

RESOLUTION NO. 3133

A RESOLUTION IN SUPPORT OF THE CITY OF BEND'S APPLICATION FOR A PILOT PROGRAM FOR URBAN GROWTH BOUNDARY EXPANSION FOR AFFORDABLE HOUSING UNDER HB 4079

Findings

- A. The Oregon Legislature passed House Bill 4079 in 2016, creating a pilot program to provide an adequate supply of land within urban growth boundaries that is dedicated to affordable housing, encourage the development of affordable housing on land dedication to affordable housing, and protect land dedicated to affordable housing from conversion to other uses before or after the development of affordable housing ("HB 4079 Affordable Housing Pilot Project").
- B. The City of Bend nominated a pilot project ("Bend Pilot Project") on a site of approximately 35 acres, located on the eastern border of Bend's urban growth boundary at 21455 Highway 20, in Deschutes County, Oregon ("Bend Pilot Project Site"), owned by private owners. The Concept Plan for implementation of the Bend Pilot Project is attached as Exhibit A. If selected for the Pilot Project, the City will implement the Concept Plan.
- C. The City is submitting the Bend Pilot Project for selection by the Oregon Land Conservation and Development Commission ("Commission") for the HB 4079 Affordable Housing Pilot Project for a city with a population over 25,000.
- D. The Bend Pilot Project Site is adjacent to the existing urban growth boundary of Bend and meets the other requirements for the HB 4079 Affordable Housing Pilot Project, including that the site is currently accessible or can be made accessible to a transit stop served by a fixed transit corridor with at least eight weekday trips in each direction, within three-quarters mile distance via sidewalk or pedestrian walkway.
- E. The City of Bend is the provider of urban services for sanitary sewer, fire protection and streets and roads for the Bend Pilot Project Site. The owner and/or developer will be required to complete the public facility and infrastructure necessary to provide these public facilities and services as set forth in the Concept Plan and as required by the Bend Development Code during development review. Once infrastructure is complete, the project site can be reasonably provided with public facilities and services and the City of Bend has the capacity and financial resources to serve development on the Bend Pilot Project Site as proposed in the Concept Plan.
- F. Avion Water Company will be the provider of urban services for domestic water for the portion of the Bend Pilot Project Site south of Highway 20. The owner and/or developer will be required to complete the public facility and infrastructure necessary for provision of domestic water. Once infrastructure is complete, Avion Water Company has the capacity and financial resources to serve the development on the Bend Pilot Project Site as proposed in the Concept Plan,

and as demonstrated by the Letter of Intent to Serve included in the project application.

- G. Bend Parks and Recreation District will be the provider of urban parks and recreation services for the Bend Pilot Project Site and has the capacity and financial resources to serve the Bend Pilot Project Site.
- H. The Bend Pilot Project Site contains a Central Oregon Irrigation District canal, which the irrigation district may require to be piped concurrent with or subsequent to development. Bend Development Code, 4.9.500.A.9. requires an application for annexation to include a signed statement from the applicant confirming the applicant has met with the irrigation district to discuss the proposed annexation, that the irrigation district reviewed the layout and design of the proposed development for any impacts on irrigation district conveyance facilities and had the opportunity to recommend reasonable protections for such facilities consistent with the irrigation district's adopted rules and regulations, system improvement plans and/or development policies, and the extent to which any identified issues have been resolved or if they have not yet been resolved, a timeline to resolve any issues.
- I. Regarding the Affordable Housing Pilot Project Site, the City is exempt from compliance with Oregon Land Use Goals 3 (Agricultural Lands), 4 (Forest Lands), 6 (Air, Water and Land Resources Quality), 8 (Recreational Needs), 9 (Economic Development), 10 (Housing), 12 (Transportation), 13 (Energy Conservation), 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources), from the land need or boundary location provisions of Goal 14 (Urbanization), and Goal 11 (Public Facilities and Services), except that portion applicable to the impact of development of the pilot project site on existing and planned public facilities within the City's urban growth boundary, pursuant to OAR 660-039-0030.
- J. The Council finds the Bend Pilot Project Site satisfies Statewide Land Use Planning Goal 5. The Bend Pilot Project Site contains two ponds identified on the National Wetlands Inventory, which is the inventory of wetland habitat for Deschutes County, pursuant to Deschutes County Ordinance 92-045 and Deschutes County Development Code 23.112.040.3. When the Bend Pilot Project Site containing the ponds is annexed into the City, and before development is approved, the Developer must engage in the required analysis to determine whether the ponds are considered significant under Goal 5. BDC 4.6.300.B.1 or 4.5.200.D.3.c.i.

The ponds on the Bend Pilot Project Site are filled with water under Central Oregon Irrigation District water storage rights. The Concept Plan proposes maintaining one pond and the water storage rights, and transferring the pond and related water rights, and an area around the pond to Bend Parks and Recreation District, to preserve the pond and provide park and open space to the Bend Pilot Project Site. The Concept Plan therefore preserves the ponds if necessary under Goal 5. If the ponds are not a significant Goal 5 resource and the Bend Parks and Recreation District does not preserve the ponds in a park, the Concept Plan

proposes building additional housing on the site. Based on the Concept Plan and the requirements in the Bend Development Code for compliance with the Statewide Planning Goals and planning for continued use of water storage rights in the pond(s), the City finds that the Concept Plan complies with Goal 5.

- K. The Council finds that the proposal satisfies Goal 7 because the City has considered the risks of the natural hazard wildfire in the evaluation of the Bend Pilot Project Site. There are other natural hazards such as floods and landslides that are not addressed here because the Bend Pilot Project Site is not a location where such hazards might occur. The Bend Comprehensive Plan Policy 11-5 requires the City to adopt strategies to reduce wildfire hazard on lands inside the City and included in the Urban Growth Boundary. These strategies may include the application of the International Wildland-Urban Interface Code or equivalent with modifications to allow buffers of aggregated defensible space, or similar tools, as appropriate. The 100-foot buffer from EFU lands will also serve as a wildfire buffer of aggregated defensible space, with appropriate natural terrain or potentially a low intensity community garden as shown on the Concept Plan. Prior to approval of development on the Bend Pilot Project Site, the proposal must demonstrate compliance with Statewide Planning Goals including Goal 7, as designated by the Planning Director, under BDC 4.6.300.B.1 or 4.5.200.D.3.c.i. Based on the Concept Plan and the requirements in the Bend Development Code for compliance with the Statewide Planning Goals, the City finds that the Concept Plan complies with Goal 7.
- L. The City is committed to expanding opportunities for and encouraging development of affordable housing. The City has implemented a number of measures to support the development of affordable housing that also support the application for the Bend Pilot Project, including:
- density bonus for affordable units,
 - exemption from system development charges for affordable housing,
 - property tax exemption for low income housing units,
 - a construction excise tax,
 - accessory dwelling units allowed in any zone without many constraints,
 - maximum lot size of 5,000 square feet for detached homes in medium and high density residential zones,
 - a maximum of one parking space per unit or bedroom for multi-unit dwellings,
 - one space per unit for single bedroom duplex and triplex units,
 - duplexes allowed in low density residential zones,
 - attached residential units (townhomes) allowed in Standard Density Residential zones,
 - allowed minimum local residential street width of 28 feet or less,
 - all commercial zones allow new residential use as part of a mixed-use development,
 - cottage-style housing allowed.

Further, the City has implemented code requirements encouraging a greater mix

and diversity of housing through master planning properties 20 acres in size or larger, requiring affordable housing in areas of redevelopment in the central city and development in newly expanded urban growth boundary areas, and requiring development at 70% of the minimum density standard in areas selected for infill development as part of the urban growth boundary expansion. The City has a process to declare City-owned property surplus and sells the property for the price the City paid plus costs, for affordable housing development.

