

Thank you for the opportunity to provide testimony on the critical question of how our community will grow in the coming years. I applaud the City Councilors, City of Bend staff, and steering committee members for their efforts to build a collaborative proposal for the expansion of our Urban Growth Boundary (UGB) by engaging a variety of stakeholders in a robust public process. The resulting proposal reflects this effort by taking into account the unique needs of our community while also laying out a vision for how we can grow wisely in the future to accommodate our expanding population. I am happy to offer my support for the current UGB Proposal.

I am running for the State Legislature in District 54 to represent the priorities of the people of Bend by finding common ground and moving our community forward. Over the course of hundreds of conversations with voters throughout Bend, I have heard broad concern surrounding our growth and issues related to it, such as traffic, road maintenance, and the rising cost of housing. These conversations have reinforced my appreciation for the challenges that the city faces in pulling together a balanced proposal for the expansion of our UGB. I believe the city has done a commendable job both in executing an inclusive public process and moving forward with a proposal that will ensure Bend grows wisely with a clear vision for how we will mitigate the challenges that growth brings and preserve the high quality of life that our community is known for.

I want to highlight a couple of key aspects of the plan that are critical to addressing the top concerns of community members:

- **Addressing housing affordability:** The skyrocketing cost of housing at all levels is the top concern I have heard during my conversations with voters. The shortfall of 5200 affordable housing units is striking, and warrants urgent action on the part of all leaders. The UGB proposal will foster the development of a mix of housing options that will better meet the needs of our citizens. It is critical that this aspect of the UGB expansion proposal is fully implemented as swiftly as possible to address the affordable housing crisis in our community.
- **Focusing increased density in Opportunity Areas:** Many people I have talked to are understandably concerned about the impacts that increasing density will have on the character of their neighborhoods, and Bend as a whole. By focusing denser development in areas like the Bend Central District, we can create vibrant new “complete communities” with minimal impact on existing neighborhoods. It is critical that development in Opportunity Areas happens in concert with transportation improvements to give residents safe access to a connected system of walking and biking routes, as well as public transit. This will help ensure that increased density does not result in more traffic congestion and parking issues. I support the code changes recommended by Brooks Resources and Central Oregon Landwatch to support this concept.

If elected to represent Bend in the State Legislature, I will work closely with city leaders to ensure that the UGB expansion proposal is implemented in a way that meets the expectations of the many community members who participated in the process. Thank you again for the years of hard work that everyone involved devoted to developing a balanced proposal for our future growth.

Gena Goodman-Campbell, Candidate for State Representative, House District 54

541-699-2581; genaforbend@gmail.com



BendNeighborhoodCoalition@gmail.com | 320 SW Century Dr, Ste 405 #210, Bend, OR 97702 | 458-206-6777

UGB Remand Project - Public Comments

August 25, 2016

Victor Chudowsky, Chair
City of Bend UGB Steering Committee

Mr. Chairman:

At the April meeting of the USC, the Bend Neighborhood Coalition requested that additional policy language be inserted in Chapter 5 of the Comprehensive Plan on Housing, in paragraphs related to neighborhood livability and residential compatibility, to add the concept of transitional zoning. We applaud the insertion within the Vision of Neighborhood Livability of the statement calling for, "Comfortable integration and transitions between housing types and commercial uses."

However, no change has been made to Sections 5-23 on Residential Compatibility. This section states that where non-residential uses abut residential areas, "nonresidential uses will be subjected to special development standards such as setbacks, landscaping, sign regulations, and building design that harmonize and provide transitions consistent with the primary purposes of the adjacent zones."

The Neighborhood Coalition believes it is important to include in this section reference to the possibility of a step-down in permitted uses within a defined buffer zone in order to minimize what are called "offsite impacts and nuisances". This type of policy is standard in many other cities that have learned how to achieve some degree of harmony between adjacent zones with different levels of intensity of use.

The physical design of a building is only one aspect of its impact on surrounding areas. The use of a property has a much greater impact, but currently, there are no policy statements in the comprehensive plan that provide justification for implementing policy tools such as the "Neighborhood Compatibility Zones" called for in the Central Westside Plan.

We encourage you to consider adding a reference to the possibility of limiting permitted uses in addition to requiring special design standards in transition areas.

We understand that further discussion of these topics has been tabled within the UGB process but may be taken up by the City Council in the coming year as part of a broader look at livability. We look forward to being a part of those future discussions.

Sincerely,

Bill Bernardy
Chair, BNC Steering Committee

About the Bend Neighborhood Coalition:

Our members have been active in Bend's civic life, participating in advisory groups, task forces, neighborhood associations, HOAs, and ad hoc committees. We have joined together because we believe that healthy, cohesive, vibrant residential neighborhoods form the backbone of a strong city, and that public policies should preserve and improve upon this great asset.

We also believe that livable residential neighborhoods encourage small businesses to locate here, creating a more diverse and sustainable economy. People are happier, more productive, and more civil when they are able to enjoy peace and quiet at home, safe streets, and the residential character of their neighborhoods. So, we embrace both smart growth and policies that protect and improve the quality of life for residents.

Damian Syrnyk

From: Tom Atkins <jtatkins@jtatkins.com>
Sent: Thursday, August 25, 2016 12:01 PM
To: CouncilAll
Cc: Damian Syrnyk
Subject: I support the UGB Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council

I support the proposed 2016 UGB expansion. I have been a resident of Bend since 1997.

Bend will grow and that growth must be planned for and managed wisely. The proposed UGB provides a strong foundation for growth that complements and reinforces the Bend's quality of life assets that have attracted many of our existing residents and continue to attract new residents and visitors to Bend.

The proposed UGB provides several important opportunities for our community:

- The proposed UGB will reduce urban sprawl and provide opportunities for managed growth - one complete neighborhood at a time in two ways : 1. by focusing on infill development in underused key opportunity areas within the existing UGB, and 2. by enabling strategic, appropriate expansion in suitable areas outside of our existing UGB.
- The proposed UGB increased densities and infill within the existing UGB can be accomplished while respecting the character and scale of existing neighborhoods by creating transition density areas between low-density and high-density areas. For example new town homes could be used to buffer existing single family residential areas from new high-density residential developments.
- The Bend Central District concept provides opportunities for mixed-use development close to downtown that can complement and protect the existing downtown character.
- The proposed UGB provides opportunities to develop walkable and bikeable mixed use neighborhoods. Bend's Northwest Crossing is a very successful complete neighborhood. There is no reason why there cannot be successful Northeast and Southeast Crossings as well.
- The increased densities within the proposed UGB provide opportunities for a variety of housing options that can enrich the cultural diversity of our community, and better meet needs of young families, empty nesters, downsizers, college students and other residents who desire housing options beyond large lot single family homes.
- UGB growth and the associated planning, design and development efforts must address increased traffic, off- and on-street parking demands that are related to increased densities by improving walking and biking routes, as well as trails and sidewalks, and by enhancing Bend's public transit system.
- The proposed UGB's westside transect concept addresses the wildlife habitat and movement and wildfire issues by providing a seamless transition from higher densities to lower densities and forest lands beyond.

Once the UGB plan is in place, Bend needs to provide adequate support to the Long – Range Planning Department to implement the vision and goals of the UGB.

Sincerely,

J. Thomas Atkins
Retired President

Damian Syrnyk

From: Mary Winters
Sent: Thursday, August 25, 2016 1:15 PM
To: Damian Syrnyk
Subject: FW: I support the UGB Proposal

Follow Up Flag: Follow up
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From: Mary Ann Kruse [mailto:junehog9@yahoo.com]
Sent: Wednesday, August 24, 2016 10:14 PM
To: CouncilAll <councilall@bendoregon.gov>
Subject: I support the UGB Proposal

These are reasons I support the UGB proposal:

- By expanding onto fewer acres, the UGB proposal **reduces urban sprawl** by about 70% compared to the city's original 2008 proposal.
- The Westside transect **addresses wildlife, wildfire, and transportation concerns** where the city abuts permanent natural areas.
- It diversifies the housing mix so that residents will have a **variety of housing options** beyond simply single-family homes on large lots.
- Using Bend's existing urban land wisely, with **infill and redevelopment focused on key opportunity areas**, reduces the need for large infrastructure costs to serve new developments.
- The **Bend Central District** represents a perfect opportunity for a lively, mixed use urban center without impacting existing neighborhoods. The code revisions proposed by Central Oregon LandWatch and Brooks Resources should be adopted to enhance this transformation.
- The plan creates new **walkable, mixed use and complete communities** while also complementing existing communities in Bend. This reduces the need for people living on the edges of the city to drive long distances, and cuts down on traffic.
- It **meets state requirements** so that our city can move forward with a clear plan for well-designed growth.
- Once the plan is in place, **please ensure there is follow through to get it done**. Make sure the Long-Range Planning Department is adequately supported to enable a successful annexation process.

M.A. Kruse
junehog9@yahoo.com

"You can best serve civilization by being against what usually passes for it." Wendell Berry

Damian Syrnyk

From: Gena Goodman-Campbell <genaforbend@gmail.com>
Sent: Thursday, August 25, 2016 1:39 PM
To: Brian Rankin; Damian Syrnyk
Cc: Jon Skidmore
Subject: UGB Proposal Testimony
Attachments: UGB Hearing Testimony_Gena Goodman-Campbell.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Brian and Damian-

Please see my attached testimony in support of the UGB Proposal. I understand that it is too late for it to be included in the packet for the hearing this evening, but I wanted to make sure to take this opportunity to offer my support and appreciation for the work that the city has put into this proposal.

I'm sorry that I won't be able to attend the hearing, but I'd love to meet with you at some point to discuss the UGB, as well as hear about other issues at the city that I should be aware of.

Thanks,
Gena

--
Gena Goodman-Campbell
Candidate for State Representative, House District 54
genaforbend@gmail.com

Damian Syrnyk

From: Mary Winters
Sent: Thursday, August 25, 2016 4:05 PM
To: Damian Syrnyk
Subject: FW: Support for Bend UGB Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jodi Littlehales [mailto:jodilittlehales@gmail.com]
Sent: Thursday, August 25, 2016 4:03 PM
To: CouncilAll <councilall@bendoregon.gov>
Subject: Support for Bend UGB Proposal

Dear Councilmembers:

Unfortunately, I cannot make it to the hearing tonight as I planned so I wanted to put my strong support Urban Growth Boundary proposal. I am a native Oregonian who lived out of state for many years, and have been struck by the strong voices in Bend against smart growth and affordable housing. I am a homeowner but I would like to see a diversity of housing in Bend, that would allow others who work or go to school here an affordable option to live here. The growth in Bend over the years has brought new people and made it a more interesting and attractive place to be. Sustaining that growth with a diversity of housing, and building more mixed use options in Bend will help maintain that livability.

I see the current Urban Growth Boundary proposal as reducing sprawl and protecting natural areas, as well as reducing wildfire risk. I would like to see a diversity of housing so that there is more than single family homes, and would accommodate different needs. Bend should allow for infill and redevelopment in key urban areas, which will reduce infrastructure needs. The Bend Central District represents a perfect opportunity for a vibrant, mixed use area in Bend that will not impact existing neighborhoods and provide more opportunities for residents to walk, bike and take transit. This would enhance transportation options and reduce traffic, by not having additional people living far outside of the city and driving long distances into Bend.

I strongly support the proposal and hope that the Council will stand up against self interest of specific homeowners to see the greater good for all of Bend's citizens. Thank you for your time and hard work to serve the City!

Kind regards,

Jodi

Jodi Littlehales
2525 NW 1st
Bend, OR 97703

Damian Syrnyk

From: Mary Winters
Sent: Thursday, August 25, 2016 4:06 PM
To: Damian Syrnyk
Subject: FW: Comments on UGB Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kathy Roche [mailto:krmonkeypaws@gmail.com]
Sent: Thursday, August 25, 2016 3:02 PM
To: CouncilAll <councilall@bendoregon.gov>
Subject: Comments on UGB Proposal

Thank-you for the opportunity to comment on the urban growth boundary proposal.

First I would like to comment that what makes Bend a great place to live and work is its natural or semi-natural environment and its great access to recreation activities especially those in the natural environment. As Bend grows, it would be great if we could maintain those elements for all and emphasize and harmonize with those elements. I think it is important to remember that those who are seeking to move to Bend are not likely to be moving here for the urban qualities that so many big cities provide. We are unique. Let's keep it that way.

I think that the current proposal is a reasonable approach to designing a growth boundary.

I think that the time and effort you put into addressing wildlife concerns on the west side are evident and I appreciate that. I do not see the same dedication to wildlife on the eastside of Bend. I know there is a deer herd on Pilot Butte and in the Orchard district. I know there is a deer herd that uses the Pine Nursery Park and likely Juniper Ridge and other areas that are included within the UGB. I do not see evidence of concern for this wildlife. I think there is more work needed on this issue/concern.

My last concern is that "multi-family" can mean anything from a duplex to an extra-large apartment complex. I think that much of the multi-family construction that has occurred in the last several years is not of an appropriate scale or design to harmonize with the outstanding natural environment offered by Bend and is not likely to allow the residents to harmoniously interact with that environment. The row-houses and apartments where all natural vegetation is destroyed and replaced by high maintenance urban vegetation unsuited to the Bend environment do not harmonize with the essential outstanding qualities of Bend. The lack of orientation to the natural beauty of Bend is also evident. As we move forward, I would like to see more emphasis of keeping Bend beautiful and natural/semi-natural, not just on containing sprawl!

Again, thank-you for the opportunity to comment on the Urban Growth Boundary. We are unique. Let's keep it that way.

Kathy

Kathleen Roche
63255 Stonewood Drive
Bend, OR

kathleensroche@gmail.com
307-760-9325

Damian Syrnyk

From: Barry Desmarais <bdesmarais@hotmail.com>
Sent: Thursday, August 25, 2016 4:27 PM
To: Damian Syrnyk
Subject: UGB -The thumb

Follow Up Flag: Follow up
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Dear Mr. Syrnyk,

I would like to express my opposition to the proposed development set out in the new urban growth boundary for the area labelled as "The Thumb". It is difficult to imagine how any urban planner could view this property with its majestic ponderosa pines and scenic views of the Cascades and conclude that this area would best be used for light industry and commerical development. I am fully aware that the Ward family has expressed their opposition to the present proposal and perhaps if they if lived on the west side of Bend and if they carried the political influence that the west side seems to exercise in Bend, perhaps their oppostion would carry some weight. Unfortunately, the urban growth boundary group along with urban planners have once again failed in their protection of the natural beauty of Bend. The proposed development of "The Thumb" of the urban growth boundary is seriously flawed and needs to be reconsidered. To place light industry next to the Mountain High subdivision and the area residential area across Knott Road is a travesty of urban planning and once again illustrates the serious divisions between the type development which is permitted on the west side of Bend and the type of development which is permitted on the east side of Bend.

Sincerely,
Barry Desmarais
Bend, OR

Damian Syrnyk

From: Mike Riley <mike@envirocenter.org>
Sent: Thursday, August 25, 2016 5:41 PM
To: CouncilAll
Cc: Alan.Unger@deschutes.org; Tammy.Baney@deschutes.org;
Tony.DeBone@deschutes.org; Damian.Syrnyk
Subject: Comments on the Bend UGB Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Bend City Council and County Commissioners:

I testified earlier today at the UGB hearing but didn't have enough time to complete my comments. So here they are again in full.

I am writing today to support, and to urge you to adopt, the draft UGB plan. Overall, I think the plan before you is a strong plan to guide Bend's future growth and should be adopted. Here's four reasons why.

First, the plan complies with state law. That was a major failure of the 2008 plan that City staff and advisory committees worked hard to fix this time around.

Second, the City staff ran a great process, with support from a high quality consultant team, that included extensive and diverse community participation from the beginning. The quality of the product before you reflects that hard work.

Third, this is a good plan for the people of Bend in several ways.

- It's an important step forward in dealing with our affordability challenges:
 - We get a meaningful expansion, which will positively influence the supply of land for new housing and jobs; and
 - The plan focuses on increasing the diversity of housing types. Bend needs more than just single family homes to ensure affordable housing for people of all ages and income levels. This plan moves us in that direction.
- The plan focuses on creating more complete communities across the whole City. This means more people will have a full range of services nearby their home, which will get

more families out of their cars and active more often, will reduce congestion and will reduce the need for costly new infrastructure.

- The plan spreads the expansion areas around the community, so one part of town does not bear a disproportionate burden of new growth, and it spreads the expansion among a mix of landowners rather than among just a few who own large parcels of land.

Finally, what's good for people is also good for our economy and environment. The smart growth principles embodied in this plan will:

- Ensure Bend remains a desirable place to live and work, to raise a family, and to start and own a business;
- Get us the greater range of housing types that our workforce needs to live and work in our community;
- Get more people out of their cars over time, which will reduce our community's greenhouse gas emissions and overall environmental footprint; and
- Protect the forest lands, and natural areas and habitats, that support Bend's lifestyle and recreation-dependent economy.

For all of those reasons, I urge you to approve the plan before you so we can move on to implementation. Bend needs a predictable development environment for the private sector, which does most of the work that shapes a City. The City's job is to establish the planning framework and direction—which this plan does—and then implement that framework in the infrastructure, zoning, incentives and land use decisions that will make the plan real. It's time to move on to that work.

Which leads me to one caveat about this plan: Approving it is just step 1. Once that's done, the City Council has to fund the equally important implementation work, which is Step 2. That means ensuring we have adequate City staff to support implementation, especially in these areas:

- developing creative financing for needed transportation infrastructure, such as roads, bike lanes, sidewalks and safe crossings;
- creating incentives for affordability and diverse housing types; and
- completing the annexation and area planning that still needs to be done in the expansion areas.

Finally, I also want to express my support for two points made by others at today's hearing and in their written comments.

- 1. I support the recommendations of Central Oregon Landwatch and Brooks Resources for changes to the Central Area Plan, both their specific suggestions for code changes as well as their suggestions for mid-term and long-term actions and strategies.** The latter are examples of why we need to have adequate City planning staff post-adoption of the UGB—to research, develop and implement these creative financing mechanisms and incentives that will make the CAP plan a success.
- 2. I support Sid Snyder's call to include phasing requirements in Chapter 11 for properties specifically slated to provide affordable housing.** See Sid's letter to the Bend City Council dated 8/24/16.

Thanks for the opportunity to comment and for the opportunity to participate in a high quality planning effort for our community.

Sincerely,

Mike Riley
Executive Director
Co-Chair of the Boundary and Expansion Scenarios Technical Advisory Committee

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Are you doing your part to reduce energy and help Bend win \$5 million? Check out www.bendenergychallenge.org. Take the pledge today!

What's Happening? Visit envirocenter.org for our complete events calendar!

Mike Riley
Executive Director
The Environmental Center

MISSION: to embed sustainability into daily life in Central Oregon

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mike@envirocenter.org
www.envirocenter.org

RECEIVED

AUG 25 2016

TO: Joint City Council and Board of Commissioners Public Hearing on UGB expansion

FR: Ken Atwell

Any planning effort can stumble over unintended consequences and this UGB expansion plan has the potential to stumble over its attention to vehicle miles traveled (VMT). At the heart of any supply and demand analysis over space, be it retail goods and consumers or jobs and employees, is the notion of gravitational pull. This approach starts with the assumption that, in the retail case, that a large retail store with extensive inventory will have a larger pull on a consumer than a smaller store with a necessarily less extensive inventory, given the same distance to each. The "cost" of time and distance versus the "benefit" of greater selection is what the consumer seeks optimize.

The traditional model starts with this basic equation and then adds "friction" considerations, perceptual and less quantifiable attitudes regarding the nature of the travel or the store. The Envision Tomorrow model used in this UGB effort can takes this basic model and friction factors to a level complexity and sophistication that only todays computers allow, but it should only consider the factors in place over the plan timeline. This is where planers can use this model improperly.

The most significant example of this is the planning for the Thumb. If the desired zoning were acted upon by property owners before the needed transportation infrastructure is in place, both the VMT goal and the development vision would be surely missed. Consider the Baker/Knott Road interchange, China Hat Road, and the Highway Department's reluctance to increase local access to Hwy. 97.

The Baker/Knott Road interchange, which will necessarily be impacted by an increase of 2,300 households and 4,600 jobs in Southeast Bend. This interchange was one of the high priority, and the highest cost, rail crossing improvements needed according to the 2009 Central Oregon Rail Planning report. The solution proposed in that study (see attached) was estimated to cost \$36 million. It involved removing the existing overpass structure, raising the entire facility between the highway and the railroad 24 feet above current grade while leaving all stops and cross traffic turns in place, and bridging both HWY 97 and the railroad.

A traffic circle might be the ideal way to sort out this dilemma of stops and cross traffic turns, but a circle with the appropriate radius for the truck volume here will not fit between the highway and tracks, and certainly not at 24 feet above grade. Such a traffic circle would fit on the Ward property between the present interchange and the canal. Without a working interchange here the viability of the 70 to 80 acre business/commercial complex planned for the Thumb and the resulting reduction of extended trips out of the Southeast, Southwest, and Old Farm neighborhoods of Bend would be questionable.

If we were to assume that such a business/commercial complex would, in a normal urban setting, draw primary customers from the full 360 degrees of a one mile radius circle, under current circumstances this complex could likely draw from only 30 degrees of that circle to the southwest and 30 to 40 degrees to the northeast. This is because of the National Forest to the east and the lack of access to the west to the Ponderosa neighborhood because of Hwy. 97. True, Ponderosa neighborhood customers could arrive via Brookswood and Baker Road but that adds to the distance and the friction of inconvenience. So now they would be more than a mile away and at that distance they drive to the CBD or farther.

This means a connection of China Hat and Ponderosa is needed to meet some of the VMT objectives desired. This, as well as a railroad overpass, was mentioned as a distant possibility by a Bend representative at a recent Southeast Bend Neighborhood meeting. This possibility is physically impossible using the existing ROW for the roads in question. The distance required to reach the necessary above grade elevations, while integrating on and off traffic, is significant and naturally elevated grade change for this on and off traffic integration is the only solution. So, the only way to overpass both Hwy 97 and the railroad, while having room to integrate both Parrell and the Stonegate neighborhood, is to cross the railroad 800 to 1,000 feet southwest of the current crossing and through the Ward property.

The only way to use the Hwy 97 southbound deceleration lane and exit potential of the current ODOT ROW under this double overpass configuration requires such exit traffic to be directed under the highway overpass and sorted out on the Baney property. It becomes apparent, then, that opening the Ponderosa neighborhood to shopping and employment opportunities proposed in Southeast Bend can not be done using the existing alignment of China Hat and Ponderosa. Also, development of the Baney and Ward properties without resolving these ROW issues could the quality and quantity of tenants in the Thumb commercial/business complex and foreclose this critical element in the connectivity and VMT objectives.

The second significant commercial/business/industrial complex proposed in this UGB plan is situated on Knott Road between 15th Street and 27th Street. Like the previous complex, it's consumer and employee market are cut off from Southwest Bend by the current lack of a Murphy Road railroad overpass. Again, if development in this complex is initiated while the timeline for this overpass is unknown or distant, the quality and quantity of tenants in this complex will be impacted as well as the VMT projection.

If there is an area of development in Bend that cries out for further discussion, possibly through an overlay process involving property owners, this Southeast expansion is certainly it. In such a discussion, an item that might be included is a dedicated multiuse path connecting from Thumb to Elbow. The unique topography of the area makes it possible to bridge cross traffic issues and create a special character for an area that was defined in the first public UGB open house as "where affordable housing belongs". Such an overlay agreement, to accomplish all of the above, would have to involve a dedication of SDCs from this area to these projects, as well as developer and other financial commitment.

Introduction to my background

Doctoral Studies: Urban/Regional Economics, Economic Geography, Planning Management

Research: HUD - Evaluation of planning management methods under A95 Review

HUD Interstate Land Sales - Detection of deceptive land sales practices

US Water Resources - Case study of project approval under revised 1970 Guidelines

1970 Joint Congressional Committee on Federal Land Law: Economic Impact of Federal Lands on the Eleven Western States

Native American Community Action Program - Resource and Enterprise Development Program

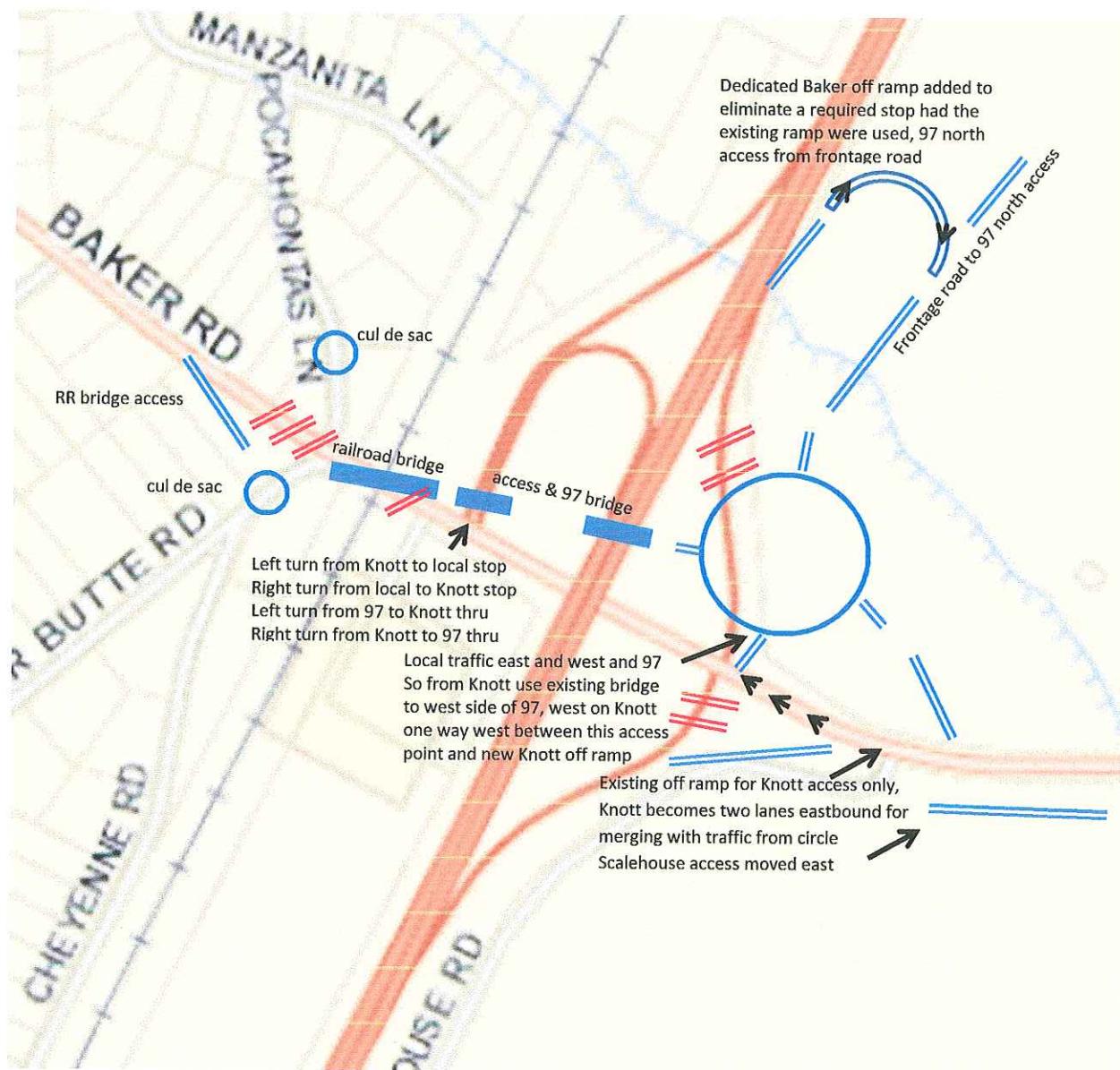
Occidental Land Co. - Fiscal impact of 12,000 acre Sierra Valley development after Measure 13 passage

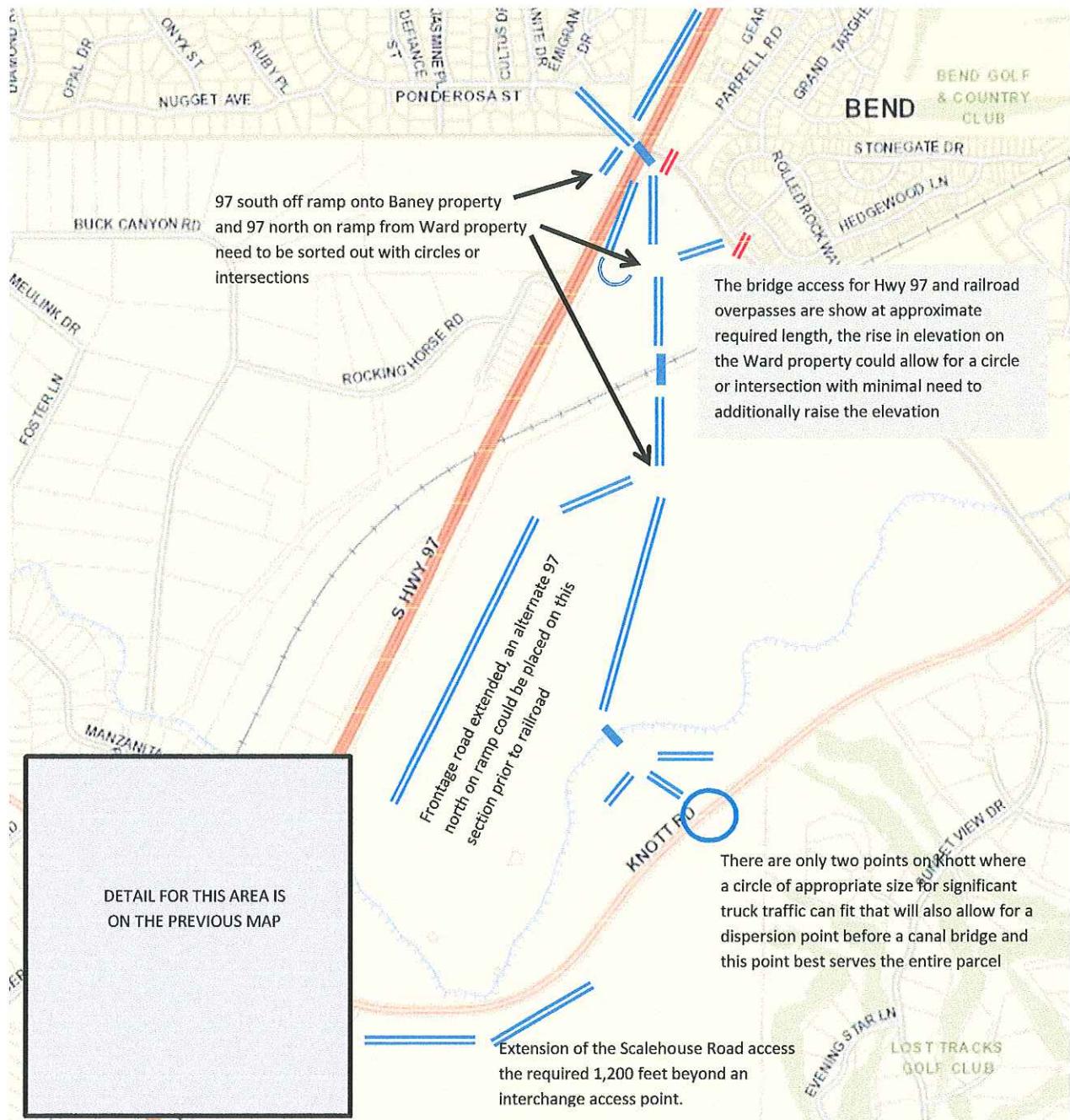
International Harvester Co. - Location analysis for sale, service and inventory depots

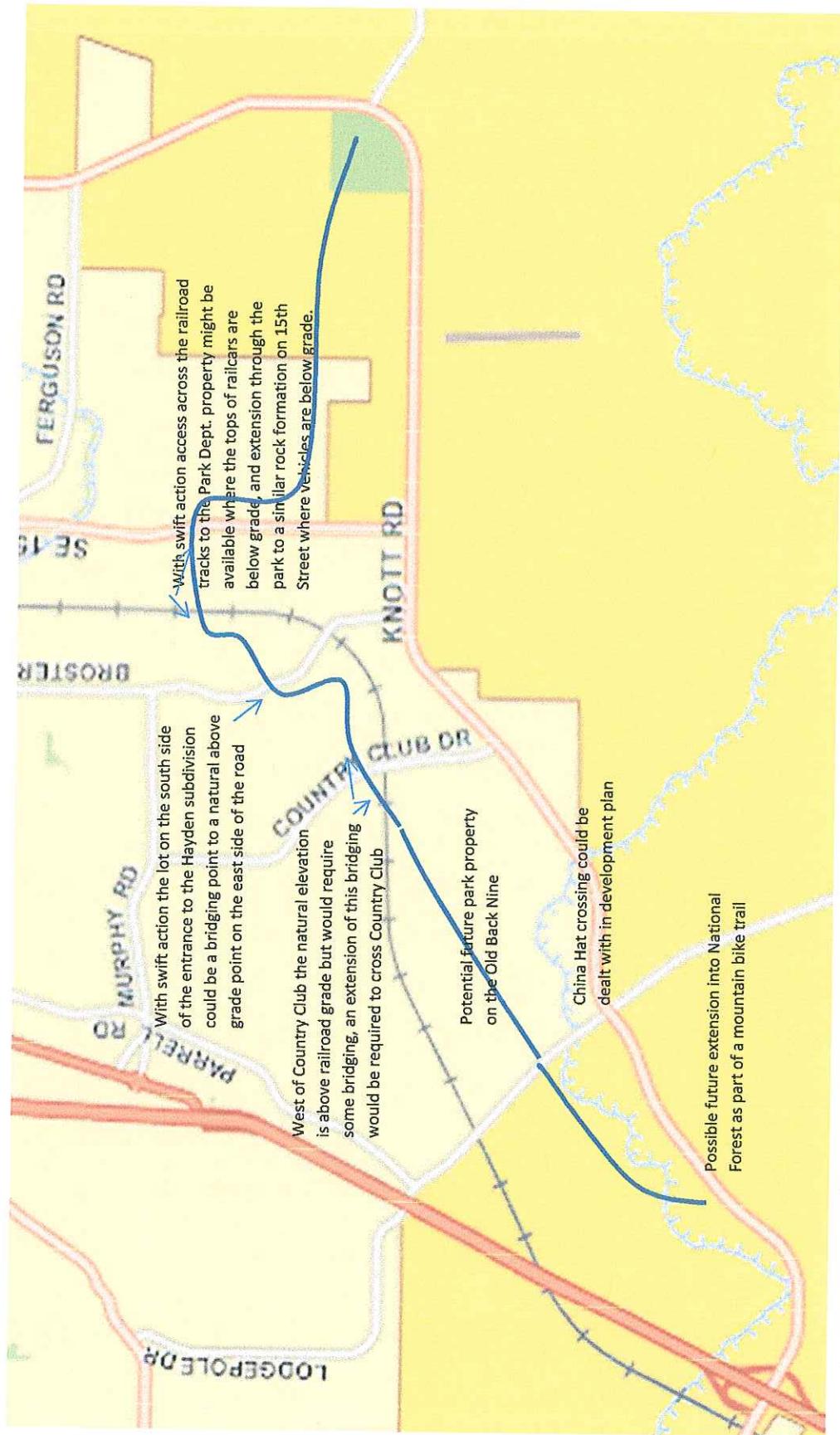
Private investor - preliminary plan acceptance for the then bankrupt 10,000 acre Eel River Ranch devopment

Private investor - preliminary plan acceptance for the 7,000 acre Peavine Mountain development

One shouldn't raise a logical problem without the same logic being applied to a solution. The following maps present a possible solution.







Concept for a dedicated combined use trail that connects parks and schools and shopping

A unique opportunity to provide a neighborhood feature that would define it in a more prideful way than "that's where affordable housing belongs"

DAVID EVANS AND ASSOCIATES, INC.

SUMMARY COST ESTIMATE

PROJECT: ODOT0000608 Central Oregon Rail Plan	Terry Shike/503-361-8635				
CROSSING NO:	Baker Rd, Oxing of BNSF, US97				
RAIL SEGMENT IDENTIFICATION:	RAIL SEGMENT LENGTH:				
NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
	RR Bridge 100' x 86' US 97 Bridge, 200' x 86' MSE Retaining Walls Embankment Paving Sidewalks Cul de sacs	ft2 ft2 ft2 yd3 ft2 ft2 each	8600 17200 115,000 100000 287,000 26000 3	\$165 \$165 \$100 \$15 \$10 \$10 \$25,000	\$1,419,000 \$2,838,000 \$11,500,000 \$1,500,000 \$2,870,000 \$260,000 \$75,000
	SUBTOTAL				\$20,462,000
ADDITIONAL COSTS					
Utility Allowance					\$100,000
Design/Surveying (10%)					\$2,046,200
Constr. Engr./Contingency (50%)					\$10,231,000
Special Costs (Unique to crossing or segment)					
	SUBTOTAL				\$12,377,200
TOTAL CONSTRUCTION COST					
RIGHT-OF-WAY COSTS (Supplied by ODOT)					
	TOTAL CROSSING/SEGMENT COST				\$32,839,200

Assumptions/Notes:

- Four lanes, median with 6 ft bike/shoulder and 6 ft sidewalks.
- Retaining walls each side to reduce ROW costs. May be less cost to use embankment.
- Span across RR and US 97 - remove existing US97 bridge to match new gradeline.
- Raise existing on/off ramps - west ramps raise 24 feet - east ramps 4 ft - MSE walls each side.
- Cul de sac intersecting local streets - maybe reconnect these streets toward the west.
- Estimate based on rough lengths between features from attached sketch.
- Profile is an estimate - assuming 0% grade along the existing ground.

