April 21, 2016 Bend UGB Steering Committee meeting

Public Testimony **Part 2** (Received between 4/15/16 and 4/20/16)

1. April 18, 2016 letter with one attachment from Laurie Craghead
2. April 19, 2016 letter from Toby Bayard
3. April 15, 2016 letter from Dina Barker (received 4/19/16)
4. April 19, 2016 letter with attachments from Carl W. Hopp
5. April 18, 2016 letter with attachments from Ann Marie Colucci (received 4/20/16)
6. April 20, 2016 letter with attachments from Myles Conway

LAURIE E. CRAGHEAD

Attorney at Law

PO Box 5833, Bend, OR 97708

Ph. 458.206.6884

laurie.craghead@outlook.com

April 18, 2016

C/o Damian Syrnyk
City of Bend
UGB Steering Committee

VIA E-MAIL: dsyrnyk@bendoregon.gov

RE: Another "Perfect Rectangle"

Dear Committee Members:

As you know, I represent Rodney Pack whose mother's property, Akemi Wheeler, is located at 62590 Eagle Rd, Bend, OR 97701. I am writing to request that the UGB Steering Committee add to the preferred scenario a second "Perfect Rectangle" in addition to the one proposed by Lori Murphy in her December 14, 2015 letter to the committee. This proposed rectangle is different from the ones proposed by Mr. Pack on January 18, 2016.

Mr. Pack understands that the Boundary Scenarios Technical Advisory Committee rejected his previous proposals based on the difficulty of providing public facilities to that area. That was largely based on the build out of the large lot subdivisions north of Ms. Wheeler's property.

Therefore, Mr. Pack proposes a new rectangle, the northern boundary of which would run along the northern section line of Tax Map 171226D0 from Eagle Road to the eastern line of the Urban Reserve Boundary. The western boundary would run south from the corner of Eagle Road and Tax lot 3000, down Eagle Road to Neff. The eastern boundary would run south from corner of tax lot 2000, along the Urban Reserve Boundary, to Neff Road. This new area makes an complete and straight rectable. Please see attached Exhibit A, which is a map depicting the proposed rectangle.

This area would then capture the area at the corner of Eagle Road and Neff that was previously included in Scenario 2.1B and avoid the development neighborhoods to the north of the new proposed rectangle. This area has all the same benefits and positive factors as expressed in our letter of January 18, 2016.

Thank you for this opportunity to participate in this public process. If you have any questions or comments, please do not hesitate to contact me by phone or e-mail.

Sincerely,

Laurie E. Craghead

Enclosure

Deschutes County Property Information

Zoning Map for account 149266

Basemap Layer Transparency: (70%) Print



Exhibit A to Rodney Pack Letter 4-18-16

Proposed 2nd "Perfect Rectangle:

© 2016 - Deschutes County. All rights reserved.

09953

April 19, 2016

Bend Urban Growth Boundary Expansion Steering Committee
C/O City of Bend Community Development Department
710 NW Wall Street; Bend, Oregon 97703

Dear Bend UGB Steering Committee Members:

As Bend's UGB expansion efforts draw to a close, I want to recognize and thank the City for its sophisticated approach to resolving the many issues that prompted the Department of Land Conservation and Development (DLCD) to remand its 2008 UGB expansion proposal for remedial action back in 2010.

I was one who appealed the 2008 UGB expansion proposal. Some of my objections were ultimately upheld by the LCDC/DLCD and became remedy points in the 2010 Remand. I objected to an excessively large expansion footprint (> 8,000 acres), a lack of "Measures" and other violations of Oregon's Statewide Land Use Planning Goal 14 (Urban Planning). I also appealed Goal 10 Housing inadequacies (specifically, a failure to plan for affordable housing); Goal 11, Public Facilities and Services (issues related to extra-UGB planning for sewer and roads) and a number of Goal 5 (Natural Resources) related points.

That said, **the single thing that prompted me to undertake the time-consuming process of appealing Bend's 2008 UGB expansion proposal was the City's violations of Goal 1: Citizen Involvement**. I won't belabor this point. Simply, I felt that Bend had implemented an opaque and inadequate Citizen Involvement process.

This time around, Bend's City Council and Planning Commission worked with its Community Development team to implement a credible, comprehensive and impressive public process. What the City put into place was a "Goal 1 Home Run". The process held up despite the fact that Bend's UGB expansion timeline was highly compressed. Bend's Community Development team, aided by The Angelo Planning Group, City Attorney Mary Winters and many other city of Bend employees produced an expansion map that any local government should be proud to claim; proud to submit to the State of Oregon's DLCD for acknowledgement.

Oregon's DLCD annually presents a STAR Award for Goal 1 Citizen Involvement. It recognizes (among other potential candidates) local governments and planning consultancies that actively promote and implement Goal 1 values via an outstanding public involvement effort. To qualify, candidates must complete a land-use planning effort (e.g., a UGB expansion) that gave citizens an opportunity to be involved in all phases.

Assuming that the DLCD acknowledges Bend's much improved 2016 UGB expansion proposal, I and others believe that it's Bend's turn to receive this year's STAR Award. I suspect that many who appealed the City's UGB expansion efforts in 2008 will be those who nominate Bend for consideration in 2016.

I think all who have been involved in Bend's two-plus year UGB Remand Resolution process will agree that we made every effort to follow Oregon's Statewide Land Use Planning Goals and Guidelines to the letter. Of these, Goal 1 is a tough-to-measure process that requires "good faith" on the part of urban planners. It also requires public cooperation, as Citizen Involvement is not merely a local government-sponsored process, but also an individual choice. This time around, the opportunity to "weigh in", to "be heard", and to participate in Bend's UGB expansion process was virtually flawless. I hope that Bend's citizens realize how complete it was.

Thank you for the opportunity to be a part of this important land use planning initiative.



Toby Bayard – Boundary Technical Advisory Committee Member

April 15, 2016

Bend Urban Growth Boundary Expansion Steering Committee

Dear Bend UGB Steering Committee Members:

As a long-term member of the Rock O' the Range HOA (RORHOA) board, and the Hunnell United Neighbors (HUNS), I wish to express the deep concern of those who live in the North Triangle regarding the proposed 18 acres (approximate) of Industrial General (IG) zoning on a 35-acre parcel bounded on the south by Loco Road, the north by the expanded UGB's north boundary, the west by Hunnell Road and the east by Paramount Drive (the future 3rd Street and Gateway to Bend). This acreage is currently owned by Richard and Jelinda Carpenter.

First, we wish to make clear that as a neighborhood, we applaud the Boundary TAC's extensive screening and proposed zoning efforts and the transparent public process that Bend's City Council put in place. As members of the greater-Bend area, we are very pleased with the overall expansion map, and the speed with which it was developed. We see great value in how the Boundary TAC chose to zone land that abuts ours and other existing neighborhoods as Residential Standard (RS). In our case, RS zoning offers a smooth transition from MUA-10 zoned, rural agricultural acreage to contiguous land uses in UGB expansion area.

That said, the RORHOA unanimously objects to IG zoning south of our neighborhood. Please consider that:

1. IG zoning permits uses that include wrecking yards, fuel distribution, heavy manufacturing, marijuana grow sites, the processing of raw materials, wholesale warehousing, etc. IG zoning is not a proper designation per Oregon's Statewide Land Use Planning Guidelines, which specifically call for a transition from RS zoning to CG, and only then from CG to IG. The IG zoning of land adjacent to RS also runs counter to the concept of building a "complete community".
2. This IG zoning removes a valuable portion of the employment lands envisioned for the North Triangle. Land zoned as Commercial General (CG) can be expected to produce many more jobs than IG zoned land. Zoning this 18 North Triangle acres as CG represents the land's "highest and best purpose", an economic goal that, I think all will agree, Bend is striving to achieve.
3. Swapping this IG-zoned North Triangle land with CG-zoned OB Riley Area land, in part or in total, makes more sense. The OB Riley Area borders US20 which is better suited for low traffic businesses. This area will likely be served by a frontage road access and therefore incur less VMT. For IG developers that don't require a lot of amenities, a site located along US20 could well be a more attractive location.
4. In 2004, the HUNS and the Carpenters signed a Settlement Agreement that also produced a number of beneficial outcomes for the City of Bend. This Agreement, undertaken at the beginning of Bend's prior UGB expansion efforts, obligated the owners to forgo an attempt to zone their land as IG and restricted all future development to RS zoning. In exchange, the HUNS withdrew a LUBA appeal filed against the City—thus enabling IG zoning of Juniper Ridge acreage, among other things. While Bend was not a signatory of the Settlement Agreement, it participated in some of the negotiations, and benefited from its outcome. Though not legally obligated, we feel the City should honor the intent of this agreement from which it benefitted and eliminate or greatly reduce any IG zoning. (NOTE: This Settlement Agreement has been placed into the Public Record associated with this UGB Remand resolution effort.)

In Closing:

There is no question that the three TACs involved in Bend's UGB Remand resolution efforts applied superior due diligence as they worked against the clock to develop an expansion map that tries to meet not only the letter of Oregon's Statewide Land Use Laws, but also the spirit of these laws. It was a monumental task to predict Bend's land use needs through the year 2028, fit all the pieces together and try to accommodate

diverse stake- holder wishes. It is also apparent that the overall solution will benefit Bend and its residents far into the future.

Speaking for those RORHOA neighbors who live directly north of the UGB expansion area and this 18 acre parcel in question, we always wanted to let the UGB expansion process work in the way it was intended. We hoped to avoid addressing the USC with last-minute concerns. But one point must be clearly made:

The North Triangle is destined to grow into a distinct area as did the Old Mill District, the Westside and Bend's Downtown. It is the gateway to Bend for those entering the City on US97 from the north (a substantial percentage of the total visitors to our growing city). How it develops is paramount to visitors' perceptions; first impressions and a lasting one. And it's important to me.

Thank you for your time and consideration.

Respectfully,

Dina Barker

CARL W. HOPP, JR.

ATTORNEY AT LAW, LLC

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

Derek E. Hopp
derek@cwhopp.com

April 19, 2016

Bend UGB Steering Committee

RE: Affordable Housing

I represent Porter/Kelly Burns Land Holdings, LLC, H. Porter Burns, Jim Yozamp, and Pacwest Development, LLC with regards to their desire to have brought into the UGB approximately 40 acres of land on the east side of Bend. The subject property borders existing urban development along Highway 20. About 2.5 acres of the property is zoned urban area reserve (UAR). The balance of the property is zoned exclusive farm use (EFU). A map is attached as Exhibit "1" showing the property.

At this time, we are proposing that this UGB expansion only bringing in the approximately 2.5 acres zoned UAR (see Exhibit "1"). To date, the 2.5 acres have not been included within the UGB. The Bend City limits adjoin the subject property on the west side. Access to the property is possible from Highway 20 on the north, Livingston Drive on the west, and Bear Creek Road on the south.

My clients are committed to utilizing the property for affordable housing, and to proceed with applying for a zone change so that in the future the remainder of the parcel can be brought into the UGB. I have attached as Exhibit "2" a masterplan showing my clients' intent to use the property for mixed use affordable housing. Some of the housing will be low cost single family residences, with the remaining balance being affordable multi-family housing. My clients are prepared to commit to utilizing the northwest corner for multi-family affordable housing if brought into the UGB at this time, with our intent that the balance of the property, once a zone change is obtained, will be utilized for mixed use development. My clients recognize that the plan will require modification if just the 2.5 acres is brought into the UGB.

This 2.5 acre property is ideal for affordable, multi-family housing as the land cost will be low, development costs will be low as the property is flat, and the cost of the installation of infrastructure will be reasonable. Water from Avion is available by virtue of a water main at the end of Livingston Drive where it intersects the subject property on the western property line. Depending on the size of the lines servicing the immediately adjacent property, sewer may be as close as Livingston Drive as well. Regardless, there are utilities available within close proximity. In addition to sewer and water connections being available at Livingston Drive, there is currently a proposed gravity sewer main along Bear Creek Road on the south side of the property. The proposed gravity sewer main may extend to the proposed Hamby alignment and could include a lift station in the vicinity of the southwest corner of the property. To facilitate development of the property, my clients are open to providing the land needed for the lift station. According to the UGB Expansion – Sanitary Sewer Analysis performed by Murray, Smith, and Associates, taking advantage of the Hamby alignment would likely result in low capital costs per

acre of development because the proposed infrastructure is required to serve future development within the existing UGB.

My clients recognize the urgent need for affordable housing in the City of Bend, and are thus willing to go ahead with development of affordable multi-family housing on the northwest corner of the property if it is brought within the UGB, deferring some profits that may be realized when the balance of the property can be brought into the UGB. Additional multi-family affordable housing and low cost single-family housing can be obtained when the remaining property is rezoned. My clients are planning on targeting people who earn 80% of the Deschutes County Area Median Income (AMI).

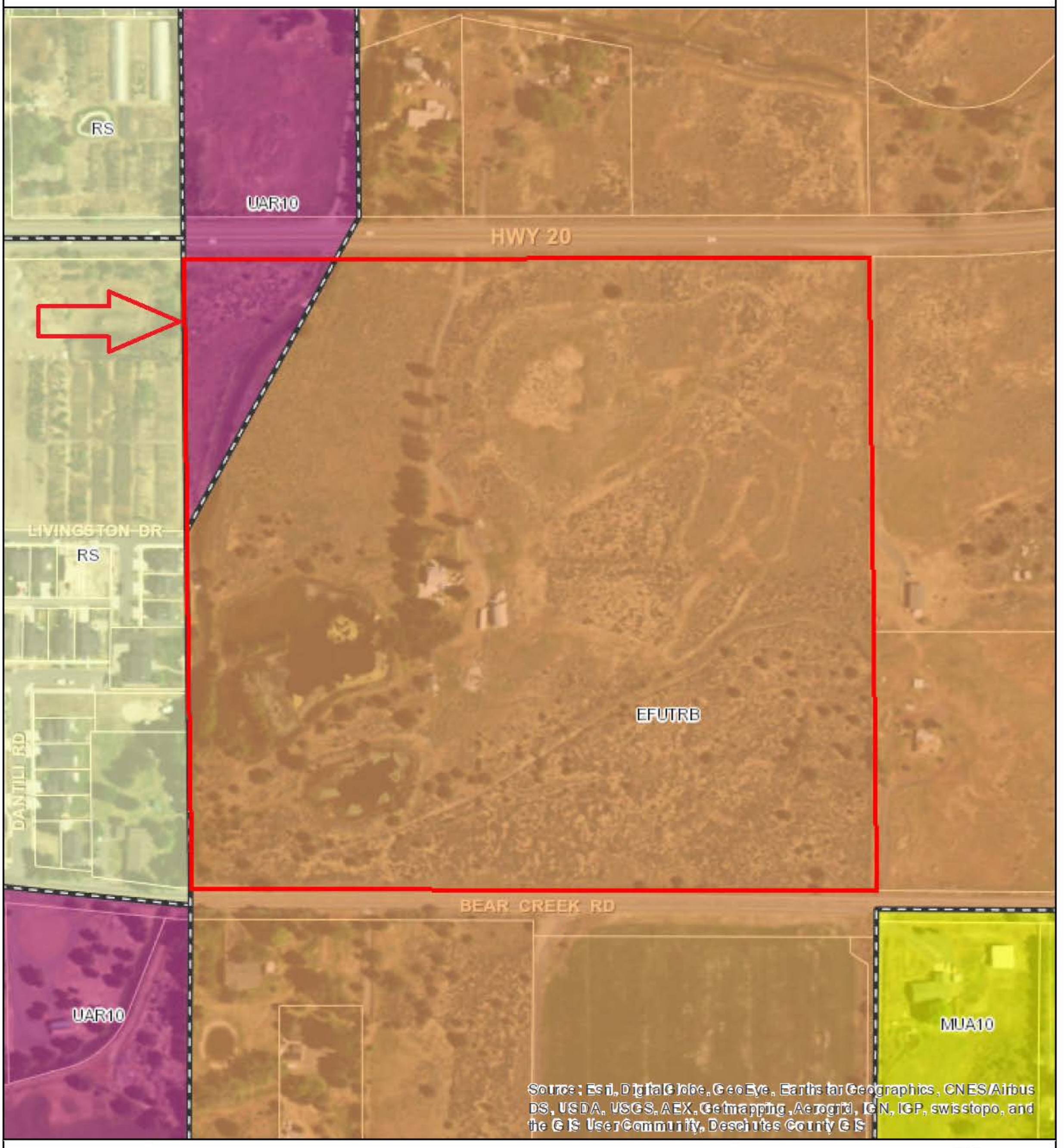
If you have any questions regarding this, my clients are willing to meet with the committee to discuss and further explain their proposal.

Sincerely,

CARL W. HOPP, JR.
vh
cc: clients via email
Encl.

Deschutes County Property Information - Dial

Zoning Map for account 119047

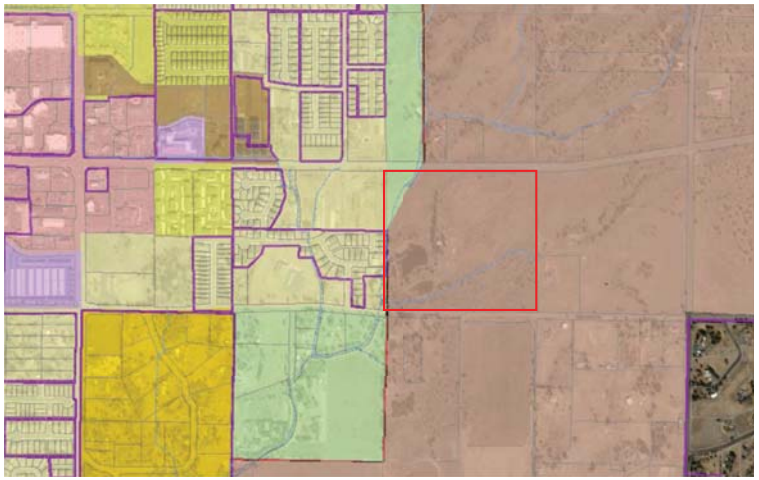




Map and Taxlot: 1712350001500

DESCHUTES COUNTY

09959



ZONING MAP: N.T.S.

CB	PF
CC	PO
CG	PO/RM/RS
CH	SR2-1/2
CL	RH
CN	RL
IG	RM
IL	RS
IP	SM
ME	UAR10
MR	

ADJACENT AMENITIES

FORUM SHOPPING CENTER: A
- -COSTCO
- -WHOLE FOODS
- -SAFEWAY
- -BARNES AND NOBLE
- -BIG LOTS
- -OLD NAVY
- -PIER 1 IMPORTS

WILCO: B

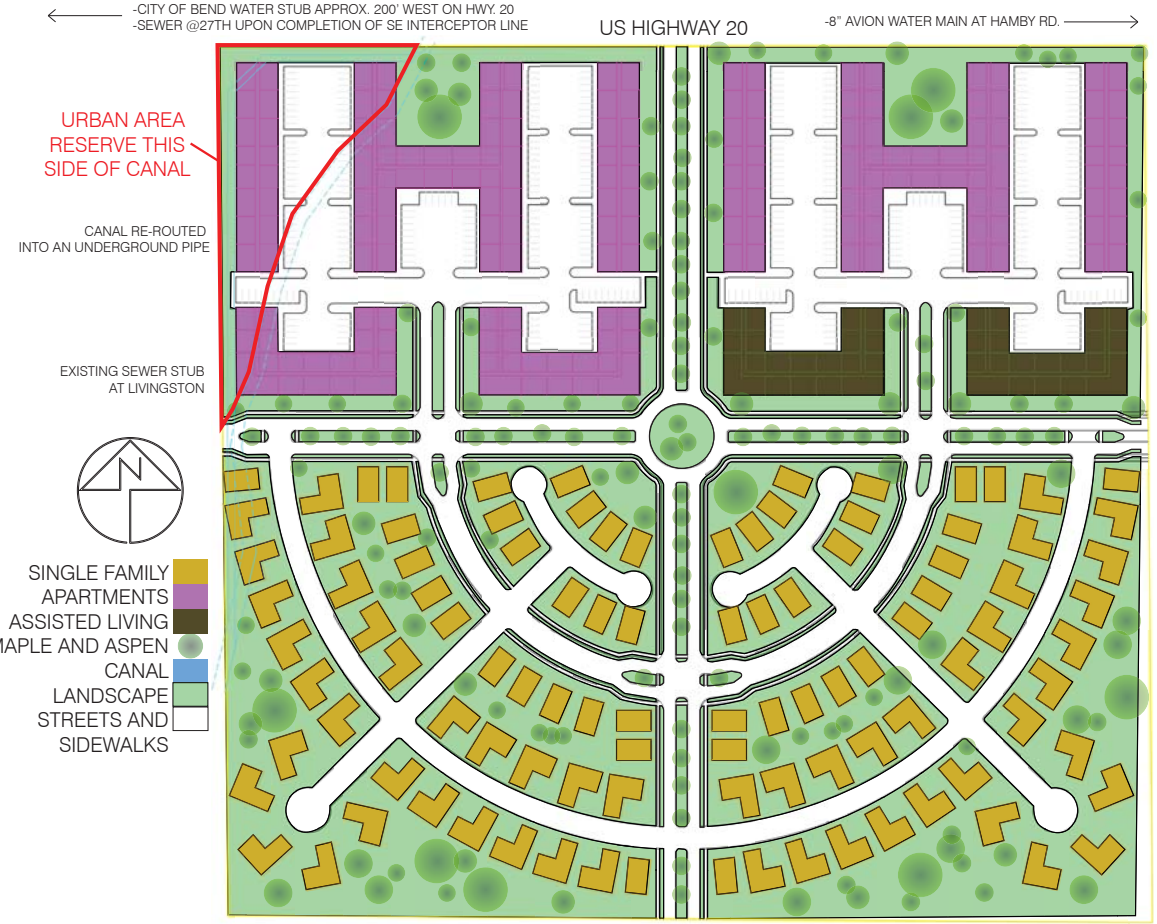
WALGREENS: C

WORTHY BREWING: D

RESTAURANTS: NOT SHOWN
- -SUBWAY
- -JIMMY JOHNS
- -JAMBA JUICE
- -ALOHA CAFE
- -SCHLOTSKY'S
- -TACO BELL
- -TIMBERS BAR AND GRILL
- -DUTCH BROTHERS
- -STARBUCKS
- -CUPPA YO
- -GROWLER GUYS

VICINITY MAP: N.T.S.





PLAT PLAN: N.T.S.

PROPERTY INFO:

SITE ADDRESS: 21455 HWY 20, BEND, OR 97701
MAP & TAXLOT#: 1712350001500
PARCEL SIZE: 36.39 ACRES

HOUSING INFO:

3-BEDROOM APARTMENTS: 192 UNITS
2-BEDROOM APARTMENTS: 300 UNITS
3-BEDROOM SINGLE FAMILY: 54 UNITS
2-BEDROOM SINGLE FAMILY: 48 UNITS
ASSISTED LIVING: 264 UNITS

PACWEST BUILDERS

PLAT PLAN

PACWEST BUILDERS
SPENCER WILLIAMS
CCB# 146351
541.389.2089

JACK PINE ESTATES
RESIDENTIAL SCENARIO

PLAT PLAN
REVISED
DATE: 8/22/15
SCALE: VARIES
DRAWN BY: JSW
PROJECT: JPE

09960

Ann Marie Colucci
Managing/Principal Broker
1230 NE Third St., Suite A-259
Bend, OR 97701
541.389.4212 ph
annmarie@bendpatrick.com

April 18, 2016

Damian Syrnyk
Senior Planner
City of Bend
709 NW Wall Street
Bend, OR 97701

RE: PUBLIC RECORD TESTIMONY, UGB STEERING COMMITTEEE MEETING, APRIL 21, 2016

Dear Damian,

I'm forwarding information, on behalf of certain Bend property owners, for USC consideration going into this week's meeting. These property owners have come together for purposes of helping our community meet with Statewide Planning Goals, in particular, Goal 10 Housing, "To provide for the housing needs of the citizens of the state."

After a great deal of research and dialogue with experts, including City of Bend staff members, this group put ideas down on paper, in the form of a plan that tenders support for the expansion, and helps our community meet local and State objectives. They're asking the USC to consider their submission, and affirm their plan by way of approval and recommendation to Council.

This packet is intended to be a matter of record. Thank you for acceptance.

Very truly yours,



Ann Marie Colucci
Principal Broker

DocuSign Envelope ID: 278952D0-1460-404F-84B4-2177F96A4D07

Statement of Intent to Collaborate and Help Meet Statewide Planning Goals

Certain individuals and organizations, owning property located at Bend's north end (see "Schedule A") and identified as the "Golden Triangle Area," due to its regionally significant and geographically strategic location, have come together as a consortium, for the primary objective of initiating the development of their land. The vision for this "Golden Triangle Area Consortium ("GTAC")" is to enhance and support the community by delivering development that champions Bend's growth management strategies, as outlined and intended, "…to help make the transition…from small town to city and contributed to maintaining Bend's livability and desirability as the city grows and evolves (proposed City of Bend Comprehensive Plan, Growth Management, page 4)." In particular, the GTAC recognizes Bend, as a "city in transition," as called out in the Growth Management Section of the proposed Comprehensive Plan (pages 3, 4), with "A growing role as the regional economic center for Central Oregon;" and "Housing affordability challenges."

The ability to knit these trends into model development for a complete area community will require a committed, collaborative effort between this Consortium, and the City of Bend. The Consortium has been established to provide a structure for this effort, and for achieving common goals, whereby the City of Bend can support the vision and development of the Golden Triangle Area through certain contributions, and the Consortium can meet with their mission to provide Bend's workforce housing, smartly integrated into a vibrant community that underscores good urban planning, responds to transformative market dynamics, inspires innovation, and reflects the regional significance of the area.

The GTAC wishes to move from this non-binding proposal to formally charter commitment to help meet Statewide Planning Goals, with a pledge secured in the form of correlating policies that undertake the enterprise of workforce housing, compels development of the Golden Triangle Area, and offers flexible compliance measures as an adaptable means to springboard project success (See "Schedule B"). Concurrence asserts priorities and demonstrates public private collaboration.

Signatures below represent Consortium participant affirmation of interests and approval of the collaborative efforts and targeted objectives outlined in this Statement.

Property Owner: Mark A. Anderson

DocuSigned by:
Tammy K. Lamb
99A1FB2833A1402...

By: Tammy K. Lamb, Administrator for the Estate

4/18/2016
Date

Additional signature page follows.

DocuSign Envelope ID: 278952D0-1460-404F-84B4-2177F96A4D07

Property Owner: Richard L. Carpenter Revocable Living Trust, et al

Richard L. Carpenter, TTE — 4-20-16

By: Richard L. Carpenter, Trustee — Date

Property Owner: Reorganized Church of Jesus Christ of Latter Day Saints, Operating locally as Bend Community of Christ

John L. Smallwood — 4/18/16

By: John Smallwood, Congregation Support Minister — Date

Property Owner: Ryan Bell

DocuSigned by:
Ryan Bell
DD9B286169F9481... — 4/19/2016

By: Ryan Bell — Date

Property Owner: John B. McGilvary Revocable Living Trust, et al

John B. McGilvary — 4/20/16

By: John B. McGilvary, Trustee — Date

Property Owner:

By: — Date

Property Owner:

By: — Date

Property Owner:

By: — Date

Property Owner:

By: — Date

SCHEDULE A

GOLDEN TRIANGLE AREA CONSORTIUM DESCRIPTION

The Golden Triangle Area has been identified as area requiring Area Planning. The Area primarily consists of large parcels. More specifically, 5 out of 6 of the Area property owners own property approximately 20 acres, or greater, in size. According to Deschutes County reports, total size of the Area is 163.56. Majority property owners have formed the "Golden Triangle Area Consortium ("GTAC")," and collectively own 122.29 acres. All but 10 of these acres are currently within the proposed UGB Boundary, and make up approximately 70% of the overall proposed area. With the inclusion of the Bell property (see Schedule B and C) the Consortium makes up 75% of the proposed area (See also Exhibit A and Exhibit B).

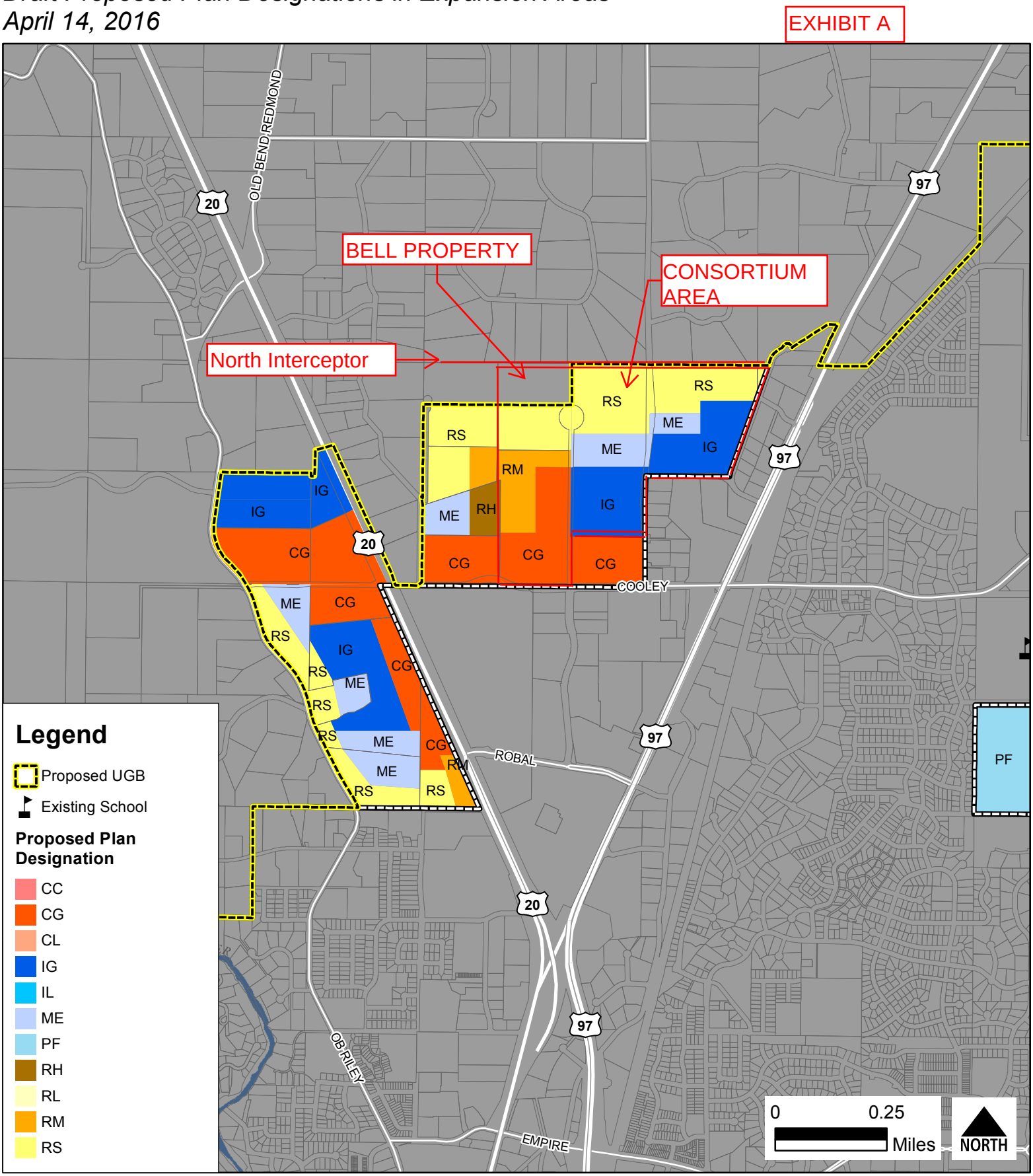
Consortium property owners and acreages are described are as follows:

OWNER	TAX MAP/TL	TL ACRES	TOTAL ACRES
Richard L. Carpenter Rev Living Trust et al/John B. McGilvary Rev Living Trust	171209 C0 00100	33.54	
	171209 D0 00093	00.48	34.02
Mark A. Anderson	171209 C0 00200	39.53	
	171208 D0 00101	10.00	49.53
Reorganized Church of Jesus Christ/Community of Christ	171208 D0 00102	28.74	28.74
Ryan Bell	171208 D0 00100	10.00	10.00
		COMBINED TOTAL	**122.29**

Bend UGB

Draft Proposed Plan Designations in Expansion Areas

April 14, 2016



URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

Streams/Rivers
Roads/Highways
Current Urban Growth Boundary

09966

Golden Triangle Area Consortium

EXHIBIT B





DESCHUTES COUNTY

09967

SCHEDULE B

SUMMARY PROPOSAL TO HELP SATISFY STATEWIDE PLANNING GOALS

The GTAC conditionally approves of the Expansion Plan, with the principal stipulation being a joint commitment to Affordable Housing. Supporting this proposal benefits the City of Bend in many ways, including:

- Robustly helps alleviate community deficit in workforce housing
- Supports Statewide Planning Goal 10
- Demonstrates prioritization of affordable housing
- Secures a ready partner for the Area Plan concept
- Sets cooperative precedence with property owners for future Area Planning

The Proposal is outlined as follows:

- The GTAC will dedicate 25% of the minimum calibrated Housing Units for the area, to affordable housing for Bend's workforce (housing that can be rented or purchased at rates of 30% of the average median income), with the recommended target of 80% owner occupancy.

- The City shall agree to practicable support for the GTAC's Area vision to provide affordable housing, through commitments to:

1. **Avow Area Plan precedence, and designate the Golden Triangle area as first for City initiated Area Planning.**

2. **Include and adopt and area policy that affords the area the ability to boost jobs, for more compatible, balanced, and fiscally viable development, so long as the other policy objectives are met, whereby for example, commercial use compliance may be satisfied by meeting minimum job requirements, as an alternative to meeting with the gross acreage requirements.**

   See also letter from Ann Marie Colucci, dated April 17 2016, to USC Members ("Exhibit C").

3. **Incorporate the Bell property back into the Expansion Map area**.

   Suggested means for inclusion is replacement of Tax Map/TL 171208 D0 00201 (9.28 acres), with 171208 D0 00100 (Bell property/10.00 acres). Ryan Bell is this area's leader for workforce housing development and his property is significant for overall Area development. See also "Schedule C" for description.

EXHIBIT C

Ann Marie Colucci
Managing/Principal Broker
1230 NE Third St., Suite A-259
Bend, OR 97701
541.389.4212 ph
annmarie@bendpatrick.com

April 17, 2016

UGB Steering Committee
c/o Damian Syrnyk
Senior Planner
City of Bend
709 NW Wall Street
Bend, OR 97701

RE: POLICY REQUEST FOR EXPANDED COMMERCIAL USE COMPLIANCE

Dear Committee Members,

The purpose of this letter is to request inclusion of **a Comprehensive Plan policy provision (specifically addressing policies 11-111 through 11-117), whereby commercial use compliance may be satisfied by meeting minimum job requirements, as an alternative to meeting with the gross acreage requirements.**

Policy 11-26 provides for flexibility in spatial arrangement of "plan map designations provided that identified land and housing needs are still met. " It also provides flexibility in compliance relative to housing as follows: "Where expansion area policies identify a required minimum housing capacity and mix, compliance is defined as providing no less than the required number of units and providing the housing mix specified to the nearest percentage point (e.g. 37%)." However, this Policy defines compliance for specific designations and general use categories in expansion areas, as providing "required *acreages*" called out in each of those areas.

Policy 11-112, particular to the Golden Triangle Area, calls for acreage specific "mix of residential and commercial uses, including 79 gross acres of residential plan designations, 45 gross acres of commercial plan designations, and 34 gross acres of industrial designations, and 18 gross acres of mixed employment plan designations (including existing right of way)." Per Policy 11-113, compliance for housing may alternatively be met by providing minimum housing requirements, but does not provide the same flexibility for compliance through minimum threshold measures for other use designations, specifically commercial uses.

Acreage is not the only way to reach compliance objectives. In fact, administrative barriers such as this can lead to a shortage. Rigid zoning acreage requirements, based on fixed density assumptions, especially limits our ability to respond to a progressively broad variety of industrial uses of varying intensities, and

address areas where industrial might intersect commercial, such as with a brewery. The result is a torpid conversion of land. Including a provision that consents compliance by meeting minimum job requirements, e.g. calculating number of jobs associated with building area based on type of use, will position us for more adaptability, proffer greater responsiveness to community needs, and stimulate dynamic development.

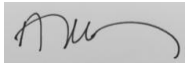
Zoning is not planning, but a tool of planning. The zoning pattern of a City is not a statement of current policy, but a reflection of policy decisions made over the years. The imperfections in our community offer support for adopting and utilizing more flexible planning techniques, so to avoid imposing zoning requirements too far in advance of development and limiting our ability to respond to future community needs.

Developers and builders are the ones who build cities, and since their projects must be responsive to an ever changing and unpredictable marketplace, we must build flexibility into our policies if we are to effect growth and participate in trends. This concept is not exclusive to residential development. In fact, the notion of complete communities by definition implies a paired harmonization of uses, for a balanced development. This cannot occur by bequeathing flexibility to one designation without affording the other the ability to respond.

This concept becomes particularly important when seeking to incorporate housing, of varying density and profitability. Developers of affordable housing are often constrained by financial factors that increase risk and decrease a project's prospects for success. Therefore the ability to leverage incentives that make affordable housing projects feasible is critical. Balancing affordable housing projects with jobs and meaningful profitability prospects via the ability to net the kind of profits associated with commercial land use and commercial land values can provide proper incentive. Considering simple economics then, can mean all the difference between success or failure of this venture, and our ability to meet housing to Bend's service industry. Further, supporting this request for expanded commercial use compliance measures will help ensure viability of workforce housing.

Policy 11-111 calls for a "mix of uses, including residential development to **balance** the mix of employment uses in this area…" Incorporating the notion of flexibility in commercial use compliance, especially with lower density industrial, will help ensure balance is achieved. If the City of Bend's interests are in the responsible use of land, and developing and sustaining thriving, use compatible communities, they must be committed to advancing land use policies that embrace the uniqueness of each individual development, and offer up the ability to respond to future community needs. Given the prominent number of housing units calibrated for the Triangle Area, including a policy that allows commercial use to respond, while still demonstrating commercial use compliance, by meeting the minimum number job requirement so long as other objectives are met, will help meet our aspirations.

Respectfully,



Ann Marie Colucci

Principal Broker
Employment Technical Advisory Committee Member

SCHEDULE C

BELL PROPERTY DESCRIPTION

1. Strategic geographic location
    a. Along future North Interceptor – right of way required
    b. NW Corner of Berg Lane cul-de-sac, requiring cooperation for elimination
    c. Provides “to and through” connectivity for key east-west and north-south road extensions
    d. Exclusion interrupts continuity with development to the south, and eradicates a specific master plan opportunity planned for this parcel, and the abutting Anderson/Lamb property

2. Property owner, Ryan Bell, is leader on Affordable Housing vision for the Area

3. Majority/Consortium supports the exchange of properties for the benefit of the Area Plan

EXHIBIT D

Community of Christ

To: UGB Steering Committee **Date:** 4/14/16

From: John Smallwood (Bend Community of Christ)

Subject: Support for "Workforce Housing"

As a 29 acre property owner within the "North Triangle" of the preferred scenario 2.1E, we strongly support the efforts of our neighbors to provide "workforce housing" in their property development plans. Our congregation has long been interested in providing affordable housing as part of any development on our property and we support the efforts of our neighbors to provide this much needed resource to our community.

Thank you.

John L. Smallwood

John Smallwood
Congregation Support Minister
Bend Community of Christ
20380 Cooley Rd.
Bend, Or 97701
jsmallwood@cofchrist-gpnw.org
541-815-4085 (cell)

MARTEN LAW

April 20, 2016

Via Email

UGB Steering Committee
c/o Brian Rankin
City of Bend, Long Range Planning

Re: Urban Growth Boundary Remand

Members of the UGB Steering Committee:

Our office represents Matt Day and Rio Lobo Investments. Mr. Day is the owner of an approximately 375 acres of urban reserve property located on the west side of Bend. The most recent UGB Scenario Map (Map 2.1E) includes an approximately 29 acre portion of the Day property in the UGB (the "East Parcel") to facilitate the extension of the planned Skyline Ranch collector roadway. We are writing today to request that you include an additional 40-acre portion of the Day property in the UGB. A map depicting the boundaries of this additional 40-acre property (the "North Parcel") is attached hereto as Map 1. Mr. Day has worked with Central Oregon Landwatch to configure the boundary of the North Parcel to insure compatibility with neighboring properties, Shevlin Park and existing wildlife corridors. The remand record demonstrates the North Parcel is suitable for urban development and inclusion within the UGB for the following reasons:

1. Efficient Extension of Sewer Infrastructure

As we have noted in previous submissions, the North Parcel is readily and efficiently served with existing City infrastructure. Multiple roads and utility connections are stubbed to the property boundary. The parcel borders urban development on three sides and can be urbanized at minimal cost to the City. The parcel has three existing points of sewer connection at its property boundary and can be efficiently connected to the City sewer system. A letter from BECON Civil Engineering is attached. This letter provides a comparative analysis of the relative sewer costs associated with the various UGB expansion areas as referenced City's preferred expansion scenario. The BECON Engineering letter outlines the specific sewer improvements necessary to serve each of the proposed UGB expansion areas and concludes that the North Parcel requires the least amount of new infrastructure to connect to the City's sewer collection system.

State administrative rules require the City to undertake an evaluation and comparison of the relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. OAR 660-024-0060(8). The Goal 14 analysis must include an evaluation and comparison of infrastructure costs and available

D - 541 . 408 . 9291 | E - mconway@martenlaw.com | 404 SW Columbia St, Suite 212, Bend, OR 97702

capacity. OAR 660-024-0060(8)(a) and (b). In this case, the City has never directly compared the sewer costs associated with the North Parcel to other properties included in the preferred expansion scenario. Instead, the property was grouped with other large landholdings in the Goal 14 analysis and dismissed from further consideration based on sewer infrastructure costs that cannot be attributed to the North Parcel. The analysis provided by BECON Engineering demonstrates the North Parcel should properly be ranked as the most cost effective parcel to serve with City sewer infrastructure. As a result, the property ranks highly under the Goal 14 analysis and is properly included within the UGB.

2. Affordable Housing

Mr. Day recognizes the need for additional affordable housing units in Bend. To that end, he proposes the following:

- Any required allocation of multi-family residential units designated for the North Parcel would be shifted to the East Parcel for development. The East Parcel is located directly on the extended Skyline Ranch Road segment and is better suited for the development of more affordable multi-family residential units. The East Parcel also lies in close proximity to existing schools and commercial corridors.
- Twenty percent of the multi-family residential units on the East Parcel would be dedicated as "Affordable Housing" as that term is defined in the Bend Development Code (the "Affordable Units"). The Affordable Units would be constructed in direct proportion to the number of multi-family residential units constructed on the East Parcel.

3. Future Opportunity to Extend West Side "Transect" for Wildfire and Wildlife Protections

Mr. Day and his representatives have been working diligently with Central Oregon Landwatch over the course of the last month to devise and implement a "transect" plan for the Day Property that is intended to provide a permanent transition of development density between Shevlin Park and urban development to the east. The Day Property borders directly on Shevlin Park and the implementation of the transect in this area provides a unique opportunity to create a hard edge to future development on the west side of Bend. The designated transect area would be managed jointly for the protection of wildlife and wildfire with input from Central Oregon Landwatch, the Oregon Department of Fish and Wildlife, the Oregon Department of Forestry, the Bend Metro Parks & Recreation District and appropriate wildlife and wildfire consultants retained by the parties.

In an effort to implement the transect, Mr. Day had agreed to dedicate an approximately 104 acre conservation area along the western border of this property. Mr. Day offered to set this land aside as permanent open space in exchange for the incorporation of an additional 66-acres of land in the UGB and the re-zoning of the transect area under Deschutes County jurisdiction. A map depicting the 66-acre UGB parcel and associated conservation areas is attached (Map 2). A recorded conservation easement and "no build zone" could preclude the development of any buildings, structures, fencing, outbuildings, trails or other development in this area. Despite the diligent efforts of all parties (including the affected landowners, Central Oregon

Landwatch, DLCD, Deschutes County and the City of Bend), a final transect plan and agreement could not be developed prior to this meeting. Mr. Day recognizes that his property provides a unique opportunity for extension of the transect and he remains committed to working with interested stakeholders to see if a final agreement and plan can be implemented in the future.

4. Conclusion

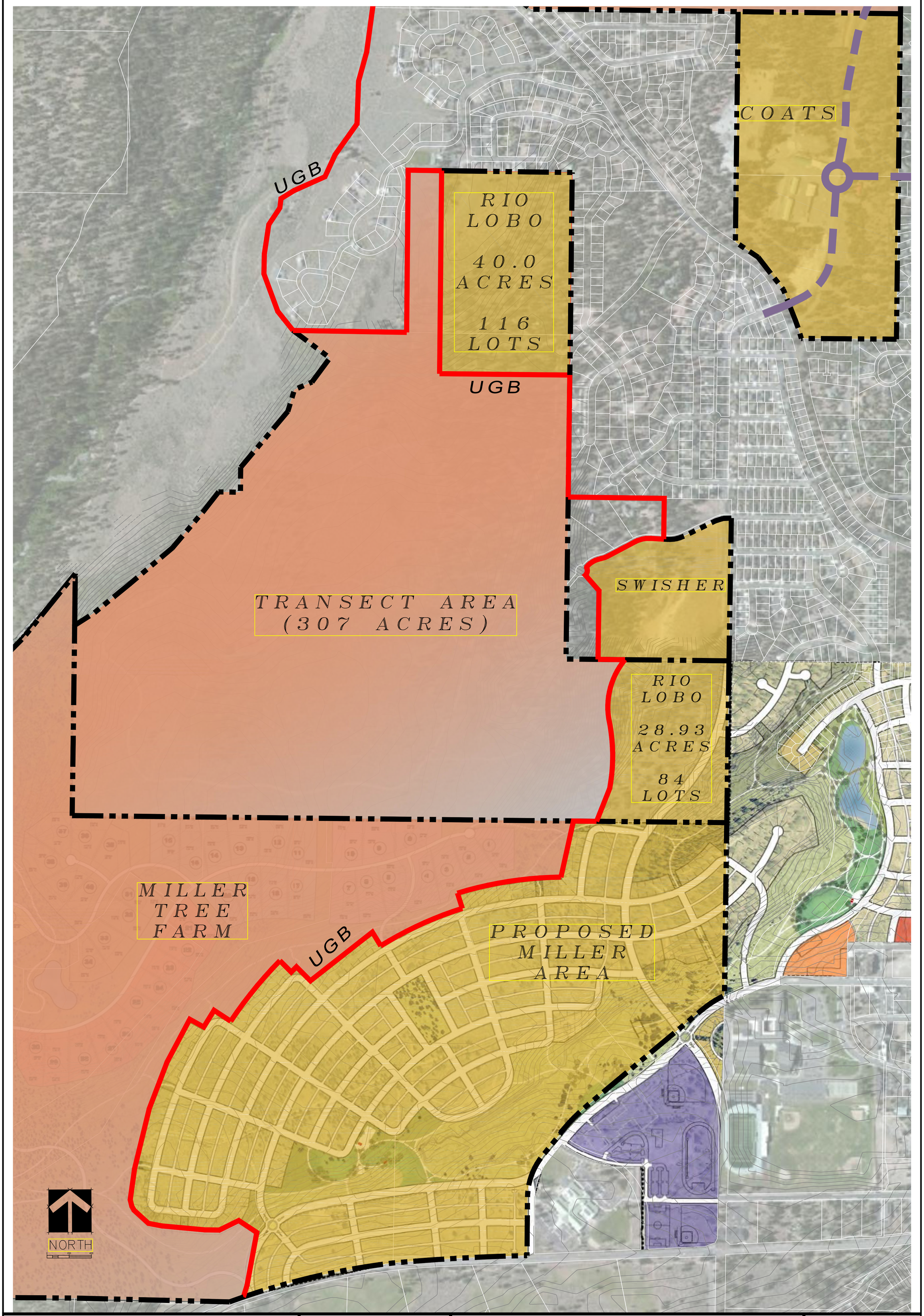
For the reasons set forth herein, we respectfully request that the Steering Committee revise its preferred expansion scenario to include the 40-acre Day North Parcel into the UGB. Thank you.

Sincerely,



Myles A. Conway

Enclosures



BECON
Civil Engineering & Land Surveying
549 SW MILL VIEW WAY
SUITE 105
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

FOR:

KEVIN
SPENCER

CONCEPTUAL DEVELOPMENT PLAN
DESCHUTES COUNTY, OREGON
MAP 1

REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 31, 2003
JEFFREY J. HUFFMAN
RENEWS: JUNE 30, 2017
PRELIMINARY

DATE: 04/20/2016 | SCALE: NTS | DRAWN BY: JLB | PROJ: TBD

09976

BECON, LLC
549 SW Mill View Way, Suite 105, Bend, OR 97702
www.beconeng.com
(541) 633-3140

April 12, 2016

Myles Conway
Marten Law
404 SW Columbia St., Suite 212
Bend, OR 97702

delivered via email to *mconway@martenlaw.com*

Re: Sewer Infrastructure Availability for Proposed UGB Expansion Areas

Dear Myles:

Sewer infrastructure availability has been analyzed for the expansion areas identified in City of Bend UGB Expansion Scenario 2.1E. The 66 acre Rio Lobo, LLC property has been added to this analysis for purposes of infrastructure comparison. The expansion areas are listed below, generally in order of the quantity of new sewer infrastructure required to connect to the City of Bend collection system, from least new infrastructure required to most new infrastructure required. Required infrastructure for this analysis includes new regional lift stations and off site sewer mains.

OB Riley/Gopher Gulch Area

There are no existing public sewer mains adjacent to this property. The property requires the construction of the Northeast Interceptor, or a new regional lift station and force main extending off site, to connect to the City's collection system. The Northeast Interceptor is identified in the Collection System Master Plan (CSMP) as a future project, however, its current alignment must be modified and extended to reach the OB Riley/Gopher Gulch area.

The Elbow

There are no existing gravity sewer connections adjacent to although a public pressure sewer main runs along the north boundary of the property in Ferguson Road. An interim lift station would be necessary to connect to the existing pressure sewer main. A gravity sewer connection to the Southeast Interceptor has been proposed through the UGB evaluation process although this gravity connection is not planned in the CSMP.

DSL Property
No public gravity sewer connections exist adjacent to the DSL property, although a public pressure sewer main runs along the west boundary of the property, in 27th Street. An interim lift station would be necessary to connect to the pressure sewer main. The Southeast Interceptor will be within 1500 feet of the DSL property when it is complete, so the property will ultimately require a 1500 foot off-site gravity main for gravity connection to the sewer collection system. The 1500 foot gravity main project is proposed in UGB Expansion scenarios but is not currently planned in the CSMP.

The Thumb
There are no public sewer main connections adjacent to this property. A sewer main on Stonegate Drive is within 200 feet of the north boundary and could provide a gravity sewer connection for a portion of the property, based on topography. Alternatively, the entire property could be connected to Stonegate Drive with a regional lift station and force main. New gravity mains have been proposed through the UGB evaluation process to serve the entire property by gravity, however, these gravity mains exceed 3,000 feet in length and are not planned in the CSMP.

North Triangle
Public sewer main connections exist at the southeast corner of this property, on Cooley Road and Hunnel Road, however, the property slopes away from these roads so the existing connections are only feasible with the construction of a regional lift station. This property is ultimately planned to be served by the Northeast Interceptor, which is shown as a future project in the CSMP.

Northeast Edge
Public sewer connections exist along the west boundary of the Northeast Edge property, along Eagle Road, however, only a portion of the property can be served by gravity sewer to those connections due to topography. The remaining portion of the Northeast Edge would require a regional lift station to connect to existing sewer connections. Ultimately, this property is planned to be served by the Hamby Interceptor, which has been proposed through the UGB evaluation process but is not a planned project in the CSMP.

Shevlin Area
One public gravity sewer connection is adjacent to the Shevlin Area property. The Shevlin Area can be served by gravity sewer: The topography of the Shevlin Area does not require a lift station to convey flows to the existing connection points.

West Area
A public gravity sewer connection exists near the east boundary of this property and a second public gravity sewer connection exists along Crosby Drive. The West Area can be served by gravity sewer: The topography of the West Area does not require a lift station to convey flows to the existing connection points.

66 Acre Rio Lobo, LLC Property
Three public gravity sewer connection points exist adjacent to this property; at Mt. Hood Drive, Jesse Place, and McClain Drive. The property can be served by gravity sewer: The topography does not require a lift station to convey flows to the existing connection points.

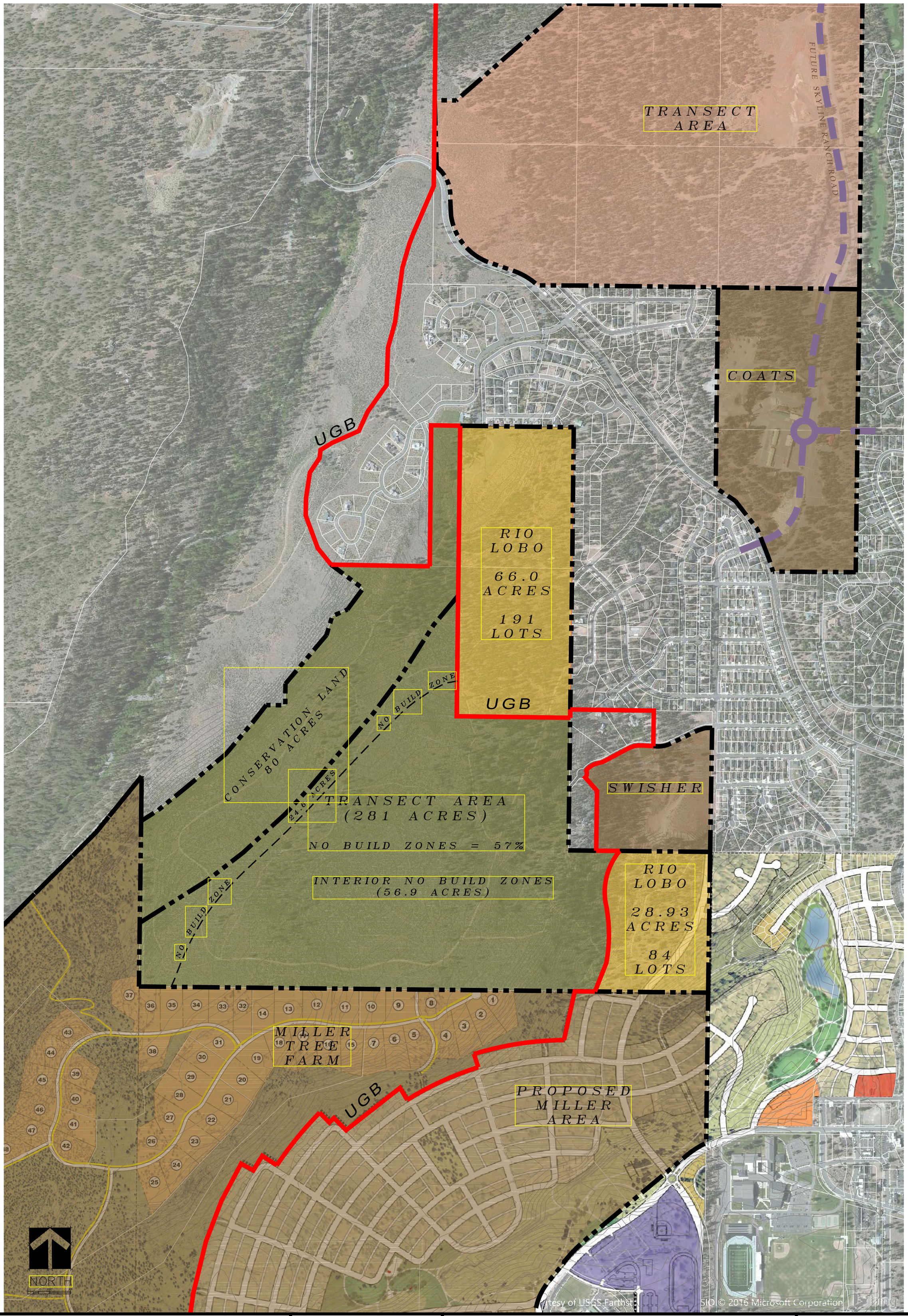
Summary

The property requiring the greatest amount of new sewer infrastructure to connect to the City's collection system is the OB Riley/Gopher Gulch Area. The properties on the north and east sides of current City limits all require lift stations to convey flows to the City's collection system. The properties on the west side of current City limits can connect by gravity sewer to the existing collection system. The 66 Acre Rio Lobo, LLC Property, having three points of sewer connection at its boundary, requires the least amount of new infrastructure to connect to the City's collection system.

Sincerely,



Erik Huffman, PE, PLS, CWRE, LEED AP
Principal Engineer and Land Surveyor



BECON
CIVIL ENGINEERING & LAND SURVEYING
549 SW MILL VIEW WAY
SUITE 105
BEND, OREGON 97702
(541) 633-3140
www.beconeng.com

FOR:

KEVIN
SPENCER

CONCEPTUAL DEVELOPMENT PLAN
DESCHUTES COUNTY, OREGON
MAP 2

REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 31, 2007
J. HUFFMAN
RENEWS: JUNE 30, 2017
PRELIMINARY

DATE: 04/20/2016 | SCALE: NTS | DRAWN BY: JLB | PROJ: TBD

09980

Darcy Todd

From: Nick Arnis
Sent: Wednesday, June 22, 2016 9:02 AM
To: Cassie Walling; Darcy Todd
Subject: FW: Parrell Road

Hi Cassie and Darcy

Please include the email below in the UGB Record , thanks

From: Nick Arnis
Sent: Wednesday, June 22, 2016 8:59 AM
To: 'Bill Galaway' <bgalaway@bendbroadband.com>; Victor Chudowsky <vchudowsky@bendoregon.gov>; Brian Rankin <brankin@bendoregon.gov>
Subject: RE: Parrell Road

Hi Bill,
Thank you for your insight and questions.

As you know Parrell is a difficult street to maintain as it was built to County standards and annexed into the City however there was no funding to improve it similar to Reed Market. For a little context about what the city is doing and how much some things cost, the roundabouts at Parrell and Murphy and 3rd and Murphy will be a big improvement for safety as well as the Murphy Road Connection for access to the neighborhoods and for emergency services --- this project is over $25 million . So improvements are being made to the Murphy Road corridor and Parrell Road in parts and sections such as intersections. And this will be the case over the years as the City prioritizes road improvements , maintenance and safety projects. The upgrade of Parrell is in the City Transportation System Plan as an improvement by 2030 as well as the Murphy Road Extension from Brosterhous to 15th Street which includes roundabouts or intersection improvements . As far as planning goes the City does anticipate improvements to Parrell and Murphy Road.

I think your questions may have to do with how the City would prioritize and allocate transportation funding to improve Parrell and Murphy Road in the coming years and this is really dependent on looking at all the potential projects in the City that need funding ---this comes up when the City develops the Capital Improvement Program for the City Council to consider and approve. The Capital program now, for the next 4-5 years , for transportation includes four street improvement projects (Wilson, 8th/9th , Newport, and Galveston) and about 10 safety crossing projects primarily along 3rd Street . We are also finishing the Transportation Bond Program that included Reed Market. The Murphy Road project and the Transportation General Obligation Bond costs are well over $50 million, and yet , the City will need at least twice that amount in my estimation to meet not even half the desires of the community for transportation improvements that includes street maintenance, transit, safety , bike and ped , and major road improvement projects . In my opinion this requires a broad update with the residents of Bend about transportation funding and values or what is important and how are we going to pay for it.

You pose very good questions that are broader than just Parrell.

Thank you and please continue to contact me.

From: Bill Galaway [mailto:bgalaway@bendbroadband.com]
Sent: Tuesday, June 21, 2016 2:05 PM
To: Nick Arnis <narnis@bendoregon.gov>; Victor Chudowsky <vchudowsky@bendoregon.gov>
Subject: Re: Parrell Road

Nick;

Thanks for your response to my input. However, I am extremely disappointed by the direction the City of Bend has taken with respect to Parrell Road.

The City of Bend has spent very little on maintenance in Southeast Bend, as you can see from the attached report. Parrell Road has been allowed to deteriorate to a point that the City refuses to do any maintenance on it. The only way I am told to get it improved is a complete rebuild. I would have thought that development in the Thumb would force the City to bring Parrell up to collector street standards, given the Thumb development will add 300 homes (50% ASF/MF) and 1,570 jobs according to the latest UGB documentation. Since this is the only access street into the Thumb from the North, it will get used extensively by a number of parties. In my opinion, it is irresponsible to the Southeast portion of the city, and the residents along Parrell Road, to not improve the road to collector street standards before development can occur in the Thumb. I will also suggest the developers of the Thumb will be disheartened to see that access to that property is sub-standard.

Therefore, I am requesting the City of Bend adjust their stance on Parrell Road, and require the road is improved to collector street standards prior to or in conjunction with development in the Thumb. If the City of Bend declines to meet this request, I then request the Thumb be removed from the UGB.

Since I wrote the attached document to the UGB Steering Committee, I have not received any feedback concerning my points. Thus I will ask you directly about the development in the Elbow area. One of the reasons for not developing the entire Thumb and instead adding land in the Elbow was the vehicle miles traveled metric. This had to assume the Murphy Road Extension and Improvements will be done to meet the metric. Thus I am expecting that the Murphy Road Extension and Improvements, as outlined in the TSP, will be done prior or in conjunction with development in the Elbow. Please confirm or deny this expectation.

I was also told by David Abbas that 15th Street will be improved with development in that corridor. It is also a disaster. Please confirm this expectation.

Thanks, Nick.

Bill Galaway
Chairman, SEBNA

On 6/20/2016 6:39 PM, Nick Arnis wrote:

> Hi Bill how are you these days,
>
> Thank you for attaching the letter you sent earlier. Parrell Road could be improved before the Thumb area is developed however it is not necessarily a condition for the Thumb to develop that Parrell be improved. When the Thumb is developed there could be a need to improve the intersection at Parrell and China Hat roads which depends on the traffic growth in the area and the detailed traffic study needed at the time of development. The City anticipates that Parrell will be improved in some sections and to some degree in the future. But we have no design or concept to improve it at this time. Please let me know if you have further questions or need clarification about my response, thanks
>
> ---
>
> **From:** Bill Galaway [mailto:bgalaway@bendbroadband.com]
> **Sent:** Monday, June 20, 2016 11:58 AM
> **To:** Anne Aurand <aaurand@bendoregon.gov>; Henry Louke <henrylouke@gmail.com>; Nick Arnis <narnis@bendoregon.gov>
> **Subject:** Re: Parrell Road
>
> All;

I agree the following is what has been said about Parrell Road, with one exception. I was led to believe that Parrell Road would be upgraded before development can occur in the Thumb, as it is the only way into the Thumb from the north. I laid out that expectation to the UGB Steering Committee in the attached note. I did not receive any comment back.

Bill Galaway
Chairman, SEBNA

On 6/20/2016 9:38 AM, Anne Aurand wrote:

> Old Farm and SE Bend NAs probably both care about this issue. I get a lot of calls about Parrell Road. Thought I'd share these responses with you so you can also discuss this.
>
> Other news is that Murphy/Parrell roundabout should be done in August.
>
> Parrell Road is definitely on the City's radar. We will deal with potholes as we hear about them but the road is in such bad shape it's not a candidate for a surface repaving - it really needs a whole overhaul (reconstruct.) The cost of reconstructing a whole road is exponentially more than the cost of street preservation work, so we don't use street maintenance funds when a road needs a reconstruct. That road will have to be reconstructed through a Capital Improvement Plan - which also means we'd add all the amenities like bike lanes and such at that time. The funding for that has not been identified. Parrell Road is in our 20 year Transportation System Plan (TSP) with funding from Transportation System Development Charges (SDCs) or when possibly developer contributions or frontage improvements on Parrell related to development. Also related to our UGB planning process, the intersection of Parrell and China Hat road is anticipated to need some improvements in the future with the UGB expansion in that area. Also, the UGB expansion will require a future Master Plan of the site before it is developed and the Master Plan may identify a need to improve a portion of Parrell Road.
>
> I hope this makes sense. Let me know if you have more questions.
>
> It doesn't hurt to file a citizen service request (CSR) either - these are documented and logged into a data base (as opposed to my emails which are just shared informally with the Streets department.) You can file a CSR here: http://www.bendoregon.gov/index.aspx?recordid=133&page=26

CITY OF BEND

Anne Aurand | Interim Communications Director
541-388-5573

From: Nick Arnis
Sent: Tuesday, June 14, 2016 1:11 PM
To: Anne Aurand <aaurand@bendoregon.gov>
Subject: RE: Help answering some questions?

Hi Anne, Responses to Questions for me ---

Do you know what the long term plans for Parrell Road are? How would they get funded?
Response: Parrell Road is in our 20 year Transportation System Plan (TSP) with funding from Transportation System Development Charges (SDCs) or when possibly developer contributions or frontage improvements on Parrell related to development.

How does a road get on a CIP list?
Response: The City Council approves the CIP list when they update the budget every two years. Staff submits recommendations to Council based on criteria such as Safety, Economic Development, Connectivity, Cost

Is there a cost estimate for building sidewalks (per mile, or lineal foot, or whatever.)? Would we ever build a sidewalk without other associated road improvements?
Response: A cost is about $100 to $200 linear foot . Depends on if we are moving curbs and drainage which increases the cost and also it depend on the location such as slopes and existing natural features or structures such as houses and business. We could and would build stand alone sidewalks without a road improvement and typically do for short sections of road however the focus is on what we call "Complete Streets" which is improving the sidewalks , curbs/draining , bike lanes, road surfaces

How does the UGB plan assist with any of these issues/needs?
Response : This is a more complicated question that I would be happy to explain. The short answer is no, the UGB plan is not anticipating to assist with Parrell Road improvements . However, the intersection of Parrell and China Hat road is anticipated to need some improvements in the future with the UGB expansion in that area (The Thumb) . Also, the UGB expansion, The thumb, will require a future Master Plan of the site before it is developed and

the Master Plan may identify a need to improve a portion of Parrell Road.

PUBLIC RECORDS LAW DISCLOSURE: Emails are generally public records and therefore subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. Emails can be sent inadvertently to unintended recipients and contain confidential or privileged information. If you are not the intended recipient (or authorized to receive for the recipient), please advise by return email and delete immediately without reading or forwarding to others. Thank you.

PUBLIC RECORDS LAW DISCLOSURE: Emails are generally public records and therefore subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. Emails can be sent inadvertently to unintended recipients and contain confidential or privileged information. If you are not the intended recipient (or authorized to receive for the recipient), please advise by return email and delete immediately without reading or forwarding to others. Thank you.

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, April 15, 2015 2:47 PM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Public Meeting Notice - Wildfire Focus Group for Bend UGB Remand

Bend UGB Remand – Wildfire Focus Group Meeting

On Monday, April 20, 2015, the City of Bend will host a focus group meeting with wildfire, forest, and fire department professionals on how to incorporate wildfire into the evaluation of alternative areas to potentially include in the Bend Urban Growth Boundary (UGB). The City is holding this focus group to inform the work on the UGB Remand Project.

The focus group will take place from 1:00 pm to 4:00 pm in the City Hall Council Chambers, 710 NW Wall Street Bend. The meeting will focus on questions asked to a panel of representatives. Time may be available toward the end of the meeting for questions from the public to the panel.

Please contact Karen Swirsky (kswirsky@bendoregon.gov) or Wendy Robinson (wrobinson@bendoregon.gov) if you have any questions.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, March 31, 2016 8:56 AM
To: Joe Dills; Brian Rankin
Subject: Notice of Public Meeting - April 21, 2016 Meeting of the Bend UGB Steering Committee

BEND UGB REMAND PROJECT

NOTICE OF APRIL 21, 2016 PUBLIC MEETING

The Bend UGB Steering Committee will hold their next meeting on Thursday, April 21, 2016 from 1:00 pm to 4:00 pm in the Barnes/Sawyer Room of the Deschutes Services Building, located at 1300 NW Wall Street, Bend.

The meeting agenda and materials will be available before this meeting. Interested persons will be able to download the agenda and materials from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information, please visit the project website at www.bendoregon.gov/bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, March 31, 2016 8:58 AM
To: amy.l.pfeiffer@state.or.us; Jim Bryant (James.R.Bryant@state.or.us); Jer Camarata; Craig Horrell (chorrell@coid.org); ken@tumalo.org; sgerdes@bendcable.com
Subject: FW: Notice of Public Meeting - April 21, 2016 Meeting of the Bend UGB Steering Committee

From: Damian Syrnyk
Sent: Thursday, March 31, 2016 8:56 AM
To: Joe Dills <jdills@angeloplanning.com>; Brian Rankin <brankin@bendoregon.gov>
Subject: Notice of Public Meeting - April 21, 2016 Meeting of the Bend UGB Steering Committee

BEND UGB REMAND PROJECT

NOTICE OF APRIL 21, 2016 PUBLIC MEETING

The Bend UGB Steering Committee will hold their next meeting on Thursday, April 21, 2016 from 1:00 pm to 4:00 pm in the Barnes/Sawyer Room of the Deschutes Services Building, located at 1300 NW Wall Street, Bend.

The meeting agenda and materials will be available before this meeting. Interested persons will be able to download the agenda and materials from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information, please visit the project website at www.bendoregon.gov/bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, March 31, 2016 8:54 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie; 'The Bulletin'
Subject: Notice of Public Meeting - April 21, 2016 meeting of the Bend UGB Steering Committee

BEND UGB REMAND PROJECT

NOTICE OF APRIL 21, 2016 PUBLIC MEETING

The Bend UGB Steering Committee will hold their next meeting on Thursday, April 21, 2016 from 1:00 pm to 4:00 pm in the Barnes/Sawyer Room of the Deschutes Services Building, located at 1300 NW Wall Street, Bend.

The meeting agenda and materials will be available before this meeting. Interested persons will be able to download the agenda and materials from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information, please visit the project website at www.bendoregon.gov/bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, April 23, 2015 3:10 PM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Public Meeting Notice - Joint UGB Committees Workshop

Joint UGB Committees Workshop – April 30, 2015

The Bend UGB Remand Residential, Employment, and Boundary and Growth Scenarios Technical Advisory Committees (TACs) and UGB Steering Committee (USC) will participate in a joint workshop on **Thursday, April 30, 2015** from **2:00 pm to 5:00 pm** to discuss and recommend scenarios for potential expansion of the Bend Urban Growth Boundary (UGB). The workshop will take place in the **Barnes/Sawyer Room** of the Deschutes Services Building (**1300 NW Wall Street**).

This workshop will build on the UGB Remand Project's Phase 1 recommendations approved by the USC on March 19, 2015. Other community members are welcome to attend and observe the workshop. Separate seating for non-committee members will be provided, allowing the USC and the TAC members to focus their attention on the small group discussions in which they will participate.

For more information, and to view and download the agenda and briefing packets for the workshop, please visit the project website – www.bendoregon.gov/bendugb under "Project and Meeting Materials." The agenda and background materials will be uploaded to the website in advance of the workshop and TAC meeting.

For questions please contact Brian Rankin, Project Manager at (541) 388-5584 or brankin@bendoregon.gov or Senior Planner Damian Syrnyk at (541) 312-4919 or dsyrnyk@bendoregon.gov.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, August 28, 2014 8:41 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: September 4, 2014 Meeting of the Bend Urban Growth Boundary Steering Committee (USC)

PUBLIC MEETING NOTICE

The Bend Urban Growth Boundary Steering Committee (USC) will hold its next meeting on **Thursday, September 4, 2014** at **3:00 pm** in the **DeArmond Room** of the Deschutes Services Building (**1300 NW Wall Street**).

For more information about the USC, please visit our website http://www.bendoregon.gov/index.aspx?page=970.

Please contact Principal Planner Brian Rankin at (541) 388-5584 or Senior Planner Damian Syrnyk at (541) 312-4919 with any questions regarding the meeting.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, July 24, 2014 10:43 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Upcoming Public Meetings on Bend UGB Remand Project

TECHNICAL ADVISORY COMMITTEE MEETINGS
The City of Bend has formed three technical advisory committees (TACs) to help complete the work necessary for the Urban Growth Boundary (UGB) Remand.

New TAC Member orientation - Tuesday, July 29, 2014 from 3:00 pm to 5:00 pm – an orientation meeting is being held for new TAC members in the Community Room of the Bend Metro Parks and Recreation District (799 SW Columbia Street)

Residential TAC Meeting - Monday, August 4, 2014 from 10:00 am to 12:30 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on the residential lands and housing related remand work.

Employment TAC Meeting - Monday, August 4, 2014 from 2:30 pm to 5:00 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on the employment lands related remand work.

Boundary and Growth Scenarios TAC – Tuesday, August 5, 2014 from 10:00 am to 12:30 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on developing a methodology for evaluating potential UGB expansion areas.

DROP IN MEETING
If you interested in just learning more about the project and how you can get involved, you're invited to stop by City Hall Council Chambers on Tuesday, August 5, 2014 from 1:30 pm to 4:00 pm. Project staff will be available to answer questions and provide information about the project and future meetings.

For more information, please visit the project website at www.bendoreon.gov/bendugb. Agendas and meeting materials for the three TAC meetings will be posted at this website in advance of the meeting.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

URBAN GROWTH BOUNDARY REMAND

MAKING BEND EVEN BETTER

UGB Steering Committee

Bend UGB Remand Project

April 21, 2016

UGB Adoption Package Overview

URBAN GROWTH BOUNDARY REMAND

BEND

Policy & Regulatory Documents

- Comprehensive Plan text
  - New Growth Management Chapter
  - Updated Housing Chapter
  - Updated Economy Chapter
  - Re-format & policy-neutral clean up of other Chapters
- Comprehensive Plan map amendments
- Zoning map amendments
- Development Code Updates

Supporting Documents

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

UGB Adoption Package: Prior USC Review

URBAN GROWTH BOUNDARY REMAND

Policy & Regulatory Documents

- Comprehensive Plan text
  - New Growth Management Chapter
  - **Updated Housing Chapter**
  - **Updated Economy Chapter**
  - Re-format & policy-neutral clean up of other Chapters
- Comprehensive Plan map amendments
- Zoning map amendments
- Development Code Updates

Supporting Documents

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

UGB Adoption Package: Today's Focus

URBAN GROWTH BOUNDARY REMAND

BEND

Policy & Regulatory Documents

- Comprehensive Plan text
  - **New Growth Management Chapter**
  - Updated Housing Chapter
  - Updated Economy Chapter
  - Re-format & policy-neutral clean up of other Chapters
- **Comprehensive Plan map amendments**
- **Zoning map amendments**
- Development Code Updates

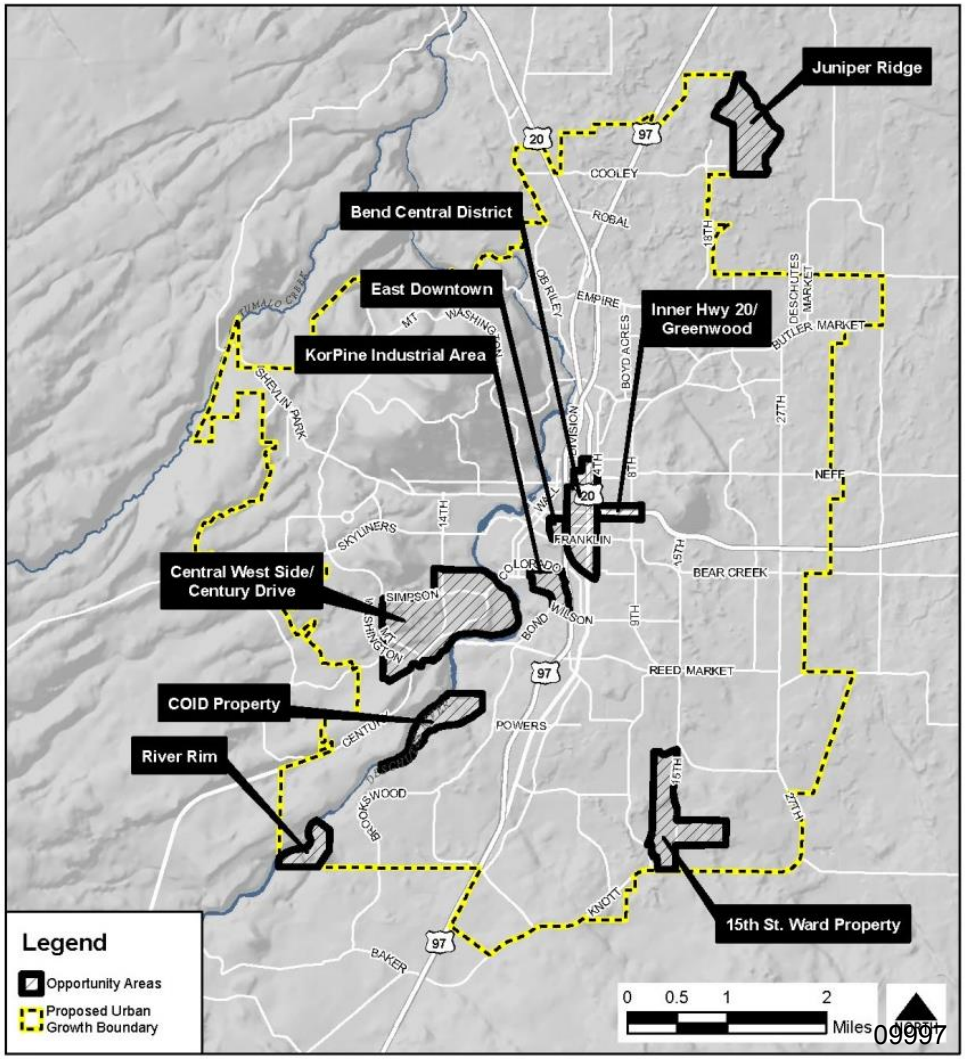
Supporting Documents

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

"Blended" Zoning Approach for Opportunity Areas

URBAN GROWTH BOUNDARY REMAND

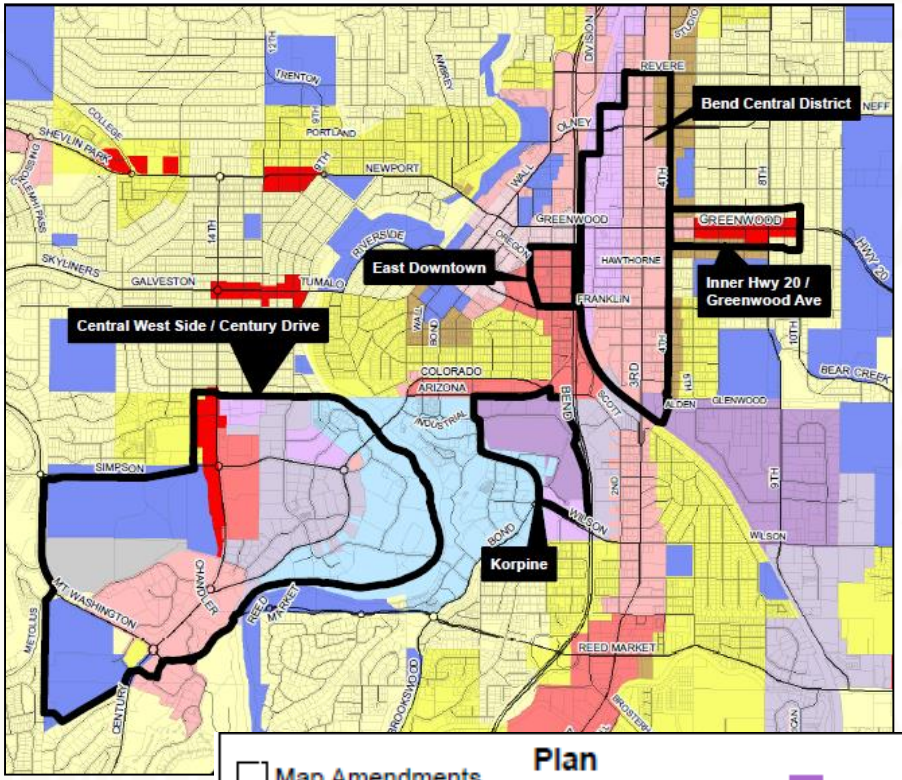
- **Map amendments:**
  - Enabling Comprehensive Plan amendments
  - Selected zone changes
- **Procedures:** Streamline zone change consistent with Comprehensive Plan



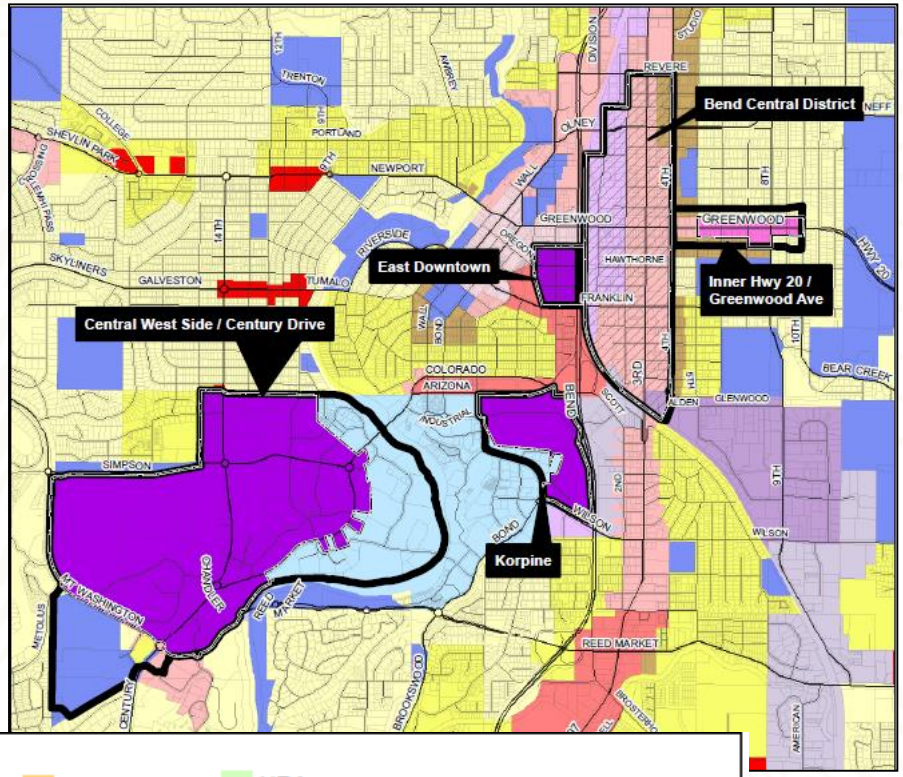
Proposed Comprehensive Plan Map Amendments Inside UGB: Core

URBAN GROWTH BOUNDARY REMAND

Existing Plan Designations



Proposed Plan Designations



Map Amendments
Taxlots
Opportunity Areas

Plan Designation

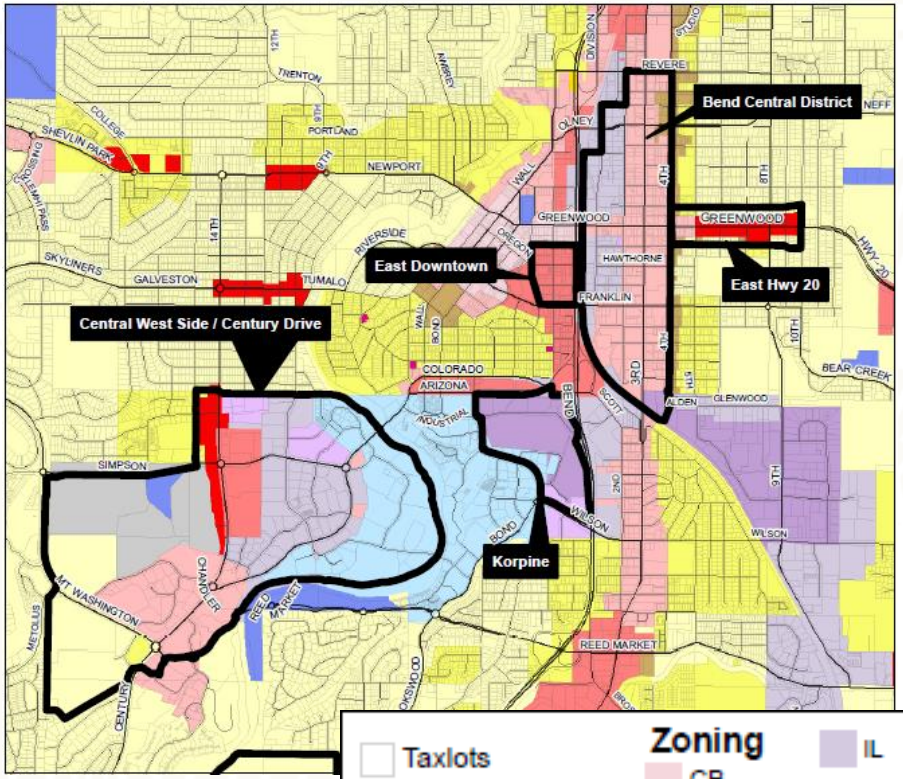
CB
CC
CG
CL
IL
IG
IP
ME
MN
MR
MU
PF
PO
PO/RM/RS
RH
RL
RM
RS
SM
UAR10
URA
Bend Central District Overlay

09998

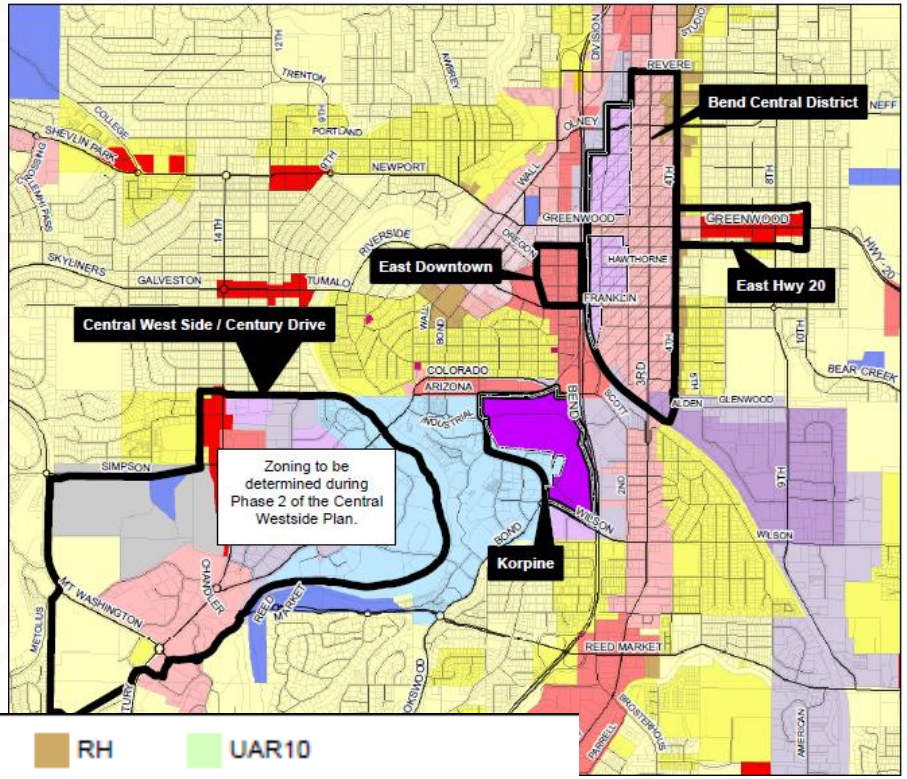
Proposed Zone Map Amendments Inside UGB: Core

URBAN GROWTH BOUNDARY REMAND

Existing Zoning



Proposed Zoning



Taxlots
Opportunity Areas
Map Amendments

Zoning

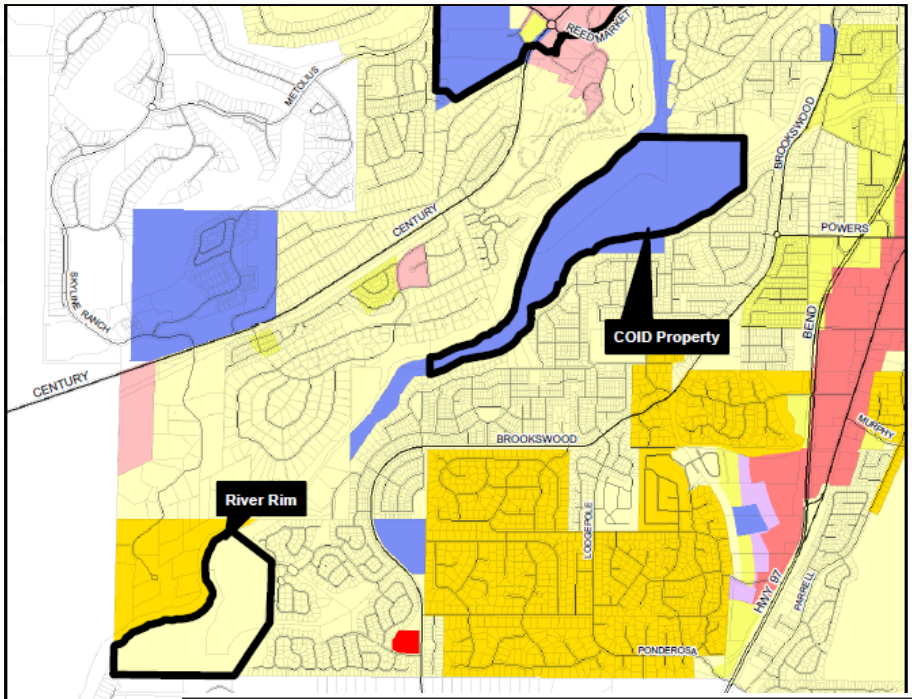
CB
CC
CG
CH
CL
CN
IG
IL
IP
ME
MR
PF
PO
PO/RM/RS
RH
RL
RM
MU
RS
SM
SR2-1/2
UAR10
Bend Central District Overlay

Proposed Comprehensive Plan Map Amendments Inside UGB: SW

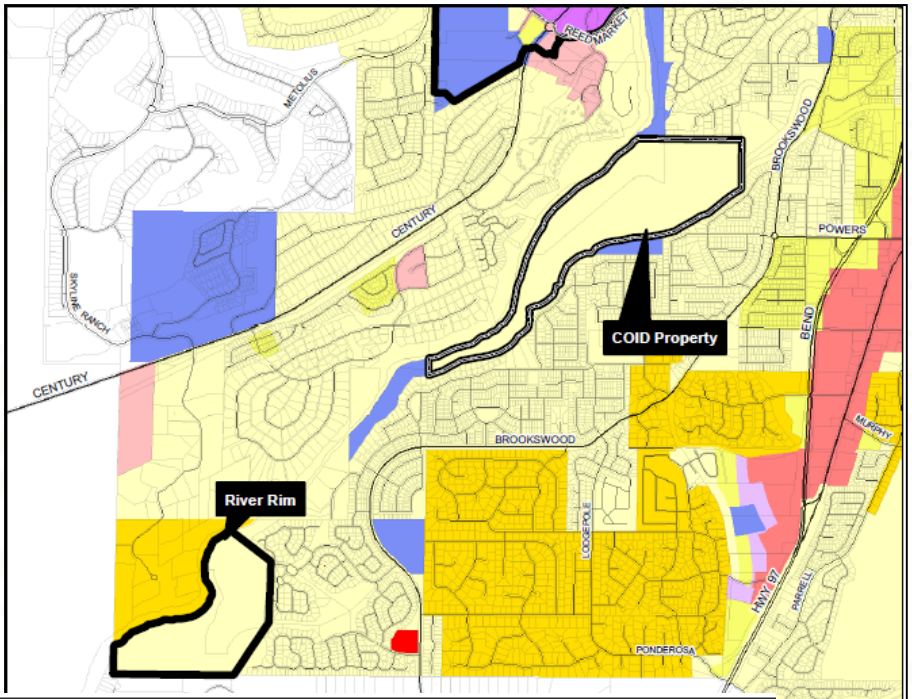
URBAN GROWTH BOUNDARY REMAND

BEND

Existing Plan Designations



Proposed Plan Designations



Map Amendments
Taxlots
Opportunity Areas

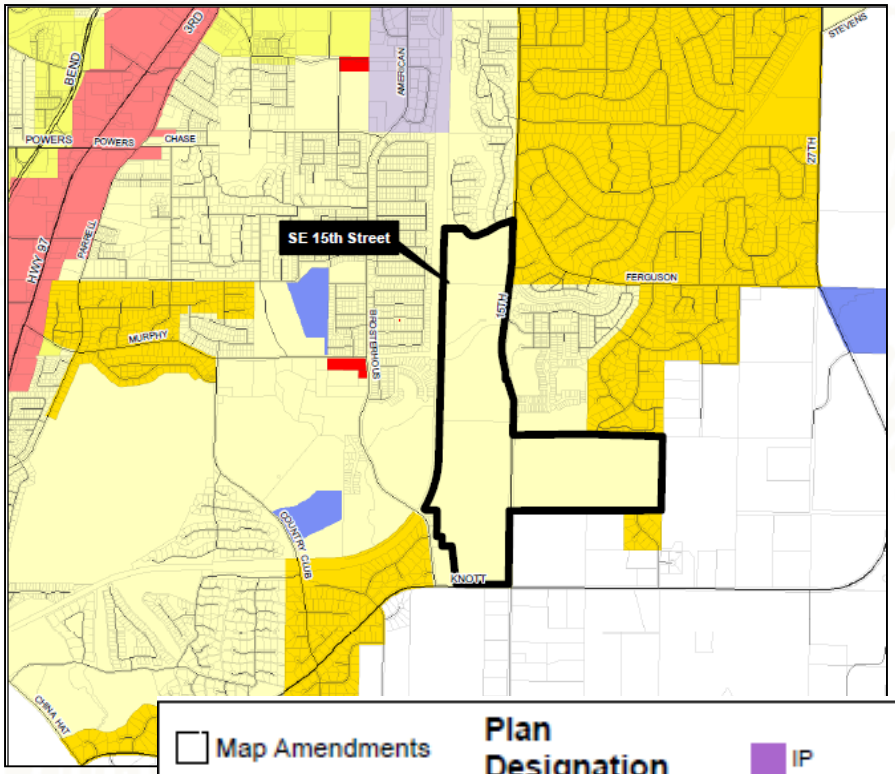
Plan Designation

CB
CC
CG
CL
IL
IG
IP
ME
MN
MR
MU
PF
PO
PO/RM/RS
RH
RL
RM
RS
SM
UAR10
URA
Bend Central District Overlay

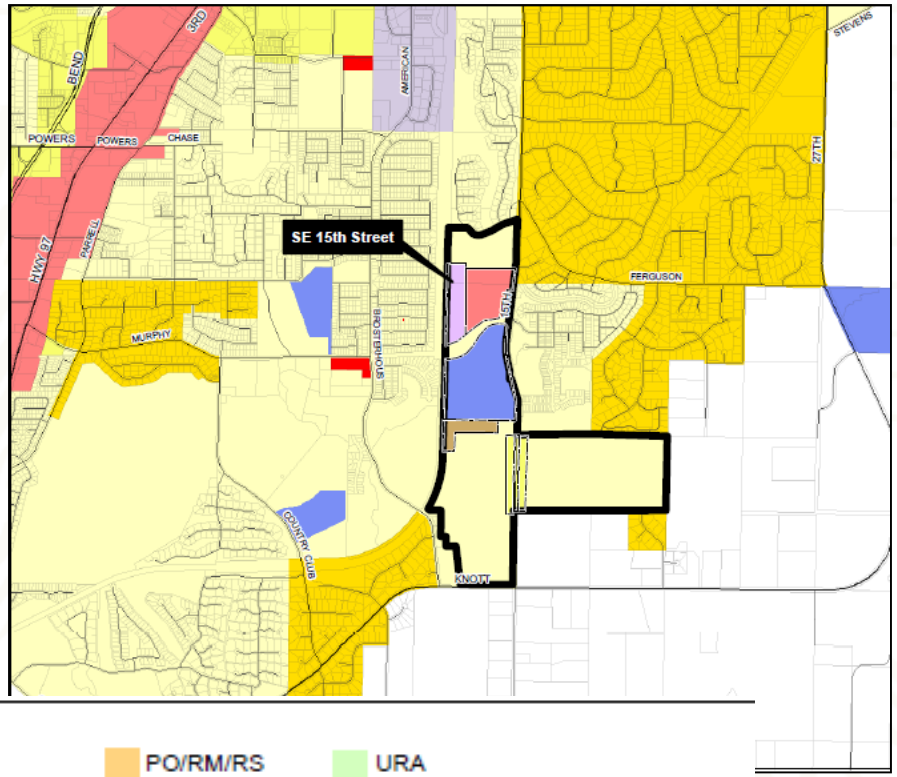
Proposed Comprehensive Plan Map Amendments Inside UGB: SE

URBAN GROWTH BOUNDARY REMAND

Existing Plan Designations



Proposed Plan Designations



Map Amendments
Taxlots
Opportunity Areas

Plan Designation

CB
CC
CG
CL
IL
IG
IP
ME
MN
MR
MU
PF
PO
PO/RM/RS
RH
RL
RM
RS
SM
UAR10
URA
Bend Central District Overlay

Proposed Map Amendments: Summary

URBAN GROWTH BOUNDARY REMAND

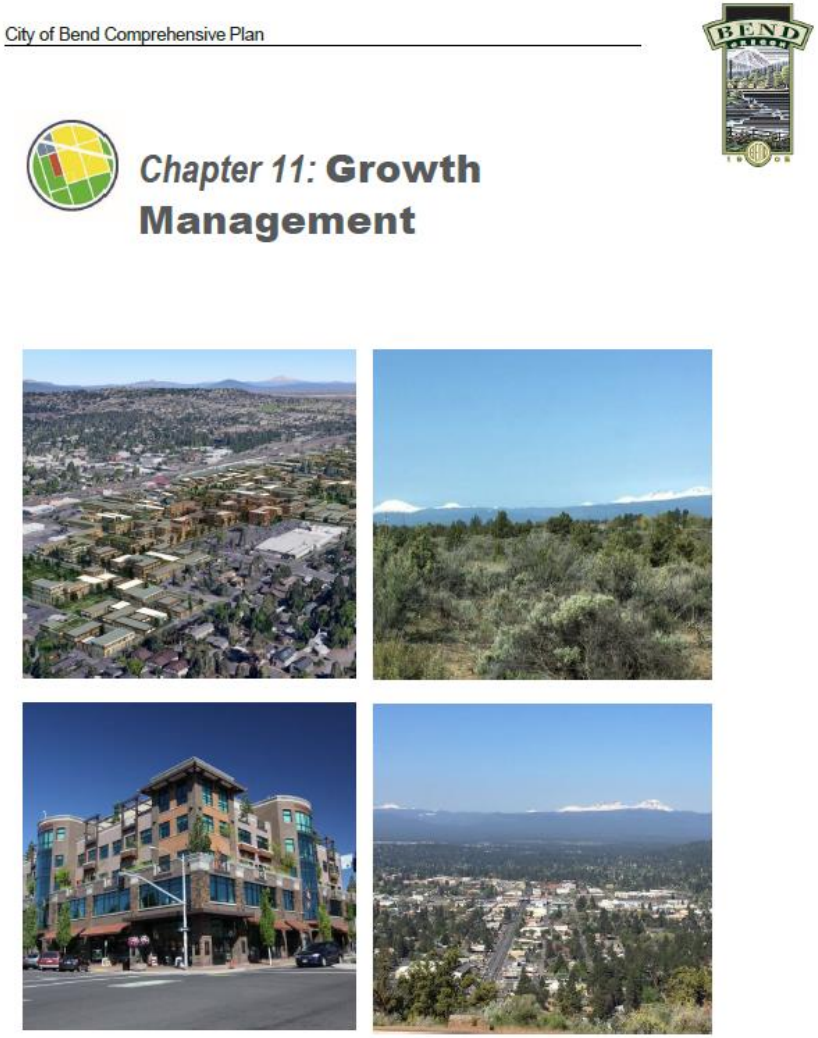
Opportunity Area		Recommend Plan Amendment?	Recommend Zone Change?
#	Name		
1	**Bend Central District**	No	**Yes***
2	**East Downtown**	**Yes**	No
3	**Inner Hwy 20**	**Yes**	No
4	**Century Drive**	**Yes**	TBD**
5	**KorPine**	**Yes**	**Yes**
6	**Juniper Ridge East**	No	No
7	**15th Street / Ward**	**Yes**	**Yes**
8	**River Rim**	No	No
9	**COID**	**Yes**	No

***** Including Special Plan District

****** Zoning for Century Drive area to be determined during Phase 2 of Central Westside Plan

Draft Growth Management Chapter Overview

- Background (for context)
- Goals (setting broad direction and intent)
- Policies (regulatory)



