

RESOLUTION NO. 3296

A RESOLUTION ADOPTING A CONCEPTUAL PLAN FOR DEVELOPMENT OF THE STEVENS ROAD TRACT UNDER HB 3318

Findings

- A. The State of Oregon, Division of State Lands, as Trustee for the Common School Fund owns fee-simple title to certain real property, identified as tax lot 1812110000100 in Deschutes County, and more particularly identified in a lot line adjustment bargain and sale deed recorded on October 17, 2019, in the deed records of Deschutes County under recording number 2019-39926, consisting of 261.66 acres, more or less, together with all improvements situated on it (the "Stevens Road Tract").
- B. The Oregon Legislature passed House Bill 3318 (the "Bill") in 2021 which sets forth a process for inclusion of the Stevens Road Tract into the urban growth boundary ("UGB") of the City of Bend ("City"). Sections 2 through 9 of the Bill require the City to complete a conceptual plan, urban growth boundary expansion, and planning amendments to result in a dense, master-planned development focused primarily on providing affordable and workforce housing in a complete community context. As set forth in the Bill, actions taken under sections 2 to 9 of the Bill are not land use decisions, as defined under ORS 197.015(10), and are not subject to any review except by the Department of Land Conservation and Development as described in the Bill.
- C. The Stevens Road Tract is land held by the State of Oregon for the benefit of the Common School Fund that supports Oregon school districts, and its sale will generate revenue for the Common School Fund.
- D. The Stevens Road Tract is not zoned for farm or forest uses, has poor quality soils and has no associated water rights, and is directly adjacent to an existing urban growth boundary of the City of Bend.
- E. The City is experiencing an acute housing crisis and a need for affordable and workforce housing, and has an acute shortage of large parcels available for subsidized affordable housing.
- F. The conceptual plan, required by Section 5 of the Bill, is attached to this Resolution as Exhibit A (the "Concept Plan"). The Concept Plan explains, in general terms, the expected amendments to the City's Comprehensive Plan and Bend Development Code that will guide development of the Stevens Road Tract, including intended uses and zoning of the Stevens Road Tract, and explains the factual basis and reasons for these expected planning amendments, as required by Section 5(1) of the Bill.
- G. Upon the Stevens Road Tract's inclusion in the UGB, the City will be the provider of

urban services for sanitary sewer, fire protection and streets and roads for the Stevens Road Tract. As demonstrated in the Concept Plan, adequate sanitary sewer, fire protection and street and road capacity are available, or is feasible with development. Through the City's development application and review process, the owner or developer of the Stevens Road Tract will be required to complete the public facility and infrastructure necessary to provide the public facilities and services needed to serve the levels of development shown in the Concept Plan for the Stevens Road Tract.

- H. Avion Water Company will be the provider of urban services for domestic water for the Stevens Road Tract. Through the City's development application and review process, the owner or developer of the Stevens Road Tract will be required to complete the public facility and infrastructure necessary for provision of domestic water. Once infrastructure is complete, Avion Water Company has stated it has the capacity and financial resources to serve the levels of development shown in the Concept Plan for the Stevens Road Tract.
- I. Bend Parks and Recreation District will be the provider of urban parks and recreation services for the Stevens Road Tract. Annexation into the Bend Parks and Recreation District will be required prior to Master Plan Development approval by the City.
- J. The City provided at least one public open house through an online open house format, a meeting of the Planning Commission where public testimony was considered on May 9, 2022, a meeting of the City Council where public testimony was considered on June 1, 2022, and a public comment period. The City published notice of each opportunity for public participation at least 14 days in advance, in compliance with Sections 5(2) and 5(3) of the Bill.
- K. Prior to consideration of the Concept Plan, the City consulted with and provided the opportunity for written comments from the owner of the Stevens Road Tract, the Department of State Lands, and the Department of Land Conservation and Development, in compliance with Section 5(4) of the Bill.
- L. The Council finds the Concept Plan satisfies the conceptual plan approval requirements as laid out in section 5 of the Bill.
- M. The City is committed to expanding opportunities for and encouraging development of affordable housing and the approval of this resolution will enable the City to proceed with consideration of an intergovernmental agreement with the State of Oregon, Division of State Lands, and planning amendments to designate 20 net acres of land for deed restricted affordable housing as required by section (9)(2) of the Bill.
- N. The approval of this resolution will enable the City to draft comprehensive plan policies to meet the standards in lieu of goal as required in section (9)(1) of the Bill, including requirements for:

- An inventory and protection and preservation of significant historical artifacts, cultural sites and natural resources;
- Designated recreational and open space areas;
- Wildfire planning and development requirements;
- Designation of adequate employment lands;
- Providing adequate opportunities for the development of all needed housing types, sizes and densities of market-rate housing, including middle housing; and
- Adequate infrastructure to support walking, bicycling, public transit and motor vehicle movement.

O. The Concept Plan demonstrates that development of the Stevens Road Tract is capable of meeting the requirements set forth in sections 5, 8, and 9 of the Bill. Council therefore finds that the Concept Plan should be submitted to the Department of Land Conservation and Development for approval.

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

Section 1. The Concept Plan, attached as Exhibit A, is adopted as the conceptual plan for the Stevens Road Tract, pursuant to House Bill 3318.

Section 2. Staff is directed to finalize and submit the Concept Plan to the Department of Land Conservation and Development prior to July 1, 2022.

Section 3. If the Department of Land Conservation and Development approves the Concept Plan, the City will continue to follow the procedural steps and timelines established in House Bill 3318 for consideration of planning amendments and a UGB expansion to include the Stevens Road Tract.

Adopted by motion of the Bend City Council on June 1, 2022.

YES: Mayor Gena Goodman-Campbell NO: none
Mayor Pro Tem Anthony Broadman
Councilor Barb Campbell
Councilor Melanie Kebler
Councilor Megan Perkins

Genia Goodman-Campbell, Mayor

ATTEST:


Robyn Christie
Robyn Christie, City Recorder

APPROVED AS TO FORM:


Mary A. Winters, City Attorney

STEVENS ROAD TRACT CONCEPT PLAN

JUNE 2022



CITY OF BEND
STEVENS ROAD TRACT CONCEPT PLAN

ACKNOWLEDGEMENTS

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CITY OF BEND
STEVENS ROAD TRACT CONCEPT PLAN

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Chapter 1

Introduction

PURPOSE

This Concept Plan demonstrates how future development of the Stevens Road Tract would be capable of meeting the requirements of House Bill (HB) 3318, passed by the Oregon Legislature in 2021. The bill provides an opportunity for the City to fast-track the planning process for the Stevens Road Tract to help meet Bend's critical need for more affordable and middle-income housing. The Concept Plan is fundamentally about taking action to address Bend's housing crisis. This Concept Plan is the first of several steps leading towards development. The public and decision makers will be involved in refining planning amendments and the more specific land use approvals for the site in the coming years.

As required by HB 3318, this Concept Plan explains in general terms the expected amendments to the City's Comprehensive Plan, land use regulations, and zoning maps that will affect the development of the Stevens Road Tract upon its inclusion into the City's Urban Growth Boundary (UGB) and eventual annexation, including intended uses and zoning of the Stevens Road Tract. This Concept Plan also explains the factual basis and reasons for these expected Stevens Road Tract planning amendments.

The purpose of this Concept Plan is to illustrate the Stevens Road Tract property's potential to be developed into a complete, walkable, and inclusive community in Southeast Bend. The Concept Plan is intended to inform decisions by the Bend City Council and the Oregon Department of State Lands (DSL) regarding proceeding with subsequent planning steps and future development of this community.

EQUITY LENS

The Stevens Road Tract can help meet this City Council goal: "People who live and work in Bend can afford housing in Bend". The Concept Plan provides for the development of multiple types of housing for households of all income levels, including land dedicated to the development of affordable housing. Connecting affordable housing with robust low to no cost amenities such as open space, trails, and parks furthers an equitable land use pattern.

Figure 1. Site Location (Southeast Bend Context)

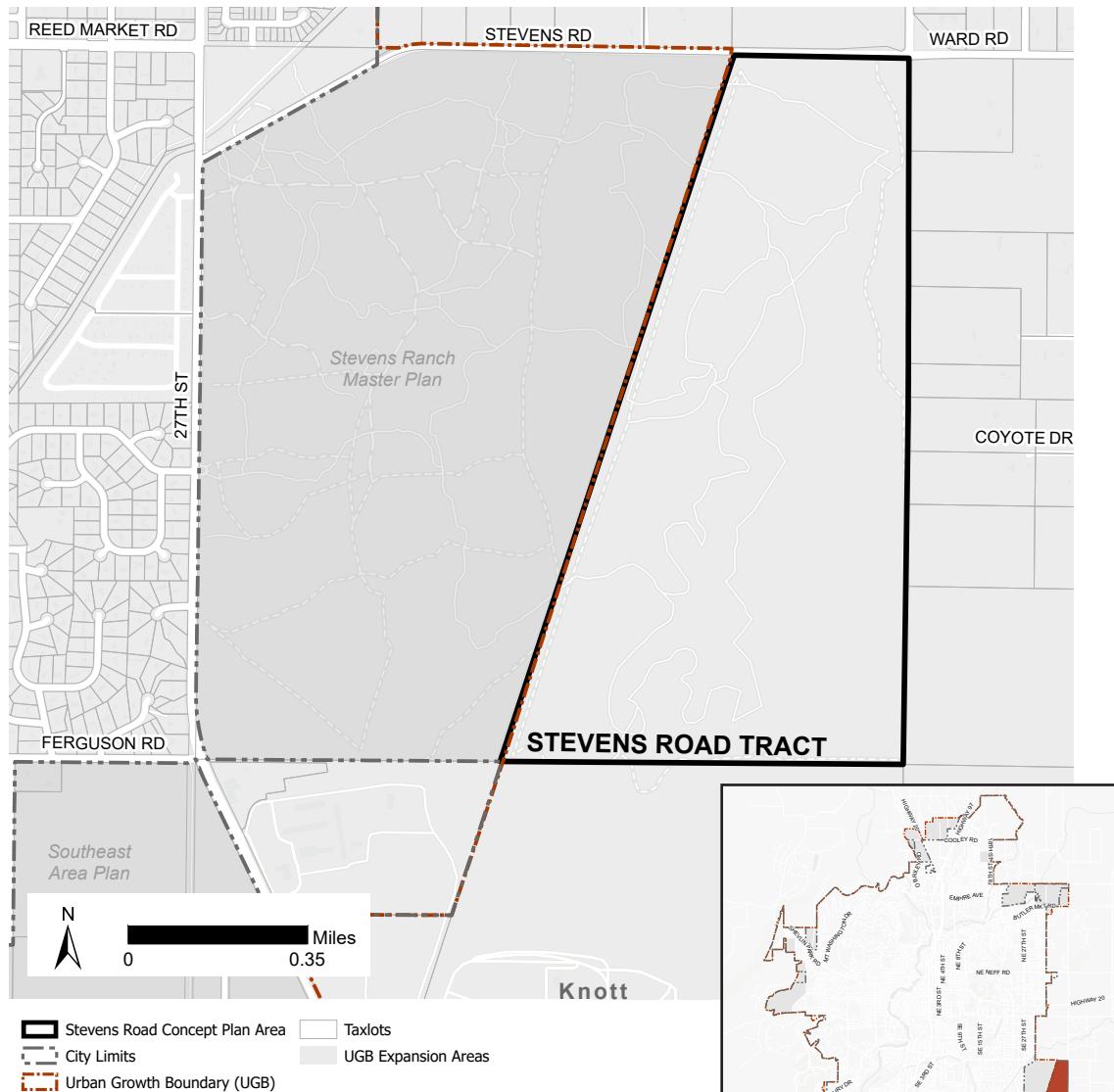


Figure 2. Site Location (City Context)

The Stevens Road Tract, the area covered by this Concept Plan, is 261 acres of land located southeast of Bend, adjacent to the current UGB and city limits. It is owned by the State of Oregon (administered by DSL), and bounded by Stevens Road to the north, a Deschutes County-owned property to the south, and the TransCanada natural gas transmission pipeline along its western border. Beyond the pipeline is the recently approved Stevens Ranch Master Plan area to the west.

This report is the “Conceptual Plan” as defined by Section 5 of HB 3318. It:

“(a) Explains in general terms the expected Stevens Road planning amendments, including intended uses and zoning of the Stevens Road Tract; and

(b) Explains the factual basis and reasons for the expected Stevens Road planning amendments.”

HOUSE BILL 3318

House Bill (HB) 3318 was passed by the legislature in 2021 to provide the opportunity to add 261 acres to Bend's UGB. The bill requires that the resulting development be a complete community that includes affordable and workforce housing as part of walkable neighborhoods.

The standards and requirements for concept planning and future development include:

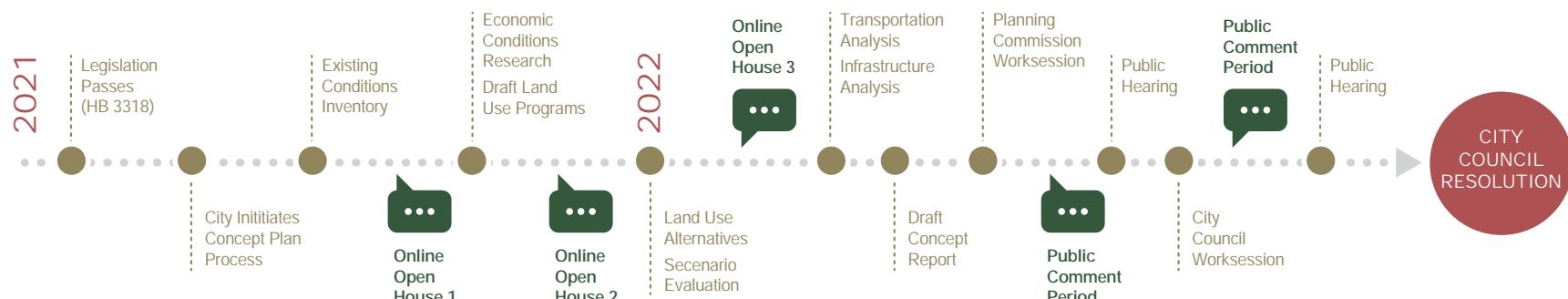
- Designating areas for recreational and open space uses, employment uses, and mixed-use development.
- Identifying significant historical, cultural, or natural resources on the property and land use regulations to protect those resources.
- Developing land use regulations that meet applicable wildfire resilience requirements.
- Ensuring adequate opportunities for all a mix of housing types, including:
 - Specific types and amounts of affordable housing (see below)
 - A range of market-rate housing,

- including “middle housing” types
- Ensuring that middle housing will be present on the site in greater proportions than as identified in the City’s Housing Needs Analysis
- A minimum density of nine residential units per gross acre
- Ensuring adequate capacity for water, sewer, and stormwater systems.
- Developing land use regulations to ensure the development of adequate infrastructure to support walking, bicycling, public transit, and motor vehicle movement while considering local transportation networks.
- Considering how urban services will be financed and developed.
- The plan must identify at least 20 net acres of land for affordable housing, including:
 - At least 12 net acres of land for homes that are affordable to households with incomes of 60% Area Median Income (AMI) or less of area median income.

- At least 6 net acres of land for homes that are affordable to households with incomes of 80% AMI or less, and that are made available (to the extent permitted by law) to households in which at least one individual is employed by an education provider.
- At least 2 net acres of land on which a minimum of 80% of the units developed are affordable to households with 80% AMI or less, and at least one net acre is made available (to the extent permitted by law) to households in which at least one individual is employed by an education provider.

Section 9 of HB 3318 establishes “Standards in lieu of goals” that the Concept Plan and subsequent planning amendments must meet. The standards are summarized here and throughout this report. See Technical Appendix A for the full text of Section 9 as well as findings of compliance with Section 9 requirements in Appendix J.

Figure 3. Process Diagram



PROCESS

The Concept Plan was prepared between October 2021 and June 2022. The process included multiple opportunities for public information and comment as well as collaboration with partner agencies.

Outreach included:

- Information on the project web site
- Press releases and email notification to community groups
- Online Open House #1: Existing conditions and guiding principles
- Online Open House #2: Plan Scenarios
- Online Open House #3: Plan Alternatives

- Collaboration with Bend Park and Recreation District, Bend-La Pine School District, Cascades East Transit, Deschutes County, DSL, Oregon Department of Land Conservation and Development, and Oregon Department of Transportation
- Public comment periods and opportunities for public testimony:
 - Before the Bend Planning Commission on May 9, 2022
 - Before the Bend City Council on June 1, 2022

A summary of public comments is included in Appendix B.

GUIDING PRINCIPLES

The following guiding principles were used to prepare this Plan. They were initially sourced from Bend's adopted Comprehensive Plan, Urban Form Background Report, Climate Action Plan, and Transportation System Plan (TSP). They were shared with the community in the first online open house for the Concept Plan.

