

**City Council Goal Input Form
Community Organizations**



CITY OF BEND

To provide input for the City Council Goal Setting process, please complete and return this form to rchristie@bendoregon.gov no later than February 10.

Organization Name: Southeast Bend Neighborhood Association (SEBNA)

Completed by: Bill Galaway

Contact email: bgalaway@bendbroadband.com

Organization's Mission:

- To maintain and enhance the livability of the neighborhood by establishing and maintaining a line of communication and liaison between the neighborhood, the City of Bend and other Neighborhood Associations.
- To provide an open process by which all members of the SEBNA may involve themselves in the affairs of the Neighborhood.

Organization's Goals: *Please attach materials or provide a website if available.*

Our Vision for Southeast Bend

- Controlled development targeting mixed use, self-contained communities
- Traffic improvements on existing roadways
 - Safety improvements for high use roads
 - New development must address traffic patterns in and out of the development
- Increase in amenities normally seen in other neighborhoods
 - Restaurants, shops, parks, employment opportunities

What is the biggest problem your organization believes the city should address?

The Land Use Process is one of the most important processes within the city, and the one process where the neighborhood associations theoretically have the most influence. I will describe a couple situations where it appears there has been a breakdown in the process.

1. In Southeast Bend, The Bridges at Shadow Glen is in the process of being completed. It has ~400 homes on the east side of 15th Street, with 3 entrances onto 15th. In this section of 15th the speed limit is 50 mph. There are no turn lanes into the development, in spite of a natural rock formation that makes two of the

entrances somewhat blind to oncoming traffic. In talking with the developer, he stated that they asked the city to lower the speed limit to 35 mph and build the turn lanes.

I am certain that as 15th gets fully developed, the speed limits and widening of the street will be reviewed and adjusted. This does nothing to support the safety of those living in this neighborhood or those who travel on 15th. In addition, 15th has now been turned into the bypass heading east to south (and vice versa) as 27th is now closed due to the sewer construction, making the area even more dangerous.

Some questions:

- Why is this being allowed to continue?
 - Why weren't these steps taken when the development was first established?
2. Within the Mountain View NA, a group called Safe Passage Northeast has requested the development of a roundabout at Wells Acres and Butler Market. The group has called the need urgent, and has pointed out that there will be in excess of 140 home starts in the area.

The city has indicated that they will consider the roundabout in their next capital planning process. However, the real question is how we got to this position. Some questions come to mind that need to be answered:

- Do the city engineers believe the situation is as urgent as the residents believe? What data do they have to support their position?
- When the proposed developments submitted their plans, did the NA and the residents provide input concerning the traffic. What if anything was done with that input.
- As developers put forth their proposals, were the traffic studies done, and did they show that this intersection would reach the "tipping point" and thus need to be redesigned and rebuilt.
- If the data showed that the intersection had reached the tipping point, why was development allowed to occur without the redesign of the intersection or a plan and funding in place.

Bottom line: Are we failing the process, or is the process failing us?

In order to answer these and likely other questions, we request the city perform an independent audit of the Land Use process, to determine if the process is working as intended for the city, the developers, and the residents. The audit should determine if the appropriate checks and balances are in place. It should identify improvements in the process that would eliminate waste and provide appropriate streamlining of the activity,

which should benefit all. It should sufficiently document the process such that it is easy to understand and follow.

If we solved this problem, what would the finished state look like? Paint a vision.

1. If the independent audit did a deep dive into these particular issues, it would answer the basic question of did the process fail us or did we fail the process.
2. Any improvements out of the audit will help the city, developers, and the residents throughout the city, not just in this particular instance.

If you know of suggested plans or objectives to achieve this change, please describe.

We are not aware of any plans to review the Land Use process.

Describe practical measures of progress towards the goal.

As previously stated, the neighborhood associations are directly involved in the Land Use process, as the Land Use Chair in each NA gets notified of any proposed development. NART, in its role as a support organization to the various NA's, sees this issue as one that crosses all NA's in some manner. It is important that we have a well-defined, documented, and rigorous Land Use process that supports the needs of the city, the developers, and the residents.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes No

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Organization Name: Southeast Bend NA

Completed by: Bill Galaway

Contact email: bgalaway@bendbroadband.com

Organization's Mission:

- To maintain and enhance the livability of the neighborhood by establishing and maintaining a line of communication and liaison between the neighborhood, the City of Bend and other Neighborhood Associations.
- To provide an open process by which all members of the SEBNA may involve themselves in the affairs of the Neighborhood.

Organization's Goals: *Please attach materials or provide a website if available.*

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What is the biggest problem your organization believes the city should address?

Over 54% of the UGB expansion area is in Southeast Bend, bordering the Old Farm and Southeast Bend neighborhoods. These neighborhoods were annexed into the city many years ago, with little done to update or improve the existing infrastructure. The sewer is in the process of being implemented, but little has been done to improve the existing transportation network. Property owners in the UGB expansion areas are required to develop master plans, but there is a concern that those plans will not address the existing infrastructure adequately.

If we solved this problem, what would the finished state look like? Paint a vision.

The finished state would look remarkably similar to the vision of Southeast Bend described above.

If you know of suggested plans or objectives to achieve this change, please describe.

We are aware of the intent to update the Transportation System Plan, but we have not been told of any concrete plans to do so. In the same manner, we are aware of the intent to have Master Plans developed for the UGB expansion areas, but we are not aware of any in progress, nor do we understand the impact on existing infrastructure.

Describe practical measures of progress towards the goal.

We request the development of a Southeast Bend Area Plan. The development of the plan should include leaders of OFDNA and SEBNA, city representatives, and landowners in the UGB expansion area. This plan should address current and future infrastructure, zoning, housing, employment opportunities, retail and commercial space. It should develop a plan to pay for the infrastructure required. Finally, since the next expansion of the UGB will likely add more land south and east of Bend, the Area Plan should include ideas as to where the next expansion should head.

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CITY OF BEND **City Council Goal Input Form**
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To provide input for the City Council Goal Setting process, please complete and return this form to christie@bendoregon.gov no later than February 10.

Organization Name:

Old Farm District Neighborhood Association

Completed by:

James Dorofi

Contact email:

ofdna01@gmail.com

Organization's Mission:

please see website

Organization's Goals: *Please attach materials or provide a website if available.*

www.ofdna.org

attached : **OFDNA** 2017 C.I.P. list

What is the biggest problem your organization believes the city should address?

OFDNA is greatly concerned about the increasing backlog of much needed infrastructure (transportation, safety and sewer) since the last City expansion annexation in the 90s and plans for future development in creating a 'balanced' Bend. Considering the current plan for the UGB expansion in the SE section of Bend, the

current infrastructure will be greatly taxed even more than it is already designed for. The City needs to:

1- Actively pursue new funding measures to address these issues, not just in Old Farm District, but city wide.

2- Address the State mandated DEQ sewer requirements so that the SE section of Bend is not unduly forced to absorb expenses that are tied to Bend's overall citywide growth.

If we solved this problem, what would the finished state look like? Paint a vision.

OFDNA envisions a SE side of town bordered by Reed Mkt, 3rd St, Knott Rd, and 27th St with (with a Steven's Tract kicker). Consisting of the OFDNA, the South East Neighborhood Association and perhaps an additional future Neighborhood Association.. Where local businesses, new & old schools, new modern commercial areas, and with a comfortable mix of single family & multi-family dwellings. This entire area would be connected by a series of Urban Trails, sidewalks and bikelanes to help alleviate traffic and provide our children safe passage away from busy streets. A minimum of two major vehicle access routes in and around each area, with modern roundabouts at all major intersections to facilitate efficiency, and Citywide transportation consistency. This is especially important to cross the currently restrictive Reed Mkt Rd railroad tracks for safety, convenience, and commerce. Additional Cascade East Transit routes added accessing the currently many citizens not serviced, that not only access Hawthorne Station, but a direct east-west routes.. perhaps a Reed Mkt Rd- Mt Washington Dr route.

If we can update Bend's actual transportation plan with a modern multi-modal system consisting of pedestrian, bicycle, single vehicle, and public transportation, then individual vehicle miles can be decreased. This is a necessity considering the expected City growth, and an economic reality as it would save the taxpayers money and time in the long run.

The updating of sewers is a basic State environmental requirement that the City of Bend must acknowledge as part of growing pains. If new development is to occur this is part of that new development cost and the City's needed expansion.

If you know of suggested plans or objectives to achieve this change, please describe.

- Currently the 'shovel possible' project on 27th St could start the SE Urban Trail. This would solve basic lacking infrastructure issues and wouldn't inconvenience the City resident's more than needed by tying it to the active SE Sewer Interceptor project.
- Coordinate with COID and Bend Parks & Rec to fully open the COID access trail.
- Fund and construct the long planned Murphy railroad overpass project.
- Coordinate the new planned schools with additional transportation options, so that the schools are walkable or bikeable on day one

- Discussion as to a fair and correct citywide distribution of residential zoning. The current, or even planned infrastructure can't absorb the level of multifamily housing that is part of the UGB expansion.
- Make sure that the Bend Building Code is set up so that Developers are encouraged to add multi-modal designs and aren't restricted by out-of-date concepts.

Describe practical measures of progress towards the goal.

Many of the problems are due to infill, as opposed to basic new development design. The projects would be easily monitored. But, a Citywide development plan of needed infrastructure could easily be created and projects checked off year by year as the construction was completed. OFDNA will gladly aid in this. NART could be a lead in this and would be a great organization that truly knows what the City needs, street by street, and is already formed with independent review boards in place with each Neighborhood Association.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes No



61149 S. Hwy 97
PMB 303
Bend, OR 97702
www.bendneighborhoods.com

February 5, 2017

Old Farm District Neighborhood Association (OFDNA) CIP Priority List.

Construct the Murphy Rd. extension to 15th St with a roundabout at the Pahlisch Homes Bridges entrance, and one at Brosterhous Rd, to include a rail overcrossing, sidewalks and bike lanes. (This provides mitigation for the current over-reliance on Reed Market Rd, extends the lifespan of the roundabout, provides an outlet during train events, and connects to the US 97 improvements. This extension would also serve most of the remaining undeveloped lands in S.E. Bend.) It also offers safe pedestrian and bicycle passage over the railroad to the park which is adjacent to the Murphy Rd. ROW.

Implement the pedestrian crossing safety improvements planned at Reed Market/15th as part of the current roundabout construction.

Construct Brosterhous Rd. to major collector standards (sidewalks and bike lanes) prior to construction build-out of adjoining neighborhoods.

Complete the 15th St. sidewalk with a priority from Reed Market Rd to the south.

Integrate the Canal Trail System into the Park and Rec. plans, as proposed on the Bicycle and Pedestrian System Plan. Obtain agreements with COID on allowable use. (Priority should be connecting from the Deschutes River Trail outward. Interim steps could include improved pedestrian crossings of major roads, signing/stripping and illumination.)

Construct an urban trail alongside 27th St. from Reed Market Rd. north to Hwy 20 during the sewer construction work, which has the entire stretch of road torn up. This would connect to the canal trail, and eventually the DSL land development to the south.

Construct Parrell Rd. to major collector standards from the new roundabout north.

Realign the Ferguson/15th St. intersection and make sight distance improvements.

Construct a roundabout at Murphy Rd and Country Club Drive.

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Organization Name: Boyd Acres Neighborhood Association (BANA)

Completed by: Larry Kierulff

Contact email: boydaces@gmail.com

Organization's Mission:

Improve the quality of life in the neighborhood through informed and involved residents.

Organization's Goals: *Please attach materials or provide a website if available.*

From Bylaws [www.boydacesneighborhood](http://www.boydacesneighborhood.com) (documents):

- (a) To provide an open process by which all members of the Neighborhood may involve themselves in the affairs of the Neighborhood.
- (b) To maintain an open line of communication and liaison among the Neighborhood, the City of Bend, Deschutes County and other State and Federal Agencies, other participating agencies, and other neighborhoods.
- (c) To maintain, protect and enhance the sense of community of the Neighborhood, without suppressing the rights of individuals to express and promote divergent or contrary views.
- (d) To facilitate the exchange of information among Neighborhood citizens.
- (e) To be organized for educational, social and charitable purposes.

What is the biggest problem your organization believes the city should address?

Already congested Empire Blvd., a primary east-west route through the north part of Bend and the heart of BANA providing access to regional parks, medical facilities and schools while being fed by highways 97 and 20, is becoming a corridor of higher density residential communities and expanding industrial/commercial job centers with limited sidewalks or bike lanes and no public transit service.

If we solved this problem, what would the finished state look like? Paint a vision.

Empire Blvd. would be connected to 27th St. and paralleled by bike lanes and sidewalks. There would be roundabouts, with art and landscaping, at Empire Ave and Purcell Blvd, Empire Ave. and Boyd Acres Rd., in addition to the existing roundabout at Empire Ave. and 18th St. Buses would traverse the corridor connecting the Cascade Village Shopping Center with the route that serves the medical center. The congestion problems that have plagued Butler Market Rd. at Wells Acres Rd. and Purcell Blvd. would be mitigated by the better east-west route as Boyd Acres residential neighborhood continues grow to provide housing in reasonable proximity to many employment and recreation centers.

If you know of suggested plans or objectives to achieve this change, please describe.

High priority plans already exist and many rights of way have been acquired to connect Empire Ave. with 27th St., but the project waits funding. Get bond money or some other source of funding to get the job done before spending on other congestion problems that have developed while prolonging this project.

Describe practical measures of progress towards the goal.

Complete annual traffic counts on all east-west routes for hours that include school commuting and weekend sport activity.

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Organization Name: Mountain View Neighborhood Association

Completed by: Carolyn Clontz, chairperson

Contact email: carolynclontz14@gmail.com

Organization's Mission: On behalf of our membership, our goal is to be organized for educational, social and charitable purposes; maintain an open line of communication between MVNA members and City management/staff; and maintain, protect and enhance our neighborhood's livability and sense of community.

Organization's Goals: *Please attach materials or provide a website if available.*

Improved livability of NE Bend neighborhoods with safe quiet streets for cars, pedestrians, transit and bicycles, as well as integrated affordable housing and neighborhood commercial. We seek complete streets and complete neighborhoods to support efficient use of our new urban growth boundary and transportation system plan.

Develop opportunities for MVNA to improve communication and involvement in MVNA with businesses in our geographical area; e.g. St. Charles, all the Forum businesses, our two schools (Ensworth Elementary, Mountain View High School).

Complete neighborhoods, meaning that even small developments should be considered for including commercial zones so that our neighborhoods have some commercial amenities within walking distance. Communities, where lots of people walk because it's safe to do so and there are interesting destinations, are actually safer and feel more like home.

What is the biggest problem your organization believes the city should address?

Our transportation system is woefully inadequate and promises to get a lot worse quickly. At peak rush periods, cars are lined up 20 deep on Neff Road at Purcell and on Wells Acres Road at Butler Market or Wells Acres Road at 27th. These problem areas are not scheduled to be addressed for another 15 years, which is unacceptable. Traffic on Butler Market Road is so heavy that drivers trying to get onto Butler Market Road find it nearly impossible to turn left for most of the length of Butler Market Road from 27th all the way to 8th. With all the high-density building going on near or along this corridor, the problem is going to get far worse before it is resolved. People are taking risks to get out onto Butler Market Road or avoiding these intersections by driving through neighborhoods that are not designed to handle a heavier volume of traffic.

If we solved this problem, what would the finished state look like? Paint a vision.

Traffic at these junctions would travel smoothly just like it does at 8th and Butler Market Road. Roundabouts need to be built now at Wells Acres Road at Butler Market Road and 27th at Butler Market Road.

If you know of suggested plans or objectives to achieve this change, please describe.

Move up the timetable for building these roundabouts. Allocate money to improving the transportation system in NE Bend since much of the high-density building is going on in NE Bend.

Describe practical measures of progress towards the goal.

Money that is collected from SDCs should be spent in a timely manner to keep pace with the growth in population. Because much of the building in NE Bend is going towards affordable housing, with the deferral of SDCs being collected as a result, the City of Bend should be compelled to make up the difference in money collected for transportation upgrades at the time of the building being done.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes X No

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To provide input for the City Council Goal Setting process, please complete and return this form to rchristie@bendoregon.gov no later than February 10.

Organization Name: Orchard District Neighborhood Association

Completed by: Cheryl Howard, Chair

Contact email: hello@orcharddistrict.org

Organization's Mission:

The purposes for which Orchard District Neighborhood Association is organized are:

- To enhance the livability of the neighborhood by establishing and maintaining a line of communication and liaison between the Orchard District Neighborhood, the City of Bend, and other Neighborhood Associations.
- To provide an open process by which all members of our neighborhood may involve themselves in the affairs of their Neighborhood.
- To perform all acts related to these purposes.
- To perform only acts that will assist to serve educational, social and charitable purposes.

Organization's Goals: *Please attach materials or provide a website if available.*

Orchard District Neighborhood Association is a 501c3 non-profit organization

<http://www.orcharddistrict.org/>

What is the biggest problem your organization believes the city should address?

The largest needs (several years running) are balanced between the neighborhood wanting greater connectivity and improvement for walking, biking and transit, as well as the expansion of commercial convenience zones throughout our neighborhood. Especially focus on Safe Routes to School and Parks, and the continuity of sidewalks along our transit system.

If we solved this problem, what would the finished state look like? Paint a vision.

Greater opportunity for folks in our neighborhood to activity reduce our reliance on automobiles for short trips, the opportunity to walk, bike and interact with our neighbors both on daily errands and for social events at local parks and locations.

If you know of suggested plans or objectives to achieve this change, please describe.

Bend Open Streets, September 17th

The Multi Modal Mixed Use area as identified in the UGB expansion.

Several ODOT projects salted for construction between 2017 and 2021--but they second phase of those projects to ensure their success needs support of City staff for planned walking/biking, transit improvement projects.

Describe practical measures of progress towards the goal.

Better communication between our membership/neighborhood association/council. Orchard District is very successful in communicating information from council and staff to our neighborhood. However, very few systems are available to bring information back from our neighborhood to the council level in an informal and discussion ready venue.

Prioritization of code enforcement and street maintenance on existing bike lanes and sidewalks.

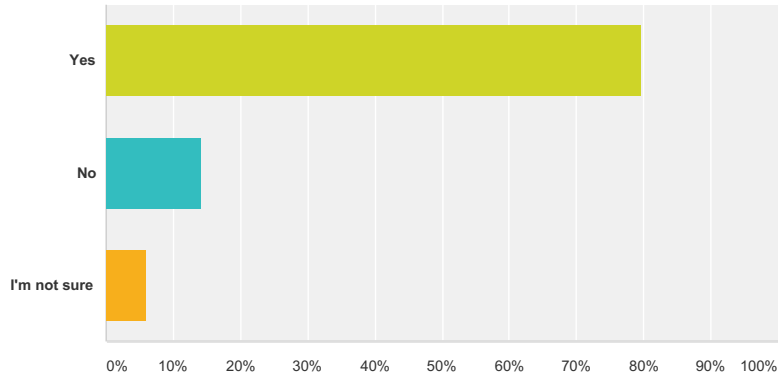
Inclusion of high traffic intersections within the CIP. (Wells Acres and Butler Market).

Please also refer to our most recent Member Survey, attached.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes _____ No X

Q1 Are you a member of the Orchard District Neighborhood Association? There is no cost for membership in your neighborhood association. If you receive our e-newsletter, you are automatically registered as a member. To see a map of our neighborhood boundaries click here.