- M. The City has adopted applicable Comprehensive Plan policies that require that guarantees be in place to ensure affordable housing units will meet affordability requirements for not less than 50 years, phasing requirements for affordable housing units and specified threshold definitions for affordable housing units at 80% of AMI (for dwelling units for sale) and 60% of AMI (dwelling units for rent).
- N. The City has awarded over \$8 million through its prior limited and current full system development charge exemption, process to surplus real property, and competitive disbursement of the construction excise tax revenue to build or preserve 513 affordable housing units. The City has used \$6 million Community Development Block Grants and \$3 million Neighborhood Stabilization funding from the federal government to build or preserve 418 affordable housing units.
- O. If the Bend Pilot Project is selected by the Commission, OAR 660-039-0090 prevents the City from planning or zoning the Bend Pilot Project Site to allow a use or mix of uses not authorized by the Commission unless the City, in concert with Deschutes County, withdraws the Bend Pilot Project Site from the Bend urban growth boundary and rezones the site pursuant to law, statewide land use planning goals and land use regulations implementing the goals that regulate allowable uses of land outside urban growth boundaries.
- P. It is expected that the Commission will review applications and select a city to proceed with the HB 4079 Affordable Housing Pilot Project by the end of 2018.

Based on these findings, THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

Section 1. Staff is directed to finalize and submit the application for the Bend Pilot Project Site, including the proposed concept plan, for selection as the HB 4079 Affordable Housing Pilot Project for a city with a population over 25,000.

Section 2. If the Bend Pilot Project is selected as the HB 4079 Affordable Housing Pilot Project city with a population over 25,000, the City will:

- A. Implement the Concept Plan, consistent with the requirements of the Bend Development Code; and
- B. Annex the Bend Pilot Project Site within two years of an acknowledged urban growth boundary amendment to include the Bend Pilot Project Site, when it can be annexed consistent with the requirements of the Bend Development Code.


Section 3. The City, as the provider of urban services to the Bend Pilot Project Site for sanitary sewer, fire protection, streets and roads, and a portion of the domestic water supports the Bend Pilot Project application for the HB 4079 Affordable Housing Pilot Project.

Section 4. It is expected that Cascade East Transit (CET), operated by Central Oregon Intergovernmental Council, can serve the Bend Pilot Project Site with transit as required by the Affordable Housing Pilot Project requirements and as described above in Finding D, but in the event there are additional costs related to serving the Bend Pilot Project Site consistent with the concept plan, CET, the City, and the developers or owners of the Bend Pilot Project Site will work together on options for providing transit service and pedestrian walkway connections to transit sites, which may include developer and/or owner funding by agreement or condition of approval for a development application.

Adopted by motion of the Bend City Council on August 15, 2018.

YES: Sally Russell
Bruce Abernethy
Bill Moseley
Justin Livingston
Barb Campbell

NO: none



Sally Russell, Mayor Pro Tem

ATTEST:



Robyn Christie, City Recorder

APPROVED AS TO FORM:



Mary A. Winters, City Attorney

A.1a

BEND CITY MAP



① SITE - BEND
N.T.S.

A.1b

OVERVIEW - 21455 HWY 20

The proposed 35.32 acre site is conveniently located within a mile of multiple major supermarkets, many restaurants, a brewery, gas stations, schools, multiple parks, and St. Charles Health Systems as well as many other medical care providers, including Mosaic Medical, a low income friendly family medical clinic. Most of the necessities are found within easy biking or walking distance as well as many businesses that need affordable housing for current and future employees.

With Highway 20 to the North and Bear Creek Road to the South, the site sits a little over 1/2 mile East of NE 27th Street. As Highway 20 continues West, it becomes Greenwood Avenue, one of the major cross street connecting the East side and West side of Bend. There are also two bus stops within 3/4 of a mile on 27th street with multiple routes, providing access to anywhere in town, including Central Oregon Community College and OSU Cascades Campus.

The site contains an existing pond that is classified as wetlands by Deschutes County and has been a home to local wildlife as well as a favorite fishing spot for local families for years. The pond is fed by an irrigation canal that forms the Western border and continues to the North. Exclusive Farm Use land surrounds the property on the North, East, and South, but only a small portion of the land is actually farmed.



① SITE VICINITY
1" = 1000'-0"

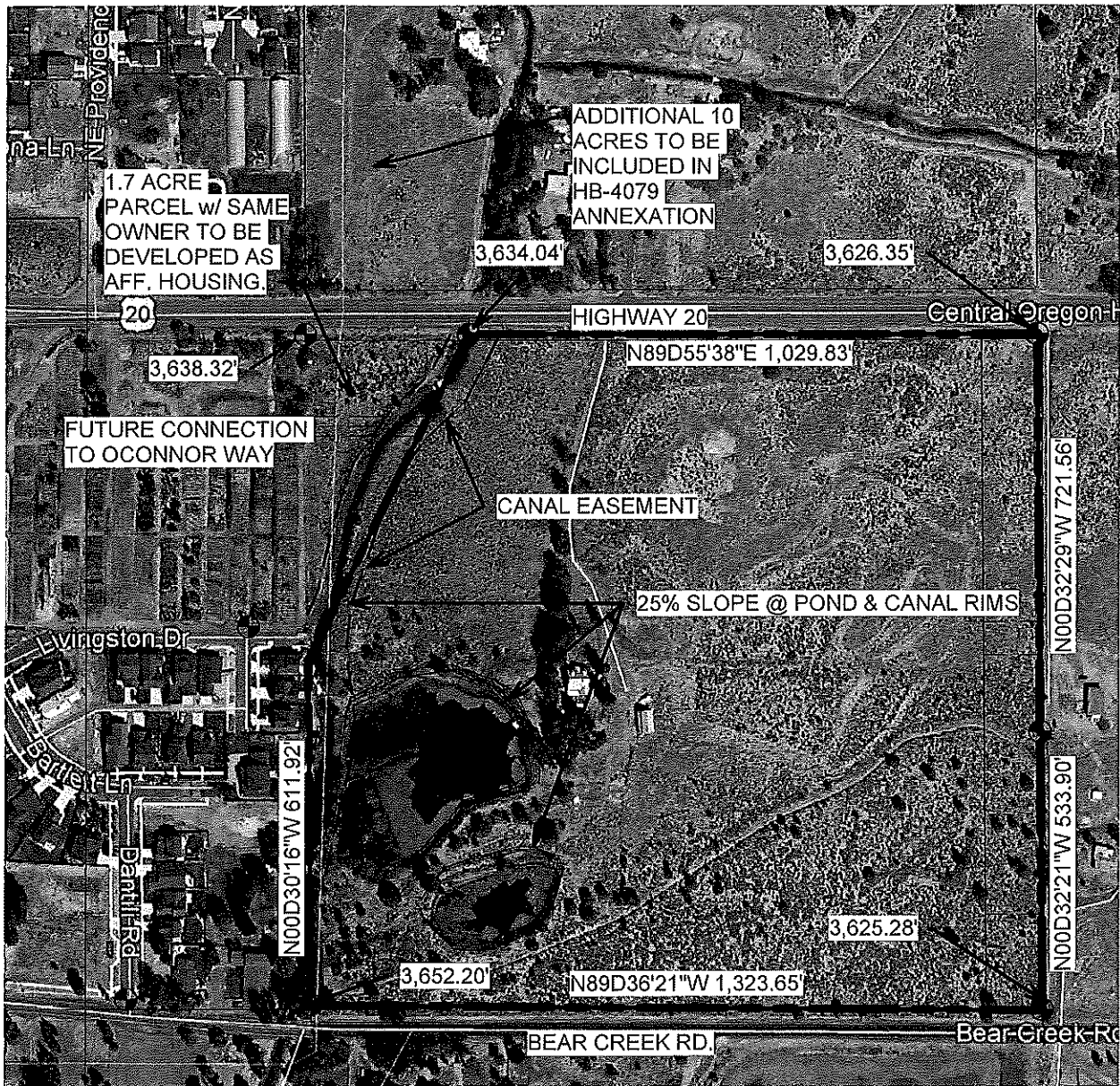
A.1c

CONDITIONS - SITE

The site is roughly square, with the exception of a triangular portion to the NW. This triangular parcel is a portion of this property that has already been partitioned off and annexed into the City of Bend and has been designated as affordable housing. Due to access issues off of Highway 20, this parcel of land can't be developed until the adjacent site included in this proposal is developed.

To the North, opposite Highway 20, is the additional 10 acre parcel that is included in this submittal.

A farmhouse and barn are located centrally on the property near the pond with irrigated land around it. None of the site is currently being used for any farming activities. Currently, the site is accessed via Highway 20 on the North side of the property to the West of the proposed connection.