Draft Growth Management Chapter: Today's Focus

URBAN GROWTH BOUNDARY REMAND

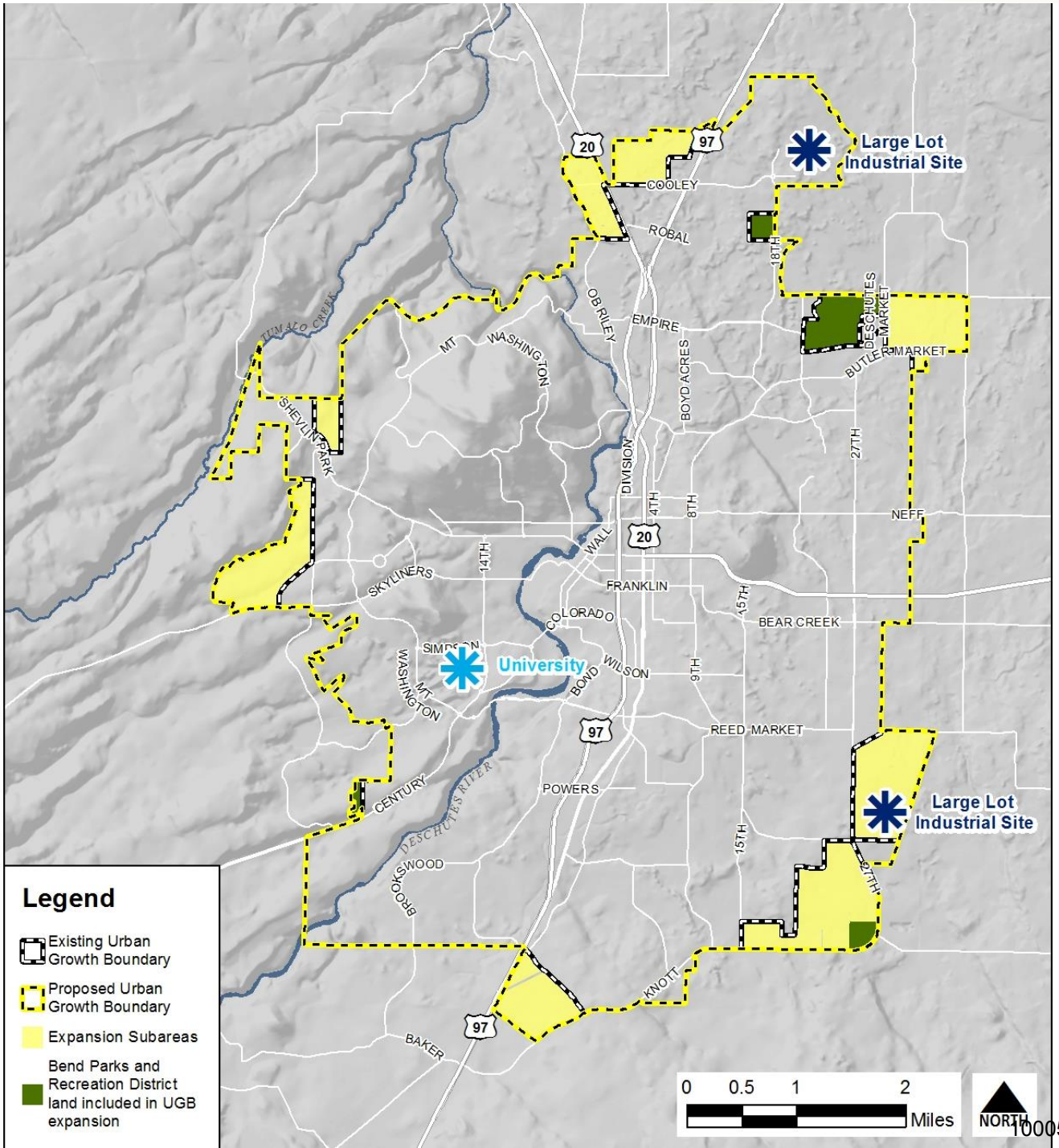
BEND

- Background (for context)
- Goals (setting broad direction and intent)
- Policies (regulatory)
  - general growth management policies
  - policies for centers and corridors, employment districts, and neighborhoods
  - policies for special site needs
  - **area planning policies**
  - annexation policies
  - general UGB expansion policies
  - **specific expansion area policies**

Special Sites

Large lot to be protected through regulations & area planning

OSU-owned property committed to University site need



Affordable Housing Policy

URBAN GROWTH BOUNDARY REMAND

- **Option 1**: new policy under *General UGB Expansion Policies*

- **Option 2**: incorporate relevant policies from Housing chapter into *Policies for Residential Areas and Neighborhoods*

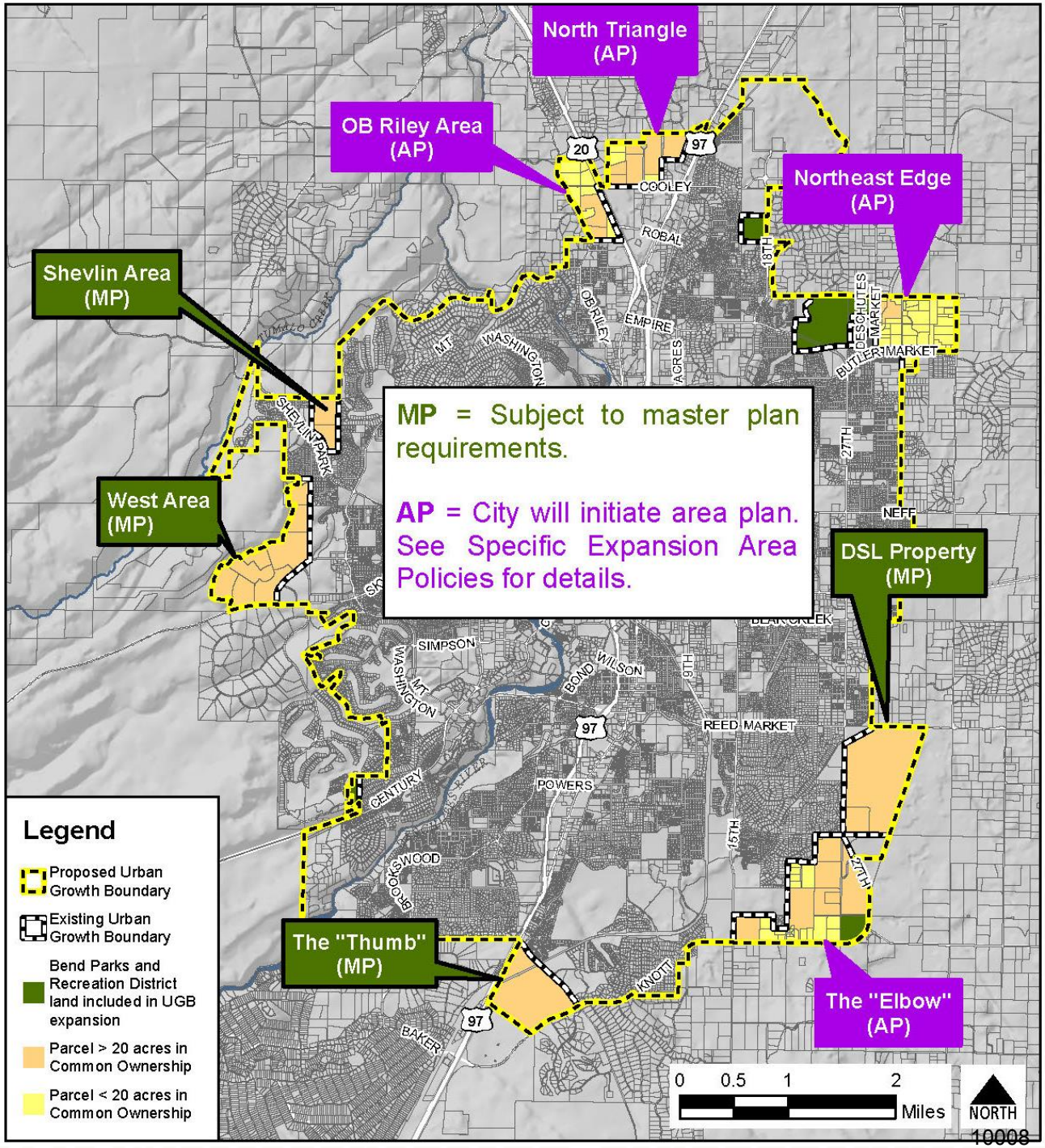
Proposed policy language for each option on packet pages 4-5

Area Planning for UGB Expansion Areas – Overall Objectives

- Guide future annexations and development to fulfill the vision for each subarea
- Ensure adequate capacity for needed land uses, consistent with UGB planning
- Flexibility on arrangement of land uses
- Framework for circulation & infrastructure
- Ensure school & park needs are addressed

Area Planning by Subarea

- Northeast Edge, Elbow, North Triangle, OB Riley – City to initiate Area Plan
- West, Shevlin, Thumb, DSL – master plan required



Specific Expansion Area Policies: Must be addressed by Area Plan

URBAN GROWTH BOUNDARY REMAND

- Constants:
  - Street connectivity
  - Coordination with special districts & utility providers
- Tailored to each area:
  - Type of area plan
  - Planning concepts
  - Acres by plan designation
  - Housing capacity & mix
  - Special considerations

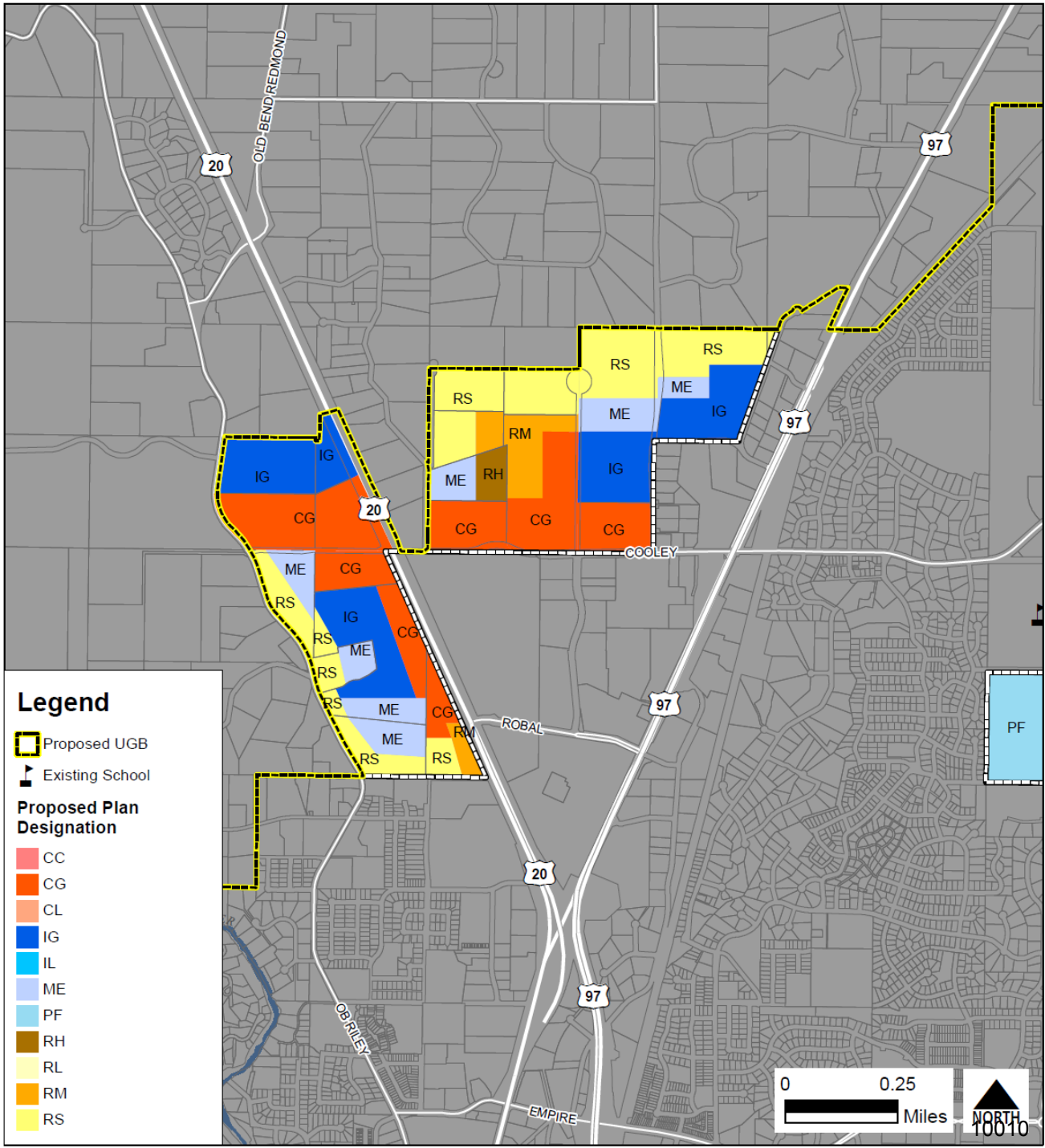
Draft Plan Designations & Specific Area Policies: North Area

OB Riley

- Northern gateway
- ≥ 140 housing units

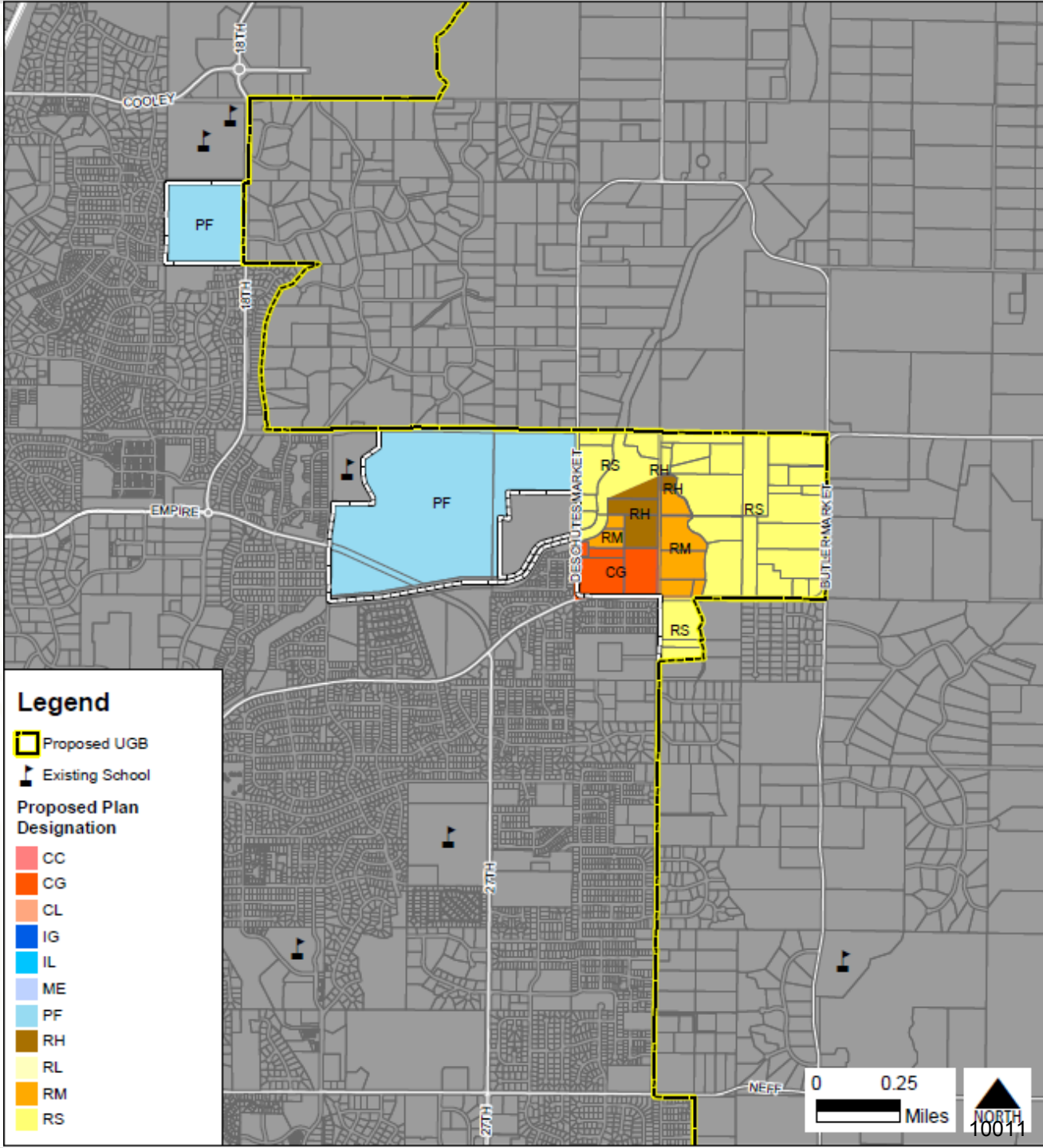
North Triangle

- Transition to north
- ≥ 460 housing units



Draft Plan Designations & Specific Area Policies: Northeast Edge

- Help complete existing neighborhoods
- Identify site for elementary school
- ≥ 1,080 housing units



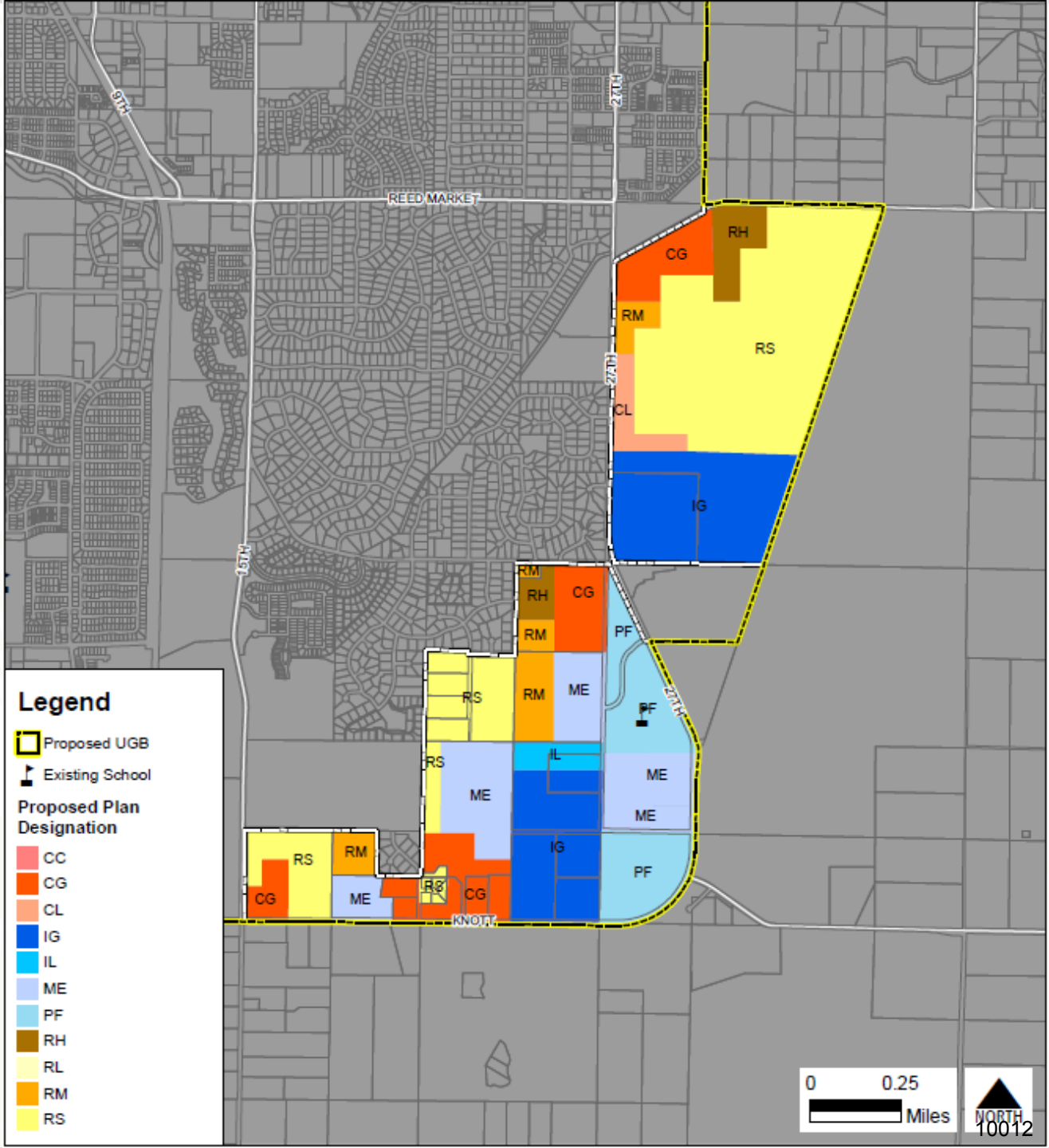
Draft Plan Designations & Specific Area Policies: Southeast

DSL Property

- New complete community
- Identify site for elementary school
- Large-lot industrial site
- ≥ 1,130 housing units

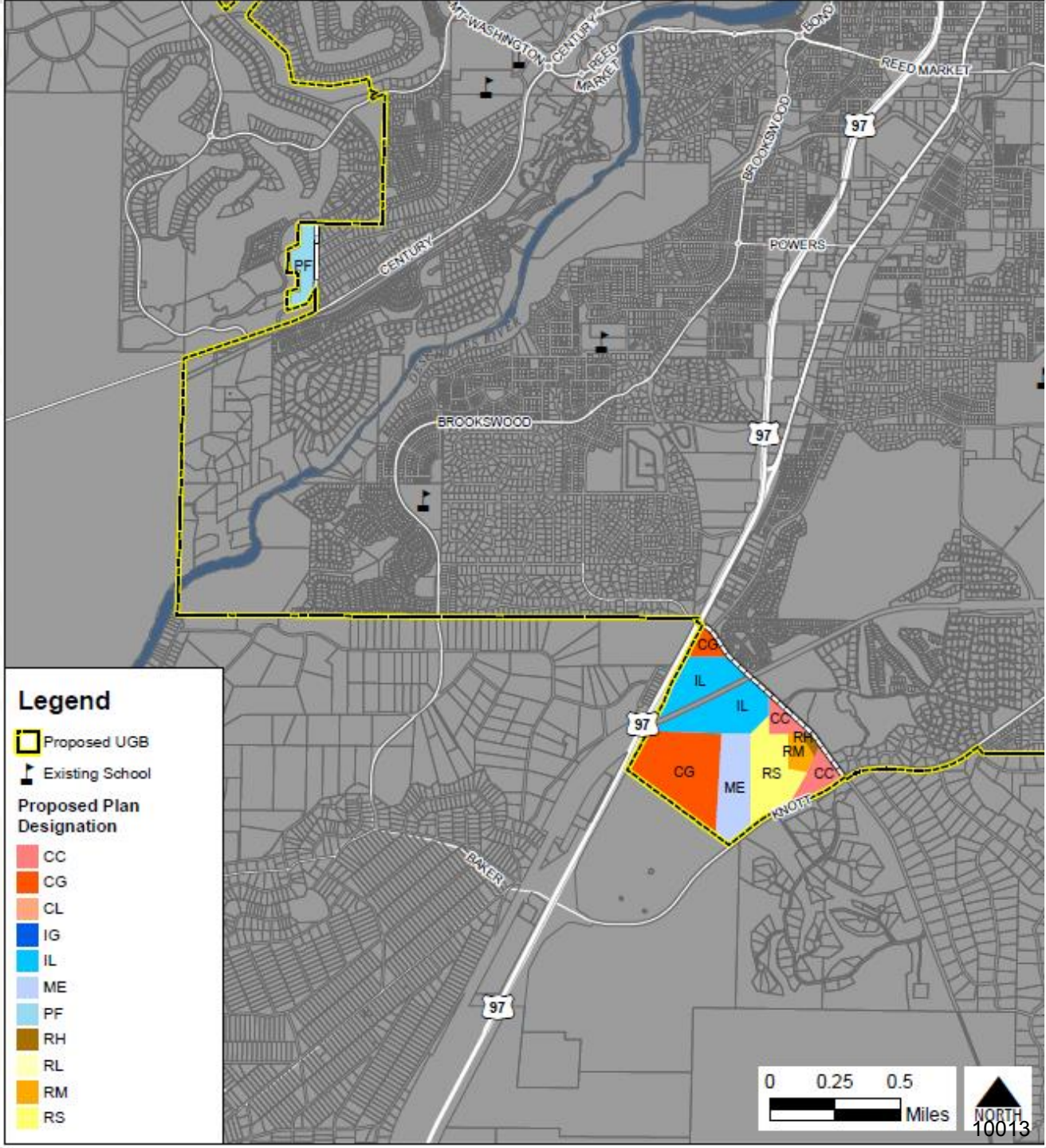
Elbow

- Transition to employment uses
- ≥ 860 housing units
- New collector road



Draft Plan Designations & Specific Area Policies: Thumb

- Help complete existing neighborhoods
- Employment near railroad & Hwy 97
- Southern gateway to Bend
- ≥ 300 housing units



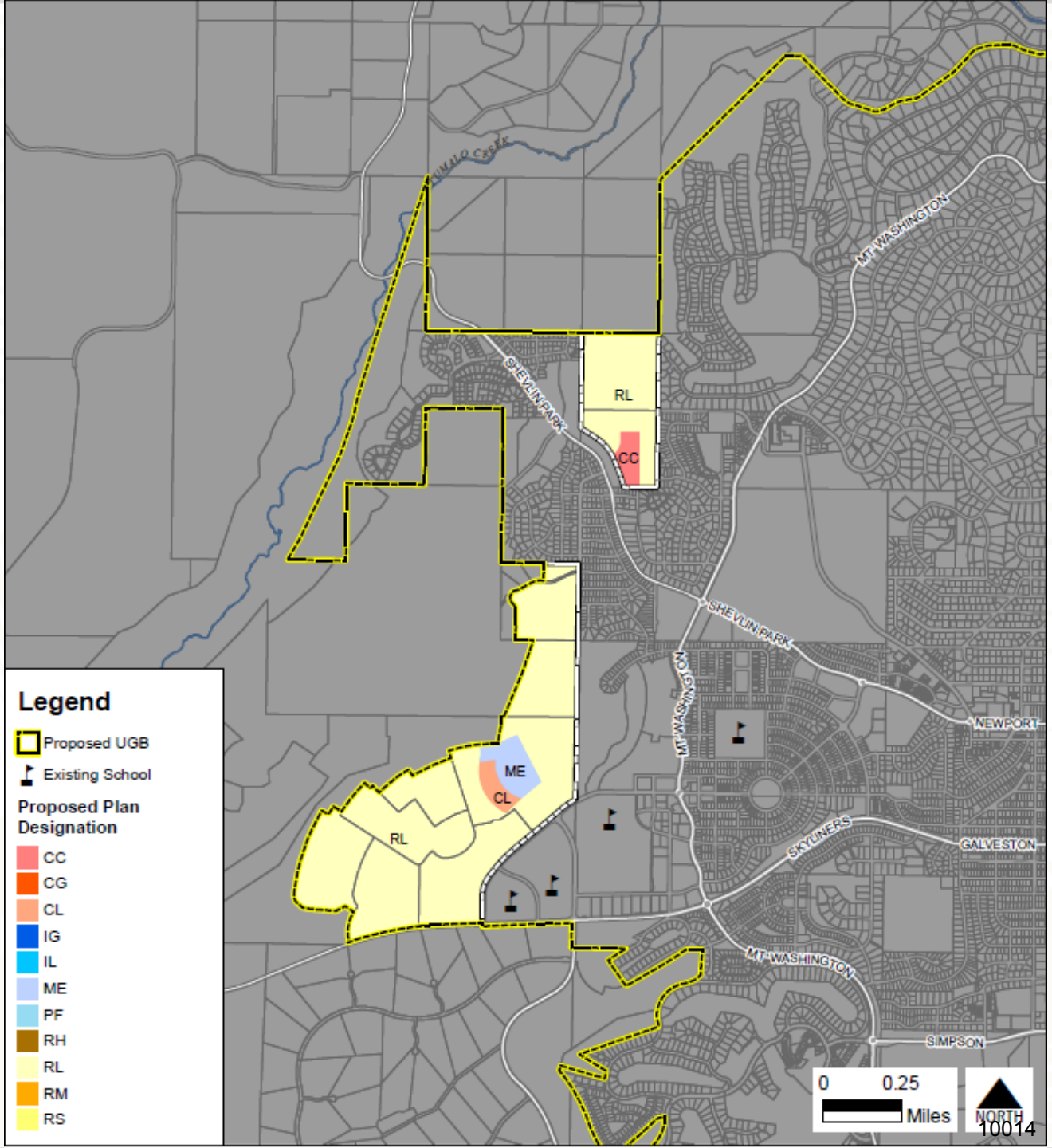
Draft Plan Designations & Specific Area Policies: West/Northwest

West Area

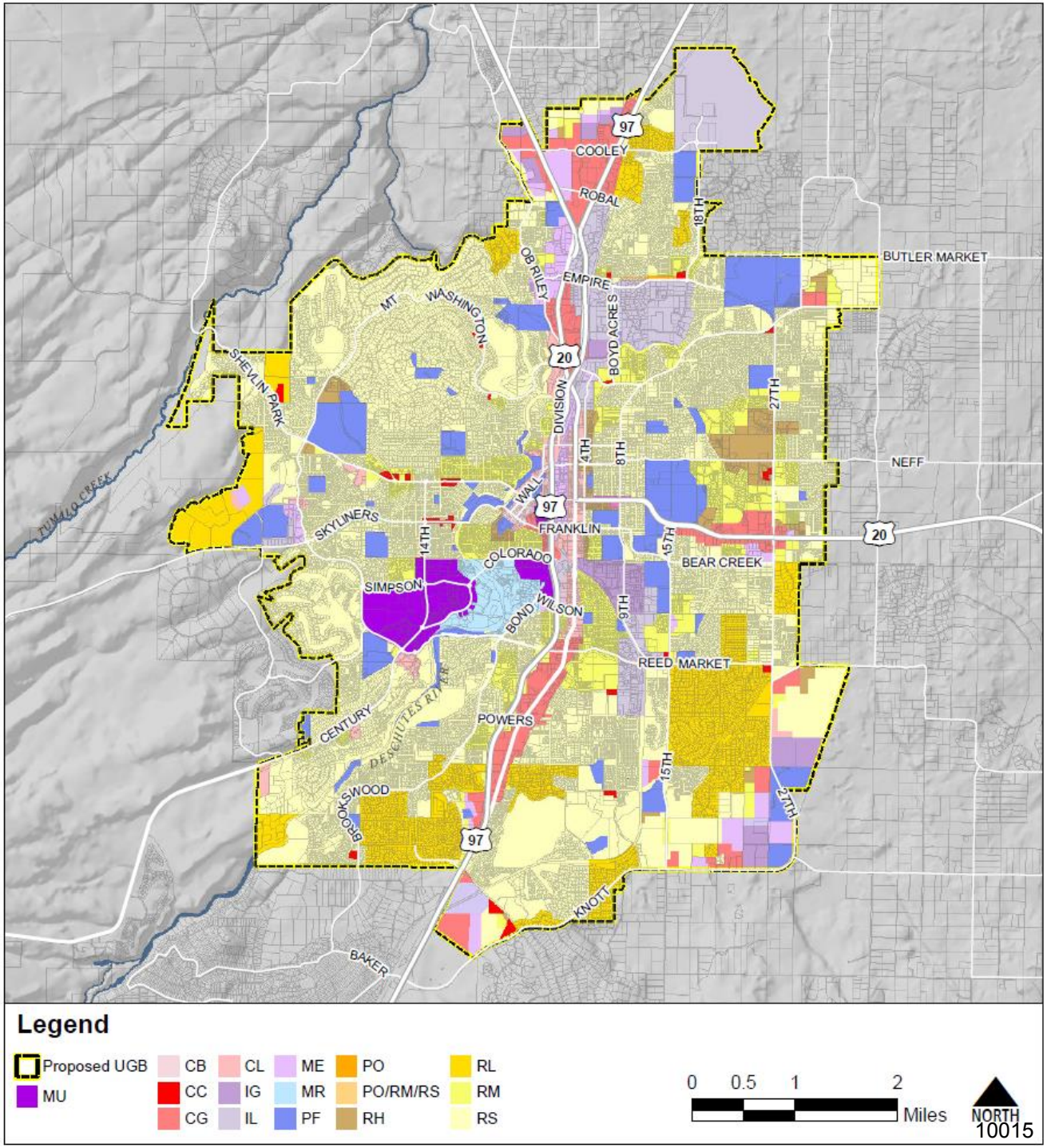
- Implement transect concept
- 720-800 housing units

Shevlin

- Help complete existing neighborhoods
- 162-200 housing units



Big Picture: "Scenario 2.1F"



Project Goals

URBAN GROWTH BOUNDARY REMAND

- 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

URBAN GROWTH BOUNDARY REMAND

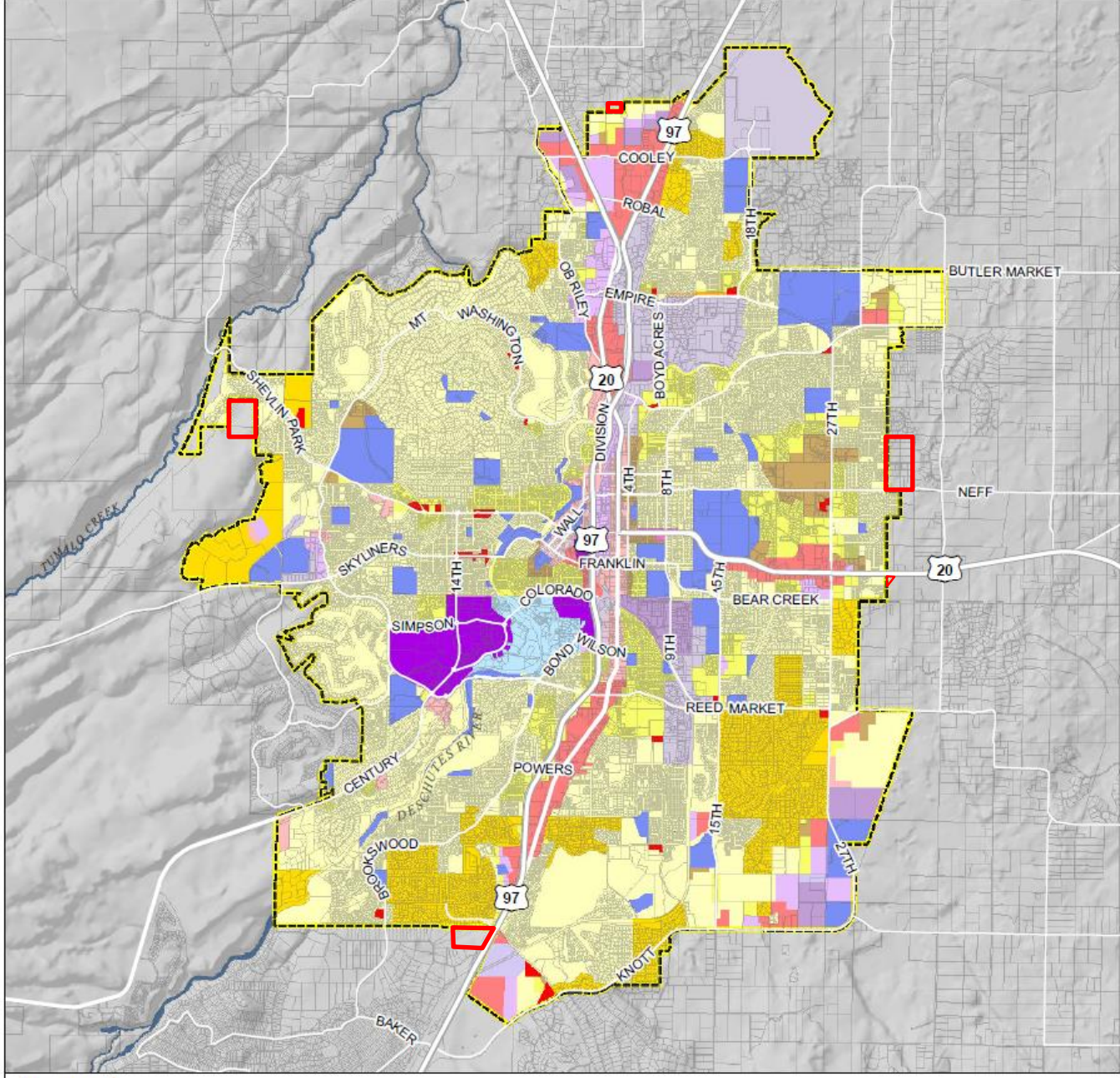
MAKING BEND EVEN BETTER

UGB Inclusion Requests

Staff Response

4/20/16

Summary of Requests for Inclusion in UGB



Tools to add more acres

URBAN GROWTH BOUNDARY REMAND

BEND

Step 1:

- Smaller increase in minimum density for RS Master Plan sites:
  - New option: 70% of max (5.11 DU/gross ac)
  - Current draft: 80% of max (5.84 DU/gross ac)
  - Current development code: 60% of max (4.38 DU/gross ac)
- Use current draft of density calculation
  - ADUs don't count, parks/open space excluded

Tools to add more acres

URBAN GROWTH BOUNDARY REMAND

BEND

Step 2 changes :

- Step 1 plus…
- Reduce assumed redevelopment for Core Opportunity Areas (except Central Westside)

Tools to add more acres

URBAN GROWTH BOUNDARY REMAND

Step 1 results:

Housing Type	Additional Units Needed
SFD	210
SFA	20
MF	220
Total	**450**

- 450 units from:
  - Master plan expansion areas
  - 15th Street Opportunity Area
  - Other large vacant sites
- Reduces minimums, not maximums

Tools to add more acres

URBAN GROWTH BOUNDARY REMAND

Combined Results:

Housing Type	Additional Units Needed
SFD	210
SFA	30
MF	480
Total	**720**

Employment Type	Additional Jobs Needed
Retail/ Hospitality	205
Office	135
Total	**340**

- 270 additional units & 340 jobs from Opportunity Areas in core
- Reduces assumed yield, not entitlements

Allocation Choices – Option A

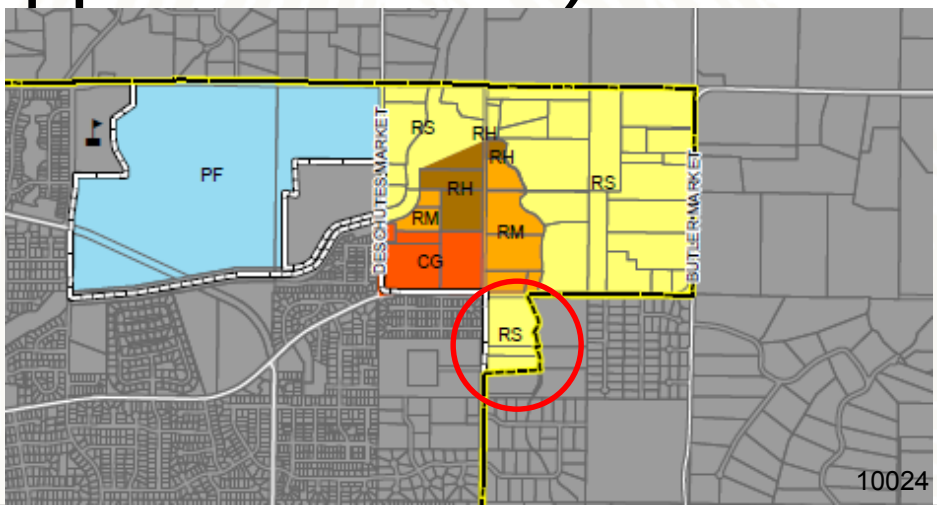
URBAN GROWTH BOUNDARY REMAND

- Day + Baney + Bell
- Add 5 acres of commercial and 5 acres of residential to the North Triangle
  - Keep buffer on north edge
- Re-arrange land uses in the North Triangle
- Carpenter – Change from IG to IL/ME
- Similar job mix, transportation impact, more compatible employment uses

Allocation Choices – Option B

URBAN GROWTH BOUNDARY REMAND

- Option A + Hopp
- Move acres from the “tab” on the south side of Butler Market Road
- Minor adjustments in North Triangle to re-balance land needs (approx. 5 acres)



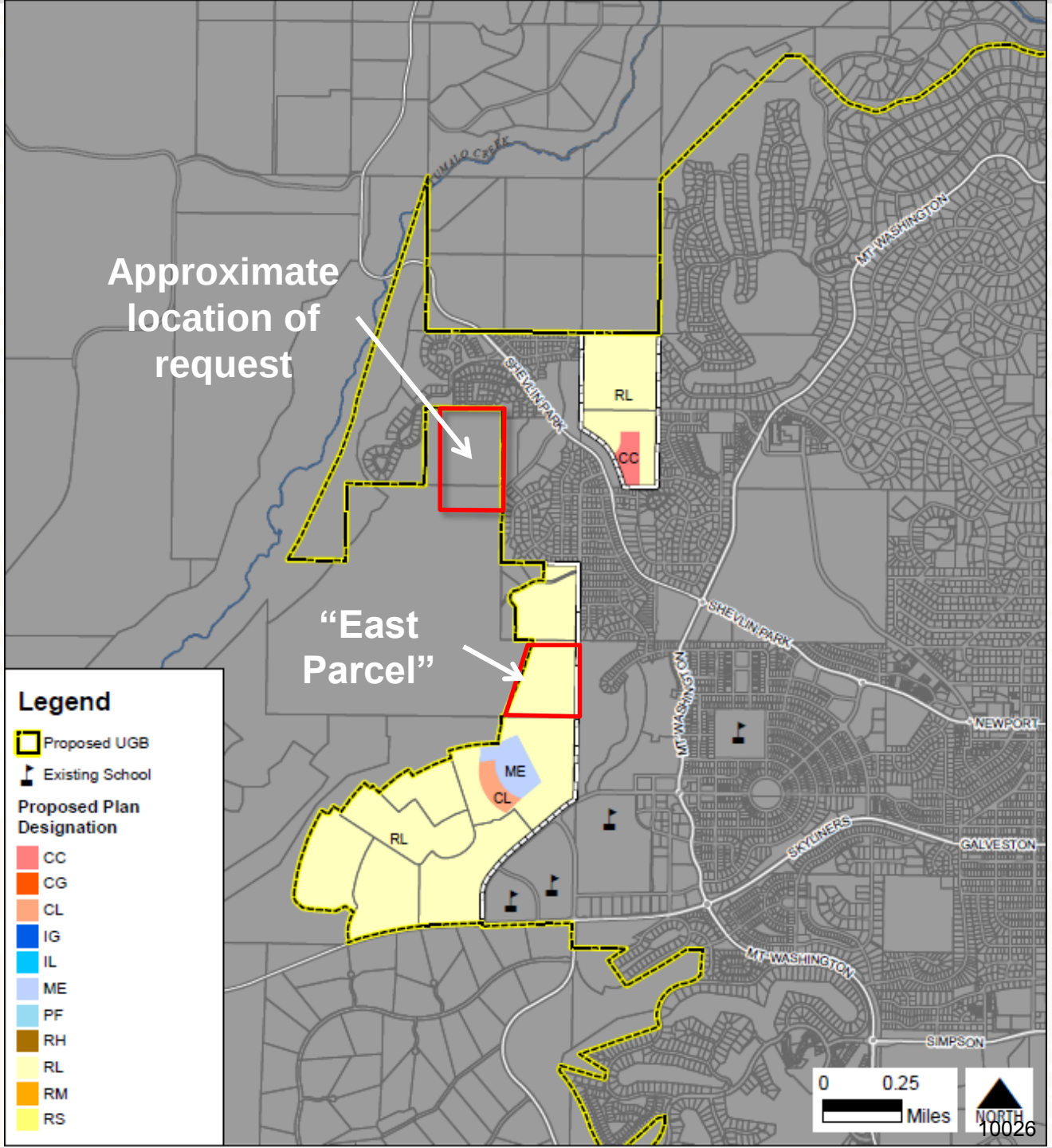
Allocation Choices – Option C

URBAN GROWTH BOUNDARY REMAND

- Neff/Eagle Rectangle
  - mix of plan designations
- Uses all of the need from elsewhere
- This option does not include land in Options A or B

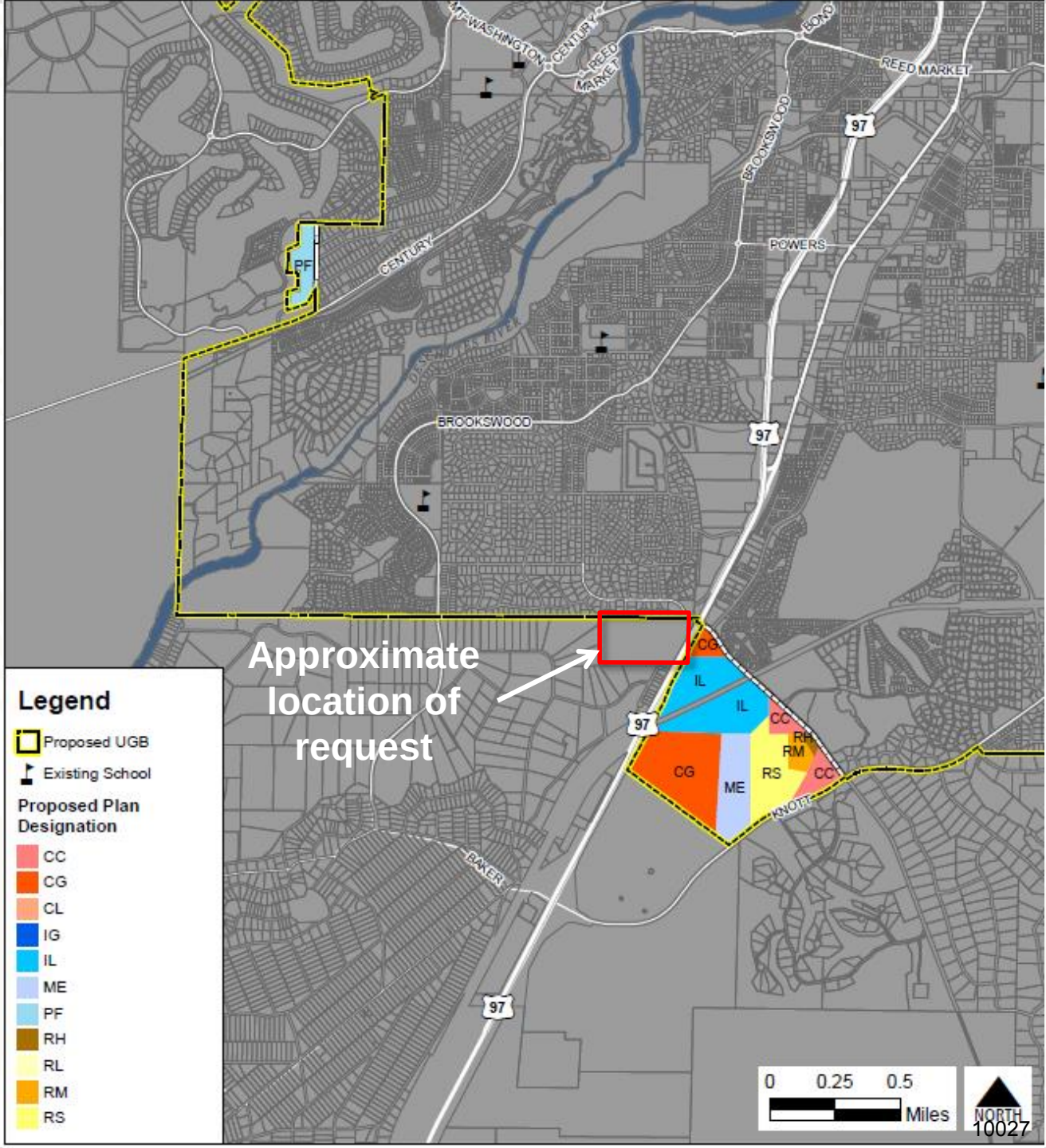
Day Property

- West area
- 40 acres
- 116 SF units desired
- Additional MF could be shifted to east parcel
- Proposing 20% of MF units on east parcel as affordable housing
- Previously evaluated as part of Scenario 3.1



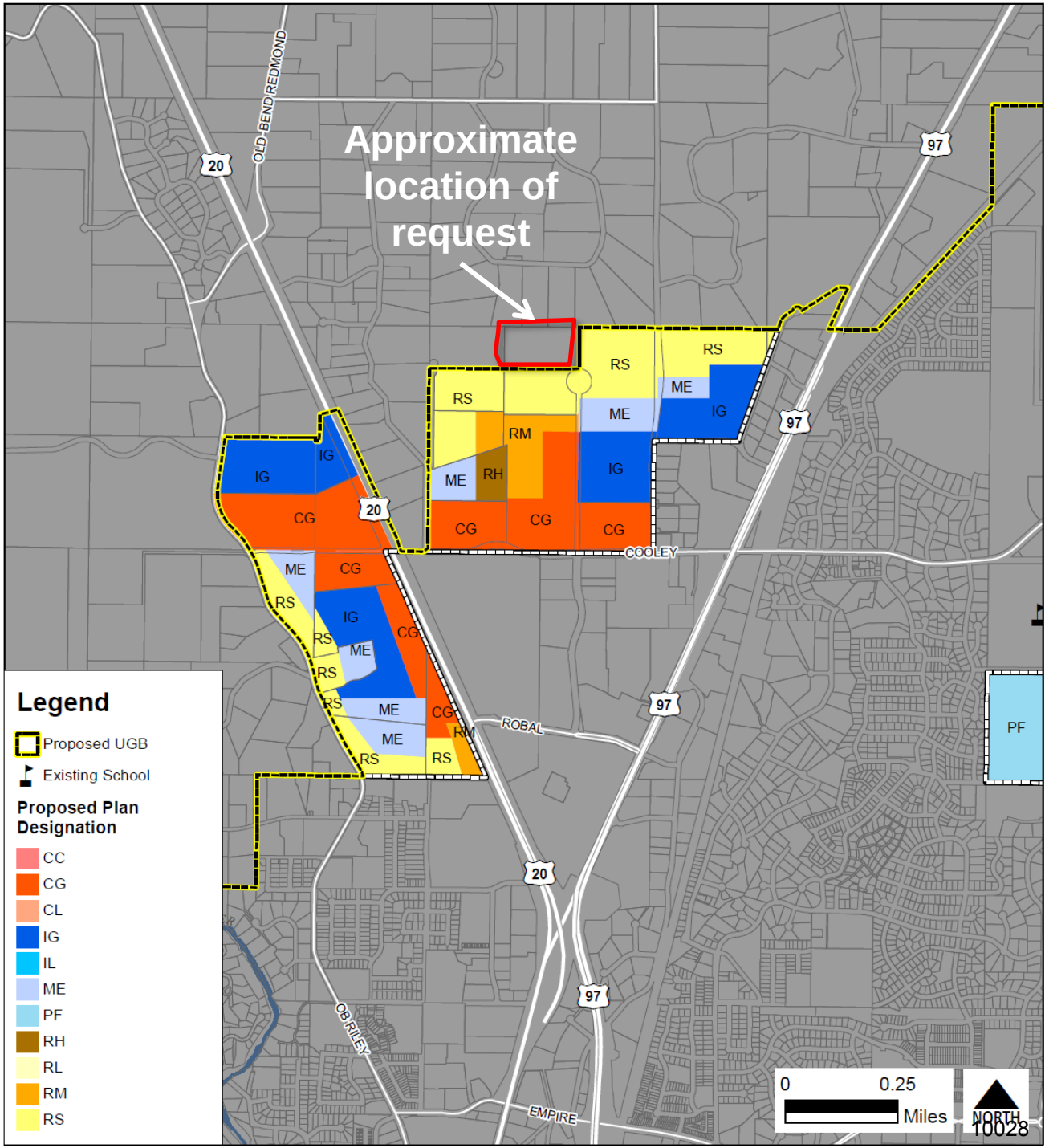
Maverick / Baney Property

- Near Thumb
- 38.7 Acres
- ~8 acres for elementary school site
- ~100 SFD, ~500 MF / SFA
- Offering 25% of MF (125 units) as affordable housing
- Commercial / mixed use area along Hwy 97
- Previously evaluated as part of 2.1



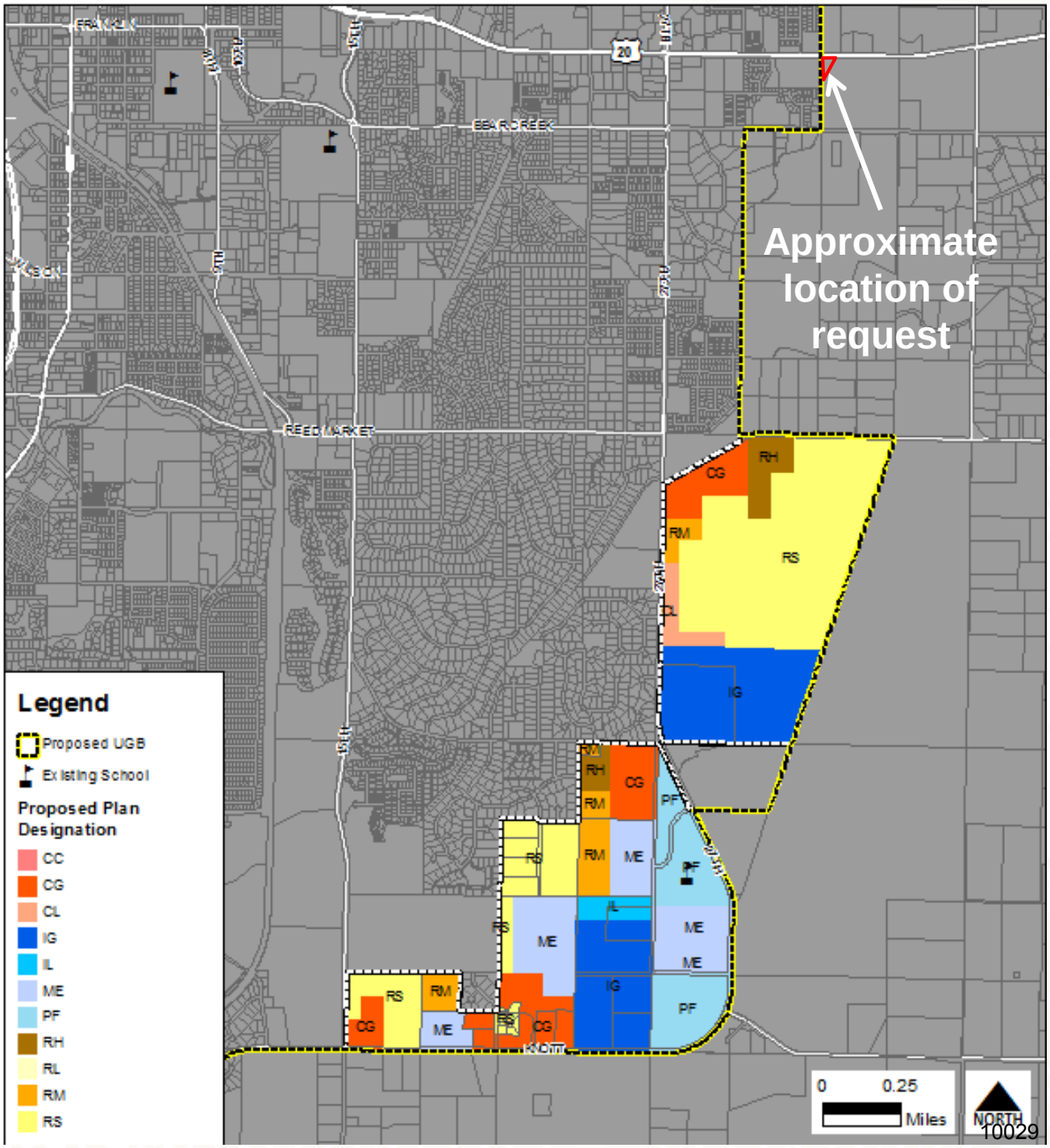
Bell Property

- North Triangle
- 10 Acres
- Requesting RS
- Would result in ~35 additional housing units
- Previously evaluated as part of multiple scenarios



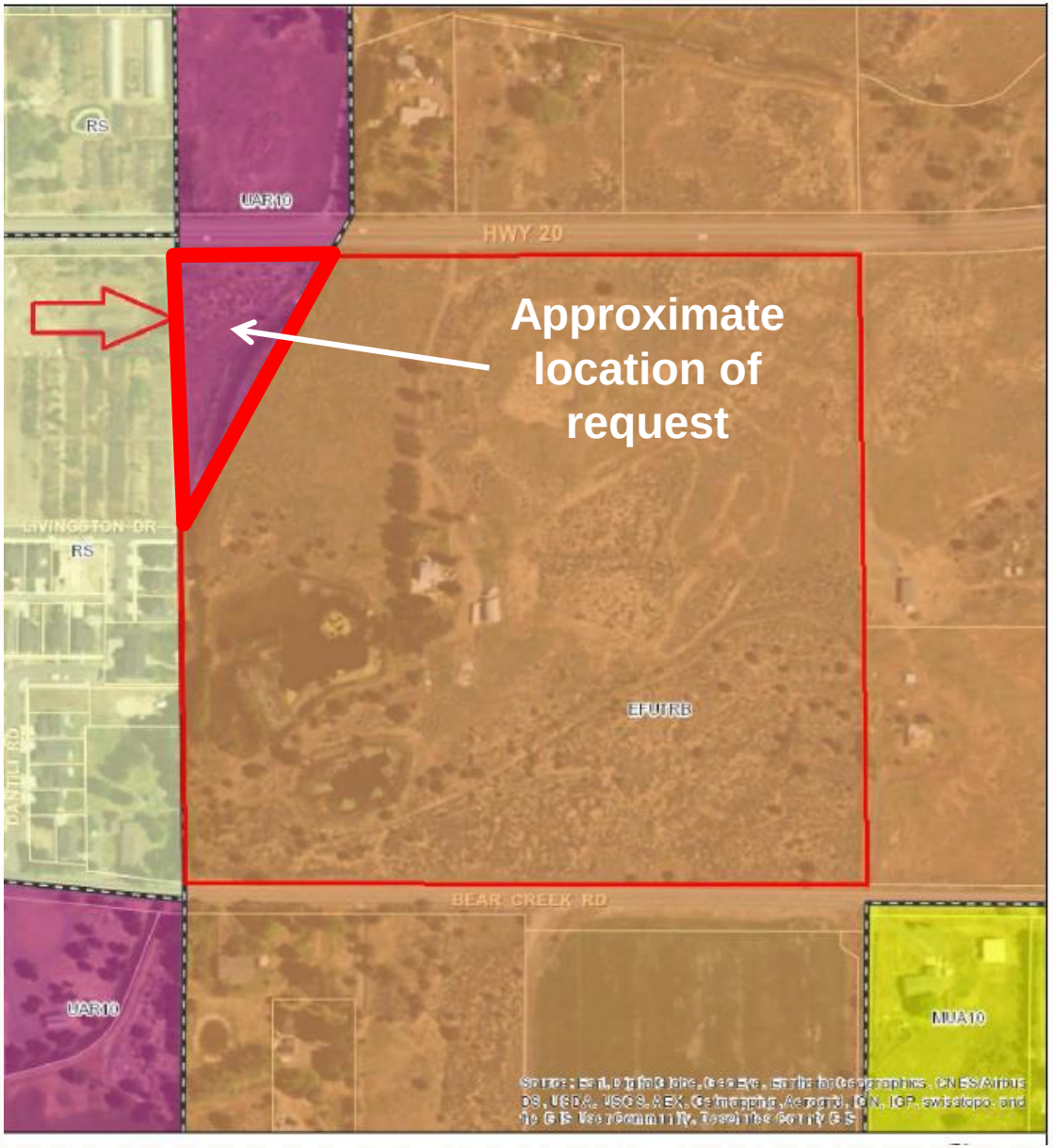
Porter Kelley Burns Property

- Represented by Carl Hopp
- South of Hwy 20 on eastern edge
- 2.5 ac UAR10
- Proposing MF affordable housing
- Not included in Scenario / SAAM analysis



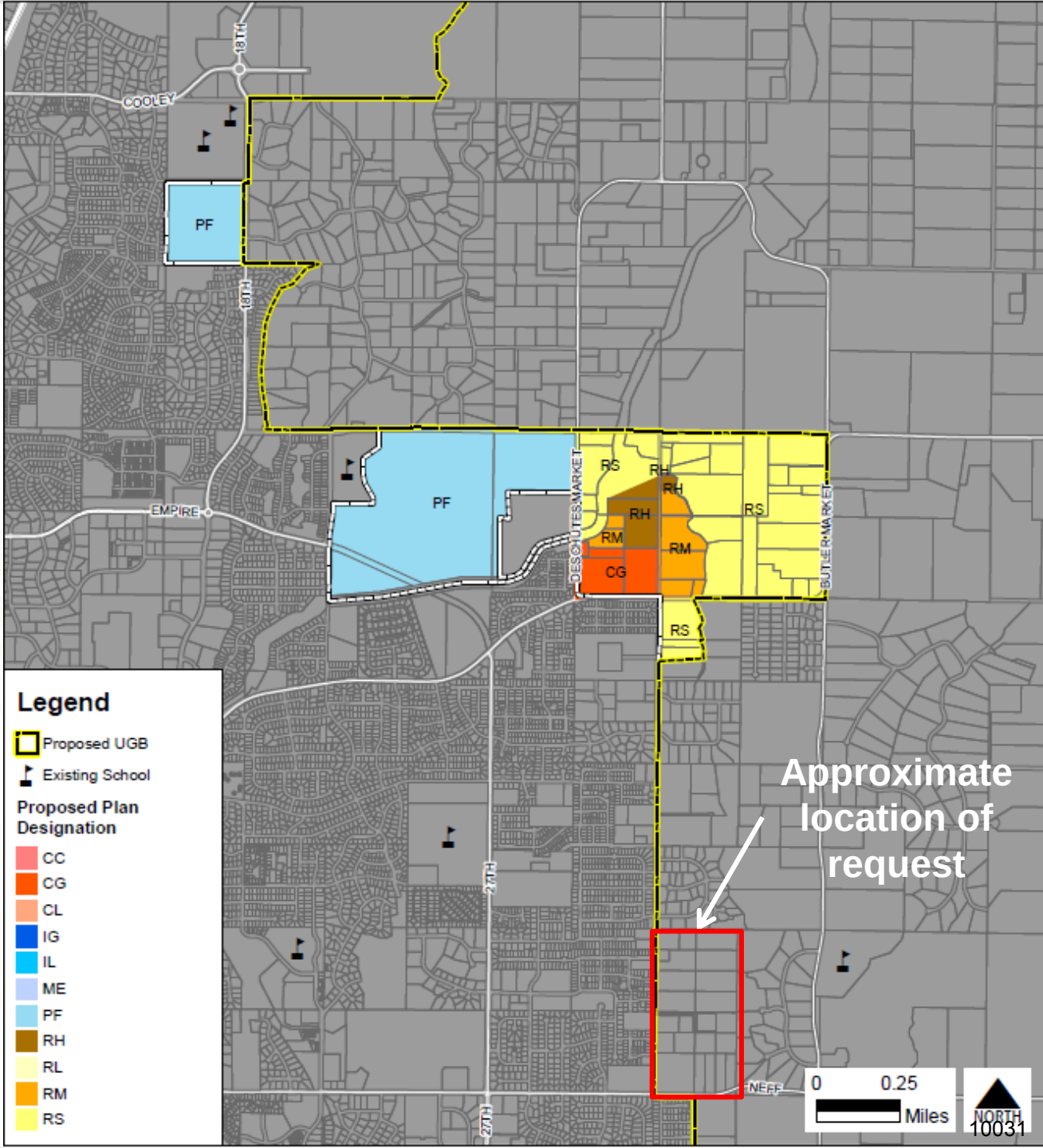
Porter Kelley Burns Property

- Represented by Carl Hopp
- South of Hwy 20 on eastern edge
- 2.5 ac UAR10
- Proposing MF affordable housing
- Not included in Scenario / SAAM analysis



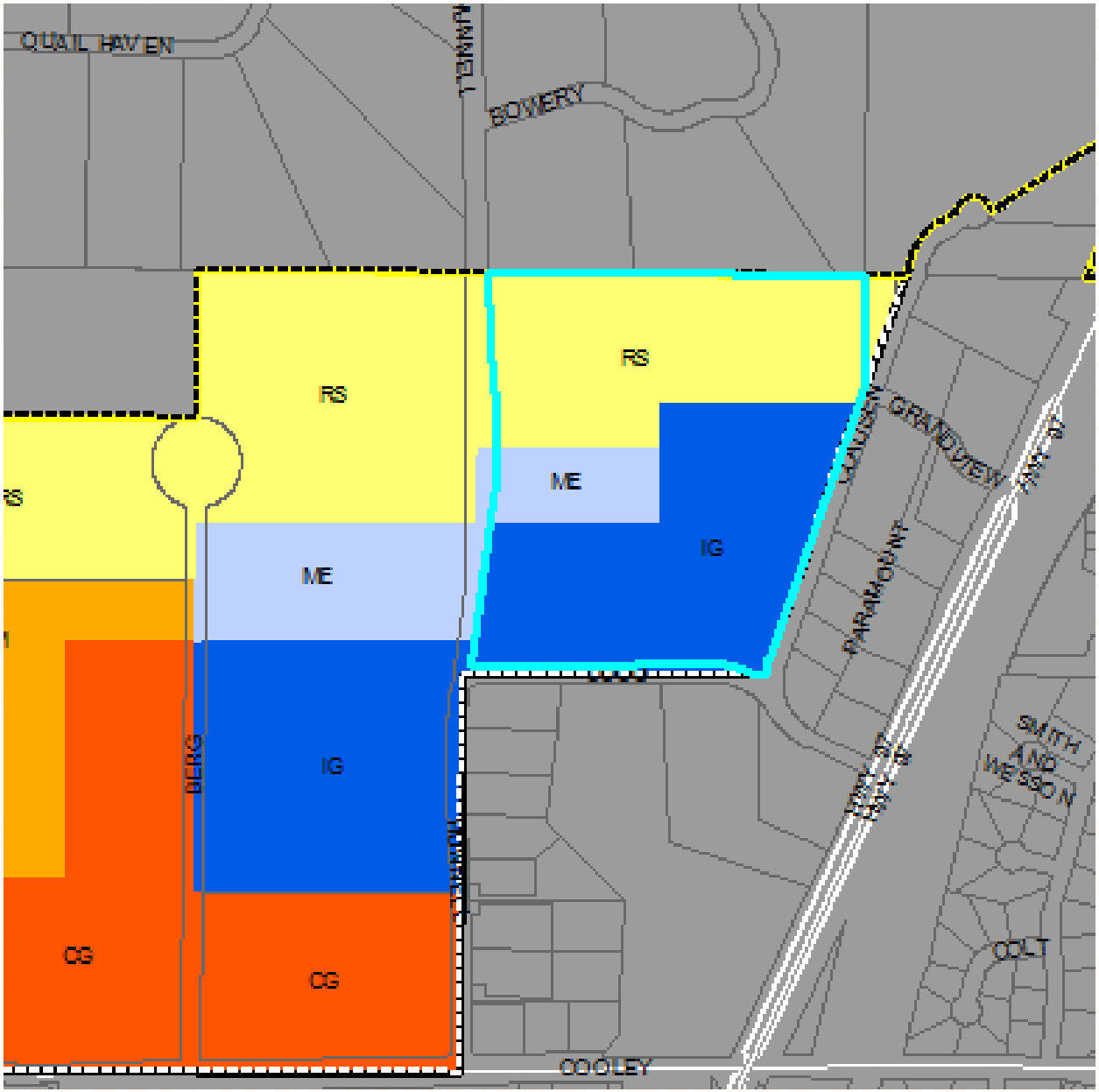
Neff / Eagle Road Rectangle

- Eastern edge – north of Neff Road, east of Eagle Road
- ~78 acres total, ~69 acres buildable
- At RS densities, ~240 units
- Tested in Scenario 1.2 with ~550 units & ~7 ac commercial



Carpenter Property

- North Triangle
- Settlement agreement re: industrial uses on property
- Currently ~16.3 acres IG & 3.3 acres ME
- Requesting swap with CG in OB Riley



Suggested Motions

URBAN GROWTH BOUNDARY REMAND

1. Direct staff to utilize changes in assumptions to Masterplan Requirements and Redevelopment as presented.

Suggested Motions

URBAN GROWTH BOUNDARY REMAND

2. Approve, for purposes of the public hearing proposal, the plan and zone map amendments on packet pages 61 to 73.

Suggested Motions

URBAN GROWTH BOUNDARY REMAND

3. Approve, for purposes of the public hearing proposal, the UGB and plan maps on packet pages 56 to 60, (with the following modifications…)

Suggested Motions

URBAN GROWTH BOUNDARY REMAND

4. Direct staff to obtain voluntary agreements regarding affordable housing prior to UGB adoption hearings, and create enabling policies.

Suggested Motions

URBAN GROWTH BOUNDARY REMAND

5. Approve and direct staff to finalize the draft growth management chapter, inclusive of the amended special site policy and policies regarding affordable housing.

Suggested Motions

URBAN GROWTH BOUNDARY REMAND

6. Approve, and direct staff to finalize, documents listed on page 2 of the agenda and updates to the remaining chapters of the comprehensive plan.

Adoption Document Summary:

Buildable Lands Inventory

OVERVIEW & KEY POLICY SUPPORT

The Bend Buildable Lands Inventory (BLI) describes the land within the existing Urban Growth Boundary (UGB) that can be developed to accommodate future residential and employment growth. The determination of developable land in the BLI is a key input for the Housing Needs Analysis, the Economic Opportunities Analysis, and the Urbanization Report.

The BLI takes into consideration the following factors:

- **Environmental Constraints.** Slopes over 25%, the FEMA 100-year floodplain, Bend's River and Upland Areas of Special Interest (ASI's), and land that is both within the Waterway Overlay Zone (WOZ) and within 100' of the Deschutes River are considered unbuildable.
- **Vacant Land.** Residential land with no improvements, and employment land with no or few improvements, are identified as vacant.
- **Developed Land**. Land that is developed with the maximum number of dwelling units allowed by the zoning, and where lots cannot further subdivide, are considered developed.
- **Partially Vacant / Lots with Infill Potential.** State statute and the Remand require the BLI to address the development capacity of lots that can further subdivide or add additional units with their existing zoning.
- **CC&Rs.** Where Covenants, Conditions & Restrictions (CC&Rs) restrict further subdivision, capacity is limited to one home per lot.

The primary outcome of the Buildable Lands Inventory was a GIS dataset with values for vacant, developed, and constrained acres for each parcel within the City of Bend. These values provide a basis for estimating future development and redevelopment. Notably, the BLI indicates that there are:

- Nearly 1,000 acres of vacant employment land within the current UGB;
- Over 1,600 acres of vacant residential land within the current UGB; and
- An additional roughly 850 acres of residential land on about 600 taxlots within the current UGB that have some infill capacity.

The BLI methodology and results were the subject of several Residential TAC and Employment TAC meetings, and were approved by the USC as a part of the Phase 1 Growth Scenarios. The designation of ASI's and land within the WOZ as constrained land, and a re-evaluation of development capacity in some of the project's "Opportunity Areas" were changes made to the BLI in response to USC direction at their December 14, 2015 meeting.

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov)

Updated: 4/14/16

City of Bend
Boundary & Growth Scenarios Technical Advisory Committee
Meeting Notes
Date: March 30, 2016

The Boundary & Growth Scenarios TAC held its regular meeting at 9:00 am on Wednesday, March 16, 2016 in the Municipal Court Hearing Room of the Bend Police Department. The meeting was called to order at 9:03 am by Joe Dills of the Angelo Planning Group.

Roll Call

☐ Toby Bayard	☐ Steve Hultberg	☐ Gary Timm
☐ Susan Brody	☐ Nick Lelack	☐ Rod Tomcho
☐ Paul Dewey	☐ Charlie Miller	☐ Robin Vora
☐ John Dotson	☐ Mike Riley	☐ Dale Van Valkenburg
☐ Scott Edelman	☐ John Russell	☐ Ruth Williamson
☐ Ellen Grover	☐ Sharon Smith	

1. Welcome and Introductory Items

Boundary TAC Co-Chair Sharon Smith called the meeting to order at 9:00 am, noted that there was quite a bit of material to cover today, and then turned over meeting facilitation to Joe Dills of the Angelo Planning Group. Mr. Dills began by noting the TAC has text to work their way through today, that wordsmithing this can take time, and offered a suggestion. He suggested that instead of getting bogged down in reviewing and wordsmithing, that the TAC consider a three option process for review. For those policies that are good or that they can live with, the TAC cruises past these. For those policies where there is a change to talk about, that an edit be proposed and put on the table for discussion. Absent the ability to go by quickly or reach closure on an edit, the TAC specifies the intent on a change, and forwards the issue on to the USC (UGB Steering Committee). The TAC members nodded in agreement with taking this approach.

Mr. Dills then asked if the TAC had reviewed the minutes from their last meeting on March 16, 2016. Mr. Russell noted several typographical errors that needed correction, along with several identified by Mr. Timm. Mr. Dewey indicated that he would abstain from voting on the minutes because he did not review them. Ms. Brody moved approval of the minutes, with Ms. Bayard providing a second to this motion. Ms. Smith then offered a friendly amendment to the motion to have staff correct the errors and distribute the corrected minutes to the committee. The motion passed unanimously with no votes in opposition, and only Mr. Miller, Mr. Dewey, and Mr. Van Valkenburg abstaining.

2. Growth Management Chapter Updates

Mr. Dills introduced this topic to the TAC, and outlined that the team will cover this item in two parts. The first part will start with area planning, and will examples from other communities. He then turned the team presentation over to Mary Dorman of the Angelo Planning Group. Ms. Dorman referred the TAC to a series of power point slides on Area Planning for UGB Expansion Areas. The first slide in Ms. Dorman's presentation outlined the overall objectives for area planning, which are reproduced below:

- Guide future annexations and development to fulfill the vision for each subarea
- Ensure adequate capacity for needed land uses, consistent with UGB planning
- Flexibility on arrangement of land uses
- Framework for circulation & infrastructure
- Ensure school & park needs are addressed

She continued by presenting two types of Area Plans proposed for use in the UGB expansion subareas; these types included master plans and city-initiated area plans. She referred the TAC to a map on which UGB expansion subareas were identified and whether the team recommended further area planning through a Master Plan or a City-Initiated Area Plan. The map identified several areas in green for which the team recommended the use of a Master Plan; these areas included the West Area, Shevlin Area, DSL Property, and the Thumb. The remainder of the subareas were identified in purple, with the corresponding recommendation that area planning for these areas be conducted through a City-initiated area plan; these areas included the OB Riley Area, the North Triangle, the Northeast Edge, and the Elbow. Ms. Dorman noted that master planning for those areas where the land was held in large, single ownerships.

Following Ms. Dorman's presentation, the TAC had brief discussion that included the following questions and comments.

- With respect to city initiated areas plans, would they have the same components as a master plan
- Differences between the two processes; which of these are reviewed through a legislative versus a quasi-judicial process.
- The level of detail in an area plan, and whether scope and geographic detail will be tailored to each area.
- Concern with area plans, including the potential issues with arrangement of land uses, plan designations, and how these are allocated.
- Whether area plans will cover all properties within an area, or just a subset.

Mr. Dills commented that the process can focus on a portion of a subarea, and that this is one of the team's recommendations.

Following this discussion, the TAC agreed to hold questions for further discussion and to hear the rest of Ms. Dorman's presentation. She then turned in her presentation to the process for review of the subareas identified in "green" that would be subject to a master plan. The recommended process for a master plan included the following components:

- A master plan may be submitted concurrent with annexation request, following code.
- Plan amendment may be needed
- Zoning applied with approval of master plan
- After annexation and master plan approval, can submit for site plan/subdivision

Ms. Dorman then provided an example of a conceptual master plan, and showed a slide of the master plan of the DSL property, also known as the Stevens Road property. She noted that this plan covered 640 acres of land that is was located outside of the Bend UGB, and zoned for exclusive farm use. She added that the plan was an illustrative plan that identified local streets, a mix of land uses, and an open space framework. She noted that this example did not represent a detailed master plan. She then presented an example of what she described as a property-owner- led master plan for Northwest Crossing. She added that this plan when through the City's approval process.

Mr. Dorman followed by outlining the process that would be used for review an Area Plan for the "purple" areas; those for which the City would initiate an area plan. The main points of her presentation are reproduced below:

- Area plan precedes annexation
- Area plan is for entire subarea
- Area plan addressees, at a minimum, streets, circulation, parks and schools coordination, and sewer-water infrastructure

The next part of her presentation on areas identified for City-initiated area plans was the issue of Flexibility for those areas subject to a city-initiated plan. The main points were presented in a slide and are reproduced below:

- Option to master plan
  - Prior to Area Plan approval, properties (or groups of properties willing to sign a single development application) >40 acres can prepare a master plan & request annexation along with master plan approval
- City Council can define smaller area for an area plan
- Option to refine land uses and address other issues

She offered an example and then presented a slide that identified approximately 40 acres of land in the Northeast edge.

The TAC then had a brief discussion on this portion of the presentation; the following summarizes the main points, questions, and answers.

- If a proposal includes more than 20 acres, does this still require a master plan? True within a subarea? Mr. Dorman confirmed yes, and Mr. Dills added that the recommendation for 40 acres was to have a number.
- Most all of those owners in northeast edge signed petition; why not require this to be done all at the same time? Mr. Dills advised that this Joe – policy choice is available to the TAC
- 40 acres must be along an existing UGB.
- How would school and park designations work under this? Ms. Smith addressed this question. The school district tries to acquire property in advance of need. The district tries to leverage property to meet future needs. Sometimes they try to go to the property owner directly to negotiate a purchase. She noted that some owners are willing to negotiate and that some are not.
- Mr. Dills considered the 240 acres in the Northeast. He noted that the plan includes policies that require coordination with parks and schools districts; the emphasis on communication and coordination. There is no text that requires a school to be provided here.
- Ms. Grover commented that the parks district worked in a manner similar to the school district, in reference to Ms. Smith's comments. She commented that the Parks district has a service ratio and works with developers to identify park sites. She noted an interest to discuss a potential clarification to PF zoning and the coordination requirement. She also pointed out that there needs to be an agreement to have properties that annex to Bend to also agree to annex to the Parks District.
- Ms. Smith noted the similar aspects to the park district. The two districts have similar formula for determining future facilities; for schools the district uses attendance areas, considers characteristics for school sites, and tries to work with the community.
- Would such negotiations have to happen first before any planning takes place? Does the School District have any veto power? Mr. Dills answered the second question by noting that the District would not under the current policies.
- This discussion of how the school and parks district look at future facilities was followed by a brief discussion of how a master plan may or may not proceed, depending on whether the applicant has determined or not a location for a school site. Flexibility may not go far enough or too far depending on the number of owners; for example the North Triangle and Elbow subareas where there are multiple property owners.

Ms. Dorman then proceeded to present the proposed process for the "purple" areas, and included the following steps from a slide that are reproduced below:

1. City initiates area plan
2. Size and scope defined by City Council
3. Area plan prepared through public process with property owner input
4. Proposed area plan brought to City Council for approval
5. Following approval, individual properties can annex
6. Properties can begin development review process

After Ms. Dorman outline the six proposed steps for the purple areas, Mr. Dills took over the presentation and provided the TAC with some examples from other places. He started with an example from Sandy, Oregon, and provided some background on the city's comprehensive plan and the urban reserve planning for a larger area. He presented the city (Sandy) initiated plan for an area known as Bornstedt Village. The City's system allowed for a master plan to come forward, and he noted that one developer's project was inspiration for a larger area that was adjacent to the project. The project addressed connectivity, parks, and natural resources, and took roughly a year to complete. There were a total of 25 property owners involved in the project, and he also added that Sandy and the parks district coordinated on the location of parks.

The next example Mr. Dills presented was a city-initiated area plan for the US Highway 97 area north and adjacent to the City of Redmond. This project took 14 months to complete for a cost of about $150,000 for two area plans, and included detail down to the block level.

The third and final area plan example Mr. Dills presented was the South Cooper Mountain plan for the City of Beaverton. This plan included approximately 2,300 acres of land, and identified 500 acres annexed to the city. He summarized that Beaverton's system was annexation first, and then followed by concept planning. Through this work, Beaverton adopted comprehensive plan designations and parks and school siting criteria. The final step in this process is the adoption of zoning with development review.

Following his presentation of area plan examples, Mr. Dills asked the TAC if there were any concerns over providing a 40-acre master plan option in the "purple" areas. Several TAC members commented on this option, whether it should be used in the Northeast Edge or apply to all of the "purple" areas. Mr. Dills noted that defining the scope for each plan would be important. Ms. Smith commented that a 40-acre option is not an option for the "purple" areas. Flexibility is provided by allowing a group of property owners to go to the city council, and show how they coordinated with schools and parks, talked with the other property owners, and created a complete community. She added that the city council could save yes to approving a smaller area plan. This plan could focus on a subset of a subarea, and achieve the same result through an area plan. She noted that this would require property owners to do some homework. Mr. Riley suggested the same thing; that a subarea of Northeast Edge could come in, just not through master plan process. Ms. Smith commented that the City Council has to agree to a smaller area, provided they (the property owners) have covered all the bases, and preserved the vision of the area.

Mr. Dills then asked for other perspectives. The following summarizes the discussion on this topic and the perspectives offered.

- Is the concern that they would not be fully coordinated with parks and schools?
- Discussion – concern about shifting burdens onto another property; still concerned about complete communities.

- There is are eight communities to plan for on the map. For an orderly development of each, you need a master plan for each before moving forward. To create a complete community you need all owners involved in an orderly fashion.
- With the example of Sandy, you can consider a 40-acre plan, but also do a framework plan at same time. One option is to require a framework plan at the same time as an owner initiated master plan.
- The city cannot do all of these areas at once.
- One criterion to decide who goes first – infrastructure, who can be served first. Sewer and streets.
- Mr. Arnis of the City offered an idea for the TAC's consideration; how to do some of this? These are budget questions to the city council.
- Does it truly take a year to do a framework plan? There is no certainty to going to council to make a pitch. Using a framework level for areas with say 40 owners, allows uses to move around, and complete framework level infrastructure.
- How to prioritize areas? Infrastructure, employment, providing most affordable housing – how would this be defined.
- Finding funding for master planning these areas will be difficult with some funds going into streets. This will delay growth and annexations in these areas. Owners will need to come together to fund. Property owners can make a substantial financial commitment.

Mr. Dills then brought the TAC discussion back to the issue of two potential levels of flexibility. One would allow people to master plan and allow a smaller area to move forward. Ms. Smith commented that this planning is important, and asked whether it makes sense to ear mark annexation fees, or some portion, to support this planning. One possible recommendation could be to ear mark some of these funds. Mr. Riley added that the TAC can tell the council that they need to figure out the funding, and that we retain the integrity of what we're working on. The Council will need to wrestle with this.

Mr. Lelack commented that while was working in Redmond the City paid $180,000 for two area plans, and that both were funded through a TGM (Transportation and Growth Management) grant. He added that the City completed the first two plans to set the bar for what would be expected with the rest. A third (3rd) plan for the Southeast was also paid for by the city, and took about 12-14 months from start to finish. Mr. Miller asked whether a different level of planning could be done for less and done more quickly. Mr. Dills responded that the policies as written define the framework elements. Mr. Lelack added that the City could apply for preliminary TGM grant this round, and think about fees once development happens.

Mr. Dills summarized what he understood as the TAC's choices. He confirmed support for area planning, and acknowledged the concerns about delays, costs, and that the Council will need to figure this out. He stated that he heard the TAC leaning toward more than then less comprehensive planning for these areas, and summarized the spectrum of three choices. One option is to require area planning as we defined it, and allow flexibility for master plans to come forward; or council could define a small area. The second option is to require area planning but

take away master plan option, and let the city define a smaller area. The third choice/option is the least flexible; don't allow subareas, and ensure each area is done comprehensively as a whole.

Following this presentation of options, the TAC had a discussion of the options. Mr. Riley asked if what was laid out the in the materials was first option/option 1. Mr. Dills replied that he is leaning toward the second option, and going with this option to address cost and delay. Mr. Russell commented that the 3rd option was best, but if the City went with the middle option (aka Option 2), that's a reasonable solution. He added that if a master plan is required, that a framework plan for the whole area should also be required, and that this language should be added in. Mr. Dills asked the TAC a clarifying question: should the City allow an area plan for less than the entire acreage of a subarea. Several members shook their heads no in response. Mr. Russell followed by commenting that land use designations cross property lines. Mr. Brody commented that this was good direction with Mr. Van Valkenburg's hybrid approach. She added that we don't know how difficult it will be until it happens.

Mr. Tomcho asked about the four (4) subareas for which a master plan would be required, whether there was a timing issue, and any difference between these and others with respect to timing and funding. Mr. Dills noted that these were the "green" areas shown on the map, and that the intent is to have the plans for these areas proceed through a quasi-judicial process. The proposal for the "purple" areas is that a master plan could come forward, provided the master plan included a framework level plan, and the team recommendation for such a plan is that it encompass at least 40 acres. Ms. Winters of the City asked if all property owners could also join into such an application. Would the just the property owners master planning prepare a plan for all the property owners in a subarea? How would we make these owners part of the process? Ms. Brody added that all owners would need to be part of the process.

Mr. Dills responded that two decisions would be coming forward. A quasi-judicial process would be used for the master plan; a legislative process would be used for the framework plan. The TAC then followed with a discussion on who's driving the process – the key questions and comments included who would initiate the plan, and that this would need to be addressed in the city's development code. The comment was made that the City should be the driver of these processes, along with the entity preparing the master plan. New policy should have flexibility that owners proposing a master plan can't force the city to move ahead of when it's ready, and that the City has the discretion to say "no" to such a demand.

After this discussion, Mr. Russell commented that he did not see this process as one in which owners proposing to master plan demanding a process. The City would react to a proposal and the property owners doing the master planning would be doing the hard work. Mr. Hultberg followed by asking how binding is the framework plan? The master plan would show connectivity and infrastructure. Mr. Hultberg followed by asked how binding would the framework plan be on the property owners who aren't applying for the master plan?

Ms. Smith responded that a group of people could prepare a master plan, then prepare a framework plan. In this situation, they are then spending money to fix all problems, and they would then try to get everyone on board to figure it out. Ms. Bayard added that other owners have an incentive to get involved up front. This discussion was followed by a discussion focused on whether a framework plan would be binding on other property owners, which is summarized below:

- Would a framework plan be binding on other owners? Yes, and we would need to legislative adopt this framework plan to enforce it.
- For those owners with resource to take this on, some without resources may decide to allow a framework plan up front.
- Is it a better approach to do framework plans for all of these four areas up front, and make them city initiated? Should this be done at a "non-Cadillac" version so that it provides enough direction to master planning?
- Ms. Smith commented that this needs to be an option, with Mr. Riley agreeing and recommending we (the TAC) recommend priorities to the City Council. Infrastructure is important, and the practical reality of when these areas will be ready.

Ms. Grover followed by asking what would a framework plan do? Mr. Dills responded that it could lay out streets, parks, schools, and sewer basins. It could also leave plan designations alone. Mr. Grover then asked how this plan would be binding. Mr. Dills responded that the plan would bind the street and circulation plan, the siting criteria for parks and schools, what areas are sewered by priority, and the shape of commercial areas. Ms. Dorman added that this would include givens, including number of housing units, in a certain mix, and in these given plan designations.

Mr. Vora commented that the city has encouraged the development of neighborhood associations and should encourage new ones to form by speeding up the process. Mr. Van Valkenburg commented that once a framework plan is adopted, it could be revised. The owner could refine it when ready to master plan, and make findings in the master plan to support the change. Mr. Arnis commented on the city's ability and willingness to annex property. Ms. Bayard commented that there should be direction to the city council to consider infrastructure.

Mr. Dills then attempted a summary of a recommendation from the Boundary TAC to the UGB Steering Committee. The TAC's recommendation is a preference that area plans are for the whole area, and that they don't need to be a "Cadillac" version. Second, the City should prioritize how these are done so that it's known – the criteria, the schedule, and the "how" and "when." Third, the Boundary TAC is recommending a hybrid model of allowing a master plan to come forward provided it's coupled with a framework plan for the rest of the subarea, and that this plan would have to include a minimum of 40 acres. Follow the statement of this recommended motion, Mr. Dills asked if there was a motion to approve and a second. Mr. Van Valkenburg moved approval, with Ms. Smith providing the second to this motion. The motion passed unanimously.

Before proceeding to the next item on the agenda, Mr. Dills noted that three people had signed up for public comment so far. He then turned the presentation back to Ms. Dorman to begin review of the proposed policies of the Growth Management Chapter, starting with those policies on page 18. Her review include the policies on pages 18 through 20 of the meeting packet, and she noted those policies cross-referenced from other policies in the general plan. She identified a new policy on the top of page 19, Policy 11-5, for wildfire that set a framework for code approaches. Mr. Vora asked if code was included in the meeting materials; the response was yes to this question. Mr. Timm asked about the international wildlife urban interface code. Mr. Swirsky from the City addressed this, and noted that the TAC had been presented with this before. The code includes requirements for spacing, sprinklers, and fuels management. The term "may" was included in the policy to acknowledge that there may be other tools the City uses with respect to wildfire. Ms. Grover suggested an edit of "may include, among others." Ms. Smith confirmed that this edit was for Policy 11-5.

The TAC discussion then turned to Policy 11-17 on page 20 of the packet. Mr. Dewey asked if the City needs to decide and coordinate in this policy. Ms. Smith replied that the schools and parks districts decide what to buy and where to build their respective facilities. Mr. Dills asked if the TAC was support of an edit to this policy. Ms. Smith suggested the team defer to staff; the team will treat Ms. Smith's 11-17 edit as an intent. Ms. Smith also proposed language for a new Policy 28 that would address planning for schools and parks and how the districts and city should coordinate. Ms. Brody added that the word "coordination" should be added to stress coordination with the City. She asked that this also be treated as an edit, and the TAC nodded in agreement to support this edit. Mr. Riley asked a question on Policy 11-7 and what its purpose was. Ms. Dorman provided an explanation that this policy applies city wide. Mr. Riley if this policy restricts redevelopment. Ms. Brody agreed and asked if the Central Westside Plan does this? Does this belong in the refinement plan? How is a residential area defined?

Mr. Russell recommended text added to the policy and Ms. Dorman noted the underline and strikeout edit. She noted the edit would read "not extended into residentially designated areas." Mr. Riley recommended that this edit be made to be more specific. Mr. Dewey recommended allowing the Central Westside Plan to address this. The TAC agreed that this policy would apply city wide, and would include the edit to "residentially designated areas." Mr. Hultberg asked if there were any conflicts with this policy and with other opportunity area policies. Mr. Arnis noted that this policy was a remnant of the old general plan. The TAC came to consensus that they were good with this change.

Mr. Dills then summarized that the TAC had reviewed the draft chapter and policies through page 21. Ms. Smith recommended that the terms "Area Plan" be capitalized consistently in the document. Mr. Russell brought up the DSL site and its large lot industrial site designation. He strongly recommended that the large lot industrial regulations be consistent with the regional study. He noted that there were three 50-acre lots that met the regional need, and referred to these in his written comments. He recommended the team use this (2013(study) and be consistent with the regional lot study; be consistent with model code in 2013 regional analysis.

He also noted new language in new goal 14 rule. The TAC agreed with this intent on this proposal.

Mr. Riley then turned to Policy 11-14, and recommended adding a reference to high density to this policy. He argued for making sure we addressed the full spectrum of housing and density to be consistent with the body of work, and the TAC noted this intent.

Mr. Lelack raised Policy 11-18 and commented that he had received feedback from the county's property and facilities department. The policy should reflect the Central Westside Plan recommendation of mixed use. Mr. Hultberg may help draft policy. Mr. Lelack concluded by letting the department know the intent of this policy.

Mr. Dills noted that the TAC's review was done with Policy 11-20. Ms. Dorman then began review of policies 11-21 through 11-38. Mr. Hultberg commented on Policy 28, and recommended a change that it be consistent with the ongoing master plan code update. He recommended avoiding "consistency" with the comprehensive plan generally. Mr. Riley commented that master plans are subject to the applicable area plan policies of this chapter. Mr. Dills noted that this policy needs some coordination with ongoing work on master planning, and that the master plans in the expansion area are subject to the policies of this chapter. Mr. Smith commented that we need to identify which policies are applicable. Mr. Riley added we need to ensure integrity going forward. Mr. Dills acknowledged the intent that a specific policy refers to the specific expansion area policies and to continue coordinating with the master plan code update. Mr. Vora stated his disagreement with this direction. Mr. Dills acknowledged the direction based on the head nods of the TAC members from around the table. Mr. Vora stated that all policies should apply. Mr. Dills acknowledged the TAC's intent for Policy 11-28.

Mr. Hultberg raised a question about Policy 11-29, and the purpose of master plans. He suggested this work be coordinated with the ongoing master plan code committee. Ms. Dorman responded to this question by referred to Policy 11-31, Table 11-1, and policies 11-90 and 11-91 on page 34. She noted that the purpose of these is to promote mix. Ms. Brody asked in the "purple" areas that are master planned; in other areas not master planned, would these policies apply. Ms. Dorman replied that the general policies and specific policies would apply to these areas. Mr. Dotson then asked a question about cottage homes, referring to the bottom of table 11-1; what does this mean. Ms. Robinson of the City responded by pointing out the City had adopted a cottage housing code about a year ago, and provided an example of what a cottage housing development would look like. Mr. Riley added that cottage homes could be used to meet the housing mix.

Mr. Vora then commented that the West Side has a maximum number of dwellings, and that this information was not in the table; it was in specific policy. He added that the specific policies have minimum and maximum numbers of dwelling units. Mr. Riley commented on Policies on 11-34 and 11-35; Ms. Dorman noted that the team would need to revisit these based on the discussion this morning.

Ms. Dorman then returned to the draft policies, pick up with reviewing policies 11-36 and 11-37. She did not receive either any questions or feedback on these policies. Mr. Dills checked with the TAC for any changes through Policy 11-38. Hearing none, the team continued with the policy review.

The team then proceeded to review the next group of policies, starting with Policy 11-39 and proceeding through Policy 11-54. Mr. Riley asked about Policies 11-41 and 11-46 and relationship between these two policies. He asked if we can follow through on infrastructure plans that have been established. Mr. Dills responded that these policies are intended to do as he asked. He noted two additional intents for these policies; for Policy 11-41, add schools, and; for Policy 11-46, make sure systems are modernized. Ms. Grover asked was this the intent of Policy 11-41. Mr. Dills answered yes, and that future development would be capable of being served. Ms. Grover then asked about a condition where areas annexed to the City would also then annex to the Parks District. She commented that the goal would be to expand the district's (Park District) boundary as the UGB expanded. The TAC agreed to consider this proposal for the UGB, and that the City and District would need to address this as a policy.

Mr. Hultberg then inquired about Policy 11-41. He asked whether the City's Goal 14 analysis already determined this. He asked what you would have to do to demonstrate compliance with this policy. Mr. Dills responded by stating that this would be the next level of demonstration and would apply to an annexation proposal itself. Mr. Van Valkenburg proposed an edit to Policy 11-41 to add the word "how" between "demonstrate" and "that." The TAC concurred with the proposed edit to Policy 11-41.

Mr. Timm noted commented that Policies 11-43 and 11-48 were identical. Ms. Smith brought up Policy 11-54, which addressed the topic of affordable housing, and also stated she has spoken with Al Johnson of the Residential TAC on this topic. She observed that this was intended to address the linkage between growth management policies and the Goal 14 analysis. She stated that the City and TAC did address affordability in the ESEE (economic, social, environmental, and energy) analysis, and in the boundary analysis. She commented that she was not sure this is where it belongs, and asked staff to look at this. She added that the TAC's consideration of this issue is reflected in the policies and how they addressed this. She asked the open question of whether it was appropriate for the City and TAC to direct a future UGB expansion 10 years later with narrow direction. Mr. Riley followed with two questions. One, how would this (policy) changed something? The second was what would we have done differently if this police was in place?

Mr. Brody commented that the importance of this is that we call it out as an element of the ESEE analysis; like we called out transect and wildfire. This calls out that this is of particular interest to us. This whole section is giving guidance to the future. Ms. Bayard stated her agreement with Ms. Brody's comments. Ms. Smith expressed her concern with the policy being interpreted differently than it was intended. Ms. Brody indicated she was comfortable with staff word-smithing this policy.

Mr. Dills confirmed the language is in the plan and that the team would do some additional work. He added that the team would stay on a concept level, re-word the policy, and make it reflect what the TAC did. Ms. Winters of the City followed by asking the TAC what their intent was for this policy. She mentioned being more specific implementing policies, and added that the TAC did not have council direction on this topic. For an example of council direction on affordable housing, she offered for consideration requiring accessory dwelling units (ADU's) and more multi-family units for expansion areas. She also cited the discussion of housing mix before the USC, and the close vote on the current mix. She recommend the TAC be clear on what they mean in policy and their intent. Mr. Dills followed by adding that this policy is about UGB planning and not just implementation.

Mr. Tomcho asked whether Policy 11-51 addresses this issue already, and moved to strike Policy 11-54. Ms. Smith recommended the committee flag this issue and forward it on to the USC. Mr. Russell commented that he looked at policies 11-1 through 11-5 and noted no mention of affordable housing among these policies. He added that housing mix may not guarantee that small homes are affordable, and recommended an option of putting this draft policy into the first five policies of this chapter.

After the TAC discussion, Mr. Dills summarized what he understand on this policy. He summarized the committee's direction to forward this on to the USC with the various points of view represented. He noted that affordability was considered in the ESEE conducted with the boundary analysis. He also acknowledged that a more general policy might address this, and that the strategy is being employed with address this as an implementation topic, not guidance for future UGB expansions.

Mr. Dills then conducted a straw poll on forwarding the issue to the USC, not including it as Policy 11-54; acknowledging it was issue on which the TAC could not reach consensus, and adding that there are a couple of alternative places it could go. Ms. Brody offered that the TAC needs the USC to understand that there are some options here. We talked about affordable housing when expanding to the east. Ms. Williamson added that this action is not a punt, but requires a higher level of discussion. This discussion needs to include pros and cons of including it here versus up front; or in Housing chapter of the comprehensive plan.

Mr. Johnson of the Residential TAC offered a comment to the TAC at this point; this comment was this policy is substantially in this form in the residential chapter. He offered to the staff and team that it also ought to go into the urbanization (Growth Management) chapter. Mr. Vora then asked if there was support for Mr. Russell's proposal. Mr. Dills conducted a quick straw poll on this proposal, and acknowledged that most TAC members raised their hand in support. Mr. Russell followed by adding he has mixed feels on this, and offered the observation of whether the policy was up front in the chapter would make it more palatable to people. Mr. Grover commented on two different approaches – the TAC has considered implementation issues and considered locational issues on affordable housing. She then offered the policy belongs in one place or both.

Mr. Riley pointed out that eight goals were identified for this project, and that affordability was one of those eight goals. He added that it was important to be here somehow. Mr. Williamson followed by adding the concept needs to live in this chapter too. Ms. Smith offered the following summary of the forgoing discussion. The policy will be forwarded on to the USC, and will be a policy that addresses affordable housing and future UGB expansions. There is language that addresses this in various place, and she acknowledged the opposite point of view that this does not go into this chapter. The TAC discussion that followed addressed policies that explain what we (the TAC) did, policies that guide future expansion, and those that implement what we've done. This is incorporated in Policy 11-50, and appropriate to be here somewhere.

Mr. Dills offered a motion based on the TAC's discussion and direction to the USC, and based on Mr. Smith's summary. There is general consensus that affordability is important and was included in the boundary analysis. This needs to be in the Growth Management Chapter in some form, and that the TAC could not agree on what it looked like or where it belonged. Therefore, the TAC is sending this topic on to the USC to consider, including implementation versus policy analysis. The TAC voted in favor of this motion, with only Mr. Hultberg and Mr. Vora abstaining.

The TAC then continued their review of Policies 11-55 through 11-113 of the Growth Management Chapter. Mr. Hultberg asked how Policy 11-51 works, along with Policies 11-52 and 11-53. He expressed a concern of having these three policies precluding additional UAR designated land from being included in the UGB. Ms. Bayard indicated she disagreed with this reading. Mr. Edelman offered that we are not sure about how the transect will work yet. Mr. Dewey suggested that the City have the ability to consider the concept of a transect. Mr. Russell commented that the transect implies going from higher to lower densities, and offered that he did not see the proposed language drawing a hard line. Ms. Smith offered that the TAC consider this concept of moving from higher to lower density in the policy. Mr. Dills followed by referring to the introductory language to these policies (Policies 11-50 through 11-53). Ms. Smith suggested the direction of editing Policy 11-53 from "will apply the concept" to "considering applying the concept of a transect." Mr. Hultberg indicated he was comfortable with this edit provided that it means the City is not putting up a wall. Mr. Lelack commended putting parameters on this concept. Mr. Dills asked the TAC to clarify intent and referred again to the prelude paragraph to these policies. He acknowledged that doing so would not a line or wall.

After the discussion of Policies 11-50 through 11-53, Mr. Van Valkenburg asked whether the TAC should hear public comments now. The time was approximately 11:37 am, and the TAC agreed to hear public comments.

3. Public Comments

1. Wayne Purcell. He testified for affordable land for housing. He noted the latest report showed anything for sale under $700K has less than a six month supply, with a six month supply being equilibrium. Over the last year, this six month supply is reflected in home prices. He asked that the TAC not make it too difficult to bring land in and develop. He asked whether it mattered that land was contiguous, and testified in favor of allowing five and 10 acre parcels to come in the UGB even if they're not contiguous. He recommended caution on master planning and that it may not work on a given property. He asked that the TAC provide flexibility to the city, and make it easy for a five or 10 acre parcel to put houses on it right now.

2. Tia Lewis, representing the Shevlin property. She agreed with Mr. Purcell's comments and sked that the City not put all of the affordable housing on the east side. Regarding Shevlin properties, she had several questions on the text and map designations. She asked if the plan was saying all the properties in green will be master planned even if a development comes in under 20 acres. She testified that if that is true, then we're putting a cost on a developer. With respect to policies 11-95 through 11-99 on page 35, she offered several comments. Regarding Policy 11-98, she testified that the 10% and the 20% be revisited and revised into a 31% mix for the two. She asked for the opportunity to develop attached single family housing during a master plan process. She also offered other comments on future UGB policies, in particular Policies 11-50 through 11-53. She testified that she agrees with 11-51 and 11-52 and doesn't want these used as a preclusion to the UAR from coming into the UGB into the future. She noted that there are two 40-acre parcels she wants the TAC to consider for future urbanization. She testified that she thought what was absent were designated UAR. She added that these are not priority 1, but goal exceptions were taken for these properties. She stated her client's preference to not have CC (Convenience Commercial) down at the bottom of this property; if they master plan this property as proposed they will have to propose a plan amendment. She concluded by testifying that the comprehensive plan designation should reflect what the developer has proposed, with CC along the transit corridor.