The Stevens Road Tract guiding principles are to:

- Provide walkable access to amenities and services
- Provide opportunities for affordable housing
- Create opportunities to travel by bicycle, on foot, and by public transit
- Create a complete community
- Thoughtfully plan residential neighborhoods and employment districts
- Provide a variety of housing choices
- Preserve and enhance the natural environment
- Encourage urban-scale mixed-use development
- Minimize the risk of wildfire and other natural hazards
- Encourage compact development to reduce vehicle trips
- Provide east/west connectivity in Bend
- Locate high-density housing in areas with good transportation access
- Create connections to nature and recreation opportunities

02



Chapter 2

Context and Existing Conditions

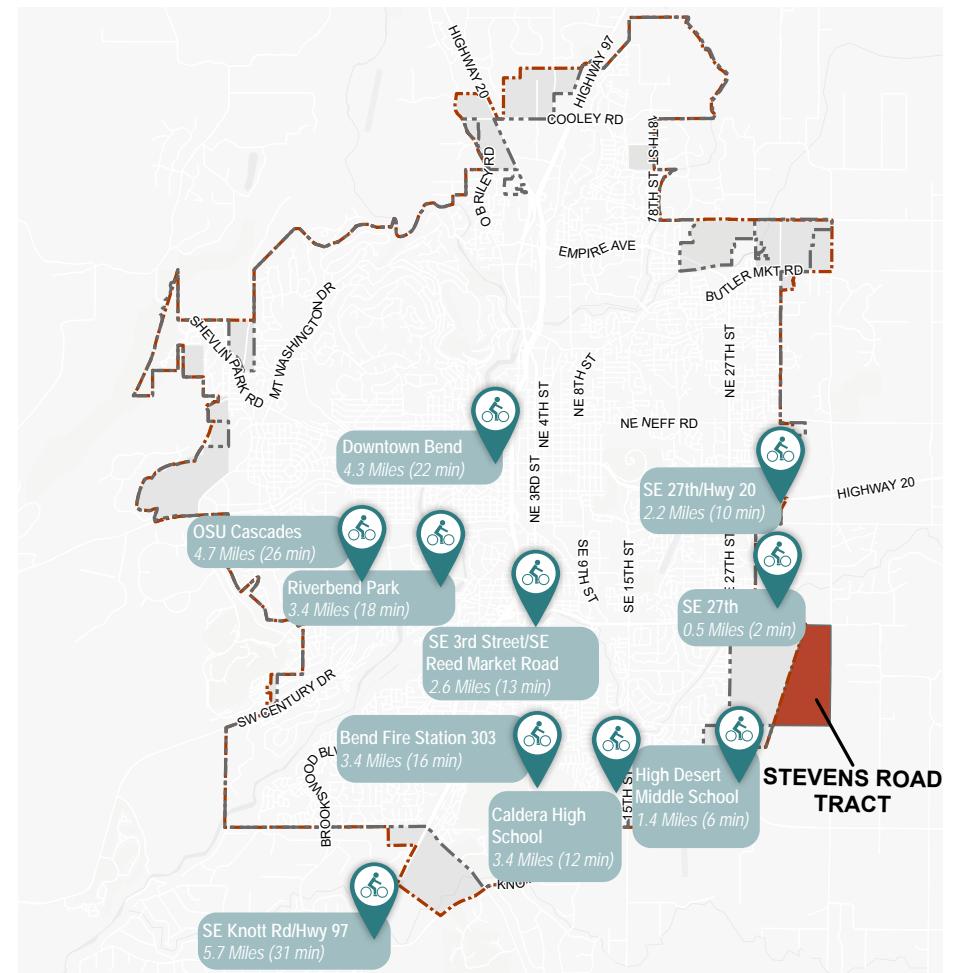
LOCATION AND CONTEXT

The Stevens Road Tract property is 261 acres located in SE Bend, adjacent to the existing city limits and Urban Growth Boundary. Distances to local and citywide destinations are listed below.

Table 1. Proximity to Bend Destinations

DESTINATION	DISTANCE BY CAR (MILES)	TRAVEL TIME BY BICYCLE (MINUTES)
SE 27th Street	.5 miles	2 min
SE 27th/Hwy 20	2.2 miles	10 min
High Desert Middle School	1.4 miles	6 min
Caldera High School	3.4 miles	12 min
Bend Fire Station 303	3.4 miles	16 min
SE 3rd Street/SE Reed Market Road	2.6 miles	13 min
Riverbend Park	3.4 miles	18 min
Downtown Bend	4.3 miles	22 min
OSU Cascades	4.7 miles	26 min
SE Knott Rd/Hwy 97	5.8 miles	31 min

Figure 4. Map of Distances to Bend Locations



LAND USE CONTEXT IN SOUTHEAST BEND

Southeast Bend is a mix of established lower-density neighborhoods and emerging new developments. The established character of the nearby Southeast Bend and Old Farm District neighborhood areas grew largely from the platting and development that occurred prior to their annexation into the city limits of Bend. These neighborhoods are comprised of primarily large (one-half acre or greater lots with single family detached homes).

Existing non-residential land uses in Southeast Bend are located closer to Reed Market Road and the 3rd Street corridor, with light industrial and mixed employment uses clustered south of Reed Market Road along American Lane. New commercial and mixed employment uses are approved in a Master Plan along 27th Street approximately a half mile from the Stevens Road Tract, and further south in the Southeast along Knott Road, east of SE 15th Street. Several non-residential uses are located south and west of the

Stevens Road Tract along 27th Street, south of Ferguson Rd, including the Deschutes County Road Department, Humane Society of Central Oregon, and Central Oregon Electric Cooperative. Infrastructure corridors and public land uses in the vicinity include the Burlington Northern Santa Fe (BNSF) railroad line west of SE 15th Street, the Deschutes County Landfill, and the TransCanada Natural Gas Pipeline that runs east and south through the eastern edge of the Southeast Expansion Area through High Desert Middle School and the High Desert Park site.

Southeast Bend is undergoing significant growth, guided by Bend's Comprehensive Plan, and more growth is on the horizon. Examples include many new housing developments, Caldera High School, Alpenglow Community Park, the Murphy Road extension, the Southeast Interceptor sewer line, future development of the Southeast Area Plan, and the Stevens Ranch Master Plan. (See Figure 8 on page 16)



Central Electric co-op.



Single-family residential subdivision.



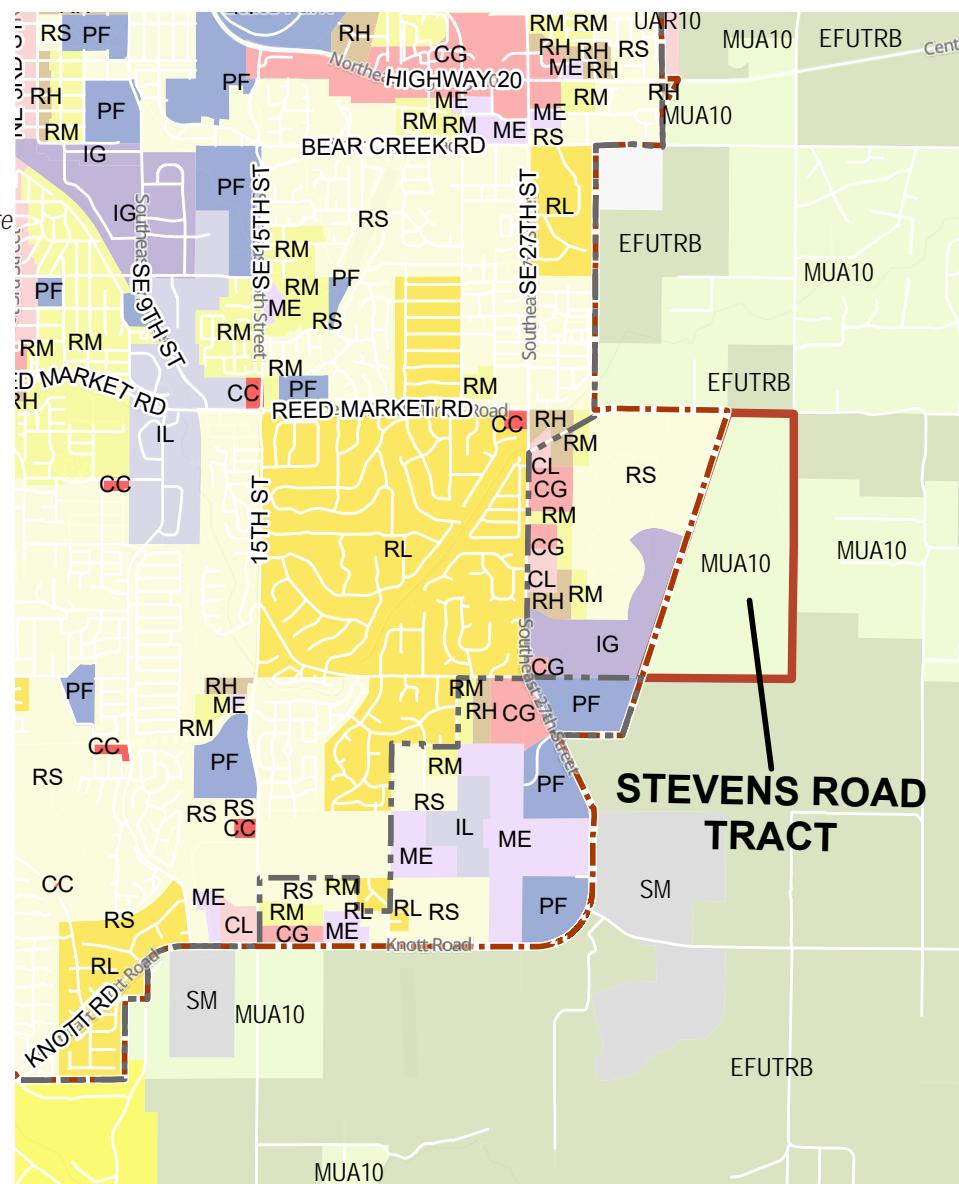
Caldera High School. Credit: David Leath.

Figure 5. Land Uses Context



Figure 6. Zoning Designations

City of Bend Zoning	Deschutes County Zoning
CB - Central Business District	EFU - Exclusive Farm Use
CC - Commercial Convenience	F2 - Forest
CG - Commercial General	MUA10 - Multiple Use Agriculture
CL - Commercial Limited	RR10 - Rural Residential
CN - Commercial Neighborhood	SM - Surface Mine
IG - Industrial General	UAR10 - Urban Reserve
IL - Industrial Light	
ME - Mixed Employment	
MN - Mixed Neighborhood	
MR - Mixed Riverfront	
MU - Mixed Urban	
PF - Public Facilities	
RH - Residential Urban High Density	
RL - Residential Urban Low Density	
RM - Residential Urban Medium Density	
RS - Residential Urban Standard Density	
UA - Urbanizable Area	



CITY AND COUNTY LAND USE DESIGNATIONS

The Stevens Road Tract abuts the eastern boundary of the Bend UGB. The area within the UGB to the west of the Stevens Road Tract has been master planned as the Stevens Ranch Master Plan, and this report includes a description of that Master Plan. That Master Plan includes zoning to accommodate residential uses, commercial uses, some industrial uses, parks, and a school. The land immediately west of the Stevens Road Tract, abutting the natural gas pipeline, is zoned Standard Residential (RS) along the north and General Industrial (IG), along the south. A potential school site has been identified on the RS-zoned land. Further west within the Stevens Ranch Master Plan, the zoning includes Medium Density Residential (RM) and High Density Residential (RH), with land zoned Limited Commercial (CL) or General Commercial (CG) along 27th Street, south of Stevens Road.

The areas to the north and east of the Stevens Road Tract are outside of the Bend UGB and zoned Exclusive Farm Use-Tumalo/Redmond/Bend subzone (EFUTRB) or Multiple Use Agricultural (MUA10). These areas are developed with mostly rural residential properties, some larger properties with pasture, and several non-residential uses including the Bend Community Farm and the Bend Kitty Lodge to the east. The land to the south is zoned a combination of EFUTRB or Surface Mining (SM) and includes the Knott Landfill. Deschutes County owns the land to the north of the Knott Landfill, and there are no changes planned to either the EFUTRB or the MUA10 zoning at this time. Figure 6 illustrates the zoning designations of the City of Bend and Deschutes County in the vicinity of the Stevens Road Tract. See Technical Appendix C for additional information on the planning context of the Stevens Road Tract.

As a basis for the zoning designations of land outside the UGB, the Deschutes County Comprehensive Plan designations include agricultural and rural residential designations, reflecting historic uses and the County's implementation of statewide planning law. The County's rural residential plan designations are applied to rural residential properties and rural, large-lot subdivisions. The agricultural designation has been applied to larger properties, some which have irrigated pasture. Much of the land use pattern in the surrounding area was set before the adoption of the County's 1979 Comprehensive Plan, which implemented statewide planning law. (See Figure 7)

Within the UGB, the plan designations in Southeast Bend reflect zoning patterns both new and old. The newer City of Bend Comprehensive Plan designations are primarily in the two expansion areas known as Stevens Ranch Master Plan and the Southeast Area Plan (SEAP). Both have been planned as complete communities with the full range of residential designations (from high density to standard density),

commercial lands, and employment lands (from general industrial to light industrial to mixed employment). Parks and schools are planned in these future growth areas. The "older" designations reflect the development patterns in the county, as land was annexed into the city over time, generally in its presently developed state. Where rural subdivisions were previously developed and then annexed, the City's Residential Low designation has been applied. Other properties, developed in the last 10 to 20 years, have urban low and medium density zoning, developed with single dwelling homes. The US 20 and SE 3rd Street corridors are the primary commercial corridors in the vicinity.

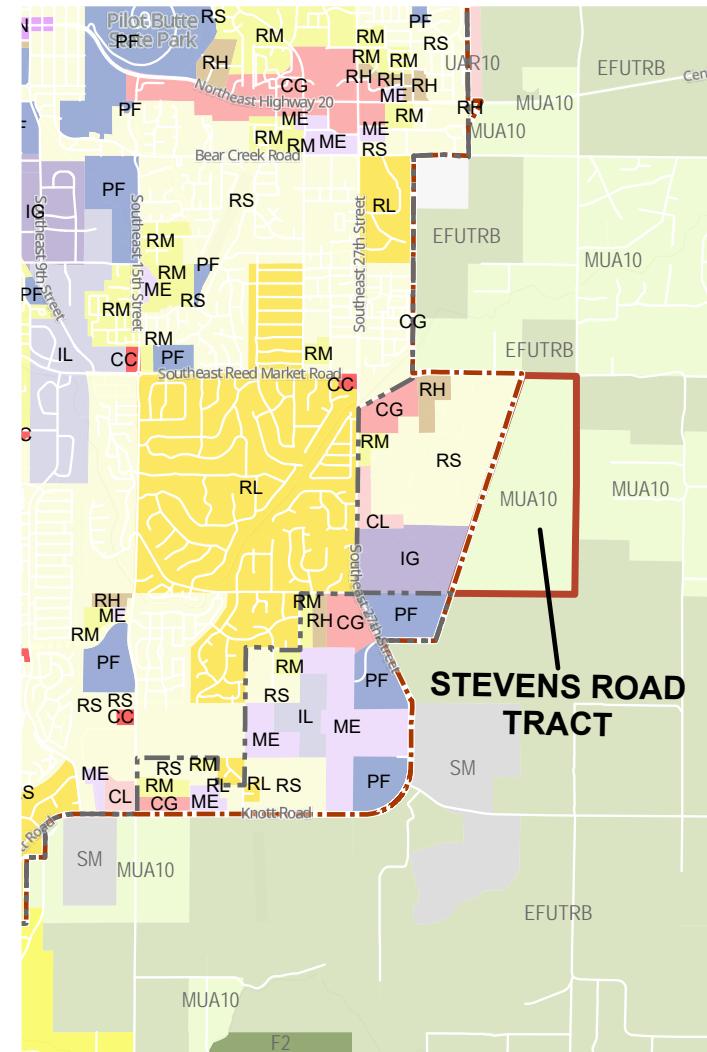
Figure 7. Comprehensive Plan Designations

**City of Bend
Comprehensive Plan**

- CB - Central Business District
- CC - Commercial Convenience
- CG - Commercial General
- CL - Commercial Limited
- CN - Commercial Neighborhood
- IG - Industrial General
- IL - Industrial Light
- ME - Mixed Employment
- MN - Mixed Neighborhood
- MR - Mixed Riverfront
- MU - Mixed Urban
- PF - Public Facilities
- PO - Professional Office
- PO/RM/RS - Split Designations
- RH - Residential Urban High Density
- RL - Residential Urban Low Density
- RM - Residential Urban Medium Density
- RM10 - Residential Urban Medium Density 10
- RS - Residential Urban Standard Density
- SM - Surface Mine

**Deschutes County
Comprehensive Plan**

- EFU - Exclusive Farm Use
- F2 - Forest
- MUA10 - Multiple Use Agriculture
- RR10 - Rural Residential
- SM - Surface Mine
- UAR10 - Urban Reserve



STEVENS RANCH MASTER PLAN

The area west of the Stevens Road Tract consists of a 382-acre tract added to the Bend UGB in 2016 and identified as the DSL Expansion Area in the Bend Comprehensive Plan. At that time, the State of Oregon owned the property and DSL managed it. The Comprehensive Plan included the DSL Expansion Area to provide land for housing, employment, a school site, and land for parks. In addition, the plan designations for the DSL property included both commercial and industrial land, including a 50-acre large-lot industrial site. The City adopted policies specific to the DSL Expansion Area to guide master planning for the entire property. (See Comprehensive Plan Policies 11-83 through 11-92, incorporated by this reference.)

After being included in the UGB, the State Land Board approved the sale of the tract to a development group who prepared what is now known as the Stevens Ranch Master Plan. In September 2021, the Bend City Council approved the Stevens Ranch Master Plan for that property. The adoption of the master plan included concurrent

adoption of a Special Planned District in the Bend Development Code. The Master Plan features:

- **Housing.** Approximately 237 acres of land for housing, with a capacity for 1,565 units.
- **Employment.** 138 acres of land for employment, including 92.73 acres of industrial development, and 50 acres for a large-lot industrial site. Approximately 46 acres of commercial land is designated that also has capacity for another 145 housing units.
- **Open Space.** 44 acres for parks and open spaces. The Stevens Ranch Master Plan (Special Planned District) outlines allowed land uses, development standards, and procedures for review of certain uses.

The Master Plan relies on a number of existing City land use districts as well as land uses and regulations specific to the Special Planned District. The Stevens Ranch Master Plan identifies the approved land use districts and approved street network for the abutting master plan area, providing both context and transportation network connection points for this Conceptual Plan. The following sections of this report outline how the concept planning for the Stevens Road Tract builds upon the adopted Stevens Ranch Master Plan.