① SITE CONDITIONS
1" = 300'-0"

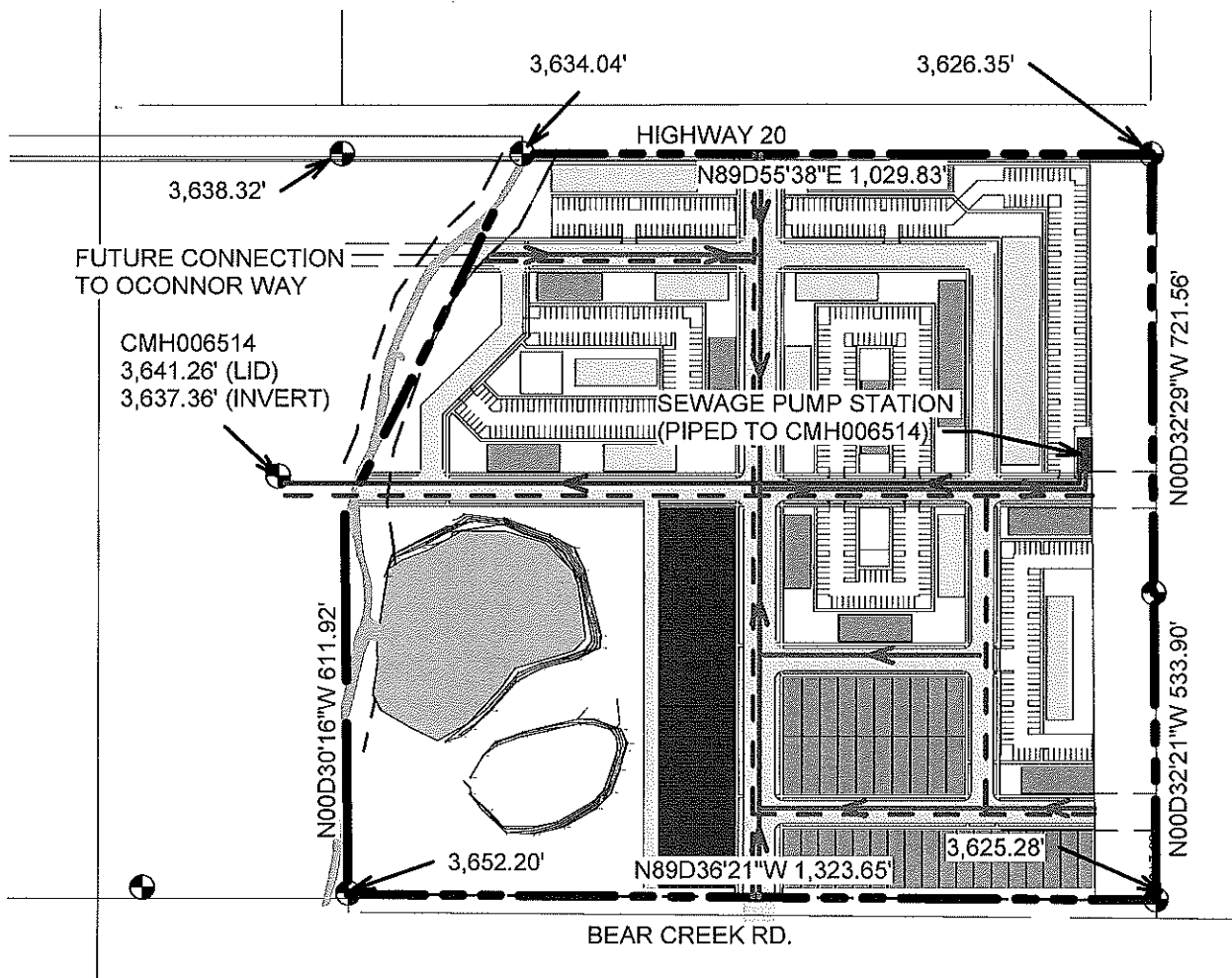
A.1d INFRASTRUCTURE - SITE

The site has gradual to no slope except the areas surrounding the ponds and canal, where the slope is 25% or greater in some areas. The low point on the site, the SE Corner, is 3,625.28'. The lowest nearby connection into the existing City of Bend sewer system is "CMH006514" to the West of the property at 3,637.36'. This elevation difference will necessitate a sewer pump station, which will be located midway down the Eastern edge adjacent to the 100' E.F.U. buffer. The domestic water and pressure sewer would cross below the canal in accordance with C.O.I.D. regulations and requirements.

Avion Water District serves the area and the site is protected by the Bend Rural Fire District.

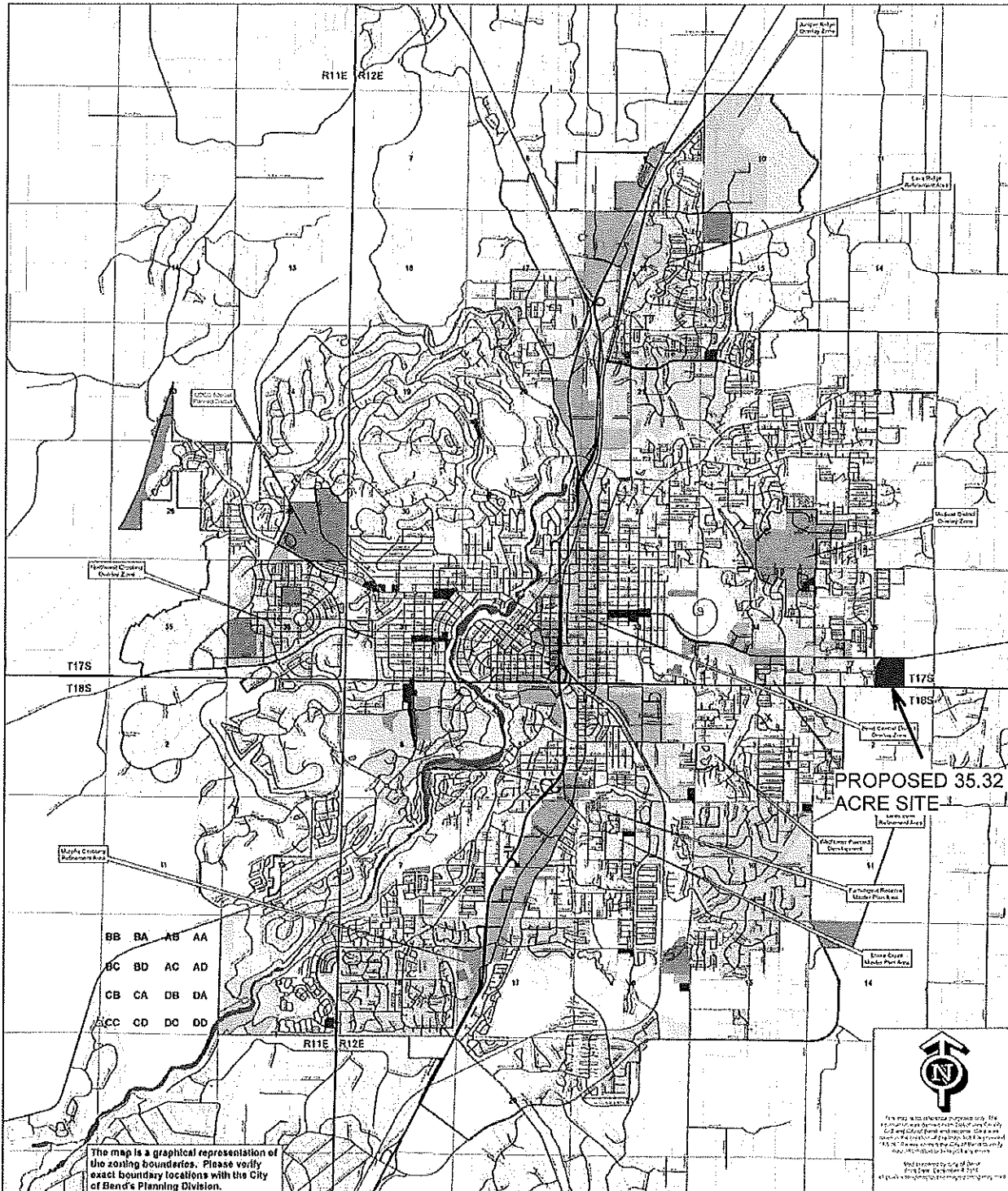
Site drainage will be directed to, and contained in, dry wells. No dry wells will be installed within 500' of any domestic water wells on neighboring properties.