Answered: 84 Skipped: 0

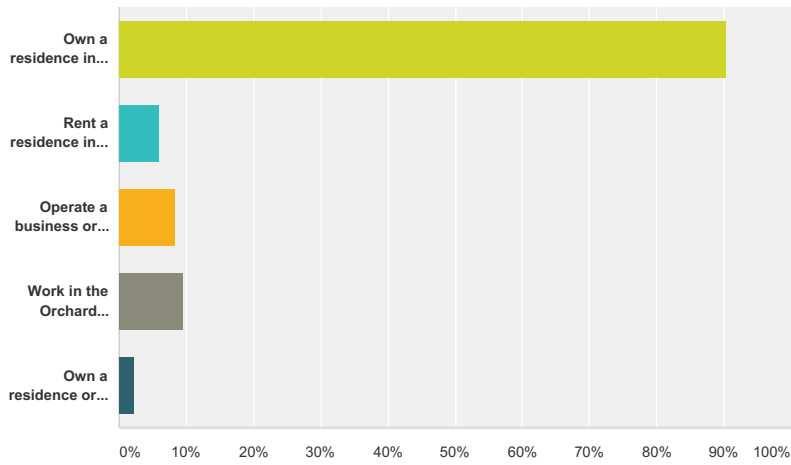


Answer Choices	Responses
Yes	79.76% 67
No	14.29% 12
I'm not sure	5.95% 5
Total Respondents: 84	

#	Other (please specify)	Date
1	Would consider it. New to the neighborhood	12/30/2016 10:30 AM
2	I just found out this existed and have a membership application in	12/29/2016 10:52 AM

Q2 Do you (check all that apply)

Answered: 84 Skipped: 0

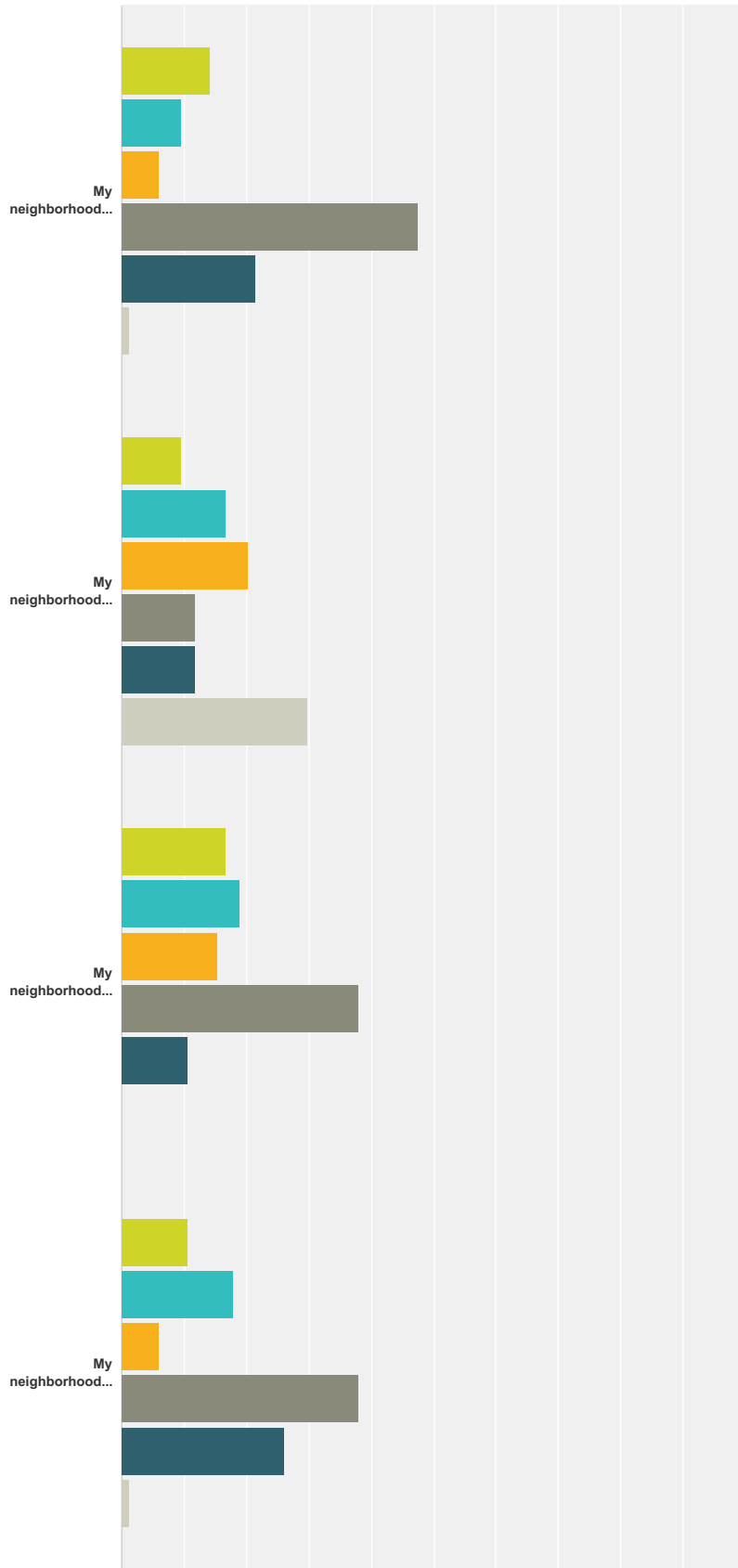


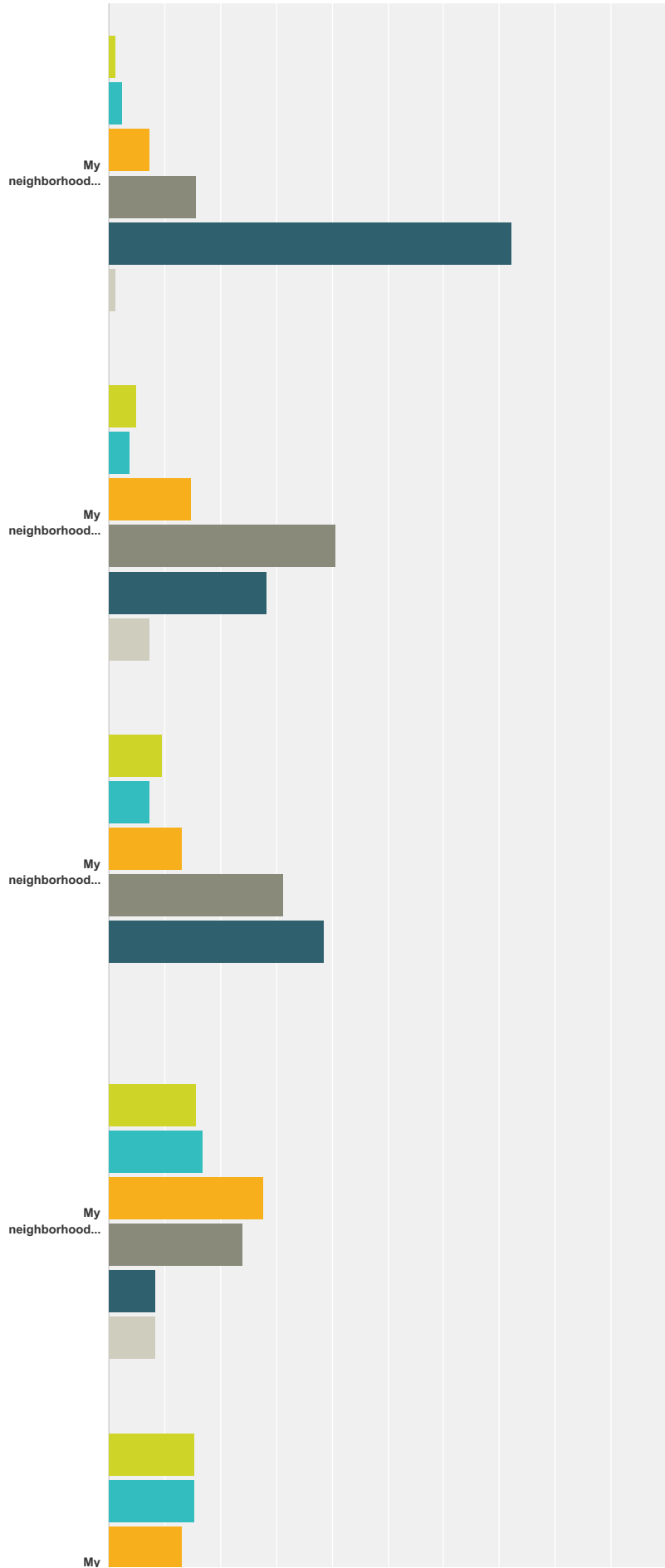
Answer Choices	Responses
Own a residence in the Orchard District neighborhood	90.48% 76
Rent a residence in the Orchard District Neighborhood	5.95% 5
Operate a business or non-profit in the Orchard District neighborhood	8.33% 7
Work in the Orchard District neighborhood	9.52% 8
Own a residence or building that I rent out in the Orchard District neighborhood	2.38% 2
Total Respondents: 84	

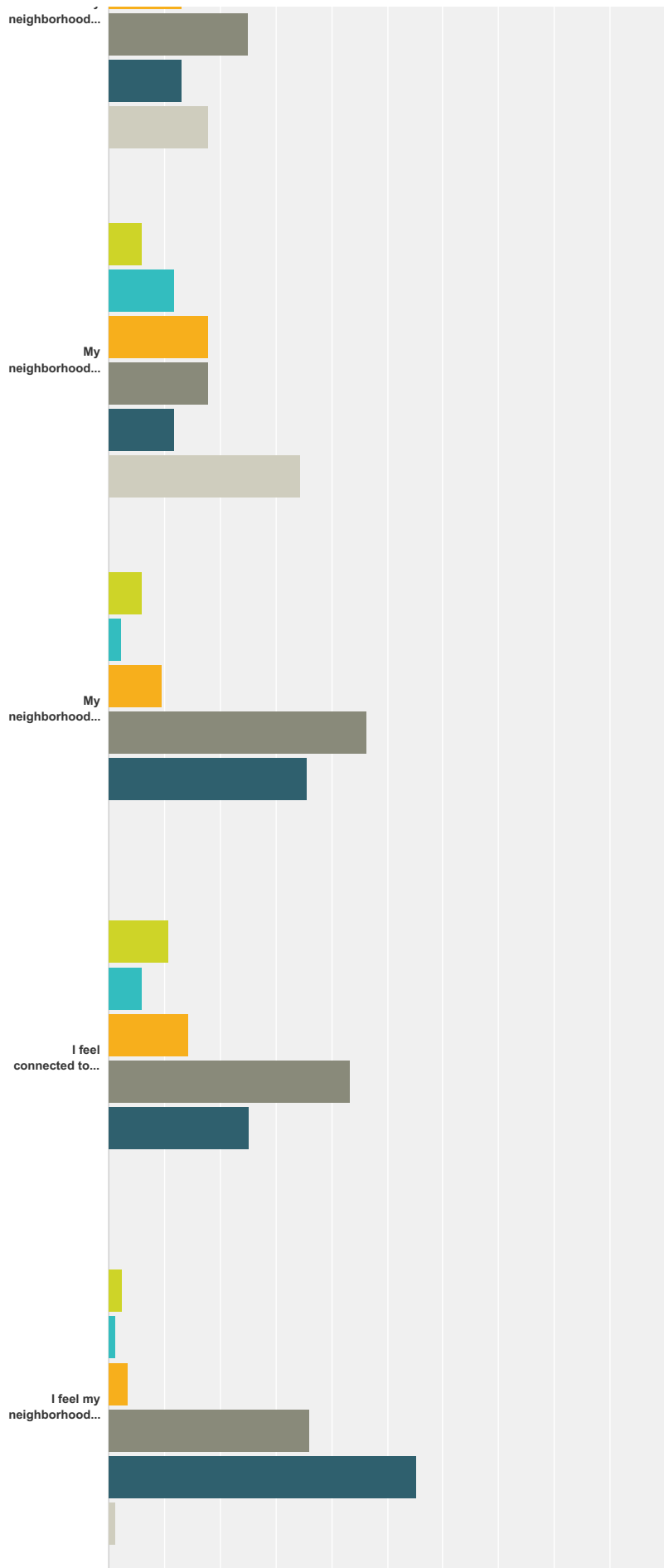
#	Other (please specify)	Date
	There are no responses.	

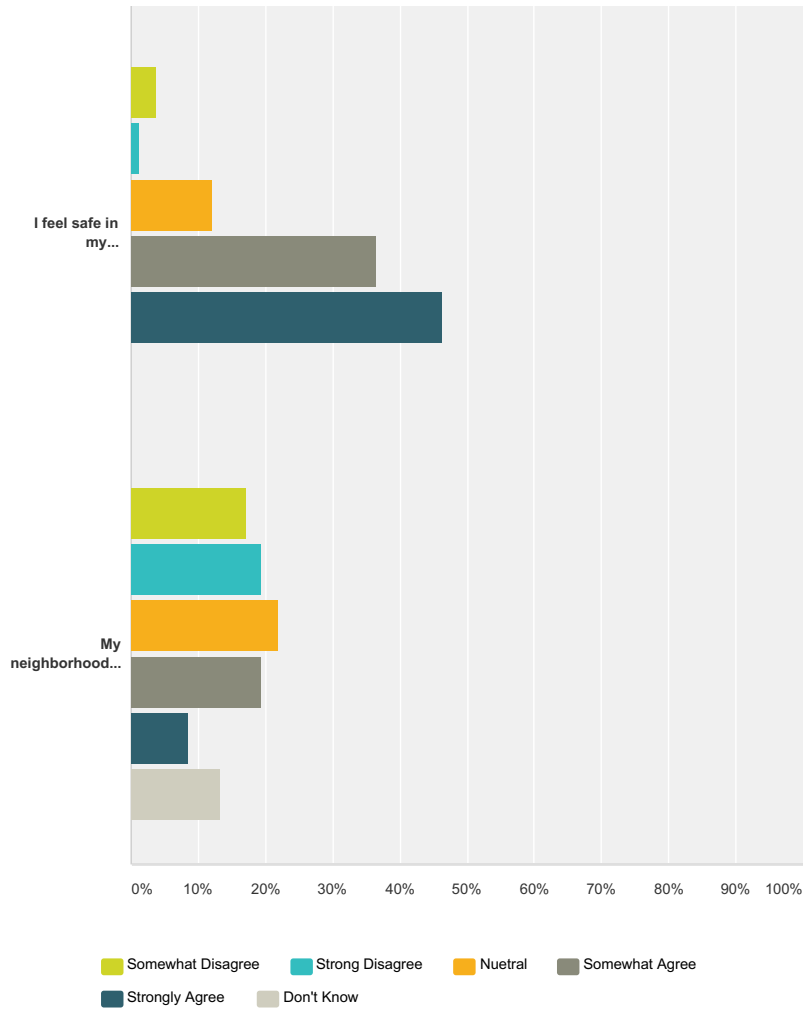
Q3 Do you agree or disagree with the following statements about your neighborhood?

Answered: 84 Skipped: 0









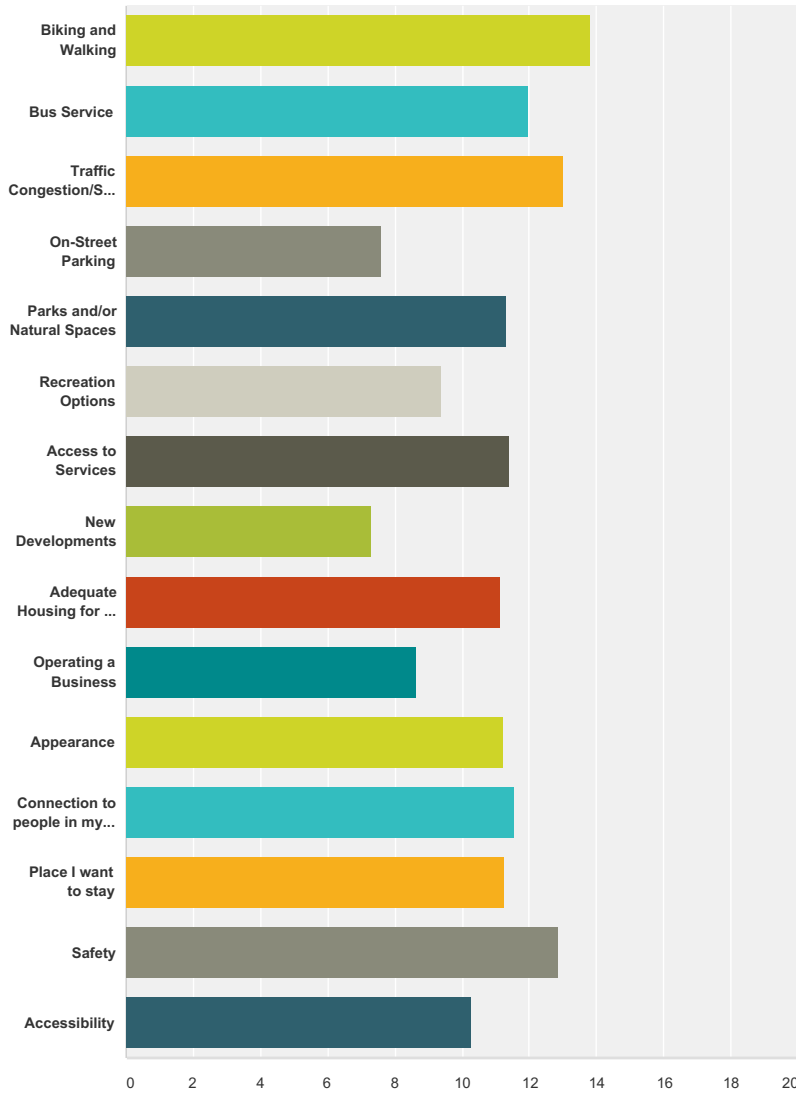
	Somewhat Disagree	Strong Disagree	Neutral	Somewhat Agree	Strongly Agree	Don't Know	Total Respondents
My neighborhood is comfortable to bike and walk in.	14.29% 12	9.52% 8	5.95% 5	47.62% 40	21.43% 18	1.19% 1	84
My neighborhood has good bus service.	9.52% 8	16.67% 14	20.24% 17	11.90% 10	11.90% 10	29.76% 25	84
My neighborhood does not feel congested by traffic.	16.67% 14	19.05% 16	15.48% 13	38.10% 32	10.71% 9	0.00% 0	84
My neighborhood has adequate on-street parking.	10.71% 9	17.86% 15	5.95% 5	38.10% 32	26.19% 22	1.19% 1	84
My neighborhood has parks and/or natural areas that I like to go to.	1.20% 1	2.41% 2	7.23% 6	15.66% 13	72.29% 60	1.20% 1	83
My neighborhood has recreation options for all ages and abilities.	4.94% 4	3.70% 3	14.81% 12	40.74% 33	28.40% 23	7.41% 6	81
My neighborhood has convenient access to services that I regularly visit, such as grocery shopping, restaurants, schools.	9.64% 8	7.23% 6	13.25% 11	31.33% 26	38.55% 32	0.00% 0	83
My neighborhood has new development that fits in with what is already here.	15.66% 13	16.87% 14	27.71% 23	24.10% 20	8.43% 7	8.43% 7	83
My neighborhood has adequate housing for a variety of income levels.	15.48% 13	15.48% 13	13.10% 11	25.00% 21	13.10% 11	17.86% 15	84
My neighborhood is a good place to operate a business.	5.95% 5	11.90% 10	17.86% 15	17.86% 15	11.90% 10	34.52% 29	84
My neighborhood has an appearance that I like.	5.95% 5	2.38% 2	9.52% 8	46.43% 39	35.71% 30	0.00% 0	84
I feel connected to people in my neighborhood.	10.84% 9	6.02% 5	14.46% 12	43.37% 36	25.30% 21	0.00% 0	83
I feel my neighborhood is a place I want to stay.	2.41% 2	1.20% 1	3.61% 3	36.14% 30	55.42% 46	1.20% 1	83

