



ORDINANCE NO. NS-2551

An ordinance of the City Council annexing 265.7 acres in the Stevens Road Tract Urban Growth Boundary Expansion Area, assigning a Sign District per Bend Code 9.50.040.C, and requesting jurisdictional transfer of adjacent right-of-way per ORS 373.270.

Findings

- A. Bend Development Code (BDC) 4.9.400.A.3 allows annexation of real property to the City when more than half of owners of land in the contiguous territory proposed to be annexed, who also own more than half the land in the contiguous territory therein representing more than half the assessed value of the real property in the contiguous territory, consent to the annexation.
- B. On November 21, 2025, Hayden Homes, as developer, with authorization from the Oregon Department of State Lands ("Owner"), the owner of real property described in Exhibit A and depicted on Exhibit B (the "Area") submitted through an agent a Type III Quasi-judicial application for Annexation of the Area and abutting right-of-way within the Stevens Road Tract Urban Growth Boundary Expansion Area, totaling 265.7 acres. The application (PLANX20250646) was deemed complete on January 20, 2026.
- C. All owners of the land have filed statements of consent to this annexation.
- D. Public notice for the City Council hearing was provided in accordance with the requirements of BDC 4.1.423 - 4.1.425. On March 12, 2026, notice was mailed by the Planning Division to surrounding owners of record as shown on the most recent property tax assessment roll and to the addresses of property (based on the City's current addressing record) within 500 feet of the site, and to the designated representatives of the Old Farm and Larkspur Neighborhood Districts. Notice was also posted in four public places on March 12, 2026, and posted in The Bulletin on March 18 and 25, 2026. On March 13, 2026, public hearing notice signs were posted by the applicant along the property frontage on Stevens Road and in the southwest corner of the Area, visible from adjacent rights of way.
- E. The Area is contiguous to the City limits of the City of Bend.
- F. The Owner and the City have reached agreement on a proposed Annexation Agreement that sets for the obligations of the Owner for provision of urban infrastructure needed to serve the Area, attached as Exhibit C.
- G. The abutting rights-of-way of Stevens Road, Ward Road and McGilvray Road, currently under the jurisdiction of Deschutes County, will be annexed into the Bend city limits with this ordinance, and should be transferred to City jurisdiction for consistency and efficiency of administration.



Ordinance

Based on these findings, the City of Bend ordains as follows:

- Section 1.** The territory described in Exhibit A and depicted on Exhibit B, is annexed to the City of Bend upon the effective date of this ordinance.
- Section 2.** The territory described in Exhibit A and depicted on Exhibit B, is annexed to the City of Bend upon the effective date of this ordinance.
- Section 3.** In addition to the findings set forth above, the City Council adopts and incorporates the findings in Exhibit D
- Section 4** On the date the annexation becomes effective, the UA Zone District will cease to apply and the Zoning Map will be automatically updated in accordance with the Legacy Village Master Planned Development zoning scheme as adopted under PLSPD20250647 (Exhibit E).
- Section 5.** On the date the annexation becomes effective, the Sign District Map will be automatically updated to Sign District 5 for land designated/zoned Standard Density Residential (RS), Medium Density Residential (RM) and High Density Residential (RH), and to Sign District 4 for land designated/zoned General Commercial (CG) and Mixed-Employment (ME) (Exhibit F)
- Section 6** The City, pursuant to ORS 373.270, requests that Deschutes County surrender to the City of Bend jurisdiction over the rights-of-way on the north and south edges of the annexation area as shown on Exhibit B, to the extent not already under City jurisdiction.
- Section 7** This Ordinance shall be voidable at the City’s sole discretion if a signed copy of the Annexation Agreement (Exhibit C) is not signed and returned to the City within 30 days of the adoption of this Ordinance.
- Section 8.** If any provision, section, phrase, or word of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions that can be given effect without the invalid provision or application.

First Reading

04/01/2026




Second Reading

04/15/2026

Adoption by Roll Call Vote

Yes: Kebler, Méndez, Platt, Riley

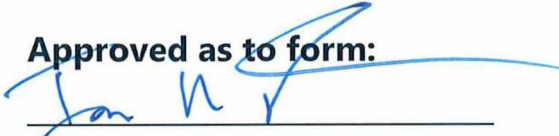
No: Franzosa



Melanie Kebler, Mayor

Attest:


Ashley Bontje, City Recorder

Approved as to form:


Ian Leitheiser, City Attorney



EXHIBIT A

Annexation Description

A tract of land located in the Southwest Quarter of Section 1, the Southeast Quarter of section 2, the Northeast Quarter, the Southeast Quarter, and the Southwest Quarter of Section 11, the Northwest Quarter of Section 12, the Northeast Quarter, and the Northwest Quarter of Section 14, Township 18 South, Range 12 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

Beginning at the section corner common to Sections 11, 12, 13, and 14; thence along the east line of said Section 14, South $00^{\circ}07'28''$ East 20.00 feet to the easterly prolongation of the southerly right-of-way line of W.J. McGillvray Road (20.00 feet from centerline), per Crook County Commissioner's Journal 4, Page 394; thence along said prolongation and continuing along said southerly right-of-way line, North $89^{\circ}36'43''$ West 2652.20 feet to an angle point in said southerly right-of-way line; thence continuing along said southerly right-of-way line, North $89^{\circ}36'19''$ West 358.76 feet to the westerly right-of-way line of a Pacific Gas Transmission Company gas line easement; thence along said westerly right-of-way line, North $18^{\circ}22'26''$ East 21.03 feet to the south line of said Section 11; thence continuing along said westerly right-of-way line and its northeasterly prolongation, North $18^{\circ}22'26''$ East 5578.12 feet to the northerly right-of-way line of A.E. Stevens Road (25.00 feet from centerline), per Deschutes County Commissioner's Journal 8, Page 192; thence along said northerly right-of-way line, North $89^{\circ}06'47''$ West 33.82 feet to the west line of the Southeast Quarter of the Southeast Quarter of said Section 2; thence along said west line, North $00^{\circ}24'13''$ East 10.22 feet to the northerly right-of-way line of Stevens Road (varying in width from centerline), per Warranty Deed recorded March 3, 1993, as Instrument Number 1993-6431, Deschutes County Official Records; thence along said northerly right-of-way line on the following courses: South $89^{\circ}06'11''$ East 775.15 feet; thence North $87^{\circ}07'54''$ East 380.69 feet; thence South $71^{\circ}28'48''$ East 115.61 feet to the westerly right-of-way line of Ward Road (varying in width from centerline), per Warranty Deed, recorded August 15, 1991, as Instrument Number 1991-23766, Deschutes County Official Records; thence along said westerly right-of-way line, North $45^{\circ}39'28''$ East 35.23 feet to an angle point in said westerly right-of-way line (30.00 feet from centerline); thence continuing along said westerly right-of-way line, North $00^{\circ}26'58''$ East 258.96 feet to a line perpendicular to the northwest corner of Lot 7 of "Arrowhead Acres", recorded December 12, 1966, as Instrument Number 1966-0018, Deschutes County Official Records, when measured at a right-angle to the centerline of said Ward Road; thence along said perpendicular line, South $89^{\circ}33'02''$ East 60.00 feet to said northwest corner, also being on the easterly right-of-way line of said Ward Road (30.00 feet from centerline); thence along said easterly right-of-way line (varying in width from centerline), South $41^{\circ}38'55''$ East 321.20 feet to an angle point in said easterly right-of-way line; thence continuing along said easterly right-of-way line, South $70^{\circ}16'02''$ East 87.24 feet to the northerly right-of-way line of said Ward Road (varying in width from centerline); thence along said northerly right-of-way line, South $89^{\circ}17'29''$ East 96.32 feet to the southeast corner of said Lot 7; thence at a right-angle to the centerline of said Ward Road, South $00^{\circ}09'44''$ West 60.94 feet to the southerly right-of-way line of said Ward Road (40.00 feet from centerline), per Declaration of Dedication Deed, recorded April 18, 2000, as Instrument Number 2000-14931,



AKS ENGINEERING & FORESTRY

2777 NW Lolo Drive, Suite 150, Bend, OR 97703
P: (541) 317-8429

AKS Job #11528-01

Deschutes County Official Records; thence along said southerly right-of-way line on the following courses: North $89^{\circ}50'16''$ West 44.97 feet; thence along a curve to the left, with a Radius of 4115.00 feet, a Central Angle of $03^{\circ}00'32''$, an Arc Length of 216.10 feet, and a Chord of South $88^{\circ}39'28''$ West 216.07 feet; thence South $87^{\circ}09'12''$ West 163.32 feet to the east line of said Section 11; thence along said east line, South $00^{\circ}05'18''$ West 2589.12 feet to the quarter corner between said Sections 11 and 12; thence continuing along said east line, South $00^{\circ}46'54''$ West 2644.67 feet to the Point of Beginning.

The above tract of land contains 265.70 acres more or less.

The basis of bearings for this description are based on Partition Plat No. 2024-9.

9/18/2025

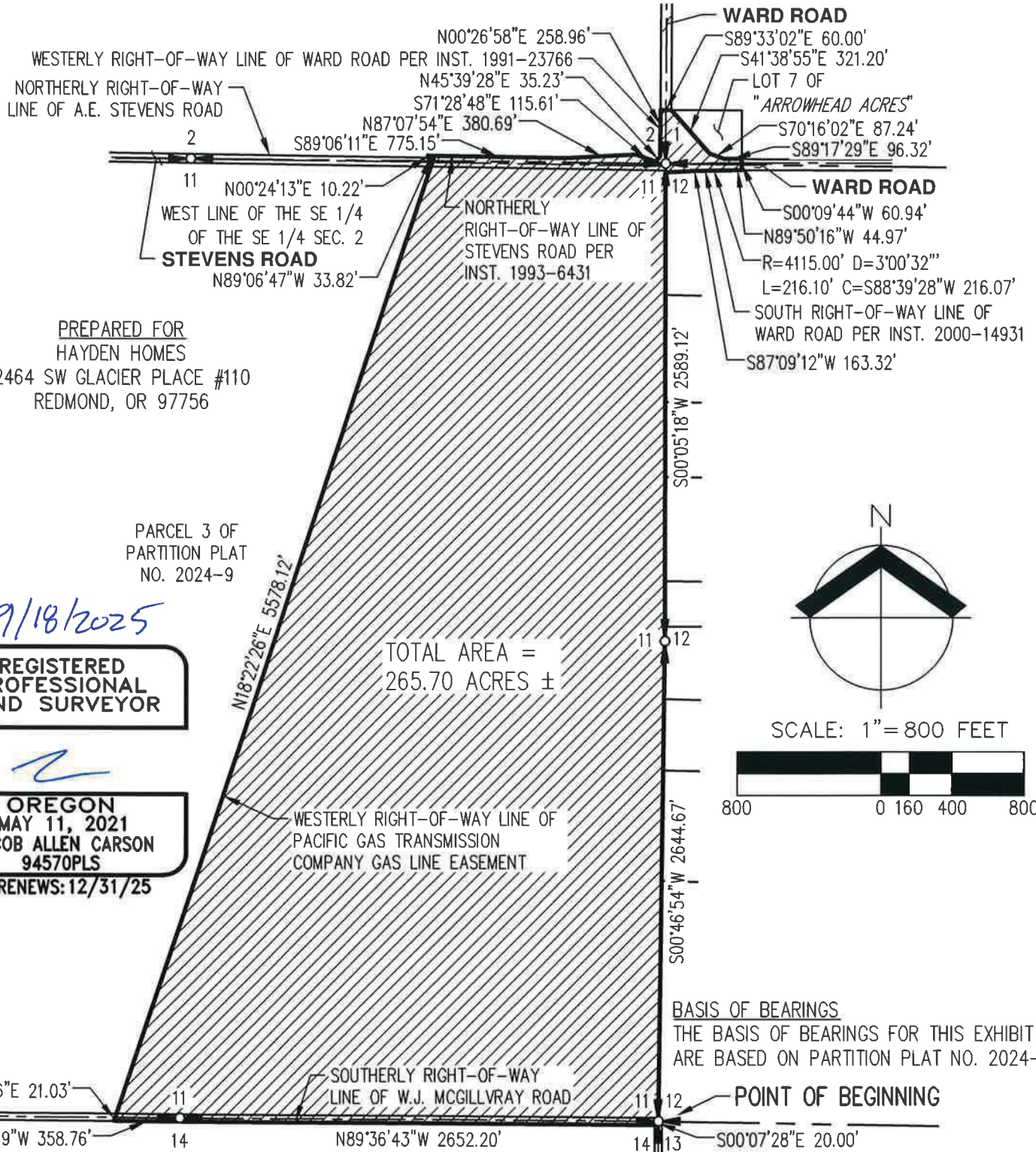
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
MAY 11, 2021
JACOB ALLEN CARSON
94570PLS

RENEWS: 12/31/25

EXHIBIT B

A TRACT OF LAND LOCATED IN THE SW 1/4 OF SEC. 1, THE SE 1/4 OF SEC. 2, THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 11, THE NW 1/4 OF SEC. 12, THE NE 1/4, AND THE NW 1/4 OF SEC. 14, T18S, R12E, W.M., DESCHUTES COUNTY, OREGON



AKS ENGINEERING & FORESTRY, LLC
 2777 NW LOLO DR, STE 150
 BEND, OR 97703
 541.317.8429 WWW.AKS-ENG.COM



ANNEXATION EXHIBIT

DATE: 8/27/2025
 DRWN: JAC CHKD: PDF
 AKS JOB: EXHIBIT
 11528-01 B

After recording, please return to:
City of Bend
710 NW Wall Street
Bend, OR 97703
Attn: Planning Division

LEGACY VILLAGE ANNEXATION AGREEMENT

This Annexation Agreement ("Agreement") is entered this April 2, 2026 by and between the City of Bend, an Oregon municipal corporation ("City"), and State of Oregon, by and through the Department of State Lands ("Owner"), each a "Party" and together the "Parties."