Crossing 10A-005.60

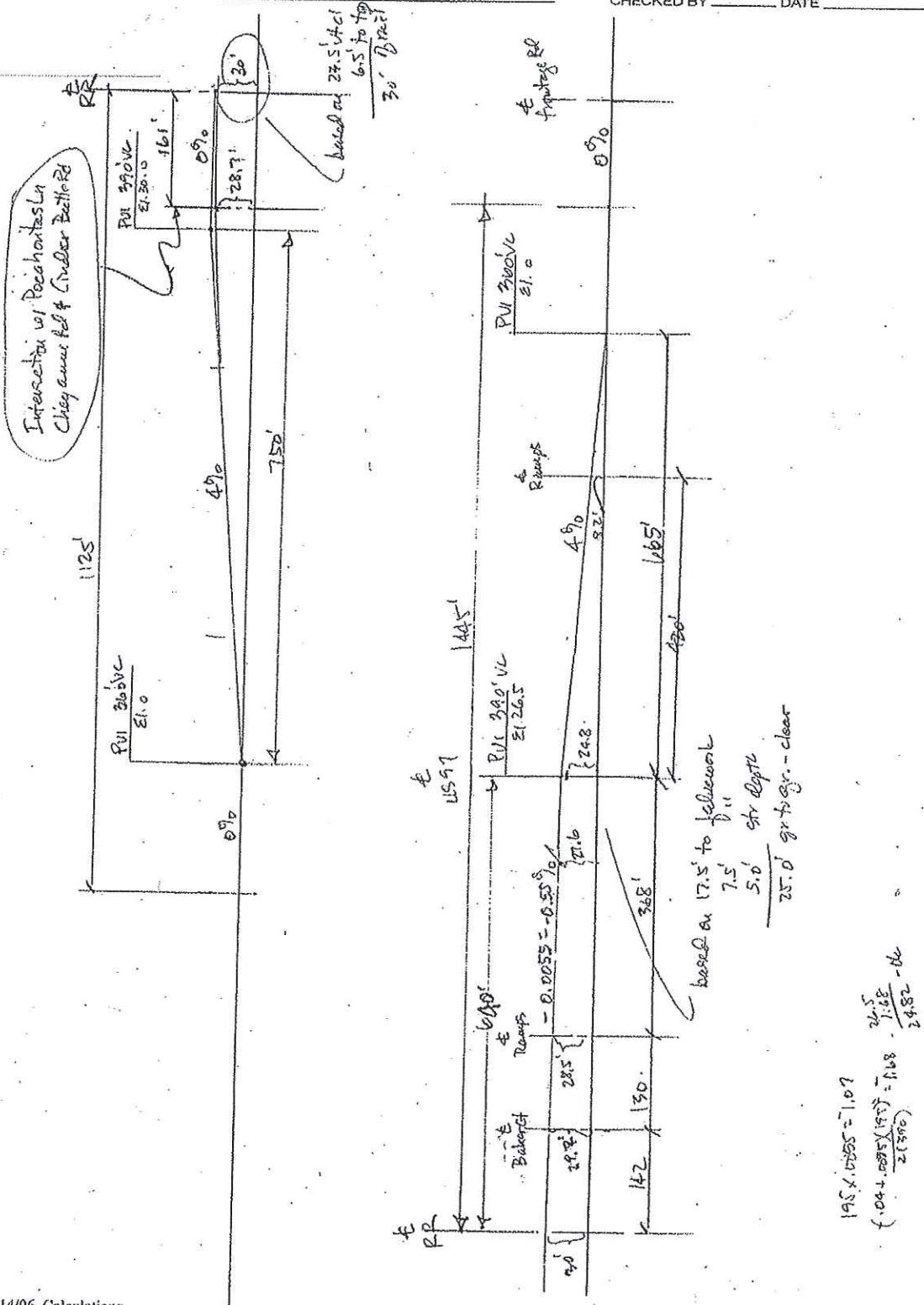
Baker Rd., Bend -- Overcrossing

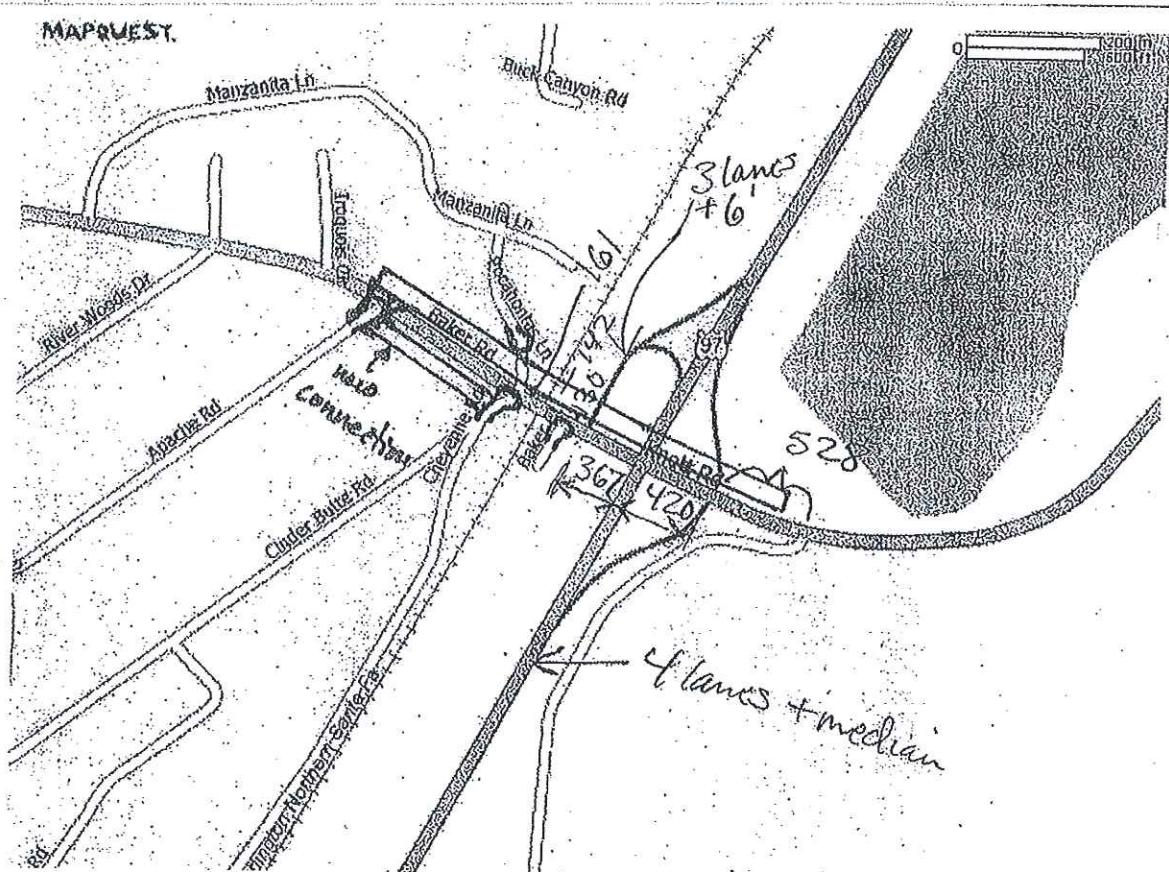
RATIONALE: Baker Rd intersects US97 approximately 600 feet to the east of the RR and is carried over US97 on a structure. The profile of this bridge will not match the needed profile over RR, therefore the bridge must be replaced. Assume the new overcrossing would be adjacent and to the north of the existing one. There are on/off ramps to US 97 that will need to be raised to match the profile of the overcrossing. There are approach streets to Baker Rd on the west side, which also must be raised to meet the new profile, rerouted or access stopped with a cul de sac.



DAVID EVANS
AND ASSOCIATES, INC.

JOB DESCRIPTION Baker Rd.
CALCULATION FOR





With this approach the stopped and crossing right and left turn issues are not addressed, and the potential for Hwy. 97 off-ramp backup persists.

DAVID EVANS AND ASSOCIATES, INC.

SUMMARY COST ESTIMATE

PROJECT: ODOT0000608 Central Oregon Rail Plan	Terry Shike/503-361-8635				
CROSSING NO:	China Hat Road (USFS Road 18)				
RAIL SEGMENT IDENTIFICATION:	RAIL SEGMENT LENGTH:				
NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
	Bridge 106' x 75' MSE Retaining Walls Embankment Paving Sidewalks Cul de sacs	ft2 ft2 yd3 ft2 ft2 each	7950 78077 67247 165900 29550 0	\$165 \$100 \$15 \$10 \$10 \$25,000	\$1,311,750 \$7,807,700 \$1,008,705 \$1,659,000 \$295,500 \$0
SUBTOTAL					\$12,082,655

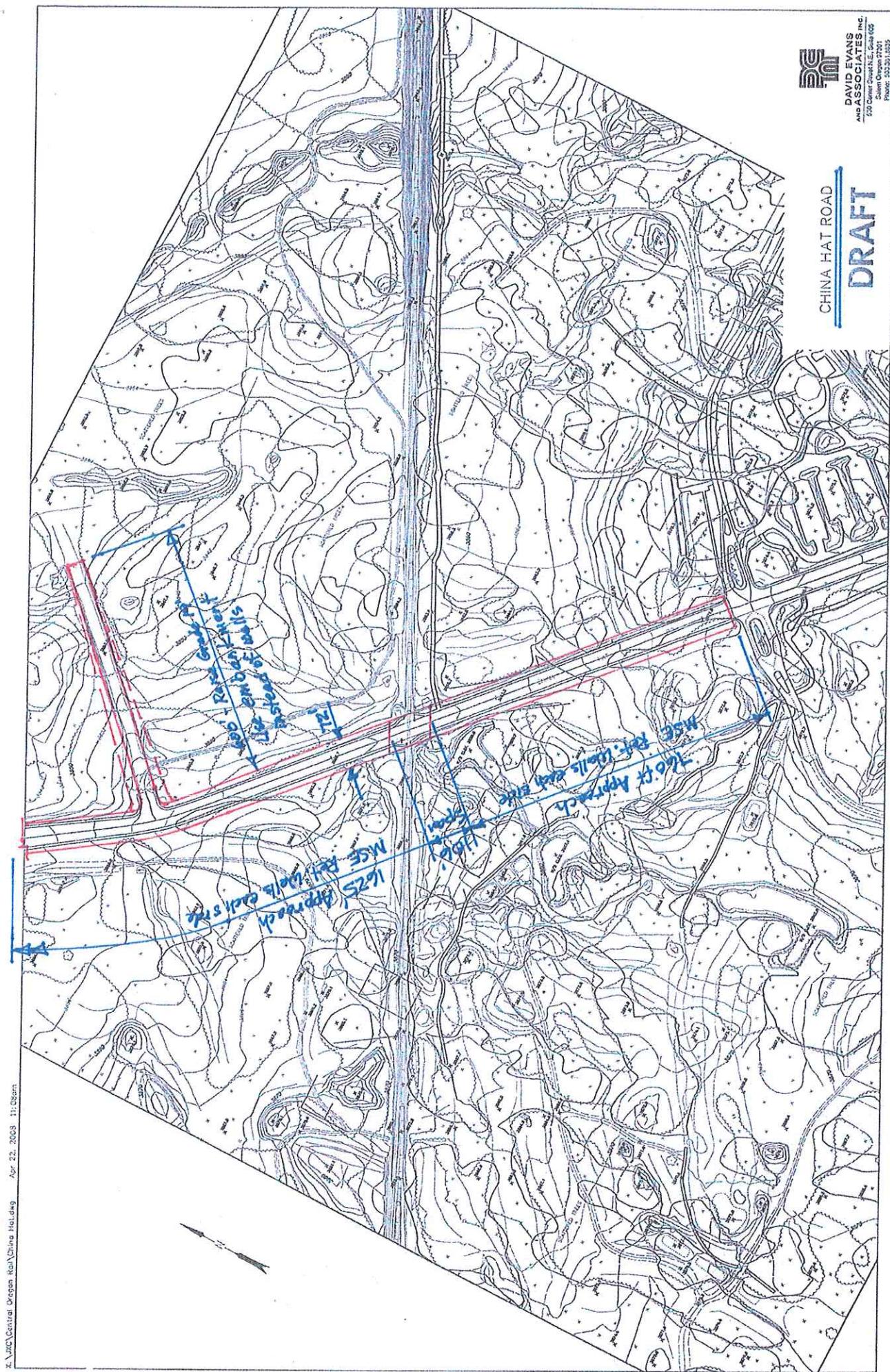
ADDITIONAL COSTS	
Utility Allowance	\$100,000
Design/Surveying (10%)	\$1,208,266
Constr. Engr./Contingency (50%)	\$6,041,328
Special Costs (Unique to crossing or segment)	
SUBTOTAL	\$7,349,593
TOTAL CONSTRUCTION COST	
RIGHT-OF-WAY COSTS (Supplied by ODOT)	
TOTAL CROSSING/SEGMENT COST	\$19,432,248

Assumptions/Notes:

- Four lanes with 6 ft bike/shoulder and 6 ft sidewalks.
- Retaining walls each side to reduce ROW costs.
- Raise access road located about 600 ft NW 18.8 ft, - 40 ft width.
- See note next page for impact of grade change along China Hat Road

China Hat Rd., Bend -- Overcrossing

RATIONALE: China Hat Rd. intersects with a driveway about 600 feet northwest of the RR and another driveway or local road about 800 ft. southwest of RR. A surface drainage detention pond is in the SE quadrant of the intersection with the RR. Because of the grade change, dropping from southeast to northwest, the southwest driveway can be accommodated but the northwest cannot because the access grade would have to be extended to the intersection with Parrell.



X:\JXC\Central Dragon Rail\China Holdings

DAVID EVANS
AND ASSOCIATES INC.
510 Central Street NE, Suite 605
Seattle, Washington 98105

CHINA HAT ROAD
DRAFT

12295

RECEIVED

Aug 25 2016

Henry William Burwell
2379 NW 6th Street
Bend, OR 97703
Aug 25, 2016

RE: Ordinance 2271

Dear City of Bend Council and Deschutes County Commissioners,

Thank you for the opportunity to comment on the pending regulations associated with the Bend Urban Growth Boundary.

Cities are in the business of a thousand years. The aqueducts in Rome were built 2000 years ago and still in service along with clay tile sewer lines. M1, the major road northwest out of London is on a right-of-way established by Roman Legions. Water and road systems in South America have been planned and built and operated over similar centuries. Good planning looks out at least 100 years. The State of Oregon has saddled Bend with a process looking out a dozen years. You need to put something in place to keep the City moving and add space to help reduce the current low and middle income housing stress. For a long term game plan that really looks out to the future, press on the State of Oregon to let you look out a 100 years and back into the future of a wonderful city.

The proposed Ordinance 2271 horribly compressed the lower and middle income housing areas into spaces where children do not have backyards to play and current middle and lower income neighborhoods are destroyed. The plan established economic class conflict between the rich and the not so rich squeezing on the middle and lower income peoples. Here are three examples:

1. The lowest density housing in the City are the golf courses including Bend Golf and Country Club, Lost Tracks, Tetherow, Widgi Creek, Broken Top, Awbrey Glen, Rivers Edge and the Old Back Nine. Ordinance 2271 does not significantly affect this very low density housing comprising thousands of prime acres within our community. According to a recent article in "The Economist", golf is a dying activity with Nike getting totally out of the business and one of the largest retailers teetering on receivership. Your planning process clearly places well healed golfers and their fading activity above children having a backyard to play in. Some of these golf clubs are technically outside the City of Bend, but are connected by streets, to city water and sewer, to the same schools and park system and receive Bend fire and police protection. At least one is within walking distance of good city services and all are easily within bicycle distance. They are a part of the City of Bend and certainly even more so in the long run. Why the exemption and favoritism to the golf community in the Plan?

2. The hobby farm lands around the City seem exempt from the growth needs of the families here and arriving. Central Oregon Irrigation District, COID, withdraws out the Deschutes River about 9 acre feet of water per acre to irrigate these lands, or over 2.8 million gallons per acre per year, mid April to mid October. COID wastes about two thirds the water with leaky canals. Converting one acre to say 5 single family homes reduces the water consumed by about 2 million gallons per year. The water still used will go to efficient irrigation of smaller food print lawns and gardens (not roofs, streets and driveways) and 90% of that going into the home is reclaimed by the Bend Wastewater Treatment Plant for efficient irrigation.

Ordinance 2271 places more value on the wealthy horse farms and wasting vast amounts of water than backyards for children to play in. Converting CIOD hobby horse farms to family housing frees up vast amounts of water for a depleted river or other higher value uses.

3. Deschutes County has approved the Tree-Farm subdivision just east of town off Skyliners. This development, for the upper middle class and wealthy, has 50 homes each on two acres. The Tree-Farm is within walking distance of elementary, middle and high schools and a short cycling ride to downtown. Perhaps 400 middle income homes could have gone on the 100 acres so families have yards for children to play badminton and for community. Ordinance 2271 favors the wealthy people with their two acre lots over the working families and their children.

The proposed Urban Growth Boundary Planning and Ordinance 2271 assures space for the rich and squeezes out the families that do the work in Bend taking away their community.

The proposed Ordinance does not take into account the secondary planning effects reducing the relative number affordable single family lots. These lots will likely still be available at increasing prices in La Pine, Redmond, Sisters, Madras and other neighboring areas. The Plan does not have land set aside for enhanced road systems to accommodate the added highway capacity to the already heavy morning and evening commute traffic and resultant air emissions.

The City of Bend and Deschutes County are caught between the business of a thousand years and very short sighted State of Oregon planning requirements. Considering pushing back hard against the illogical short term planning process that generates class conflict between the rich and those ordinary families trying to own a home for the kids to grow up in. The results seems insane with vast acreage available for 2 acres home lots, very low density golf communities and water wasting hobby horse farms and a horrible squeeze on lower and middle income community families cutting up neighborhoods and pinching single family home lots.

Sincerely,

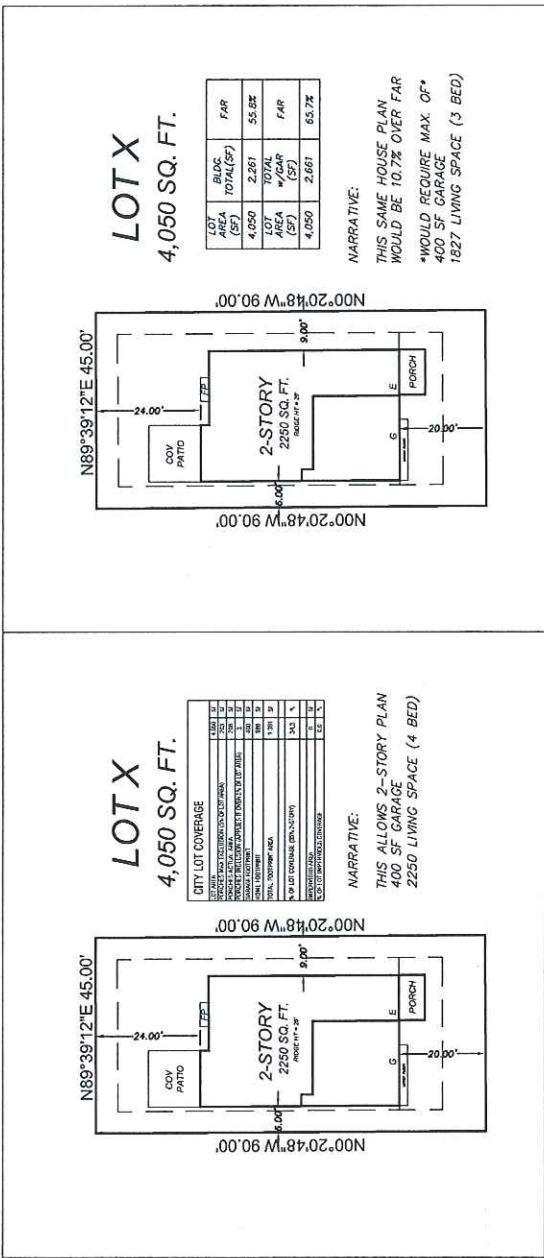


Henry William Burwell

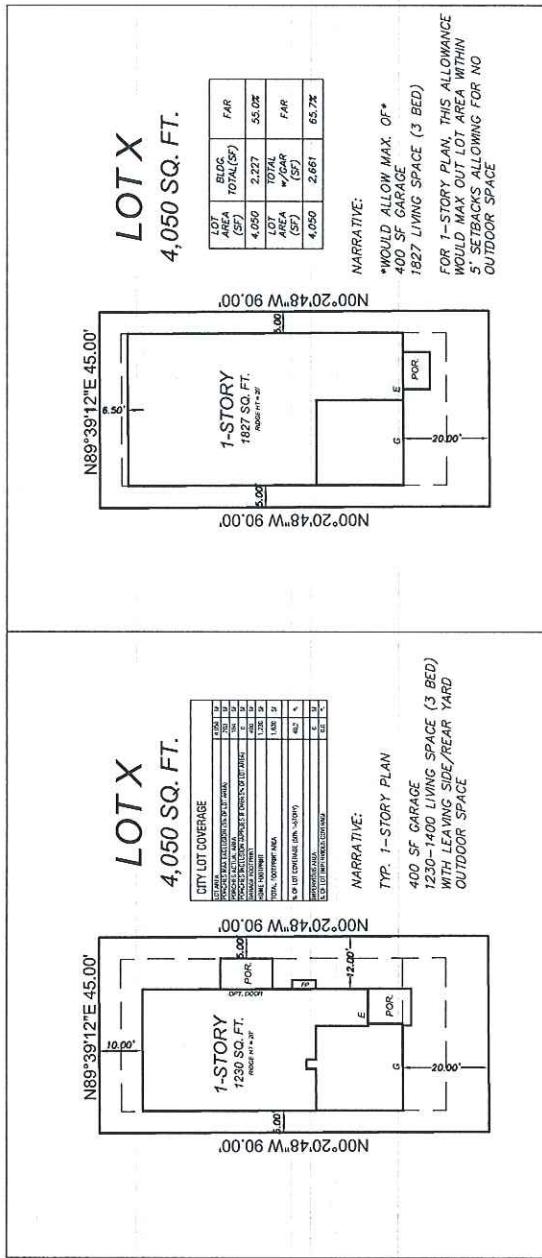
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AUG 25 2016

BETWEEN 1 OR 2 STORY, FOOTPRINTS LARGELY FAVOR 1-STORY PLANS WHICH MAX. LOT AREA WITH LOW RETURN ON LIVING SPACE AND REDUCE OUTDOOR AREA. HIGHER DENSITY IMPOSSIBLE TO ACHIEVE

CURRENT 2-STORY PROPOSED 2-STORY



CURRENT 1-STORY PROPOSED 1-STORY



BETWEEN 1 OR 2 STORY, FOOTPRINTS RELATIVELY THE SAME
ALLOWING FOR OUTDOOR SPACE, HIGHER DENSITY CAN BE ACHIEVED
THROUGH 2-STORY PLANS FOR HIGHER LIVING SPACE

RECEIVED
AUG 25 2016

August 25, 2016

City of Bend Council and City Staff
710 NW Wall Street
Bend, Oregon 97702

Greetings:

We have been participating in the City UGB process for many years. We support your findings and truly appreciate the comprehensive effort to evaluate the many candidate areas. Your work has been concise, creative, and responsive to the community. We are pleased our property will help create a variety of housing choices and a more complete neighborhood in the southern area of the community. We have proposed to develop a variety of housing choices including housing at 30% AMI – very much needed in the community.

Our property abuts the UGB, zoned RR-10 Exception Land, over 38 acres in size, and the former site of the Sunriver Preparatory School. The school buildings have been removed. We are ready to move forward by developing a mixed-use project using the zoning and policies proposed by the City.

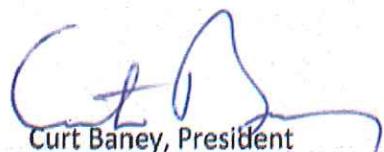


Importantly, this project will provide:

- a "kick-start" for reinvigorating the nearby neighborhood with a blend of land uses, extension of utilities, new primary school, variety of transportation options, and connections to other community facilities
- extension of needed sewer mains necessary to connect many existing septic fields within the city, just north of our property – this is a huge benefit to the community
- a complete neighborhood including low income housing at 30% AMI

We would like to take this opportunity to thank you for all of your hard work in creating a more sustainable community.

Sincerely,



Curt Baney, President

Baney Corporation

Tel.: 541-382-2188 Email: curtb@oxfordsuites.com



The aerial photo of site

RECEIVED

AUG 25 2016

For 1pm agenda August 25th

The plan looks to me to be a permitted density plan rather than a conditional plan.

I am concerned about the character of my neighborhood. *what is to prevent developers from changing houses to multi-units?*

Will you please explain to me in layman terms how my home at 1430 NE 9th St with a neighboring house of a quadruple lot (1406 NE 9th St) could be effected by this plan,

Shehnai Sher

RECEIVED

AUG 25 2016

UGB Talking points:

My name is Susan Sullivan; I live on the east side of Bend and I am the Land Use Chair for the Larkspur Neighborhood Association.

I have points to make about three issues associated with the urban growth boundary change.

First: In my role as Land Use Chair, I am frequently in touch with neighbors who express some distress at changes made in their neighborhoods, particularly related to construction of medium or high density housing.

I live less than two blocks from Stonebriar Apartments, a development with 192 apartment units on 5 acres, with roughly 500 people living there. From my experience they have been good neighbors. We don't have issues with parking, noise or traffic in my neighborhood.

Part of the reason I am comfortable with living near this apartment is that I knew it was there when we moved in. Before we bought our house, we spent some time walking around the neighborhood, and through the apartment complex, and felt good about what we saw.

So my point in talking with you today is that there will be less subsequent conflict if the construction of higher density housing occurs before lower density. Not sure if there is any mechanism to encourage this with developers, but it is a worthwhile goal.

Second:

Walkability/bikeability. The same point holds for multimodal transportation. Please make plans for multimodal transportation integral to the inclusion of new land in the UGB. Please help us provide for pathways that are separate from street travel. As we have all experienced, adding good multimodal routes after the fact is painful and expensive for all entities involved.

As a specific example, Bend Parks and Rec published a map showing future development of urban trails throughout the city. This included an east side trail that followed canal right-of-ways and ended at the Big Sky Sports Complex. This proposed trail passed through the 2-acre parcel that is shown along Highway 20 included in the latest version of the UGB proposal. Plans that I have seen for this 2 acre parcel appear to conflict with the proposed trail. I hope this can be remedied.

Third: I am an enthusiastic proponent of complete neighborhoods. And complete neighborhoods come about through planning. In that regard, I question the value of adding two acres to the UGB along Highway 20 when, to the best of my knowledge, this is not part of a master plan for development along this important corridor. What will happen as the inevitable expansion happens to the east? Will this area be better suited for commercial development? Development up to this point on the East side has been piecemeal, and those of us who live there would welcome a planning process that encourages logical growth.

Thank you.

8-25-16

James Beauchemin

Address 63610 Boyd Acres Rd, Bend OR

Thank you for allowing me to address this panel today.

I would like to address two areas today:

1. General support of the current UGB proposal.
2. Specific concerns regarding adoption of Ordinance 2271 and related Development Code changes

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AUG 25 2016

I have followed the UGB Planning Process and generally support the Preferred Urban Growth Boundary Expansion - Scenario 2.1G for the following reasons:

It will contain the urban development within a reasonable sized footprint as compared to the 2008 UGB proposal, reducing development impacts and utilizing infrastructure more efficiently.

This plan will provide for a good mixture of housing types to address the needs of a diverse and growing population with various needs.

It promotes complete neighborhood communities and opportunity areas that ^{will} encourage infill, appropriate redevelopment and mixed-use centers with local transportation and pedestrian-friendly components.

Overall, It is a good plan for well-designed growth.

As for adoption of Ordinance 2271 and its related Development Codes changes, I would like to address changes related to my property and neighborhood zone designation; which is RL (Residential Low Density).

A change in RL density requirements from a maximum 2.2 per acre to a maximum 4 dwellings per acre could substantially change the character and value of housing in our neighborhood and

surrounding area. It would promote the removal of existing dwellings to build multiple homes on large lots. This could have large affects on current homeowners that purchased thinking current zoning would protect their investent and lifestyle.

Similarly, the proposed reduction of minimum lot sizes in RL from 15,000 sq. ft. to 10,000 sq. ft. for single-family homes would encourage pratitioning of large lots and removal of existing homes. This too could substantially change the character and value of housing in our neighborhood.

With these proposed Development Code changes in mind; Please, consider the need for diversity in housing types and effects upon established neighborhoods. Quality of lifestyle and preservation of existing well-functioning neighborhoods should be a large component of this planning process.

Thank you.

CARL W. HOPP, JR.

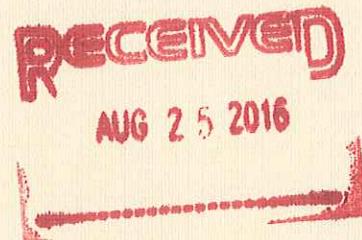
ATTORNEY AT LAW, LLC

Carl W. "Bill" Hopp Jr.
bill@cwhopp.com

Derek E. Hopp
derek@cwhopp.com

August 23, 2016

Bend City Counsel
Deschutes County Board of Commissioners



RE: UGB Expansion

Dear Counsel Members and Commissioners:

I represent Porter/ Kelly Burns Landholdings, LLC which owns approximately 37 acres adjacent to the eastern city limits of Bend, Oregon, located between highway 20 and Bear Creek Road. Of this approximate 37 acres, there is the northwest corner which is currently zoned Urban Area Reserve. I have worked with City staff and have found them great to work with, and my clients are committed to having the northwest corner admitted to the UGB to be used entirely for affordable housing.

My clients have entered into a Memorandum of Understanding with Tom Kemper of Housing Works to partner in completing the 100% use of the northwest corner for affordable housing.

My clients support the need for affordable housing, and are prepared to work with the City of Bend and Housing Works to see that affordable housing becomes a reality on the northwest corner of their property.

This property is ideal for affordable housing as my clients have a low basis in the property, sewer, water and transportation are available, and because of the topography, development of the property will be inexpensive.

We support the immediate inclusion of the northwest corner of the property into the UGB.

If there are any questions, please contact my office.

Sincerely,

A handwritten signature in blue ink that reads "Carl W. Hopp, Jr." followed by a stylized "J".

CARL W. HOPP, JR.
vh

RECEIVED
AGAINT URBAN GROWTH BOUNDARY EXPANSION

8/25/2016

8/25/16
Prepared by Reed Fitkin, 1177 NW Federal, Bend, 97703

I have owned property in Bend since the mid 1970's (when the population was less than 16,000 people) and wish I could have moved here from the other side of the mountain earlier in my professional career. I loved Bend then and I love Bend now. Growth was always expected and in many respects has been good for the community.

However, City leadership in today's world, in my opinion, has lost service focus as to whom it is serving, specifically its permanent and long term residents. Rather, the City Council seems more focused on serving and accommodating the transient population (tourism promotion and accommodations). Within this latter environment, City leadership has, for the most part, failed and continues to fail in effectively addressing and supporting an array of livability issues. For reasons below, I do not, at this time, support urban growth boundary expansion, particularly on the west side of Bend. Priorities include:

1. Short Term Rental -putting grandfathered units on same annual licensing requirements as new units.
2. Parking – single side parking requirements for side streets, particularly the west side neighborhoods.
3. Neighborhood Road upgrading
4. Enforcement of current caravan parking regulations and implementation of stricter regulation of Car and Caravan camping on city streets.
5. Continued reduction in tourism promotion spending. The world already knows about Bend, Oregon

SPECIFIC REASONS AGAINST BOUNDARY EXPANSION – IN PARTICULAR THE WESTSIDE

1. **Traffic Flow:** Existing road systems on the Westside They are inadequate to handle more traffic along Newport or Century Drive. Wait until we experience what the impact of the OSU campus will have on a road system already congested in the afternoon time period. (I do, however, commend the Planning Commission for turning down the re-zoning request of the Mount Washington round-about property into multi-family)
2. **Affordable Housing:** The argument that west side boundary expansion will enable more affordable housing and lowering rents does not appear to be a viable prospect. The west side is considered by many to be the most desirable location to live in, as supported by extremely low vacancy rates. As soon as more units become available demand will keep housing prices and rental rates high. Affordable housing will turn into normal housing development.

However, long term rental rates and housing price pressure could be reduced if the City implemented a level playing field (i.e. including grandfathered units) for the licensing of all short term rentals and thereby reduce their numbers. According to the Planning Department, there are currently 216 short term rental units on the west side between Albany St and Portland (South- North) and the river and 17th street (East- West). It would be reasonable to expect that at least half of these units are grandfathered and, if put on a level playing field for licensing, would no longer be available for short term rentals. (Within a 250 foot radius of our home there are 9 short term rentals.) This would create significant additional permanent housing for the community within existing boundaries.

3. **Cost of On-Going Public Services:** While development fees may off set the installation cost of roads and services, how are they going to be maintained if the city cannot maintain the existing system? I do not believe the increase in property taxes will cover on-going maintenance costs and the community does not support a gas tax.

August 25, 2016

Bend City Council and Bend City Planning Department

RECEIVED
AUG 25 2016

Re: Comprehensive Plan Zoning Designation

Dear Council and Staff:

61205 & 61215 Parrell Road in Bend comprise a 2.97 acre site that is currently zoned RS. The property was purchased in 2006 as two separate single family properties each with an old smaller home residing on over one acre.

From 2006-2007 our partnership spent considerable time, permit and engineering money processing a 19 lot single family tentative map and infrastructure design plan, and solving a local sewer problem. During the 2008-2011 down turn the project was put on hold and we extended the map once or twice. The tentative map has now been expired for several years and our land market value has not recovered for a single family RS project.

In response to the city's desire and market demand for lower cost and higher density residential product we are requesting that our RS zoning be included in the city wide re-designation of certain appropriate parcels and a zone change to either RM or RH be approved.

We feel that this particular 2.97 acre parcel is appropriate for a higher density project for the following reasons:

*Market demand for the product and a shortage of supply. The project is ready made for this type of project and can proceed to meet the community needs.

*The project would be a good "transition" property buffering the commercial buildings on two sides from the RS and RL zoned parcels on its other two sides.

*There is precedent for some RM and RH zoning along Parrell Road, (+/-1 block south & +/- 3 blocks north). In addition, there is a new multi-family assisted living project about a block and a half away on 3rd.

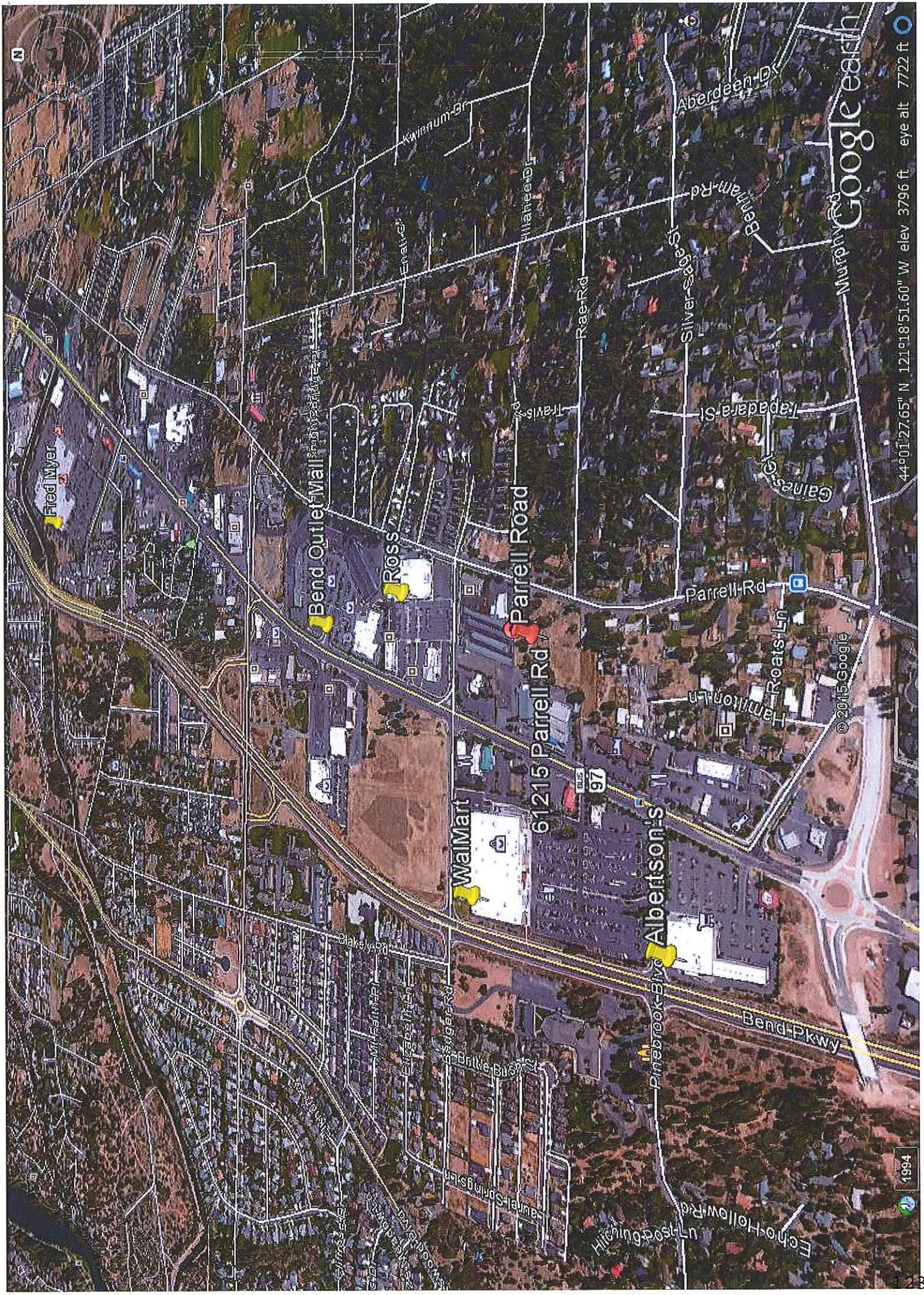
*There are numerous other examples of RM zones that touch, or are adjacent to, the large commercial zone up and down the 3rd. There does not appear to be other ready opportunities for some higher density product in this general area, especially not one that can act as a buffer/transition between RL and RS properties.