I feel safe in my neighborhood.	3.66% 3	1.22% 1	12.20% 10	36.59% 30	46.34% 38	0.00% 0	82
My neighborhood is accessible for those with limited mobility or disabilities.	17.07% 14	19.51% 16	21.95% 18	19.51% 16	8.54% 7	13.41% 11	82

#	Other (please specify)	Date
1	This neighborhood has no sidewalks, but has moderate traffic. There is more traffic than ever, however, because of the recent addition of a trailer park and apartments on Ross Rd. and Boyd Acres. Neighbors in those places cut through regularly to access Butler Mkt.	1/20/2017 6:46 PM
2	There seems to be a drug halfway house on the corner of Shepard and Meadow. Any type of halfway house like this is of concern, mainly because it just appeared and local residents weren't notified of its existence. Just send out a letter notifying area residents. Done.	1/20/2017 11:37 AM
3	I am at the north side of Orchard and there are way too many multi family dwelling units being built in the small area here off of Boyd Acres.	1/7/2017 4:31 PM
4	I am happy to see a move to more ownership of houses over rentals. It has made an improvement in the neighborhood and people seem to take better care/pride in their property	1/5/2017 8:40 PM
5	It is sad that Ericksen's closed and it sounded like there will not be another grocery store placed there. Safeway is still within walking distance for me, just not for some in the neighborhood. Thank you for all you do!	12/31/2016 9:08 AM
6	Nuetral is spelled incorrectly - again!	12/30/2016 10:32 PM
7	Our neighborhood really needs sidewalks and bike lanes.	12/30/2016 8:31 AM
8	Traffic on Penn/Neff is laughably bad and will get worse when the new development on the former Lee property is opened up. It is incredible that the city permitted this development to proceed considering the traffic failures on Penn/Neff.	12/28/2016 5:09 PM
9	I realize the bus runs right through the neighborhood, but to get anywhere you have to connect thru Hawthorne station which makes it not worth it to ride the bus.	12/28/2016 12:10 PM
10	As an older neighborhood with fewer sidewalks I would say accessibility and comfort for walking is reduced. However other than 12th, traffic is on the lower end so utilizing the street for walking is generally do-able. Traffic speeds on 12th/Jones in particular are my primary concern as it's a connector.	12/28/2016 9:57 AM
11	8th Street is terrible for pedestrians and desperately needs separated pedestrian pathways. Right now (December 28, 2016) with snow on the sides, pedestrians are walking in the street along with 40+ mph traffic, very dangerous.	12/28/2016 8:38 AM
12	speed of traffic on neighborhood streets is too fast. Need to slow it down by whatever means possible.	12/27/2016 8:43 PM
13	Need sidewalks on both sides of streets.	12/27/2016 8:41 PM
14	We have no side walks in my immediate area. Cars travel to fast, and when you tell renters to slow down, they yell profanity. People park the wrong direction and are never given a citation. Why have laws if they are not I forced. Renters take no pride in the neighborhood.	12/27/2016 8:09 PM
15	More crosswalks	12/27/2016 7:58 PM

Q4 Of the characteristics listed above, identify in order of importance, the TOP FIVE (of the 15 listed) that you would like to see prioritized for improvement in the next three years.

Answered: 81 Skipped: 3



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	Score	
Biking and Walking	45.61% 26	22.81% 13	14.04% 8	3.51% 2	12.28% 7	1.75% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	57	13.81	
Bus Service	16.13% 5	35.48% 11	6.45% 2	3.23% 1	16.13% 5	6.45% 2	0.00% 0	3.23% 1	3.23% 1	0.00% 0	9.68% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	31	12.00	
Traffic Congestion/Speed	31.58% 18	22.81% 13	15.79% 9	8.77% 5	12.28% 7	1.75% 1	3.51% 2	0.00% 0	0.00% 0	1.75% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.75% 1	0.00% 0	57	13.02
On-Street Parking	0.00% 0	6.67% 1	13.33% 2	6.67% 1	6.67% 1	0.00% 0	13.33% 2	13.33% 2	0.00% 0	0.00% 0	0.00% 0	20.00% 3	6.67% 1	0.00% 0	13.33% 2	15	7.60	
Parks and/or Natural Spaces	2.70% 1	8.11% 3	32.43% 12	27.03% 10	13.51% 5	0.00% 0	0.00% 0	2.70% 1	5.41% 2	0.00% 0	0.00% 0	2.70% 1	2.70% 1	2.70% 1	0.00% 0	37	11.32	
Recreation Options	0.00% 0	5.00% 1	10.00% 2	30.00% 6	10.00% 2	10.00% 2	5.00% 1	0.00% 0	0.00% 0	10.00% 2	10.00% 2	0.00% 0	0.00% 0	5.00% 1	5.00% 1	20	9.40	
Access to Services	22.58% 7	6.45% 2	19.35% 6	12.90% 4	9.68% 3	6.45% 2	3.23% 1	3.23% 1	0.00% 0	6.45% 2	3.23% 1	3.23% 1	3.23% 1	0.00% 0	0.00% 0	31	11.39	

New Developments	5.26% 1	0.00% 0	15.79% 3	10.53% 2	15.79% 3	0.00% 0	0.00% 0	5.26% 1	0.00% 0	0.00% 0	5.26% 1	0.00% 0	10.53% 2	15.79% 3	15.79% 3	19	7.32
Adequate Housing for a variety of income levels	10.34% 3	20.69% 6	24.14% 7	13.79% 4	3.45% 1	3.45% 1	3.45% 1	0.00% 0	3.45% 1	0.00% 0	3.45% 1	6.90% 2	3.45% 1	3.45% 1	0.00% 0	29	11.14
Operating a Business	10.53% 2	15.79% 3	10.53% 2	0.00% 0	15.79% 3	0.00% 0	0.00% 0	0.00% 0	5.26% 1	10.53% 2	0.00% 0	5.26% 1	10.53% 2	5.26% 1	10.53% 2	19	8.63
Appearance	3.23% 1	22.58% 7	6.45% 2	16.13% 5	29.03% 9	0.00% 0	9.68% 3	3.23% 1	3.23% 1	3.23% 1	0.00% 0	0.00% 0	0.00% 0	3.23% 1	0.00% 0	31	11.23
Connection to people in my neighborhood	5.88% 2	14.71% 5	11.76% 4	26.47% 9	20.59% 7	8.82% 3	0.00% 0	2.94% 1	5.88% 2	0.00% 0	0.00% 0	2.94% 1	0.00% 0	0.00% 0	0.00% 0	34	11.56
Place I want to stay	12.50% 3	20.83% 5	8.33% 2	12.50% 3	20.83% 5	0.00% 0	4.17% 1	4.17% 1	8.33% 2	0.00% 0	4.17% 1	0.00% 0	4.17% 1	0.00% 0	0.00% 0	24	11.29
Safety	25.64% 10	5.13% 2	30.77% 12	23.08% 9	10.26% 4	0.00% 0	0.00% 0	2.56% 1	2.56% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	39	12.85
Accessibility	4.17% 1	12.50% 3	4.17% 1	29.17% 7	20.83% 5	4.17% 1	0.00% 0	4.17% 1	0.00% 0	8.33% 2	0.00% 0	4.17% 1	4.17% 1	0.00% 0	4.17% 1	24	10.29

Q5 What would most improve this neighborhood?

Answered: 66 Skipped: 18

#	Responses	Date
1	Keep housing density the same as it is.	1/22/2017 12:35 PM
2	This winter snow has caused real issues for parking along the streets and cars parking there anyways and making the roads almost unprovable due to cars parked in the middle of the road.	1/22/2017 8:34 AM
3	Calming the traffic.	1/20/2017 10:33 PM
4	The traffic has become very difficult to deal with. Cars often speed through the school zones and do my stop at pedestrian crosswalks and it feels unsafe to let my school age children walk alone. It would be nice to be able to walk our kids to Juniper Fitness, but the streets/traffic/and congestion make it feel too challenging.	1/20/2017 9:16 PM
5	The addition of a new playground is wonderful. More monitoring of the canal for homeless camps would be good.	1/20/2017 6:46 PM
6	Cut down on speeders through or 25 mph neighbor hood streets like 12th street	1/20/2017 4:40 PM
7	Less traffic on main streets such as Neff-Olney, 8th Street, intersection of Butler Mkt and Wells Acres, intersections of Revere with 8th & with 4th Streets	1/20/2017 4:21 PM
8	If it were not on a private drive.	1/20/2017 3:56 PM
9	Add speed bumps to slow down cars.	1/20/2017 11:37 AM
10	East west Bus stop along Neff Rd	1/20/2017 10:42 AM
11	Near us - less litter. Get's very noticeable down by Albertsons and Rite Aid.	1/19/2017 3:24 PM
12	Slower traffic speeds on Franklin Avenue. Except when there's a police presence, most motorists go faster than the posted 25 mph. Less littering by pedestrians. Fewer restrictions for on-street parking (my neighbors are free to park their many vehicles on the street, but apparently I am not).	1/13/2017 9:26 AM
13	Better roads and diversion of the railroad tracks.	1/12/2017 9:57 PM
14	More police presence and less multi-family dwelling units being built here.	1/7/2017 4:31 PM
15	As written in #6	1/7/2017 1:05 PM
16	Im a dark sky proponent. I would like to see the streetlights changed to create less light pollution.	1/6/2017 6:48 AM
17	Making sure neighbors shovel sidewalks during storms (continue to- this year has been much better than previous years!). Also- many side walks are in disrepair due to large tree roots and traffic cones are not an adequate solutions. Owners need to take responsibility for their sidewalks.	1/5/2017 8:40 PM
18	More businesses to entice me to shop/eat/drink here rather than downtown Bend.	1/4/2017 5:48 PM
19	Some type of enforcement of what is allowed in front yards or on streets in front of homes. Also, there are housing areas still lacking sidewalks.	1/3/2017 2:37 PM
20	sidewalks (esp. in winter), improved traffic patterns and congestion	1/3/2017 1:13 PM
21	Reduction of speed on 8th street. Addition of rd-about(s) on 4th & Revere and 4th & Olney and perhaps 4th & Norton.	1/3/2017 8:54 AM
22	Updated housing	1/3/2017 8:24 AM
23	sidewalks on 8th street! It is very unsafe to walk on 8th between butler market and revere	1/1/2017 7:29 PM
24	Less traffic noise	12/31/2016 4:01 PM
25	A pedestrian crossing at 6th and Greenwood	12/31/2016 9:15 AM
26	Getting junky cars, etc off the street and front yards	12/30/2016 6:28 PM
27	speed limits	12/30/2016 4:48 PM
28	Not sure at this point. New to the neighborhood.	12/30/2016 10:30 AM
29	Sidewalks and bike lanes, control of traffic congestion and speed, more of a neighborhood connection which creates pride in an area, resulting in better yard maintenance, etc.	12/30/2016 8:31 AM
30	Side Walks	12/29/2016 4:19 PM
31	Easy walking across greenwood and also across third	12/29/2016 1:22 PM
32	Better sense of community – the City would step up to help people with private drives. They will not provide services such as police for people on private drives. Unconscionable.	12/29/2016 11:59 AM
33	I really wish we had more restaurants around!	12/29/2016 10:52 AM
34	Turning onto penn/neff more easily	12/29/2016 3:42 AM
35	Sidewalk on 8th Street, commercial area between Shepard and 4th Street and Revere and Butler Mkt. - maybe the old radio tower site?	12/28/2016 11:23 PM
36	Make Penn/Neff four lanes and install a traffic circle or traffic light at the intersection of Shepherd and Neff.	12/28/2016 5:09 PM
37	I live between greenwood and Lafayette on tenth, and there is constant fast cut through traffic. It would be great to reduce the desire for car drivers to cut through the neighborhood.	12/28/2016 4:04 PM
38	Walk-able retail development!	12/28/2016 3:43 PM

39	More pride in ownership, more owner occupied.	12/28/2016 1:20 PM
40	More neighborhood watch programs. Only in regards to potential crime and transientism. Not intended to raise neighbor to neighbor code enforcement reporting.	12/28/2016 1:03 PM
41	More services - small grocers, restaurants, bars, etc. and better connections for bikes and peds across 3rd and Greenwood and other major roads. Roundabouts at 4th & Olney and 4th & Revere would also be good.	12/28/2016 12:10 PM
42	Sidewalks for children.	12/28/2016 11:21 AM
43	Enforcing speed along 12th, Revere, & Neff. Kids playground equipment at Hollingshead.	12/28/2016 10:50 AM
44	I feel additional sidewalks would encourage more walking. As mentioned above speeds and traffic on 12th/Jones are a safety concern and I believe the Jones Farm development is likely to contribute.	12/28/2016 9:57 AM
45	Sidewalks	12/28/2016 9:31 AM
46	Fixing or rebuilding the storm drain at the corner of Sandy Drive and Butler Market Road. The "speed bump" the city put in as a stop-gap solution makes it impossible to get out of the street when it is icy or snowy, and ruins my car's suspension.	12/28/2016 9:24 AM
47	Sidewalks and bury overhead cables/power lines.	12/28/2016 8:38 AM
48	More sidewalks for walking and riding bikes, especially on Revere.	12/28/2016 8:28 AM
49	Roundabout at Wells Acres and Butler Market	12/27/2016 9:59 PM
50	A walking and biking corridor. Especially if it could include a pedestrian friendly skybridge or crossing area on 3rd street going downtown. We love walking to get around, but are often stuck walking in the middle of the street and dealing with heavy traffic and short crossing times going across 3rd street.	12/27/2016 9:57 PM
51	Events for neighbors to come together like the Bend Open Streets	12/27/2016 9:39 PM
52	A better survey. This survey is terrible. I don't see how you can draw anything useful from it.	12/27/2016 9:11 PM
53	slower traffic speeds and better street crossings	12/27/2016 8:43 PM
54	sidewalks and street lights	12/27/2016 8:41 PM
55	addressing traffic issues on 6th St and 8th St	12/27/2016 8:39 PM
56	Pride in the appearance of your home.	12/27/2016 8:09 PM
57	Safe walking and biking	12/27/2016 7:58 PM
58	Continued healthy development of the commercial area at 8th and Greenwood. We need a vibrant commercial center there that is accessible by bike/walk as well as car.	12/27/2016 7:51 PM
59	connection of sidewalks and trails	12/27/2016 7:19 PM
60	Cars parked on street	12/27/2016 7:08 PM
61	It would be nice to have closer retail/service businesses mixed in with the houses	12/27/2016 7:05 PM
62	More police patrols	12/27/2016 7:01 PM
63	A small business that would support neighborhood connection and walkability. Small restaurant, bakery, coffee shop. A small grocery market not connected to a gas station.	12/27/2016 6:49 PM
64	sidewalks would be really nice. lot's of foot traffic from the high School and people walking the butte.	12/27/2016 6:42 PM
65	Additional traffic enforcement.	12/27/2016 6:39 PM
66	Owners of work vehicles parking them on both sides of street.	12/27/2016 6:29 PM

Q6 Do you feel that there are any negative aspects of this neighborhood?

Answered: 64 Skipped: 20

#	Responses	Date
1	Street maintenance and short term rentals. Up and coming high density housing off of Neff and Jones Rd.	1/22/2017 12:35 PM
2	Inadequate resources for major snow events.	1/20/2017 10:33 PM
3	Traffic. The congestion and traffic around the school zones feels very unsafe. There are a few halfway houses in the neighborhood and the male residents just roam around on the sidewalks and loiter in a neighborhood with a large population of small children present. It feels unsafe.	1/20/2017 9:16 PM
4	The installation of a trailer park was a complete surprise. Residents were not informed. I think the developer pulled one over on everyone and is bragging about it.	1/20/2017 6:46 PM
5	Traffic congestion and time to get places. Biking is difficult in the winter. Division Street needs a face lift.	1/20/2017 4:21 PM
6	light pollution from bright outside lighting	1/20/2017 4:03 PM
7	Yes.	1/20/2017 3:56 PM
8	Speeding cars and loud motorcycles/huge pickups. There seems to be a drug halfway house on the corner of Shepard and Meadow. Any type of halfway house like this is of concern, mainly because it just appeared and local residents weren't notified of its existence. Just send out a letter notifying area residents. Done.	1/20/2017 11:37 AM
9	1) At 6th and Greenwood - Croutons attracts way more customers than parking. So streets fill up on both sides - very bad traffic from lunch to dinner. 2) Several inconsiderate neighbors who let their dogs bark non-stop.	1/19/2017 3:24 PM
10	Every neighborhood I've lived in has some but I feel the ones I notice from time to time (loud parties)are manageable. I usually talk first to the neighbor who is causing the problem; lack of resolution at that level prompts reaching out to police/code enforcement.	1/13/2017 9:26 AM
11	The worst intersection in all of Bend Greenwood and business 97.	1/12/2017 9:57 PM
12	Yes. With the influx of so many multi family dwelling units, I am expecting crime to increase very soon if not already.	1/7/2017 4:31 PM
13	needs sidewalks in some areas and improved bike lanes and speed bumps for safety (i.e.12th street down the hill into Jones Rd.) new subdivisions with no lots and architecture that doesn't fit into the original feel and look of the neighborhood.	1/7/2017 1:05 PM
14	Hard to think of anything that rises above 'pet peeve'.	1/6/2017 6:48 AM
15	The patrons of the numerous day-care centers in the neighborhood drive too fast and discourteously in the neighborhood. It would be appreciated if owners of these businesses remind their patrons to drive in OUR neighborhood the way they would like others drive in THEIRS.	1/5/2017 8:40 PM
16	Traffic	1/4/2017 5:48 PM
17	Most people have pride in their neighborhood, however, there is a house on 10th Ave which is a disgrace. The front yard is covered with scattered bones.	1/3/2017 2:37 PM
18	Speed and lack of sidewalk(s) on 8th St north of Revere Avenue. Single GREENWOOD traffic/pedestrian light at 8th St.	1/3/2017 8:54 AM
19	Traffic can be awful. Has an old feel, needs some updating.	1/3/2017 8:24 AM
20	see number 5. also the empty lots that get filled with noxious weeds that then blow around the neighborhood are both a fire hazard and a nuisance.	1/1/2017 7:29 PM
21	Traffic goes too fast	12/31/2016 4:01 PM
22	The closure of Erickson's Thriftway Market	12/31/2016 9:15 AM
23	Yes, appearance of some of the houses, fences, yards	12/30/2016 6:28 PM
24	areas of congested parking--6th and Greenwood on 6rh because of Croutons.	12/30/2016 4:48 PM
25	Traffic congestion and speed, cars parked on both sides of the road and no sidewalks or bike lanes make this an unsafe place to walk or bike.	12/30/2016 8:31 AM
26	No Side walks	12/29/2016 4:19 PM
27	As above #5	12/29/2016 1:22 PM
28	Traffic	12/29/2016 11:59 AM
29	I know in my area specifically (off Sandy) there are a lot of sidewalks that stop randomly or are just not there. Also, we have so many streets where there is no parking allowed on both sides of the street, making it hard for guests to have room.	12/29/2016 10:52 AM
30	See 5.	12/29/2016 3:42 AM
31	High property taxes, no affordable entry-level housing that allows pets	12/28/2016 11:23 PM
32	Design of streets to impede rather than facilitate traffic. Actually, this is a city-wide problem that will only get worse. People will not leave their cars in the winter on icy/snow-covered streets no matter how utopian the view of muscle-powered transport may be.	12/28/2016 5:09 PM
33	Speeding through in cars, poor job clearing bike lanes of debris. Thriftway closing...	12/28/2016 4:04 PM
34	No walk-able retail.	12/28/2016 3:43 PM