Recitals

- A. Owner is the record owner of the property legally described in Exhibit A and depicted on Exhibit B, both attached hereto and incorporated herein (the "Property").
- B. The Property is within the City's Urban Growth Boundary ("UGB") and is contiguous to the city limits. Therefore, the Property is eligible for annexation subject to Bend Development Code ("BDC") Chapter 4.9.
- C. The Property consists of approximately 265.7 acres (including adjacent right-of-way) and is located in the Stevens Road Tract UGB Expansion Area.
- D. The Property is currently zoned Urbanizable Area ("UA") and is designated as Standard, Medium and High Density Residential ("RS", "RM", and "RH" respectively), General Commercial ("CG"), Mixed-Use Employment ("ME"), and Public Facilities ("PF") on the acknowledged Bend Comprehensive Plan ("BCP") Map.
- E. Owner intends to develop the Property pursuant to the BCP, the BDC and a City-approved Master Plan ("Master Plan"), with a mix of residential types and densities, commercial and mixed-employment uses, and open space.
- F. The Master Plan implements BCP policies which implement a Concept Plan, adopted by the City of Bend on June 1, 2022 (Resolution 3296), which implements the requirements of House Bill 3318 (2021), now Oregon Laws 2021, Chapter 552.
- G. The Property is also subject to a purchase and sale agreement, recorded at 2022-40694 in the records of Deschutes County, Oregon, requiring Owner to transfer to the City a minimum of twenty acres, divided into lots, for development of affordable housing, as identified in CP Policy 11-158, following the recording of a final land division plat. Land division plats will follow Master Plan and Annexation. These lots must include one at least six acres in size, designated RH, two lots between 2.5 and ten acres in size designated RH, and two lots, each at least 1 acre in size designated RM. These lots for affordable

ANNEXATION AGREEMENT
Legacy Village Annexation
PLANX20250646
State of Oregon Department of State Lands
775 Summer St NE #100
Salem, OR 97301-1279

housing must be platted and transferred to the City in phases so that the lots or parcels for affordable housing and market-rate lots or parcels are platted over time and in a ratio similar to the ratio of affordable and market-rate lots or parcels within the master plan as a whole.

H. Per BDC 4.9.300, submittal and review of a master plan is required concurrent with annexation. On November 21, 2025, Owner submitted a request for concurrent review of the proposed Master Plan (City File No. PLSPD20250647) (the "Entitlements").

I. On November 21, 2025, Owner submitted a request to the City to annex the Property to the City (City File No. PLANX20250646). Owner has submitted all required consents for annexation.

J. The City is willing to annex the Property on the terms and conditions, and subject to the provisions, of this Agreement.

K. Owner agrees to comply with all requirements imposed in this Agreement and the Master Plan, as well as all other City codes, regulations, and standards applicable to the Property.

Terms of Agreement

Based upon the Recitals, which are incorporated as part of this Agreement, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Obligations of Owner. Consistent with the above Recitals, Owner agrees to perform the obligations of this Agreement and comply with all applicable land use decisions as well as all other City codes, standards, and regulations. All attached exhibits are conceptual and nothing in this Agreement prohibits refinements by the City, in its sole discretion, to the extent necessary to meet City standards in connection with the required future development applications.

1.1 Site Plan Review and/or Land Division Application. Owner concurrently seeks approval of a Master Plan application with the annexation (PLSPD20250647). Owner must seek approval of Site Plan Review application(s) under BDC Chapter 4.2 and/or Land Division application(s) under BDC Chapter 4.3 consistent with the Master Plan.

1.2 Water. In order to serve the Property consistent with BCP Growth Management Specific Expansion Area Policies for the subject property and other applicable policies of the BCP and the BDC, the Owner must construct water system improvements identified on Exhibit C pursuant to the development schedule set forth in the Master Plan as directed by the Avion Water Company Inc ("Avion") to comply with Avion standards, City of Bend standards, and Oregon Fire Code flow and pressure requirements. The property is within the Avion service territory and will be served by

Avion water.

1.3 Sewer. In order to serve the Property consistent with BCP Growth Management Specific Expansion Area Policies for the subject property and other applicable policies of the BCP and the BDC, the Owner must construct the wastewater collection system improvements identified on Exhibit D pursuant to the phasing and development schedule set forth in the Entitlements, consistent with City of Bend standards.

1.4 Transportation. In order to serve the Property consistent with BCP Growth Management Specific Expansion Area Policies for the subject property and other applicable policies of the BCP and the BDC, together with the Transportation Planning Rule (OAR 660-012-0060), Owner must construct the transportation system improvements identified in Exhibit E, which is a general depiction of the improvements to be constructed consistent with the requirements in BDC 2.7.4900, and pursuant to the phasing and development schedule set forth in the Entitlements, specifically as codified in BDC 2.7.4900.

1.4.1 Dedication/Acquisition of Right of Way. Owner agrees to dedicate right-of-way ("ROW") or public easements under Owner's control to the City to accommodate the transportation improvements described above and to meet the minimum right-of-way widths required by BDC 3.4 and the Entitlements, consistent with the phasing and development schedule set forth in the Entitlements or future land use applications, at the time specified by the City.

1.4.2 Transportation Planning Rule Compliance. In compliance with the Transportation Planning Rule, OAR 660-012-0060, Owner must:

1.4.2.1 Mitigate the impacts of development under the Master Plan on Deschutes County transportation facilities through a \$925,000 pro-rata contribution to the roadway authority toward the construction of a roundabout at the Ward Road/Bear Creek Road intersection, as described in Exhibit F.

1.4.2.2 Mitigate the impacts development under the Master Plan on state transportation facilities through the construction of an eastbound to southbound right-turn auxiliary lane at the US 20/Ward Road roundabout, as described in Exhibit G.

1.4.3 Orderly Development. Notwithstanding anything in this Agreement to the contrary, to promote or allow development of properties adjacent to the Property across Stevens Road, Hamby Road, or Ferguson Road but not including development of adjacent properties across the gas pipeline to the west, including to allow for extension of roadways and public utilities to and through the Property to service surrounding properties,

Owner agrees to dedicate ROW or public easement(s) for or within collector or arterial streets required by the Entitlements if the City provides Owner no less than ninety (90) days' written notice (the "Dedication Request").

1.4.3.1 The City may only issue a Dedication Request under this section when such dedication is required for development of abutting or nearby properties that have a development approval from the City that requires ROW or a public easement through the Property, after the property benefitted by the dedication has demonstrated, to the City's satisfaction, that they have met with Owner and engaged in reasonably diligent negotiations, as determined by the City, with Owner to voluntarily dedicate the right of way or easement(s).

1.4.3.2 For the purpose of this section, City will consider "reasonably diligent negotiations" to include (i) good faith negotiation, including meeting directly or through agents/third parties and (ii) offering reasonable monetary or in-kind consideration for acquisition of the land taking into account the approved land uses and development for the land requested for dedication including that the land is required to be dedicated for development of the Property, (iii) whether the party requesting dedication owns or controls other property required to be dedicated to support development of Owner's Property and whether an exchange or mutually beneficial timing of dedication has been proposed, or (iv) other attempts to mutually agree to a dedication schedule, as determined by the City.

1.4.3.3 If Owner has an approved right-of-way permit for work in the area requested for dedicated, City will not request early dedication under this section for so long as Owner's right-of-way permit approval is valid. If right-of-way plans for Owner in the area to be dedicated are approved in the 90-day period for dedication under a Dedication Request, City will withdraw the Dedication Request.

1.4.3.4 If Owner does not have an approved right-of-way permit for work in the area requested for dedication, City will review right-of-way plans from others for work in that area for conflicts with installation according to City standards of any infrastructure required to be installed by Owner under the Entitlements. City will provide Owner written notice, and no less than thirty (30) days to review submitted right-of-way plans for such conflicts. City will consider any comments provided by Owner

in City's review of the infrastructure plans and require reasonable revisions consistent with City standards to accommodate the comments and eliminate conflicts. Nothing in this subsection alters Owner's obligation to dedicate land subject to a Dedication Request.

1.4.3.5 Early dedication of rights of way or easements does not relieve Owner of future improvement obligations for the dedicated area unless sooner completed by others.

1.4.3.6 If the City, for the purposes of promoting or allowing development of properties abutting or nearby the Property, initiates condemnation of easements or ROW required by the Entitlements that are not collector or arterial streets covered above, Owner agrees that the dedication area has de minimus value for the purpose of compensation, subject to a meeting between the City, Owner, and neighboring developer to confirm actual location of planned or conceptual rights-of-way or easements required to be dedication under this subsection. Nothing in this subsection relieves City from any procedural requirement of the condemnation and Owner is not required to accept an offer submitted by City and is not otherwise prevented from challenging or negotiating any other aspect of the condemnation. If condemnation is pursued on behalf of a third party, City agrees it will not pursue condemnation unless it has determined the third party has followed the process set forth in Section 2 prior to initiating any condemnation requested by a third party, including if necessary in the City's judgment, entering into a reimbursement agreement with City.

1.4.4 Transportation System SDC Credits.

1.4.4.1 Pursuant to BMC 12.10.130(C), the transportation system improvements identified in the Entitlements may be eligible for SDC credits, if such improvements are on the adopted Transportation SDC Project List at the time SDC credits are sought under the applicable provisions of the BMC. SDC credits for transportation projects are the full cost of construction of the required improvement, subject to the growth percentage on the SDC project list. For purposes of example only, if the SDC project list shows a single-lane roundabout is planned but the improvement required through subsequent planning applications for development on the Property is a double-lane roundabout or single-lane roundabout with slip lanes, SDC credits would be provided for the improvement required to be constructed, subject to approval of an SDC credit

agreement and provisions of BMC Chapter 12.10.

1.4.4.2 Owner is required to construct the projects required by the Entitlements even if such projects are not eligible for SDC credits. As of the Effective Date, the City does not intend to amend its SDC project list to include any additional projects. If any project required by the Entitlements or otherwise required to be constructed for development on the Property is later included on any SDC Project List, Owner may seek SDC Credits under BDC 12.10.130 for any such improvements, subject at all times to the requirements of BDC Chapter 12.10 then in effect.

1.5 Stormwater. Owner must construct all on-site stormwater improvements as required by the Entitlements, the BDC, and City Standards and Specifications. Owner will manage all stormwater and develop the Property consistent with all applicable requirements.

1.6 Affordable Housing. Owner agrees to transfer the lots or parcels for affordable housing identified in CP Policy 11-158, described above in Recital G, as required by the purchase and sale agreement, recorded at 2022-40694 in the records of Deschutes County, Oregon, without further consideration from the City, following the recording of a final land division plat. Owner will plat and transfer these lots to the City in phases so that the lots or parcels for affordable housing identified in Policy 11-158 and market-rate lots or parcels are platted over time and in a ratio similar to the ratio of affordable and market-rate lots or parcels within the Master Plan as a whole. Distribution of the affordable lots must be generally consistent with the locations shown in the Preliminary Master Plan (BDC Figure 2.7.4820 and Sheet P03 of Exhibit C of the application for the Master Plan, PLSPD20250647), which shows the lands identified for affordable housing distributed throughout the entire community. Owner agrees these lots will be subject to deed restrictions recorded by the City on a form agreed to between the City and the Department of State Lands.

2. Condemnation by the City.

2.1 Obtaining Third Party Rights-of-Way/Easements. Owner agrees to use reasonably diligent negotiation, as described above in Section 1.4.3.2., to obtain any ROW or public easements that it does not own or control and that are necessary to satisfy Owner's obligations under BDC Chapter 3.4 and this Agreement ("Third-Party Rights-of-Way or Public Easements"). In the event Owner cannot obtain such Third-Party ROW or Public Easements through reasonably diligent negotiation, Owner may request that City undertake the exercise of eminent domain to acquire such Third-Party ROW or Public Easements, subject to adoption of a resolution by the City Council and entry into a Reimbursement Agreement, as addressed below.

2.2 Right-of-Way or Easement Acquisition Reimbursement. If the City elects to exercise its power of eminent domain to acquire any Third-Party ROW or Public Easements needed for the required improvements, the City's out-of-pocket costs for acquiring the Third-Party ROW or Public Easements shall be reimbursed by the Owners. Such costs shall include consideration paid for the property, costs for City staff time spent on the condemnation effort, any costs or reasonable attorney fees paid to the property owner as a condition of a settlement agreement, or awarded by a court of competent jurisdiction or an arbitrator; and any independent-contractor costs, including appraisers, acquisition consultants, and/or outside legal counsel related to Third-Party ROW or Public Easement acquisition efforts. The City and the Owners will use good faith efforts to negotiate and enter into a reimbursement agreement governing the above reimbursement obligations of Owners. The City will not commence any Third-Party ROW or Public Easement acquisition efforts until the reimbursement agreement is executed and effective and Council has approved a resolution authorizing condemnation.