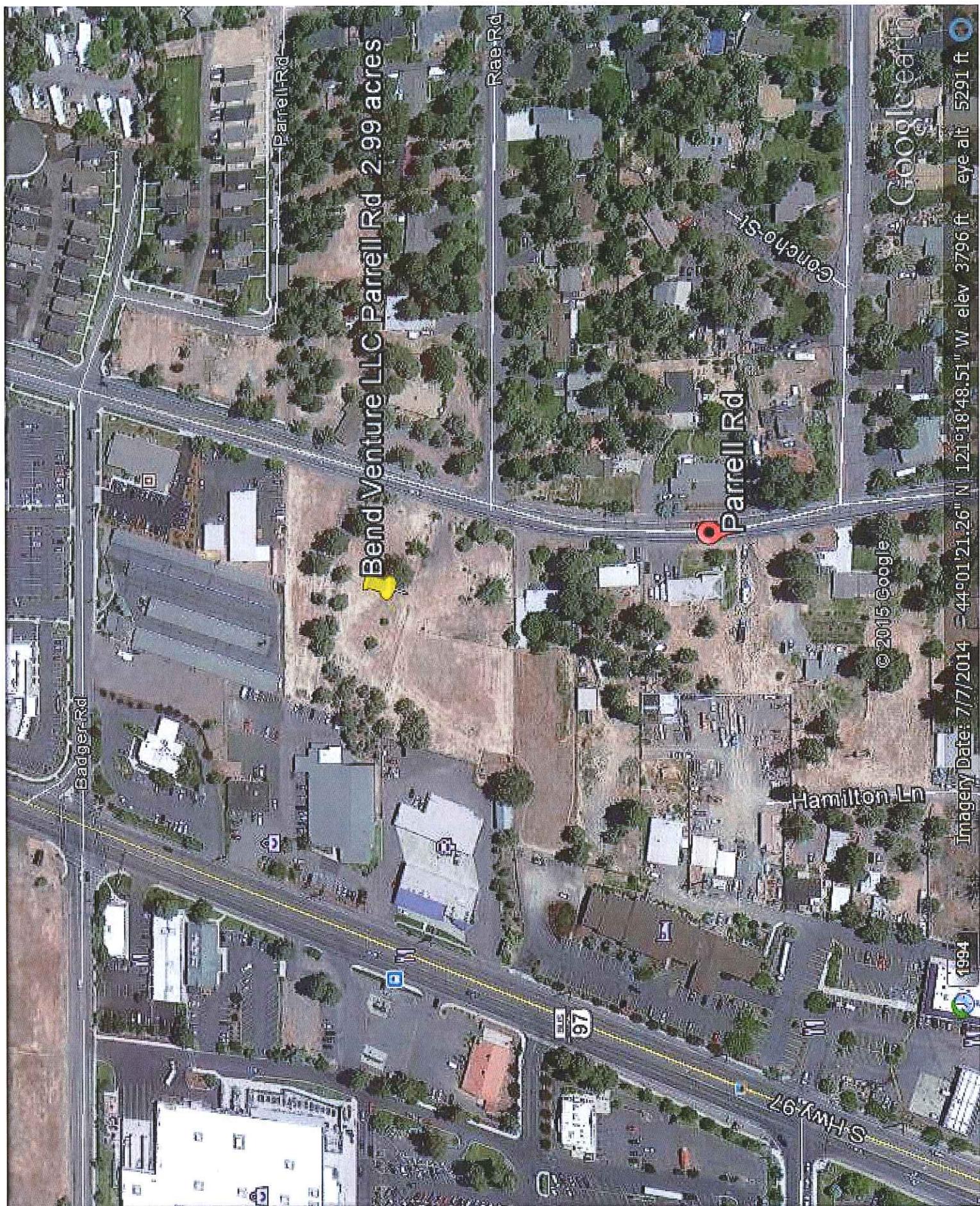
*After already expending funds for planning and engineering on our now expired tentative map, the additional cost to go through a zone change process would be a heavy financial burden, as opposed to the seemly logical re-designation now with the pending city wide program.

Thank you for your consideration.

Eric Knirk - Bend Venture, LLC - ekco_properties@msn.com

541-549-3636 Home - 541-610-9942 Mobile





RECEIVED

AUG 25 2016

August 19, 2016

From: Meredith Nicholls

To: Bend City Councilors and UGB committee members

Dear Bend City Councilors and UGB Committee:

I am writing this letter to outline some of my concerns that have recently come to my attention.

I have recently moved to Bend from the state of Washington. In doing so, I have purchased a house off Bear Creek on Livingston Dr. One of the deciding factors for purchasing this house was the convenient location and more specifically, the wonderful smaller neighborhood feeling, and the relatively "park-like" surroundings! I live facing the Land Systems nursery grounds and one lot away from the canal to the east, on a dead end street.

I have been annoyed by the seeming lack of "quality" communication to the homeowners in our neighborhood. We were notified by mail, after an initial meeting, concerning the UGB issues. A small addition of a 2 acre parcel was added very late in the boundary identification process. In realizing this parcel addition could have a major impact on our little neighborhood, the homeowners have agreed that our voice needs to be heard and so I am writing this letter.

I am a former educator and high school counselor. I appreciate the extensive time and effort it takes to evaluate and establish UGBs. I have no problem with growth, however, I am shocked at the idea of putting a proposed, 60 unit Affordable Housing project on the 2 acre parcel which borders Highway 20, the private nursery ground and the canal. Where would these children safely play? Would a road be established next to the canal to filter traffic through our neighborhood? At what cost? The roads through our subdivision are very narrow and the traffic increase would cause several inconveniences and probable hazards. My concern is genuine and I hope that your committee will "take to heart" the concerns of the citizens of Bend.

One last comment. I am very willing to be a part of the process and solution for the establishment of workable guidelines for the movement to a better Bend! Please contact me if I can be of some assistance with this process.

Sincerely,

Meredith Nicholls



RECEIVED
AUG 25 2016

Steven P. Hultberg
shultberg@radlerwhite.com
541-585-3697

August 25, 2016

VIA HAND DELIVERY

Mayor Clinton and City Council Members
City of Bend
710 NW Wall Street
Bend, Oregon 97701

RE: Bend UGB Opportunity Areas

Dear Mayor Clinton and City Council Members:

I represent OSU-Cascades in connection with the City's adoption of the Urban Growth Boundary project. Please add this letter to the record in this matter.

OSU-Cascades owns approximately 56 acres within the larger Central West Side Opportunity Area. The Central West Side Opportunity Area is one of nine city-wide opportunity areas being adopted by the City Council. OSU-Cascades supports the City's Urban Growth Boundary project as it relates to the Central West Side Opportunity Area. OSU-Cascades requests that the City Council approve the UGB project as it relates to the Central West Side Opportunity Area.

Thank you for the opportunity to comment on this matter.

Very truly yours,



Steven P. Hultberg

cc: Becky Johnson
Kelly Sparks

RECEIVED
AUG 26 2016

Steven P. Hultberg
shultberg@radlerwhite.com
541-585-3697

August 25, 2016

VIA HAND DELIVERY

Mayor Clinton and City Council Members
City of Bend
710 NW Wall Street
Bend, Oregon 97701

RE: Bend UGB Opportunity Areas

Dear Mayor Clinton and City Council Members:

I represent McKenzie Creek Development LLC and Rio Bravo Properties, LLC in connection with the City's adoption of the Urban Growth Boundary project. Please add this letter to the record in this matter.

McKenzie Creek and Rio Bravo together own a large portion of the Korpine Opportunity Area, including the Hooker Creek plant and the historic Korpine property. McKenzie Creek and Rio Bravo support the City's Urban Growth Boundary project as it relates to the Korpine Opportunity Area. Both owners request that the city and county approve the UGB project as it relates to the Korpine Opportunity Area.

Thank you for the opportunity to comment on this matter.

Very truly yours,



Steven P. Hultberg

cc: Matt Day
Scott Carlson

Damian Syrnyk

From: David Jacobsen <jacobsenwriting@gmail.com>
Sent: Friday, August 26, 2016 4:18 PM
To: Damian Syrnyk
Subject: 1 min UGB feedback

Damian,

I'm sure you're flooded. No need to reply to this. I know you guys have been working an absurd amount on the UGB, and you can't please everyone.

The only comment I want to make is: you can't "unbuild" something, which makes me worry about wildfire. The farther NW, W, and SW we build, the closer to forest fire danger we build. I was terrified when Bend-LaPine schools looked at putting a campus right above Shevlin Park—which turned out to be less than a mile from an out of control fire in 2014.

More people/houses/cars/schools/businesses on single-access "pinch points" like SW Century, Skyliners, and Shevlin Park Road seem more and more dangerous. Arson, climate change, increasing population in the most dangerous areas, forests...it makes me nervous.

Thanks for listening.

Damian Syrnyk

From: Charley Miller <charley@mlumber.com>
Sent: Friday, August 26, 2016 7:22 PM
To: Damian Syrnyk
Subject: UGB testimony for the record

Damian, please pass along.

I've been an active participant in the City of Bend UGB expansion process for over a decade. I attended both sessions of the public hearing yesterday and wanted to add a few comments prior to the record closing on Monday. In general, I'm in agreement with what I heard from Kirk Schueler, Mike Riley, Dale Van Valkenburg, and Paul Dewey so I won't rehash their testimony.

There was a lot of testimony regarding concerns over the changing nature of neighborhoods in Bend. We're working under current the Oregon Land use system and we aren't going to stop the growth of our city. I know Bend is going to grow, and I also know that Bend is going to change and I don't think that has to be a negative.

When I graduated from Bend High School in 1980, Bend was a small timber town in transition. Many of my classmates left for college or to pursue other endeavors, as did I, and although we loved Bend, there was very little opportunity, and most of us didn't expect to ever get back. There are many other cities in Oregon who were similarly sized back then who have experienced virtually no growth in the last 36 years. They experience significantly less economic vitality and opportunities for their next generations and I think many would really like to be facing some of the issues that Bend faces today. Many of us who were around back then would agree that, in spite of our challenges, Bend is a much better place because of its growth.

We will be challenged going forward with increased density, increased traffic, and other infrastructure issues. I think staff has got a good start planning for the future and although our town will be different, I think we'll maintain the vitality and livability that makes Bend special.

When we started through the remand process, I was skeptical of our chances for success. I commend the great work by city staff, the consultants, the members of the TACs, and the guidance of the USC for a successful and collaborative process and I urge you to support this proposal. Thank you.

Charley Miller

Damian Syrnyk

From: Bill Burwell <bburwell@riousa.com>
Sent: Friday, August 26, 2016 9:24 PM
To: Damian Syrnyk
Subject: Re: Urban Growth Boundary - Pulling Up the Ladder

> On Aug 26, 2016, at 8:19 PM, Bill Burwell <bburwell@riousa.com> wrote:
>
> Dear Mr. Syrnyk,
>
> I listened for about an hour yesterday, at the public hearing for UGB, and it became obvious that far short of the dozen years of the planning cycle, there will be a severe shortage of single family home lots. The present shortage of home lots may ease for a few years with implementation of the expanded boundary. When one pulls out the expanded boundaries the commercial/industrial, the parks, the schools and apartment house land, not much will be left. Then again, the lot shortage may not ease, smart developers may well sit on the new lot land as in a few years, with the shortages, the lots may go for hundreds of thousands of dollars plus. Boulder, Colorado, has done similar. Look at the lot prices in the City of Boulder for where Bend will be. Looks like the middle class will be moving towards apartments and some will compete for relatively few affordable homes generated by NGOs.
>
> Where will the teachers, the restaurant workers, the public works people, the barbers, the retailers, etc. purchase a home? How will the City of Bend, manufacturers and the school district compete for employees with such a difficult home shortage created by a compressed UGB? Certainly many will commute from surrounding towns, to afford a home with a lawn for the kids to play, turning the current busy rush hours into traffic jams and insanity during snow periods. Unfortunately the UGB proposed does not analyze the need for additional highways to transport the commuters. It used to be that affordable housing was three bedrooms, one bath, one car garage on an 8000 square foot lot.
>
> A dozen years from now Bend will be a place for the wealthy and the working people relegated to apartment houses and long commutes. The compressed UGB proposed pulls up the ladder for most of us.
>
> Sincerely,
>
> Bill Burwell
> Bend, OR

Damian Syrnyk

From: kjonesbend@yahoo.com
Sent: Saturday, August 27, 2016 8:15 AM
To: Damian Syrnyk
Subject: UGB Development

Dear Mr. Syrnyk:

Across the country, demand is growing for livable, walkable neighborhoods. Will Bend be well-positioned to meet that need?

Bend may be threatened by encroaching development, and the land -- as well as the social fabric of our neighborhoods -- risks erosion of its distinctive qualities. How can Bend address these challenges while remaining true to its unique character and beauty?

We need our local leaders to start an ongoing collaboration with **experts** who help smaller cities build durable economies while preserving the features that make these cities noteworthy. As witnessed at the UGB Hearings this past week, many had concerns about the rapid pace of growth in Bend. On the other hand, there was much support for the goal of a well-planned city.

The Urban Growth Boundary process will ultimately decide what kind of city Bend will become in the next crucial years. We welcome a cooperative effort between our city and county officials to envision the future of Bend's urban boundaries.

Sincerely,

Karen Jones
63370 Brightwater Drive
Bend, OR 97701

Mike and Kathy Kutansky
19756 Buck Canyon Road
Bend, Oregon 97702

August 28, 2016

City of Bend Council and Staff:

Please add this letter to the record for the UGB expansion. We own the property at 19756 Buck Canyon Road. This parcel is just South of the current city limits, described as T18-R12-S19A TL 200. This 5 2/3 acre property abuts the Baney property, known as the "Southwest" parcel, on the west property line.

Our property does not lend itself well to agricultural uses but is very suitable for residential. Since you are working in conjunction with the County on this expansion it would seem that this property would be suitable to adopt for both, as it would give easy access to Brookswood Blvd and neighboring subdivisions, rather than solely routing the increased traffic through the Homestead Subdivision, or the proposed frontage road to Murphy Road. This addition would also help ease the current issues of congestion at the Baker Road Exit.

We propose only residential uses and could easily transition density in this area of the Bend community. We would also agree to master planning concepts and work closely with you on development issues.

Moreover, as the City proceeds to develop an Urban Area Reserve we ask that you add our property to the land under consideration.

In summary, the southern edge of the UGB, north of Buck Canyon Road lends itself to urbanization and provides a good area for master planned developments and a buffer to lower density uses. Thus, we believe that lands in this area, including our property, can provide development areas at an urban level of development.

Thank you for your consideration of our request.

Mike and Kathy Kutansky

Damian Syrnyk

From: Jim Powell <jhp@bendbroadband.com>
Sent: Saturday, August 27, 2016 11:34 AM
To: Damian Syrnyk
Cc: Nick Lelack
Subject: UGB Process - Lighting

Damian

Thanks for all the effort that you and other planners have put into this process. The citizen outreach and attempts to move beyond the past trends of design heavily weighted by vested interests has been refreshing. While specifics still will be refined and argued over, it is nice that you are receiving larger support for the efforts.

I have one request for you to consider as the changes, if approved, are consummated. As “commercial” enterprises intersperse into residential zones and along the urban interfaces with the county lands, please strongly apply lighting standards that preserve the county’s “dark sky” ordinances. While some ventures have met or exceeded the intent and standards of your city ordinances, others have not. The biggest offenders seem to be the auto sales industry, the most egregious of which was the highly acclaimed LEEDs compliant Toyota of Bend (at the time). While the lights are shielded, the high intensity illumination pervades everything, including increasing the night sky “Bend glow”. Numerous examples of light intrusion onto adjacent parcels, particularly at the residential/commercial interfaces have created conflict over the past 40 years. I realize this is a “minor” issue in the scope of issues with which you are dealing, but consideration here will smooth some of the complaints and resistance to zone changes that seem to arise.

Again, thank you for your consideration and your efforts.

Damian Syrnyk

From: Ethan L <ethan_l@live.com>
Sent: Sunday, August 28, 2016 4:35 PM
To: Damian Syrnyk
Subject: Bend land development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir,

One of the main reasons I purchased a home in the Orchard District neighborhood (Shepard Ave north of Neff) is for the larger lots with smaller single family homes on them. There is relatively little traffic, very few cars parked on the street and it's quiet. This is an older neighborhood with older homes dating to the 1960's. Allowing duplexes, triplexes and homes that can occupy up to 50% of the lot will inevitably ruin this quaint neighborhood. It will turn into the west side of Bend, with people jammed in together, traffic, noise, higher crime and no street parking.

I understand and can empathize that Bend has a housing shortage. Prior to moving here, I looked at several other small towns in the Pacific Northwest, one of which at that time had a severe housing shortage as well. I chose not to move there because there was nowhere to live. That is how small towns stay small. If there isn't enough housing, people will stop moving here. Not everyone is in favor of Bend growing any larger, especially with the growth that has already taken place in the past decade or so. The town's infrastructure can't handle it. The roads and traffic can't handle it. Bigger is not always better. Perhaps rather than trying to push more people into a smaller space, simply let it settle into where it is. If the city keeps making every attempt to accommodate the rapidly growing population, it will reach a critical state where those of us who live here because it's a small town will start leaving at an alarming rate. That will potentially cause another type of crisis all together. Again, not everyone is in favor of Bend becoming larger and faster paced.

Thank you for your time,
Ethan

Damian Syrnyk

From: casrict@bellsouth.net
Sent: Sunday, August 28, 2016 9:56 PM
To: Damian Syrnyk
Cc: moey@centraloregonlandwatch.org
Subject: Comments on UGB

Follow Up Flag: Follow up
Flag Status: Flagged

August 28, 2016
Damian Syrnyk
Senior Planner
Growth Management Department
City of Bend
Bend, OR 97701

Dear Mr. Syrnyk,

Thank you for the opportunity to comment on the proposed amendments to the Bend Urban Growth Boundary (UGB). We attended the August 25th UGB public hearing and we support the UGB expansion plan and the City's efforts to manage growth.

We recently moved to Bend from Atlanta, Georgia, a metropolitan area that is frequently cited (perhaps unfairly) as a poster child for urban sprawl. While living in Atlanta, one of the aggravating factors that we noticed was the proliferation of cul-de-sac style housing developments. While cul-de-sacs are often attractive to families seeking quiet play areas for children or wealthy home owners looking for exclusivity, cul-de-sacs can also exacerbate traffic congestion on arterial roads, discourage walking and cycling and disrupt the connectivity that characterizes livable communities. We are encouraged that Chapter 3.4.200 (Rev 10/15) Transportation Improvement Standards of the Bend Development Code (BDC) contains a restriction on the use of cul-de-sacs:

*“Cul-de-Sacs. A cul-de-sac street shall only be used when the applicant demonstrates that environmental or topographical constraints, **existing development patterns**, or compliance with other standards in this code preclude street extension and through circulation.”* (emphasis added) While this provision should give Bend's planners flexibility in planning streets and neighborhoods, I am somewhat concerned that the exception “existing development patterns” could potentially be a back door to excessive use of cul-de-sacs. I realize that I may have missed the meaning of the language and I am confident that the Growth Development Department will guide development consistent with the project goals.

Sincerely,

Richard and Andrea Casey
2434 NW 2nd Street
Bend, OR 97703

Damian Syrnyk

From: steve beer <scbeerhere@yahoo.com>
Sent: Monday, August 29, 2016 8:05 AM
To: Damian Syrnyk; CouncilAll; Brian Rankin
Cc: Doug Kasemeier; Mathew Robinson
Subject: Re: UGB Opportunity Parcel #7 COID

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Damian,

I am writing you regarding the Opportunity Parcel #7, Central Oregon Irrigation District (COID). I believe that the southern “tail” of the COID land, from the intake off the Deschutes River to the outlet for the above ground canal, should be either:

- a. Permanently excluded from the Opportunity for Development
- b. Remain designated as currently and for future planning purposes as PF (Public Facility)

This will be a very contentious issue for homeowners on both sides of the Deschutes River, which has already resulted in previous legal action. This section of land is currently encumbered by restrictions for a “Do Not Disturb” buffer, so by removing this strip of land from development or by keeping it zoned as PF, it will alleviate any future action.

In addition, I would offer the following considerations as to why I believe in this position:

1. This is a high risk area for fires, which have already occurred in the past. The River Canyon Estates HOA successfully worked with the COID and local government officials on a fire abatement clearing program in 2014. Because of the canyon winds and steep slope, fire would rapidly spread towards town.
2. The COID irrigation pipe runs above ground for a portion of this “tail” before going underground paralleling Gorge View Street. I would think that the COID would not allow permanent infrastructure and building to take place on top of the buried pipeline.
3. Many residents in the surrounding neighborhoods access the Deschutes River Trail through this area, and would not want to see that removed.

I know you are in the late stages of the planning process, but please consider taking action to eliminate the COID “tail” from any future development.

Sincerely,

Steve Beer

Damian Syrnyk

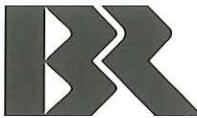
From: Michael De Blasi <michaeldeblasi@yahoo.com>
Sent: Friday, August 26, 2016 12:25 PM
To: Damian Syrnyk; CouncilAll
Subject: Bend's UGB

Follow Up Flag: Follow up
Flag Status: Flagged

I am not a resident of Bend. I live in Salem. But I wanted to say that I support the constrained UGB expansion. There are a lot of residents who say that they don't want Bend to urbanize and that they want to retain the small town feel. The problem is that they 1. are spouting the attitude of now that I'm here pull up the drawbridge and 2. horizontal growth will do more to damage the small town feel than compact, urban growth. They also apparently not good at math because they don't understand that by limiting density they are limiting the number of total available housing and by spreading out development (and infrastructure) they are expanding the city's financial liabilities while reducing the tax revenue to pay for these costs.

I urge you to stay strong against the NIMBYs. I also urge you to read StrongTowns.org. They lay out the argument that horizontal suburban-style growth is bankrupting us and making our cities undesirable.

Michael A. De Blasi 541-226-6011



Brooks Resources Corporation

August 28, 2016

Mr Damian Syrnyk

Senior Planner

City of Bend

710 NW Wall Street

Bend, OR 97701

Re: Proposed UGB Expansion – Floor Area Ratio

Damian

I attended the hearing on August 25, 2016 over the proposed UGB expansion and listened to testimony and the ensuing discussion over the proposed new code language pertaining to the use of Floor Area Ratio (FAR) standards. As you know, I participated in the initial discussions over this approach as a member of the Residential TAC. Some of the testimony and discussion left me feeling as though there was some inaccurate testimony and a lack of discussion over the benefits of using the FAR.

In the testimony, the COBA and Hayden Homes representative used an example of a 4,000 sf lot to make his point that the FAR was not an acceptable standard for him and other COBA members. The gist of the testimony was that they would not be able to build bigger houses on these small lots; which is exactly why the FAR should be used. The whole point of the FAR is that it limits the scale of the structure being built. It is true, the FAR has its biggest impact on smaller lots. This is especially important on in-fill lots.

The use of a FAR is not difficult, as was suggested during the discussion with the council, and is actually quite commonly used in other communities. The proposed code language associated with the UGB expansion uses a 0.55 FAR for the RL, RS, and RM zones. It will have little to no impact in the RL zone (5,500 sf of building can be constructed on a 10,000 sf lot). As noted above, it is on the smaller lots, typically in the RS and RM zones, that the FAR will have an impact. Using the 4,000 sf lot example, in the RS zone, a builder can construct 2,200 sf of buildings, which includes the garage, in either a one-story or two-story configuration. The 2,200 sf single-story home will not “fill the lot from setback to setback” on a 4,000 sf lot as was referenced by the COBA/Hayden representative (that is how I interpreted his testimony). A 2,200 sf two-story structure will fit very comfortably on a 4,000 sf lot. The FAR does not create any problem of scale on a smaller lot.

As noted above, the objection to the FAR is that it limits the size of the house that can be built on a small lot. Using the current standards for controlling sizes of homes, the Lot Coverage Ratio (LCR), the following can be constructed on a 4,000 sf lot in the RS zone:

One-story home – 50% LCR = 2,000 sf (includes garage)

Two-story home – 35% LCR = 2,800 sf (includes garage)

As you can see, the proposed FAR actually allows a larger one-story residence (2,200 sf), but limits the two-story structure to 2,200 sf.

In the RS zone, the FAR creates more compatible structures between lots (avoiding some of the shoulder-to-shoulder construction that aggravates residents of Bend). There is also the side benefit that a smaller

home is typically less expensive than a larger home, thus aligning with the City's efforts to deliver more affordable housing. **I encourage City staff and council to support the proposed FAR in the RL, RM, and RS zones as presented in the current UGB proposal.**

Sincerely,



Kirk Schueler
President and CEO

C: Brian Rankin
Mayor Jim Clinton

Bend UGB Proposal
Comments for the Public Record
8-25-16

Where Are the Policy Statements that Protect Bend's Neighborhoods?

As Bend grows and becomes more densely populated, several themes consistently rise to the top as issues of concern, most falling within the general concept of livability. Specific examples include noise, traffic, parking, and the high concentration of alcohol-serving venues and alcohol-related impacts from patrons' misbehavior.

Many of the impacts are coming from newer businesses and their changing business practices, especially those that expand what might be expected for a restaurant or a gear shop, such as amplified musical performances and special events. Often, these new uses are located within, or adjacent to, our existing residential neighborhoods.

Impacts come from the creation of venues for amplified music, both stand alone and as part of restaurant and beer-garden decks, as well as using parking areas for events. Other impacts are from delivery, garbage and other types of trucks and as well as tour buses and motor homes. Going forward, we fear additional impacts from other more intensive land uses being allowed as part of the UGB rezoning efforts. Hundreds of acres will be rezoned to more intensive uses, with no protections normally put in place, as land is up-zoned. Of particular concern is uses may be permitted that do not fit the scale of areas adjoining residential neighborhoods – and are simply incompatible. All we have now is the promise of future protections – which may never materialize.

We understand that other tools, such as a revised noise ordinance, will be necessary to control some of the impacts, but *not allowing incompatible land uses from the beginning* would prevent costly ongoing conflicts, help manage everyone's expectations, and reduce the use of expensive police resources and city staff time. It would also create a climate of support and trust between the City, business owners and residents for the long term.

The proposal, as it stands today, does not include sufficient policy language that encourages the concept of residential compatibility in order to properly support the levels of density the UGB plan is trying to achieve. The term "compatibility" best describes the key issue with which, I believe, Bend is struggling.

Current incompatible land uses already negatively impact the character of residential areas in Bend and point to gaps in the City's policies. The land use policies put in place for a town of 50,000 will clearly not work for a City quickly approaching over 100,000.

Below, I have included some policy language examples from the City of Hillsboro, which is also in the process of revising its comprehensive plan. Not only may they work for Bend, but they can also provide the foundation for future policy and related code changes that will be required for continued stimulation of economic opportunities. At the same time, they will provide balanced protections and ongoing compatibility for existing neighborhoods.

Thank you for considering these comments and I hope additional policy language can be added to the current draft.

Sincerely,

Donna Davis
NW Albany Street Neighbors

*Hillsboro Definitions — **Compatibility:** The capability of adjacent uses to exist together without significant discord or disharmony.*

*Hillsboro Policy UR 1.5: **Balance higher densities with other impacts.** Promote higher densities when proposed development is sufficiently designed to mitigate potential negative aesthetic, environmental, and social impacts and demonstrates high levels of compliance with City development standards and design guidelines.*

*Hillsboro Policy UR 2.3: **Development consistent with zoning, plans, and agreements.** Support new development, infill development, and redevelopment in a manner that maintains compatibility with surrounding areas and is consistent with adopted zoning, relevant City community-level plans, and formal intergovernmental agreements.*

Received
8/29/16

August 27th 2016

Damian Syrnyk, Senior Planner
City of Bend Growth Management Department
709 NW Wall Suite 102
Bend, OR 97701

Re: Urban Growth Boundary Testimony. Specifically, 2.5-acre parcel on Hwy 20 East.

I am a resident in the vicinity of the proposed development by Porter/Kelly Burns Land Holdings, LLC to include a 2.5 parcel into the UGB. This eleventh hour proposal attempts to bypass the exhaustive examination of UGB additions. This proposal uses the guise of "Affordable Housing" to slip past close scrutiny. It actually presupposes that adoption of the 2.5 acre "Affordable Housing" apartment complex will pre-authorize the adjoining 39-acre development on currently zoned Exclusive Farm use acreage.

This entire development was passed over during original 2016 UGB remand project.

The City of Bend recently rejected a large apartment complex at the intersection of Mt Washington Drive and Shevlin Park Road. Demonstrating they do not see a pressing need for more urban apartments.

This quickly drafted proposal includes statements that expose the lack of planning. Paragraph 4 sentence 3; (I paraphrase) "Depending on the size of the lines servicing the immediate adjacent property, sewer **MAY BE** as close as Livingston Drive." It goes on to say, "Regardless sewer will be available from Bear Creek Road." Once again assuming the larger parcel is a given.

They go on to offer a bribe to the City of free land to build a sewer lift pumping station.

Furthermore, this proposal gives no consideration for:

1. Prescriptive Easement of my COI canal head gate and irrigation source.
2. Destruction of a large Federally Designated Wet Lands Pond.
3. ODOT approval for access to Highway 20, with 60 units entering a 55 mile per hour Highway.
4. Approval from Deschutes County for Visual Impact on Hwy 20 limiting building height to 28-foot maximum.

In Closing: This is a thinly disguised attempt to gain Prima Facie approval for a subdivision that has already been passed over by the 2016 UGB Remand Project. I respectfully request that you closely examine this parcel and proposal; and **reject its belated inclusion in the 2016 UGB Remand Project.**

Sincerely,

Doug Cleavenger, 21450 E Hwy 20, Bend, OR

P.S. We never got any notice in the mail of any of this and I believe we are close enough to be notified.



Received
8/29/16

August 28, 2016

Damian Syrnyk, Senior Planner
709 NW Wall Street, Suite 102
Bend, Or 97701

Re: Urban Growth Boundary Testimony

Mr. Syrnyk:

I do support the recognition and need for affordable housing in Bend. As humans we are most likely NOT to all agree on many of the solutions proposed. The people that have made Bend such a great place to live need to have their concerns count and be a vital part of the decisions made. Because of proposed zoning we have an idea how the incoming parcels will be developed. I attended both UGB joint hearings on August 25, 2016, listened, and learned about what the city is planning.

My issue is with a letter on record delivered by Carl "Bill" Hopp on behalf of PacWest and others involved which had an attachment of a Proposed Plan. Just east from 27th on Highway 20 there is a 2-acre parcel designated as Urban Area Reserve. It is located in the Northwest corner of a 40-acre parcel. Although the letter says they will use the 2-acre for 60 units of affordable housing, their true intent is shown on the attachment to their letter, which shows 858 multi bedroom units.

Their intentional last minute delivery to the Steering Committee meeting in April seems to be a suspicious tactic and has no consideration of designing a plan to keep Bend's natural beauty in tact. I do not trust this late delivery package, it just shows me that money talks.

Hwy 20 and Bear Creek Rd are not designed to accommodate another 800 plus multi-bedroom units worth of traffic. The access described at Livingston St is through a quiet neighborhood with narrow streets. They were not designed or built for hundreds more autos traveling in and out daily.

Their plan will destroy 40 acres, zoned EFU, of mature pines and open space that could be farmed like the acreage south of this parcel. The plan will tunnel the canal and fill in a beautiful, large wildlife pond that is designated in the Federal Wetland Inventory.

I brought up in conversation the 2 acre issue with several decision makers and received a very vague "I don't recall" response. A booklet handed out at the 8/25/2016 hearing titled "Making Bend Even Better", page 2, explains how we get there. I doubt this late addition parcel has had time to go through all the processes listed and how would we know if it did or didn't?

My question is, what is the truth and why the secrecy with this proposal? Bend citizens deserve an honest answer.

Maria Rodgers
Maria Rodgers
P.O. Box 9485
Bend, Or 9770

Received
8/29/14

August 28, 2016

Damian Syrnyk, Senior Planner
City of Bend Growth Management Department
709NW Wall Street, Suite 102
Bend, Oregon 97701

Re: Testimony Urban Growth Boundary

Mr. Syrnyk:

Why would the City bring 2.5 acres of land into the UGB and mandate high-density housing be put on it when it will block a Highway? That land sits squarely in the way of where a major State Strategic Freight Corridor needs to be widened? Those concerned with Affordable Housing and those concerned with infrastructure do not seem to have communicated with one another.

During the August 25, 2016 UGB meeting, the Public expressed concern over roads, roundabouts and infrastructure in general. During the Commissioners' and Councilors' questioning of Staff, Staff emphasized the need for planning long-term infrastructure and paying attention to the "big picture". I heard nothing regarding the planning for new or improved "Express Way" types of access into or out of the core area as part of the distribution of land being brought into the UGB.

What is the plan to get traffic that has come into Bend from the north, or south, onto Highway 20 to the east? I heard nothing regarding a plan for traffic that wants to bypass Bend. That was an issue identified in Chapter 11 of the Bend Metropolitan Transportation Plan as something that needed to be addressed.

Land is being added to the UGB along the Strategic Freight Highway 20 Corridor northwest of Bend and along the Strategic Freight Highway 20 Corridor east of Bend. Are there reserves in those parcels to allow for expansion of the Freight Corridor? Eventually there will be that need. Will there ever be a high-speed express way around the east side of the City for the Freight Corridor to follow that would get truck traffic off of 3rd and 27th. How would that interact with the proposed additions to the UGB in the northeast, east, and south?

This is an obvious time to establish the opportunity for future widening and building of major highways into, out of, and around Bend without making the problems worse by allowing for development where those right of ways would logically be placed. Has ODOT been involved? Is the City establishing impediments to future traffic solutions? There must be a "Global Approach" to the UGB that makes sense from a transportation perspective.

An example of a "Site Specific" lack of UGB/Traffic conflict planning is the UGB addition south of Highway 20 east of Bend. That 2.5-acre parcel is just east of where the four lanes end and is directly in the path of future widening to four lanes of the Highway 20 Freight Corridor. Staff reported that when that 2.5 acres parcel comes into the UGB, there would be a mandate that 60 units of "Affordable Housing" be placed on it. Is Staff really

recommending putting Affordable Housing on the path of a Freight Route? What does ODOT think about this? Well thought out planning for compatibility between uses would dictate a buffer between a Freight Route and a new high-density development. (It would not surprise me that once the 2.5 acres are in the UBG, the proximity to the Freight Corridor would be used as a reason not to fulfill the obligation to build the Affordable Housing.)

Staff stated there was a policy to not have any incidents of High Density Housing adjacent to EFU. The 2.5 acres with 60 units will border EFU. Seemingly it took just a few minutes for the City to violate their own standard. The rest of the City should take note.

The Developer of the 2.5 acre parcel, through their attorney, offered to develop 60 units of Affordable Housing on 2.5 acres if only the City were to bring the land into the UGB. A Site Plan attached to the letter appears to have little to do with the offer. Rather, the attached Site Plan shows a build out of 800+ units on a 38-acre parcel that includes the 2.5 acres. The Plan appears to show that it will be impossible to complete the proposed Park Trail through that area. The Plan shows the canal and associated riparian area being put into a pipe. It shows a wetland that is in the Federal Wetland Inventory being filled and built over. From my looking at the Plan, the Developer has offered to put 60 units of Affordable Housing on a 2.5 acre parcel of land, which will impede widening of a Freight Route. The Plan provided to the City Commissioners appears to make clear that the end result is, not to put 60 units of Affordable Housing on the parcel, but rather use it as a tool to eventually up zone adjacent land so as to put in 800+ units. This has everything to do with putting high density residential on EFU.

All parcels that were being considered to be brought into the UGB were required to have passed a vetting process by a Tech Group. I cannot believe this 2.5-acre Parcel would have scored well. I would very much like to see that report. The 2.5-acre parcel was introduced into the process at the very last minute by a large developer's attorney. Perhaps it was not vetted at all.

It is easier to relocate affordable housing than relocate a highway. Are other developments going to be sited in as bad a place.