- ← Pressure Sewer
- Gravity Sewer
- - - Domestic Water



A.2a

ZONING - BEND





CITY OF BEND

Bend Zoning Map

0 0.25 0.5 1 1.5 2

City Limits	Office Building, Business Center	SP - Single-Family Detached
Urban Growth Boundary	Office, Commercial, Professional	SP - Single-Family Detached, 2-4 Units
Neighborhood Boundary	Office, Professional, Service	SP - Single-Family Detached, 5-8 Units
Section Line	Office, Commercial, Retail	SP - Single-Family Detached, 9-16 Units
Railroad	Office, Commercial, Medium-High Density	SP - Single-Family Detached, 17-24 Units
Wetland Area of Special Interest	Office, Commercial, High Density	SP - Single-Family Detached, 25-32 Units
Power Corridor A.B.I.	Office, Commercial, High Density	SP - Single-Family Detached, 33-40 Units
Special Planning District	Office, Commercial, High Density	SP - Single-Family Detached, 41-48 Units
Manufacturing Plant Park Overlay	Office, Commercial, High Density	SP - Single-Family Detached, 49-56 Units

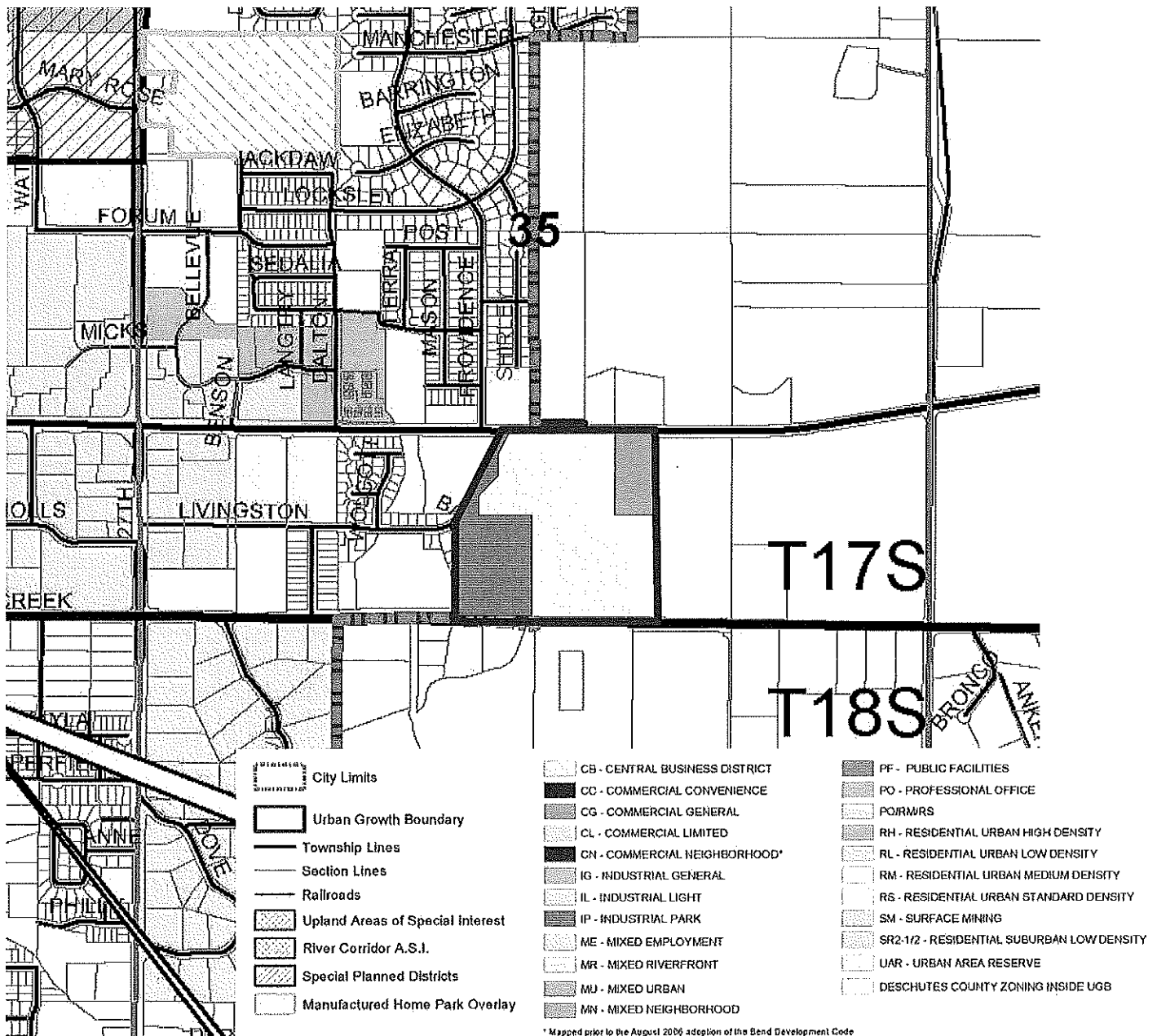
① ZONING BEND
N.T.S.

A.2b ZONING - VICINITY

The proposed site, located at 21455 Highway 20 in Bend, OR, sits at the Eastern edge of the current urban growth boundary. The property is bordered by "Residential Urban Standard Density" (RS) to the West, with "Exclusive Farm Use" (EFU) to the North, South, and East. The properties to the North and South are separated by roads, but since the EFU property to the East shares a property line, a 100' wide buffer running the full length of the shared property line is included as part of this proposal. This will act as a transitional space from the proposed mixed-use, mixed-income development and the existing farm land. A triangular piece of property adjacent to the NW corner has been annexed by the City and is slated for affordable housing.

Continuing West up Highway 20, the zoning transitions from the RS zoning into "Residential Urban High Density" (RH), "Mixed Employment" (ME), "Residential Urban Medium Density" (RM), and "Commercial Limited" (CL). Following Bear Creek to the West is primarily RS zoning to the North with some "Residential Urban Low Density" (RL) to the South. Some (ME) zoning is also located to the North Bear Creek crosses 27th Street.

Our goal is to create an integrated community within the boundaries of this development while also integrating into the fabric of the larger existing community as a whole. From a zoning standpoint, this is achieved by locating our zones in a response to the existing patterns of density and use.



* Mapped prior to the August 2006 adoption of the Bend Development Code


① ZONING VICINITY
1" = 1000'-0"