3. Covenants Running with the Land. It is the intention of the parties that the terms and obligations of this Agreement are necessary for the annexation and development of the Property and as such will run with the land and will be binding upon the heirs, executors, assigns, administrators, and successors of the parties and are construed to be a benefit and burden upon the Property.

4. Recording. This Agreement must be recorded by the City with the Deschutes County Recorder upon execution. Execution of this agreement are preconditions to the annexation of the Property into the City. These covenants will expire for each portion of the Property upon recording of a final plat for that portion of the Property if the infrastructure to serve the platted lots is constructed and accepted by the City. The parties will execute and record any document necessary to release such covenants at the time of recording of the final plat.

5. Limitations on Development. Owner agrees that no portion of the Property may be developed prior to the City's final approval of future entitlements. Development of the Property under future entitlements will be subject to additional land use and permit approvals as provided in the BDC. In the event the Owner cannot obtain such future entitlements for development referenced in Section 1.1 and generally described in Recital E within four years of the effective date of this Agreement, the City may withdraw the Property from the City Limits pursuant to ORS 222.460 and Owner agrees not to object to such withdrawal and this Agreement shall terminate.

6. Mutual Cooperation. The City and Owner will endeavor to cooperate with each other in implementing the terms of this Agreement.

7. Land Use Approval. Nothing in this Agreement is to be construed as waiving any requirements of the Bend Code, Bend Development Code or Bend Comprehensive Plan provisions which may be applicable to the use and development of the Property. Nothing in this Agreement is to be construed as the City providing or

agreeing to provide approval of any building permit, grading permit, land use, or other development application.

8. Exactions. Owner knows and understands its rights under *Dolan v. City of Tigard* and its progeny. By entering into this Agreement, Owner waives any requirement that the City demonstrate that the public improvements and other obligations imposed on Owner in this Agreement, whether directly or as conditions of approval for the Entitlements, are roughly proportional to the burden and demands placed upon the urban facilities and services by the development of the Property. Owner acknowledges that the requirements and obligations of Owner under this Agreement whether directly or as conditions of approval for the Entitlements, including but not limited to the required public improvements, are roughly proportional to the burden and demands on urban facilities and services that will result from development of the Property.

9. Modification of Agreement. This Agreement may be modified only in writing upon mutual agreement of all parties.

10. Invalidity. If any provision of this Agreement is deemed unenforceable or invalid, such enforceability or invalidity will not affect the enforceability or validity of any other provision of this Agreement.

11. State Law. The validity, meaning, enforceability and effect of this Agreement and the rights and liabilities of the parties shall be determined in accordance with the laws of the State of Oregon.

12. Effective Date. This Agreement will become effective upon authorized signatures by all parties, final approval of the Annexation and Master Plan by the City Council, and recordation of the Agreement by the City.

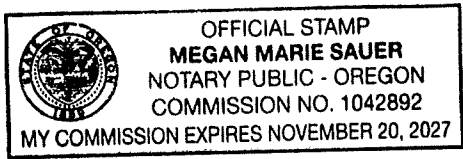
Signatures to follow on subsequent pages.

OWNER:

Kaitlin Lovell
Kaitlin Lovell, Director
STATE OF OREGON, by and through the
Department of State Lands

STATE OF OREGON)
)
County of Deschutes)

This instrument was acknowledged before me on April 2nd 2026, by Kaitlin Lovell, Director of the Department of State Lands, State of Oregon, as Owner.



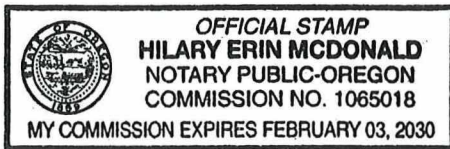
Megan Sauer
NOTARY PUBLIC FOR OREGON
My commission expires Nov 2027

CITY OF BEND


Eric King, City Manager

STATE OF OREGON)
)
County of Deschutes)

This instrument was acknowledged before me on April 2, 2026, by Eric King,
as City Manager of the City of Bend.




NOTARY PUBLIC FOR OREGON
My commission expires February 03, 2030



EXHIBIT A

Annexation Description

A tract of land located in the Southwest Quarter of Section 1, the Southeast Quarter of section 2, the Northeast Quarter, the Southeast Quarter, and the Southwest Quarter of Section 11, the Northwest Quarter of Section 12, the Northeast Quarter, and the Northwest Quarter of Section 14, Township 18 South, Range 12 East, Willamette Meridian, Deschutes County, Oregon, being more particularly described as follows:

Beginning at the section corner common to Sections 11, 12, 13, and 14; thence along the east line of said Section 14, South $00^{\circ}07'28''$ East 20.00 feet to the easterly prolongation of the southerly right-of-way line of W.J. McGillvray Road (20.00 feet from centerline), per Crook County Commissioner's Journal 4, Page 394; thence along said prolongation and continuing along said southerly right-of-way line, North $89^{\circ}36'43''$ West 2652.20 feet to an angle point in said southerly right-of-way line; thence continuing along said southerly right-of-way line, North $89^{\circ}36'19''$ West 358.76 feet to the westerly right-of-way line of a Pacific Gas Transmission Company gas line easement; thence along said westerly right-of-way line, North $18^{\circ}22'26''$ East 21.03 feet to the south line of said Section 11; thence continuing along said westerly right-of-way line and its northeasterly prolongation, North $18^{\circ}22'26''$ East 5578.12 feet to the northerly right-of-way line of A.E. Stevens Road (25.00 feet from centerline), per Deschutes County Commissioner's Journal 8, Page 192; thence along said northerly right-of-way line, North $89^{\circ}06'47''$ West 33.82 feet to the west line of the Southeast Quarter of the Southeast Quarter of said Section 2; thence along said west line, North $00^{\circ}24'13''$ East 10.22 feet to the northerly right-of-way line of Stevens Road (varying in width from centerline), per Warranty Deed recorded March 3, 1993, as Instrument Number 1993-6431, Deschutes County Official Records; thence along said northerly right-of-way line on the following courses: South $89^{\circ}06'11''$ East 775.15 feet; thence North $87^{\circ}07'54''$ East 380.69 feet; thence South $71^{\circ}28'48''$ East 115.61 feet to the westerly right-of-way line of Ward Road (varying in width from centerline), per Warranty Deed, recorded August 15, 1991, as Instrument Number 1991-23766, Deschutes County Official Records; thence along said westerly right-of-way line, North $45^{\circ}39'28''$ East 35.23 feet to an angle point in said westerly right-of-way line (30.00 feet from centerline); thence continuing along said westerly right-of-way line, North $00^{\circ}26'58''$ East 258.96 feet to a line perpendicular to the northwest corner of Lot 7 of "Arrowhead Acres", recorded December 12, 1966, as Instrument Number 1966-0018, Deschutes County Official Records, when measured at a right-angle to the centerline of said Ward Road; thence along said perpendicular line, South $89^{\circ}33'02''$ East 60.00 feet to said northwest corner, also being on the easterly right-of-way line of said Ward Road (30.00 feet from centerline); thence along said easterly right-of-way line (varying in width from centerline), South $41^{\circ}38'55''$ East 321.20 feet to an angle point in said easterly right-of-way line; thence continuing along said easterly right-of-way line, South $70^{\circ}16'02''$ East 87.24 feet to the northerly right-of-way line of said Ward Road (varying in width from centerline); thence along said northerly right-of-way line, South $89^{\circ}17'29''$ East 96.32 feet to the southeast corner of said Lot 7; thence at a right-angle to the centerline of said Ward Road, South $00^{\circ}09'44''$ West 60.94 feet to the southerly right-of-way line of said Ward Road (40.00 feet from centerline), per Declaration of Dedication Deed, recorded April 18, 2000, as Instrument Number 2000-14931,



AKS ENGINEERING & FORESTRY
2777 NW Lolo Drive, Suite 150, Bend, OR 97703
P: (541) 317-8429

AKS Job #11528-01

Deschutes County Official Records; thence along said southerly right-of-way line on the following courses: North 89°50'16" West 44.97 feet; thence along a curve to the left, with a Radius of 4115.00 feet, a Central Angle of 03°00'32", an Arc Length of 216.10 feet, and a Chord of South 88°39'28" West 216.07 feet; thence South 87°09'12" West 163.32 feet to the east line of said Section 11; thence along said east line, South 00°05'18" West 2589.12 feet to the quarter corner between said Sections 11 and 12; thence continuing along said east line, South 00°46'54" West 2644.67 feet to the Point of Beginning.

The above tract of land contains 265.70 acres more or less.

The basis of bearings for this description are based on Partition Plat No. 2024-9.

9/18/2025

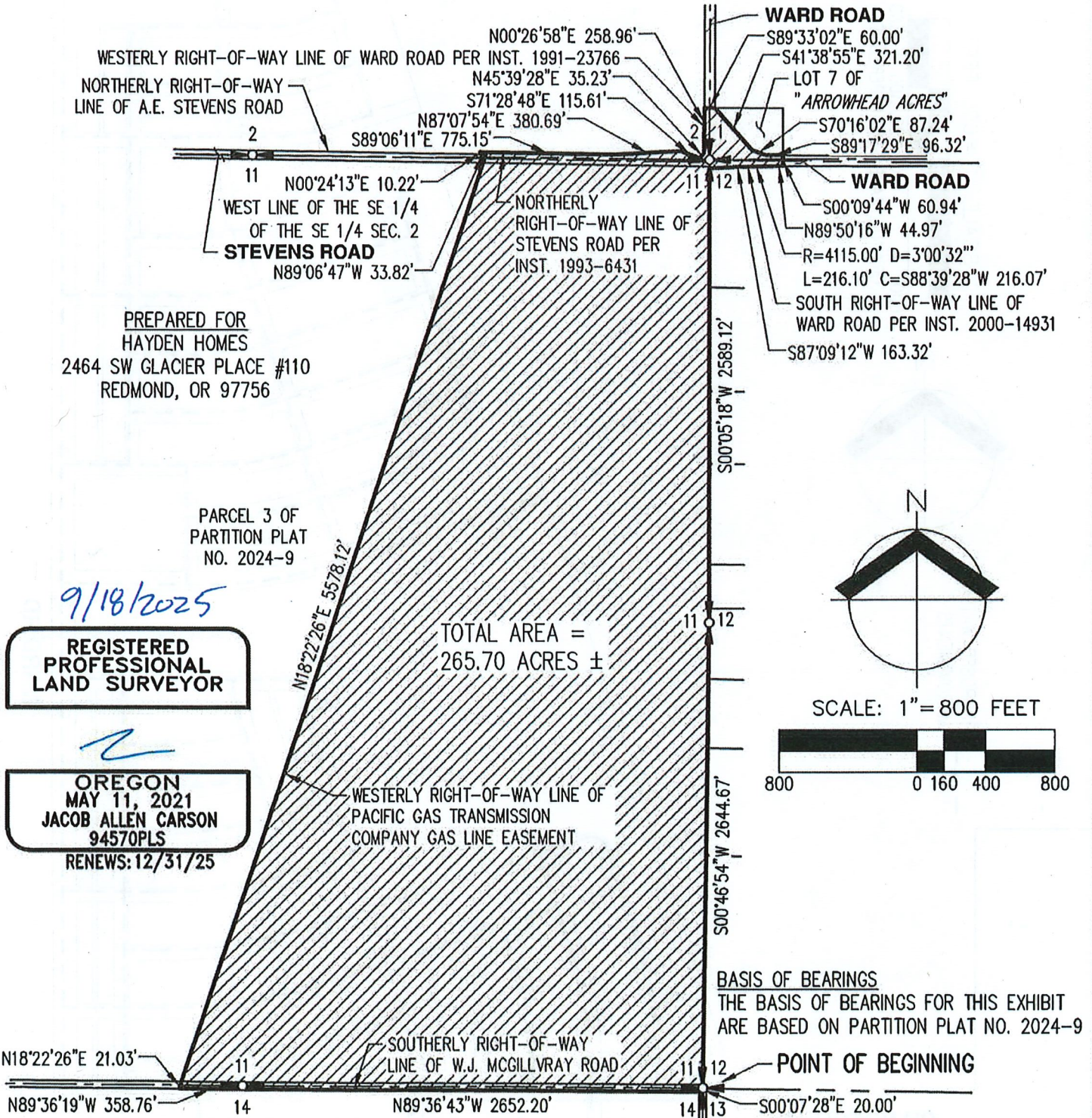
**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

**OREGON
MAY 11, 2021
JACOB ALLEN CARSON
94570PLS**

RENEWS: 12/31/25

EXHIBIT B

A TRACT OF LAND LOCATED IN THE SW 1/4 OF SEC. 1, THE SE 1/4 OF SEC. 2, THE NE 1/4, THE SE 1/4, AND THE SW 1/4 OF SEC. 11, THE NW 1/4 OF SEC. 12, THE NE 1/4, AND THE NW 1/4 OF SEC. 14, T18S, R12E, W.M., DESCHUTES COUNTY, OREGON