Sincerely,


Charles Wessinger
P.O. Box 459
Government Camp, Or 97028

URBAN GROWTH BOUNDARY REMAND

MAKING BEND EVEN BETTER



Joint Hearing of the
Bend City Council &
Deschutes County Board of County
Commissioners

Bend UGB Remand Project
August 25, 2016

Presentation Overview



- Refresher: how we got here
- Key Remand issues and approaches
- The UGB proposal
- The adoption package
- Conclusions

Refresher: How we got here



2007-2009: First UGB proposal initiated, adopted, submitted to DLCD

2010: Director's Report & LCDC Remand

2011-2013: Remand Task Force – narrow reconsideration directed by Remand

2014-2016: Extensive public process to re-evaluate land needs, expansion areas, UGB and implementation

Refresher: How we got here



2014-2016 UGB Remand process:

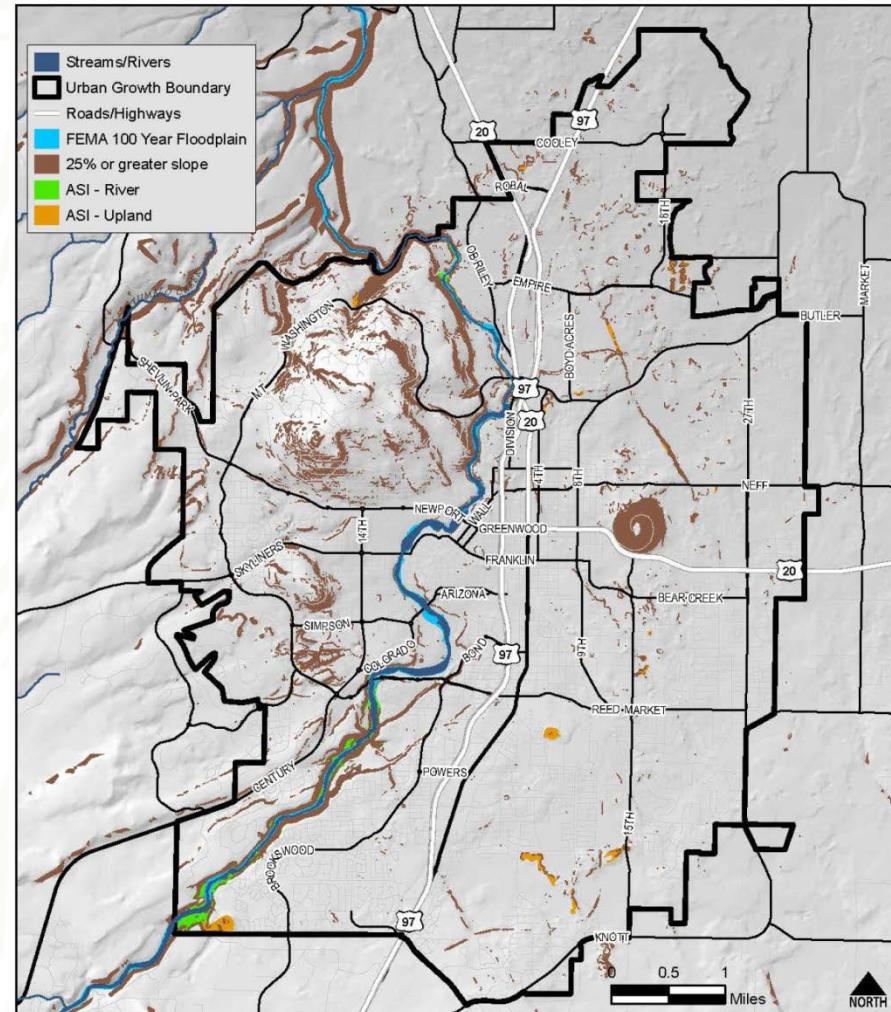
- 3 Technical Advisory Committees (41 meetings)
- UGB Steering Committee (9 meetings)
- 3 community meetings
- Outreach through established groups & presentations



Key Remand Issues & New Approaches: Residential Land



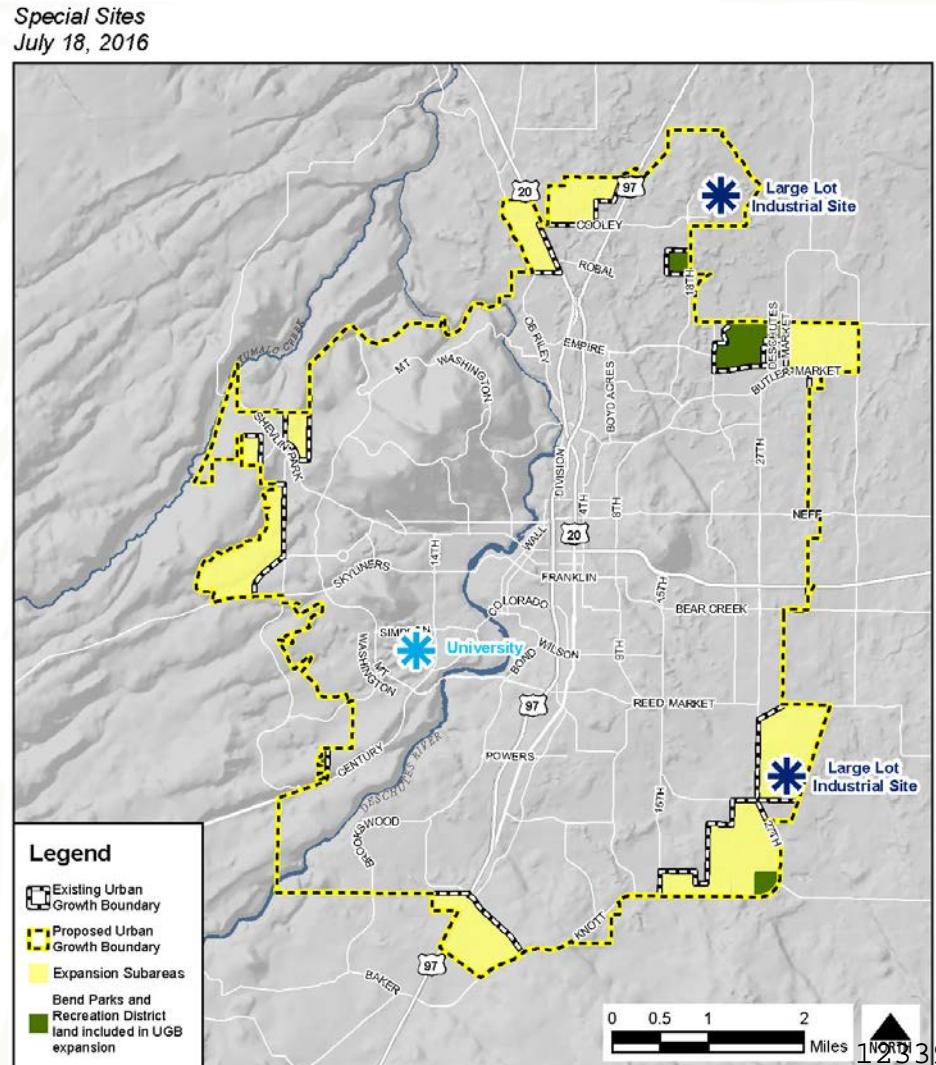
- Buildable Lands Inventory
 - Follow state definitions, re-look at constrained land
- Housing Needs Analysis
 - Needed Housing Mix & Density
- Land Use Efficiency Measures
 - Opportunity Areas
 - Code Changes
- Land Needs for Schools, Parks, Other Urban Uses
 - Match to documented need, look inside UGB first



Key Remand Issues & New Approaches: Employment Land



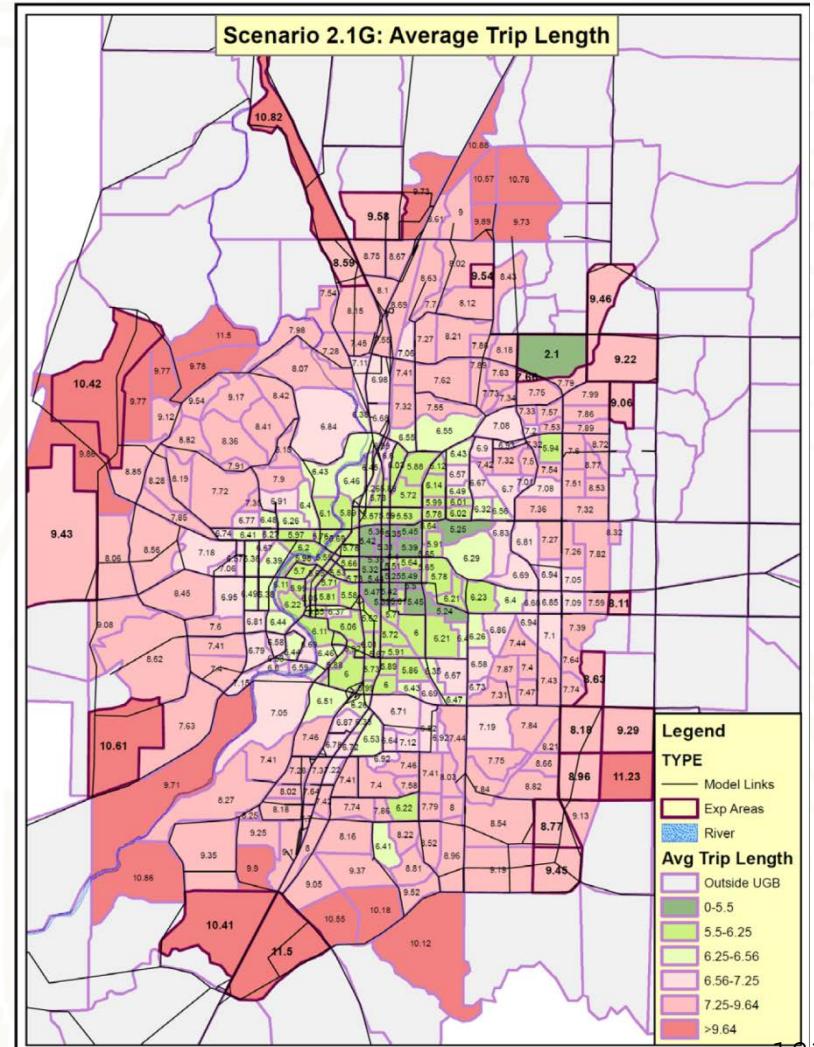
- Economic Opportunities Analysis
 - Redevelopment rate
 - “Market factor”
- Special Sites
 - Large lot industrial sites
 - OSU
- Ensuring adequate short-term supply



Key Remand Issues & New Approaches: UGB Expansion



- Prioritizing Exception Land
- Approach to Evaluating Expansion Areas
 - 24 performance measures
 - 6 initial expansion scenarios
 - Documented in Urbanization Report
- Consideration of Vehicle Miles Traveled (VMT) & reducing reliance on autos



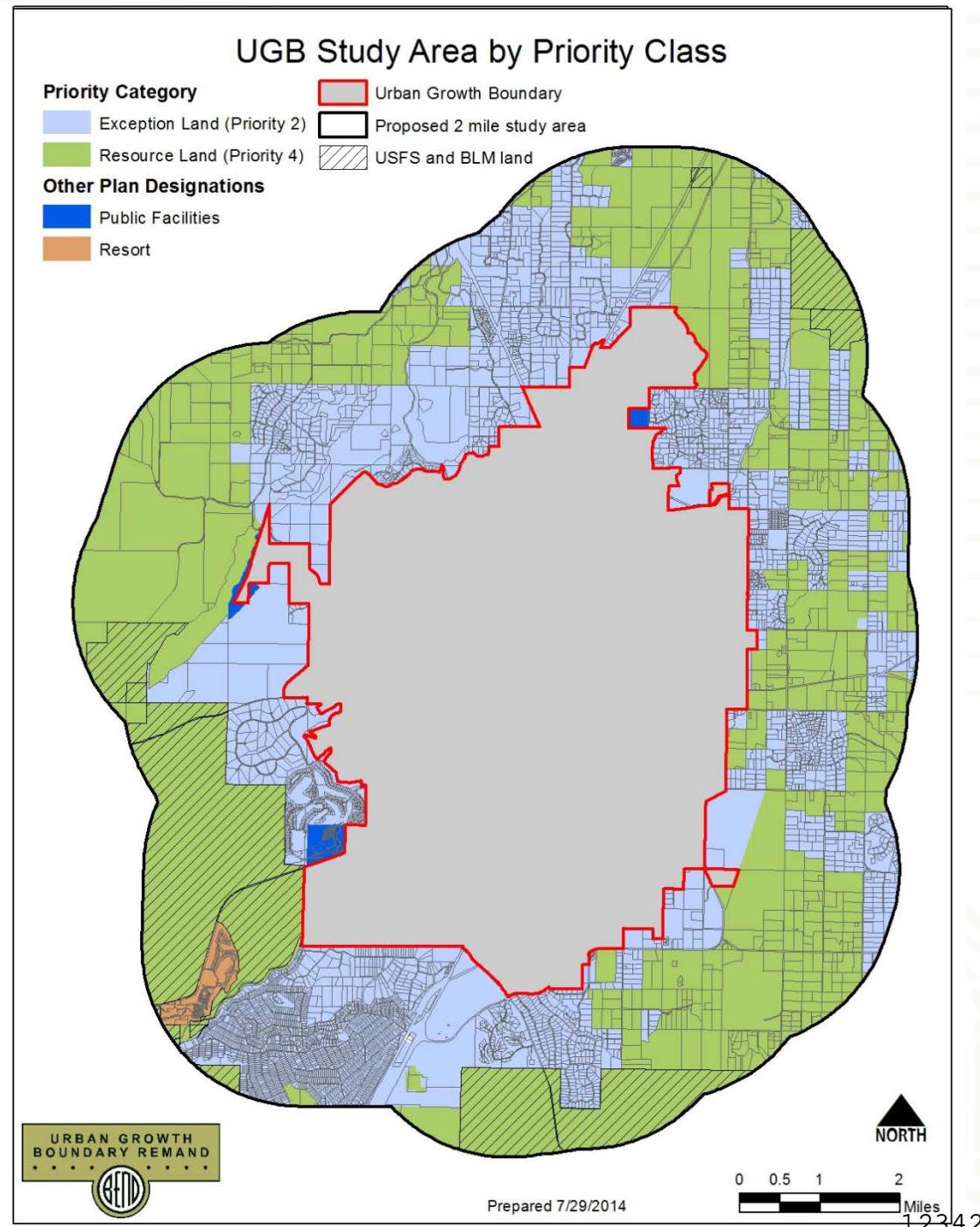
Project Goals



- A Quality Natural Environment
- Balanced Transportation System
- Great Neighborhoods
- Strong Active Downtown
- Strong Diverse Economy
- Connections to Recreation and Nature
- Housing Options and Affordability
- Cost-Effective Infrastructure

Evaluation of Potential Expansion Areas: Study Area Creation

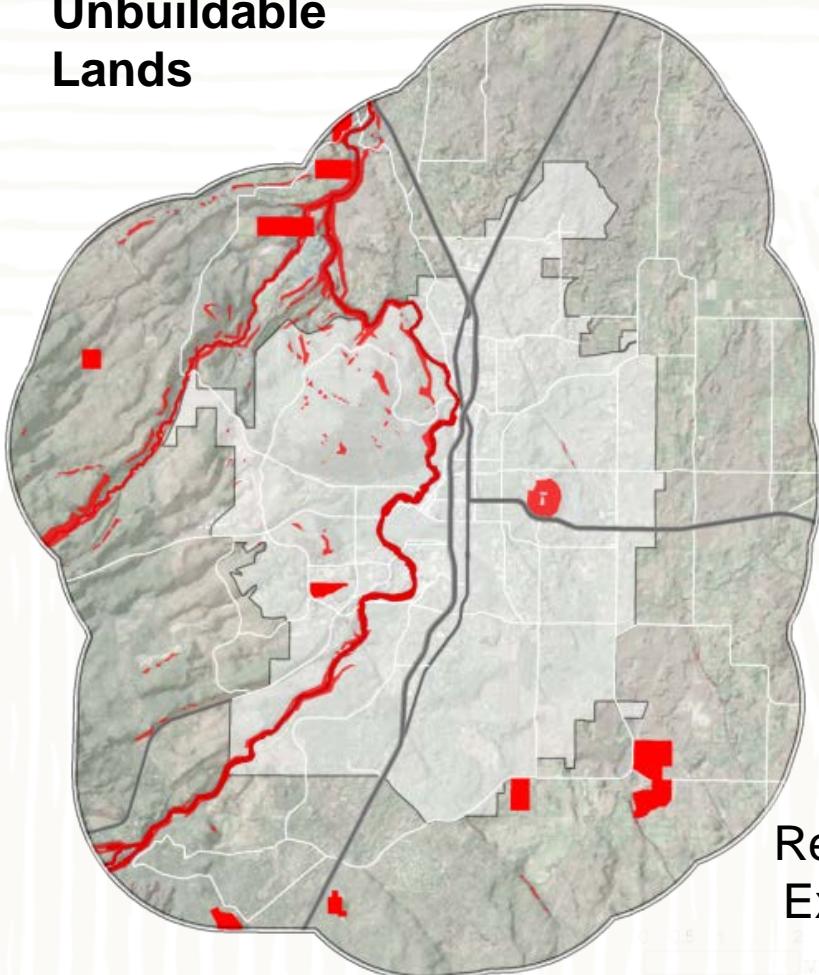
Preliminary Study Area:
~18,000 acres exception land



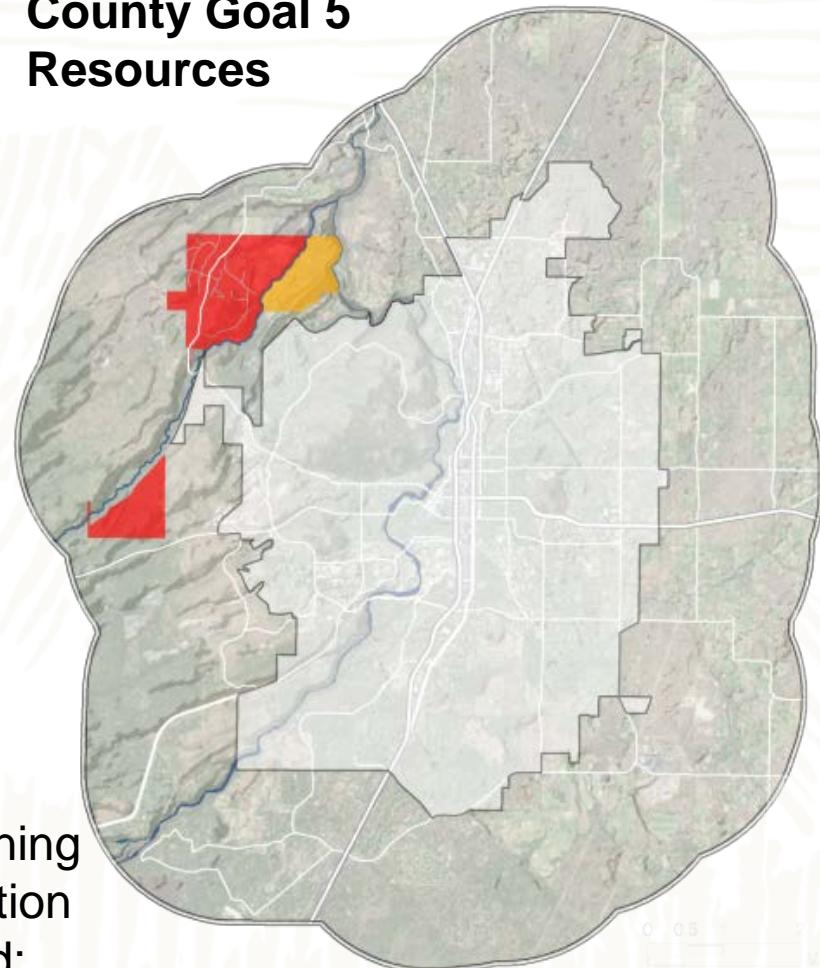
Evaluation of Potential Expansion Areas: Preliminary Screening



**Unbuildable
Lands**



**County Goal 5
Resources**



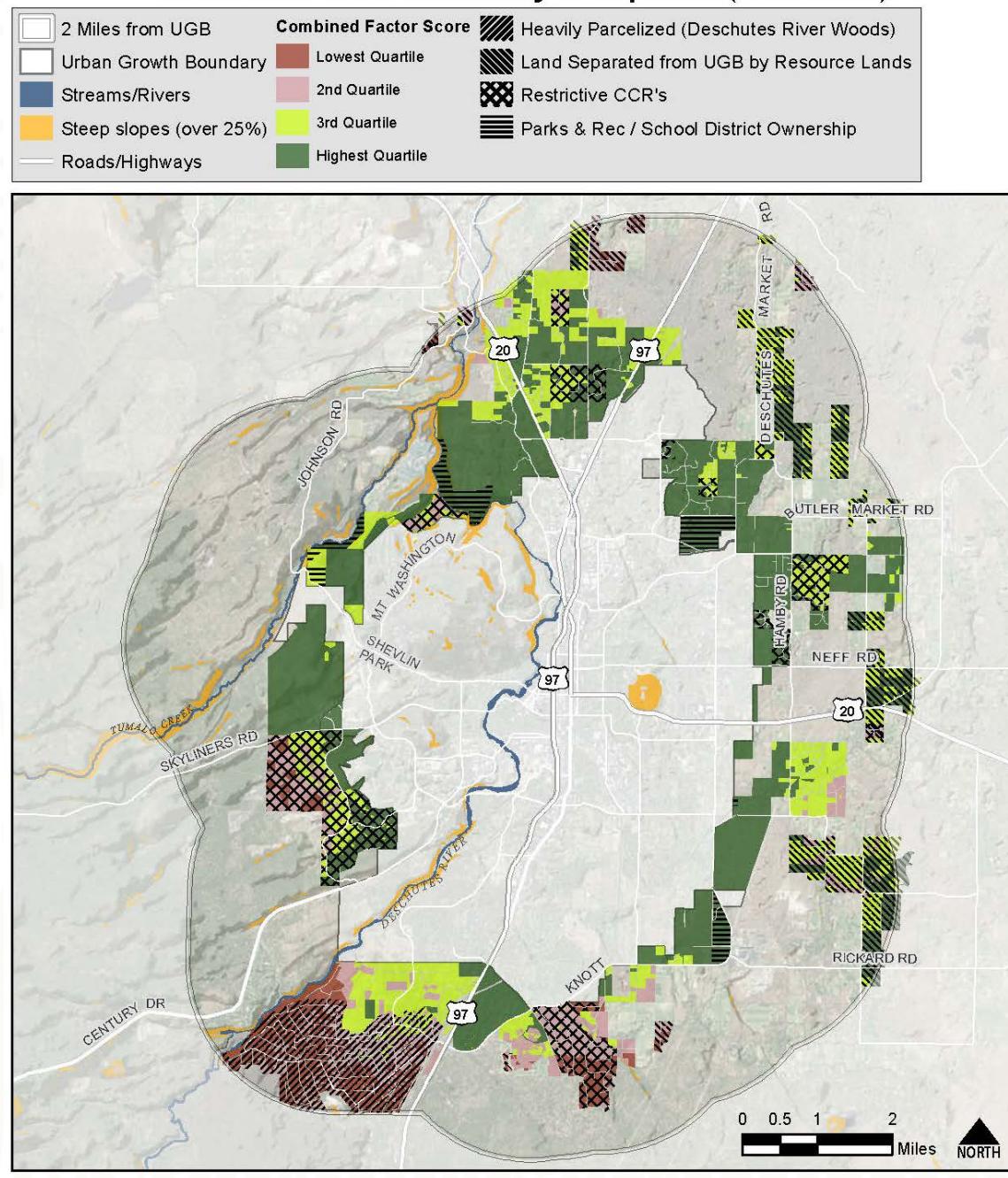
Remaining
Exception
Land:
~16,000 Acres

Bend UGB Land Suitability Composite (Annotated)

Evaluation of Potential Expansion Areas: Initial Suitability Evaluation

Weighing & Balancing
Goal 14 Factors:

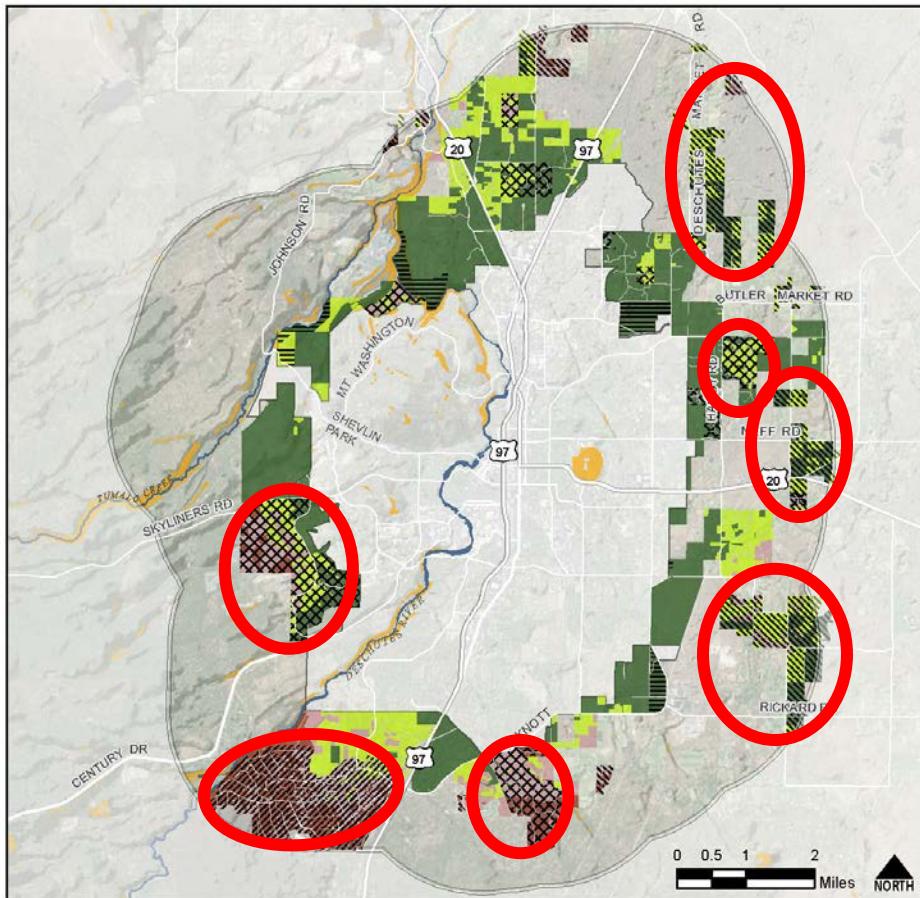
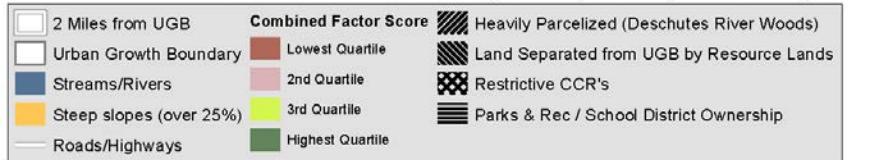
- Efficient Land Use
- Orderly Public Facilities
- Environmental, Social, Economic and Energy Consequences
- Compatibility with Farm and Forest Land



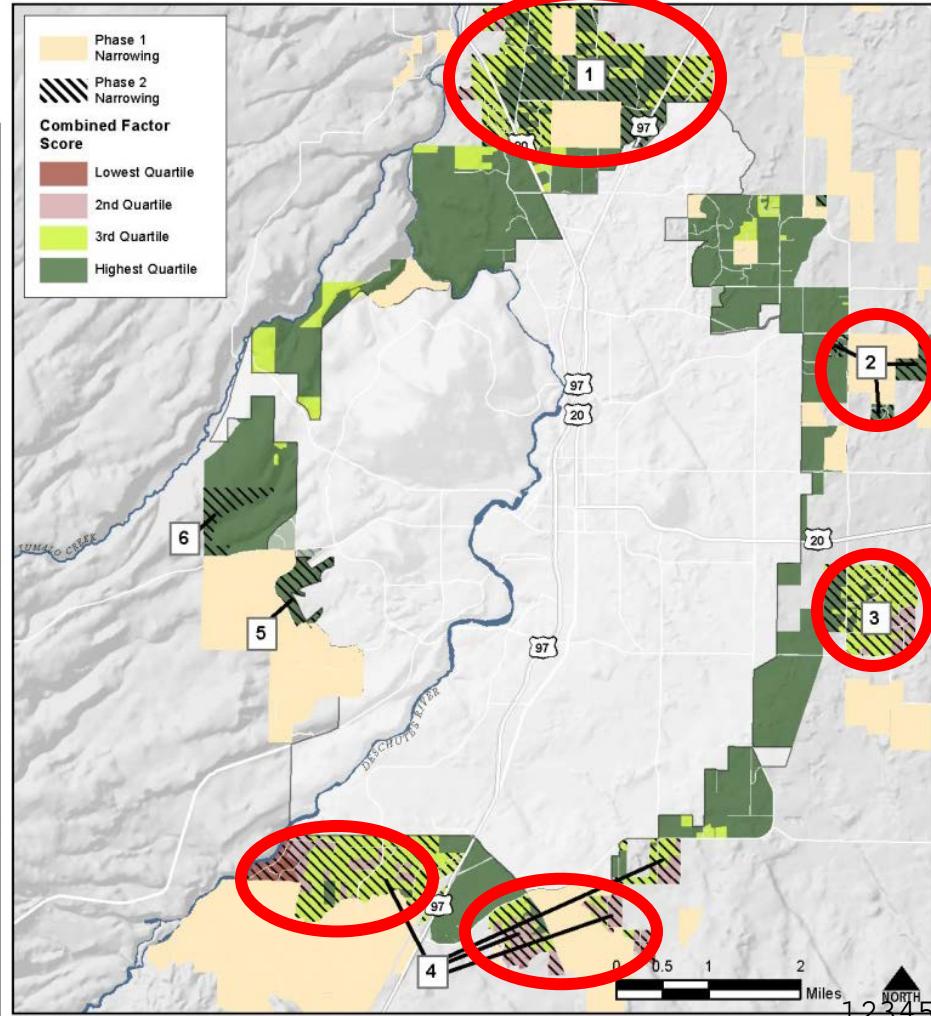
Evaluation of Potential Expansion Areas: Narrowing Focus to Top Performing Land



Bend UGB Land Suitability Composite (Annotated)



Phase 2 Narrowing of Exception Lands



Evaluation of Potential Expansion Areas: Alternatives Analysis



Residential Area with Locally-Serving Employment



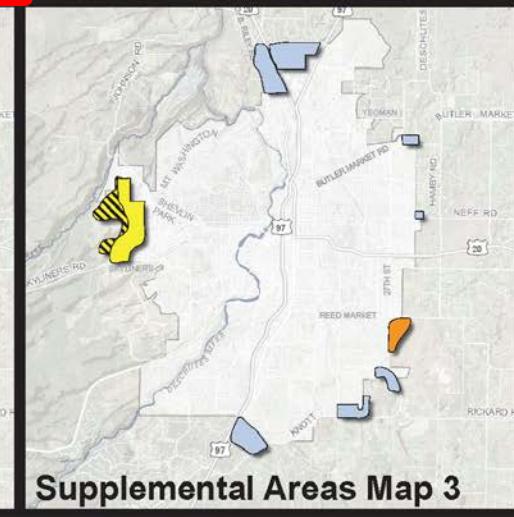
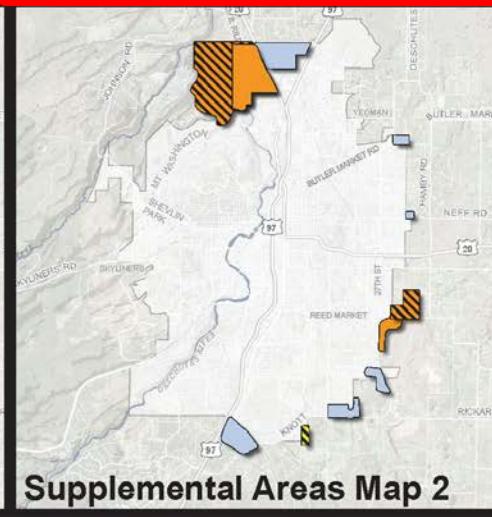
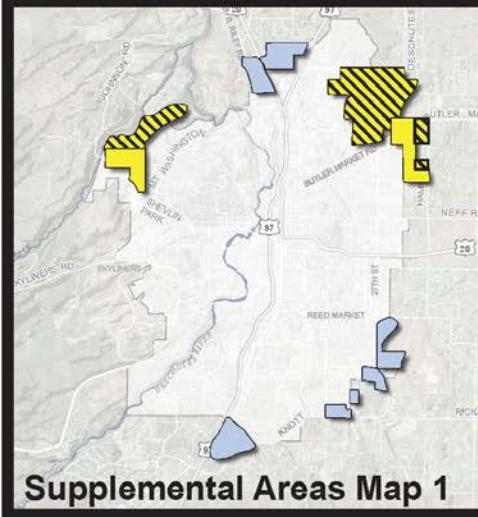
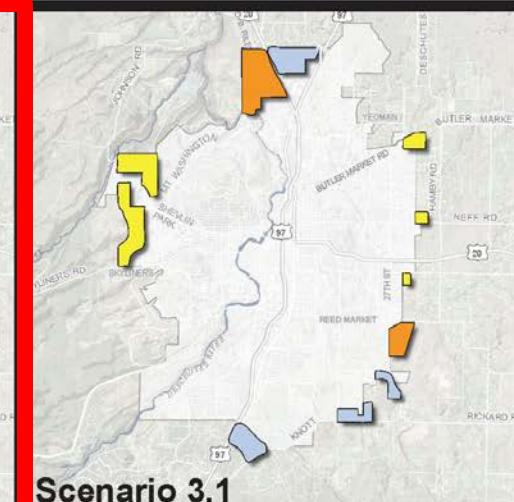
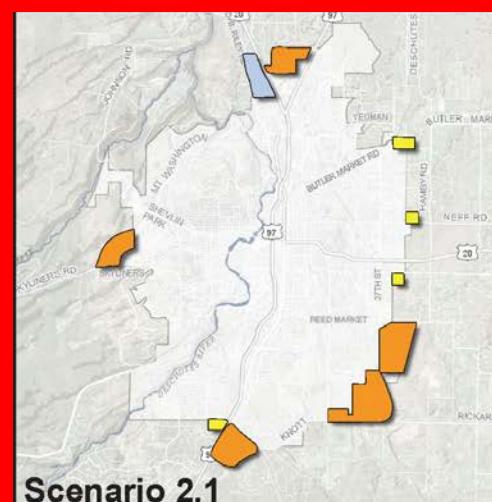
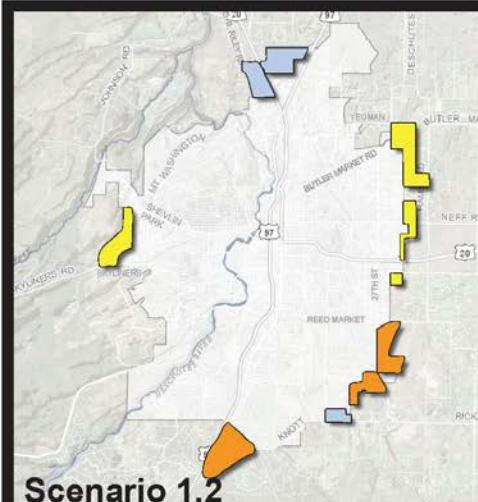
Residential Area with Significant Employment



Employment Area



Supplemental Area



Evaluation of Potential Expansion Areas: Refinement & Analysis of Preferred Alternative

Refinements based on evidence of compelling advantages

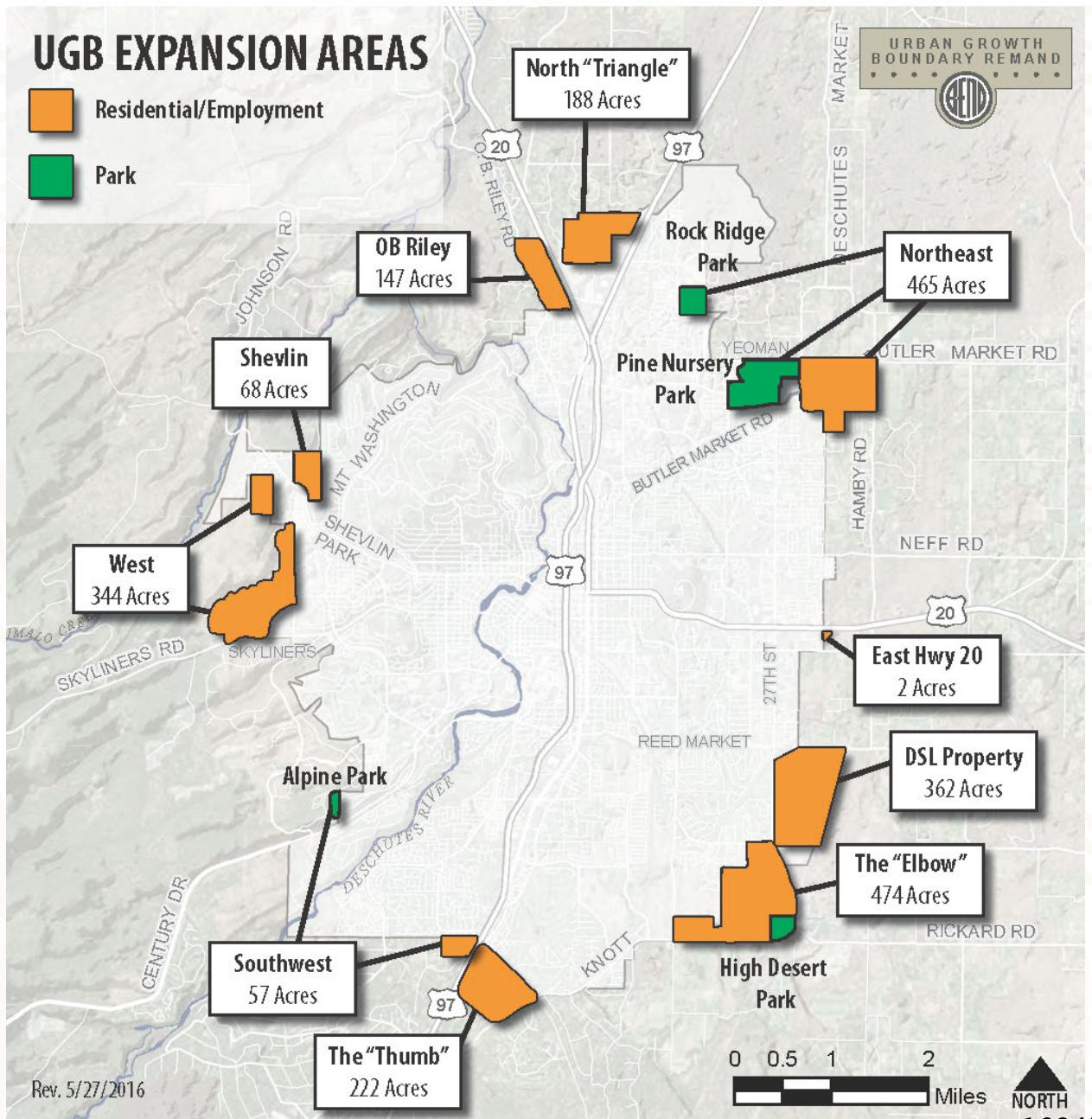
Evaluation of Goal 14 Factors for 2.1G

Preferred Urban Growth Boundary Expansion: Scenario 2.1G

UGB EXPANSION AREAS

Residential/Employment

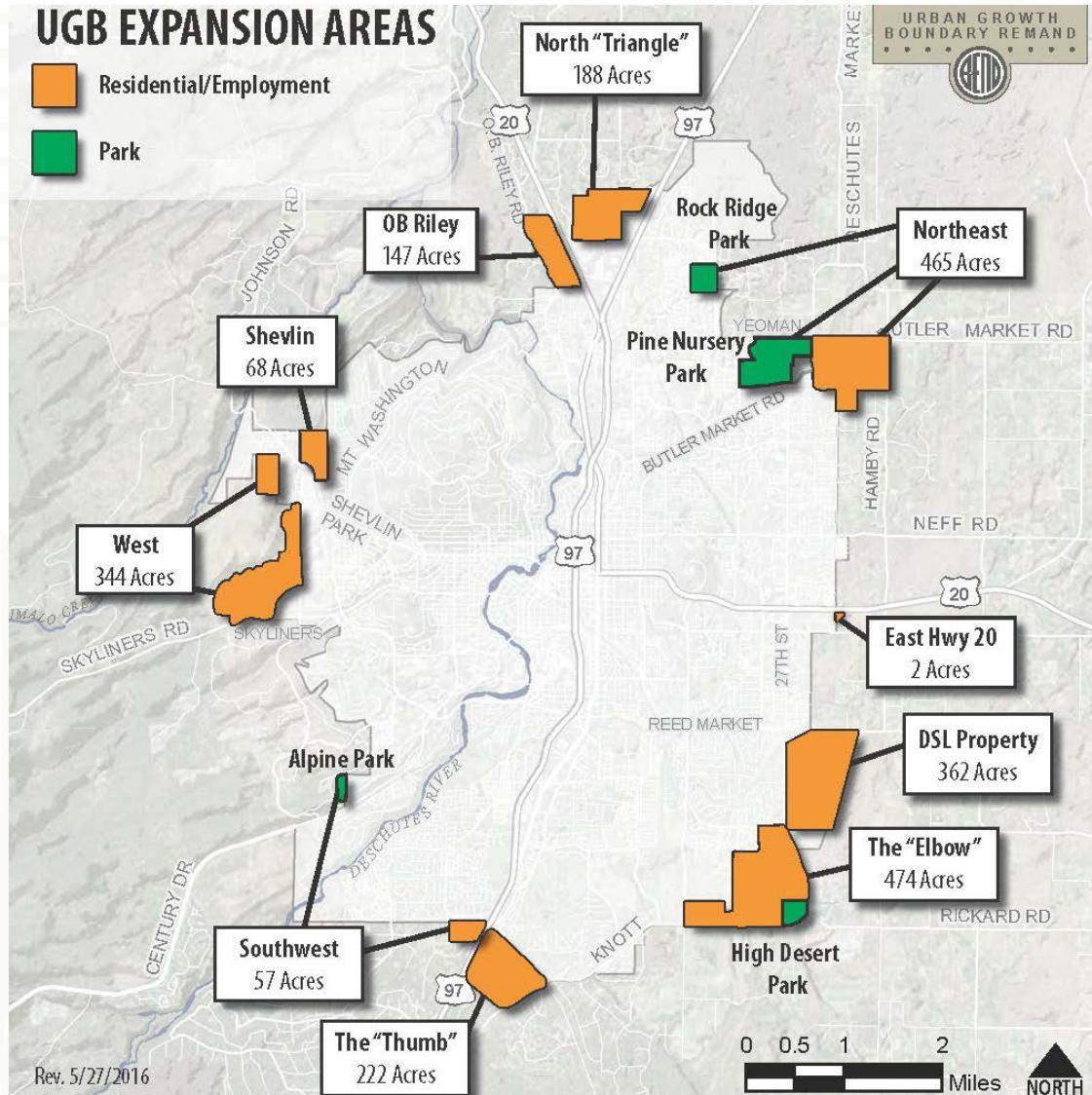
Park



The UGB Proposal

UGB EXPANSION AREAS

- Residential/Employment
- Park



2,380 total acres:

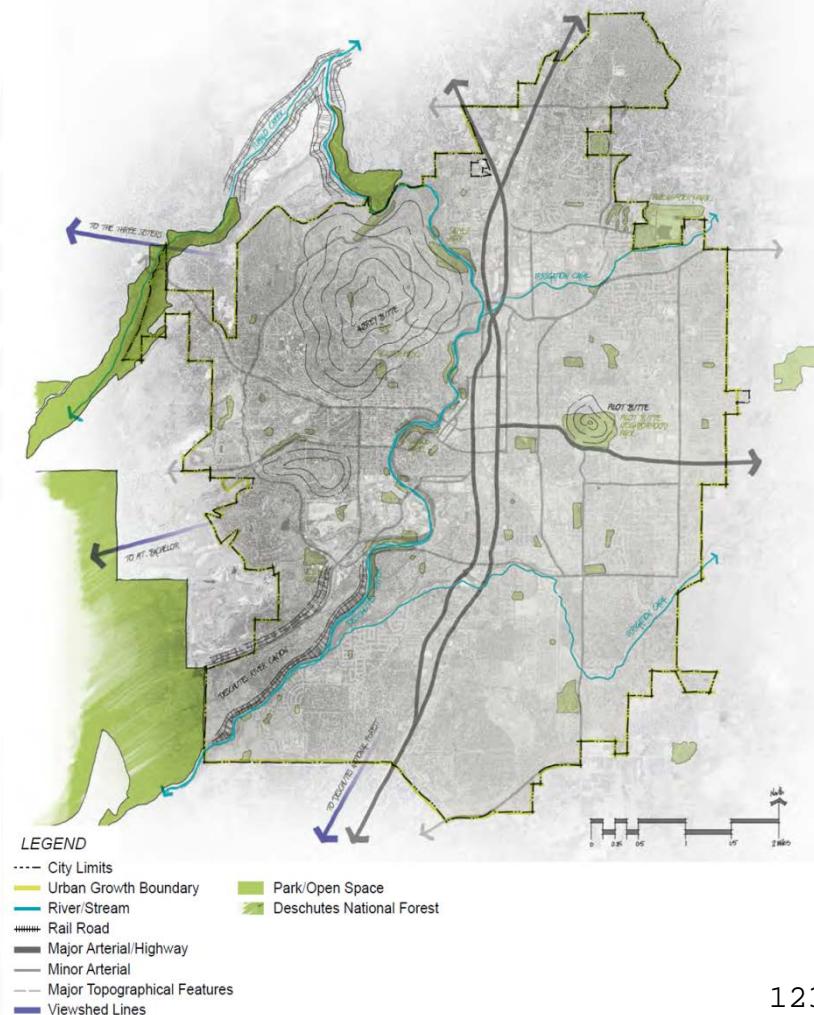
- 1,142 acres residential land (including future schools & parks)
- 815 acres employment land
- 285 acres for public facilities in district ownership
- 138 acres existing right-of-way

The UGB Proposal: Resource Compatibility



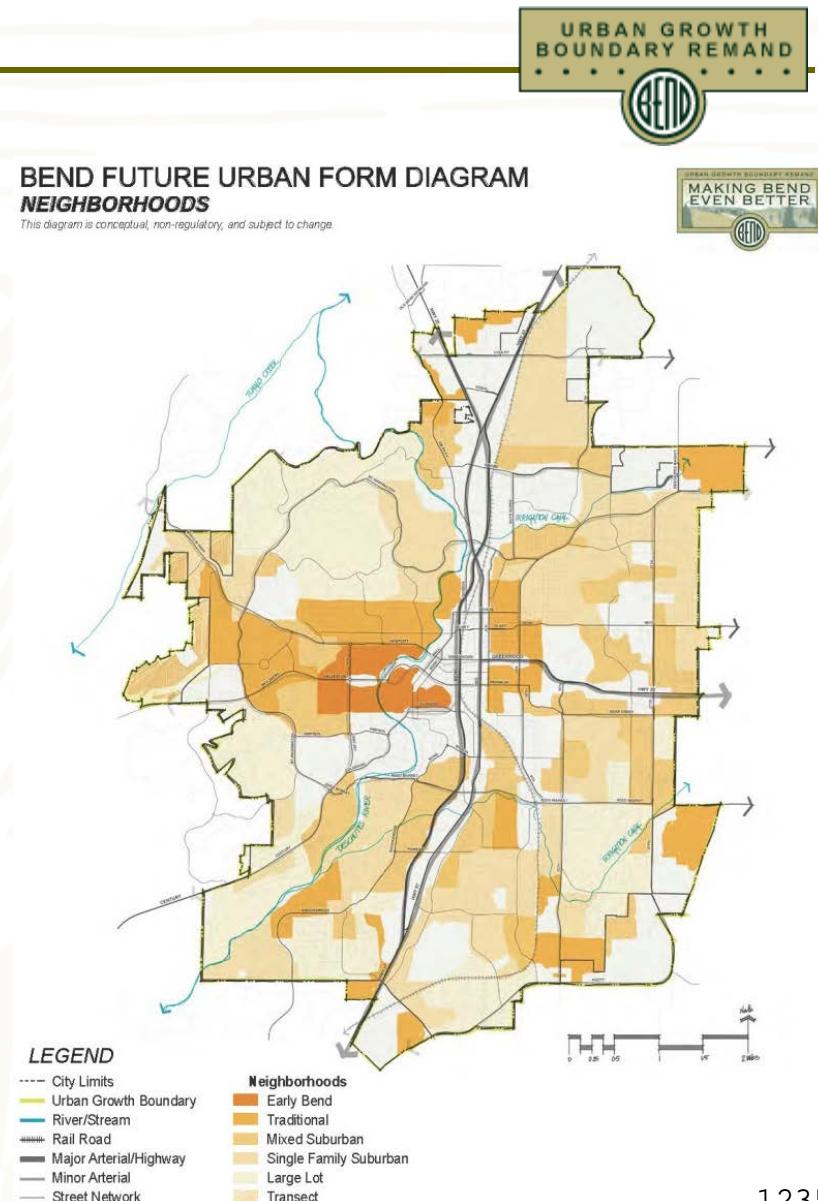
- **No expansion on resource land, minimal farm/forest compatibility concerns**
- **Sensitive development near natural resources**

TOPOGRAPHY AND NATURAL FEATURES



The UGB Proposal: Residential Land

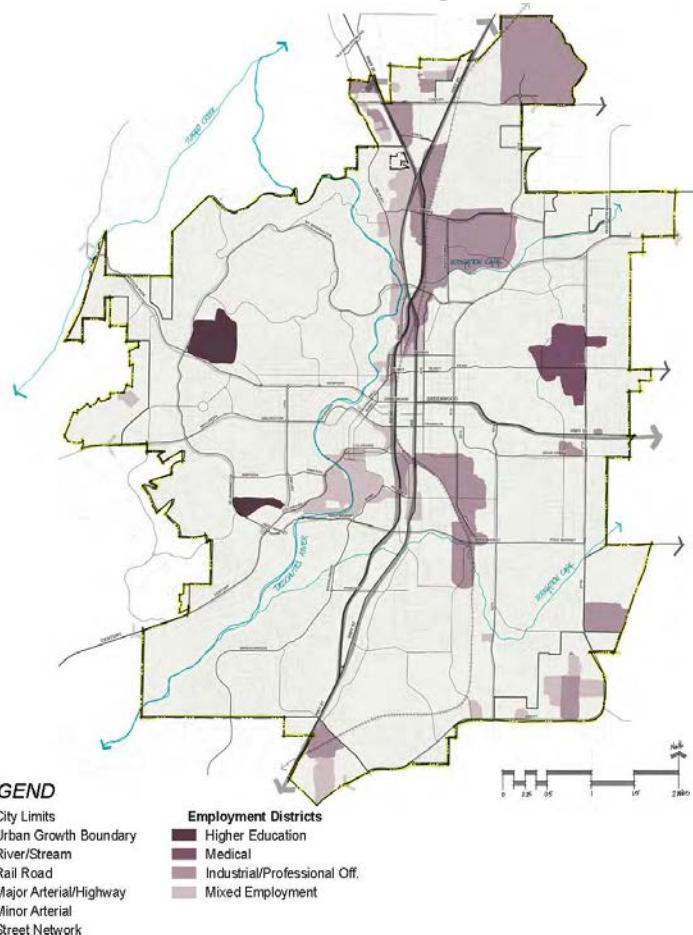
- **Efficient development** in areas with few constraints
- **Voluntary affordable housing commitments**
- Overall increase in **housing variety** and density
- **Parks and Schools** integrated with neighborhoods



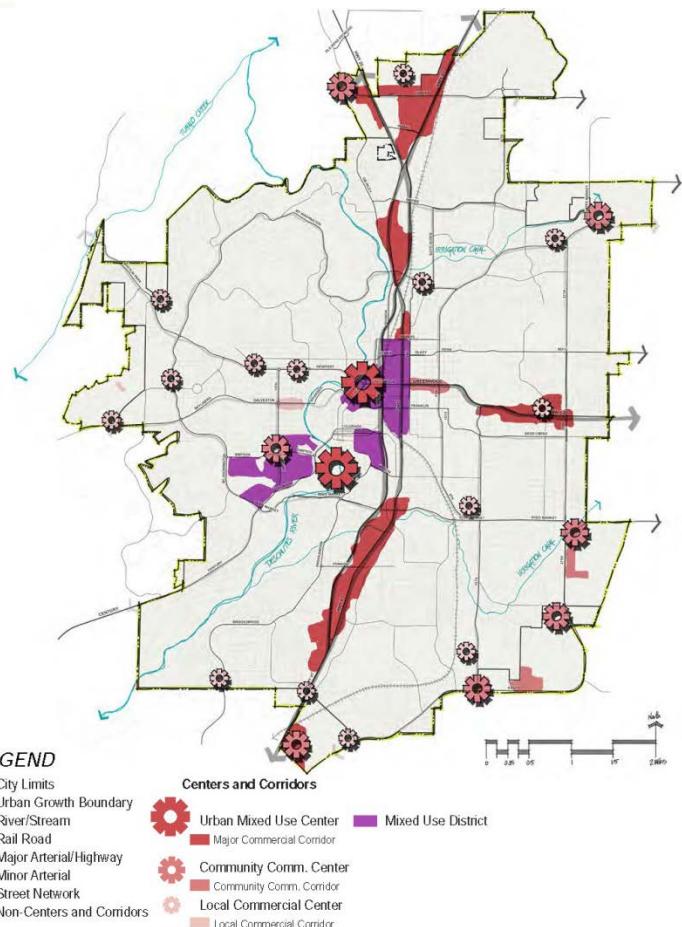
The UGB Proposal: Employment Land



Employment land supports economic growth

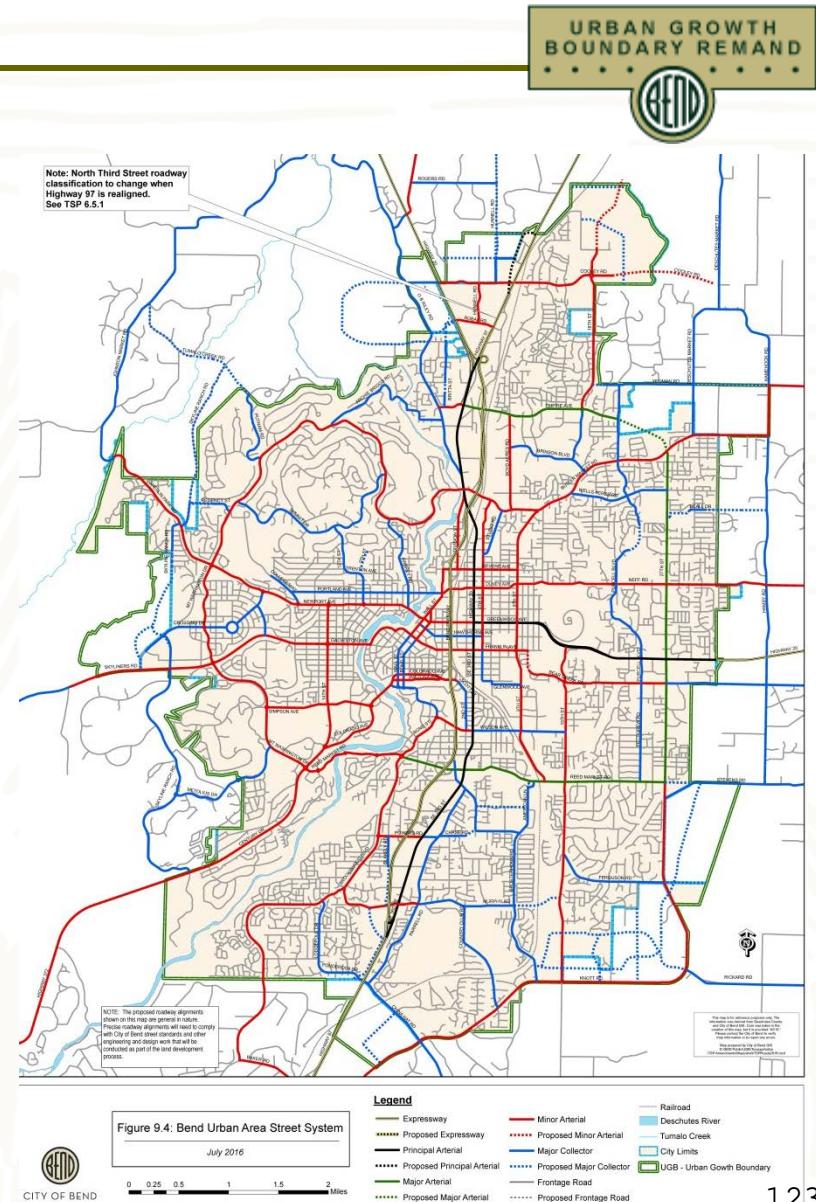


Focus on complete communities



The UGB Proposal: Infrastructure

- **Cost-effective sewer investments**
- **Network of roads to support growth**
- **Area planning for coordinated growth**



Proposed Expansion Areas:

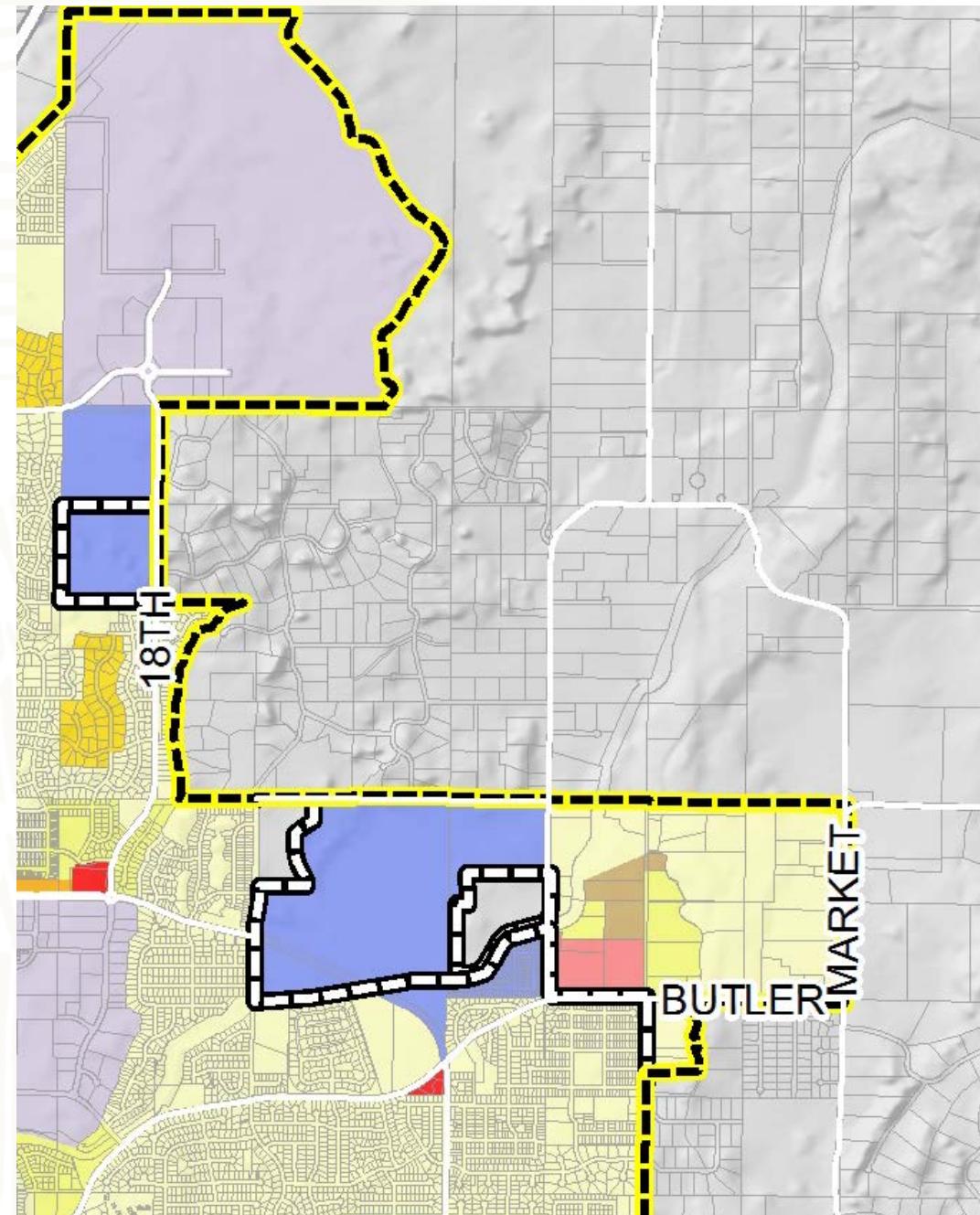
Northeast

What:

- Pine Nursery Park
- Rock Ridge Park
- 222 acres residential land
- 22 acres commercial land

How:

- New, complete community
- Node sets the stage for additional urban growth in the future
- Help complete existing neighborhoods



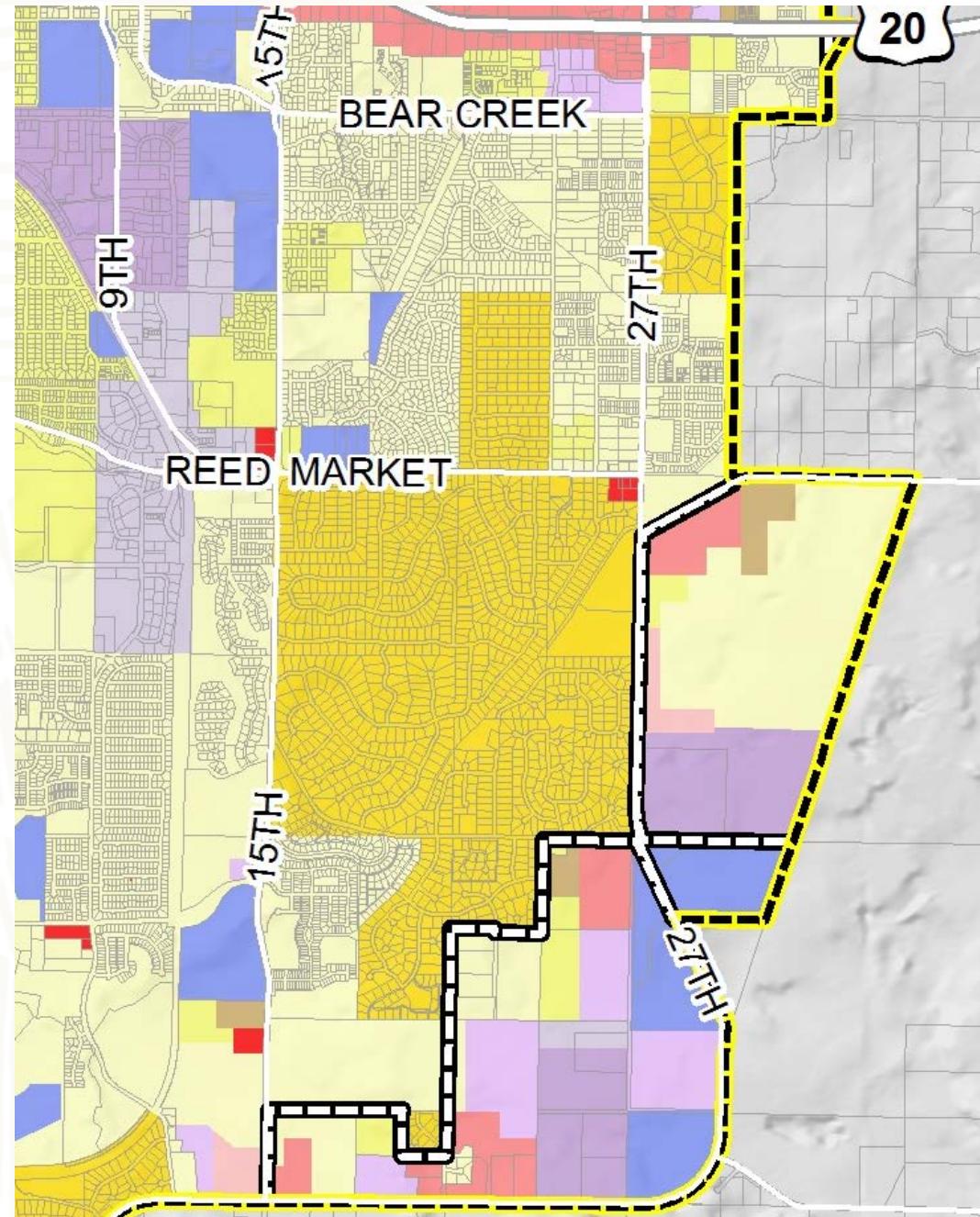
Proposed Expansion Areas: Southeast

What:

- High Desert Middle School
- High Desert Park
- 347 acres residential land
- 385 acres employment land

How:

- More complete communities
- Diverse mix of housing and employment
- Potential large-lot industrial site
- Transition to existing neighborhoods



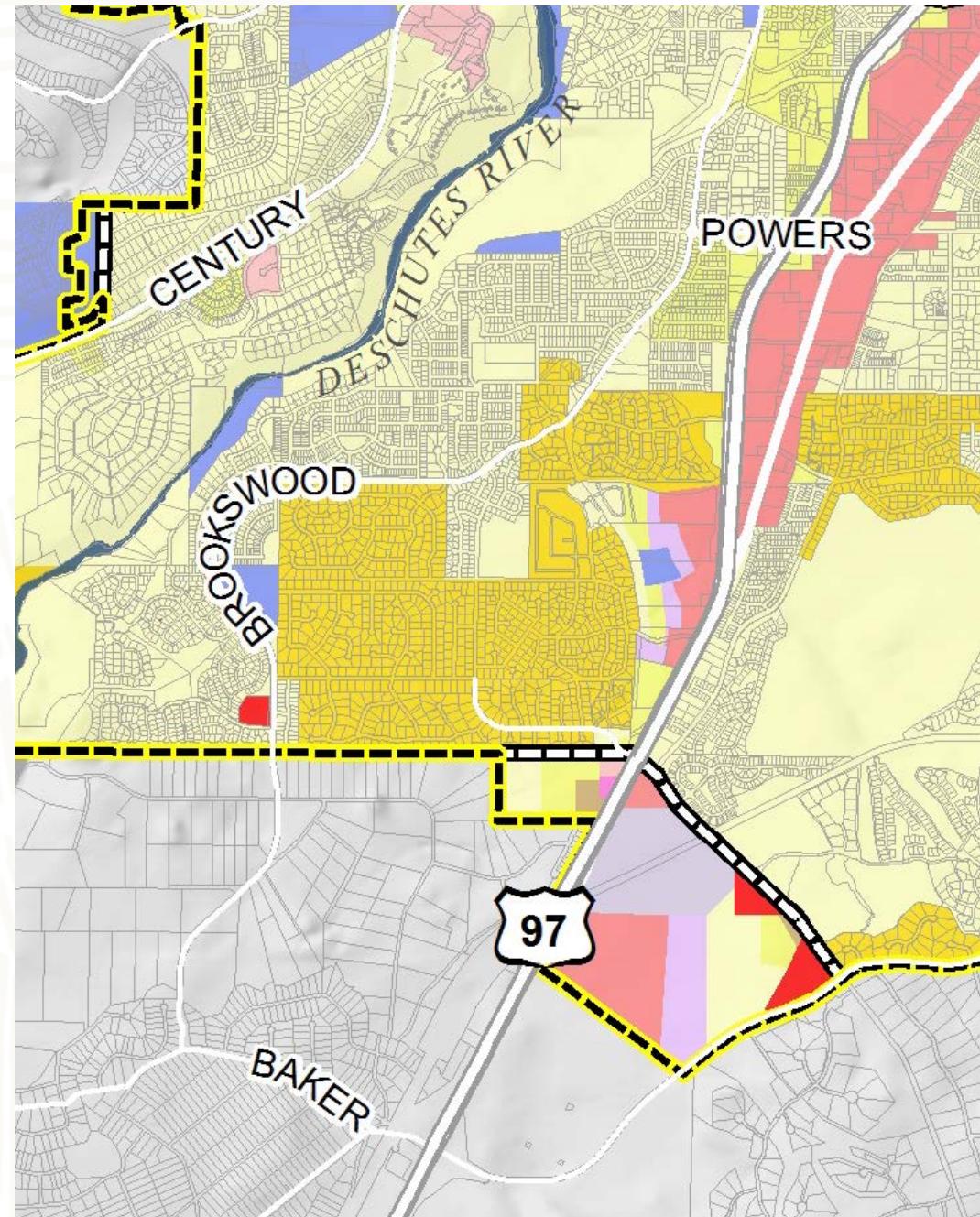
Proposed Expansion Areas: ***South & Southwest***

What:

- Alpine Park
- 78 acres residential land
- 182 acres employment land

How:

- Complete existing neighborhoods
- Commercial services & employment opportunities
- Transitions to existing development
- Affordable housing opportunities



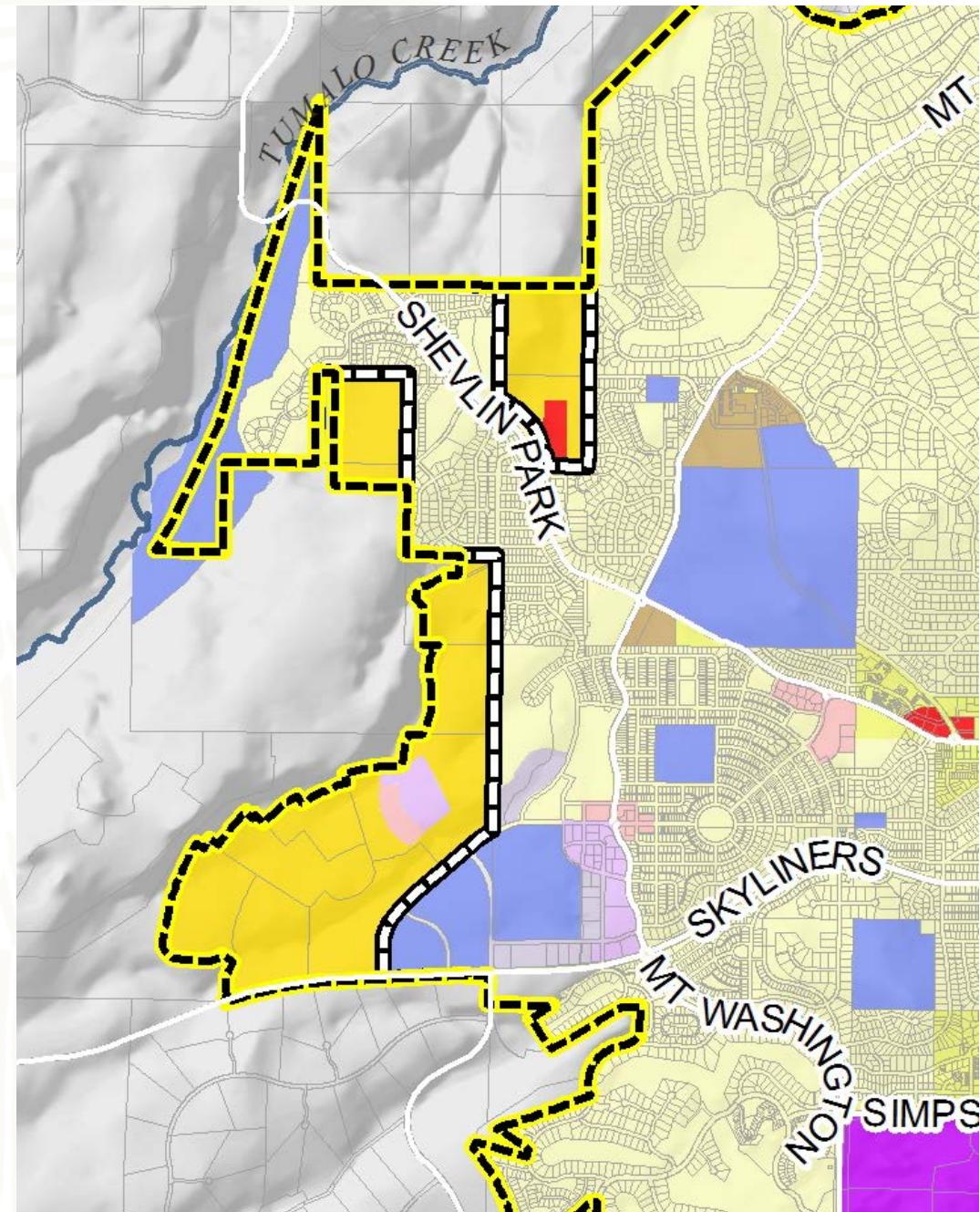
Proposed Expansion Areas: West & Northwest

What:

- 381 acres residential land
- 29 acres employment land

How:

- “Transect” concept – transition from urban to rural density
- Complement existing development
- Buffers for wildlife and wildfire



Proposed Expansion Areas:

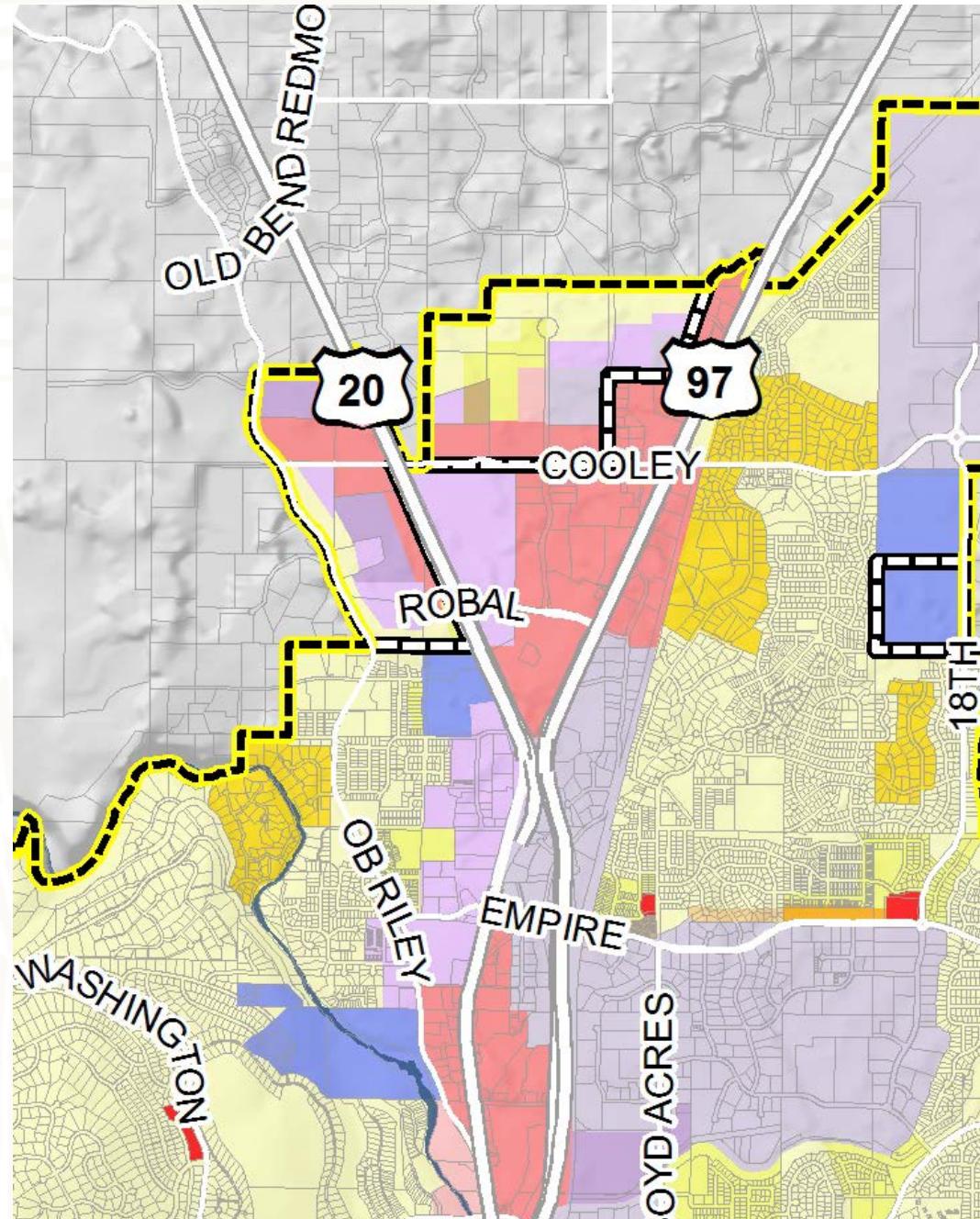
North

What:

- 114 acres residential land
- 197 acres employment land

How:

- Build on successful employment areas
- Add residential uses to balance employment
- Transition to rural residential



UGB Adoption Package Overview: Bend Comprehensive Plan



New Growth Management Chapter

- Goals and policies addressing growth management within the current UGB
- Annexation policies
- Area planning policies
- Specific requirements for each expansion area

City of Bend Comprehensive Plan



Chapter 11: Growth Management



UGB Adoption Package Overview: Bend Comprehensive Plan



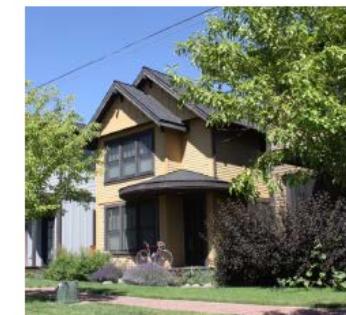
Updated Housing Chapter

- New and revised housing policies
- Consistency with updated Housing Needs Analysis
- Streamlined background

[City of Bend Comprehensive Plan](#)



Chapter 5: Housing



UGB Adoption Package Overview: Bend Comprehensive Plan



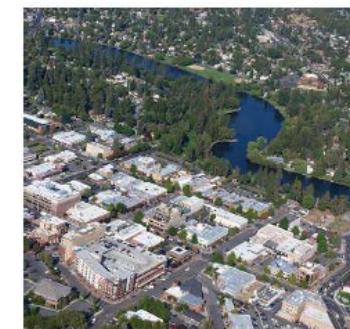
Updated Economy Chapter

- New and revised economy policies
- Consistency with updated Economic Opportunities Analysis
- Streamlined background

[City of Bend Comprehensive Plan](#)



Chapter 6: Economy



UGB Adoption Package Overview: Bend Comprehensive Plan



Updated Transportation Chapter

- New transportation policies to support UGB
- New policies to reduce reliance on the automobile
- Consistency with Integrated Land Use and Transportation Plan
- Removed outdated text

City of Bend Comprehensive Plan



Chapter 7: Transportation Systems



UGB Adoption Package Overview: Bend Comprehensive Plan



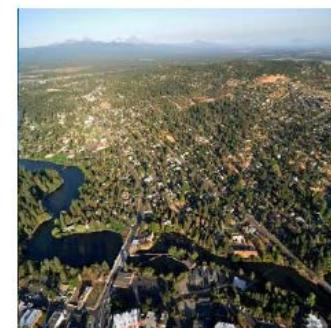
Other Chapters

- Chapter 1: update Community Goals to reflect the project goals from UGB planning process
- Minor updates to remove outdated text
- Update to new format

[City of Bend Comprehensive Plan](#)



Chapter 1: Plan Management and Citizen Involvement

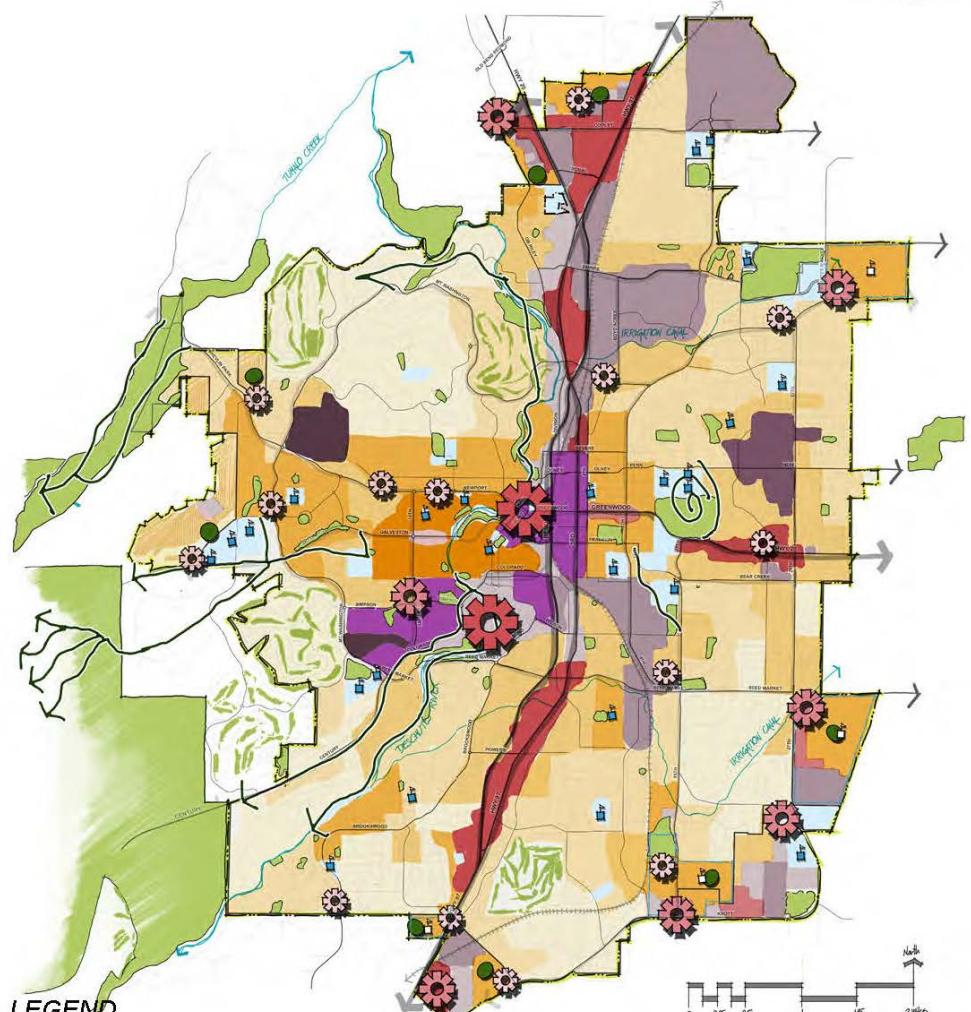


“Efficiency Measures” Context & Goals

- Encourage greater diversity and density of housing and mixed use development
- Guided by aspirational future Urban Form
- Recommendations from TACs

BEND FUTURE URBAN FORM DIAGRAM

This diagram is conceptual, non-regulatory, and subject to change.