3. Ann Marie Collucci. She began by acknowledging Mr. Purcell's and Ms. Lewis' testimony and that they already outlined half of what she was going to say. She expressed that she has genuine concerns about the time and cost for area planning. She recommended prioritizing area available for area planning and allow language that prioritizing can change, and that allow public – private partnerships. She encouraged direction to the city council to keep area planning costs affordable to the developer. With respect to area plans, she testified in favor of continuity to density allocated to an area and that it's important to build in some flexibility for a master developer to afford the type of development we want to see. She testified that developers that put communities together, their bottom line needs to pencil, and that they need flexibility to create a community that incorporates affordable housing. She mentioned that she pulled stats from MLS (Multiple Listing Service) and that based on median Bend income and a 30% lender requirement, one half of a percent of single family homes are available to folks of the median income range. She concluded by testifying we don't have the housing available.

After Ms. Collucci's testimony, Ms. Smith acknowledged no one else was signed up to testify, and that public comment was done at 11:49 am. Mr. Dills then referred the TAC back to the review of policies from Policy 11-55 through 11-113, as a group area by area.

Mr. Dills started with the policies for the Northeast Edge/Butler Market Village area, policies 11-55 through 11-62. None of the TAC members had questions or comments on these policies.

He then referred the TAC to the policies for the DSL property, including Policies 11-63 to 11-72. Mr. Russell began by building on his previous comments regarding the Central Oregon Regional Economic Opportunities Analysis (REOA). He mentioned that 56 acres was the result from first EOA, and that this amount was approved through the remand. He added that more recent data showed 50 acres is good for an industrial site and strongly suggested changing the site size from 56 acres to 50 acres. He clarified that this would change the minimum large lot site size to 50 acres, and did not ask that the total amount of acres be changed. He concluded by asked that just the large lot industrial site size minimum be changed to a minimum of 50 acres. He noted a concern from a capacity standpoint that there was a separate large lot need for 56 acres for Juniper Ridge. Mr. Dills then asked if the 56 acres referenced in Policy 11-67 should be changed to 50. The TAC came to consensus on this and Mr. Dills acknowledge the policy will be changed.

After concluding with the DSL property policies, Mr. Dills then referred the TAC to those policies proposed for the Elbow; Policies 11-73 through 11-81. He began with a staff/team proposed edit for Policy 11-75. The policy currently lumps the total gross acres of industrial and mixed employment together. He mentioned the intent to having these figures split out separately in policy; doings so would change the policy to refer to about 92 acres of industrial and 99 acres of mixed employment. Ms. Smith also suggested another change. She pointed out that there are 10 acres of IG (General Industrial) in the Elbow that are applied to school district property. She pointed out that schools are not permitted in the IG zone, and proposed swapping this 10 acres of IG designation and putting ME (Mixed Employment) in its place. She offered a couple of options. One is moving 10 acres of ME from the OB Riley Road area. She also referenced 10 acres of ME in the North Triangle. Ms. Bayard indicated she was good with the swap between the OB Riley Road area and the Elbow. Mr. Dill summarized that this would be a northwest to southeast swap; the team had considered this swap and noted no differences with transportation and sewer infrastructure needs. The second choice was to move the IG on to the Parks District property. Mr. Dills then recommended the TAC close this discussion and consider Ms. Smith's proposal for a swap of the IG in the Elbow to ME and swap to the OB Riley Road area; the IG would move to the OB Riley Road area and the ME would move to the Elbow. Mr. Dewey moved approval of this swap, with Ms. Bayard providing a second. All voted in favor of this motion except Mr. Russell and Mr. Vora, who both abstained. Mr. Riley then raised a question on the working on housing mix in Policy 11-76, and had additional questions on Policies 11-77, 11-78, and 11-79 regarding infrastructure funding. The TAC had a brief discussion on policies 11-80 and 11-81 regarding the need to include schools and direction the team to add policy language to ensure coordination with the school district in each subarea.

The TAC then turned to the draft policies proposed for the Thumb. Mr. Dills noted a change similar to one mentioned before for Policy 11-84, and that it will be edited to refer to 16 acres of industrial and 31 acres of mixed employment; they will be presented as separate amounts. The TAC did not have any additional comments or questions on the policies for the Thumb.

The TAC then turned to reviewing the policies for the West Area. Mr. Dewey asked about Policies 11-88, 11-91, and 11-92. For Policy 11-91, he pointed out that the inference is a maximum of 800 units, and that this should be made clear. He mentioned the Siporen rule, and recommended the policy be clear that these figures are maximums. Mr. Dills addressed this by pointing out the specific context of the transect, and that the 800 was specific as a maximum. Mr. Dewey referred the TAC to the transect agreement that identified a maximum number of units by transect zone and property. The TAC discussed how to implement and deliver on the capacities in the policies, and whether a mechanism was needed to deliver capacity. They discussed that other subareas had minimum numbers of units identified in policy, and that the policies in this subarea included maximums but not minimums. The TAC discussed providing a range of units for this subarea, with a minimum number of units and a maximum of not to exceed 800 units. Mr. Dills recommending setting a minimum to ensure housing needs were met in this area. Mr. Hultberg concurred with the maximum of 800 units, and recommended using the minimum densities of the RL (Urban Low Density Zone). Ms. Smith summarized that the TAC came to consensus that we have a cap, and asked the question of whether the TAC wanted to set a minimum or let the minimum code language apply. For the RL designation, the minimum for the West Area would be 664 units and 800 would be the max. Mr. Dills commented that a minimum of 664 units would be too low and would not help the city meet housing units. He recommended a minimum of 90% of the density range. Mr. Russell moved approval of an edit to reword the policy to include a range of between 750 and 800 units. Ms. Winters of the City recommended the TAC be clear on its intent. Mr. Dewey commented that he thought Policy 11-92 was important and that he was glad it was included. Ms. Smith acknowledged that the agreement was deliberate, with Mr. Dills adding that the language was intended to recognize the agreement. Mr. Dills then recommended the TAC close the discussion on a minimum and maximum, and suggested modifying Policy 11-91 to state a minimum of 750 units and a maximum of 800 units. Ms. Smith and Mr. Edelman followed with a brief discussion of the effect of building to at least 750 units; the difference between the minimum and the maximum being 5%. The team has consistently used minimums around the boundary for meeting capacity estimates. Mr. Russell asked to modify his motion to include a range from 760 to 800 units. Ms. Brody provided a second to this amended motion. Mr. Dills summarized the motion as modifying Policy 11-91 to reflect a minimum of 760 units and a maximum of 800 units. Mr. Vora proposed an additional amendment that did not receive a second. Before the vote on the motion, Mr. Hultberg asked if we're treating the West differently, which led to a brief discussion of why the TAC considered adding a minimum to the West like in other subareas. Following this discussion, Ms. Smith called for the question. The vote was 12 in favor, one opposed, and one abstention.

Following this vote, Ms. Smith proposed re-voting on this motion, and proposed to amend the policy to rely on code minimums and not impose a minimum in the text. Mr. Dewey expressed some concern about any further deviation from the transect agreement. The TAC discussion on this topic considered the underling zone would still govern the minimum, with the zoned being RL. The TAC acknowledged they were not changing this agreement, and were considering use of a minimum in this area to be consistent with other subareas in meeting housing needs.

Before considering a new motion and vote, the TAC discussed the intent of the motion they had must passed, and whether there was a downside to having a minimum. Mr. Dewey reported that he had negotiated for a maximum of 800, and acknowledged the possibility of fewer units developing. Ms. Bayard indicated she would change her vote to yes, and Mr. Van Valkenburg indicated that he withdrew his vote in support of the motion. Following this discussion, Mr. Riley suggested a range of 720 units to 800 units. Mr. Smith moved to repeal the last vote and have a minimum of 90% of the density in both Policies 11-91 and 11-92. Mr. Dills restated the motion that this would repeal the prior motion, would modify policy 11-91. There is a 90% of the 800 maximum as the minimum, and to also make this modification in Policy 11-92 and 11-98. The edits to these policies would incorporated a 90% minimum and insert the word "maximum" in each policy. Mr. Vora provided a second to this motion. The motion passed with all TAC members voting in favor of the motion.

Mr. Riley referred to Policy 11-89, and recommended adding a reference to wildfire either in this policy or in Policy 11-93. Ms. Smith recommend staff draft a concept with the intent have adding language to Policy 11-89 regarding wildfire and wildlife and to be consistent with Policy 11-5. Mr. Hultberg asked for clarification, and Ms. Smith clarified that the team make sure the changes only apply to this expansion and that they are only specific to the West Area. She asked that this intent be reflected in the policy.

Mr. Dills then referred the TAC to the policies for the Shevlin Area, identified as Policies 11-95 to 11-99. Ms. Smith asked whether the TAC agreed with moving the CC (Convenience Commercial) as proposed by Ms. Lewis during her comments. Mr. Van Valkenburg agreed. Ms. Lewis was asked to clarify her comments; she referred to eight (8) acres that followed a transit corridor and asked to have the CC around the road instead of adjacent to the street. Mr. Dills offered if the TAS was agreeable, the team could reshape the map now so that a plan amendment would not be necessary in the future. Mr. Van Valkenburg asked whether the team should also reshape the CL (Limited Commercial) in the West Area. Mr. Dills acknowledged the team could also do this. This would move the CL from its current location, and address the commercial and ME in the West Area. Ms. Lewis reiterated her request to change Policy 11-98 to refer to a single percentage of 31% for attached single family/duplex/triplex housing. Mr. Dills responded that keeping the policy as written will ensure the city can meet its housing needs and meet them equitably in the expansion areas. The TAC agreed to keep Policy 11-98 written as is.

With no further changes to the policies for the Shevlin Area, Mr. Dills referred the TAC to the policies for the OB Riley Area, including Policies 11-100 to 11-105. He noted a need to change Policy 11-102 to refer to 44 acres of Industrial and 21 acres of ME, and to reflect the swap between the OB Riley Area and the Elbow. He indicated the team would fix the acreages between the two subareas. Ms. Colucci then offered a comment that owners of 100 acres of land in the Triangle would proposed a swap of commercial in OB Riley. Ms. Smith recognized the comment, acknowledged the TAC was still working an hour past the time the agenda indicated they would be done, and referred the comment to the USC. The TAC did not make any further changes to the OB Riley Area policies.

The last set of policies the TAC considered were those for the North Triangle, which included Policies 11-106 through 11-113. Ms. Bayard suggested referring to the Swalley Irrigation District in Policy 11-113. The TAC did not consider other changes to this group of policies.

Mr. Dills them summarized all of the changes to the policies. Ms. Smith asked for a vote on the Growth Management chapter as a whole, with the changes made today, and asked for a motion to recommend. Mr. Russell moved approval of this motion, with Ms. Bayard providing a second to the motion. All TAC members voted for the motion except for Mr. Dewey, who abstained and offered that he wants to see the language.

4. Comprehensive Plan Designations for Expansion Areas

Mr. Dills referred the TAC to the proposed plan designations presented in the packet. He noted the changes previously discussed to the maps for the OB Riley Area and the Elbow, the Shevlin Area, and the West Area. Mr. Russell expressed some concern about changing maps, and that this should be done in a master planning process. Mr. Dills then asked if there was a motion to adopt the maps as amended. Mr. Van Valkenburg moved approval of the motion with Mr. Tim providing a second to the motion. All TAC members voted in favor of this motion; there were not votes in opposition or in abstention.

5. Next Steps and Adjourn.

There being no further business, Mr. Dills adjourned the meeting at 12:59 pm.

CALENDAR OF EVENTS

UGB Remand Boundary and Growth Scenarios TAC

Phase 2 Boundary TAC meeting

Date: 4/7/2015 10:00 AM - 12:30 PM

Location: Municipal Court Room - Bend Police Department
555 NE 15th Street
Bend, Oregon 97701

Add to my Calendar

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force Meeting

Date: 2/10/2014 3:00 PM

Location: DeArmond Room, Deschutes Services Building
1300 NW Wall Street
Bend, Oregon 97701

Add to my Calendar

Meeting agenda and materials will be posted to the City's website as soon as available. Please contact Damian Syrnyk, City Senior Planner, at 541-312-4919 or dsyrnyk@bendoregon.gov with further questions.

More Events »

CALENDAR OF EVENTS

UGB Remand Task Force

Date: 7/29/2013 3:00 PM

Location: Bend Parks and Recreation
799 SW Columbia
Bend, Oregon 97701

Add to my Calendar

The meeting agenda and materials for the July 29, 2013 RTF meeting are now available to download from the City's website:
http://bendoregon.gov/index.aspx?page=52&parent=13816

You can find the work plans and work plan memorandum from the July 1, 2013 under the folder for that meeting:
http://bendoregon.gov/index.aspx?page=52&parent=5432.

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force Meeting

Date: 5/19/2014 3:00 PM

Location: Brooks Room, Deschutes Public Library
601 NW Wall Street
Bend, Oregon 97701

Add to my Calendar

Meeting agenda and materials will be posted to the City's website as soon as available. Please contact Damian Syrnyk, City Senior Planner, at 541-312-4919 or dsyrnyk@bendoregon.gov with further questions.

More Events »

CALENDAR OF EVENTS

UGB Remand Task Force

Date: 10/21/2013 3:00 PM - 5:00 PM

Location: DeArmond Room of the Deschutes Services Center
1300 NW Wall Street
Bend, Oregon

Add to my Calendar

On Monday, October 21, 2013, the Bend UGB Remand Task Force will hold a meeting from 3:00 pm to 5:00 pm in the DeArmond Room of the Deschutes Services Center (1300 NW Wall Street)

This Task Force meeting will include all seven (7) members of the Bend City Council. The Bend City Council formed the Task Force 2011 to work with city planning and legal staff in addressing the issues raised in the 2010 UGB remand order from the Land Conservation and Development Commission.

The Task Force meeting agenda and meeting materials will be available online by close of business on Wednesday October 16, 2013 at:
http://bendoregon.gov/index.aspx?page=52&parent=5432.

For more information, please contact Damian Syrnyk at dsyrnyk@bendoregon.gov or Brian Rankin at brankin@bendoregon.gov.

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force

Date: 8/19/2013 3:00 PM

Location: DeArmond Room at the Deschutes Services Building
1300 NW Wall St, 1st Floor
Bend, Oregon 97701

Add to my Calendar

Materials for the meeting will be posted here when they are available.

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force

Date: 1/13/2014 3:00 PM

Location: DeArmond Room, Deschutes Services Building
1300 NW Wall St.
Bend, Oregon 97701

Add to my Calendar

For more information and to access the agenda when posted, visit the Remand Task Force webpage.

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force Meeting

Date: 1/24/2014 1:00 PM

Location: Council Chambers, City Hall
710 NW Wall Street
Bend, Oregon 97701

Add to my Calendar

The meeting will take place after the joint meeting of the Bend City Council and Bend Planning Commission. the purpose of the meeting is to receive a progress report from City staff on further work on the buildable lands inventory regarding lands with infill potential. Please contact Damian Syrnyk, City Senior Planner, at 541-312-4919 or dsyrnyk@bendoregon.gov with further questions.

More Events »

CALENDAR OF EVENTS

Remand Task Force (RTF) Meeting

Date: 7/1/2013 3:00 PM - 5:00 PM

Location: Bend Metro Parks and Recreation District Office
799 SW Columbia Street
Bend, Oregon 97702

Add to my Calendar

Agenda and link to meeting materials

This meeting will be held:

Bend Metro Parks and Recreation District Office

799 SW Columbia Street

Bend, OR

97702

More Events »

CALENDAR OF EVENTS

Bend UGB Remand Task Force Meeting

Date: 3/17/2014 3:00 PM

Location: Community Room, Bend Metro Parks and Recreation District
799 SW Columbia Street
Bend, Oregon 97701

Add to my Calendar

Meeting agenda and materials will be posted to the City's website as soon as available. Please contact Damian Syrnyk, City Senior Planner, at 541-312-4919 or dsyrnyk@bendoregon.gov with further questions.

More Events »

CALENDAR OF EVENTS

UGB Remand Task Force and City Council

Date: 11/18/2013 3:00 PM

Location: City Council Chambers, Bend City Hall
710 NW Wall St.
Bend, Oregon 97701

Add to my Calendar

Discussion of remand tasks.

More Events »

Adoption Document Summary:

Comprehensive Plan: Other Chapters

OVERVIEW AND KEY OUTCOME

An updated Comprehensive Plan will be adopted with the UGB package. The term "Comprehensive Plan" is used here as a substitute for "General Plan" because it is the new proposed title. The vintage 1998 format of the General Plan has been updated to a new template and reviewed and accepted by the Residential and Employment Technical Advisory Committees (TACs). The updated Housing and Economy chapters and the draft Growth Management chapter reflect the new template for the Comprehensive Plan.

Beyond these three chapters, the working approach for the other Comprehensive Plan chapters is to retain the existing content and reformat them to match the new template. Amendments to other chapters will be limited to amending language that is in conflict with the UGB recommendations and removing outdated text that no longer has any relevance (e.g. because the policy has been fully implemented already). The primary outcome of the updates to the other chapters will be a consistent format for the Comprehensive Plan document.

Chapter 7 (Transportation) of the General Plan currently includes all of the goals, objectives, policies, benchmarks and implementation funding from the TSP. The chapter will be cleaned up and amended to delete benchmarks and implementation funding notes since these are largely outdated and can be found in the TSP. In addition, policies that are obsolete because they include an action item that has been completed (i.e., the Southern River Crossing and the Bend Parkway) will be deleted from the Comprehensive Plan. Chapter 7 will also be amended to include policy language to implement the ILUTP.

Staff Contact: Wendy Robinson (wrobinson@bendoregon.gov)

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, December 08, 2014 10:09 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; fulkerson.carol53@gmail.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: City of Bend UGB Committee meetings 12/15 and 12/16/2014

Joint UGB Committees Workshop – December 15, 2014

The Bend UGB Residential and Employment Technical Advisory Committees (TACs) and Steering Committee (USC) will participate in a workshop on **December 15, 2014** from **2pm to 5 pm** to discuss and recommend future planning and development strategies within the current Bend urban growth boundary. The workshop will take place in the **Barnes/Sawyer Room** of the Deschutes Services Building (**1300 NW Wall Street**).

This workshop will build on previous TAC discussions and recommendations, along with other project work to date. Other community members are welcome to attend and observe the workshop. Separate seating for non-TAC members will be provided, allowing TAC members to focus their attention on the small group discussions in which they will participate. Observers also will be able to complete a written comment form to provide their input on the meeting.

Boundary and Growth Scenarios Technical Advisory Committee Meeting – December 16, 2014

Following this meeting on Tuesday**, December 16, 2014**, the Boundary and Growth Scenarios TAC will hold its next meeting at **10:00 am** in the **Barnes/Sawyer room** (Deschutes Services Building, 1300 NW Wall Street, Bend).

Drop In Meeting – December 16, 2014

The City hold a drop – in meeting on Tuesday, **December 16, 2014** from **3:30 to 5:00 pm** in the Bend City Hall Council Chambers (710 NW Wall Street) to offer observers and community members who were not able to attend the workshop an opportunity to review the workshop products, ask questions, and also provide written comments.

For more information, and to view and download the agenda and background materials for the meeting, please visit the project website – www.bendoregon.gov/bendugb. The agenda and background materials will be uploaded to the website in advance of the workshop and TAC meeting.

For questions please contact Brian Rankin, Project Manager at (541) 388-5584 or brankin@bendoregon.gov or Senior Planner Damian Syrnyk at (541) 312-4919 or dsyrnyk@bendoregon.gov.

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, December 01, 2015 9:47 AM
To: Damian Syrnyk
Subject: FW: Notice of Public Meeting: December 14, 2015 UGB Steering Committee Meeting

Everyone, please excuse any cross posting. I wanted to make sure you knew about this upcoming meeting. Thanks, Damian

---

From: Damian Syrnyk
Sent: Tuesday, December 01, 2015 9:44 AM
To: Joe Dills <jdills@angeloplanning.com>; Brian Rankin <brankin@bendoregon.gov>
Subject: Notice of Public Meeting: December 14, 2015 UGB Steering Committee Meeting

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETING:

December 2015 UGB Steering Committee Meeting

The Bend Urban Growth Boundary (UGB) Steering Committee will hold their next meeting from 1:30 pm to 4:30 pm on Monday, December 14, 2015 in the Municipal Court Hearing Room of the Bend Police Department (555 NE 15th Street, Bend).

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, December 01, 2015 9:42 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Cc: Joe Dills; Brian Rankin
Subject: Notice of Public Meeting - December 14, 2015 Meeting of Bend UGB Steering Committee

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETING:

December 2015 UGB Steering Committee Meeting

The Bend Urban Growth Boundary (UGB) Steering Committee will hold their next meeting from 1:30 pm to 4:30 pm on Monday, December 14, 2015 in the Municipal Court Hearing Room of the Bend Police Department (555 NE 15th Street, Bend).

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, December 01, 2015 9:44 AM
To: Joe Dills; Brian Rankin
Subject: Notice of Public Meeting: December 14, 2015 UGB Steering Committee Meeting

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETING:

December 2015 UGB Steering Committee Meeting

The Bend Urban Growth Boundary (UGB) Steering Committee will hold their next meeting from 1:30 pm to 4:30 pm on Monday, December 14, 2015 in the Municipal Court Hearing Room of the Bend Police Department (555 NE 15th Street, Bend).

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, December 08, 2014 10:09 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'courtney@bendchamber.org'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'hborrud@bendbulletin.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: City of Bend UGB Committee meetings 12/15 and 12/16/2014

Joint UGB Committees Workshop – December 15, 2014

The Bend UGB Residential and Employment Technical Advisory Committees (TACs) and Steering Committee (USC) will participate in a workshop on **December 15, 2014** from **2pm to 5 pm** to discuss and recommend future planning and development strategies within the current Bend urban growth boundary. The workshop will take place in the **Barnes/Sawyer Room** of the Deschutes Services Building (**1300 NW Wall Street**).

This workshop will build on previous TAC discussions and recommendations, along with other project work to date. Other community members are welcome to attend and observe the workshop. Separate seating for non-TAC members will be provided, allowing TAC members to focus their attention on the small group discussions in which they will participate. Observers also will be able to complete a written comment form to provide their input on the meeting.

Boundary and Growth Scenarios Technical Advisory Committee Meeting – December 16, 2014

Following this meeting on Tuesday**, December 16, 2014**, the Boundary and Growth Scenarios TAC will hold its next meeting at **10:00 am** in the **Barnes/Sawyer room** (Deschutes Services Building, 1300 NW Wall Street, Bend).

Drop In Meeting – December 16, 2014

The City hold a drop – in meeting on Tuesday, **December 16, 2014** from **3:30 to 5:00 pm** in the Bend City Hall Council Chambers (710 NW Wall Street) to offer observers and community members who were not able to attend the workshop an opportunity to review the workshop products, ask questions, and also provide written comments.

For more information, and to view and download the agenda and background materials for the meeting, please visit the project website – www.bendoregon.gov/bendugb. The agenda and background materials will be uploaded to the website in advance of the workshop and TAC meeting.

For questions please contact Brian Rankin, Project Manager at (541) 388-5584 or brankin@bendoregon.gov or Senior Planner Damian Syrnyk at (541) 312-4919 or dsyrnyk@bendoregon.gov.

Adoption Document Summary:

Development Code

OVERVIEW

Portions of the Bend Development Code are being updated as part of the Bend Urban Growth Boundary (UGB) process to ensure efficient use of land within the current UGB prior to expanding the boundary. The UGB adoption package approved by the City in 2008 proposed minimal Development Code amendments or "efficiency measures." The 2010 LCDC Remand order identified efficiency measures that the City *must* consider on remand to address Goal 10 and ORS 197.296 requirements.[1]

The Residential and Employment Technical Advisory Committees (TACs) considered and discussed a robust package of efficiency measures over a series of meetings. The efficiency measure concepts were approved by the USC in the Phase 1 package. The TACs focused on efficiency measures that are proposed to be implemented through code text amendments packaged with the adoption of the UGB. Additional measures have been or will be implemented through other processes, including code amendment work by the Community Development Department (CDD) with the Planning Commission and the Parking Study, which are both underway.

HIGHLIGHTS OF PROPOSED CODE AMENDMENTS

Approach to Minimum Density

LCDC concluded that the City's densities for housing were, in their view, low. The Residential TAC reviewed densities and made the following recommendations:

- increase the *maximum* density in the RL zone from 2.2 to 4.0 units per gross acre;
- increase the *minimum* density in the RS zone from 2.0 to 4.0 units per gross acre; and
- retain the existing range of 7.3 to 21.7 units per gross acre in the RM zone.

Instead of increasing the minimum density in the RM zone, the Residential TAC recommended removing barriers to development of a broader range of housing types in the RS and RM zones (see below). These changes are intended to create a greater mix of housing types generally within the currently allowed density ranges. The overall set of changes focus on requiring more mixing of units rather than dramatic increases to density levels. The amendments also clarify how minimum and maximum density are calculated and the land area subject to each.

Ensuring Housing Mix

In the RS zone, the Residential TAC recommended making additional housing types permitted rather than conditional, including: 1) single family attached townhomes; 2) courtyard housing (detached housing with modified side setbacks); and 3) duplexes and triplexes. These proposed amendments build on work that has already been done by the Community Development Department and Planning Commission to allow a greater housing mix in the RS Zone.

In the RM zone, the Residential TAC supported the proposal to require at least half of the units in developments between 3 and 20 acres (large enough for a mix of housing, but smaller than the master

[1] The Remand Order referenced consideration of: 1) raising minimum densities, particularly in RS and RM zones; 2) potential plan/zone changes for larger sites that are vacant or partially vacant; 3) rezoning areas long transit corridors and in neighborhood centers; etc.

plan threshold) be something other than single family detached housing (now clarified to include any combination of single family attached, duplex/triplex, and/or multifamily housing). This is intended to help that zone achieve the needed mix of housing units without changing the minimum density.

Master Plan Density and Mix Requirements

The current code requires a flat minimum percentage of the maximum density (60%) for master planned sites. The draft code amendments tailor the requirements to each of the residential zones. The Residential TAC recommended the following minimum density for master planned sites in each zone:

- RL: 50% of maximum (2.0 units per gross acre)
- RS: 80% of maximum (5.84 units per gross acre)
- RM: 60% of maximum (13.02 units per gross acre)
- RH: base zone minimum (21.7 units per gross acre)

In addition, the draft code amendments include housing mix standards for each zone:

- RL and RS: at least 10% single family attached, duplex/triplex, or multifamily housing
- RM: at least 67% single family attached, duplex/triplex, or multifamily housing
- RH: at least 90% single family attached, duplex/triplex, or multifamily housing[2]

A minority of the Residential TAC did not support housing mix standards in the RS zone. In response to those concerns, the percentage of units that may be single family detached in master planned neighborhoods in the RS zone was raised from 80% to 90%. In the current draft, the project team has recommended clarifying that any combination of single family attached, duplex/triplex, and/or multifamily housing could be used to meet the standard, but not other housing types such as ADUs or cottage housing. This aligns better with the HNA and the policies for expansion areas in the draft Growth Management Chapter of the Comprehensive Plan.

The current draft of the Development Code amendments also allows single family attached townhomes and duplex/triplex outright as part of a master plan in the RL zone (which will be applied in some expansion areas on properties subject to master planning) to make it easier to meet mix standards.

Minimum Lot Size Requirements

Minimum lot sizes for certain housing types in certain residential zones are proposed to be reduced or eliminated in order to make it easier to build at the higher end of the allowed gross density range. Proposed changes to minimum lot area by zone and housing type include (sf = square feet):

- **RL zone**: Single Family Detached reduced from 15,000 sf to 10,000 sf; duplex/triplex reduced from 30,000 sf to 20,000 sf
- **RS zone**: no changes proposed
- **RM zone**: Single Family Detached reduced from 3,000 sf to 2,500 sf; townhomes reduced from 2,000 sf per unit to 1,600 sf per unit; Multifamily housing, duplexes and triplexes – no minimum (gross density controls)
- **RH zone**: townhomes reduced from 2,000 sf per unit to 1,2000 sf per unit; Multifamily housing, duplexes and triplexes – no minimum (gross density controls)

[2] Note that new single family detached housing is not permitted in the RH zone; however, the master plan process allows flexibility to adjust some development standards. The proposed minimum housing mix ensures that even if some SFD housing is allowed in an RH master plan area, it will still be predominately other housing types.

Regulating Building Mass and Lot Coverage

In order to ensure that development is feasible on smaller lots but also compatible with surrounding development, the Residential TAC recommended regulating Floor Area Ratio (FAR) rather than lot coverage for residential development. The current version of the Development Code amendments includes eliminating lot coverage standards in favor of FAR for nearly all housing types and zones. The proposed FAR standard (0.55) was researched and developed during CDD's work on accessory dwelling unit (ADU) regulations. The Planning Commission and stakeholders in that process expressed a desire to apply the FAR standard more broadly, but CDD felt that was outside the scope at the time.

New Mixed Use Zones

The proposed code amendments include two new mixed use plan designations and corresponding implementing zones: urban-scale (Mixed Use – Urban or MU) and neighborhood-scale (Mixed Use – Neighborhood or MN). The new zones are intended to accommodate a range of residential and commercial uses in pedestrian-oriented mixed use centers and corridors. The scale of uses in the MN zone (primarily building heights) is less intense than the MU zone.

The Residential and Employment TACs recommended including the new mixed use zones in the Development Code and designating specific opportunity sites with the new Mixed Use plan designations. Zone map amendments to apply the Mixed Use Zones outside of the opportunity sites may be deferred for some areas, but enabled through new plan designations.

In addition, a new special plan district is proposed for the Bend Central District. Staff is finalizing the code language based on recommendations from the Bend Central Multimodal Mixed Use Area study completed in 2014-15. The special plan district will be added to Chapter 2.7 of the development code as part of the UGB adoption package and applied to the Bend Central District opportunity site.

Revisions to Parking Standards

Targeted revisions to parking standards are proposed as part of the UGB adoption package, including:

- Reductions to parking requirements for residential and commercial uses in the MU zone, similar to those in the CBD (1 space per housing unit; 1 space per 500 square feet of commercial);
- Automatic 5% reduction to minimum parking requirements for mixed use development;
- Automatic 10% reduction to minimum parking requirements for development adjacent to transit;
- Apply existing parking reduction for affordable housing (1 space per housing unit) regardless of location, rather than limiting it to locations within 660 feet of transit; and
- Reductions to parking for 1-bedroom duplexes and triplexes (from 2 to 1 space per unit).

More comprehensive revisions to parking standards will be considered through the Parking Study.

Simplified Zone Changes

In order to make it easier for property owners to obtain a zone change that is consistent with the Comprehensive Plan designation, the Residential and Employment TACs recommended simplified approval criteria for zone changes that are consistent with the plan designation, focusing only on adequate public facilities, and not requiring showing compliance with the Comprehensive Plan policies or statewide planning goals.

Staff Contact: Wendy Robinson (wrobinson@bendoregon.gov)

Adoption Document Summary:

Comprehensive Plan Economy Chapter

OVERVIEW

The Economy Chapter of Bend's General Plan was last amended in 2006, and it contains some data that is more than twenty years old.[1] The Economy Chapter is being updated as part of the Bend Urban Growth Boundary (UGB) Remand process to reflect new information from the City's updated Economic Opportunities Analysis (EOA) and policy direction related to the UGB. The overall purpose of the Economy Chapter is to establish Bend's long term vision and policies for the economy, consistent with Statewide Planning Goal 9: Economic Development. Proposed updates to the Economy Chapter (Background and Policies) were discussed at two meetings of the Employment Technical Advisory Committee (July 21 and August 25, 2015). The chapter incorporates multiple rounds of edits from the TAC and multiple city departments and also aligns with the new Economic Development department's emerging strategic plan. Several policies from the Economy chapter are also included in the Growth Management chapter because they have spatial implications. These policies went through an additional round of review by all three TACs in March 2016.

SUMMARY OF KEY UPDATES AND POLICY CHANGES

The proposed draft chapter retains most of the current policies with few or no amendments; however, the non-regulatory context/background section has been updated and significantly shortened, with additional background in the EOA. **Key policy changes include** new policies to **support Bend's role as a regional job center**; policies to **maintain a competitive short-supply of employment lands**; revised policies reinforcing **importance of Juniper Ridge for meeting long-term industrial and other employment land needs**; new and modified policies to **support new Mixed Use zones and other efficiency measures for employment lands**; and new policies to **limit ground-floor residential development in the commercial and mixed employment zones**, to preserve employment land for employment purposes.

TAC review of the draft Growth Management chapter led to modifications to the wording of several of the policies incorporated from Chapter 6. In order to keep consistency between the chapters, the policy language in Chapter 6 has been updated to reflect the version recommended by the TACs. In addition, with area planning emerging as a key tool for UGB expansion areas, capturing the policy intent for each plan designation (the types of areas where they are intended to be used and what type of uses they are meant to emphasize) will be more important for guidance. As a result, the project team has proposed refinements to the descriptions of the plan designations so that they provide a better indication of whether a proposed plan amendment is appropriate and whether the land uses proposed in a special plan district are consistent with the comprehensive plan designations.

---

[1] The Economy Chapter was updated in 2008 as part of the initial UGB proposal. However, the updated chapter was not acknowledged by LCDC.

Staff Contact: Brian Rankin (brankin@bendoregon.gov)
Updated: 4/14/16

Adoption Document Summary:

Economic Opportunities Analysis

OVERVIEW

Bend's Economic Opportunities Analysis (EOA) was locally adopted as part of the 2008 Urban Growth Boundary process. It was only partially acknowledged by the Land Conservation and Development Commission in 2010, and their Remand order identified specific elements of the EOA that required revisions. The EOA was updated during the Bend Urban Growth Boundary (UGB) Remand process to comply with the Remand and establish an adequate factual base to plan for employment land needs to 2028.

The updated 2015 draft EOA resulted from extensive review by the Employment Technical Advisory Committee (Employment TAC). The TAC forwarded recommendations related to employment trends, redevelopment and opportunity areas to the UGB Steering Committee (USC) (Fall 2014) and reviewed and recommended the final draft of the EOA to the USC (Fall 2015).

SUMMARY OF KEY FINDINGS

- **The basis of the EOA is Bend's vision for economic development in the future.** The EOA articulates a vision that includes diversifying the city's economy, increasing employment in targeted sectors that provide higher than median wage jobs, ensuring there is enough commercial and industrial land to accommodate future jobs and businesses, and prioritizing infrastructure investment to support economic development.
- **The 2008-2028 employment forecast was upheld in the Remand.** Accounting for job growth from 2008, the EOA forecasts 21,943 new employees between 2013 and 2028.
- **The current UGB includes about 1,000 acres of vacant land designated for employment uses.** About 1/4 of this vacant land supply is in sites smaller than 5 acres.
- **Bend meets the state requirement to assure 25% of its total employment land supply qualifies as short-term supply.** Short-term supply means suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for the short-term supply; funding availability is not required. Limitations exist in some areas such as Juniper Ridge that could preclude full build-out in the short-term, but other options are available to meet the short-term supply requirement.
- **Bend can expect to accommodate roughly 1,360 additional employees inside the UGB through redevelopment under current plan designations and regulations**. Efficiency measures, including the new mixed use zones, will increase redevelopment potential.
- **Bend does not have sufficient employment land to accommodate forecast employment growth.** The current UGB can accommodate roughly 13,670 jobs under current plan designations and historic trends. This is roughly 60% of the employment need forecast for 2028. Accounting for efficiency measures (including new Mixed Use zones), the current UGB can accommodate roughly 14,880 jobs. **This leaves an overall deficit of land for 7,080 employees, which will be met through UGB expansion.**

Staff Contact: Brian Rankin (brankin@bendoregon.gov) *Updated: 4/14/16*

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, February 06, 2014 9:58 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: February 10, 2014 meeting of the Bend UGB Remand Task Force

The Bend UGB Remand Task Force will hold its next meeting on Monday, February 10, 2014 at 3:00 pm in the DeArmond Room of the Deschutes Services Building (1300 NW Wall Street, Bend).

You can download the meeting agenda and materials through this link:
http://bendoregon.gov/index.aspx?page=52&parent=5432.

Thanks,
Damian

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, January 25, 2016 1:25 PM
To: Joe Dills; Brian Rankin
Subject: Notice of February 10, 2016 Public Meeting on Bend UGB Remand Project
Attachments: BEND UGB REMAND PROJECT Feb 2016 Public Meetings Notice.docx

BEND UGB REMAND PROJECT

NOTICE OF FEBRUARY 10, 2016 PUBLIC MEETING

The UGB Steering Committee, which includes all seven members of the Bend City Council, will hold their next meeting on Wednesday, February 10, 2016 from 1:00 pm to 4:00 pm in the Council Chambers of Bend City Hall, located at 710 NW Wall Street Bend.

The meeting agendas and meeting materials will be available before these meetings and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Adoption Document Summary:

Housing Needs Analysis

OVERVIEW

Bend's Housing Needs Analysis (HNA) was locally adopted as part of the 2008 Urban Growth Boundary process. It was only partially acknowledged by the Land Conservation and Development Commission in 2010, and the Remand order identified many elements of the HNA that required revisions.

The HNA was updated during the UGB Remand process to comply with the Remand Order and establish an adequate factual base to plan for residential land needs to 2028. The Residential Lands Technical Advisory Committee (Residential TAC) reviewed and provided input on key components of the HNA, including forwarding recommendations about trends and needed housing mix to the USC (Summer 2014) and reviewing and recommending the final draft of the HNA to the USC (Summer 2015).

SUMMARY OF KEY FINDINGS

- **Bend's population and housing stock are growing fast:** both have tripled since 1990. Most new housing development from 1990-2008 was single-family detached housing.
- **Housing has become less affordable in Bend, especially since 2000.** Housing sales prices more than doubled between 2000 and 2013, while household income (not adjusted for inflation) increased by 18%. Rental costs also increased.
- **Demographic changes and affordability trends are fueling a need for a wider variety of housing types in Bend.** This includes smaller single-family detached housing, single-family attached housing (such as townhomes) and multifamily housing.
- **The HNA forecasts a total of 17,234 new housing units for 2014 to 2028** based on the original 2008-2028 forecast, updated to account for housing built since 2008. This includes needed housing, group quarters, and second homes.
- **The HNA identifies the needed housing mix as 55% single-family detached (SFD), 10% single family attached (SFA) and 35% multi-family (MF).** This housing mix was approved by the USC.
- **The current UGB can accommodate roughly 9,960 housing units under current plan designations and historic trends in development density.** The housing mix projected under the base case is roughly 70% SFD -- not aligned with the needed housing mix.
- **After accounting for efficiency measures, the current UGB can accommodate roughly 12,250 housing units (an increase of 23% over base case housing capacity).** The housing mix with efficiency measures is roughly 54% SFD, 9% SFA, and 37% MF – much better aligned with the needed housing mix.
- **Bend needs to expand the UGB to accommodate the residual need for about 4,985 housing units to 2028.**

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov)
Updated: 4/14/16

Adoption Document Summary:

Comprehensive Plan Housing Chapter

OVERVIEW

The Housing Chapter of Bend's General Plan was last amended in 1998, and it contains data that is more than twenty years old.[1] The Housing Chapter is being updated through the Bend Urban Growth Boundary (UGB) Remand process to reflect new information from the City's updated Housing Needs Analysis (HNA) and policy direction related to the UGB. The overall purpose of the Housing Chapter is to establish Bend's long term vision and policies for housing, consistent with Statewide Planning Goal 10: Housing. Proposed updates to the Housing Chapter (Background and Policies) were discussed at three meetings of the Residential Technical Advisory Committee (July 21, August 25, and November 19, 2015). The new draft reflects multiple rounds of input and refinement from the Residential TAC and staff from multiple City departments. Several policies from the Housing chapter are also included in the Growth Management chapter because they have spatial implications; these policies went through an additional round of TAC review in March 2016. Housing affordability was a subject of discussion at the March meetings as well, leading to additions to the Housing chapter as well as potential additions to the Growth Management chapter (discussed separately).

SUMMARY OF KEY UPDATES AND POLICY CHANGES

The proposed draft chapter retains most of the current policies with few or no amendments; however, the non-regulatory context/background section has been updated and significantly shortened, with additional background in the HNA. Policy changes focus on supporting the updated Housing Needs Analysis and new efficiency measures for housing, including:

- New policy to initiate a legislative review for the UGB and/or urban reserve area planning within 5 years after acknowledgement of the current UGB update is final.
- New policy to create incentives for and remove barriers to development of a variety of housing types in all residential zones.
- New policy to provide two options for approval of master plans: 1) applying clear and objective standards or 2) applying discretionary standards for more flexibility.
- New policy to support re-designation of suitable residential areas within a ¼-mile walk to transit corridors for higher-density development.
- New policy to monitor parking needs for residential uses and reduce parking requirements as appropriate.
- New policy to monitor and regularly report on performance of new efficiency measures.

The draft Housing chapter includes a strong goal and policy framework to address housing affordability. The TACs supported minor changes to the Background/Context of the Housing chapter to define "affordability". TAC review of the draft Growth Management chapter also led to modifications to the wording of several of policies incorporated from Chapter 5. In order to keep consistency between the chapters, the policy language in Chapter 5 has been updated to reflect the version recommended by the TACs. In addition, with area planning emerging as a key tool for UGB expansion areas, capturing the policy intent for each plan designation (the types of areas where they are intended to be used and what type of uses they are meant to emphasize) will be more important for guidance. As a result, the project team has proposed refinements to the descriptions of the plan designations so that they provide a better indication of whether a proposed plan amendment is appropriate and whether the land uses proposed in a special plan district are consistent with the comprehensive plan designations.

[1] The Housing Chapter was updated in 2008 as part of the initial UGB proposal. However, the updated chapter was not acknowledged by LCDC.

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov) *Updated: 4/14/16*

Adoption Document Summary:

Integrated Land Use And Transportation Plan (ILUTP)

WHAT IS AN ILUTP?

Oregon's Transportation Planning Rule (TPR) requires Oregon's larger communities, including Bend, to plan transportation systems and land use patterns that increase transportation choices and reduce reliance on the automobile. How much people are driving, measured as vehicle miles traveled (VMT) per capita (the average distance driven in a day per person) is a key measure of reliance on the automobile. When a city's adopted land use and transportation plans are expected to result in an increase in VMT per capita, the TPR requires preparation of an Integrated Land Use and Transportation Plan (ILUTP) that sets standards and policy direction to change that trend. The purpose of the ILUTP is to describe what can be done to lessen that increase in VMT and "demonstrate progress towards increasing transportation choices and reducing automobile reliance" (OAR 660-012-0035(5)).

In addition to being subject to legal requirements, policies to reduce VMT are also important to quality of life in Bend.. Having more options to get around and shorter distances to travel to meet daily needs, both of which lead to VMT reduction, also improve quality of life. Lowering VMT has a positive effect on air quality and public health, and transportation safety, as well as reducing fossil fuel consumption, greenhouse gas emissions, and travel costs.

VMT ANALYSIS AND KEY FINDINGS TO DATE

As is true with most U.S. cities of Bend's age, urban form, and rapid growth, Bend's VMT per capita has been increasing in recent decades. Bend is measuring growth in VMT per capita against baseline years of 2003 (as specified in the Remand) and 2010 (which the project team believes is a better indicator of conditions in 2008 – the beginning of the 20-year planning horizon for the UGB work). Key conclusions and findings from the VMT analysis to date are summarized below.

From the UGB scenario evaluation

- Each of the six scenarios tested increased per capita VMT relative to 2010 (ranging from a 2.9% to a 5.1% increase) due to the amount of growth located outside the center of the city. The increase relative to 2003 ranged from 8.1% to 10.3%.
- An emphasis on complete communities in expansion areas (and using expansion areas to complete existing neighborhoods) helps reduce VMT overall.
- The downtown and core areas of Bend are key destinations and conducive to walking, biking and transit use, so trip lengths and household VMT are generally lower in the these areas of the city. Focusing growth close to the key transit and multimodal corridors that connect to downtown helps keep average trip lengths down.

From testing other hypothetical land use and transportation scenarios for 2028

- A significant shift in housing and jobs from expansion areas to opportunity areas in the core could reduce household VMT per capita relative to 2014 when combined with transit service improvements and reduced block size in new master planned neighborhoods, but that amount of redevelopment is not reasonably likely by 2028.

- Even a relatively modest shift in multifamily housing development to opportunity areas in the core of the city rather than at the edge helps reduce growth in VMT.

From the preferred UGB expansion scenario

- Preliminary analysis shows that additional single family housing in the expansion areas relative to the original scenario 2.1 is counter-balanced by an increase in multifamily housing in core opportunity areas, yielding similar results on household VMT overall.
- Note: the official VMT results for the preferred UGB expansion scenario are still being analyzed as of the writing of this summary.

From testing hypothetical land use and transportation scenarios for 2040

- The market will need to support relatively aggressive rates of redevelopment with higher intensities and greater mix of uses in core opportunity areas in order to reduce VMT.
- Even with significant redevelopment and intensification in core opportunity areas and somewhat denser future development elsewhere, the strategies proposed with the 2028 UGB expansion are not enough to stop the increase in VMT, even when continued through 2040. The City will need to implement additional strategies over the coming years, as outlined below, in order to curb growth in VMT.

STRATEGIES TO REDUCE VMT IN BEND

The approach to implementation will be to identify corridors and centers (e.g. opportunity areas in the core) that have the highest likelihood to reduce VMT. Coordination of the transportation system and land use patterns has the most impact on VMT reduction. The greatest VMT reductions will happen in locations that have some or many of the needed land use and transportation attributes already in place, such as diversity of land uses, density, connected and walkable design, and accessibility to key destinations. For modest amounts of funding, such areas can greatly reduce reliance on the automobile.

The ILUTP identifies “Proposed Strategies”, which are proposed to be adopted with the UGB expansion proposal, and also “Additional Strategies for Further Consideration” over the longer-term future. Key strategies are summarized below.

ILUTP Element	Proposed Strategies	Additional Strategies for Further Consideration	
		Medium-Term	Long-Term
Land Use Strategies	Designate mixed use opportunity areas identified in UGB project. Adopt efficiency measures identified in UGB project.	Designate additional mixed use areas along transit corridors Adopt design standards for key pedestrian areas and transit corridors. Strengthen connectivity standards for new master-planned neighborhoods.	Evaluate up-zoning selected neighborhoods where there is potential and community support for infill development.
Transportation Demand Management (TDM) and Parking Management	Incentives approach to TDM (parking reductions; trip generation reductions for transportation impact studies). Analyze parking management and pricing.	TDM requirements for large businesses / institutions. Implement parking management programs in key areas based on outcomes of parking study. Consider Transportation Management Associations (TMAs) in key areas of the City.	Implement parking pricing in key areas (e.g. downtown and 3rd Street / Central Area), based on the results of the parking study.

ILUTP Element	Proposed Strategies	Additional Strategies for Further Consideration	
		Medium-Term	Long-Term
Transit	Enhancement of transit centers and corridors in opportunity and core areas.	Implement most components of Bend Transit Plan, including additional hours of service, more frequent peak headways, and two new routes.	Implement further hours of service, improved service and headways on specific routes primarily in opportunity and Core areas
Roadway Improvement Management and Policies	Allow reducing existing lanes and widths at key intersections and corridors on major roadways in opportunity and core areas under certain conditions.	Develop pedestrian and biking safety projects for the opportunity areas that enhance walking, biking, and transit modal splits.	
Complete Streets and Connectivity Investment	Implement planned and funded projects in & around opportunity areas. Prioritize streetscapes in opportunity and core areas and transit corridors.	Evaluate funding mechanisms such as Urban Renewal to implement planned but not-yet-funded projects, focusing improvements in opportunity areas and adjoining corridors.	Refine aspirational projects, such as major roadway connections & US 97/Parkway bike/pedestrian crossings.

STANDARDS TO MEASURE PROGRESS

The City also must propose standards that will be used to measure progress towards reducing VMT. The proposed standards are performance measures that provide insights into the effectiveness of the City's ILUTP strategies. They are linked to variables that are key to changing travel behavior. The City's draft proposed standards emphasize evaluating performance in certain targeted areas of the City, including opportunity areas, transit corridors, and the central core. This reflects the City's overall approach of focusing resources on areas that will have the highest likelihood to reduce VMT. Standards will be set for both 2028 and 2040 due to the shortened nature of the UGB Remand planning horizon. The standards will be revisited when the City undertakes a more comprehensive Transportation System Plan update in the future. The draft proposed standards include:

- Activity density (population plus employment per acre) in targeted areas
- Neighborhood Connectivity (a measure of intersection density weighted to areas with more population)
- Streetscape Project Implementation (streetscape and bicycle/pedestrian safety improvement projects completed in targeted areas)
- Household and employment transit access (percent of residents and employees within a quarter mile of transit)
- Transit service density (number of buses expected to stop within a given area during the peak period)
- Proximity to activity centers (percent of the population that can access core opportunity areas and the downtown within a half-mile on streets or trails (walking distance), within 2 miles on streets (a reasonable bike ride or short drive), and within 1 mile on transit (an easy bus ride)
- Businesses with TDM plans and/or participating in TMAs
- Jobs-housing balance (ratio of jobs to housing in the specified area)

Staff Contact: Karen Swirsky (kswirsky@bendoregon.gov)

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, January 07, 2015 10:30 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; fulkerson.carol53@gmail.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Schedule of upcoming Bend UGB Remand Technical Advisory Committee meetings

Bend UGB Remand Project

SCHEDULE OF UPCOMING TECHNICAL ADVISORY COMMITTEE MEETINGS

All meetings will be held in the Council Chambers, Bend City Hall, 710 NW Wall Street, Bend

JANUARY 2015

- Residential TAC meeting – 9:00 am to 12: 30 pm, Monday January 26, 2015
- Employment TAC meeting – 2:00 pm to 5:00 pm, Monday, January 26, 2015
- Boundary and Growth Scenarios TAC meeting – 10:00 am, Tuesday, January 27, 2015

FEBRUARY 2015

- Residential TAC meeting – 10:00 am to 12: 30 pm, Monday February 23, 2015
- Employment TAC meeting – 2:00 pm to 5:00 pm, Monday, February 23, 2015
- Boundary and Growth Scenarios TAC meeting – 10:00 am, Tuesday, February 24, 2015

Meeting agendas and materials will be posted to the City's website the week prior to the meeting: http://bendoregon.gov/index.aspx?page=970.

Please contact Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov for more information.

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, January 07, 2015 10:30 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'courtney@bendchamber.org'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'hborrud@bendbulletin.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Schedule of upcoming Bend UGB Remand Technical Advisory Committee meetings

Bend UGB Remand Project

SCHEDULE OF UPCOMING TECHNICAL ADVISORY COMMITTEE MEETINGS

All meetings will be held in the Council Chambers, Bend City Hall, 710 NW Wall Street, Bend

JANUARY 2015

- Residential TAC meeting – 9:00 am to 12: 30 pm, Monday January 26, 2015
- Employment TAC meeting – 2:00 pm to 5:00 pm, Monday, January 26, 2015
- Boundary and Growth Scenarios TAC meeting – 10:00 am, Tuesday, January 27, 2015

FEBRUARY 2015

- Residential TAC meeting – 10:00 am to 12: 30 pm, Monday February 23, 2015
- Employment TAC meeting – 2:00 pm to 5:00 pm, Monday, February 23, 2015
- Boundary and Growth Scenarios TAC meeting – 10:00 am, Tuesday, February 24, 2015

Meeting agendas and materials will be posted to the City's website the week prior to the meeting: http://bendoregon.gov/index.aspx?page=970.

Please contact Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov for more information.

Damian Syrnyk

From: Damian Syrnyk
Sent: Friday, January 03, 2014 9:28 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Cc: Justin Finestone; Anne Aurand
Subject: Meeting of the Bend Urban Growth Boundary Remand Task Force - January 13, 2014

The Bend Urban Growth Boundary Remand Task Force (RTF) will hold its next meeting at 3:00 pm on Monday, January 13, 2014. The meeting will be held in the DeArmond Room of the Deschutes Services Building (1300 NW Wall Street, Bend).

The meeting agenda and materials will be posted at the City's UGB Remand Task Force website - http://www.bendoregon.gov/index.aspx?page=970.

Please contact Damian Syrnyk, Senior Planner with any questions.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Friday, January 17, 2014 9:37 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Cc: Robyn Christie
Subject: January 24, 2014 Meeting of the Bend UGB Remand Task Force

The Bend UGB Remand Task Force will hold its next meeting on Friday, January 24, 2014 at 1:00 pm in the Bend City Hall Council Chambers – 710 NW Wall Street.

The meeting will take place after the joint meeting of the Bend City Council and Bend Planning Commission. The purpose of the meeting is to receive a progress report from city staff on further work on the buildable lands inventory regarding lands with infill potential.

Please contact Senior Planner Damian Syrnyk with further questions.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, January 04, 2016 9:40 AM
To: Joe Dills; Brian Rankin
Subject: Public meeting notice: January 20, 2016 meeting of Bend UGB Boundary and Scenarios Technical Advisory Committee

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETING:

January 20, 2016 Boundary and Growth Scenarios Technical Advisory Committee Meeting

The Bend Urban Growth Boundary (UGB) Boundary and Growth Scenarios Technical Advisory Committee will hold their next meeting from 9:00 am to 12:30 pm on Wednesday, January 20, 2016 in the Municipal Court Hearing Room of the Bend Police Department (555 NE 15th Street, Bend).

The Bend UGB Steering Committee (USC), which includes all seven members of the Bend City Council, have also been invited to attend the meeting.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, January 04, 2016 9:33 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Cc: Joe Dills; Brian Rankin
Subject: Public meeting notice: January 20, 2016 meeting of Bend UGB Boundary and Scenarios Technical Advisory Committee

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETING:

January 20, 2016 Boundary and Growth Scenarios Technical Advisory Committee Meeting

The Bend Urban Growth Boundary (UGB) Boundary and Growth Scenarios Technical Advisory Committee will hold their next meeting from 9:00 am to 12:30 pm on Wednesday, January 20, 2016 in the Municipal Court Hearing Room of the Bend Police Department (555 NE 15th Street, Bend).

The Bend UGB Steering Committee (USC), which includes all seven members of the Bend City Council, have also been invited to attend the meeting.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, July 01, 2015 11:43 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Notice of Technical Advisory Committee Meetings for the Bend UGB Remand Project
Attachments: BEND UGB REMAND PROJECT email notice JULY and AUGUST meetings.docx

BEND UGB REMAND PROJECT
NOTICE OF PUBLIC MEETINGS
JULY and AUGUST 2015

The **Bend UGB Residential Technical Advisory Committee** will hold its next two (2) meetings on Tuesday, July 21, 2015 and on Tuesday, August 25, 2015. Each meeting will begin at 10:00 am and will be held in the Council Chambers of Bend City Hall, located at 710 NW Wall Street.

The **Bend UGB Employment Technical Advisory Committee** will hold is next two (2) meetings on Tuesday, July 21, 2015 and on Tuesday, August 25, 2015. Each meeting will begin at 2:30 pm and will be held in the Council Chambers of Bend City Hall, located at 710 NW Wall Street.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: http://bendoregon.gov/index.aspx?page=1292.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov



Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, July 01, 2015 11:45 AM
To: Joe Dills; Brian Rankin
Subject: Notice of July and August technical advisory committee meetings for the Bend UGB Remand Project

BEND UGB REMAND PROJECT
NOTICE OF PUBLIC MEETINGS
JULY and AUGUST 2015

The **Bend UGB Residential Technical Advisory Committee** will hold its next two (2) meetings on Tuesday, July 21, 2015 and on Tuesday, August 25, 2015. Each meeting will begin at 10:00 am and will be held in the Council Chambers of Bend City Hall, located at 710 NW Wall Street.

The **Bend UGB Employment Technical Advisory Committee** will hold is next two (2) meetings on Tuesday, July 21, 2015 and on Tuesday, August 25, 2015. Each meeting will begin at 2:30 pm and will be held in the Council Chambers of Bend City Hall, located at 710 NW Wall Street.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: http://bendoregon.gov/index.aspx?page=1292.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, July 24, 2014 10:43 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Upcoming Public Meetings on Bend UGB Remand Project

TECHNICAL ADVISORY COMMITTEE MEETINGS
The City of Bend has formed three technical advisory committees (TACs) to help complete the work necessary for the Urban Growth Boundary (UGB) Remand.

New TAC Member orientation - Tuesday, July 29, 2014 from 3:00 pm to 5:00 pm – an orientation meeting is being held for new TAC members in the Community Room of the Bend Metro Parks and Recreation District (799 SW Columbia Street)

Residential TAC Meeting - Monday, August 4, 2014 from 10:00 am to 12:30 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on the residential lands and housing related remand work.

Employment TAC Meeting - Monday, August 4, 2014 from 2:30 pm to 5:00 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on the employment lands related remand work.

Boundary and Growth Scenarios TAC – Tuesday, August 5, 2014 from 10:00 am to 12:30 pm in the Bend City Hall Council Chambers (710 NW Wall Street). This committee will begin work on developing a methodology for evaluating potential UGB expansion areas.

DROP IN MEETING
If you interested in just learning more about the project and how you can get involved, you're invited to stop by City Hall Council Chambers on Tuesday, August 5, 2014 from 1:30 pm to 4:00 pm. Project staff will be available to answer questions and provide information about the project and future meetings.

For more information, please visit the project website at www.bendoreon.gov/bendugb. Agendas and meeting materials for the three TAC meetings will be posted at this website in advance of the meeting.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, June 04, 2014 11:35 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Save the Date: June 19, 2014 meeting of the Bend UGB Remand Steering Committee

Good Morning,

The Bend UGB Remand Steering Committee (formerly the Remand Task Force) will hold its first meeting as the Steering Committee on **Thursday, June 19, 2014** at **3:00 pm** in the **Community Room** of the Bend Parks and Recreation District (799 SW Columbia Street, Bend).

Thanks, Damian

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, June 04, 2014 11:35 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Save the Date: June 19, 2014 meeting of the Bend UGB Remand Steering Committee

Good Morning,

The Bend UGB Remand Steering Committee (formerly the Remand Task Force) will hold its first meeting as the Steering Committee on **Thursday, June 19, 2014** at **3:00 pm** in the **Community Room** of the Bend Parks and Recreation District (799 SW Columbia Street, Bend).

Thanks, Damian

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, June 26, 2014 4:06 PM
To: Bill Wagner; Doug Knight; Jim Clinton; Jodie Barram; Mark Capell; Rex Wolf; Sally Russell; Scott Ramsay; tammy_baney@co.deschutes.or.us; Victor Chudowsky
Subject: Bend UGB Technical Advisory Committee members needed

The City of Bend has begun a new and more intensive process to adopt a new Urban Growth Boundary (UGB) and General Plan that complies with state law and represents the values of citizens of Bend. The City of Bend is forming three Technical Advisory Committees (TACs) to provide input regarding the Bend Urban Growth Boundary Remand Order. The Remand Order from the State requires the City analyze and revise parts of a previously submitted UGB proposal.

The job of the TACs will be to provide recommendations to a UGB Steering Committee on a wide variety of subjects relating to land use and land need, transportation, legal issues, natural resource issues, infrastructure, and related topics. Each TAC will have between 15 and 20 members with experience and interest in the subject matter explained below. Members will represent different perspectives within the community. TAC members may be interviewed as part of the selection process in order to create balanced and diverse representation.

The TACs will begin meeting in August 2014, and will likely be finished in February/March of 2015. Some TAC members may be asked to participate through 2016. Meetings will be held in Bend once a month, typically in the afternoons or evenings, and should last less than three hours. Meetings will be run by consultants and city staff. Additional reading outside of meetings is required. The three TACs are described in more detail below. Applicants are encouraged to specify the TAC they would prefer.

Residential Lands TAC
• This TAC will include people that have expertise in housing, affordable housing, housing markets and trends, and the development of housing. This TAC will address Remand Order issues related to park, school, and 20-year residential land needs, including consideration of the type and form of housing needed in Bend.
Employment Lands TAC
• This TAC will include people that have expertise in industrial and commercial land development and trends, economic development, and Bend's economy. This TAC will address issues related to the Bend's 20-year employment land need and strategies to provide ongoing supplies of economic land.
Boundary and Growth Scenarios
• This TAC will include people who have an interest and expertise in creating a legally defensible and locally acceptable UGB boundary expansion methodology to use to determine how and where the future UGB may be established. This TAC will also focus on how modeling tools will be applied to this task.

All applicants must be residents of the City of Bend. Applications will be accepted until 5:00 p.m. on Friday, July 11.

For applications or questions, please contact:
City of Bend
710 NW Wall Street
Bend, OR 97701
541-388-5505
or visit the web site at www.bendoregon.gov/committees.

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, June 26, 2014 4:10 PM
To: Damian Syrnyk
Subject: FW: Bend UGB Technical Advisory Committee members needed

Follow Up Flag: Follow up
Flag Status: Completed

From: Damian Syrnyk
Sent: Thursday, June 26, 2014 4:06 PM
To: Bill Wagner; Doug Knight; Jim Clinton; Jodie Barram; Mark Capell; Rex Wolf; Sally Russell; Scott Ramsay; tammy_baney@co.deschutes.or.us; Victor Chudowsky
Subject: Bend UGB Technical Advisory Committee members needed

The City of Bend has begun a new and more intensive process to adopt a new Urban Growth Boundary (UGB) and General Plan that complies with state law and represents the values of citizens of Bend. The City of Bend is forming three Technical Advisory Committees (TACs) to provide input regarding the Bend Urban Growth Boundary Remand Order. The Remand Order from the State requires the City analyze and revise parts of a previously submitted UGB proposal.

The job of the TACs will be to provide recommendations to a UGB Steering Committee on a wide variety of subjects relating to land use and land need, transportation, legal issues, natural resource issues, infrastructure, and related topics. Each TAC will have between 15 and 20 members with experience and interest in the subject matter explained below. Members will represent different perspectives within the community. TAC members may be interviewed as part of the selection process in order to create balanced and diverse representation.

The TACs will begin meeting in August 2014, and will likely be finished in February/March of 2015. Some TAC members may be asked to participate through 2016. Meetings will be held in Bend once a month, typically in the afternoons or evenings, and should last less than three hours. Meetings will be run by consultants and city staff. Additional reading outside of meetings is required. The three TACs are described in more detail below. Applicants are encouraged to specify the TAC they would prefer.

Residential Lands TAC
• This TAC will include people that have expertise in housing, affordable housing, housing markets and trends, and the development of housing. This TAC will address Remand Order issues related to park, school, and 20-year residential land needs, including consideration of the type and form of housing needed in Bend.
Employment Lands TAC
• This TAC will include people that have expertise in industrial and commercial land development and trends, economic development, and Bend's economy. This TAC will address issues related to the Bend's 20-year employment land need and strategies to provide ongoing supplies of economic land.
Boundary and Growth Scenarios
• This TAC will include people who have an interest and expertise in creating a legally defensible and locally acceptable UGB boundary expansion methodology to use to determine how and where the future UGB may be established. This TAC will also focus on how modeling tools will be applied to this task.

All applicants must be residents of the City of Bend. Applications will be accepted until 5:00 p.m. on Friday, July 11.

For applications or questions, please contact:

City of Bend
710 NW Wall Street
Bend, OR 97701
541-388-5505
or visit the web site at www.bendoregon.gov/committees.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, May 14, 2015 11:34 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: June 2015 Public Meetings for the Bend UGB Remand Project

BEND UGB REMAND PROJECT

Schedule of Upcoming Public Meetings – June 2015

June 9, 2015

- Boundary and Growth Scenarios Technical Advisory Committee Meeting #9
  - 9:00 am to 1:00 pm – Bend Municipal Court Hearing Room (555 NE 15th Street)

June 25, 2015

- UGB Steering Committee Meeting #4
  - 2:00 pm to 4:45 pm – Barnes/Sawyer Room (1300 NW Wall Street)

Meeting Locations

- Bend Municipal Court Hearing Room – 555 NE 15th Street, Bend
- Barnes/Sawyer Room – Deschutes Services Center, 1300 NW Wall Street, Bend

Meeting agendas and materials will be posted to the Project and Meeting Materials website in advance of the meeting: http://bendoregon.gov/index.aspx?page=970.

For more information, please contact Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, May 27, 2015 11:31 AM
To: Joe Dills; Brian Rankin
Subject: June 2015 Public Meetings for the Bend UGB Remand Project

BEND UGB REMAND PROJECT

Schedule of Upcoming Public Meetings – June 2015

June 9, 2015

- Boundary and Growth Scenarios Technical Advisory Committee Meeting #9
  - 9:00 am to 1:00 pm – Bend Municipal Court Hearing Room (555 NE 15th Street)

June 25, 2015

- UGB Steering Committee Meeting #4
  - 2:00 pm to 4:45 pm – Barnes/Sawyer Room (1300 NW Wall Street)

Meeting Locations

- Bend Municipal Court Hearing Room – 555 NE 15th Street, Bend
- Barnes/Sawyer Room – Deschutes Services Center, 1300 NW Wall Street, Bend

Meeting agendas and materials will be posted to the Project and Meeting Materials website in advance of the meeting: http://bendoregon.gov/index.aspx?page=970.

For more information, please contact Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, March 05, 2015 9:43 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; fulkerson.carol53@gmail.com; info@knlr.com; jamie@bendchamber.org; Kevin Riper; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Public meeting notice: March 19, 2015 meeting of the Bend UGB Steering Committee

The Bend UGB Steering Committee (USC) will hold its next meeting on Thursday, March 19, 2015 from 3:00 pm to 5:00 pm in the Bend City Hall Council Chambers (710 NW Wall Street, Bend).

The meeting agenda and materials will be posted in advance of the meeting at this website: http://www.bendoregon.gov/index.aspx?page=970. Interested persons can also find more information on the Bend UGB Remand Project here as well.

To sign up for enews on the UGB Remand Project and other projects of the City of Bend, please visit http://www.bendoregon.gov/index.aspx?page=19.

Please contact Project Manager Brian Rankin at brankin@bendoregon.gov or Senior Planner Damian Syrnyk at dsyrnyk@bendoregon.gov for more information.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, March 10, 2014 8:31 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Meeting Notice: March 17, 2014 meeting of the Bend UGB Remand Task Force

The Bend UGB Remand Task Force will hold its next meeting on Monday, March 17, 2014 at 3:00 pm in the Community Room of the Bend Metro Parks and Recreation District (799 SW Columbia St, Bend).

The meeting agenda and materials will be posted to the UGB Remand website later this week: www.bendoregon.gov/bendugb.

Thanks, Damian

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, March 05, 2015 9:43 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Public meeting notice: March 19, 2015 meeting of the Bend UGB Steering Committee

The Bend UGB Steering Committee (USC) will hold its next meeting on Thursday, March 19, 2015 from 3:00 pm to 5:00 pm in the Bend City Hall Council Chambers (710 NW Wall Street, Bend).

The meeting agenda and materials will be posted in advance of the meeting at this website: http://www.bendoregon.gov/index.aspx?page=970. Interested persons can also find more information on the Bend UGB Remand Project here as well.

To sign up for enews on the UGB Remand Project and other projects of the City of Bend, please visit http://www.bendoregon.gov/index.aspx?page=19.

Please contact Project Manager Brian Rankin at brankin@bendoregon.gov or Senior Planner Damian Syrnyk at dsyrnyk@bendoregon.gov for more information.

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Wednesday, February 17, 2016 10:09 AM
To: Joe Dills; Brian Rankin
Subject: Notice of March 2016 Public Meetings for the Bend UGB Remand Project

BEND UGB REMAND PROJECT

NOTICE OF MARCH 2016 PUBLIC MEETINGS

The Boundary and Growth Scenarios Technical Advisory Committee will hold their next meeting on Wednesday, March 16, 2016 from 9:00 am to 12:00 pm in the Municipal Court Hearing Room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The Residential and the Employment Technical Advisory Committees will hold a joint meeting on Thursday, March 17, 2016 from 9:00 am to 12:00 pm in the Municipal Court Hearing room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The meeting agendas and meeting materials will be available before these meetings and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, November 02, 2015 2:12 PM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Notice of November 2015 Public Meetings on Bend UGB Remand Project

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETINGS

November 2015 Technical Advisory Committee Meetings

The Bend UGB **Residential Technical Advisory Committee** will hold their next meeting from **10:00 am to 12:30 pm** on Thursday, November 19, 2015 in the Barnes/Sawyer Room of the Deschutes Services Center (1300 NW Wall St, Bend).

The Bend UGB **Employment Technical Advisory Committee** will hold their next meeting from **2:30 pm to 5:00 pm** on Thursday, November 19, 2015 in the Barnes/Sawyer Room of the Deschutes Services Center (1300 NW Wall Street, Bend).

The meeting agendas and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Monday, November 02, 2015 2:10 PM
To: Joe Dills; Brian Rankin
Subject: November public meetings on Bend UGB Remand

BEND UGB REMAND PROJECT

NOTICE OF PUBLIC MEETINGS

November 2015 Technical Advisory Committee Meetings

The Bend UGB **Residential Technical Advisory Committee** will hold their next meeting from **10:00 am to 12:30 pm** on Thursday, November 19, 2015 in the Barnes/Sawyer Room of the Deschutes Services Center (1300 NW Wall St, Bend).

The Bend UGB **Employment Technical Advisory Committee** will hold their next meeting from **2:30 pm to 5:00 pm** on Thursday, November 19, 2015 in the Barnes/Sawyer Room of the Deschutes Services Center (1300 NW Wall Street, Bend).

The meeting agendas and materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: www.bendoregon.gov/bendugb.

For more information please visit project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, November 14, 2013 5:24 PM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com
Subject: Public Notice: November 18, 2013 meeting of the Bend UGB Remand Task Force

The Bend UGB Remand Task Force (RTF) will hold its next meeting on **Monday, November 18 2013** at **3:00 pm** in the **City Hall Council Chambers** (710 NW Wall Street, Bend).

The meeting agenda and materials are available to download from the City of Bend's website: http://www.bendoregon.gov/index.aspx?page=970, under Remand Task Force Meeting Materials by Date

Thanks,
Damian

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, October 07, 2014 9:17 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: Notice of Upcoming Public Meetings for the Bend UGB Remand Project

NOTICE OF PUBLIC MEETINGS IN OCTOBER, NOVEMBER, and DECEMBER 2014

The Technical Advisory Committees (TACs) assisting the City of Bend on the UGB Remand Project will hold the following public meetings.

For more information:
Brian Rankin, Principal Planner – (541) 388-5584 or brankin@bendoregon.gov
Damian Syrnyk, Senior Planner – (541) 312-49149 or dsyrnyk@bendoregon.gov
Project website: www.bendoregon.gov/bendugb.

October 9, 2014
All TACs meeting - 3:00 to 5:00 pm
Brooks Room of the Downtown Bend Public Library, 601 NW Wall St, Bend, OR 97701

October 13, 2014
Residential TAC meeting - 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Employment TAC meeting - 2:30 pm to 5:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

October 14, 2014.
Boundary and Growth Scenarios TAC - 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Drop In Meeting for the UGB Remand Project - 2:00 pm to 4:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

November 17, 2014
Residential TAC meeting – 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Employment TAC meeting – 2:30 pm to 5:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

November 18, 2014

Boundary and Growth Scenarios TAC – 10:00 to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Drop In Meeting for the UGB Remand Project - 2:00 pm to 4:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

December 15, 2014
Joint Residential and Employment TACs – 2:00 pm to 5:00 pm, Barnes/Sawyer Room of the Deschutes Services Building – 1300 NW Wall Street, Bend, OR 97701

December 16, 2014
Boundary and Growth Scenarios TAC 10:00 am to 12:30 pm, Barnes/Sawyer Room of the Deschutes Services Building – 1300 NW Wall Street, Bend, OR 97701

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, October 07, 2014 9:17 AM
To: 'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'courtney@bendchamber.org'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'foxcentraloregon@kfxo.com'; 'fulkerson.carol53@gmail.com'; 'gvaagen@horizonbroadcastinggroup.com'; 'hborrud@bendbulletin.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject: Notice of Upcoming Public Meetings for the Bend UGB Remand Project

NOTICE OF PUBLIC MEETINGS IN OCTOBER, NOVEMBER, and DECEMBER 2014

The Technical Advisory Committees (TACs) assisting the City of Bend on the UGB Remand Project will hold the following public meetings.

For more information:
Brian Rankin, Principal Planner – (541) 388-5584 or brankin@bendoregon.gov
Damian Syrnyk, Senior Planner – (541) 312-49149 or dsyrnyk@bendoregon.gov
Project website: www.bendoregon.gov/bendugb.

October 9, 2014
All TACs meeting - 3:00 to 5:00 pm
Brooks Room of the Downtown Bend Public Library, 601 NW Wall St, Bend, OR 97701

October 13, 2014
Residential TAC meeting - 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Employment TAC meeting - 2:30 pm to 5:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

October 14, 2014.
Boundary and Growth Scenarios TAC - 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Drop In Meeting for the UGB Remand Project - 2:00 pm to 4:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

November 17, 2014
Residential TAC meeting – 10:00 am to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Employment TAC meeting – 2:30 pm to 5:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

November 18, 2014

Boundary and Growth Scenarios TAC – 10:00 to 12:30 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701
Drop In Meeting for the UGB Remand Project - 2:00 pm to 4:00 pm, Bend City Hall Council Chambers, 710 NW Wall Street, Bend, OR 97701

December 15, 2014
Joint Residential and Employment TACs – 2:00 pm to 5:00 pm, Barnes/Sawyer Room of the Deschutes Services Building – 1300 NW Wall Street, Bend, OR 97701

December 16, 2014
Boundary and Growth Scenarios TAC 10:00 am to 12:30 pm, Barnes/Sawyer Room of the Deschutes Services Building – 1300 NW Wall Street, Bend, OR 97701

Damian Syrnyk, AICP | Senior Planner
Growth Management | City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Damian Syrnyk

From:	Damian Syrnyk
Sent:	Tuesday, August 11, 2015 3:41 PM
To:	'aaron@tsweekly.com'; 'bendnewsroom@gmail.com'; 'bewert@gmail.com'; 'blerten@ktvz.com'; 'calendar@tsweekly.com'; 'communitylife@bendbulletin.com'; 'dallaswbrown@gmail.com'; 'editor@cascadebusnews.com'; 'Erin Rook'; 'fulkerson.carol53@gmail.com'; 'info@knlr.com'; 'jamie@bendchamber.org'; Kevin Riper; 'leads@norcalnews.com'; 'mvanmeter@newsprose.org'; 'news@evmmedia.info'; 'news@kbnd.com'; 'News@KLCC.org'; 'news@kpov.org'; 'rl@bendradiogroup.com'; Robyn Christie
Subject:	Bend UGB Remand Project - Notice of October 2015 Public Meetings

BEND UGB REMAND PROJECT
NOTICE OF OCTOBER 2015 PUBLIC MEETINGS

A Joint meeting of the **Bend UGB Residential** and **Employment Technical Advisory Committees** will be held on Wednesday, October 7, 2015 from 10:00 am to 12:30 pm in the Municipal Court Hearing Room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The **Bend UGB Boundary and Growth Scenarios Technical Advisory Committee** will hold two (2) meetings in October.

The **first (1st) meeting** will be held on Thursday, October 8, 2015 from 9:00 am to 12:30 pm in the Municipal Court Hearing Room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The **second (2nd) meeting** will be held on Thursday, October 22, 2015 from 9:00 am to 12:30 pm in the Barnes/Sawyer Room of the Deschutes Services Building, located at 1300 NW Wall Street, Bend.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: http://bendoregon.gov/index.aspx?page=1292.

For more information please visit the project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.

Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Damian Syrnyk

From: Damian Syrnyk
Sent: Tuesday, August 11, 2015 3:37 PM
To: Brian Rankin; Joe Dills
Subject: Bend UGB Remand Project - Notice of October 2015 Public Meetings

BEND UGB REMAND PROJECT
NOTICE OF OCTOBER 2015 PUBLIC MEETINGS

A Joint meeting of the **Bend UGB Residential** and **Employment Technical Advisory Committees** will be held on Wednesday, October 7, 2015 from 10:00 am to 12:30 pm in the Municipal Court Hearing Room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The **Bend UGB Boundary and Growth Scenarios Technical Advisory Committee** will hold two (2) meetings in October.

The **first (1st) meeting** will be held on Thursday, October 8, 2015 from 9:00 am to 12:30 pm in the Municipal Court Hearing Room of the Bend Police Department, located at 555 NE 15th Street, Bend.

The **second (2nd) meeting** will be held on Thursday, October 22, 2015 from 9:00 am to 12:30 pm in the Barnes/Sawyer Room of the Deschutes Services Building, located at 1300 NW Wall Street, Bend.

The meeting agenda and meeting materials will be available before the meeting and will be available to download from the City of Bend's website using this URL: http://bendoregon.gov/index.aspx?page=1292.

For more information please visit the project website at www.bendoregov.bendugb or contact either Brian Rankin at brankin@bendoregon.gov or Damian Syrnyk at dsyrnyk@bendoregon.gov.



Accessible Meeting Information
This meeting event/location is accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Karin Morris at 541-693-2141 or kmorris@bendoregon.gov. Providing at least 3 days notice prior to the event will help ensure availability.

Adoption Document Summary:

Integrated Land Use And Transportation Plan (ILUTP)

WHAT IS AN ILUTP?

Oregon's Transportation Planning Rule (TPR) requires Oregon's larger communities, including Bend, to plan transportation systems and land use patterns that increase transportation choices and reduce reliance on the automobile. How much people are driving, measured as vehicle miles traveled (VMT) per capita (the average distance driven in a day per person) is a key measure of reliance on the automobile. When a city's adopted land use and transportation plans are expected to result in an increase in VMT per capita, the TPR requires preparation of an Integrated Land Use and Transportation Plan (ILUTP) that sets standards and policy direction to change that trend. The purpose of the ILUTP is to describe what can be done to lessen that increase in VMT and "demonstrate progress towards increasing transportation choices and reducing automobile reliance" (OAR 660-012-0035(5)).

In addition to being subject to legal requirements, policies to reduce VMT are also important to quality of life in Bend.. Having more options to get around and shorter distances to travel to meet daily needs, both of which lead to VMT reduction, also improve quality of life. Lowering VMT has a positive effect on air quality and public health, and transportation safety, as well as reducing fossil fuel consumption, greenhouse gas emissions, and travel costs.

VMT ANALYSIS AND KEY FINDINGS TO DATE

As is true with most U.S. cities of Bend's age, urban form, and rapid growth, Bend's VMT per capita has been increasing in recent decades. Bend is measuring growth in VMT per capita against baseline years of 2003 (as specified in the Remand) and 2010 (which the project team believes is a better indicator of conditions in 2008 – the beginning of the 20-year planning horizon for the UGB work). Key conclusions and findings from the VMT analysis to date are summarized below.

From the UGB scenario evaluation

- Each of the six scenarios tested increased per capita VMT relative to 2010 (ranging from a 2.9% to a 5.1% increase) due to the amount of growth located outside the center of the city. The increase relative to 2003 ranged from 8.1% to 10.3%.
- An emphasis on complete communities in expansion areas (and using expansion areas to complete existing neighborhoods) helps reduce VMT overall.
- The downtown and core areas of Bend are key destinations and conducive to walking, biking and transit use, so trip lengths and household VMT are generally lower in the these areas of the city. Focusing growth close to the key transit and multimodal corridors that connect to downtown helps keep average trip lengths down.

From testing other hypothetical land use and transportation scenarios for 2028

- A significant shift in housing and jobs from expansion areas to opportunity areas in the core could reduce household VMT per capita relative to 2014 when combined with transit service improvements and reduced block size in new master planned neighborhoods, but that amount of redevelopment is not reasonably likely by 2028.

- Even a relatively modest shift in multifamily housing development to opportunity areas in the core of the city rather than at the edge helps reduce growth in VMT.

From the preferred UGB expansion scenario

- Preliminary analysis shows that additional single family housing in the expansion areas relative to the original scenario 2.1 is counter-balanced by an increase in multifamily housing in core opportunity areas, yielding similar results on household VMT overall.
- Note: the official VMT results for the preferred UGB expansion scenario are still being analyzed as of the writing of this summary.

From testing hypothetical land use and transportation scenarios for 2040

- The market will need to support relatively aggressive rates of redevelopment with higher intensities and greater mix of uses in core opportunity areas in order to reduce VMT.
- Even with significant redevelopment and intensification in core opportunity areas and somewhat denser future development elsewhere, the strategies proposed with the 2028 UGB expansion are not enough to stop the increase in VMT, even when continued through 2040. The City will need to implement additional strategies over the coming years, as outlined below, in order to curb growth in VMT.

STRATEGIES TO REDUCE VMT IN BEND

The approach to implementation will be to identify corridors and centers (e.g. opportunity areas in the core) that have the highest likelihood to reduce VMT. Coordination of the transportation system and land use patterns has the most impact on VMT reduction. The greatest VMT reductions will happen in locations that have some or many of the needed land use and transportation attributes already in place, such as diversity of land uses, density, connected and walkable design, and accessibility to key destinations. For modest amounts of funding, such areas can greatly reduce reliance on the automobile.

The ILUTP identifies “Proposed Strategies”, which are proposed to be adopted with the UGB expansion proposal, and also “Additional Strategies for Further Consideration” over the longer-term future. Key strategies are summarized below.

ILUTP Element	Proposed Strategies	Additional Strategies for Further Consideration	
		Medium-Term	Long-Term
Land Use Strategies	Designate mixed use opportunity areas identified in UGB project. Adopt efficiency measures identified in UGB project.	Designate additional mixed use areas along transit corridors Adopt design standards for key pedestrian areas and transit corridors. Strengthen connectivity standards for new master-planned neighborhoods.	Evaluate up-zoning selected neighborhoods where there is potential and community support for infill development.
Transportation Demand Management (TDM) and Parking Management	Incentives approach to TDM (parking reductions; trip generation reductions for transportation impact studies). Analyze parking management and pricing.	TDM requirements for large businesses / institutions. Implement parking management programs in key areas based on outcomes of parking study. Consider Transportation Management Associations (TMAs) in key areas of the City.	Implement parking pricing in key areas (e.g. downtown and 3rd Street / Central Area), based on the results of the parking study.

ILUTP Element	Proposed Strategies	Additional Strategies for Further Consideration	
		Medium-Term	Long-Term
Transit	Enhancement of transit centers and corridors in opportunity and core areas.	Implement most components of Bend Transit Plan, including additional hours of service, more frequent peak headways, and two new routes.	Implement further hours of service, improved service and headways on specific routes primarily in opportunity and Core areas
Roadway Improvement Management and Policies	Allow reducing existing lanes and widths at key intersections and corridors on major roadways in opportunity and core areas under certain conditions.	Develop pedestrian and biking safety projects for the opportunity areas that enhance walking, biking, and transit modal splits.	
Complete Streets and Connectivity Investment	Implement planned and funded projects in & around opportunity areas. Prioritize streetscapes in opportunity and core areas and transit corridors.	Evaluate funding mechanisms such as Urban Renewal to implement planned but not-yet-funded projects, focusing improvements in opportunity areas and adjoining corridors.	Refine aspirational projects, such as major roadway connections & US 97/Parkway bike/pedestrian crossings.

STANDARDS TO MEASURE PROGRESS

The City also must propose standards that will be used to measure progress towards reducing VMT. The proposed standards are performance measures that provide insights into the effectiveness of the City's ILUTP strategies. They are linked to variables that are key to changing travel behavior. The City's draft proposed standards emphasize evaluating performance in certain targeted areas of the City, including opportunity areas, transit corridors, and the central core. This reflects the City's overall approach of focusing resources on areas that will have the highest likelihood to reduce VMT. Standards will be set for both 2028 and 2040 due to the shortened nature of the UGB Remand planning horizon. The standards will be revisited when the City undertakes a more comprehensive Transportation System Plan update in the future. The draft proposed standards include:

- Activity density (population plus employment per acre) in targeted areas
- Neighborhood Connectivity (a measure of intersection density weighted to areas with more population)
- Streetscape Project Implementation (streetscape and bicycle/pedestrian safety improvement projects completed in targeted areas)
- Household and employment transit access (percent of residents and employees within a quarter mile of transit)
- Transit service density (number of buses expected to stop within a given area during the peak period)
- Proximity to activity centers (percent of the population that can access core opportunity areas and the downtown within a half-mile on streets or trails (walking distance), within 2 miles on streets (a reasonable bike ride or short drive), and within 1 mile on transit (an easy bus ride)
- Businesses with TDM plans and/or participating in TMAs
- Jobs-housing balance (ratio of jobs to housing in the specified area)

Staff Contact: Karen Swirsky (kswirsky@bendoregon.gov)

Adoption Document Summary:

Development Code

OVERVIEW

Portions of the Bend Development Code are being updated as part of the Bend Urban Growth Boundary (UGB) process to ensure efficient use of land within the current UGB prior to expanding the boundary. The UGB adoption package approved by the City in 2008 proposed minimal Development Code amendments or "efficiency measures." The 2010 LCDC Remand order identified efficiency measures that the City *must* consider on remand to address Goal 10 and ORS 197.296 requirements.[1]

The Residential and Employment Technical Advisory Committees (TACs) considered and discussed a robust package of efficiency measures over a series of meetings. The efficiency measure concepts were approved by the USC in the Phase 1 package. The TACs focused on efficiency measures that are proposed to be implemented through code text amendments packaged with the adoption of the UGB. Additional measures have been or will be implemented through other processes, including code amendment work by the Community Development Department (CDD) with the Planning Commission and the Parking Study, which are both underway.

HIGHLIGHTS OF PROPOSED CODE AMENDMENTS

Approach to Minimum Density

LCDC concluded that the City's densities for housing were, in their view, low. The Residential TAC reviewed densities and made the following recommendations:

- increase the *maximum* density in the RL zone from 2.2 to 4.0 units per gross acre;
- increase the *minimum* density in the RS zone from 2.0 to 4.0 units per gross acre; and
- retain the existing range of 7.3 to 21.7 units per gross acre in the RM zone.

Instead of increasing the minimum density in the RM zone, the Residential TAC recommended removing barriers to development of a broader range of housing types in the RS and RM zones (see below). These changes are intended to create a greater mix of housing types generally within the currently allowed density ranges. The overall set of changes focus on requiring more mixing of units rather than dramatic increases to density levels. The amendments also clarify how minimum and maximum density are calculated and the land area subject to each.

Ensuring Housing Mix

In the RS zone, the Residential TAC recommended making additional housing types permitted rather than conditional, including: 1) single family attached townhomes; 2) courtyard housing (detached housing with modified side setbacks); and 3) duplexes and triplexes. These proposed amendments build on work that has already been done by the Community Development Department and Planning Commission to allow a greater housing mix in the RS Zone.

In the RM zone, the Residential TAC supported the proposal to require at least half of the units in developments between 3 and 20 acres (large enough for a mix of housing, but smaller than the master

[1] The Remand Order referenced consideration of: 1) raising minimum densities, particularly in RS and RM zones; 2) potential plan/zone changes for larger sites that are vacant or partially vacant; 3) rezoning areas long transit corridors and in neighborhood centers; etc.

plan threshold) be something other than single family detached housing (now clarified to include any combination of single family attached, duplex/triplex, and/or multifamily housing). This is intended to help that zone achieve the needed mix of housing units without changing the minimum density.

Master Plan Density and Mix Requirements

The current code requires a flat minimum percentage of the maximum density (60%) for master planned sites. The draft code amendments tailor the requirements to each of the residential zones. The Residential TAC recommended the following minimum density for master planned sites in each zone:

- RL: 50% of maximum (2.0 units per gross acre)
- RS: 80% of maximum (5.84 units per gross acre)
- RM: 60% of maximum (13.02 units per gross acre)
- RH: base zone minimum (21.7 units per gross acre)

In addition, the draft code amendments include housing mix standards for each zone:

- RL and RS: at least 10% single family attached, duplex/triplex, or multifamily housing
- RM: at least 67% single family attached, duplex/triplex, or multifamily housing
- RH: at least 90% single family attached, duplex/triplex, or multifamily housing[2]

A minority of the Residential TAC did not support housing mix standards in the RS zone. In response to those concerns, the percentage of units that may be single family detached in master planned neighborhoods in the RS zone was raised from 80% to 90%. In the current draft, the project team has recommended clarifying that any combination of single family attached, duplex/triplex, and/or multifamily housing could be used to meet the standard, but not other housing types such as ADUs or cottage housing. This aligns better with the HNA and the policies for expansion areas in the draft Growth Management Chapter of the Comprehensive Plan.

The current draft of the Development Code amendments also allows single family attached townhomes and duplex/triplex outright as part of a master plan in the RL zone (which will be applied in some expansion areas on properties subject to master planning) to make it easier to meet mix standards.

Minimum Lot Size Requirements

Minimum lot sizes for certain housing types in certain residential zones are proposed to be reduced or eliminated in order to make it easier to build at the higher end of the allowed gross density range. Proposed changes to minimum lot area by zone and housing type include (sf = square feet):

- **RL zone**: Single Family Detached reduced from 15,000 sf to 10,000 sf; duplex/triplex reduced from 30,000 sf to 20,000 sf
- **RS zone**: no changes proposed
- **RM zone**: Single Family Detached reduced from 3,000 sf to 2,500 sf; townhomes reduced from 2,000 sf per unit to 1,600 sf per unit; Multifamily housing, duplexes and triplexes – no minimum (gross density controls)
- **RH zone**: townhomes reduced from 2,000 sf per unit to 1,2000 sf per unit; Multifamily housing, duplexes and triplexes – no minimum (gross density controls)

[2] Note that new single family detached housing is not permitted in the RH zone; however, the master plan process allows flexibility to adjust some development standards. The proposed minimum housing mix ensures that even if some SFD housing is allowed in an RH master plan area, it will still be predominately other housing types.

Regulating Building Mass and Lot Coverage

In order to ensure that development is feasible on smaller lots but also compatible with surrounding development, the Residential TAC recommended regulating Floor Area Ratio (FAR) rather than lot coverage for residential development. The current version of the Development Code amendments includes eliminating lot coverage standards in favor of FAR for nearly all housing types and zones. The proposed FAR standard (0.55) was researched and developed during CDD's work on accessory dwelling unit (ADU) regulations. The Planning Commission and stakeholders in that process expressed a desire to apply the FAR standard more broadly, but CDD felt that was outside the scope at the time.

New Mixed Use Zones

The proposed code amendments include two new mixed use plan designations and corresponding implementing zones: urban-scale (Mixed Use – Urban or MU) and neighborhood-scale (Mixed Use – Neighborhood or MN). The new zones are intended to accommodate a range of residential and commercial uses in pedestrian-oriented mixed use centers and corridors. The scale of uses in the MN zone (primarily building heights) is less intense than the MU zone.

The Residential and Employment TACs recommended including the new mixed use zones in the Development Code and designating specific opportunity sites with the new Mixed Use plan designations. Zone map amendments to apply the Mixed Use Zones outside of the opportunity sites may be deferred for some areas, but enabled through new plan designations.

In addition, a new special plan district is proposed for the Bend Central District. Staff is finalizing the code language based on recommendations from the Bend Central Multimodal Mixed Use Area study completed in 2014-15. The special plan district will be added to Chapter 2.7 of the development code as part of the UGB adoption package and applied to the Bend Central District opportunity site.

Revisions to Parking Standards

Targeted revisions to parking standards are proposed as part of the UGB adoption package, including:

- Reductions to parking requirements for residential and commercial uses in the MU zone, similar to those in the CBD (1 space per housing unit; 1 space per 500 square feet of commercial);
- Automatic 5% reduction to minimum parking requirements for mixed use development;
- Automatic 10% reduction to minimum parking requirements for development adjacent to transit;
- Apply existing parking reduction for affordable housing (1 space per housing unit) regardless of location, rather than limiting it to locations within 660 feet of transit; and
- Reductions to parking for 1-bedroom duplexes and triplexes (from 2 to 1 space per unit).

More comprehensive revisions to parking standards will be considered through the Parking Study.

Simplified Zone Changes

In order to make it easier for property owners to obtain a zone change that is consistent with the Comprehensive Plan designation, the Residential and Employment TACs recommended simplified approval criteria for zone changes that are consistent with the plan designation, focusing only on adequate public facilities, and not requiring showing compliance with the Comprehensive Plan policies or statewide planning goals.

Staff Contact: Wendy Robinson (wrobinson@bendoregon.gov)

Adoption Document Summary:

Comprehensive Plan Housing Chapter

OVERVIEW

The Housing Chapter of Bend's General Plan was last amended in 1998, and it contains data that is more than twenty years old.[1] The Housing Chapter is being updated through the Bend Urban Growth Boundary (UGB) Remand process to reflect new information from the City's updated Housing Needs Analysis (HNA) and policy direction related to the UGB. The overall purpose of the Housing Chapter is to establish Bend's long term vision and policies for housing, consistent with Statewide Planning Goal 10: Housing. Proposed updates to the Housing Chapter (Background and Policies) were discussed at three meetings of the Residential Technical Advisory Committee (July 21, August 25, and November 19, 2015). The new draft reflects multiple rounds of input and refinement from the Residential TAC and staff from multiple City departments. Several policies from the Housing chapter are also included in the Growth Management chapter because they have spatial implications; these policies went through an additional round of TAC review in March 2016. Housing affordability was a subject of discussion at the March meetings as well, leading to additions to the Housing chapter as well as potential additions to the Growth Management chapter (discussed separately).

SUMMARY OF KEY UPDATES AND POLICY CHANGES

The proposed draft chapter retains most of the current policies with few or no amendments; however, the non-regulatory context/background section has been updated and significantly shortened, with additional background in the HNA. Policy changes focus on supporting the updated Housing Needs Analysis and new efficiency measures for housing, including:

- New policy to initiate a legislative review for the UGB and/or urban reserve area planning within 5 years after acknowledgement of the current UGB update is final.
- New policy to create incentives for and remove barriers to development of a variety of housing types in all residential zones.
- New policy to provide two options for approval of master plans: 1) applying clear and objective standards or 2) applying discretionary standards for more flexibility.
- New policy to support re-designation of suitable residential areas within a ¼-mile walk to transit corridors for higher-density development.
- New policy to monitor parking needs for residential uses and reduce parking requirements as appropriate.
- New policy to monitor and regularly report on performance of new efficiency measures.

The draft Housing chapter includes a strong goal and policy framework to address housing affordability. The TACs supported minor changes to the Background/Context of the Housing chapter to define "affordability". TAC review of the draft Growth Management chapter also led to modifications to the wording of several of policies incorporated from Chapter 5. In order to keep consistency between the chapters, the policy language in Chapter 5 has been updated to reflect the version recommended by the TACs. In addition, with area planning emerging as a key tool for UGB expansion areas, capturing the policy intent for each plan designation (the types of areas where they are intended to be used and what type of uses they are meant to emphasize) will be more important for guidance. As a result, the project team has proposed refinements to the descriptions of the plan designations so that they provide a better indication of whether a proposed plan amendment is appropriate and whether the land uses proposed in a special plan district are consistent with the comprehensive plan designations.

[1] The Housing Chapter was updated in 2008 as part of the initial UGB proposal. However, the updated chapter was not acknowledged by LCDC.

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov) *Updated: 4/14/16*

Adoption Document Summary:

Comprehensive Plan Economy Chapter

OVERVIEW

The Economy Chapter of Bend's General Plan was last amended in 2006, and it contains some data that is more than twenty years old.[1] The Economy Chapter is being updated as part of the Bend Urban Growth Boundary (UGB) Remand process to reflect new information from the City's updated Economic Opportunities Analysis (EOA) and policy direction related to the UGB. The overall purpose of the Economy Chapter is to establish Bend's long term vision and policies for the economy, consistent with Statewide Planning Goal 9: Economic Development. Proposed updates to the Economy Chapter (Background and Policies) were discussed at two meetings of the Employment Technical Advisory Committee (July 21 and August 25, 2015). The chapter incorporates multiple rounds of edits from the TAC and multiple city departments and also aligns with the new Economic Development department's emerging strategic plan. Several policies from the Economy chapter are also included in the Growth Management chapter because they have spatial implications. These policies went through an additional round of review by all three TACs in March 2016.

SUMMARY OF KEY UPDATES AND POLICY CHANGES

The proposed draft chapter retains most of the current policies with few or no amendments; however, the non-regulatory context/background section has been updated and significantly shortened, with additional background in the EOA. **Key policy changes include** new policies to **support Bend's role as a regional job center**; policies to **maintain a competitive short-supply of employment lands**; revised policies reinforcing **importance of Juniper Ridge for meeting long-term industrial and other employment land needs**; new and modified policies to **support new Mixed Use zones and other efficiency measures for employment lands**; and new policies to **limit ground-floor residential development in the commercial and mixed employment zones**, to preserve employment land for employment purposes.

TAC review of the draft Growth Management chapter led to modifications to the wording of several of the policies incorporated from Chapter 6. In order to keep consistency between the chapters, the policy language in Chapter 6 has been updated to reflect the version recommended by the TACs. In addition, with area planning emerging as a key tool for UGB expansion areas, capturing the policy intent for each plan designation (the types of areas where they are intended to be used and what type of uses they are meant to emphasize) will be more important for guidance. As a result, the project team has proposed refinements to the descriptions of the plan designations so that they provide a better indication of whether a proposed plan amendment is appropriate and whether the land uses proposed in a special plan district are consistent with the comprehensive plan designations.

---

[1] The Economy Chapter was updated in 2008 as part of the initial UGB proposal. However, the updated chapter was not acknowledged by LCDC.

Staff Contact: Brian Rankin (brankin@bendoregon.gov)
Updated: 4/14/16

Adoption Document Summary:

Comprehensive Plan: Other Chapters

OVERVIEW AND KEY OUTCOME

An updated Comprehensive Plan will be adopted with the UGB package. The term "Comprehensive Plan" is used here as a substitute for "General Plan" because it is the new proposed title. The vintage 1998 format of the General Plan has been updated to a new template and reviewed and accepted by the Residential and Employment Technical Advisory Committees (TACs). The updated Housing and Economy chapters and the draft Growth Management chapter reflect the new template for the Comprehensive Plan.

Beyond these three chapters, the working approach for the other Comprehensive Plan chapters is to retain the existing content and reformat them to match the new template. Amendments to other chapters will be limited to amending language that is in conflict with the UGB recommendations and removing outdated text that no longer has any relevance (e.g. because the policy has been fully implemented already). The primary outcome of the updates to the other chapters will be a consistent format for the Comprehensive Plan document.

Chapter 7 (Transportation) of the General Plan currently includes all of the goals, objectives, policies, benchmarks and implementation funding from the TSP. The chapter will be cleaned up and amended to delete benchmarks and implementation funding notes since these are largely outdated and can be found in the TSP. In addition, policies that are obsolete because they include an action item that has been completed (i.e., the Southern River Crossing and the Bend Parkway) will be deleted from the Comprehensive Plan. Chapter 7 will also be amended to include policy language to implement the ILUTP.

Staff Contact: Wendy Robinson (wrobinson@bendoregon.gov)

Adoption Document Summary:

Transportation System Plan

OVERVIEW

The City's existing Transportation System Plan (TSP) was adopted in 2000 and included a number of remand items. Consequently, it has been amended many times since, most recently in 2014. The TSP was acknowledged by the Oregon Department of Land Conservation and Development (DLCD) in 2013 after the last TSP remand item was approved. The City intends to undertake a complete TSP update within the next several years, including updating the analysis and background elements. However, because a full TSP update is expected to take up to two years to complete, the City intends to do only targeted TSP amendments to support the Urban Growth Boundary (UGB) adoption at this time.

Amendments to the TSP will include updated maps, tables and text that support the Integrated Land Use and Transportation Plan (ILUTP), Opportunity Areas, and the new UGB boundary areas. The overall approach is that existing information will be retained, even where outdated, but context about the UGB expansion analysis will be added throughout the TSP wherever relevant, and new information will be integrated wherever appropriate and needed to support the UGB recommendations.

HIGHLIGHTS OF PROPOSED UPDATES

- The section that summarizes applicable state administrative rules will be updated to include requirements related to being in a Metropolitan Planning Organization (MPO), including VMT per capita analysis, and other recent, relevant amendments to the administrative rules.
- New information about volume to capacity ratios and vehicle miles traveled (VMT) in the ILUTP will be referenced in the section that summarizes the results of original alternatives analysis regarding those measures.
- The funding section will be updated where necessary based on the financial analysis done by City staff in 2014 on funding through 2032, which is the basis for a prioritized project list and Capital Improvement Plan (CIP) and the region's Metropolitan Transportation Plan (MTP). It will also include assumptions on funding for the improvements needed to serve UGB expansion areas.
- The tables of new roadways, and roadway and bicycle and pedestrian system maps in Appendix A of the TSP will be updated to incorporate the new facilities needed to serve the UGB expansion areas and to address projects identified in the Opportunity Areas such as the Bend Central District refinement plan.

Section 6.9 includes transportation goals, policies, benchmarks, and implementation items. Currently, Chapter 7 of the General Plan mirrors this section of the TSP. The project team proposes leaving Section 6.9 of the TSP as is, adding an introductory note in that section that references the General Plan and states that the official transportation policies for the City are now found only in the General Plan as updated for the UGB work, until the TSP is updated, at which time the General (Comprehensive) Plan Transportation Chapter would also be updated.

Staff Contact: Karen Swirsky (kswirsky@bendoregon.gov)
Updated: 4/14/16

Adoption Document Summary:

Buildable Lands Inventory

OVERVIEW & KEY POLICY SUPPORT

The Bend Buildable Lands Inventory (BLI) describes the land within the existing Urban Growth Boundary (UGB) that can be developed to accommodate future residential and employment growth. The determination of developable land in the BLI is a key input for the Housing Needs Analysis, the Economic Opportunities Analysis, and the Urbanization Report.