Figure 8. Stevens Ranch Area

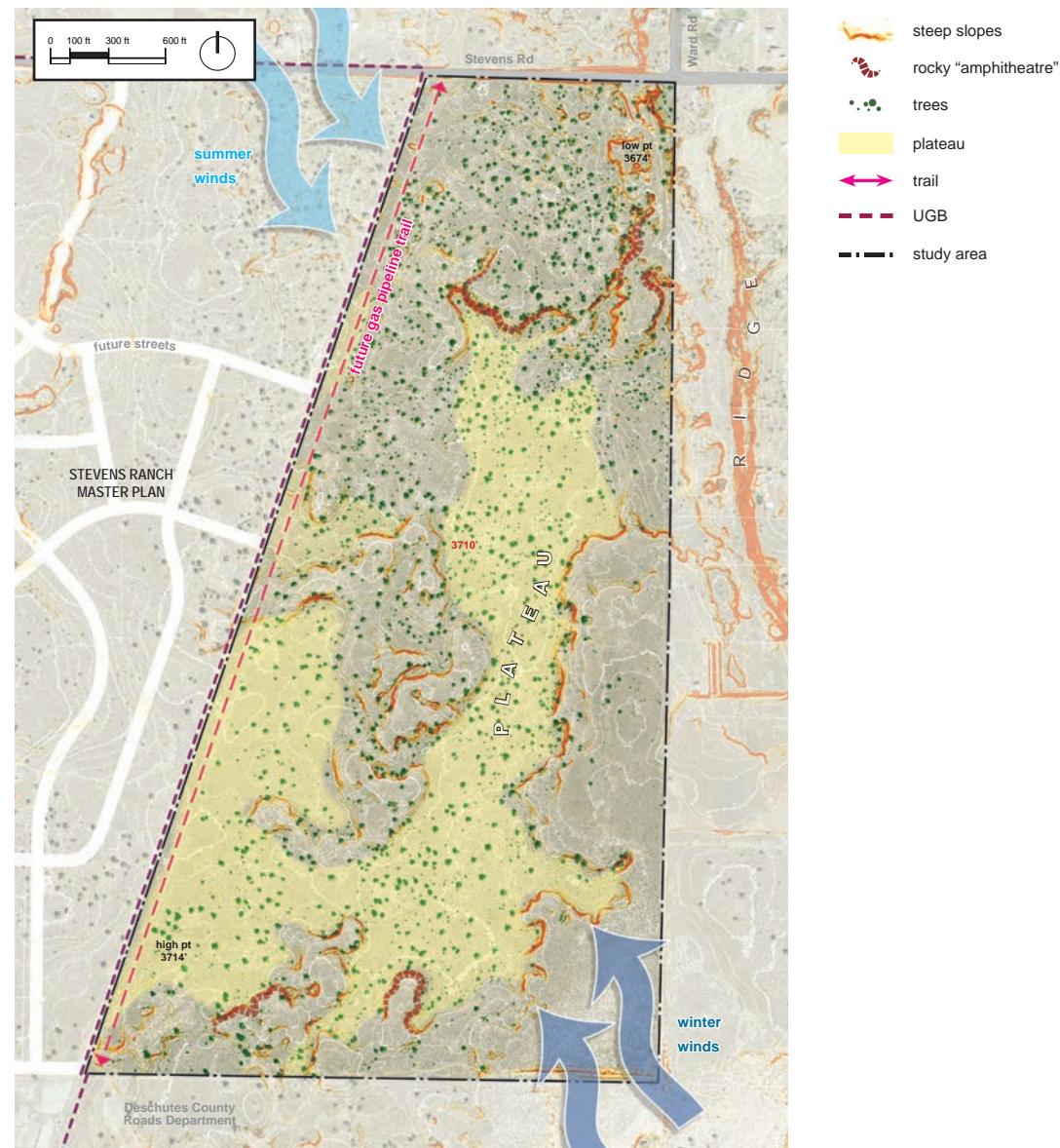


SITE CONDITIONS

The Stevens Road Tract is within the High Desert of Oregon, located east of the Cascade Range (in the central part of the state) and south of the Blue Mountains (in the eastern part of the state). The High Desert of Oregon covers approximately 24,000 square miles (62,000 km²), extending approximately 200 miles (320 km) from Central Oregon east to the Idaho border and 130 miles (210 km) from Central Oregon south to the Nevada border.

The Stevens Road Tract property today is undeveloped rural land with informal trail systems meandering through the site. It is comprised of scattered junipers and occasional ponderosa pine trees, with sagebrush and other low-coverage understory vegetation. There are rock outcrops that form localized high points and subtle ridges throughout the site, rising between approximately 10 and 20 feet above grade. When visiting the site, the team noted that some of the rock outcrops serve to shelter the wind and noise from adjacent areas, as well as an extensive and connected system of natural trails. Almost all of the

Figure 9. Natural Features and Conditions



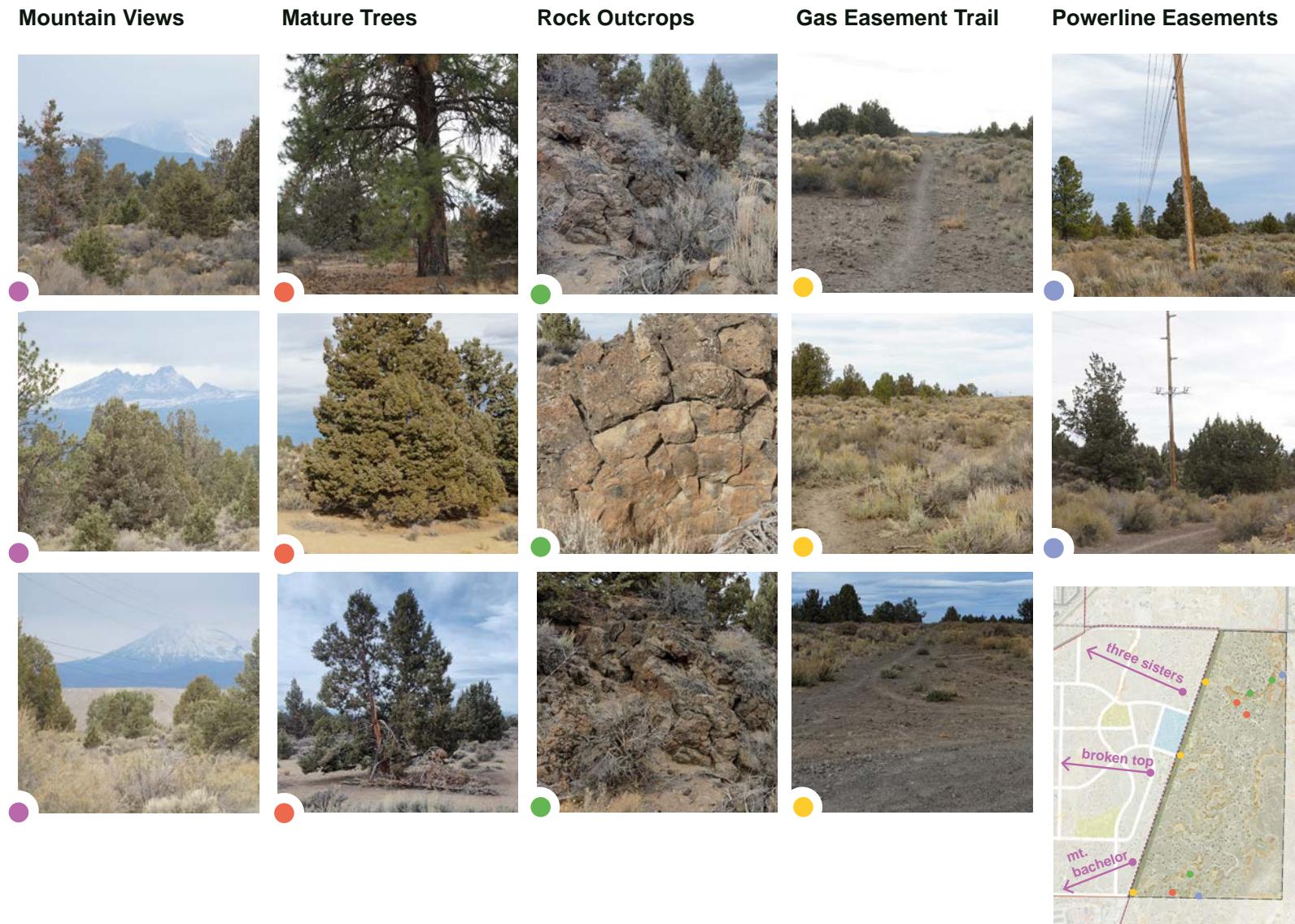
Tract has been mapped within one soil mapping unit of the Natural Resource Conservation Service (NRCS) – Mapping Unit #59C, Gosney-Rock Outcrop-Deskamp Complex, 0 to 15% slopes. The native vegetation found with this soil complex includes: western juniper, mountain big sagebrush, antelope bitterbrush, bluebunch wheatgrass, Idaho fescue, and needle-and-thread.

The low point on the property is 3,674 feet in elevation and the high point is 3,714 feet. From the high areas of the site, there are views west to Mt. Bachelor, Broken Top, and the Three Sisters; north to Pilot and Powell Buttes; and south to Paulina Peak. A significant ridge is located about 400 feet east of the site's east boundary. The ridgeline and rural homes on that ridge top form the horizon in that direction.

EQUITY LENS

The natural beauty of the site – key trees, outcrops, views – should be retained so they can be enjoyed by all in the future. Parks and open space provide a great opportunity to retain these special features for all members of the community. Locating multifamily and affordable housing in prime locations with close proximity and access to parks and open space, ensures equitable access and opportunity for all to enjoy the natural features that make this area unique.

Figure 10. Site Conditions



BUILDABLE LAND INVENTORY

A Buildable Land Inventory (BLI) was prepared to analyze how many acres of the site are suitable for building. The analysis used methodologies and data sources consistent with the BLI for rest of the City of Bend, as initially established during the 2014-2016 UGB update process. See Technical Appendix D for the BLI memorandum.

The gross area of the property is 261 acres. The natural gas line easement comprises 13 acres. Other than that easement, the site does not have

physical constraints that need to be deducted to estimate the amount of buildable land, assuming that the localized rock outcrops and similar small features will be integrated into the future development. The BLI method deducts 20% of land for future right-of-way, consistent with previous analysis of typical amounts of right-of-way in urban areas of Bend. Table 2 is the summary of the BLI, with an estimate of 198 net buildable acres on the site.

Table 2. Estimate of Buildable Land in the Stevens Road Tract

Total Gross Acres	261
Constrained Acres (pipeline easement)	13
Unconstrained Acres	248
Acres Set Aside for Future Public ROW (20% of the unconstrained acreage)	50
Net Buildable Acres	198

HISTORICAL AND CULTURAL INVENTORIES, PROTECTION, AND PRESERVATION

HB 3318 requires future planning amendments to include: “(a)n inventory of significant historical artifacts, cultural sites and natural resources” (see Section 9(1)(a) of HB 3318).

This conceptual plan must address, in general terms, the expected planning amendments that will include such an inventory, among other things. The team reviewed the Deschutes County Comprehensive Plan and consulted with the Confederated Tribes of Warm Springs (CTWS) and DSL for existing inventories of, and background information on, historical and cultural resources. The results of this work are presented in Technical Appendix E (see Stevens Road Concept Plan – Historic, Cultural, and Natural Resources).

Statewide Planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) requires cities and counties to inventory, evaluate, and protect significant historic and cultural resources. Because the site is presently under Deschutes County's jurisdiction, the County has had the responsibility for examining the site for Goal 5 resources to date. State and federal laws administered through the State Historic Preservation Office (SHPO) may also apply as development and planning for the site continue, and the City may be required to consult with SHPO for compliance.

EQUITY LENS

Planning will continue to include consultation with the Confederated Tribes of Warm Springs and key policies have been identified to ensure preservation of significant historical artifacts and cultural sites, acknowledging the people who have historically lived and worked on this land.

The following are the key findings from research and consultation regarding historic, cultural, and natural resources:

- There are no designated Goal 5 historic resources on the site. There are no existing buildings or structures on the Tract.
- The County's Comprehensive Plan does not identify any inventoried Goal 5 cultural resources on the Stevens Road Tract. DSL has compiled a report of prior archaeological surveys, the most recent of which was completed in 1996. The record of archaeological surveys, including the 1996 survey, did not cover the entire tract. CTWS recommended a full archaeological survey of the entire 261 acres, and advised the City on also preparing an inadvertent discovery plan for artifacts and remains that may be discovered during excavation and/or earth movement.

Based on research to date, the City has identified potential planning amendments in general terms; see the callout box for this section.

For the future Stevens Road Tract planning amendments, the City anticipates adopting policies to:

- Require a pedestrian archaeological survey of the property that also inventories any locations where artifacts and/or remains are found and provides for addressing any later-discovered artifacts or remains
- Protect significant cultural resources inventoried in an archeological survey of the Tract
- Require on-going consultation with the Tribes and SHPO as development is planned for
- Address situations where artifacts or remains should be left undisturbed, including through the design of open spaces at those locations
- Reference relevant state and federal regulations regarding the discovery of artifacts and/or remains during construction activities

WILDFIRE PLANNING AND DEVELOPMENT REQUIREMENTS

Section 9(1)(d) of HB 3318 pertains to compliance with wildfire planning and development requirements, due to the history and impact of wildfire on the areas surrounding Bend. To address this requirement, the City prepared the report in the Technical Appendix F titled Wildfire Considerations for Stevens Road Tract Concept Plan.

To address wildfire, the City consulted Statewide Planning Goal 7 (Areas Subject to Natural Hazards) as well as recent legislation passed in 2021, SB 762. Note, however, that the standards of Section 9 of HB 3318, and not the Statewide Planning Goals, apply to planning for the Tract. The City also consulted a number of past planning efforts aimed at reducing the risk and impacts of wildfire, including resources that present best practices for development in and near areas subject to wildfire.

Based on City staff's review of these sources, the following outlines several broad categories of best practices that should be included in the land use regulations for the Stevens Road Tract, in general terms:

- **Defensible space.** Involves fuels reduction, vegetation management, and fire-resistant landscape materials within certain distances of buildings and structures.
- **Development pattern.** Potentially includes larger setbacks between buildings and around the perimeter of the Tract. The development pattern needs to consider access for firefighting equipment and vehicles and planned routes for evacuations, road signage, and access to water for fire suppression.

- **Construction materials.**

Focuses on building materials such as fire-resistant roofing materials, spark-arresters in chimneys, and fire-resistant materials for fences and decks.

- **Land uses.** Includes potential development regulations intended to keep certain critical land uses (e.g., hospitals and schools) out of harm's way and in locations with adequate firefighting access and closer to evacuation routes. Strategically locating other uses that can be developed in a fire-resistant manner, e.g., housing, open spaces, and trails.

For the future Stevens Road Tract planning amendments, the City anticipates adopting policies to:

- Require that the master plan describe how wildfire planning and development best practices have been incorporated.
- Comply with applicable local and state wildfire planning and development requirements, including requirements in the statewide planning goal related to natural disasters and hazards, and best practices, such as those outlined in *Community Wildfire Safety Through Regulation: A Best Practices Guide for Planners and Regulators* (2013).



03



Chapter 3

Land Needs and Opportunities

This chapter summarizes technical memoranda that were prepared to support this Concept Plan and provide a factual basis for future planning amendments. The technical documents are included in their entirety in the Technical Appendix. Chapter 5 (Concept Plan Alternatives) describes how estimated land needs are met in each of the alternatives.

RESIDENTIAL LAND FOR AFFORDABLE HOUSING

Note: This section is a summary from: "Bend Stevens Road Tract Concept Plan: Affordable Housing Memorandum," January 25, 2022, by ECONorthwest. Please see the Technical Appendix G for the full memorandum.

MEETING HB 3318 AFFORDABLE HOUSING REQUIREMENTS

Section 9(2)(A) of HB 3318 requires the following acreages, income levels, and priorities for affordable housing:

Table 3. Meeting HB 3318 Affordable Housing Requirements

Part	Acreage (min)	Income Level	Other Requirements / Provisions
A	12 net acres	60% AMI ¹	Income averaging up to an average of 60% AMI consistent with state and federal LIHTC requirements allowed
B	6 net acres	80% AMI	Must give priority (to the extent permitted by law) to households where at least one person is employed by an education provider
C	2 net acres	80% of units at 80% AMI	At least 1 net acre must give priority (to the extent permitted by law) to households where at least one person is employed by an education provider

¹ Area Median Income

The following descriptions provide considerations for planning amendments that will be necessary to implement each of the affordable housing requirements noted above.

PART A: 12 ACRES AT 60% AMI OR LESS

The lowest-income units required by HB 3318 are likely to be in multifamily family apartments partially financed through the Low Income Housing Tax Credit (LIHTC) program. LIHTC is the primary tool in the United States for developing and preserving income-qualified affordable housing. While it is possible that a portion of the 12 acres may obtain a 9% LIHTC award, it is highly unlikely that all 12 acres would qualify for a 9% LIHTC award under the policies and practices in effect in 2022. The 9% LIHTC program is highly competitive, with the Oregon Housing and Community Services Department only allocating these credits to less than 20 projects statewide each year. LIHTC funds do not cover all development costs and are typically combined with other funding sources.

It is more likely that affordable housing development would utilize the 4% LIHTC program. Even though 4% LIHTC credit projects tend to be larger, a 12-acre project is unlikely. Instead,

the 12 acres will likely be broken into two to three projects that are phased over time in increments of 4 to 6 acres each. This ensures that the projects do not compete against each other for LIHTC funding and makes it more likely that the City will be able to help close the financing gaps associated with LIHTC affordable housing development. Parcel configurations reflecting this approach are presented in the land use alternatives later in this Concept Plan.

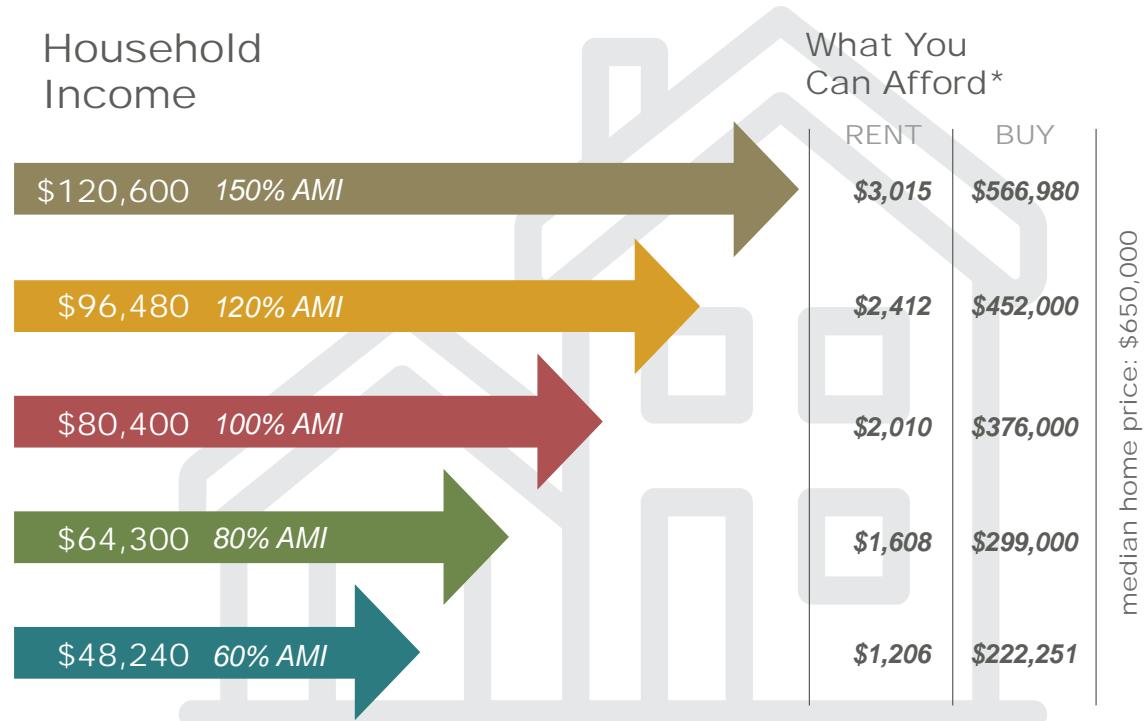
EQUITY LENS

About 14% of the net residential land will be for housing serving people with incomes of 80% AMI or lower. This requirement, along with the variety of housing types allowed and requirement for more middle and multifamily housing options than other UGB expansion areas, will provide greater options for lower cost housing.