AKS ENGINEERING & FORESTRY, LLC
 2777 NW LOLO DR, STE 150
 BEND, OR 97703
 541.317.8429 WWW.AKS-ENG.COM

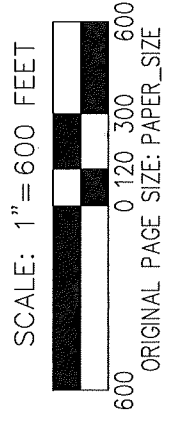
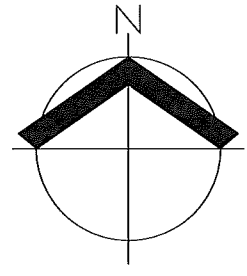


ANNEXATION EXHIBIT

DATE: 8/27/2025	
DRWN: JAC	CHKD: PFD
AKS JOB: 11528-01	EXHIBIT B

**LEGACY VILLAGE
WATER IMPROVEMENTS**

DATE: 2/19/2026	DRWN: CH	CHKD: BW	AKS JOB: 11528-01	EXHIBIT: C
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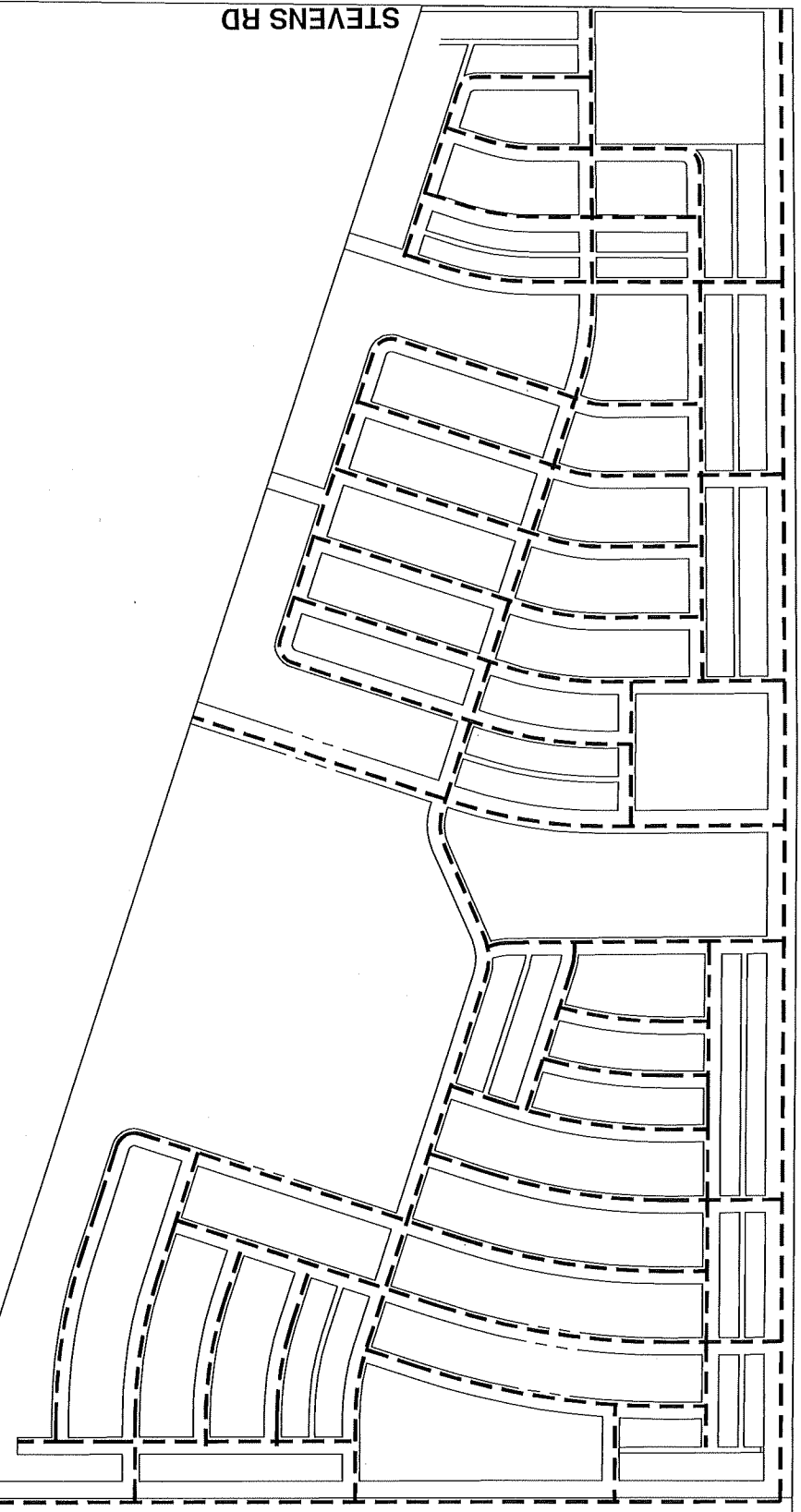
PROPOSED WATER
IMPROVEMENTS



FERGUSON RD

STEVENS RD

WARD RD





**LEGACY VILLAGE
 SEWER IMPROVEMENTS**

DATE: 3/18/2026	DRWN: CH	CHKD: BW
AKS JOB: 11528-01	EXHIBIT D	

PROPOSED PUMP STATION

PROPOSED PUMP STATION

STEVENS RD

WARD RD

FERGUSON RD

FORCE MAIN DISCHARGE MANHOLE

CONNECTION TO EXISTING SYSTEM

FORCE MAIN DISCHARGE
 MANHOLE AT THE POINT
 THAT GRAVITY IS NO
 LONGER VIABLE.

- EXISTING SEWER
- PROPOSED GRAVITY
SEWER IMPROVEMENTS
- - - PROPOSED SEWER FORCE
MAIN IMPROVEMENTS

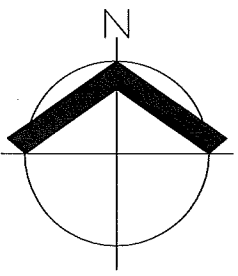
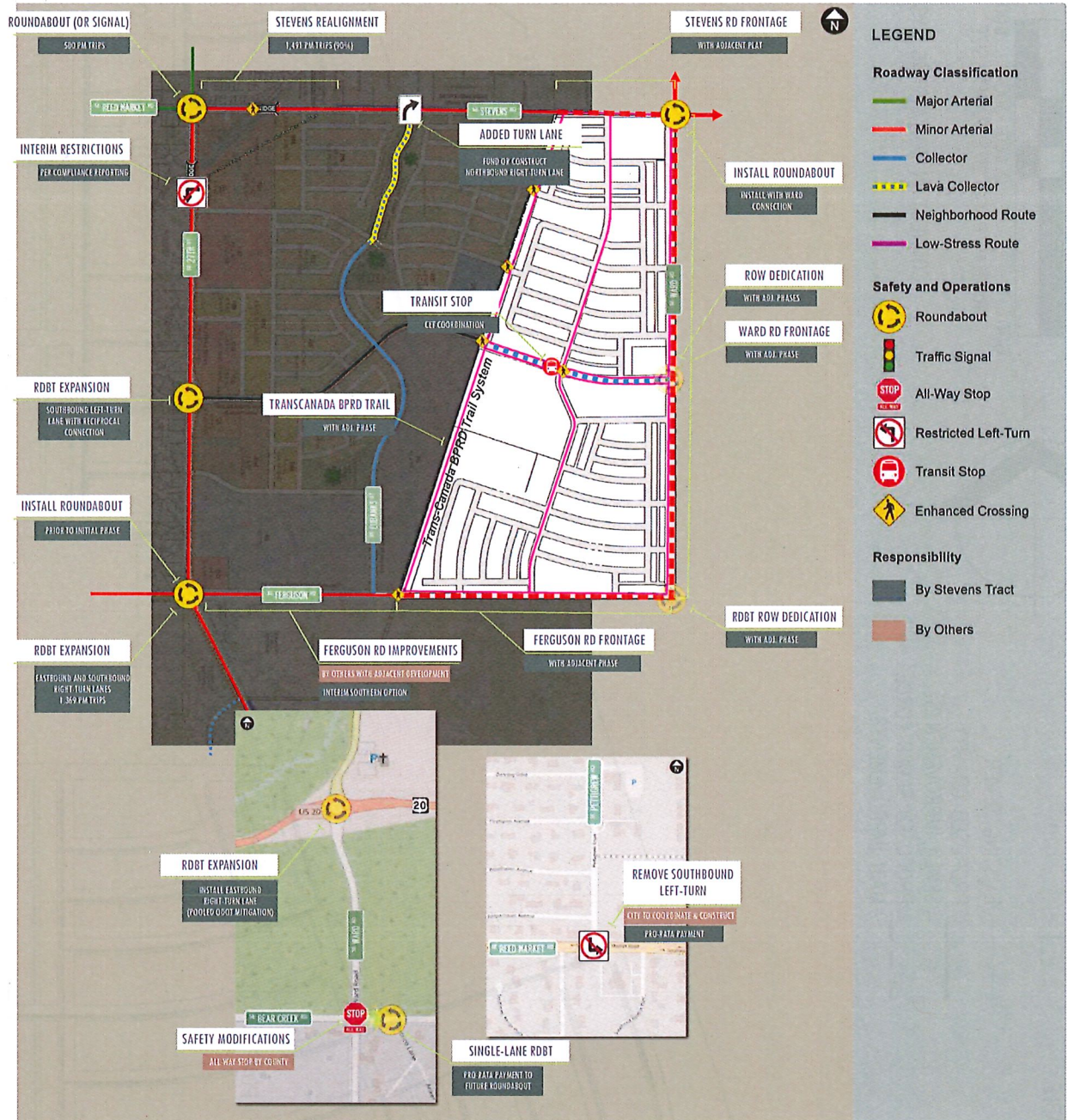


Exhibit E



Mitigation measures shown are based on the Stevens Tract Mitigation Table; requirements and descriptions provided are simplified for brevity.

Exhibit F

Karen Swenson

From: Tarik Rawlings <Tarik.Rawlings@deschutes.org>
Sent: Friday, January 16, 2026 3:02 PM
To: Karen Swenson
Cc: Quinn Shubert; Cody Smith; Joe Bessman
Subject: Deschutes County Agency Comment: PSLPD20250647

CAUTION: External Email. Use caution when opening attachments, clicking links, or responding to this email.

Karen,

Thank you for the opportunity to provide comment on City of Bend project number PLS PD20250647 for the 260.6-acre Major Community Master Plan ("Stevens Tract") for Tax Lot 1812110000100.

The site is generally bound by Stevens Road, to the north, and the intersection of Stevens Road and Ward Road at the subject property's northeast corner. Of the 10 study intersections, two (2) are under the jurisdiction of Deschutes County: Ward Road/Bear Creek Road; and Ward Road/Stevens Road. Per the Transportation Impact Analysis (TIA) (dated August 8, 2025) produced by Transight Consulting, LLC and submitted in City record as Exhibit L in demonstration of compliance with the Transportation Planning Rule (TPR), these intersections will not meet the County's performance standard of Level of Service (LOS) D in the forecast year of 2040 (TIA Table 4) based on Weekday p.m. peak hour trip generation. In response, the analysis proposes intersection mitigation measures (pro-rata contributions for a single-lane roundabout at Ward Road/Bear Creek Road; and reconstruction of a single-lane roundabout for Ward Road/Stevens Road). Staff has reviewed the proposed off-site improvements and finds that they demonstrate an effective mitigation strategy for the anticipated significant effects generated by the proposed master plan. Further, the proposed mitigations are anticipated to demonstrate compliance with relevant County performance standards (LOS D) and provide benefits to modes, facilities, and locations other than those that are significantly affected, in compliance with OAR 660-012-0060(2)(a) and (e), respectively.

In addition to the TIA included as Exhibit L of the application materials, the applicant's Transportation Facilities Report (TFR) (dated July 9, 2025) (produced by Transight Consulting, LLC and submitted in City record as Exhibit K) outlines the aforementioned mitigation strategies. The Ward Road/Bear Creek Road improvements are highlighted in the County's 2020-2040 Transportation System Plan (TSP) as a priority location for the County's Transportation Safety Action Plan (TSAP) and will be subsequently addressed in the County's forthcoming TSAP update. Overall, County planning staff finds the submitted TIA/TFR and the proposed mitigations comply with the TPR as it pertains to County intersections within the study area.

Staff notes that portions of Stevens Road adjoining the subject property appear to be under the jurisdictional authority of Deschutes County. Per the City/County Joint Management Agreement (JMA) and Oregon Revised Statute (ORS) 373.270, the adjoining road segments must be annexed into City of Bend jurisdictional authority, transferring management responsibilities to the City with road improvement standards guided by the City's development code.

Thank you for the notice and coordination and please reach out if there are any questions.

Best,



Tarik Rawlings | Senior Transportation Planner

Deschutes County Community Development

Deschutes County Road Department

117 NW Lafayette Ave | Bend, Oregon 97703

Tel: (541) 317-3148 | www.deschutes.org/cd



Disclaimer: Please note that the information in this email is an informal statement made in accordance with DCC 22.20.005 and shall not be deemed to constitute final County action effecting a change in the status of a person's property or conferring any rights, including any reliance rights, on any person



Oregon

Tina Kotek, Governor

Department of Transportation

Region 4 Headquarters

63055 N. Highway 97, Bldg. K

Bend, OR 97703

Phone: (541) 388-6180

Fax: (541) 388-6231

January 15th, 2026

To: Chris Henningsen, City of Bend

From: Ken Shonkwiler, Principal Planner and Interim Planning Manager – ODOT Region 4

Subject: Stevens Tract TPR Compliance

Thank you for the opportunity to comment on the Transportation Planning Rule (TPR) compliance memo for the Stevens Tract application. ODOT Region 4 Planning has reviewed the application documents and has the following comments with regards to OAR 660-012-0060.