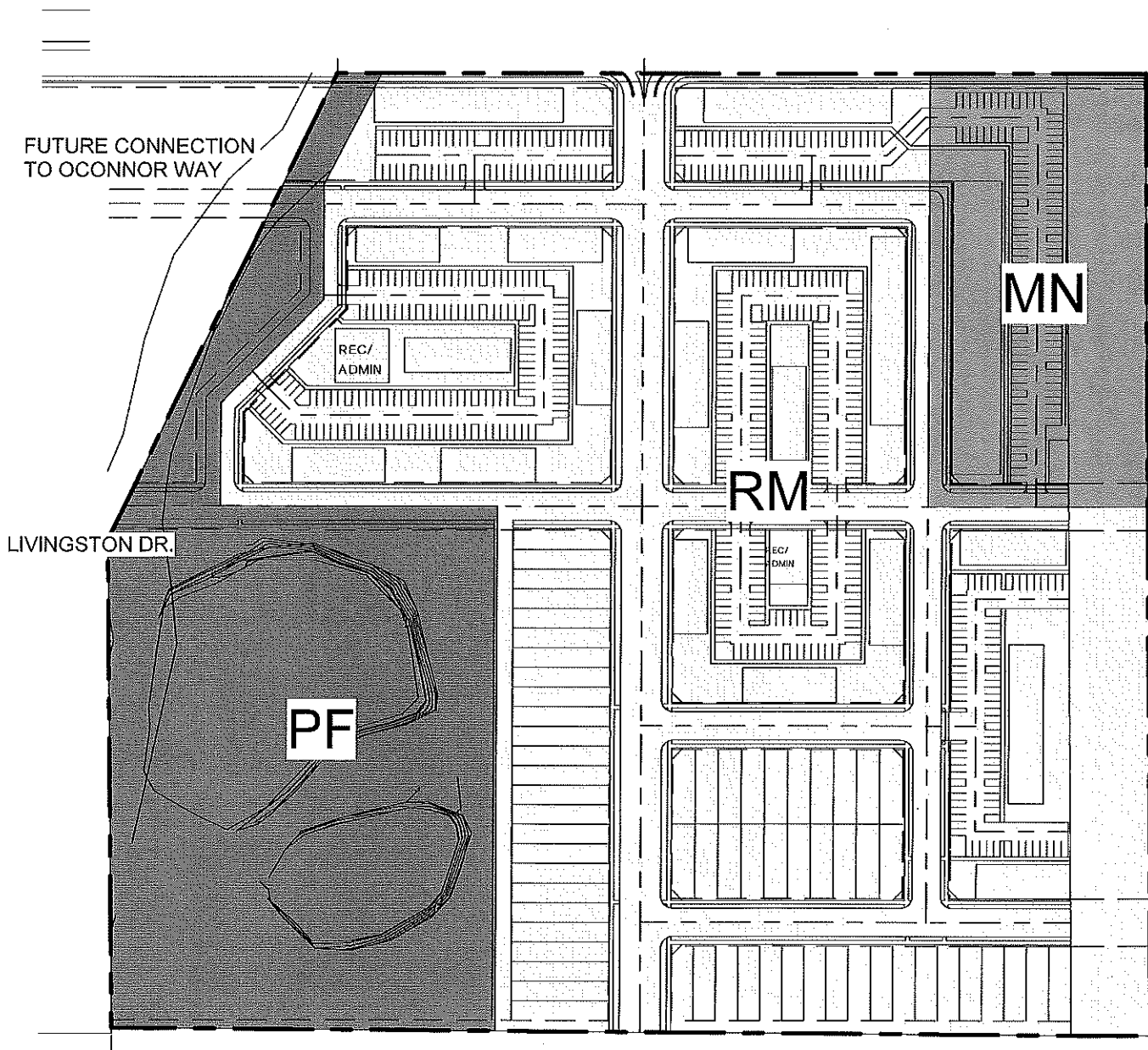
A.2c ZONING - SITE

In response to the existing zoning patterns, we've transitioned the density from lowest (RM) to highest (MN) from the SW to the NE corners of the property. Zoning the site like this creates a transitional use zone between the RS land to the West and the E.F.U. land to the South. This development pattern also responds to solar access for all units. By locating the lowest density, shorter buildings, to the south and building up in scale to the North, this zoning allows for increased solar access to the full site. Potential mountain views will also be preserved more for units throughout the development. The park will be zoned PF.

 RM: Residential Urban Medium Density - 7.3-21.7 units per acre - 23.0 Acres




 PF: Public Facilities - 8.5 Acres

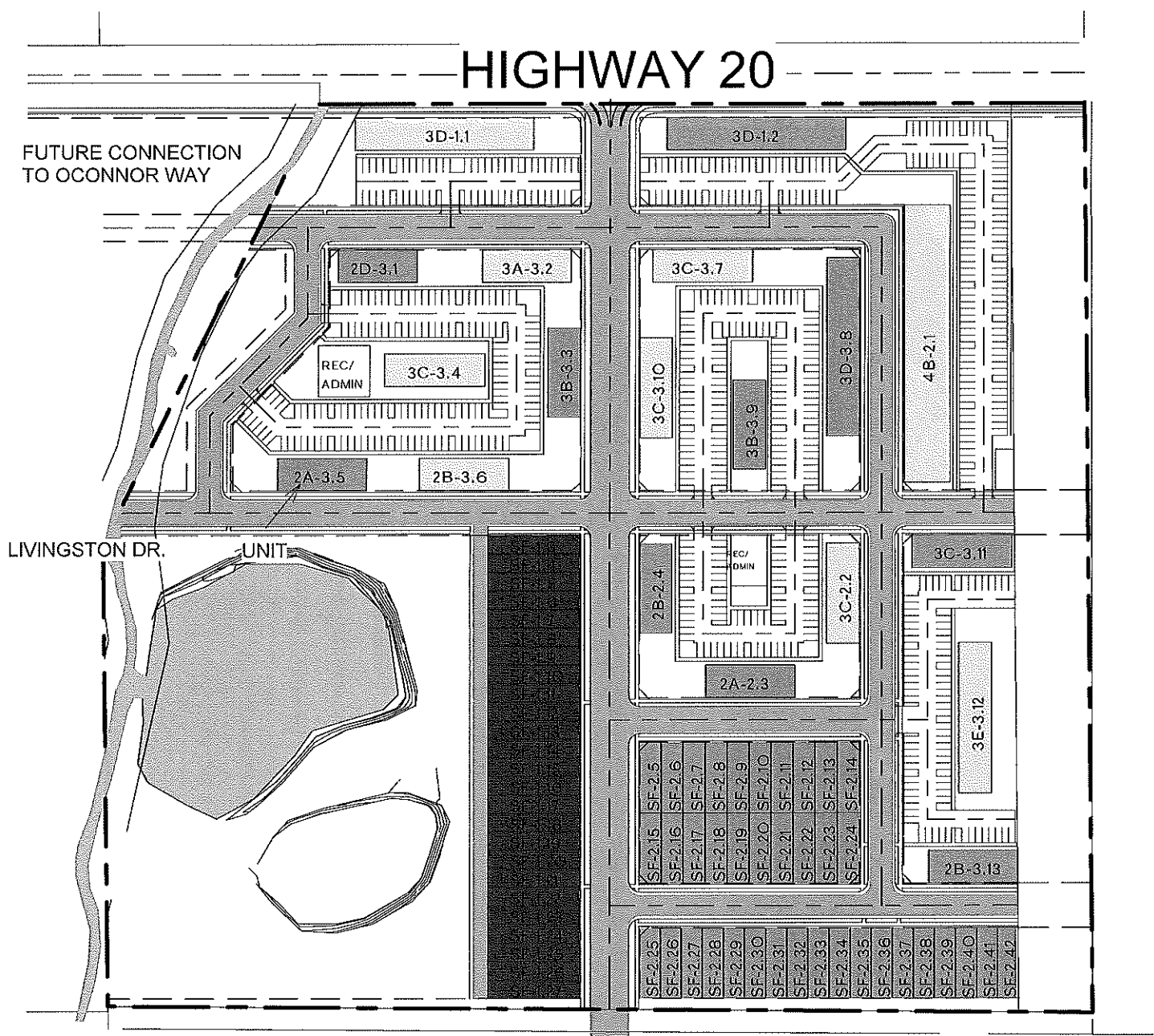
 MN: Mixed Use Neighborhood - minimum of RM density with no max. - 3.5 Acres



A.3a ADJUSTED AMI RANGE

The goal of this proposed development is to create an integrated community while meeting the overwhelming need for affordable housing in Bend. The development would be made up of housing to serve people with a diverse range of incomes with shared amenities and community spaces. The development would be comprised of multi-family rentals in the 30-60% & 80-120% AMI range and single-family lots for sale in the 80-120% and above 120% range.

-  30-60% AMI - 189 Multi-family rental units
-  80-120% AMI - 142 Multi-family rental units - 38 single family attached units for sale
-  120%+ AMI - 25 single family attached units for sale



① ADJUSTED AMI RANGE BEAR CREEK RD.
1" = 200'-0"

A.3b

UNIT SPECS & COUNT

Unit Specs & Count													
Unit Description	Building Count	4 BR	3BR	2 BR		1 BR/ Studio	Comm. s.f.	Unit Count/ Building	Park. Req./ Building	TOTAL Unit Count	TOTAL Park. Req.	Req. Bike Parking	
				<60%	>60%								
Affordable Multi-Family													
47.97% of total residential units													
Multi Family													
2B	1		4	4				8	14	8	14	8	
3A	1		6	6				12	21	12	21	12	
3C	4		4	4		8		16	22	64	88	64	
3D	1		0	30				30	45	30	45	30	
3E	1		10	10		5		25	40	25	40	25	
4B	1			25		25	23,167	50	62.5	50	62.5	50	
TOTAL	9	0	24	79	0	38	23,167	189	271	189	271	189	
Market Rate Multi-Family													
36.04% of total residential units													
Multi Family													
2A	2		4	4	4			8	16	16	32	16	
2B	2		4	4				8	14	16	28	16	
2D	1		4	0		6		10	14	10	14	10	
3B	2		6	6				12	21	24	42	24	
3C	1		4	4		8		16	22	16	22	16	
3D	2		0	30				30	45	60	90	60	
TOTAL	10	0	22	44	4	14		142	228	142	228	142	
Multi Family Housing Totals	19	0	44	88	8	28	23,167	331	499	331	499	284	
Single Family Attached													
15.99% of total residential units													
Standard Units												38	
Premium Units												25	
TOTAL												63	
DEVELOPMENT TOTALS											394	499	284