35	Rude customers of neighborhood daycare business that speed and don't park in a considerate way on the street.	12/28/2016 1:20 PM
36	Starting to see more graffiti and garbage.	12/28/2016 1:03 PM
37	Difficulty biking and walking to downtown/westside and lack of convenient, small, attractive, pedestrian-oriented services.	12/28/2016 12:10 PM
38	No sidewalks.	12/28/2016 11:21 AM
39	Crosswalks along Neff are dangerous for children and adults	12/28/2016 10:50 AM
40	Not significantly negative but I think the ample street parking/width of the streets (Revere and 12th/Jones in particular) contributes to higher speeds. Some traffic calming features such as curb extensions or similar may work well in the area.	12/28/2016 9:57 AM
41	It seems highly segregated by income levels block by block	12/28/2016 9:31 AM
42	The above mentioned speed bump, and the loss of the radio station field to new construction.	12/28/2016 9:24 AM
43	Arterial streets: 8th, Greenwood, Butler Market	12/28/2016 8:38 AM
44	Limited affordable housing, limited trails or sidewalks for safe routes to school and commuting.	12/28/2016 8:28 AM
45	I am concerned about the increase in airbnb short term rentals.	12/28/2016 7:10 AM
46	Appearance	12/28/2016 1:59 AM
47	Too much traffic on Butler Market	12/27/2016 9:59 PM
48	It would be nice if we had some business friendly walkable areas. It feels like almost all the business are on Greenwood and the road is just set up to pump maximum traffic to the east side of town.	12/27/2016 9:57 PM
49	No I really like it here.	12/27/2016 9:39 PM
50	the intersection at 8th and Revere is problematic	12/27/2016 9:18 PM
51	Nimby-ism - now that I got my piece of the pie, don't let anyone else in. I hate that attitude.	12/27/2016 8:43 PM
52	not many sidewalks and street likes, can't walk easily or see very well.	12/27/2016 8:41 PM
53	Too many rentals and property management do not watch what renters are doing to properties.	12/27/2016 8:09 PM
54	Noise	12/27/2016 7:58 PM
55	Traffic is not heavy but some drive aggressively and too fast. I'd also like to see sidewalks built out more completely.	12/27/2016 7:51 PM
56	litter	12/27/2016 7:19 PM
57	Traffic	12/27/2016 7:08 PM
58	Not a great community feel. Not a lot of ad-hoc socializing	12/27/2016 7:05 PM
59	Transients regularly try to camp on the vacant undeveloped land between 6th st and keats. One of them is a known sex offender.	12/27/2016 7:01 PM
60	Traffic travels too fast	12/27/2016 6:53 PM
61	Traffic is too fast and does not have appropriate infrastructure. Specifically Butler Market and Wells Acre.	12/27/2016 6:49 PM
62	the roundabouts don't work with the size of our street.	12/27/2016 6:42 PM
63	congestion on 8th St. Do not propose to alleviate this problem by encouraging traffic on 9th, 10th and 11th Streets!	12/27/2016 6:39 PM
64	Roads used as shortcuts to main streets and business.	12/27/2016 6:29 PM

Q7 What are the most attractive or unique aspects about this neighborhood?

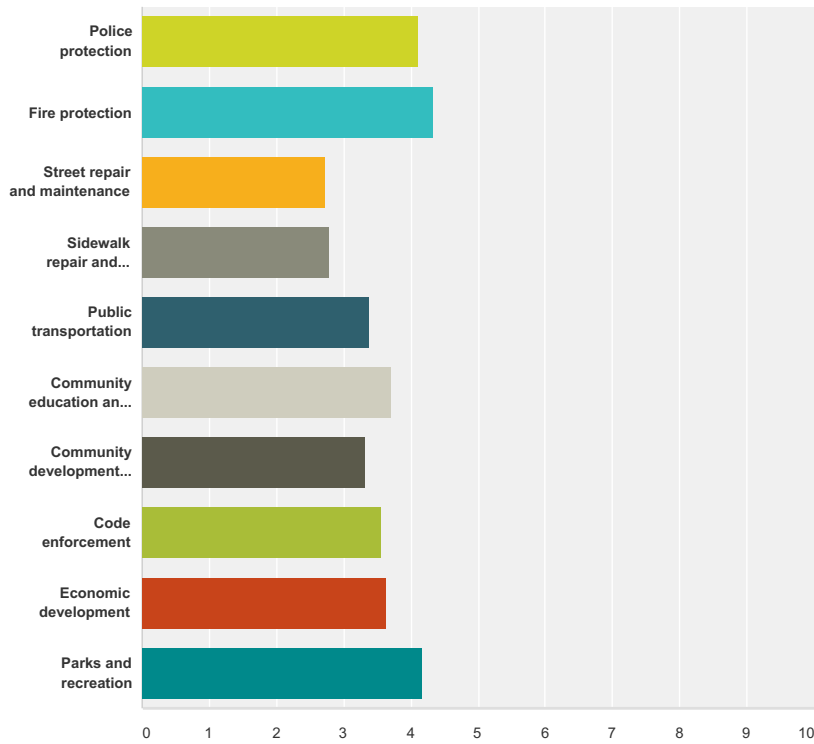
Answered: 70 Skipped: 14

#	Responses	Date
1	Quiet neighborhood. Low traffic.	1/22/2017 12:35 PM
2	Generally very quiet and peaceful.	1/20/2017 10:33 PM
3	The community. I know and trust my neighbors. Most people who live in the neighborhood have been here a long time, or have plans to stay for a long time. It is centrally located, but has a comfortable amount of outdoor recreation with Pilot Butte and Juniper nearby.	1/20/2017 9:16 PM
4	Formerly called Choctaw Village, there are a combination of duplexes and single family homes on good size lots. All the homes are unique and there are no two alike. It's quiet and close to town. Great neighborhood to raise a family. There are lots of new young families moving in as homes are sold.	1/20/2017 6:46 PM
5	all the homes have nice lots well separated with different, and nice styles of architecture and all or most seen well maintained nice colors on homes not too scary. The color fit.	1/20/2017 4:40 PM
6	Parks, trees, proximity to services.	1/20/2017 4:21 PM
7	quiet, close to things, no deer or rabbits (having moved from east of town)	1/20/2017 4:03 PM
8	Close to COSTCO and Whole Foods. Easy access to town.	1/20/2017 3:56 PM
9	Lots of trees and very few new houses. Older neighborhood where it doesn't look like a new house brochure. It has character. No sidewalks is a huge plus!	1/20/2017 11:37 AM
10	Quiet, not full of traffic. Good parks.	1/19/2017 3:24 PM
11	Proximity of Juniper Swim & Fitness Center and Juniper Park, views of mountains and Pilot Butte.	1/13/2017 9:26 AM
12	Trees and location. It's beautiful to be between the butte and the mountains. Access to downtown and to get out of town.	1/12/2017 9:57 PM
13	It is a very convenient location to many amenities, and not too far from downtown.	1/7/2017 4:31 PM
14	Hollinshead park/juniper park large lots, families, close to town, original mid century and earlier houses all unique to each other.	1/7/2017 1:05 PM
15	Large yards, mature trees, modest but well kept homes.	1/6/2017 6:48 AM
16	Trees, easy access to services, walkability. quieter than many neighborhoods	1/5/2017 8:40 PM
17	Juniper Park. Pilot Butte.	1/4/2017 5:48 PM
18	Neighborliness, mature trees/landscaping	1/3/2017 1:13 PM
19	Laughing! Attractive was NEVER an attainable goal in BEND (which was above my housing limit outside the 2008-10 economic winter). I need security & affordable housing with a small garden area.	1/3/2017 8:54 AM
20	Some good businesses down here. Center of town. Easy access to Parkway and western part of town.	1/3/2017 8:24 AM
21	Orchard park and Hollinshead park. It's quiet.	1/1/2017 7:29 PM
22	Eclectic and family friendly	12/31/2016 5:45 PM
23	Trees and friendly, helpful neighbors	12/31/2016 4:01 PM
24	Kind neighbors and a feeling of community.	12/31/2016 9:15 AM
25	Variety of homes, people, services available within walking distance-many parks for free and paid services...	12/31/2016 9:08 AM
26	Older homes with larger lots; nice neighbors.	12/30/2016 10:32 PM
27	Close to Hollinshead and most shoppings	12/30/2016 6:28 PM
28	older trees, Orchard Park	12/30/2016 4:48 PM
29	Too new here to tell	12/30/2016 2:32 PM
30	Safe, quiet, people generally seem to take pride in their homes and maintain their yards, etc.	12/30/2016 8:31 AM
31	Fairly quite traffic wise, relatively well kept homes for an older neighborhood.	12/29/2016 4:19 PM
32	Trees	12/29/2016 1:22 PM
33	Pilot Butte	12/29/2016 11:59 AM
34	It's quiet and it feels very safe to me.	12/29/2016 10:52 AM
35	Location by pilot butte, hollinshead park, friendly neighbors	12/29/2016 3:42 AM
36	Historic Hollinshead Homestead, trees along Jones Rd and 8th Street, low traffic streets, Moody, Stover and Orchard Park	12/28/2016 11:23 PM
37	Trees and parks.	12/28/2016 5:09 PM
38	Trails around pilot butte, juniper swim and fitness, backporch coffee.	12/28/2016 4:04 PM
39	The parks, trees, and central location	12/28/2016 3:43 PM
40	Central location. Modest sized of houses on larger lots.	12/28/2016 1:20 PM

41	Not pretentious. A real slice of Bend.	12/28/2016 1:03 PM
42	Centrally-located. Funky old unique houses (not overrun by McMansions or cookie cutter developments yet).	12/28/2016 12:10 PM
43	Tall trees, large lots and mix of older homes. Feeling of connection with those in the neighborhood	12/28/2016 11:21 AM
44	The people and the unique homes non cookie cutter homes.	12/28/2016 10:50 AM
45	Lot size, older established character, proximity of Hollinshead and the new park going in off of Quimby and Pilot Butte. Proximity to the core.	12/28/2016 9:57 AM
46	Location	12/28/2016 9:31 AM
47	Clean, friendly, safe.	12/28/2016 9:24 AM
48	Historic orchard district aspect, large (farm style) lots	12/28/2016 8:38 AM
49	Pilot Butte, Hollinshead Park, Al Mood Park, older established neighborhoods/homes. Great neighbors	12/28/2016 8:28 AM
50	Proximity to Pilot Butte, Juniper swim and fitness, schools, and large lot sizes.	12/28/2016 7:10 AM
51	Convenience p	12/28/2016 1:59 AM
52	Diversity of inhabitants and housing	12/27/2016 9:59 PM
53	We love that the neighborhoods feel like real neighborhoods instead of cookie cutter tightly packed developments. People are friendly. We enjoy Pilot Butte and Juniper Parks, and appreciate that we have some nice local places to eat.	12/27/2016 9:57 PM
54	The real lived-in feel, like it's a community of resident families, not a bunch of rental houses for tourists.	12/27/2016 9:39 PM
55	Hollinshead, juniper elementary, the residents	12/27/2016 9:18 PM
56	I know my neighbors, my kid walks to school, i can walk to downtown or catch a bus on 4th, 3rd, or Greenwood.	12/27/2016 8:43 PM
57	friendly people	12/27/2016 8:41 PM
58	Close to everything I need and easy access.	12/27/2016 8:39 PM
59	Long time owners and good connection with those owners.	12/27/2016 8:09 PM
60	It's not the west side	12/27/2016 7:58 PM
61	Sense of community; people who have been here a long time, established homes, yards and parks. Lots of foot traffic, including all ages.	12/27/2016 7:51 PM
62	parks	12/27/2016 7:19 PM
63	Friendly	12/27/2016 7:08 PM
64	Quiet, great location, older homes, not cookie cutter, access to parks	12/27/2016 7:05 PM
65	Close vicinity to everywhere in Bend.	12/27/2016 7:01 PM
66	Houses and yards are well-kept	12/27/2016 6:53 PM
67	Green spaces- though imperiled by the growth policy of the city.	12/27/2016 6:49 PM
68	people are starting to clean up and remodel homes in our neighborhood.	12/27/2016 6:42 PM
69	Pilot Butte	12/27/2016 6:39 PM
70	Beautiful little Stover Park.	12/27/2016 6:29 PM

Q8 How effective are public services in the Orchard District neighborhood? Please rate the following from highly ineffective to highly effective.

Answered: 82 Skipped: 2



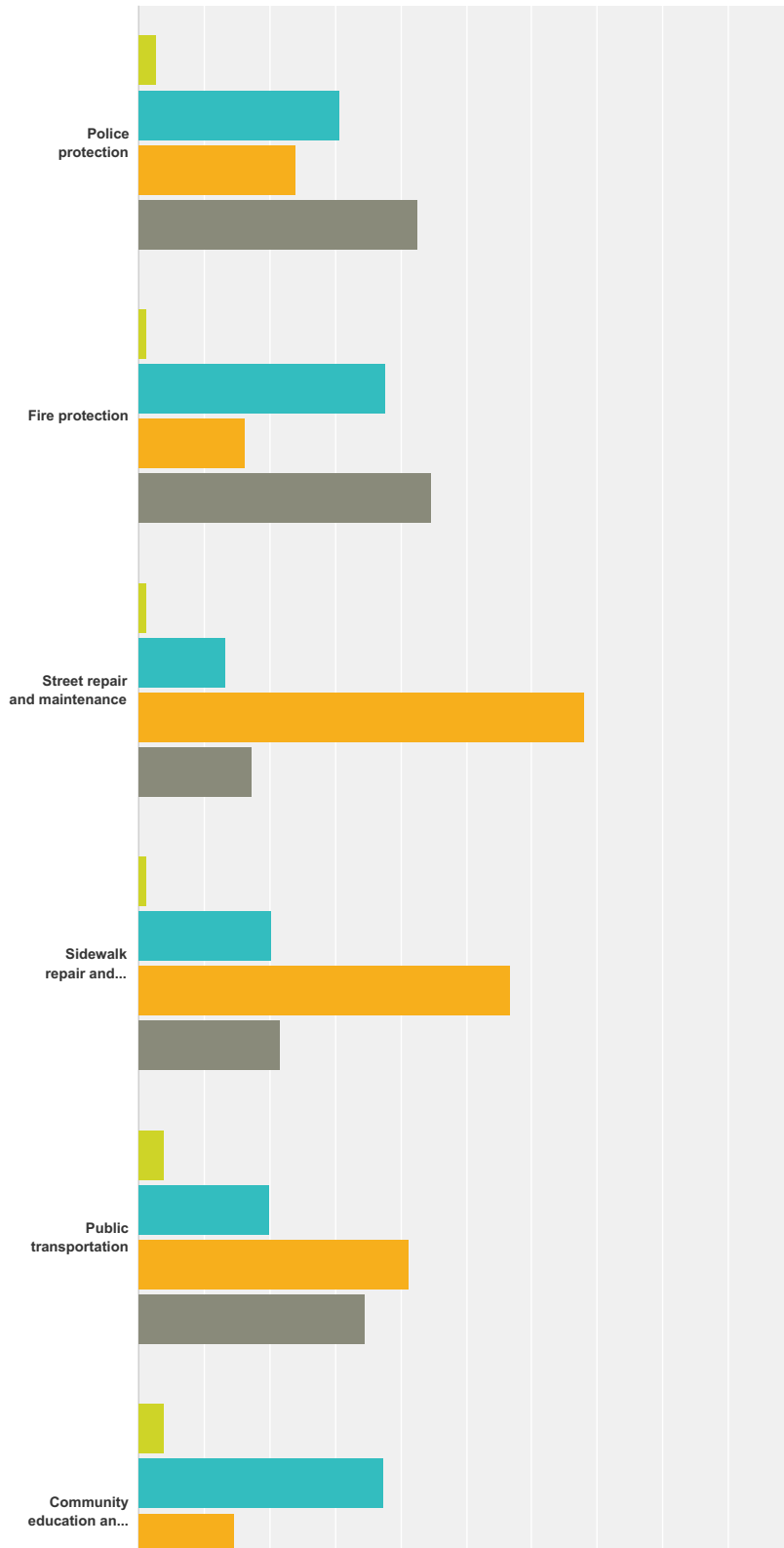
	Highly ineffective	Slightly ineffective	Neutral	Quite effective	Highly effective	Don't Know	Total	Weighted Average
Police protection	6.10% 5	3.66% 3	18.29% 15	36.59% 30	14.63% 12	20.73% 17	82	4.12
Fire protection	2.44% 2	1.22% 1	24.39% 20	29.27% 24	17.07% 14	25.61% 21	82	4.34
Street repair and maintenance	14.81% 12	38.27% 31	18.52% 15	19.75% 16	3.70% 3	4.94% 4	81	2.74
Sidewalk repair and maintenance	21.95% 18	25.61% 21	26.83% 22	12.20% 10	2.44% 2	10.98% 9	82	2.80
Public transportation	13.41% 11	21.95% 18	25.61% 21	14.63% 12	1.22% 1	23.17% 19	82	3.38
Community education and outreach	4.88% 4	10.98% 9	35.37% 29	24.39% 20	4.88% 4	19.51% 16	82	3.72
Community development (planning and building)	8.64% 7	23.46% 19	33.33% 27	14.81% 12	1.23% 1	18.52% 15	81	3.32
Code enforcement	11.11% 9	22.22% 18	25.93% 21	8.64% 7	3.70% 3	28.40% 23	81	3.57
Economic development	7.50% 6	20.00% 16	35.00% 28	7.50% 6	0.00% 0	30.00% 24	80	3.63
Parks and recreation	1.22% 1	7.32% 6	14.63% 12	29.27% 24	43.90% 36	3.66% 3	82	4.18

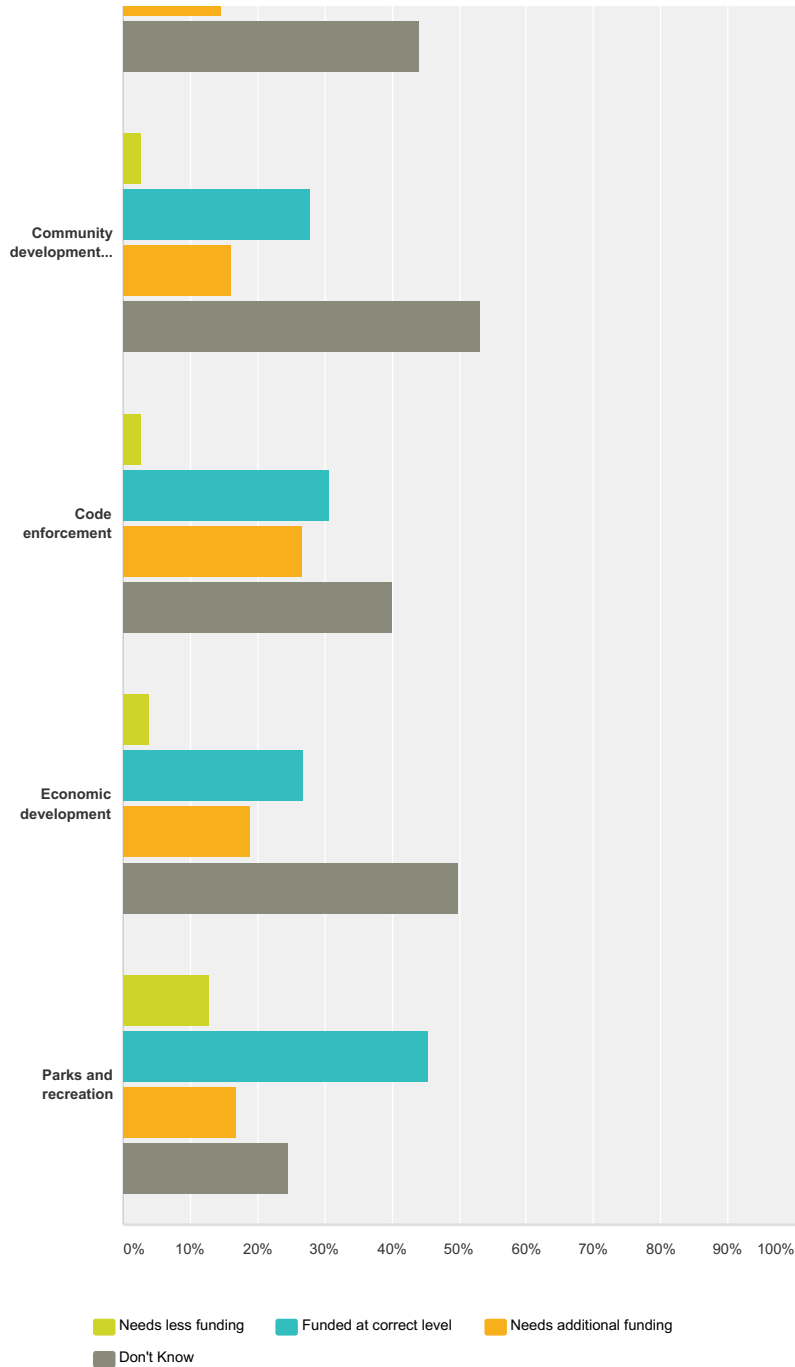
#	Other (please specify)	Date
1	We are on a Private Drive (I had no idea what the implications of this were when I bought my house). We are effectually abandoned by the City. This is completely inappropriate. Contractors should not be able to build without city services within the City limits	1/20/2017 3:56 PM
2	Driving and walking is difficult on ne6th because Croutons customers park on the street	12/29/2016 1:22 PM

3	Our streets are in good shape and snow removal was fantastic during this most recent storm. Thanks!	12/28/2016 9:57 AM
4	The new modern building with Backporch coffee and soon to be Parilla is great. We were sport to lose Erickson's, but I hope a nice place for new businesses can go up in its place.	12/27/2016 9:57 PM

Q9 How is the funding level for our public services in the Orchard District neighborhood? Please indicate where you believe funding should be adjusted for these departments or services to be effective.