The City can play an important role in making LIHTC development more viable in several ways:

- Nearly all 4% LIHTC projects require other funding sources to make development possible, and the growing cost of construction means that State and local governments must play a larger role in funding to make development financially feasible. The City's financial incentives and local funding can help fill funding gaps for these projects.
- Parking is a major hurdle for LIHTC developers. In Bend, a parking reduction from 1.5 stalls per unit to 1 stall per unit is provided for multifamily units restricted to 60% AMI or less, though this may still be higher than needed. Parking reductions and shared parking opportunities across uses and facilities can reduce parking's impact on the cost to build affordable housing and the number of units that can be built on the 12 acres.

Figure 11. Housing Affordability



PART B: 6 ACRES AT 80% AMI OR LESS, WITH PRIORITY TO EDUCATORS

Delivering Housing Affordable at 80% of AMI

Providing housing at 80% AMI is typically quite challenging. Middle-income units usually lack adequate subsidy programs to deliver housing to households with these incomes.

There are several potential options for this land, but all have challenges:

- The LIHTC program allows for income averaging, which can enable some units at 80% AMI, provided that the entire project averages 60% AMI. This means that some units may be leased at 80% AMI, but then other units would need to be reserved for very low-income households at 40% AMI. This means that the 6 acres at 80% of AMI could be provided through an additional LIHTC project.
- Housing offered in a manner that gives priority to households in which at least one individual is employed by an education provider over other households has not been developed to date in the city. In other states,

school districts have occasionally developed housing prioritized for households consisting of district employees. Implementation of this priority will take collaborative efforts between the City, DSL, and other stakeholders in the area, and may also require changes to state law to clearly support implementation of this priority. Agreements between the City and DSL commit the City to implementing this priority, to the extent permitted by law, through the use of restrictive covenants and agreements with potential future developers.

HB 3318 requires the land for affordable housing be conveyed to the City, so the most likely and straightforward development scenario is affordable units developed on designated acreage.

EQUITY LENS

To preserve land for and develop the amounts and types of affordable housing prescribed by the Bill and described in this Concept Plan, the City will pursue:

- An intergovernmental agreement addressing how the land planned for affordable housing would be conveyed to the City of Bend at a price per acre established under Section 4(2)(b) of the bill.
- Legal instruments to ensure the implemented affordable housing units will be preserved for a period of no less than 50 years (or 99 years in the case of the educator housing) as affordable to own or rent at their designated levels of affordability.
- Planning amendments and the Option Agreement recorded against the Stevens Road Tract will prescribe the land designations and locations for affordable housing. This will ensure ongoing coordination with the City and eventual land owner.

PART C: 2 ACRES WITH 80% OF UNITS AT 80% AMI OR LESS, WITH PRIORITY TO EDUCATORS ON 1 ACRE

As noted above, delivering housing that is affordable at 80% of AMI can be a challenge. The acreage requirements for this section of the bill were designed based on an affordable homeownership model used by a local community land trust, in which one in five units is available to households earning up to 120% of AMI and the remainder are restricted to households earning up to 80% of AMI. While a rental model may be possible, it is unlikely given available financing models. Instead, this acreage is assumed to be delivered as deed-restricted affordable homeownership. Market-rate developers would be unlikely to take on this type of development, given the challenges associated with delivering and maintaining affordable homeownership (e.g. determining whether a household can both income qualify and be approved for a mortgage while providing an adequate down payment to purchase the home and determining how much to restrict the resale price so that other 80% AMI

households can purchase the home in the future). Nevertheless, public funding for the development of homeownership units may be limited and a Community Land Trust (CLT) may also find it challenging to leverage non-public funds to construct these units. This land will also be subject to the challenges identified above related to prioritizing housing for households in which at least one individual is employed by an education provider. Agreements between the City and DSL commit the City to implementing this priority, to the extent permitted by law, through the use of restrictive covenants and agreements with potential future developers.

The provision of land for affordable housing was a key factor in the passage of HB 3318 in 2021. The inclusion of this type of development helps meet Bend's economic development goals and responds to the community's priority of housing affordability.



LAND FOR EMPLOYMENT AND MIXED USE

The potential development of employment lands within the Stevens Road Tract area was evaluated prior to preparing land use programs and alternatives. The following is a summary from the evaluation.¹

Based on a review of the City's Economic Opportunities Analysis and employment growth trends, the City forecasts a need for 10-38 additional acres of industrial land within the Bend UGB. The Stevens Road Tract property is an opportunity to accommodate some or all of this need.

INDUSTRIAL USES

Development of industrial uses is likely to be predominantly light manufacturing and other light industrial uses, as well as some mixed employment with some office users in flex spaces (see Technical Appendix I: Market Analysis). These uses may include small-scale manufacturing or distribution, showrooms, and other

light industrial users that may also need office space (i.e., flex space). The sizes of sites for industrial land in the Tract should allow small sites (2 to 5 acres) to medium-sized sites (5 to 25 acres) based on statewide trends in demand for light industrial land, recent market trends for industrial land in Bend, and opportunities for larger-lot industrial development in nearby areas (e.g., Stevens Ranch).

The Stevens Road Tract may accommodate 38 acres of industrial land (the identified deficit of industrial land for the entirety of Bend) over the long-term growth of southeast Bend but a smaller amount of industrial land (10-20 acres) may be more reasonable for the reasons summarized below (see Technical Appendix I: Market Analysis). The Stevens Road Tract is relatively close to larger tracts of industrially zoned land that have direct access to 27th Street (see Stevens Ranch Master Plan), or that are located within the Southeast Area Plan. If industrial development occurs as quickly as is forecast in the

City's adopted Economic Opportunities Analysis (EOA), then Bend may need more industrial land in the southeast part of the city, consistent with the City's estimated 38-acre deficit of land. Bend may have less demand for industrial land if industrial employment grows more slowly than forecast in the adopted EOA, existing industrial land use intensifies, or redevelopment occurs. Given these uncertainties and the limitations for industrial development related to location and amount of industrial land in adjoining lands to the west, it may be more reasonable to assume a smaller amount of industrial development (10-20 acres) for the Stevens Road Tract. This finding is also based on the somewhat more remote location of the site and presence of large amounts of industrial immediately to the west in Stevens Ranch along 27th Street.

Within the Tract, industrial land should be located near other existing or planned industrial uses outside of the area, such as adjacent to the planned industrial land

¹ Please see the Technical Appendix H for "Bend Stevens Road Tract Concept Plan: Employment Land Assumptions", January 28, 2022, by ECONorthwest.

in the Stevens Ranch Master Plan and industrial-compatible uses near the site (e.g., County Road Department facilities and undeveloped County land north of Knott Landfill), to reduce conflicts with residential uses. Other considerations for where industrial land should be located within the Tract include the presence of facilities outside of the study area that are compatible with industrial uses, such as the County's road facilities and undeveloped County land north of the Knott Landfill. In addition, industrial land in the Tract should have direct access to major roads planned within the Tract.

COMMERCIAL AND MIXED USES

Development of commercial and mixed uses are likely to be predominantly locally serving commercial uses, such as retail, personal services, small offices that serve local residents (such as

doctor's offices), restaurants or coffee shops, wellness/lifestyle businesses, small retail stores, and other local services. Commercial land for retail, services, or office uses should be located near planned higher-density housing such as multifamily housing and affordable housing. The commercial area could be developed as a neighborhood center or main street. Office uses may be mixed with retail in smaller buildings or grouped in one building. The commercial businesses should also be visible along a road or intersection that serves the Tract and to allow for easy access for those who do not live in the plan area but may live nearby. Additional considerations are proximity to worker amenities such as open space and trails. ECONorthwest estimated that the Stevens Road Tract Concept Plan can accommodate 2.5 to 5 acres of locally serving commercial uses in a main street or neighborhood

center format. These uses may not have an anchor store but if there is an anchor store, the commercial area may be the larger size. The City's commercial zones allow for residential and other uses. The commercial land demand cited here is also land for mixed-use development. The same is true for lands that would be designated Mixed Employment, as that zoning district allows for mixed use.

In 2021, the Bend City Council adopted the Southeast Area Plan, an area plan for the "Elbow" (a.k.a. the Southeast UGB expansion area). That decision included concurrent changes to the Comprehensive Plan Map for certain properties and required the City to replace 38 acres of industrial land and 28 acres of commercial land. The Stevens Road Tract property is an opportunity to replace some, but not all, of the shortage. Planning amendments for the Stevens Road Tract will need to identify the number of acres for commercial, mixed use, and industrial zoning for the subsequent master plan.

MARKET ANALYSIS

REAL ESTATE MARKET TRENDS

When COVID-19 first hit Central Oregon in the Spring of 2020, commercial real estate transactions almost came to a halt. Commercial real estate in Bend saw some small declines in rents and increases in vacancies. However, by the fourth quarter of 2020, conditions had improved with rents either back to previous levels or higher while vacancies kept dropping for some commercial real estate products.

- **Office:** Although rents softened in 2020, the office submarket in Bend rebounded quickly with higher rents by the fourth quarter of 2020. Since 2017, office rents have increased 21%, while vacancy rates have risen slightly as new office space is delivered and COVID-19 still impacting return to work for most people in the workforce. Despite lingering COVID-19 impacts, office demand has remained strong, and the relatively low vacancy rate has resulted in upward rent pressures indicating increasing demand for

office space in the Bend market. New office construction tends to be in small- to medium-scale development, between 5,000 to 20,000 square feet in size. New office space is indicative of Bend's employment trends, which feature many small businesses (averaging nine employees or less) and those that demand small flexible workspaces.

- **Retail:** Rents softened somewhat in 2020; however, they have exceeded pre-COVID-19 levels with a return to normal activity in the retail sector. The retail submarket gained strength in the past few years as rents have increased and vacancy rates have remained very low. This trend in the retail market suggests a constrained supply of retail space with potential demand for additional retail space. New retail construction in Bend generally tends to be multi-tenant, strip retail buildings built either as stand-alone or grouped with other retail buildings. New retail buildings in

Bend average from 3,000 square-foot stand-alone buildings up to 30,000 square-foot multi-building strip retail.

- **Industrial:** Demand for industrial space has almost outstripped supply in existing industrial parks and locations. High demand for industrial space has pushed vacancy rates to very low levels and created upward pressures on rent. Industrial rents have increased 60% since 2017—the greatest increase across all commercial real estate in Bend. The higher lease rents are typically for newer industrial space or highly improved spaces with offices or some retail component within industrial buildings.

- **Flex²:** Flex rents increased 30% since 2017. A strong demand for flex space has pushed vacancy rates to the very low level of 1.9% in the third quarter of 2021. Rising rents and very low vacancy rates indicate a demand for additional flex space in Bend.
- **Multifamily:** Strong demand for multifamily housing fueled rent increases in recent years. Multifamily rents were at a 12-year high of \$1.89 per square foot in the third quarter of 2021. Vacancy rates remained healthy as hundreds of multifamily units were constructed and quickly leased up.

² According to CoStar, the market data source for this section, Flex is defined as: "A type of building(s) designed to be versatile, which may be used in combination with office (corporate headquarters), research and development, quasi-retail sales, and including but not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18', with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets throughout the country." (<https://www.costar.com/about/costar-glossary>)

MARKET POTENTIAL FOR STEVENS ROAD TRACT CONCEPT PLAN

Commercial and Employment Land Demand

- **Office:** Demand for office space in the Stevens Road Tract will come from overall employment growth in Bend for office-oriented businesses and demand for workspaces and medical offices close to where people live. This could include office space that allows for collaborative and shared work environments, which is typically mixed and complemented with other uses such as retail. Similar to Northwest Crossing, the area could support commercial mixed-use development integrating retail and office space within a building, with office uses located either on the ground floor or second floor. The area can also support small-scale, neighborhood-serving office businesses such as medical and dental offices, accountants, insurance, and real estate offices that serve surrounding residential uses. These businesses may be in small buildings within a commercial area or (for a medical office) a larger complex in an area with better transportation access.

- **Retail and Personal Services:**

Retail demand, including personal services, will be based on new housing in the area, as other areas closer to presently developed areas are better positioned to serve existing residents. A limited amount of neighborhood-serving retail space for personal services, wellness/lifestyle businesses, and eating and drinking establishments can be supported by future residential uses. These retail businesses are most likely to be built as a small neighborhood commercial center or part of a main-street type retail development. The area could also potentially support a neighborhood-serving pharmacy or similar business as an anchor tenant to the commercial center.

- **Industrial and Flex:** Market trends indicate increasing demand for industrial and flex space that allows for a mix of employment uses such as light manufacturing, light industrial, and limited retail and office uses. The Stevens Road Tract could support small-scale, mixed-employment uses provided it is developed with good

access to SE 27th Street because these uses typically require access from higher-classification roadways, with direct and suitable access for larger vehicles. The area's lack of transportation access to state highways and major roadways will limit the attraction of traditional industrial uses in the area such as warehouses and distribution centers, which require good freight access and connections.

Overall, there is likely demand for a small (2- to 5-acre) retail-focused commercial area complemented by roughly 10-38 acres of employment land that can accommodate office, flex, light industrial, and commercial uses.

Residential Land Demand

HB 3318 requires the area to be planned with a mix of housing types, ranging from single family homes up to high-density housing, that are affordable to residents at different incomes levels.

- **Single Family:** Population and household growth in Bend will likely continue to support demand for single family housing for the foreseeable future. Newer residential development has tended to favor smaller lots, and this is likely to be the case in the Stevens Road Tract as well.
- **Middle Housing:** While there has been relatively little middle housing development in Bend to date, with regulatory barriers being removed, more is likely to occur going forward. The most likely forms of middle housing for the Stevens Road Tract are for-sale townhouse-style attached housing³ and cottage cluster housing (see Technical Appendix I: Market Analysis). The market could support anywhere from a small percentage of units (e.g., roughly

10%, as in Northwest Crossing) or a higher percentage (up to about 25%) as some other new growth areas around the state have seen.

- **Multifamily:** Market trends indicate the area is likely to support 3- to 4-story apartments with surface parking. These would likely range between 100 to 200 units each. The market may support one to three apartment developments in this area, depending on how demand for multifamily development changes over time.

“Middle housing” means duplexes, triplexes, quadplexes, cottage clusters, and townhouses.

³ This could include duplexes, triplexes, or fourplexes where units have common walls and are sold individually through a middle housing land division.

RECREATIONAL AND OPEN SPACES

Recreational opportunities and open space were identified as key components in the conceptual planning for the Stevens Road Tract. Working in close coordination with Bend Park and Recreation District (BPRD), the three Concept Plan Alternatives were created to ensure adequate parks, open space, trails, and recreational opportunities for the existing community and future residents of this area.

The adopted 2018 BPRD Comprehensive Plan calls for a target of 7.85 acres of neighborhood and community parks per 1,000 residents and a neighborhood or community park within a ½ mile walking distance from most homes. Additionally, trails – as both recreational amenities and longer-distance transportation routes – are identified as important recreational and functional parts of the parks system. The three Concept Plan Alternatives for the Stevens Road Tract provide different options aimed at meeting these targets. Specifically, Alternatives 2 and 3 provide a community park

that would bring BPRD closer to meeting their specific Comprehensive Plan level of service targets.

All of the Concept Plan Alternatives for the Stevens Road Tract include areas designated for recreational and open space per HB 3318 Section 9(b). As seen in Figure 12:

- Alternative 1 provides two smaller, 6-acre neighborhood parks, 10 acres for trail corridors, and 4 acres for other open space – for a total of 26 acres (10% of the site).
- Alternative 2 provides one larger, centrally located 20-acre community park, adjacent to the proposed pipeline trail and a future school site planned in the neighboring Stevens Ranch Master Plan Area. Additionally, it provides 10 acres for trail corridors and 3 acres for other open space – for a total of 33 acres (13% of the site).
- Alternative 3 provides the largest park, a 29-acre, centrally located community park also adjacent to the proposed pipeline trail and a

future school site planned in the neighboring Stevens Ranch Master Plan Area. Additionally, Alternative 3 provides 7 acres for trail corridors and 3 acres of open space, for a total of 39 acres (15% of the site).

The park(s) would be developed to provide opportunities for a mix of active (e.g., ball fields and playgrounds) and passive recreational activities (e.g., trails and open space).

BPRD's Comprehensive Plan also identifies a planned trail that runs along the TransCanada pipeline. Consistent with the BPRD Comprehensive Plan, all three Alternatives use the existing TransCanada pipeline easement as an opportunity for a trail and open space corridor. Additionally, all of the Alternatives also include a potential loop trail system, with some variation of trail alignments, as seen in Figure 12.

EQUITY LENS

Each alternative creates the densest concentration of formalized Bend Parks and Recreations trail systems in Southeast Bend. Alternatives 2 and 3 provide a new Community Park which will create a new amenity that will serve existing residents to the west and east, and new residents of the Stevens Road Tract. These systems provide much needed recreational opportunities to those who may not be able to afford to travel to other areas for recreation and open space.