The BLI takes into consideration the following factors:

- **Environmental Constraints.** Slopes over 25%, the FEMA 100-year floodplain, Bend's River and Upland Areas of Special Interest (ASI's), and land that is both within the Waterway Overlay Zone (WOZ) and within 100' of the Deschutes River are considered unbuildable.
- **Vacant Land.** Residential land with no improvements, and employment land with no or few improvements, are identified as vacant.
- **Developed Land**. Land that is developed with the maximum number of dwelling units allowed by the zoning, and where lots cannot further subdivide, are considered developed.
- **Partially Vacant / Lots with Infill Potential.** State statute and the Remand require the BLI to address the development capacity of lots that can further subdivide or add additional units with their existing zoning.
- **CC&Rs.** Where Covenants, Conditions & Restrictions (CC&Rs) restrict further subdivision, capacity is limited to one home per lot.

The primary outcome of the Buildable Lands Inventory was a GIS dataset with values for vacant, developed, and constrained acres for each parcel within the City of Bend. These values provide a basis for estimating future development and redevelopment. Notably, the BLI indicates that there are:

- Nearly 1,000 acres of vacant employment land within the current UGB;
- Over 1,600 acres of vacant residential land within the current UGB; and
- An additional roughly 850 acres of residential land on about 600 taxlots within the current UGB that have some infill capacity.

The BLI methodology and results were the subject of several Residential TAC and Employment TAC meetings, and were approved by the USC as a part of the Phase 1 Growth Scenarios. The designation of ASI's and land within the WOZ as constrained land, and a re-evaluation of development capacity in some of the project's "Opportunity Areas" were changes made to the BLI in response to USC direction at their December 14, 2015 meeting.

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov)

Updated: 4/14/16

Adoption Document Summary:

Housing Needs Analysis

OVERVIEW

Bend's Housing Needs Analysis (HNA) was locally adopted as part of the 2008 Urban Growth Boundary process. It was only partially acknowledged by the Land Conservation and Development Commission in 2010, and the Remand order identified many elements of the HNA that required revisions.

The HNA was updated during the UGB Remand process to comply with the Remand Order and establish an adequate factual base to plan for residential land needs to 2028. The Residential Lands Technical Advisory Committee (Residential TAC) reviewed and provided input on key components of the HNA, including forwarding recommendations about trends and needed housing mix to the USC (Summer 2014) and reviewing and recommending the final draft of the HNA to the USC (Summer 2015).

SUMMARY OF KEY FINDINGS

- **Bend's population and housing stock are growing fast:** both have tripled since 1990. Most new housing development from 1990-2008 was single-family detached housing.
- **Housing has become less affordable in Bend, especially since 2000.** Housing sales prices more than doubled between 2000 and 2013, while household income (not adjusted for inflation) increased by 18%. Rental costs also increased.
- **Demographic changes and affordability trends are fueling a need for a wider variety of housing types in Bend.** This includes smaller single-family detached housing, single-family attached housing (such as townhomes) and multifamily housing.
- **The HNA forecasts a total of 17,234 new housing units for 2014 to 2028** based on the original 2008-2028 forecast, updated to account for housing built since 2008. This includes needed housing, group quarters, and second homes.
- **The HNA identifies the needed housing mix as 55% single-family detached (SFD), 10% single family attached (SFA) and 35% multi-family (MF).** This housing mix was approved by the USC.
- **The current UGB can accommodate roughly 9,960 housing units under current plan designations and historic trends in development density.** The housing mix projected under the base case is roughly 70% SFD -- not aligned with the needed housing mix.
- **After accounting for efficiency measures, the current UGB can accommodate roughly 12,250 housing units (an increase of 23% over base case housing capacity).** The housing mix with efficiency measures is roughly 54% SFD, 9% SFA, and 37% MF – much better aligned with the needed housing mix.
- **Bend needs to expand the UGB to accommodate the residual need for about 4,985 housing units to 2028.**

Staff Contact: Damian Syrnyk (dsyrnyk@bendoregon.gov)
Updated: 4/14/16

Adoption Document Summary:

Economic Opportunities Analysis

OVERVIEW

Bend's Economic Opportunities Analysis (EOA) was locally adopted as part of the 2008 Urban Growth Boundary process. It was only partially acknowledged by the Land Conservation and Development Commission in 2010, and their Remand order identified specific elements of the EOA that required revisions. The EOA was updated during the Bend Urban Growth Boundary (UGB) Remand process to comply with the Remand and establish an adequate factual base to plan for employment land needs to 2028.

The updated 2015 draft EOA resulted from extensive review by the Employment Technical Advisory Committee (Employment TAC). The TAC forwarded recommendations related to employment trends, redevelopment and opportunity areas to the UGB Steering Committee (USC) (Fall 2014) and reviewed and recommended the final draft of the EOA to the USC (Fall 2015).

SUMMARY OF KEY FINDINGS

- **The basis of the EOA is Bend's vision for economic development in the future.** The EOA articulates a vision that includes diversifying the city's economy, increasing employment in targeted sectors that provide higher than median wage jobs, ensuring there is enough commercial and industrial land to accommodate future jobs and businesses, and prioritizing infrastructure investment to support economic development.
- **The 2008-2028 employment forecast was upheld in the Remand.** Accounting for job growth from 2008, the EOA forecasts 21,943 new employees between 2013 and 2028.
- **The current UGB includes about 1,000 acres of vacant land designated for employment uses.** About 1/4 of this vacant land supply is in sites smaller than 5 acres.
- **Bend meets the state requirement to assure 25% of its total employment land supply qualifies as short-term supply.** Short-term supply means suitable land that is ready for construction within one year of an application for a building permit or request for service extension. Engineering feasibility is sufficient to qualify land for the short-term supply; funding availability is not required. Limitations exist in some areas such as Juniper Ridge that could preclude full build-out in the short-term, but other options are available to meet the short-term supply requirement.
- **Bend can expect to accommodate roughly 1,360 additional employees inside the UGB through redevelopment under current plan designations and regulations**. Efficiency measures, including the new mixed use zones, will increase redevelopment potential.
- **Bend does not have sufficient employment land to accommodate forecast employment growth.** The current UGB can accommodate roughly 13,670 jobs under current plan designations and historic trends. This is roughly 60% of the employment need forecast for 2028. Accounting for efficiency measures (including new Mixed Use zones), the current UGB can accommodate roughly 14,880 jobs. **This leaves an overall deficit of land for 7,080 employees, which will be met through UGB expansion.**

Staff Contact: Brian Rankin (brankin@bendoregon.gov) *Updated: 4/14/16*

Adoption Document Summary:

Urbanization Report

OVERVIEW

The Urbanization Report presents an analysis of where and how Bend's future growth will be accommodated, both inside the existing Urban Growth Boundary (UGB) and in expansion areas. The Urbanization Report is one of four technical reports that contain the City's analysis related to growth. The other three documents are the Buildable Lands Inventory (BLI), Housing Needs Analysis (HNA), and Economic Opportunities Analysis (EOA). All four documents will be adopted as supporting documents to the Bend Comprehensive Plan, and provide the factual base to support the preferred UGB expansion.

The Urbanization Report summarizes the methodology to determine land sufficiency and future UGB land need; estimates the capacity of the existing UGB under current policies and with "efficiency measures" applied; summarizes the residual growth that cannot reasonably be accommodated within the existing UGB; documents the evaluation of UGB expansion alternatives; identifies proposed UGB expansion areas to meet residual land needs; and documents the factual base for the inclusion of expansion areas in the UGB.

SUMMARY OF KEY FINDINGS

Base Case UGB Capacity

- **The current UGB can accommodate roughly 9,960 housing units and 13,670 jobs under current plan designations** and historic trends in development density. This is roughly 60% of the total housing and employment need forecasts for 2028.
- The housing mix projected under the base case is roughly 70% single family detached (SFD), 5% single family attached (SFA), and 25% multifamily (MF) – not aligned with the needed housing mix of 55% SFD, 10% SFA, and 35% MF.

Efficiency Measures

- Proposed efficiency measures include: development code amendments to increase density and mix for new residential development, especially in master-planned neighborhoods; rezoning portions of the largest vacant residential site in the city for a greater mix and intensity of uses; and applying new mixed use plan designations to redevelopment opportunity areas in the central core of the city.
- **After accounting for efficiency measures, the current UGB can accommodate roughly 12,250 housing units** (an increase of about 23% over base case housing capacity) **and roughly 14,880 jobs** (an increase of about 9% over base case employment capacity).
- The housing mix projected inside the current UGB with efficiency measures is roughly 54% SFD, 37% MF, and 9% SFA – much more closely aligned with the needed housing mix.

UGB Expansion

- **The proposed UGB expansion is for a total of 2,153 acres** – 940 acres of residential land, 812 acres of employment land, and 402 acres of land for schools and parks.
- The proposed UGB expansion is based on detailed analysis, including initial suitability evaluation, alternatives analysis, and refinement of the best-performing alternative to improve performance and meet local goals.

Staff Contact: Brian Rankin (brankin@bendoregon.gov)

Updated: 5/16/16

Project Update

STEERING COMMITTEE APPROVAL OF PREFERRED SCENARIO

On April 21, 2016, the Urban Growth Boundary Steering Committee (USC) approved a preferred scenario for the City of Bend's Urban Growth Boundary (UGB). The preferred scenario builds on the recommendations by the project's Technical Advisory Committees and responds to extensive public input and testimony received throughout the project and at the USC's meeting on April 21st.

Like previous expansion scenarios, the preferred scenario focuses future growth in opportunity areas within the existing UGB and in new complete communities in expansion areas. Nearly all expansion areas include a mix of housing, employment areas, shopping/services, and schools and parks. A "transect" concept in the West Area reduces the density of development near the west edge of the city in recognition of the natural resources and open spaces to the west.

A summary map of the preferred scenario, titled "Preferred Urban Growth Boundary Expansion: Scenario 2.1G" is provided on the following page along with a table summarizing key metrics by expansion area. In addition, a set of draft proposed Comprehensive Plan designation maps is attached; these show proposed Comprehensive Plan designations at a property-by-property scale for each expansion area and for the proposed UGB as a whole.

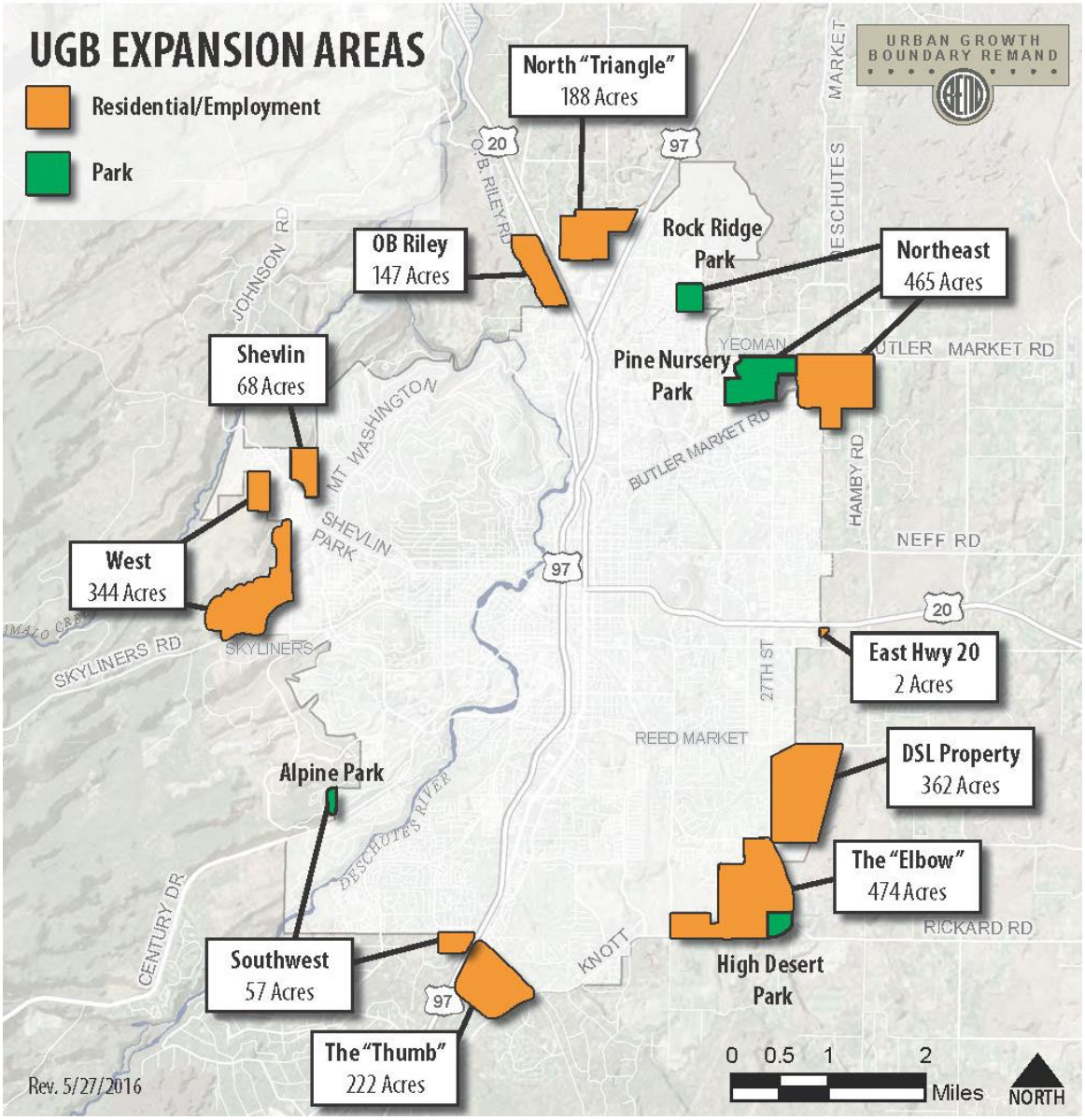
The USC recommended including several properties in the preferred scenario in recognition of their commitment to provide affordable housing, which is much needed in Bend. Specifically, the USC recommended the following changes to the UGB expansion areas:

- Including 40 additional acres of land in the West subarea as a continuation of the transect concept, accompanied by a commitment to provide affordable housing in this expansion area, close to the existing city limits, schools and amenities;
- Including 10 additional acres of land in the North Triangle subarea as part of a proposal to provide for workforce housing in this area;
- Changing the type and mix of employment land provided in the North Triangle to be more compatible with adjacent housing;
- Including roughly 2 additional acres of land immediately south of Highway 20 on the City's eastern edge to provide for affordable housing, and;
- Including roughly 38 acres of land west of Highway 97 on the City's southern edge to provide for a mix of housing - including affordable housing - and local commercial services.[1]

As part of the preferred scenario, the USC also approved minor changes to requirements for future master planned developments in the RS zone and to assumptions about redevelopment in opportunity areas in the central core of the City.

[1] The USC also authorized reducing the size of the expansion area south of Butler Market Road as needed in order to remain consistent with the approved housing and job growth projections. Further technical analysis shows that the reduction is not necessary, so this area has not been changed in Scenario 2.1G.

Preferred Urban Growth Boundary Expansion: Scenario 2.1G



Expansion Area	Total Acres[2]	Residential Land (ac)	Employment Land (ac)	Park[3] Land (ac)	Housing Units[4]	Housing Mix[5]			Estimated Jobs
						SFD	SFA	MF	
North "Triangle"	188	86	88	0	510	46%	13%	42%	800
Northeast	465	222	22	196	1,090	50%	10%	40%	210
East Hwy 20	2	2	0	0	60	0%	13%	87%	0
DSL Property	362	223	139	0	1,000	48%	11%	41%	820
"The Elbow"	474	122	246	75	820	36%	17%	47%	2,260
"The Thumb"	222	44	177	0	270	48%	15%	37%	1,570
Southwest	57	34	5	14	240	24%	16%	60%	70
West	344	321	21	0	967 [6]	70%	9%	21%	260
Shevlin	68	60	8	0	200 [6]	69%	10%	21%	70
OB Riley	147	28	109	0	125	70%	10%	20%	1,020

[2] Total acres includes existing right of way that will be brought into the UGB with the expansion areas; however this area is not included in the residential land, employment land, or park land columns since it does not meet those land needs.

[3] Park land indicates land owned by the park district; land for additional parks & schools is provided within residential land acreage.

[4] Housing units are policy minimums unless otherwise noted.

[5] SFD = Single Family Detached; SFA = Single Family Attached; MF = Multifamily (includes duplex & triplex). Housing mix reflects policy requirements for the expansion area in total; individual properties may vary.

[6] Housing unit numbers are policy maximums in the West and Shevlin expansion areas.

STEERING COMMITTEE APPROVAL OF DRAFT POLICY AND TECHNICAL DOCUMENTS

The USC also approved, and directed staff to finalize, a package of policy and technical documents that will be adopted along with the UGB expansion. The adoption package recommended by the USC for finalization is summarized in brief below.

Updated Chapters of the Bend Comprehensive Plan

- Housing Chapter (an updated chapter with the City's policies related to housing)
- Economy Chapter (an updated chapter with the City's policies related to jobs and the economy)
- Growth Management Chapter (a new chapter with policies about how the City will manage growth in the future)
- Transportation Chapter (a slightly updated chapter with the City's transportation policies)
- Other chapters with minor, policy-neutral clean-ups

Technical Reports

- Buildable Lands Inventory (documenting the supply of buildable land inside the current UGB)
- Housing Needs Analysis (documenting housing growth projections and needed housing mix)
- Economic Opportunities Analysis (documenting job growth projections and key site characteristics)
- Urbanization Report (documenting the analysis of how housing and employment growth will be accommodated inside the current UGB and through expansion, and how the proposed UGB was selected)
- Urban Form Report (documenting the evaluation of urban form done as part of the UGB project)
- Integrated Land Use and Transportation Plan (analysis of vehicle miles traveled and strategies to reduce reliance on the automobile)

NEXT STEPS

Phase 2 of the UGB Remand project, which included the creation and approval of the preferred UGB scenario and drafts of associated adoption products, is now complete. Phase 3 will conclude the project with adoption hearings with the Bend City Council and Deschutes County Board of Commissioners, and submittal of the plan to the Oregon Department of Land Conservation and Development. Public meeting and hearing dates are listed below. These dates are subject to change – please see the web site (www.bend.or.us/bendugb) for details and to confirm dates:

- July 28: Informational Open House
- August 25: City Council & Board of County Commissioners Joint Public Hearing on the UGB Remand (note – the hearing may be continued to later dates if needed)

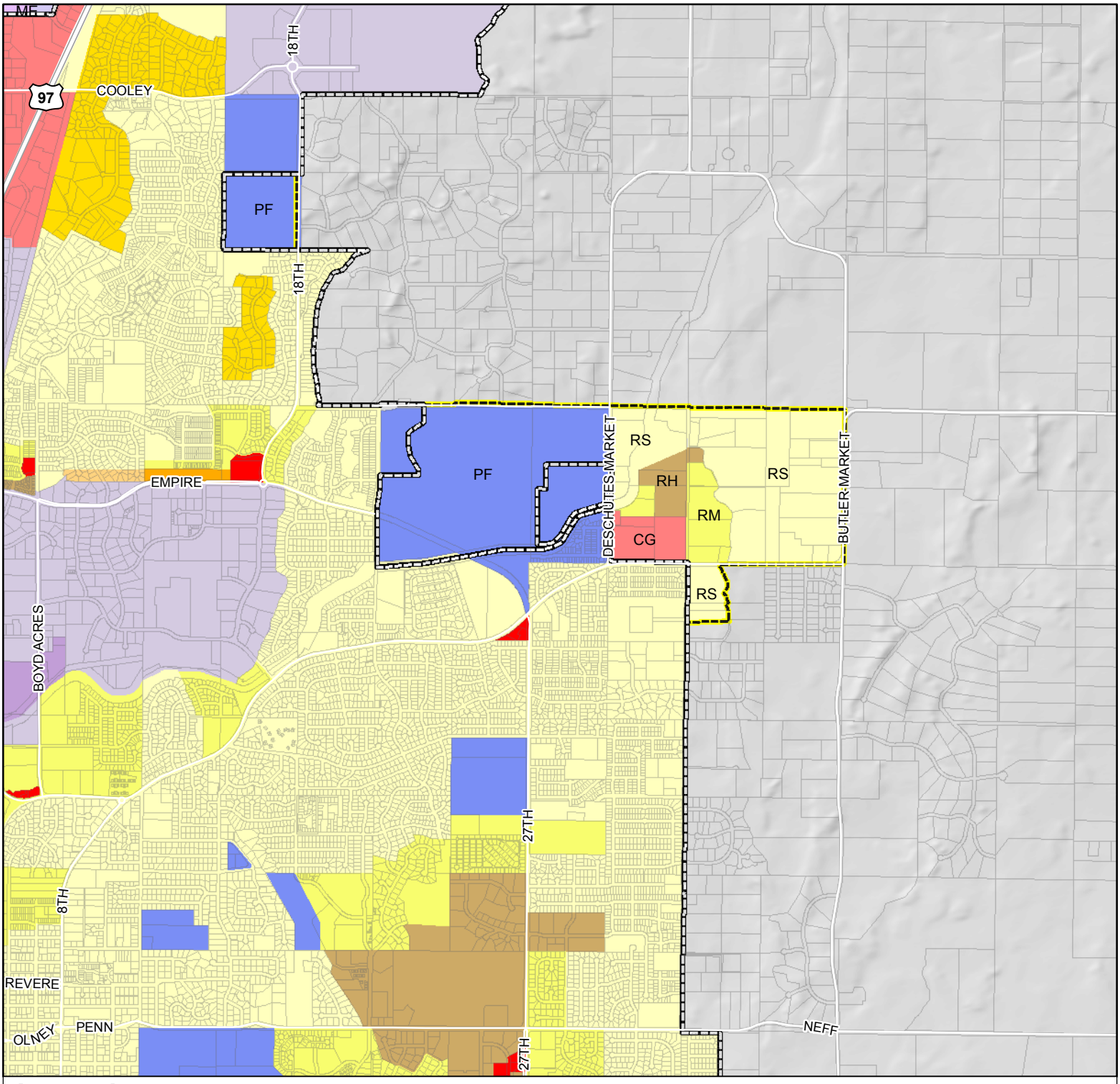
Notices will be mailed in July to property owners directly affected by the proposed boundary expansion, comprehensive plan map and zoning map amendments within the City, and other changes that affect the allowed use of the property. Information regarding proposed changes to zoning, comprehensive plan designations, the development code, and the UGB will also be available on the City's web site.

Please contact Brian Rankin (brankin@bendoregon.gov, and 541.388.5584) or Damian Syrnyk (dsyrnyk@bendoregon.gov and 541.312.4919) with questions or for assistance with project materials.

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

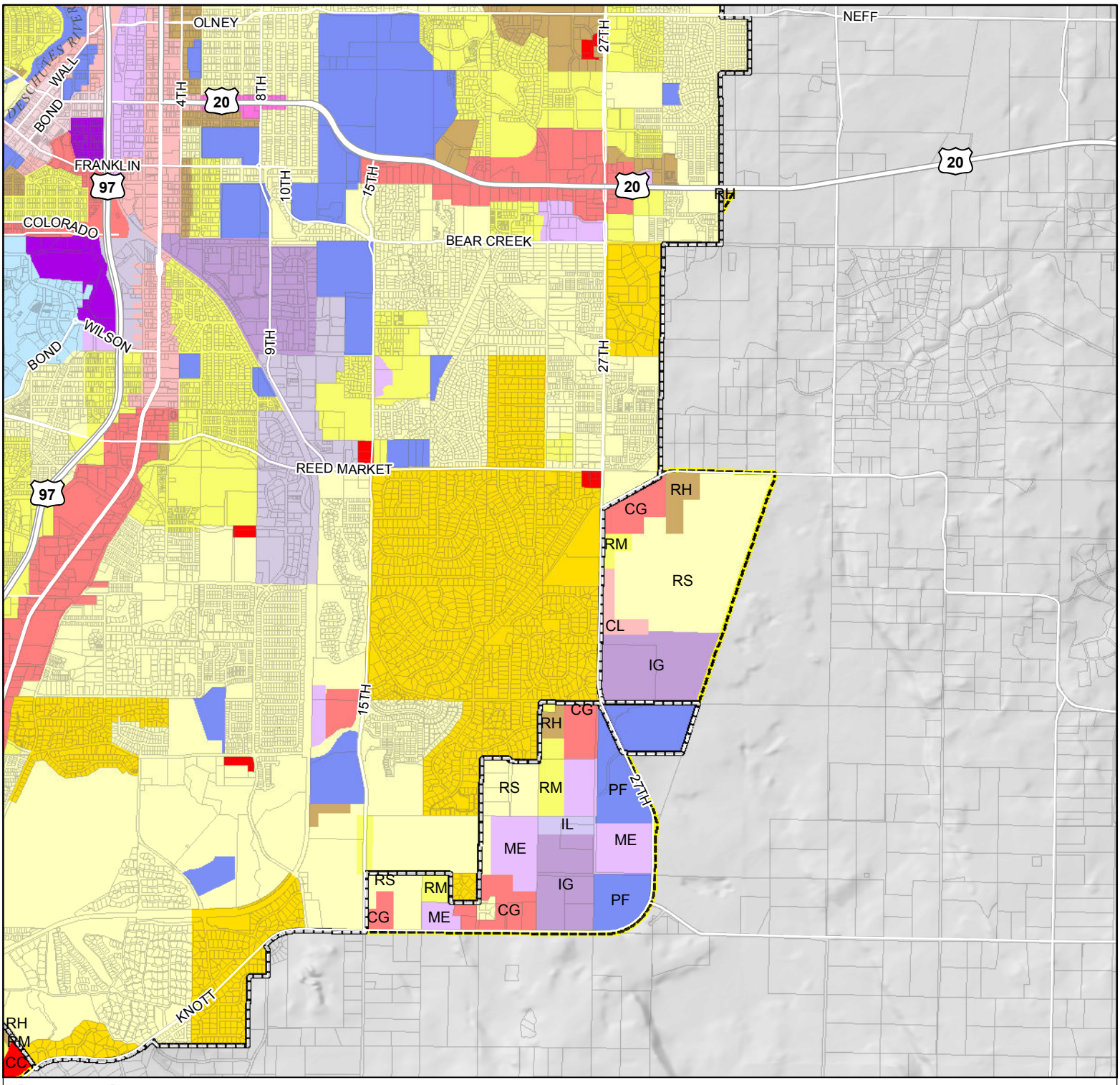
- Roads/Highways
- Current Urban Growth Boundary

10134

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

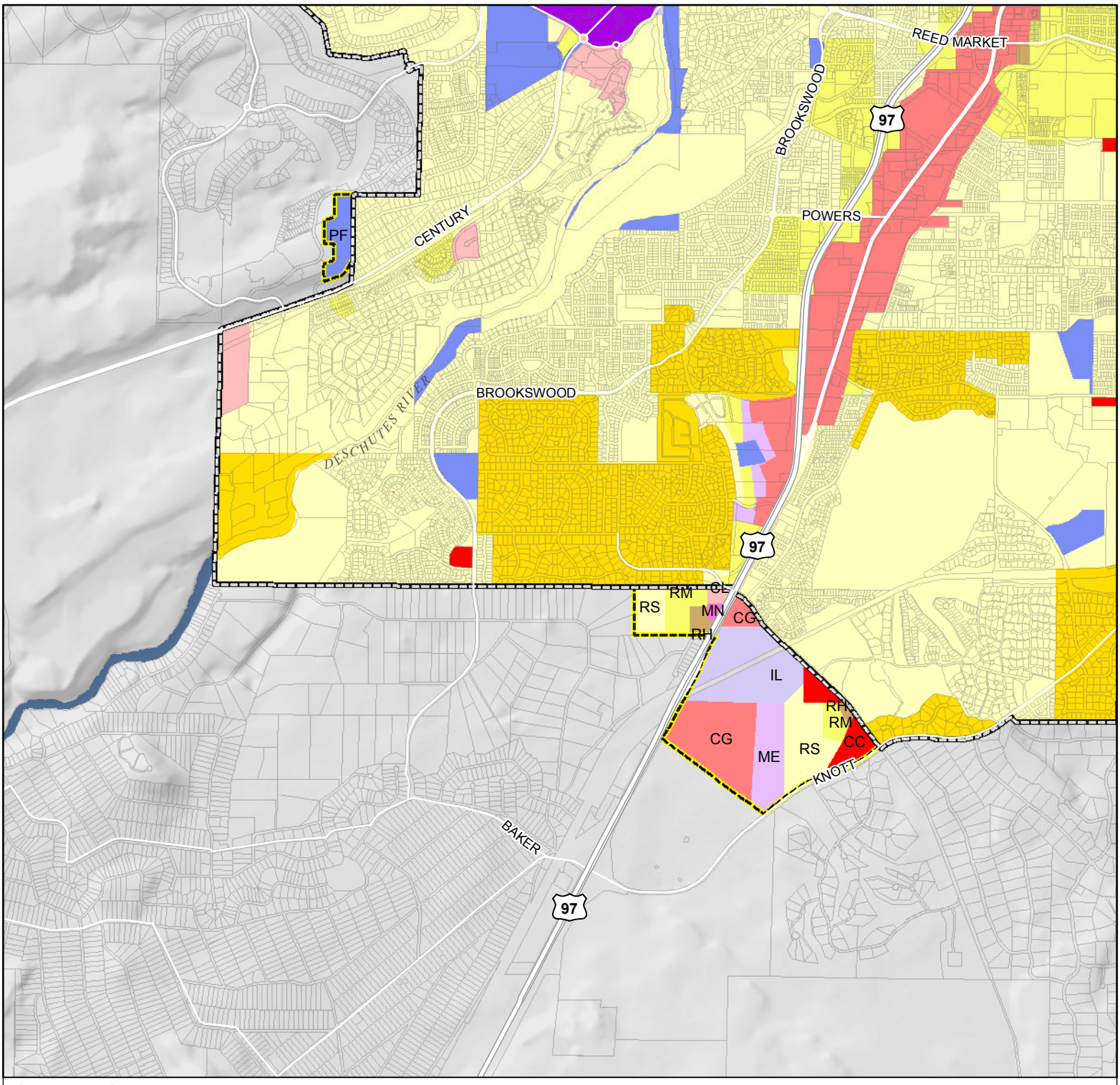
- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10135

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

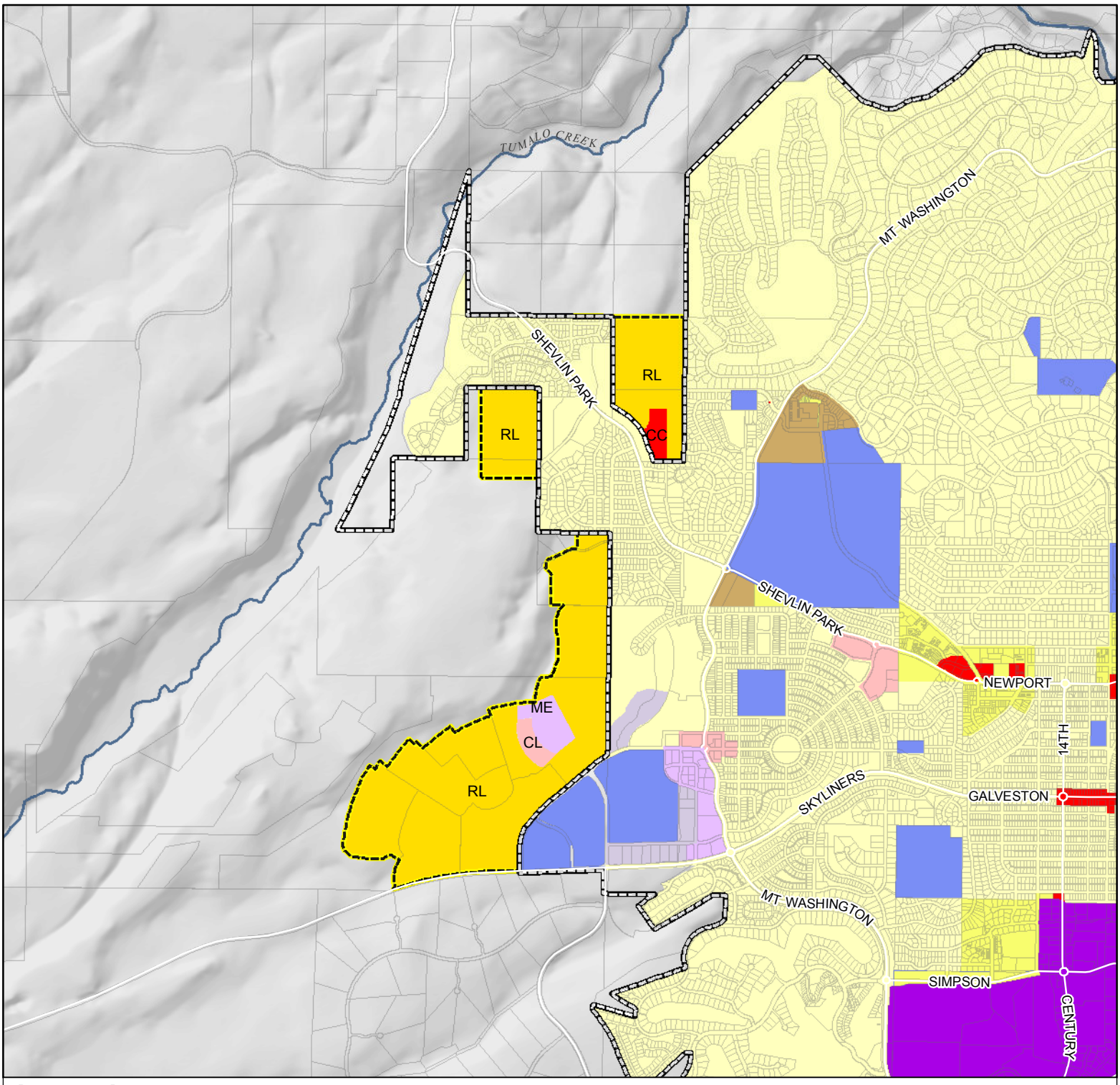
- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10136

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

Proposed UGB
MU
MN
CB
CC
CG
CL
IG
IL
ME
MR
PF
PO
PO/RM/RS
RH
RL
RM
RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

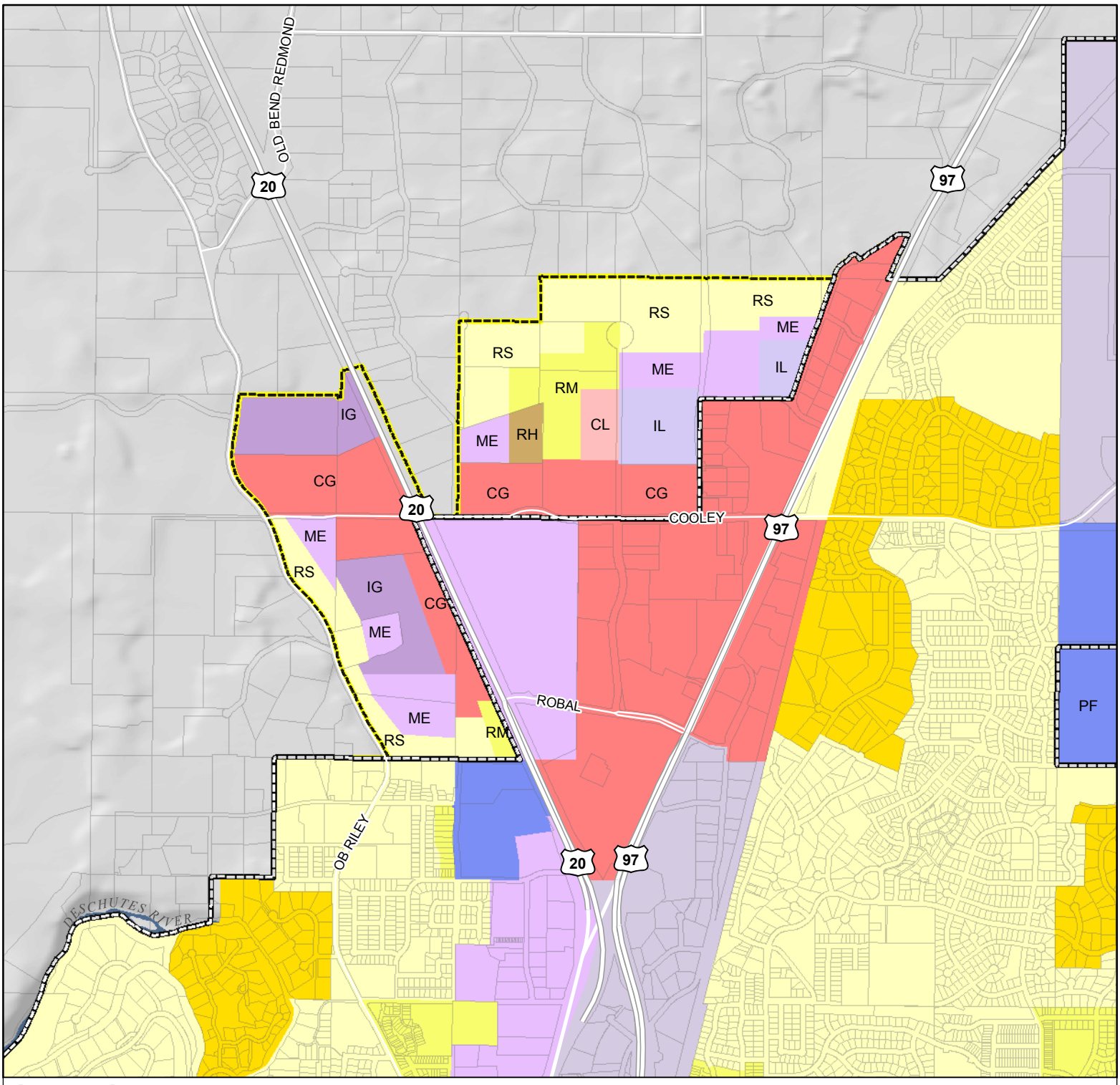
Streams/Rivers
Current Urban Growth Boundary

10137

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

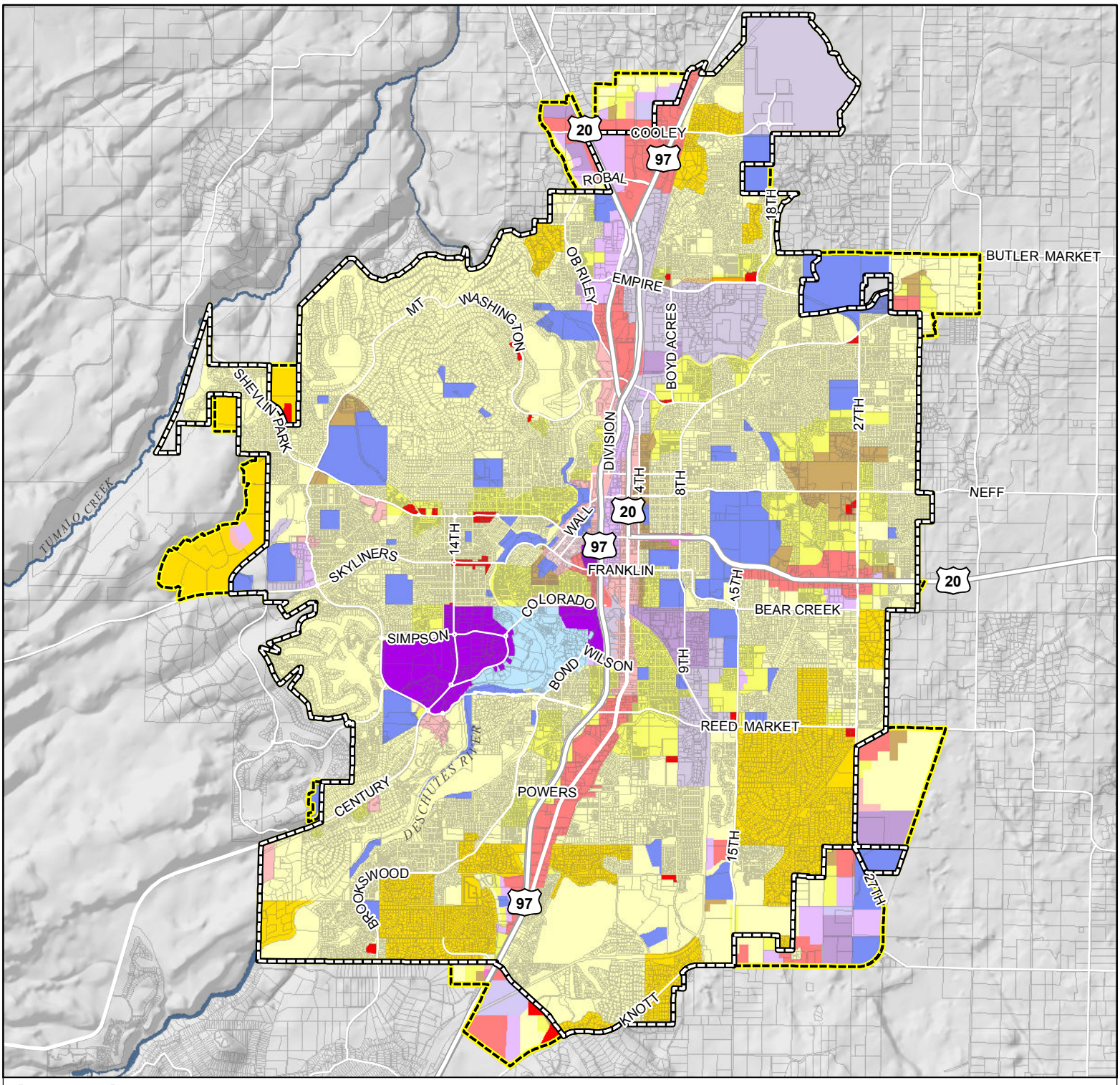
- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10138

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 26, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 2 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10139

Damian Syrnyk

From: Damian Syrnyk
Sent: Thursday, August 28, 2014 8:41 AM
To: aaron@tsweekly.com; bendnewsroom@gmail.com; bewert@gmail.com; blerten@ktvz.com; calendar@tsweekly.com; communitylife@bendbulletin.com; courtney@bendchamber.org; dallaswbrown@gmail.com; editor@cascadebusnews.com; Erin Rook; foxcentraloregon@kfxo.com; fulkerson.carol53@gmail.com; gvaagen@horizonbroadcastinggroup.com; hborrud@bendbulletin.com; info@knlr.com; jamie@bendchamber.org; leads@norcalnews.com; mvanmeter@newsprose.org; news@evmmedia.info; news@kbnd.com; News@KLCC.org; news@kpov.org; rl@bendradiogroup.com; Robyn Christie
Subject: September 4, 2014 Meeting of the Bend Urban Growth Boundary Steering Committee (USC)

PUBLIC MEETING NOTICE

The Bend Urban Growth Boundary Steering Committee (USC) will hold its next meeting on **Thursday, September 4, 2014** at **3:00 pm** in the **DeArmond Room** of the Deschutes Services Building (**1300 NW Wall Street**).

For more information about the USC, please visit our website http://www.bendoregon.gov/index.aspx?page=970.

Please contact Principal Planner Brian Rankin at (541) 388-5584 or Senior Planner Damian Syrnyk at (541) 312-4919 with any questions regarding the meeting.

Damian Syrnyk, AICP | Senior Planner
City of Bend
541-312-4919
dsyrnyk@bendoregon.gov
www.bendoregon.gov

Adoption Document Summary:

Transportation System Plan

OVERVIEW

The City's existing Transportation System Plan (TSP) was adopted in 2000 and included a number of remand items. Consequently, it has been amended many times since, most recently in 2014. The TSP was acknowledged by the Oregon Department of Land Conservation and Development (DLCD) in 2013 after the last TSP remand item was approved. The City intends to undertake a complete TSP update within the next several years, including updating the analysis and background elements. However, because a full TSP update is expected to take up to two years to complete, the City intends to do only targeted TSP amendments to support the Urban Growth Boundary (UGB) adoption at this time.

Amendments to the TSP will include updated maps, tables and text that support the Integrated Land Use and Transportation Plan (ILUTP), Opportunity Areas, and the new UGB boundary areas. The overall approach is that existing information will be retained, even where outdated, but context about the UGB expansion analysis will be added throughout the TSP wherever relevant, and new information will be integrated wherever appropriate and needed to support the UGB recommendations.

HIGHLIGHTS OF PROPOSED UPDATES

- The section that summarizes applicable state administrative rules will be updated to include requirements related to being in a Metropolitan Planning Organization (MPO), including VMT per capita analysis, and other recent, relevant amendments to the administrative rules.
- New information about volume to capacity ratios and vehicle miles traveled (VMT) in the ILUTP will be referenced in the section that summarizes the results of original alternatives analysis regarding those measures.
- The funding section will be updated where necessary based on the financial analysis done by City staff in 2014 on funding through 2032, which is the basis for a prioritized project list and Capital Improvement Plan (CIP) and the region's Metropolitan Transportation Plan (MTP). It will also include assumptions on funding for the improvements needed to serve UGB expansion areas.
- The tables of new roadways, and roadway and bicycle and pedestrian system maps in Appendix A of the TSP will be updated to incorporate the new facilities needed to serve the UGB expansion areas and to address projects identified in the Opportunity Areas such as the Bend Central District refinement plan.

Section 6.9 includes transportation goals, policies, benchmarks, and implementation items. Currently, Chapter 7 of the General Plan mirrors this section of the TSP. The project team proposes leaving Section 6.9 of the TSP as is, adding an introductory note in that section that references the General Plan and states that the official transportation policies for the City are now found only in the General Plan as updated for the UGB work, until the TSP is updated, at which time the General (Comprehensive) Plan Transportation Chapter would also be updated.

Staff Contact: Karen Swirsky (kswirsky@bendoregon.gov)
Updated: 4/14/16

	Date	Meeting
1	March 3, 2011	Remand Task Force meeting
2	April 28, 2011	Remand Task Force meeting
3	June 2, 2011	Remand Task Force meeting
4	July 28, 2011	Remand Task Force meeting
5	September 8, 2011	Remand Task Force meeting
6	November 10, 2011	Remand Task Force meeting
7	April 5, 2012	Remand Task Force meeting
8	June 24, 2013	UGB Expansion Options – meeting with stakeholders
9	July 1, 2013	Remand Task Force meeting
10	July 29, 2013	Remand Task Force meeting
11	August 19, 2013	Remand Task Force meeting
12	September 9, 2013	UGB Post Acknowledgement Plan Amendment – meeting with stakeholders
13	October 21, 2013	Remand Task Force meeting
14	November 18, 2013	Remand Task Force meeting
15	January 13, 2014	Remand Task Force meeting
16	January 24, 2014	Remand Task Force meeting
17	February 10, 2014	Remand Task Force meeting
18	March 17, 2014	Remand Task Force meeting
19	May 19, 2014	Remand Task Force meeting
20	June 19, 2014	UGB Steering Committee #1
21	July 29, 2014	Technical Advisory Committee (TAC) Orientation
		Following meetings are those for which email public notice was given to the Public Notice group
22	August 4, 2014	Residential TAC meeting #1
23	August 4, 2014	Employment TAC meeting #1
24	August 5, 2014	Boundary TAC meeting #1
25	August 5, 2014	UGB Remand Drop In Meeting
26	August 25, 2014	Residential TAC meeting #2
27	August 25, 2014	Employment TAC meeting #2
28	August 26, 2014	Boundary TAC meeting #2
29	August 26, 2014	Drop in Meeting
30	September 4, 2014	UGB Steering Committee #2
31	October 9, 2014	All technical advisory committees (TACs) meeting
32	October 13, 2014	Residential TAC meeting #3
33	October 13, 2014	Employment TAC meeting #3
34	October 14, 2014	Boundary TAC meeting #3
35	October 14, 2014	Drop in meeting #3
36	November 17, 2014	Residential TAC meeting #4
37	November 17, 2014	Employment TAC meeting #4
38	November 18, 2014	Boundary TAC meeting #4
39	November 18, 2014	Drop in meeting #4
40	December 15, 2014	Joint Residential – Employment TACs Workshop (meeting 6)
41	December 16, 2014	Boundary TAC meeting #5

42	December 16, 2014	Drop in meeting #5
43	January 26, 2015	Residential TAC meeting #6
44	January 26, 2015	Employment TAC meeting #6
45	January 27, 2015	Boundary TAC meeting #6
46	February 23, 2015	Residential TAC meeting #7
47	February 23, 2015	Employment TAC meeting #7
48	February 24, 2015	Boundary TAC meeting #7
49	February 24, 2015	Drop in meeting #7
50	March 19, 2015	UGB Steering Committee meeting #3
51	April 7, 2015	Boundary TAC Meeting #8
52	April 30, 2015	USC and TACs Scenarios Workshop (Residential and Employment TAC Meeting #8)
53	June 9, 2015	Boundary TAC #9
54	June 24, 2015	Boundary TAC Meeting #10
55	June 25, 2015	UGB Steering Committee meeting #4
56	July 21, 2015	Residential TAC Meeting #9
57	July 21, 2015	Employment TAC Meeting #9
58	August 25, 2015	Residential TAC Meeting #10
59	August 25, 2015	Employment TAC Meeting #10
60	October 1, 2015	Bend UGB Open House at Bend Parks and Rec (6:30 pm to 8:30 pm)
61	October 7, 2015	Joint meeting of the Residential and Employment TACs
62	October 8, 2015	Boundary TAC Meeting #11
63	October 22, 2015	Boundary TAC Meeting #12
64	October 22, 2015	UGB Steering Committee Meeting #5
65	November 19, 2015	Residential TAC Meeting #12
66	November 19, 2015	Employment TAC Meeting #12
67	December 14, 2015	UGB Steering Committee Meeting #6
68	January 20, 2016	Boundary TAC Meeting #13
69	February 10, 2016	UGB Steering Committee Meeting #7
70	March 16, 2016	Boundary TAC Meeting #14
71	March 17, 2016	Joint Residential and Employment TAC Meeting (final for both)
72	March 30, 2016	Boundary TAC Meeting #15
73	April 21, 2016	UGB Steering Committee Meeting #8

City of Bend
Urban Growth Boundary Steering Committee
Meeting Minutes
Date: April 21, 2016

The Urban Growth Boundary Steering Committee (USC) held its April 2016 meeting at 1:00 pm in the Barnes/Sawyer Room of the Deschutes Services Building (1300 NW Wall Street).

Members Present: Mayor Jim Clinton, Councilor Victor Chudowsky (Chair), Councilor Nathan Boddie, Councilor Barb Campbell, Councilor Casey Roats, Councilor Sally Russell, Councilor Doug Knight, County Commissioner Tony DeBone, Planning Commissioner Bill Wagner (Vice Chair), and Planning Commissioner Rex Wolf.

1. Welcome and Introductory Items

Chair Chudowsky called the meeting to order at 1:03 pm. He thanked his colleagues on the Steering Committee, and the Boundary TAC, to help people come to an agreement. He stated that the purpose for today's meeting is for the USC to approve a package of adoption documents for finalization and public hearing. He then asked if there was a motion to approve the minutes from their February 10, 2016. Councilor Knight moved approval of the minutes, with Vice Chair Wagner providing a 2nd to the motion. The vote in favor of the motion was unanimous.

Chair Chudowsky then turned over facilitation of the meeting to Mr. Joe Dills of the Angelo Planning Group. Mr. Dills began by asking people to fill out a comment card and to give it to Karen Swirsky of the City if they wanted to testify during the public comment period.

Mr. Dills then provided an overview of the meeting agenda. He indicated that the team would start with a briefing, focusing on the maps, the boundary, and key policies. This presentation will then be followed by public comment. After public comment, the team will seek direction from USC on the boundary and the maps. The last item on the agenda will be the USC's consideration of the body of work. He then turned to Mr. Brian Rankin of the City for any additional comments. Mr. Rankin indicated he had no opening comments.

2. Overview of Key Map and Policy Recommendations

Ms. Becky Hewitt of the Angelo Planning Group led off the team presentation. She began by providing an overview of the adoption package in the committee's packet. She highlighted the policy and regulatory documents in the package, including the comprehensive plan text, map amendments, and development code updates. She addressed the supporting documents as well, including the integrated land use and transportation plan, transportation system plan updates, the buildable lands inventory, housing needs analysis, economic opportunities

analysis, urbanization report, and urban form report. She highlighted the new Growth Management Chapter, updated Housing and Employment Chapters, and final reports that will become appendices to the comprehensive plan. The focus for today's meeting with respect to the adoption package is on the new Growth Management Chapter, Comprehensive Plan map amendments, and the Zoning Map amendments.

With respect to the approach for zoning opportunity areas, Ms. Hewitt described for the committee the "blended" approach for zoning opportunity areas. The decision to use this approach was made in December of 2015, and would apply zoning inside the city limits for the opportunity areas. The blended approach includes enabling comprehensive plan amendments and selected zone changes, and proposed procedures for streamlining the zone change process where consistent with the Comprehensive Plan.

She then identified the opportunity areas where zoning would be applied, and reviewed proposed maps with the USC. These areas included the Bend Central District, 15th Street/Ward, and the KorPine Area. She added that zoning for the Central Westside Area would be applied during the next phase of that planning process.

Chair Chudowsky asked about the streamlined zone change consistent with comprehensive plan. Ms. Hewitt explained purpose of procedure. She mentioned that no goal compliance was required, and that the focus of the process would be on public facilities. Vice Chair Wagner then asked about what's included in the term "public facilities are adequate." He asked how we measure adequacy. Mr. Rankin answered this question, and referred to water, sewer, and transportation infrastructure. He explained that adequacy would answer whether a zone change and proposed development were within the range of impacts assumed. This would inform whether there would be additional requirements for the development to construct.

Vice Chair Wagner then asked about (Section) 4.7 of the Bend Development Code. He asked whether this would be included in considering a proposed zone change in conformance with the plan. Mr. Ranking replied that yes, this would be included. Vice Chair Wagner then asked whether bicycle and pedestrian would be considered with the transportation analysis. Mr. Rankin confirmed these would also be included in the transportation analysis.

Ms. Hewitt then returned to reviewing the proposed plan map amendments for the opportunity areas. For the southwest part of the City, the recommendation is to change the comprehensive plan map for the COID (Central Oregon Irrigation District) property from Public Facilities to Standard Residential. This land is currently vacant, and COID recommended applying the residential plan designation.

She then turned to the Southeast, and reviewed the plan map designations for the 15th Street/Ward property. This property has a current plan designation of Standard Residential. The team proposed a mix of Standard Residential, Medium Residential, High Density Residential, Mixed Employment, and Convenience Commercial.

Ms. Hewitt then turned to the Draft Growth Management Chapter (Page 28 of the meeting packet) and provided an overview for the Steering Committee. She noted that this is a new chapter of the City's comprehensive plan, includes several broad goals, and over 100 regulatory policies. The policies include those for special site needs and for opportunity areas. In addition, the policies include specific policies to guide future area planning for UGB expansion areas.

With respect to the special site needs, Ms. Hewitt referred the committee to a map that identified the two (2) large lot industrial sites and the university site. Mr. Dills added that someone had signed up to testify on this policy.

Mr. Hewitt then turned to the topic of an Affordable Housing Policy in the Growth Management Chapter. She presented two options for the committee, which are reproduced below from a presentation slide:

- Option 1 – new policy under *General UGB Expansion Policies*
- Option 2 – incorporate relevant policies from Housing chapter into *Policies for Residential Areas and Neighborhoods*.

The proposed options are reproduced in their entirety below from pages 21 and 22 of the meeting packet:

> *Option 1 is a policy that would be placed in the General UGB Expansion Policies section. This approach would be directive to future UGB expansions. The text below was recommended by Chair Johnson:*
>
> > *11-XX - The city will consider the relative ability of proposed expansion areas to address the city's affordable housing needs in balancing the social and economic consequences of bringing alternative expansion areas into its urban growth boundary.*
>
> *Option 2 is to incorporate relevant policies on affordable housing from the Housing chapter into the "Policies for Residential Areas and Neighborhoods" section. This approach would not be specifically directive to future UGB expansion efforts, but would acknowledge the City's intent to implement the statewide goal. The text below comes from the current draft of the Housing Chapter of the Comprehensive Plan:*

11-YY – The City will continue to create incentives for and remove barriers to development of a variety of housing types in all residential zones, consistent with the density ranges and housing types allowed in the zones. This policy is intended to implement the City's obligation under the State Housing Goal to "encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density".

Mr. Dills agreed with Ms. Hewitt's summary. The team had introduced this topic at the Residential TAC. The TAC decided that an affordable housing policy should be in the Growth Management Chapter. The Boundary TAC took up the same discussion, but could not land on the language.

Ms. Hewitt then turned to the topic of Area Planning for the UGB Expansion Areas. She presented the overall objectives to the Steering Committee, which are reproduced here from a presentation slide;

- *Guide future annexations and development to fulfill the vision for each subarea*
- *Ensure adequate capacity for needed land uses, consistent with UGB planning*
- *Flexibility on arrangement of land uses*
- *Framework for circulation & infrastructure*
- *Ensure school & park needs are addressed*

She noted that the Boundary TAC recommended that area planning be done for all of the UGB expansion subareas. She referred the committee to a map that identified which areas would be subject to master planning requirements (those areas shown in green), and those areas that would be included in a city-initiated area plan (those shown in purple). With respect to Specific Expansion Area Policies, she pointed out that there are constants in each area: street connectivity and coordination with special districts and utility providers. She also pointed out those topics that would be tailored to each area: the type of plan area, planning concepts, acres by plan designation, and housing capacity.

At this point, Ms. Hewitt turned the presentation over to Mr. Mike Riley of the Boundary and Growth Scenarios TAC. Mr. Riley began by stating he was at this meeting to summarize the Boundary TAC's discussion for the USC. His focus was on the areas subject to city initiated areas plans; these areas were displayed on the map as the purple areas, and included multiple ownerships. He added that these are areas to which the City needs to pay more attention to arrive at complete communities. The TAC was in agreement on a city led effort, and he added

that this was at a framework level. He said that the TAC heard and acknowledged the concerns over time and expense, and don't want to further constrain the supply. He added that their focus was on the framework level. For the purple areas, he stated that the City needs to engage in funding this effort. The TAC did not have a recommendation, but he understood that there was a decline in funding for long range planning. He added that it's important to achieve and maintain integrity that the city maintains a role and contribute for some of the funding for area planning. Mr. Riley noted that he had no position on funding, but wanted to draw the City Council's attention to how to fund this work and to prioritize which areas to consider first. The TAC did not come to a conclusion on this, and noted that infrastructure should be a key consideration on which areas goes first.

Mr. Rankin followed Mr. Riley's comments by directing the committee to pages 46 of the meeting packet. He highlighted the city initiated area plan policies, and noted their emphasis on funding plans and funding needed infrastructure improvements. Councilor Campbell asked for clarification if we are talking about the same thing when we use either infrastructure or public facilities? Mr. Rankin confirmed yes, and that the terms are interchangeable, with respect to water, roads, and sewer. Mr. Riley followed by adding that sewer may constrain more of these areas.

Vice Chair Wagner then directed a question to Mr. Rankin; he asked him to define an area plan? What is this compared to a master plan or an overlay district. Mr. Rankin responded that the areas plan is more of a framework plan. It includes certain elements such as roadway layout, major infrastructure systems, and phasing of development. He added that through area plans we can look at core infrastructure, and whether they are sized adequately, land uses, and potentially re-arranging land uses. He summarized by referring to Infrastructure systems and bubble diagrams.

At the conclusion of this discussion, Ms. Hewitt turned the presentation over to Andrew Parish of the Angelo Planning Group. Mr. Parish presented the Draft Plan designations for the areas included in the UGB expansion subareas, including implementation maps for each subarea.

Mr. Parish began with a presentation slide that presented the plan designations for the properties in the OB Riley and North Triangle subareas. Regarding the OB Riley area, he noted that this is one of the northern gateways to the city, and includes a mix of commercial and employment uses. He also pointed out a strip of residential uses along OR Riley road, and referred the committee to the same map on Page 60 of the meeting packet. He then turned to the plan designations for the North Triangle area; he noted the commercial uses along Cooley Road, and the transition to the rural subdivisions to the north. He also highlighted what he described as a fair amount of industrial and mixed employment land.

Mr. Parish followed by presenting the plan designations for the properties in the Northeast Edge. He added that the same map was included on page 56 of the meeting packet. This subarea includes a collection of properties referred to as the Butler Market Village, which includes a mixed use community. He also pointed out that this subarea includes two parks, each designated Public Facilities. The plan designations for this subarea center residential uses on a commercial node. In addition, the School district also identified this area for a new school.

Mr. Parish then proceeded to the DSL (Department of State Lands) and the "Elbow" subareas. Regarding the DSL property, he noted that this area is planned for a mix of commercial and industrial uses, including one of the special site needs for a large lot industrial site. This area also includes some residentially-designated land, and he noted a slight adjustment to the large lot industrial site size from 56 acres to 50 acres. He then referred the committee to the Elbow, which included the land at Knott Road and 27th Street. This area is largely planned as an employment area, and includes residentially designated land to provide a transition to existing residences in the UGB. He also noted that this area includes an existing school and park district property.

After presenting the Elbow, Mr. Parish proceeded to the south part of the city, which included the subarea described as the Thumb. This area is largely planned for commercial and industrial employment, but does include some residential along Knott Road. This part of the presentation also referred to additional park property that will be included in the UGB to the north and west identified as Alpine Park.

Mr. Parish concluded his part of the presentation by presenting the plan designations for the West Area and for the Shevlin Area. Regarding the West Area, he noted that this subarea includes an extension of Sklyine Ranch Road, a proposed implementation of a transect concept, and a transition from urban to rural uses. Regarding the Shevlin Area (aka Notch), this area is planned for residential development, and includes a small commercial node. After describing the Shevlin Area, he added that this concluded the walk around of the subareas and their plan designations.

Vice Chair Wagner followed with a question about the West Area. He inquired whether high density residential is planned for this area also. Mr. Parish pointed out that while the proposed plan designation is RL (Urban Low Density), there was some higher density housing planned for, and more detailed agreements between the property owners. Mr. Dills added that the maps work in combination with the policies, and referred the committee to page 52 of the packet. This page included the draft policies for the West Area, and included on mix of residential and commercial. Planning Commissioner Wolf followed with a question on the Elbow; he referred to the map on page 57 and asked about the area in gray that does not have a designation. The team answered that this area included the county road department offices.

Hearing no further questions from the committee, Mr. Dills took the next part of the team presentation before the public comment period. He started by taking the committee out of the details and back up to a higher level. He referred to the Project Goals, which were summarized on a single presentation slide. He also referred to the Goal 14 factors, and that those criteria area still in play all the way to adoption. He asked the committee to consider these when considering possible modifications. He concluded by framing the process for the rest of the meeting; public comment would follow with a post-public comment period where staff would come back to seek any direction on the maps. Mr. Rankin asked that those providing comment to please speak into the mikes.

3. Public Comment

1. Liz Dickson, Hurley Re, representing a consortium that includes Ryan Bell, Tammy Lamb, and a number of other individuals in the Golden Triangle at the north end of town. She referred the committee to two images she had brought on a thumb drive. Ms. Dickson commented that state law requires compliance with Goal 10, and that the current plan speaks to but does not comply with Goal 10. This proposal needs to be more specific. She described the lands in the Golden Triangle area. These areas were identified as best lands for affordable housing in two studies. The location is also excellent due to necessary services without travel into the city core, its proximity to Highway 97 North and Highway 20. She testified that the area is close to jobs pursuant to working draft of the ILUTP, and that a number of transportation improvements are in the planning stage. She indicated that a number of separate owners are involved, and acknowledged this a challenge for area planning. She referred the committee to information from Ann Marie Colucci in their packet that includes an exhibit describing the property involved in the consortium, which she referred to as the Golden Triangle Area Consortium. She testified that the intent of the group was to come together to provide affordable Goal 10 housing. She went on to list the owners involved and the number of acres owned by each owner. The concept is to commit a quarter of housing to affordable housing. She testified that Bell's property was cut after the February meeting, and referred the committee to the property on an overhead image. She added that not including the Bell property prevents the development of a full cul-de-sac, and closes off a potential road connection to the north. She concluded by stating leaving the Bell property out inadvertently tanked a plan for 120 acres of affordable housing.

2. Dean Wise, JL Ward Company. Mr. Wise thanked the committee for approving their requests, including a configuration of their 15th street property. He also referred to their requested trade between the Elbow and the Thumb. He testified that he has tried to account for acreages, but that they do not match up. He requested numbers to confirm that the acreages of land uses add up.

3. John Russell, Department of State Lands. Mr. Russell testified that he had participated with the Boundary TAC, and described the experience as fascinating. He stated he strongly supports policy 11-120, and added that the large lot industrial site follows the Central Oregon Regional Economic Opportunities Analysis process. He also referred to the smaller large lot industrial site and model zoning code, and concluded that Bend would be consistent with the region.

4. Ann Marie Colucci. Ms. Colucci drew the committee's attention to the Golden Triangle area. She commented that a significant number of residential units have been assigned to the area, which also borders a rural area. She testified that the area includes industrial uses, which is not compatible. She testified that ME (Mixed Employment) and CG (General Commercial) would be more appropriate. She added that this area creates a design opportunity and referred the committee to the adopted roadway plan. She recommended that proportions of residential and commercial land uses be exchanged, and that the IG (General Industrial) be exchanged for CG (General Commercial) between OB Riley and the North Triangle. She referred to the White/Dewey settlement agreement in the record. She testified that a majority of owners put forth a proposal for housing, questioned the compatibility of industrial and residential, and pointed out that based on current median income, that there was a very limited number of homes on the market for sale for those earning median income. She testified that the city needs to back the consortium proposal, and asked that the industrial zoning be replaced with commercial.

5. Kenneth Schofield, representing the Bend Neighborhood Coalition. Mr. Schofield testified that the coalition is a new non-profit to advocate for the residents of Bend. He noted three trends coming; more density, more mixed uses, and; 4,000 more college students. He testified that these have the potential for increased conflict. He testified that Bill Bernardy sent in a letter for the record, and this letter proposed changes to the draft Housing Chapter. He testified that the definition of neighborhood livability is quite narrow, and referred the committee to page 10 of the draft Housing Chapter. He commented that residential compatibility was currently addressed through adjusting physical attributes of buildings and landscaping, and referred the committee to policy 5-21. He proposed transitional zoning patterns language, and recommended that the city direct its attention to off-site impacts and nuisances. He concluded by stating that the Council could ask that these concepts be looked at during Central Westside Plan Phase 2.

6. Curt Baney, Oxford Hotel Group. Mr. Baney testified that he is representing property on the south side of Bend; a total of 40 acres that was part of the Thumb. He referred to the property as the old Sunriver Prep School site. He testified that he has planned a balanced neighborhood for this property that includes an 8 acre school site parcel, and that it's also committed to 25 % of the multi-family residential being affordable housing, 30% of AMI. He commented that he's followed process for quite some time, and that Scenario 2.1 included this property. He testified that it was excluded to sewer and access limitations, and noted that the property abuts Highway 97. The property has right in and right out access, what he described as quick access to Brookswood Boulevard, and access to Murphy Road. He added that a consultant did a sewer study and found adequate sewer capacity for the development. He noted that a canal runs through property that is more of a lateral or a ditch. He concluded by asking that the property be reconsidered.

7. Steve Hultberg, representing OSU Cascades. He testified on Policy 11-118, and noted that he was comfortable with Vice Chair Wagner's proposed changes to this policy. He noted that there was general agreement on this policy, and provided a copy for the record.

8. Deborah McMahon, representing Curt Baney. Ms. McMahon informed the committee she was available to answer any question on the Baney property. Vice Chair Wagner asked for clarification the property to which she was referring. Ms. McMahon commented that the committee should have a letter by email of the Baney's property, including a map of the property and neighborhood. She commented that the right in and right out access to the highway was troublesome for employment. She advocated for creating a new neighborhood not depending on employment, and identified potential connections to Golden Rain and Ponderosa and convenient access to Brookswood. She mentioned Mr. Baney's offer to donate 8 acres for a school site to the District, the proposed residential buffers, and open space and parks to south. She also highlighted what she described as live/work areas along the highway. She testified that removing the Baney property removes the only property in the southwest, and that they are committing 25% of all of the residential units for 30% of AMI in housing. This can be backed up with policy they have submitted.

9. Bill Hopp, representing Pacwest and Porter and Kelly Burns. He testified that his clients have a property of which 37.5 acres are zoned EFU (Exclusive Farm Use) and 2.5 acres are zoned UAR (Urban Area Reserve). He testified that the soils on site are Class 7 and 8 soils, and that he has an approved LCDC soils study, which can be submitted to the county for zone change. He showed the committee that Bear Creek Road is located south of the property, and Highway 20 is to the north. Sewer will be available in Bear Creek road, which will connect to a Hamby sewer line. He testified that his clients have committed to developing affordable housing on this property, both single and multi-family, with a target of about $250,000 homes. He cited

the low cost in the land and infrastructure very low. He acknowledged the risk of appeal by including any resources lands, and that after speaking with Central Oregon Landwatch, they were not opposed to the 2.5 acres zoned UAR.

10. Wayne Purcell. Mr. Purcell thanked the committee for their work, before referring them to page 46. He testified on annexation policy 11-46, and that he doesn't understand why this policy is important. He questioned the importance of having land be contiguous to be annexed, and asked for reconsideration. He concluded the testifying that the city needs more affordable housing, and that this may be provided through 10 and 15 acre parcels.

11. James Lewis, Deschutes County Property Manager. Mr. Lewis testified that he was going to address the county's demolition landfill site. He referred the committee to policy 11-18, and expressed a concern that this policy needs to be clarified. He added that the county does not build universities, and requested a change in policy language. He also raised an issue regarding the boundary of the opportunity area within which the county's property is located. He referred to land north of Simpson that is owned by the county, and that was left out of the opportunity area boundary.

12. Kevin Spencer, representing Matt Day and Rio Lobo. He requested that 40 acres of their land be included. He testified that he sought out Paul Dewey to discuss his property being included in the transect plan, and that he has been working with Paul and Landwatch for the last month. He presented a proposal for including 40 acres of his land in the UGB which also borders along Shevlin Commons. He added that the transect was really good for everybody and a good compromise. He asked the committee for their support of 40 acres being included.

13. Myles Conway, on behalf of Matt Day. Mr. Conway referred to his client's 300 plus acre property in the UAR (Urban Area Reserve), and requested that 40 acres of this property be included in the UGB. He referred to working with Paul Dewey and Central Oregon Landwatch to reconfigure the proposed 40 acre parcel. He also referred the committee to a map of the property in his testimony, included in their materials. He referred the committee to a map of the proposed 40 acres, and also referred them to the proposed to create a new buffer that would be more compatible with the park (Shevlin Park). He referred to prior testimony that the property is shovel ready, and referred the committee to a letter from BeCon Engineering that compared all properties included for expansion. He testified that his client's property is the most cost-effective from a sewer perspective. He referred the committee to an affordable housing proposal in his testimony, which would including moving multi-family housing to an area along Skyline Ranch Road, and dedicating 20 percent of the multi-family housing as affordable housing. He concluded by referring the committee to the transect proposal map in his testimony.

14. Tammy MacLeod, on behalf of the Coats family. She testified that she had written comment to submit. She also requested an 18-acre strip be added to the Shevlin Area for sewer access.

15. Tammy Lamb, representing 50 acres in the Golden Triangle Area Consortium. She referred the committee to prior testimony, and asked for some additional time and consideration for this important area.

16. Paul Dewey, on behalf Central Oregon Landwatch. Mr. Dewey thanked the team and the parties for all the work done. He testified that Landwatch was concerned over land being added to the UGB. He referred to a number of proposals that had been made during prior testimony, including those from Day, Baney, Pacwest, and Bell. He testified that Landwatch has reconsidered and supports these four properties coming in. The reason is a weakness in the proposal the City is making is under Goal 10, which requires the City to provide a broad spectrum of housing. He testified that this standard is hard to meet, especially in Bend. He added that more multi-family units are not necessarily affordable. He testified that what he thought was impressive about these four properties was that they all are offering something we can't refuse, which is truly affordable housing. He added that Mr. Baney proposed providing a school site, and that Mr. Day offered more affordable housing near schools; he observed that all are key solutions. He commented that he had worked quite closely on a concept on a western transect idea, and that he would like to see commitments put into policies.

After Mr. Dewey concluded his testimony, Councilor Russell asked Mr. Dewey a question. She commented that affordable housing has a specific definition, and discussed several different definitions. She then asked Mr. Dewey how he would define affordable housing. Mr. Dewey responded by pointing out Goal 10 requires a range of housing for a range of incomes; he observed that the area median income was around $53,000. He offered that the proposals would help the City satisfy the Goal 10 standard to provide a range of housing, and he pointed out that the key word was range.

17. Toby Bayard, Boundary TAC member. Ms. Bayard testified that sometimes the discussions on the North Triangle were truncated. She mentioned that she was an appellant during the last go around, and referred to an area of concern that was affordable housing. She added that she was referring to a range of affordable housing, with more focus on what people can afford. She cited the work done by Brooks Resources and Mr. Dewey, and offered that she thought there was a good compromise here, and that the last four properties should come in. She testified that she thought the Baney property has a lot of potential. She referred to a letter she entered in the record, and offered several comments on the process. She testified that this has been a night and day different process, and commented on what she described on the huge differences as we have allowed citizens to get involved. She commented that the thought the

process was so comprehensive in so short a period of time, and concluded by thanking the USC for supporting the process.

After Ms. Bayard concluded her testimony Chair Chudowsky asked her a questions about the Golden triangle area, and the issues specific to this area. Ms. Bayard responded that the big concern was over having industrial in this area. She referred to the 2004 settlement agreement, and noted that the City was not a signatory to the agreement. She testified that she thought the City benefitted from this agreement, and brought up the transition from IG (General Industrial) to residential. She concluded by mentioning her conversation with ODOT on the land uses in the North Triangle.

18. Dale Van Valkenburg. Mr. Van Valkenburg commended what he described as a remarkable process that led to a largely consensus proposal, although a quarter of the size of the last UGB proposal. He testified that it was key to include these last 4 properties, include the Day property to be consistent with the transect idea. He concluded by testifying that he supported inclusion of the other properties.

4. USC Discussion and Action – Key Map and Policy Recommendations

After the conclusion of public comment, Mr. Dills began the team presentation on eight total properties addressed in comment. He began with the Bell property in the North Triangle, and with Ms. Hewitt directing the committee to page 60 of the meeting packet, which included the maps of the proposed UGB expansion areas. Mr. Dills referred the committee to a map of the current UGB, including the areas included for expansion, and referred to the areas raised in comment as those enclosed in red squares on the map. He began with the Carpenter property in the North Triangle, and reiterated the general concern of general industrial in this areas. He also noted the request that IG (General Industrial) was not compatible with the area. He then referred the committee to the Baney property, located on the south end of the UGB and west of Highway 97. He next referred the committee to the Hopp/Pacwest/Burns property, located south of Highway 20, 2.5 acres in size, and zoned UAR (Urban Area Reserve). He then identified the location of the Day property, and referred the committee to a map on page 59 of the meeting packet. This portion requested to be included is 40 acres in size and rectangular in shape, and he acknowledged the slight reshaping mentioned in testimony. The testimony on this property proposed locating multifamily in the West Area. He referred to the Coats proposal to add an 18-acre strip of land extended north of their property to connect with sewer, and pointed out that UGB expansion was not needed for an extension of sewer. He concluded by referring to the Eagle/Neff property, referred to as the 2nd Perfect Rectangle, and pointed out if was 80 acres in size.

Mr. Dills then raised this point; if the steering committee wanted to accommodate these requests, then the team would need more land and more units to support their inclusion. The team has thought through how to do this, and make some adjustments for these requests.

Mr. Riley asked to make some additional comments on affordable housing before leaving the meeting. He brought up the policy statements on affordable housing. He noted that the Boundary TAC did not come to a conclusion on specific language, and referred the matter of deciding on language to the USC; he added that the TAC thought there should be something in the Growth Management Chapter on affordable housing. With respect to the Option 1 recommendation, he commented that this option is more about guiding the future. The second option is more about implementation. He also offered a personal opinion on the work on this topic. He observed that the committee tried to build consensus and not subject the work to appeal. He noted that some of the comments the committee hear today will help seal the deal. He noted the challenge in defining affordability consistently, and recommended that the city apply a uniform definition consistently. With respect to enforceability and how to incorporate these into policies, he recommending looking at specific policies that guide language for each area. Councilor Knight asked Mr. Riley about the issue of enforceability, and whether covenants or deed restrictions should be used. Mr. Riley responded that enforcement need to be written down and specific for different expansion areas. Councilor Boddie asked a question of Mr. Rankin – he stated that he had heard figures on area median income, and asked where these figures would be referenced. Would they be in zoning, deed restrictions? How would this translate into actual affordability? Mr. Rankin deferred the answer to Sid Snyder of the Residential TAC, who was in attendance.

Mr. Snyder referred to a presentation from Liz Dickson at the last joint meeting (of the Residential and Employment TACs). He noted their separate responsibilities, and that housing and affordability were in their (Residential TAC) bailiwick. The Residential TAC took up this issue of housing and affordability and brought it to a vote; the vote was 6 to 4 in favor of bringing this to the USC. With respect to a definition of affordability, Mr. Snyder referred the committee back to the second meeting of the Residential TAC. At this meeting, the TAC had discussed rules and affordability. The definition the TAC used was one that considered housing that would meet the needs of current and future populations. He referred to a chart that showed deficits and surpluses, and asked the open question of what kinds of housing can we help promote. He noted that the biggest deficit in housing was for those earning $15,000 to $20,000 a year, which is 30% of AMI. With respect to the topic of yield, and here he added that he was speaking for Al Johnson, he referred to deed restrictions, enforceability, timing, and pre-annexation requirement to require a percentage of housing that is affordable housing. He advised not leaving anything to the end, and acknowledged that with any tinkering to the boundary if the team is comfortable then the rest of us are.

Following the conclusion of Mr. Snyder's remarks, Mr. Dills resumed the team presentation. Mr. Dills referred the committee to a presentation slide he used to review the available Tools to add more acres. Ms. Hewitt summarized these tools, which are reproduced below:

Step 1:

• Smaller increase in minimum density for RS Master Plan sites:

– New option: 70% of max (5.11 DU/gross ac)

– Current draft: 80% of max (5.84 DU/gross ac)

– Current development code: 60% of max (4.38 DU/gross ac)

• Use current draft of density calculation

– ADUs don't count, parks/open space excluded

Step 2 changes:

• Step 1 plus…

• Reduce assumed redevelopment for Core Opportunity Areas (except Central Westside)

Ms. Hewitt and Mr. Dills reviewed with the committee the results from following the above Steps 1 and 2. By using Step 1, an additional need of 450 units is created. Following Step 2, an additional need of 720 units is created along with another 340 jobs. With respect to Step 1, this step incorporates a smaller increase in the minimum density for RS master plan sites; the new option is 70% of maximum density. The team presentation raised the concern about hitting the minimum density and split the difference. The capacity is set based on minimum density and minor tweaks based on masterplan work. They noted one clarification in that accessory dwelling units (ADUs) did not count toward meeting minimum density. With respect to Step 2, this step includes master plan changes in RS plus reduced assumptions about redevelopment; a smaller amount.

The team then reviewed a slide "Tools to add more acres" with the committee that presented the combined results. They noted that there is more multi-family housing because they were moving units from the core. Mr. Dills commented that there are some appropriate tools to use, and in a manner consistent with policies to use efficiency measures. He noted the team felt confident in defending this at the state level. He concluded the team presentation by asking for questions from the USC, and whether they thought the team was on the right track.

Mayor Clinton asked for the potential number of units with each change; what numbers of units go with each of those seven properties. Ms. Hewitt noted that the total number of units available to move around is 720 units. Mr. Dills referred to a new slide "Allocation Choices - Option A" and noted that the proposed UGB expansion can accommodate Day, Baney, and Bell. He then referred to a following slide that referred to an Option B which included Option A plus the Hopp/Pacwest property, and required an adjustment to what he described as the tab in the Northeast Edge. He pointed out adding the four properties (Day, Baney, Bell, Hopp) does require some swapping of land in the Northeast Edge, and readjusting lad uses in the North Triangle. He also noted a concern over the traffic impact in the north end with Option A, as more commercial pushes toward limits on traffic. Chris Maciejewski of DKS and Associates added that more work is needed to assess what effect the zone changes would have on the state highway system. He noted that the team is still working in this, and that they have preliminary findings. North Highway 97 looks very sensitive to changes, with more commercial meaning higher trip rates, and lower trip rates with industrial.

Mr. Dills noted that the City has both light industrial and mixed employment designations available for switching for IG (General Industrial) on the Carpenter property. Councilor Knight asked about other zones we could use to avoid disagreement with ODOT. Ms. Hewitt responded first by describing how trading outing the IG on the Carpenter property and any additional acres of IG for a mix of IL (Light Industrial) and ME (Mixed Employment) would not cause any significant changes. She added that the IL and ME are more compatible employment designations. Councilor Knight asked for confirmation that we could swap the IG with ME and the IL designations. Mr. Dills responded yes, and added that in order to accommodate the Bell proposal for 10 acres of RS, the team will need to adjust some land uses.

Councilor Knight then asked about some additional RM, and creating a larger buffer to the north and RS to the south. He noted that the RM also fits with the affordability intentions for this area. Vice Chair Wagner followed by asking what the current zoning was in the current UGB next to the IG? Mr. Dills responded that CG (General Commercial) is inside the UGB and adjacent to the proposed IG.

Councilor Campbell followed by raising the issue of the city's budget with a question. She confirmed that the project is fully budgeted, and asked Mr. Rankin were we might save some money. She followed by asking if we said no to all of this, how much would it save us? Mr. Rankin responded that if the project stopped now, the city would save some time up front, followed by public hearings, DLCD review, appeals to LCDC, and appeals to the Court of Appeals; all intensive legal battles. He explained the risk of moving too quickly and the effect of upsetting people, whose appeals may result in a remand; a more expensive proposition. He recommended that we need time to review modeling, and that it's wise money to spend up

front if we're getting a better package up front. He concluded by noting that he would be presenting the Phase 3 contract for the project at the next City Council meeting on the 4th (May 4, 2016). Councilor Campbell followed by asking whether we are getting a stronger case with the state? She was hearing that the affordable housing pieces will help make our case with the state?

Mr. Rankin did mention discussions with the State on "detuning" the efficiency measures. He added that the State did not have any discomfort. Councilor Knight followed with a comment on the planning assumptions. He stated he was supportive of adjusting density criteria to 70% in RS master plan, to provide the team with a specific reaction. He followed by commenting he supported the proposed Step 2 regarding the reduction of redevelopment numbers.

Mr. Dills then asked if other committee members had any thoughts. Councilor Russell commented that the City is involved with ODOT planning on the north end. She asked about the proposed shifts in uses, industrial lands, problems with Highways 20 and 97. She also noted that sewer is an issue, and asked whether we (the USC) were moving uses to an area where they won't' be realized.

Mr. Dills responded that changing the proposed IG to IL or ME is a subtle change. He noted that the transportation impact is not nearly the concern. He added that the team's recommendation was that we not do swaps that increase the amount of IG.

Councilor Boddie followed by commenting that he supports the changes, and added that they are well thought out. He thanked the advisory committees, and thanked what he described as the unlikely bedfellows who developed the proposals. He commented that this would lead to less legal challenge and a better future for Bend.

Mr. Dills asked if there were any other comments from the committee, including any comments on assumptions. Hearing none, he proposed looking through the map options. He referred the committee to a presentation slide that included the following points:

Allocation Choices – Option A

- *Day + Baney + Bell*
- *Add 5 acres of commercial and 5 acres of residential to the North Triangle*
- *Keep buffer on north edge*
- *Re-arrange land uses in the North Triangle*
- *Carpenter – Change from IG to IL/ME*
- *Similar job mix, transportation impact, more compatible employment uses*

He summarized Option A as including the Day, Baney, and Bell proposals. This would include a shift and small increase in the commercial and small increase in residential in the North Triangle. Ms. Hewitt added that it would add 5 acres to RM and add 5 acres of commercial to move housing and bring the Bell property in the expansion, and include changing employment designations used in the north triangle.

Ms. Hewitt then went on to explain how this option would work in the North Triangle. The team would eliminate all of the IG in the North Triangle, or at least the IG on the Carpenter property. This work would also pull some of the commercial out so there would be no net increase in commercial in the north triangle. The team would use IL and ME and residential plan designations.

Councilor Campbell asked about how the City can get a firm commitment to affordable housing in these areas. Mr. Dills suggested using a combination of deed restrictions and policy, and acknowledged that it's important that we deliver. He added that between now and adoption hearings, the City would work with each owner and draw up draft agreements that are part of the record, and draft enabling policy.

Mr. Dills then presented another option to the committee, Option B. He described Option B as Option A plus the Hopp property. He referred the committee to a slide with the following text that described Option B.

Allocation Choices – Option B

- *Option A + Hopp*
- *Move acres from the "tab" on the south side of Butler Market Road*
- *Minor adjustments in North Triangle to re-balance land needs (approx. 5 acres)*

Councilor Campbell asked for clarification regarding the Hopp proposal; would some of the acreage in the Northeast "tab" be moved. Vice Chair Wagner followed by asking how do we hear from the "tab" owners and know that they're ok with what's proposed. Mr. Rankin responded that three property owners spoke with him, including two property owners in north portion of tab. He noted that the owners are happy in their homes, and one owner did not want to evict a renter.

Mr. Dills returned to the discussion by inquiring about whether to include the 80 acres closest to Neff Road. He added that there is not enough need to include this piece, and asked for confirmation of whether the USC was okay with this. The USC members nodded in agreement. Mr. Dills concluded the team presentation on this topic by offering the team's recommendation for Option B. He asked whether there was a motion to adoption Option B.

Motion

Move to adopt Option B. Chair Chudowsky moved approval of this motion, with Councilor Roats providing the 2nd to the motion. The only discussion on the motion was a question from Councilor Knight clarifying that this option included Day, Baney, Hopp, and Bell. The team confirmed that this was correct. The vote in favor of the motion was unanimous.

Before taking a break, Mr. Dills noted that the next items on the agenda would be a review of the policy issues raised during public comments. These items included the written testimony that was submitted by Bill Bernardy, and discussed today by Mr. Schofield, referring to Policies 5-21 and 5-26.

The committee took a break at 3:25 pm, and reconvened at 3:32 pm.

Mr. Dills then framed the next issues for the committee's consideration. Three policies need to be addressed, which had been discussed in the previous public testimony. The first two policies were the proposed amendments to Policies 5-21 and 5-26. Bill Bernardy had submitted proposed amendments on behalf of the Bend Neighborhood Coalition, and Ken Schofield had addressed them in oral testimony. These policies are reproduced below, with the proposed amendments shown in underline:

> ***5-21*** *Of necessity, nonresidential uses may abut residentially planned and zoned areas in different parts of the community. In these instances, 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; additionally, nonresidential uses will be limited where necessary to buffer residential areas from offsite impacts and nuisances, including noise, vibration, odor, and parking and traffic problems.*
>
> ***5-26*** *Neighborhood commercial shopping areas may be located within residential districts and have development standards and restrictions on uses that appropriately limit their scale and function and recognize their residential setting.*

During the discussion of these policies and the proposed amendments to them, the committee discussed the city's current practices and regulations for noise and nuisances. These were identified as issues that are usually dealt with through code enforcement, as opposed to policies in the comprehensive plan. The committee also discussed related topics of mitigation, proximity, and whether adding language to the policy to consider buffering was warranted. The committee also considered whether policies in the comprehensive plan were the right vehicles

to address these things, and whether other means outside of the UGB amendment would be more appropriate.

Assistant City Attorney Gary Firestone provided additional feedback for the committee's consideration on these topics. He noted that these are more difficult to enforce, and people may file vague challenges if they relied on the language proposed for policies 5-21 and 5-26. He added that such language could lead to challenges that are difficult to defend due to the lack of clarity. Noise is already controlled under the Bend code, and he raised the risk of creating a standard that would be too vague to apply.

After Mr. Firestone's comments, the committee continued their discussion of these proposed amendments and their intent. Councilor Knight mentioned the use of special development standards within the city code. Councilor Campbell agreed with other committee member comments on this topic. Councilor Russell commented that more general than the specific treatment of a topic if included in a comprehensive plan policy; she added that we can't put something too specific into the comprehensive plan. The committee further discussed referring to non-residential uses, and the language proposed regarding non-residential uses. The committee concluded that more specific regulatory language belongs in another area of the code and not just the comprehensive plan; higher level language belongs in the comprehensive plan.

After the conclusion of this discussion, Mr. Dills asked the committee if they were more comfortable with language referring to mitigation, tools such as utilizing setbacks and building design. Chair Chudowsky asked if Mr. Firestone was comfortable with Mr. Dills' proposal. Councilor Roats raised what he described as the inevitable conflict of densifying from within, and that the city's design standards and codes drive up the costs of housing. He further cited the requirements for subdivisions, and the example of utility trenches, as an example of potential cost increases. He concluded by commenting that the city should not raise barriers to the entry of new housing into the market, and recommended some quantifications of what these changes would cost.

The committee resumed their discussion of the proposed amendments to Policies 5-21 and 5-26 by considering whether to leave the language as proposed. Mr. Firestone noted one option; including provisions for mitigation in the development code. Councilor Knight noted he could not support that option. The committee considered the reference to mandatory language in Policy 5-21, and whether to replace a "will" with a "may." Mr. Dills and Mr. Rankin noted that the team needed direction from the committee now, as there were no other committee meetings scheduled. Mr. Rankin discussed the proposal of a further discussion of this topic in a work session with the City Council. Councilor Knight commented on whether the Planning Commission would be removed from this process, and added that this might be a topic to go

before the Planning Commission. Vice Chair Wagner commented that this should be considered, and whether these topics would be considered with area and master plans? He raised the open question of whether to use area planning and master planning to test what was more appropriate for an area. Councilor Knight commented that he was not in favor of the "will be limited" language in the proposed policy. Chair Chudowsky offered that in this case the specific was being generalized. He added that there are instances in town where noise is an issue, and expressed that he was nervous about using this as a vehicle to standardize everything and creating more problems. Mr. Rankin asked the committee about whether they had concerns over the specificity in Policy 5-21. Councilor Campbell recommended providing language such as providing transitions consistent with the primary purpose of the adjacent zones. She clarified her proposed language to read as follows:

"provide transitions consistent with the primary purposes of the adjacent zones to buffer residential areas from offsite impacts and nuisances."

Councilor Russell raised the issue of the unintended consequence of getting language right; she did not want this to be considered in the context of the UGB work. Councilor Knight commented that the development code is already informed by the comprehensive plan and has certain setbacks and buffer criteria built into it. He indicated his agreement with the language Mr. Rankin proposed. Chair Chudowsky asked what if this is already addressed in the code.

At this point, Mr. Dills suggested someone make a motion. Councilor Russell moved the committee postpone this conversation to a council meeting; Chair Chudowsky seconded. She clarified that this discussion would address both polices. The motion passed 9 to 1, with Councilor Knight not voting in favor of the motion.

After the vote on this motion, Planning Commissioner Wolf commented that we need to look at those cities that have standards we can adopt. Vice Chair Wagner followed by adding that the City Council could say something to the Planning Commission on this topic, and provide direction to dig into this and see what other cities have done.

Mr. Dills then introduced the next policy area for discussion, and referred the committee to Policy 11-18 on page 22 of the meeting packet. This language is reproduced below:

> *11-18 The City has identified a need for a special site for a university. This need will be met on the land currently owned by Oregon State University between Century Drive, Mt. Washington Drive and Simpson Avenue (see Figure 11-3). Further expansions of the university on the adjacent County-owned property and property within this general area are consistent with meeting the special site need. However, property not currently owned by Oregon State University is not subject to restrictions on future uses.*

Vice Chair Wagner referred to his draft policy that would replace what was proposed in the meeting packet at page 22. He proposed language to address the issue raised in testimony by Mr. Hultberg and Mr. Lewis.

> *11-18 – The city has identified a need for a special site for a university as part of the UGB process. At this time, OSU-Cascades is developing plans for a Bend campus. If OSU-Cascades plans are approved by the city, the campus will meet this identified need. The campus site is currently being developed in property owned by OSU-Cascades between Century Drive, Mt. Washington Drive and Simpson Ave. (see figure 11-3). Further expansions of the university on adjacent and nearby property are also being considered and may also meet this need. It is not the intent of this policy that such nearby lands owned by third parties be reserved solely for university uses.*

Motion

Chair Chudowsky moved approval of Vice Chair Wagner's proposed language; Councilor Knight provided a second to this motion. The motion passed unanimously.

Mr. Dills then referred the committee to Policy 11-46, which addressed the subject of "cherry-stem" annexations. The committee had received testimony on this policy earlier from Mr. Purcell. Mr. Dills asked if there were any changes in language that a committee member wanted to propose, they can do so and must also provide a justification. Before taking comments and questions, Mr. Dills briefly summarized the proposed intent of the policy, providing the city with policy direction on what to consider when such an annexation is proposed. Councilor Knight began the discussion by proposing a motion to the committee leaving policy 11-46 as presented and unchanged; Councilor Russell seconded this motion. Before a vote was taken, Councilor Roats commented on the motion. He referred the committee to the parcelized pieces north and east of Bend; if the city expands the UGB in this direction, eventually the city will annex these territories. He further recommended that the City provide policy that allows land to be annexed once in the UGB.

Councilor Knight clarified that this language pertains to annexations, and withdrew his motion on Policy 11-46. Councilor Campbell asked if it looks like someone could cherry stem, a public need and benefit standard is a high standard. She asked what if there were a pathway. Councilor Roats followed by adding that the assumption that land came in the UGB, there it provides a public need and a benefit; so why is the policy in here. Councilor Russell asked whether annexations are brought to the City Council. Mr. Firestone of the city confirmed they are, and that this proposed policy is referring to land already within the UGB. Vice Chair Wagner asked whether the issue is whether the area could be served with public services.

Mr. Rankin offered that the committee (Boundary and Growth Scenarios) started by not wanting cherry stem annexations. The City's legal counsel advised that future councils would want some flexibility. He added that the public need and benefit does not have to be precise, but could provide flexibility to do a cherry stem. Councilor Knight asked about using language that an area could be easily served with utilities. Mr. Rankin referred the committee to the other annexation policies, and offered that public need and benefit is defined around infrastructure. He also offered the open question of what the compelling reason is to bring this property into the UGB.

Councilor Roats noted that he was most concerned about the situation where intervening property owners that might oppose future urbanization. He pointed out that urbanization is supposed to occur within the urban growth boundary. He brought up reform to the land use system, an added that his understanding is that areas in the UGB are going to urbanize. Councilor Knight asked for an explanation of what the argument was for policy 11-46. Councilor Roats recommended taking Policy 11-46 out and allowing cherry stem annexations; he further recommended that review of such requests focus on utilities and road improvements to serve the development. He added that public need and benefit was already demonstrated by the urban growth boundary process. Councilor Knight followed by making the clarifying comment by the nature of the property being in the UGB. Councilor Roats added that he did not believe we will have enough ground in the UGB, and concluded by stating if the city is going to go through this planning process, people understand what it means to be in the UGB.

Mayor Clinton then directed a question to City Attorney Firestone; he asked about the city's options for dealing with a property that is in the way of annexation. Mr. Firestone briefly discussed annexation law, and pointed out that the city can annex according to formula in the statute. The City still has the ability to do island annexations.

Motion

Mayor Clinton moved approval of a motion that recommended Policy 11-46 be kept in the plan and as worded, with Councilor Knight providing a 2nd to this motion. The motion passed on a vote of 6 to 3, with Chair Chudowsky, Councilor Roats, and Commissioner DeBone voting against the motion.

Chair Chudowsky then brought up an issue raised in the county's testimony. He noted the county had a concern about the north strip of their property that is also north of Simpson. Mr. Rankin described the strip of land, and the establishment of the opportunity area boundary for the Central Westside. He noted that a portion of the demo landfill is not regulated by DEQ and has a PF (Public Facilities) designation because it's owned by Deschutes County. He added that

Mr. Lewis' request was to increase the size of the opportunity area to include this strip of land, and a change in designation from PF to RM (Medium Density Residential).

Councilor Campbell asked the question why we would not include this. Mr. Dills commented that this request was very narrow, and recommended the committee include the strip of land in the Opportunity Area. Commissioner DeBone referred to the map on page 61 of the packet. Karen Swirsky of the City clarified that the property is currently designated PF, and that the requested changes is to RM in the Opportunity Area.

Motion

Councilor Campbell then proposed a motion to include the rest of the county land in the Central West Side planning area with the intention that it will eventually be changed to RM; Vice Chair Wagner asked for clarification that this property would be designated RM on the comprehensive plan. Councilor Knight offered a friendly amendment to Councilor Campbell's motion that the property also be included in the opportunity area. Councilor Russell provided a second to the motion and a friendly amendment. The motion passed unanimously.

Councilor Roats then brought up the request from Dean Wise. Mr. Rankin responded that staff will follow up and get him the information he requested.

Councilor Russell brought up the percentage of AMI (area median income) Mr. Hopp referred to in his testimony. Mr. Dills recommended that it would be better for the committee to direct staff to develop a definition of affordable housing that could be used consistently. Mr. Rankin added that each proposal has a slightly different definition of affordable housing. He read the percentages referenced in each proposal and noted different percentages and AMI levels. Mr. Rankin then asked for motion to prove up on that, and noted that the city did not have a have a mechanism to require this housing.

Councilor Knight asked how we do this. Would this work involve creating deed restrictions? Mr. Ranking responded that the City's affordable housing manager Jim Long provided him with examples of deed restrictions, and he noted that duration is an issue. He also noted that the terms of the deed restrictions need to be recognizable to people who develop affordable housing.

After this discussion on the affordable housing proposals, Chair Chudowsky did a time check and noted the committee was at 4:32 pm in their agenda. Mr. Dills following by asking the committee for any questions or input on the resource packet; he also noted the team would ask for final motions to formalize the recommendation going forward.

Mayor Clinton asked the team if we could get Mr. Long to provide a document that shows the need at different income levels. Councilor Russell also referred to Mr. Snyder's recommendations; those three he raised in testimony. Mr. Dills noted that the city needs assurance on delivery from property owners, and that draft deed restrictions are part of the record. He added that this was one tool, and that the City also needs enabling policy that backs it up in the comprehensive plan. Councilor Roats asked when the AMI is selected, is it in 2016, or when the property is developed. How do we go about quantifying the AMI? Mr. Dills responded that this could be rolled into the agreements. Councilor Knight commented that he was willing to empower staff to do this, and that the city require these deed restrictions prior to annexation and UGB adoption.

Motion

Councilor Knight made a motion to draft deed restrictions and enabling policy, with Chair Chudowsky providing a second to this motion. The motion passed unanimously.

Mr. Dills then referred the committee to the options presented on Page 21 of the meeting packet. He noted Option 1 was the preferred option for their consideration. Chair Chudowsky moved to approve Option 1, with Councilor Russell providing a second to this motion. The motion passed unanimously.

Vice Chair Wagner followed by raising a question and proposed for this meeting. He brought up the comprehensive revisions to the City's parking standards that were expected and which would be considered through the ongoing parking study. He proposed that a series of recommendations have been made by the UGB Residential TAC and should be considered as part of the Parking Study effort. He asked whether this would affect the UGB submittal to the state.

Ms. Hewitt summarized what she understood of Mr. Wagner's proposal, and referred the committee to page 80 of the meeting packet. This page summarized the revisions to the parking standards, which are reproduced below:

> ***Revisions to Parking Standards***
>
> *Targeted revisions to parking standards are proposed as part of the UGB adoption package, including:*
>
> • *Reductions to parking requirements for residential and commercial uses in the MU zone, similar to those in the CBD (1 space per housing unit; 1 space per 500 square feet of commercial);*

• Automatic 5% reduction to minimum parking requirements for mixed use development;

• Automatic 10% reduction to minimum parking requirements for development adjacent to transit;

• Apply existing parking reduction for affordable housing (1 space per housing unit) regardless of location, rather than limiting it to locations within 660 feet of transit; and

• Reductions to parking for 1-bedroom duplexes and triplexes (from 2 to 1 space per unit).

More comprehensive revisions to parking standards will be considered through the Parking Study.

Mr. Dills framed the discussion of these revisions as "how do we remove barriers." He noted that parking restrictions were cited by the TAC members, and the team targeted changes to the mixed use zones. Vice Chair Wagner commented that he thought more should be considered, and suggested leaving the first bullet on page 80, and removing the rest. Mr. Ranking noted that this topic was a huge one, and both Residential and the Employment TACs discussed this. He noted that we're talking about more than just ADU's (accessory dwelling units); he added that deferring this work now would undo a lot of work completed by these two TACs.

At this point, Chair Chudowsky conducted a straw poll. He asked for a show of hands to stay the course and leave the language as it is. He noted that six of the committee voted to stay the course, which he acknowledged was a majority for leaving the language as is.

5. USC Discussion and Action – Resource Packet – Recommendations

Ms. Hewitt then referred the committee to a series of proposed motions on the resource packet and map changes presented. She referred to each motion shown below, and the committee conducted a vote on each motion. Each motion is identified in underline.

1. Direct staff to utilize changes in assumptions to Master Plan requirements and Redevelopment as presented. Chair Chudowsky moved approval of this motion, with Councilor Knight, providing the second to the motion. The vote in favor of the motion was unanimous.

2. Approve, for the purposes of the public hearing proposal, the plan map and zone map amendments on packet pages 61 to 73. Chair Chudowsky moved approval of this motion, with Councilor Roats providing the 2nd to the motion. The vote in favor of the motion was unanimous.

3. Approve, for purposes of the public hearing proposal, the UGB and plan maps on packet pages 56 to 60 with Option B. Councilor Knight moved approval of the motion, with Vice Chair Wagner providing a 2nd to the motion. The vote in favor of the motion was unanimous.