The Transportation Planning Rule (OAR 660-012-0060) requires local governments amending adopted plans and regulations to demonstrate that the amendment will not significantly affect existing or planned transportation facilities. A significant effect is defined in OAR 660-012-0060(1)(a-c). The determination of a significant effect relies on a reasonable worst case land use scenario in both the existing and proposed zoning within the local government's zoning code. Guidance for analyzing a significant effect is included in the ODOT Development Review Guidelines.

The Stevens Road Tract consists of 261 acres east of 27th Street and the Stevens Ranch Master Plan. House Bill 3318 was approved in 2021 and provided a path forward for the Stevens Tract Development to pursue UGB expansion in the City of Bend to support affordable, workforce, and market-rate housing. Following the approval of the Stevens Road Tract Conceptual Plan, which included a transportation element of the master plan, the development proposal completed a Transportation Impact Analysis (TIA) to analyze impacts to transportation facilities outside and adjacent to the development. Between the City of Bend TSP, Deschutes County TSP, and ODOT Plans, many of the transportation needs were already identified; however, some improvements were found to be necessary earlier within the planning horizon.

The TIA was appropriately prepared and included reasonable land use and growth assumptions consistent with local and statewide planning documents. For study intersection on the ODOT system, the TIA identified impacts at both US 20/NE 27th St and US 20/Ward Road and proposed a pro-rata share to address these impacts. Upon further discussion with the City of Bend and the applicant, it was determined that the best strategy for transportation impact mitigation would instead pursue condition #39 identified in the Transportation Facilities Report (TFR), described below:

- Mitigation 39: To address impacts on the State Highway system, the roundabout at Highway 20 and Ward Road must be modified to include an eastbound auxiliary right-turn lane. Coordination and permitting with ODOT will be required, with the construction of the improvement initiated within 18 months of the public Ward Road connection to Stevens Road. The Development agreement between ODOT and the developer must be completed prior to Phase 1.

The Stevens Road Tract TFR document includes mitigation #39 along with a list of additional conditions that the City of Bend has deemed appropriate to offset impacts to the transportation network. With this mitigation conditioned upon the development, the applicant has reasonably addressed transportation impacts on the state highway system, concurrent with Goal 12, OAR 660-012-0060. Thank you for the opportunity to review the Stevens Tract TIA, TFR, and TPR Compliance memo.

Thank you,

Ken Shonkwiler, Principal Planner and Interim Planning Manager

ODOT Region 4

63055 N. Hwy 97, Bldg M, Bend OR 97703

Kenneth.d.shonkwiler@odot.oregon.gov

EXHIBIT D

**FINDINGS FOR
STEVENS ROAD TRACT ANNEXATION**



PROJECT NUMBER: PLANX20250646

HEARING DATE: March 18, 2026

APPLICANT: Hayden Homes
250 SE Timber Ave
Redmond, OR 97756

OWNERS: State of Oregon
Department of State Lands
775 Summer St NE #100
Salem, OR 97301-1279

LOCATIONS: No situs address; South of Stevens Road, north of Ferguson Road, and east of the Stevens Ranch Master Plan; Deschutes County Assessor's Map 18-12-11, Tax Lot 00100

ZONE: Urbanizable Area (UA) – to be rezoned to be consistent with the Comprehensive Plan upon annexation

COMP PLAN: Standard, Medium and High Density Residential (RS, RM and RH respectively), General Commercial (CG), Mixed-Use Employment (ME), and Public Facilities (PF)

REQUEST: A Type III Quasi-judicial request for Annexation of approximately 265.7 acres encompassing the Stevens Road Tract UGB Expansion Area for the Stevens Road Tract Master Planned Development.

APPLICABLE CRITERIA, STANDARDS, AND PROCEDURES:

Criteria

Bend Development Code

Chapter 4.9 Annexations

Bend Comprehensive Plan

Chapter 7, Transportation Systems

Chapter 11, Growth Management

Oregon Administrative Rules

Chapter 660-012-0000, Transportation Planning

Procedures

Bend Development Code

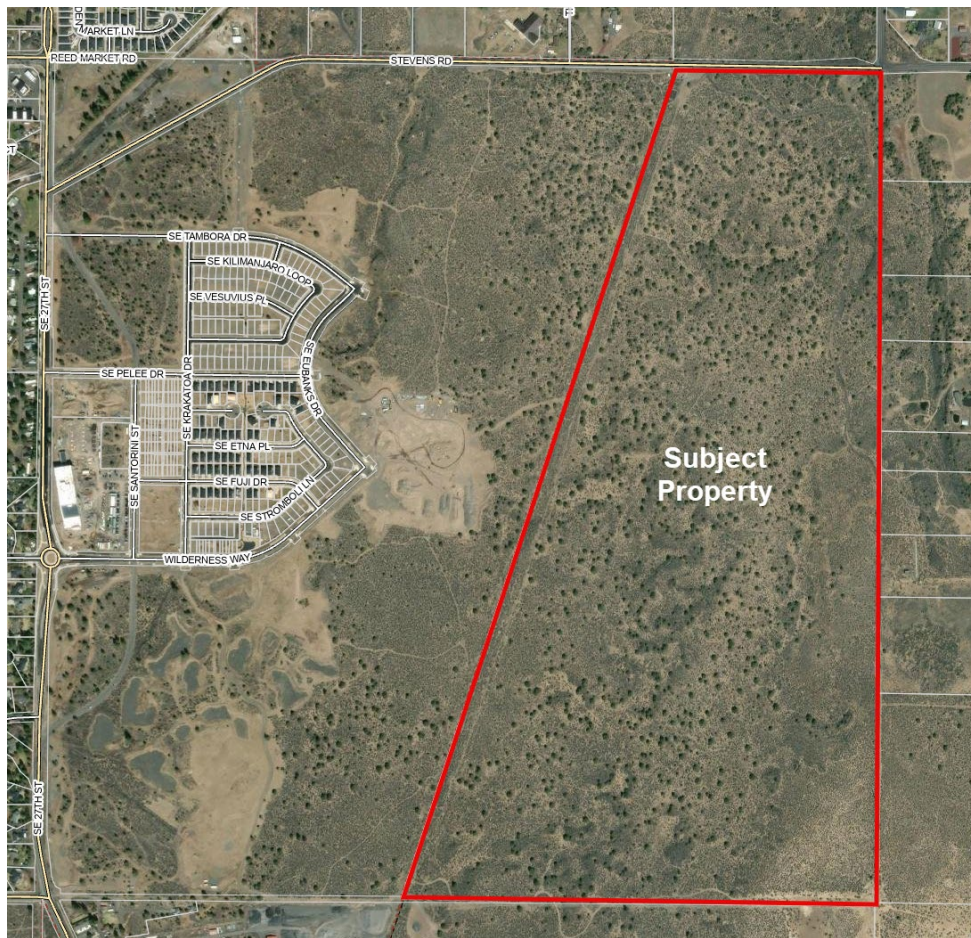
Chapter 4.1 Development Review and Procedures

4.1.400 Type II and Type III Applications

4.1.800 Quasi-Judicial Hearings

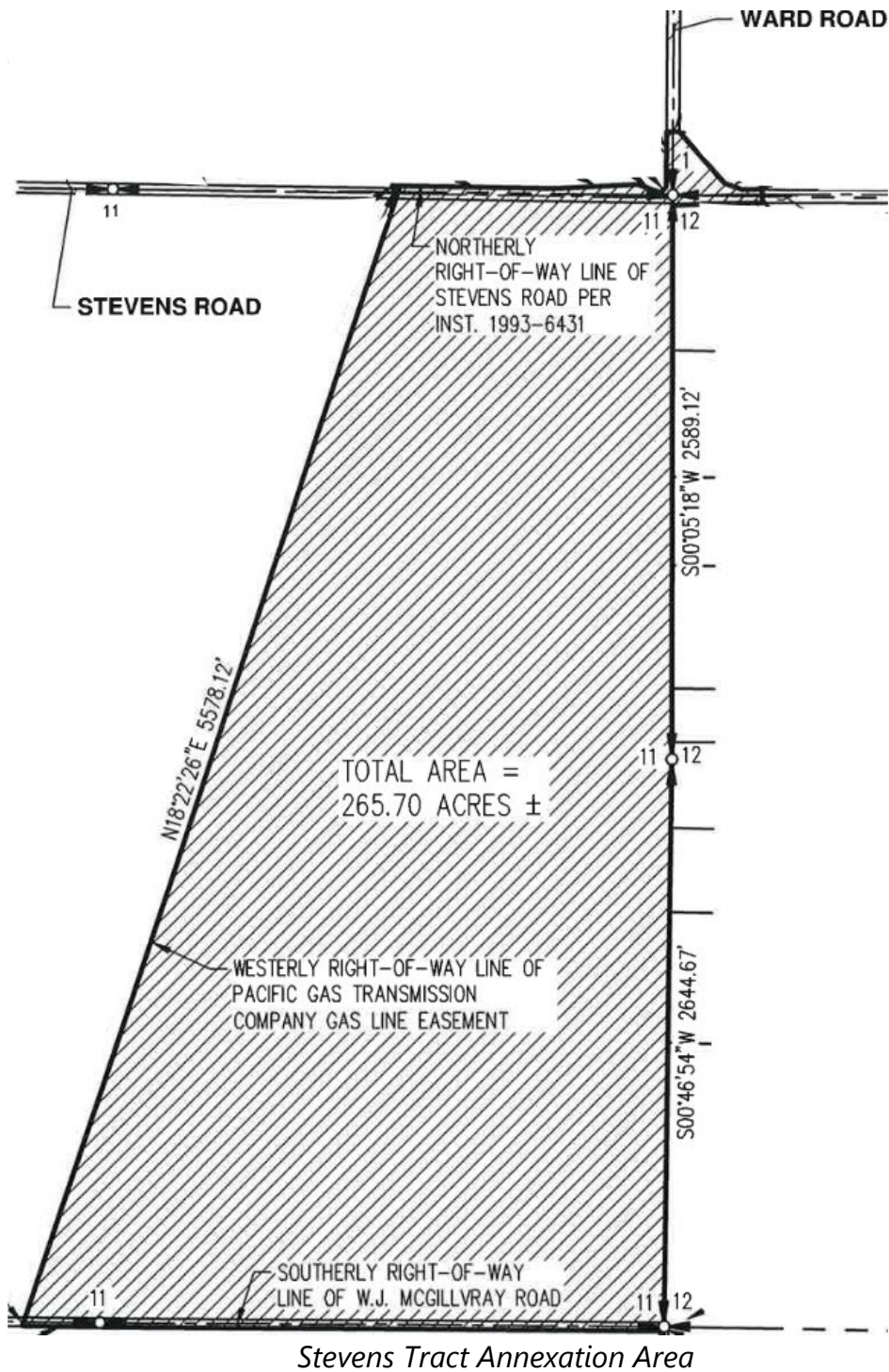
FINDINGS OF FACT:

- 1. SITE DESCRIPTION AND LOCATIONS:** The Stevens Road Tract encompasses approximately 260.5 acres, as shown in the aerial map below, all of which are within the Stevens Road Tract Expansion Area. The site comprises one tax lot bounded generally by Stevens Road (a Minor Arterial) to the north, SE Ferguson Road (a Minor Arterial) to the south, and the TC Energy natural gas transmission pipeline easement to the west. Abutting the site to the west is the Stevens Ranch Master Plan Area. The intersection of Stevens Road and SE Ward Road is the northeast corner of the property; the annexation includes additional right-of-way northeast of this intersection, as shown in the annexation map below.



Stevens Tract Master Plan site

The property has irregular topography, including a plateau with steep sloped areas and rocky outcrops. Existing vegetation is typical of the high desert, including low-coverage understory grasses and shrubs with scattered coniferous trees of varying heights and maturities.



2. **PROPOSAL:** A Type III Quasi-judicial request for Annexation of approximately 265.7 acres of the Stevens Road Tract UGB Expansion Area for the Stevens Road Tract Master Planned Development.
3. **CONCURRENT APPLICATIONS:** The applicant has applied for a Major Community Master Plan of the subject property (PLSPD20250647) and a Comprehensive Plan Policy Text Amendment (PLTEXT20250648) to be reviewed and considered concurrently with this Annexation by the Bend City Council, subsequent to a recommendation from the Bend Planning Commission.
4. **PUBLIC NOTICE AND COMMENTS:** Prior to submittal of this application and related applications, the applicants hosted a virtual public meeting through Zoom on September 29, 2025, in accordance with BDC 4.1.215. Public notice for the City Council hearing was provided in accordance with the requirements of BDC 4.9.300.A.3, and BDC 4.1.423-4.1.425. On March 12, 2026, the Planning Division mailed notice of the public hearing to surrounding owners of record as shown on the most recent property tax assessment roll and to the addresses of property (based on the City's current addressing record) within 500 feet of the site, and to the designated representatives of the Old Farm and Larkspur Neighborhood Districts. Notice was also posted in four public places on March 12, 2026, and posted in *The Bulletin* on March 18 and 25, 2026. On March 13, 2026, a *Notice of Proposed Development* sign was posted by the applicant along the property frontage at Stevens Road, visible from adjacent rights of way.
5. **APPLICATION ACCEPTANCE DATE:** This Type III Quasi-judicial Annexation petition was submitted on November 21, 2025. The application was deemed incomplete on December 31, 2025. The application was deemed complete on January 20, 2026, upon submittal of all required submittal materials. In accordance with BDC 4.1.430, applications for annexations with major master plans are exempt from the 120-day review time limitation for final decision.
6. **NOMENCLATURE:** After submittal of all application materials and while this staff report was being completed, the applicant changed the name of the master plan and annexation from Stevens Road Tract (which referred to the name of the UGB expansion area) to Legacy Village. This staff report refers to the annexation as the Stevens Road Tract Annexation consistent with the submitted application materials. However, the Annexation Agreement does reflect the new master plan name, Legacy Village Annexation. Best efforts were made to refer to the new name in any application materials submitted after January 12, 2026.