Figure 12. Parks, Trails, and Open Space Alternatives

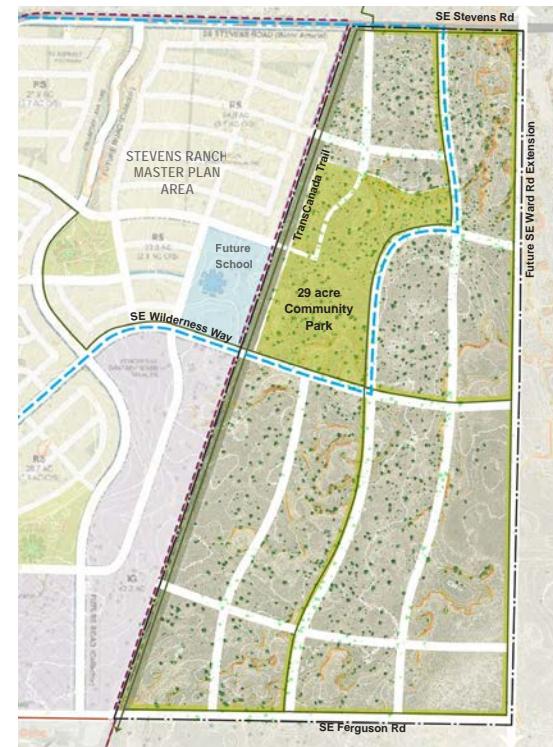
Alternative 1



Alternative 2



Alternative 3

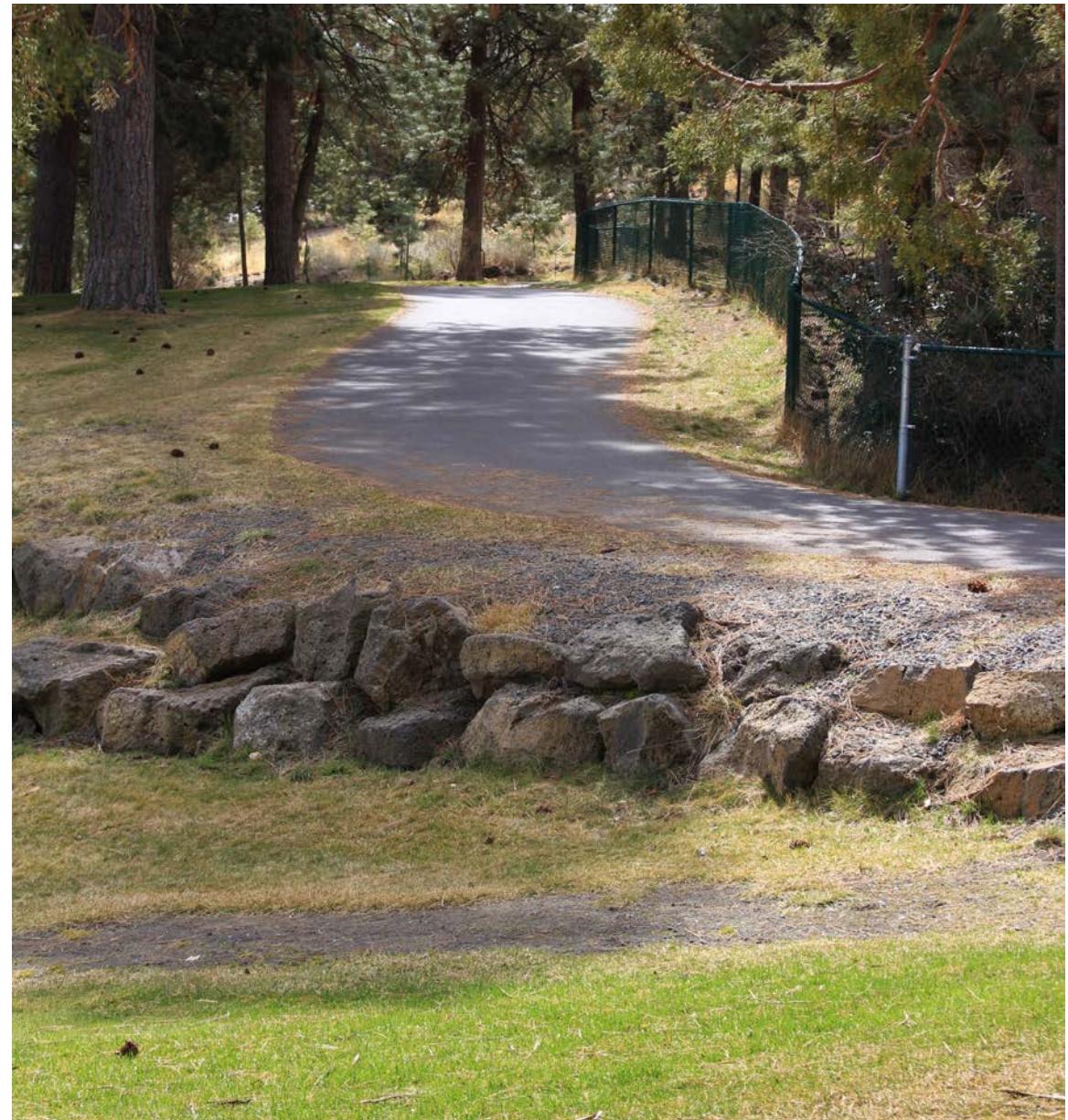


NEIGHBORHOOD AND COMMUNITY PARKS

Neighborhood Parks: BPRD identifies neighborhood parks as intended to serve as close-to-home, walkable opportunities to recreate and gather. Neighborhood parks are smaller in size (average about 4 acres) and typically include amenities such as playgrounds, open lawn areas, and picnic shelters.

Community Parks: Community Parks are intended to serve a wider area and are therefore larger in size, typically about 25 acres, and include a greater variety of amenities, like athletic fields, trails, and natural areas.

All of the Concept Plan Alternatives for the Stevens Road Tract include areas designated for recreational and open space per HB 3318. New comprehensive plan policies will be created to require a higher amount of park land dedication if Alternatives 2 or 3 are preferred.



04



Chapter 4

Concept Plan Alternatives

OVERVIEW

Three land use and transportation alternatives were developed for this Concept Plan. Each Concept Plan Alternative provides a variety of housing, employment land, and a transportation framework (streets, paths, and transit) that will create a complete community consistent with Bend's policies for new urban areas. The Alternatives are a starting point for preparing the planning amendments required by the bill and future master planning that will occur prior to development of the site.

The Alternatives were developed to analyze and present the implications and impacts of different land uses, and to solicit community, policy maker, and agency input. Together, they will ideally result in policy maker direction regarding which alternative is the best starting point for further refinement into planning amendments, the next step in the HB 3318 approval process.

All Alternatives comply with the requirements of HB 3318. A detailed analysis of compliance with the bill is included in the Technical Appendices (see Technical Appendix J, Findings). In summary, each Alternative includes:

- Areas designated for adequate employment lands, per the findings described in Chapter 4.
- Residential areas that:
 - Ensure adequate opportunities for the development of all needed housing types, sizes, and densities of market-rate housing, including middle housing.
 - Provide proportions of single family attached and multifamily housing that exceed the amounts in Bend's adopted Housing Needs Analysis (10% and 35%, respectively)
- Exceed a minimum density standard of 9 residential units per gross residential acre of market rate residential land.
- Areas for mixed use development that can support commercial and residential use, designed for convenient walking, biking, and transit use.
- Streets, trails, and paths that connect Stevens Road Tract to adjacent areas in Southeast Bend and the rest of the city.
- At least 20 net acres of land planned for the specific types and amounts of regulated affordable housing prescribed by the bill.

ALTERNATIVE LAND USE PROGRAMS

Three Concept Plan Alternatives were prepared to inform policy makers and the community about the implications of developing the Stevens Road Tract. Each Alternative complies with HB 3318.

Three land use configurations were prepared, in the form of Concept Plan Alternatives, to:

- Quantify the types and amounts of land uses for the Alternatives.
- Facilitate coordination of the housing elements, with a focus on the affordable housing types and densities.
- Guide site planning and infrastructure analysis.

The three Alternatives are summarized in Table 4. See the Technical Appendix K for further detail.

Table 4. Summary of Alternatives

Housing	ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3	
	Acres	Units	Acres	Units	Acres	Units
Total Residential	145.4	1,960	142.9	2,095	146.9	2,487
RH Designation	22.0	680	23.0	805	30.0	1,200
Multifamily	22.0	680	23.0	805	30.0	1,200
Affordable @ 60% AMI	12.0	360	9.0	315	12.0	480
Affordable @ 80% AMI	6.0	180	6.0	210	6.0	240
Market Rate	4.0	140	8.0	280	12.0	480
RM Designation	12.0	239	18.0	358	24.0	479
Middle Housing/Small Lot	12.0	239	18.0	358	24.0	479
Affordable @ 60% AMI	0.0	0	3.0	54	0.0	0
80% Affordable @ 80% AMI	2.0	32	3.0	36	2.0	39
Market Rate	10.0	207	13.0	268	22.0	440
Cottage Cluster & Small Lot	5.5	46	3.9	60	8.8	137
Townhomes / SFA	6.3	92	5.6	128	7.7	177
Plexes (MF)	13.3	69	3.5	80	5.5	126
RS Designation	111.4	1041	101.9	932	92.9	808
Middle Housing (Market Rate)	17.0	356	10.0	205	0	0
Cottage Cluster & Small Lot	1.9	27	1.5	21	0	0
Townhomes / SFA	2.2	48	1.0	21	0	0
Plexes (MF)	12.9	281	7.5	163	0	0
Single Detached (Market Rate)	94.4	685	91.9	727	92.9	808
Commercial	2.5 acres		2.5 acres		5 acres	
Mixed Employment	14 acres		20 acres		7 acres	
Light Industrial	10 acres		0 acres		0 acres	
Open Space and Parks	26 acres		33 acres		39 acres	

Table 5. Housing Mix and Density (Market Rate)

Housing Type on Private Land	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3			
	Units	% of Units	Units	% of Units	Units	% of Units
Detached Single Family	758	54.6%	808	54.6%	945	54.7%
Attached Single Family	140	10.1%	149	10.1%	177	10.2%
Multiple Family	490	35.3%	523	35.3%	606	35.1%
Total Market Rate Units	1,388	100%	1,480	100%	1,728	100%
Total Market Rate Acres		125.4		122.9		126.9
Net Residential Density (Market Rate Land)		11.1		12.0		13.6
Gross Residential Density (Market Rate Land)		9.2		10.0		11.3

Figure 13. Housing Mix Comparison



COMMON AND UNIQUE ELEMENTS OF THE ALTERNATIVES

All three Alternatives include the following common elements:

- Housing planned for most of the land
- Affordable housing types and amounts as required by HB 3318
- Land for apartments, townhomes, 3- and 4-unit homes, duplexes, cottage homes, and detached single family homes
- Land for local shops, cafes, and light industrial businesses
- Land for parks and trails
- Plans for future bus service – an extension of bus service looping from SE 27th Avenue through the site
- A connected network of streets and paths

The Alternatives differ in the following ways:

- The amount of total housing:
Alternative 1: 1,960 dwellings
Alternative 2: 2,095 dwellings
Alternative 3: 2,487 dwellings
- The amount of each kind of housing (See Table 4 and Table 5)
- The amount of land for shops, services, and businesses
- The types of businesses
- The types and sizes of parks
- The total amount of open space:
Alternative 1: 26 acres
Alternative 2: 33 acres
Alternative 3: 39 acres

EQUITY LENS

Each alternative provides:

- More affordable housing choices than are available in all other UGB expansion areas
- Walkable access to parks, shops, employment, and transit
- Streets and paths intended to serve all ages and abilities
- Preservation of trees, views, and rock outcrops for all to enjoy

ALTERNATIVE 1

OPEN SPACE CONCEPT

Figure 14 illustrates the Open Space Concept for Alternative 1. Two neighborhood parks are located to provide convenient walking access for residents in the northern and southern areas of the Tract, similar to the park layout in the adjacent Stevens Ranch Master Plan.

Each neighborhood park site has:

- Approximately 6 acres of park area
- A rocky outcrop as a feature and viewpoint
- Flat land for passive recreation
- Adjacency to a multi-use path that parallels the central north-south street (the northern park is also adjacent to future transit)
- The Alternative 1 Open Space Concept includes a “green loop” of trails and multi-use paths around the perimeter of the community, with a centrally located path adjacent to SE Wilderness Way

The concept includes 4 additional acres of undesignated open space that would be determined as part of future master planning. Together, the parks, trails, and other open space total 26 acres, 10% of the total site area.

LAND USE CONCEPT

Alternative 1 provides 1,960 total dwellings and an average density of 13.5 dwellings per net residential acre. Market-rate housing is planned at 11.1 dwellings per net residential acre. This equates to 9.2 dwellings per gross residential acre in compliance with the bill. Of the three Alternatives, this land use concept is the most like the development pattern of other UGB expansion areas in Bend, but with more attached housing.

Land use features of this plan include:

- Medium- and high-density residential development that is focused along the planned transit route and around the northern park, with a node of similar

housing adjacent to the southern park.

- Broad areas of a mix of medium- and standard-density dwellings, which would allow middle housing throughout.
- Planned amounts and preliminary locations for regulated affordable housing in compliance with HB 3318's requirements.
- A 2.5-acre Main Street along the entry street from SE Stevens Road; this location would function as a community center where commercial, residential, and the park all meet.
- Employment uses (areas for mixed employment and light industrial development) focused in the southwest corner of the site, near other industrial lands to the west and south, and adjacent to a future extension of SE Ferguson Road.

Figure 14. Alternative 1 - Open Space Concept

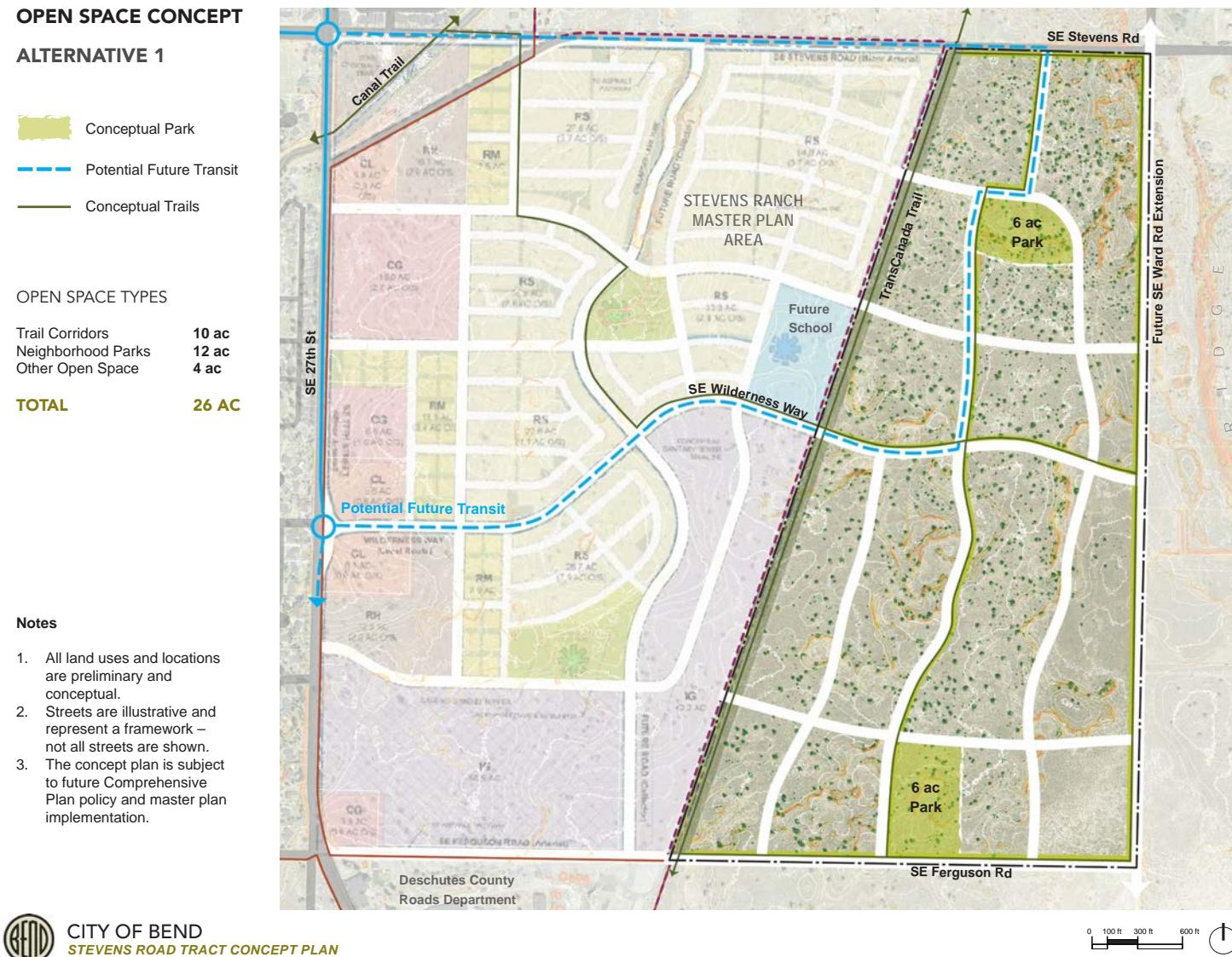
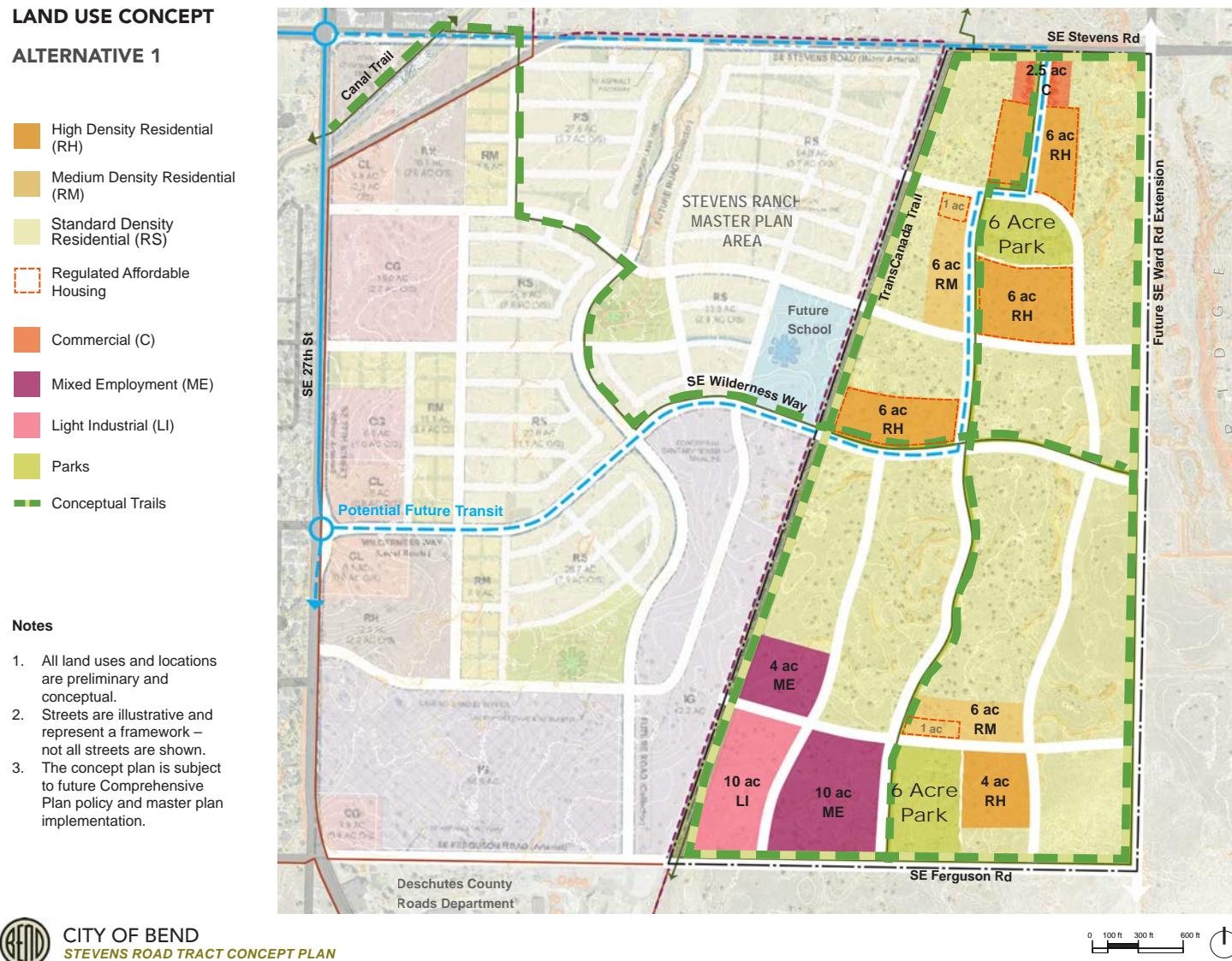


Figure 15. Alternative 1 - Land Use Concept



ALTERNATIVE 2

OPEN SPACE CONCEPT

Figure 16 illustrates the Open Space Concept for Alternative 2. This Alternative is anchored by a community park. Planning staff from the BPRD noted that an additional community park was appropriate for this area of Bend and a good complement to the two neighborhood parks in the Stevens Ranch Master Plan.