A.3c

INCOME & RENT LIMITS

<u>Actual Income Limits 2018</u>								
<u>% MFI</u>	<u>1 Pers</u>	<u>2 Pers</u>	<u>3 Pers</u>	<u>4 Pers</u>	<u>5 Pers</u>	<u>6 Pers</u>	<u>7 Pers</u>	<u>8 Pers</u>
30%	\$14,640	\$16,710	\$18,810	\$20,880	\$22,560	\$24,240	\$25,920	\$27,570
35%	\$17,080	\$19,495	\$21,945	\$24,360	\$26,320	\$28,280	\$30,240	\$32,165
40%	\$19,520	\$22,280	\$25,080	\$27,840	\$30,080	\$32,320	\$34,560	\$36,760
45%	\$21,960	\$25,065	\$28,215	\$31,320	\$33,840	\$36,360	\$38,880	\$41,355
50%	\$24,400	\$27,860	\$31,350	\$34,800	\$37,600	\$40,400	\$43,200	\$45,950
55%	\$26,840	\$30,635	\$34,485	\$38,280	\$41,360	\$44,440	\$47,520	\$50,545
60%	\$29,280	\$33,420	\$37,620	\$41,760	\$45,120	\$48,480	\$51,840	\$55,140
80%	\$39,040	\$44,560	\$50,160	\$55,680	\$60,160	\$64,640	\$69,120	\$73,520

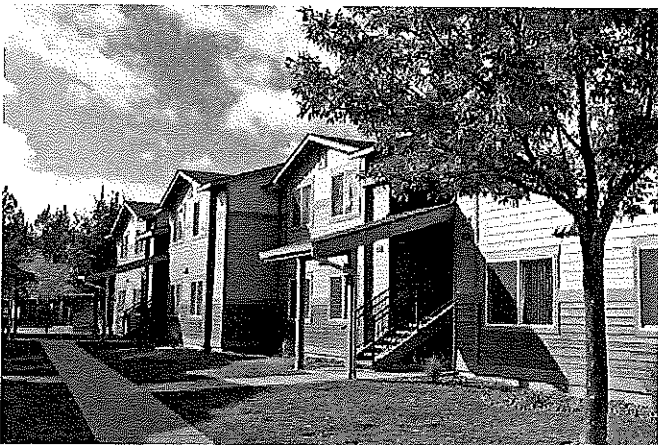
<u>Rents based on Actual Income Limits 2018</u>						
<u>% MFI</u>	<u>0 Bdrm</u>	<u>1 Bdrm</u>	<u>2 Bdrm</u>	<u>3 Bdrm</u>	<u>4 Bdrm</u>	<u>5 Bdrm</u>
30%	\$366	\$391	\$470	\$543	\$606	\$668
35%	\$427	\$457	\$548	\$633	\$707	\$780
40%	\$488	\$522	\$627	\$724	\$808	\$891
45%	\$549	\$587	\$705	\$814	\$909	\$1,002
50%	\$610	\$653	\$783	\$905	\$1,010	\$1,114
55%	\$671	\$718	\$862	\$995	\$1,111	\$1,225
60%	\$732	\$783	\$940	\$1,086	\$1,212	\$1,337
80%	\$976	\$1,045	\$1,254	\$1,448	\$1,616	\$1,783

A.3d

AFFORDABLE HOUSING PRECEDENTS - 2-STORY



Example of a 2-story affordable housing unit adjacent to RM single family housing within a mile of the proposed site.



Example of 2-story affordable housing units



Example of 2-story affordable housing units

A.3e

AFFORDABLE HOUSING PRECEDENTS - MIXED USE



4-story mixed use affordable housing development in Redmond developed by Housing Works.



5-story mixed use affordable housing development in downtown Bend developed by Housing Works.

A.4 PHASING

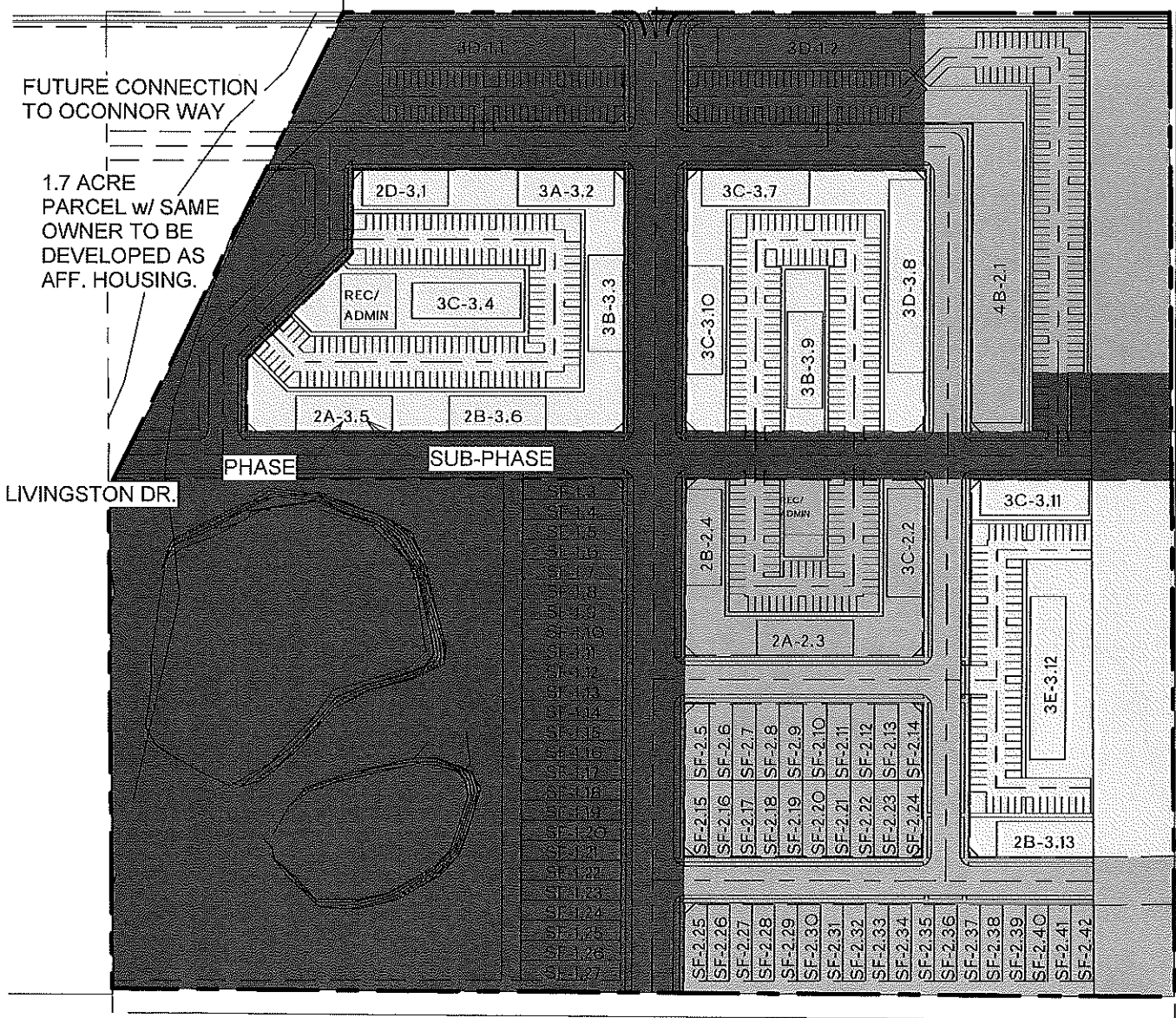
The development would be divided into three phase, each a mixture of affordable and market rate housing, ensuring a good blend of varying income levels in the community at any given time and helping finance the affordable housing by building it in conjunction with market-rate housing.