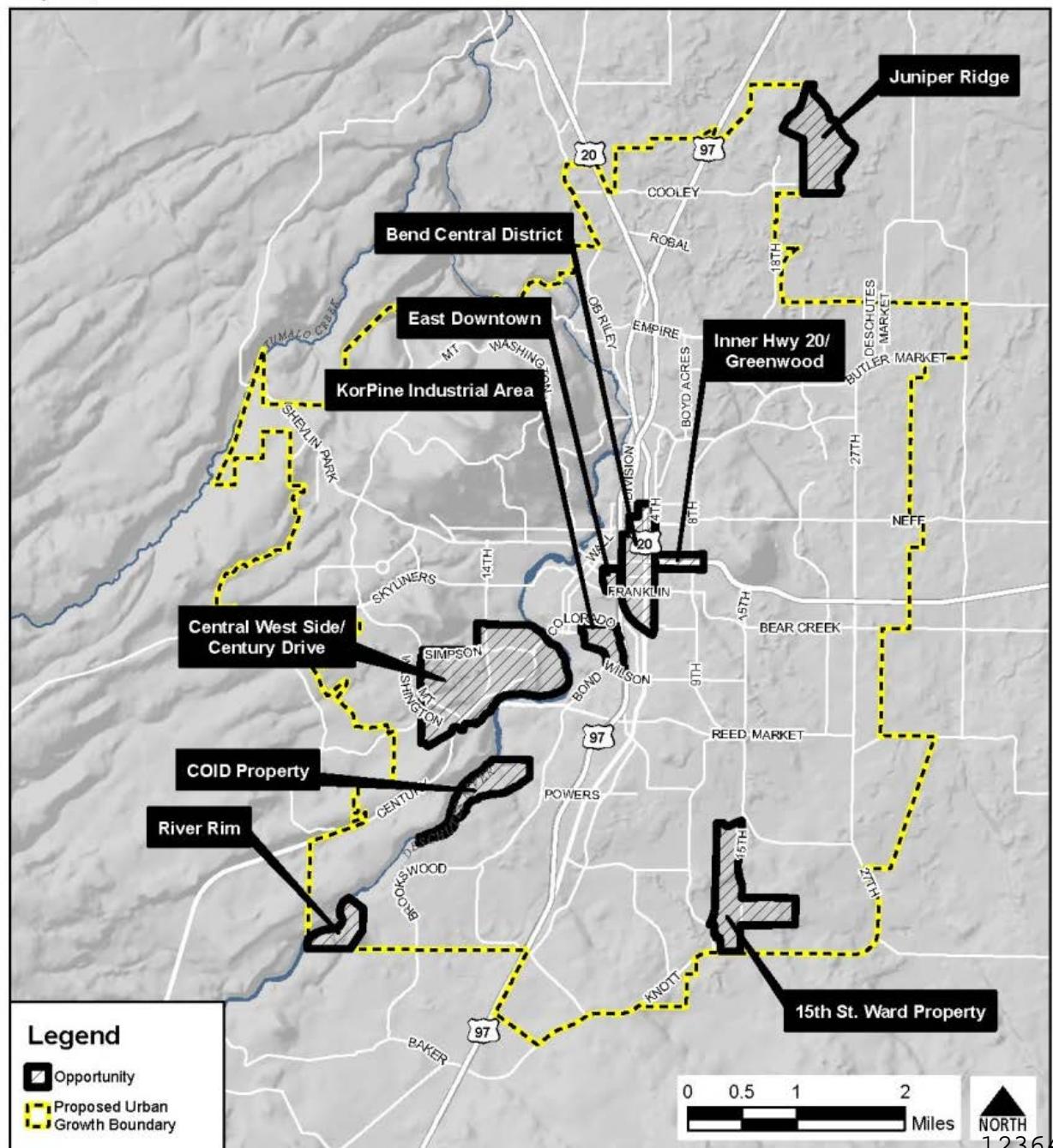


LEGEND

City Limits	Neighborhoods	Centers and Corridors	Employment Districts
Urban Growth Boundary	Early Bend	Urban Mixed Use Center	Higher Education
River/Stream	Traditional	Major Commercial Corridor	Medical
Rail Road	Mixed Suburban	Community Comm. Center	Industrial/Professional Off.
Principal Arterial / Expressway	Single Family Suburban	Community Comm. Corridor	Mixed Employment
Arterial	Large Lot	Local Commercial Center	
Park/Open Space	Transect	Mixed Use District	
Deschutes National Forest			
Trails			
Potential Future Park/Open Space Area			

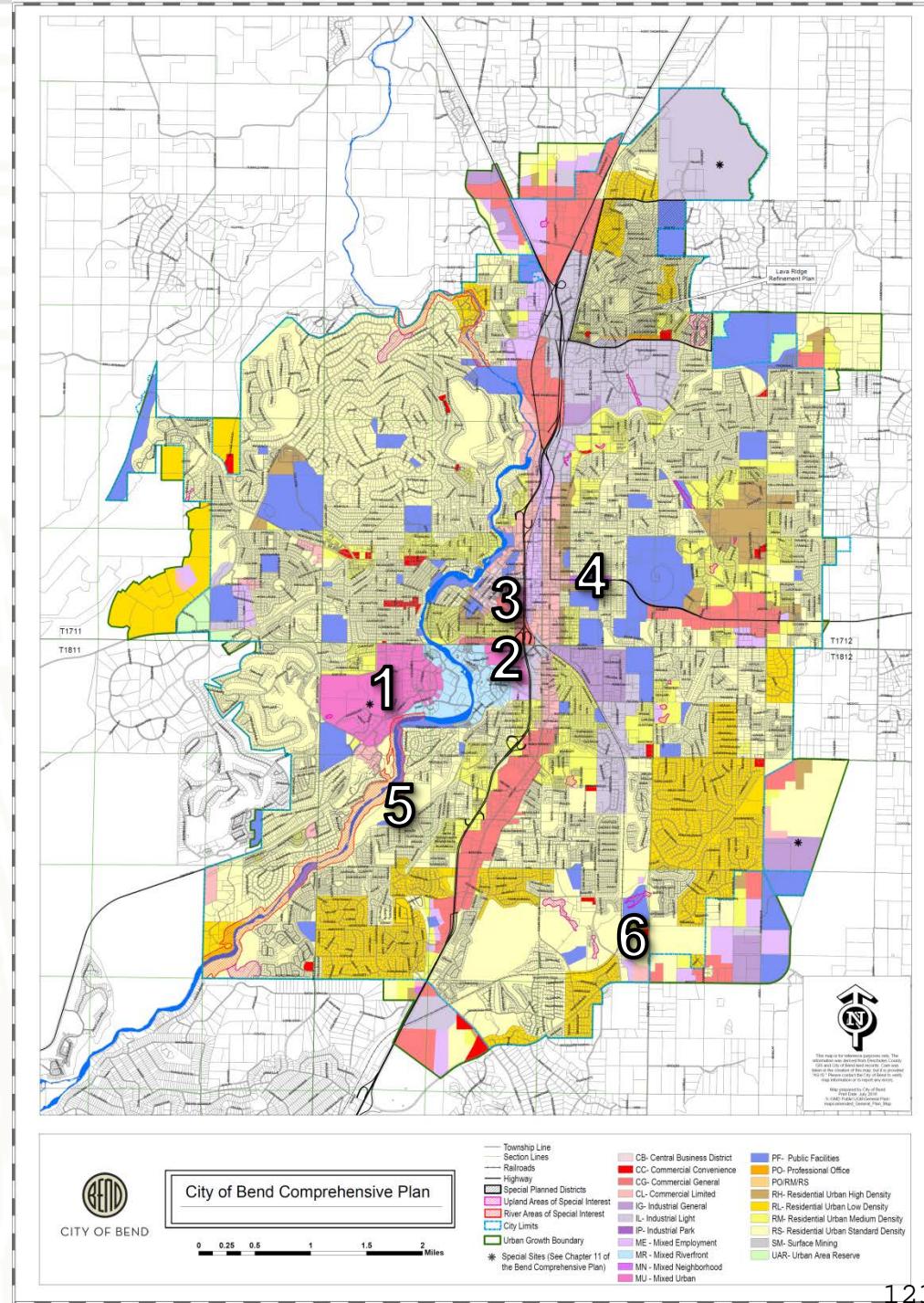
“Efficiency Measures” Context & Goals

- Focus redevelopment & major changes to “Opportunity Areas”
- Limit changes in existing neighborhoods



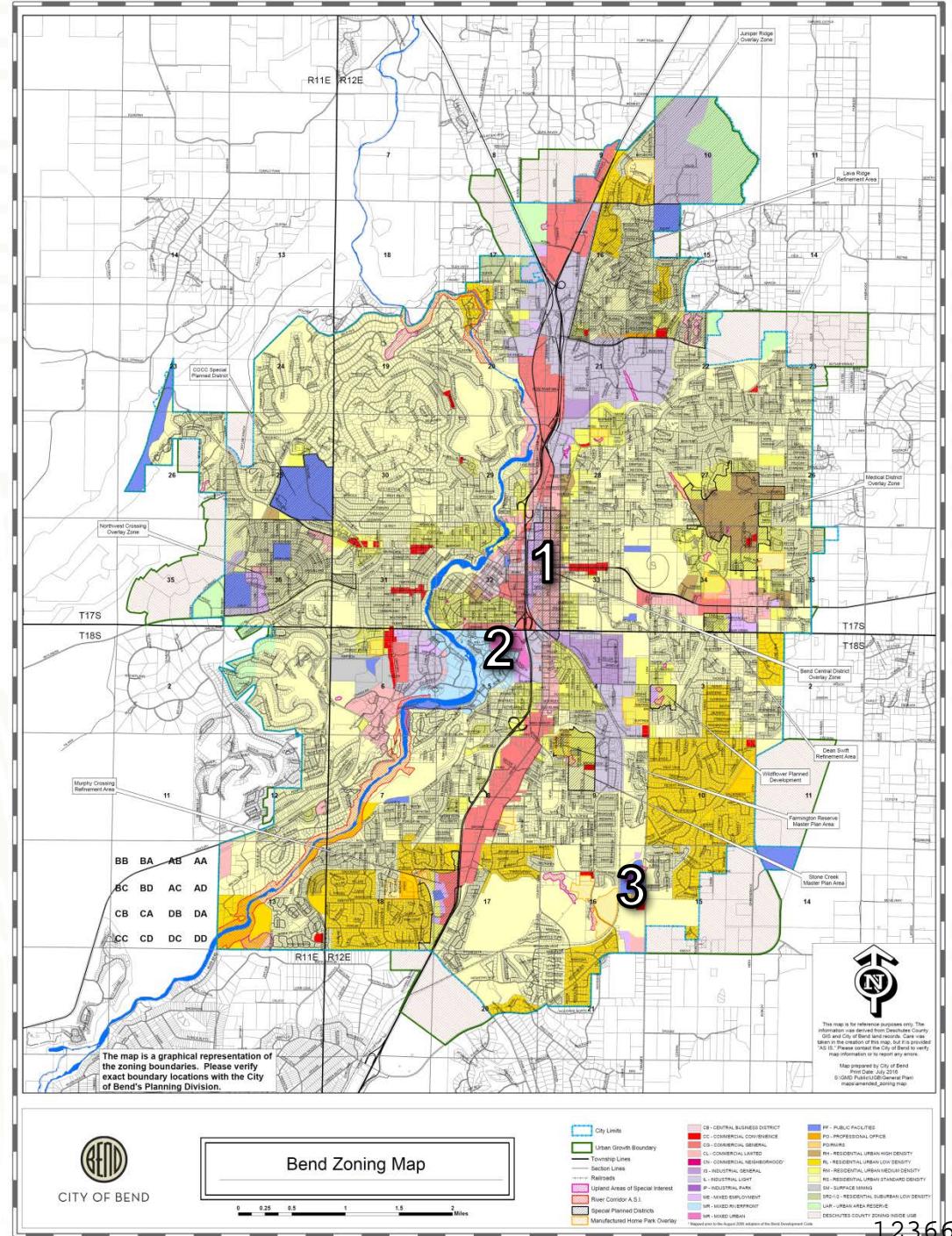
UGB Adoption Package Overview: Bend Comprehensive Plan Map

- Expanded UGB
- Expansion area plan designations
- New Comprehensive Plan designations for 6 “Opportunity Areas” inside the current UGB:
 1. Century Drive
 2. “Korpine”
 3. East Downtown
 4. Inner Highway 20
 5. COID
 6. 15th Street Ward Property



UGB Adoption Package Overview: Bend Zoning Map

- Expanded UGB
- Expansion areas retain County zoning
- New zoning districts for 3 “Opportunity Areas” inside the current UGB:
 1. Bend Central District (Special Plan District + some zone changes)
 2. “Korpine”
 3. 15th Street Ward Property



Bend Development Code – Residential Zones Highlights



Proposed Change	Notes & Limitations
Housing Mix & Density in Master Planned Neighborhoods	Applies to properties >20 acres
Increase <i>maximum</i> density in RL	Applies where sewer is available
Increase <i>minimum</i> density in RS	Affects properties >1/4 acre that want to develop
Facilitate housing variety in RS	Still have to meet density requirements
Require housing mix in RM	Applies to sites >3 acres
Remove lot size barriers in RM & RH	Still have to meet density requirements

Bend Development Code – Commercial & Mixed Use Zones Highlights



- Create two new mixed use zones
- Remove lot coverage and front setback requirements in the Mixed Employment zone
- Residential requires mixed use in Mixed Employment & Professional Office Zones
- Minimum residential density along transit corridors in commercial & mixed use zones
- Limit ground-floor residential uses in commercial zones

UGB Adoption Package Overview: Supporting Documents to Bend Comprehensive Plan



- Transportation System Plan (TSP) Updates
 - Integrated Land Use & Transportation Plan (ILUTP)
 - New section with updated maps & tables
- Buildable Lands Inventory (BLI)
- Housing Needs Assessment (HNA)
- Economic Opportunities Analysis (EOA)
- Urbanization Report
- Urban Form Report

In Conclusion...The UGB Proposal:



- Establishes realistic & justifiable land needs
 - Satisfies land needs for housing, jobs, schools and parks
- Proposes a robust package of efficiency measures
 - Encouraging development in strategic areas of Bend
- Matches UGB expansion to land need
 - Total of 2,380 acres
- Follows state law & rules for evaluation of expansion areas

In Conclusion...

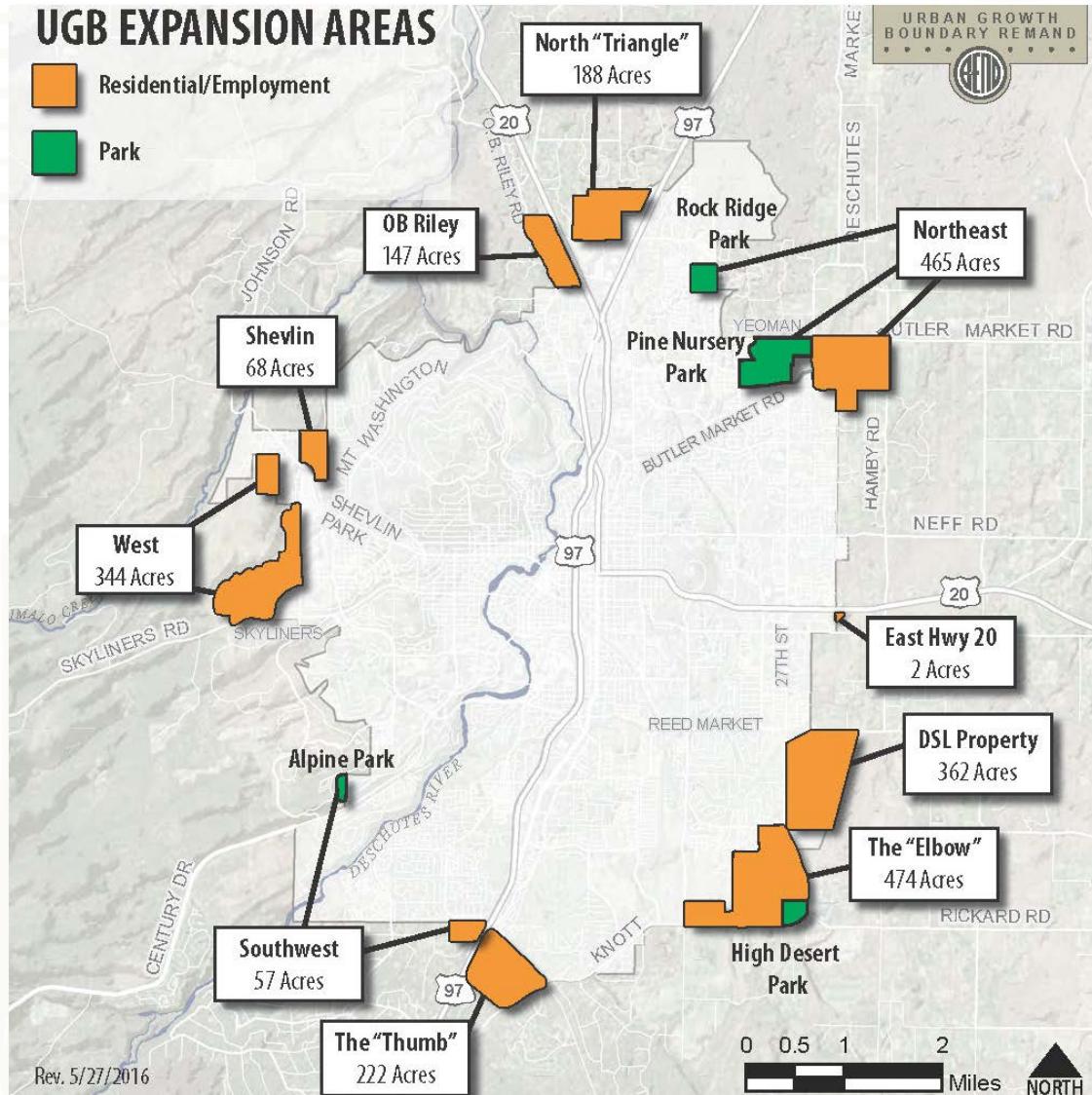


- Expands solely onto exception land
 - Only UAR10, MUA10 included
- Considers and balances Goal 14 location factors at several points to identify best performing land
- Assigns appropriate urban plan designations, consistent with land needs
- Engaged stakeholders & the public to build support & consensus

In Conclusion....

UGB EXPANSION AREAS

- Residential/Employment
- Park



The proposed UGB expansion:

- Accommodates projected land needs through 2028
- Complies with Goal 14, and state statutes and rules
- Incorporates extensive community input

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Eric Knirk Email: OKco-Properties@msn.com
Address: 6105 - 6125 Powell Rd
I live inside the City of Bend: YES NO
The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Reed Johnson Email: rfj3@msn.com

Address: 1177 NW Pend Oreille

97703

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

✓

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Susan Hayes

Email: SUSANHAYES110@yahoo.com

Address: 116 New London Pl.

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your answer, please state your name and address.

✓
Distracted
when you?
Ruth

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Tom Marple Email: Thomas.Marple@bendoregon.org
Address: 20573 Brightwood Lane Bend 97702

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

*✓
Zone changes
adjust property*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name:

Email:

Ken Gromack, Gromack@gmail.com

Address:

1009 SE 27th Bend Bend Pet Resort.

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Zoning proposed

Elbow, DSL property

Parks

School

Safe access

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Michael Robinson

Email: MROBINSON@PERKINSOLE.COM

Address: 1120 NW CLOUD ST, TENTH PLACE, BEND, OR 97701-4128

I live inside the City of Bend: YES NO

(REPRESENT TAMMY LAMB,
SUBMITTED LETTER DATED

8.24.16)

Boundary Location
 Comprehensive Plan Amendments / Comp Plan Policies
 Development Code Amendments / Zone Changes
 Infrastructure / Transportation, Sewer, Water
 Other (specify) _____

North Triangle property

Change 11-126 ch. 1 etc.

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



Name: Terry Denoux Email: TerryDenoux@bendOregon.com
Address: 209 NW 16th St. Box 09703

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Jobs / NE Expansion area

*Please include
my property*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: B. J. Herges

Email: billecuhoff.com

Address: 168 NW Greenwood Ave Bend OR 97703

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

LLC
E Hwy 20

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up



CITY OF BEND ✓

Urban Growth Boundary Public Hearing Testimony

Name: Ed Ettricks

Email: thompson@Gmail.Vt.NET

Address: 13613 O. B. Riley Rd

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

Boundary Location

Comprehensive Plan Amendments / Comp Plan Policies

Development Code Amendments / Zone Changes

Infrastructure / Transportation, Sewer, Water

Other (specify) _____

*Cooper Gulch Open
Space priority
in TAC*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name:

Norm Andros

Email:

normandros.commerce.net

Address:

6100 Southwest 1st St

I live inside the City of Bend: YES NO

River Canyon Estates

The topic I would like to speak to is: (check all that apply)

Too much density & growth

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Mike Kelly

Email: mkelly@nwra.com

Address: 16 NW Adams

Deschutes County

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Supports plan

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: John Swanson

Email: John.m.Swanson@state.or.us

Address: 775 Summer St. NE

Salem

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Support inclusion of S207 in UGB

Oregon State Lands
include DSL lands

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Sophia Sher
Address: 1430 NE 9th St.

Email: SophiaSher@gmail.com

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Near big lot - what change?

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



Name: Tom Engberg

Email: tom@bendoregon.com

Address: 2131 Oldseyway Ave Bend OR

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) like all Bend

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND



Name: Ellen Gibson

Email: bbr1992@aol.com

Address: 60942 Grand Targhee Dr

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) SE Bend Development

*affordable housing
thru is beautiful*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



Name: Robin Penfitter

Email: robin@robinpenfitter.com

Address: 1335 NE 10th

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Climate Change

Keep Bend beautiful

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND



Name: Diane Oakes Email: Diane-Oakes@yahoo.com
Address: 60819 Goldenrain Dr Bend Or 97702

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Land on the West end of town

→ Don't include
High density in
my neighborhood

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name:

Email:

Address: 2499 NW High Lakes Loop

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes Building height + Per
Infrastructure / Transportation, Sewer, Water restrictions
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up



Urban Growth Boundary Public Hearing Testimony

Name: James Beackenm Email: jbs-beackenm@gmail.com

Address: 63610 Boyd Street Rd 27701

I live inside the City of Bend: YES NO

Supports UGB

The topic I would like to speak to is: (check all that apply)

Don't change my RL

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Gavin Hepp Email: Gavinhep@outlook.com
Address: 21380 Bartlett Lane

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Employer needs housing

Worried about 2.5Acre
access, reconn

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Lakeside Land Use Committee@gmail.com

Name: Susan Sullivan Email: Susan.Sullivan@gmail.com
Address: 21339 Livingston Dr

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
 - Development Code Amendments / Zone Changes
 - Infrastructure / Transportation, Sewer, Water
 - Other (specify) 2 AC is planned

Big opt nearly is not a problem

Include multi-modal-
transit

Complete neighborhood

2 AC is planned

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Ann Marie Lovvold

Email: Ann.Marie@Bend.Patick

Address: _____

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

.com

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



Name: Ryan Bell

Email: rv2013@gmail.com

Address:

✓ Please let me speak after Anna Marie

I live inside the City of Bend: YES NO

10Ac in NW North triangle

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Thawers

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Kirk Schmitz

Email: Kirk@bendresources.com

Address: 140 NW Vicksbury Ave

I live inside the City of Bend: YES NO

Thanks

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up



CITY OF BEND ✓

Urban Growth Boundary Public Hearing Testimony

Name: Molly Newbold

Email: Molly@CentralOregon

Address: 1711 NW 9th St. Bend, OR

Landwatch.org
97703

I live inside the City of Bend: YES NO

97703

CORW

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Protect Natural
Resources

Support UGB

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Leanne H. Green Email: Leanne@juno.com
Address: 716 NE 4th Street Bend

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

My neighborhood
will change?
Disturb?
Answered

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Dawn Nettleton

Email: _____

Address: 14436 Heron Dr.

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

SBNA President

must be open to change
w/ regard about opp's.

Thanks.

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Henry Burwell

Email: hburrell@newsg.com

Address: 2379 NW 6th St, Bend 97703

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Size

*Long view of cities
After golf courses
& hobby farms*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Dave Clark

Email: _____

Address: 6155 B roster House

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Zone Change

*Growth causes huge
traffic problems*

Bridge at Brooks

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Not Specified

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name:

M. H. Hest

Email:

hesth@hotmail.com

Address:

6317 Thirt St.

I live inside the City of Bend:

YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Art Hogen

Email: ArtHogen@BendOregon.gov

Address: 10870 Oregon Dr

Bend

I live inside the City of Bend: YES NO

Supports UGB

desirable elements of

UGB for multi-family

too much parking sheet

drainage

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) UGB

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

No Show

Urban Growth Boundary Public Hearing Testimony



Name: PL THOMAS

Email: pljast@gmail.com

Address: 2522 NW Crossline

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Russ Donnelly Email: fisher@osbglobal.net

Address: 62999 Foothill Rd., Bend, OR

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

Boundary Location In & Out

Comprehensive Plan Amendments / Comp Plan Policies

Development Code Amendments / Zone Changes

Infrastructure / Transportation, Sewer, Water

Other (specify) _____

Supports UGB

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up



CITY OF BEND ✓

Urban Growth Boundary Public Hearing Testimony

Name: Scott Edelman

Email: scott.edelman@state.or.us

Address: 1011 SW Enky Blvd., Bend, OR 97702

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Planning Concerns

Planning process
don't see concerns

DLCD rep

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Troy Stachpole Email: Troy.stachpole@gmail.com

Address: 6116 Ferguson Ct

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Near Thimble

Completely RL or
R+ Commercial

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

If possible, can we please go
close to 6pm? It's a
package deal! (Our time will be confined to 6 minutes.)

Speaker Sign Up

Urban Growth Boundary
Public Hearing Testimony

 CITY OF BEND ✓

Name: Katelyn Pay & Geoff Hlasses Email: KatelynPC@bcb.org

Address: COBA: 1051 NE 4th Street Bend, OR 97701

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Support UGB
Worried about FMR

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Deborah Turner

Email: Caturners@aol.com

Address: 2807 Ne Woodbridge CT, Bend 97701

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

*need school & infrastructure
for densification*

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) School classroom impact

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Connie Cederkirk Email: coedekirk@gmail.com

Address: 2551 N.e. Newwood dr Bend, OR 97701

I live inside the City of Bend: YES NO

Supports UGB

Supports
Sprawl U.G.
like, transit

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Widened Urban Interface

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Debra McMenamin

Address: 1000 NW 10th Street

Email: Debra.McMenamin@bendoregon.gov

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) See Letter

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Sam Lewis

Email: st3m.sinner@msn.com

Address: 60812 Park Vista Circle

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) High-density housing near
high neighbor hood, access

97?

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Phil Hartman Email: bxm.bend@gmail.com

Address: 61517 Orton

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Housing / Affordable Housing

Affordable housing
Can't find lots

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Steve Pivnick

Speaker Sign Up



CITY OF BEND ✓

Urban Growth Boundary Public Hearing Testimony

Name: Sharon Jacobson Email: Sharon.m.jacobson@gmail.com

Address: 953 NE Paula Dr Bend

I live inside the City of Bend: YES NO

Supports UGB

need better transportation
option

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: BRENT LANDERS

Email: BLANDERS@MSN.COM

Address: 6100 7 SKY HARBOR BEND, OR 97702

I live inside the City of Bend: YES NO

All in west side

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Fact 6/7 Councils

East of river

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

I AM LAND USE CHAIR FOR OFDNA

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: J. Grindzen

Email: JGrindzen@gracebrc.com

Address: 325 SW Cooper Dr

I live inside the City of Bend: YES NO B2

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Supports UGB

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: John Lynch

Email: benhenry1@gmail.com

Address: 63216 Deschutes Market Rd

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

UBB is farm land
Buffer zone

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

*
12417

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Bale Jones

Email: balejones

Address: 61076 Ruby Peak Ln Bend 97701

I live inside the City of Bend: YES NO

Supports UGB

need affordable housing

plans

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) affordable housing

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Bruce G. Banks Jr.

Email: BGABURKE@BENDPARKSANDRECREATION.COM

Address: 60313 SA 66 SW 16 CP Bend, OR 97702

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) 15th, Churn Flat, Parallel

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: KEN ANGEL

Email: ken.angel@bend.oregon.us

Address: 20747 Turner St.

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Better access

too much high density
housing in SE

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



Name: Brian Ricker

Email: Ricker2Bendable.com

Address: 61117 River Bluff Trail

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

*Own property or ORRitley
(west side of) roads
to develop*

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

for evening session
7 pm
later

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND

Name: Ann Brayfield Email: abrayfield@yahoo.com
Address: 18991 Park Commons Drive

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Support UGB
makes city better

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

for evening session
7 pm or later



CITY OF BEND

Urban Growth Boundary Public Hearing Testimony

Name: Joe Emerson

Email: Josephemerson@gmail.com

Address: 18991 Park Commons Dr

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Support UGB
Please approve w/o changes

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Allegia Bivings Email: _____

Address: Po Box 1544, Bend OR

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

worried about conflicts

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) problem of conflict of uses

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name:

Dale VanVallenwo

Email: dalebusinesses@comcast.net

Address:

2589 NW Lemhi Pass Dr. #1, Bend, OR 97703

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Successful process

Urbanize 3rd St

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Paul Dewey

Email: Paul.e.dewey.law.net

Address: 1539 NW Vickenburg Ave.

Bend, OR 97703

I live inside the City of Bend: YES NO

COLW

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) All the above

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

Speaker Sign Up



CITY OF BEND

Urban Growth Boundary Public Hearing Testimony

Name: Karen Leric

Email: Karen1016@B3B.com

Address: 1155 NE 9th St Bend, OR

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) _____

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

not speaking

Speaker Sign Up

Urban Growth Boundary Public Hearing Testimony



CITY OF BEND ✓

Name: Kaylin Landry Email: Krlandry@comcast.net
Address: 1222 NW Evergreen Blvd, Bend

I live inside the City of Bend: YES NO

The topic I would like to speak to is: (check all that apply)

- Boundary Location
- Comprehensive Plan Amendments / Comp Plan Policies
- Development Code Amendments / Zone Changes
- Infrastructure / Transportation, Sewer, Water
- Other (specify) Diversity of housing needs

Supports UGB

Needs housing diversity

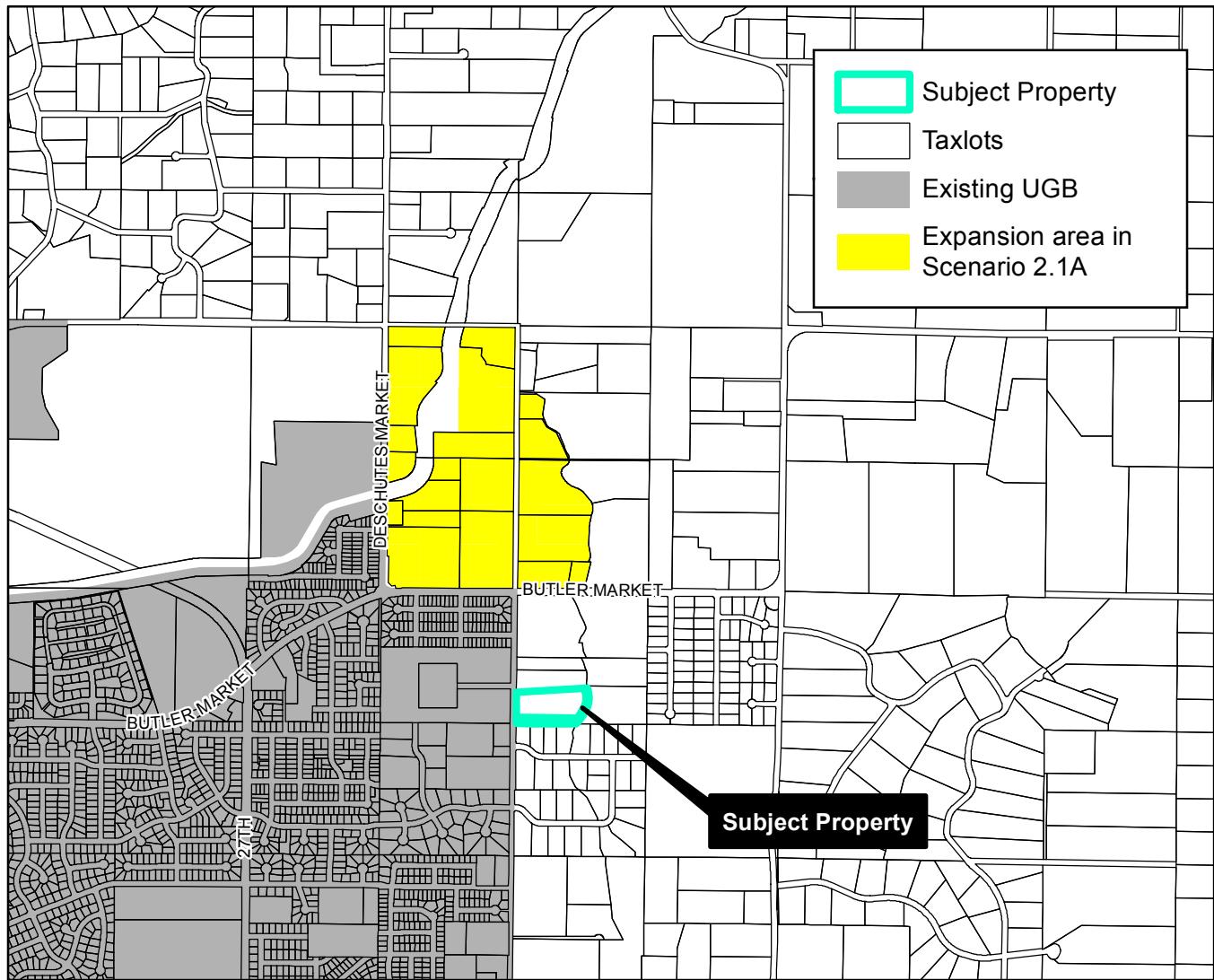
Ensure affordable

housing

Please return this form to a city staff person prior to the meeting. When you begin your comments, please state your name and address.