The community park in Alternative 2 is:

- Approximately 20 acres of park area
- Relatively flat, with small rocky areas
- Adjacent to the TransCanada Trail that will be located in the pipeline corridor
- Adjacent to the future school planned in the Stevens Ranch Master Plan
- Served by the future transit route through the site

The Alternative 2 Open Space Concept includes a “green loop” of trails and multi-use paths around the perimeter of the community, with a centrally located path adjacent to SE Wilderness Way. The eastern portion of the loop is an off-street trail that would be located within the interior of blocks or other open spaces. The extension of SE Ward would likely be either an arterial or a collector street, so the off-street trail is intended to provide a calmer and safer biking and walking alternative to the SE Ward corridor.

The concept includes 3 additional acres of undesignated open space that would be determined as part of future master planning. Together, the parks, trails and other open space total 33 acres, 12.5% of the total site area.

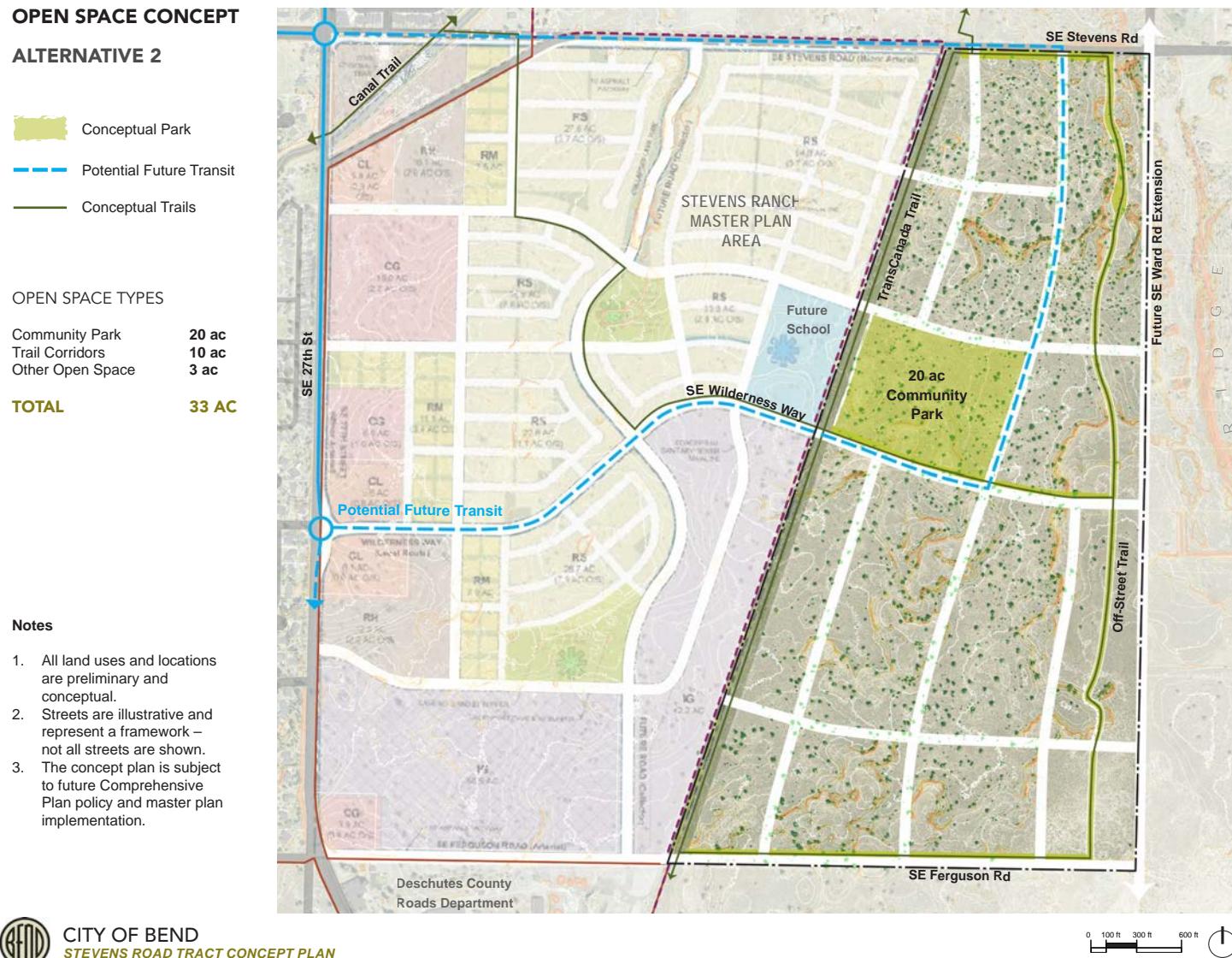
LAND USE CONCEPT

Alternative 2 provides 2,095 total dwellings and an average density of 14.7 dwellings per net residential acre. Market-rate housing is planned at 12.0 dwellings per net residential acre. This equates to 10.0 dwellings per gross residential acre in compliance with the bill. It introduces more attached housing (apartments and middle housing) than is found in Alternative 1 and in other UGB expansion areas of Bend.

Land use features of this plan include:

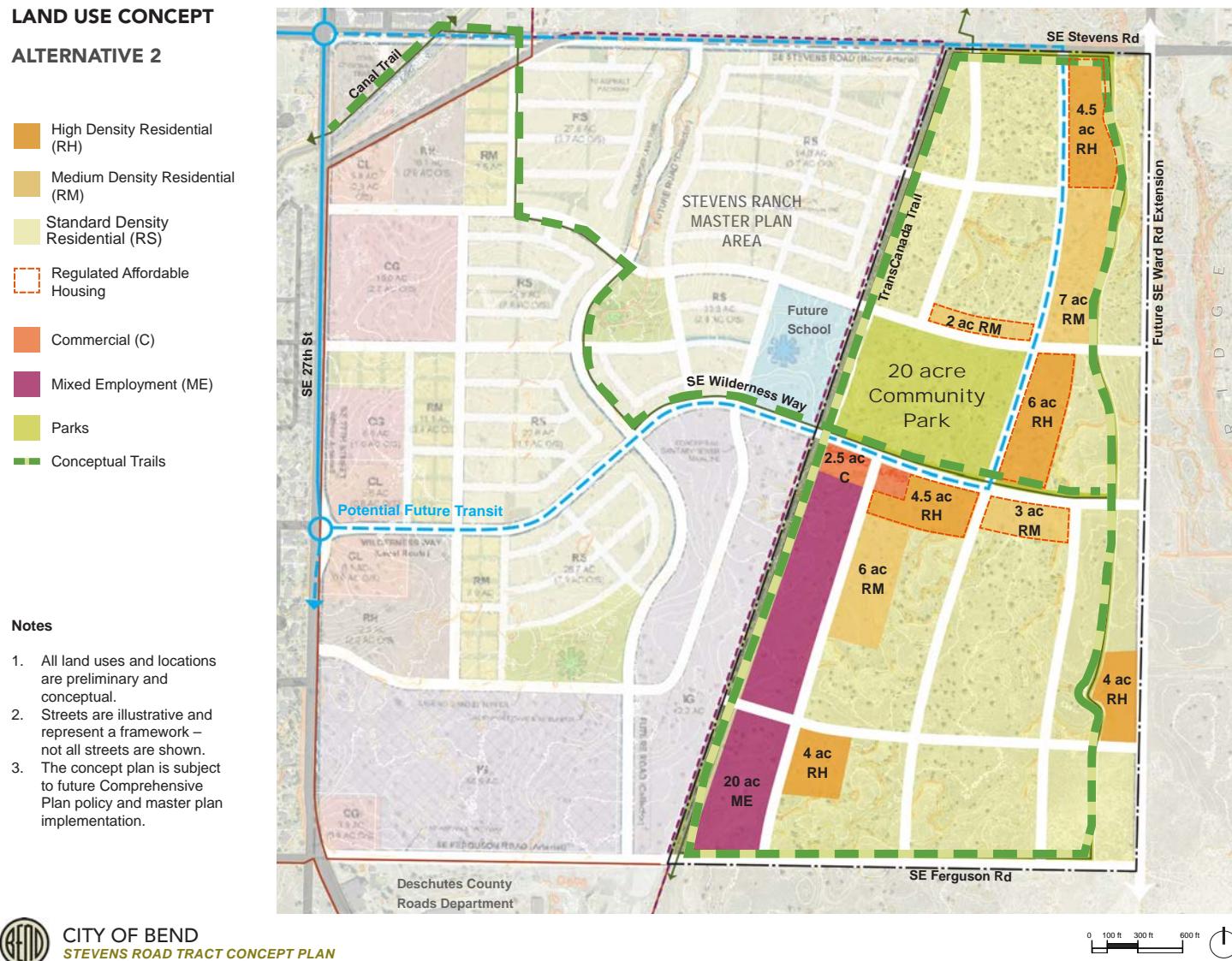
- Medium- and high-density residential development that is focused along the planned transit route and around the community park, with areas of similar housing also in the southern areas of the site.
- Broad areas of a mix of medium- and standard-density dwellings, which would allow middle housing throughout.
- Planned amounts and preliminary locations for regulated affordable housing in compliance with HB 3318's requirements.
- Market-rate high-density housing that is in addition to the regulated affordable housing that is high-density, creating multiple areas where 3-4 story apartment buildings are located.
- A 2.5-acre Main Street along SE Wilderness Way; this location would function as a community center where commercial, residential, employment, the park, and the school all meet.
- Employment uses (designated for a potential mix of commercial and light industrial development) focused along the southwest edge of the site, paralleling the natural gas line and the industrial area of the Stevens Ranch Master Plan, and served by the future extension of SE Ferguson Road.

Figure 16. Alternative 2 - Open Space Concept



CITY OF BEND
STEVENS ROAD TRACT CONCEPT PLAN

Figure 17. Alternative 2 - Land Use Concept



ALTERNATIVE 3

OPEN SPACE CONCEPT

Figure 18 illustrates the Open Space Concept for Alternative 3. This alternative is anchored by a community park. Planning staff from the BPRD noted that an additional community park was appropriate for this area of Bend and a good complement to the two neighborhood parks in the Stevens Ranch Master Plan.

The community park in Alternative 3 is:

- Approximately 26 acres of park area, larger than that proposed in Alternative 2 and capable of preserving unique natural features and vegetation
- Shaped to include the relatively flat central area near SE Wilderness Way and connect up to a rocky outcrop in the northern part of the site
- Adjacent to the TransCanada Trail that will be located in the pipeline corridor

- Adjacent to the future school planned in the Stevens Ranch Master Plan
- Served by the future transit route through the site

The Alternative 3 Open Space Concept includes a “green loop” of trails and multi-use paths around the perimeter of the community, similar to Alternative 1, with a centrally located path adjacent to SE Wilderness Way.

The concept includes 3 additional acres of undesignated open space that would be determined as part of future master planning. Together, the parks, trails and other open space total 39 acres, 15% of the total site area.

LAND USE CONCEPT

Alternative 3 provides 2,487 total dwellings and an average density of 16.9 dwellings per net residential acre. Market-rate housing is planned at 13.6 dwellings per net residential acre. This equates to 11.3 dwellings per gross residential acre in compliance with the bill. It introduces even more attached housing (apartments and middle housing) than is found in the other alternatives and in other UGB expansion areas of Bend. The Alternative 3 Land Use Concept is the most transit-supportive of the three Alternatives and provides equitable access and proximity to neighborhood amenities, including open spaces, commercial uses, and trails, by locating affordable housing and density in prime locations.

Land use features of this plan include:

- Medium- and high-density residential that is focused along the planned transit route, the community park, and SE Wilderness Way and is near SE Stevens Road.
- Broad areas of a mix of medium- and standard-density dwellings, which would allow middle housing throughout.
- Planned amounts and preliminary locations for regulated affordable housing in compliance with HB 3318's requirements.
- Market-rate high-density housing that is in addition to the regulated affordable housing that is high density, creating multiple areas where 3-4 story apartment buildings are located.
- A 5-acre Main Street along SE Wilderness Way; this location would function as a community center where commercial, residential, employment, the park, and the school all meet.

- A relatively small (7-acre) area for Mixed Employment (commercial and light industrial uses) in the southwest corner, adjacent to other industrial uses and served by the future extension of SE Ferguson Road.

EQUITY LENS

Alternative 3 has the most transit-supportive land use arrangement of the three alternatives and provides the largest open space (a 29 acre Community Park) adjacent to a majority of the affordable and higher density housing. The arrangement of affordable housing parcels adjacent to or within a short walking distance to parks, schools, trails, transit, and commercial services ensures equitable access to the highest concentration of amenities on the site.

Figure 18. Alternative 3 - Open Space Concept

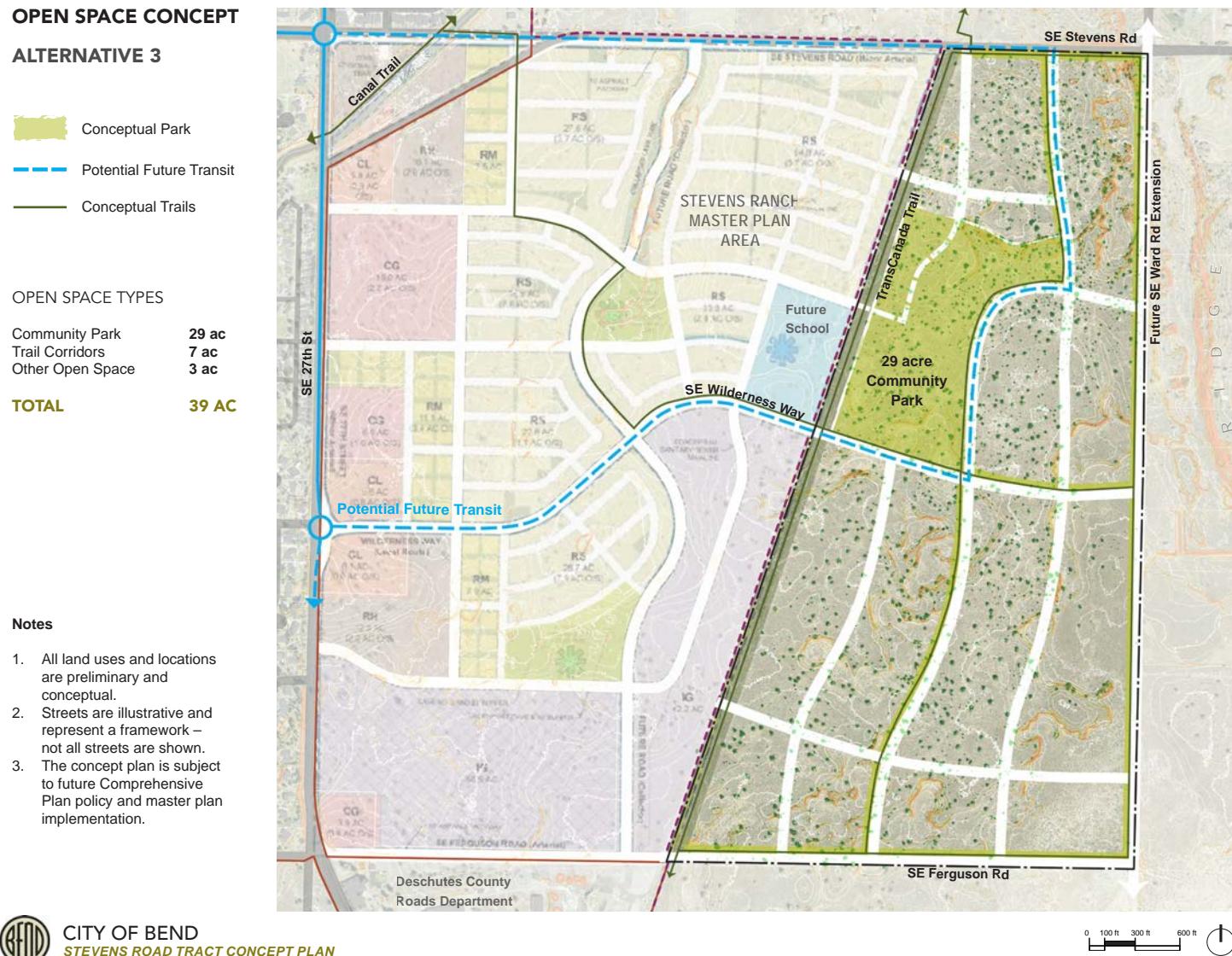
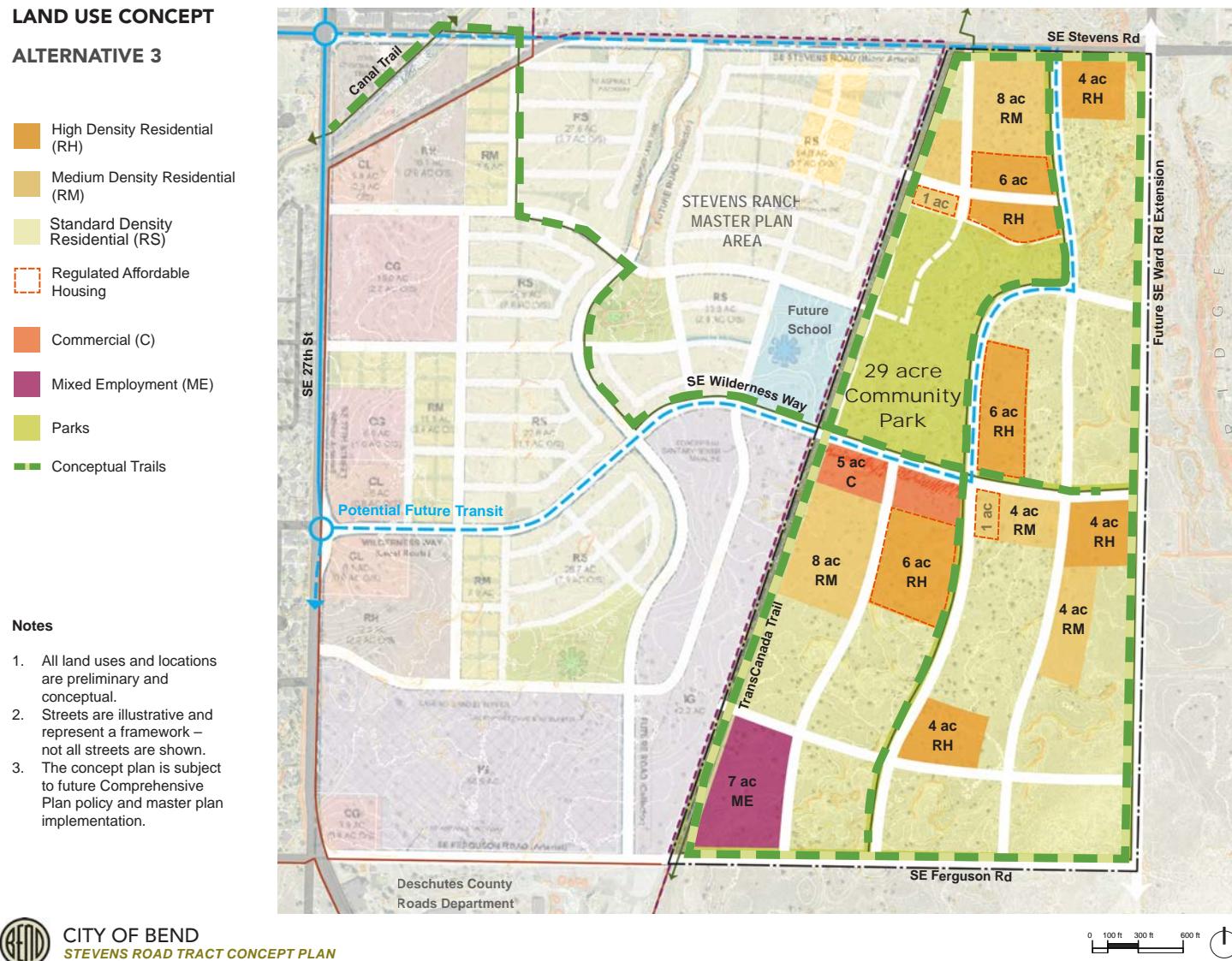