- Phase 1 - 17.6 Acres - 30 affordable units - 30 market rate units - 25 premium single-family attached units**
 Start shortly after annexation is complete.
 The first phase would include the three story portion of the affordable housing that fronts Highway 20, the park, including the path that borders the canal, and the premium townhouse units that back up to the park space. All proposed connections to existing streets and the pump station sewer connection would be part of phase 1.

- Phase 2 - 9.6 Acres - 66 affordable - 16 market rate - 38 single-family attached units - Start within 18 months of annexation.**
 The second phase would build out the four story mixed-use part of the affordable housing as well as the standard townhomes. Also included would be over 23,000 s.f. of "Neighborhood Commercial" on the main floor of the 4-story buildings.

- Phase 3 - 8.5 Acres - 93 affordable - 96 market rate - Start within 18 month of Phase 2 completion**
 The third and final phase of development would include the market rate multi-family housing in the center of the lot as well as the southernmost portion of affordable housing on the East side of the property.

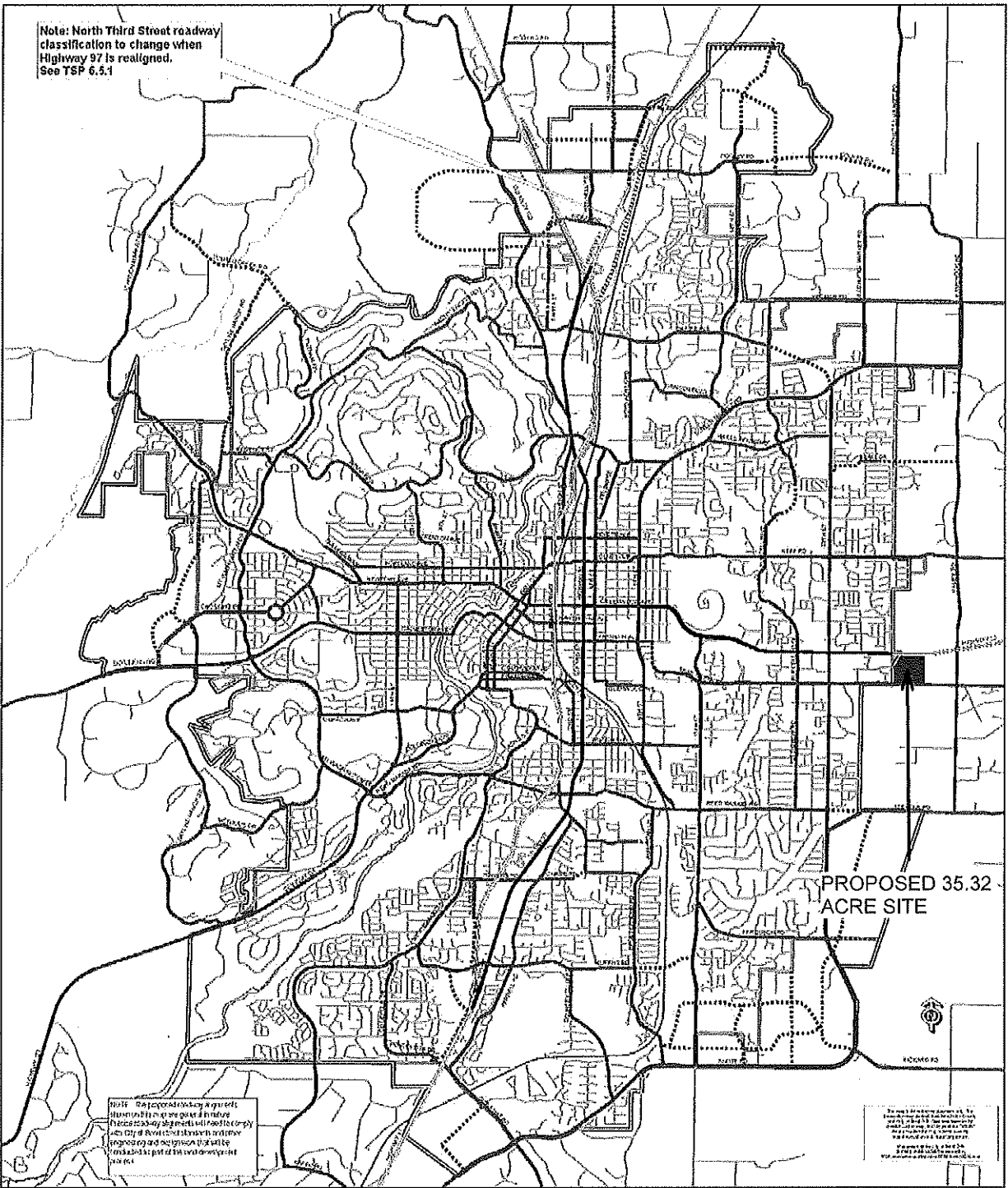
HIGHWAY 20




BEAR CREEK RD.

A.5a

TRANSPORTATION - BEND





CITY OF BEND

Bend Urban Area Street System

December 2018





The map is for informational purposes only. It does not constitute a contract or warranty of any kind. The user assumes all responsibility for the use of the information contained herein. The City of Bend is not responsible for any errors or omissions in this map. Prepared by: [unreadable] Date: [unreadable]