4. Direct staff to obtain draft deed restrictions regarding affordable housing prior to UGB adoption hearings and create enabling policies. Councilor Knight moved approval of this motion with Vice Chair Wagner providing a 2nd to the motion. The vote in favor of the motion was unanimous.

5. Approve and direct staff to finalize the draft growth management chapter, inclusive of the amended special site policy and policies regarding affordable housing. Mr. Dills clarified that this motion included the changes to Policy 11-18 and Option #1 for the affordable housing policies. Chair Chudowsky moved approval of the motion, with Vice Chair Wagner providing a 2nd to the motion. The vote in favor of the motion was unanimous.

6. Approve, and direct staff to finalize, documents listed on page 2 of the agenda and updates to the remaining chapters of the comprehensive plan. Ms. Hewitt clarified that finalizing means incorporating final capacity numbers, semantics, and clerical changes. Commissioner DeBone moved approval of the motion, with Councilor Knight providing a 2nd to the motion. The vote in favor of the motion was unanimous.

6. Next Steps and Adjourn

Chair Chudowsky stated that he could not thank everybody enough. He acknowledged a lot of work from volunteers, and felt overwhelmed with the work everyone completed. Planning Commissioner Wolf also recognized the property owners who came forward today, and commented that the process was very positive. Mr. Dills mentioned that additional public involvement and outreach will be conducted over the summer. Mr. Rankin added that his comments mirrored those and he recognized the incredible work done. Mr. Dills adjourned the meeting at 4:55 pm.

Project Update

STEERING COMMITTEE APPROVAL OF PREFERRED SCENARIO

On April 21, 2016, the Urban Growth Boundary Steering Committee (USC) approved a preferred scenario for the City of Bend's Urban Growth Boundary (UGB). The preferred scenario builds on the recommendations by the project's Technical Advisory Committees and responds to extensive public input and testimony received throughout the project and at the USC's meeting on April 21st.

Like previous expansion scenarios, the preferred scenario focuses future growth in opportunity areas within the existing UGB and in new complete communities in expansion areas. Nearly all expansion areas include a mix of housing, employment areas, shopping/services, and schools and parks. A "transect" concept in the West Area reduces the density of development near the west edge of the city in recognition of the natural resources and open spaces to the west.

A summary map of the preferred scenario, titled "Preferred Urban Growth Boundary Expansion: Scenario 2.1G" is provided on the following page along with a table summarizing key metrics by expansion area. In addition, a set of draft proposed Comprehensive Plan designation maps is attached; these show proposed Comprehensive Plan designations at a property-by-property scale for each expansion area and for the proposed UGB as a whole.

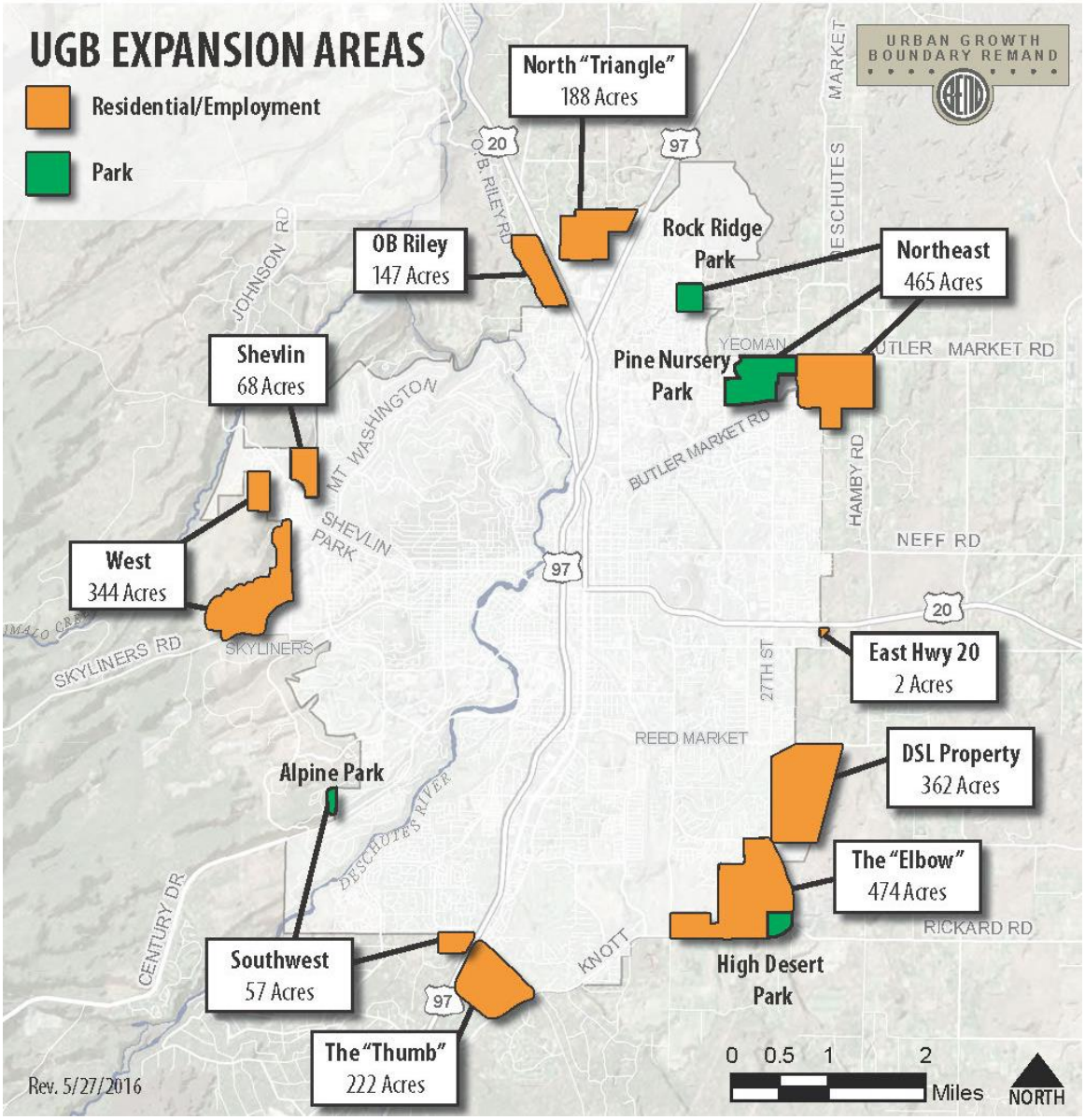
The USC recommended including several properties in the preferred scenario in recognition of their commitment to provide affordable housing, which is much needed in Bend. Specifically, the USC recommended the following changes to the UGB expansion areas:

- Including 40 additional acres of land in the West subarea as a continuation of the transect concept, accompanied by a commitment to provide affordable housing in this expansion area, close to the existing city limits, schools and amenities;
- Including 10 additional acres of land in the North Triangle subarea as part of a proposal to provide for workforce housing in this area;
- Changing the type and mix of employment land provided in the North Triangle to be more compatible with adjacent housing;
- Including roughly 2 additional acres of land immediately south of Highway 20 on the City's eastern edge to provide for affordable housing, and;
- Including roughly 38 acres of land west of Highway 97 on the City's southern edge to provide for a mix of housing - including affordable housing - and local commercial services.[1]

As part of the preferred scenario, the USC also approved minor changes to requirements for future master planned developments in the RS zone and to assumptions about redevelopment in opportunity areas in the central core of the City.

[1] The USC also authorized reducing the size of the expansion area south of Butler Market Road as needed in order to remain consistent with the approved housing and job growth projections. Further technical analysis shows that the reduction is not necessary, so this area has not been changed in Scenario 2.1G.

Preferred Urban Growth Boundary Expansion: Scenario 2.1G



Expansion Area	Total Acres[2]	Residential Land (ac)	Employment Land (ac)	Park[3] Land (ac)	Housing Units[4]	Housing Mix[5]			Estimated Jobs
						SFD	SFA	MF	
North "Triangle"	188	86	88	0	510	46%	13%	42%	800
Northeast	465	222	22	196	1,090	50%	10%	40%	210
East Hwy 20	2	2	0	0	60	0%	13%	87%	0
DSL Property	362	223	139	0	1,000	48%	11%	41%	820
"The Elbow"	474	122	246	75	820	36%	17%	47%	2,260
"The Thumb"	222	44	177	0	270	48%	15%	37%	1,570
Southwest	57	34	5	14	240	24%	16%	60%	70
West	344	321	21	0	967 [6]	70%	9%	21%	260
Shevlin	68	60	8	0	200 [6]	69%	10%	21%	70
OB Riley	147	28	109	0	125	70%	10%	20%	1,020

[2] Total acres includes existing right of way that will be brought into the UGB with the expansion areas; however this area is not included in the residential land, employment land, or park land columns since it does not meet those land needs.

[3] Park land indicates land owned by the park district; land for additional parks & schools is provided within residential land acreage.

[4] Housing units are policy minimums unless otherwise noted.

[5] SFD = Single Family Detached; SFA = Single Family Attached; MF = Multifamily (includes duplex & triplex). Housing mix reflects policy requirements for the expansion area in total; individual properties may vary.

[6] Housing unit numbers are policy maximums in the West and Shevlin expansion areas.

STEERING COMMITTEE APPROVAL OF DRAFT POLICY AND TECHNICAL DOCUMENTS

The USC also approved, and directed staff to finalize, a package of policy and technical documents that will be adopted along with the UGB expansion. The adoption package recommended by the USC for finalization is summarized in brief below.

Updated Chapters of the Bend Comprehensive Plan

- Housing Chapter (an updated chapter with the City's policies related to housing)
- Economy Chapter (an updated chapter with the City's policies related to jobs and the economy)
- Growth Management Chapter (a new chapter with policies about how the City will manage growth in the future)
- Transportation Chapter (a slightly updated chapter with the City's transportation policies)
- Other chapters with minor, policy-neutral clean-ups

Technical Reports

- Buildable Lands Inventory (documenting the supply of buildable land inside the current UGB)
- Housing Needs Analysis (documenting housing growth projections and needed housing mix)
- Economic Opportunities Analysis (documenting job growth projections and key site characteristics)
- Urbanization Report (documenting the analysis of how housing and employment growth will be accommodated inside the current UGB and through expansion, and how the proposed UGB was selected)
- Urban Form Report (documenting the evaluation of urban form done as part of the UGB project)
- Integrated Land Use and Transportation Plan (analysis of vehicle miles traveled and strategies to reduce reliance on the automobile)

NEXT STEPS

Phase 2 of the UGB Remand project, which included the creation and approval of the preferred UGB scenario and drafts of associated adoption products, is now complete. Phase 3 will conclude the project with adoption hearings with the Bend City Council and Deschutes County Board of Commissioners, and submittal of the plan to the Oregon Department of Land Conservation and Development. Public meeting and hearing dates are listed below. These dates are subject to change – please see the web site (www.bend.or.us/bendugb) for details and to confirm dates:

- July 28: Informational Open House
- August 25: City Council & Board of County Commissioners Joint Public Hearing on the UGB Remand (note – the hearing may be continued to later dates if needed)

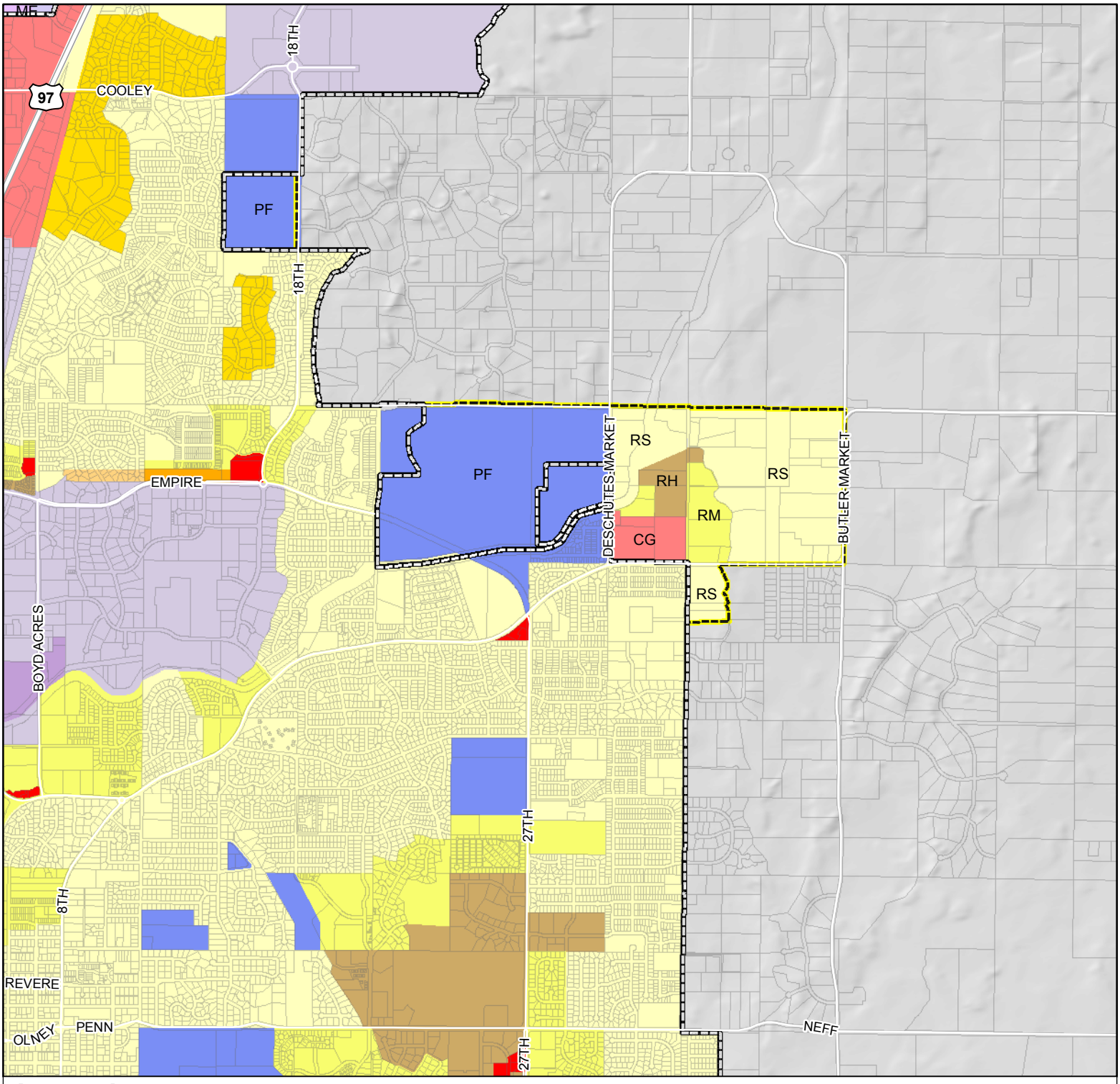
Notices will be mailed in July to property owners directly affected by the proposed boundary expansion, comprehensive plan map and zoning map amendments within the City, and other changes that affect the allowed use of the property. Information regarding proposed changes to zoning, comprehensive plan designations, the development code, and the UGB will also be available on the City's web site.

Please contact Brian Rankin (brankin@bendoregon.gov, and 541.388.5584) or Damian Syrnyk (dsyrnyk@bendoregon.gov and 541.312.4919) with questions or for assistance with project materials.

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

Proposed UGB

MU

MN

CB

CC

CG

CL

IG

IL

ME

MR

PF

PO

PO/RM/RS

RH

RL

RM

RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

Roads/Highways

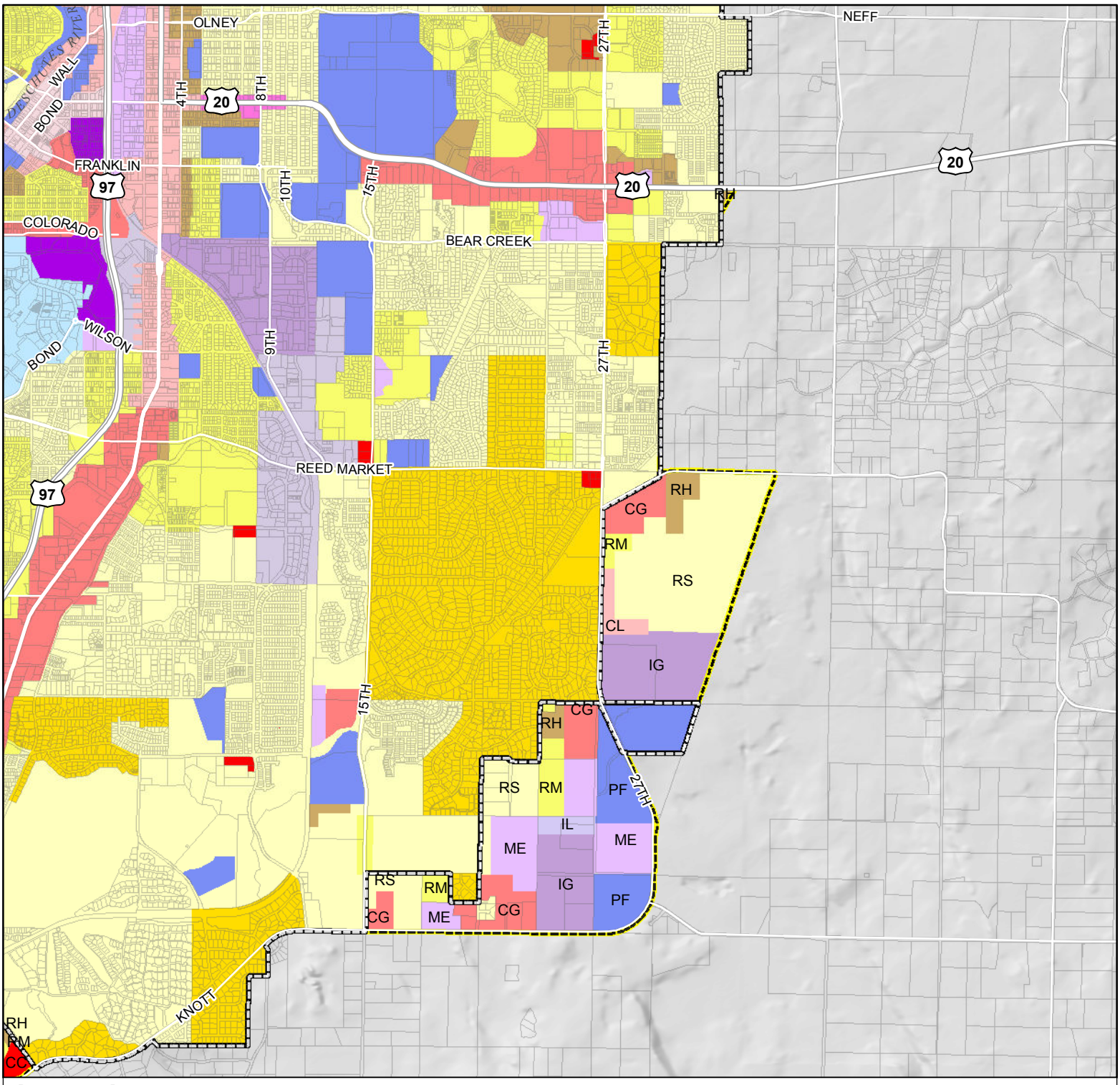
Current Urban Growth Boundary

10173

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

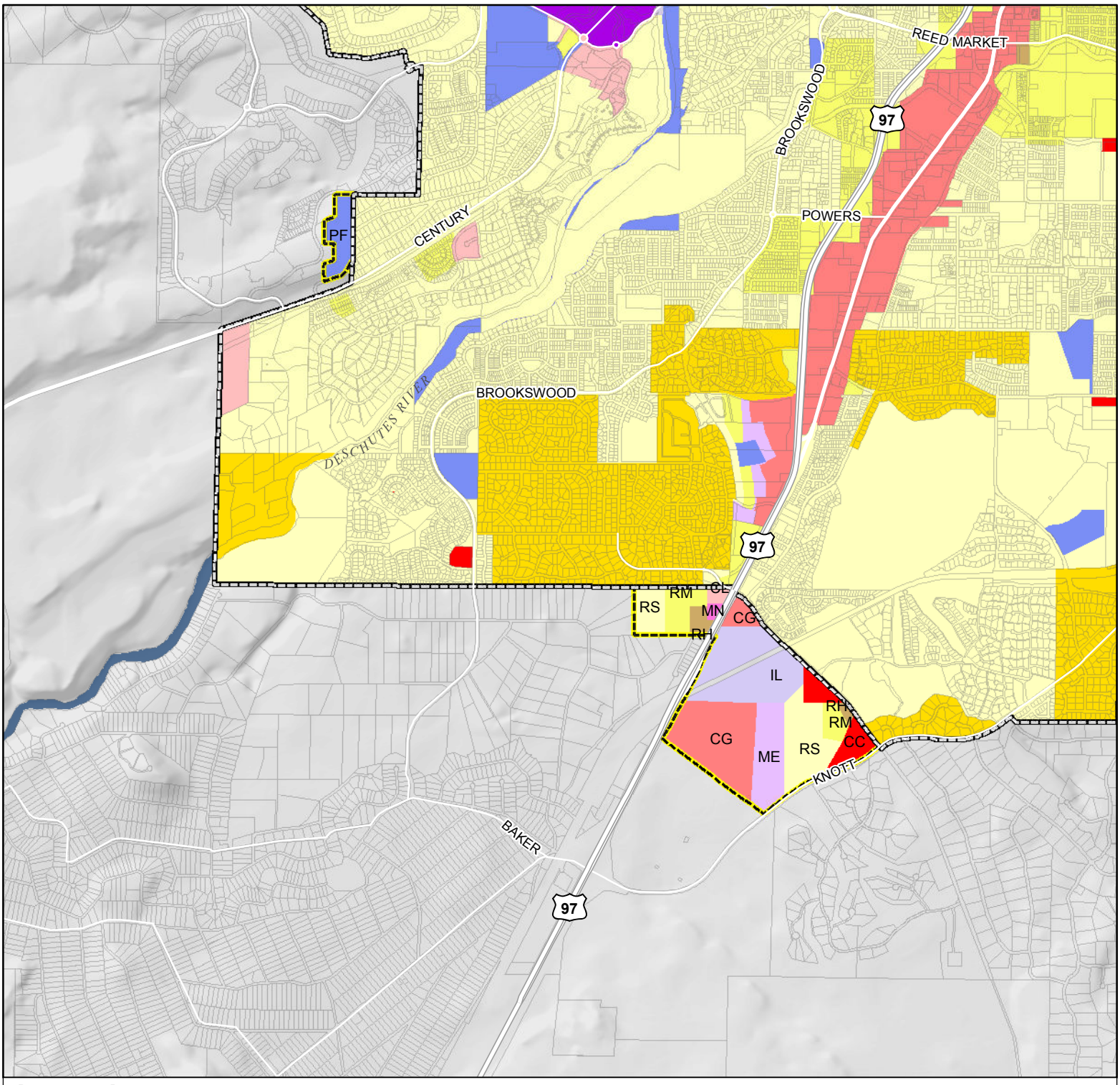
- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10174

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

Proposed UGB
MU
MN
CB
CC
CG
CL
IG
IL
ME
MR
PF
PO
PO/RM/RS
RH
RL
RM
RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

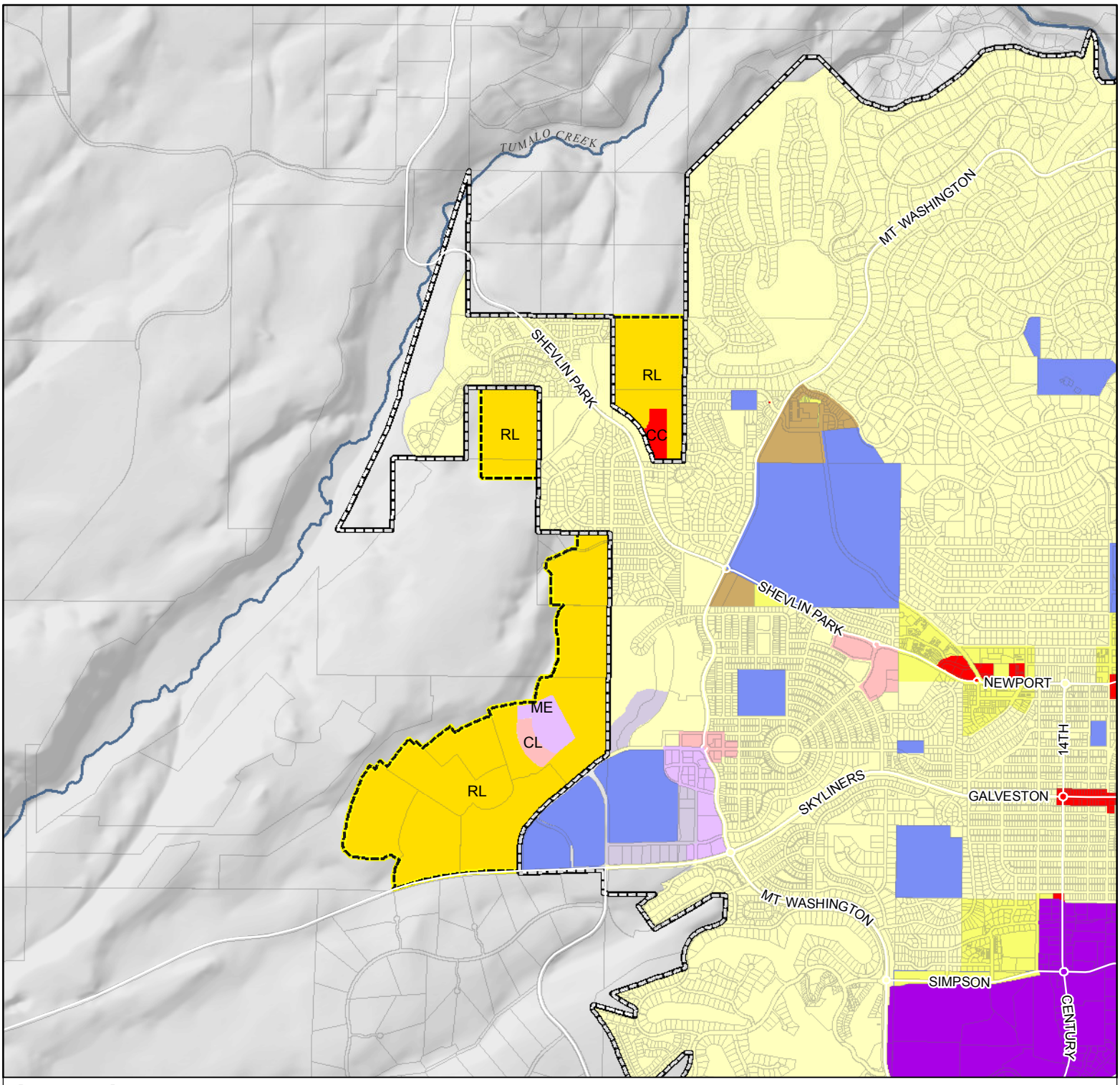
Streams/Rivers
Roads/Highways
Current Urban Growth Boundary

10175

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

Proposed UGB
MU
MN
CB
CC
CG
CL
IG
IL
ME
MR
PF
PO
PO/RM/RS
RH
RL
RM
RS

0 0.5 1 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

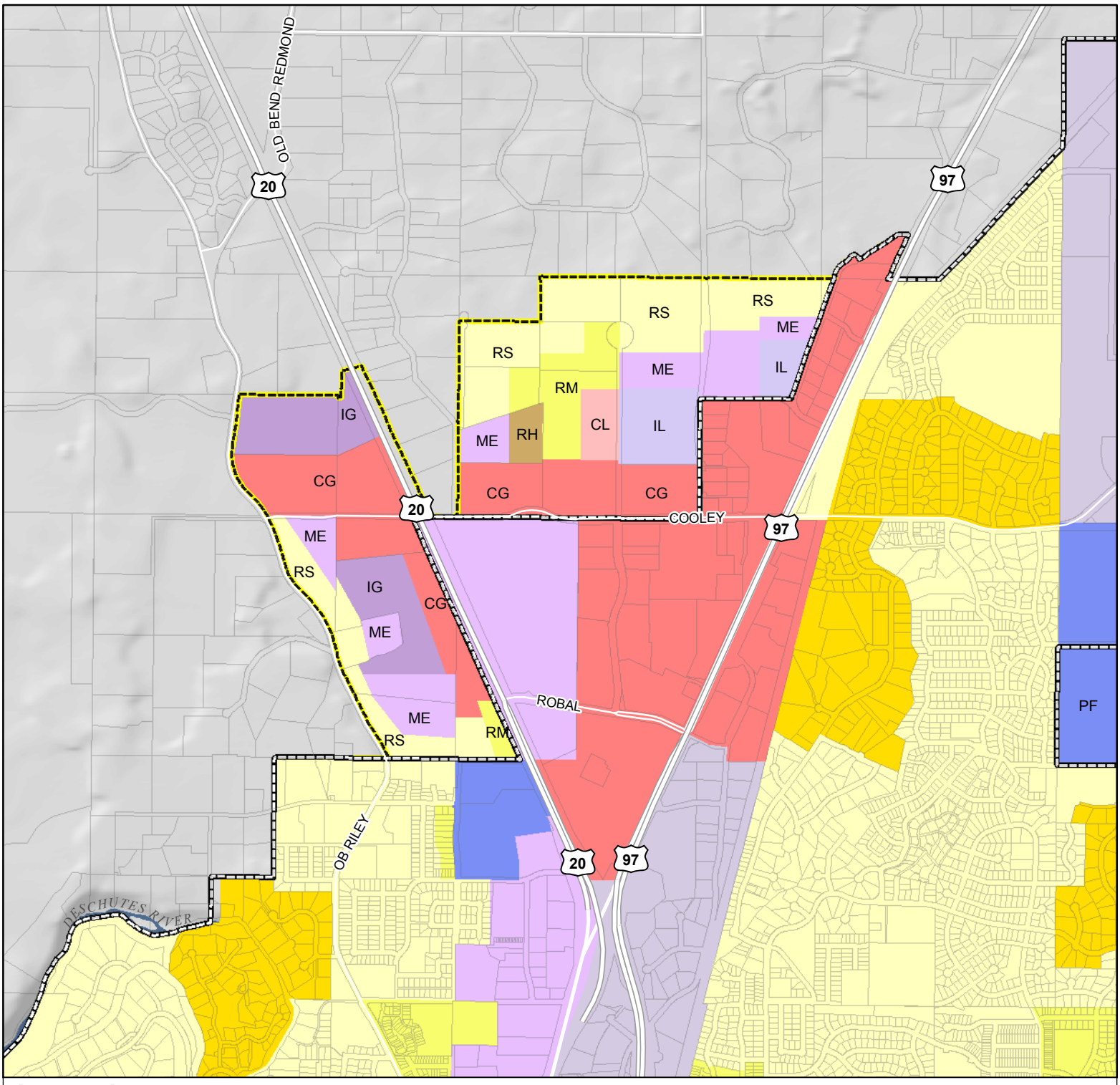
Streams/Rivers
Current Urban Growth Boundary

10176

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 5, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

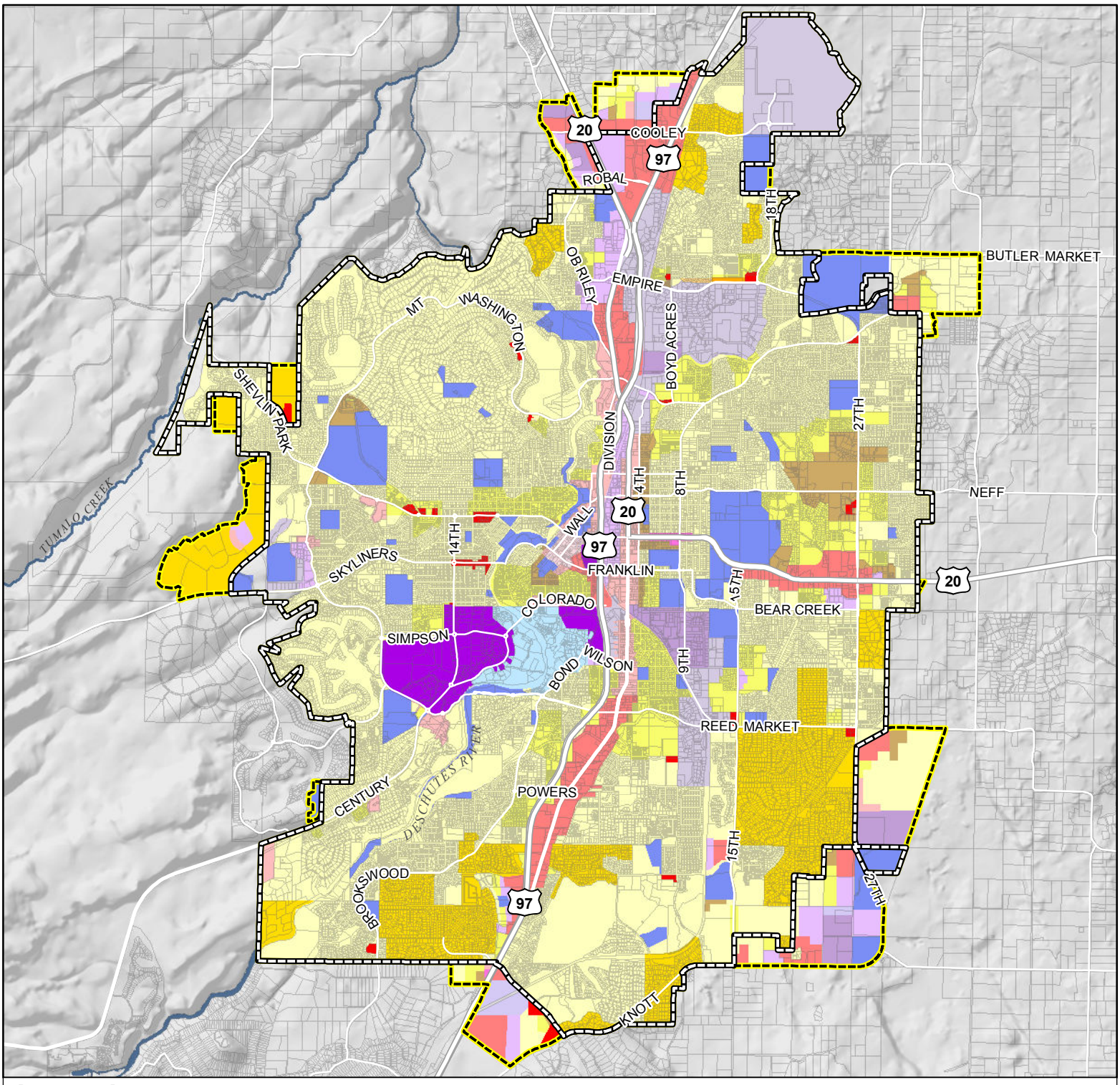
- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10177

Bend UGB

Proposed Citywide Comprehensive Plan Designations

May 26, 2016



Legend

- Proposed UGB
- MU
- MN
- CB
- CC
- CG
- CL
- IG
- IL
- ME
- MR
- PF
- PO
- PO/RM/RS
- RH
- RL
- RM
- RS

0 0.5 1 2 Miles

NORTH

URBAN GROWTH BOUNDARY REMAND

Disclaimer: Land uses are subject to refinement during master planning and City-initiated area planning.

Service Layer Credits: Deschutes County GIS (2014)

- Streams/Rivers
- Roads/Highways
- Current Urban Growth Boundary

10178

N E W S R E L E A S E

For Immediate Release

Date: June 26, 2014

From: Justin Finestone
City of Bend Communications Manager
(541) 388-5516

Contact: Brian Rankin
Principal Planner
(541) 388-5584

Bend UGB Technical Advisory Committee members needed

The City of Bend has begun a new and more intensive process to adopt a new Urban Growth Boundary (UGB) and General Plan that complies with state law and represents the values of citizens of Bend. The City of Bend is forming three Technical Advisory Committees (TACs) to provide input regarding the Bend Urban Growth Boundary Remand Order. The Remand Order from the State requires the City analyze and revise parts of a previously submitted UGB proposal.

The job of the TACs will be to provide recommendations to a UGB Steering Committee on a wide variety of subjects relating to land use and land need, transportation, legal issues, natural resource issues, infrastructure, and related topics. Each TAC will have between 15 and 20 members with experience and interest in the subject matter explained below. Members will represent different perspectives within the community. TAC members may be interviewed as part of the selection process in order to create balanced and diverse representation.

The TACs will begin meeting in August 2014, and will likely be finished in February/March of 2015. Some TAC members may be asked to participate through 2016. Meetings will be held in Bend once a month, typically in the afternoons or evenings, and should last less than three hours. Meetings will be run by consultants and city staff. Additional reading outside of meetings is required. The three TACs are described in more detail below. Applicants are encouraged to specify the TAC they would prefer.

-more-

Residential Lands TAC

- This TAC will include people that have expertise in housing, affordable housing, housing markets and trends, and the development of housing. This TAC will address Remand Order issues related to park, school, and 20-year residential land needs, including consideration of the type and form of housing needed in Bend.

Employment Lands TAC

- This TAC will include people that have expertise in industrial and commercial land development and trends, economic development, and Bend's economy. This TAC will address issues related to the Bend's 20-year employment land need and strategies to provide ongoing supplies of economic land.

Boundary and Growth Scenarios

- This TAC will include people who have an interest and expertise in creating a legally defensible and locally acceptable UGB boundary expansion methodology to use to determine how and where the future UGB may be established. This TAC will also focus on how modeling tools will be applied to this task.

All applicants must be residents of the City of Bend. Applications will be accepted until 5:00 p.m. on Friday, July 11. For applications or questions, please contact:

City of Bend
710 NW Wall Street
Bend, OR 97701
541-388-5505

or visit the web site at www.bendoregon.gov/committees.

# # #

NEWS

UGB Remand Task Force meets

Posted Date:

2/13/2014

At the UGB Remand Task Force meeting on Feb. 10, the task force – City Councilors and Planning Commissioners – continued discussing the "buildable lands inventory" and further work to refine this inventory based on research on covenants, conditions, and restrictions (CCRs). The Task Force also received a presentation on a draft housing needs analysis. The housing needs analysis plays into the amount of land the city needs to have available for housing. City planners also announced that the Request for Proposals for a contractor to oversee the UGB expansion process was completed. The City expects to award a contract by late Spring.

Remand Task Force meetings are open to the public.

More News »

Adoption Document Summary:

Urbanization Report

OVERVIEW

The Urbanization Report presents an analysis of where and how Bend's future growth will be accommodated, both inside the existing Urban Growth Boundary (UGB) and in expansion areas. The Urbanization Report is one of four technical reports that contain the City's analysis related to growth. The other three documents are the Buildable Lands Inventory (BLI), Housing Needs Analysis (HNA), and Economic Opportunities Analysis (EOA). All four documents will be adopted as supporting documents to the Bend Comprehensive Plan, and provide the factual base to support the preferred UGB expansion.

The Urbanization Report summarizes the methodology to determine land sufficiency and future UGB land need; estimates the capacity of the existing UGB under current policies and with "efficiency measures" applied; summarizes the residual growth that cannot reasonably be accommodated within the existing UGB; documents the evaluation of UGB expansion alternatives; identifies proposed UGB expansion areas to meet residual land needs; and documents the factual base for the inclusion of expansion areas in the UGB.

SUMMARY OF KEY FINDINGS

Base Case UGB Capacity

- **The current UGB can accommodate roughly 9,960 housing units and 13,670 jobs under current plan designations** and historic trends in development density. This is roughly 60% of the total housing and employment need forecasts for 2028.
- The housing mix projected under the base case is roughly 70% single family detached (SFD), 5% single family attached (SFA), and 25% multifamily (MF) – not aligned with the needed housing mix of 55% SFD, 10% SFA, and 35% MF.

Efficiency Measures

- Proposed efficiency measures include: development code amendments to increase density and mix for new residential development, especially in master-planned neighborhoods; rezoning portions of the largest vacant residential site in the city for a greater mix and intensity of uses; and applying new mixed use plan designations to redevelopment opportunity areas in the central core of the city.
- **After accounting for efficiency measures, the current UGB can accommodate roughly 12,250 housing units** (an increase of about 23% over base case housing capacity) **and roughly 14,880 jobs** (an increase of about 9% over base case employment capacity).
- The housing mix projected inside the current UGB with efficiency measures is roughly 54% SFD, 37% MF, and 9% SFA – much more closely aligned with the needed housing mix.

UGB Expansion

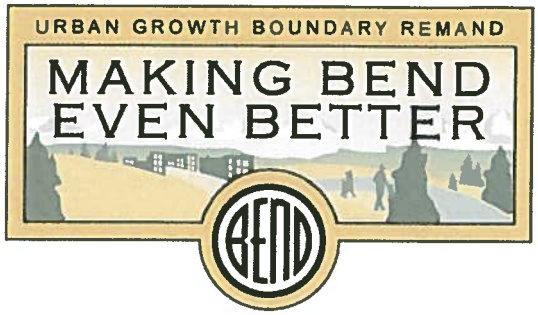
- **The proposed UGB expansion is for a total of 2,153 acres** – 940 acres of residential land, 812 acres of employment land, and 402 acres of land for schools and parks.
- The proposed UGB expansion is based on detailed analysis, including initial suitability evaluation, alternatives analysis, and refinement of the best-performing alternative to improve performance and meet local goals.

Staff Contact: Brian Rankin (brankin@bendoregon.gov)

Updated: 5/16/16

Memorandum





July 18, 2016

To: Bend Urban Growth Boundary Project Team

From: Chris Maciejewski PE, PTOE, DKS Associates
Garth Appanaitis, PE, DKS Associates

Re: Scenario 2.1G Evaluation: Transportation Analysis Technical Memorandum

INTRODUCTION

Purpose

The purpose of this memorandum is to present the analysis of "Scenario 2.1G", adopted as the preferred growth scenario by the Urban Growth Boundary Steering Committee (USC) on April 21, 2016. The results of this evaluation are intended for use in findings in support of the boundary location. This memorandum builds on the October 15, 2015 memorandum from DKS Associates documenting the evaluation of the six alternatives initially evaluated (Scenario 1.2; Scenario 2.1; Scenario 3.1; Supplemental Analysis Area Map 1; Supplemental Analysis Area Map 2; Supplemental Analysis Area Map 3). Results from Scenario 2.1G have been compared to results from the original six scenarios wherever possible.

This memorandum addresses the performance measures evaluated by DKS Associates (see Table 1).

Table 1. Performance Measures in this Technical Memorandum

Performance Measure	Description	Page #
Community Outcome: Balanced Transportation System		
2.A.1	Vehicle Miles Traveled (VMT) per Capita	6
2.A.2	Average Trip Length	7
2.A.4	Congestion: Miles of Roadway that Exceed Mobility Standards and Relative Contribution to Congested Roadways	8
2.A.5	Walk/Bike Safety and Connectivity	8
2.A.6	System Connectivity & Progression of System Hierarchy	10
Community Outcome: Cost-Effective Infrastructure		
2.B.1	Total Cost of Transportation Infrastructure Improvements	11
2.B.2	Cost per Acre of Transportation Infrastructure Improvements	14

Evaluation Tools

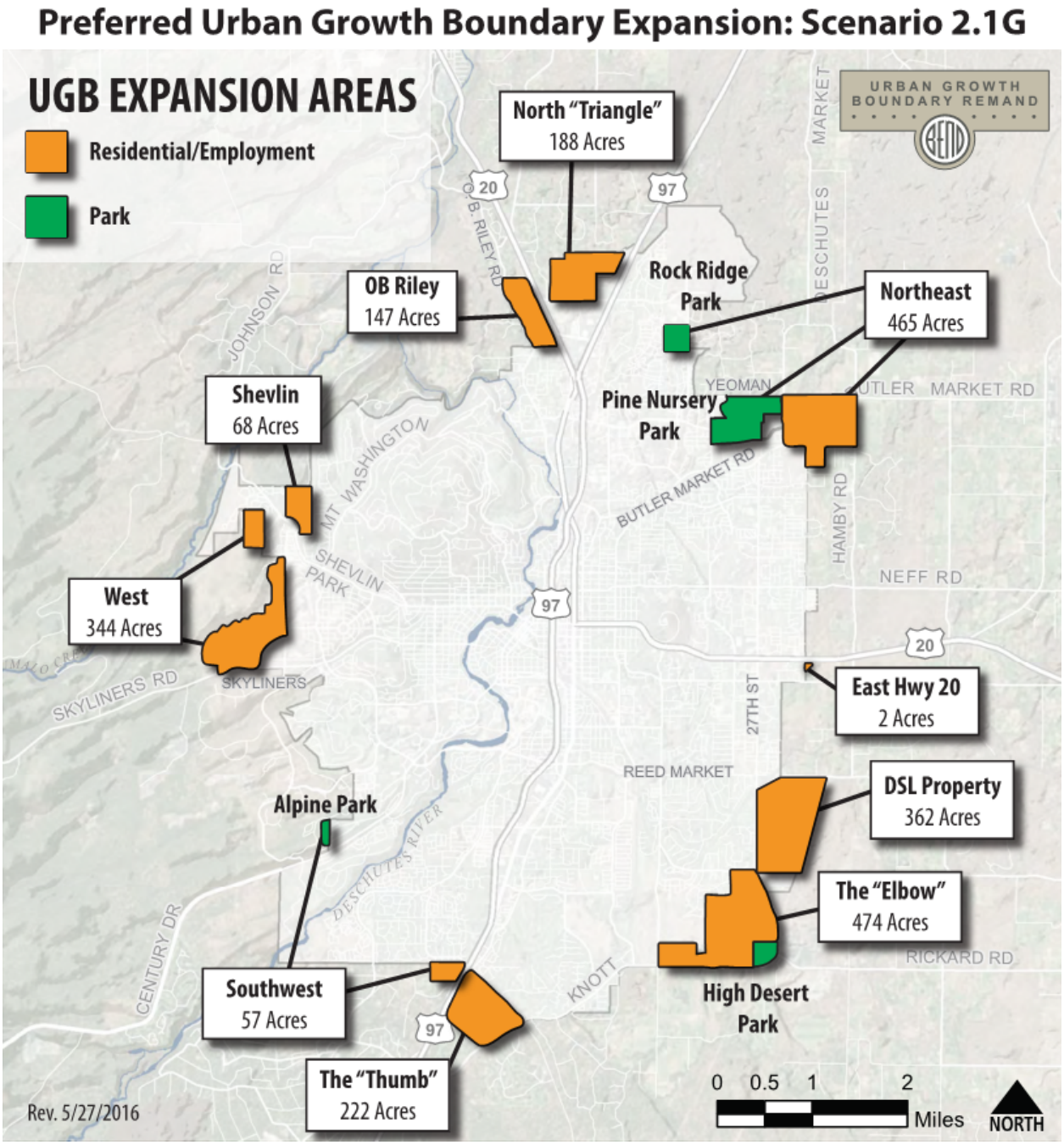
The evaluations described in this memorandum were completed using the following tools:

- ArcGIS mapping software – This tool was used to provide mapping resources, including to lay out the conceptual street system, measure the approximate distances of for new roadways, identify potential geographic properties (existing roads, rail, canals, etc.), and create map figures for presentation.
- Bend MPO Regional Travel Demand Model – This tool is the tool used to forecast future transportation growth and needs in Bend for the year 2028. The project team coordinated with Bend Metropolitan Planning Organization (MPO) staff and the Oregon Department of Transportation's (ODOT's) Transportation Planning Analysis Unit (TPAU), who manages the model, to prepare model scenarios that could be used to measure transportation system impacts for each growth configuration. A summary of key assumptions used in the transportation modeling is included on page 3.

Geographies

These performance measures were evaluated at the subarea level (see Figure 1), as well as for the entire expansion area (all areas that would be added to the UGB under a given scenario) and the City of Bend as a whole (the existing UGB plus the expansion area).

Figure 1. Subareas



Key Travel Demand Model Assumptions

The Bend MPO Regional Travel Demand Model is a tool that utilizes an evaluation of supply (the transportation network) and demand (trip making generated from land use) to forecast the movement of people throughout the City. The model provides outputs that help assess network performance such as roadway volume and congestion at a regional scale, meaning that the network is limited primarily to arterials and collectors (not local streets). Key inputs developed

for the travel demand model evaluation, as described in the following sub-sections, include land use, transit service, regional growth, and transportation network.

Land Use

The land use inputs are aggregations of households and employment in transportation analysis zones for all areas in the Bend MPO boundary. The household and employment inputs for Scenario 2.1G are derived from and consistent with the land use assumptions and capacity estimates done as part of establishing the proposed UGB. Land use assumptions inside the UGB reflect proposed changes to Comprehensive Plan designations for certain Opportunity Sites and proposed efficiency measures that are part of the proposed adoption package for the preferred UGB scenario. Land use for the proposed UGB expansion areas reflects the proposed development mixes and plan designations in each area.

Demographic data used in the model to predict travel behavior, including household size, household income levels, and the average age of the head of household, was derived from existing census data, updated based on outputs of the Envision Tomorrow scenario planning tool (which projects these and other demographic factors based on land use and housing assumptions).[1].

Note that, due to the refinement of the land use inputs to properly account for future student housing and employment on the Oregon State University campus, the modeled population and employment totals for Scenario 2.1G increased somewhat from the original six alternatives.

Transit Service

The public transit system routes and frequency are an important factor for determining mode-split in the travel forecasts. The transit network assumed for Scenario 2.1G is the existing (2016) Cascades East Transit service, which accounts for service enhancements that went into effect in September 2015. This is similar (but not entirely identical) to the assumptions used for the first six scenarios evaluated, which used the Bend MPO Metropolitan Transportation Plan (MTP) mid-term transit system improvements (which was conducted prior to the September 2015 enhancements)[2]. This assumption is consistent with the MPO RTP assumptions for transit service.

---

[1] Key drivers of household income from Envision Tomorrow – primarily housing costs – were updated and

[2] Earlier scenario analysis was conducted prior to service expansion that rolled out September 2015. The 2028 network previously assumed headways of 30 or 60 minutes on all routes, except Route #11. Route #7 is a new route from the transit station to the hospital/medical area. The biggest changes (compared to the assumed 2028 transit network) are on the west side of Bend. First, the model assumed Route #11 operating along Mt Washington Drive and not being in sync with the other routes (headways of 40 minutes versus 30 or 60 minutes for all other routes). Routes #10 and #12 are new and were not considered in the transit plan. These new/modified routes have significantly enhanced transit service along Franklin Avenue, the south half of downtown, Riverside/Galveston, 14th Street, Colorado, the business/industrial park area between Simpson and Colorado, and the OSU site.

Regional Growth

The Bend MPO travel demand model includes roadways and traffic volumes that enter/exit the Bend urban area via major roadways such as US 97 and US 20. Traffic growth on these corridors takes into account regional growth (i.e., growth in surrounding cities or other parts of the state) that would travel to or through Bend. Previous versions of the Bend MPO travel demand model, such as the 2003 and 2030 scenarios utilized for the prior UGB study, utilized estimations from ODOT on these corridors that relied heavily upon historical growth trends. For all of the 2028 scenarios evaluated (including the original six scenarios and Scenario 2.1G), an updated estimate for growth on these corridors was utilized that is based on interpolating from the recent Bend MTP 2040 scenario. This is a key difference, as the Bend MTP 2040 scenario model was estimated by a newer technique that integrates with the statewide travel demand model to enhance predictions of growth on major regional corridors. The outcome of this revised approach is that the forecasted year 2028 traffic volumes on US 20 west of Cooley Road and US 97 south of Knott Road are significantly lower than prior year 2030 estimates, resulting in less congestion on the transportation network.

Transportation Network

The travel demand model transportation network for all of the UGB expansion scenarios was based on the Bend MPO MTP financially constrained planned improvements, which is a subset of the City, County, and State planned improvements that was determined to be reasonably likely given anticipated funding sources. Key roadway capacity projects within the current UGB area from the MTP that are assumed in the 2028 future travel model networks include:

- State Highway System (implementation by 2028 from the overall 2040 project list[3])
    - US 97 / Murphy Road Interchange, including northbound on-ramps and southbound off-ramps
    - US 97 / Cooley Road grade-separation and control improvements (the "mid-term" improvements)
    - US 97 / Empire Avenue northbound off-ramp widening
    - US 20 / 4th Street traffic signal
- City Roadway System
    - Reed Market Road 3rd Street to 27th Street G.O. Bond improvements
    - Murphy Road Phase I, including the US 97 overcrossing and the 3rd Street roundabout
    - Empire Avenue widening from 3rd Street to US 97
    - Empire Avenue extension from Purcell Boulevard to 27th Street
    - Murphy Road extension from Brosterhous Road to 15th Street
    - Frontage roads near the US 97 / Murphy Road interchange
    - Britta Street extensions from Robal Road to Empire Avenue and from Ellie Lane to Halfway Road

[3] Additional State Highway improvements are identified in the MTP for implementation beyond 2028 through 2040. This subset of projects identifies projects that are assumed to be reasonably implemented by 2028.

- Purcell Boulevard extension from Holiday Avenue (north) to Holiday Avenue (south)
- Mervin-Samples Road extension from 3rd Street to Empire Avenue
- O.B. Riley Road widening from Glen Vista Road to Archie Briggs Road
- 18th Street widening from Cooley Road to Empire Avenue
- 27th Street widening from Bear Creek Road to Ferguson Road

In addition to the roadway capacity projects included in model scenarios, each expansion scenario included unique roadway connections to provide access to proposed growth areas. Project tables and graphics showing these improvements are provided as an attachment (see Figure 14).

EVALUATION METHODOLOGY AND RESULTS

Balanced Transportation System

Performance Measure 2.A.1: Vehicle Miles Traveled per Capita

Data Sources and Methodology

No changes to the data sources and methodology for calculation of VMT were made since the evaluation of the six initial alternatives, with the exception of the adjustments to land use and demographic inputs described on page 4. See October 15, 2015 Scenario Evaluation memo from DKS Associates for details.

Summary of Results

The range of VMT results for the prior scenarios is from 9.92 (a 2.9% increase over 2010 and 8.1% increase over 2003) to 10.13 (a 5.1% increase over 2010 and 10.3% increase over 2003) daily VMT per capita. Scenario 2.1G performs better, with 9.81 daily VMT per capita, which results in a 1.8% increase over 2010 and 6.9% increase over 2003). This is likely attributable to the refinements to the demographic and land use inputs described on page 4, with some influence of land use patterns and improved connectivity in expansion areas.

The following ranking was applied to the overall scenarios based on VMT per capita relative to year 2010:

- 5 (best) – VMT/capita reduction from 2010 (no scenarios)
- 4 – VMT/capita unchanged from 2010 (no scenarios)
- 3 – VMT/capita minor increase from 2010 (less than 4%)
  - Scenario 2.1 and Scenario 3.1
- 2 – VMT/capita moderate increase from 2010 (4% to 9%)
  - Scenario 1.2, SAAM-1, SAAM-2, SAAM-3
- 1 (worst) – VMT/capital major increase from 2010 (greater than 9%) – no scenarios

Performance Measure 2.A.2: Average Trip Length

Data Sources and Methodology

No changes to the data sources and methodology for calculation of VMT were made since the evaluation of the six initial alternatives, with the exception of the adjustments to land use and demographic inputs described on page 4. See October 15, 2015 Scenario Evaluation memo from DKS Associates for details.

Summary of Results

The average trip length by scenario for each Transportation Analysis Zone (TAZ), the geographic units used for transportation modeling, is shown in attached Figure 2. In general, areas that are located more centrally to Bend's core, and those areas that have a balance of uses (within the subarea and/or adjacent subareas) will typically have shorter average trip lengths. Outer areas that do not have a well-balanced mix of uses (e.g., primarily residential or primarily employment) typically have longer average trip lengths due to the need for further travel to/from origins or destinations (e.g., outer residential use traveling to the central city core for retail needs).

Overall, Scenario 2.1G generated a higher average daily round trip length than the prior scenarios. This is likely due to additional growth in non-centralized areas, including the West and Thumb areas. This impact is compounded by The Thumb having the highest average trip distance of the subareas. Further, by Scenario 2.1G broadly spreading the growth across the subareas and not having focused growth areas, there is more opportunity for longer cross UGB trips between growth areas (e.g., between West and The Elbow), which result in longer trips.

General subarea observations include:

- The existing UGB has a lower average trip length than all growth areas due to proximity to existing uses inside the UGB.
- The central core of the City has trip lengths lower than the average for the existing UGB. Therefore, more growth in this area, relative to other areas of the City, would improve the system VMT.
- The eastern subareas typically perform better (lower average trip length) than others, including:
    - DSL Property generally has the lowest average trip length,
    - NE Edge generally has the second lowest average trip length,
    - The Elbow has lower trip lengths occurring when a complete grid is provided from 15th Street to 27th near Rickard Road.
- The Thumb and Shevlin area both typically have the highest average trip length
- Other northern and western subareas (North Triangle, West Area, OB Riley/Gopher Gulch) typically have intermediate average trip lengths See Data Sheet for this Performance Measure for a roll-up of results by subarea and alternative.

Performance Measure 2.A.4: Miles of Roadway that Exceed Mobility Standards & Relative Contribution to Congested Roadways

Data Sources and Methodology

No changes to the data sources and methodology were made since the evaluation of the six initial alternatives, with the exception of the adjustments to land use and demographic inputs described on page 4. See October 15, 2015 Scenario Evaluation memo from DKS Associates for details.

Summary of Results

Total congestion and volume is shown in attached Figure 3. Traffic contribution on congested links for each scenario and growth area is shown in attached Figure 4 through Figure 12.

The following observations were made about contribution to congestion at the subarea level:

- The North Triangle and OB Riley/Gopher Gulch contribute to congested facilities on the north end of Bend and therefore typically have higher levels of congestion.
- The DSL Property and The Elbow both contribute to a congested segment of 27th Street and have higher levels of congestion contribution than other growth areas.
- The Shevlin area has the smallest contribution to congested corridors.
- The NE Edge, The Thumb, and West Area all have low/medium contribution to congested corridors.

Overall, Scenario 2.1G would include 12.14 peak hour miles of congested network, which is a ten percent decrease from the prior lowest scenario. While Scenario 2.1G was shown to generate longer trips in some growth areas, there are two primary reasons for the reduction in congested corridors:

1) Growth was emphasized in some UGB expansion subareas that were less reliant on congested corridors. These areas made use of existing under-utilized capacity in the transportation system.
2) The mix of uses (including employment areas in non-centralized areas) created a reverse commute in some cases that would take advantage of remaining roadway capacity on routes that experience congestion in one direction.

See Data Sheet for this Performance Measure for a roll-up of results by subarea and comparison to prior alternatives.

Performance Measure 2.A.5: Walk/Bike Safety and Connectivity

Data Sources

No changes to the data sources and methodology were made since the evaluation of the six initial alternatives. GIS data provided by City of Bend and Deschutes County and aerial photography was used to identify features that would present potential opportunities and constraints to pedestrians and bicycles. The travel demand model for each scenario was used to identify potential locations for future roadway widening that could result in a barrier for pedestrians and bicycles.

Methodology

The qualitative evaluation included three primary components that were considered for each growth area in each scenario:

- Connectivity to adjacent areas – This criterion considered the potential connectivity to the surrounding transportation system (via collectors and arterials[4]) adjacent to the growth area. Growth areas that were isolated would have poor connectivity, while those that bordered adjacent roadways would have some connectivity and those that were connected to roadways and trails would have the preferred level of connectivity to surrounding areas.
- Connectivity within the subarea – Each growth area was reviewed to determine how well pedestrian and bicycle connectivity could be provided on-site to promote movement within the areas. Areas with the ability to design a well-connected roadway grid would provide the best connectivity within the area, while the presence of constraints such as rail or canals would limit the connectivity potential for the area and would require longer trips for pedestrians and bicyclists.
- Safety barriers within the subarea – The presence of major roads within the growth areas provides mobility for motor vehicles, but it also reduces safety for pedestrians crossing these streets and/or bicyclists that travel on these roads. Each growth area was reviewed to determine if the collector and arterial grid would require roadways larger than a 3-lane section based on a review of the roadway capacity needs. The presence of these roadways would decrease the safety of pedestrians and bicycles.

Based on the opportunities and constraints identified in the qualitative assessment of the three combined factors noted above, each area was rated good, fair, or poor. In general, good areas are locations with good connectivity to the adjacent transportation infrastructure and few barriers within the site. Fair areas have either worse connectivity or some site barriers. No internal roadways are planned to be larger than 3-lanes for the potential growth areas, so significant safety barriers within the sites was not a key differentiator. Figure 13 maps the opportunities and constraints for each scenario and growth area.

Summary of Results

See Data Sheet for this Performance Measure for full results by growth area for Scenario 2.1G as well as the initial six scenarios. The following general observations were made about each growth area for Scenario 2.1G:

- Areas that generally perform well

[4] Collectors and arterials serve as the spine of the transportation system. Connections to these routes generally provide opportunities for connecting to other routes and local streets as well as potential for future transit connections (pending future service enhancements). Local streets adjacent to subareas can also be used for pedestrian and bicycle travel, however they may be indirect (depending on individual alignment and destination). Further, since the local street detail of growth areas has not been identified, it is unknown how well such streets would align with the adjacent areas and adjacent collectors/arterials may be needed for intermediate route connections.

    - DSL Property generally offers both a good grid within the area and adjacent trail connections to surrounding areas.
    - The NE Edge generally has good trail connections, and includes improve connectivity with the Yeoman Road extension.
    - The Elbow would fare well due to the collector grid, which includes connectivity between Murphy Road and new east-west collectors via SE 15th St. The collector grid would provide two sets of collector connections in the north-south and east-west directions through the area.
- Areas that generally fare moderately
    - The Thumb would generally fare moderately due to the partial collector grid.
    - The Shevlin area would have some connectivity to existing streets and future trails, but does not connect to the additional trail system to the north.
    - North Triangle would include some future trail connections (with limited regional connectivity) and a grid system for roadways.
    - The West area has a good collector grid and limited trail system.
    - The OB Riley/Gopher Gulch area includes connectivity via OB Riley.

Performance Measure 2.A.6: System Connectivity & Progression of System Hierarchy.

Data Sources

No changes to the data sources and methodology were made since the evaluation of the six initial alternatives. The functional class map from the City of Bend GIS data provided by City of Bend and Deschutes County, and aerial photography was used to identify existing roadway system and opportunities for future enhancements to the grid system.

Methodology

This qualitative measure was based on the ability of the growth area to support an ideal roadway grid spacing of one mile for arterials and one-half mile for collectors. The assumed potential for the new arterials and collectors within each growth area was based on the existing roadway grid system and other constraints (e.g., development, terrain, rail, etc.). The assumed roadway network by scenario for each growth area is shown in attached Figure 14. Good areas have the ability to provide access to development areas via a hierarchy of local, collector, and arterial roadways. Poor areas would likely provide access directly to higher class roadways. Overall results are for variations of sub-areas, not combined scenario results.

Summary of Results

See Data Sheet for this Performance Measure for full results by growth area for each scenario. In general, partial expansion in areas would limit opportunities for connecting system roadways, while scenarios that include full development of a growth area would have a greater opportunity to enhance complete the system and improve connectivity in that area.

The following general observations were made about each growth area:

- Areas that generally perform well
    - OB Riley/Gopher Gulch includes a local grid opportunity with OB Riley as a spine roadway for the area.

    - The Elbow includes refined connectivity that allows for an improved collector network grid in the north-south and east-west direction.
- Areas that generally perform moderately
    - Shevlin and West Areas includes some ability to provide collectors, but difficult to connect local streets.
    - The DSL property includes a north/south collector, but does not include an east-west collector due to limited connectivity opportunities to adjacent areas
- Areas that generally perform moderately, but may be enhanced with broader development in the expansion area.
    - The Thumb allows some collector connection, which would be enhanced if it included a full extension from China Hat to Knott.
    - North Triangle would have some connectivity, but it would not include a connection to the west. The previous scenarios that expand to Old Bend-Redmond highway would enhance the connectivity in the subarea.
- Areas that generally perform poorly
    - The NE Edge includes direct access onto major roadways and does not provide a hierarchy that feeds onto local roads that then distribute traffic to collectors.

Cost-Effective Infrastructure

Performance Measure 2.B.1: Total Cost of Transportation Infrastructure Improvements

Data Sources

No changes to the data sources and overall methodology were made since the evaluation of the six initial alternatives. However, roadway alignments, crossing needs, and functional class designations have been refined in some areas, which impacts estimated costs and may limit comparison to prior alternatives. The following data sources were used to develop the cost of transportation improvements for each cost component (described further in the following section):

- New roadways – The total distance for new roadways was measured using GIS data for the framework of the collector and arterial grid sketched by the project team.
- Roadway capacity improvements – The travel demand model was used to identify locations where capacity improvements would be needed.
- Intersection capacity improvements – The travel demand model was used to estimate intersections that would exceed demand levels typically handled by stop-sign control and would trigger a roundabout or traffic signal improvement. To guide this analysis, ODOT's preliminary signal warrants[5] were used to establish thresholds for potential intersection control improvements for all regional intersections (both local Bend collector and arterial system and State system).

[5] Transportation Planning Analysis Unit, "Appendix 12A – Preliminary Traffic Signal Warrant Analysis Form." *Analysis Procedures Manual*. ODOT, February 2009. https://www.oregon.gov/ODOT/TD/TP/pages/apm.aspx

- Roadway unit costs - The City of Bend provided unit costs for roadway improvements based on recent construction projects in Bend. Since these recent costs were for a subset of the overall project types, a cost-index factor[6] was determined to update the set of unit costs used in prior Bend SDC analysis. The following unit costs were used:
    - Intersection capacity – $2.37 million[7]
    - New 2 lane collector - $1,195 per foot
    - New 2 lane arterial - $1,447 per foot
    - Upgrade 2 to 3 lane arterial - $1,085 per foot
    - Canal crossing - $3.7 million per location
    - RR overpass - $14.2 million per location

Methodology

The following methodologies were applied to identify transportation costs related to each component:

- New roadways – The locations for the base collector and arterial grid system were developed using an ideal spacing of one mile for arterials and one-half mile for collectors. The assumed locations for the new arterials and collectors within each growth area were based on the existing roadway grid system and other constraints (e.g. development, terrain, rail, etc.). The distances for new roads were measured using GIS. Costs for each road were estimated by applying an average roadway unit cost to the total roadway distance. Unit costs varied by type of roadway improvement (e.g., new two-lane collector, upgrade two-lane rural arterial, etc.). Right of way costs were also considered (assumed to be $10 per square foot).
- Roadway capacity improvements – The congested roadways from the travel demand model were reviewed to identify streets that would require capacity improvements beyond the improvement projects identified in the Bend MPO MTP and the City TSP reasonably funded projects. On the state highway system, if corridor demand was forecasted to exceed capacity, but the volumes under Scenario 2.1G were less than those in the 2028 TPR base scenario (a scenario developed to forecast what the system would look like with no UGB expansion and all growth occurring in the currently acknowledged boundary), additional mitigations were not recommended. On the City roadway system, the congested roadways were reviewed to determine if the demand exceeded capacity (v/c ratio greater than 1.0) or would just be a congested condition (accounting for capacity from center turn lanes and roundabout or signalized intersections, v/c ratio would be approaching but not exceed 1.0), the latter not requiring

[6] Recent unit costs for Reed Market Road of $1,085 per foot were divided by the prior comparable SDC costs of $492 per foot, which resulted in an escalation factor of 2.21 from prior project costs. This factor was applied to the prior cost estimates for other roadway types to derive the unit costs listed for each item.

[7] Based on average roundabout cost at Empire/18th ($2.7 million), Simpson/Mt Washington ($2.2 million), and Powers/Brookswood ($2.2 million)

widening mitigation. Like the base roadway costs, the unit costs for each capacity improvement were applied to the improvement length to derive the total cost.

- Intersection capacity improvements – The travel demand model was used to identify intersections that were forecasted to have traffic volumes that exceed levels that are typically served by stop-control. ODOT's preliminary signal warrants[8] were used to set volume thresholds for major and minor street intersection approaches for roads in the regional travel demand model. Intersections that exceeded the threshold and are currently planned for stop-controlled were identified as candidates for intersection control improvements. The high level analysis did not identify control specifics related to traffic signals or roundabouts. Since roundabouts are preferred in Bend and typically have higher initial installation costs, average roundabout costs from City data were assumed for each identified intersection improvement location.

The costs for the three components were summed to provide an overall transportation cost for each scenario. These costs do not reflect currently planned transportation improvement programs such as the Bend MPO MTP and the City's SDC and CIP program. Therefore, the costs identified for each scenario are costs that are in addition previously planned (and reasonably funded) improvements. This high-level infrastructure analysis does not capture additional urban upgrades that may be needed (and are reported separately), such as frontage improvements that may be required by development along arterial, collector, or local roads.

Summary of Results

Table 2 summarizes the total Scenario 2.1G cost for each cost component attributed to the UGB Expansion. The project maps (Figure 14) and tables (Figure 15) are attached that summarize the project details and costs included in each component.

Table 2. Scenario Transportation Costs ($ Millions) Attributed to the UGB Expansion

Cost Element	Scenario 2.1G
New Roadways*	119.0
Roadway Capacity	2.5
Intersection Capacity	2.4
Total	123.9

Note: * Reported roadway cost includes refined alignments that were not reflected in prior scenario analysis. Therefore, there may be limited ability to compare to prior results.

In addition to the costs listed in Table 2, there are two improvement projects identified through the analysis that appear to be necessary with or without the proposed UGB expansion, which would be attributable to growth in the current UGB, but are not currently planned/funded:

- US 20 / Old Bend-Redmond Highway intersection improvements - $2.4M

[8] Transportation Planning Analysis Unit, "Appendix 12A – Preliminary Traffic Signal Warrant Analysis Form." *Analysis Procedures Manual*. ODOT, February 2009. https://www.oregon.gov/ODOT/TD/TP/pages/apm.aspx

- US 20 / Cooley Road intersection improvements - $1.6M

While Scenario 2.1G has low overall cost relative to the prior scenario, roadway alignments, crossing needs, and functional class designations have been refined in some areas, which impacts estimated costs and may limit comparison to prior alternatives. Mitigation costs for Scenario 2.1G would remain low. The Elbow and DSL Property would have moderate subarea costs due to the extent of development in those subareas.

See Data Sheet for this Performance Measure for a roll-up of results by subarea and alternative.

Performance Measure 2.B.2: Cost per Acre of Transportation Infrastructure Improvements

Data Sources

No changes to the data sources and overall methodology were made since the evaluation of the six initial alternatives. However, roadway alignments, crossing needs, and functional class designations have been refined in some areas, which impacts estimated costs and may limit comparison to prior alternatives. The following data sources were used to develop the cost of transportation improvements for each cost component (described further in the following section):

- New roadways – The total distance for new roadways was measured using GIS data for the framework of the collector and arterial grid sketched by the project team.
- Development area – The total acres of development for each subarea were summarized using GIS mapping tools and were provided by the project team for each scenario.

Methodology

The following methodologies were applied to identify cost-efficiency:

- New roadways and cost – The location and cost of base roadways for each subarea were determined using the methodology described in Measure 2.B.1.
- Cost-efficiency – The total costs for each subarea were divided by the total developable acres to identify the cost/acre.

This measure focused on base roadway cost (new arterials and collectors); mitigation costs were not included at the subarea level.

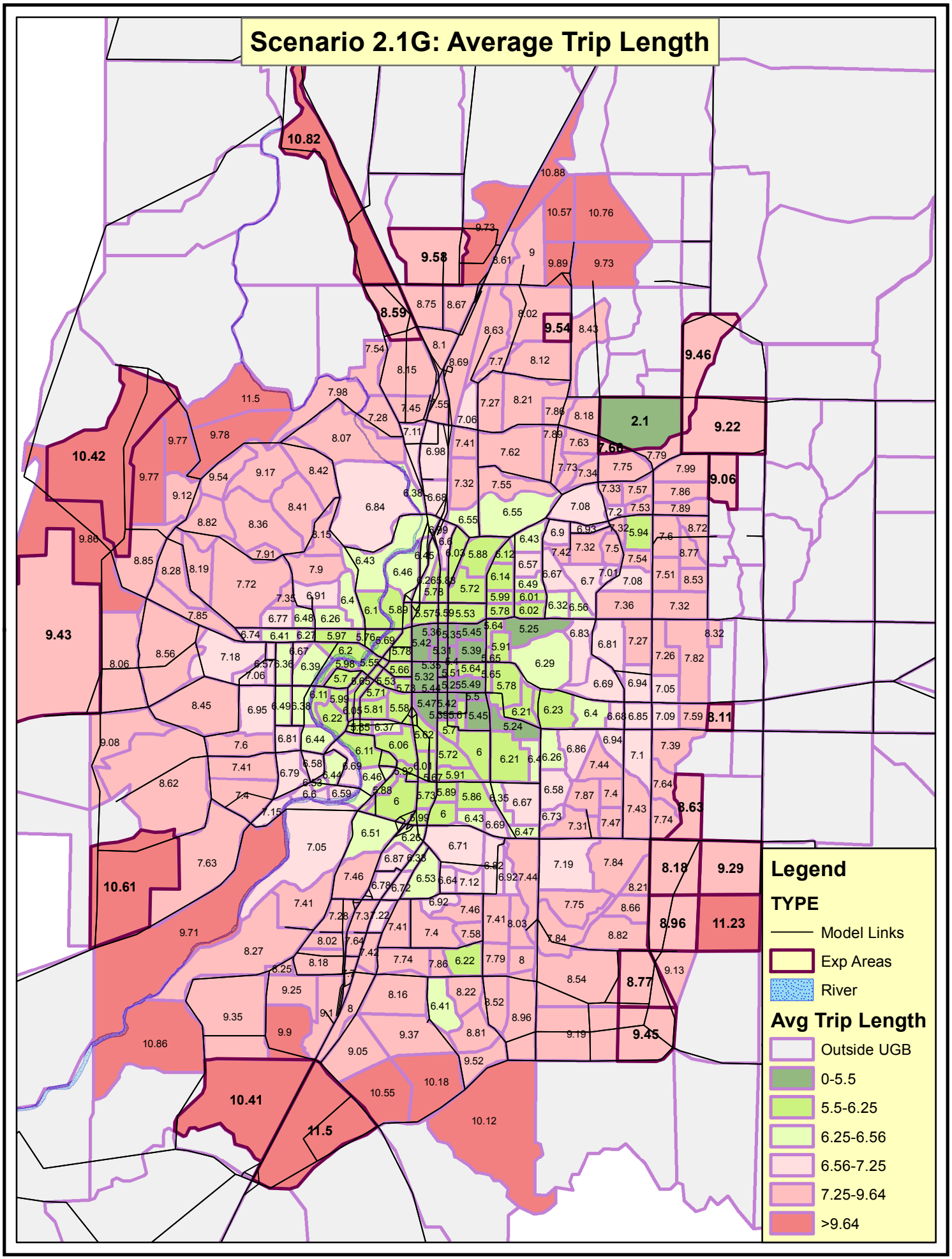
Summary of Results

For each subarea in each alternative, transportation costs for the new roadway network ranged from $0/acre (in infill sites where the network already exists) to nearly $300/acre in some subareas. The general observations about the average cost for growth areas include:

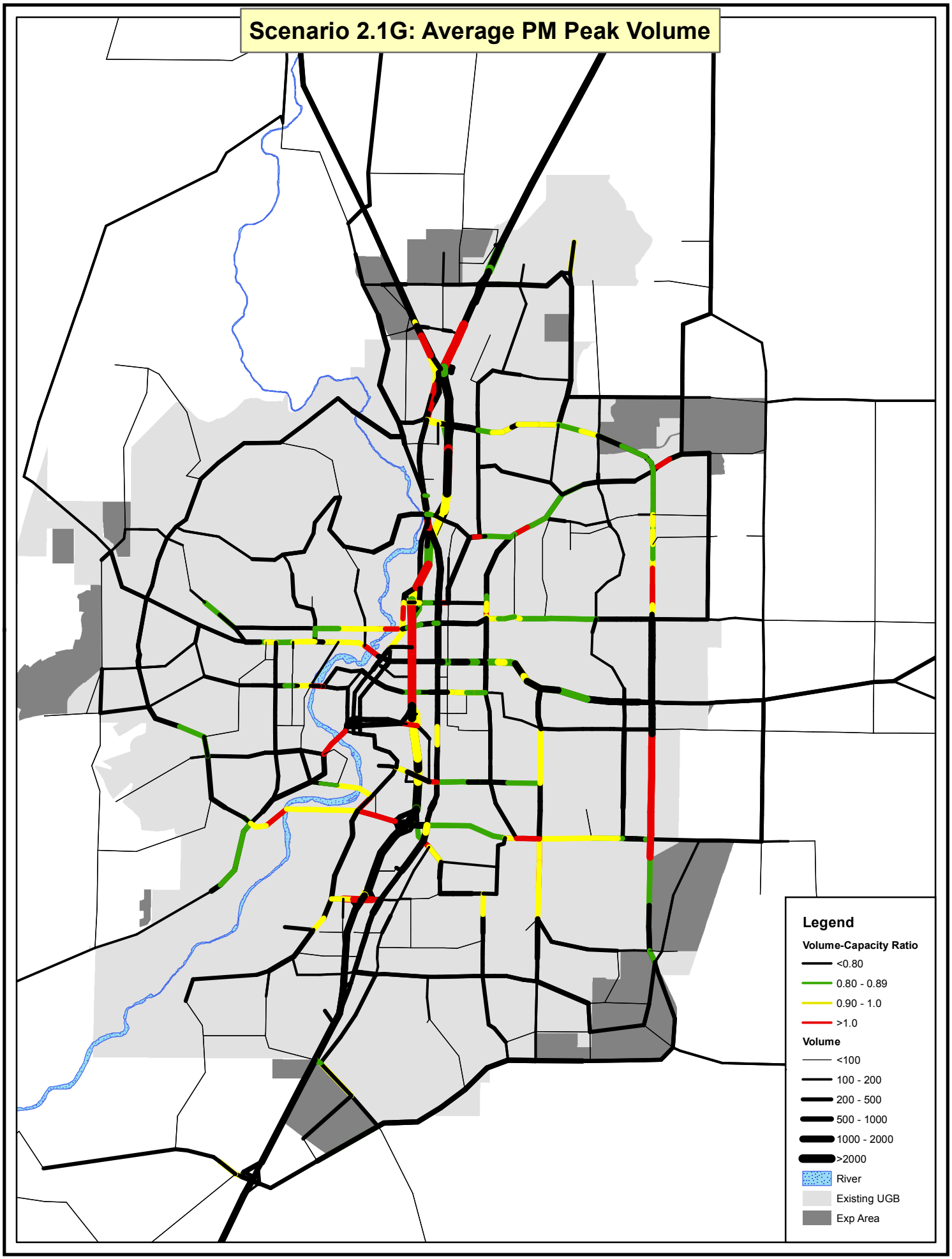
- The Elbow has a moderate average cost, which is due to the moderate overall network costs balanced by a large growth area.
- The North Triangle has a moderate average cost, based on low connectivity costs and lower acreage.

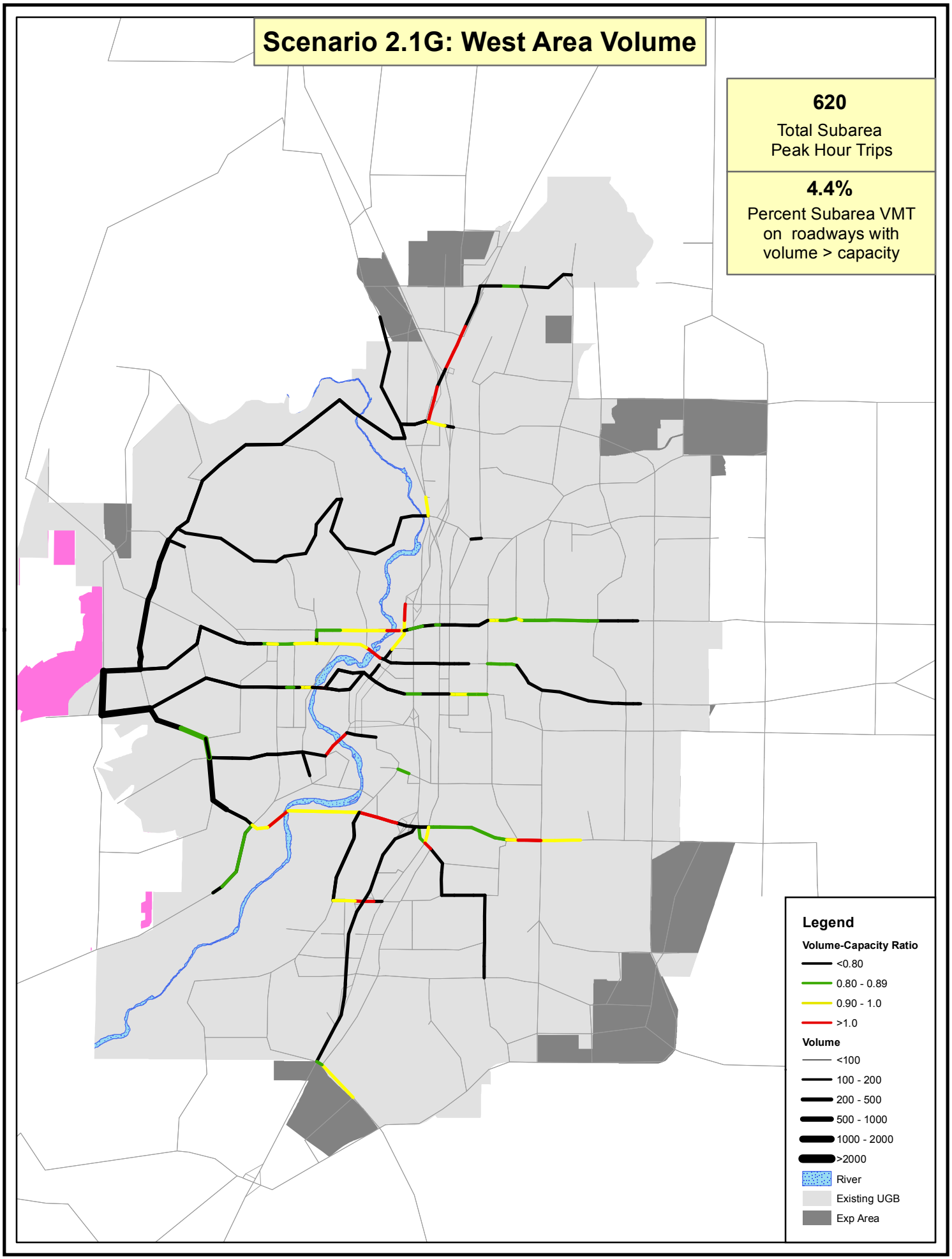
- The NE Edge has a lower average cost since it only includes the Yeoman to Butler Market extension and includes a large development area
- The DSL property has a moderate average costs due to the combination of moderate overall network costs and moderate area.
- The West has a low/moderate average cost due to the low/moderate total cost and the moderate/large area.
- Shevlin has a moderate/high average cost. While the total network cost is low, it would also support a smaller area, which drives up the average cost.
- The Thumb has low/moderate average costs due to a low/moderate total network cost and moderate area.
- OB Riley/Gopher Gulch has the lowest average costs due to the amount of developable acres included and the limited network improvements (extension of Robal Road).

While Scenario 2.1G has the lowest overall cost per acre relative to the prior scenarios, roadway alignments, crossing needs, and functional class designations have been refined in some areas, which impacts estimated costs and may limit comparison to prior alternatives.

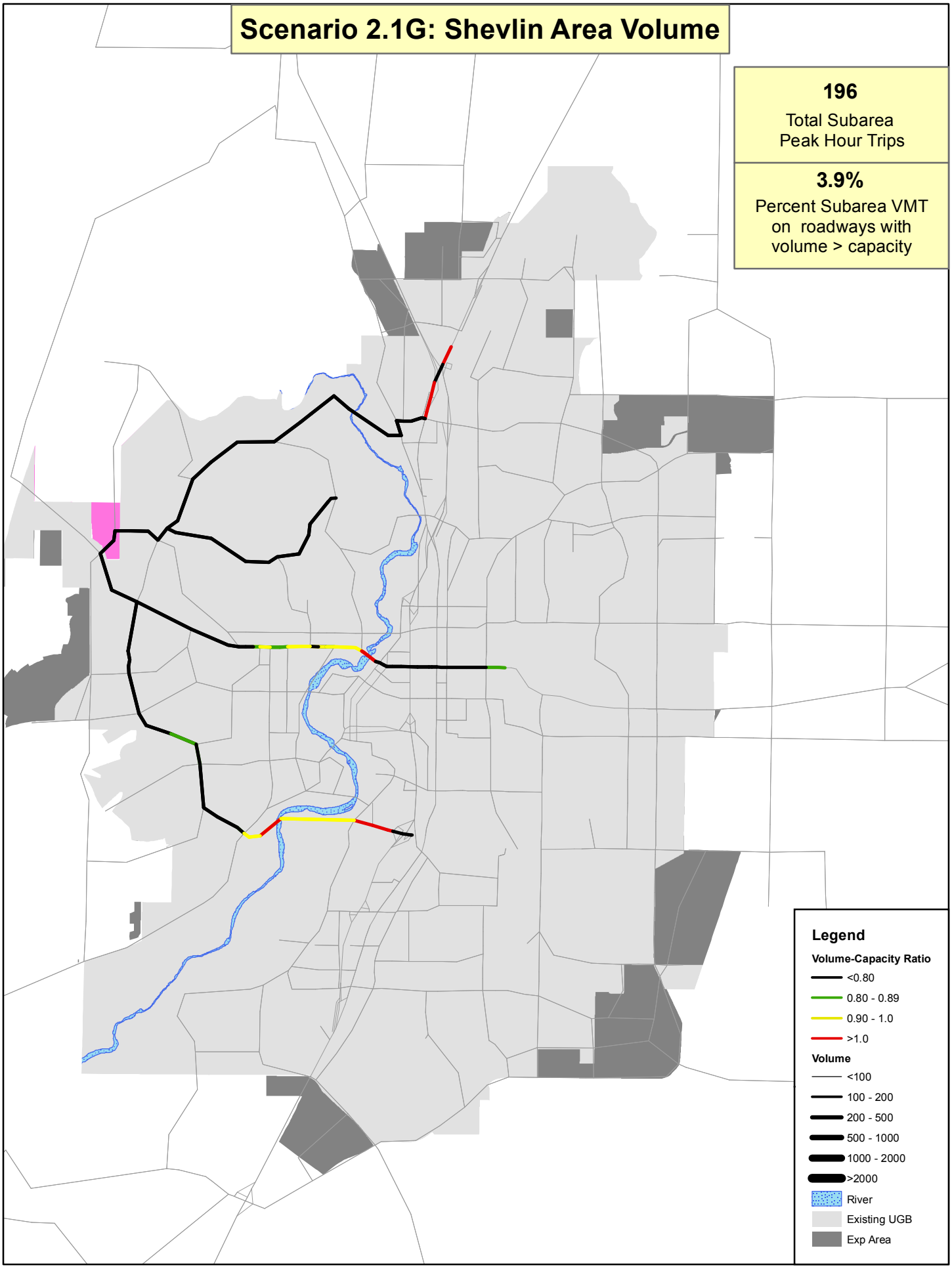

Scenario 2.1G: Average Trip Length
Legend
TYPE
Model Links
Exp Areas
River
Avg Trip Length
Outside UGB
0-5.5
5.5-6.25
6.25-6.56
6.56-7.25
7.25-9.64
>9.64

Scenario 2.1G: Average PM Peak Volume

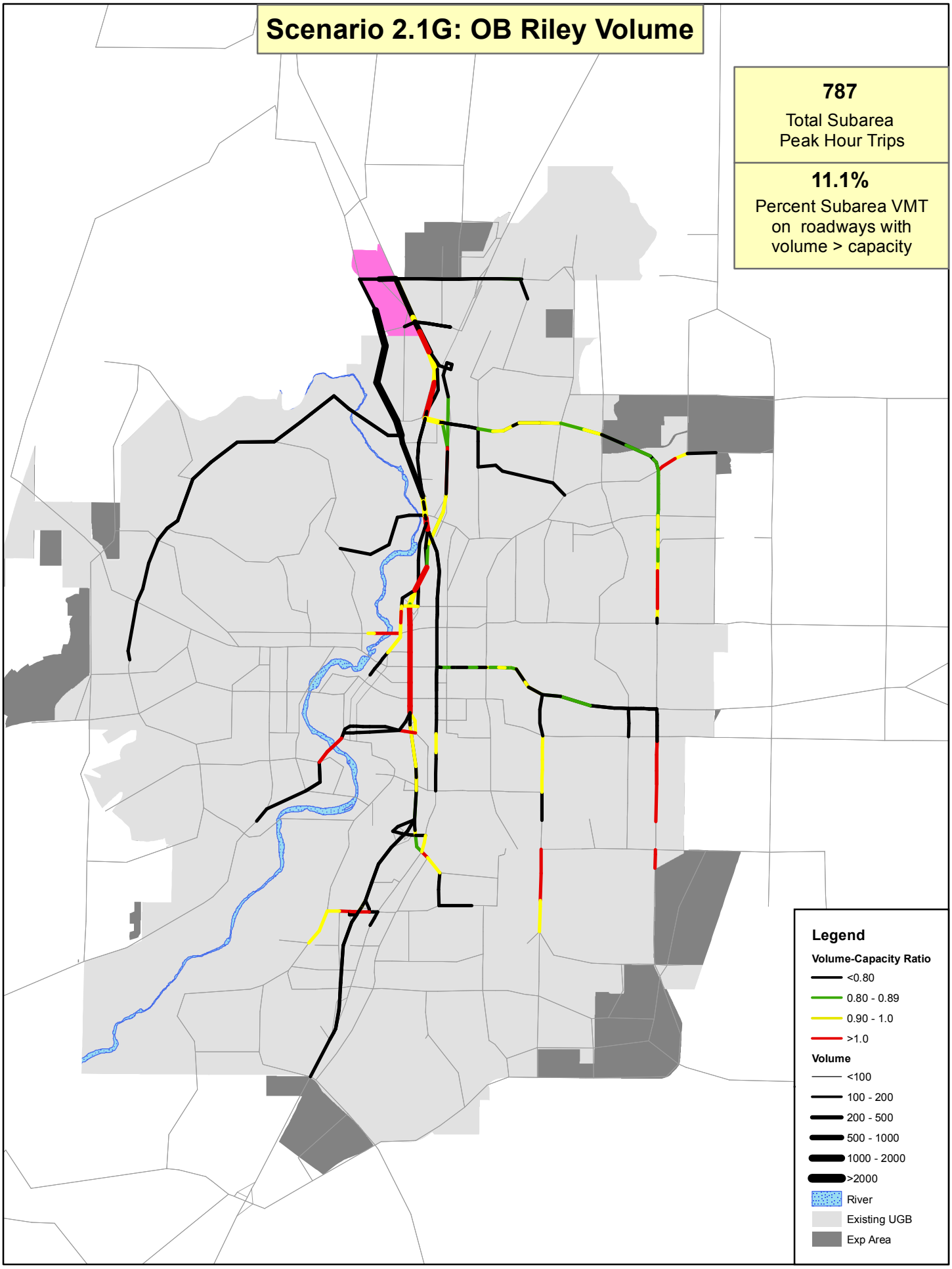



Scenario 2.1G: West Area Volume
620
Total Subarea
Peak Hour Trips
4.4%
Percent Subarea VMT
on roadways with
volume > capacity
Legend
Volume-Capacity Ratio
<0.80
0.80 - 0.89
0.90 - 1.0
>1.0
Volume
<100
100 - 200
200 - 500
500 - 1000
1000 - 2000
>2000
River
Existing UGB
Exp Area