Figure 19. Alternative 3 - Land Use Concept



STREET NETWORK

SUPPORTING THE BEND TRANSPORTATION SYSTEM PLAN

The existing roadway network in Southeast Bend is comprised mostly of arterial, collector, and local roads built to Deschutes County improvement standards. Planned projects in the City's Transportation System Plan (TSP), and the Stevens Road Tract site itself, will expand and urbanize this roadway network to serve existing and future development, including the Stevens Road Tract.

The alternatives meet the bill's transportation requirements by providing:

- Mixed use commercial and employment areas close to residential areas, with strong connections
- Robust transportation options for walking, bicycling and transit
- Planned transportation infrastructure: streets, paths, trails, and transit stops
- Direct, safe and convenient connections to the street, pedestrian, and low-stress bicycle networks of Southeast Bend

Key projects from the TSP and Stevens Ranch Master Plan that will specifically support the Stevens Road Tract property include:

- **Realignment of SE Stevens Road to connect with and extend the Reed Market Road corridor.** The road will provide an important east-west connection between lands in the Stevens Road Tract vicinity and other areas within the Bend Urban Growth Boundary. This road would extend to the eastern Stevens Road Tract as part of the proposed concept plan.
- **Extension of SE Ferguson Road.** Like the Reed Market Road corridor, the extension of SE Ferguson Road to the east will provide an east-west connection to the Stevens Road Tract area. This road would extend to the eastern Stevens Road Tract as part of the proposed concept plan.

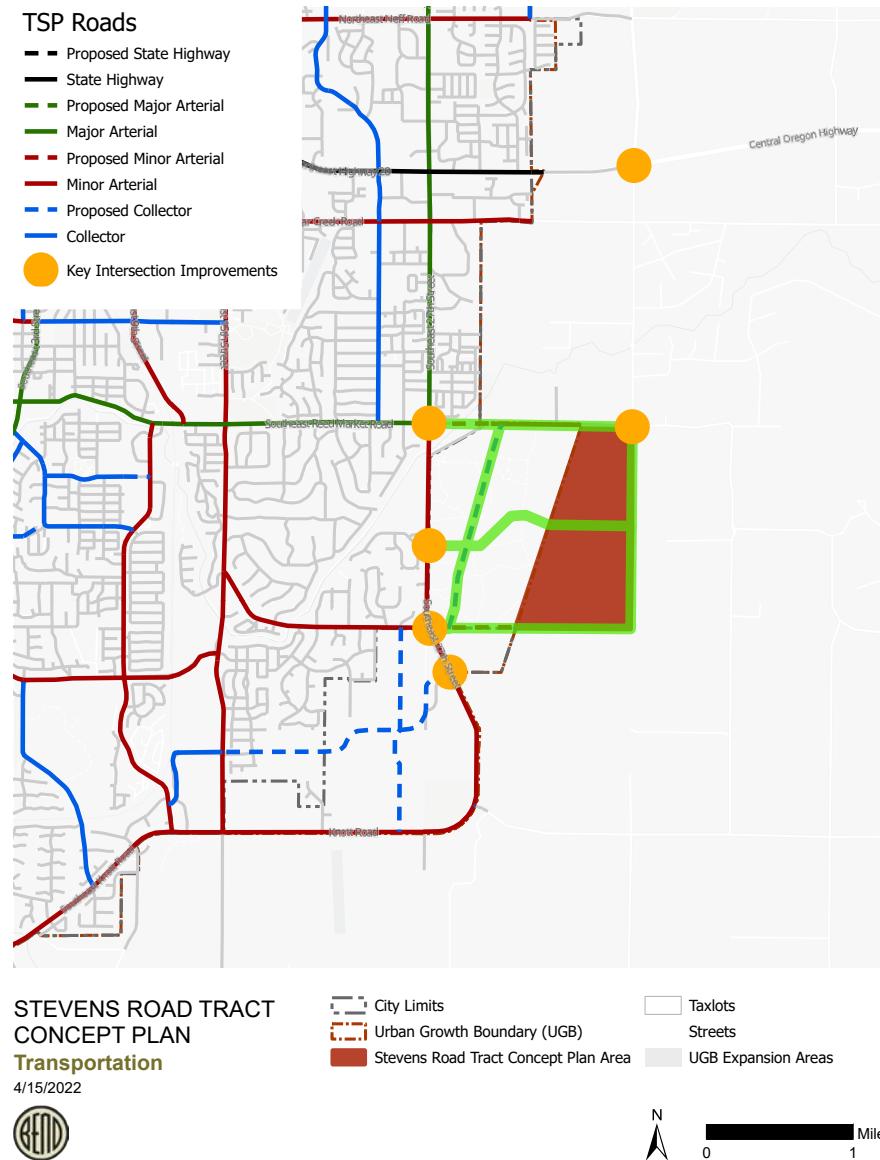
- **Extension of Wilderness Way.** The adjacent Stevens Ranch Master Plan will extend this road, which is roughly halfway between Reed Market Road and Ferguson Road, to the east as a "Neighborhood Route," which generally will function like a 2-lane collector road with pedestrian and bicycle facilities. This road would extend to the eastern Stevens Road Tract as part of the proposed concept plan.

- **Potential Future Extension of the SE Ward Road Alignment.** City of Bend roadway spacing guidelines would require SE Ward Road to extend south along the eastern property boundary of the Stevens Road Tract property. The proposed concept plan includes this potential roadway extension, which would provide an important north-south connection for lands in the vicinity of the concept plan area.

- **Construction of new North-South Collector within Stevens Ranch**

Master Plan. The Bend TSP identifies the need for a north-south collector to serve the lands between 27th Street and the eastern UGB, and to provide a connection between SE Stevens Road to the north and SE Ferguson Road to the south. The Stevens Ranch Master Plan includes this road, which will serve that Master Plan area and the Stevens Road Tract lands via a network of internal local roads.

Figure 20. Street Network and Intersection Improvements



STEVENS ROAD TRACT
CONCEPT PLAN
Transportation
4/15/2022



PLANNED INTERSECTION IMPROVEMENTS

The US 20 corridor, SE 27th Street, SE Reed Market Road, SE Ferguson Road, and SE Ward Road would mostly serve local and regional trips to and from the Stevens Road Tract. The Bend TSP identifies several intersections along these corridors where modifications to traffic control are necessary to support future development of lands in Southeast Bend, including those within UGB expansion areas to the east. These include the following locations where roundabouts will be constructed or expanded:

- 27th Street/Reed Market Road
 - Conversion of existing traffic signal to multi-lane roundabout
- 27th Street/Ferguson Road
 - Conversion of existing side-street stop-controlled intersection to roundabout
- 27th Street/New Southeast Area Plan East-West Collector (Caldera Road/ Diamondback Lane) – Conversion of

existing side-street stop-controlled intersection to roundabout

In addition, the following roadway improvements, though not within the City of Bend or identified within the Bend TSP, are also planned due to recent development agreements or partner agency projects and would benefit access to and from the Stevens Road Tract:

- US 20/Ward Road/Hamby Road – Construction of a single-lane roundabout (multiagency project in construction as of the date of this Concept Plan)
- 27th Street/Wilderness Way – Construction of a single-lane roundabout (Stevens Ranch Master Plan Condition of Approval)
- Stevens Road/Ward Road
 - Intersection improvement (Stevens Ranch Master Plan Condition of Approval)

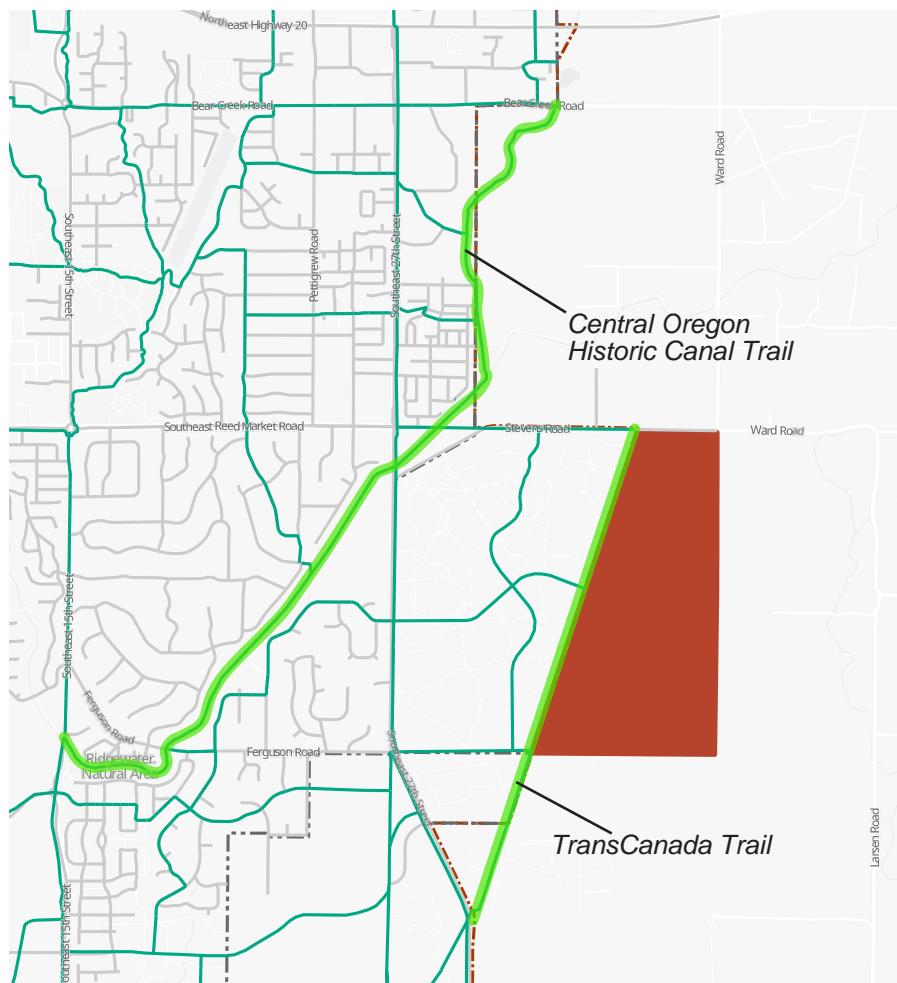
ACTIVE TRANSPORTATION NETWORK

The Concept Plan Alternatives illustrate conceptual trails and multi-use paths that support land use and roadway network planning. These facilities have been planned in close coordination with existing and planned regional BPRD routes and pedestrian and bicycle facilities in Bend's TSP. They are intended to connect the Stevens Road Tract to surrounding urban areas and destinations, support and integrate the land uses within the property, and support future transit service in the area. The City intends for the Stevens Road Tract property to be a highly walkable and bikeable community that is a connected part of the City's overall pedestrian and bicycle networks.

The trails, multi-use paths, and sidewalks in the Alternatives connect to the following active transportation facilities in Southeast Bend:

- **TransCanada Trail**, a regional multi-use path along the pipeline easement that borders the western edge of the Stevens Road Tract. To the southeast the trail connects to the 27th Street Corridor and regional trails within the Southeast Area Plan.
- **Central Oregon Historic Canal Trail**, a hard-pack gravel trail that connects the Deschutes River to areas just east of the existing Reed Market Road/27th Street intersection. Trail connections from the Stevens Road Tract to the north provide access to the regional facility.
- **Low-Stress Bicycle Network (LSN)**. This is a citywide network of roads, trails, and paths that allow cyclists of all abilities, including children, to comfortably and safely access key destinations. Several roads near the Stevens Road Tract are designated LSN facilities and provide access to the citywide network, including the TransCanada Trail, Central Oregon Historic Canal Trail, a new north-south collector, the Wilderness Way extension in the Stevens Ranch Master Plan, Stevens Road, 27th Street, and connections into the Southeast Area Plan via Ferguson Road. Some segments of the LSN require improvement to achieve the goal of low-stress routes for all users.
- **Key Walking and Bicycling Routes** are priority segments of the LSN identified within the TSP. Key Walking and Bicycle Route 8 runs north and south along 27th Street.

Figure 21. Active Transportation Network Improvements



STEVENS ROAD TRACT
CONCEPT PLAN
Transportation
4/15/2022



City Limits
Urban Growth Boundary (UGB)
Stevens Road Tract Concept Plan Area
TSP Low Stress Network
Taxlots
Streets
UGB Expansion Areas



TRANSIT

This Concept Plan was developed in close coordination with Cascades East Transit (CET) to ensure it would support adequate transit services. The CET 2040 Master Plan, adopted in August 2020, identifies a "Local Neighborhood" hub or transfer point near the intersection of Reed Market Road and 27th Street, just west of the Tract. (See Figure 22) Extensions of Bus Routes 5 and 6 will be able to connect the new Steven Road Tract neighborhoods to major destinations including St. Charles Medical Center, Costco, and Hawthorne Station. Residents could take the new Route 9 in Southeast Bend to shopping along southern 3rd Street and Hawthorne Station.

In addition to fixed-route services, the Tract is included in CET's Dial-A-Ride boundary, which provides door-to-door transportation for those who may not be able to take fixed-route transit.

Based on the greater density and number of households, Alternative 3 is most supportive of transit because it provides the greatest number of potential transit riders. Alternative 3 further

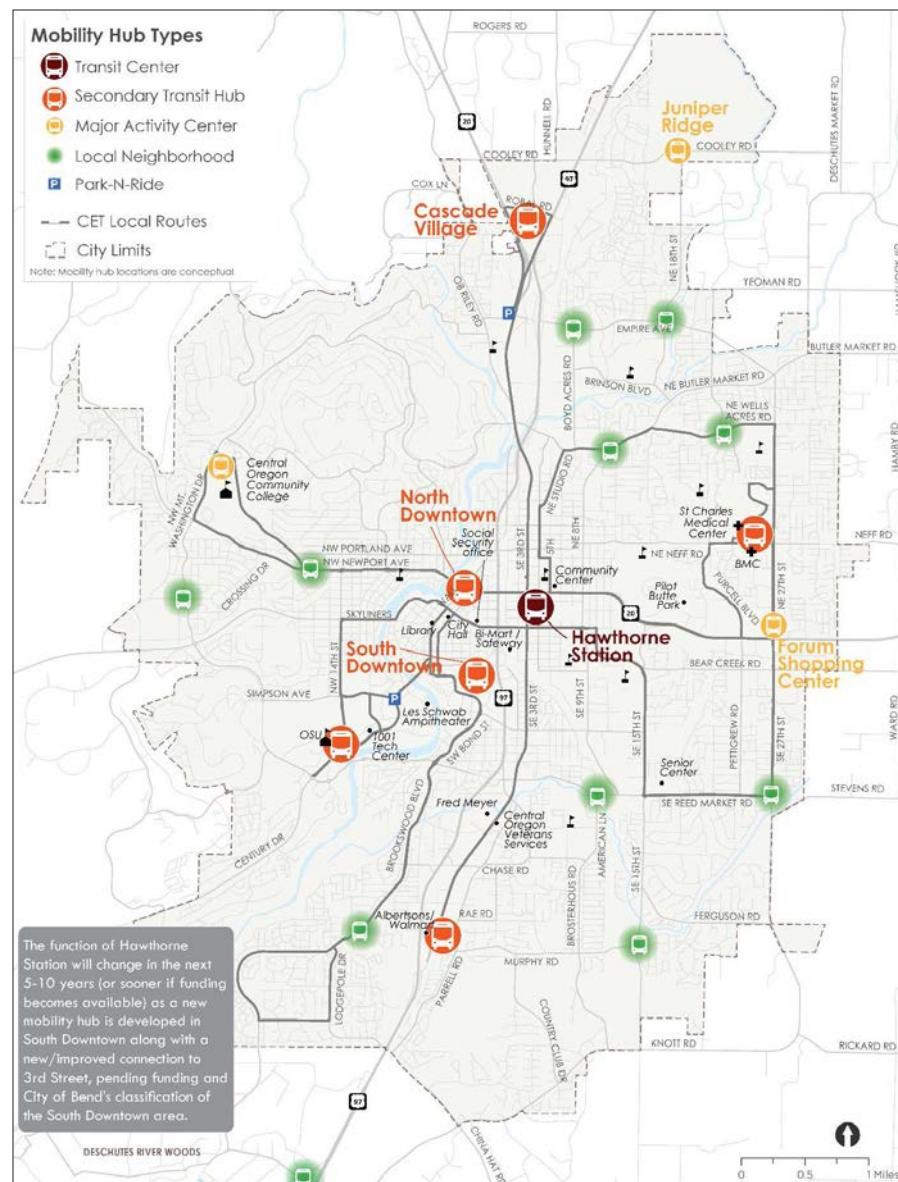
supports transit because it provides a greater concentration of commercial services and jobs – centrally located – as a potential destination for riders.