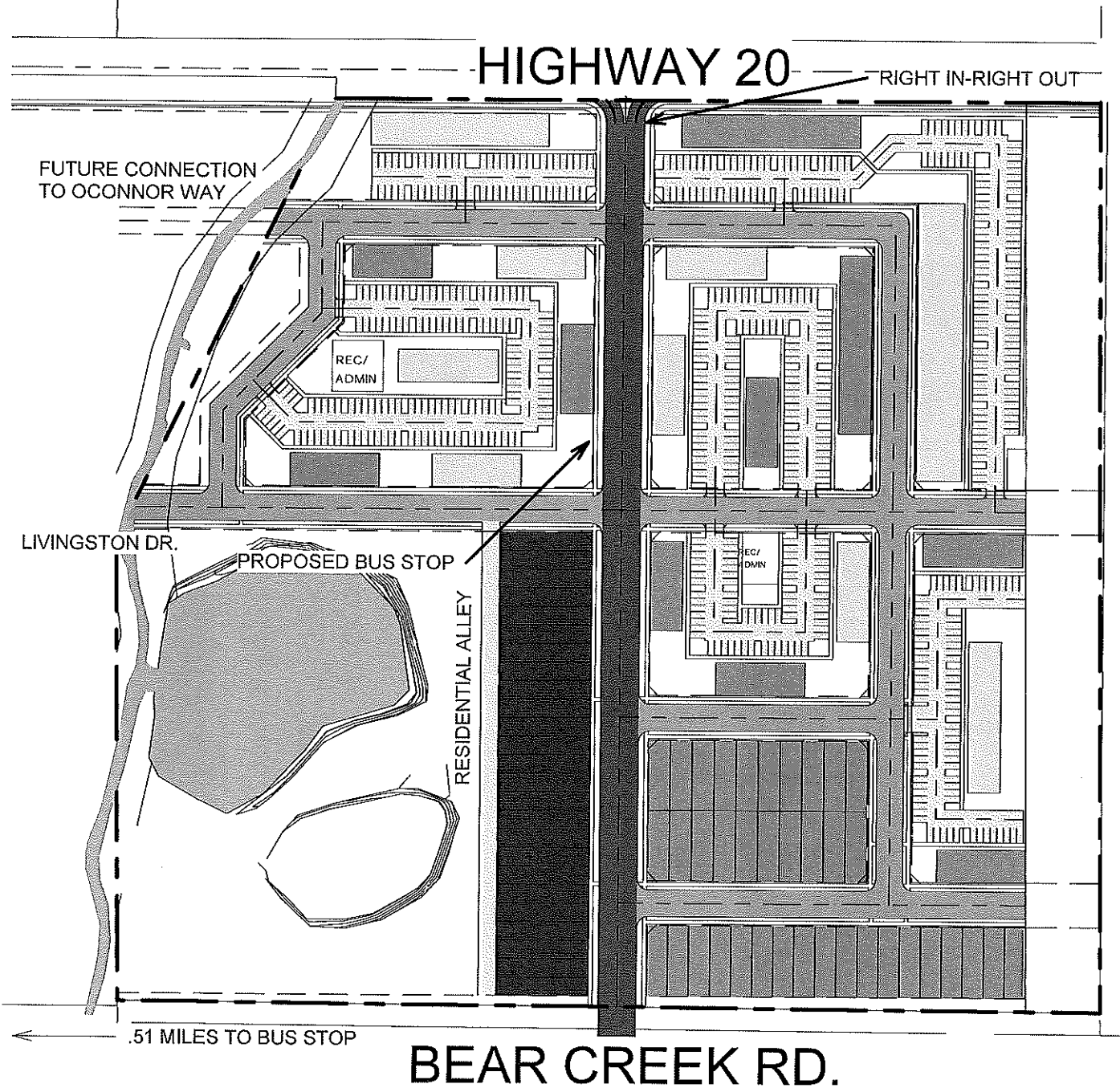
A.5b

TRANSPORTATION - SITE

The property is bordered to the North by Highway 20 and to the South by Bear Creek Rd. To the West, Livingston Dr. currently dead-ends at the property and our proposal would continue that street. A connection to OConnor Way is also proposed for potential future development on the property to the West. The major collector running N-S is aligned with the property line across the street to maintain city street layout in anticipation of future development to the South. The higher density housing is located adjacent to the higher capacity street to minimize the impact on the existing neighborhoods and provide easy access to all residents.

Bus stops are located .63 miles from the site to the West on Highway 20 and .51 miles to the West on Bear Creek Rd. These stops provide access to anywhere in Bend as well as surrounding areas. A centrally located bus stop on site is also proposed.

-  Major Collector - 80' R.O.W. - 52' pavement width - 8' planter - 6' sidewalks (both sides)
-  Residential Local Multi-Family - 60' R.O.W. - 36' pavement width - 5' planter - 5' sidewalks (both sides)
-  Residential Alley - 24' pavement
-  Parking



A.6a PARKS & BUFFER

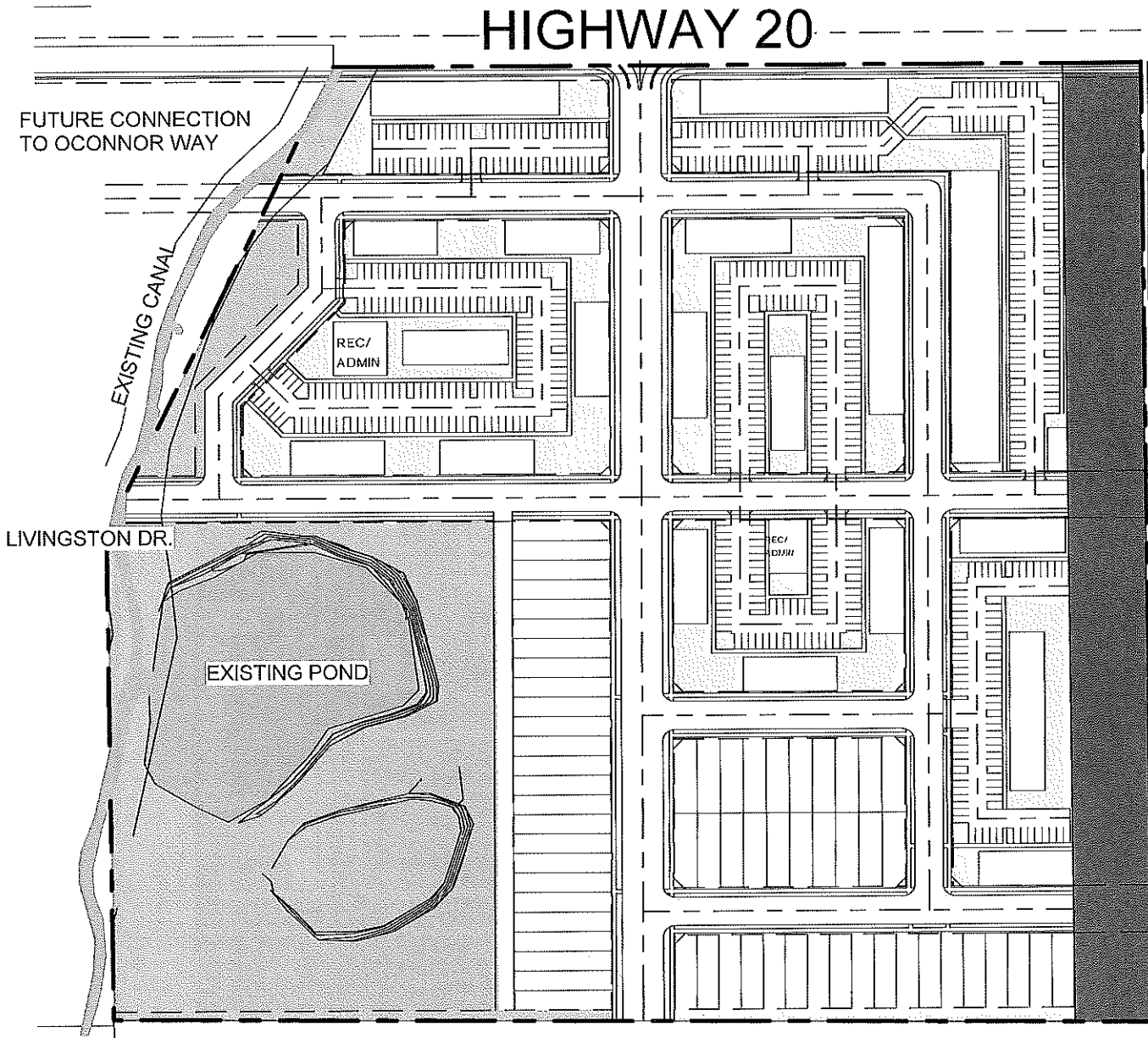
Creating pleasant, usable, and convenient outdoor spaces has been one of our goals in designing this project. The proposed site is bordered to the West by an irrigation canal, feeding a large pond, which is uncommon in this area. The pond has been enjoyed by nearby families as well as local wildlife for many years and we'd like to maintain, enhance, and share this special area with the whole community for years to come.

Park - 6.00 Acres

Phase 1 of the project would include the development of a 6 acre park that would encompass an existing pond and would follow the canal up the Western edge of the property. Within this overall park complex, a path would follow the canal serving as a connection between existing trail systems and the "Big Sky Sports Complex" to the North East. This park would be open to all residents as well as the community as a whole.

100' E.F.U. Buffer - 2.78 Acres

Since the property shares a common border with E.F.U. land to the East, a 100' wide buffer is to be provided for the full length of the property. Although this space will remain undeveloped per the terms of the program, the area could provide space for low-impact community gardens with raised beds, providing an area for residents of all ages from all walks of life and income level in the community to grow food, which is often not an option with medium-high density affordable housing. Creating an agricultural based community use area seems like an appropriate transitional space between the multi-family development and the E.F.U. area.



BEAR CREEK RD.

A.6b

EXISTING PONDS

The 2.5 acre ponds, which are classified as Wetlands on Deschutes County's Wetlands Registry, and thus "Constrained acres", are home to a diverse array of wildlife and have been a favorite fishing spot for neighborhood children and their families for years. The 6 acres surrounding the pond and bordering the canal would make up a community park that would house a 20' wide trail connecting the local park system to Big Sky Park to the North East of the proposed development.



View of the large pond looking to the East with the existing home and barn in the background.



View of the large pond looking to the West with the existing RS neighborhood in the background.

A.6c

EXISTING CANAL



An existing Central Oregon Irrigation District (C.O.I.D.) canal creates the Western border of the proposed development. Across the canal on the South side of the property is an existing RS neighborhood with a triangular piece of land slated for affordable housing in the North West corner. A 20' wide path will be added in the previously described park space to the East of the canal on the proposed development property.

This is a view of the existing canal looking North at "Land Systems Nursery" and the triangular piece of property.



This is a view of the existing canal looking South with a view of the existing neighborhood to the West.

A.6d

100' E.F.U. BUFFER



The 100' buffer is intended to protect the Exclusive Farm Use land from the impact of the higher density residential proposed in the new development. A very low intensity agricultural use like raised bed community garden space seems like an appropriate transition from the RM and RH multi-family residential units and the E.F.U. land to the East.

Individual community garden plots could make up a portion of the 100' Buffer.



Example of a community garden adjacent to an RH mixed-use building.