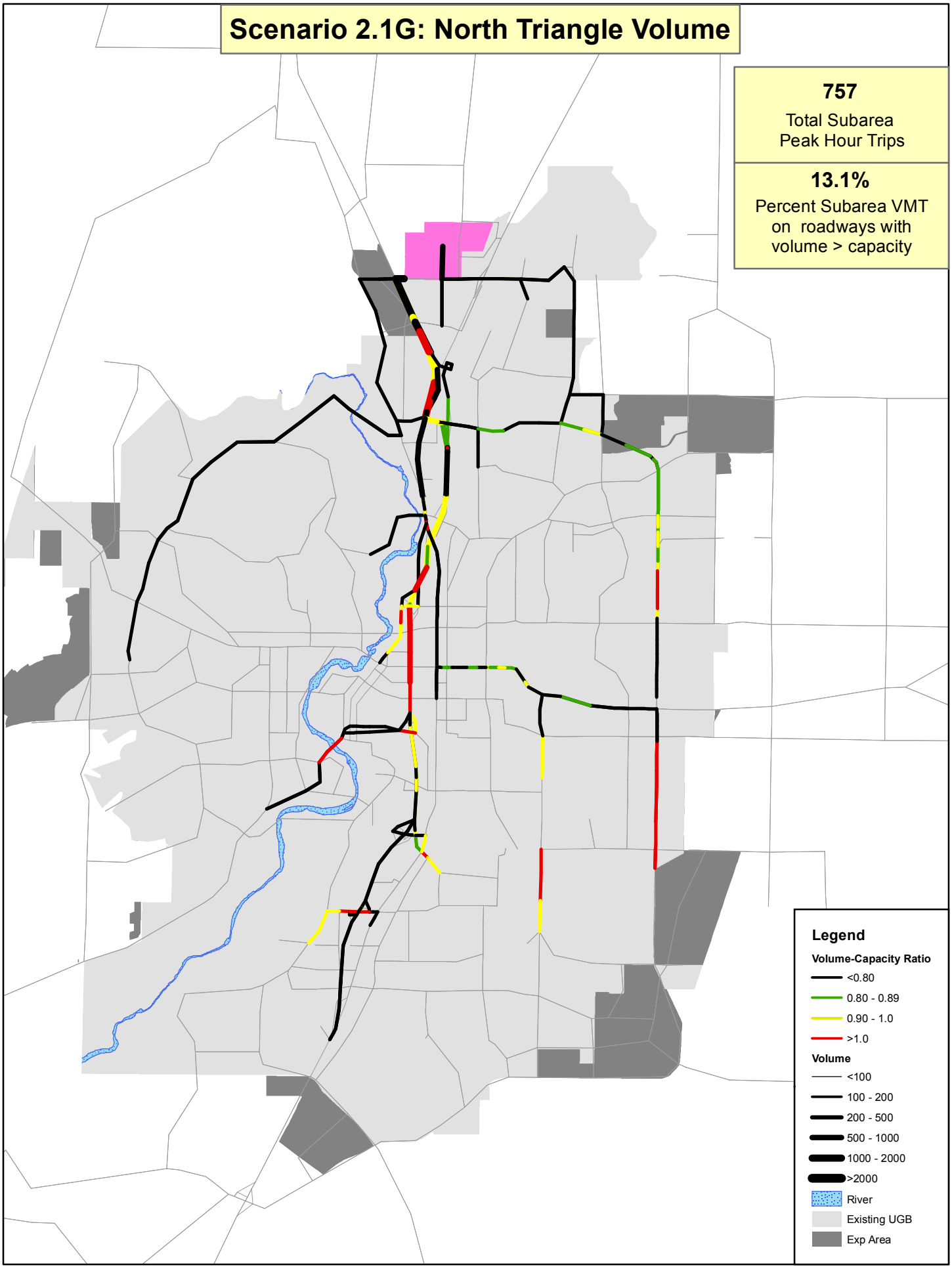
Scenario 2.1G: Shevlin Area Volume



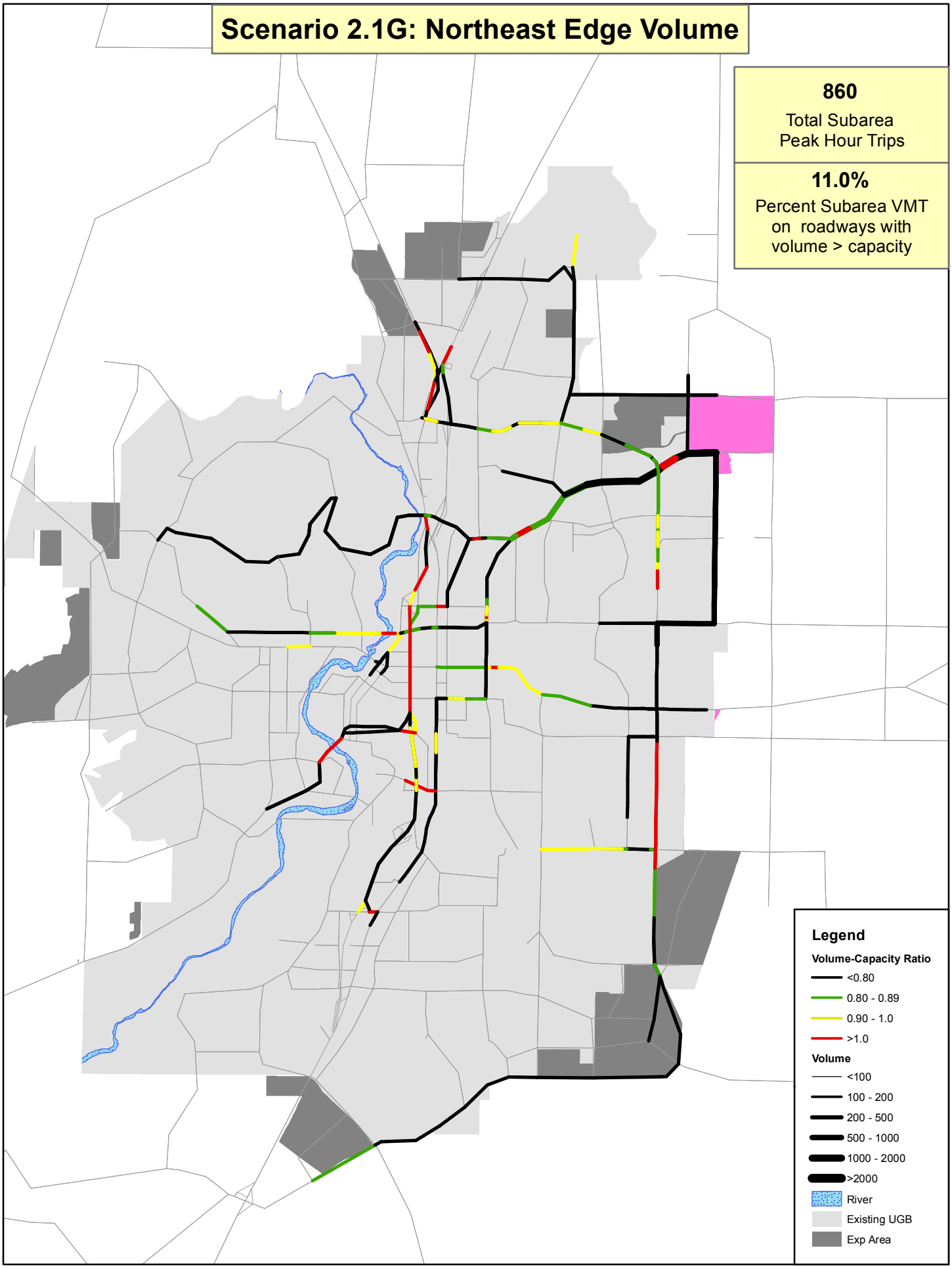
Scenario 2.1G: OB Riley Volume



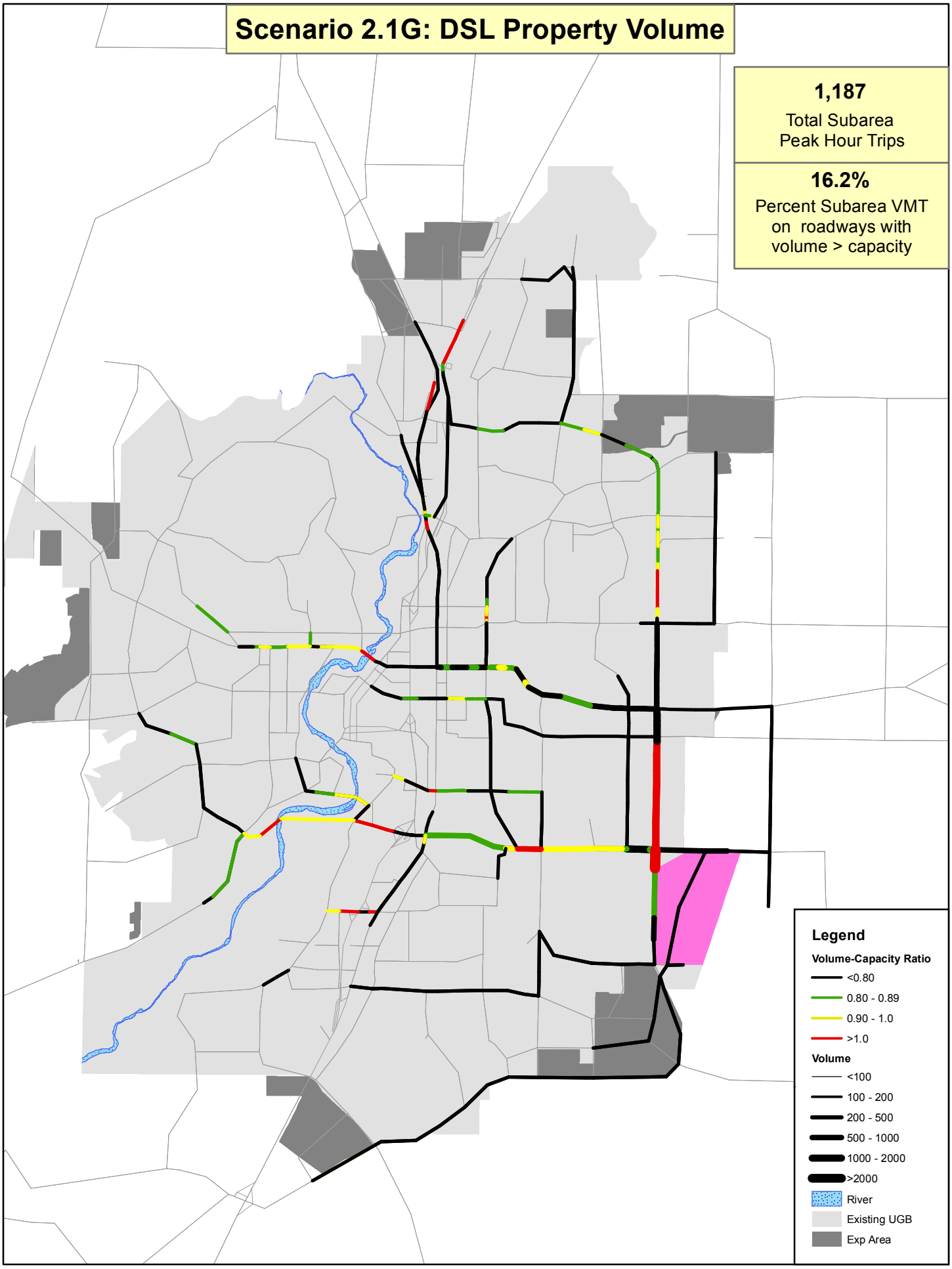
Scenario 2.1G: North Triangle Volume



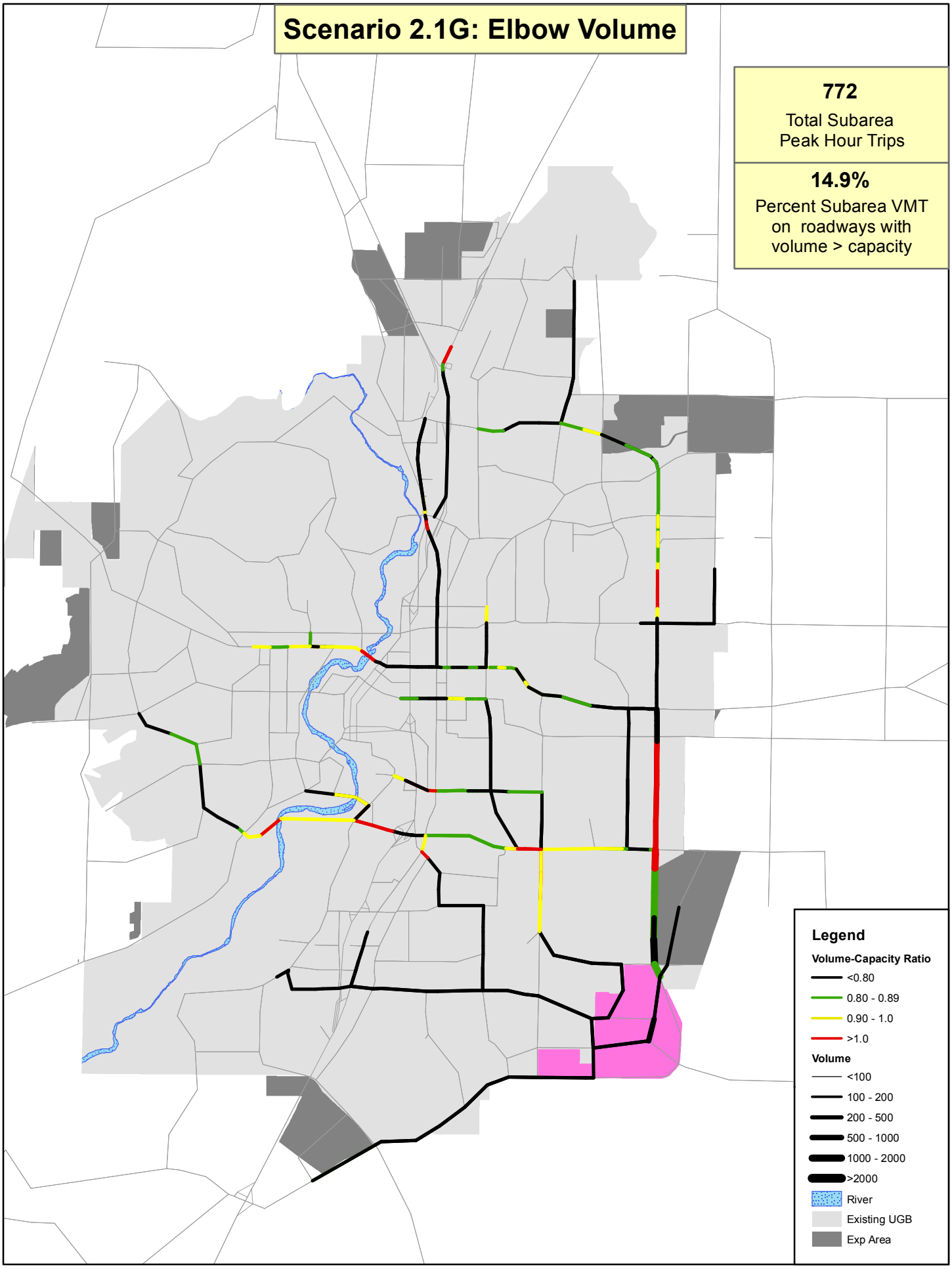
Scenario 2.1G: Northeast Edge Volume



Scenario 2.1G: DSL Property Volume



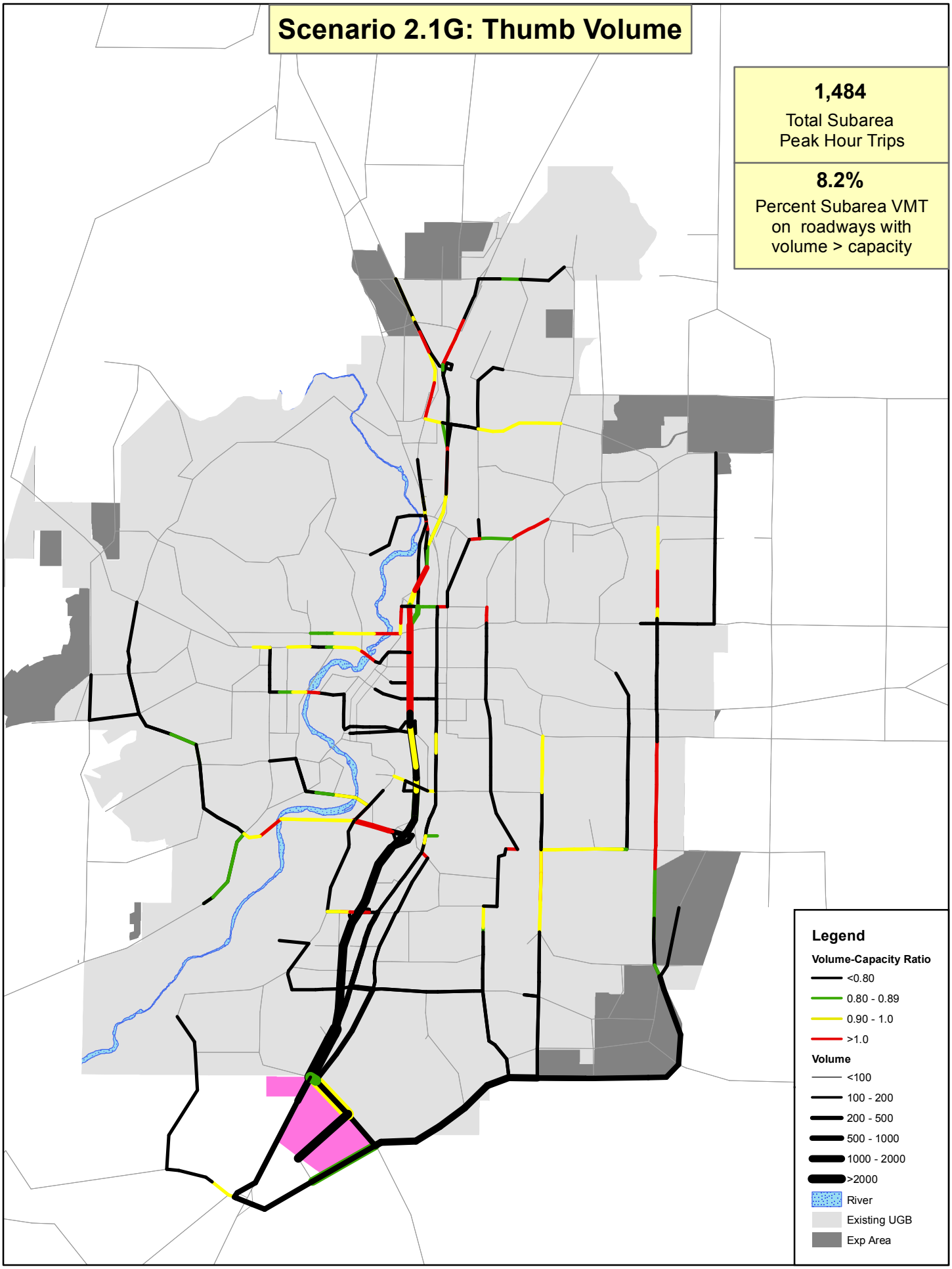
Scenario 2.1G: Elbow Volume



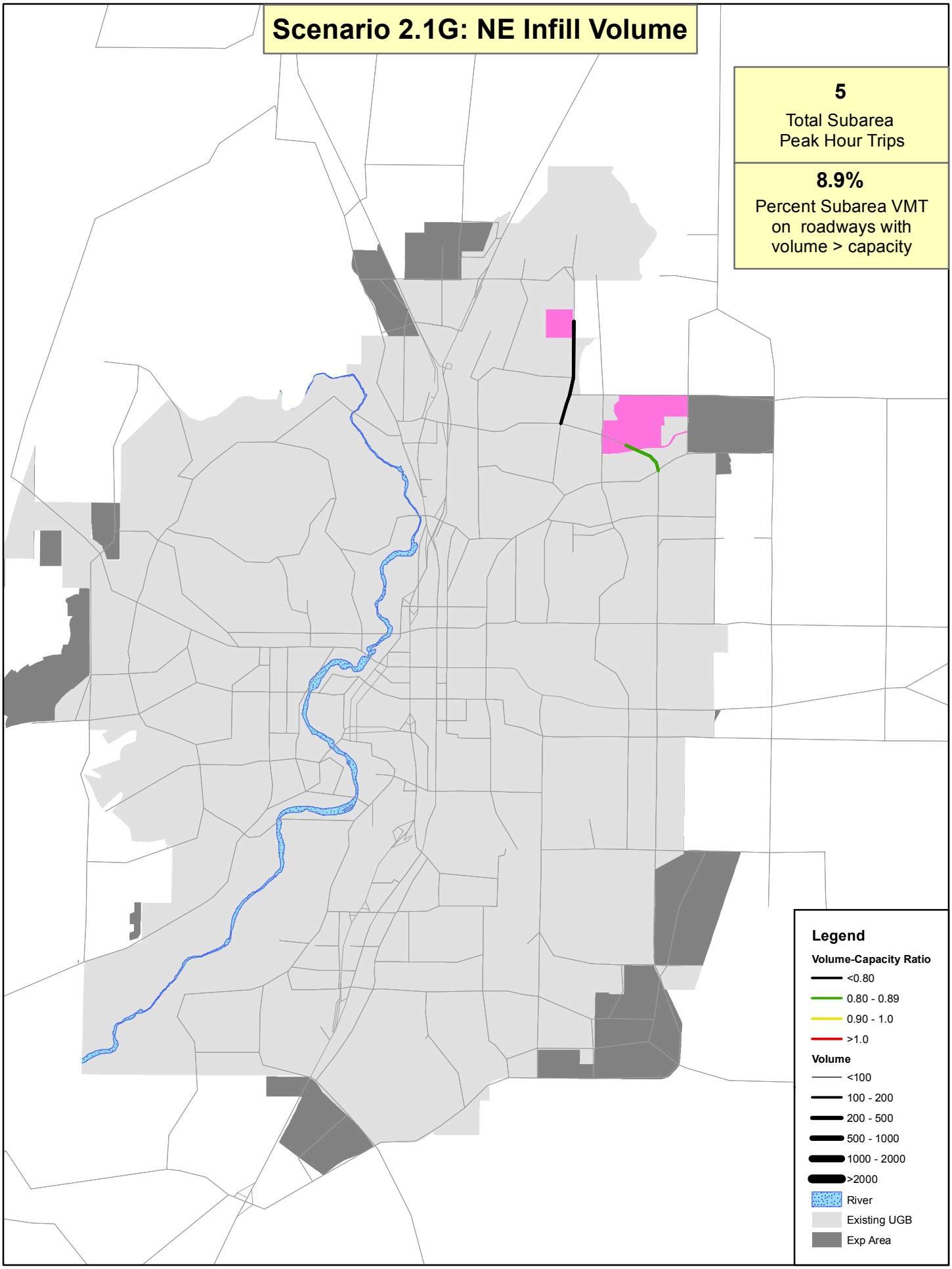
Scenario 2.1G: Thumb Volume

1,484
Total Subarea
Peak Hour Trips

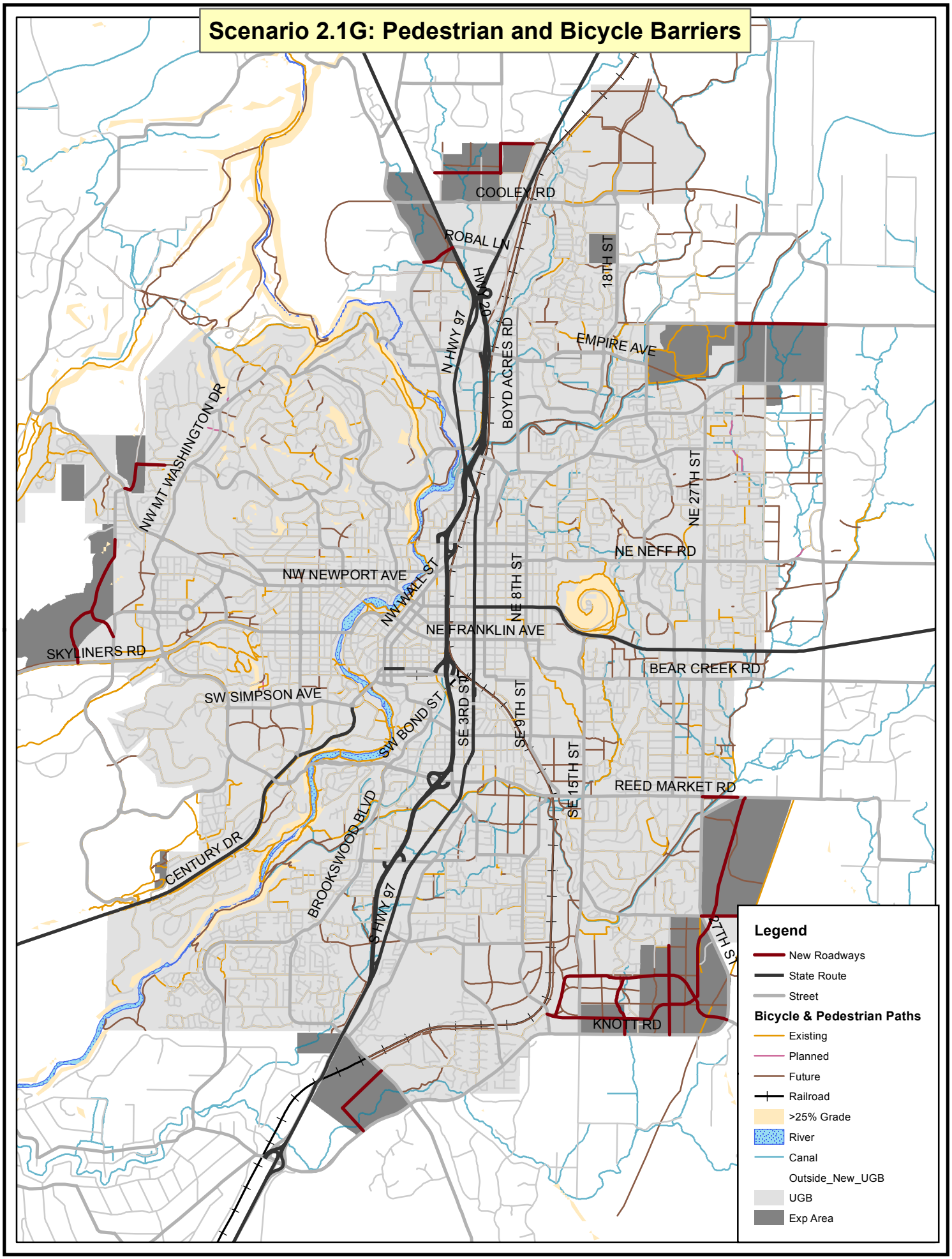
8.2%
Percent Subarea VMT
on roadways with
volume > capacity



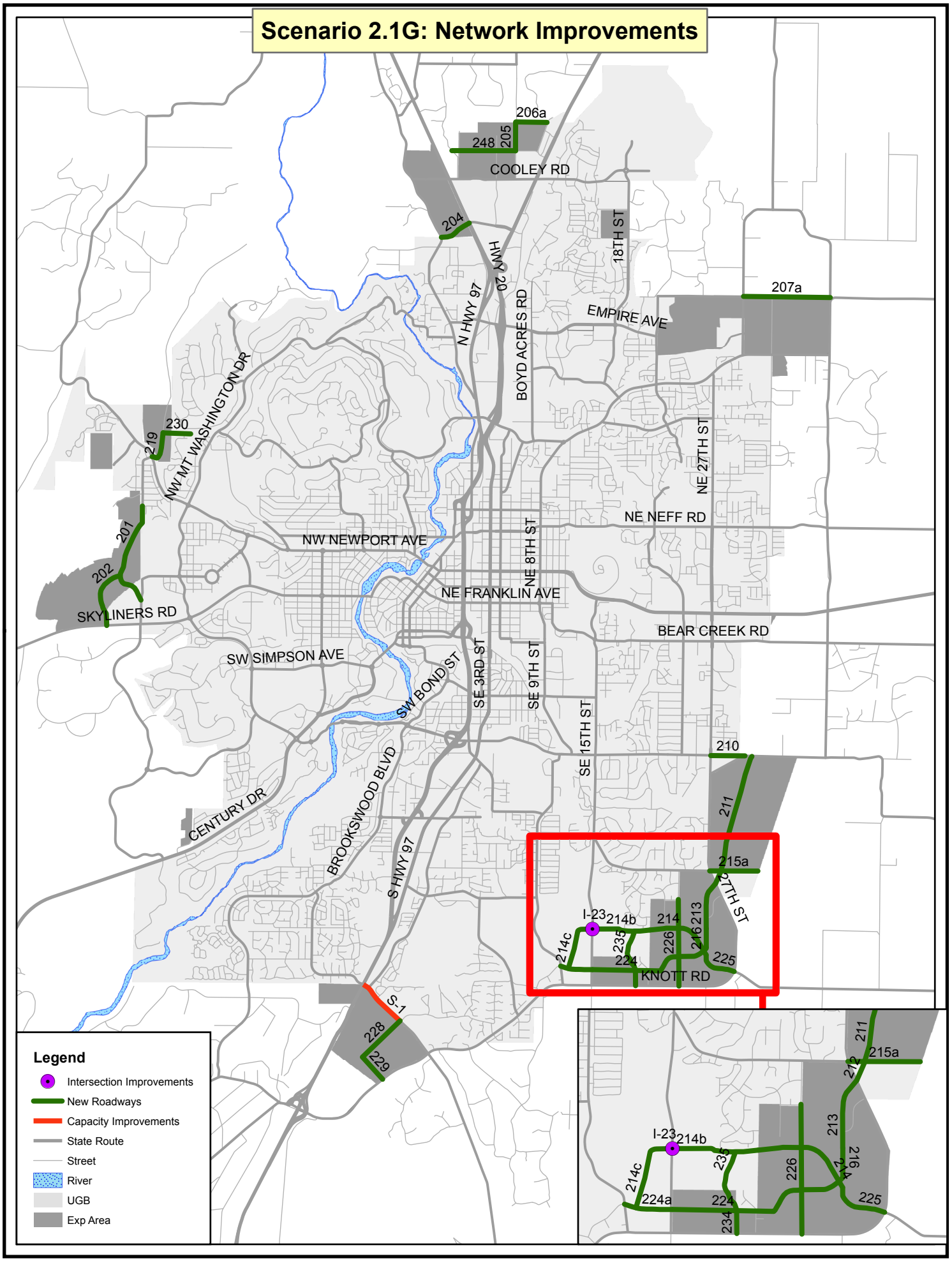
Scenario 2.1G: NE Infill Volume



Scenario 2.1G: Pedestrian and Bicycle Barriers



10209


Scenario 2.1G: Network Improvements
206a
205
248
COOLEY RD
204
HWY 20
N HWY 97
18TH ST
207a
EMPIRE AVE
BOYD ACRES RD
NW MT WASHINGTON DR
230
219
201
202
SKYLINERS RD
NW NEWPORT AVE
NE 8TH ST
NE 27TH ST
NE NEFF RD
NE FRANKLIN AVE
BEAR CREEK RD
SW SIMPSON AVE
SW BOND ST
SE 3RD ST
SE 9TH ST
SE 15TH ST
210
211
215a
217
CENTURY DR
BROOKSWOOD BLVD
S HWY 97
I-23
214b
214
213
214c
235
226
216
224
225
KNOTT RD
S-1
228
229
Legend
Intersection Improvements
New Roadways
Capacity Improvements
State Route
Street
River
UGB
Exp Area

10210

Scenario 2.1G

New Roadways Cost Summary

Road ID	Roadway Name	Subarea	Length (miles)	Number of Lanes	Functional Class	Railroad Crossing	Number of Bridges	Road String	Unit Cost	Base Cost	ROW Cost	Crossing Cost	Total Cost
201	Skyline Ranch Road Extension	West	0.95	2	Collector	no	0	2Collector	$1,195	$5,994,147.66	$3,009,600	$0	$9,003,748
202	Crossing Drive Extension	West	0.54	2	Collector	no	0	2Collector	$1,195	$3,407,199.72	$1,710,720	$0	$5,117,920
204	New Road	OB Riley	0.28	2	Collector	no	0	2Collector	$1,195	$1,766,696.15	$887,040	$0	$2,653,736
205	Hunnell Road Extension	Triangle	0.25	2	Collector	no	0	2Collector	$1,195	$1,577,407.28	$792,000	$0	$2,369,407
206a	New Road	Triangle	0.27	2	Collector	no	0	2Collector	$1,195	$1,703,599.86	$855,360	$0	$2,558,960
207a	Yeoman Road Extension	NE Edge	0.76	2	Collector	no	1	2Collector	$1,195	$4,795,318.12	$2,407,680	$3,724,450	$10,927,448
210	New Road to Stevens	DSL	0.3	2	Collector	no	1	2Collector	$1,195	$1,892,880.00	$950,400	$3,724,450	$6,567,730
211	New Road	DSL	1	2	Collector	no	0	2Collector	$1,195	$6,309,629.11	$3,168,000	$0	$9,477,629
212	New Road	DSL	0.12	2	Collector	no	0	2Collector	$1,195	$757,155.49	$380,160	$0	$1,137,315
213	New Road	Elbow	0.42	2	Collector	no	0	2Collector	$1,195	$2,650,044.23	$1,330,560	$0	$3,980,604
214	New Road	Elbow	0.61	2	Collector	no	0	Collector	$1,195	$3,848,856.00	$1,932,480	$0	$5,781,336
214b	New Road	UGB	0.48	2	Collector	no	0	Collector	$1,195	$3,028,608.00	$1,520,640	$0	$4,549,248
214c	New Road	UGB	0.49	2	Collector	no	0	2Collector	$1,195	$3,091,704.00	$1,552,320	$0	$4,644,024
215a	New Road	DSL	0.41	2	Collector	no	0	2Collector	$1,195	$2,586,947.94	$1,298,880	$0	$3,885,828
216	New Road	Elbow	0.16	2	Collector	no	0	2Collector	$1,195	$1,009,540.66	$506,880	$0	$1,516,421
219	Skyline Ranch Road	Shevlin	0.28	2	Collector	no	0	2Collector	$1,195	$1,766,696.15	$887,040	$0	$2,653,736
224	New Road	Elbow	1.08	2	Collector	no	0	2Collector	$1,195	$6,814,399.44	$3,421,440	$0	$10,235,839
224a	New Road	UGB	0.28	2	Collector	no	0	2Collector	$1,195	$1,766,696.15	$887,040	$0	$2,653,736
225	New Road	Elbow	0.32	2	Collector	no	0	2Collector	$1,195	$2,019,081.32	$1,013,760	$0	$3,032,841
226	New Road	Elbow	0.75	2	Collector	no	0	2Collector	$1,195	$4,732,221.83	$2,376,000	$0	$7,108,222
228	New Road	Thumb	0.45	2	Collector	no	0	2Collector	$1,195	$2,839,333.10	$1,425,600	$0	$4,264,933
229	New Road	Thumb	0.26	2	Collector	no	0	2Collector	$1,195	$1,640,503.57	$823,680	$0	$2,464,184
230	New Road	Shevlin	0.24	2	Collector	no	0	2Collector	$1,195	$1,514,310.99	$760,320	$0	$2,274,631
234	Raintree Courth Extension	Elbow	0.25	2	Collector	no	0	2Collector	$1,195	$1,577,407.28	$792,000	$0	$2,369,407
235	Raintree Courth Extension north	UGB	0.26	2	Collector	no	0	2Collector	$1,195	$1,640,503.57	$823,680	$0	$2,464,184
248	Loco Road Extension	Triangle	0.56	2	Collector	no	0	2Collector	$1,195	$3,533,392.30	$1,774,080	$0	$5,307,472
												Total (New Roadways)	**$119,000,540**

Corridor Improvement Projects

P#	Corridor	Begin	End	Improvement	Distance	Unit Cost	Cost
S-1	China Hat Road	US 97	New Roadway (Thumb)	widen from 2 lane to 3 lane	2,350	$ 1,085	$ 2,549,750
						Total (Corridor)	**$2,549,750**

Intersection Improvement Projects

P#	Begin	End	Improvement	Cost
I-23	Murphy Road Extension (East)	15th Street	roundabout or traffic signal	$2,366,666
			Total (Intersection)	**$2,366,666**

Cost Summary

New Roadways	$119,000,540
Corridor Capacity	$2,549,750
Intersection Capacity	$2,366,666
TOTAL	**$123,916,956**

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome A Balanced Transportation System **Date:** 7/18/2016

Performance Measure 1 Vehicle Miles Traveled per Capita

Brief Description of Evaluation: Calculated from output from the travel demand model run by TPAU for trips internal to the City (both ends of the trip are within the proposed UGB boundary).

Data Sources ODOT/MPO 2028 Regional Travel Demand Model, Daily Trips

Interpretation and Key VMT results are relative to a base year target for VMT/Capita reduction (e.g., less than 9.64 VMT/Capita from the 2010 year model). Good would be a reduction in VMT/Capita. Fair is an increase of less than 4%. Poor is an increase of more than 4%.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2		Scenario 2.1		Scenario 3.1		SAAM-1		SAAM-2		SAAM-3		Scenario 2.1E		Scenario 2.1G	
	Value	*Units*	*Value*	*Units*	*Value*	*Units*	*Value*	*Units*	*Value*	*Units*	*Value*	*Units*	*Value*	*Units*	*Value*	*Units*
Total Future UGB (Including Current UGB)	10.11	Daily Vehicle Miles Traveled per capita	9.92	Daily Vehicle Miles Traveled per capita	9.99	Daily Vehicle Miles Traveled per capita	10.13	Daily Vehicle Miles Traveled per capita	10.11	Daily Vehicle Miles Traveled per capita	10.09	Daily Vehicle Miles Traveled per capita	9.83	Daily Vehicle Miles Traveled per capita	9.81	Daily Vehicle Miles Traveled per capita
Total Expansion Area (excluding current UGB)																
Subareas																
North Triangle																
NE Edge																
DSL Property																
The "Elbow"																
The "Thumb"																
West Area																
Shevlin Area																
OB Riley / Gopher Gulch Area Existing UGB (if applicable)																
Overall Score	2	See Measure 2.A.2 for more detailed findings.	3	See Measure 2.A.2 for more detailed findings.	3	See Measure 2.A.2 for more detailed findings.	2	See Measure 2.A.2 for more detailed findings.	2	See Measure 2.A.2 for more detailed findings.	2	See Measure 2.A.2 for more detailed findings.	3	See Measure 2.A.2 for more detailed findings.	3	See Measure 2.A.2 for more detailed findings.

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome A Balanced Transportation System **Date:** 7/18/2016

Performance Measure 2 Average Trip Length

Brief Description of Evaluation: Calculated from output from the travel demand model run by TPAU for trips internal to the City (both ends of the trip are within the proposed UGB boundary, calculated per round-trip).

Data Sources ODOT/MPO 2028 Regional Travel Demand Model, Daily Trips

Interpretation and Key Average trip length results (a proxy for VMT/Capita for subareas) are expected to be higher in fringe growth areas of the City. Subareas performing more closeyl to the existing UGB (i.e., average trip length below 9.0 miles), are colored as good. Good / Fair / Poor for total expansion area and total future UGB averages is relative to other alternatives.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2 Value	Scenario 1.2 Units	Scenario 2.1 Value	Scenario 2.1 Units	Scenario 3.1 Value	Scenario 3.1 Units	SAAM-1 Value	SAAM-1 Units	SAAM-2 Value	SAAM-2 Units	SAAM-3 Value	SAAM-3 Units	Scenario 2.1E Value	Scenario 2.1E Units	Scenario 2.1G Value	Scenario 2.1G Units
Total Future UGB (Including Current UGB)	7.64	Average Daily Round-Trip Length	7.51	Average Daily Round-Trip Length	7.57	Average Daily Round-Trip Length	7.68	Average Daily Round-Trip Length	7.66	Average Daily Round-Trip Length	7.62	Average Daily Round-Trip Length	7.68	Average Daily Round-Trip Length	7.68	Average Daily Round-Trip Length
Total Expansion Area (excluding current UGB)	9.79	Average Daily Round-Trip Length	9.47	Average Daily Round-Trip Length	9.32	Average Daily Round-Trip Length	9.89	Average Daily Round-Trip Length	9.61	Average Daily Round-Trip Length	9.47	Average Daily Round-Trip Length	9.73	Average Daily Round-Trip Length	9.70	Average Daily Round-Trip Length
Subareas																
North Triangle	9.83	Average Daily Round-Trip Length	9.64	Average Daily Round-Trip Length	9.59	Average Daily Round-Trip Length	9.77	Average Daily Round-Trip Length	9.29	Average Daily Round-Trip Length	9.81	Average Daily Round-Trip Length	9.63	Average Daily Round-Trip Length	9.58	Average Daily Round-Trip Length
NE Edge	9.17	Average Daily Round-Trip Length	8.93	Average Daily Round-Trip Length	8.95	Average Daily Round-Trip Length	9.21	Average Daily Round-Trip Length	9.05	Average Daily Round-Trip Length	9.15	Average Daily Round-Trip Length	9.28	Average Daily Round-Trip Length	9.19	Average Daily Round-Trip Length
DSL Property	8.41	Average Daily Round-Trip Length	8.53	Average Daily Round-Trip Length	8.65	Average Daily Round-Trip Length	8.77	Average Daily Round-Trip Length	9.02	Average Daily Round-Trip Length	8.77	Average Daily Round-Trip Length	8.77	Average Daily Round-Trip Length	8.76	Average Daily Round-Trip Length
The "Elbow"	9.16	Average Daily Round-Trip Length	8.82	Average Daily Round-Trip Length	9.10	Average Daily Round-Trip Length	9.11	Average Daily Round-Trip Length	9.47	Average Daily Round-Trip Length	9.12	Average Daily Round-Trip Length	8.97	Average Daily Round-Trip Length	9.04	Average Daily Round-Trip Length
The "Thumb"	11.97	Average Daily Round-Trip Length	11.34	Average Daily Round-Trip Length	10.94	Average Daily Round-Trip Length	11.46	Average Daily Round-Trip Length	12.15	Average Daily Round-Trip Length	11.54	Average Daily Round-Trip Length	11.92	Average Daily Round-Trip Length	11.73	Average Daily Round-Trip Length
West Area	9.27	Average Daily Round-Trip Length	9.31	Average Daily Round-Trip Length	9.41	Average Daily Round-Trip Length	N/A	Average Daily Round-Trip Length	N/A	Average Daily Round-Trip Length	9.44	Average Daily Round-Trip Length	9.48	Average Daily Round-Trip Length	9.46	Average Daily Round-Trip Length
Shevlin Area	N/A	Average Daily Round-Trip Length	N/A	Average Daily Round-Trip Length	10.23	Average Daily Round-Trip Length	11.47	Average Daily Round-Trip Length	N/A	Average Daily Round-Trip Length	N/A	Average Daily Round-Trip Length	10.33	Average Daily Round-Trip Length	10.41	Average Daily Round-Trip Length
OB Riley / Gopher Gulch Area	9.24	Average Daily Round-Trip Length	9.67	Average Daily Round-Trip Length	9.27	Average Daily Round-Trip Length	9.16	Average Daily Round-Trip Length	9.51	Average Daily Round-Trip Length	9.05	Average Daily Round-Trip Length	9.72	Average Daily Round-Trip Length	9.69	Average Daily Round-Trip Length
Existing UGB (if applicable)	7.08	Average Daily Round-Trip Length	7.09	Average Daily Round-Trip Length	7.08	Average Daily Round-Trip Length	7.08	Average Daily Round-Trip Length	7.08	Average Daily Round-Trip Length	7.07	Average Daily Round-Trip Length	7.11	Average Daily Round-Trip Length	7.08	Average Daily Round-Trip Length
Overall Score	2		5		4		2		2		3		2		2	
	Significant magnitude of growth in the "Thumb" area, the worst performing sub-area, increased overall average scenario trip length.		Less growth in the "Thumb" and more in the better performing areas on the east-side improve overall average scenario trip-length. Bringing in the entire "Elbow" area to allow a connection from 15th/Murphy area to Rickard Rd, significantly improved the		Increased growth in the "Shevlin" area increased overall average scenario trip-length. More mixed-use development in OB Riley/Gopher Gulch helps this scenario.		Increased growth in the "Shevlin" area increased overall average scenario trip-length.		Less growth in the eastide, combined with the lack of connection from Rickard to 15th, increases the overall average scenario trip length.		More employment focus in the "North Triangle", the lack of connection from Rickard to 15th, and more growth in the West Area increases the overall average scenario trip length.		Significant growth in the Thumb and North Area increase average trip lengths, as well as re-development within the existing UGB		Significant growth in the Thumb and North Area increase average trip lengths, as well as re-development within the existing UGB	

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome A Balanced Transportation System

Date: 7/18/2016

Performance Measure 7 Congestion: Miles of roadway that exceed mobility standards & relative contribution to congested roadways

Brief Description of Evaluation: The global measure indicates the overall congestion impact of each scenario. The subarea measures indicate the percentage of travel generated by each subarea (in VMT) contributes to congestion on over-capacity facilities

Data Sources ODOT/MPO 2028 Regional Travel Demand Model, Weekday Peak Hour Trip Assignments

Interpretation and Key Good scores represent less impact on congested roadway areas. Impact to highway corridors (US 97 or US 20) that do not have planned improvements are more significant than congested City corridors that can be mitigated if needed. For the overall proposed UGB Boundary, the values are not VMT and just total miles of congested roadways.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2 Value	Scenario 1.2 Units	Scenario 2.1 Value	Scenario 2.1 Units	Scenario 3.1 Value	Scenario 3.1 Units	SAAM-1 Value	SAAM-1 Units	SAAM-2 Value	SAAM-2 Units	SAAM-3 Value	SAAM-3 Units	Scenario 2.1E Value	Scenario 2.1E Units	Scenario 2.1G Value	Scenario 2.1G Units
Total Future UGB (Including Current UGB)	14.12	Peak Hour miles of roadway with volume > capacity	14.30	Peak Hour miles of roadway with volume > capacity	14.66	Peak Hour miles of roadway with volume > capacity	13.43	Peak Hour miles of roadway with volume > capacity	14.24	Peak Hour miles of roadway with volume > capacity	14.12	Peak Hour miles of roadway with volume > capacity	12.99	Peak Hour miles of roadway with volume > capacity	12.14	Peak Hour miles of roadway with volume > capacity
Total Expansion Area (excluding current UGB)	11.5%	% of Total Peak Hour VMT on roadway with volume>capacity	11.4%	% of Total Peak Hour VMT on roadway with volume>capacity	18.3%	% of Total Peak Hour VMT on roadway with volume>capacity	11.3%	% of Total Peak Hour VMT on roadway with volume>capacity	14.8%	% of Total Peak Hour VMT on roadway with volume>capacity	13.2%	% of Total Peak Hour VMT on roadway with volume>capacity	11.8%	% of Total Peak Hour VMT on roadway with volume>capacity	11.0%	% of Total Peak Hour VMT on roadway with volume>capacity
Subareas																
North Triangle	13.2%	% of Total Peak Hour VMT on roadway with volume>capacity	12.7%	% of Total Peak Hour VMT on roadway with volume>capacity	17.1%	% of Total Peak Hour VMT on roadway with volume>capacity	12.1%	% of Total Peak Hour VMT on roadway with volume>capacity	17.0%	% of Total Peak Hour VMT on roadway with volume>capacity	15.1%	% of Total Peak Hour VMT on roadway with volume>capacity	14.4%	% of Total Peak Hour VMT on roadway with volume>capacity	13.1%	% of Total Peak Hour VMT on roadway with volume>capacity
NE Edge	10.2%	% of Total Peak Hour VMT on roadway with volume>capacity	9.8%	% of Total Peak Hour VMT on roadway with volume>capacity	10.5%	% of Total Peak Hour VMT on roadway with volume>capacity	11.2%	% of Total Peak Hour VMT on roadway with volume>capacity	9.0%	% of Total Peak Hour VMT on roadway with volume>capacity	9.1%	% of Total Peak Hour VMT on roadway with volume>capacity	12.5%	% of Total Peak Hour VMT on roadway with volume>capacity	11.0%	% of Total Peak Hour VMT on roadway with volume>capacity
DSL Property	14.9%	% of Total Peak Hour VMT on roadway with volume>capacity	14.9%	% of Total Peak Hour VMT on roadway with volume>capacity	18.3%	% of Total Peak Hour VMT on roadway with volume>capacity	17.5%	% of Total Peak Hour VMT on roadway with volume>capacity	16.4%	% of Total Peak Hour VMT on roadway with volume>capacity	18.4%	% of Total Peak Hour VMT on roadway with volume>capacity	16.7%	% of Total Peak Hour VMT on roadway with volume>capacity	16.2%	% of Total Peak Hour VMT on roadway with volume>capacity
The "Elbow"	13.7%	% of Total Peak Hour VMT on roadway with volume>capacity	15.6%	% of Total Peak Hour VMT on roadway with volume>capacity	15.5%	% of Total Peak Hour VMT on roadway with volume>capacity	14.8%	% of Total Peak Hour VMT on roadway with volume>capacity	16.6%	% of Total Peak Hour VMT on roadway with volume>capacity	15.0%	% of Total Peak Hour VMT on roadway with volume>capacity	15.4%	% of Total Peak Hour VMT on roadway with volume>capacity	14.9%	% of Total Peak Hour VMT on roadway with volume>capacity
The "Thumb"	11.0%	% of Total Peak Hour VMT on roadway with volume>capacity	8.7%	% of Total Peak Hour VMT on roadway with volume>capacity	9.1%	% of Total Peak Hour VMT on roadway with volume>capacity	12.0%	% of Total Peak Hour VMT on roadway with volume>capacity	8.0%	% of Total Peak Hour VMT on roadway with volume>capacity	8.7%	% of Total Peak Hour VMT on roadway with volume>capacity	8.3%	% of Total Peak Hour VMT on roadway with volume>capacity	8.2%	% of Total Peak Hour VMT on roadway with volume>capacity
West Area	4.8%	% of Total Peak Hour VMT on roadway with volume>capacity	4.7%	% of Total Peak Hour VMT on roadway with volume>capacity	7.6%	% of Total Peak Hour VMT on roadway with volume>capacity	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	9.8%	% of Total Peak Hour VMT on roadway with volume>capacity	4.7%	% of Total Peak Hour VMT on roadway with volume>capacity	4.4%	% of Total Peak Hour VMT on roadway with volume>capacity
Shevlin Area	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	4.6%	% of Total Peak Hour VMT on roadway with volume>capacity	2.6%	% of Total Peak Hour VMT on roadway with volume>capacity	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	N/A	% of Total Peak Hour VMT on roadway with volume>capacity	4.1%	% of Total Peak Hour VMT on roadway with volume>capacity	3.9%	% of Total Peak Hour VMT on roadway with volume>capacity
OB Riley / Gopher Gulch Area	12.6%	% of Total Peak Hour VMT on roadway with volume>capacity	11.6%	% of Total Peak Hour VMT on roadway with volume>capacity	15.3%	% of Total Peak Hour VMT on roadway with volume>capacity	11.2%	% of Total Peak Hour VMT on roadway with volume>capacity	16.1%	% of Total Peak Hour VMT on roadway with volume>capacity	16.9%	% of Total Peak Hour VMT on roadway with volume>capacity	12.0%	% of Total Peak Hour VMT on roadway with volume>capacity	11.1%	% of Total Peak Hour VMT on roadway with volume>capacity
Existing UGB (if applicable)	12.7%	% of Total Peak Hour VMT on roadway with volume>capacity	13.2%	% of Total Peak Hour VMT on roadway with volume>capacity	12.6%	% of Total Peak Hour VMT on roadway with volume>capacity	12.3%	% of Total Peak Hour VMT on roadway with volume>capacity	11.7%	% of Total Peak Hour VMT on roadway with volume>capacity	12.2%	% of Total Peak Hour VMT on roadway with volume>capacity	11.9%	% of Total Peak Hour VMT on roadway with volume>capacity	11.2%	% of Total Peak Hour VMT on roadway with volume>capacity
Overall Score	4		3		2		5		3		4		5		5	
	Notes about Overall Score		Notes about Overall Score		This scenario has the most growth in the North Triangle and OB Riley/Gopher Gulch, causing significant impact on state highways.		Less growth in the North Triangle and OB Riley Area, combined with more growth in the Shevlin Area, reduces overall corridor congestion.		Notes about Overall Score		Notes about Overall Score		This scenario has the second fewest poor performing subareas, with OB Riley performing better than many of the scenarios		This scenario has the second fewest poor performing subareas, with OB Riley performing better than many of the scenarios	

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome A Balanced Transportation System **Date:** 7/18/2016

Performance Measure 25 Walk/Bike Safety and Connectivity

Brief Description of Evaluation: Qualitative evaluation of pedestrian/bicycle that included: connectivity to adjacent areas, connectivity within the subarea, and safety barriers within the subarea.

Data Sources Existing and planned multimodal roadway network compared to GoogleEarth imagery and City facility plans.

Interpretation and Key Good areas are locations with good connectivity to the adjacent transportation infrastructure and few barriers within the site. Fair areas have either worse connectivity or some site barriers. No internal roadways are planned to be larger than 3-lanes, so significant safety barriers within the sites were not a key differentiator.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2 *Qualitative Evaluation*	Scenario 2.1 *Qualitative Evaluation*	Scenario 3.1 *Qualitative Evaluation*	SAAM-1 *Qualitative Evaluation*	SAAM-2 *Qualitative Evaluation*	SAAM-3 *Qualitative Evaluation*	Scenario 2.1E *Qualitative Evaluation*	Scenario 2.1G *Qualitative Evaluation*
Total Future UGB (Including Current UGB)								
Total Expansion Area (excluding current UGB)								
Subareas								
North Triangle	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.	No trails connecting to the area, but decent grid system for roadways.
NE Edge	Trail connections to a portion of the area.	Trail connections to the area.	Trail connections to the area.	Trail connections to a portion of the area.	Trail connections to the area.	Trail connections to the area.	Trail connections to the area.	Trail connections to the area.
DSL Property	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.	Good grid and trail connections.
The "Elbow"	Partial collector grid	Full collector grid in the subarea with extension of Murphy Road.	Partial collector grid	Partial collector grid	Partial collector grid	Partial collector grid	Full collector grid in the subarea with extension of Murphy Road.	Full collector grid in the subarea with extension of Murphy Road.
The "Thumb"	Full build allows connection south to Knott	Partial collector grid	Partial collector grid	Partial collector grid	Partial collector grid	Partial collector grid	Partial collector grid	Partial collector grid
West Area	Good collector grid, limited trail system.	Good collector grid, limited trail system.	Good collector grid, limited trail system.	N/A	N/A	Good collector grid, limited trail system.	Good collector grid, limited trail system.	Good collector grid, limited trail system.
Shevlin Area	N/A	N/A	Limited connections	Larger growth area creates better connections	N/A	N/A	Limited connections	Limited connections
OB Riley / Gopher Gulch Area	Connections via OB Riley	Connections via OB Riley	Growth further west does not have connectivity to surrounding networks	Connections via OB Riley	Growth further west does not have connectivity to surrounding networks	Connections via OB Riley	Connections via OB Riley	Connections via OB Riley
Existing UGB (if applicable)	N/A							
Overall Score	4	5	3	4	3	4	5	5

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM — **DKS Associates**

Date: 7/18/2016

Community Outcome A	**Balanced Transportation System**
Performance Measure 6	**System connectivity & progression of system hierarchy**
Brief Description of Evaluation:	Ability to provide a well-spaced base roadway network of arterials and collectors
Data Sources	Base roadway network for subareas
Interpretation and Key	Good areas have the ability to provide access to development areas via a hierarchy of local, collector, and arterial roadways. Poor areas would likely provide access directly to higher class roadways. Overall results are for variations of sub-areas, not combined scenario results.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	**Scenario 1.2** *Qualitative Evaluation*	**Scenario 2.1** *Qualitative Evaluation*	**Scenario 3.1** *Qualitative Evaluation*	**SAAM-1** *Qualitative Evaluation*	**SAAM-2** *Qualitative Evaluation*	**SAAM-3** *Qualitative Evaluation*	**Scenario 2.1E** *Qualitative Evaluation*	**Scenario 2.1G** *Qualitative Evaluation*
Total Future UGB (Including Current UGB)								
Total Expansion Area (excluding current UGB)								
Subareas								
North Traingle	Area on west remaining outside UGB creates challenges for connectivity	Area on west remaining outside UGB creates challenges for connectivity	West side reaches to Old Bend-Redmond Highway to complete the collector framework	Area on west remaining outside UGB creates challenges for connectivity	West side reaches to Old Bend-Redmond Highway to complete the collector framework	West side reaches to Old Bend-Redmond Highway to complete the collector framework	Area on west remaining outside UGB creates challenges for connectivity	Area on west remaining outside UGB creates challenges for connectivity
NE Edge	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.	Direct access onto major roadways.
DSL Property	Inclusion of only a portion of the property does not allow for a complete N/S collector connection	Complete N/S collector to Stevens Rd.	Inclusion of only a portion of the property does not allow for a complete N/S collector connection	Inclusion of only a portion of the property does not allow for a complete N/S collector connection	Inclusion of only a portion of the property does not allow for a complete N/S collector connection	Inclusion of only a portion of the property does not allow for a complete N/S collector connection	Complete N/S collector to Stevens Rd.	Complete N/S collector to Stevens Rd.
The "Elbow"	Inclusion of only a portion of the subarea does not allow for a complete E/W collector connection	Inclusion of full subarea makes connection rom Rickard over to 15th near Murphy possible	Inclusion of only a portion of the subarea does not allow for a complete E/W collector connection	Inclusion of only a portion of the subarea does not allow for a complete E/W collector connection	Inclusion of only a portion of the subarea does not allow for a complete E/W collector connection	Inclusion of only a portion of the subarea does not allow for a complete E/W collector connection	Inclusion of full subarea makes connection rom Rickard over to 15th near Murphy possible	Inclusion of full subarea makes connection rom Rickard over to 15th near Murphy possible
The "Thumb"	Inclusion of full property allows full collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott	Inclusion of only a portion of the property does not allow for a complete collector system from China Hat to Knott
West Area	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.	N/A	N/A	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.
Shevlin Area	N/A	N/A	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.	N/A	N/A	Some ability to provide local collectors, difficult to built connected local streets.	Some ability to provide local collectors, difficult to built connected local streets.
OB Riley / Gopher Gulch Area	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.	Local grid opportunity with OB Riley as a spine roadway for the area.
Existing UGB (if applicable)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Overall Score	3	4	3	3	3	4	4	4

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome B. Cost Effective Infrastructure

Date: 7/18/2016

Performance Measure 1 Transportation Infrastructure Improvements

Brief Description of Evaluation: Cost of Transportation Improvements for serving the expansion area and mitigating impacts in the City system. Cost for expansion areas include new roadway network only

Data Sources Bend SDC Unit Costs, Travel Demand Model link congestion plots

Interpretation and Key Lower overall cost perform better. The overall scenario cost includes new arterials and collectors to serve expansion areas and capacity improvements in the system to mitigate congestion impacts. Costs for the growth areas include the new arterial and collector grid system only.

Note: cost estimates for the original scenarios are as reported in the original scenario evaluation and do not reflect refinements to cost factors - including railroad and canal crossing needs, and functional classifications and alignments for new roads – that have been incorporated into Scenario 2.1G.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2 Value	Scenario 1.2 Units	Scenario 2.1 Value	Scenario 2.1 Units	Scenario 3.1 Value	Scenario 3.1 Units	SAAM-1 Value	SAAM-1 Units	SAAM-2 Value	SAAM-2 Units	SAAM-3 Value	SAAM-3 Units	Scenario 2.1E Value	Scenario 2.1E Units	Scenario 2.1G Value	Scenario 2.1G Units
Total Future UGB (Including Current UGB)	$204.5	Million	$157.8	Million	$173.9	Million	$164.8	Million	$154.6	Million	$146.8	Million	$154.8	Million	$119.0	Million
Total Expansion Area (excluding current UGB)	$200.5	Million	$153.8	Million	$169.9	Million	$160.8	Million	$150.6	Million	$142.8	Million	$127.9	Million	$104.7	Million
Subareas																
North Traingle	27.8	Millions $	27.8	Millions $	27.8	Millions $	27.8	Millions $	27.8	Millions $	27.8	Millions $	19.0	Millions $	10.2	Millions $
NE Edge	42.2	Millions $	8.4	Millions $	8.4	Millions $	46.8	Millions $	0.0	Millions $	0.0	Millions $	14.7	Millions $	10.9	Millions $
DSL Property	20.6	Millions $	21.6	Millions $	16.5	Millions $	12.1	Millions $	9.1	Millions $	16.5	Millions $	21.6	Millions $	21.1	Millions $
The "Elbow"	56.3	Millions $	66.3	Millions $	34.3	Millions $	34.3	Millions $	34.3	Millions $	34.3	Millions $	39.4	Millions $	34.0	Millions $
The "Thumb"	19.7	Millions $	10.5	Millions $	10.5	Millions $	4.3	Millions $	10.5	Millions $	10.5	Millions $	10.5	Millions $	6.7	Millions $
West Area	5.8	Millions $	9.7	Millions $	24.9	Millions $	0	Millions $	0	Millions $	39.1	Millions $	15.5	Millions $	14.1	Millions $
Shevlin Area	0	Millions $	0	Millions $	16.3	Millions $	20.9	Millions $	0	Millions $	0	Millions $	4.8	Millions $	4.9	Millions $
OB Riley / Gopher Gulch Area	2.7	Millions $	2.7	Millions $	21.7	Millions $	2.7	Millions $	52.4	Millions $	2.7	Millions $	2.7	Millions $	2.7	Millions $
Existing UGB (if applicable)	$4.0	Millions $	$4.0	Millions $	$4.0	Millions $	$4.0	Millions $	$4.0	Millions $	$4.0	Millions $	$26.9	Millions $	$14.3	Millions $
Overall Score	● 1		◔ 4		◑ 3		◑ 3		◔ 4		○ 5		○ 5		○ 5	
	Highest cost for connecting growth areas and highest cost for capacity improvements (intersections and widening Knott Road corridor).		Low to moderate cost for connecting growth areas and lowest cost for capacity improvements.		High cost for connecting growth areas and moderate cost for capacity improvements (requires widening of US 20 from Robal Rd to 3rd Street but low intersection improvement		Moderate cost for connecting growth areas, moderate costs for capacity improvements (low cost for roadway widening, high cost for intersection improvements).		Low cost for connecting growth areas, moderate to high costs for capacity improvements (highest cost for required intersection capacity improvements, and requires widening of US 20 from Robal		Lowest cost for connecting growth areas, low to moderate costs for capacity improvements (requires widening of US 20 from Robal Rd to 3rd Street).		Low cost for connecting growth areas, low to moderate costs for capacity improvements (requires widening of US 20 from Robal Rd to 3rd Street).		Low cost for connecting growth areas, low to moderate costs for capacity improvements (requires widening of US 20 from Robal Rd to 3rd Street).	

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

Factor 2: Orderly and Economic Provision of Public Facilities and Services

Author: CSM **DKS Associates**

Community Outcome B. Cost Effective Infrastructure

Date: 7/18/2016

Performance Measure 1 Transportation Infrastructure Improvements

Brief Description of Evaluation: Cost of Transportation Improvements for serving the expansion area (collector and arterial grid).

Data Sources Bend SDC Unit Costs, Travel Demand Model link congestion plots

Interpretation and Key Growth areas and scenarios that have the lowest cost/acre rank the best, with "good" rating for growth areas given where costs are $50K/acre or less, "fair" for $50-$100K/acre, and "poor" for >$100K/acre. For overall scenarios, "good" rating given where costs are $60K/acre or less, "fair" for $60-$90K/acre, and "poor" for >$90K/acre.
Note: cost estimates for the original scenarios are as reported in the original scenario evaluation and do not reflect refinements to cost factors - including railroad and canal crossing needs, and functional classifications and alignments for new roads – that have been incorporated into Scenario 2.1G.

"Good"	"Fair"	"Poor"	No Data	Not appropriate to rank

Evaluation Geography	Scenario 1.2 Value	Scenario 1.2 Units	Scenario 2.1 Value	Scenario 2.1 Units	Scenario 3.1 Value	Scenario 3.1 Units	SAAM-1 Value	SAAM-1 Units	SAAM-2 Value	SAAM-2 Units	SAAM-3 Value	SAAM-3 Units	Scenario 2.1E Value	Scenario 2.1E Units	Scenario 2.1G Value	Scenario 2.1G Units
Total Future UGB (Including Current UGB)																
Total Expansion Area (excluding current UGB)	104	$1,000/Acre	81	$1,000/Acre	85	$1,000/Acre	53	$1,000/Acre	67	$1,000/Acre	78	$1,000/Acre	72	$1,000/Acre	45	$1,000/Acre
Subareas																
North Traingle	143.8	$1,000/Acre	148.5	$1,000/Acre	120.2	$1,000/Acre	138.8	$1,000/Acre	111.1	$1,000/Acre	111.1	$1,000/Acre	115.6	$1,000/Acre	54.3	$1,000/Acre
NE Edge	92.7	$1,000/Acre	63.9	$1,000/Acre	52.0	$1,000/Acre	32.6	$1,000/Acre	0.0	$1,000/Acre	0.0	$1,000/Acre	33.2	$1,000/Acre	23.4	$1,000/Acre
DSL Property	92.9	$1,000/Acre	59.4	$1,000/Acre	86.2	$1,000/Acre	93.0	$1,000/Acre	43.1	$1,000/Acre	132.4	$1,000/Acre	59.7	$1,000/Acre	58.3	$1,000/Acre
The "Elbow"	278.7	$1,000/Acre	153.7	$1,000/Acre	192.8	$1,000/Acre	228.7	$1,000/Acre	186.5	$1,000/Acre	186.5	$1,000/Acre	88.8	$1,000/Acre	71.7	$1,000/Acre
The "Thumb"	56.2	$1,000/Acre	26.5	$1,000/Acre	59.4	$1,000/Acre	17.8	$1,000/Acre	46.5	$1,000/Acre	47.5	$1,000/Acre	47.3	$1,000/Acre	30.2	$1,000/Acre
West Area	43.8	$1,000/Acre	55.9	$1,000/Acre	75.8	$1,000/Acre		$1,000/Acre		$1,000/Acre	58.4	$1,000/Acre	50.8	$1,000/Acre	41.0	$1,000/Acre
Shevlin Area		$1,000/Acre		$1,000/Acre	92.6	$1,000/Acre	38.3	$1,000/Acre		$1,000/Acre		$1,000/Acre	68.2	$1,000/Acre	72.1	$1,000/Acre
OB Riley / Gopher Gulch Area	20.9	$1,000/Acre	19.7	$1,000/Acre	48.1	$1,000/Acre	20.4	$1,000/Acre	48.1	$1,000/Acre	14.7	$1,000/Acre	19.4	$1,000/Acre	18.4	$1,000/Acre
Existing UGB (if applicable)		$1,000/Acre		$1,000/Acre		$1,000/Acre		$1,000/Acre		$1,000/Acre		$1,000/Acre		$1,000/Acre		$1,000/Acre
Overall Score	2		3		3		4		3		3		3		4	
	High overall cost per acre due to a moderate total cost and low acreage relative to the other alternatives. This scenario includes the highest or nearly the highest cost/acre reported for some individual growth aras.		Moderate cost/acre due to mix of subarea performance. Elbow includes additional development to decrease cost per acre relative to other scenarios.		Moderate cost/acre due to mix of subarea performance. Lower cost/acre in Triangle due to higher land use.		Lowest overall cost due to having lowest subarea costs in most growht areas except North Triangle (moderate costs and low dev), DSL (low costs and low dev) and The Elbow (moderate costs with low dev)		Moderate cost/acre due to mix of subarea performance. Lower cost/acre in Triangle due to higher land use. NE Edge uses existing network and Thumb network is minimized.		Moderate cost/acre due to mix of subarea performance. Lower cost/acre in Triangle due to higher land use. NE Edge uses existing network and Thumb network is minimized. DSL includes additional network with moderate growth.		Moderate cost/acre due to mix of subarea performance. Lower cost/acre in The Elbow. NE Edge uses existing network and Thumb network is minimized.		Lowest cost/acre due to mix of subarea performance. Lower cost/acre in The Elbow. NE Edge uses existing network and Thumb network is minimized.	

For more information about this performance measure, see accompanying technical memorandum from DKS Associates.

2040 Financially Constrained MTP Project List

Number	Road	From	To	Improvement	Final Cost	Funding Source		
					Updated by CH2MH	State	City	City Urban Renewal
7	Empire Avenue	3rd Street	Highway 97 NB ramps	widen to 5 lanes and install signal at SB ramps	$3,900,000		$3,900,000	
8	Empire Avenue	Purcell Boulevard	27th St extension	Construct 2 lane extension	$6,700,000		$6,700,000	
9	Reed Market Road	27th Street Intersection		Re-align Stevens to connect directly to Reed Market Road	$4,700,000		$4,700,000	
10	O.B. Riley Road	Empire Avenue Intersection		Construct intersection control improvements	$1,900,000		$1,900,000	
11	Murphy Road	Brosterhous Road	15th Street	Construct 2 lane extension	$11,375,000		$11,375,000	
12	Highway 97/Cooley Road area improvements			Various intersection and lane upgrade improvements	$30,000,000	$16,000,000		$14,000,000
13	Empire Avenue (Bend)	Highway 97 NB off-ramp		Widen existing ramp to 2 lanes	$3,000,000		$3,000,000	
14	Highway 97	Powers Road Intersection		Preliminary engineering and ROW aquistion for overcrossing or interchange	$6,500,000	$6,500,000		
15	Highway 20 (Greenwood Avennue)	4th Street Intersection		Install traffic signal	$413,000		$413,000	
16	Yeoman Rd	18th Street	Existing section	Construct 2 lane extension	$1,009,265		$1,009,265	
17	North frontage road	Murphy Road	Powers Road	New 2-lane road	$5,400,000		$5,400,000	
18	South frontage road	Murphy Road	Parkway off-ramp	New 2-lane road	$13,800,000		$13,800,000	
19	Britta Street (north section)	Robal Road	Empire Avenue	New 2-lane road	$1,000,000		$1,000,000	
20	Britta Street	Ellie Lane	Halfway Road	New 2 lane road extension	$2,000,000		$2,000,000	
21	Purcell Boulevard	Holiday Ave (south)	Holiday Ave (north)	New 2 lane road extension	$2,287,670		$2,287,670	
22	Mervin Samples Road - Sherman Road	O.B. Riley Road	Empire Avenue	Upgrade to 2 lane collector roadway and install traffic signal at Highway 20	$6,100,000	$2,000,000	$4,100,000	
23	O.B. Riley Rd	Glen Vista Road	Archie Briggs Road	Upgrade to 3 lane arterial	$6,700,000		$6,700,000	
24	27th St	Bear Creek Road	Ferguson Road	Upgrade to 3 lane arterial	$11,500,000		$11,500,000	
25	Highway 97	Murphy Road		Construct northbound on and southbound off ramps	$6,100,000			$6,100,000
26	18th St	Cooley Road	Empire Avenue	Complete 3 lane arterial corridor	$6,100,000		$6,100,000	
42	Highway 20	Cooley Road		Construct intersection control improvements	$1,600,000		$1,600,000	
45	Highway 20	Cooley Road	3rd Street	Add second southbound through lane	$4,800,000		$4,800,000	
46	City of Bend			Other future local transportation projects	$39,000,000		$39,000,000	
				Totals	**$175,884,935**	**$ 24,500,000**	**$ 131,284,935**	**$ 20,100,000**
				Available		$24,500,000	$132,000,000	$7,000,000 Murphy
								$14,000,000 Juniper Ric
				Net		$0	$715,065	$900,000

BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
Minutes
September 25, 2014
DeArmond Room, Deschutes County Services Building, 1300 NW Wall Street, Bend, Oregon

1. CALL TO ORDER – INTRODUCTIONS

Chair Capell called the meeting to order at 3:02 p.m. with a quorum of member jurisdictions present. Attending during the meeting were:

Policy Board
Mark Capell, *Bend City Council,* **Chair**
Tony DeBone, *Deschutes County Commission,* **Vice-Chair**
Gary Farnsworth, *Oregon Department of Transportation* (ODOT)
Victor Chudowsky, *Bend City Council*

MPO Staff
Tyler Deke, *Manager*
Jovi Anderson, *Program Technician*
Cameron Prow, TYPE-*Write* II

MTP Consultant Team
Ashleigh Griffin, *Kittelson & Associates, Inc.*
Chris Maciejewski, *DKS Associates*
Matt Kittelson, *Kittelson & Associates, Inc.*
Sonia Hennum Daleiden, *Kittelson & Associates, Inc.*

Visitors
Damian Syrnyk, *City of Bend,* Growth Management
Gary Vodden
Nick Arnis, *City of Bend,* Growth Management Manager
Peter Christoff, *Merrill O'Sullivan LLP* (BMPO Attorney)
Richard Ross

(Secretary's note: The three-digit figure following a motion title shows the number of member jurisdictions voting in favor/against/abstaining.)

2. VISITOR COMMENTS (None)

3. 2040 METROPOLITAN TRANSPORTATION PLAN UPDATE PRESENTATION

Documents: copy of PowerPoint presentation, draft 2040 MTP including project lists (committed, 2040 financially constrained, illustrative) and maps (BMPO organizational boundary, committed roadway improvements, illustrative roadway improvements, pedestrian facilities, bike facilities)

Ms. Daleiden outlined the agenda, desired outcomes for today's meeting, and schedule to date and said the draft 2040 MTP received a thorough review by multiple agencies. She presented the Refined Revenue Forecast and discussed key content revisions made to the draft 2040 MTP over the last two weeks.

Mr. Maciejewski presented the final travel demand model and discussed key changes to the Preferred Alternative or financially constrained project list (modify US97/Powers Road

project to include only preliminary engineering and right-of-way acquisition and add US20/Cooley Road and widening of US20 from Cooley Road to 3rd Street as City-funded projects) and the Aspirational Alternative (add US97/Powers Road as a full improvement construction project after preliminary engineering and add a grade-separated improvement to US20/Cook Avenue in Tumalo).

Ms. Daleiden discussed updates made to MTP chapters on Land Use, Motor Vehicles, Pedestrian & Bicycle, Environmental Considerations, and Outstanding Issues. On September 24, 2014, the BMPO Technical Advisory Committee (TAC) unanimously recommended adoption of the 2040 MTP as presented with changes indicated to the project list from Deschutes County.

4. DISCUSSION ON FINAL 2040 MTP

Policy Board concerns included consistency with North Corridor planning.

5. 2040 MTP ADOPTION

Document: Resolution 2014-06

Chair Capell opened the public hearing on Resolution 2014-06 at 3:17 p.m. and closed it when no one offered testimony.

Vice-Chair DeBone reported that Chris Doty, Deschutes County Roads Department Director, fully supported the proposed 2040 MTP.

Motion 1 (3/0/0): Mr. Farnsworth moved to adopt the Bend MPO 2040 Metropolitan Transportation Plan through Resolution 2014-06 as drafted. Mr. DeBone seconded the motion which passed unanimously.

Chair Capell thanked the consultant team for their hard work on this project.

Ms. Daleiden commended the MPO staff for their diligence in making sure that Stage 1 was completed on time.

6. WRAP-UP/NEXT STEPS

Ms. Daleiden said during previous discussions the Policy Board directed that tasks included should be those required and those that will provide the most value for transportation planning and community investment. The TAC recommended that Stage 2 tasks include compliance with new federal regulations (MAP-21/Moving Ahead for Progress in the 21st Century Act), expansion of the MPO boundary to include Tumalo, Bend Parkway Study, alternate mobility standards (performance measures), and analysis of bicycle and pedestrian crossings. Additional tasks that need to be done could be included in the next formal update of the MTP after the UGB process is completed. The TAC also recommended that agency representatives form a group within the next month to begin brainstorming the scope and funding options of the Bend Parkway Study.

Mr. Maciejewski identified areas of concern along the Bend Parkway including safety, vehicle movement, travel information, and access management. He noted that final recommendations would not be possible until the UGB process is done.

Policy Board members discussed reviewing the financially constrained project list once the Bend-Redmond model is available and including ODOT and City commitments to

focus on Parkway study areas relative to the North Corridor project (Empire, interconnection between US20 and US97) in the Parkway study scope.

Ms. Daleiden said the regional model was expected to be available by March-April 2015. She stated the Policy Board's adoption of the 2040 MTP met the federal requirement and outlined the final steps needed to prepare the adopted MTP for publication.

7. DRAFT 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Documents: Bend MPO 2015-2018 MTIP, Table 3 – Programmed Projects by Agency, Resolution 2014-05, copy of PowerPoint presentation

Mr. Deke said the City applied for and received ODOT funding to construct sidewalks on 3rd Street from Franklin Avenue to Murphy Road (Key 17731). However, the City was unable to move forward with this project due to federal funding constraints about adding new projects to the 2012-2015 MTIP until the BMPO MTP update was done. He summarized TAC feedback on the proposed amendment to the 2012-2015 MTIP.

Policy Board concerns included when construction would begin (2016) and ADA (Americans with Disabilities Act) compliance.

Motion 2 (3/0/0): Mr. Chudowsky moved to approve the Bend MPO 2012-2015 Metropolitan Transportation Improvement Program amendment as presented. Mr. Farnsworth seconded the motion which passed unanimously.

Mr. Deke discussed the financial summary, review/adoption process, and comments received to date on the 2015-2018 MTIP. Funds obligated for the Bend MPO 2015-2018 MTIP were broken down by jurisdiction and obligation (design, land purchase, utility relocate, construction, other). Projects identified for each jurisdiction included Cascades East Transit (annual operations, bus replacement), City (3rd Street sidewalks and compressed natural gas [CNG] fueling station), County (Skyliners Road), and ODOT (US97 North Corridor, Greenwood Avenue/8th Street, US97 from Romaine Village to Lava Butte, various signal and Intelligent Transportation System improvements). Each project in the 2015-2018 MTIP has identified funding source(s) reasonably expected to be available over the program period. Funding for the 2015-2018 MTIP ($38,221,488) is much less than for the 2012-2015 MTIP (about $90 million).

Policy Board concerns included the scope and impacts of the US97 project from Romaine Village to Lava Butte (pavement replacement, median extension), advance notice to industry to facilitate private investment in CNG technology, alternate fuel technology in new motor vehicles, and City progress on the CNG fueling station.

Mr. Farnsworth invited Mr. Chudowsky and Mr. DeBone to an ODOT Region 4 discussion in October 2014 and suggested Policy Board review of that discussion at its next meeting.

Motion 3 (3/0/0): Mr. DeBone moved to adopt the Bend MPO 2015-2018 Metropolitan Transportation Improvement Program through Resolution 2014-05. Mr. Chudowsky seconded the motion which passed unanimously.

8. ADJOURN

With no further business, Chair Capell adjourned the meeting at 3:42 p.m.

Memorandum

July 17, 2016

To: Bend UGB Project Team

Cc:

From: Angelo Planning Group and Fregonese Associates

Re: Goal 14 Evaluation Update for Scenario 2.1G

INTRODUCTION

The purpose of this memorandum is to present the analysis of "Scenario 2.1G", adopted as the preferred growth scenario by the Urban Growth Boundary Steering Committee (USC) on April 21, 2016. The results of this evaluation are intended for use in findings in support of the boundary location.

This memorandum contains the evaluations conducted by Angelo Planning Group and Fregonese Associates. Other memoranda from DKS Associates and Murray Smith Associates present the remainder of the evaluation.

The Preferred UGB Expansion Scenario is comprised of a set of land use assumptions describing the type and amount of housing, employment, and other uses in polygons within the existing UGB and in various expansion subareas. This is consistent with the City of Bend's overall housing and jobs need for the planning horizon

ABOUT THE EVALUATION

This evaluation uses the following hierarchy of considerations in the comparison, evaluation and balancing of Bend's UGB expansion alternatives.

- **Goal 14 Factors** – Oregon's requirements for what must be considered and balanced.
- **Community Outcomes** – Eight intended outcomes that provide a way to "roll up" performance measures, "see the forest for the trees", and state what Bend is trying to achieve with this UGB update. They mirror the applicable Project Goals that were approved by the USC in September, 2014.
- **Performance Measures** – Detailed measures for each Goal 14 factor: the factual base for the evaluation. Some performance measures are quantitative and others are qualitative.

The Community Outcomes and performance measures evaluated in this memorandum are listed in the table below. The evaluations described in this memorandum were completed using ArcGIS mapping software and the Envision Tomorrow Scenario Planning Tool. ArcGIS is a

geographic information system (GIS) for working with maps and geographic information. This analysis was completed primarily using simple tools such as buffers, measurement, and area calculations. This evaluation relies on the Envision Tomorrow Scenario Planning Tool used for the initial scenario evaluation.

Table 1. Performance Measures in this Technical Memorandum

Goal 14 Factor	Performance Measure	Description
Factor 1: Efficient Accommodation of Land Needs	*Community Outcome: Complete Communities and Great Neighborhoods*	
	1.A.1	Housing Units within Walking Distance of Schools
	1.A.2	Housing Units within Walking Distance of Parks and Trails
	1.A.3	Housing Units within Walking Distance of Commercial Services
	1.A.4	Jobs/Housing Units Balance by Subarea
	1.A.5	Opportunities for Master Planning
	Efficient, Timely Growth	
	1.B.1	Urbanized Acres
	1.B.2	Gross Residential Density
	1.B.3	Net Density for New Jobs in 2028
	1.B.4	Percent of Urbanized Acres on Parcels Under 20 Acres and Adjacent to UGB
	1.B.5	Growth on Vacant versus Developed Land
	1.B.6	Percent of Acres where Testimony Indicates Desire to Develop
Factor 2: Cost Effective Infrastructure	*Balanced Transportation System*	
	2.A.3	Household VMT/Capita
	2.A.7	Mode Split
	2.A.8	Average Weekly Walk Trips
	2.A.10	Housing and Jobs within Walking Distance to Future Transit Corridors
	2.A.11	Intersection Density
	Cost Effective Infrastructure	
	2.B.3	New Linear Miles of Local Roadway
	2.B.9	Total Impervious Area from New Development
	2.B.10	Acres of New Development with Welded Tuff Geology
	2.B.11	Acres of New Development within Drinking Water Protection Areas
Factor 3: Comparative Environmental, Social, Economic, Energy consequences	*Quality Natural Environment*	
	3.A.1	Development near Goal 5 Resources
	3.A.4	Greenhouse Gas Emissions
	3.A.5	Household Energy Use
	3.A.6	Household Water Usage
	Housing Options, Affordability, and Equity	
	3.B.1	Average Cost of New Housing
	3.B.2	Housing Mix of New Housing
	Strong Diverse Economy	
	3.C.1	Site Suitability for Large Lot Industrial

Goal 14 Factor	Performance Measure	Description
	3.C.2	Site Suitability for Industrial and Other Employment Uses
	3.C.3	Site Suitability for Commercial Uses
Factor 4: Compatibility with nearby agricultural and forest activities	*Compatibility with Farms and Forests*	
	4.A.1	Farm Practices & High Value Farm Land
	4.A.2	Impact to Irrigation Districts
	4.A.3	Proximity of Expansion Areas to Designated Forest Land

EVALUATION RESULTS

The results of the evaluations conducted by Angelo Planning Group are provided in the tables and maps below.

Factor 1: Efficient Accommodation of Identified Land Needs

Complete Communities and Great Neighborhoods

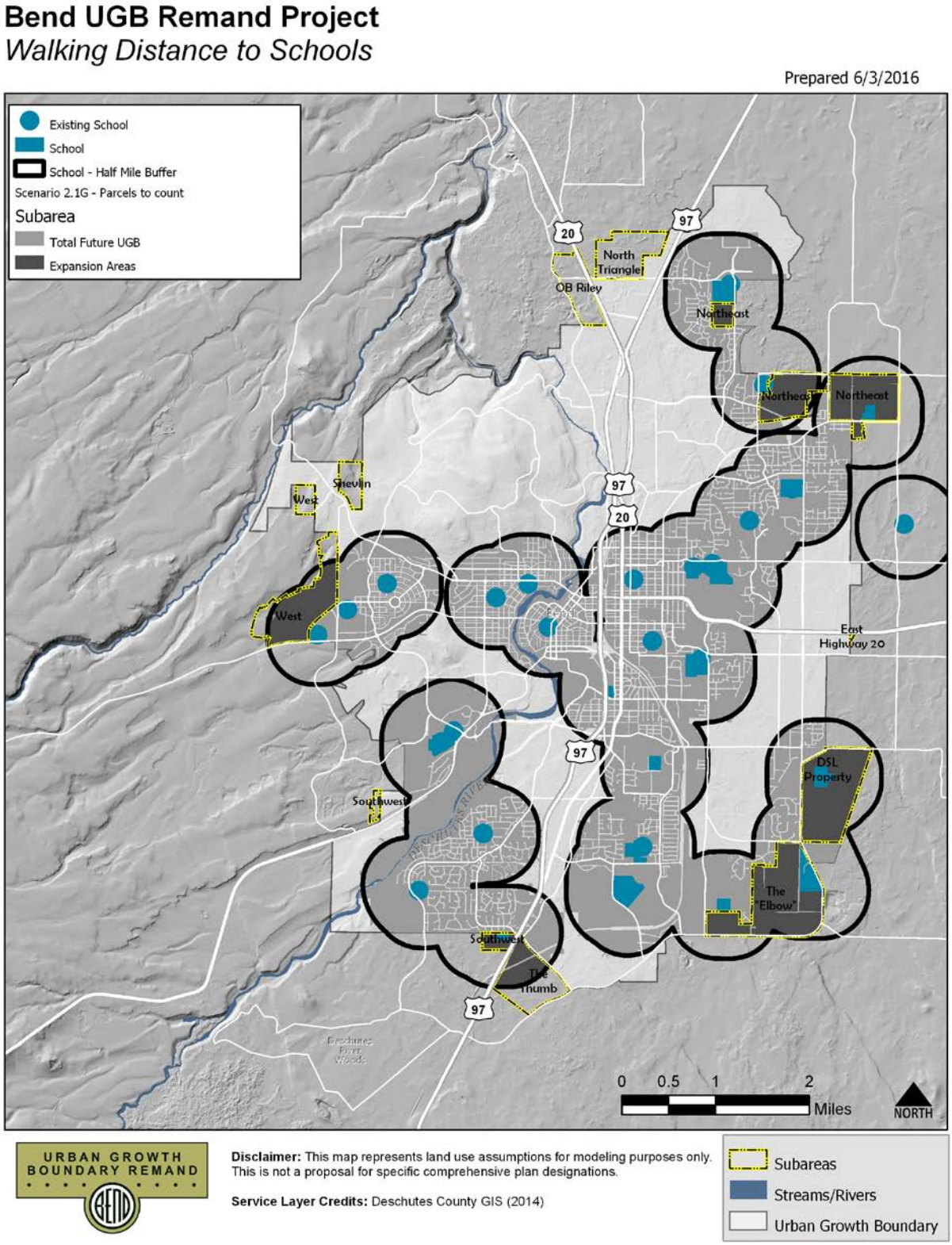
1.A.1: Housing Units within Walking Distance of Schools

Brief description: The share of the total future housing units within one half mile of existing and proposed school sites.

Data sources and methodology: GIS data for locations of existing schools provided by City of Bend and Deschutes County. Proposed school locations identified in preferred scenario approved by the USC. Data on existing housing units comes from parcel inventory data provided by the City of Bend, based on a combination of Deschutes County Assessor's Office data, City building permit data, aerial photography, and existing City parcel inventory data. Future housing units for the future UGB were derived using Envision Tomorrow and assumptions about various types of development. "Walking Distance" buffers of ½ mile (as the crow flies, not accounting for barriers such as highways) were applied to the outer edge of areas identified as existing and future school sites. The number of housing units predicted on parcels or portions of parcels within this buffer were reported, and then divided by the total housing units.

Results: 62% of housing units in Scenario 2.1G are within a half-mile of existing or future school sites. This is the same fraction as in Scenario 2.1, and among the highest of all scenarios considered. The areas within walking distance of existing and future schools are shown on Figure 1. The northeast and southeast portions of the city generally have good access to schools, while the north and northwest portions of the City have less proximity to schools.

Figure 1: Half-Mile Buffer from Schools (Scenario 2.1G)



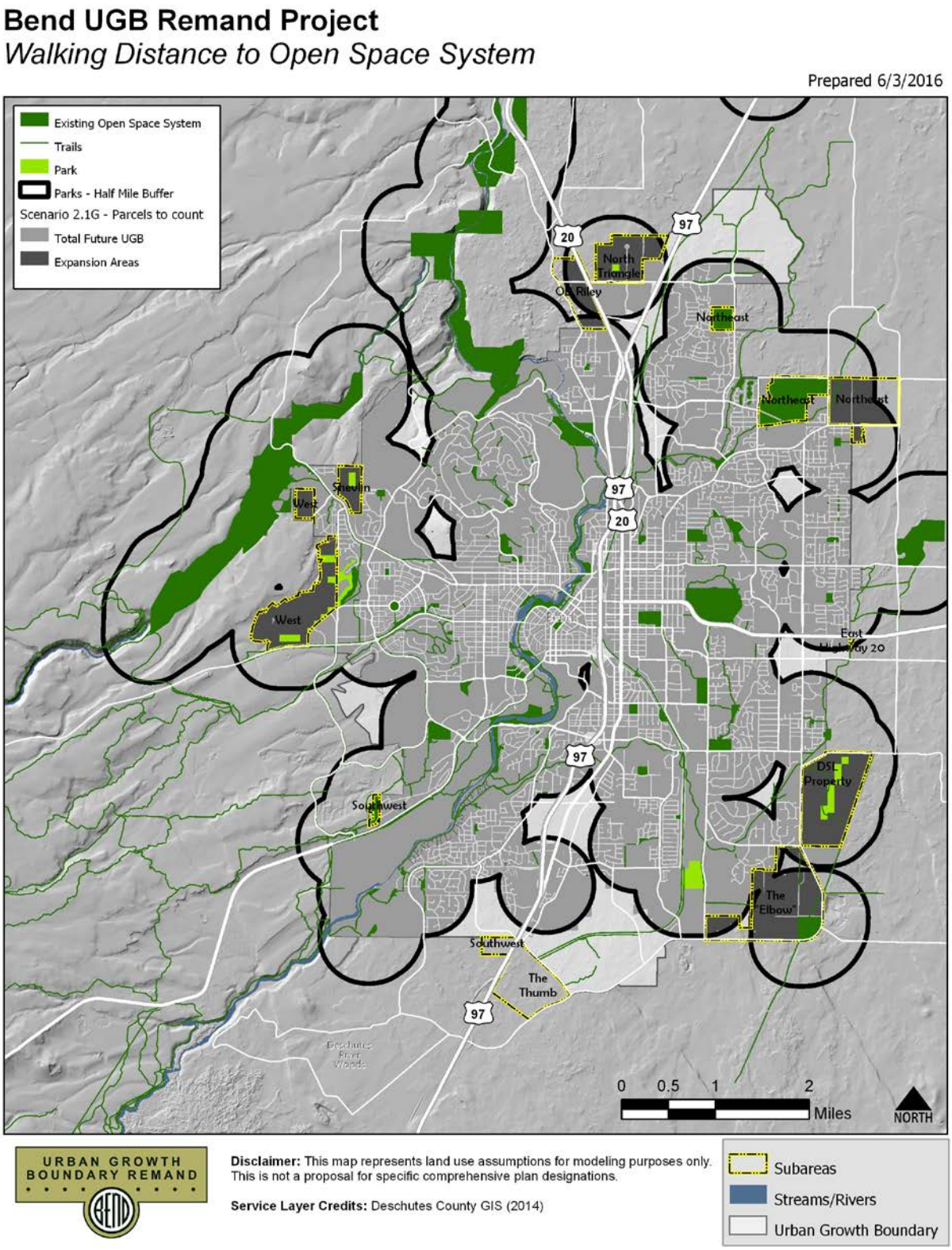
1.A.2: Housing Units within Walking Distance of Parks

Brief description: The share of the total (existing and future) housing units within one half mile of existing and proposed parks.

Data sources and methodology: GIS data for locations of existing parks provided by City of Bend and Deschutes County. Future park locations drafted in the preferred scenario approved by the USC. A half-mile buffer was generated from the edge of existing parks as well as future parks identified geographically in the preferred scenario (open space set asides to meet master plan requirements were not included in all areas). The total number of housing units – including existing units and estimated future units based on the model - within the buffers (based on the center of the parcel or polygon) was divided by the total number of housing units overall to find the percentage of units within walking distance to parks and trails.

Results: 99% of housing units in Scenario 2.1G are within a half-mile of existing or future parks. Note that the prior scenario evaluation included existing and future trails, and identified 100% of housing units within walking distance for most scenarios when trails were included. The same would be true for Scenario 2.1G. Because the measure of proximity to parks and trails combined captured such a broad area, the evaluation of Scenario 2.1G focuses on proximity to parks only. The areas within walking distance of existing and future parks are shown on Figure 2. Note that additional open space and possible neighborhood parks are anticipated in certain areas, such as Juniper Ridge and the Thumb; however due to the way these were modeled, specific locations were not identified. As a result, these areas were not picked up by this analysis, but it is likely that they will have proximity to parks when developed. By looking at parks more specifically, this analysis shows that neighborhood parks will be important in both the Thumb and Juniper Ridge in order to provide access to parks in those areas. Since open space set-asides are provided in both areas (to meet master plan requirements), one can reasonably assume that neighborhood parks will be provided at time of development in those areas as well, further improving results on this performance measure.

Figure 2: Half-Mile Buffer from Parks (Scenario 2.1G)



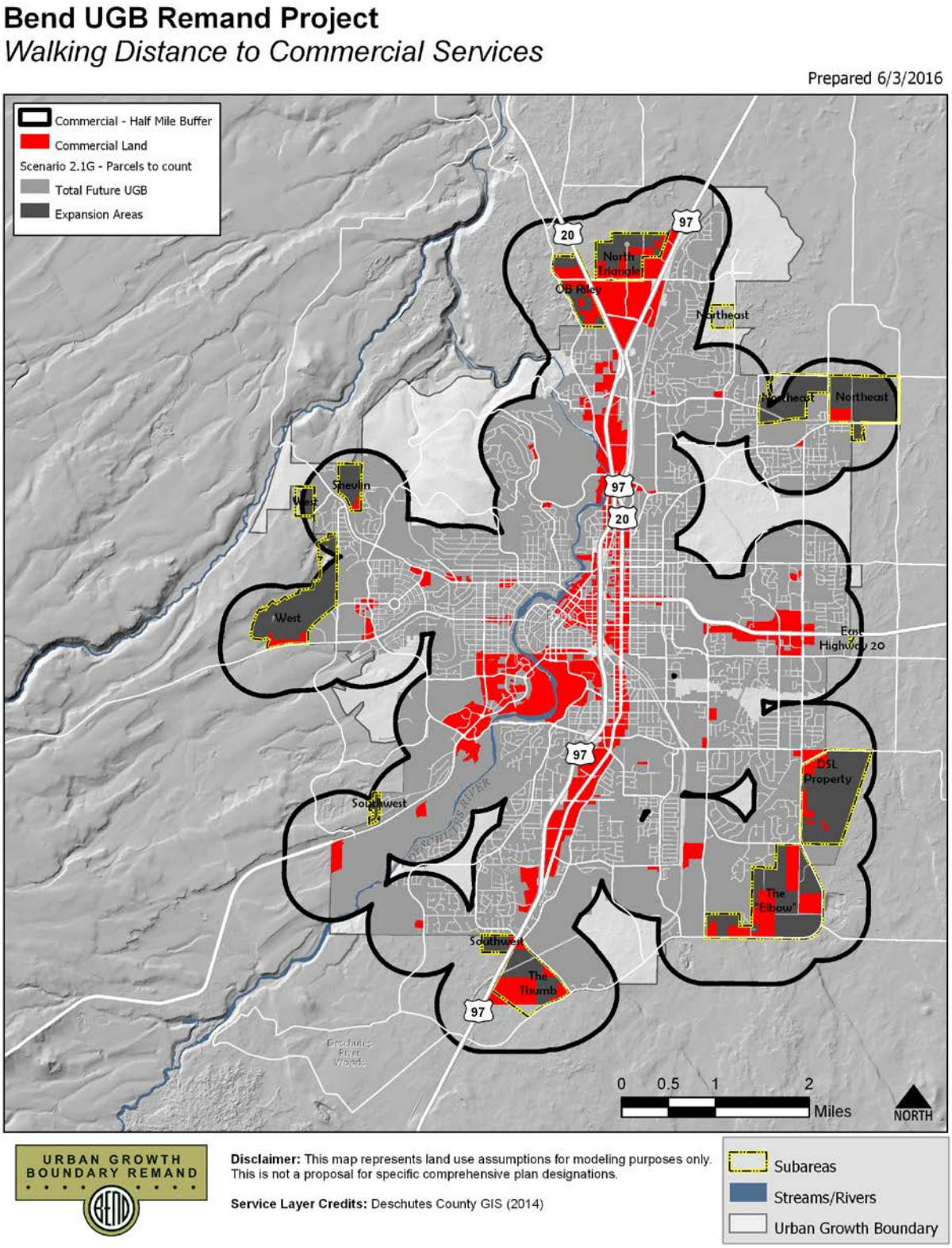
1.A.3: Housing Units within Walking Distance of Commercial Services

Brief description: The share of the total housing units within one half mile of existing and planned commercial areas.

Data sources and methodology: Existing commercial areas were based on General Plan designations (at the parcel level), using data from the City of Bend. The designations used were: CB, CC, CG, CL and MR. Future commercial areas were based on the development types painted, including: CB, CC, CC2 (a more walkable version of the CC zone), CG, CL, ME, MR, MU 1 (now called MN for zoning and plan designations), and MU-2a (now called MU for zoning and plan designations). Once parcels with these designations were selected, they were buffered out by 0.5 miles, based on the edge of their parcel boundaries. Finally, future total (existing plus new) housing units within the buffer (based on the center point of the parcel) were calculated. The total number of housing units within the buffers were divided by the total number of housing units overall to find the percentage of units within walking distance to commercial services.

Results: 86% of housing units are projected to be within a half-mile of commercial services in the preferred scenario. This is a greater fraction than in Scenario 2.1, and among the highest of all scenarios considered. The areas within walking distance of existing and future commercial areas are shown on Figure 3. Areas with limited access to commercial services include low-density residential areas in the southeast and northwest near the edges of the City and not adjacent to any of the UGB expansion areas and portions of northeast and southwest that have little commercial zoning.

Figure 3: Half-Mile Buffer from Commercial Areas (Scenario 2.1G)



1.A.4 - Jobs/Housing Units Balance by Subarea

Brief description: The ratio of total jobs to total housing units.
Data source: Envision Tomorrow Scenario Builder Output

Subareas are considered "balanced" if their ratio of jobs to housing units is between 1:6 and 6:1 (0.17 to 6). Subareas are considered moderately balanced if their ratio of jobs to housing units is between 1:12 and 12:1 (0.08 to 12). Subareas are considered imbalanced if their ratio of jobs to housing units is less than 1:12 or more than 12:1. These subareas are highlighted in orange in the table below.
Scenario 2.1G is similar to Scenario 2.1 in its overall jobs/housing balance. It includes the new East Hwy 20 subarea (which is a small exclusively-residential subarea) and Southwest subarea (which has a mix of jobs and housing).

Table 1. Performance Measure 1.A.4 – Jobs/Housing Balance.

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	1.16	Jobs:HU
Total Expansion Area (excluding current UGB)	1.36	Jobs:HU
Subareas		
North Triangle	1.57	Jobs:HU
NE Edge	0.19	Jobs:HU
East Hwy 20	0 (No jobs)	Jobs:HU
DSL Property	0.82	Jobs:HU
The "Elbow"	2.76	Jobs:HU
The "Thumb"	5.81	Jobs:HU
Southwest Area	0.29	Jobs:HU
West Area	0.27	Jobs:HU
Shevlin Area	0.35	Jobs:HU
OB Riley / Gopher Gulch Area	8.16	Jobs:HU
Existing UGB (if applicable)	1.13	Jobs:HU
Overall Score	**4 out of 5**	
	Most areas have a balance of jobs and housing. Only Easy Hwy 20 is exclusively residential, and it is very small and near existing commercial. OB Riley has a high ratio of jobs to housing, due to its good transportation access (Hwy 20, Cooley Road, Hwy 97, OB Riley Road), generally flat topography, and larger parcel sizes.	

1.A.5 – Opportunities for Master Planning

Brief description: Percent of developed area on land that is greater than 20 acres in common ownership.
Data source: Deschutes County GIS and Assessor Data

This measure looks at how much of the expansion area will be subject to master planning requirements. Large properties that will be required to undergo master planning offer the

potential for greater input from the city in the ultimate design of the new development (however, the master planning process does add time and expense to development).

Table 2. Performance Measure 1.A.5 – Opportunity for Master Planning.

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Expansion Area (excluding current UGB)	76% 24%	% of land in ownerships > 20 acres % of land in ownerships < 20 acres
Overall Score	**5 out of 5**	
	A significant expansion in the West area and expansions on other large sites make this scenario mostly (over 75%) large property owners.	

Efficient, Timely Growth

1.B.1 – Urbanized Acres

Brief description: Overall acres of development in expansion areas, by type.

Data source: Envision Tomorrow Scenario Builder GIS Inputs

Scenario 2.1G contains a greater amount of urbanized land than Scenario 2.1 for a few reasons:

- Additional park lands (Pine Nursery Park, Rockridge Park, Alpine Park, and High Desert Park) have been included.
- Additional evidence about the development capacity of certain large properties (COID, River Rim area) and areas near environmental resources ("Areas of Special Interest") resulted in the need for additional housing units and jobs to be accommodated in expansion areas.
- Reduced assumptions about overall rates of redevelopment and a reduced requirement for master plan densities resulted in the need for additional housing units and jobs to be accommodated in expansion areas.

Two values are provided in the table below – total gross acreage in the Envision Model and gross acreage in subsequent Comprehensive Plan designations. The comprehensive plan acres differ from the Envision Model acreages for the following reasons:

- Comprehensive Plan designations are generally aligned to tax lots and right-of-way centerlines, while the Envision Tomorrow model is built from tax lots and excludes existing right-of-way. Designation of existing rights-of-way adds acreage.
- Park land that was modeled as a placeholder for future parks but not currently owned by the parks district has a residential comprehensive plan designation. It is captured in "Civic" acres in Envision, but in "Residential" acres by comprehensive plan.

Table 3. Performance Measure 1.B.1 – Urbanized Acres

Evaluation Geography	*Scenario 2.1G*			
	Value	*Gross Acres based on Envision Tomorrow*	*Value*	*Gross Acres based on Comprehensive Plan designations*
Total Expansion Area (excluding current UGB)	2195	Total	2380	Total
	967	Residential	1185	Residential
	813	Employment	884	Employment
	415	Civic	311	Civic

1.B.2 – Gross Residential Density

Brief description: The gross density (inclusive of roads, or other land reductions) of housing units on residential land only.

Data source: Envision Tomorrow Scenario Builder output. Based on building type, and unit size.

Gross housing density is the number of residential units divided by the residential acreage for each evaluation geography. This does not include residential units in commercial areas (e.g. an apartment above a storefront). The West Area and Shevlin Area (highlighted in orange) have low residential densities. This was deemed appropriate for reasons of wildlife protection, wildfire buffering, and overall implementation of the "transect" to natural areas West of the city. Other subareas have a greater residential density than existing UGB.

Table 4. Performance Measure 1.B.2 – Residential Density

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	4.2	HU/ Gross Residential Acre (this includes housing in mixed use designations. Does not include university.)
Total Expansion Area (excluding current UGB)	5.1	HU/ Gross Residential Acre (this includes housing in mixed use designations. Does not include university.)
Subareas		
North Triangle	6.9	HU/ Gross Residential Acre
NE Edge	5.3	HU/ Gross Residential Acre
East Hwy 20	23.3	HU/ Gross Residential Acre
DSL Property	6.1	HU/ Gross Residential Acre
The "Elbow"	6.6	HU/ Gross Residential Acre
The "Thumb"	5.9	HU/ Gross Residential Acre
Southwest Area	8.7	HU/ Gross Residential Acre (this includes housing in mixed use designations)
West Area	3.3	HU/ Gross Residential Acre
Shevlin Area	3.6	HU/ Gross Residential Acre
OB Riley / Gopher Gulch Area	4.3	HU/ Gross Residential Acre

Overall Score	**4 out of 5**
	West Area and Shevlin Area have low residential densities. This was deemed appropriate for reasons of wildlife protection, wildfire buffering, and overall implementation of the "transect" to natural areas West of the city as part of the balancing of Goal 14 factors. Other subareas have a greater residential density than existing UGB.

1.B.4 – Percent of urbanized acres on parcels under 20 acres and contiguous to the existing UGB

Brief description: Percent of acres in each geography that have a lot size under 20 acres and are contiguous to the existing UGB. Note: Sewer capacity is an issue in all areas. 50' buffer was used for adjacency to UGB.

Data source: Deschutes County Assessor's Data, City of Bend data.

This performance measure was originally intended to capture smaller parcels that are adjacent to the UGB, on the premise that these parcels may face fewer barriers to development within the first few years after the UGB expansion is adopted. However, this performance measure has little importance, at this stage, given the desire for "area planning" as part of annexation policy (meaning that all areas will be required to undergo further planning prior to annexation and development). It also does not reflect infrastructure timing considerations.

Table 5. Performance Measure 1.B.4 – Percent of expansion on parcels <20 acres and contiguous to UGB

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Expansion Area (excluding current UGB)	10.3%	Acres/Total Scenario Acres
Overall Score	**2 of 5**	
	Scenario 2.1G has a smaller percentage of the expansion on parcels under 20 acres and contiguous to the UGB than Scenario 2.1 due to inclusion of large parcels on the West as a significant percentage of total acreage and due to the consolidation of growth in the northeast to a single area (near Butler Market Road) rather than two nodes.	

1.B.5 – Growth on vacant versus developed land

Brief description: Percent of urbanized acres on land that is vacant versus areas that are already developed

Data source: Envision Tomorrow Scenario builder output; Buildable Lands Inventory and developed area outside the UGB by Fregonese Associates.

Development on vacant land may be more likely to occur in a shorter amount of time because there are no existing land uses generating income or providing value for the property owner. For the purposes of this performance measure, more of the expansion on vacant land rather than developed land is considered positive.

Table 6. Performance Measure 1.B.5 – Growth on vacant versus developed land

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Expansion Area (excluding current UGB)	95%	Vacant
	5%	Developed
Overall Score	**5 of 5**	
	Includes very little existing development in the Northeast Edge and the Elbow; mostly large, vacant parcels.	

Factor 2: Cost Effective Infrastructure

Balanced Transportation System

2.A.1: Household VMT/Capita

Brief description: The average number of vehicle miles travel (VMT) per person, per day, for household trips. Household trips are all trips generated by a household, such as an adult driving to work, a child biking to school, or a family walking to the store. Output from 7D transportation model within Envision Tomorrow.

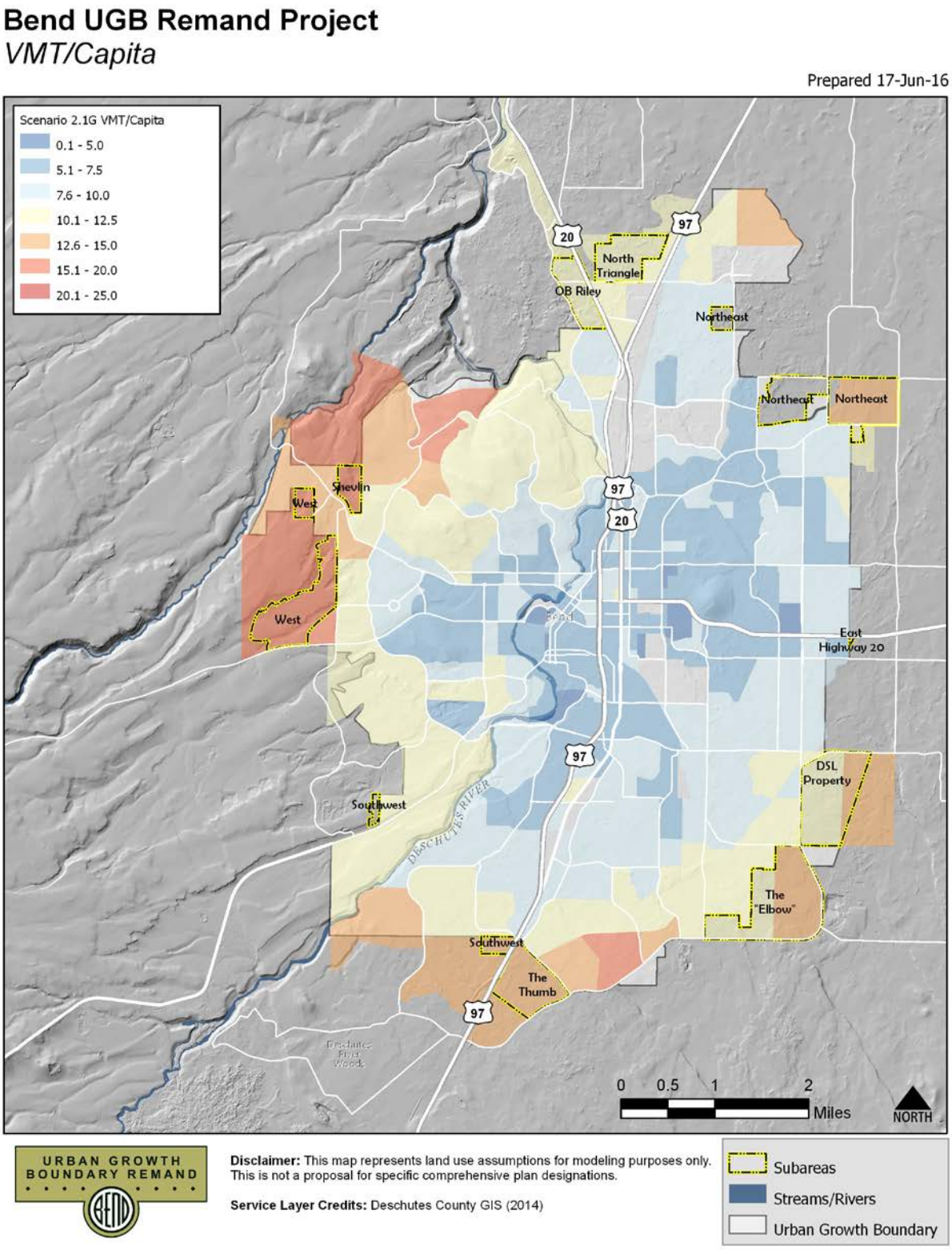
Data sources and methodology: The VMT per capita value is an output of the 7D Regional Household Travel Model, an element of Envision Tomorrow. The 7D model is a complex, linear regression travel model, with numerous inputs and outputs – key inputs are listed below. A "+" indicates that a higher value of this variable increases VMT, and a "-" indicates that a higher value of this variable decrease VMT.

- + average household size
- +average household workers
- + average household income
- - activity density within one mile
- - jobs and population within a quarter mile
- - land use mix within a quarter mile
- - percent of regional employment within a 10 minute drive
- - percent of regional employment within a 30 minute transit trip
- - intersection density within one mile
- - percent 4-way intersections within one mile
- - transit stop density within a quarter mile
- - regional population
- - compactness score

The above variables compute two outputs: VMT probability (the chance that a person will drive on a given day), and raw VMT (how many miles they drive in a day when they drive). Therefore to get total VMT, the raw VMT is multiplied by the VMT probability. Finally, this total VMT value for the entire TAZ is divided by the TAZ population in order to determine VMT per capita. Note that this is not a traditional four step travel model. A four step model requires many additional inputs, and differs in how it calculates how people choose to travel. However, the VMT results produced by the 7D Travel model were very similar to those produced by a traditional four step model (See evaluation memo by DKS). For a description of the model process within Envision Tomorrow, please visit EnvisionTomorrow.org/CityRegional-Travel-Model. For a more complex description of the model, read Ewing, Tan, Goates, Zhang, Greenwald, Joyce, Kircher, and Greene (2014) Varying influences of the built environment on household travel in 15 diverse regions of the United States, *Urban Studies* 1-19.