Answered: 77 Skipped: 7





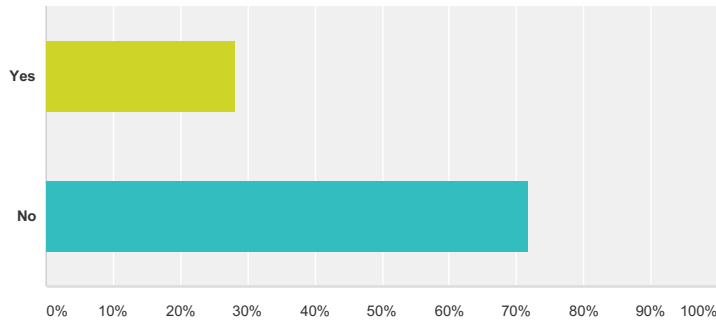
	Needs less funding	Funded at correct level	Needs additional funding	Don't Know	Total
Police protection	2.67% 2	30.67% 23	24.00% 18	42.67% 32	75
Fire protection	1.35% 1	37.84% 28	16.22% 12	44.59% 33	74
Street repair and maintenance	1.33% 1	13.33% 10	68.00% 51	17.33% 13	75
Sidewalk repair and maintenance	1.35% 1	20.27% 15	56.76% 42	21.62% 16	74
Public transportation	4.00% 3	20.00% 15	41.33% 31	34.67% 26	75
Community education and outreach	4.00% 3	37.33% 28	14.67% 11	44.00% 33	75
Community development (planning and building)	2.67% 2	28.00% 21	16.00% 12	53.33% 40	75

Code enforcement	2.67% 2	30.67% 23	26.67% 20	40.00% 30	75
Economic development	4.05% 3	27.03% 20	18.92% 14	50.00% 37	74
Parks and recreation	12.99% 10	45.45% 35	16.88% 13	24.68% 19	77

#	Other (please specify)	Date
1	We have plenty of dog parks.	1/22/2017 12:35 PM
2	we've only lived here a few months	1/20/2017 4:03 PM
3	Again, we are on a private drive, so there are NO SERVICES available to we home owners.	1/20/2017 3:56 PM
4	parks and rec should be better regulated...they waste water and mowing of the lawn in the park when it is not needed ALL the time during the summer	12/31/2016 9:08 AM
5	We should have a cross walk at 6th to get to juniper	12/29/2016 1:22 PM
6	Again, the City made it possible for developers to construct private drives all around Bend and they allow for narrower streets with no on-street parking which homeowners violate without the oversight of a HOA and then, the fire and police have no teeth to enforce parking that makes neighborhoods unsafe (especially in consideration of only one egress/ingress should a fire occur. I have talked extensively with the City and various agencies and they will offer no assistance. Additionally, I live adjacent to Pilot Butte and noxious weeds are everywhere. They mow them once a year and within two weeks the weeds have repopulated. They do not spray (which has it's benefits and detractions). Why is the City and the State not held accountable like the private citizen? The City needs to manage their budget better regarding street maintenance. Their attempt to float a bond and increase taxes for this was reprehensible.	12/29/2016 11:59 AM
7	Public transit in Bend in general is not where I'd like to see it. However I know it's very costly and encouraging ridership is a challenge.	12/28/2016 9:57 AM

Q10 Are there unacceptable land uses within your neighborhood or activities that do not fit with the surrounding area?

Answered: 78 Skipped: 6

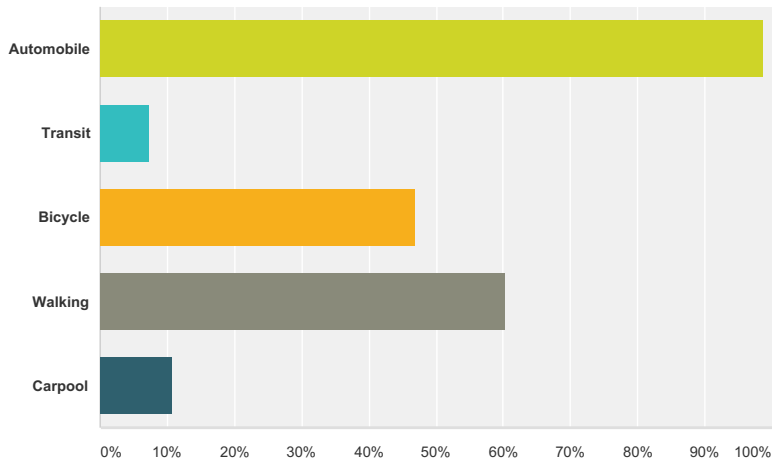


Answer Choices	Responses
Yes	28.21% 22
No	71.79% 56
Total	78

#	If yes, please specify where these land use activities are located and what they are.	Date
1	High density housing increases traffic.	1/22/2017 12:35 PM
2	Too many homes being built too close together.	1/20/2017 10:33 PM
3	There is a rumor that a large development is being established on a big plot of land off Neff. If this is true, the amount of traffic this would add to an already challenging situation would be unacceptable	1/20/2017 9:16 PM
4	The trailer park on the corner of Boyd Acres and Ross is not OK. The additional apartments are necessary but add a ton of traffic.	1/20/2017 6:46 PM
5	Private drive. Poor access to services. No HOA, ergo no enforcement of no parking on a narrow street. Presents risk.	1/20/2017 3:56 PM
6	There seems to be a drug halfway house on the corner of Shepard and Meadow. Any type of halfway house like this is of concern, mainly because it just appeared and local residents weren't notified of its existence. Just send out a letter notifying area residents. Done.	1/20/2017 11:37 AM
7	If you consider the eye sore neighbors house. Other neighbors have put up fences in their front yards to block the view. Without an his there isn't much to be done but it's bad.	1/12/2017 9:57 PM
8	Too many multi family dwelling units!!!	1/7/2017 4:31 PM
9	As mentioned in#6	1/7/2017 1:05 PM
10	numerous day-cares without adequate parking or proper drop-off areas.	1/5/2017 8:40 PM
11	The boneyard on 10th Avenue!!	1/3/2017 2:37 PM
12	The pot shop on the corner of 8th and Greenwood, pretty close to too many schools, especially high schools... Bend and Marshall.	12/31/2016 9:08 AM
13	United States	12/29/2016 1:22 PM
14	Don't know.	12/29/2016 11:59 AM
15	Development of the former Lee property without first providing for adequate transportation infrastructure.	12/28/2016 5:09 PM
16	None that I'm aware of.	12/28/2016 9:57 AM
17	There is an unmaintained lot (fire hazard) near the corner of NE 6th Street and Seward. The owner allows plants to grow out of control then they dry out. This is a fire hazard and an area for pests (mice and rats) to thrive.	12/28/2016 9:31 AM
18	Jeld-Wen Windows plant is extremely loud and can be heard far away from the plant.	12/28/2016 8:38 AM
19	A drug rehabilitation house in a neighborhood with lot of young children and next to a park.	12/28/2016 8:28 AM
20	12thst&greenwood	12/28/2016 7:34 AM
21	Radio towers should NOT be multi unit dwellings. It will further degrade the neighborhood. Another park please!	12/28/2016 7:04 AM
22	Not that I know of	12/27/2016 8:39 PM
23	Just the high density housing being built	12/27/2016 7:05 PM
24	Constant trailers and vehicles parked on undeveloped land between 6th and Keats. One of which is a known registered s3x offender. Police seem uninterested and rarely patrol area.	12/27/2016 7:01 PM

Q11 How do you and your family members travel to work, school, and other places within your neighborhood? (Check all that apply)

Answered: 83 Skipped: 1

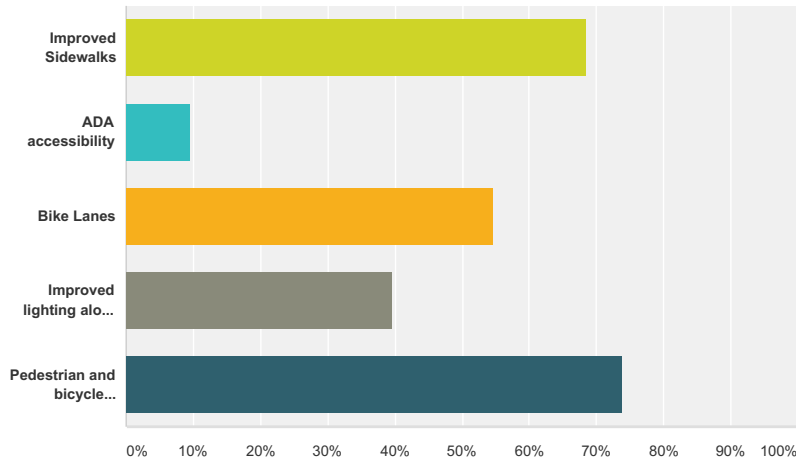


Answer Choices	Responses
Automobile	98.80% 82
Transit	7.23% 6
Bicycle	46.99% 39
Walking	60.24% 50
Carpool	10.84% 9
Total Respondents: 83	

#	Other (please specify)	Date
1	Traffic safety is SO LOW in the last year I am afraid to bike outside of my own streets in the residence area	12/31/2016 9:08 AM
2	But we mostly drive, especially in winter.	12/28/2016 5:09 PM
3	To take public transit to work I'd have to walk a mile, take a bus, transfer to another, then walk another mile. I live 4.5 miles from my work. It would take longer to do that than to bike.	12/28/2016 4:04 PM
4	Mostly auto - dropping daughter off at school then traveling downtown for work. Also drive for groceries and other services. Walking and biking done is generally for pleasure.	12/28/2016 9:57 AM
5	Work from home	12/27/2016 9:39 PM
6	we've been skiing down to Albertsons lately!	12/27/2016 8:43 PM

Q12 Would any of the following increase your desire to walk or bicycle in your neighborhood? (Check all that apply)

Answered: 73 Skipped: 11



Answer Choices	Responses
Improved Sidewalks	68.49% 50
ADA accessibility	9.59% 7
Bike Lanes	54.79% 40
Improved lighting along sidewalks	39.73% 29
Pedestrian and bicycle pathways	73.97% 54
Total Respondents: 73	

#	Other (please specify)	Date
1	Cleaner side walks with better lighting.	1/22/2017 12:35 PM
2	Control of the traffic at pedestrian crosswalks along Neff. There are often school age children trying to cross and there are no traffic lights to add protection and people often speed through or do not stop at the designated crosswalks when pedestrians are waiting to cross.	1/20/2017 9:16 PM
3	Don't add sidewalks or additional street lighting. Cars have headlights and people use flashlights. We don't need added light pollution.	1/20/2017 11:37 AM
4	I strongly disagree with the City's policy on who is responsible for maintaining City sidewalks. I am not allowed to occupy the sidewalk area (except for garbage disposal) for personal needs; therefore, these areas are not my property. The City should maintain sidewalks as they do streets.	1/13/2017 9:26 AM
5	Biking here feels safe and easy	1/6/2017 6:48 AM
6	Enforcement of sidewalk shoveling (including by the school district, sidewalks not shoveled during school holidays). Enforcement of home owner sidewalk responsibilities	1/5/2017 8:40 PM
7	Reduced speed on 8th Street and sidewalks on 8th north of Revere Ave.	1/3/2017 8:54 AM
8	The bike lanes are not protective with the new driving that is happening. People need to slow down and stop being so aggressive in their driving.	12/31/2016 9:08 AM
9	Very dark at night	12/30/2016 2:32 PM
10	We would walk and bike much more if there were adequate sidewalks and bike lanes.	12/30/2016 8:31 AM
11	We are pushing 80. Bicycling has lost its appeal, except on flat paths, which our immediate vicinity lacks.	12/28/2016 5:09 PM
12	Outreach and education of drivers on how to be more considerate of bikes and pedestrians	12/28/2016 1:20 PM
13	Updating and Enforcing the crosswalks along Neff	12/28/2016 10:50 AM
14	Our family does not need ADA accessibility however the neighborhood in general would seem to not be ADA friendly due to lack of sidewalks.	12/28/2016 9:57 AM
15	Stop lights and cross walks	12/28/2016 9:31 AM
16	No and I will never support any foolish movement in this direction	12/28/2016 1:59 AM
17	Way to cross Butler Market safely	12/27/2016 9:59 PM
18	We walk on the neighborhood side streets, but it would be great to have better side walls and walking paths.	12/27/2016 9:57 PM

19	6th and Greenwood is extremely dangerous	12/27/2016 7:58 PM
20	I'd love to see improvements along the 8th Street corridor from Revere to Greenwood, where pedestrians are often forced into bike lanes, snow blocks sidewalks, etc. etc.	12/27/2016 7:51 PM
21	Stop pushing so called alternatives to automobiles.	12/27/2016 6:39 PM

Q13 Are there any obstacles for residents to access local businesses?

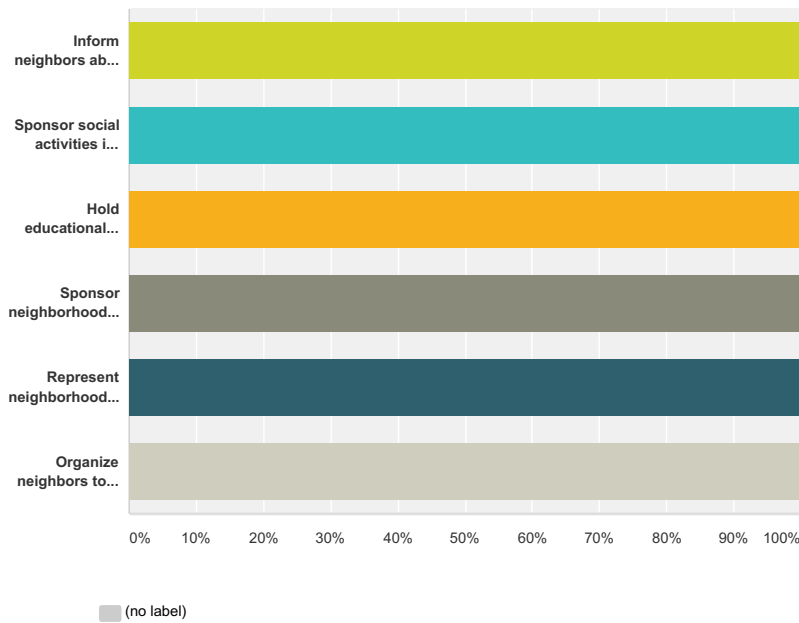
Answered: 44 Skipped: 40

#	Responses	Date
1	None	1/22/2017 12:35 PM
2	Traffic. Occasionally inadequate parking.	1/20/2017 10:33 PM
3	The combination of the traffic and not very many protected bike/pedestrian lanes or pathways along the routes of heavy traffic use to get to high density business spaces makes it feel unsafe to walk/bike my children even though that would be my preferred method of transportation.	1/20/2017 9:16 PM
4	Not that I can see	1/20/2017 4:40 PM
5	More than 1/2 mile walk from my house.	1/20/2017 4:21 PM
6	don't know	1/20/2017 3:56 PM
7	Inadequate parking from some businesses - example Croutons on 6th and Greenwood.	1/19/2017 3:24 PM
8	Major snow events, such as we're having this winter (2016-2017). Not all sidewalks are cleared adequately.	1/13/2017 9:26 AM
9	Speeding and crazy drives on Butler Market and Ross Roads.	1/7/2017 4:31 PM
10	Lack of sidewalks along the majority of 8th street. Lighting	1/5/2017 8:40 PM
11	Need MORE local businesses.	1/4/2017 5:48 PM
12	Simply a limited selection. AND businesses located in Greenwood HWY 20 only available from single Greenwood & 8th St traffic/pedestrian light!	1/3/2017 8:54 AM
13	Traffic, slightly.	1/3/2017 8:24 AM
14	There aren't enough local businesses.	1/1/2017 7:29 PM
15	Major street crossings	12/31/2016 4:01 PM
16	Crossing Greenwood Avenue	12/31/2016 9:15 AM
17	Congested parking on 6th at Greenwood at Croutons.	12/30/2016 4:48 PM
18	None I know of	12/30/2016 2:32 PM
19	Traffic on Greenwood	12/30/2016 8:31 AM
20	Just distance	12/29/2016 4:19 PM
21	Diff crossing 3rd and also hwy 20	12/29/2016 1:22 PM
22	Not certain.	12/29/2016 11:59 AM
23	There are no local businesses except the former Brunos	12/28/2016 11:23 PM
24	Ice berms in winter.	12/28/2016 5:09 PM
25	What local businesses?	12/28/2016 3:43 PM
26	No	12/28/2016 1:20 PM
27	A lot of one-ways, medians, and dead ends.	12/28/2016 12:10 PM
28	It's a little far to walk for services and one would need to cross Neff or 8th which are busier streets.	12/28/2016 9:57 AM
29	Not really	12/28/2016 9:31 AM
30	Snow removal is completely inadequate. My elderly neighbors have been stuck in their houses for several days due to the roads not being plowed or cindered. The city has a major liability on their hands and I guess it will take someone getting seriously hurt/killed and a lawsuit before the city starts taking snow plowing seriously.	12/28/2016 8:28 AM
31	no	12/28/2016 7:34 AM
32	We could use more restaurants in our neighborhood!	12/28/2016 7:10 AM
33	Too many transients begging on corners and sidewalks	12/28/2016 1:59 AM
34	No	12/27/2016 9:59 PM
35	I'd love to see the intersections be more pedestrian friendly and have some "business centers" where people could walk and go to several shops. It feels.veey car centric right now.	12/27/2016 9:57 PM
36	Only when there's snow on the roads!	12/27/2016 9:39 PM
37	The awful sidewalk conditions. Many sidewalks spend the summer months covered in cinders. Then winter comes and things get worse. The City of Bend and citizens are not effective at clearing sidewalks, or even caring about clearing sidewalks.	12/27/2016 9:11 PM
38	hard to cross Greenwood. 8th street is posted too fast and does not have a sidewalk on my side.	12/27/2016 8:43 PM
39	Yes, Corner of 6th and Greenwood a mess and a dangerous access to business and to getting on and off Greenwood.	12/27/2016 8:39 PM
40	It's hard to get to businesses across Greenwood or Butler Market without a car. Too few safe pedestrian crossings. Poor lighting. Vehicle speeds that are pretty high.	12/27/2016 7:51 PM
41	I would like more mixed use in our neighborhood, like a pub or coffee shop I could easily walk to	12/27/2016 7:05 PM

42	No sidewalks in parts of neighborhood	12/27/2016 7:01 PM
43	Distance and lack of safe walking routes to businesses.	12/27/2016 6:49 PM
44	No	12/27/2016 6:39 PM

Q14 What role would you like Orchard District Neighborhood Association to have in our community? Check all that apply, provide your suggestions below.