APPLICATION OF THE CRITERIA:

Bend Development Code

Chapter 4.9, Annexations

4.9.200 Applicability.

Land to be annexed must be contiguous to the existing City limits.

FINDING: The land to be annexed is contiguous to the existing City limits along the western boundary.

4.9.300 Review Processes.

A. Annexation. The following general processes apply to all annexation proposals:

- 1. Annexations are reviewed using the Type III or Type IV process as determined by the City, based on a consideration of the factors for treating an application as quasi-judicial or legislative. Since annexations are a jurisdictional transfer, the City Council is the sole review authority.**
- 2. City Council approval of annexations will be by ordinance.**
- 3. Notice of the City Council hearing to consider the annexation proposal must follow the notification process required for the Type III or Type IV application, except a notice of the hearing must be published in a newspaper of general circulation in the City once each week for two successive weeks prior to the day of hearing, and notices of the hearing must be posted in four public places in the City for a like period.**

FINDING: The proposed annexation is initiated by all of the property owners for specific properties, and is therefore considered a quasi-judicial application. Notice for the City Council Hearing followed the notification process required for Type III applications, as well the requirements for publishing notice in the newspaper and in four public places as required under BDC4.9.300.A.3.

On March 12, 2026, the Planning Division mailed notice of the City Council public hearing to surrounding owners of record as shown on the most recent property tax assessment roll and to the addresses of property (based on the City's current addressing record) within 500 feet of the site, and to the designated representatives of the Old Farm and Larkspur Neighborhood Districts. Notice was also posted in four public places on March 12, 2026, and posted in The Bulletin on March 18 and 25, 2026.

B. Development Review Requirements.

- 1. Unless exempted in subsection (B)(1) of this section, expansion areas as shown in Figure 4.9.300 will require land use approval in accordance with Table 4.9.300 prior to or concurrently with annexation. For properties located within an approved area plan, also see subsection (B)(2) of this section. The exemptions to master planning in BDC Chapter 4.5, Master Planning, are not applicable to properties in the Urbanizable Area (UA) District. Development in expansion areas must comply with**

the applicable Bend Comprehensive Plan Specific Expansion Area Policies in Table 4.9.300.

Figure 4.9.300 Expansion Areas

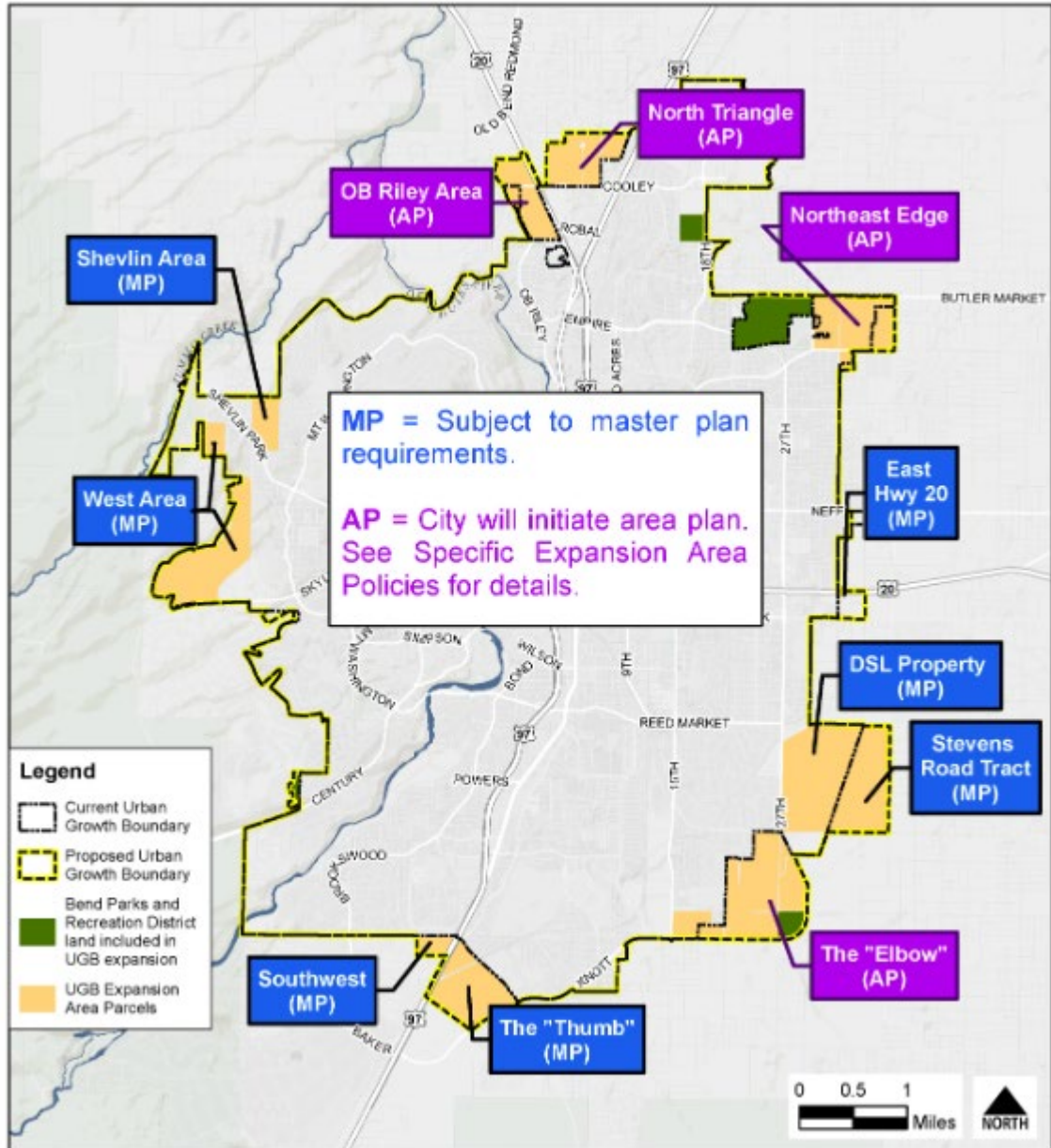


Table 4.9.300 - Specific Expansion Area Policies

Expansion Area	Bend Comprehensive Plan Specific Expansion Area Policies	Land Use Approval Required Prior to or Concurrently with Annexation
Stevens Road Tract	11-153 through 11-170	Master plan in compliance with BDC Chapter 4.5, Master Plans

FINDING: The planned annexation includes the entirety of the Stevens Road Tract expansion area along with abutting rights-of-way, totaling 265.7 acres. Compliance with the applicable Comprehensive Plan policies (11-153 through 11-170) are addressed in the findings for the Stevens Road Tract Master Plan (PLSPD20250647). This criterion is met.

4.9.400 Initiation Procedures.

A. An annexation proposal for the contiguous territory proposed to be annexed may be initiated by petition in compliance with one of the following initiation procedures:

- 3. More than half the owners of land in the contiguous territory proposed to be annexed, who also own more than half the land in the contiguous territory and of real property therein representing more than half the assessed value of all real property in the contiguous territory, consent in writing to the annexation of their land in the territory and file a statement of their consent with the City.**

FINDING: The property to be annexed is owned by one property owner (State of Oregon Department of State Lands), who has signed the petition and consent forms required to initiate annexation (see Exhibits X of the application).

4.9.500 Submittal Requirements.

A. The application must include:

- 1. A completed and signed annexation application packet on forms provided by the City.**
- 2. A petition including the statement of consent, on City forms, completed by property owners and/or electors residing in the territory that meets the requirements of BDC 4.9.400, Initiation Procedures.**
- 3. Legal description of the territory including abutting right-of-way to be annexed and a boundary survey certified by a registered engineer or surveyor.**
- 4. A map showing the territory including abutting right-of-way to be annexed and properties within 300 feet of the territory.**
- 5. A narrative which addresses the approval criteria in BDC 4.9.600 and the requirements of BDC 4.9.300(B).**

FINDING: The application materials uploaded to CityView, the City's online permit center portal, for PLANX20250646 contain all of the above requirements.

- 6. A letter or other written documentation from the Bend Park and Recreation District which indicates that the applicant has met with the District to discuss the proposed annexation, and provided the District an opportunity to review the annexation area for options to enhance existing parks and trails, and develop new parks and trails.**

FINDING: The Applicant has coordinated with the Bend Park and Recreation District (BPRD) on

the Stevens Road Tract Master Plan and associated annexation. The property proposed for annexation and subject to the Stevens Road Tract Master Planned Development will create the opportunity for a new community park and extension of the High Desert Trail in addition to other HOA-owned open space tracts. Exhibit G of the application submittal includes a letter from BPRD acknowledging the ongoing coordination and communication for this project. The requirement is met.

7. A completed and signed Bend Park and Recreation District annexation agreement, unless the property(s) to be annexed is already located within the Bend Park and Recreation District.

FINDING: The subject property is not currently located within the boundaries of the Bend Park and Recreation District. Therefore, a BPRD annexation agreement was submitted with this application, signed by the applicant (Exhibit Z of the application).

8. A letter or other written documentation from the Bend-La Pine School District which indicates that the applicant has met with the District to discuss the proposed annexation and provided the District an opportunity to review and comment on the proposed annexation.

FINDING: Exhibit H of the application submittal is a letter from the Bend-La Pine School District indicating that the district was provided an opportunity to review the annexation proposal. The Bend-LaPine School District indicated there is a need for an elementary school site in approximately 15 years in the southeast sector of Bend and would appreciate the opportunity to discuss potential land acquisition possibilities at some point in the future. It should be noted that the Stevens Ranch master plan to the west already identifies a potential school site on that property. The requirement is met.

9. Territories with irrigation district water rights or other irrigation district facilities must include the following:

FINDING: Exhibit I of the application provides correspondence from Arnold Irrigation District and a coordination letter from Central Oregon Irrigation District (COID) indicating that the property does not have any water rights, assets, or facilities. The submittal requirement is met.

10. If the City has not yet amended its public facilities and transportation plans for the affected expansion area, inclusion of an applicant initiated amendment to the relevant plan(s) or other evidence that the necessary infrastructure planning under Statewide Planning Goals 11 and 12 will take place prior to or concurrently with annexation.

FINDING: The applicant and City staff have worked to identify the infrastructure necessary to serve the variety of planned uses within the Stevens Road Tract Master Plan as they are built out over the next several years. An Annexation Agreement formalizes the sequencing and financing mechanisms for needed infrastructure. The Stevens Road Tract Utility Plan shows that public

facilities, including sanitary sewer and potable water are, or will be, available to serve the annexed area, which is confirmed by the Avion Water Company's Will-Serve letter, the City Engineering Division's Utility Availability Memo (PRSWA202500480) and the Traffic Analysis Memo (PRTFR202504639). Ongoing coordination with BPRD and the Bend-La Pine School District is documented in Exhibits G and H of the application materials. With the Annexation Agreement, this requirement is met.

4.9.600 Approval Criteria.

A. The City Council may approve, or approve with conditions, the proposed annexation application if all of the following criteria are met:

- 1. The annexation proposal is consistent with the Bend Comprehensive Plan policies and plan designations applicable to the territory as determined by the Planning Director or designee.**

FINDING: Consistency with the Bend Comprehensive Plan land use designations and policies for the Stevens Road Tract UGB Expansion Area, including with the planned policy amendments, are addressed in detail in the findings for the Stevens Road Tract Master Plan (PLSPD20250647). Consistency with the general annexation policies in the Bend Comprehensive Plan are addressed below. The criterion is met.

Annexation Policies

11-59 Annexations will follow the procedural requirements of state law.

FINDING: The associated Annexation Application (City File No. PLANX20250646) was submitted in conformance with the City of Bend's procedures, which implement the procedural requirements of state law. As detailed throughout these findings, the proposal conforms to the applicable annexation standards and criteria and, therefore, is consistent with this plan policy.

11-60 Annexations will be consistent with the Comprehensive Plan and applicable annexation procedures and approval criteria.

FINDING: Conformance with applicable BCP policies, applicable annexation procedures, and approval criteria is addressed throughout these findings. The policy is met.

11-61 Requests for annexation must demonstrate how the annexed land is capable of being served by urban services for sanitary sewer collection, domestic water, transportation, schools and parks, consistent with applicable district facility plans and the City's adopted public facility plans.