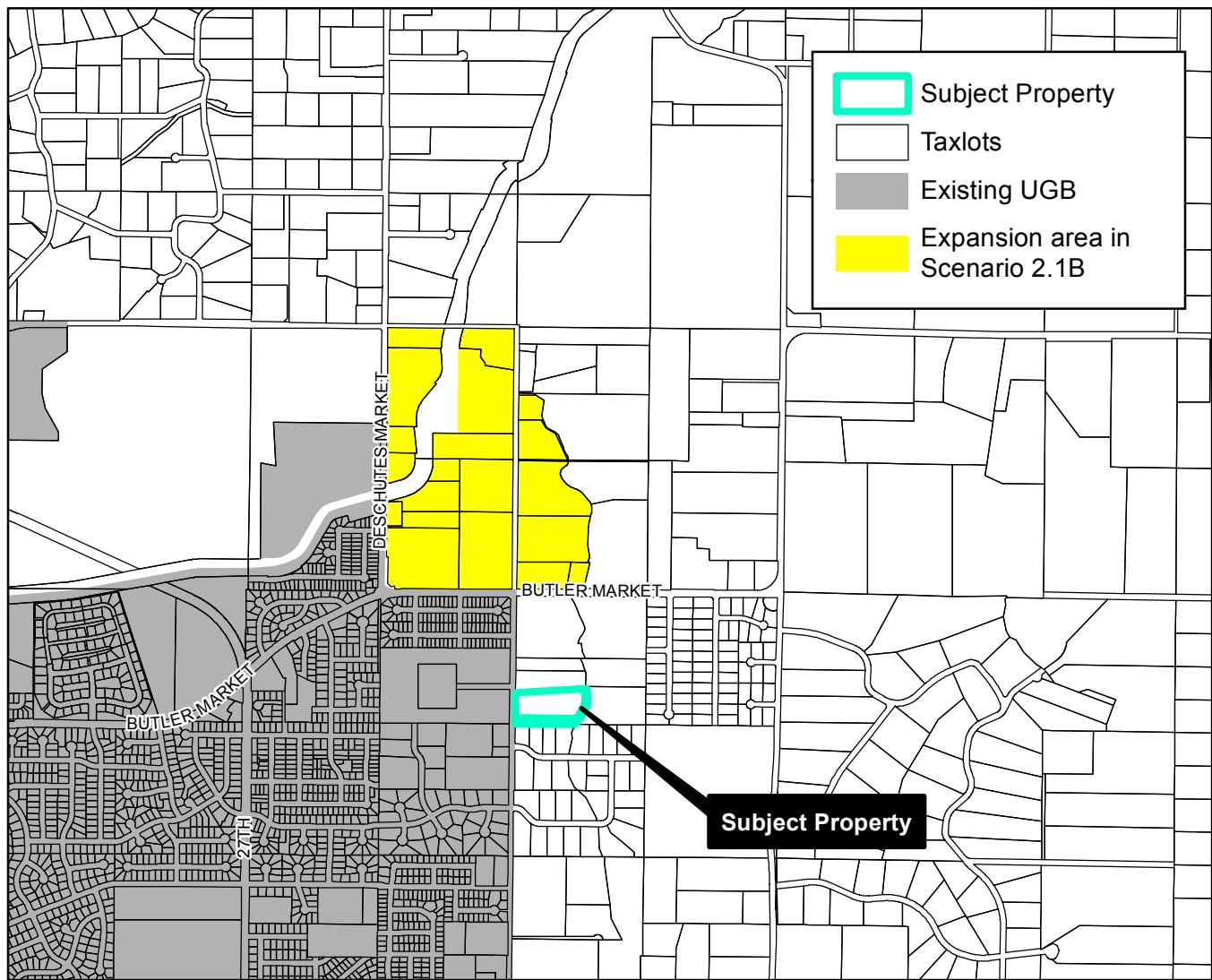
Scenario 2.1A - NE Edge

0 0.25 0.5 1 Miles



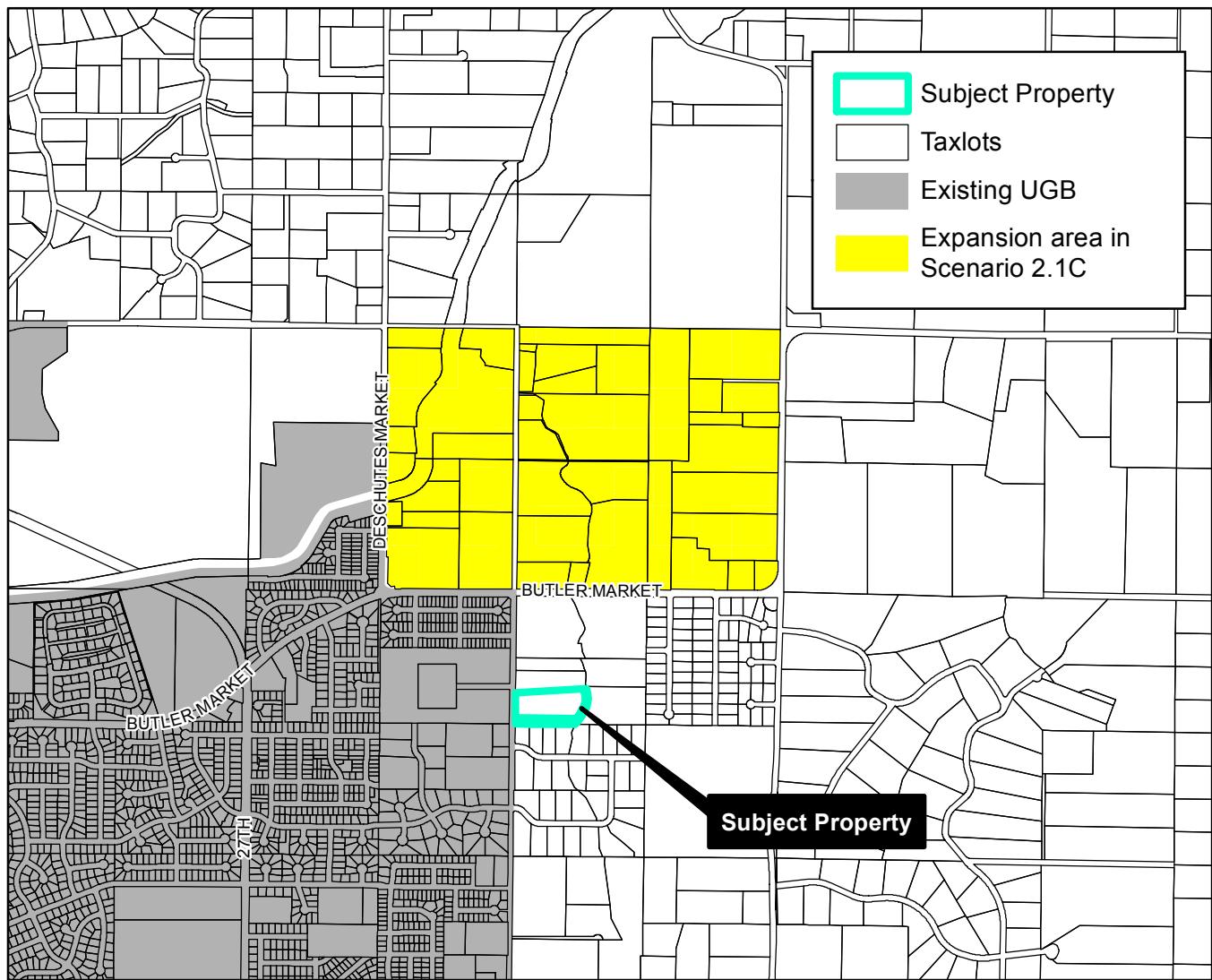
Scenario 2.1B - NE Edge

0 0.25 0.5 1 Miles



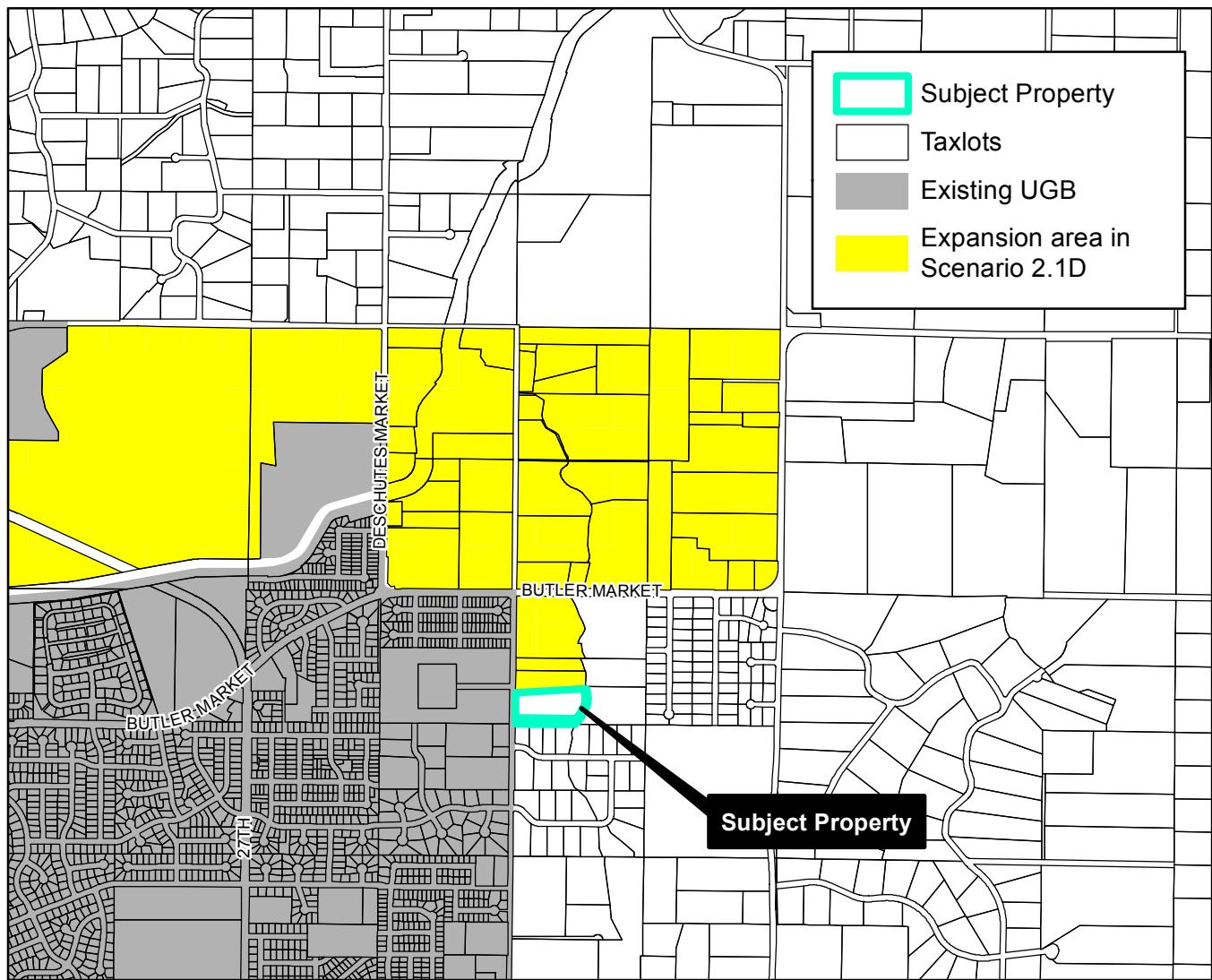
Scenario 2.1C - NE Edge

0 0.25 0.5 1 Miles



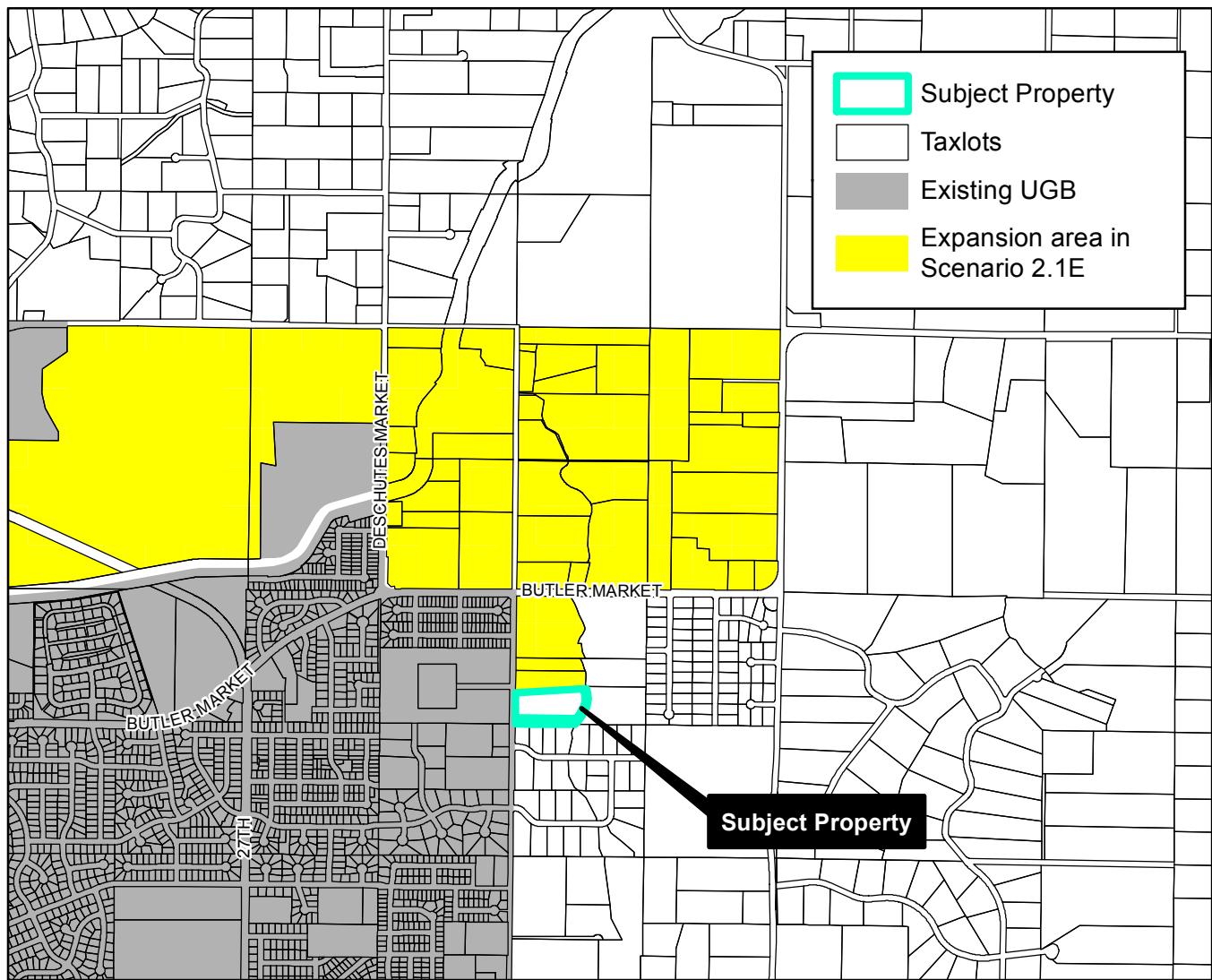
Scenario 2.1D - NE Edge

0 0.25 0.5 1 Miles



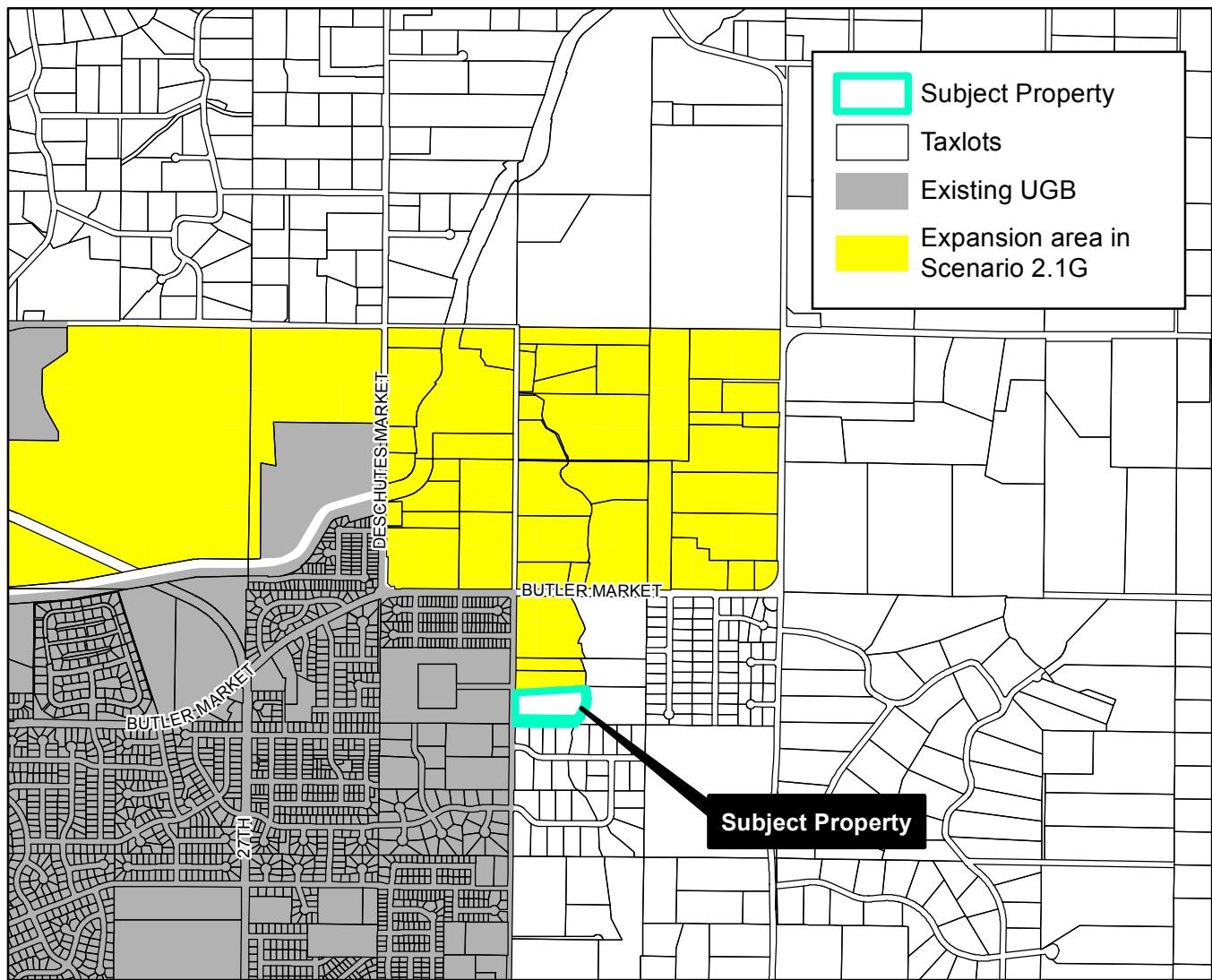
Scenario 2.1E - NE Edge

0 0.25 0.5 1 Miles

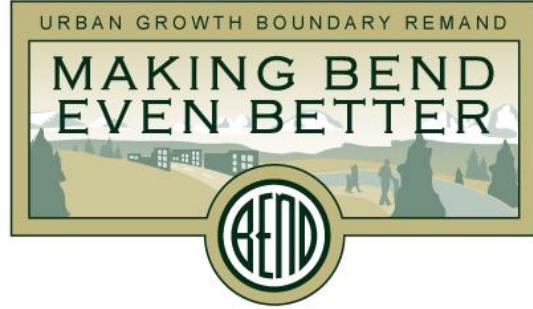


Scenario 2.1G - NE Edge

0 0.25 0.5 1 Miles



Memorandum



August 29, 2016

To: Bend City Council
Deschutes County Board of Commissioners
Cc: Remand Record
From: Bend UGB Project Team
Re: Supplemental Evidence in Response to Testimony

INTRODUCTION

This memorandum provides supplemental evidence and argument in response to key UGB-related testimony raised at the public hearing on August 25th, and as received as of August 28, 2016.

SUPPLEMENTAL EVIDENCE

Eric Knerk

Issues Raised:

Mr. Knerk requested that this property be rezoned from RS (Urban Standard Residential) to RM (Urban Medium Residential) or RH (High Density Residential.). This property is located on Parrell Road, and abuts CG (Commercial General) to the north and the west, RS to the east, and RL (Urban Low Density Residential) to the south.

Response: The project team does not recommend changing the zoning on this property. The property is not in an opportunity area, and no additional map changes are recommended outside of the opportunity areas. Infrastructure modeling which accompanied the proposed Opportunity Sites and expansion areas did not include this proposal, so re-designating this property at this time would not allow adequate infrastructure modeling to ensure the site can be provided with adequate infrastructure. Given that rezones are often controversial for neighboring properties, it would also be premature to rezone this property without making it more public and involving surrounding properties as was done for the proposed package of UGB amendments. The current capacity of the UGB has already been estimated to accommodate almost 70% of forecasted growth, including the additional capacity created by the development code efficiency measures and the capacity through the opportunity areas. Mr. Knirk is free to pursue such a change in zoning on his own, involve surrounding properties, and assess needed infrastructure.

Ken Granacki

Issues Raised:

Mr. Granacki raised concerns about the land uses in the Elbow and DSL properties. He noted that safe walking access to the school and park properties in the Elbow would be better served if residential was nearby in the Elbow. He noted a related concern that children living in the DSL neighborhoods would have to cross and walk along SE 27th, which would not be safe. Putting these ideas together, he commented that the Council should “switch the zoning”; less industrial in the Elbow and more industrial in the DSL property.

Response: The DSL property is planned as a complete community, inclusive of an elementary school, parks and open space. These planned land uses will be integrated into the future DSL neighborhoods, within close walking distance. SE 27th will be improved from its current rural standard to an urban standard over time, including sidewalks, bike lanes, and pedestrian crossings.

The Elbow includes residential and commercial land uses at its north end near High Desert Middle School, and along most of its western boundary. The TAC explicitly located these non-industrial land uses in this fashion to promote compatibility with residential neighborhoods to the west. The employment uses in the Elbow are intended to take advantage of good transportation access on Knott Road and SE 27th, as well as future streets such as the Murphy Extension. Policy 11-81 requires that the street, path and bikeway network shall provide connectivity throughout the Elbow. The area planning process, per Policy 11-75, will be an opportunity to refine land uses in coordination with transportation facilities and the existing school and park properties.

The analytical process related to Goal 14 involved evaluating three scenarios, three Supplemental Analysis Areas, and refinements to the preferred scenario of 2.1 from its origins to seven refinements resulting in the adopted UGB expansion. This evaluation included specific evaluation criteria and a factual basis related to the four factors of Goal 14, and was based on community and decision maker input. Each evaluation criterion was calculated, presented, weighed and balanced by the advisory committees, UGB steering committee, and ultimately the Bend City Council in its decision regarding the boundary. The City Council finds this process to meet the legal requirements because it is based on factual information in the record which demonstrate the Goal 14 factors were weighed and balanced as explained in its findings. The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion

are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

“The Thumb,” “Elbow,” and “DSL” expansion areas represent a mix of land uses and expansion areas which score highly on a variety of evaluation criteria. Specifically, housing units within walking distance of schools and parks were criteria under Factor 1 of Goal 14. Housing units within walking distance of commercial services is an important Factor 1 criterion as well, which enhances livability, health outcomes, reducing reliance on the automobile, and other social benefits. Jobs/Housing Units balance was also measured and each area scored. Areas in the southeast of Bend were found to have a good balance of jobs to housing units and were found to be “balanced,” which is the top score for this criterion. See Rem Rec 10230-10232. The “Thumb” and “DSL” were found to score highly under the criterion for “Opportunities for Master Planning” due to their large size. This score reflects that these sites will be more capable of creating cohesive and multi-use complete communities due to additional planning requirements providing needed public amenities such as open space, parks, and schools, in addition to the broad mix of land uses. These sites also score well for having few urbanized acres in them, which leads to more efficient and timely growth. The three expansion areas score well under Factor 3 because they avoid expansions in ODFW identified high-value elk and deer range, are located in areas expected to have relatively lower land values for housing, represent mixes of housing which are needed housing under Goal 10. For site suitability for industrial and mixed employment, the same areas, while not scoring in the top tier of scoring, have immediate access to Minor Arterials (27th/Knott) which have direct connections with Highway 20 east and Highway 97 via an interchange. The scoring on this criterion resulted in these three areas not scoring in the top tier because of adjacent residential. However, the configuration of the specific land uses can be addressed during subsequent master planning which allows the re-arrangement of land uses to address compatibility issues that may arise. In addition, there are development code requirements for industrial uses bordering non-industrial uses such as residential to minimize any compatibility issues. The City Council finds the additional planning processes sufficient to address any perceived issues related to compatibility between these differing uses. All three of these expansion areas were also found to score well for “Site suitability for commercial uses.” Rem Rec 10255-10257. These three areas also scored well with respect to Factor 4 of Goal 14, with minimal impacts to irrigation districts. In summary, the City Council finds it weighed and balanced individual evaluation criteria related to all four factors of Goal 14, and the preferred UGB expansion represents the best UGB expansion based on this information. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Mike Robinson

Issues Raised:

Mr. Robinson, representing the Lamb property in the North Triangle, requested a change to policy 11-126 to set a cap on the number of affordable housing units that would be required.

Response: Affordable housing in the North Triangle subarea was first proposed to the USC by the North Triangle Coalition in their testimony in April, 2016. Policy 11-126 was written in response to this property-owner initiated proposal. The policy applies to the five tax lots

referenced by the policy on Figure 11-6. The original proposal was for 25% of housing units, on the five tax lots, to be affordable housing. Approximately 308 housing units of housing capacity have been estimated for this area; 25% of that estimate is 77 units.

The policy has been clarified so that: (a) the language does not inadvertently create the potential to deferring affordable housing production; and, (b) there is certainty as to when the policy is satisfied. Based on this, staff have proposed an amendment to the draft policy to establish that the minimum required number of affordable housing units is satisfied when 77 units of affordable housing (in total on the properties identified on Figure 11-6) have been approved in land use applications, subject to phasing requirements acceptable to the City.

Terry Denoux

Issues Raised:

Mr. Denoux testified that his property should have been included and that the City has erred in not including it in Scenario 2.1G. He argued that the city provided no findings and no evidence to show why his property should have been excluded.

Response: The City Council articulated its findings on the boundary location statutes and rules in Section 7 of the Findings Report, including the City's reliance on the Court of Appeals in their decision on the McMinnville UGB (Rem Rec 2158).

The Council finds that OAR 660-024 outlines the administrative rules the City must follow in developing and evaluating alternative boundary expansion scenarios. There are no requirements in OAR 660-024-0000 through OAR 660-024-0080 that requires the City to explain through findings why a property or multiple properties that were evaluated for consideration were not included in a UGB expansion proposal. There are also no requirements in State statute to do so under ORS 197.298.

We understand Mr. Denoux's testimony does not cite statute, administrative rule, or their interpretation through case law to require the City to explain in findings why a property or properties was not included in a UGB expansion proposal. State law requires the City to explain how the proposed expansion satisfies the law, including the satisfaction of land needs for needed housing and economic opportunities. In addition, State law does require that if a need for land is identified, that any expansion of the UGB be configured to satisfy that specific need; the City Council does not have the ability to bring in land in excess of the identified needs for housing and employment.

Statutory requirements notwithstanding, the following is the history of the subject property relative to the UGB scenarios.

The property at 62910 Eagle Road (tax lots 1712230001505 and 1712230001599) was included in two scenarios that were evaluated in the Stage 4 Scenario Evaluation: Scenario 1.2 and Supplemental Analysis Area Map 1 (See October 1, 2015 UGB Scenarios Evaluation Report).

The Boundary TAC, in their October 8 and October 22nd meetings, worked to understand and apply the results of the scenario evaluation in order to create a "hybrid" or "preferred" scenario to recommend to the UGB Steering Committee. Scenario 2.1 was selected as the starting point for this hybrid scenario because of its overall high score on the Goal 14 Factors and associated performance measures. Building on the Boundary TAC discussion on October 8, the project team compiled and prepared two additional scenarios for discussion by the TAC on their October 22nd meeting:

- Scenario 2.2 (a refinement to Scenario 2.1 based on the team recommendations that were included in the October 8th TAC packet); and
- Scenario 2.3 (a refinement of Scenario 2.1 that reflects some of the project team's earlier recommendations in Scenario 2.2, and incorporated Boundary TAC comments during the October 8th meeting and continued evaluation of sub-area refinements).

The subject property was included in Scenario 2.2 and 2.3

The UGB Steering Committee met later in the day on October 22nd and heard the recommendations of the Boundary TAC. The USC chose Scenario 2.1 as starting point for further scenario refinement. The refinements to Scenario 2.1 that followed (2.1A through 2.1G), which occurred through weighing and balancing various ideas, did not include the subject property.

In their meeting on January 20, 2016, the Boundary TAC directed the project team that "if there [is] additional acreage that needed to be allocated, these acres be allowed on the eastern edge." In order to include more small landowners in the proposed expansion, citing testimony from Laurie Craghead and Bill Hopp on this point. (See minutes from January 20 meeting). This direction informed Scenario 2.1D, which was presented to the Steering Committee at their February 10th meeting. It was at this point that additional lands south of Butler Market Village and north of the subject property were added to the proposed expansion. The subject property was not added at this time because there was insufficient land need remaining in the overall expansion.

Please see attached maps illustrating the history of the scenarios in the NE Area in the Appendix.

The analytical process related to Goal 14 involved evaluating three scenarios, three Supplemental Analysis Areas, and refinements to the preferred scenario of 2.1 from its origins to seven refinements resulting in the adopted UGB expansion. This evaluation included specific evaluation criteria and a factual basis related to the four factors of Goal 14, and was based on community and decision maker input. Each evaluation criterion was calculated, presented, weighed and balanced by the advisory committees, UGB steering committee, and ultimately the Bend City Council in its decision regarding the boundary. The City Council finds this process to meet the legal requirements because it is based on factual information in the record which demonstrate the Goal 14 factors were weighed and balanced as explained in its findings. The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB

expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Ed Elkins and Terry Denoux

Issue Raised:

Both Mr. Denoux and Mr. Elkins testified that their UAR properties are both considered first priority land under state law, and under the Bend Area General Plan. This classification should have ensured that they be considered first for any UGB expansion.

Response: Both Mr. Denoux and Mr. Elkins are correct that their properties are designated Urban Area Reserve and zoned UAR 10 on the Bend Area General Plan map. However, the Land Conservation and Development Commission (LCDC) concluded in their Remand Order that properties so plan designated and zoned are not urban reserves under the priorities statute (ORS 197.298) because they were not designated as statutory urban reserves pursuant to ORS 195 and OAR 660-021 (Rem Rec 5856-5857). The Commission concluded that these areas were approved as exception lands under Deschutes County Ordinance 80-216. As exception lands, they are considered Priority 2 under ORS 197.298(1), and considered in the same priority class as those exception lands zoned MUA10 and RR10 on the Deschutes County Zoning Map. The properties' designation as UAR under the Bend Area General Plan does not qualify them as first priority land under ORS 197.298(1)(a).

Ellen Gibson

Issue Raised:

Ms. Gibson commented on the Thumb, stating that the property is beautiful and questioned the industrial designation. She suggest that a high school would be a good use in the Thumb.

Response: The Thumb includes residential and locally serving commercial along portions of China Hat Road and Knott Road to promote compatibility with adjacent residential uses and create a mix of land uses in the Thumb. The proposed industrial and larger scale commercial uses were designated because: (a) the area meets the employment land site suitability criteria of good transportation access, flat land, and larger parcels; and (b) industrial is an appropriate land use adjacent to the railroad tracks. The proposed land uses do not preclude a school from being sited there in the future.

Duane Oaks

Issue Raised:

Mr. Baney asserted that the Baney property should not be added to the UGB because it is not being managed well (e.g. fire, vandalism). He stated the city should provide infrastructure to his neighborhood to the north before allowing this expansion.

Response: Staff notes that no substantial evidence was provided regarding how the property has been managed in the past, and that this is not a criterion for potential expansion of the UGB under state law. The selection of the Baney property for inclusion in the UGB is based the City's evaluation that this would be reasonably efficient use of urban land (a mix of uses and housing types is proposed), infrastructure can be provided and will be required with development, and that the economic, social, environmental and energy consequences would be positive due to the proposed affordable housing.

The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Greg Heacock, Doug and Carol Suchy

Issues Raised:

This testimony raised concerns about the need for height standards, citing compatibility concerns adjacent to Mixed Use designated lands, and blocking of views on other lands.

Response: The current development code contains existing standards for building height within each zoning district which includes building height bonus for affordable housing. The proposal does not change any of the existing building height standards. The proposal does add new code provisions for the Mixed Use Urban and Mixed Use Neighborhood zones and the Bend Central District. The building heights in those new area will range from 45 feet to 65 feet in height with height bonuses for affordable housing and the provision of structured parking.

The City does not have code provisions or Comprehensive Plan policies to protect views. However, the city does have Development code provisions that address solar access and solar protection.

Gavin Hepp, Katherine Austin, Maria Rodgers, Susan Sullivan, David Morman and Meredith Nicholls

Issues Raised:

This testimony raised concerns and opposition to the inclusion of the Hopp property in the UGB.

In summary, the concerns included:

- Hopp Property was not considered in any UGB scenario or supplemental scenario.
- Hopp Property is small and isolated from other expansion areas
- The area has an incomplete transportation system and no pedestrian or bicycle amenities.
- Development will adversely impact a man-made pond and irrigation canal and eliminate wildlife habitat and open space.

Response: The Porter/Kelly/Burns Land Holdings, LLC & Pac West Development Property represented by Carl Hopp was recommended for inclusion into the urban growth boundary by the USC on April 21, 2016, largely on the basis of the property owners' commitment to provide affordable housing and its relative lack of environmental constraints and its efficiency to serve with existing and planned sewer infrastructure.

The expansion areas on the east are intended to help create new neighborhood centers and "nodes" for existing and future neighborhoods. While the Hopp area is small, it is close to commercial services and scores well from an infrastructure standpoint. Existing road accesses stubbed to the property contain sidewalks and connections to existing separated paths and sidewalks connected to the large retail shopping center and many other businesses in the area. Access issues identified in the testimony are also not appropriate to address at this stage because the exact locations and number of access points to the site will be identified through site planning and approved in subsequent planning approvals. The City's Development Codes require developments to mitigate on and off-site transportation impacts with improvements, provide frontage improvements such as sidewalks, bike lanes, and road widening as necessary, and access points with meet local and state requirements for separation. Together, these Development Code requirements will ensure adequate access to the site without undue and inappropriate impacts to surrounding properties, and build frontage improvements to provide safe access. Future planning decisions also require public notice so neighboring properties are involved in future decision.

Looking very long-term, the City generally sees the eastern edge of the City as an area for potential future expansion. Future UGB expansions or Urban Area Reserve planning will most certainly involve the traditional east side of Bend since it is one of the areas which seem to be suitable for urbanization, but not as ideal as areas included in this UGB expansion.

The property was not identified earlier in the study area evaluation and formation of scenarios due to a mapping error (the majority of the parcel is EFU, and was thus overlooked). However, it is noteworthy that all surrounding non-resource lands were in the top quartile of lands surrounding the city. While it is impossible to retroactively map the 2.5 acre site, it would have scored just as well as the surrounding exception lands. Correcting a mapping error that occurred at the outset of the project demonstrates the city and planning process was

responding to public testimony and creating a factual basis for its decision rather than a mistake as the testimony suggests.

The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Lealia Gregory

Issues raised:

Ms. Gregory raised a concern that the proposed changes within the Bend Central District will change her neighborhood and disrupt its livability.

Response: Ms Gregory's property at 716 NE 4th Street is zoned RS and planned designated RH. The property is adjacent to a proposed "Special Planned District" called the Bend Central District (BCD). Her property is across 4th Street from the Safeway store and outside of the Bend Central District – no changes are proposed to her property.

A goal of the BCD is to create a more vibrant walkable neighborhood that includes convenient access to goods and services and encourage upper floor residential housing. The transformation of the area will be gradual as public infrastructure is constructed in the district.

Henry Burwell

Issues Raised:

Mr. Burwell asked why didn't the City considered changing the zoning on golf courses to create more capacity in the UGB?

Response: The City considered the capacity provided by golf courses in the Buildable Lands Inventory (Rem Rec 10413). The topic was discussed and reviewed by the Residential TAC at their November 2014 meeting (Rem Rec 2760). The TAC consensus was to accept the project's team recommendation on how to treat golf courses in the BLI. The team recommendation was based on an analysis of the five (5) golf clubs within the City limits of Bend, and the evaluation of their land areas and values (Rem Rec 2723-2726). The team also considered whether any of these golf courses redeveloped during the look back period of 1998 to 2008, per ORS 197.296(4). The only golf course that the team found that included vacant land that was undeveloped and available for residential use was the undeveloped portion of the Back Nine golf course, and recommended to the TAC that that this land be treated as available.

The team further recommended that the remaining golf courses be classified as Developed and unavailable for residential uses.

OAR 660-008-005(7) defines “Redevelopable Land” as land zoned for residential use on which development has already occurred but on which, due to present or expected market forces, there exists the strong likelihood that existing development will be converted to more intensive residential uses during the planning period. The team did not find that based on the past history of development and the values of the golf courses that a strong likelihood did not exist that these existing golf courses would be converted into more intensive residential uses during the planning period.

Dave Clark

Issues Raised:

Mr. Clark raised concerns about transportation infrastructure improvements in the southeast area.

Response: The UGB Remand process, consistent with state rules, assumes a set of transportation projects that are in the Bend Transportation System Plan as planned to be constructed within the UGB timeframe, including the Murphy Road Overcrossing. Area planning or master planning for the southeast expansion areas will address transportation infrastructure and funding in greater detail. Some infrastructure projects on the City's CIP may be constructed prior to development of any sites in the area. In addition to those projects, development permitting processes identify needed improvements such as rebuilding roadways to meet City standards (sidewalks, bike lanes, widening, etc.), and capacity projects like new intersection improvements. Needed improvements typically are constructed as a result of planning approvals, so would coincide with development in the area. Improvements are built as their need is identified or triggered by development, and occur as needed, or less frequently as part of a large consortium style agreement. Future GO bonds may also provide needed improvements. The existing and proposed transportation system has been found to be able to serve the proposed land uses and meet the city's performance standards as evidenced by the findings in Section 8 of the Findings.

John Stackpole

Issues Raised:

Mr. Stackpole raised concerns about RH (Urban High Density Residential) and CG (Commercial General) near his home on Ferguson Court north of the Elbow. He questioned why these designations were placed next to the RL designation in his neighborhood.

Response: The City is obligated to meet anticipated needs of a full range of urban uses including higher density housing, commercial, and industrial uses. Residential and commercial land uses were located in this area to increase the mix of housing and provided local commercial services to new development and existing neighborhoods. For specific properties,

there is an opportunity through area planning to refine the site-specific designations and consider standards that will promote compatibility.

“The Thumb,” “Elbow,” and “DSL” expansion areas represent a mix of land uses and expansion areas which score highly on a variety of evaluation criteria. Specifically, housing units within walking distance of schools and parks were criteria under Factor 1 of Goal 14. Housing units within walking distance of commercial services is an important Factor 1 criterion as well, which enhances livability, health outcomes, reducing reliance on the automobile, and other social benefits. Jobs/Housing Units balance was also measured and each area scored. Areas in the southeast of Bend were found to have a good balance of jobs to housing units and were found to be “balanced,” which is the top score for this criterion. See Rem Rec 10230-10232. The “Thumb” and “DSL” were found to score highly under the criterion for “Opportunities for Master Planning” due to their large size. This score reflects that these sites will be more capable of creating cohesive and multi-use complete communities due to additional planning requirements providing needed public amenities such as open space, parks, and schools, in addition to the broad mix of land uses. These sites also score well for having few urbanized acres in them, which leads to more efficient and timely growth. The three expansion areas score well under Factor 3 because they avoid expansions in ODFW identified high-value elk and deer range, are located in areas expected to have relatively lower land values for housing, represent mixes of housing which are needed housing under Goal 10. For site suitability for industrial and mixed employment, the same areas, while not scoring in the top tier of scoring, have immediate access to Minor Arterials (27th/Knott) which have direct connections with Highway 20 east and Highway 97 via an interchange. The scoring on this criterion resulted in these three areas not scoring in the top tier because of adjacent residential. However, the configuration of the specific land uses can be addressed during subsequent master planning which allows the re-arrangement of land uses to address compatibility issues that may arise. In addition, there are development code requirements for industrial uses bordering non-industrial uses such as residential to minimize any compatibility issues. The City Council finds the additional planning processes sufficient to address any perceived issues related to compatibility between these differing uses. All three of these expansion areas were also found to score well for “Site suitability for commercial uses.” Rem Rec 10255-10257. These three areas also scored well with respect to Factor 4 of Goal 14, with minimal impacts to irrigation districts. In summary, the City Council finds it weighed and balanced individual evaluation criteria related to all four factors of Goal 14, and the preferred UGB expansion represents the best UGB expansion based on this information. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Katelyn Pay & Jeff Harris / Dan Goodrich, COBA

Issues Raised:

This testimony requested the elimination of the proposed Floor Area Ratio (FAR) in the proposed amendments to the Development Code.

Response: The Residential Technical Advisory Committee recommended and supported the use of FAR to regulate building scale in the residential zones especially since the Development Code recommendation is to reduce some lot sizes as small as 1600 square feet. The proposal

to use FAR in place of lot coverage for regulating building mass and scale is not an efficiency measure, but more of a compatibility standard. The UGB proposal is not dependent on the FAR provision for capacity. It would possibly alleviate some of the neighborhood concerns regarding new construction building scale, so it is important to “get it right”.

The proposed modifications to the Bend Development Code do not include changes to FAR, and were removed as requested in this testimony. The City Community Development Department is willing to take up this topic and flesh out this complex issue with the involvement of a stakeholder committee and a robust public process.

Deborah Turner

Issues Raised:

Ms. Turner raised concerns about high school capacity.