Answered: 78 Skipped: 6



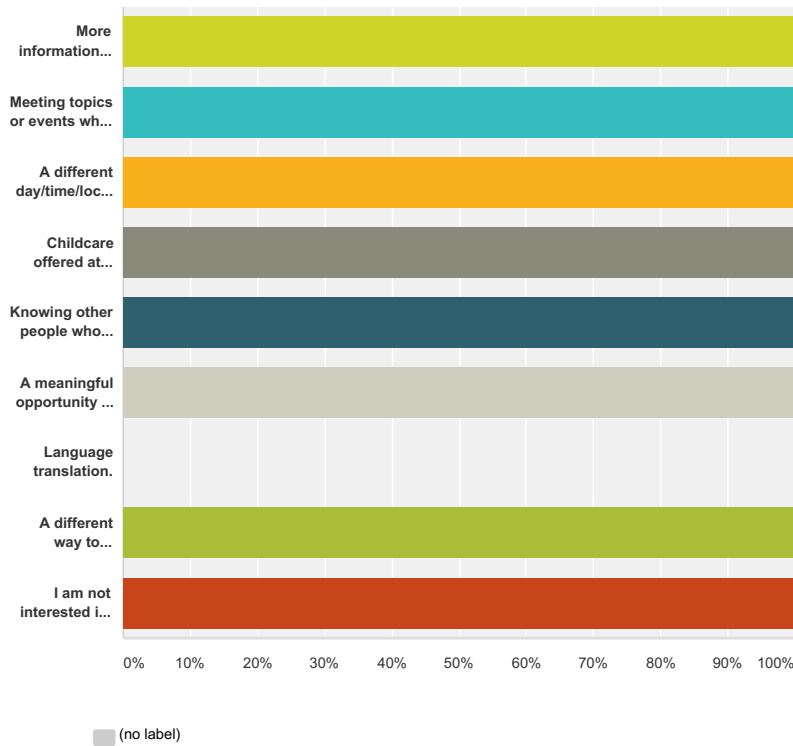
	(no label)	Total
Inform neighbors about topics related to the neighborhood	100.00% 75	75
Sponsor social activities in the neighborhood	100.00% 49	49
Hold educational workshops	100.00% 38	38
Sponsor neighborhood projects	100.00% 56	56
Represent neighborhood interests	100.00% 64	64
Organize neighbors to address neighborhood issues	100.00% 62	62

#	Suggestions	Date
1	Seems like this Orchard Association is doing pretty well at informing members like me.	1/20/2017 4:40 PM
2	It is completely unlikely that any of the owner occupied residents (4 in a neighborhood of 14) would be amenable to being neighborly. I've tried. They are completely unresponsive. Since 10 homes are rented and the occupants change frequently, there is no sense of neighborliness.	1/20/2017 3:56 PM
3	Educational workshops on the rationale behind City policies - for example, street and sidewalk maintenance. I prefer face-to-face interactions with my neighbors, but commitments to clients preclude my direct involvement at this time. I look forward to the possibility of participating more fully after I retire.	1/13/2017 9:26 AM
4	It was available a few years ago- but a group was organized to identify and help out neighbors who need help shoveling their driveways. Neighborhood "projects" don;t need to be BIG, but maybe help is needed to allow neighbors to rally and organize to take care of little things together. -Also- possibly provide a mechanism to help neighbors self-organize a carpool/vanpool network?	1/5/2017 8:40 PM
5	I believe the association of owner/members has done a great job!	1/3/2017 8:54 AM
6	You do a great job of all you do, since I am not willing to participate in doing it; it is not my privilege to suggest what you should do.... Thank you	12/31/2016 9:08 AM
7	I think you are already doing many of these things. I've been sidelined by physical issues and unable to attend meetings, but those I did attend were great.	12/29/2016 11:59 AM
8	Lobby for sidewalk on at least one side of 8th Street from Olney to Butler Market, Pedestrian access from Shepard to Dagget (transit the ridge) and the Hospital district.	12/28/2016 11:23 PM
9	Push the city to abandon the fiction that people can walk and bike to meet their transport needs, especially in winter.	12/28/2016 5:09 PM

10	Be welcoming when residents attempt to get involved with the neighborhood association.	12/28/2016 12:10 PM
11	Again, other than traffic on 12th/Jones I don't see any high priorities for the neighborhood. It's pretty quiet and people take care of their properties in our immediate area.	12/28/2016 9:57 AM
12	raise the profile of the neighborhood organization	12/28/2016 9:31 AM
13	Be a good neighbor and not meddle	12/28/2016 1:59 AM
14	I think ODNA is too large (geographically) to be effective. Folks that live on Butler Market don't have the same issues as people around Juniper Park.	12/27/2016 9:11 PM
15	push the city for a block party permit. We need to be able to know our neighbors. We can do a once a quarter trail building project (on any of the unbuilt rights of way, e.g. Quimby between 7th and 6th).	12/27/2016 8:43 PM
16	all are very important!!	12/27/2016 8:41 PM
17	More social events at Hollinghead or Juniper Park for neighbors to get to know neighbors...or neighborhood parties all on the same evening of afternoons. I'm working with the open streets and biking group to get traffic adjusted on 6th St.	12/27/2016 8:39 PM
18	Orchard district is terrific. Hopefully it has a voice in redeveloping Erickson property	12/27/2016 7:58 PM
19	Neighborhood watch program. Frequent transients in the neighborhood.	12/27/2016 7:01 PM

Q15 What would encourage you to be involved (or more involved) in your neighborhood association. Check all that apply, provide your suggestions below.

Answered: 64 Skipped: 20



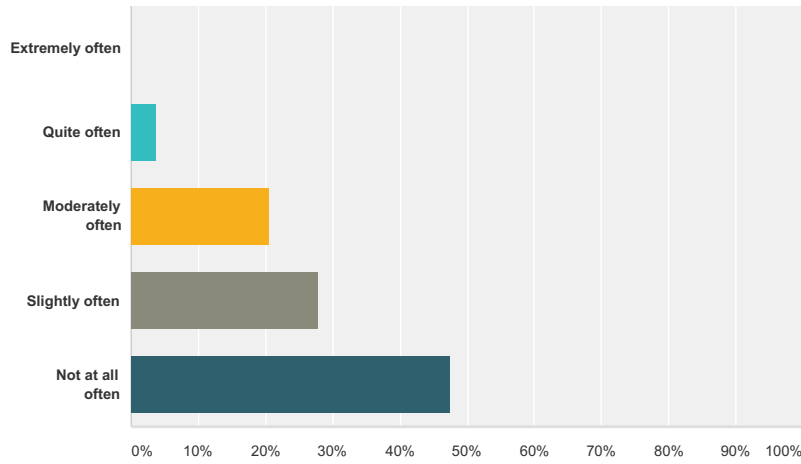
	(no label)	Total
More information about the neighborhood association. (What it is and what it does)	100.00% 31	31
Meeting topics or events which are important to me.	100.00% 41	41
A different day/time/location for the meetings.	100.00% 10	10
Childcare offered at meetings/events.	100.00% 9	9
Knowing other people who attend the meetings/events.	100.00% 25	25
A meaningful opportunity to influence decisions that affect my neighborhood.	100.00% 43	43
Language translation.	0.00% 0	0
A different way to participate.	100.00% 10	10
I am not interested in becoming involved in my neighborhood association.	100.00% 4	4

#	Suggestions	Date
1	Since I have already been involved with the neighborhood for several years, I don't think I personally need more incentives. This is for others to answer.	1/20/2017 10:33 PM
2	Seems like all the correct information is offered individuals just need to make it to the meetings	1/20/2017 4:40 PM
3	Afternoon meeting opportunities would be appreciated. Most ODNA meetings occur on evenings I am working. The agenda for the January 23, 2017, meeting is interesting, but I have a prior commitment to a client at that date/time.	1/13/2017 9:26 AM
4	More opportunities to meet? More regular "mini" gatherings. Perhaps a standing meeting every other 1st Thursday or similar.	1/5/2017 8:40 PM

5	Wish I had more time to participate but having two survival jobs at age 60 and being is NOT conducive to participation. Single discretionary time is disproportionate to ownership maintenance & upkeep, etc.	1/3/2017 8:54 AM
6	Want to be informed but no capacity to be involved at this time.	1/3/2017 8:24 AM
7	additional ways to participate aside from the once per year meeting.	1/1/2017 7:29 PM
8	i am not sure thank you	12/31/2016 9:08 AM
9	Currently, I do not drive at night, so that eliminates my ability to attend meetings at night.	12/29/2016 11:59 AM
10	Social Media Events	12/28/2016 11:23 PM
11	More information about how to attend board meetings on the website (esp. location or if the location changes, inform people of that on the website).	12/28/2016 12:10 PM
12	I'm heavily involved at my daughter's school and since I don't see major needs for the neighborhood I'm not envisioning any participation at this time.	12/28/2016 9:57 AM
13	For your awareness, in this survey the ranking of question number 3 is out of order and does not match low to high ranking like question number 8. Thanks	12/28/2016 8:38 AM
14	What meetings? Do we have any besides the annual meeting?	12/27/2016 9:59 PM
15	This neighborhood association has never felt very effective. Aside from Cheryl's (pet project) weed pull, I don't think there has been any communication since 12 months ago. Does Cheryl even live in the 'hood anymore?	12/27/2016 9:11 PM

Q16 How often do you attend public events in this neighborhood?

Answered: 82 Skipped: 2

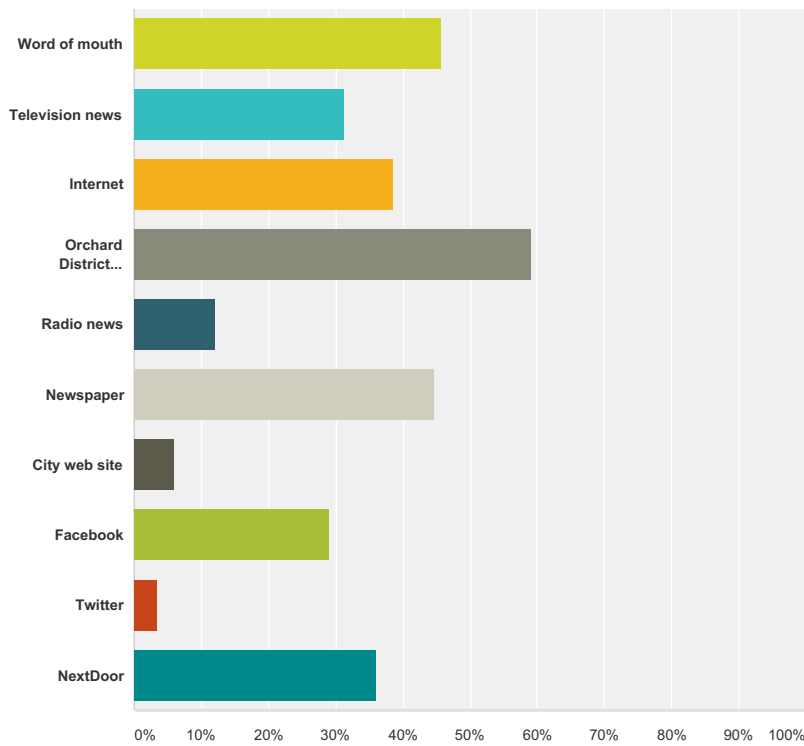


Answer Choices	Responses
Extremely often	0.00% 0
Quite often	3.66% 3
Moderately often	20.73% 17
Slightly often	28.05% 23
Not at all often	47.56% 39
Total	82

#	Other (please specify)	Date
1	When I can.	1/20/2017 10:33 PM
2	I think I've attended most of them.	1/20/2017 3:56 PM
3	Would attend more often, but have continued event conflicts	1/5/2017 8:40 PM
4	I recently purchased a house here and have not yet had an opportunity to attend a meeting.	1/4/2017 5:48 PM
5	Haven't seen any that pertain to this neighborhood	12/30/2016 6:28 PM
6	There are very few public events in our neighborhood.	12/30/2016 8:31 AM
7	Just moved here.	12/28/2016 12:10 PM
8	What public events? Are there any?	12/27/2016 9:59 PM
9	I just moved to the neighborhood this summer. I will be attending my first event next month. If there were other more regular events I have not heard about them.	12/27/2016 9:57 PM
10	would love to participate, winter is not a good time, as I don't deal well with walking or driving on icy snow.	12/27/2016 8:41 PM
11	Bend open street event volunteer	12/27/2016 7:58 PM
12	I try to make the annual meeting each year.	12/27/2016 7:51 PM

Q17 What are your primary sources of information about neighborhood and community (Bend) issues? (Check all that apply)

Answered: 83 Skipped: 1

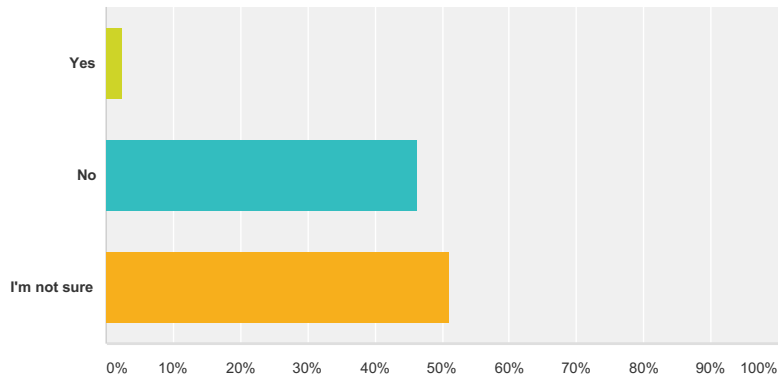


Answer Choices	Responses
Word of mouth	45.78% 38
Television news	31.33% 26
Internet	38.55% 32
Orchard District Neighborhood Association meetings, emails, newsletters	59.04% 49
Radio news	12.05% 10
Newspaper	44.58% 37
City web site	6.02% 5
Facebook	28.92% 24
Twitter	3.61% 3
NextDoor	36.14% 30
Total Respondents: 83	

#	Other (please specify)	Date
1	My answers to this ODNA survey are based on my observations/feelings about my immediate "neighborhood" - a few-blocks radius around my house.	1/13/2017 9:26 AM
2	Keep up the electronic notifications! I can't afford the Bend Bulletin service nor WiFi nor internet service outside of employment availability.	1/3/2017 8:54 AM
3	Chamber of Commerce	1/3/2017 8:24 AM
4	I work for the City so get a lot of info there.	12/28/2016 9:57 AM
5	Chamber of Commerce	12/28/2016 1:59 AM

Q18 Do you have a Neighborhood Watch?

Answered: 82 Skipped: 2



Answer Choices	Responses	
Yes	2.44%	2
No	46.34%	38
I'm not sure	51.22%	42
Total		82

**Q19 How long have you lived or operated a
business/non profit in Orchard District
neighborhood?**

Answered: 81 Skipped: 3

#	Responses	Date
1	18 months	1/22/2017 3:51 PM
2	Since 1991	1/22/2017 12:35 PM
3	7 years	1/22/2017 11:02 AM
4	4 years	1/22/2017 8:34 AM
5	14 years	1/20/2017 10:33 PM
6	10 years	1/20/2017 9:16 PM
7	lived here for 33 years	1/20/2017 6:46 PM
8	I've been here since 2009	1/20/2017 4:40 PM
9	15 years	1/20/2017 4:21 PM
10	8 months	1/20/2017 4:03 PM
11	Since June 2012 (I am the second owner)	1/20/2017 3:56 PM
12	Three years	1/20/2017 11:37 AM
13	17 yrs	1/20/2017 10:42 AM
14	13 years	1/19/2017 3:24 PM
15	30 years	1/13/2017 9:26 AM
16	1.5 years	1/12/2017 9:57 PM
17	2 years	1/7/2017 4:31 PM
18	3years	1/7/2017 1:05 PM
19	25 years	1/6/2017 6:48 AM
20	10 years	1/5/2017 8:40 PM
21	4 years.	1/4/2017 5:48 PM
22	4-1/2 yrs	1/3/2017 2:37 PM
23	20 years	1/3/2017 1:13 PM
24	7 years.	1/3/2017 8:54 AM
25	Have worked in neighborhood on and off for 9 years.	1/3/2017 8:24 AM
26	19 yrs	1/2/2017 2:26 PM
27	15 years	1/1/2017 7:29 PM
28	1.5 years	12/31/2016 5:45 PM
29	35 years	12/31/2016 4:01 PM
30	1.5 years	12/31/2016 9:15 AM
31	Since 1980	12/31/2016 9:08 AM
32	4.5 years	12/30/2016 10:32 PM
33	27 yrs	12/30/2016 6:28 PM
34	1980	12/30/2016 4:48 PM
35	6 months	12/30/2016 2:32 PM
36	3 months	12/30/2016 10:30 AM
37	4 years	12/30/2016 8:31 AM
38	28 years	12/29/2016 4:19 PM
39	4 yrs	12/29/2016 1:22 PM
40	Since 2012	12/29/2016 11:59 AM
41	Two years	12/29/2016 10:52 AM
42	24 years	12/29/2016 3:42 AM
43	16 years	12/28/2016 11:23 PM
44	37 years	12/28/2016 5:09 PM
45	7 years	12/28/2016 4:04 PM

46	2 years	12/28/2016 3:43 PM
47	10 years	12/28/2016 1:20 PM
48	20+ years	12/28/2016 1:03 PM
49	3 months	12/28/2016 12:10 PM
50	Six years	12/28/2016 11:21 AM
51	4 years	12/28/2016 9:57 AM
52	9 months	12/28/2016 9:31 AM
53	7 Years	12/28/2016 9:24 AM
54	3 years	12/28/2016 8:38 AM
55	4 years	12/28/2016 8:28 AM
56	50years	12/28/2016 7:34 AM
57	4+ years	12/28/2016 7:10 AM
58	6y	12/28/2016 7:04 AM
59	39 years	12/28/2016 1:59 AM
60	19 years	12/27/2016 9:59 PM
61	Six months	12/27/2016 9:57 PM
62	6 months	12/27/2016 9:39 PM
63	No	12/27/2016 9:18 PM
64	11 years.	12/27/2016 9:11 PM
65	2 years	12/27/2016 8:43 PM
66	1.5 years	12/27/2016 8:41 PM
67	Since Feb 2013	12/27/2016 8:39 PM
68	27 yrs	12/27/2016 8:09 PM
69	On and off for more than 20 years	12/27/2016 7:58 PM
70	17 years	12/27/2016 7:51 PM
71	23 years	12/27/2016 7:19 PM
72	25 years	12/27/2016 7:08 PM
73	5 years	12/27/2016 7:05 PM
74	15 years	12/27/2016 7:01 PM
75	4 years	12/27/2016 6:53 PM
76	2 years	12/27/2016 6:49 PM
77	1 1/2 yrs	12/27/2016 6:42 PM
78	31 years	12/27/2016 6:39 PM
79	25 years	12/27/2016 6:35 PM
80	20 years	12/27/2016 6:29 PM
81	3 years	12/27/2016 6:23 PM