Results: The preferred scenario has an overall average of 9.08 household vehicle miles traveled per capita in 2028 (for households within the proposed future UGB). Note that there were several minor adjustments to the methodology (including the calculation of activity density and fine-tuning household income assumptions) between the analysis of the original scenarios and SAAMs and Scenario 2.1 that make the results not directly comparable to previous results. The existing household VMT (as of 2014) is estimated by the 7D model at 8.04 household VMT per capita for households within the proposed future UGB. As in the previous analysis, the expansion areas and areas on the fringe of the city generally are projected to generate more vehicle miles traveled per capita than areas closer to the city's existing major activity centers, even with the emphasis on complete communities in the expansion areas.

Figure 4: Household VMT/Capita, Scenario 2.1G



2.A.7: Mode Split

Brief description: Mode split refers to the breakdown of all household based trips by mode of transportation: automobile, walking, cycling, and transit.

Data sources and methodology: Mode split is an output of the Envision Tomorrow 7D Regional Travel Model. Key variables that affect mode split are listed below; a "+" indicates that a higher value of this variable increases individual mode share (more trips for the specific mode), and a "-" indicates that a higher value of this variable decrease mode share (less trips for the specific mode.) For a more detailed description of these variables, see the above paper by Ewing et al. (2014).

Automobile trips:

- + average household size
- + average household workers
- + average household income
- - activity density within half a mile
- + jobs and population within one mile
- - land use mix within a quarter mile
- + percent of regional employment within a 20 minute drive
- + transit stop density within a half mile

Walking trips:

- + average household size
- - average household workers
- - average household income
- + activity density within a half mile
- + activity density within one mile
- + land use mix within a quarter mile
- + land use mix within half mile
- + percent of regional employment within a 30 minute transit trip
- + percent four way intersections within a quarter mile
- + percent four way intersections within one mile
- + transit stop density within a half mile
- + compactness score

Biking trips:

- + average household size
- + average household workers
- + jobs and population within a half mile
- + intersection density within one mile
- + percent four way intersections within one mile
- + transit stop density within one mile
- - regional population
- + compactness score

Transit trips:

- + average household size
- + average household workers
- - average household income
- + jobs and population within one mile
- + land use mix within a quarter mile
- + land use mix within a half mile
- + percent of regional employment within a 30 minute transit trip
- + percent four way intersections within one mile
- + transit stop density within a quarter mile
- + regional population
- + compactness score

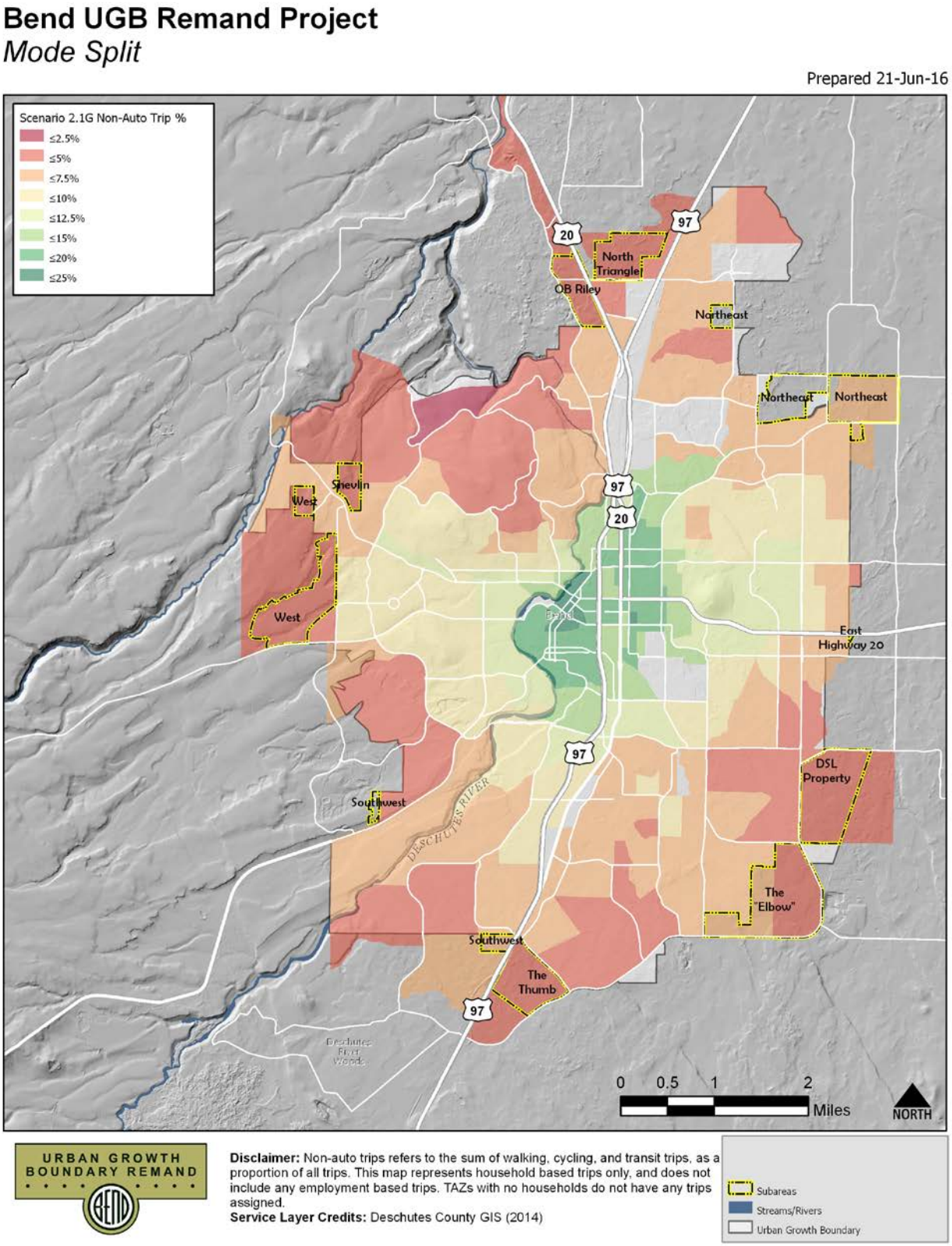
Results: The preferred scenario is projected to result in an 8% non-auto share and a 92% auto share for all household trips. Despite the minor changes to methodology mentioned previously, this is nearly indistinguishable from the previous scenarios at the full future UGB scale. There was little variation in mode split at that level for the original scenarios and SAAMs, and the preferred scenario continues to show the same pattern. The mode split varies substantially from one part of the city to another, however. This variation is shown on Figure 5: Mode Split, Scenario 2.1G

Scenario 2.1G	
Value	*Units*
92.2%	% Auto
5.8%	% Walk
0.7%	% Bike
1.3%	% Transit

The estimate for Scenario 2.1G is also essentially unchanged from the ET model estimate of existing conditions (using 2014 built environment and demographic data and 2016 transit service), which estimates an 8.5% non-auto share and a 91.5% auto share for all household trips UGB-wide (including existing population in proposed UGB expansion areas). However, these results do not capture additional strategies and policies that the City has committed to through its Integrated Land Use and Transportation Plan. The reasons for this include:

- A 2016 transit service expansion was factored in to the existing mode split evaluation, although it was not in place as of 2014. Thus, the impact of this recent transit improvement is already captured in the existing mode split data.
- While the land use efficiency measures proposed with the 2016 UGB expansion are significant, their impact on redevelopment in the Central Core is projected to be relatively modest through 2028.
- Even the ET model, which is sensitive to the built environment, does not account for the quality of the street environment in a connected area (e.g. the presence of street trees, sidewalk width, or the availability of bike lanes), nor does it fully account for gaps and barriers in the bicycle and pedestrian network, such as unsafe crossing points of major roads. As a result, the model is not reflecting the benefits of the complete streets improvements that the City has committed to funding and building by 2028.
- The ET model does not account for existing or proposed Transportation Demand Management programs at OSU, COCC, or Juniper Ridge. These would tend to shift travel in these areas to alternative modes (including ride sharing and shuttles, which are not identified as separate modes in ET) beyond what the built environment and demographic factors would suggest.

Figure 5: Mode Split, Scenario 2.1G



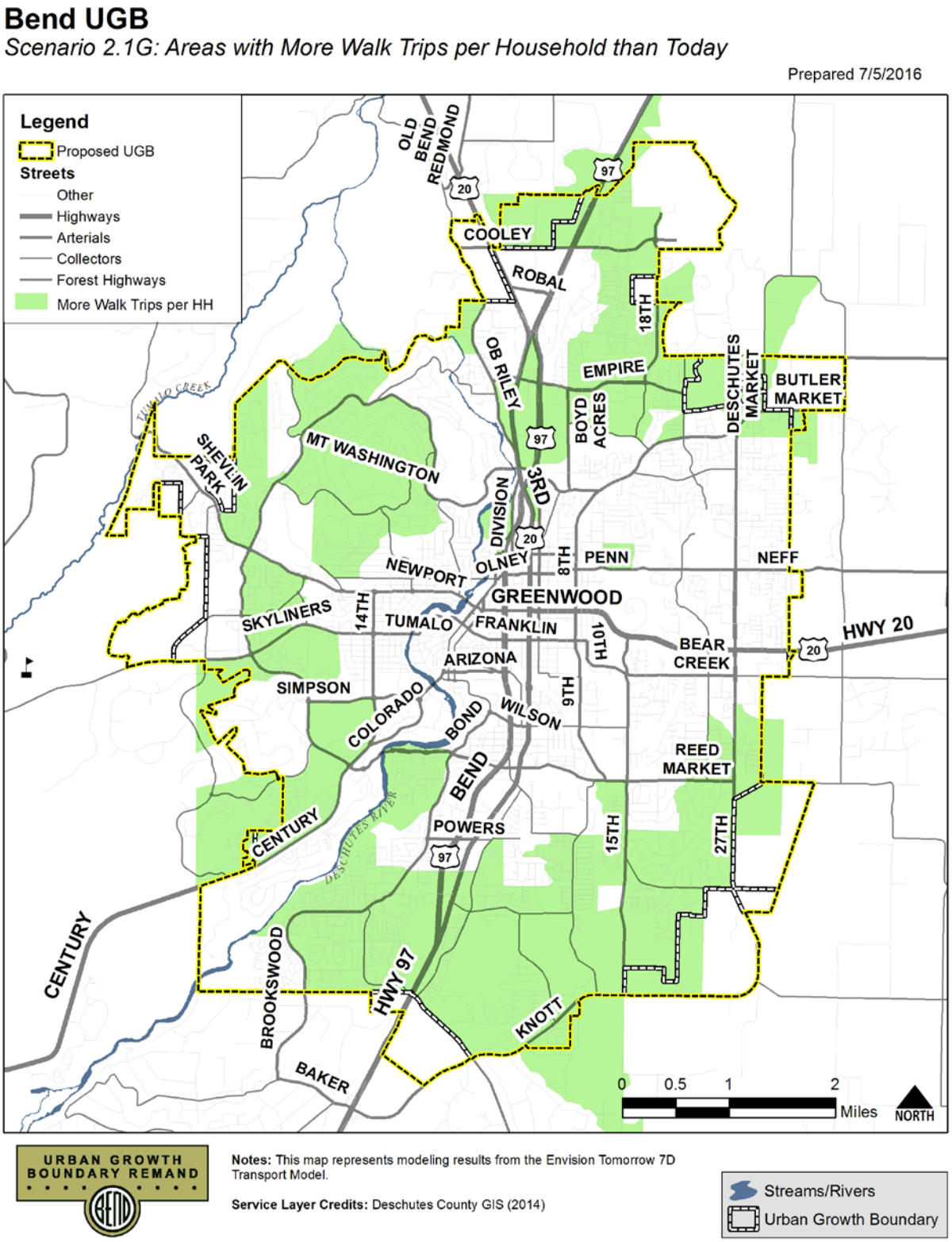
2.A.8: Average Weekly Walk Trips

Brief description: The total number of household based walk trips per week.

Data sources and methodology: The average number of walk trips is the same output as the walk trip mode share (2.A.3), simply expressed differently. Instead of expressing the number of walk trips as a percentage of all trips, it is simply expressed as a total number of trips per week.

Results: Scenario 2.1G is projected to generate roughly 1.66 walk trips per week per capita. This is slightly below the original scenarios and SAAMs (perhaps due to the minor changes to methodology mentioned previously), but the variation is minimal at the full future UGB scale. This is also slightly below the existing (2014) average of 1.8 walk trips per capita per week. However, analysis of walk trip frequencies at a smaller geographic scale reveals that the complete communities approach to UGB expansion will encourage greater walking, biking, and transit usage in many peripheral areas inside the current UGB and adjacent to UGB expansion areas. These areas will have new opportunities to walk and bike to parks, schools, and commercial services. The areas where the number of daily walking trips per household is projected to increase are shown in green on Figure 6.

Figure 6: Areas with improvements in Household Walk Trips, Scenario 2.1G



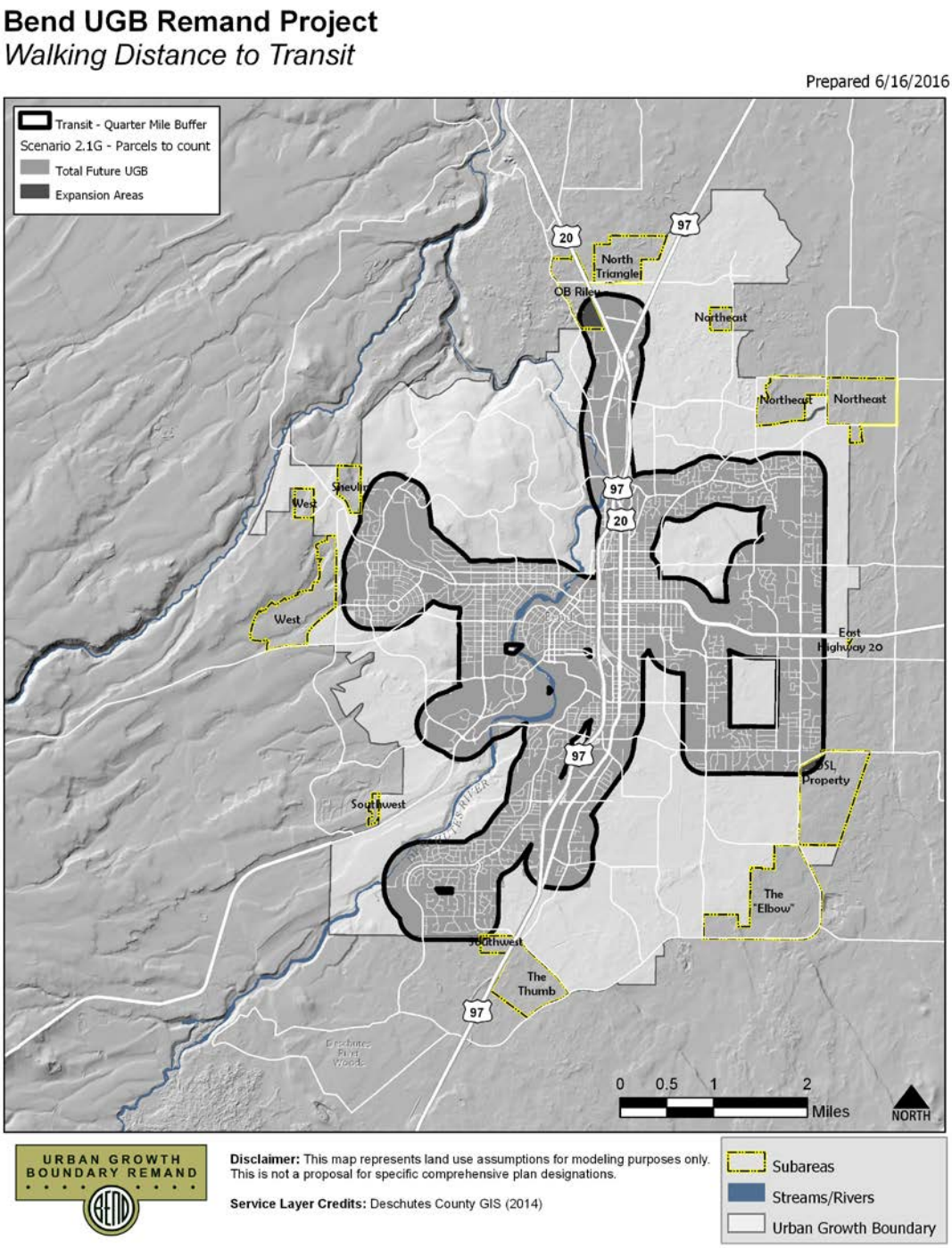
2.A.10: Housing and Jobs within Walking Distance to Future Transit Corridors

Brief description: The share of the total housing units, and total jobs within one quarter mile of future transit corridors.

Data sources and methodology: GIS data for transit corridors based on the recommended transit network for Scenario 2.1G (similar to the existing transit system, but with two new routes). The transit network is different than that used in the initial analysis, because it reflects the updated recommendations on transit through 2028. Future total (existing plus new) housing units and jobs were calculated within a quarter-mile buffer of the existing and proposed transit lines (based on the center point of the parcel or portion of a parcel). The total number of housing units and jobs within the buffers were divided by the total numbers of units and jobs in the scenario to find the percentage within walking distance to the transit corridors.

Results: 49% of housing units and 65% of jobs are projected to be within a quarter mile of transit in Scenario 2.1G. This is a higher proportion of housing and employment than in any of the other scenarios and SAAMs. Transit buffers are shown on Figure 5, below.

Figure 7: Quarter Mile Transit Buffer



2.A.11: Intersection Density

Brief description: Street intersections per square mile.

Data sources and methodology: Current intersections were derived from GIS files from Deschutes County. New intersections are an output of Envision Tomorrow, based on road network assumptions for each development type. Generally, higher density residential and more

urban commercial types have higher intersection densities, while lower density residential and industrial types have lower intersection densities.

Results: 107 intersections/square mile. These results are not directly comparable to prior scenarios due to a correction to the way the area is calculated. It is a slight decrease in the average density overall relative to the density of existing intersections within the existing UGB, which is 113 intersections/square mile. This may be due to the relatively large proportion of future growth that is employment land, with lower intersection densities than the average residential neighborhood.

Cost Effective Infrastructure

2.B.3 – New Linear Miles of Local Roadway

Brief description: The number of new local road miles required to service the expansion areas. This is internal/local roadways only, which are the vast majority of new roads required to be constructed to serve expansion areas, not roadways already in the TSP.

Data source: New linear roadway miles are an output of Envision Tomorrow, based on road network assumptions for each development type. Overall roadway set-asides calibrated to match 21% of land area, as measured by the City as the percentage of the current UGB that is used for right of way (an assumption approved by the remand order).

Scenario 2.1G has a greater amount of local road lane-miles than Scenario 2.1 in the expansion areas due to the increased overall acreage of development, but fewer local road lane-miles within the existing UGB due to the removal of the COID property and River Rim area. The Envision Tomorrow model was also calibrated with more precise roadway assumptions for Scenario 2.1G, which may account for some of the difference.

Table 7. Performance Measure 2.B.3 – New Linear Miles of Local Roads (excludes existing roads)

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (including current UGB)	274	Road Lane Miles
Total Expansion Area (excluding current UGB)	108	Road Lane Miles
Existing UGB	166	Road Lane Miles

2.B.9 – Total Impervious Area from New Development

Brief description: The amount of impervious area for each scenario. Includes impervious amounts of buildings, surface parking lots, and roadways.

Data source: Impervious area is an Envision Tomorrow output, based off building/prototype assumptions. Note that certain land uses, including the large lot industrial site and schools, do not have specific impervious surface assumptions built in, and do not contribute to the totals.

Scenario 2.1G has a greater amount of total impervious area than Scenario 2.1 in the expansion areas due to the increased overall acreage of development, but less impervious area within the existing UGB due to the removal of the COID property and River Rim area.

Table 8. Performance Measure 2.B.9 – Total Impervious Area from New Development

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (including current UGB)	3,524	*Acres*
Total Expansion Area (excluding current UGB)	1,330	*Acres*
Existing UGB	2,194	Acres

2.B.10 – Acres of New Development with Welded Tuff geology

Brief description: Acres of new development in areas with geology of "Welded Tuff", upon which it is more difficult to build stormwater infrastructure.

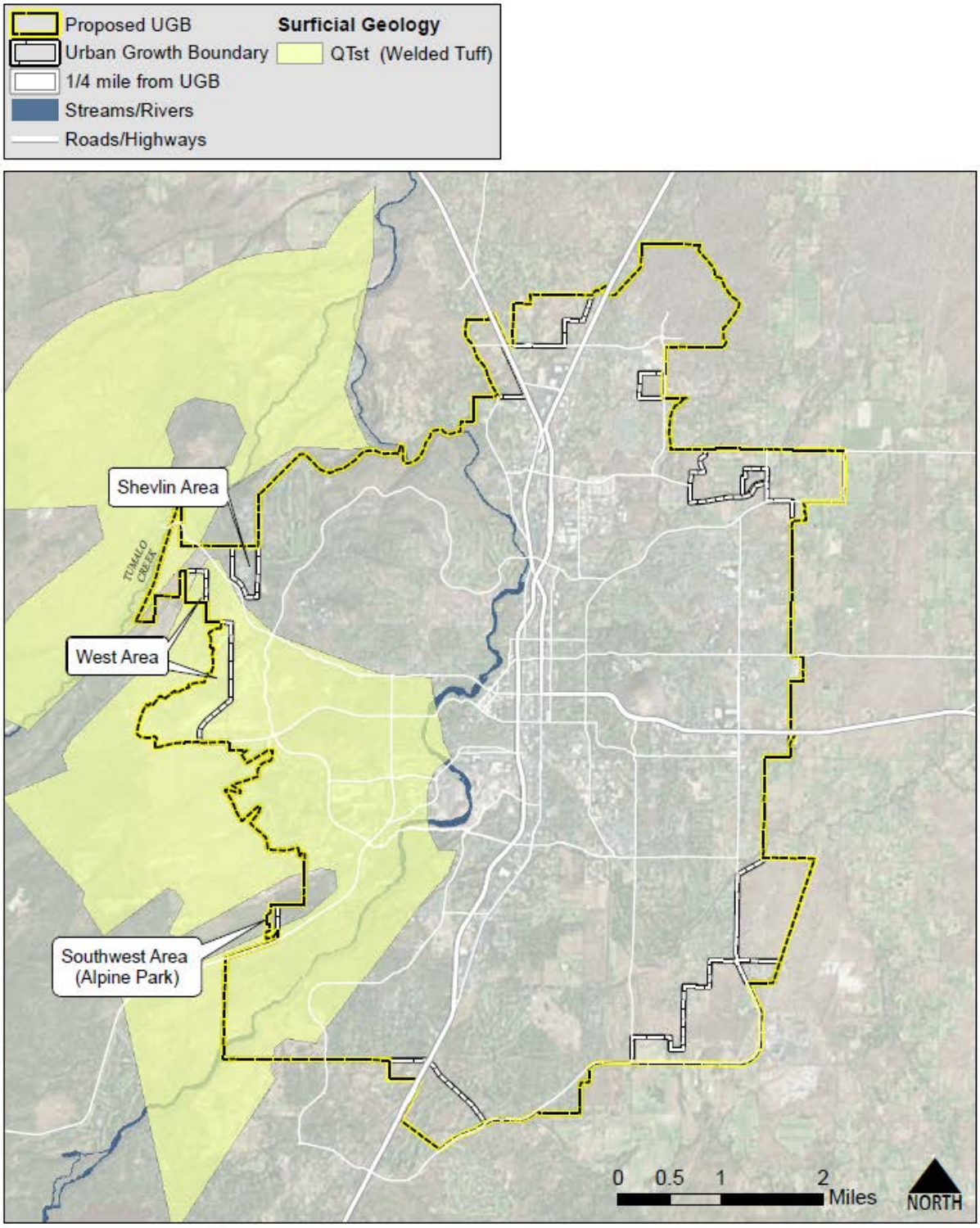
Data source: Welded Tuff Geology, United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Service Geographic (SSURGO) data set.

Expansion areas in Scenario 2.1G contain somewhat greater development in Welded Tuff areas than Scenario 2.1 – Primarily in the West Area. However, there is less development in Welded Tuff areas overall due to changes in development assumptions within the existing UGB, specifically the COID property and areas in the southwestern part of the city.

Table 9. Performance Measure 2.B.10 – Acres of New Development with Welded Tuff geology

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	1125	Acres
Total Expansion Area (excluding current UGB)	348	Acres
Overall Score	**3 of 5**	
	Expansion areas in Scenario 2.1G contain somewhat greater development in Welded Tuff areas than Scenario 2.1 – Primarily in the West Area. However, there is less development in Welded Tuff areas overall due to changes in development assumptions within the existing UGB. Development in the West Area is expected to accommodate storm water on–site, as it is mostly residential.	

Acres of New Development with Welded Tuff Geology



URBAN GROWTH BOUNDARY REMAND

BEND

FOR INFORMATION USE ONLY

Service Layer Credits: Deschutes County GIS

Prepared 6/6/2016

2.B.11 – Acres of New Development within the Drinking Water Protection Area

Brief description: Acres of development within identified Drinking Water Protection Areas

Data source: Drinking Water Protection Areas, City of Bend.

All scenarios develop on land within DWPA. Most drinking water protection areas are in the South of the city.

Table 10. Performance Measure 2.B.11 - Acres of New Development within DWPA

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	1098	Acres
Total Expansion Area (excluding current UGB)	320	Acres
Overall Score	**3 of 5**	
	The Thumb, Southwest, and portions of the West area lie within the DWPA.	

Factor 3: Comparative Environmental, Social, Economic and Energy Consequences (ESEE)

Quality Natural Environment

3.A.1 – Development near Goal 5 Resources

Brief description: Acres of development outside the UGB within identified elk/deer winter range and acres of development within "ODFW Areas of Potential Concern".

Data source: ODFW Winter Range GIS

Table 11. Performance Measure 3.A.1 – Acres of New Development near Goal 5 Resources

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	824	Acres in Elk/Deer Range
	84	Acres in “Potential Elk/Deer Range”
Overall Score	**2 of 5**	
	Greater expansion in Elk/Deer range than Scenario 2.1. However, “transect” policies will mitigate this in West/Shevlin areas.	

3.A.4: Greenhouse Gas Emissions

Brief description: The average number of tons of CO2 emitted per household, per year, for household-based, and transportation-based emissions.

Data sources and methodology: Average emissions rates come from the US Energy Information Administration. Household based emissions are based on the building and development types within Envision Tomorrow. Each residential building prototype has certain assumptions about its emission rates, which is based on the assumed number of occupants, its heating and cooling needs, power source, and other energy efficiencies. The amount of emissions for each area as a whole is a blend of the housing types painted within that development type. Note that this measure is only examining household based emissions, as there is a great deal of variability in employment building emissions due to a variety of building forms and energy demands. Transportation based emissions are an output of the Travel Model, an element of Envision Tomorrow. The emissions value is based on both the amount of driving, and the characteristics of the vehicles and average driving behavior. The amount of driving (VMT) is determined based on a variety of socio-economic and built form characteristics (see 2.A.1). Vehicle characteristics (i.e. vehicle type, fuel efficiency, and fuel type) and driving behavior are based on national averages.

Results: The household carbon emissions showed little variation between the original scenarios because they are strongly correlated with housing mix. As a result they can be expected to be roughly the same as Scenario 2.1 and the other scenarios and SAAMs. Transportation emissions are linked to VMT, but these also showed little variation among the original scenarios and SAAMs. Scenario 2.1G falls within the range of the original scenarios and SAAMs, with 3.8 Ton/Yr/HH.

3.A.5: Household Energy Use

Brief description: The average number of BTUs used per household, per year.

Data sources and methodology: Energy use is an automated output of Envision Tomorrow. Energy use is based on the building prototypes, which contain information about building size, type, average number of uses, and also assumptions about energy needs based on the above characteristics and information from the US Energy Information Administration. Development types are comprised of these prototypes, and the average household energy use for an area is determined by the blend of prototypes that comprise it.

Results: Projected energy demand for Scenario 2.1G is shown in the table below. The results are not directly comparable to the results for the original scenarios and SAAMs, due to adjustments to building assumptions that are unrelated to the scenario itself.

Table 12. Performance Measure 3.A.5 – Household Energy Use

Value	*Units*
70.10	Energy Use per HH (Million BTU/yr)
21.40	Energy Use per Employee (Million BTU/yr)

3.A.6 – Household Water Usage

Brief description: The average number of gallons of water used per household, per day, for both internal consumption, and landscaping.

Data source: Household water usage is an output of the Envision Tomorrow Scenario Builder, based off the number of people per household, and the amount of landscaped area per household, and regional averages for water consumption rates.

More compact homes have less users, and lower consumption rates. Smaller homes and apartment also have less external landscaped area, requiring less water. Large homes have more users, and higher consumption rates. Larger properties with larger yards also require additional water for lawn maintenance.

Results: The results are not directly comparable to the results for the original scenarios and SAAMs, due to adjustments to building assumptions that are unrelated to the scenario itself.

Table 13. Performance Measure 3.A.6 – Household Water Usage

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (including current UGB)	135	*Landscaping Water Use (G/Day)*
	221	*Internal Water Consumption (G/Day)*
Total Expansion Area (excluding current UGB)	129	*Landscaping Water Use (G/Day)*
	216	*Internal Water Consumption (G/Day)*
Existing UGB	138	*Landscaping Water Use (G/Day)*
	224	*Internal Water Consumption (G/Day)*

Housing Options and Affordability

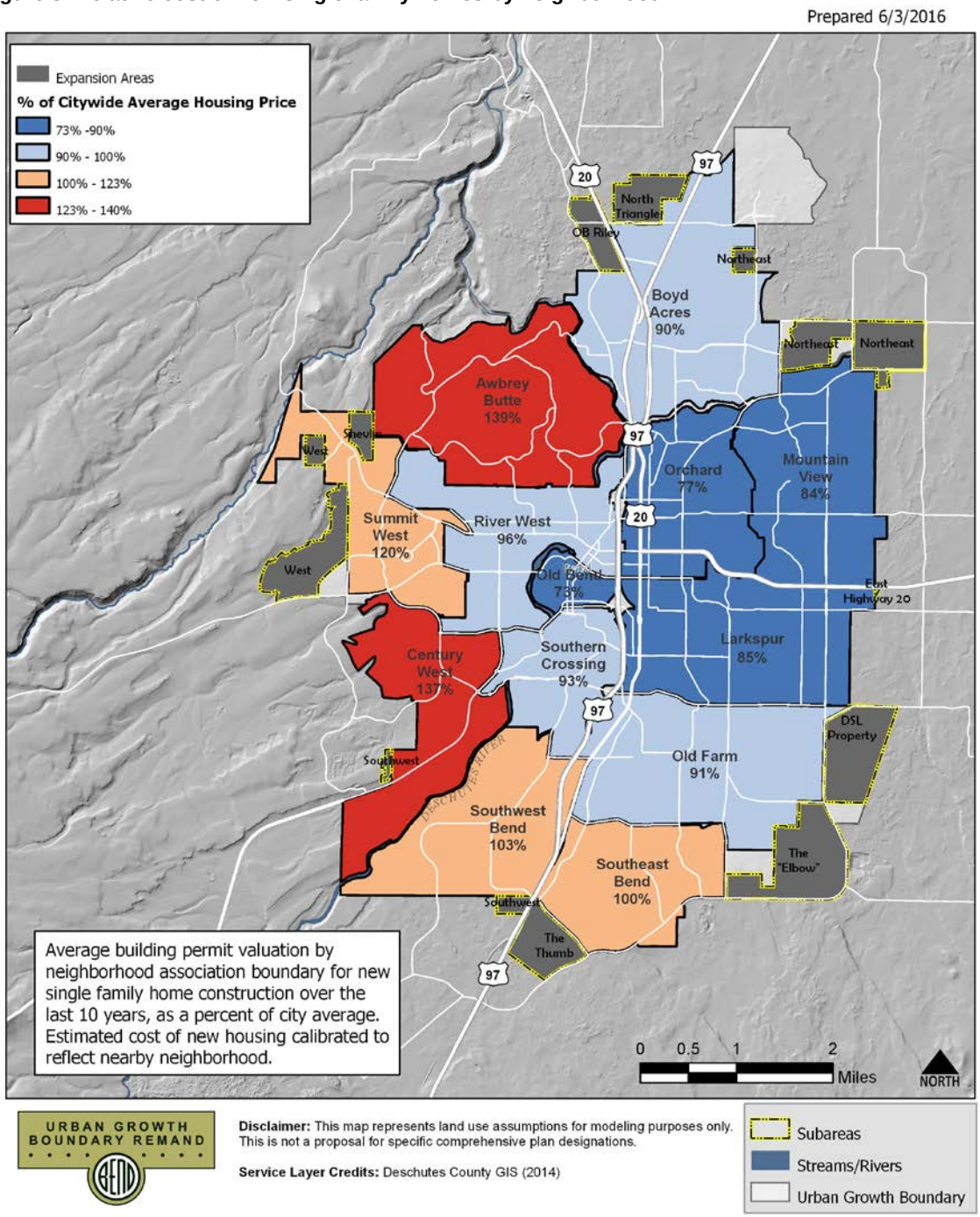
3.B.1: Average Cost of New Single Family Housing

Brief description: The average cost a new, single family detached house. Does not include townhomes, condominiums, or rental products.

Data sources and methodology: Housing construction costs per square foot based on RSMeans, calibrated to local conditions from local developer interviews conducted by Leland Consulting. Geographic variations in valuations of new, single family homes came from City of Bend building permit data. Home cost was first identified based on the size of the house and local construction and other development costs, which were then converted to sales prices. Next these values were adjusted based on City building permit valuation data for new single family housing, summarized by neighborhood association boundary (see Figure 7). Since the building permit valuations often do not reflect full market values, the average value was converted to a percentage of the overall city average valuation. An adjustment factor was developed based on the neighborhood's average valuation relative to a blended average for the "outer west" (the highest cost area). Based on the patterns observed in average valuation at the neighborhood level, weighted averages were calculated for expansion areas outside the city: outer east and outer west. (Note: the observed pattern of higher home values in the western

portion of the city than in the eastern portion was also evident in mapping land value of residential property based on Deschutes County Assessor's data and asking prices of recently-built homes for sale in online listings.)

Figure 8: Relative cost of new single family homes by neighborhood



Results: Due to the complexity of the analysis, and the fact that changes to building assumptions would have meant that results were not directly comparable to prior scenarios, this evaluation was not repeated for Scenario 2.1G. (See Performance Measure 3.B.1A for an

evaluation of how housing costs compare to median household income.) Based on the areas where growth is focused in Scenario 2.1G relative to Scenario 2.1, there are several hundred more housing units in the expansion areas west and northwest of the City that are likely to have relatively higher cost housing. However, there are also more housing units that will be built in relatively lower cost areas in the north, northeast, southeast, and south. In addition, affordable housing commitments will contribute to housing affordability in Scenario 2.1G.

Performance Measure 3.B.1A: Housing Affordability

Brief description: Percent of future housing units likely to be affordable to households making at or below the median family income for Bend.

Data sources and methodology: Housing construction costs per square foot based on RSMeans, calibrated to local conditions from local developer interviews conducted by Leland Consulting. Housing costs were first identified based on the size and type of unit and local construction and other development costs, which were then converted to sales prices and rents based on a reasonable return rate for development. Housing costs for this analysis were not adjusted based on geographic differences in land costs, as was done in prior evaluations of the cost of homes (because the analysis is being done at the full scenario level, so results for individual subareas are not being analyzed and then adjusted based on land costs). If lower cost land in certain neighborhoods were accounted for, this would tend to reduce the housing costs overall.

The range of housing price points is transformed into household incomes needed to afford the units based on the standard that the housing cost should represent no more than 30% of household income. (Note that this analysis does not take into account subsidized or deed restricted affordable housing units that will be provided in some expansion areas.) Given the household income needed to afford a unit for each building type and the number of buildings of each type projected to be built (based on the mix of buildings in each development type and how much of each development type is applied), the number of units projected to be affordable at certain income levels can be estimated. The median family income for Bend is based on the U.S. Department of Housing and Urban Development (HUD) published data for 2016. The percentage of new housing units in buildings with units projected to be affordable for a household with incomes at or below the HUD median family income (MFI) for Bend was calculated as a percent of total housing units. Housing costs and incomes are in present dollars.

Results: Roughly 29% of new housing units in Scenario 2.1G as a whole are projected to be affordable to households making at or below the median family income for Bend ($59,400). Under the Base Case, only about 20% of new housing units within the current UGB would be projected to be affordable at or below the MFI.

3.B.2– Housing Mix of New Housing

Brief description: The % of new housing, by type of house.
Data source: Housing mix is an output of Envision Tomorrow, based on the types of buildings that go into each development type, and the amount of each development type applied.

If less than 30% of new housing is single family detached in a given subarea, or if single family attached and multifamily together represent less than 30% of the new housing in a subarea, this is considered a moderately unbalanced mix for that area; if those percentages are below 15%, that is considered a highly unbalanced mix.

Table 14. Performance Measure 3.B.2 – Housing Mix of New Housing

Evaluation Geography	*Scenario 2.1G*	
	Value	*Units*
Total Future UGB (Including Current UGB)	52%	Detached SF
	9%	Attached SF
	39%	Multifamily
Total Expansion Area (excluding current UGB)	52%	Detached SF
	9%	Attached SF
	39%	Multifamily
Subareas		
North Triangle	44%	Detached SF
	13%	Attached SF
	42%	Multifamily
NE Edge	50%	Detached SF
	10%	Attached SF
	40%	Multifamily
East Hwy 20	0%	Detached SF
	14%	Attached SF
	86%	Multifamily
DSL Property	49%	Detached SF
	11%	Attached SF
	41%	Multifamily
The "Elbow"	36%	Detached SF
	17%	Attached SF
	47%	Multifamily
The "Thumb"	49%	Detached SF
	15%	Attached SF
	37%	Multifamily
Southwest Area	24%	Detached SF
	16%	Attached SF
	60%	Multifamily
West Area	69%	Detached SF
	10%	Attached SF
	21%	Multifamily
Shevlin Area	69%	Detached SF
	10%	Attached SF
	21%	Multifamily
OB Riley / Gopher Gulch Area	70%	Detached SF
	10%	Attached SF
	20%	Multifamily
Existing UGB	53%	Detached SF
	8%	Attached SF
	39%	Multifamily

Overall Score	**4 out of 5**
	By these metrics, the Southwest Area and East Highway 20 are "unbalanced." However, they are small developments whose attached and multifamily components help "complete" the existing adjacent single-family neighborhoods.

Strong Diverse Economy

3.C.1 – Site suitability for Large Lot Industrial

Brief description: Comparison of site characteristics of the subarea with Table 15 and Table 16 in the Draft Economic Opportunity Analysis (EOA), which describe site characteristics needed by various industries.

Data source: Deschutes County Assessor's Data, Draft EOA

Scenario 2.1G includes the same locations for Large Lot Industrial uses as Scenario 1.2 – Juniper Ridge (within the existing UGB) and in the southern portion of the DSL property. Both locations have large parcels of flat, vacant land in government ownership. There is no update to the evaluation of this performance measure.

3.C.2 – Site suitability for industrial and mixed employment

Brief description: Comparison of site characteristics of the subarea with Table 15 and Table 16 in the Draft Economic Opportunity Analysis (EOA), which describe site characteristics needed by various industries.

Data source: Deschutes County Assessor's Data, Draft EOA

Scenario 2.1G is performs very similarly to Scenario 2.1 in this evaluation, but arrangement of land uses and creation of urbanization of policies aim to address the compatibility issues of industrial land adjacent to existing and planned residential development. In the table below, areas highlighted in orange have attributes that are not ideally-suited for industrial/mixed employment.

Table 15. Performance Measure 3.C.2 – Site Suitability for industrial and mixed employment

Evaluation Geography	Scenario 2.1G	
Subareas		
North Triangle	**Parcel Size**	10-40 ac
	Site Size	One (1) 5-ac site, One (1) 40-ac site
	Topography	Slopes below 5% overall
	Compatibility	Residential within Expansion Area, rural residential uses to North, existing employment to South. Designation changed to ME/IL and located to provide buffer to existing neighborhoods.
	Transportation Access	Access to Cooley Rd to South, Highway 20 to West, Highway 97 to East
NE Edge		
East Hwy 20		
DSL Property	**Parcel Size**	One large parcel
	Site Size	One (1) 29-ac site, One (1) 46-ac site

Evaluation Geography	Scenario 2.1G	
	Topography	Low slopes
	Compatibility	Adjacent to employment/open space/public uses. Also adjacent to planned residential to North.
	Transportation Access	Access to 27th / Knott
The "Elbow"	**Parcel Size**	5-50 acre parcels
	Site Size	One each - 10, 20, 30, 50+ acre sites.
	Topography	Low slopes
	Compatibility	Adjacent to existing and planned residential areas. Areas adjacent to residential are primarily ME with some IL.
	Transportation Access	Access to 27th / Knott
The "Thumb"	**Parcel Size**	One large parcel
	Site Size	Three (3) 30-ac sites.
	Topography	Low slopes
	Compatibility	Adjacent to planned residential
	Transportation Access	Access to Knott and Highway 97
Southwest Area		
West Area	**Parcel Size**	Two (2) very large ownerships, one (1) 30-ac ownership
	Site Size	15 acres
	Topography	Some topography
	Compatibility	Nearby planned residential and school. ME designation improves compatibility.
	Transportation Access	Limited access to major roads
Shevlin Area		
OB Riley / Gopher Gulch Area	**Parcel Size**	5 to 35 ac parcels
	Site Size	One (1) 35-acre site, One (1) 20-acre site
	Topography	Some slopes
	Compatibility	Adjacent to employment uses, rural residential. New residential intended to provide buffer to existing neighborhoods.
	Transportation Access	Access to US 20
Overall **Score:**	**4 out of 5** Scenario 2.1G has intentionally provided better buffers between industrial areas and residential areas in the North Area	

3.C.3 – Site suitability for commercial uses

Brief description: Comparison of site characteristics of the subarea with Table 15 and Table 16 in the Draft Economic Opportunity Analysis (EOA), which describe site characteristics needed by various industries.

Data source: Deschutes County Assessor's Data, Draft EOA

Scenario 2.1G is performs very similarly to Scenario 2.1 in this evaluation. In the table below, areas highlighted in orange have attributes that are not ideally-suited for commercial uses.

Table 16. Performance Measure 3.C.2 – Site Suitability for Commercial Uses

Evaluation Geography		Scenario 2.1G
Subareas		
North Triangle	**Parcel Size**	10 ac - 40 ac
	Site Size	One (1) 20-ac site, One (1) 10-ac site, One (1) 8-ac site.
	Topography	Slopes below 5% overall
	Compatibility	Residential within Expansion Area, rural residential uses to North, existing employment to South
	Visibility	Yes, > 10k ADT on Hwy 97 and Hwy 20, >5k ADT on Cooley
	Transportation Access	Access to Cooley Rd to South, Highway 20 to West, Highway 97 to East
NE Edge	**Parcel Size**	7-12 ac
	Site Size	One (1) 25-ac site
	Topography	Low slopes
	Compatibility	Adjacent to planned residential areas. High density surrounds commercial area.
	Visibility	>5k ADT on Eagle, > 10 on Butler Market Road.
	Transportation Access	Cole Rd, near Butler Market Rd
East Hwy 20		
DSL Property	**Parcel Size**	One large parcel
	Site Size	One (1) 26-ac site, One (1) 15-ac site
	Topography	Low slopes
	Compatibility	Adjacent to employment/open space/public uses.
	Visibility	>10k ADT on both SE 27th and Reed Market at west of site. >5k ADT on Stevens Rd at North of site.
	Transportation Access	Access to 27th / Knott
The "Elbow"	**Parcel Size**	5-50 acre sites
	Site Size	One (1) 10-acre site, One (1) 35-acre site, One (1) 20-acre site
	Topography	Low slopes
	Compatibility	Adjacent to existing and planned residential areas
	Visibility	>10k ADT on Knott and 27th
	Transportation Access	Access to 27th / Knott
The "Thumb"	**Parcel Size**	One large parcel
	Site Size	Three (3) 5-to-10ac sites, One (1) 60-ac site
	Topography	Low slopes
	Compatibility	Adjacent to existing and planned residential
	Visibility	>10k ADT on Hwy 97, Knott. >5k ADT on China Hat and new interior road.
	Transportation Access	Access to Knott and Highway 97
Southwest Area	**Parcel Size**	One 40-acre parcel
	Site Size	5-acre mixed use/commercial node in NE

Evaluation Geography	Scenario 2.1G	
	Topography	Low slopes, some visible rock outcroppings.
	Compatibility	Adjacent to existing and planned residential areas.
	Visibility	Adjacent to Highway 97.
	Transportation Access	Right-in-right-out access to Highway 97. Some access north via Ponderosa.
West Area	**Parcel Size**	Several large parcels
	Site Size	One (1) 7-ac site
	Topography	Some topography
	Compatibility	Adjacent to planned residential and near existing schools
	Visibility	>5k ADT on new connection, <500 ADT on other roads
	Transportation Access	Limited access to major roads
Shevlin Area	**Parcel Size**	One large parcel
	Site Size	One (1) 8-ac site
	Topography	Low slopes
	Compatibility	Adjacent to existing and planned residential
	Visibility	Low ADT
	Transportation Access	Access on Shevlin Park Rd
OB Riley / Gopher Gulch Area	**Parcel Size**	5-35 ac parcels
	Site Size	One (1) 20-ac site, One (1) 30-ac site.
	Topography	Some slopes
	Compatibility	Adjacent to employment uses, rural residential
	Visibility	>10k ADT on Hwy 20. Some traffic on Cooley.
	Transportation Access	Access to US 20
Overall Score:	**5 out of 5** Scenario 2.1G is very similar to Scenario 2.1. Commercial uses are generally supported by surrounding land uses and transportation network. West area and Shevlin Area lack a large amount of pass-by traffic, so commercial uses are scaled to be locally-serving rather than dependent on pass-by trips.	

Factor 4: Compatibility of Proposed Urban Uses with Nearby Agricultural and Forest Activities Occurring on Farm and Forest Land Outside the UGB

Compatibility with Farms and Forests

The items in Factor 4 are depicted on the maps on the following pages.

4.A.1. Farm practices & high value farm land adjacent to expansion areas

Scenario 2.1G is similar to Scenario 2.1 in the amount of development near high value farm lands. The Northeast Edge properties, East Highway 20, DSL Property, and the "Elbow" include development within ¼ mile of EFU land.

4.A.2. Impact to irrigation districts

Scenario 2.1G is similar to Scenario 2.1 in the amount of development that may impact irrigation district lands. Scenario 2.1G contains somewhat more development in the OB Riley area and the Northeast Edge, which may have an impact on irrigation districts. The table below describes those impacts.

Table 17. Performance Measure 4.A.2 – Impact to Irrigation Districts

Subarea	Scenario 2.1G Impact to Irrigation Districts
North Triangle	Swalley – Between 16 deliveries / 79 ac ft. and 35 deliveries / 97.1 ac ft. *
NE Edge	Some impact to COID (unquantified)
East Hwy. 20	No impact
DSL Property	No impact
The "Elbow"	Arnold – 10 deliveries / 38 ac ft.
The "Thumb"	Arnold – 1 delivery / approx. 112 ac ft. **
Southwest area	No impact
West area	No impact
Shevlin area	No impact
OB Riley area	Some impact to Swalley – similar to scenario 2.1*

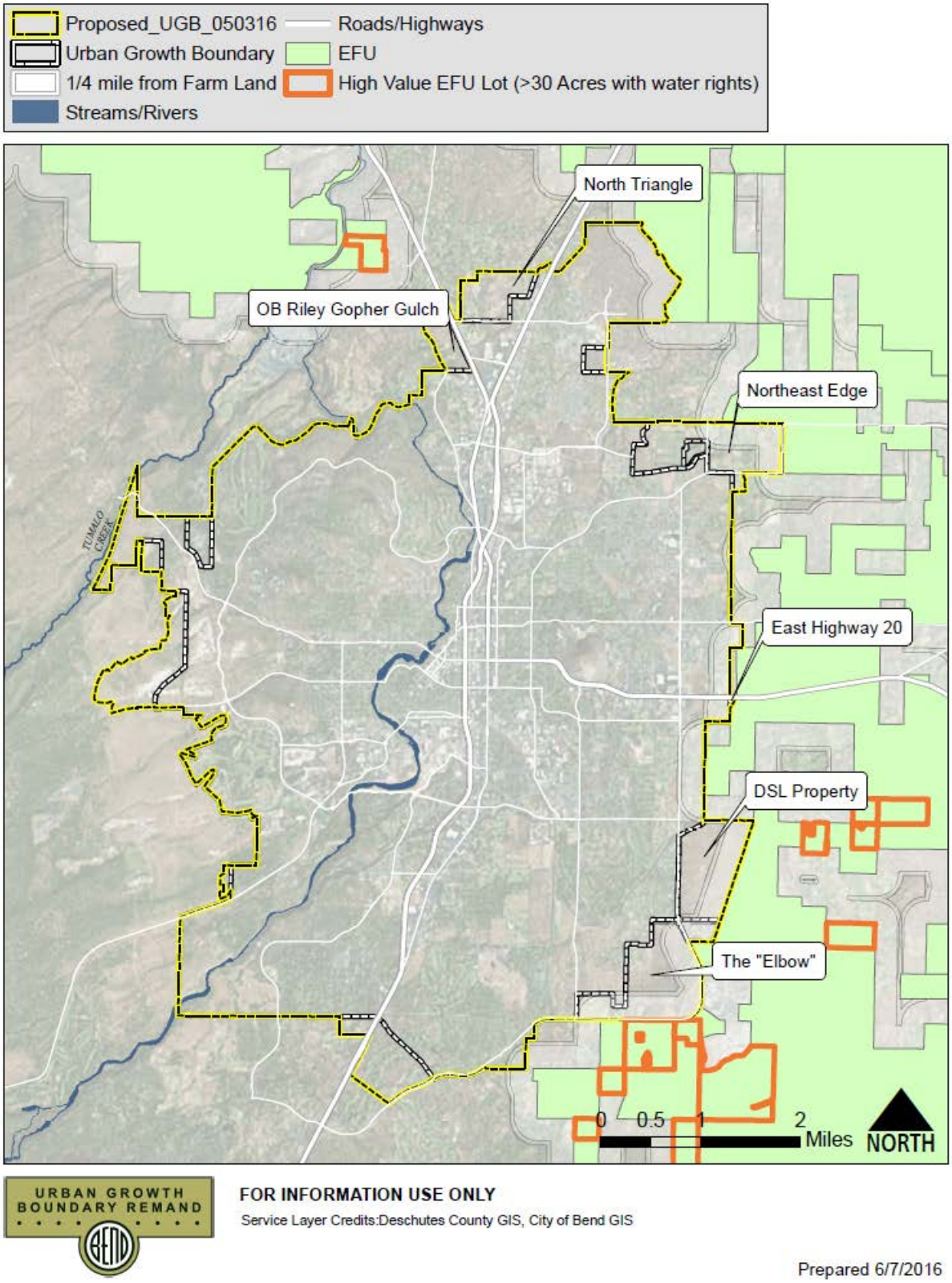
* OB Riley area and North Triangle area counted together for this analysis

** The Thumb has a total water right of 149.73 acre ft. The use of this water is for the Back Nine Golf Course. Even if the Thumb were to develop, some or all of the water rights would likely continue to serve the golf course.

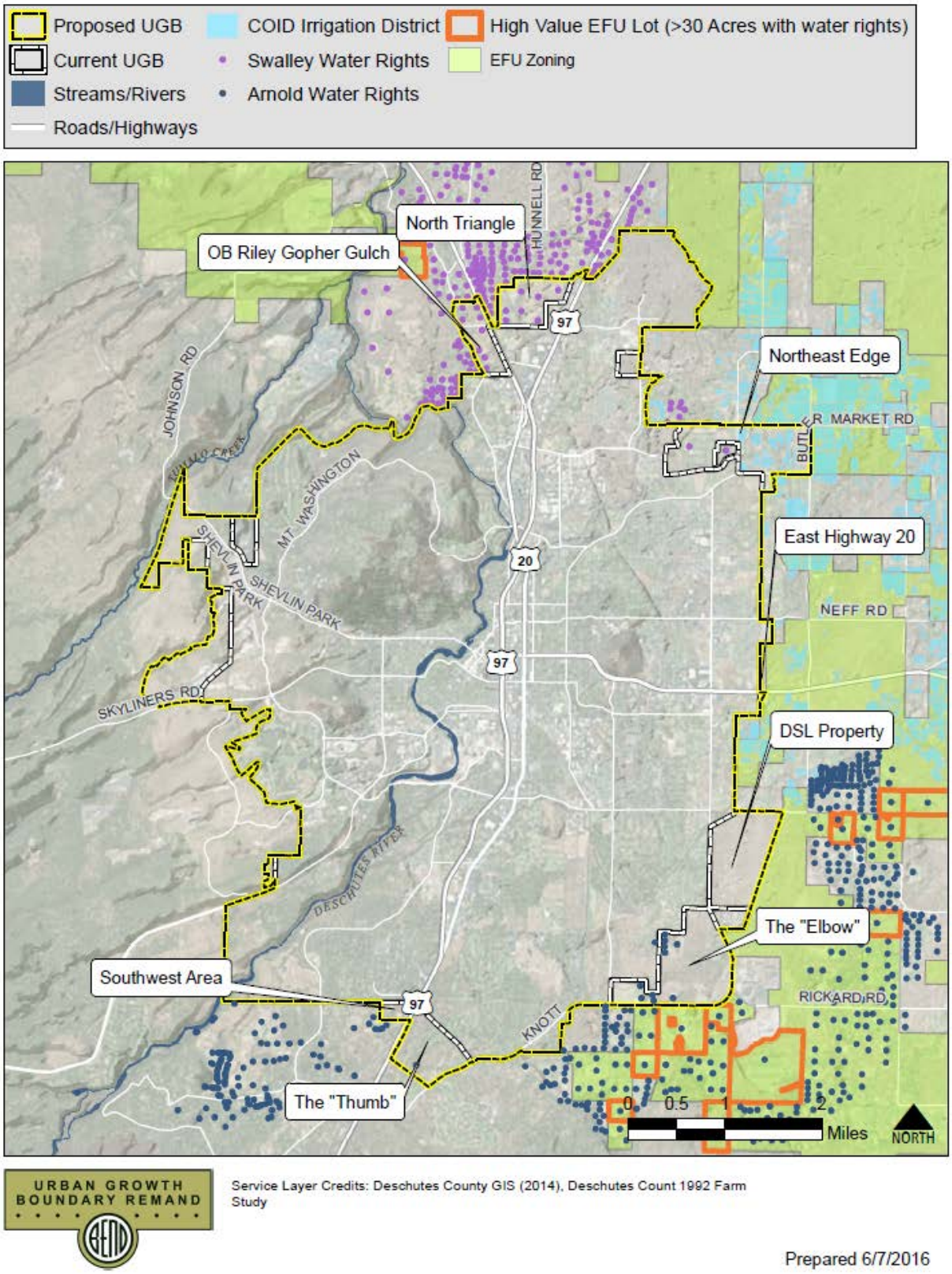
4.A.3 Proximity of expansion areas to designated forest land

Scenario 2.1G is similar to Scenario 2.1 in the amount of development near forest lands. A small portion of the West Area is within ¼ mile of forest lands. This area is expected to implement a “transect” concept, providing an appropriate transition to natural areas West of the city.

New Development within 1/4 mile of Farm Land



EFU Zoning, High Value Farm Land, and Irrigation Water Rights

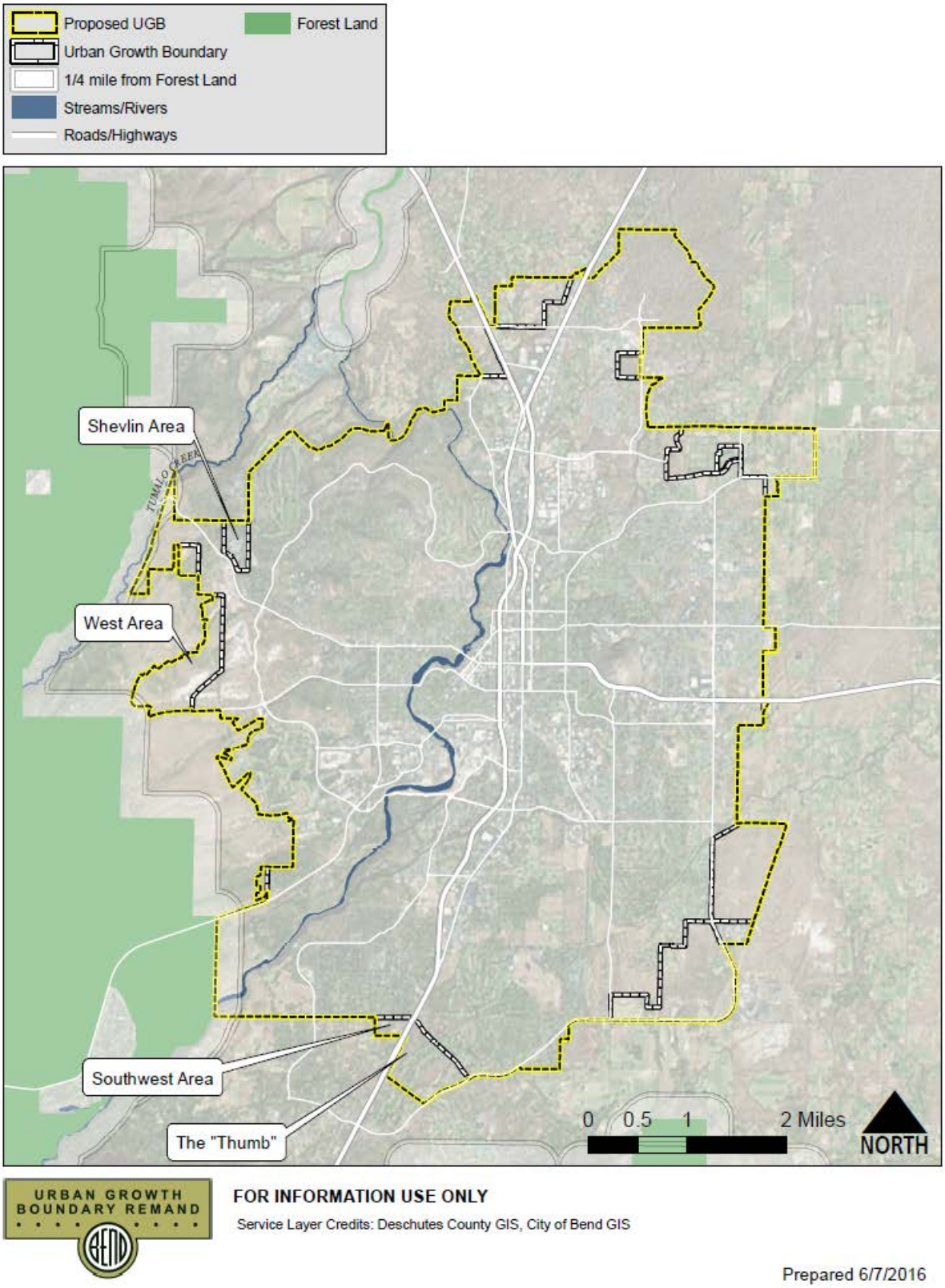


URBAN GROWTH BOUNDARY REMAND

Service Layer Credits: Deschutes County GIS (2014), Deschutes Count 1992 Farm Study

Prepared 6/7/2016

New Development within 1/4 mile of Forest Land



CITY OF BEND

710 NW Wall Street
PO Box 431
Bend, OR 97709
541-388-5505 TEL
Relay Users Dial 7-1-1
541-385-6676 fax
bendoregon.gov

MAYOR
Jim Clinton
MAYOR PRO TEM
Sally Russell
CITY COUNCILOR
Nathan Boddie
Barb Campbell
Victor Chudowsky
Doug Knight
Casey Roats
CITY MANAGER
Eric King

July 20, 2016

Attn: Ms. Tabatha Hoge
Grants and Periodic Review Administrative Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

RE: Notice of Proposed Amendment from City of Bend and Deschutes County: Urban Growth Boundary Amendment

Dear Ms. Hoge:

Please find enclosed the completed Notice of Proposed Amendment jointly submitted by the City of Bend and Deschutes County. The primary purpose of this Notice is for an amendment to the Bend urban growth boundary. You will find attached to this letter (Attachment 1) a list of the materials included with this Notice and a list of the affected state or federal agencies, local governments, and special districts.

Please direct any questions regarding the City of Bend materials to either: Brian Rankin, Long Range Planning Manager (541-388-5584 or brankin@bendoregon.gov); or Damian Syrnyk, Senior Planner (541-312-4919 or dsyrnyk@bendoregon.gov).

Please direct any questions regarding the Deschutes County materials to Matt Martin, Associate Planner, with the Deschutes County Community Development Department (541-330-4620 or matt.martin@deschutes.org).

Sincerely,

Damian Syrnyk AICP, Senior Planner

Attachments (1) – Document List and List of Affected Governments

Attachment 1 to July 21, 2016 letter to Plan Amendment Specialist

File # 07-361 from City of Bend and Deschutes County – Document List

1. Notice of Proposed Amendment

2. City of Bend Materials

Proposed Ordinance 2271, and the following Exhibits to Ordinance 2271:

Exhibit	Document
A	Findings – addressing compliance with applicable law
B	New Bend Comprehensive Plan Chapter 5, Housing
C	New Bend Comprehensive Plan Chapter 6, Economy
D	Amended Bend Comprehensive Plan Chapter 7, Transportation
E	New Bend Comprehensive Plan Chapter 11, Growth Management
F	Amendments text of the Table of Amendments, Table of Contents, Preface, and Chapters 1, 2, 3, 4, 8, 9, and 10 of the Bend Comprehensive Plan
G	New Appendix J to the Bend Comprehensive Plan – Buildable Lands Inventory (2016)
H	New Appendix K to the Bend Comprehensive Plan – Housing Needs Analysis (2016)
I	New Appendix E to the Bend Comprehensive Plan – Economic Opportunities Analysis (2016)
J	New Appendix L to the Bend Comprehensive Plan – Urbanization Report (2016)
K	New Appendix M to the Bend Comprehensive Plan – Urban Form Report (2016)
L	Amendments to Appendix C of the Bend Comprehensive Plan - Transportation System Plan, including the Integrated Land Use and Transportation Plan (2016)
M	Amended Bend Comprehensive Plan Map, showing UGB Expansion and related comprehensive plan map changes
N	Amended Bend Zoning Map, showing UGB Expansion and related changes in zoning
O	Amended text of Chapters 1.2, 2.1, 2.2, 2.3, 3.3, 3.6, 4.5, and 4.6 of the Bend Development Code.

3. Deschutes County Materials
    a. Findings
    b. Ordinance 2016-020 – repeals Ordinance 2009-001
    c. Ordinance 2016-021 – repeals Ordinance 2009-002
    d. Ordinance 2016-022
        i. Amends text of County Comprehensive Plan Sections 1.3 and 4.2
        ii. Amends County Comprehensive Plan Map
    e. Ordinance 2016-023
        i. Amends text of Title 19
        ii. Amends County Zoning map

List of affected state or federal agencies, local governments and special districts: Bend LaPine School District, Bend Metro Parks and Recreation District, Arnold Irrigation District, Central Oregon Irrigation District, Swalley Irrigation District, Tumalo Irrigation District, Oregon Department of Transportation, Deschutes County, Oregon Department of Fish and Wildlife, Bend Metropolitan Planning Organization (MPO), Oregon Department of Forestry, US Forest Service, Bureau of Land Management, Oregon Department of State Lands, and Oregon Department of Land Conservation and Development.

DLCD FORM 1

NOTICE OF A PROPOSED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
File No.:
Received:

Local governments are required to send notice of a proposed change to a comprehensive plan or land use regulation **at least 35 days before the first evidentiary hearing**. (*See* OAR 660-018-0020 for a post-acknowledgment plan amendment and OAR 660-025-0080 for a periodic review task). The rules require that the notice include a completed copy of this form.

Jurisdiction: **Deschutes County**

Local file no.: **247-16-000402-PA/247-16-000403-TA**

Please check the type of change that best describes the proposal:

☒ **Urban growth boundary (UGB) amendment** including more than 50 acres, by a city with a population greater than 2,500 within the UGB

☐ **UGB amendment** over 100 acres by a metropolitan service district

☐ **Urban reserve designation,** or amendment including over 50 acres, by a city with a population greater than 2,500 within the UGB

☐ **Periodic review task** – Task no.:

☒ **Any other change** to a comp plan or land use regulation (*e.g.*, a post-acknowledgement plan amendment)

Local contact person (name and title): Matthew Martin
Phone: 541-330-4620 E-mail: matt.martin@deschutes.org
Street address: 117 NW Lafayette Ave. City: Bend Zip: 97703-

Briefly summarize the proposal in plain language. Please identify all chapters of the plan or code proposed for amendment (maximum 500 characters):

Deschutes County is proposing amendment to the comprehensive plan to reflect changes associated with the Urban Growth Boundary (UGB) amendment proposed by the City of Bend (Remanded 2010). In addtion, the County is proposing amendment to County Code Title, 19, Bend Urban Area, to remove reference to zones no longer under the jurisdiction of Deschutes County and clarify the appliablity of the Title.

Date of first evidentiary hearing: 08/25/2016
Date of final hearing: 08/25/2016

☐ This is a revision to a previously submitted notice. Date of previous submittal:

Check all that apply:

☒ Comprehensive Plan text amendment(s)

☒ Comprehensive Plan map amendment(s) – Change from Deschutes County to City of Bend
Change from to

☒ New or amended land use regulation

☐ Zoning map amendment(s) – Change from to
Change from to

☐ An exception to a statewide planning goal is proposed – goal(s) subject to exception:

☒ Acres affected by map amendment: 2380

Location of property, if applicable (site address and T, R, Sec., TL): multiple properties (see map)

List affected state or federal agencies, local governments and special districts:

NOTICE OF A PROPOSED CHANGE – SUBMITTAL INSTRUCTIONS

1. Except under certain circumstances,[1] proposed amendments must be submitted to DLCD's Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark if mailed, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in its Salem office. **DLCD will not confirm receipt of a Notice of a Proposed Change unless requested.**

2. A Notice of a Proposed Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of a Proposed Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of a Proposed Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 1 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:
http://www.oregon.gov/LCD/forms.shtml

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Proposed Amendment."

Submittals may also be uploaded to DLCD's FTP site at
http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 1 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of a Proposed Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Text:** Submittal of a Notice of a Proposed Change for a comprehensive plan or land use regulation text amendment must include the text of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to, or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. The notice may be deemed incomplete without this documentation.

7. **Staff report:** Attach any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

8. **Local hearing notice:** Attach the notice or a draft of the notice required under ORS 197.763 regarding a quasi-judicial land use hearing, if applicable.

9. **Maps:** Submittal of a proposed map amendment must include a map of the affected area showing existing and proposed plan and zone designations. A paper map must be legible if printed on 8½" x 11" paper. Include text regarding background, justification for the change, and the application if there was one accepted by the local government. A map by itself is not a complete notice.

10. **Goal exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.

[1] 660-018-0022 provides:
(1) When a local government determines that no goals, commission rules, or land use statutes apply to a particular proposed change, the notice of a proposed change is not required [a notice of adoption is still required, however]; and
(2) If a local government determines that emergency circumstances beyond the control of the local government require expedited review such that the local government cannot submit the proposed change consistent with the 35-day deadline, the local government may submit the proposed change to the department as soon as practicable. The submittal must include a description of the emergency circumstances.

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

☒ Completed Form 1

☒ The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)

☒ Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained

☒ A map of the affected area showing existing and proposed plan and zone designations

☐ A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable

☐ Any other information necessary to advise DLCD of the effect of the proposal

REVIEWED

_____

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance repealing Ordinance 2009-001, and Declaring an Emergency.	* *	ORDINANCE NO. 2016-020

WHEREAS, on February 11, 2009, the Board of County Commissioners ("Board") adopted Ordinance 2009-001 to amend Title 23 of the Deschutes County Code to expand the City of Bend ("Bend') Urban Growth Boundary ("UGB"); and

WHEREAS, the Oregon Land Conservation and Development Commission issued a final order on November 2, 2010, remanding the Bend UGB for revisions needed to conform with state requirements; and

WHEREAS, in July of 2016, Bend formally reinitiated the land use process to expand the UGB; and

WHEREAS, the expansion of the Bend UGB requires substantially different amendments to the Deschutes County Comprehensive Plan for Urbanization and the Deschutes County Comprehensive Plan Map; and

WHEREAS, the Deschutes County Planning Commission reviewed this ordinance at a work session on August 11, 2016 and, on that same date, forwarded to the Board a recommendation to repeal Ordinance No. 2009-001; and

WHEREAS, the Board considered this matter after a duly noticed joint public hearing with the Bend City Council on August 25, 2016, and concluded that the public will benefit from the repeal of Ordinance No. 2009-001; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. REPEALED. Ordinance 2009-001 is hereby repealed in its entirety.

Section 2. AMENDMENT. Deschutes County Code 23.01.010, Introduction, is amended to read as described in Exhibit "A," attached and incorporated by reference herein, with new language underlined and deleted language set forth in ~~strikethrough.~~

/ / /

Section 2. EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2016

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
ALAN UNGER, Chair

_____
TAMMY BANEY, Vice Chair

ATTEST:

_____
Recording Secretary

_____
ANTHONY DeBONE, Commissioner

Date of 1st Reading: _____ day of _____, 2016.

Date of 2nd Reading: _____ day of _____, 2016.

Record of Adoption Vote

Commissioner	Yes	No	Abstained	Excused
Alan Unger	____	____	_____	_____
Tammy Baney	____	____	_____	_____
Anthony DeBone	____	____	_____	_____

Effective date: _____ day of _____, 2016.

Chapter 23.01 COMPREHENSIVE PLAN

23.01.010. Introduction.

A. The Deschutes County Comprehensive Plan, adopted by the Board in Ordinance 2011-003 and found on the Deschutes County Community Development Department website, is incorporated by reference herein.
B. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2011-027, are incorporated by reference herein.
C. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-005, are incorporated by reference herein.
D. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-012, are incorporated by reference herein.
E. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-016, are incorporated by reference herein.
F. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-002, are incorporated by reference herein.
G. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-009, are incorporated by reference herein.
H. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-012, are incorporated by reference herein.
I. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-007, are incorporated by reference herein.
J. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-005, are incorporated by reference herein.
K. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-006, are incorporated by reference herein.
L. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-012, are incorporated by reference herein.
M. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-021, are incorporated by reference herein.
N. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-027, are incorporated by reference herein.
O. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2016-005, are incorporated by reference herein.
P. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2016-020, are incorporated by reference herein

(Ord. 2016-020 repealed Ord. 2009-001; Ord. 2016-005 § 1, 2016; Ord. 2014-027 § 1, 2014; Ord. 2014-021 §1, 2014; Ord. 2014-012 §1, 2014; Ord. 2014-006 §2, 2013; Ord. 2014-005 §2; Ord. 2013-012 §2, 2013; Ord. 2013-009 §2, 2013; Ord. 2013-007 §1, 2013; Ord. 2013-002 §1, 2013; Ord. 2013-001 §1, 2013; Ord. 2012-016 §1, 2012; Ord. 2012-013 §1, 2012; Ord. 2012-005 §1, 2012; Ord. 2011-027 §1 through 12, 2011; Ord. 2011-017 repealed; Ord.2011-003 §3, 2011)

To view the Comprehensive Plan, type http://www.deschutes.org/compplan into your web browser. **[Laserfiche can't do links.]**

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending the Deschutes County Comprehensive plan To Expand the City of Bend Urban Growth Boundary.	* * *	ORDINANCE NO. 2016-022

WHEREAS, on February 11, 2009, the Board of County Commissioners ("Board") adopted Ordinance 2009-001 to amend Title 23 of the Deschutes County Code to expand the City of Bend ("Bend') Urban Growth Boundary ("UGB"); and

WHEREAS, the Oregon Land Conservation and Development Commission issued a final order on November 2, 2010, remanding the Bend UGB for revisions needed to conform with state requirements; and

WHEREAS, in July of 2016, the City of Bend ("Bend') reinitiated the land use process to expand the Bend Urban Growth Boundary ("UGB"); and

WHEREAS, the expansion of the Bend UGB requires amendments to the Deschutes County Comprehensive Plan for Urbanization and the Deschutes County Comprehensive Plan Map; and

WHEREAS, the Deschutes County Planning Commission reviewed this ordinance at a work session on August 11, 2016 and, on that same date, forwarded to the Board a recommendation to adopt Ordinance No. 2016-022; and

WHEREAS, the Board considered this matter after a duly noticed joint public hearing with the Bend City Council on August 25, 2016, and concluded that the public will benefit from the repeal of Ordinance No. 2009-001; and

WHEREAS, the Board finds it in the public interest to adopt the following Comprehensive Plan amendments; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. AMENDMENT. Deschutes County Code 23.01.010, Introduction, is amended to read as described in Exhibit "A," attached and incorporated by reference herein, with new language underlined and deleted language set forth in ~~strikethrough.~~

Section 2. AMENDMENT. The Deschutes County Comprehensive Plan Map is amended to change the plan designation for certain property depicted on the map set forth as Exhibit "B" with the exhibit attached and incorporated by reference herein.

Section 3. AMENDMENT. Deschutes County Comprehensive Plan Chapter 1, Comprehensive Planning, is amended to read as described in Exhibit "C," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 4. AMENDMENT. Deschutes County Comprehensive Plan Chapter 4, Urban Growth Management, is amended to read as described in Exhibit "D," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 5. AMENDMENT. Deschutes County Comprehensive Plan Chapter 5, Supplementary Sections, is amended to read as described in Exhibit "E," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 6. FINDINGS. The Board adopts as its findings Exhibit "F," attached and incorporated by reference herein.

Section 7. EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2016

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
ALAN UNGER, Chair

_____
TAMMY BANEY, Vice Chair

ATTEST:

_____
Recording Secretary

_____
ANTHONY DeBONE, Commissioner

Date of 1st Reading: _____ day of _____, 2016.

Date of 2nd Reading: _____ day of _____, 2016.

Record of Adoption Vote

Commissioner	Yes	No	Abstained	Excused
Alan Unger	____	____	_____	_____
Tammy Baney	____	____	_____	_____
Anthony DeBone	____	____	_____	_____

Effective date: _____ day of _____, 2016.

ATTEST:

_____
Recording Secretary

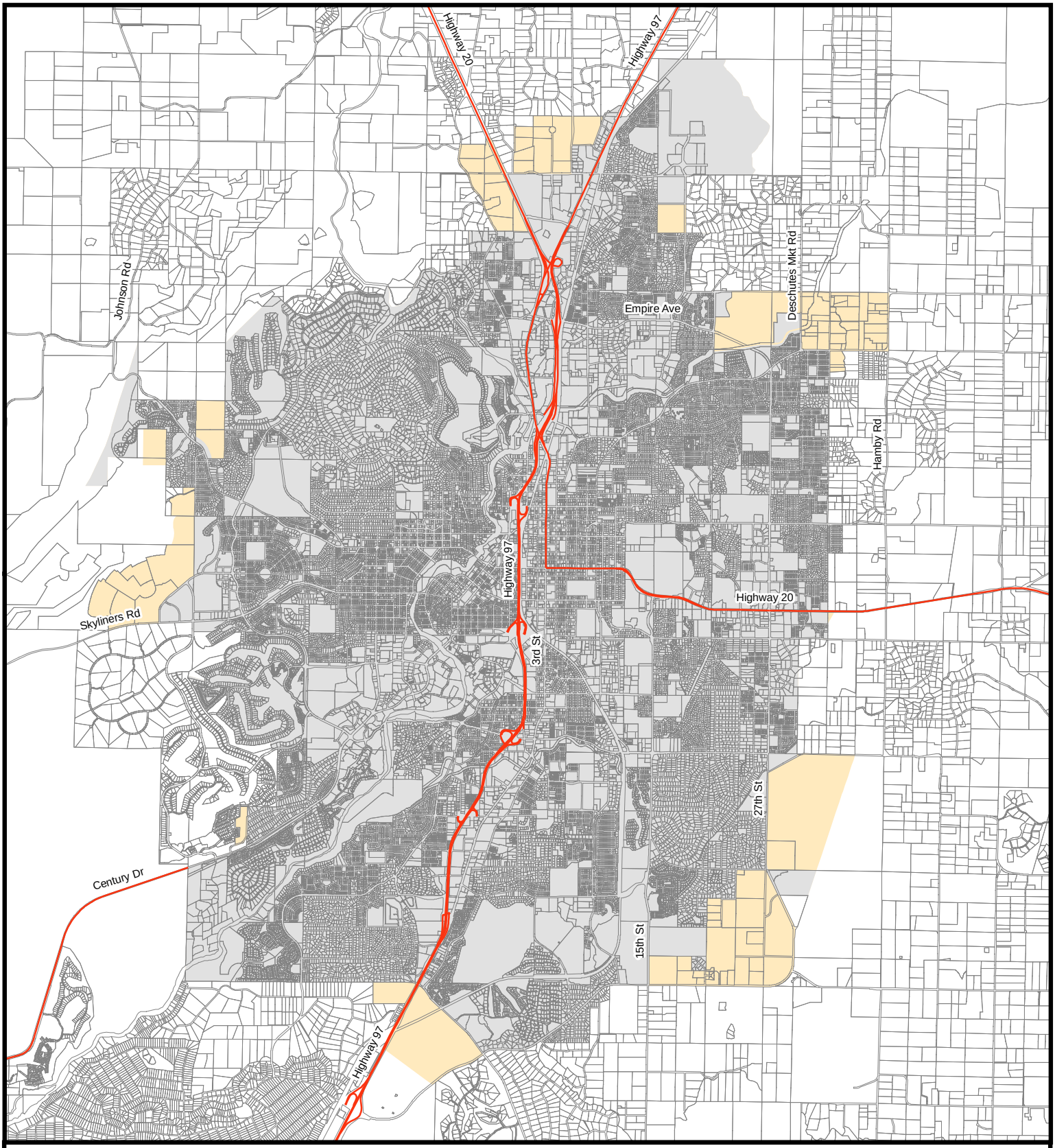
Chapter 23.01 COMPREHENSIVE PLAN

23.01.010. Introduction.

A. The Deschutes County Comprehensive Plan, adopted by the Board in Ordinance 2011-003 and found on the Deschutes County Community Development Department website, is incorporated by reference herein.
B. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2011-027, are incorporated by reference herein.
C. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-005, are incorporated by reference herein.
D. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-012, are incorporated by reference herein.
E. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2012-016, are incorporated by reference herein.
F. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-002, are incorporated by reference herein.
G. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-009, are incorporated by reference herein.
H. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-012, are incorporated by reference herein.
I. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2013-007, are incorporated by reference herein.
J. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-005, are incorporated by reference herein.
K. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-006, are incorporated by reference herein.
L. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-012, are incorporated by reference herein.
M. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-021, are incorporated by reference herein.
N. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2014-027, are incorporated by reference herein.
O. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2016-005, are incorporated by reference herein.
P. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2016-020, are incorporated by reference herein
Q. The Deschutes County Comprehensive Plan amendments, adopted by the Board in Ordinance 2016-022, are incorporated by reference herein

(Ord. 2016-022 § 1, 2016; Ord. 2016-020 repealed Ord. 2009-001; Ord. 2016-005 § 1, 2016; Ord. 2014-027 § 1, 2014; Ord. 2014-021 §1, 2014; Ord. 2014-012 §1, 2014; Ord. 2014-006 §2, 2013; Ord. 2014-005 §2; Ord. 2013-012 §2, 2013; Ord. 2013-009 §2, 2013; Ord. 2013-007 §1, 2013; Ord. 2013-002 §1, 2013; Ord. 2013-001 §1, 2013; Ord. 2012-016 §1, 2012; Ord. 2012-013 §1, 2012; Ord. 2012-005 §1, 2012; Ord. 2011-027 §1 through 12, 2011; Ord. 2011-017 repealed; Ord.2011-003 §3, 2011)

To view the Comprehensive Plan, type http://www.deschutes.org/compplan into your web browser. **[Laserfiche can't do links.]**



Legend

- Existing Urban Growth Boundary
- Proposed Urban Growth Boundary

Deschutes County

Comprehensive Plan

Exhibit "B" to Ordinance 2016-022

0.5 0.25 0 0.5 1 Miles

July 19, 2016

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
Alan Unger, Chair

_____
Tammy Baney, Vice-Chair

_____
Anthony DeBone, Commissioner

_____
ATTEST: Recording Secretary

Dated this _____ day of October, 2016
Effective Date: October _____, 2016

DISCLAIMER:
The information on this map was derived from digital databases on Deschutes County's G.I.S. Care was taken in the creation of this map, but it is provided "as is". Deschutes County cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

N:\Custom\County\CDD\Planning\BendUGB2016\2016-022\ProjectFiles\2016_022.mxd

Section 1.3 Land Use Planning

Background

This section establishes the overall framework for the development and implementation of plans and policies for land use within the County. Statewide planning guidelines require each county to establish a land use planning process based on current issues and factual information. The policies in this section assure that the County's land use policies are current, fact-based and responsive to change. The policies recognize the need for coordination between the cities and the County and provide full public access to Plan documents and the information upon which land use decisions are based.

As noted throughout this Plan, there are two important things to remember. First, the Oregon land use system draws a bright line between rural and urban lands and promotes new growth and infrastructure in urban areas. Growth on rural lands is limited in order to protect farms, forests, open spaces and natural resources. Deschutes County is required to plan in compliance with the State planning system in order to promote orderly and efficient growth and protect the resources important to Oregonians.

Second, land use is often controversial because ultimately it can intermix community values with private property rights and expectations. A property owner may choose to keep pigs, or start a day care center or build a windmill. For each of those uses there may be impacts on the neighbors in the form of odors, traffic or blocked views. Land use regulations attempt to achieve a balance between giving property owners the freedom to use their property however they choose while maintaining the livability of the neighborhood and wider community. This Plan recognizes those tensions that occur when creating land use policies.

Land Use

Statewide Planning Goal 2 Land Use Planning, requires a fact-based land use planning process and policy framework to guide land use decisions. It requires comprehensive planning that identifies issues and complies with Statewide Planning Goals. Goal 2 also addresses the process to allow exceptions to Statewide Goals (see also Section 5.10).

In 1979 the County complied with the Statewide planning system by writing a Comprehensive Plan. From 1988-2003 the County underwent State mandated Periodic Review to ensure the Plan was still in compliance with changing State regulations. The 2008-2011 update was done outside of Periodic Review, which is no longer required for Oregon counties. Instead, the County recognized that to remain valid the Comprehensive Plan needed to be completely rewritten and updated. For historic reference, a copy of the Comprehensive Plan replaced by this Plan will remain available on the County website. This Plan is a policy document based on existing facts and community values. No specific land use designation changes are included in the 2008-2011 Plan update. Instead, this Plan revisits each Statewide Goal, its existing Goals and Policies, community values and new issues requiring policy direction. It lays out a blueprint for the future and defines what matters to County residents and businesses through updated Goals and Policies.

The Comprehensive Plan is implemented primarily through zoning and the zoning code must be regularly reviewed for compliance with the Plan. However, there are other tools for implementation, such as capital improvement plans, partnerships or incentive programs. To assure this Plan remains useful, an action plan identifying various ideas for implementing Comprehensive Plan policies will be created. The action plan will be annually updated and reviewed to identify and prioritize work plans for the coming year.

Land Ownership and Jurisdiction

When considering land use in Deschutes County two important factors are the amount of public ownership and which lands are under County jurisdiction. Table 1.3.1 shows nearly 80% of land in the County is publically owned. The implications of the large tracts of public land range from the loss of tax revenue to having vast open lands available for recreation for both tourists and residents.

Table 1.3.1 – Public Land in Deschutes County 2010

Ownership	*Acres**	*Percent*
Total County Acres	1,913,482	100%
Federal Government	1,466,067	76.6%
State Government	53,051	2.8%
County Government	10,434	0.6%
Total Public Lands	**1,529,552**	**79.9%**

* Acres of parcels – does not include roads, right-of-ways, lakes, rivers or other publicly-owned parcels such as cities or park districts

Source: County Geographical Information System

Table 1.3.2 shows jurisdictional responsibilities. Note that the federal government, primarily through the Bureau of Land Management and the U.S. Forest Service, owns over 76% of the land in the County. Federal lands are not required to conform to local regulations, such as zoning. They rely on their own resource plans. This means a majority of lands in the County are not under County jurisdiction. However, they remain in this Plan to encourage intergovernmental policy coordination.

Table 1.3.2 – 2010 Land Jurisdiction in Deschutes County 2010

Jurisdiction	*Acres**	*Percent*
Total County Acres	1,913,482	100%
Federal Government	1,466,067	76.6%
Bend Urban Growth Boundary	17,534	0.9%
La Pine Urban Growth Boundary	4,008	0.2%
Redmond Urban Growth Boundary	10,733	0.6%
Sisters Urban Growth Boundary	1,023	0.1%
Total Cities	33,298	1.7%
Total Other Jurisdiction	**1,499,365**	**78.4%**

* Acres of parcels – does not includes roads, right-of-ways, lakes and rivers

Source: County Geographical Information System

In addition to Federal lands, four cities have primary jurisdiction over less than 2% of lands in the County. This includes lands outside the incorporated city boundaries, but inside urban growth boundaries. The urban growth boundaries define a municipality's 20-year land supply to accommodate future growth. These lands are managed by the cities through intergovernmental

agreements between the cities and the County. The bottom line is that the County has land use jurisdiction over approximately 22% of the land base.

Comprehensive Plan Map Designations

The Comprehensive Plan Map (Map) illustrates the County's goals and policies. The Map describes land use categories that provide for various types of development and conservation for the rural area during the 20-year planning period.

Each Comprehensive Plan map designation provides the land use framework for establishing zoning districts. Zoning defines in detail what uses are allowed for each area. The Deschutes County Comprehensive Plan and Zoning Maps exist in official replica form as an electronic map layer within the County Geographic Information System. Other maps illustrating various Comprehensive Plan areas, such as rural commercial properties, are available to the public for informational purposes.

The Comprehensive Plan map designations are defined below.

Agriculture: To preserve and maintain agricultural lands for farm use.

Airport Development: To allow development compatible with airport use while mitigating impacts on surrounding lands.

Destination Resort Combining Zone: To show lands eligible for siting a destination resort.

Forest: To conserve forest lands for multiple forest uses.

Open Space and Conservation: To protect natural and scenic open spaces, including areas with fragile, unusual or unique qualities.

Rural Residential Exception Areas: To provide opportunities for rural residential living outside urban growth boundaries and unincorporated communities, consistent with efficient planning of public services.

Surface Mining: To protect surface mining resources from development impacts while protecting development from mining impacts.

Resort Community: To define rural areas with existing resort development that are not classified as a destination resort, based on Oregon Administrative Rule 660-22 or its successor.

Rural Community: To define rural areas with limited existing urban-style development, based on Oregon Administrative Rule 660-22 or its successor.

Rural Service Center: To define rural areas with minimal commercial development as well as some residential uses, based on Oregon Administrative Rule 660-22 or its successor.

Urban Unincorporated Community: To define rural areas with existing urban development, based on Oregon Administrative Rule 660-22 or its successor.

Rural Commercial: To define existing areas of isolated rural commercial development that do not fit under Oregon Administrative Rule 660-22.

Rural Industrial: To define existing areas of isolated rural industrial development that do not fit under Oregon Administrative Rule 660-22.

Urban Growth Boundaries: To define land that provides for urban development needs and identifies and separates urban and urbanizable land from rural land

Bend Urban Area Reserve: To define lands outside of Bend's Urban Growth Boundary that were under the jurisdiction of the ~~but within~~Bend Area ~~its~~ General Plan. ~~-~~These areas were removed in September 2016 through the 2016 amendment to the Bend Urban Growth Boundary. These areas are now under the jurisdiction of the County's Comprehensive Plan~~area that are expected to be brought into the Urban Growth Boundary~~.

Redmond Urban Reserve Area: To define Redmond's additional 30-year growth boundary for lands expected to be brought into the Urban Growth Boundary.

Comprehensive Plan Map Designations and Associated Zoning

Table 1.3.3 lists existing Comprehensive Plan designations and related Zoning districts. Some Plan designations apply County-wide and some only apply to designated areas of existing development. The Destination Resort designation is a combining zone that supplements the underlying zoning. Most of the area-specific designations fall under the State rules for Unincorporated Communities and are detailed in Chapter 4 of this Plan. The Rural Commercial and Rural Industrial areas are detailed in Chapter 3 under Rural Economy.

Table 1.3.3 - Comprehensive Plan and Zoning Code Designations

Comprehensive Plan Designation	***Associated Deschutes County Zoning Code***
County-wide designations	
Agriculture	Title 18 - All EFU subzones
Airport Development	Title 18 - AD, AS
Destination Resort Combining Zone	Title 18 - DR
Forest	Title 18 - F-1, F-2
Open Space and Conservation	Title 18 - OS&C
Rural Residential Exception Area	Title 18 - RR-10 and MUA-10
Surface Mining	Title 18 - SM
Area specific designations	
Resort Community	Title 18 - All Black Butte Ranch and Inn of the 7th Mountain/Widgi Creek subzones
Rural Community	Title 18 - All Tumalo and Terrebonne subzones
Rural Service Center	Title 18 - All RSC zones
Urban Unincorporated Community	Title 18 - All Sunriver subzones
Rural Commercial	Title 18 - Rural Commercial
Rural Industrial	Title 18 - Rural Industrial
Bend Urban Growth Area	Title 19 - UAR-10, SM, SR 2 ½, RS, IL, ~~PF,~~ FP
Redmond Urban Growth Area	Title 20 - UH-10
Sisters Urban Growth Area	Title 21 - UAR-10, OA, FP
Redmond Urban Reserve Area	Title 18 - RURA

Source: County Geographical Information System and Deschutes County Code

Intergovernmental and Other Coordination

Regional Coordination

Deschutes County is responsible for coordinating all planning activities affecting land uses within the County.

- Coordinating population forecasts
- Coordinating with special districts, including irrigation districts, park districts, school districts, sewer districts, and water districts
- Establishing Cooperation Agreements with special districts that provide an urban service in a UGB
- Coordinating with the U.S. Forest Service and Bureau of Land Management
- Joint Management Agreements with municipalities for managing urban growth areas (areas outside city limits, but inside a UGB)
- Establishing Urban Reserve Areas

The County recognizes the importance of working closely and cooperatively with the cities of Bend, La Pine, Redmond and Sisters, as well as special districts and state and federal agencies, to ensure a coordinated approach to future growth and conservation.

Cooperative Agreements

Cities are required to enter into a cooperative agreement with each special district that provides an urban service within a UGB. The appropriate city may also enter into a cooperative agreement with any other special district operating within a UGB.

Urban Service Agreements

Deschutes County has the responsibility for negotiating urban service agreements with representatives of all cities and special districts that provide, or declare an interest in providing, urban services inside an Urban Growth Boundary. Urban service means:

- Sanitary sewers;
- Water;
- Fire protection;
- Parks;
- Open space;
- Recreation; and
- Streets, roads and mass transit.
- Special Districts

Special Districts

Special districts are defined in ORS 198.010 and are recognized as government bodies. Special districts include the following.

Table 1.3.4 - Special Districts

Utility district	Rural fire protection district
Water supply district	Irrigation district
Cemetery maintenance district	Drainage district
Park and recreation district organized	Water improvement district
Mass transit district	Water control district
Metropolitan service district organized	Vector control district
Special road district	9-1-1 communications district
Road assessment district	Geothermal heating district
Highway lighting district	Transportation district
Health district	Library district

Sanitary district	Soil & water conservation district
Sanitary authority, water authority or joint water and sanitary authority	

Other Coordination

Besides intergovernmental coordination, Deschutes County generally supports coordination and partnerships with non-profits and other organizations that are working with residents to improve the quality of life in the County. There are groups working to address issues from affordable housing to clean rivers, from economic development to fire-free neighborhoods. Two examples of community projects that were completed from 2006-2010 are the Bend 2030 Plan and the Deschutes County Greenprint, both created after extensive public outreach. Note that the nature and extent of the County's role will vary based on County priorities at any given time and that coordination on a project does not ensure County support of every action undertaken on that project. Still, partnering is an efficient and effective method of addressing important issues.

County-Owned property

When considering land use it is important to consider County-owned lands, which are managed through Deschutes County Code Title 11. As of 2009 there were nearly 700 individual parcels owned by the County, totaling almost 8,000 acres. Management of these properties consists of defining appropriate uses for different parcels, cleaning up illegal dumpsites, fire hazard reduction and public auction. Many of these properties were acquired through foreclosure for non-payment of property taxes. It is anticipated that the County will continue to acquire lands through foreclosure.

Starting in 1994 the County began to designate certain sensitive properties along rivers, creeks or streams or with wildlife, wetlands or other values, as park lands. The intent was not to develop these lands for park use but rather to preserve lands with valuable resources. The park designation means that the lands would be retained in public ownership unless there was a public hearing and the Board of County Commissioners determined that selling was in the best interest of the public. ORS 275.330 governs the disposal of these lands, stating that if they are sold the proceeds must be dedicated to park or recreation purposes. As of 2009, there were approximately 70 properties designated as park lands under the following Orders.

Order #
94-138
96-071
97-147
97-151
98-127
2004-001
2004-037
2006-019

Section 1.3 Land Use Planning Policies

Goals and Policies

Goal 1 **Maintain an open and public land use process in which decisions are based on the objective evaluation of facts.**

Policy 1.3.1 Protect the limited amount of privately-owned land in Deschutes County through consideration of private property rights and economic impacts to property owners and the community when creating and revising land use policies and regulations.

a. Evaluate tools such as transfer of development rights programs that can be used to protect private property.

Policy 1.3.2 Consider sustainability and cumulative impacts when creating and revising land use policies and regulations.

Policy 1.3.3 Involve the public when amending County Code.

Policy 1.3.4 Maintain public records which support the Comprehensive Plan and other land use decisions.

Policy 1.3.5 Review the Comprehensive Plan every five years and update as needed, in order to ensure it responds to current conditions, issues and opportunities, as well as amended State Statute, Oregon Administrative Rules and case law.

Policy 1.3.6 Maintain and enhance web-based property-specific information.

Policy 1.3.7 The Deschutes County Comprehensive Plan Map will be retained in official replica form as an electronic map layer within the County Geographic Information System and is adopted as part of this Plan.

Policy 1.3.8 Implement, as appropriate, recommendations in the Final Report from the Oregon Task Force on Land Use Planning dated January 2009.

Policy 1.3.9 A list of actions to implement this Comprehensive Plan shall be created, maintained and reviewed yearly by the Community Development Department and the Board of County Commissioners.

Goal 2 **Promote regional cooperation and partnerships on planning issues.**

Policy 1.3.10 Regularly review intergovernmental and urban management agreements, and update as needed.

Policy 1.3.11 Participate in and, where appropriate, coordinate regional planning efforts.

a. Provide affected agencies, including irrigation districts, an opportunity to comment and coordinate on land use policies or actions that would impact their jurisdictions.

Policy 1.3.12 Support non-profit or public acquisition of lands determined through an extensive public process to have significant value to the community.

Policy 1.3.13 Support implementation of the Bend 2030 Plan and incorporate, as appropriate, elements from the Bend 2030 Plan into this Plan.

Goal 3 **Manage County owned lands efficiently, effectively, flexibly and in a manner that balances the needs of County residents.**

Policy 1.3.14 Where feasible, maintain and manage County owned properties as follows:

a. Manage designated park lands to preserve the values defined in the park designation;
b. Permit public access to County owned lands designated as parks unless posted otherwise;
c. Encourage properties located along rivers, streams or creeks or containing significant wildlife, scenic or open space values to be designated as park land.

Chapter 1 Primary References

References[1]

1. Oregon Department of Land Conservation and Development. Goal 1: Citizen Involvement. Oregon's Statewide Planning Goals and Guidelines.
2. Putting the People in Planning: A Primer on Public Participation in Planning, produced by Oregon's Citizen Involvement Advisory Committee – Third Edition – May 2008
3. Oregon. Department of Land Conservation and Development. Goal 2: Land Use Planning. Oregon's Statewide Planning Goals and Guidelines.
4. Oregon Task Force on Land Use Planning, Final Report to the 2009 Oregon Legislature, January 2009
5. Oregon Revised Statute 197, particularly:
    a. 197.173-197.200 Comprehensive Planning Responsibilities
    b. 197.201-197.283 Goals Compliance
    c. 197.610-197-651 Post-Acknowledgement Procedures
6. Oregon Administrative Rules Chapter 660, particularly:
    a. 660-003 Acknowledgement of Compliance
    b. 660-004 Goal 2 Exceptions Process
    c. 660-015 Statewide Planning Goals and Guidelines
    d. 660-018 Post-Acknowledgement Amendments
7. Bend 2030 at http://bend2030.org
8. Oregon's Playground Prepares for the Future: A Greenprint for Deschutes County. The Trust for Public Land. 2010

[1] The references listed are provided for the convenience of the public and are not legally adopted into this Plan.

Section 4.2 Urbanization

Background

This section describes the coordination between the County and the cities of Bend, La Pine, Redmond and Sisters on Urban Growth Boundaries (UGBs) and Urban Reserve Areas (URAs). Statewide Planning Goal 2 recognizes the importance of coordinating land use plans.

> "City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268."

Oregon Revised Statute 197.015(5) goes further to define comprehensive plan coordination.

> "A plan is "coordinated" when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible."

Population

An important basis for coordinating with cities is adopted population projections. Having an estimate of anticipated population is the first step to planning for future growth and conservation. ORS 195.025(1) requires counties to coordinate local plans and population forecasts. The County oversees the preparation of a population forecast in close collaboration with cities. This is important because the population of the County has increased significantly in recent decades and a coordinated approach allows cities to ensure managed growth over time.

Table 4.2.1 – Population Growth in Deschutes County 1980 to 2010

Sources	*1980*	*1990*	*2000*	*2010*
Population Research Center July 1 estimates	62,500	75,600	116,600	172,050
US Census Bureau April 1 counts	62,142	74,958	115,367	157,733

Source: As noted above

In 1996 Bend, Redmond, Sisters and the County reviewed recent population forecasts from the Portland State University Center Population and Research Center (PRC) and U.S. Census Bureau, Department of Transportation, Woods and Poole, Bonneville Power Administration and Department of Administrative Services Office of Economic Analysis. After reviewing these projections, all local governments adopted a coordinated population forecast. It was adopted by Deschutes County in 1998 by Ordinance 98-084.

The results of the 2000 decennial census and subsequent population estimates prepared by the PRC revealed that the respective populations of the County and its incorporated cities were growing faster than anticipated under the 1998 coordinated forecast. The cites and the County re-engaged in a coordination process between 2002 and 2004 that culminated with the County adopting a revised population forecast that projected population to the year 2025. It was adopted by Ordinance 2004-012 and upheld by the Land Use Board of Appeals on March 28, 2005.

The following table displays the 2004 coordinated population forecast for Deschutes County and the UGBs of the cities of Bend, Redmond, and Sisters.

Table 4.2.2 – Coordinated Population Forecast 2000 to 2025

Year	*Bend UGB*	*Redmond UGB*	*Sisters UGB*	*Unincorporated County*	*Total County*
2000	52,800	15,505	975	47,320	116,600
2005	69,004	19,249	1,768	53,032	143,053
2010	81,242	23,897	2,306	59,127	166,572
2015	91,158	29,667	2,694	65,924	189,443
2020	100,646	36,831	3,166	73,502	214,145
2025	109,389	45,724	3,747	81,951	240,811

Source: 2004 Coordinated Population Forecast for Deschutes County

The process through which the County and the cities coordinated to develop the 2000-2025 coordinated forecast is outlined in the report titled "Deschutes County Coordinated Population Forecast 2000-2025: Findings in Support of Forecast."

The fourth city in Deschutes County is the City of La Pine. Incorporated on November 7, 2006, the City of La Pine's 2006 population estimate of 1,590 was certified by PRC on December 15, 2007. As a result of La Pine's incorporation, Deschutes County updated its Coordinated Population Forecast with Ordinance 2009-006.

The purpose of this modification was to adopt a conservative 20 year population forecast for the City of La Pine that could be used by city officials and the Oregon Department of Land Conservation and Development to estimate its future land need and a UGB.

The following table displays the coordinated population forecast for Deschutes County, the UGBs of the cities of Bend, Redmond, and Sisters, and La Pine from 2000 to 2025. By extending the growth rate to the year 2025, La Pine's population will be 2,352. The non-urban unincorporated population decreases by 2,352 from its original projection of 81,951, to 79,599.

Table 4.2.3 – Coordinated Population Forecast 2000 to 2025, Including La Pine

Year	*Bend UGB*	*Redmond UGB*	*Sisters UGB*	*La Pine UGB*	*Unincorporated County*	*Total County*
2000	52,800	15,505	975	-	47,320	116,600
2005	69,004	19,249	1,768	-	53,032	143,053
2010	81,242	23,897	2,306	1,697	57,430	166,572
2015	91,158	29,667	2,694	1,892	64,032	189,443
2020	100,646	36,831	3,166	2,110	71,392	214,145
2025	109,389	45,724	3,747	2,352	79,599	240,811

Source: 2004 Coordinated Population Forecast for Deschutes County – updated 2009

2030 Population Estimate

This Comprehensive Plan is intended to manage growth and conservation in the unincorporated areas of the County until 2030. Because the official population forecast extends only to 2025, County staff used conservative average annual growth rates from the adopted population forecast to estimate population out to 2030. The following table estimates Deschutes County population by extending the adopted numbers out an additional five years.