Response: The City considered the need for additional lands for schools and coordinated closely with the Bend La Pine School District during the process. The City presented findings on school lands in Section 6 of the Findings Report (Rem Rec 11755-11759). The City drew on the work the District recently finished with their 2016 Sites and Facilities Plan, for which the City took Official Notice (Rem Rec 11756). In addition, Project Manager Brian Ranking also summarized the City’s coordination with the School District during the August 25, 2016 joint hearing between the City Council and the Board of Commissioners. In short, the School District and City of Bend rely on the same population estimates predicting growth in housing, which leads to the School District creating refined enrollment estimates. The City’s proposed UGB provides the same number of school sites by type as the School Districts 2016 Sites and Facilities Plan, and therefore is planning to provide sufficient land for new schools. Once new schools are built and enrollment areas adjusted, new school capacity is available.

Jan Lewis

Issues Raised:

Mr. Lewis lives in South Bend and raised concerns about the inclusion of the Baney property.

Response: The selection of the Baney property for inclusion in the UGB is based the City’s evaluation that this would be reasonably efficient use of urban land (a mix of uses and housing types is proposed), infrastructure can be provided and will be required with development, and that the economic, social, environmental and energy consequences would be positive due to the proposed affordable housing. The provision of affordable housing at this location helps meet an important housing need, and, helps ensure that affordable housing is in all quadrants of the city.

The analytical process related to Goal 14 involved evaluating three scenarios, three Supplemental Analysis Areas, and refinements to the preferred scenario of 2.1 from its origins to seven refinements resulting in the adopted UGB expansion. This evaluation included specific evaluation criteria and a factual basis related to the four factors of Goal 14, and was based on community and decision maker input. Each evaluation criterion was calculated, presented, weighed and balanced by the advisory committees, UGB steering committee, and ultimately the

Bend City Council in its decision regarding the boundary. The Baney property was identified early as being in the top quartile of lands suitable for urbanization which surround Bend. It was also included in Scenario 2.1, which was the top performing scenario at the time, and further refined to result in the preferred UGB expansion. The City Council finds this process to meet the legal requirements because it is based on factual information in the record which demonstrate the Goal 14 factors were weighed and balanced as explained in its findings. The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Art Hogan, Ethan Kollar, Terese Madrigal, Sarah Barnett, Tom Marple, and Shehnai Sher

Issues Raised:

This testimony address proposed efficiency measures that are amendments to the Development Code. The specific issues raised included:

- concerns about removal of Conditional Use Permit (CUP) requirement for duplex/triplex and attached single family dwellings
- Loss of neighborhood character
- Increased density
- Increased parking issues

Response: The proposal to eliminate the CUP for duplex, triplex and single family attached housing came from the Residential TAC in an effort to remove barriers to constructing a variety of housing types, and, promote housing affordability. This is an efficiency measure relied upon for the housing needs analysis and allows the City to achieve the needed housing required under Goal 10. Removing a conditional use permit from duplexes, triplexes, and townhomes simplifies the process, and reduces costs, but does not increase allowed density. Removing this procedural hurdle also allows needed housing types to be constructed through a clear and objective manner which is required by the needed housing statutes. In other words, retaining the current development standard of making duplexes, triplexes, and townhomes conditional uses arguably violates the clear and objective requirements. Thus, they are being removed by the City Council so needed housing is permitted to meet state law. Generally, lots will need to be at least 10,000 square feet in order to have two units of any kind or to partition. Apartments and condos will not be allowed in the RS or RL zones except as part of a Master Plan. Other residential zones are intended for a mix of housing. A variety of housing types is needed in order to allow people with a range of incomes and household sizes to live in Bend. Many of the

ills associated with lower property values, crime, and trashing are not supported by studies and in this case are not backed by any factual basis. Apartments (4 or more units) are not allowed in the RS zone anyway unless part of a Master Plan which no properties in the vicinity qualify for based on the size of the properties. Transportation analysis demonstrate there is sufficient capacity in the roadways and intersections with planned intersection improvements.

John Lynch

Issues Raised:

Mr. Lynch raised concerns about the compatibility of the UGB abutting farm land, and suggested that lower densities should be placed near farms in order to create a buffer.

Response: The project team performed a farm analysis as part of the scenario evaluation (see Scenario Evaluation Report. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948. This analysis identified a feed lot operation south of Knott Road as an adjacent farming operation to consider during the UGB expansion process. The team recommended, and the TAC and USC supported, the placement of commercial and industrial uses along Knott Road as the most appropriate land use to minimize conflicts with the feed lot operation. The farm analysis found no other farms or farming areas near the proposed UGB expansion that require buffering.

Beal Jones

Issues Raised:

Ms. Jones asked whether there are commitments to ensure the proposed affordable housing will be implemented.

Response: The proposed Growth Management Chapter includes Specific Expansion Area Policies that require affordable housing for the North Triangle, East Hwy 20, Southwest, and West expansion areas. The policies reference guarantees (e.g. Covenants, Codes and Restrictions) that must be provided.

Bill Galloway

Issues Raised:

Mr. Galloway stated that infrastructure should be in place prior to or concurrent with development in the three SE Expansion Areas.

Response: The UGB Remand process, consistent with state rules, assumes a set of transportation projects that are in the Bend Transportation System Plan as planned to be constructed within the UGB timeframe, including the Murphy Road Overcrossing. Area planning or master planning for the southeast expansion areas will address transportation infrastructure and funding in greater detail. Some infrastructure projects on the City's CIP may be constructed prior to development of any sites in the area. In addition to those projects, development

permitting processes identify needed improvements such as rebuilding roadways to meet City standards (sidewalks, bike lanes, widening, etc.), and capacity projects like new intersection improvements. Needed improvements typically are constructed as a result of planning approvals, so would coincide with development in the area. Improvements are built as their need is identified or triggered by development, and occur as needed, or less frequently as part of a large consortium style agreement. Future General Obligation bonds may also provide needed improvements.

Ken Atwell

Issues Raised:

Mr. Atwell raised several issues including:

- Timing of infrastructure, particularly for the SE Expansion areas
- SE is wrong place for higher density housing and employment because existing road infrastructure is inadequate
- affordable housing should be distributed throughout the city and not concentrated in the SE

Response: The UGB Remand process, consistent with state rules, assumes a set of transportation projects that are in the Bend Transportation System Plan as planned to be constructed within the UGB timeframe, including the Murphy Road Overcrossing. Area planning or master planning for the southeast expansion areas will address transportation infrastructure and funding in greater detail. Some infrastructure projects on the City's CIP may be constructed prior to development of any sites in the area. In addition to those projects, development permitting processes identify needed improvements such as rebuilding roadways to meet City standards (sidewalks, bike lanes, widening, etc.), and capacity projects like new intersection improvements. Needed improvements typically are constructed as a result of planning approvals, so would coincide with development in the area. Improvements are built as their need is identified or triggered by development, and occur as needed, or less frequently as part of a large consortium style agreement. Future GO bonds may also provide needed improvements.

Affordable housing has been distributed throughout the Expansion areas. Seven of the nine expansion areas includes land designated RM or RH. Four of the nine expansion areas include specific requirements for affordable housing. This is in addition to the many RM, RH and Mixed Use designations that allow for affordable housing throughout the City.

The analytical process related to Goal 14 involved evaluating three scenarios, three Supplemental Analysis Areas, and refinements to the preferred scenario of 2.1 from its origins to seven refinements resulting in the adopted UGB expansion. This evaluation included specific evaluation criteria and a factual basis related to the four factors of Goal 14, and was based on community and decision maker input. Each evaluation criterion was calculated, presented, weighed and balanced by the advisory committees, UGB steering committee, and ultimately the Bend City Council in its decision regarding the boundary. The City Council finds this process to meet the legal requirements because it is based on factual information in the record which

demonstrate the Goal 14 factors were weighed and balanced as explained in its findings. The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

“The Thumb,” “Elbow,” and “DSL” expansion areas represent a mix of land uses and expansion areas which score highly on a variety of evaluation criteria. Specifically, housing units within walking distance of schools and parks were criteria under Factor 1 of Goal 14. Housing units within walking distance of commercial services is an important Factor 1 criterion as well, which enhances livability, health outcomes, reducing reliance on the automobile, and other social benefits. Jobs/Housing Units balance was also measured and each area scored. Areas in the southeast of Bend were found to have a good balance of jobs to housing units and were found to be “balanced,” which is the top score for this criterion. See Rem Rec 10230-10232. The “Thumb” and “DSL” were found to score highly under the criterion for “Opportunities for Master Planning” due to their large size. This score reflects that these sites will be more capable of creating cohesive and multi-use complete communities due to additional planning requirements providing needed public amenities such as open space, parks, and schools, in addition to the broad mix of land uses. These sites also score well for having few urbanized acres in them, which leads to more efficient and timely growth. The three expansion areas score well under Factor 3 because they avoid expansions in ODFW identified high-value elk and deer range, are located in areas expected to have relatively lower land values for housing, represent mixes of housing which are needed housing under Goal 10. For site suitability for industrial and mixed employment, the same areas, while not scoring in the top tier of scoring, have immediate access to Minor Arterials (27th/Knott) which have direct connections with Highway 20 east and Highway 97 via an interchange. The scoring on this criterion resulted in these three areas not scoring in the top tier because of adjacent residential. However, the configuration of the specific land uses can be addressed during subsequent master planning which allows the re-arrangement of land uses to address compatibility issues that may arise. In addition, there are development code requirements for industrial uses bordering non-industrial uses such as residential to minimize any compatibility issues. The City Council finds the additional planning processes sufficient to address any perceived issues related to compatibility between these differing uses. All three of these expansion areas were also found to score well for “Site suitability for commercial uses.” Rem Rec 10255-10257. These three areas also scored well with respect to Factor 4 of Goal 14, with minimal impacts to irrigation districts. In summary, the City Council finds it weighed and balanced individual evaluation criteria related to all four factors

of Goal 14, and the preferred UGB expansion represents the best UGB expansion based on this information. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Brian Ricker

Issue Raised:

Mr. Ricker testified on the record at the August 25, 2016 joint hearing and provided an April 23, 2016 email, letter, photograph, and map into the record. He requested that his property be included in the UGB and argued that it must have been overlooked or an error that it was not included.

Response: OAR 660-024 outlines the administrative rules the City must follow in developing and evaluating alternative boundary expansion scenarios. There are no requirements in OAR 660-024-0000 through OAR 660-024-0080 that requires the City to explain through findings why property that was evaluated for consideration was not included in a UGB expansion proposal. There is also no requirements in State statute to do so under ORS 197.298. State law requires the City to explain how the proposed expansion satisfies the law, including the satisfaction of land needs for needed housing and economic opportunities. In addition, State law does require that if a need for land is identified, that any expansion of the UGB be configured to satisfy that specific need; the City Council does not have the ability to bring in land in excess of the identified needs for housing and employment.

With respect to the scenarios in which Mr. Ricker's property was included, his property was included in SAAM 2. In the Scenarios Evaluation, SAAM-2 performs poorly on Balanced Transportation System, due to the lack of connectivity to the existing UGB from the Gopher Gulch area and the distance to reach key destinations inside the current UGB. It also performs relatively poorly on Compatibility with Farms and Forests due to heavy impacts to Swalley Irrigation District and proximity to the greatest number of working farms... The purpose for making this finding is to reiterate that Scenario 2.1 was the best performing scenario, and that the Evaluation Report and its appendices (Rem Rec 4547, 6209, 6637, 6737, 6851) presented the analysis of the scenarios and explains why this scenario performed best.

The Council considered several versions of Scenario 2.1G, and made the final changes to this scenario during the USC's April 21, 2016 meeting (See minutes at Rem Rec 10144). The Council added several properties to the expansion whose owners and/or their representatives made written and oral proposals to include an affordable housing component in their development if their property was included. The Council found that this commitment provided social benefits under Goal 14 Factor 3, and that including these properties provided more benefits to the City.

The recommendation is no change to the UGB expansion proposal. No flaws were identified that need to be rectified. The City went through a process established by the Court of Appeals' decision in McMinnville, and followed ORS 197.298 and OAR 660-024. This testimony did not identify any statute, rule, or case law that requires the city to adopt findings showing why an individual property or an area was not included.

The analytical process related to Goal 14 involved evaluating three scenarios, three Supplemental Analysis Areas, and refinements to the preferred scenario of 2.1 from its origins to seven refinements resulting in the adopted UGB expansion. This evaluation included specific evaluation criteria and a factual basis related to the four factors of Goal 14, and was based on community and decision maker input. Each evaluation criterion was calculated, presented, weighed and balanced by the advisory committees, UGB steering committee, and ultimately the Bend City Council in its decision regarding the boundary. The City Council finds this process to meet the legal requirements because it is based on factual information in the record which demonstrate the Goal 14 factors were weighed and balanced as explained in its findings. The City Council finds the proposed UGB expansion and combination of efficiency measures to be the best balance of performance across the many evaluation criteria. The preferred UGB expansion scenario was one the top performing from the standpoint of including lands which are the most efficient to develop, offer a balance of large and small parcels without existing development, provide a mix of uses with convenient access to schools, parks, and commercial services, rely on existing infrastructure improvements and represent a least cost expansion as a result, avoid prime habitats and riparian corridors and highest risk/resistant wildfire areas, create suitable locations for commercial and industrial uses, and avoid areas with active farm and forest uses. The performance of all the proposed scenarios and the proposed UGB expansion are detailed in a number of technical reports which demonstrate these findings, and the factual basis for this conclusion. See Rem Rec 10814, 10223, 11223, 10183, 11201, 06619-06948.

Allegra Briggs; Bill Bernardy

Issues Raised:

This testimony raised: (a) a concern about transitions between residential and non-residential land uses, particularly standard residential and mixed use; and, (b) a request for the City to utilize “use compatibility” in addition to physical compatibility.

Response: The new mixed use code includes compatibility standards for properties abutting residential (side or rear lot lines). The new mixed use zones are planned for areas that are currently zoned as commercial, industrial or other employment, not residential. The uses proposed for the mixed use zone are similar to those allowed in the existing zones, except that they require the inclusion of residential and allow taller buildings. Therefore, the main potential compatibility issues relate to building height and setbacks, which are addressed in the mixed use code. The City has current programs in place to address noise and other nuisance issues.

The Central Westside Plan (CWP) does not specifically call for “Neighborhood Compatibility Zones” but rather points out that the Advisory Committee had concerns about compatibility in a select portion of the planning area (specifically where mixed use abuts Commerce, Simpson, and Mt. Washington Avenues). The CWP does not propose mixed use directly adjacent to residential neighborhoods but locates it on the opposite of major existing or planned public streets. The CWP recommends that further discussion of this issue occur in Phase 2 of the CWP.

“Compatibility” is a general term, and the testimony has not suggested a specific remedy or code provision to satisfy the request. At its extreme, use restrictions threaten the ability for the city to provide needed housing and employment as required by law. If uses are limited inside the UGB, the additional UGB expansion is required to provide needed housing and employment opportunities to meet anticipated needs. Therefore, significantly limiting uses is not consistent with Goal 14 to make efficient use of urban lands prior to expanding the UGB. The LCDC Remand Order required the city to adopt efficiency measures to not only make efficient use of urban lands in the current UGB, but also provide for needed housing. Needed housing provided in the Central Westside Opportunity Site would be less likely to be provided as a result of significant detuning of the proposed Development Code, implementing significant use restrictions, or removal of that Opportunity Site area altogether. The city has numerous programs which are related to “livability” and issues of noise and special events which specifically address some of the issues raised in testimony. The City Council finds the redesignation of the Central Westside Opportunity Site and new Development Codes to therefore be necessary to comply with the Remand Order, make efficient use of urban land as required by Goal 14, and provide for needed housing and employment while recognizing existing programs regarding “livability” and “compatibility” are available and necessary to address the concerns raised in testimony.

APPENDIX - MAPPING OF SCENARIOS IN NORTHEAST

To: Bend City Council

From: Bill Galaway, Chairman, Southeast Bend Neighborhood Association

Copy: Brian Rankin, Nick Arnis

Subject: Southeast Bend UGB Expansion and TSP

As you may recall, I attended the UGB Remand Project review on August 25, 2016. I spoke to the following:

“Over 45% of the total UGB expansion will be added in the southeast portion of Bend, including the areas known as the Thumb, the Elbow, and the DSL property. The basis for adding these areas into the UGB is predicated on the current Transportation System Plan, which incorporates a huge amount of infrastructure improvements in the area, including but not limited to:

- Murphy Road and Highway 97 offramps
- Murphy Road extension and upgrades
- Parrell Road reconstruction
- China Hat Road reconstruction and upgrades
- 15th Street reconstruction and upgrades
- Knott Road upgrades

The southeast portion of Bend was originally annexed without a plan to improve and upgrade the infrastructure. As a consequence we have major roads in the area that are in such a state of disrepair that the city will not spend maintenance dollars on them, instead they are waiting to be reconstructed. After many years of accidents we finally got the Murphy/Parrell intersection rebuilt, for which we are thankful.

As we add these 1,100 acres into the city we ask that we do not repeat the past. We have a plan to improve the infrastructure. We are asking the city to commit to building out the infrastructure prior to or coinciding with the development in the Thumb, the Elbow, and the DSL property. Will the city make this commitment?”

In the review after I spoke, you asked Brian and Nick to respond. They filled you in on the process for improving the infrastructure, which I know about and fully endorse. However, I was asking for more than an understanding of the process. I was asking for the city to ensure that the infrastructure will be developed prior to or in conjunction with the development of these properties. If this does not happen, the strain on the existing infrastructure (which is already an issue) will bring traffic in this area to a standstill. Thus again, I ask the city to make the commitment to appropriately add the infrastructure.

In addition, I recommend that the city council and staff tour Southeast Bend prior to your 9/7/16 discussion to get a better picture of what I am talking about. Specifically, I ask you to tour the following:

- Drive to the roundabout at Murphy and Parrell, using Highway 97. Note how difficult it is to get to this area without the Murphy Road offramps.
- Parrell Road, which is the only access to the Thumb from the North and West. This road has been deemed to be in such a bad state of repair that maintenance dollars will not be spent on it.
- Murphy Road east of the new roundabout. The TSP states that Murphy will be extended to 15th Street with an overpass across the tracks. I would like you to note the number of driveways accessing Murphy between Parrell and Country Club Road, ask how we will protect the citizens who live there from the significantly increased traffic and congestion.
- Knott Road between Reed Market and Highway 97. This is already used as a highway for those transitioning east to south, bypassing the congestion on Highway 20. When 1,100 acres are added to the UGB along this stretch it will become an even bigger issue than it is today.
- China Hat Road between Knott Road and Highway 97. This road will be heavily used by those wanting to get to Highway 97 and avoid the congestion of the Murphy Road extension. In addition, it fronts the Thumb development the entire stretch. This road has also been declared to be un-repairable.

I would be more than happy to join the City Council for this tour so I can point out what I am concerned about.

Thanks for your consideration.

Regards,

Bill Galaway

Chairman, Southeast Bend Neighborhood Association

Damian Syrnyk

From: ekco_properties@msn.com
Sent: Monday, August 29, 2016 3:44 PM
To: Damian Syrnyk
Subject: 61205-61215 Parrell Road, Bend - 2.97 acres zoning change request.
Attachments: ParrellRdAerial (2).jpg; ParrellRoadLocatorMap (3).jpg; BendHousingNeedsAnalysis.DirectQuotesFromFindings.pdf

Damian:

As a follow-up to my presentation Thursday at the joint county & city UGB/Development Code Update meeting, I wanted to offer some additional follow-up on our request for our property's RS zoning change to be included in the city-wide amendment.

To reiterate our main justification for our request to change the existing RS zoning to RM, or RH, is that the result would satisfy both market demand and the city's desire for more immediate opportunities to develop lower cost attached and multi-family housing.

In studying the Housing Needs Analysis, it states through out the report the desire and need to find opportunities with in the city to do exactly what we are requesting. Furthermore, these needs and goals can be met immediately within the existing UGB on an "in-fill" parcel. See attached findings quote from the Housing needs analysis.

Another one of our points was that this particular project is flexible in that it is appropriate for several product types, but as an RM or RH project it would act as a buffer and transition from the commercial uses that exist on two sides of our property from the existing RS and RL properties that are adjacent to its other two sides, see attached aerial.

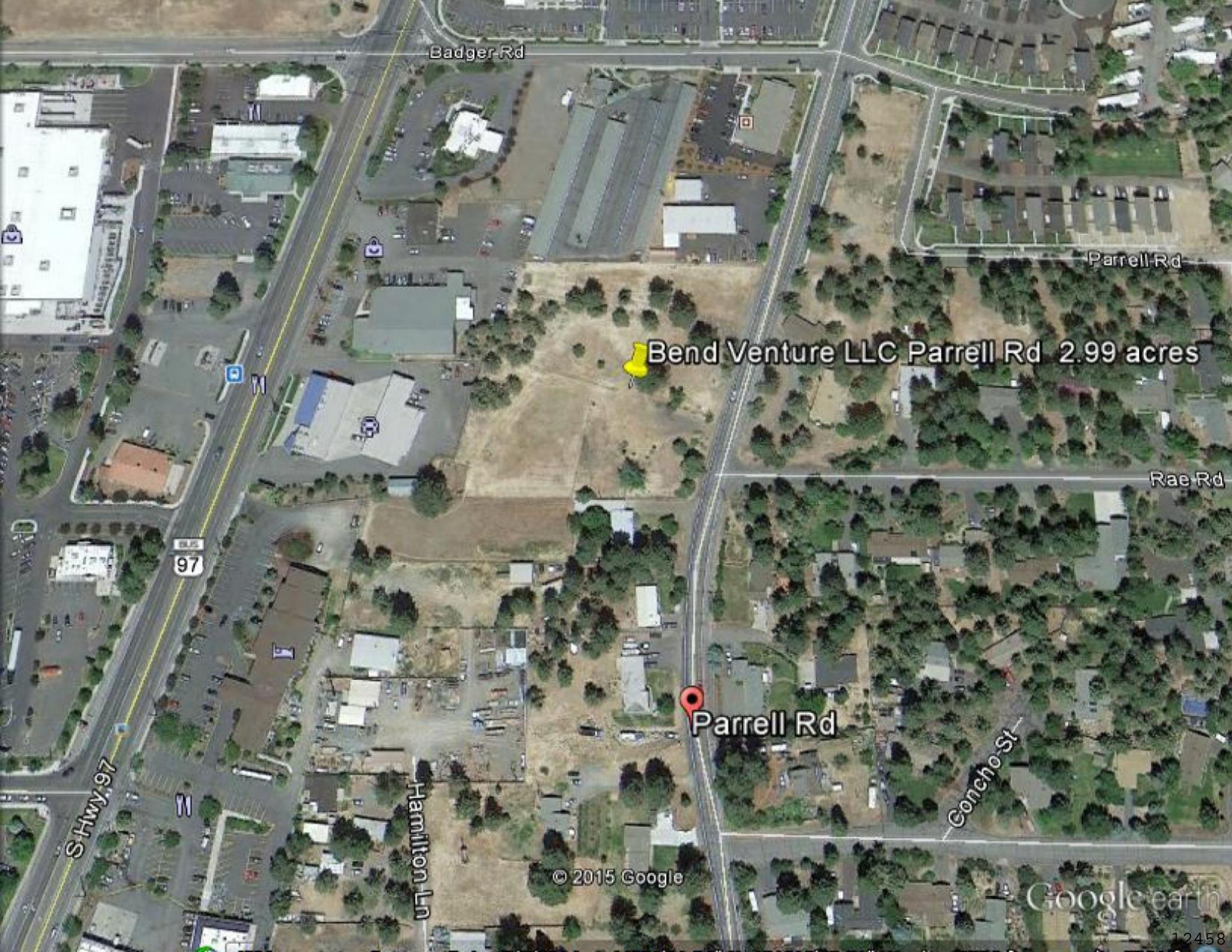
There definitely seems to be precedent and justification for higher density projects due to the kind of "mixed uses" that reside along, and intersect, the "Parrell Road corridor".

Please enter the attached into the public record for our request. We look forward to discussing this matter further.

Thank you for your consideration,

Eric Knirk

Bend Venture, LLC
ekco_properties@msn.com
541-549-3636
541-610-9942
310-753-1600 Mobile





These demographic changes, combined with the existing and growing need for affordable housing, shows a growing need for single-family attached housing (such as townhomes) and multifamily housing. While the majority of new housing will continue to be single-family detached housing, the type of single-family detached dwellings may change, with more emphasis on smaller and more affordable new single-family detached housing and a decrease in demand for large-lot single-family detached housing. Bend's current housing policies and regulations support the development of a mix of housing that is not consistent with Bend's needed mix for a larger percentage of single-family attached and multifamily housing types (relative to past trends) and a higher percentage of more affordable single-family detached housing types. The City will need to enact policy and regulatory changes in order to move from the observed trend of building approximately 75% single-family detached units (between 1998 and 2014) to a rate of 55% single-family detached (SFD), 10% single-family attached (SFA) and 35% multifamily (MF) units going forward from 2014 to 2028. This housing mix (55% SFD, 10% SFA and 35% MF) is the basis for determining residential land needs for the remainder of the planning period (2014-2028). Using this needed mix will ensure that a greater supply of land is available for needed types of housing. In addition, the City is proposing a package of efficiency measures to maximize the capacity of buildable residential lands within the existing Urban Growth Boundary, enable development of multifamily and attached housing in mixed use opportunity areas, and make it more feasible and likely that the market will achieve the needed housing mix and densities. Doing so will have the effect of increasing the supply of needed

Damian Syrnyk

From: Gisela Ryter <giselavest@icloud.com>
Sent: Monday, August 29, 2016 3:06 PM
To: Damian Syrnyk
Subject: UGB plan

Dear Mr. Syrnyk,

I applaud the City on its new UGB proposal . It is truly a game changer and very forward looking. Hopefully all that is outlined will be adopted in time.

In addition to preserving Bend's natural environment and wildlife habitat, I would like to see the City give consideration to deer living in town. Due to habitat loss in the past mule deer had no choice but to become year round Bend residents. What could be done to protect them from speeding cars? How could the public be educated? Four signs on roads coming into town could alert the annual 3 million tourists, and possibly protect them from deer/vehicle collisions, making their vacation much better and help save deer lives.

Deer/wildlife are a valuable asset to the community. They attract tourists and therefore have economic value. The City could benefit by calling itself 'Bend, Deer City USA. Help us protect our deer' (or something similar).

Maybe this would help reduce the horrendous number of deer killed by cars (150 from January through October 2015, already ca. 200 in the first 6 months of 2016 as per City of Bend statistics.

As per ODFW the Central Oregon mule deer are under serious stress because of habitat/forage loss, habitat fragmentation and relentless traffic. If nothing is done to change this, Bend may lose its deer population. I am sure that is not what we want.

I hope you will give these ideas some consideration.
Sincerely,

Gisela Ryter
Giselavest@icloud.com

Sent from my iPhone

City of Bend

Urban Growth Boundary Public Hearing Testimony

RE: City of Bend Proposal – Ordinance Number 2271

Dear City of Bend Leadership,

As part of the written record for Ordinance Number 2271 of the UGB Expansion Project for the City of Bend, I propose removing the item below:

RM (Urban Medium Density Residential):
Floor Area Ratio (FAR) of .55 (building size limited to 55% of lot size).

The proposed item above is more restrictive than the current code, and including it would lead to housing shortages in Bend.

Respectfully,



Dylan Wetherill
61848 Fall Creek Loop
Bend, Oregon 97702
dylanwet@gmail.com

August 28, 2016

City of Bend Council and City Staff
710 NW Wall Street
Bend, Oregon 97702

Greetings:

Thank you for your diligent efforts with the UGB expansion process. We support your findings and truly appreciate the comprehensive effort to evaluate the many candidate areas.

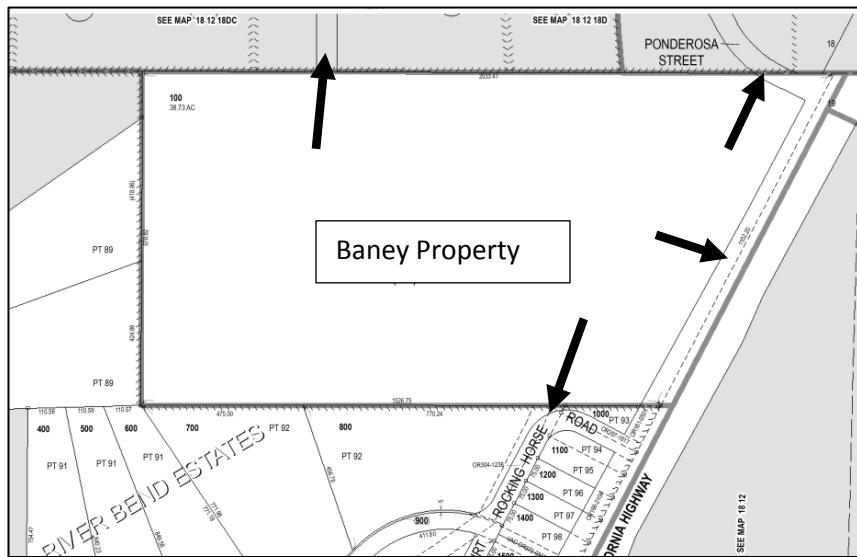
We are pleased our property will help create a variety of housing choices and a more complete neighborhood in the southern area of the community. We propose to develop a variety of housing choices including housing at 30% AMI – very much needed in the community. At the public hearing, a significant amount of testimony was received and we noted only two comments about our property:

1. Transportation connections
2. Homeless camping

Transportation connections.

Our property abuts the UGB, zoned RR-10 Exception Land, over 38 acres in size, and the former site of the Sunriver Preparatory School. The school buildings have been removed. We are ready to move forward and develop a mixed-use project using the zoning and policies proposed by the City.

Transportation connections will include connecting to the streets abutting our property as shown below. Because we are promoting development of a complete mixed-use neighborhood, there will be little need to cross the highway to go east. Should someone need to have access across Hwy 97 there are two ways to get across the Highway - via the Baker/Knott Road interchange or at Murphy Road.



Baney property and access points indicated by black arrows

Homeless camping.

We are aware of occasional trespass on our property by homeless citizens. Our security services patrol the property to reduce such activities. Development of our property will reduce trespassing in the long term.

Overall, our property and mixed-use project will provide:

- a “kick-start” for reinvigorating the nearby neighborhood with a blend of land uses, extension of utilities, new primary school (property donated by us to the district), variety of transportation options, and connections to other community facilities
- extension of needed sewer mains necessary to connect many existing septic fields within the city, just north of our property – this is a huge benefit to the community
- a complete neighborhood including a percentage of housing units serving 30% AMI

We would like to take this opportunity to thank you for all of your hard work in creating a more sustainable community.

Sincerely,



Curt Baney, President

Baney Corporation

Tel.: 541-382-2188 Email: curtb@oxfordsuites.com

Damian Syrnyk

From: Peter Russell <Peter.Russell@deschutes.org>
Sent: Tuesday, August 30, 2016 8:17 AM
To: Jim Bryant; Tyler Deke; Damian Syrnyk
Subject: FW: UGB issue ultimate transportation catastrophe

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: gary vdden [<mailto:randal.rri@gmail.com>]
Sent: Monday, August 29, 2016 4:26 PM
To: councilall@bendoregon.gov; Board; gary vdden
Subject: UGB issue ultimate transportation catastrophe

From: Gary Vodden

8-29-16

TO: Bend City council et al (UGB issue)

Requiring Bend to achieve population density at near parity with Portland, Eugene et al will place the residents of Bend in the middle of a well-engineered and inevitable transportation catastrophe.

For several decades, Bend Oregon has been considered the dessert of the high desert by residents, visitors and those seeking an escape from the perils of urbanization, though not for long if the Oregon State Legislature has its way.

Even the US DOJ had to admit that Bend is different from the standard urbanization, development issues when it abandoned the department's effort to enforce full compliance with the ADA laws and its agreement with Bend regarding the installation of sidewalks and handicap sidewalk ramps. The representatives of the local ADA community, recently, appeared before the Bend City Council demanding that Bend initiate complete compliance with ADA laws with an initial \$100 million dollar bond issue to kick off a \$500 million drive to bring Bend up to full compliance with ADA laws required of any US urban center.

Bend is rural area that has grown by annexing other rural districts complete with those districts' rural infrastructure. Converting Bend's transportation infrastructure, its streets, to urban standards would require reconstruction of most of Bend's collectors and arterials to meet the urban infrastructure standards. Aside from the \$455,000-\$650,000 per lane mile cost of such a conversion, the disruption to business and residents lives would be considerable. Sewer pipe installation at HWY 20 and 27th revealed that the 27th Street approach to the intersection had one ~2.5" layer of asphalt and about an 8" layer of aggregate beneath the asphalt, rural standards. Amazingly, the soil under aggregate did not appear to have been compacted!? A SF Bay Area intersection with comparable traffic volume would have the soil below the aggregate compacted by steam rollers, ~5' diameter rollers, ~12" of aggregate compacted in ~4" layers and two layers of ~3" asphalt applied atop the aggregate, urban standards.

Members of the planning staff have emphasized that once the population density of the city is increased the transportation infrastructure will materialize to meet the needs of the residents. Really? Where are the four

lane arterials that crisscross the city from West to East? The four lane bridges cross the Deschutes River and the four lane railroad crossings. Will Galveston, Newport, Simpson et al be upgraded to four lane arterials? Reed Market was reconstructed as a two lane concrete roadway not easily converted to four lanes. Where are the four lane arterials to support an aggressive bus system and the seamless interaction bus, auto transportation of the residents? Will 27th street south of Bear Creek Road be converted to a four lane arterial or be reconstructed as a two lane rural road?

Just this morning a city representative was heard on a local radio station insisting that there was sufficient capacity of city roads to handle any additional population growth. Even now that additional capacity is best observed between 10pm at night 6am in the morning. Think in terms of 35,000 more residents using the current road infrastructure.

Just image the sight of bicyclists, pedestrians, buses and autos contending for an opening/slot in a roundabout merry go round (apparently from a planning point of view a 40% population increase using the current street inventory just isn't that big a deal) .

Or, one possibility, we could replicate three or four more Northwest Crossings in the North East, East and South East of the city (roughly 500 acres a site). Developers would provide the necessary infrastructure as part of the development project. I would be interested in the argument that the Northwest Crossing project is anything other than an excellent example of intelligent urban growth at its finest.

This approach would take the challenge out of trying to work our way out the pending , state mandated UGB solution, a state mandated transportation catastrophe.

--
Gary Vodden
randal.rri@gmail.com
P 415-810-0902
F 415-691-6608
PO BOX 6899, BEND, OR 97708-6899

8/21/16

From: John Russell

To: Sally Russell

Regarding: Articles in the Bulletin and The Source on growth

The recent articles on Bend's rapid growth illustrates why so many of us are disillusioned with our political and economic leaders. Consider that Roger Lee and Tim Knopp both benefit economically by rapid population growth, as do many city and county personnel and school managers. The larger the population, the more money they are paid.

Concerns of ordinary citizens about traffic congestion, disrupted neighborhoods due to overbuilding of new units, a declining deer population due to growth and a general decline in the quality of the natural environment are ignored, or dismissed by many city leaders. A 3% or 4% growth rate is held up as desirable which, according to the "rule of 69," means our population will double every 23 years, or 170,000 by 2040. How many ordinary citizens believe that growth rate is desirable?

Mr. Abernathy needs to define what the "Bend Feel" is. Those of us who were born and raised here more than 50 years ago can testify that what ever "feel" Bend had, it is long gone. I suggest the local newspapers interview members of the Pioneer Association for a more balanced view. It is amazing how many people move to the "beautiful" town of Bend and the first thing they want to do is change things.

Some of the council members and the Bulletin seem to believe that a larger expansion of the Urban Growth Boundary will relieve population pressures and lower housing costs. When our political leadership embraced destination resorts and gated communities, we sealed the fate of housing costs. An examination of other tourist/resort towns should have allowed us to predict the result of becoming a resort town. The Miller Farm west of Bend was recently given special approval even though it will probably burn down and the lots are selling for hundreds of thousands of dollars. Why was it so important to approve that development???" How many local citizens can afford those lots?

Finally, we need to remember that we live in the high desert and water is a finite resource. With global warming, water may decline as we continue to experience a sky rocketing population. There does not seem to be much of a concern about this.

I know you have a thankless job as councilman, but I will not vote for a potential council member who supports, or encourages this un-sustainable growth rate, or the large tourism numbers. Enough is enough.

Respectfully,

John Russell
63258 Boyd acres Rd
Bend, OR 97701



City of Bend
AUG 29 2016
Received Administration

Damian Syrnyk

From: April Ott
Sent: Tuesday, August 30, 2016 11:44 AM
To: Damian Syrnyk
Subject: FW: UGB....



April Joy Ott
Administrative Assistant
City Hall
O: 541-388-5505



From: CityManagerShared
Sent: Monday, August 29, 2016 9:46 AM
To: Eric King <eking@bendoregon.gov>
Subject: FW: UGB....

From: Mike Lovely [<mailto:enchantedsyryk@bendoregon.gov>]
Sent: Sunday, August 28, 2016 9:31 PM
To: CouncilAll <councilall@bendoregon.gov>; Damian Syrnyk <damiansyrnyk@bendoregon.gov>; CityManagerShared <citymanager@bendoregon.gov>
Cc: cricketkadoch@gmail.com; geneduncan@bendbroadband.com; joek7sq@gmail.com; Kevin DesRosiers <kevind@bendbroadband.com>; Matt Kittelson <mkittelson@gmail.com>; Mike Lovely <enchantedsyryk@bendoregon.gov>; Pam Nettleton <pandjnett@yahoo.com>; southwestbendna@gmail.com
Subject: UGB....

Hello Again Mayor, Councilors, Damian, and Eric, Well history is still haunting me. Tonight I am wearing two hats, my own and Southwest Bend NA. THE UGB DEBACLE.... I was on the original citizens advisory committee in 2004 (?) I knew 2000 acres was not enough and then the moneyed folks jumped in and the fat was in the fire. POOF !!! Now 8000 acres and the state says NO. I originally had 5000m acres in mind, but who listens to an old retired log scaler???? I know we cannot stop growth but it can increase at a tolerable rate, and not let the tail wag the dog. I think we should get the infrastructure "in filled" and up to date in the rest of the city. Then start adding it to the new expansion and build on that. How much road preservation could we have accomplished with all this misspent UGB money???? Also along the path of misspent money, I have maintained that we should have put the larger sewer line in on Hamby Road instead of tearing up the recently repaired and sewer install on 27th Street. I was told it was outside the city limits. DUH !!! What are intergovernmental agreements for ??? AND one day that area will be annexed to the city. A lot less traffic out there

now and more room to operate in and our crap will still reach the proper destination. We all must remember that "common sense, virginity, and personal responsibility are vanishing resources in today's society". Please pass this on to whomever you think necessary. Thank you for your time in reading this (and I hope you read all of it) and please respond if you feel it is necessary.

Sincerely, Mike Lovely