Q20 Where are you located? Intersection and/or subdivision

Answered: 79 Skipped: 5

Answer Choices	Responses	
Intersection of (Street name)	96.20%	76
And (Street name)	86.08%	68
Subdivision (if applicable)	16.46%	13

#	Intersection of (Street name)	Date
1	8th	1/22/2017 3:51 PM
2	Monarch Estates	1/22/2017 12:35 PM
3	Shepard	1/22/2017 11:02 AM
4	marshall	1/22/2017 8:34 AM
5	Thompson	1/20/2017 10:33 PM
6	Shepard	1/20/2017 9:16 PM
7	Butler Mkt. and Broken Bow	1/20/2017 6:46 PM
8	Daphne Dr.	1/20/2017 4:40 PM
9	Daphne	1/20/2017 4:21 PM
10	NE Shelley Way	1/20/2017 4:03 PM
11	Parkview Ct	1/20/2017 3:56 PM
12	Shepard	1/20/2017 11:37 AM
13	Parkridge	1/20/2017 10:42 AM
14	NE 6th St	1/19/2017 3:24 PM
15	NE Franklin Avenue	1/13/2017 9:26 AM
16	Jones & Jones	1/12/2017 9:57 PM
17	Boyd Acres	1/7/2017 4:31 PM
18	Jones Road	1/7/2017 1:05 PM
19	Northview Drive	1/6/2017 6:48 AM
20	Jones	1/5/2017 8:40 PM
21	NE Franklin Ave	1/4/2017 5:48 PM
22	7th	1/3/2017 1:13 PM
23	8th St	1/3/2017 8:54 AM
24	Olney	1/3/2017 8:24 AM
25	Penn	1/2/2017 2:26 PM
26	6th	1/1/2017 7:29 PM
27	6th	12/31/2016 5:45 PM
28	Revere	12/31/2016 4:01 PM
29	6th	12/31/2016 9:15 AM
30	Lafayette	12/31/2016 9:08 AM
31	Shephard	12/30/2016 10:32 PM
32	Jones Rd	12/30/2016 6:28 PM
33	6th	12/30/2016 4:48 PM
34	6 and Isabella	12/30/2016 2:32 PM
35	Dempsey and shepherd	12/30/2016 10:30 AM
36	Olney	12/30/2016 8:31 AM
37	Chawktu	12/29/2016 4:19 PM
38	1310 Ne 5	12/29/2016 1:22 PM
39	Derek Drive	12/29/2016 11:59 AM
40	Sandy	12/29/2016 10:52 AM
41	Hollinshead Ct	12/28/2016 11:23 PM
42	Shepherd	12/28/2016 5:09 PM

43	10th	12/28/2016 4:04 PM
44	NE Edgecliff Circle	12/28/2016 3:43 PM
45	Jones Rd	12/28/2016 1:20 PM
46	Studio	12/28/2016 1:03 PM
47	NE 5th	12/28/2016 12:10 PM
48	Norton	12/28/2016 11:21 AM
49	14th	12/28/2016 10:50 AM
50	NE 12th	12/28/2016 9:57 AM
51	NE 6th St	12/28/2016 9:31 AM
52	8th Street	12/28/2016 8:38 AM
53	NE 13th	12/28/2016 8:28 AM
54	greenwood	12/28/2016 7:34 AM
55	Hawthorne	12/28/2016 7:10 AM
56	Greenwood	12/28/2016 1:59 AM
57	Waller	12/27/2016 9:59 PM
58	Keamey Avenue	12/27/2016 9:57 PM
59	Greenwood	12/27/2016 9:39 PM
60	14th	12/27/2016 9:18 PM
61	Greenwood	12/27/2016 9:11 PM
62	12th	12/27/2016 8:43 PM
63	Sandy	12/27/2016 8:41 PM
64	Norton	12/27/2016 8:39 PM
65	6th	12/27/2016 7:58 PM
66	Watson Drive	12/27/2016 7:51 PM
67	Bumm	12/27/2016 7:08 PM
68	Neff	12/27/2016 7:05 PM
69	Keats Dr.	12/27/2016 7:01 PM
70	6th	12/27/2016 6:53 PM
71	Quiet Canyon	12/27/2016 6:49 PM
72	10th	12/27/2016 6:42 PM
73	NE 9th	12/27/2016 6:39 PM
74	Rumgay Lane	12/27/2016 6:35 PM
75	Thompson Dr	12/27/2016 6:29 PM
76	Ne 5th	12/27/2016 6:23 PM
#	And (Street name)	Date
1	Isabella Ln	1/22/2017 3:51 PM
2	Revere Ave	1/22/2017 12:35 PM
3	Watson	1/22/2017 11:02 AM
4	7th	1/22/2017 8:34 AM
5	Harvey	1/20/2017 10:33 PM
6	Neff	1/20/2017 9:16 PM
7	Lotno Dr.	1/20/2017 6:46 PM
8	I am on Daphne Ct.	1/20/2017 4:40 PM
9	Parkridge	1/20/2017 4:21 PM
10	NE Longfellow	1/20/2017 4:03 PM
11	Derek Drive	1/20/2017 3:56 PM
12	Meadow	1/20/2017 11:37 AM
13	Neff	1/20/2017 10:42 AM
14	Majesty	1/19/2017 3:24 PM
15	Ross Road	1/7/2017 4:31 PM
16	Hollinshead	1/5/2017 8:40 PM
17	6th	1/4/2017 5:48 PM
18	Quimby	1/3/2017 1:13 PM

19	Revere Ave	1/3/2017 8:54 AM
20	2nd Street	1/3/2017 8:24 AM
21	10th	1/2/2017 2:26 PM
22	keats	1/1/2017 7:29 PM
23	Soaring Ct	12/31/2016 5:45 PM
24	NE Pinewood	12/31/2016 4:01 PM
25	NE Lafayette	12/31/2016 9:15 AM
26	8th	12/31/2016 9:08 AM
27	Crestridge	12/30/2016 10:32 PM
28	Viking court	12/30/2016 6:28 PM
29	Norton	12/30/2016 4:48 PM
30	5th	12/30/2016 8:31 AM
31	Parkview Court	12/29/2016 11:59 AM
32	Rumgay	12/29/2016 10:52 AM
33	Jones Rd	12/28/2016 11:23 PM
34	Revere	12/28/2016 5:09 PM
35	Greenwood	12/28/2016 4:04 PM
36	Shepard	12/28/2016 3:43 PM
37	Hollinshead Dr	12/28/2016 1:20 PM
38	Majesty	12/28/2016 1:03 PM
39	NE Olney	12/28/2016 12:10 PM
40	Ninth	12/28/2016 11:21 AM
41	Revere	12/28/2016 10:50 AM
42	Revere	12/28/2016 9:57 AM
43	Seward	12/28/2016 9:31 AM
44	Sandy Dr	12/28/2016 9:24 AM
45	Butler Market	12/28/2016 8:38 AM
46	Revere	12/28/2016 8:28 AM
47	12th	12/28/2016 7:34 AM
48	NE 12th	12/28/2016 7:10 AM
49	4th	12/28/2016 1:59 AM
50	Noe	12/27/2016 9:59 PM
51	7th Street	12/27/2016 9:57 PM
52	8th	12/27/2016 9:39 PM
53	Revere	12/27/2016 9:18 PM
54	11th	12/27/2016 9:11 PM
55	Quimby	12/27/2016 8:43 PM
56	Noe	12/27/2016 8:41 PM
57	NE 6th	12/27/2016 8:39 PM
58	Marshall	12/27/2016 7:58 PM
59	Jones Road	12/27/2016 7:51 PM
60	Shepard	12/27/2016 7:05 PM
61	Burks Ct.	12/27/2016 7:01 PM
62	Majesty In	12/27/2016 6:53 PM
63	Quiet Ridge	12/27/2016 6:49 PM
64	Hawthorne	12/27/2016 6:42 PM
65	NE Norton	12/27/2016 6:39 PM
66	Roxy	12/27/2016 6:35 PM
67	Shepard	12/27/2016 6:29 PM
68	Between Olney and Revere	12/27/2016 6:23 PM
#	Subdivision (if applicable)	Date
1	Pilot Butte	1/20/2017 10:33 PM
2	Choctaw Village	1/20/2017 6:46 PM

3	Parkridge	1/20/2017 4:21 PM
4	Parkview at Pilot Butte	1/20/2017 3:56 PM
5	Center Addition	1/13/2017 9:26 AM
6	Brookland Park	1/3/2017 2:37 PM
7	Parkview at Pilot Butte	12/29/2016 11:59 AM
8	Unsure	12/29/2016 10:52 AM
9	Eastwood Addition	12/28/2016 5:09 PM
10	Selkin I believe	12/28/2016 9:57 AM
11	Choctaw Village	12/27/2016 9:59 PM
12	Choctaw	12/27/2016 8:09 PM
13	First Addition to Bend Park	12/27/2016 6:39 PM

**City Council Goal Input Form
Community Organizations**



CITY OF BEND

To provide input for the City Council Goal Setting process, please complete and return this form to rchristie@bendoregon.gov no later than February 10.

Organization Name: River West Neighborhood Association

Completed by: RWNA board members/Cassie Giddings

Contact email: rwna@bendbroadband.com/cassieg@bendtel.net

Organization's Mission: bylaws

The purposes for which RWNA is organized are:

To maintain, protect and enhance the livability and sense of community of the Neighborhood.

To maintain an open line of communication and liaison among the Neighborhood, City of Bend, other participating agencies, & other NA's

To provide an open process by which all members of the Neighborhood may involve themselves in the affairs of the Neighborhood.

To facilitate the exchange of information among Neighborhood citizens.

To be organized exclusively for educational, social and charitable purposes – not political purposes.

Organization's Goals: *Please attach materials or provide a website if available.*

www.rwna.net

What is the biggest problem your organization believes the city should address?

Noise ordinance update with reduction in decibels for amplified music

Traffic, Parking, Housing/Vacation Rentals

If we solved this problem, what would the finished state look like? Paint a vision.

See attached

If you know of suggested plans or objectives to achieve this change, please describe.

See attached

Describe practical measures of progress towards the goal.
Reduce the decibels and bass immediately.

**Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m.
to present this information to the City Council.**
Yes No

Bend Code Section 5.50.000: Noise Regulations

This chapter is adopted pursuant to the provisions of ORS 467.100 and the City of Bend Charter. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.005 Prohibition on Excessive Noises.

No person shall make, assist in making, permit, continue, or permit the continuance of, any noise within the City of Bend in violation of this chapter. No person shall cause or permit any noise to emanate from property under that person's control in violation of this section. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.010 Sound Measurement.

While sound measurements are not required for the enforcement of this chapter, should measurements be made, they shall be made with a sound level meter using the A weighting network on a Type I or Type II meter. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.015 Definitions.

As used in this chapter:

- A. dBA means the sound pressure level in decibels measured using the A weighting network on a sound level meter.
- B. Residence or other noise-sensitive unit includes any building or portion of a building containing a residence, place of overnight accommodation, place of worship, day care center, hospital, school, or nursing care facility.
- C. Plainly audible means any sound for which the information content of that sound is unambiguously communicated to the listener, such as, but not limited to, understandable spoken speech, comprehensible musical rhythms or vocal sounds.
- D. Unnecessarily loud means any sound that interferes with normal spoken communication or that could reasonably disturb sleep.
- E. Daytime is any time between the hours of 7:00 a.m. and 10:00 p.m.
- F. Nighttime is any time between the hours of 10:00 p.m. and 7:00 a.m. of the following day.
- G. Property means a lot, parcel or tract including all contiguous property under common ownership, except that each residential unit shall be considered a separate property. "Property" does not include public rights-of-way, private streets or parks. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.020 Noise Limits.

It is a violation of this chapter to create noise in excess of the limits established in this section.

- A. No person may create noise on a property if that noise results in a noise level above the levels listed in this subsection when measured on a property other than the source of the sound and that contains a residence or other noise sensitive unit.

Zone Location	Daytime	Nighttime
Residential	65 dBA	60 dBA
Commercial	70 dBA	65 dBA
Industrial	75 dBA	70 dBA

B. No person may create noise on a property if that noise results in a noise level above 85 dBA daytime, 80 dBA nighttime when measured on a property other than the source of the sound that does not contain a residence or other noise sensitive unit.

C. No person may create noise in a park, street or other public place that is unnecessarily loud at a distance of 50 feet. The City Manager may designate areas of parks, streets or other public places as exempt from this restriction and may grant permits under BC 5.50.035 to exceed this restriction. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.025 Prohibited Noises.

A. The use of exhaust brakes (jake brakes), except in an emergency or except when used by a person operating an emergency services vehicle equipped with a muffled compression braking system, is prohibited at all times within the City, regardless of noise level.

B. Except as provided in BC 5.50.035, Permits, the following acts are violations of this chapter:

1. The excessive sounding of any horn or signal device or any other device on any automobile, motorcycle, truck, bus or other vehicle while in motion, except as a danger signal.
2. The operation of any gong or siren upon any vehicle, other than police, fire or other emergency vehicle, except during sanctioned parades.
3. The use of any automobile, motorcycle or other vehicle so out of repair, without a legal exhaust system, or in such a manner as to create unnecessarily loud noise at a distance of 50 feet.
4. The use of any automobile, motorcycle, all-terrain vehicle or other vehicle outside of public rights-of-way where the use is unnecessarily loud.
5. The operation of air conditioning or heating units, heat pumps, refrigeration units (including those mounted on vehicles), swimming pool or hot tub pumps, blower, power fan, internal combustion engine, electric motor, compressor or similar machinery that is not sufficiently muffled so as not to be unnecessarily loud to a person located on a property other than the source of the sound.
6. Constructing (including excavating), demolishing, altering or repairing a building, street, sidewalk, driveway, sewer or utility line between the hours of 10:00 p.m. and 7:00 a.m., except as provided in BC 5.50.030.
7. Using, operating or permitting to be used or operated a mechanical or electrical speaker or amplifier, either stationary or mobile, that creates noise that is plainly audible at the property line of a property with a residence or noise-sensitive unit, other than the property where the noise is generated, between the hours of 10:00 p.m. and 7:00 a.m. This section applies to any noise generated by a speaker or amplifier, regardless of whether the sound is generated on private or public property. If the amplified noise originates from a commercial establishment, a noise meter reading shall be taken as additional evidence relating to the alleged violation.

8. Any yelling, shouting, hooting, whistling, singing or other human-produced noise that is unnecessarily loud. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.030 Exceptions.

The following shall not be considered violations of any provision of this chapter:

- A. Amplified or non-amplified sounds created by organized athletic or similar activities, when those activities are conducted on property generally used for that type of activity, such as stadiums, parks, schools, and athletic fields, between the hours of 7:00 a.m. and 10:00 p.m. If an event is scheduled so that it reasonably is expected to end by 10:00 p.m. but does not do so because of weather delay, overtime/extra innings or any other reason, the exception shall remain in effect through the end of the event.
- B. Sounds caused by emergency work or by the ordinary and accepted use of emergency equipment.
- C. Sounds caused by appropriate use of emergency warning devices and alarm systems for no more than 15 minutes or while the emergency remains in effect. All audible alarms shall automatically silence themselves after 15 minutes.
- D. Sounds regulated by Federal law, including, but not limited to, sounds caused by railroads, interstate motor carriers or aircraft.
- E. Sounds caused by regular vehicular traffic upon premises open to the public in compliance with State law. Regular vehicle traffic does not include a single vehicle that creates noise in excess of the standard set forth in this chapter.
- F. Sounds caused by air, electrical, or gas driven domestic tools, including lawn and construction tools, between the hours of 7:00 a.m. and 10:00 p.m.
- G. Sounds created by community events, such as parades, public fireworks displays, street fairs, and festivals between the hours of 7:00 a.m. and 10:00 p.m., but not including amplified sound generated from a fixed location.
- H. Sounds made by legal fireworks on the Fourth of July holiday, between the hours of 7:00 a.m. and 11:00 p.m.
- I. Sounds made by City of Bend solid waste franchisees.
- J. Sounds made by the removal of snow or ice from public or private property.
- K. Sounds made by the cleaning of or routine maintenance of City streets by City employees or agents.
- L. Sounds made by the cleaning of commercial or industrial parking facilities or private roadways between the hours of 7:00 a.m. and 2:00 a.m. as long as the noise from the equipment does not exceed 65 dBA at 50 feet from the edge of the property being cleaned between 10:00 p.m. and 2:00 a.m.
- M. The cumulative volume of normal speech of a group of people.
- N. Amplified or non-amplified sound generated at concerts at an outdoor amphitheater with a capacity of at least 5,000 people between the hours of 7:00 a.m. and 10:00 p.m.; provided, that concerts or outdoor entertainment events are a permitted land use on the property. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.035 Permits.

A. In cases of emergency or other public necessity, the City Manager may issue a permit allowing activities described in BC 5.50.025 to take place at any hour. The permit may be for the duration of the permitted activity.

B. The City Manager may also issue a permit for a concert or similar event allowing noise otherwise prohibited by this chapter, provided the concert or event is permitted under the applicable provisions of this code. The permit may be for a single concert or event or for a concert series. Applications for a noise permit shall be submitted at least 45 days in advance of the date they will be needed. Within five days of submitting the application, the applicant shall provide notice in a form approved by the City to property owners and residents within 500 feet of the location where the sound will be generated. Notice may be provided by email, hand delivery, door-hangers, regular mail or other means calculated to provide individual notice. The City will provide notice to the applicable neighborhood association or the Downtown Bend Business Association and post notice of the application on the City website. Any person may provide comments to the City regarding the noise permit application within 15 days of the permit application. The applicant shall provide a statement to the City at least 30 days before the scheduled event that notices have been provided as required by this section. The City will normally issue or deny the permit at least 20 days prior to the date of the event. The City Manager may waive any of the deadlines or timelines established by this section, and also may issue a permit notwithstanding the timelines based on his or her assessment of the factors outlined in this section. The City Manager shall consider written comments in making the decision whether to issue the permit, except in the rare instance where waiving a timeline makes it difficult to do so.

C. The grant or denial of permits by the City Manager may be appealed to the City Council within 15 days after denial or permit issuance. A permit when issued remains in effect until the Council decision on the appeal unless withdrawn by the City Manager.

D. Permit applications must include contact information, including a telephone number for a responsible person who will be available at that number while the noise is being generated.

E. Permits may include such restrictions or conditions necessary to safeguard the public peace, including maximum noise levels and time of day restrictions.

F. Failing to obtain a permit when one is required or failing to comply with a permit is a violation. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]

5.50.040 Violation.

A. A violation of any provision of this chapter is a Class A civil infraction. If noise is part of the use of a property, the property owner may be cited, as well as others responsible for generating the noise. Each day on which a violation continues is a separate violation. The maximum penalty for the first violation within a one-year period is \$250.00. The maximum penalty for a second violation within one year of the first violation is \$1,500. The maximum penalty for a third violation within one year of the second violation is \$5,000. The maximum penalty for a fourth violation within one year of the third violation, and for each subsequent violation within a year of the previous violation, is \$10,000. If the Municipal Court determines that a violation has occurred, the amount of the penalty may not be reduced by more than 50 percent.