FINDING: The ability to provide urban services and public facilities to the subject property was considered when the City expanded the UGB to include the Stevens Road Tract

Expansion Area. An Annexation Agreement will be reviewed concurrently by City Council to formalize the sequencing and financing mechanisms for needed infrastructure. The Stevens Road Tract Utility Plan (Sheet P09 in Exhibit C of the application) shows that public facilities, including sanitary sewer and potable water, are available to serve the project, which is confirmed by the City of Bend Engineering Division's Utility Availability Memo (UAM), the will-serve letter from Avion Water Company, (Exhibit Q) and the Traffic Analysis Memo (TAM) prepared by the City (Exhibit M of the application). Ongoing coordination with BPRD and Bend-La Pine School District is documented in Exhibits G and H of the application, respectively. With the Annexation Agreement, which will be reviewed concurrently by the City Council, the policy is met.

11-62 Annexations will be consistent with an approved Area Plan where applicable. The Area Plan may be reviewed and approved concurrent with an annexation application.

FINDING: The City Council adopted a Concept Plan for the Stevens Road Tract in 2022, which was the foundation for the adopted BCP Policies 11-152 through 11-170 for the Stevens Road Tract Expansion Area. BCP Policy 11-153 requires master planning for this area consistent with BCP Policies 11-154 through 11-170, which are addressed in detail below.

11-63 The City may, where appropriate in a specific area, allow annexation and require area planning prior to development approval.

FINDING: The City Council adopted a Concept Plan in 2022, which served as the area planning for the Stevens Road Tract Expansion Area and was the foundation for the adopted BCP Policies 11-152 through 11-170. The planned annexation includes Tax Lot 100 of Deschutes County Assessor's Maps 18 12 11, which provides 260.6 acres of total land within the Stevens Road Tract Expansion Area. Therefore, this policy is not applicable.

11-64 Land to be annexed must be contiguous to the existing City limits unless the property owners requesting annexation show and the City Council finds that a "cherry-stem" annexation will both satisfy a public need and provide a public benefit.

FINDING: The Map and Legal Description (Exhibit B of the application) show the subject property (Tax Lot 100 of Deschutes County Assessor's Maps 18 12 11) abutting existing city limits to the west and is therefore contiguous to the city limits. The policy is met.

11-65 Compliance with specific expansion area policies and/or Area Plans will be implemented through master plan approval or binding annexation agreement that will control subsequent development approvals.

FINDING: BCP Policies 11-152 through 11-170 are applicable to the Stevens Road Tract Expansion Area. The applicant is proposing amendments to several of the applicable BCP policies (Exhibit R of the Comprehensive Plan Amendment application; PLTEXT20250648) The proposed substantive Comprehensive Plan policy amendments are limited to the

minimum number of market rate units in the High Density Residential zone (Policy 11-156), based on an achievable density for this location, and flexibility on the size of the deed-restricted affordable lots while maintaining the overall minimum acreage (Policy 11-158). The remainder of the policy amendments are limited to clarification of language and removal of a figure that is already described in text. These policy amendments do not alter the overall number of housing units, the required housing mix, or the acreage of deed-restricted affordable housing land, as detailed in HB 3318.

The proposed Stevens Road Tract Master Plan will serve as the Area Plan for the Stevens Road Tract Expansion Area. Compliance with these plan policies (as proposed to be amended by the applicant) is addressed throughout these findings and will be implemented in conjunction with the approval of the Stevens Road Tract Master Plan. The Stevens Road Tract Master Plan will be codified in BDC Chapter 2.7, and future land use applications will be subject to the applicable master plan elements. The policy is met.

11-66 Existing rural infrastructure systems and urban systems (water, sewer, transportation, stormwater) serving annexed areas may be required to be modernized and constructed to the City's standards and specifications, as determined by the City.

FINDING: The ability to provide urban services and public facilities to the subject property was considered when the City expanded the UGB to include the Stevens Road Tract Expansion Area. An Annexation Agreement will be reviewed concurrently by City Council to formalize the sequencing and financing mechanisms for needed infrastructure. The Stevens Road Tract Utility Plan (Sheet P09 in Exhibit C of the application) shows that public facilities, including sanitary sewer and potable water, are available to serve the project, which is confirmed by the City of Bend Engineering Division's Utility Availability Memo (UAM), the will-serve letter from Avion Water Company, (Exhibit Q) and the Traffic Analysis Memo (TAM) prepared by the City (Exhibit M of the application). Ongoing coordination with BPRD and Bend-La Pine School District is documented in Exhibits G and H of the application, respectively. With the Annexation Agreement, which will be reviewed concurrently by the City Council, the policy is met.

11-67 The City may consider funding mechanisms and agreements to address on- and off-site improvements, modernization of existing infrastructure to the City's standards and specifications, and impacts to infrastructure inside the current City limits.

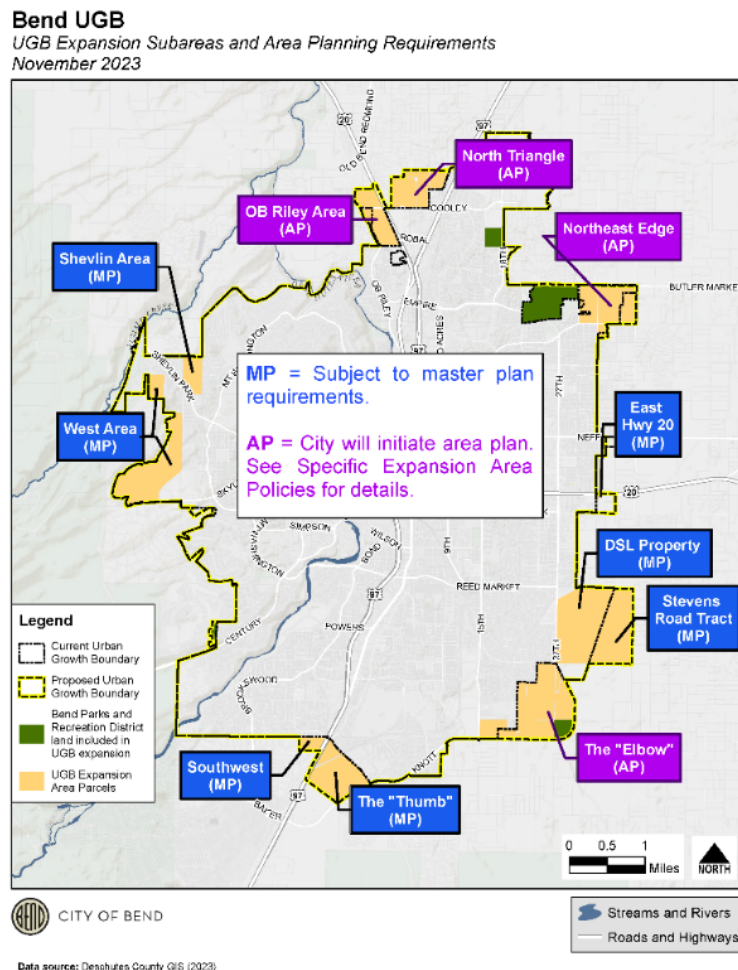
FINDING: The ability to provide urban services and public facilities to the subject property was considered when the City expanded the UGB to include the Stevens Road Tract Expansion Area. An Annexation Agreement (City File No. PLANX20250646) will be reviewed concurrently by City Council to formalize the sequencing and financing mechanisms for needed infrastructure. The Stevens Road Tract Utility Plan (Sheet P09 in Exhibit C of the application) shows that public facilities, including sanitary sewer and potable water, are available to serve the project, which is confirmed by the City of Bend Engineering Division's

Utility Availability Memo (UAM), the will-serve letter from Avion Water Company, (Exhibit Q) and the Traffic Analysis Memo (TAM) prepared by the City (Exhibit M of the application). Ongoing coordination with BPRD and Bend-La Pine School District is documented in Exhibits G and H of the application, respectively. With the Annexation Agreement, which will be reviewed concurrently by the City Council, the policy is met.

11-68 Properties over 20 acres (including adjacent property in common ownership) (shown on Figure 11-7) are subject to master plan requirements unless they are part of an adopted area plan. When properties are over 20 acres (including adjacent property in common ownership) and are part of an approved area plan they are subject to the master plan approval criteria.

FINDING: The Stevens Road Tract Master Plan property is more than 20 acres. The required Master Plan application will be reviewed concurrently with the annexation application by the City Council for a final local decision. In addition to the master plan approval criteria, addressed throughout these findings, the proposed master plan must also comply with specific BCP policies for the Stevens Road Tract Expansion Area Policies Area. As addressed in the findings below, the requirements of this policy are met.

Figure 11-7: UGB Expansion Subareas and Area Planning Requirements



2. The annexation proposal is consistent with an approved area plan and/or master plan, unless exempted in BDC 4.9.300(B)(1).

FINDING: The planned annexation includes approximately 260.6 acres of land (and abutting right-of-way) located in the Stevens Road Tract Expansion Area. The Stevens Road Tract Master Plan will be incorporated into the Bend Development Code (BDC), and future land use applications will be required to demonstrate consistency with the Master Plan for approval. The Stevens Road Tract Master Plan application (PLSPD20250647) is being reviewed concurrently with this annexation.

3. The proposal demonstrates how the annexed territory is capable of being served by public facilities and services with adequate capacity as determined by the City, including sanitary sewer collection, domestic water, transportation, schools, and parks, consistent with the City's adopted public facility plans, transportation system plan, and applicable district plans, either as provided in an applicable area or master plan or by demonstrating how such public facilities and services will be provided in an orderly, efficient and timely manner.

FINDING: The applicant and City staff have worked to identify the infrastructure necessary to serve the variety of planned uses within the Stevens Road Tract Master Plan as they are built out over the next several years. An Annexation Agreement and the proposed Master Plan set forth the infrastructure needed to serve the area in an orderly, efficient and timely manner. The Stevens Road Tract Preliminary Utility Plan (Sheet P09 in Exhibit C of the application) shows that public facilities, including sanitary sewer and potable water, are available to serve the annexed area, which is confirmed by the Avion Water Company's Will-Serve letter, the City Engineering Division's Utility Availability Memo (PRSWA202500480) for sewer and the Traffic Analysis Memo (PRTFR202504639). Extension of roads as envisioned in the Transportation System Plan are also proposed. Ongoing coordination with BPRD and the Bend-La Pine School District is documented in Exhibits G and H of the application materials. The Stevens Tract Master Plan shows that public utilities and public services will be provided in an orderly, efficient and timely manner. With the Annexation Agreement, the criterion is met.

4. The proposal demonstrates how public facility and service impacts, including as applicable: on- and off-site improvements, construction and modernization of existing infrastructure (water, sewer, stormwater, transportation) to City standards and specifications, and impacts to existing infrastructure inside the City's current city limits, will be adequately mitigated through an annexation agreement or other funding mechanism approved by the City Council prior to annexation. The City will use the standards and criteria of BDC Chapter 4.7, Transportation Analysis, for analysis and mitigation of transportation impacts.

FINDING: The applicant and City staff have worked to identify the infrastructure necessary to serve the variety of planned uses within the Stevens Road Tract Expansion Area as they are built out over the next several years. The Stevens Road Tract Master Plan contemplates how the complete community fits with the expansion area and establishes transportation networks and utility systems that can be extended to serve future development within and adjacent to the Stevens Road Tract Expansion Area. An Annexation Agreement sets forth the infrastructure needed to serve the subject property and mitigate any impacts to existing infrastructure inside the current City limits, including the sequencing and financing mechanisms for needed infrastructure. A Utility Availability Memo (PRSWA202500480) provided by the City Engineering Division is included as Exhibit Q of the application. A Will-Serve letter from the Avion Water Company is including in Exhibit F. The Stevens Road Tract Preliminary Utility Plan (Sheet P09 in Exhibit C of the application) shows how public facilities, including sanitary sewer and potable water, are available and planned throughout the annexed area.

The Transportation Analysis (Exhibit L of the application) prepared by Transight Consulting, LLC, includes a Transportation Facilities Report, Transportation Impact Analysis, TPR analysis, and proposed mitigation. Consequently, the Stevens Road Tract Master Plan shows that transportation facilities will be provided in an orderly, efficient and timely manner. The City's Traffic Analysis Memo (PRTFR202504639) is also included in the application submittal; the mitigation from this memo is incorporated into the proposed Stevens Road Tract code to be adopted into the Bend Development Code. The criterion is met.

- 5. Owner(s) have committed to transfer all irrigation district water rights from the property, unless exempted in subsection (A)(5)(a)(i) of this section. The timing of the transfer of irrigation district water rights may be worked out between the owner(s) and the irrigation district, but, in any event, the transfer must occur prior to the platting of a land division or prior to certification of final occupancy for developments subject to site plan review, whichever occurs first. For phased subdivisions or developments; however, the transfer may occur by individual phase prior to the platting of each phase or prior to certification of final occupancy of the development on each phase.**
- 6. Sufficient evidence acceptable to the City has been provided demonstrating that the irrigation district had an opportunity to review the layout and design for any impacts on irrigation district conveyance facilities and to recommend reasonable protections for such facilities consistent with the irrigation district's adopted rules and regulations, system improvement plans and/or development policies.**

FINDING: Exhibit I of the application provides correspondence from Arnold Irrigation District and a coordination letter from Central Oregon Irrigation District (COID) indicating that the property does not have any water rights, assets, or facilities. The above criteria are met.