Table 4.2.4 – Deschutes County 2030 Population Forecast

Year	Bend UGB	Redmond UGB	Sisters UGB	La Pine UGB	Unincorporated County	Total County
2030	119,009	51,733	4,426	2,632	88,748	266,538

Source: County estimates based on the 2004 Coordinated Population Forecast as shown below

Bend's average annual growth rate from 2025 to 2030 is 1.70%
Redmond's average annual growth rate from 2025 to 2030 is 2.50%
Sisters' based their population on forecasted rates of building growth, residential housing units, and persons per dwelling unit
La Pine's average annual growth rate from 2025 to 2030 is 2.20%
Deschutes County's unincorporated area average annual growth rate from 2025 to 2030 is 2.20%

As the pie chart below indicates, if population occurs as forecasted, 67% of the County's population will reside in urban areas by 2030.

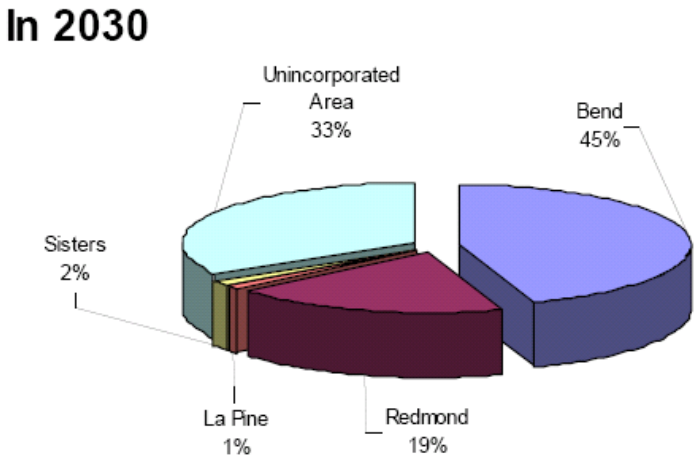


Figure 4.1 Deschutes County 2030 Estimated Population

Such growth will undoubtedly require strategically managing the provision of public services and maintaining adequate amounts of residential, commercial and industrial lands. Growth pressures will also require programmatic approaches to maintain open spaces, natural resources, and functional ecosystems that help define the qualities of Deschutes County.

Urban Growth Boundary Amendments

Bend

The City of Bend legislatively amended its UGB as part of a periodic review acknowledgment in December 2004. The Bend City Council and the Board of County Commissioners adopted concurrent ordinances that expanded the Bend UGB by 500 acres and satisfied a 20 year demand for industrial land.

In July 2007, the Bend-La Pine School District received approvals to expand the City of Bend UGB to include two properties for the location of two elementary schools, one at the Pine Nursery, the other on Skyliner Road. In 2014, the Bend-La Pine School district received approval to include a 33-acre site within the UGB near Skyliners Road to facilitate the construction of a public middle school.

The Bend City Council and the Board of County Commissioners approved a legislative amendment to the Bend UGB in September 2016. The adopted amendment added 2,380 acres of land intended to satisfy a 20-year land need for needed housing, employment, and public uses from 2008 to 2028. The adopted UGB amendment also satisfied the terms of a 2010 Remand

Order from the Oregon Land Conservation and Development Commission (10-REMAND-PARTIAL ACKNOW-001795).

Sisters
The City of Sisters legislatively amended its UGB in September 2005 when its City Council and the Board of County Commissioners adopted respective ordinances. The Sisters UGB expansion covered 53 acres and satisfied a 20 year demand for residential, commercial, light industrial, and public facility land. In March 2009, Sisters amended their UGB to facilitate the establishment of a 4-acre fire training facility for the Sisters/Camp Sherman Fire District.

Redmond
The City of Redmond legislatively amended its UGB in August 2006 when its City Council and the Board of County Commissioners adopted respective ordinances. The Redmond UGB expansion covered 2,299 acres and satisfied a 20 year demand for residential and neighborhood commercial land.

La Pine
In 2012 La Pine adopted its first Comprehensive Plan. La Pine established a UGB that matches the city limits, because the City contains sufficient undeveloped land for future housing, commercial and industrial needs over a 20-year period. The Plan map includes land use designations intended to provide an arrangement of uses to ensure adequate and efficient provision of public infrastructure for all portions of the City and UGB.

Urban Reserve Area

Redmond

In December 2005, Redmond City Council and the Board of County Commissioners adopted a 5,661 acre URA for the City. It is the first URA in Central Oregon because most cities find planning farther into the future than the 20-year UGB timeframe, challenging.

Coordination

As noted above, Statewide Goal 2 and ORS promote land use planning coordination. The purposes of the urbanization goals and policies in this section are to provide the link between urban and rural areas, and to provide some basic parameters within which the urban areas of Deschutes County can develop, although the specific comprehensive plan for each community remains the prevailing document for guiding growth in its respective area. These policies permit the County to review each city's comprehensive plan to ensure effective coordination.

The Redmond and Deschutes County Community Development Departments received the Oregon Chapter of American Planning Association's (OAPA) Professional Achievement in Planning Award in 2006 for the "Redmond Urban Reserve Area / Urban Growth Boundary Expansion Project.". The following quote taken from the Oregon Chapter of the American Planning Association's 2006 Awards Program shows why the Redmond Community Development Department was chosen for this award. "An outstanding effort to address Redmond's rapid population growth, including the successful designation of an Urban Reserve and the imminent designation of an Urban Growth Boundary, a "Framework Plan" with a requirement for master planning, and the establishment of "Great Neighborhood Principles."



Section 4.2 Urbanization Policies

Goals and Policies

Goal 1 **Coordinate with cities, special districts and stakeholders to support urban growth boundaries and urban reserve areas that provide an orderly and efficient transition between urban and rural lands.**

Policy 4.2.1 Participate in the processes initiated by cities in Deschutes County to create and/or amend their urban growth boundaries.

Policy 4.2.2 Promote and coordinate the use of urban reserve areas.

Policy 4.2.3 Review the idea of using rural reserves.

Goal 2 **Coordinate with cities, special districts and stakeholders on urban growth area zoning for lands inside urban growth boundaries but outside city boundaries.**

Policy 4.2.4 Use urban growth area zoning to coordinate land use decisions inside urban growth boundaries but outside the incorporated cities.

Policy 4.2.5 Negotiate intergovernmental agreements to coordinate with cities on land use inside urban growth boundaries and outside the incorporated cities.

Policy 4.2.6 Develop urban growth area zoning with consideration of the type, timing and location of public facilities and services provision consistent with city plans.

Policy 4.2.7 Adopt by reference the comprehensive plans of Bend, La Pine, Redmond and Sisters, as the policy basis for implementing land use plans and ordinances in each city's urban growth boundary.

Goal 3 **Coordinate with cities, special districts and stakeholders on policies and zoning for lands outside urban growth boundaries but inside urban reserve areas.**

Policy 4.2.8 Designate the Redmond Urban Reserve Area on the County Comprehensive Plan Map and regulate it through a Redmond Urban Reserve Area (RURA) Combining Zone in Deschutes County Code, Title 18.

Policy 4.2.9 In cooperation with the City of Redmond adopt a RURA Agreement consistent with their respective comprehensive plans and the requirements of Oregon Administrative Rule 660-021-0050 or its successor.

Policy 4.2.10 The following land use policies guide zoning in the RURA.

a. Plan and zone RURA lands for rural uses, in a manner that ensures the orderly, economic and efficient provision of urban services as these lands are brought into the urban growth boundary.
b. New parcels shall be a minimum of ten acres.
c. Until lands in the RURA are brought into the urban growth boundary, zone changes or plan amendments shall not allow more intensive uses or uses that

generate more traffic, than were allowed prior to the establishment of the RURA.

d. For Exclusive Farm Use zones, partitions shall be allowed based on state law and the County Zoning Ordinance.
e. New arterial and collector rights-of-way in the RURA shall meet the right-of-way standards of Deschutes County or the City of Redmond, whichever is greater, but be physically constructed to Deschutes County standards.
f. Protect from development existing and future arterial and collector rights-of-way, as designated on the County's Transportation System Plan.
g. A single family dwelling on a legal parcel is permitted if that use was permitted before the RURA designation.

Policy 4.2.11 Collaborate with the City of Redmond to assure that the County-owned 1,800 acres in the RURA is master planned before it is incorporated into Redmond's urban growth boundary.

Section 5.12 Legislative History

Background

This section contains the legislative history of this Comprehensive Plan.

Table 5.11.1 Comprehensive Plan Ordinance History

Ordinance	Date Adopted/ Effective	Chapter/Section	Amendment
2011-003	8-10-11/11-9-11	All, except Transportation, Tumalo and Terrebonne Community Plans, Deschutes Junction, Destination Resorts and ordinances adopted in 2011	Comprehensive Plan update
2011-027	10-31-11/11-9-11	2.5, 2.6, 3.4, 3.10, 3.5, 4.6, 5.3, 5.8, 5.11, 23.40A, 23.40B, 23.40.065, 23.01.010	Housekeeping amendments to ensure a smooth transition to the updated Plan
2012-005	8-20-12/11-19-12	23.60, 23.64 (repealed), 3.7 (revised), Appendix C (added)	Updated Transportation System Plan
2012-012	8-20-12/8-20-12	4.1, 4.2	La Pine Urban Growth Boundary
2012-016	12-3-12/3-4-13	3.9	Housekeeping amendments to Destination Resort Chapter
2013-002	1-7-13/1-7-13	4.2	Central Oregon Regional Large-lot Employment Land Need Analysis
2013-009	2-6-13/5-8-13	1.3	Comprehensive Plan Map Amendment, changing designation of certain property from Agriculture to Rural Residential Exception Area
2013-012	5-8-13/8-6-13	23.01.010	Comprehensive Plan Map Amendment, including certain property within City of Bend Urban Growth Boundary
2013-007	5-29-13/8-27-13	3.10, 3.11	Newberry Country: A Plan for Southern Deschutes County

2013-016	10-21-13/10-21-13	23.01.010	Comprehensive Plan Map Amendment, including certain property within City of Sisters Urban Growth Boundary
2014-005	2-26-14/2-26-14	23.01.010	Comprehensive Plan Map Amendment, including certain property within City of Bend Urban Growth Boundary
2014-012	4-2-14/7-1-14	3.10, 3.11	Housekeeping amendments to Title 23.
2014-021	8-27-14/11-25-14	23.01.010, 5.10	Comprehensive Plan Map Amendment, changing designation of certain property from Sunriver Urban Unincorporated Community Forest to Sunriver Urban Unincorporated Community Utility
2016-005	TBD	23.01.010, 2.2, 3.3	Comprehensive Plan Amendment recognizing non-resource lands process allowed under State law to change EFU zoning
2016-022	TBD	23.01.010, 1.3, 4.2	Comprehensive plan Amendment, including certain property within City of Bend Urban Growth Boundary

FINDINGS

NOTE: This document serves as a placeholder. The final findings document will be added when completed.

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance Amending Title 19, Bend Urban Growth Area Zoning, of the Deschutes County Code. * ORDINANCE NO. 2016-023

WHEREAS, on February 11, 2009, the Board of County Commissioners ("Board") adopted Ordinance 2009-002 to repeal Title 19 and adopt a new Title 19 of the Deschutes County Code to implement the City of Bend ("Bend') Urban Growth Boundary ("UGB"); and

WHEREAS, the Oregon Land Conservation and Development Commission issued a final order on November 2, 2010, remanding the Bend UGB for revisions needed to conform with state requirements; and

WHEREAS, in July of 2016, the City of Bend ("Bend') reinitiated the land use process to expand the Bend Urban Growth Boundary ("UGB"); and

WHEREAS, the expansion of the Bend UGB requires amendments to Title 19, Bend Urban Growth Area Zoning; and

WHEREAS, the Deschutes County Planning Commission reviewed this ordinance at a work session on August 11, 2016 and, on that same date, forwarded to the Board a recommendation to adopt Ordinance No. 2016-023; and

WHEREAS, the Board considered this matter after a duly noticed joint public hearing with the Bend City Council on August 25, 2016, and concluded that the public will benefit from the adoption of Ordinance No. 2016-023; and

WHEREAS, the Board finds it in the public interest to adopt the following amendments to Title 19 of the Deschutes County Code; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. REPEAL. The following Deschutes County Code ("DCC") Title 19, Chapters are hereby repealed;

19.24 Urban Low Density Residential Zone - RL
19.32 Urban Medium Density Residential Zone - RM
19.36 Urban High Density Residential Zone –RH
19.40 Neighborhood Commercial Zone – CN
19.44 Limited Commercial Zone – CL
19.48 Convenience Commercial Zone – CC
19.52 Highway Commercial Zone – CH
19.56 General Commercial Zone – CG
19.60 Industrial Park Zone – IP
19.68 Industrial General - IG

19.70 Public Facilities Zone – PF

Section 2. AMENDMENT. DCC Chapter 19.04, Title, Purpose, Compliance and Definitions, is amended to read as described in Exhibit "A," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 2. AMENDMENT. DCC Chapter 19.08, Establishment of Zones and Zoning Maps, is amended to read as described in Exhibit "B," attached hereto and by this reference incorporated herein, with new language underlined and language to be deleted in ~~strikethrough~~.

Section 3. FINDINGS. The Board adopts as its findings Exhibit "F," attached to Ordinance 2016-022 and incorporated by reference herein.

Section 4 EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2016

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
ALAN UNGER, Chair

_____
TAMMY BANEY, Vice Chair

ATTEST:

_____
Recording Secretary

_____
ANTHONY DeBONE, Commissioner

Date of 1st Reading: _____ day of _____, 2016.

Date of 2nd Reading: _____ day of _____, 2016.

Record of Adoption Vote

Commissioner	Yes	No	Abstained	Excused
Alan Unger	____	____	_____	_____
Tammy Baney	____	____	_____	_____
Anthony DeBone	____	____	_____	_____

Effective date: _____ day of _____, 2016.

ATTEST:

_____
Recording Secretary

Chapter 19.04. TITLE, PURPOSE, COMPLIANCE AND DEFINITIONS

19.04.010. Title.
~~**19.04.020. Purpose.**~~
~~**19.04.025. Bend Unincorporated Urban Area.**~~
19.04.02~~3~~0. Compliance with Title Provisions.
19.04.040. Definitions.

19.04.010. Title.

DCC Title 19 shall be known as the "Zoning Ordinance" of the Bend Urban Area of Deschutes County, Oregon.
(Ord. 90-038 §1, 1990)

~~19.04.020. Purpose.~~

~~A. DCC Title 19 has been designed in accordance with the goals, policies and statements of intent of the Bend Area General Plan, the officially enacted comprehensive plan for the City of Bend and its environs. It is the general purpose of DCC Title 19, therefore, to provide one of the principal means for implementation of the Bend Area General Plan.~~

~~B. DCC Title 19 is designed to classify, designate and regulate the location and use of buildings, structures and land for residential, commercial, industrial or other uses in appropriate places and for said purposes; to divide the Bend Urban Area into districts of such number, shape and area as may be deemed best suited to carry out these regulations and provide for their enforcement; to encourage the most appropriate use of lands; to conserve and stabilize the value of natural resources; to provide adequate open spaces for light and air and prevention of fire; to prevent undue concentrations of population; to lessen congestion of streets; to facilitate adequate provisions for community utilities, such as transportation, water, sewerage, schools, parks and other public requirements; and to promote the public health, safety and general welfare.~~

~~C. To regulate placement, height and bulk of buildings, and the placement and growth of vegetation within the County to insure access to solar energy by reasonably regulating interests in property within the County, as authorized under ORS 215.044 and ORS 105.880 through 105.890; to promote and maximize the conservation of energy by preserving the option to utilize solar energy and to implement the Comprehensive Plan policies relating to solar energy.~~

~~D. To encourage the design of new buildings, structures and developments which use solar energy and protect future options to use solar energy by protecting solar access.~~

~~(Ord. 83-041 §1, 1983)~~

~~19.04.025. Bend Unincorporated Urban Area.~~

~~A. Except for specific provisions of Title 19 identified herein, DCC Title 19 shall not apply to lands lying outside the city limits of the City of Bend and within the Bend Urban Growth Boundary, as that term is defined in that certain intergovernmental agreement entered into between the City of Bend and the County dated February 18, 1998. The City of Bend Zoning Ordinance, No. NS-1178, as adopted by the Board of County Commissioners as DCC Title 19A, and as supplemented by specifically identified provisions of this title and additional supplemental provisions identified in County Ordinance 98-040, and such other supplementing and/or amending ordinances as might from time to time be adopted, shall apply to those lands instead.~~

~~B. The following sections of this title shall remain in effect for the lands lying within the Urban Growth Boundary outside the city limits of the City of Bend: DCC 19.04.020, Purposes; DCC 19.04.030, Compliance With Title Provisions; DCC 19.08.010, Classification of Zones; DCC 19.08.020, Application of Regulations to Zones Generally; DCC 19.08.030, Zoning Map; DCC 19.08.040, Interpretation of Zoning Boundaries.~~

~~C. DCC Title 19 shall remain in effect for those lands referred to as the Urban Reserve lands in that certain intergovernmental agreement entered into between the City of Bend and the County dated February 18, 1998.~~

~~(Ord. 98-040 §1, 1998)~~

19.04.0~~3~~2~~0~~0. Compliance with title provisions.

~~A.~~ Except as provided in DCC 19.76, no building or other structure shall be constructed, improved, altered, enlarged or moved, nor shall any use or occupancy of premises within the Bend Urban Area be commenced to be changed, nor shall any condition of or upon real property be caused or maintained after the effective date of DCC Title 19, except in conformity with DCC Title 19.

~~B. Any application for land use permit received prior to the adoption of DCC Title 19 which has not received preliminary approval by the effective date hereof, shall comply with DCC Title 19. Applications for land use permit for which preliminary approval notices have been mailed on or before the effective date hereof need not comply with DCC Title 19, but shall comply with the City and County Zoning Ordinances which DCC Title 19 supersedes. DCC Title 19 supersedes County Zoning Ordinance PL-5 and the Zoning Ordinance of the City of Bend, NS-796 on the date DCC Title 19 is adopted by the governing bodies of the County and City, respectively.~~

(Ord. 2016-023 §1, 2016; Ord. 90-038 §1, 1990)

"**" Denotes portions of this Section not amended by Ordinance 2016-023.**

Section 19.08.010. Classification of Zones.

For the purpose of this title, the Bend Urban Area is divided into zones designated as follows:

Zone	Map Symbols and Abbr. Designations
Urban Area Reserve	UAR-10
Surface Mining	SM
Residential Suburban Low Density	SR-2 1/2
~~Residential Urban Low Density~~	~~RL~~
Residential Urban Standard Density	RS
~~Residential Urban Medium Density~~	~~RM~~
~~Residential Urban High Density~~	~~RH~~
~~Commercial Neighborhood~~	~~CN~~
~~Commercial Convenience~~	~~CC~~
~~Commercial Limited~~	~~CL~~
~~Commercial Highway~~	~~CH~~
~~Commercial General~~	~~CG~~
~~Industrial Park~~	~~IP~~
Industrial Light	IL
~~Industrial General~~	~~IG~~
Flood Plain	FP
~~Public Facility~~	~~PF~~

(Ord 2016-023 §2, 2016; Ord. 96-042 §1, 1996; Ord. 80-217 §1 Exhibit A, 1980)

****

REVIEWED

_____

LEGAL COUNSEL

For Recording Stamp Only

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON

An Ordinance repealing Ordinance 2009-002, and Declaring an Emergency. * * ORDINANCE NO. 2016-021

WHEREAS, on February 11, 2009, the Board of County Commissioners ("Board") adopted Ordinance 2009-002 to repeal Title 19 and adopt a new Title 19 of the Deschutes County Code to implement the City of Bend ("Bend') Urban Growth Boundary ("UGB"); and

WHEREAS, the Oregon Land Conservation and Development Commission issued a final order on November 2, 2010, remanding the Bend UGB for revisions needed to conform with state requirements; and

WHEREAS, in July of 2016, Bend formally reinitiated the land use process to expand the UGB; and

WHEREAS, the expansion of the Bend UGB no longer requires these amendments to Title 19 of the Deschutes County Code; and

WHEREAS, the Deschutes County Planning Commission reviewed this ordinance at a work session on August 11, 2016 and, on that same date, forwarded to the Board a recommendation to repeal Ordinance No. 2009-002; and

WHEREAS, the Board considered this matter after a duly noticed joint public hearing with the Bend City Council on August 25, 2016, and concluded that the public will benefit from the repeal of Ordinance No. 2009-002; now, therefore,

THE BOARD OF COUNTY COMMISSIONERS OF DESCHUTES COUNTY, OREGON, ORDAINS as follows:

Section 1. REPEALED. Ordinance 2009-002 is hereby repealed in its entirety.

/ / /

Section 2. EMERGENCY. This Ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Ordinance takes effect on its passage.

Dated this _____ of _____, 2016

BOARD OF COUNTY COMMISSIONERS
OF DESCHUTES COUNTY, OREGON

_____
ALAN UNGER, Chair

_____
TAMMY BANEY, Vice Chair

ATTEST:

_____
Recording Secretary

_____
ANTHONY DeBONE, Commissioner

Date of 1st Reading: _____ day of _____, 2016.

Date of 2nd Reading: _____ day of _____, 2016.

Record of Adoption Vote

Commissioner	Yes	No	Abstained	Excused
Alan Unger	____	____	_____	_____
Tammy Baney	____	____	_____	_____
Anthony DeBone	____	____	_____	_____

Effective date: _____ day of _____, 2016.

ORDINANCE NO. 2271

AN ORDINANCE ADOPTING NEW CHAPTERS 5, 6, AND 11, AND AMENDING THE TEXT OF THE TABLE OF CONTENTS, THE TABLE OF AMENDMENTS, THE PREFACE, AND CHAPTERS 1, 2, 3, 4, 7, 8, 9, AND 10 OF THE BEND COMPREHENSIVE PLAN, ADOPTING AND INCORPORATING SEVERAL NEW TECHNICAL DOCUMENTS AS APPENDICES TO THE BEND COMPREHENSIVE PLAN, ADOPTING REVISED COMPREHENSIVE PLAN AND ZONING MAPS, AND AMENDING CHAPTERS 1.2, 2.1, 2.2, 2.3, 3.3, 3.6, 4.5, AND 4.6 OF THE BEND DEVELOPMENT CODE, TO ADOPT AN EXPANSION OF THE BEND URBAN GROWTH BOUNDARY AND COMPLETE THE TASKS UNDER A 2010 REMAND ORDER FROM THE OREGON LAND CONSERVATION AND DEVELOPMENT COMMISSION

Findings:

A. The City of Bend and Deschutes County jointly submitted a proposal to amend the Bend Urban Growth Boundary (UGB) to the Oregon Department of Land Conservation and Development on April 17, 2009. On November 2, 2010, the Oregon Land Conservation and Development Commission (LCDC) issued Partial Acknowledgement/Remand Order 001795 (Remand Order). The Remand Order acknowledged work on some tasks, directed the City to prepare better findings for other tasks, and outlined those tasks that needed additional work per the direction of the Remand Order.

B. The City began work on addressing the tasks in the Remand Order in January, 2011. On August 20, 2014, the City Council approved the formation of three technical advisory committees (TACs) and the UGB Steering Committee (USC). The USC consisted of the entire Bend City Council, two Bend Planning Commissioners, and a member of the Deschutes County Board of Commissioners. The TACs and the USC met regularly between August 2014 and April 2016 to review remand task work products, provide input into their development and change, and approve versions that were subsequently forwarded to and approved by the USC.

C. On April 21, 2016, the USC recommended approval of a number of amendments to the Bend Comprehensive Plan and the Development Code that would be forwarded to a public hearing before the City Council. The recommended amendments included a 2,380 acre expansion of the City's UGB and various related measures to ensure that the demand for housing and employment land will be met by increasing the capacity for development within the current UGB. These amendments include changes to the text of the City's

DRAFT

Comprehensive Plan, the proposed addition of several technical appendices, and changes to the text of the Bend Development Code.

D. The City and Deschutes County submitted a joint Notice of Proposed Amendment to the Oregon Department of Land Conservation and Development on July 21, 2016. The City subsequently mailed notice required under ORS 227.186 (aka "Measure 56" notice) to potentially affected landowners on July ##, 2016. Notice of the City Council public hearing was published in the Bend Bulletin on August 4, 2016 and sent to the neighborhood associations on August 4, 2016.

E. The Bend City Council held a joint public hearing with the Deschutes County Board of Commissioners on August 25, 2016 to accept evidence, receive public testimony and consider the USC's recommendation. The City Council found that the proposed amendments to the City's Comprehensive Plan and Development Code satisfy the criteria for approval contained in state law, the Comprehensive Plan, Section 4.6.200 of the Bend Development Code, and the Remand Order, and voted to adopt the amendments to the Bend Comprehensive Plan and the Bend Development Code.

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

Section 1. In addition to the findings set forth above, the City Council adopts Exhibit A as their Findings. The Findings include, as set forth in Exhibit A, the following sections:

1. Background and Description of 2016 UGB Proposal
2. Procedural History
3. Scope of Review
4. Needed Housing and Residential Lands
5. Economic Development Land Needs
6. Other Land Needs
7. UGB Location
8. Transportation
9. Compliance with Statewide Planning Goals
10. Compliance with Applicable Policies of Bend Comprehensive Plan
11. Bend Development Code
12. Compliance with LCDC's 2010 Remand Order.

Section 2. Chapter 5 of the Bend Comprehensive Plan, Housing and Residential Lands, is repealed and a new Chapter 5 is adopted as shown in Exhibit B.

Section 3. Chapter 6 of the Bend Comprehensive Plan, the Economy and Lands for Economic Growth, is repealed and a new Chapter 6 is adopted as shown in Exhibit C.

DRAFT

Section 4. Chapter 7 of the Bend Comprehensive Plan, Transportation Systems, is amended to read as shown in Exhibit D.

Section 5. A new Chapter 11 of the Bend Comprehensive Plan, Growth Management, as shown in Exhibit E, is adopted.

Section 6. The Table of Amendments, Table of Contents, Preface, and Chapters 1, 2, 3, 4, 8, 9, and 10 of the Bend Comprehensive Plan, are amended to read as shown in Exhibit F.

Section 7. The Buildable Lands Inventory (2016), in the form of Exhibit G is adopted and incorporated as Appendix J to the Bend Comprehensive Plan.

Section 8. The Housing Needs Analysis (2016), in the form of Exhibit H, is adopted and incorporated as Appendix K to the Bend Comprehensive Plan.

Section 9. The Economic Lands Study Parts 1, 2, and 3 is repealed and the Economic Opportunities Analysis (2016) in the form of Exhibit I is adopted and incorporated as Appendix E to the Bend Comprehensive Plan.

Section 10. The Urbanization Report (2016) in the form of Exhibit J is adopted and incorporated as Appendix L to the Bend Comprehensive Plan.

Section 11. The Urban Form Report (2016) in the form of Exhibit K is adopted and incorporated as Appendix M to the Bend Comprehensive Plan.

Section 12. Appendix C to the Bend Comprehensive Plan, the Bend Transportation System Plan (TSP) and Maps, is amended to read as shown in Exhibit L, including the adoption of the Integrated Land Use and Transportation Plan (2016) as Appendix F to the Transportation System Plan. These amendments, as set forth in Exhibit L, include a new Chapter 9 to the TSP and the Integrated Land Use and Transportation Plan.

Section 13. The Bend Comprehensive Plan Map is amended and the Bend Comprehensive Plan Map as amended is shown in Exhibit M.

Section 14. The Bend Zoning Map is amended and the Bend Zoning Map as amended is shown in Exhibit N.

Section 15. The text of the Bend Development Code, which includes efficiency measures to implement the UGB Remand as recommended by the TACs and reviewed by the USC, is amended to read as shown in Exhibit O. These amendments, as set forth in Exhibit O, include amendments to these chapters of the Bend Development Code:

1. Chapter 1.2, Definitions

DRAFT

2. Chapter 2.1, Residential Zoning Districts
3. Chapter 2.2, Commercial Zoning Districts
4. Chapter 2.3, Mixed-Use Zoning Districts
5. Chapter 3.3, Vehicle Parking, Loading, and Bicycle Parking
6. Chapter 3.6, Special Standards and Regulations for Certain Uses
7. Chapter 4.5, Master Planning and Development Alternatives
8. Chapter 4.6, Land Use District Map and Text Amendments

Section 16. The provisions of this ordinance are severable. If any provision of this ordinance is declared invalid or unconstitutional, that declaration shall not affect any provision of this ordinance that is not expressly declared invalid or unconstitutional; the unaffected provisions shall remain in effect. If any section or subsection of any of the documents adopted or amended by this ordinance are declared invalid or unconstitutional, that declaration shall not affect any provision of the document not declared invalid or unconstitutional and shall not affect any other document adopted or amended by this ordinance; the unaffected provisions and documents shall remain in effect. If any exhibit is found to comply with the statewide land use planning goals and laws, that exhibit shall remain in effect, regardless of the disposition of any other exhibit on review by the Department of Land Conservation and Development, the Land Conservation and Development Commission or the courts.

First Reading:

Second reading and adoption by roll call vote:

YES: NO: ABSTAIN:

_____
Jim Clinton, Mayor

Attest:

_____
Robyn Christie, City Recorder

Approved as to form:

_____
Mary A. Winters

DRAFT

DLCD FORM 1

NOTICE OF A PROPOSED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
File No.:
Received:

Local governments are required to send notice of a proposed change to a comprehensive plan or land use regulation **at least 35 days before the first evidentiary hearing**. (*See* OAR 660-018-0020 for a post-acknowledgment plan amendment and OAR 660-025-0080 for a periodic review task). The rules require that the notice include a completed copy of this form.

Jurisdiction: **City of Bend and Deschutes County, Oregon**

Local file no.: **07-361, 247-16-000402-PA and 247-16-000403-TA**

Please check the type of change that best describes the proposal:

☒ **Urban growth boundary (UGB) amendment** including more than 50 acres, by a city with a population greater than 2,500 within the UGB

☐ **UGB amendment** over 100 acres by a metropolitan service district

☐ **Urban reserve designation,** or amendment including over 50 acres, by a city with a population greater than 2,500 within the UGB

☐ **Periodic review task** – Task no.:

☐ **Any other change** to a comp plan or land use regulation (*e.g.*, a post-acknowledgement plan amendment)

Local contact person (name and title): Damian Syrnyk, AICP Senior Planner
Phone: 541-312-4919 E-mail: dsyrnyk@bendoregon.gov

Street address: 709 NW Wall Street, Suite 102 City: Bend Zip: 97701-

Briefly summarize the proposal in plain language. Please identify all chapters of the plan or code proposed for amendment (maximum 500 characters):

A jointly proposed amendment to Bend's urban growth boundary. City proposes to adopt several new chapters and amend remaining chapters of its Comprehensive Plan. City further proposes to amend several chapters of the Bend Development Code. Deschutes County proposes to amend two sections of its Comprehensive Plan and delete several chapters of Title 19 of the Deschutes County Code, the Bend Urban Area Zoning Ordinance. Both jurisdictions propose to amend their respective plan and zoning maps.

Date of first evidentiary hearing: 08/25/2016
Date of final hearing: 08/25/2016

☐ This is a revision to a previously submitted notice. Date of previous submittal:

Check all that apply:

☒ Comprehensive Plan text amendment(s)

☒ Comprehensive Plan map amendment(s) – Change from to
Change from to

☒ New or amended land use regulation

☒ Zoning map amendment(s) – Change from to
Change from to

☐ An exception to a statewide planning goal is proposed – goal(s) subject to exception:

☒ Acres affected by map amendment: 2380

Location of property, if applicable (site address and T, R, Sec., TL):

List affected state or federal agencies, local governments and special districts: See attached list in cover letter.

NOTICE OF A PROPOSED CHANGE – SUBMITTAL INSTRUCTIONS

1. Except under certain circumstances,[1] proposed amendments must be submitted to DLCD's Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark if mailed, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in its Salem office. **DLCD will not confirm receipt of a Notice of a Proposed Change unless requested.**

2. A Notice of a Proposed Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of a Proposed Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of a Proposed Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 1 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:
http://www.oregon.gov/LCD/forms.shtml

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Proposed Amendment."

Submittals may also be uploaded to DLCD's FTP site at
http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 1 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of a Proposed Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Text:** Submittal of a Notice of a Proposed Change for a comprehensive plan or land use regulation text amendment must include the text of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to, or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. The notice may be deemed incomplete without this documentation.

7. **Staff report:** Attach any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

8. **Local hearing notice:** Attach the notice or a draft of the notice required under ORS 197.763 regarding a quasi-judicial land use hearing, if applicable.

9. **Maps:** Submittal of a proposed map amendment must include a map of the affected area showing existing and proposed plan and zone designations. A paper map must be legible if printed on 8½" x 11" paper. Include text regarding background, justification for the change, and the application if there was one accepted by the local government. A map by itself is not a complete notice.

10. **Goal exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.

[1] 660-018-0022 provides:
(1) When a local government determines that no goals, commission rules, or land use statutes apply to a particular proposed change, the notice of a proposed change is not required [a notice of adoption is still required, however]; and
(2) If a local government determines that emergency circumstances beyond the control of the local government require expedited review such that the local government cannot submit the proposed change consistent with the 35-day deadline, the local government may submit the proposed change to the department as soon as practicable. The submittal must include a description of the emergency circumstances.

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

- ☐ Completed Form 1
- ☐ The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)
- ☐ Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- ☐ A map of the affected area showing existing and proposed plan and zone designations
- ☐ A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- ☐ Any other information necessary to advise DLCD of the effect of the proposal

Section 2 of Ordinance 2271

Exhibit B

New Chapter 5 of the Bend Comprehensive Plan, Housing

Chapter 5: Housing









Adopted Amendments

EFFECTIVE DATE	ORD #	CHANGES
7-17-96	Ordinance 2175	Amendment for provision of destination resorts
11-18-98	Resolution 2247	Major update and revisions to General Plan text and maps.
9-6-00	Ordinance NS 1753	General Plan text amendment to figure and policy in Chapter 5, added new appendices regarding Lava Ridge Plan.
9-3-03	Ordinance NS 1886	General Plan text amendment in Chapter 5, Figure 5-8 (or Figure #22) showing Destination Resort Siting.
5-16-07	Ordinance NS 2048	Chapter 5 of the General Plan amended to add new text regarding affordable housing and manufactured home parks, add two new policies regarding redevelopment standards for manufactured home parks and density bonuses.
2016	NS-2271	Significant update in response to 2010 Urban Growth Boundary Remand Order: format update, new background text, new and revised policies, deleted outdated policies

BACKGROUND

Context

Oregon Statewide Planning Goal 10 (Housing) requires cities to "encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density." Goal 10 and the related Needed Housing Statute require Oregon cities to maintain adequate supplies of properly planned and zoned lands to meet their identified housing needs. The law recognizes that this may require expanding an urban growth boundary. That process is governed by other statutes and goals, and by the Growth Management chapter of this plan. Goal 10 and related statutes require the City to adopt and incorporate two important documents into the Comprehensive Plan.

The first document is a buildable lands inventory (BLI) that catalogues the development status (developed, vacant, etc.) and capacity (housing units) that can be accommodated on lands within the UGB. Bend's BLI for both housing and employment lands is adopted and incorporated as Appendix I of the Comprehensive Plan.

The second document is a housing needs analysis (HNA) that includes an analysis of national, state, and local demographic and economic trends, and recommendations for a mix and density of needed housing types. Bend's HNA for growth to 2028 is adopted and incorporated as Appendix J of the Comprehensive Plan. The HNA documents historical housing and demographic trends, the projection of population and housing growth, and an analysis of housing affordability.[1] Based on this analysis, the HNA presents an estimate of needed housing density and mix for growth to 2028.

The BLI and the HNA provide the factual base to support the housing goals and policies in this chapter of the Comprehensive Plan. A major objective of the Comprehensive Plan is to establish residential areas that are safe, convenient, healthful, and attractive places to live, and which will provide a maximum range of housing choices for the people in Bend. The City of Bend will face a variety of issues over the coming years in meeting these needs, including:

- Maintaining an adequate supply of land available and zoned appropriately to provide opportunities for a range of housing types needed in Bend in the face of rapid population growth.

[1] A primary indicator of affordability is whether a household is paying more than 30% of its income, including utilities, rent, mortgage payments, interest and insurance, and is therefore experiencing housing "cost burden" under federal housing guidelines. Using cost burden as an indicator is consistent with the Goal 10 requirement of providing housing that is "commensurate with the financial capabilities" of all Oregon households.

- Responding to a land and housing market that has appreciated significantly in recent years, driving the cost of housing up significantly and leaving relatively few market opportunities for low-cost owner-occupied housing.
- Affordable housing for service workers, both for individuals and families, is in short supply in Bend. Rapid increases in home and rental prices have combined with growth in the (low wage) service sector to make it difficult for much of Bend's workforce to live in the City.
- The increasing gap of housing affordable to low and moderate income households is resulting in many area workers living in other Central Oregon cities and commuting to Bend for work. This is exacerbating traffic congestion and it also affects the ability of area employers to attract workers for jobs at many income levels, including service and professional workers.
- The City is currently limited to some degree in what it can do by state and other regulations that restrict the ability to enact funding mechanisms or regulatory approaches to meeting housing needs.

As summarized in the HNA, Bend's population grew rapidly between 1990 and 2014, increasing from about 20,000 to 80,000 people during that period (in part due to significant annexations in 1998). At the same time, Bend's housing stock nearly tripled. Most new housing development during this time was single-family detached housing.

This rapid population growth increased the demand for all types of housing. During the same period, average wages were flat and the combined result was a decline in housing affordability. Housing sales prices more than doubled between 2000 and 2014, while household income levels increased by only about 18 percent. In addition to wage stagnation, several other factors contributed to a decline in affordability between 1990 and 2014, including:

- High demand for second homes in Bend
- Significant growth in the tourism/recreation economy and the associated jobs that tend to pay lower wages
- Demographic changes, as described in the Demographic Trends section below

As growth continues, Bend must carefully plan for new housing that meets the needs of its changing population. The Comprehensive Plan's goals and policies support a range of housing choices matched to Bend's needs. One of the challenges facing the community is how to plan for a variety of housing options in existing neighborhoods and new residential areas that support the changing demographics and lifestyles of Bend's current and future residents.

The need for housing correlates strongly to the need for land within Bend's urban growth boundary. The Urbanization Report provides a discussion about how land needs for housing and other uses are determined and how Bend will meet residential land needs over time.

Demographic Trends

There are a number of factors that will increasingly affect the choices people make when it comes to housing type; three primary factors are a person's age, the number of people in the household and household income. In Bend, and across the country, the first two decades of the 21st century saw some key demographic changes that will impact the way communities plan for the housing needs of their existing and future populations.

- **Growth in Baby Boomers.** The number of people over age 65 is projected to increase significantly. Households over 65 tend to have less income than younger households and are more likely to choose lower-cost multifamily housing. Some baby boomers may also choose to downsize their housing, resulting in greater demand for small dwellings.
- **Growth in Millennials**. Millennials are people who will be between 31 and 44 years old in the year 2028. This segment of the population is also expected to increase in Bend. Younger millennials typically have lower incomes and may have higher debt. Growth in millennials will increase need for affordable housing rental and ownership options.
- **Growth in Hispanic and Latino population.** The Hispanic and Latino population in Bend more than doubled between 2000 and 2014, and growth is expected to continue. Many Hispanic and Latino residents in Bend are also within the Millennial age range. To the extent that Hispanic and Latino households currently have lower household incomes than the population as a whole, demand for more affordable housing, both rental and ownership options, will increase.

In 2016, Bend will also see the opening of its first dedicated four-year university campus, which will ultimately bring up to 5,000 students into the mix. While some of these students will live on campus, there will also be a need for affordable student housing off campus.

Based on these trends, the future housing mix in Bend will look different than it has in the past. There is a growing need to provide a wider range of housing sizes and prices to accommodate the shifting demographics. Evidence suggests that a substantial portion of Bend's residents will live in attached housing, such as townhouses, cottage housing, duplexes, garden apartments, or urban apartments. At the same time, Bend also has a continuing demand for single family detached housing, primarily on small or moderately sized lots (5,000 to 7,000 square feet). A growing share of households will be renters, either by choice (e.g., Baby Boomers who prefer to rent smaller units) or by economic necessity. Demand for these types of homes will be particularly high in areas close to Bend's commercial and recreational amenities. In planning for future housing, Bend must pay close attention to the following housing issues:

- **Widening demand for a range of housing types by retirees**. Older households tend to move less frequently than younger households, and a large majority would like to age in place. Being near family, friends, and social organizations in walkable neighborhoods also becomes increasingly important with age.

- **Increasing demand for family housing.** Millennials and Hispanic households are poised to account for the largest percentages of growth in Bend over the next 20 years. Millennial will be entering the phase of life when they form families and have children. In addition, Hispanic households have larger than average household size because they often live in multi-generational households and have a larger average number of children. Growth in households with families will drive need for housing that is both affordable and has sufficient space.
- **Increasing demand for affordable housing**. A substantial proportion of Bend's households cannot afford housing in Bend. Many workers in Bend live in nearby communities because affordable housing is in short supply in Bend, and the demand for small-lot housing with nearby amenities is increasing. For two of the fastest growing demographics in Bend, the Millennials and Hispanic and Latino population, affordability is more likely to be a barrier to homeownership or higher-cost rental housing.
- **Location and design of housing.** The location of housing is becoming increasingly important, with increased demand for housing in walkable neighborhoods near retail and other amenities. Integrated multi-family and compact single-family homes located in neighborhoods can provide opportunities for a wider range of housing and transportation options.

Vision for Neighborhood Livability in Bend

While the range of housing types and prices in Bend will expand, Bend will continue to emphasize livability in all neighborhoods, old and new. What does a livable neighborhood look like?

- Safe and convenient for travel by foot, car and bike
- Natural features, parks, open space
- Small-scale shops and places to eat and drink in the neighborhood or nearby
- Quality housing that provides diverse housing types and flexibility that meets market demand
- Comfortable integration and transitions between housing types and commercial uses

RESIDENTIAL PLAN DISTRICTS

The Comprehensive Plan has five residential districts that are shown on the Comprehensive Plan Map and described in Table 5-1 below. These districts provide for variety and choice in housing types, lot sizes, and locations needed to serve the existing and future housing markets. In addition to these residential districts, some future housing will occur in the Plan's mixed use districts and as secondary uses in some commercial areas.

Table 5-1. Residential Plan Districts

Plan Designation	Characteristics	Implementing Zone(s)*	Density Range (dwellings per gross acre)**
Urban Low Density	The Urban Low Density designation is intended for low density urban residential development. It may be used in areas that are already developed with low density housing where minimal infill is appropriate or on vacant land as part of a "transect" from urban to rural densities where consistent with the Growth Management policies of this Plan. It is intended to provide for residential uses, with an emphasis on single family detached homes, although a broader mix of housing types is encouraged for new neighborhoods.	Residential Low Density (RL)	Min: 1.1 Max: 4.0
Urban Standard Density	The Urban Standard Density designation is intended to provide opportunities for a variety of residential housing types at the most common residential densities in places where sewer and water services are available. It is intended to provide for residential uses, with a mix of single family detached homes and other housing types at a scale compatible with single family homes. It also provides opportunities for supporting public and institutional uses on a case-by-case basis.	Residential Standard Density (RS)	Min: 4.0 Max: 7.3
Urban Medium Density	The Urban Medium Density designation is intended to provide for a mix of housing types, with an emphasis on multifamily residential and medium-scale attached housing types, and opportunities for limited neighborhood commercial uses. It also provides opportunities for supporting public and institutional uses on a case-by-case basis. It is suitable in areas where sewer and water service are available. It is most appropriate for areas in proximity to commercial areas and along or near major transportation and transit corridors.	Residential Medium Density (RM)	Min: 7.3 Max: 21.7
		Medium–10 Density Residential (RM-10)	Min: 6.0 Max: 10.0

Plan Designation	Characteristics	Implementing Zone(s)*	Density Range (dwellings per gross acre)**
Urban High Density	The Urban High Density designation is intended to provide land for primarily high density multifamily residential, with opportunities for neighborhood commercial uses. It also provides opportunities for supporting public and institutional uses on a case-by-case basis. It is generally suitable for locations in proximity to downtown, commercial areas and/or transit corridors.	Residential High Density (RH)	Min: 21.7 Max: 43.0

* Inside the Bend UGB, the Urban Area Reserve (UAR-10) and Suburban Residential (SR-2½) zoning districts are holding zones to preserve land for future urban development consistent with underlying urban plan designations. They are intended to provide limited opportunities for housing and limited other rural uses that will not interfere with future development of urban uses. Inside the Bend UGB, the SR-2½ district is intended for use only for areas with existing rural development patterns, and is generally not appropriate for large tracts of vacant land.

** See Bend Development Code for methodology to calculate minimum and maximum densities.

GOALS

The intent of the Comprehensive Plan is to provide and maintain sufficient residential land to accommodate needed housing units under Statewide Planning Goal 10 (Housing). The following goals set the context for the policies in this chapter. The citizens and elected officials of Bend wish to:

- Keep our neighborhoods livable by offering a variety of living styles and choices, creating attractive neighborhoods located close to schools, parks, shopping and employment.
- Accommodate the varied housing needs of citizens with particular concern for safety, affordability, open space, and a sense of community.
- Recognize the importance of transportation linkages (streets, bikeways, side-walks and paths) in connecting neighborhoods and building and maintaining a sense of community.
- Promote more flexibility in development standards to balance the need for more efficient use of residential land and preservation of natural features.
- Zone adequate land in specific designations to allow for production of needed housing units.

POLICIES

Population Forecasts

5-1 The City will coordinate with and provide data to Portland State University for their preparation and regular update of a coordinated 50-year population forecast for the Urban Growth Boundary.

5-2 Using the new coordinated 50-year forecast, the City will, within 5 years after acknowledgment of the current update becomes final and no longer subject to appeal, initiate a supplemental legislative review of the UGB and/or urban reserve area planning to demonstrate continuing compliance with state needed housing laws for a new full 20-year planning period.

5-3 The City will use regular updates of population forecasts and Housing Needs Analyses to monitor housing trends relative to the planned housing mix, densities, location, and affordability assumed within the Urban Growth Boundary.

Housing Mix, Density, and Affordability

5-4 The City will apply plan designations, zoning districts and development code regulations to implement the mix of housing indicated in the adopted Housing Needs Analysis.

5-5 The main purpose of maximum densities shown on the Plan Map is to maintain proper relationships between proposed public facilities and services and population distribution. One purpose of minimum densities is to assure efficiency of land use, particularly for larger sites. Another is to encourage development of housing in locations and at densities that support healthy, accessible, and affordable housing choices.

5-6 Upon application, the City shall zone residential lands within City's corporate limits in accordance with their plan designations, and without a separate showing of public need, subject only to conditions, if applicable, requiring availability of public sewer or public water before occupancy.

5-7 The City will continue to create incentives for and remove barriers to development of a variety of housing types in all residential zones, consistent with the density ranges and housing types allowed in the zones. This policy is intended to implement the City's obligation under the State Housing Goal to "encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density".

5-8 The City will apply innovative and flexible zoning tools to support a mix of housing types and densities.

5-9 The City and County will support public and private non-profit and for-profit entities that provide affordable housing in Central Oregon.

5-10 The City and County will coordinate with each other and other affected governments as required by the State Housing Goal to ensure that "the needs of the region are considered in arriving at a fair allocation of housing types and densities" and that "needed housing is provided on a regional basis through coordinated comprehensive plans".

5-11 The City will continuously monitor the yield of efficiency measures as required by the state needed housing statute and publish the results on its Growth Management Documents website not less than once a year.

5-12 To promote complete neighborhoods and the integration of other supporting uses, the City will employ a master planning process for large development sites which are 20 acres or greater. The master plan process will offer two options for approval: 1) applying clear and objective standards or 2) applying discretionary standards for more flexibility.

5-13 Existing residentially-designated areas that are adjacent to commercial or mixed use designations may be re-designated for Residential Medium and High density development.

5-14 The City will support re-designation of suitable areas that are within a 1/4-mile walk to transit corridors from a lower density designation to a higher density designation, where plan amendment criteria are otherwise met.

5-15 The City shall employ special redevelopment standards and other strategies for manufactured home parks as an incentive to retain and redevelop existing affordable housing stocks at affordable prices and rent levels.

5-16 The City may consider density bonuses as an incentive to providing affordable housing.

5-17 The City will monitor parking needs for residential uses and set parking requirements to the lowest standards that will meet the community's needs in order to reduce land utilized for parking, reduce the cost of housing development, and encourage a more walkable development pattern.

5-18 The City will assist in identifying, obtaining and leveraging funding sources for the development of new housing for very low, low, and moderate - income residents, as determined by appropriate

percentages of Area Median Family income in the Housing Needs Assessment.

5-19 The City will monitor the results of actions and programs funded through the use of the City's Affordable Housing Fee Trust Fund.

5-20 When affordable housing development is required by City policy or code or to meet eligibility criteria for a City incentive program or a policy requirement, affordable housing means housing with a sales price or rental amount that is within the means of a household that may occupy moderate- and low-income housing. Unless otherwise specified, affordable housing must meet one of the thresholds defined below. Nothing in this policy prevents the city from providing support for housing at other levels of affordability.

- In the case of dwelling units for sale, affordable means housing in which the mortgage, amortized interest, taxes, insurance, and condominium or association fees, if any, constitute no more than 30 percent of such gross annual household income for a for a family at 80% of the area median income, based upon most recent HUD Income Limits for the Bend Metropolitan Statistical Area (Bend MSA).
- In the case of dwelling units for rent, affordable means housing for which the rent and utilities constitute no more than 30 percent of such gross annual household income for a family at 60% of the area median income, based upon most recent HUD Income Limits for the Bend MSA.

5-21 In order to ensure the continued affordability of affordable housing that has been committed by a property owner or required by the City, the City may:

- Specify a minimum number of years that affordability must be maintained;
- Require an applicant to demonstrate how affordability will be ensured throughout the specified period, including addressing how units will be made available to households meeting the targeted income level, resale/recapture for ownership units, and/or rent increases for rental units, as applicable;
- Establish phasing requirements for construction of affordable housing units;
- Condition land use approvals to implement affordable housing requirements;
- Require restrictive covenants, deed restrictions, and/or related instruments as deemed necessary by the City; and/or
- Require other measures deemed necessary by the City.

Residential Compatibility

5-22 Private and public nonresidential uses are necessary and will be encouraged within residential areas for the convenience and safety of the residents. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

5-23 Of necessity, nonresidential uses may abut residentially planned and zoned areas in different parts of the community. In these instances, 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.

5-24 Homes built to HUD Class A manufactured home standards will be permitted in manufactured home parks, or on individual lots. Non-Class A manufactured homes may be allowed in manufactured home parks or as replacement for non-conforming manufactured homes subject to conditional use approval standards that are clear and objective and that encourage retention and replacement of existing affordable housing stock.

5-25 Homes built to HUD manufactured home standards located on individual lots in areas already developed with conventional housing shall be subject to special siting standards as provided by state needed housing law.

5-26 Manufactured and modular homes meeting IRC Modular and CABO building code standards shall be permitted on the same basis as site-built homes.

5-27 Private covenants and deed restrictions recorded hereafter that support compact urban form, higher densities and better access to affordable housing are encouraged as supportive of City policy.

5-28 Neighborhood commercial shopping areas may be located within residential districts and have development standards that appropriately limit their scale and recognize their residential setting.

5-29 In many cases, small home-based businesses are a legitimate use within residential areas, and may be permitted subject to design and nuisance standards in the Development Code.

5-30 Certain private recreational uses, such as golf courses or tennis courts, may be successfully integrated into residential areas provided the location, design, and operation are compatible with surrounding residential developments and do not prevent development of lands inventoried for needed housing to minimum density standards.

5-31 Residential areas will offer a wide variety of housing types in locations best suited to a range of housing types, needs and preferences.

Neighborhood Appearance

(See related policies in Chapter 9, Community Appearance.)

5-32 Above-ground installations, such as water and sewer pumping stations, power transformer substations or natural gas pumping stations, shall be screened and designed to blend with the character of the area in which they are located.

5-33 All new developments shall include trees in the road right of way, as practical, in the planter strip between the curb and sidewalk.

5-34 Walls and fences along arterial or collector streets shall be subject to special design standards. The area between the fence or wall and the curb or pavement shall be landscaped.

5-35 All residential development will respect the natural ground cover of the area and existing and mature trees within the community should be preserved where practicable.

5-36 The City encourages flexibility in design to promote safety, livability and preservation of natural features. To that end, the City will provide development code standards to allow flexibility on dimensional standards, such as lot size and setbacks, to achieve these objectives.

5-37 Hillside areas shall be given special consideration in site design by both the developer and local regulations. Building sites, streets, and other improvements shall be designed and permitted in a manner that will minimize excessive cuts and fills and other erosion-producing changes. (Note: see related policies in Chapter 10, Natural Forces.)

Transportation connectivity

(See related policies in Chapter 7, Transportation Systems, and Chapter 3, Community Connections.)

5-38 Medium-and high-density residential developments should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to the highest concentrations of population.

5-39 Street widths on residential local streets shall be as narrow as reasonably possible to preserve safety, and limit the effects of surface runoff and excessive vehicle speed.

5-40 The City may require adjustments to the street design in order to discourage high speed traffic on local residential streets.

5-41 In all residential areas the City shall encourage the use of open space amenities such as landscaped traffic islands or extra-width planting strips.

5-42 Schools and parks may be distributed throughout the residential sections of the community, and all types of dwelling units should have safe and convenient access to schools and parks.

5-43 The City will coordinate with the school and parks districts to ensure that the respective plans of each local government are coordinated and consistent with state law.

5-44 Sidewalks will be required in all new developments. Separated sidewalks will be required on all new streets. However, an alternative system of walkways that provide adequate pedestrian circulation may be approved.

5-45 Per the City's Transportation Systems Plan, the City will complete or connect priority walkways on routes to schools, parks, or commercial areas.

5-46 Bikeways shall be considered as a transportation element, and adequate facilities shall be provided as a part of new development.

5-47 Efforts will be made to extend trails, pedestrian ways, and bikeways through existing residential areas. Existing trails, pedestrian ways, and bikeways will be extended through new developments to allow further extension and promote alternative modes of travel.

5-48 The City will encourage pedestrian scale block length to encourage connectivity and pedestrian access. When existing conditions or topography prevent a cross street, a pedestrian accessway to connect the streets may be required.

5-49 Residential local streets shall be developed whenever practicable to increase connectivity within and between neighborhoods.

5-50 Cul-de-sac and "hammer-head" residential streets may be allowed only where existing development, steep slopes, open space, or natural features prevent connections, or when the objectives of connectivity are met within the neighborhood.

5-51 The City will consider the need for emergency equipment access for any new development.

Public utilities and services

(See related policies in Chapter 1, Plan Management and Citizen Involvement and Chapter 8, Public Facilities and Services.)

5-52 All residential areas will be provided with community water and sewer services and other facilities necessary for safe, healthful, convenient urban living consistent with the density of development.

5-53 Residential development shall be coordinated with other land use elements and community facilities which are consistent with projected housing densities.

5-54 Electric power, telephone, and cable TV distribution and service lines shall be located underground in new developments.

5-55 New street names shall be unique within the County.

Destination Resorts

5-56 A destination resort within the Urban Area Reserve may be served by municipal water and sewer service or an approved community water and sewer service for domestic use compliant with state law.

5-57 Properties that are eligible for destination resort development will lose that eligibility upon inclusion into the UGB.

Refinement Plan Areas

(See related policies in Chapter 11, Growth Management and Chapter 1, Plan Management and Citizen Involvement.)

5-58 A refinement plan that includes residential areas may prescribe residential density limits on specific properties which differ from the density range provided for in the Comprehensive Plan. However, the average density of residential development allowed within a refinement plan area shall not be less than 80 percent or more than 100 percent of the maximum density, including applicable density bonuses or transfers, prescribed for the area by its pre-existing comprehensive plan map designations.

Section 3 of Ordinance 2271

Exhibit C

New Chapter 6 of the Bend Comprehensive Plan, Economy

Chapter 6: Economy









Adopted Amendments

EFFECTIVE DATE	ORD #	CHANGES
6-7-95	Ordinance 2147	Addition of policies for Mixed-use Riverfront Zone or MR zone
11-18-98	Resolution 2247	Major update and revisions to General Plan text and maps
5-02-01	Ordinance NS-1781	General Plan text amendment to Chapter 6 text and policies pertaining to Northwest Crossing. Note: Chapter 6 text was subsequently replaced by NS-1936.
7-21-04	Ordinance NS-1936	General Plan text amendment with entirely new Chapter 6, Economy & Lands for Economic Growth, a few new Chapter 6 policies, UGB amendment for Juniper Ridge, findings.
11-17-04	Ordinance NS-1946	General Plan text amendment to Chapter 6 regarding building heights in the CB Zone and changes to Development Code.
2-15-06	Ordinance NS-1998	General Plan text amendment to Chapter 6, Economy & Lands for Economic Growth; policy requiring building height exceptions by conditional use and variance, also amends Bend Development Code.
7-05-06	Ordinance NS-2017	General Plan map amendments CH to CG, and IP to ME and text amendments to Preface and Chapter 6 of the General Plan.
2016	Ordinance NS-2271	Significant update in response to 2010 Urban Growth Boundary Remand Order: format update, new background text, new and revised policies, deleted outdated policies

BACKGROUND

Context

Bend's economy is shaped by its historic role as a trade, service, education and tourist center for Central Oregon. Bend is attractive to expanding companies primarily because of its quality of life, growing population dominated by in-migration, and access to a labor force that is young and well-educated. As Bend's economy grows, its role as a regional center will guide and stimulate economic growth throughout Central Oregon and beyond.

This regional economic role will influence the number and types of jobs that existing and future businesses create. Downtown Bend is the cultural, culinary, and specialty retail hub of the region. Bend hosts the region's largest medical facility, the largest news media organization, and numerous governmental agencies, from federal (U.S. Forest Service), to regional (Deschutes County seat), to local (City of Bend). Bend is also home to a majority of the region's largest and most influential employers.

Bend's role as a regional social and cultural center is also an important consideration as a driver of economic growth. Bend's high quality cultural and natural amenities are repeatedly cited by business owners and employees as reasons to relocate to, or remain in, Bend. They are also the driver of much of the tourism industry, which is a significant portion of the economy. Such amenities play an important role in continuing to attract tourist dollars, new households and future firms.

Bend's economic growth relies on the City's ability to create an environment for businesses of the future to thrive. The industries of the past are not the industries of the future. Governments, economic development groups, and developers must play complementary roles in retaining, expanding, and recruiting businesses that will serve Bend's 21st century economy.

Economic Trends

Economic development in Bend will continue to occur in the context of long-term national, state and regional trends. A number of those trends, and their implications for Bend's economy, are highlighted below.

- **Moderate growth rates and recovery from the national recession.** The "Great Recession" is widely considered to have ended in 2009; however, economies take time to recover and Bend's economy is no exception. After 2009, Bend experienced a period of minimal growth, followed by a period of dramatic growth. Bend can expect continued economic growth (measured by employment growth, unemployment rates and wage growth) over the coming years.

- **Growth of service-oriented industries.** As the goods-producing industries decline, service-oriented industries are on the rise. This trend will continue to impact the composition of Bend's economy, leading to an even higher percentage of jobs in health care, government, retail trade, personal services and food services. Historically, Bend's economy was heavily dependent on manufacturing and resource extraction industries such as sawmills and pumice mines. Similar to state and national trends, Bend's economy has undergone fundamental changes over several decades as employment in traditional manufacturing sectors declined and growth in service-oriented sectors increased.
- **Availability of trained and skilled labor.** In Bend, population and in-migration growth rates are generally high and residents are more likely to have a Bachelor's degree (relative to state and national rates). This results in a pool of available labor in Bend, a trend that is forecast to continue over the coming years.

Vision for Economic Development in Bend

What does a healthy Bend economy look like?

- Bend attracts and retains targeted industries. The City targets employment sectors that are projected to grow, that are a good fit for the City, and that help Bend achieve its economic goals – including an emphasis on jobs that pay higher than median wages. Targeted sectors include higher education, health care, recreation equipment, and specialty manufacturing.
- Bend's downtown is strong. The downtown continues to be an active focal point for residents and visitors with strong businesses, urban housing, civic services, arts and cultural opportunities, and gathering places. Parking downtown is adequate and strategically located.
- Bend maintains an adequate supply of serviceable industrial and commercial lands. There is enough suitable land within Bend's UGB to accommodate future jobs and businesses. The City monitors and maintains the land supply.
- Bend builds a diversified economy. Bend continues to move toward a more diversified economy that provides professional service, high-skill manufacturing, high-tech, and other higher than median wage jobs.
- Bend provides opportunities for university education and research. A high-quality university in Bend provides education and training for the next generation of Central Oregonian workers whose ideas, talents and energy will create the foundation of Bend's future economy.

- **Aging population.** While Bend's population is younger than the state's as a whole, it is still aging and the percentage of people over age 60 is expected to increase. Businesses in Bend will need to replace workers as they retire, at a rate that will likely outpace job growth.
- **Importance of natural resource amenities.** Bend is widely acclaimed as one of the top "smaller" cities in the country. The City has a distinctive and appealing vibe, a growing national profile, a fun and relaxed way of life, and a beautiful natural setting for outdoor living and recreation. As a fast-growing City, Bend's attractiveness brings a central challenge: how to accommodate more people and jobs while preserving what the community values so Bend gets better, not just bigger.

Additional information about how Bend forecasts employment growth, identifies target industries, and evaluates its ability to accommodate future employment can be found in the 2016 Economic Opportunities Analysis (EOA). The EOA is adopted and incorporated as Appendix K of the comprehensive plan and it provides the factual base to support the goals and policies for the economy in this chapter. It includes estimates of the amount of employment that can be accommodated on existing land in the UGB and the amount of residual employment that will require new land.

The need for employment growth correlates strongly to the need for land within Bend's urban growth boundary. The Urbanization Report provides a discussion about how employment land needs are determined and how Bend will meet those needs over time.

EMPLOYMENT AND MIXED USE PLAN DISTRICTS

The role of the Comprehensive Plan is to provide and maintain an adequate supply of industrial, commercial, and mixed-use land to accommodate and promote quality economic growth and assure a diverse economy. The Plan also provides the policy framework to guide on-going land use decisions and public infrastructure investments relating to employment lands.

The Comprehensive Plan designates lands for a range of commercial, industrial and mixed-use districts that are shown on the Comprehensive Plan Map and described in Table 6-1 below. These employment districts provide for a variety of locations with different characteristics to support the continued growth and diversity of Bend's economy. With the exception of the Industrial districts, there is a significant amount of "mixing" of uses in different employment districts as allowed by the Bend Development Code. This trend is expected to continue, with plan policies and code provisions that allow and support a mix of employment and residential uses in commercial and mixed use districts, particularly in centers and along transit corridors.

Table 6-1. Employment and Mixed-Use Plan Districts

Employment Plan Designation	Implementing Zone(s)	Characteristics
Commercial		
Central Business District	Central Business (CB)	The Central Business District designation is intended to apply to the historic downtown and central business district. This designation is intended to provide for commercial and/or mixed-use development with a storefront character. Areas with this designation have higher employment densities and building mass, and require high-quality pedestrian, bicycle, and multi-modal transportation systems.
Convenience Commercial	Convenience Commercial (CC)	The Convenience Commercial designation is intended for relatively small commercial areas adjacent and connected to the residential districts they serve. It is intended to provide for primarily commercial uses to meet the frequent shopping and service needs of nearby residents. Areas with this designation have lower employment densities and building scales than the Central Business District, but require high-quality pedestrian, bicycle, and multi-modal transportation systems.
Limited Commercial	Limited Commercial (CL)	The Limited Commercial designation provides locations for a wide range of retail, service, and tourist commercial uses in the community along highways or in new centers. This designation is intended for small and large commercial uses which may be more auto-oriented, yet also provide multi-modal access.
General Commercial	General Commercial (CG)	The General Commercial designation provides a broad mixing of commercial uses that have large site requirements, are oriented to the higher classification roadways and provide services to the entire City and surrounding area.
Industrial		
Industrial General	General Industrial (IG)	The Industrial General designation provides for light and heavier industrial uses in an industrial environment with a minimum conflict between industrial uses and nonindustrial uses.
Industrial Light	Light Industrial (IL)	The Light Industrial designation provides for light industrial uses and limited heavy commercial and corporate office uses in areas with easy access to collector and arterial streets.

Employment Plan Designation	Implementing Zone(s)	Characteristics
Surface Mining	Surface Mining (SM)	The Surface Mining designation provides for the extraction of pumice, ash, and rock to serve the construction needs of the urban area.
Mixed Use		
Mixed Employment	Mixed Employment (ME)	The Mixed Employment designation provides for a broad mix of employment uses and mixed use development. It is intended for areas that already exhibit a pattern of mixed development, or in new areas that provide a transition between different employment and residential uses.
Mixed Use Riverfront	Mixed Use Riverfront (MR)	The Mixed Use Riverfront designation provides a mix of commercial, industrial, and residential uses to implement policies for redevelopment of mill site properties adjacent to the Deschutes River.
Mixed Use Urban	Mixed-Use Urban (MU)	The Mixed-Use Urban designation provides opportunities for vibrant mixed use centers and districts with a mix of commercial, residential, and/or public and institutional uses. Suitable for areas generally within or adjacent to the central core of the city with high-quality connectivity to and within the area.
Mixed Use Neighborhood	Mixed-Use Neighborhood (MN)	The Mixed-Use Neighborhood designation provides neighborhood-scaled, pedestrian-oriented mixed use centers and corridors with a range of residential, retail, service, and office uses that are compatible with adjacent development. Suitable for areas with high-quality pedestrian, bicycle, and multi-modal transportation systems.
Professional Office	Professional Office (PO)	The Professional Office designation provides for professional offices, housing as part of mixed use development, and limited service commercial in locations near arterial or collector streets or to provide a transition between residential areas and other more intensive zones.

GOALS

The intent of the Comprehensive Plan is to provide sufficient land to meet the City's goals of promoting quality economic growth and assuring a diverse economy. The following goal statements describe the economic hopes of the community and serve as the foundation for policy statements in this chapter. The citizens and elected officials of Bend wish to:

- Promote a vital, diverse and sustainable economy, while enhancing the community's overall livability.
- Ensure an adequate supply of appropriately zoned land for industrial, commercial, and mixed-use development opportunities.
- Strengthen Bend's position as a regional economic center.
- Create more opportunities in Bend for jobs that pay a higher than median wage.
- Create commercial areas that support multimodal access.
- Encourage more small neighborhood commercial developments and convenience commercial centers to reduce the number and length of single occupancy vehicle (SOV) trips.

POLICIES

General Policies

6-1 Bend's economic lands (commercial, industrial and mixed use) serve Bend residents and the needs of a larger region.

6-2 Bend is a regional center for health care, art and culture, higher education, retail, tourism, and employment. The economic land policies recognize Bend's role in the region, and the need to support uses that bolster the local and regional economy:

- The Medical District Overlay Zone provides economic lands for a variety of health care and related services to a population much larger than the City of Bend.
- Commercial and Mixed Use-designated lands support retail, tourism, and arts and culture uses to serve a local and regional role.
- Public Facility and Special Plan Districts support higher education to serve Bend residents and the needs of the region.
- Industrial and Mixed Employment-designated land located at Juniper Ridge has a local and regional role.

6-3 Investment in transportation, water, sewer, fiber, and other utility infrastructure should be prioritized to serve economic lands.

6-4 Infrastructure will be planned, designed, and constructed to support continued economic growth and orderly development.

6-5 The Bend Municipal Airport is one of the City's highest-value economic development assets. Bend will coordinate with Deschutes County to create policies and development regulations that ensure long-term employment growth at the airport.

6-6 Employment lands for Bend's target sectors will be provided and protected to promote expansion of existing businesses and attract new businesses.

6-7 Bend will diversify its economic base to withstand expansions and contractions in the business cycle.

6-8 The City will recognize the statements of the City's overall economic development objectives and desirable types of employment contained in the 2016 Economic Opportunities Analysis (EOA).

6-9 The City will prioritize providing an adequate number of suitable industrial sites while also providing a variety of commercial sites.

6-10 The City will seek opportunities to designate or allow additional sites for employment use and increase the use of existing employment land within the existing urban growth boundary prior to expanding the UGB.

6-11 The City will periodically review existing development and use patterns on industrial and commercial lands. The City may consider modifying Comprehensive Plan designations and zoning to better respond to opportunities for redevelopment and revitalization of employment lands in underutilized areas.

Short Term Supply Policies

6-12 The City establishes a goal to have at least 25% of the predicted economic land need identified in the adopted EOA qualify as competitive short-term land supply.

6-13 Beginning in 2019, and every two years thereafter, the City will:

- Update the economic lands Buildable Lands Inventory to identify developed and vacant economic lands by Comprehensive Plan designation;
- Estimate the acreage of vacant economic lands that qualify as competitive short-term supply;
- If the acreage of vacant lands that qualify as competitive short-term supply is less than the 25% goal, then staff will deliver a report to the City Council that details:

- Economic lands that have a relatively good opportunity to qualify as competitive short-term land supply to meet the 25% goal,
- Obstacles preventing those lands from qualifying as competitive short-term supply, and
- Efforts, plans, and potential funding mechanisms to prepare the lands to qualify as competitive short-term supply.

Industrial Development

6-14 Large-lot industrial sites, those sites 50 or more acres in size, are important to the overall inventory of available economic land. Any sites included in the UGB to meet this special site need will be protected with specific plan and/or code provisions.

6-15 The City supports the redevelopment of brownfield sites to make efficient use of existing economic lands and improve the quality of the City's land and water resources.

6-16 The Juniper Ridge District inside the Bend UGB will be used to help meet the long-term need for future industrial and employment development.

6-17 At least 30% of the total net buildable area of the portion of Juniper Ridge District inside the UGB should be reserved for sites of ten acres and larger in size.

6-18 The City will work to preserve prime industrial lands for industrial purposes and protect them from incompatible commercial and residential uses.

6-19 The community will attempt to diversify its industrial base.

6-20 Existing industrial operations are encouraged to reduce waste discharge levels and improve air quality conditions.

6-21 Industrial developments along highways will be subject to special development standards relating to setbacks, landscaping, signs, and outside storage.

6-22 Wherever industrial uses abut residential uses or residential zoning, special development standards relating to setbacks, screening, signs, and building height will be established for the industrial uses.

Mixed Use Development

6-23 Mixed-use development may be regulated through one or more plan designations and zoning districts to encourage the development of a mix of employment, or a mix of employment and residential uses.



6-24 Mixed-use development will achieve the following purposes:

- provide a variety of employment opportunities and housing types;
- foster pedestrian and other non-motor vehicle access within and to the site;
- ensure compatibility of mixed-use development with the surrounding area and minimize off-site impacts associated with the development;
- ensure the site planning, access, parking areas and building designs are functionally coordinated and aesthetically pleasing; and
- where applicable, improve the natural conditions along the Deschutes River, and encourage access to and enjoyment of the Deschutes River.

6-25 The City will encourage vertical mixed use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.

Commercial Development

6-26 The existing pattern of commercial plan designations shown on the Comprehensive Plan Map along arterial and collector streets including Newport Avenue and Galveston Avenue will not be extended into residentially designated areas unless approved through an Area Plan.

6-27 New employment districts with a mix of employment designations such as commercial, industrial, and mixed use may be created along Highway 97, Highway 20, and O.B. Riley Road.

6-28 The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all transportation modes.

6-29 New commercially designated areas are encouraged to develop with mixed-use centers to include housing, open space, commercial development, and other employment uses.

6-30 The City shall strive to retain and enhance desirable existing commercial areas and encourage property owners' efforts to rehabilitate or redevelop older commercial areas.

6-31 Proposed Comprehensive Plan Map amendments for new commercial centers shall meet the location and size standards in the Comprehensive Plan text in addition to Plan amendment and/or zone change criteria.

6-32 All commercial developments shall be subject to development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights, parking areas, and design review.

6-33 The City will encourage the development of Neighborhood Commercial centers. Such centers should be scaled to serve the frequent needs of the residents of the neighborhood.

6-34 Unless otherwise approved through an Area Plan, new Convenience Commercial Comprehensive Plan designations should be limited to five acres and should be at least one mile from another commercial Comprehensive Plan designation.

6-35 Commercial developments that abut residential zones or residential uses shall be subject to special setback and screening provisions.

6-36 The City shall continue the revitalization process in the Central Business District through rehabilitation or redevelopment of existing areas.

6-37 The City will provide a process through the development code to review and approve exceptions to height limits where it supports City goals and policies.

6-38 Commercial development adjacent to arterial streets and highways shall be subject to City of Bend and/or Oregon Department of Transportation access management standards (as applicable) and shall provide for multimodal access.

6-39 The City will limit the amount of ground-floor residential development in the commercial zones and mixed employment zones to preserve economic lands for economic uses.

6-40 The City will monitor parking needs for commercial uses and set requirements at the lowest level to meet the community needs.

6-41 The City will write parking requirements to encourage walkable commercial development while providing for adequate parking.

Section 4 of Ordinance 2271

Exhibit D

Amended Chapter 7 of the Bend Comprehensive Plan, Transportation Systems

Chapter 7: Transportation Systems









Adopted Amendments

EFFECTIVE DATE	ORD #	CHANGES[1]
October 11, 2000	NS-1756	New TSP
December 18, 2002	NS-1852	Industrial Way, Bond and Wall Streets
March 3, 2004	NS-1912	Arterial Right turn Lanes
March 3, 2004	NS-1915	Cooley Road/Hwy 97 Grade Separation
December 15, 2004	NS-1953	Street Policy 21
June 21, 2006	NS-2013	Street Policy 21
October 18, 2006	NS-2026	Bicycle and Pedestrian Plan
November 15, 2006	NS-2032	Murphy Crossing Plan
January 17, 2007	NS-2038	Misc. Street System; Chpt. 5 & 6
March 21, 2007	NS-2043	Transit: Chpt. 3, 5, 6; Misc. Street system Chpt. 6
May 16, 2007	NS-2047	Chapter 6 Policy
May 1, 2013	NS-2200	New Chapter 7 & Appendices
March 5, 2014	NS-2215	ODOT Hwy 97 North Corridor Project
March 5, 2014	NS-2216	Chapt. 6, maps and housekeeping amendments
2016	NS-2271	Format update, minor text changes to remove outdated text, added Integrated Land Use and Transportation Plan and Bend Central District Policies, map updates

[1] Note: Chapter and policy numbers reference the Transportation System Plan chapter and policy numbering.

BACKGROUND

Context

On October 11, 2000, the Bend City Council adopted the Bend Urban Area Transportation System Plan (TSP) by Ordinance No. NS-1756. City Council's action included a simultaneous update of the General Plan, Chapter 7, Transportation Systems. The following chapter includes the Goals, Objectives, and Policies from the TSP that were adopted by the City in 2001 and acknowledged by the State in 2013, except where those Objectives or Policies have become obsolete because they included action items that are now complete or were incorrect. In addition, new Objectives or Policies are needed to implement amendments to the TSP resulting from the 2016 expansion of the Urban Growth Boundary (UGB).

Where Objectives or Policies differ from the adopted TSP, the Objectives and Policies in this Chapter prevail. The City plans to begin updating the TSP by the close of 2017. Once the TSP is complete, this entire chapter will be updated.

Maps have also been updated to reflect the 2016 UGB expansion and other changes, such as the adoption of the Metropolitan Planning Organization Transit Plan (2013).

Transportation Goals

Goal Statement

"The transportation system that serves the Bend urban area must meet a complex set of community needs. The interrelated success of the economy and livability of our community depends upon the ability of the transportation system to effectively move people and goods, and to provide access to services and places of employment, while not disrupting the continuity and aesthetics of the community. Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This, combined with the development of compact community design and the integration of land uses, will provide a strategic approach to fulfilling the transportation needs of the future.

Implementation of the transportation plan must be coordinated so that resources are allocated in an equitable and cost-effective manner. The transportation system will be developed with enough design flexibility to meet the needs of the urban area, as well as to be sensitive to important community values such as aesthetics, preservation of neighborhoods, natural features and other quality of life criteria. It is therefore essential that the goals, objectives and policies of the Transportation Plan provide community assurance that safety, accessibility and mobility will be provided for all users."

Plan Goals

Mobility and Balance:

- Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.
- Provide a variety of practical and convenient means to move people and goods within the urban area.

Efficiency:

- Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner.
- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.

Accessibility and Equity:

- Provide people of all income levels with the widest range of travel and access options within the Bend urban area.
- Provide all transportation modes access to all parts of the community.

Environmental:

- Recognize and respect the natural features over which transportation improvements pass to minimize adverse impacts.
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.

Economic:

- Implement transportation improvements to foster economic development and business vitality.

Livability:

- Design and locate transportation facilities to be sensitive to protecting the livability of the community.

Safety:

- Design and construct the transportation system to enhance travel safety for all modes.

Transportation System Plan
Objectives and Policies

Transportation and Land Use

Objectives:

- To promote land use patterns that support fewer vehicle trips and shorter trip lengths
- To ensure that future development, including re-development, will not interfere with the completion of Bend's transportation system

Policies:

7-1 Medium and high-density residential development should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to highest concentrations of population.

7-2 The City shall continue to use and develop performance standards and guidelines that can reduce vehicle trip lengths and/or promote non-vehicle transportation modes.

7-3 The City shall consider potential land needs for long-range transportation system corridor improvements and related facilities including transit during the review of subdivisions, partitions, and individual site applications.

7-4 Developments at the edge of the urban area shall be designed to provide connectivity to existing and future development adjacent to the urban area.

7-5 The City shall continue to explore mixed use zoning as one of the land use patterns that will promote fewer vehicle trips and shorter trip lengths.

7-6 The City should be receptive to innovative development proposals, including zone changes, plan amendments, and text changes that promote alternatives to vehicular traffic thus reducing vehicle trips and reduced trip lengths.

7-7 The City shall explore incentives for re-development of existing commercial strips in order to help reduce the need to expand the Urban Growth Boundary.

7-8 As areas that are currently beyond Bend's existing Urban Growth Boundary (UGB) are urbanized, the city, property owners, developers and all applicable service districts shall work cooperatively to develop appropriate plans for extensions and connections of the transportation system, including but not limited to: roads, sidewalks, trails and/or public transportation. The objective of this planning effort will be to ensure that the new areas promote and facilitate the development of urban land use densities and systems that will fulfill the goals and objectives of the Transportation System Plan.

7-9 The city of Bend shall continue public and interagency involvement with Deschutes County in the transportation planning process for projects within the URAs.

7-10 The lead agency for transportation project review in the URAs shall be Deschutes County.

7-11 The city of Bend shall coordinate the City Transportation System Plan with the Deschutes County Transportation System Plan. The City shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundary. The City and County shall agree on the functional classification and design standards of County roads within the URAs.

7-12 Road, pedestrian and bicycle projects occurring in the URAs shall be governed by the County's road and street standards. Those requirements shall be coordinated between the city of Bend, Deschutes County and the applicant during the land use process according to procedures identified in the Deschutes County Road Standards and Specifications document.

7-13 The city of Bend shall continue to work with ODOT and Deschutes County to coordinate solutions to highway and non-highway road issues that cross over jurisdictional boundaries.

7-14 The city of Bend shall work with Deschutes County and the Bend Metro Parks and Recreation District (where applicable) to acquire, develop and maintain those sections of trails that are located outside of the Bend UGB, but are inside a URA, and are part of a trail plan or map that has been adopted by the city of Bend.

7-15 The city of Bend shall seek approval from Deschutes County for the improvement of transportation facilities to urban standards that are located in URAs.

7-16 Transportation facilities currently located on rural lands shall not be constructed to an urban standard until the area is brought into the UGB.

Transportation System Management

Objective:

- Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways

Policies:

7-17 The City shall adopt land use regulations to limit the location and number of driveways and access points, and other access management strategies on all major collector and arterial streets.

7-18 The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.

7-19 The City shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.

Transportation Demand Management

Objectives:

- To reduce peak hour traffic loading on the roadway system
- To reduce single occupant vehicle travel
- Implementation of a Transportation Demand Management (TDM) Plan for the city of Bend.

Policies:

7-20 The City shall continue to implement a transportation demand management plan for its employees. This plan should be designed to serve as a model for the community.

7-21 The City shall work with businesses, especially those with more than 25 employees, to develop and implement a transportation demand management plan. These plans shall be designed to reduce peak hour traffic volumes by establishing trip reduction targets over five years.

7-22 The City and County shall work with business groups, schools, the Park District and other governmental agencies to develop and implement transportation demand management programs.

7-23 The City shall manage and regulate parking by:

a) Establishing programs to lower parking demand in commercial and business districts citywide by providing preferential parking for carpoolers, encouraging mass transit use, encouraging shuttle systems from external parking lots, and maintaining an adequate supply of strategically placed bike parking facilities.

b) Requiring business groups and employers to develop parking management strategies that support reduced roadway system demand during the peak motor vehicle travel times.

7-24 The City, County and State shall participate in a Central Oregon Commute Options TDM Program by assisting in:

a) Development of park and ride facilities; and

b) Establishment of educational programs particularly those that will inform the public regarding the full costs of single occupant vehicle travel.

7-25 The City shall develop and utilize teleworking strategies as part of their business plan that will facilitate the movement of information and data rather than people.

7-26 The City shall adopt TDM supportive ordinances as appropriate.

Pedestrian and Bicycle Systems

Objectives:

- To support and encourage increased levels of bicycling and walking as an alternative to the automobile
- To provide safe, accessible and convenient bicycling and walking facilities

Policies:

7-27 The City shall work with the County, State, Forest Service, Park District and public agencies to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Connections between the Bend Urban Area Bicycle and Trails System should be made to the USFS trail system.

7-28 The City shall work together with the Park District to acquire, develop and maintain the *primary* trails designated on the *Bend Urban Area - Bicycle and Pedestrian System Plan; Figure 7-2 –.* New development shall be required to construct and dedicate Primary Trails for public use according to this plan. The alignments

depicted are general in nature and shall be located according to criteria defined in TSP Section 6.3.1.3. These trails, and future trail additions, shall support the need for non-motorized travel in the community.

7-29 The City shall adopt standards for trail system right-of-ways and trail improvement that are based on the type of planned trail use.

7-30 The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3rd Street, the Bend Parkway and the railroad.

7-31 The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.

7-32 Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.

7-33 Property-tight sidewalks shall be included on both sides of all new streets except where extreme slopes, severe topographical constraints, or special circumstances exist. Landscape strips shall separate curbs and sidewalks on new and reconstructed roads. Sidewalks shall be added to all existing arterial and collector streets to fill the gaps in the pedestrian system.

7-34 The City shall develop a program to ensure timely maintenance and repair of all sidewalks, including but not limited to assigning responsibility for maintenance and repair. The City shall also include removing sidewalk obstructions or barriers that might otherwise not comply with Americans with Disabilities Act (ADA).

7-35 The City's top priorities for pedestrian improvements are: identified in the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure. These projects will be identified and prioritized in the CIP.

7-36 Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.

7-37 Bicycle and pedestrian facilities shall be maintained in a manner that promotes use and safety. The City shall analyze the impacts of the use of cinders and consider alternatives to mitigate the

impacts. Street repair and maintenance shall be performed in a manner that does not negatively impact bicycle and pedestrian facilities and their use.

7-38 The City shall repair and maintain, including but not limited to striping, snow plowing, sweeping, stenciling and signing, all bike lanes in a timely manner.

7-39 Bicycle parking facilities shall be provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, ~~all~~ transit stations and park and ride lots. The City shall support a "Bikes on Transit" program and work to increase the number of bicyclists using transit.

7-40 Establishing or maintaining accessways, paths, or trails must be considered prior to vacating any public easement or right-of-way.

7-41 The City shall work with the school and park districts to inventory, designate and protect access corridors and connector trails. The City shall refer to the Park District, for its review and recommendation, all development proposals that include or are adjacent to existing or proposed parks or trails

7-42 The City should support bicycle and pedestrian education and safety programs. The City shall establish and promote a comprehensive program for the reporting of and responding to bicycle and pedestrian hazards.

7-43 As land areas that are currently beyond Bend's existing Urban Growth Boundary (UGB) are urbanized and as it relates specifically to the Bend Primary Trail System, external destinations (beyond the UGB) and specific connection points (within the existing UGB) have been delineated on the Bend Urban Area Bicycle and Pedestrian System Plan, Figure 7-2.

Public Transportation System

Objectives:

- Continue to develop public transportation services for the transportation disadvantaged
- Reduce reliance on automobiles and develop public transportation facilities
- Increase mobility and accessibility throughout the urban area
- Continue to provide infrastructure and land use planning to support transit

Policies:

7-44 With the MPO, the City shall support the Cascades East Transit Service's public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.

7-45 The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.

The City shall work together with Central Oregon Intergovernmental Council to develop inter-urban public transportation services. Priority shall be given to high load ridership corridors.

7-46 To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.

7-47 The City shall work with the MPO to implement and update its 20-year transit master plan.

Street System

Objectives:

- To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes
- To provide a safe and efficient means to access all parts of the community
- To provide an attractive, tree-lined, pedestrian friendly streetscape sensitive to protecting the livability of the community

General Policies:

7-48 Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.

7-49 Where a subdivision or partition is adjacent to land likely to be divided in the future, streets, bicycle paths, and accessways shall continue through to the boundary line of the subdivision or partition in order to achieve connectivity within the grid system.

7-50 Streets shall be classified and generally located according to the Bend Urban Area - Roadway System Plan (Figure 7-1), and the Street Functional Classification (Table 7-1). Transportation project development review and approval shall be subject to the provisions of the Bend Development Code.

7-51 In order to reduce vehicle speed, avoid construction of excessive pavement, and create livable neighborhoods, the City shall adopt

standards that allow for narrower streets and lane standards, on-street parking, and other pedestrian friendly design elements. The City shall manage the development process to obtain adequate street right-of-way and improvements commensurate with the level and impact of development. New development shall be supported by traffic impact analysis(es) to assess these impacts and to help determine transportation system needs.

7-52 Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development. The city of Bend- shall adopt new street policies if necessary, to:

a) Conform street designations and other terminology to that which is used in this TSP;

b) Adopt written policies and procedures for access control on new and reconstructed major collectors, minor arterials and major arterials;

c) Provide that raised medians that eliminate left turn movements to existing streets or improved properties will only be installed after notice to affected property owners and an opportunity to be heard;

d) Require that in the case of new access control measures that will restrict existing turn movements into or out of existing homes, businesses or streets, the least restrictive measure (such as shared driveways, elimination of curb-cuts or “no left turn” signs) that is effective to achieve the purposes of the policy will be evaluated prior to installation of raised medians;

e) Require that the cost of installation and maintenance of raised medians, and in particular those with landscaping, be evaluated and alternatives be considered before raised medians are approved or required;

f) Replace any mandatory requirements for raised medians on streets other than new principal arterials and expressways with an analysis of the factors set forth above, and any other factors that are identified in the policy;

g) Provide that where commercial or industrial land uses abut residential areas, access shall not be directed to local residential streets.

7-53 City transportation system improvements shall comply with the Americans with Disabilities Act requirements.

7-54 Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City.

7-55 The City Council shall involve the public, where appropriate, in the development and redevelopment of street designs prior to their construction.

7-56 The City shall consider the impact of improvements to or completion of existing facilities when considering the need for constructing new facilities.

7-57 The City shall place a high priority on providing adequate funding for street maintenance.

7-58 Traffic calming devices may be considered anywhere traffic impacts are adverse to residential livability.

Residential Streets:

7-59 New residential block lengths shall not exceed 600 feet without a connecting cross street. When existing conditions or topography prevent a cross street, a pedestrian accessway to connect the streets shall be required.

7-60 A grid-like pattern of residential local streets shall be developed whenever practical in order to increase street connectivity within a neighborhood

7-61 The City may require adjustment to the street pattern or installation of traffic calming devices in order to discourage high speed and volume vehicular traffic on local residential streets.

7-62 Street widths on public residential local streets may vary depending on topography, anticipated traffic volume, natural features that warrant protection, and existing street patterns in the neighborhood. Right of way shall be a minimum of sixty (60) feet except in special circumstances. Narrower streets may have limited on-street parking to ensure emergency vehicle access.

7-63 New alleys should be developed to City standards and shall be maintained by the property owners.

7-64 Cul-de-sac or “hammer-head” residential streets may be allowed only where existing development, steep slopes, open space, or natural features prevent through street connections, or when the objectives of connectivity are met within the neighborhood.

Arterial Streets:

7-65 Appropriate facilities for bike, pedestrian and transit use shall be included in any road-widening project.

7-66 The City shall evaluate the effect of transportation demand management (TDM) and transportation system management (TSM) measures that would successfully eliminate or delay the need for

minor arterial street widening beyond the existing travel lanes within the twenty-year design life of a proposed roadway project. Transportation system computer modeling is one acceptable evaluation method that can be used to assist in the assessment of forecast travel demand and the associated vehicle travel lane needs.

TDM/TSM measures as an alternative to roadway widening: The TDM and TSM measures incorporated into this analysis, as an alternative to roadway widening, shall be capable of funding and fulfillment within a reasonable time period such that the subject arterial level-of-service shall not diminish below an acceptable adopted City standard.

TDM/TSM measures and roadway widening: If the implementation of TDM and TSM measures from the previous analysis are determined to be insufficient in meeting the transportation system needs along the subject roadway corridor, the City shall undertake an evaluation of the consequences that additional roadway widening may have on adjoining neighborhoods as well as the benefits gained by additional street construction.

This evaluation shall include an assessment of the design features and construction options for the road widening project. The design analysis of roadway widening shall consider the impacts on all modes of travel, adjacent affected travel corridors and the impact on properties immediately adjacent to the contemplated road widening. The most effective and appropriate TDM and TSM measures recommended by the evaluation as selected by the City Council, shall be implemented either in conjunction with, or before, the road widening project. The City Council after providing notice and opportunity to be heard at a public hearing shall decide whether to authorize the street widening based upon this policy and the evaluation report. Written notice shall be provided to property owners within 250 feet of the proposed widening and to affected neighborhood associations. In addition, notice of the hearing shall be posted in conspicuous locations along the proposed widening and published at least ten days prior to the hearing.

The City Council shall receive this evaluation report that makes the aforementioned analysis of TDM and TSM measures, and the evaluation of roadway widening design options, prior to considering authorization of proceeding with the road widening project.

Minor arterial street corridors shall be designated by City Council as falling into one of three classifications:

a. “Not authorized for lane expansion”. These minor arterial corridors are described in the TSP, in Section 6.5.1.4 requiring a TSP amendment before being categorized as “b” or “c” as described below.

b. “Possible lane expansion”. These minor arterial corridors are listed in the City’s annual Capital Improvement Plan

as corridors where additional travel lanes may be necessary within the 20-year planning period. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.

c. "Probable lane expansion". These minor arterial corridors are listed in the City's annual Capital Improvement Plan as corridors where additional travel lanes are probably going to be necessary within the 20-year planning horizon. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.

Intersection widening and improvements that are necessary for vehicle turning lanes or pedestrian safety, are exempt from this policy.

Notwithstanding a street's categorization as "possible lane expansion" or "probable lane expansion", the City Council must comply with paragraphs 3 and 4 of Transportation System Plan Arterial Street Policy 21 prior to authorizing a road widening project.

7-70 The City shall develop and implement a plan to improve the appearance, safety and function of East 3rd Street, portions of Highway 20 and old Highway 97 when the Parkway is completed.

7-71 The City shall work with the State to line the entrance to the city of Bend along Highways 97, Highway 20, Century Drive and the Parkway, with large stature trees.

7-72 Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse effects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.

7-73 Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level of safety and carrying capacity on the arterial street system.

7-74 The city of Bend shall work with ODOT to plan for specific improvements needed to grade separate Cooley Road from US 97 and the railroad.

7-75 When a final land use or limited land use decision determines that a right-turn lane will improve, maintain or prevent further degradation of an applicable performance standard for the intersection of an arterial with another arterial of the intersection of an arterial with an expressway, the right-turn lane shall be

considered allowed by the TSP at the appropriate location, provided that if the need for the right-turn lane is caused by a specific application, the applicant shall be responsible for full payment of the costs associated with construction of the right-turn lane.

Parkway:

7-76 The City accepts the findings of US 97 Bend North Corridor Project Preferred EIS Alternative. Prior to design and construction, the City and ODOT will coordinate to conduct two independent project development plans/designs within the study area of the preferred alternative to verify the construction meets the then current needs of both the City and ODOT. One plan development and design will be for the study and analysis, including the impact on any business, of a possible Robal Road connection to the ODOT Preferred Alternative to be completed prior to entering into an intergovernmental agreement (IGA) for implementation of the US 97 phase of the Preferred Alternative. The other development and design will be for the Empire interchange area to be completed prior to entering into the intergovernmental agreement (IGA) for implementing the phase of work that would impact any business, public street, or private driveway access onto Empire Avenue. The final redevelopment of the transportation system at Robal and Empire and the ODOT Preferred Alternative may include some or all of the changes determined in the final design to improve the transportation system and meet the City's transportation needs. The IGAs will conform with the studies and analyses.

7-77 The City of Bend will coordinate with ODOT to determine when to implement closures to approaches on Empire Avenue and improvements to Mervin Sampels and connecting roads shown in the US97 Bend North Corridor preferred alternative.

Safety:

7-78 The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.

7-79 The City shall explore with the State and implement appropriate "Intelligent Transportation System Devices".

7-80 The City shall take measures to ensure that traffic speeds are appropriately designated throughout the City.

7-81 As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve the safety of a road alignment.

7-82 The City shall support efforts to educate the public regarding safe travel on the transportation system.

7-83 The City shall monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects.

Rail System:

7-84 When railroad rights-of-way are considered for abandonment or vacation, the City shall seek the preservation of these corridors for other transportation services.

7-85 The City shall work with Burlington Northern Santa Fe Railway to develop and implement a plan for train scheduling to ensure that the current needs of the transportation system in the City are minimally affected.

Bend Central District Plan (BCD):

7-86 The city will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.

7-87 The city will implement street designs identified in the District Plan over the long term. Improvements may be phased in over time and will be refined, as needed and appropriate, through more detailed facility design processes.

7-88 The city will encourage and work with local businesses and residents to implement transportation demand management programs and strategies.

7-89 The city will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging us of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.

Integrated Land Use and Transportation Plan:

7-90 The City will implement the land use, transportation demand management, parking management, transit, and complete streets strategies, projects and programs that are identified as Proposed Strategies in Chapter 4 of the ILUTP.

7-91 The City will conduct a planning study to evaluate the potential for Transportation Management Areas for the opportunity areas, transit centers, and public and private institutions and companies.

7-92 The City will include streetscape projects in opportunity and core areas and transit corridors when developing the transportation CIP priorities and projects.

7-93 The City will develop transit priority corridors in the opportunity and core areas that include a combination of land use policies and codes and transportation enhancements that encourage transportation options.

7-94 The City will update the assessments of the ILUTP standards at each update of the Bend MPO regional transportation system plan and the City TSP.

TSP Map Updates:

7-95 Any Bend TSP map that illustrates a dashed line for a proposed transportation facility may be updated administratively by staff upon the construction/completion of that facility. Updating of any affected maps shall convert any "dotted" lines into "solid" lines that follow as-built alignments, as much as practical, and shall not constitute a land use decision.

Transportation Funding and Prioritization

Policies:

7-96 The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.

7-97 The City shall work with the County and State to develop new sources of transportation funding for all transportation modes.

7-98 The City shall annually prepare a five-year capital improvement program for a balanced transportation system. The selection of transportation improvements, within the City's yearly Capital Improvement Program plan, shall continue to be subject to public review and comment through a City Council public hearing process.

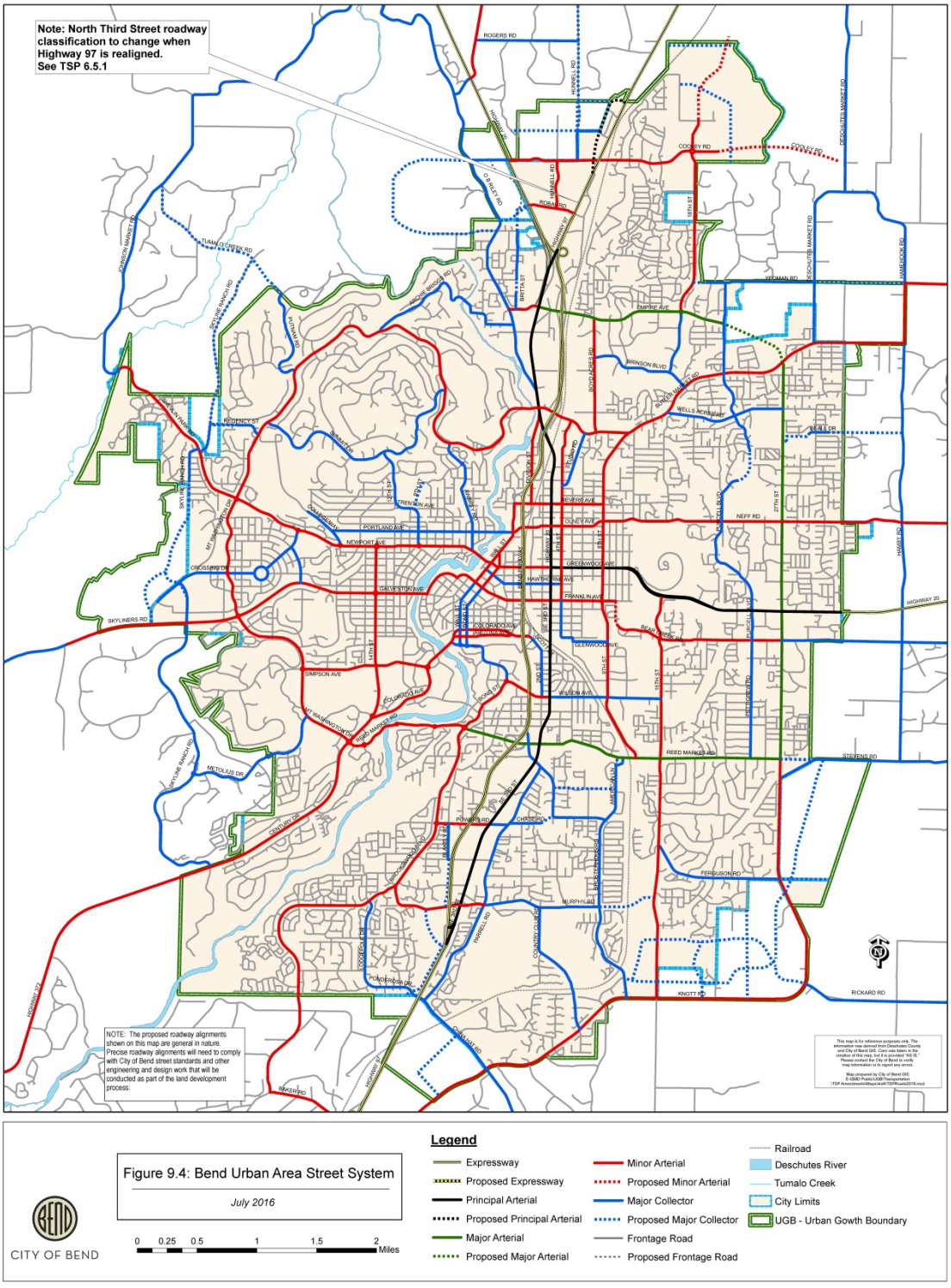
7-99 The City shall explore ways in which to better inform and involve citizens in the development of transportation system budgets.

7-100 The City shall work with ODOT to develop funding sources for projects on the state highway system that include City and State as major funding partners.

7-101 The City shall use the City Council adopted Transportation Implementation Program (TIP) as a guide to the development of all transportation projects in the Capital Improvement Program (CIP).

7-102 The Financing Program projections show that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP and further defined as the near- and mid-term priorities. However, if existing and future funding levels do not fully cover increased demand on the system, the City Council may accept additional congestion on the roadway system to allow transportation projects to be postponed beyond the planning period.

Figure 7-1 (TSP Figure 14)
Bend Urban Area Roadway System Plan



14

Table 7-1 (TSP Table 12)
Street Functional Classification System Typical Characteristics

Functional Classification	Projected Daily Traffic (Typical)	Functional Classification Spacing (Typical)	Trip Length (Typical)	Vehicle Lanes (Typical)	Bike Lanes	Sidewalks	Parking Permitted (Typical)
Expressway	20,000 – 45,000+	5+ miles	Over 5 miles	5	Yes	Yes both sides	No
Principal Arterial	15,000 – 40,000	2+ miles	Over 2 miles	5	Yes	Yes both sides	No
Major Arterial	10,000 – 30,000	1-2 miles	Over 1 mile	3-5	Yes	Yes both sides	No
Minor Arterial	5,000 – 18,000	½ - 1 miles	Over 1 mile	2–5	Yes	Yes both sides	No*
Major Collector	1,5000 – 9,000	½ mile	Under 1 mile	2-3	Yes	Yes both sides	No*
Industrial Street	500 – 3,000	Not applicable	Varies	2	Not required	Yes both sides	Yes
Local Street	<1,500	300 – 600 feet	Under ½ mile	2	Not required	Yes both sides	Yes
Frontage Road	Varies	Not applicable	Varies	2	Not required	Yes both sides	Yes** if adequate width provided
Alley	<400	Not Applicable	Not Applicable	1 ½	Not applicable	Not applicable	Yes** if adequate width provided

* Parking permitted if approved by local jurisdiction
** Parking permitted adjacent to the facility but NOT obstructing the travelway

Figure 7-2
Bend Urban Area Bicycle and Pedestrian System Plan