B. A citation issued may specify the specific section violated without citing to either this section or to BC 5.50.005. [Ord. NS-2201, 2013; Ord. NS-2188, 2012].



POSITION STATEMENT ON AMENDING THE NOISE ORDINANCE IN BEND

This document summarizes and updates BNC's White Paper on Noise and its Recommendations on Bend's Noise Ordinance, both of which are available at the web site below.

Bend's noise ordinance is out-of-line with other cities

As Bend grows up, its policy infrastructure needs to grow up with it. The Bend Neighborhood Coalition believes that growth and livability aren't incompatible, but to keep both goals in sight, Bend needs to learn from best practices in other cities and update certain policies.

Bend's noise ordinance falls short of the best practices used elsewhere. This has encouraged some in the community to exploit policy gaps; together with permissive interpretations of some standards, the result has been several ongoing conflicts that infringe on the rights of property owners to the peaceable enjoyment of their homes or businesses and require expensive city resources to manage.

Bend has set decibel limits that exceed those of most cities, including Austin, Texas, "the live music capital of the world". Sound levels in Bend can be twice as loud as in Portland, Salem, Corvallis, and Hillsboro, without justification. While more of Bend will be zoned mixed use going forward, there are no decibel standards for mixed use zones.

In Bend, almost all applications to be excused from complying with sound standards are routinely approved. These variances benefit the private interests of a few companies at the expense of their neighbors, including nearby businesses, and often affect the same neighborhoods repeatedly, as there are no standards regulating the proximity, frequency, or duration of events granted noise variances.

Bend allows virtually any commercial or mixed use property to become an event venue, regardless of its ability to comply with the noise ordinance. And, event organizers know there is almost no enforcement — Bend places the burden of monitoring compliance on the public and the responsibility of enforcement on a police force with more important duties.

Best practices

Research on noise ordinances in other cities (see the Addendum), including those known for having vibrant music scenes, points to policies that incorporate the following elements:

- 1) *Use of both a nuisance standard (no noise disturbances) and objective standards (measured with a decibel meter), with different levels for daytime versus nighttime hours.* Note that decibels are measured on a logarithmic scale, so that a 10 point difference represents a doubling in volume.
- 2) *Measurement at a specified point.* Some cities evaluate sound levels at the property line of the source, while others use a particular distance from the source. Bend measures at the property line of a "noise-sensitive unit" (i.e., someone actively complaining), which can be at any distance, near or far. This makes it difficult for event organizers to know whether they are in compliance.
- 3) *Regulation of outdoor music venues.* Many cities require a permit for outdoor amplified music. This creates an opportunity for a trained sound technician to proactively evaluate a venue and suggest ways to bring sound levels into compliance. It also generates revenue to fund enforcement.

- 4) *Use of trained code enforcement staff.* Monitoring and enforcing the noise code commonly falls to a staff or contract sound technician or to a designated noise control officer. Just as professionals enforce food safety standards in restaurants, a sound technician has both the credibility and authority to interact with event staff with the goal of ensuring compliance. This makes enforcement less adversarial, but more effective, as organizers know they will be monitored regularly and fairly.
- 5) *Establishment of entertainment districts.* With relaxed standards for sound levels and hours, these areas add to the vibrancy of a city by providing destinations for locals and tourists where there will be a concentration of entertainment businesses. Apart from the amphitheater in the Old Mill District and the streets of downtown, Bend lacks appropriate venues for outdoor music. The result has been a steady intrusion of restaurant patios and beer gardens in neighborhood commercial areas immediately adjacent to residential properties, and the staging of large outdoor concerts, literally across the street from homes.

Proposed changes to the Bend noise ordinance

The Bend Neighborhood Coalition supports revisiting the noise ordinance (something that was promised when it was last revised five years ago) and making specific changes to bring it into line with practices in other cities. We encourage the City Council to consider the following:

- 1) Reduce the decibel levels specified in section 5.50.020(A) for residential properties from 65 dBA daytime and 60 dBA nighttime to 60 dBA daytime and 55 dBA nighttime. This daytime residential limit is still 5 dBA higher than the standard in Portland, Salem, and Corvallis and matches the commercial area standard in Portland. The nighttime standard would match Salem and Corvallis, while being 5 dBA higher than Portland. These levels would make the decibel table in 5.50.020(A) consistent with the “plainly audible” standard for nighttime hours in 5.50.025(B)[7], since 55 dBA is considered “not plainly audible”. (See the Addendum for standards in several other cities.)
- 2) Add a standard for mixed use zones of 65 dBA daytime and 60 dBA nighttime. Since mixed use zones may contain both commercial and residential units, this is a compromise that acknowledges that residents in such areas may be exposed to louder sounds than in purely residential neighborhoods, while businesses located there may have to restrict their activities more than in commercial zones.
- 3) Add to section 5.50.025(B)[7] a prohibition on using the designated devices in excess of the decibel levels in 5.50.020(A) during daytime hours (in addition to the prohibition on nighttime hours currently in the paragraph).
- 4) Designate the “nearest property with a residence or noise sensitive unit” as the point at which amplified sound levels are to be evaluated. (See section 5.50.025(B)[7]). This clarification provides a common reference point for both event organizers and whoever has enforcement responsibility.
- 5) Delete the reference to commercial establishments and change the word “shall” to “may” in the last sentence in section 5.50.025[7]: “~~If the amplified noise originates from a commercial establishment,~~ a A noise meter reading shall may be taken as additional evidence relating to the alleged violation.” Requiring a meter reading has created enforcement problems for the police in situations where sound is “plainly audible”, but where the officer responding to a complaint does not have one of the two decibel meters owned by the city. Also, the requirement establishes a different enforcement standard favoring businesses over private parties. There is no justification for the difference.
- 6) Add a section for outdoor music permits modeled on the Austin, TX code, with two types of permits (see: <http://www.austintexas.gov/department/sound-permits>):
 - a) Temporary Event Sound Permit: 1- to 4-day permit; sound evaluation fee, plus permit fee; sound levels in section 5.50.020(A) apply, unless a variance is issued under section 5.50.035:

- i) Within 100' of a residential property: no permits
 - ii) From 100' - 600' of a residential property: hours limited to 10 am to 8 pm Sun-Thur; 10 am to 10 pm Fri-Sat
 - iii) Beyond 600' of a residential property: 10 am - 2 am
 - iv) No more than one permit within 30 days
- b) Outdoor Music Venue Permit: annual permit for restaurant patios, beer gardens, and other settings with regular outdoor amplified music; Sound Impact Plan required; sound evaluation fee, plus notification fee, plus permit fee; must comply with Good Neighbor Policy; sound levels in section 5.50.020 apply; variances subject to the conditions for a Temporary Event Sound Permit under the previous paragraph
- 7) Change the word “permits” in section 5.50.035 to “variances”.
- 8) Add language that addresses the following conditions to section 5.50.035(B)
- a) Proximity — within 250 feet of a residential zone, variances to daytime decibel levels should seldom be issued and no variances should be issued to nighttime decibel levels
 - b) Frequency — seldom issue variances for events held within 30 days of another event that impacts the same neighborhood
 - c) Duration — limit variances to decibel levels to six hours, and require that a strong case be made for a longer period

Proposed changes to enforcement

- 1) Monitoring — shift primary responsibility for monitoring from residents to a city sound technician who will work with permit and variance holders proactively to ensure compliance, and then monitor events with a decibel meter
- 2) Responsibility — authorize the city sound technician to issue citations based on routine monitoring; the police department should only be involved in responding to citizen complaints, which should diminish in number

Proposed long-term plan for entertainment districts

Bend’s long-range planning needs to include a vision for one or more areas where outdoor amplified music and late-night entertainment is concentrated and allowed to prosper under more relaxed guidelines. Entertainment districts of various sorts have been successful in other cities and would help in Bend by encouraging the relocation of activities that are incompatible with nearby residential areas and college campuses. Getting the right activities in the right place is key to compatibility.

Visit Bend could help with this effort by using some of its resources for long-range planning to explore this and other ideas to accommodate more tourists in the future without generating additional conflicts. This might include building an outdoor performance facility to anchor one of the entertainment districts; such a facility should have adequate parking and temporary food services to accommodate from a few hundred to a few thousand people. The Bend Metro Park & Recreation District would also be a natural partner in this effort.

Areas that have been discussed as potentially appropriate for entertainment districts include two opportunity areas identified in the UGB planning process: the Kor-Pine area and the Bend Central District (between Downtown and Third Street).

Addendum: Practices in Other Cities

- Los Angeles: not audible 150 feet beyond the property line of the source in a residential district
- Miami, Omaha, and Buffalo: not plainly audible at 100 feet
- Detroit: no sound audible beyond 100 feet; no sound created less than 250 feet from a residence
- Seattle, Chicago, Green Bay, Indianapolis: not plainly audible at 75 feet
- Atlanta: not plainly audible at 50 feet in residential, commercial, or industrial zones
- New Jersey: not plainly audible at 50 feet from 8 am to 10 pm; not plainly audible at 25 feet from 10 pm to 8 am
- Albuquerque: not plainly audible at 25 feet
- Hammond, IN: not plainly audible at the property line at all hours
- Nashville, TN (“Music City, USA”): no amplified sounds that are plainly audible at the boundary line of the nearest residentially occupied property
- Salt Lake City: not plainly audible at the listener property line between 10 pm and 7 am; not plainly audible on public property at 50 feet between 7 am and 10 pm
- Salem and Corvallis, OR; Burlington, VT: not plainly audible everywhere between 10 pm and 7 am
- New Orleans: maximum of 80 dBA at 55 feet from the source
- Portland, OR and Charlotte, NC: maximum of 55 dBA in residential zones during daytime hours; maximum of 60 dBA in other areas; 50 dBA nighttime everywhere
- Kenosha, WI: no noise disturbance from an amplified device in residential zones between 10 pm and 8 am; no noise disturbance on public property between 5 pm and 8 am
- Orlando: requires permits for outdoor speakers; restricts use to daytime hours; at least 1,000 feet from noise sensitive zones
- Austin (“The live music capital of the world.”): requires a permit for any device that can be heard in any public place; no permits within 100’ of a residential property; sound generally limited to 85 dBA at the property line of the source; hours depend on distance from nearest residential property
- San Jose: requires a permit for any amplified sound projected out from buildings or outdoors
- Hawaii: limits bass sounds to 60 dBC during daytime hours and 50 dBC at night in any land use zone

Distance from the source required to meet sound level limits

Decline in decibel level as distance increases

	10'	20'	40'	80'	160'	320'	640'	1,280'
120		114	108	102	96	90	84	78
115		109	103	97	91	85	79	73
110		104	98	92	86	80	74	68
105		99	93	87	81	75	69	63
100		94	88	82	76	70	64	58
95		89	83	77	71	65	59	53
90		84	78	72	66	60	54	48
85		79	73	67	61	55	49	43
		-6	-12	-18	-24	-30	-36	-42
		= daytime residential limit						
		= nighttime residential limit						

RWNA Noise Proposal

Introduction

Neighborhood livability is a key issue for our members. While the broad concept of “livability” can be defined in many ways, specific threats to “neighborhood livability” are fewer, easier to recognize, and easier to remedy with policies that have proven successful in other cities. One of those threats is the impact on the peaceable enjoyment of our homes from noise due to amplified outdoor events.

With over 4,000 tax lots, the area served by the River West Neighborhood Association will be one of the neighborhoods most heavily impacted by the new density initiatives coming out of the UGB process. RWNA recognizes that Bend is growing and is supportive of business and responsible development within its boundaries. These changes include the rezoning of a large Opportunity Area to “Mixed Urban” uses, more density from ADUs and increased height limits, and the ongoing expansion of the OSU-Cascades Campus.

The RWNA board has agreed to strategically prioritize and support key issues that will improve neighborhood livability. We hope to increase membership and encourage more participation in public processes, while keeping members informed.

Priority #1: Noise

Noise continues to be an issue within RWNA’s boundaries. The main cause of ongoing conflicts has been an expansion of outdoor music venues in close proximity to residential properties. Many new and existing businesses have taken advantage of permissive sound levels in the City’s noise ordinance and the generous granting of noise variances by City Hall.

Though we all enjoy the vibrancy that outdoor music can bring, it can have dramatic impacts on RWNA residents in their homes; this often prevents residents from enjoying their own yards, getting proper sleep (for shift workers), and addressing the needs of children and the elderly. A cumbersome enforcement process that puts the responsibility for monitoring excessive sound levels on local residents and the police contributes to the problem, as business owners and event organizers know it is unlikely that they will be held accountable. The concern is that noise related issues will only continue to increase if left unchecked.

RWNA does not want to mediate location-by-location noise problems. This approach places an undue burden on both residents and RWNA. Rather, the RWNA board prefers to work toward long-term policy solutions that PREVENT ongoing conflicts before they become established practice. Several years have gone by since initial changes to the noise ordinance were made and the council anticipated coming back and making improvements based on actual experience.

RWNA Proposed Solutions for Improving City Wide Noise Issues

Adopted by the RWNA Board January 2017

RWNA understands that there are limits on City Council time, City Staff time, and related resources; for that reason, we support low- or no-cost policy changes, starting with modifying the Bend Noise Ordinance. RWNA, along with others, have been studying the issue and supports working with a subset of the City Council and other stakeholders to accomplish the following:

1. Lower the current decibel level standard.
 - a. The currently allowed decibel levels in Bend exceed best practices in other cities, without justification. They should be lowered and a standard set for allowed bass frequency before the next event season.
 - b. Improve and streamline the monitoring and enforcement procedures in the noise ordinance and related City Manager Criteria in ADM-03-18 to help make issuance of noise variances and enforcement of noise problems easier and more consistent.
2. Create “Entertainment Zones” within the City which are located so as to prevent conflicts within residential zones, while providing appropriate spaces for concert and music promoters to prosper with fewer restrictions than in other areas. This is a common method used in other cities to protect both residential property rights and the interests of entertainment businesses.
 - a. RWNA proposes locating Entertainment Zones away from the OSU campus and surrounding residential neighborhoods to discourage alcohol and drug use by students and related impacts, such as DUII and drunken behavior that often accompanies these venues.
 - b. Multiple parties have pointed to the area between Downtown and Third Street, as well as the Kor-Pine area, as locations that might be appropriate for long-term re-development as Entertainment Zones.
 - c. Designated Entertainment Zones would have the added benefit of allowing for further growth in tourism, without additional negative impacts on residential areas.
3. RWNA calls for better definitions within the Bend Code of permitted uses related to noise production, such as the use of amplified music on commercial patios, decks, and parking lots, as well as activities that involve the promotion and staging of events at restaurants, bars, and other venues that bring large crowds to properties not reviewed for these uses. The liberal interpretation of such activities as “incidental uses” has been exploited in a manner that encourages non-compliance with the noise ordinance and other issues. Other cities have come up with proactive, simple solutions.
4. RWNA and its members are willing to participate in phase 2 of the Central Westside Plan and further define key parts of the plan, including the “Neighborhood Compatibility Zones” on the Preferred Scenario Map from Phase 1.
 - a. RWNA supports adopting the concept of transitional zoning used in other cities to create buffers where commercial and mixed use areas adjoin residential areas. Transitional zoning generally employs step-downs in permitted uses to minimize offsite impacts such as noise, parking problems, and congestion spilling over into residential zones. Locating the right businesses adjacent to residential neighborhoods prevents conflict and avoids the need for expensive city resources to manage those conflicts.

**City Council Goal Input Form
Community Organizations**



CITY OF BEND

To provide input for the City Council Goal Setting process, please complete and return this form to rchristie@bendoregon.gov no later than February 10.

Organization Name: Century West Neighborhood Association

Completed by: Chad Sage, CWNA Chairperson

Contact email: chadsages@gmail.com

Organization's Mission and Goals: In brief (as they are listed on our website, <http://www.centurywestneighborhood.com>).

- 1- Enhance the livability of the neighborhood.
- 2- Involve all members of CWNA through an open process.
- 3- Perform all acts related to these purposes.
- 4- Limit actions to those serving educational, social and charitable purposes.

Ideally, should you choose to visit the website, you'll find that we have a bit of information in the About Us tab (including our Bylaws). As well, we have documentation on our Duties and Responsibilities.

What is the biggest problem your organization believes the city should address?

Specific instances: OSU-Cascades expansion, Westside planning with alignment to major westside projects, e.g., 14th development/expansion, Galveston development/evolution, etc.

Generally speaking, we would need to look to an overarching plan to focus on needed infrastructure (roads, UGB issues, parking, zoning, sewer, water, recreation, connection points to forest boundary, etc.). In addition to this examining funding related to a new University District with continued commercial and residential expansion and infill.

If we solved this problem, what would the finished state look like? Paint a vision.

In generating this level of activity we would want to see greater attention paid to livability and general standard of living within the association boundaries. Along with this comes a much higher level of visibility to many issues which affect all of us including those listed above.

I feel that in accomplishing some of these goals we would create a more robust and proactive city council and neighborhood associations overall.

If you know of suggested plans or objectives to achieve this change, please describe.

Some of this is in play already. OSU-Cascades (on this next go round) is soliciting a number of panels that reach out to the affected residents and businesses. There is some discussion revolving around the growth and expansion of the Galveston Corridor (ongoing) and 14th Street development (upcoming).

From the standpoint of CWNA I want us to work with some of the long term planners within the city to educate our association members as to when, how and where it's appropriate AND meaningful to apply their voice. We will be working on that kind of outreach meeting during the latter March/April window.

Describe practical measures of progress towards the goal.

I know that if you're receiving strong and valid input from citizenry prior to being in a permitting phase then that's a pretty good measure.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes.

**City Council Goal Input Form
Community Organizations**



CITY OF BEND

To provide input for the City Council Goal Setting process, please complete and return this form to rchristie@bendoregon.gov no later than February 10.

Organization Name: Larkspur Neighborhood Association (LNA)

Completed by: Bill Munro, LNA Chair

Contact email: chair.larkpsurna@gmail.com

Organization's Mission:

Organization's Goals: *Please attach materials or provide a website if available.*

The purposes for which LNA is organized are:

- (a) To maintain, protect and enhance the livability and sense of community of the Neighborhood, without suppressing the rights of individuals to express and promote divergent or contrary views.
- (b) To maintain an open line of communication and liaison among the Neighborhood, the City of Bend, other participating agencies, and other neighborhoods.
- (c) To provide an open process by which all members of the Neighborhood may involve themselves in the affairs of the Neighborhood.
- (d) To facilitate the exchange of information among Neighborhood citizens.
- (e) To be organized exclusively for educational, social and charitable purposes.

What is the biggest problem your organization believes the city should address?

There are many issues facing the city right now but the input some of us have received as members of the Larkspur NA board center around connectivity. This was a priority for us last year as we promoted the multi modal path along 27th. There is considerable interruption in both east to west and north to south movement, especially for non-motorized traffic. This creates unsafe interactions between motorists and non-motorized travelers that can have serious consequence.

If we solved this problem, what would the finished state look like? Paint a vision.

The vision could be a network of paths and/or improved bike lanes that do a better job of separating motorized traffic from non-motorized traffic. These paths would be wide enough to accommodate many different transportation needs include those with specialized needs such as wheelchairs and similar equipment.

If you know of suggested plans or objectives to achieve this change, please describe.

Many NA got together and proposed a multi modal path along 27th and we understand this is being considered along with several other similar proposals. As the City and Parks and Recreation work together to address some of these issues a longer range and wider reaching strategy would be appreciated.

Describe practical measures of progress towards the goal.

Practical measures could begin with identifying critical needs for these travelways and building a long-term funding and construction structure to build and maintain these.

Please let us know if you plan to attend the meeting on February 17 from 3-5 p.m. to present this information to the City Council. Yes _____ No X