7. The proposal demonstrates that approval of the annexation and zoning districts that implement the underlying Bend Comprehensive Plan map designations is consistent with the provisions of BDC 4.6.600, Transportation Planning Rule Compliance.

4.6.600 Transportation Planning Rule Compliance.

When a development application includes a proposed Comprehensive Plan amendment or annexation, the proposal must be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060.

FINDING: OAR 660-012 implements Oregon Statewide Planning Goal 12. Goal 12 imposes a requirement on local governments to develop, maintain and update transportation plans consistent with the planning and implementation guidelines of Goal 12. The City's Comprehensive Plan dictates the acreage of the land use designations and the concurrent Caraway Master Plan application proposes to meet those requirements. Compliance with the TPR was not addressed at the time of UGB acknowledgement for the expansion areas, instead deferred to individual master plan/annexation applications. This section requires a local government to put in place certain measures if an amendment would significantly affect a transportation facility.

The TPR requires a two-step analysis. First, under OAR 660-012-0060(1), the Applicant must determine if the application "significantly affects a transportation facility", as that term is defined in OAR 660-012-0060(1). If not, then the analysis ends, and the TPR is satisfied. The City may rely on transportation improvements found in transportation system plans and planned facilities, as allowed by OAR 660-012-0060(4)(a), (b), and (c), to show that failing intersections are not made worse or intersections not now failing do not fail. If the application "significantly affects a transportation facility," then the Applicant must demonstrate appropriate mitigation under OAR 660-012-0060(2).

660-012-0060 - Plan and Land Use Regulations Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in

the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:

(A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;

(B) The providers of facilities being improved at other locations provide written statements of approval; and

(C) The local jurisdictions where facilities are being improved provide written statements of approval.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

FINDING: The Transportation Element (Exhibit L of the application) was prepared by Transight Consulting, LLC, and includes a Transportation Facilities Report, Transportation Impact Analysis, TPR analysis, and proposed mitigation. The Traffic Analysis Memo (PRTFR202504639) summarizes the transportation impacts and recommended mitigations as the Stevens Tract Master Plan is built over the next several years. The proposed Stevens Tract Master Plan code (Table 2.7.4900 in Exhibit N of the master plan application PLSPD20250647) formalizes the transportation improvements necessary to mitigate impacts to, and expand capacity within, the affected transportation facilities, and the Annexation Agreement identifies the specific timing, responsibilities, and cost allocation. For purposes of TPR compliance, through collaborative efforts between the applicant, ODOT, the City, and Deschutes County, the applicant is relying on OAR 660-012-0060(2)(e). In particular, the City, County, and ODOT have each provided written statements of approval that the system-wide benefits provided through the required mitigation are sufficient to balance the significant effects. The applicable standards are met.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

FINDING: This section of the Transportation Planning Rule requires coordination with affected transportation service providers. The applicant has coordinated with Deschutes County and the Oregon Department of Transportation (ODOT) regarding the Master Plan and Annexation applications. Deschutes County and ODOT have provided written comments on the applications and appropriate mitigation is included in the Annexation Agreement and proposed Master Plan Code, which ensure consistency with the provisions of BDC 4.6.600 and satisfies the requirements

of OAR 660-012-0060. There is substantial evidence in the record, including Exhibit L (Transportation Impact Analysis), that the system-wide benefits provided through the required mitigation are sufficient to balance the significant effects as required under OAR 660-012-0060(2)(e). The applicable standards are met.

BDC 4.9.600.A. Approval Criteria (*Continued*)

8. The proposal demonstrates how rights-of-way will be improved to urban standards as determined by the City, including rights-of-way in cherry stem annexations.

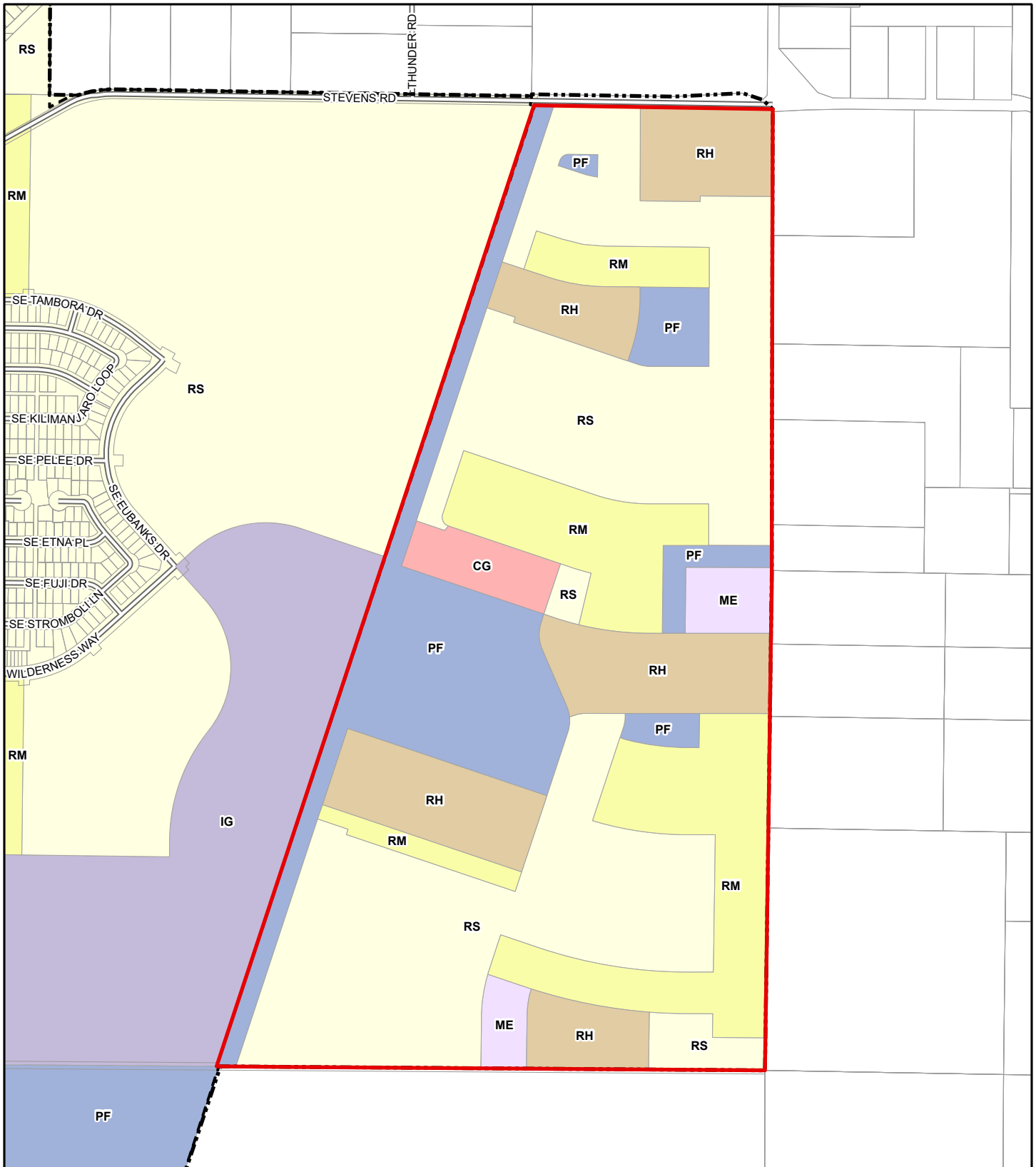
FINDING: The concurrent Stevens Road Tract Master Plan application (PLSPD20250647) includes specific street cross-sections showing how all internal and abutting rights-of-way will be improved to urban standards. The street cross-sections and transportation network to serve the annexed property is included in the master plan application and will be codified in the BDC. The criterion is met.

4.9.700 Zoning of Annexed Areas.

The Bend Comprehensive Plan map provides for the future City zoning classifications of all property within the City’s Urbanizable Area (UA) District. On the date the annexation becomes effective, the UA District will cease to apply and the zoning map will be automatically updated with the zoning district that implements the underlying Comprehensive Plan map designation.

FINDING: Upon annexation, the current UA zoning will cease to apply, and the zoning map will be automatically updated with the Stevens Road Tract Master Plan zoning scheme as shown on the submitted Preliminary Zoning Map (Exhibit C of the application materials). Consistency with the underlying Comprehensive Plan map designations is fully described in the findings for the concurrent Stevens Road Tract Master Plan (PLSPD20250647). The applicable criteria are met.

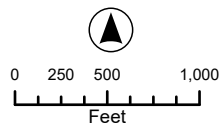
Exhibit E: Proposed Comprehensive Plan and Zoning



LEGACY VILLAGE COMPREHENSIVE PLAN AMENDMENT

PROPOSED COMPREHENSIVE AND ZONING PLAN MAP

- Annexation Area
- City Limits
- Urban Growth Boundary
- Streets
- Taxlots
- General Commercial (CG)
- General Industrial (IG)
- Mixed Employment (ME)
- Public Facilities (PF)
- Standard Density Residential (RS)
- Medium Density Residential (RM)
- High Density Residential (RH)



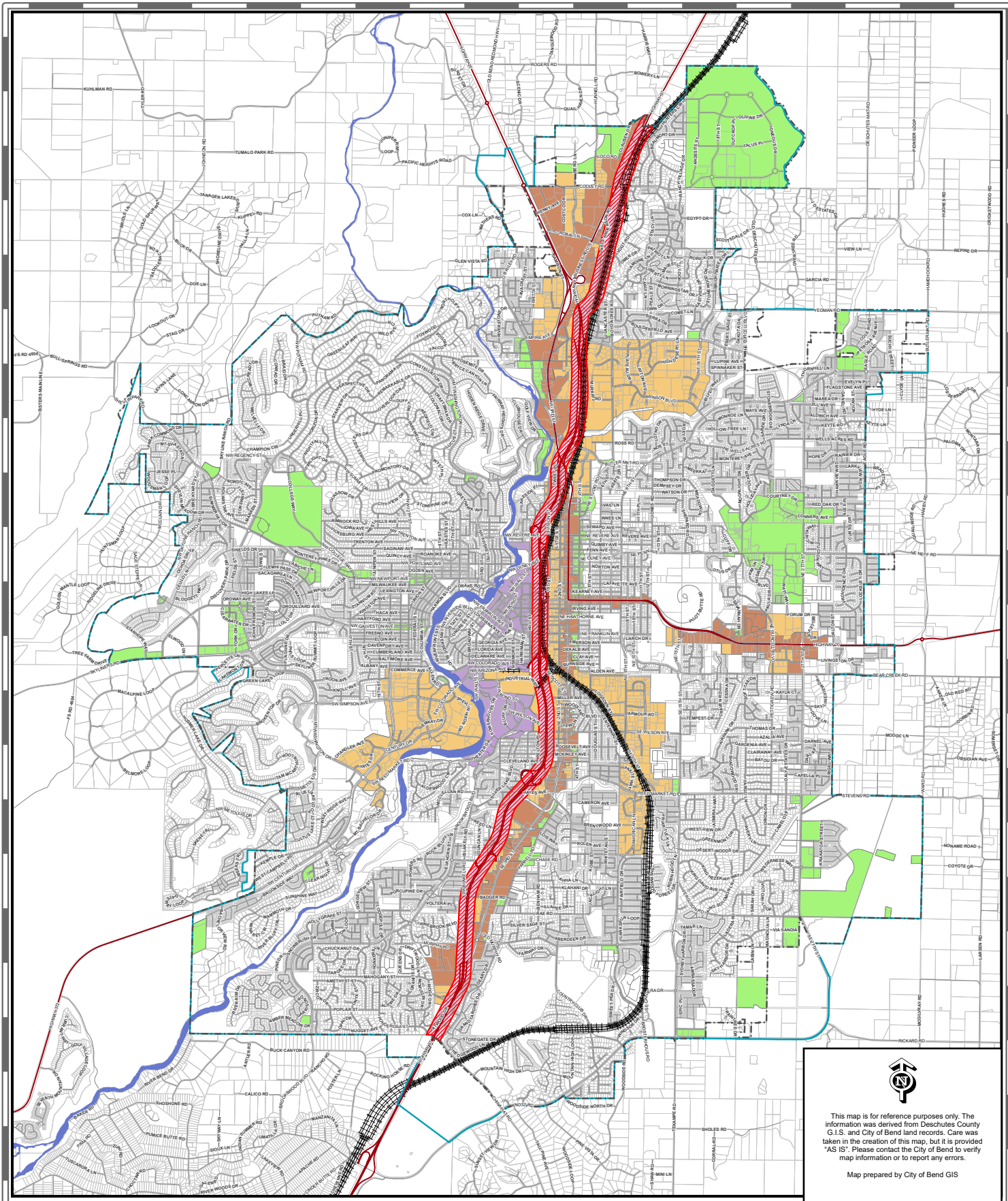
Map prepared by , City of Bend
 Print Date: Mar 31, 2026
 Sources: City of Bend, Deschutes County




CITY OF BEND

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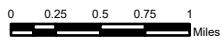
Exhibit F: Proposed Sign District Map Amendment




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 Map prepared by City of Bend GIS



Bend Sign Districts
 Published January 2026



- #1 (Highway Corridor)
- #2 (General)
- #3 (Central Business)
- #4 (Neighborhood)
- #5 (Residential)
- #6 (Parkway Overlay)
- Proposed Sign District Updates
- City Limits
- Urban Growth Boundary
- Property Boundaries
- Roads