Upon development, the Concept Plan area will be adequately served by transit.

EQUITY LENS

Providing robust active and transit-oriented transportation options reduces reliance on auto-travel and transportation-related costs for households. Locating affordable and higher density housing near these options ensures equitable access to these amenities.

Figure 22. Planned Mobility Hubs

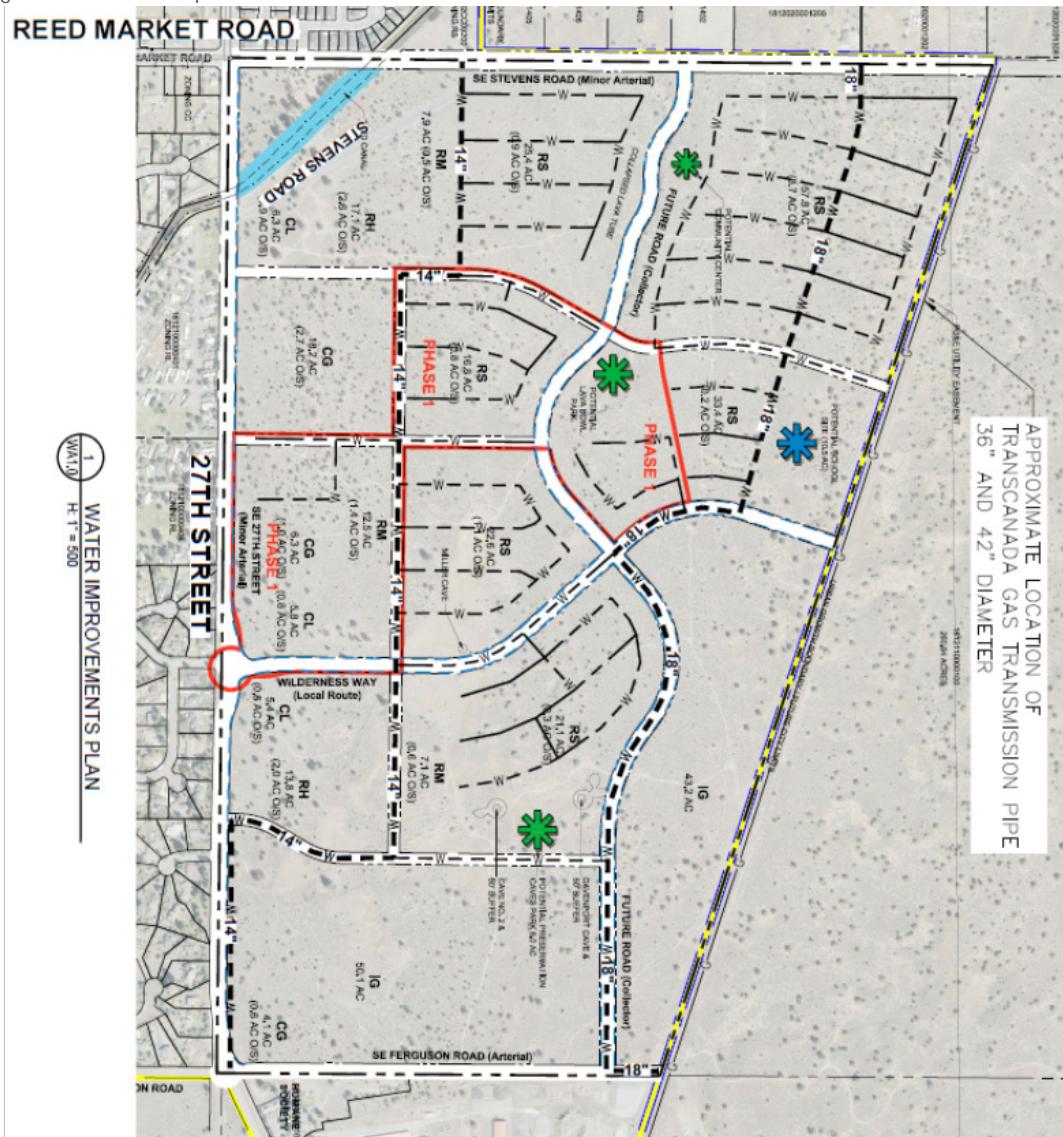


INFRASTRUCTURE: WATER, SEWER, AND STORMWATER

WATER

The Stevens Road Tract has access to water service, and water infrastructure needed to serve the site can be extended to the property. The Tract is located within the service area of Avion Water Company, a private water utility that serves areas east of Bend. Avion has existing infrastructure near the Tract that includes an 18-inch line in 27th Street and a 20-inch line running southwest to northeast in the TransCanada Natural Gas easement. The City contacted Avion regarding water infrastructure needed to serve the proposed future development that may result from this Concept Plan and Avion identified the key infrastructure improvements needed to provide water to the Tract. These improvements include: a 1.5-million-gallon day tank and a booster plant for the tank. Detailed locations of water lines by size will be determined in the future along with local road locations and final land use designations. For more information, please see Technical Appendix L – Water Infrastructure Findings.

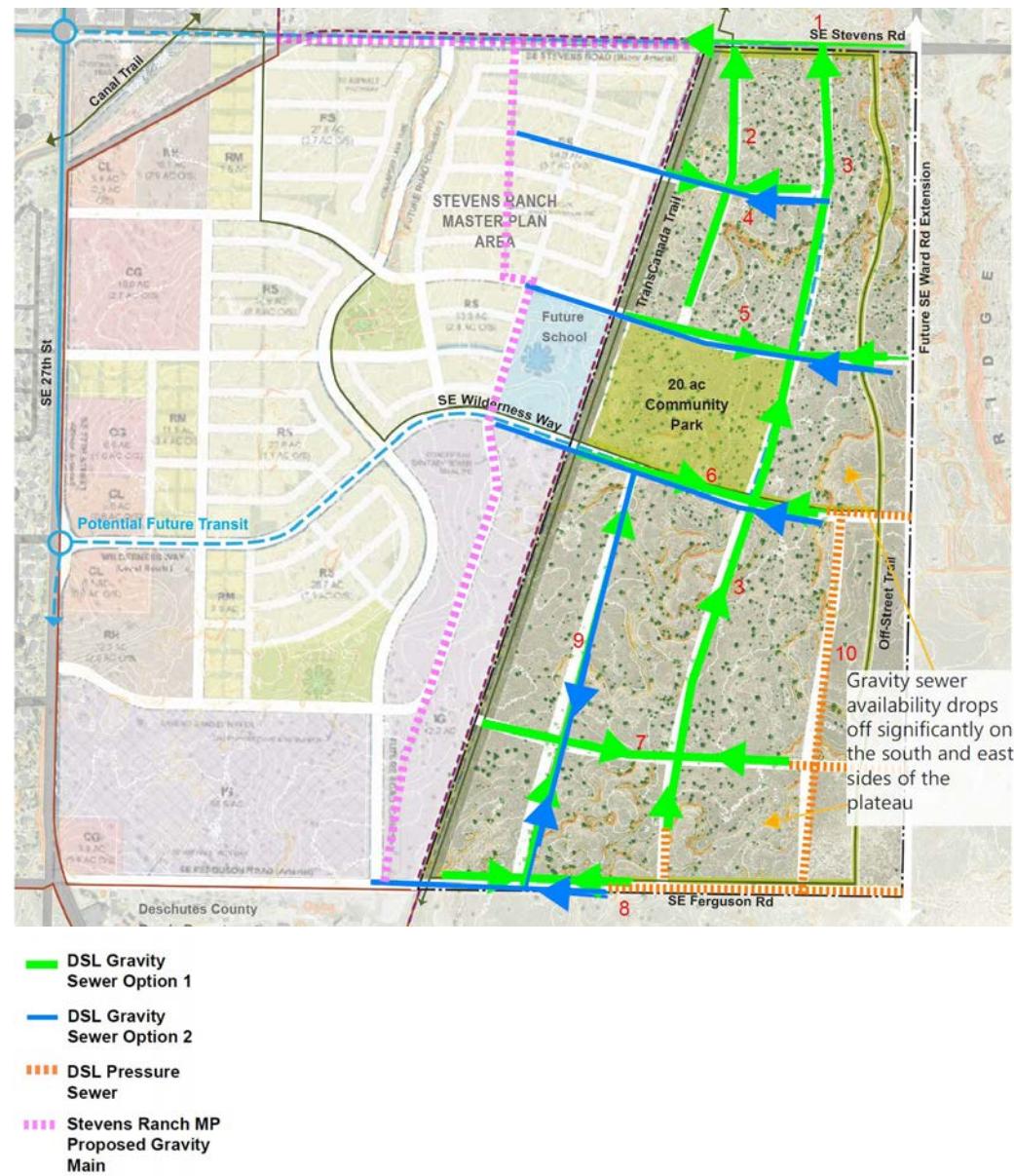
Figure 23. Water Improvements Plan



SEWER

The City of Bend provides sanitary wastewater collection and treatment in the Bend UGB. In 2018, the City adopted a Collections System Public Facility Plan that identified new projects for improvements to the existing sewer system and improvements needed to provide wastewater collection to UGB Expansion Areas including the West DSL property (the Stevens Ranch Master Plan area) located directly west of the Tract. The subsequently approved Stevens Ranch Master Plan included the extension of sewer service throughout that expansion area. A separate technical memorandum provides details and recommendations on sewer extension to the Stevens Road Tract. Gravity sewer can serve most, but not all, of the Tract, with future connections to the new lines being extended through the Stevens Ranch Master Plan area. Wastewater will be transported to the Southeast Interceptor to the west. Pressure sewer lines may be needed to serve some of the southeastern portion of the Tract. Figure 24 illustrates planning-level sanitary sewer lines that follow the conceptual road network. For more information, see the Technical Appendix M – Sewer Infrastructure Findings.

Figure 24. Conceptual Sewer Improvements Plan

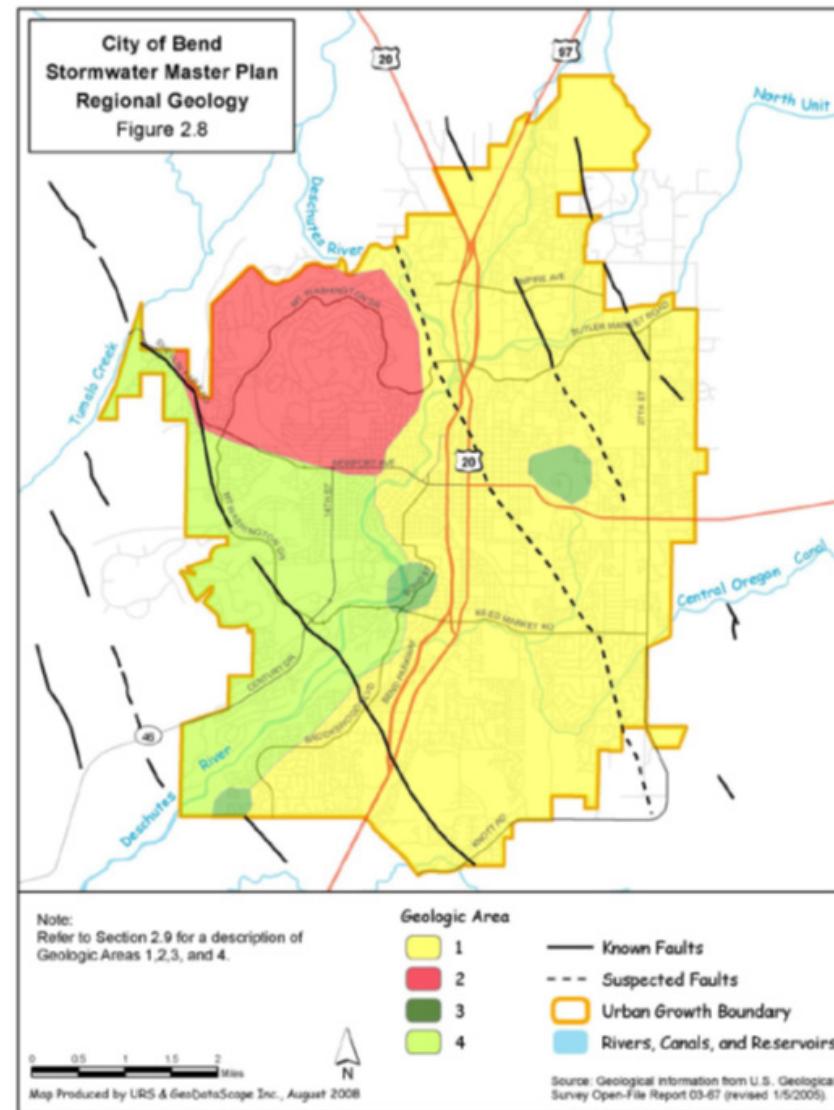


STORMWATER

Title 16 of the Bend City Code (BCC) "Stormwater Management Design Standards and Post-Construction Maintenance Controls" regulates the retention of stormwater. All stormwater facility design must comply with the Central Oregon Stormwater Manual (COSM) and ensure stormwater is retained on-site. BCC Title 16 will regulate any future development of the Tract.

Water, sewer and stormwater infrastructure have been evaluated as part of this concept plan. Adequate capacity is available, or feasible with development, for water, sewer, and stormwater services, as required by the bill.

Figure 25. Stormwater Master Plan - Regional Geology



INFRASTRUCTURE FUNDING

Future developer(s) of the property will primarily fund and deliver infrastructure required for development of the Stevens Road Tract. This Concept Plan has not identified additional significant off-site infrastructure improvements that are required to provide adequate services to the site, so additional infrastructure funding agreements outside of a typical Development Agreement will likely not be required. A Master Plan approval, per the Bend Comprehensive Plan and Development Code, will be required. Based on the proposed land use plan and associated wastewater (sewer) and transportation impact analysis, the master plan will identify the improvements and phasing for sanitary sewers, water, parks/recreation and open space, and transportation facilities. The master plan will be reviewed and approved with input from service providers for fire and emergency services, transit, and other services such as natural gas and electrical power. The master plan process and subsequent development agreements will ensure adequate consideration is given to the financing, scheduling, and development of urban services as required by the bill.

ORS 195.065 requires urban service agreements between cities and special districts to provide urban services within UGBs. The City of Bend has either a franchise agreement or an urban service agreement with the following service providers for the Stevens Road Tract:

- Avion Water District
- Bend Park and Recreation District
- Cascades East Transit

The City of Bend will provide all other urban services addressed by ORS 195.065.



ALTERNATIVES EVALUATION

Transportation Evaluation

In 2020, the City of Bend completed a comprehensive update of its Transportation System Plan (TSP). The plan is the City's transportation vision and guide for transportation network improvements needed to serve people walking, riding bikes, taking transit, moving freight, and driving. The transportation projects, programs, and policies identified in the TSP are based on future development of the lands within the UGB that was in place in 2020 and are intended to help "contribute to an economically vital, healthy, and equitable community over the next 20 years."

Following adoption of the TSP, the Stevens Ranch Master Plan (which is immediately to the west of the Stevens Road Tract) was approved by the City. That master plan identifies transportation infrastructure needed to support that development. It is important context for planning the Stevens Road Tract and has been evaluated as part of this Concept Plan. Specifically, a system-level analysis was done in order to

understand whether the adopted Master Plan assumptions as well as the incorporation of the land use assumption included in the Stevens Road Tract concept planning would materially change the needs identified in the TSP. This analysis assumed future development of the Stevens Ranch Master Plan and Stevens Road Tract (consistent with Alternative 3) within the overall context of future City development. Appendix N provides the methodology, assumptions, and analysis results of this transportation evaluation.

The overall finding of this analysis is that the fundamental transportation needs included in the TSP remain unchanged and can serve the development anticipated in the Stevens Road Tract Concept Plan even with the most dense land use plan and resultant increase in travel demands associated with the Stevens Ranch Master Plan and Stevens Road Tract. The TSP-identified transportation network will also be appropriate to support development of these two areas in addition to the overall City. The primary

reasons for this are discussed below.

The Concept Plan for the Stevens Road Tract aligns with the City's vision for providing "complete neighborhoods" in the future to locate jobs, housing (affordable and market rate), retail, and recreational uses in close proximity to each other to provide options for walking, riding bikes and taking transit in lieu of driving cars. These objectives also help to support "shorter distance" trips in the future to manage future roadway capacity needs. Achieving these objectives through the development of the Concept Plan could result in an estimated 60 percent of driving trips needing to use the transportation network that connects this area to the rest of the City. The remaining 40 percent of these trips would be shorter trips, staying within the future neighborhood and would be made via walking, riding bikes, and driving between jobs, housing, shopping, and recreational areas within the Stevens Road Tract and Stevens Ranch Master Plan area.

Although not changing the fundamental roadway capacity needs, urbanization of this area would increase the previously anticipated traffic volumes on Ward Road north to US 20 as well as on US 20 on the eastside of Bend. Along Ward Road, these increased volumes could still be accommodated by a two-lane street and the recently constructed Ward Road/Hamby Road roundabout but may merit additional consideration by the City and County to add shoulders and/or separated bike facilities in this corridor to increase connectivity options to the north. The City and County should collaborate on future monitoring of key intersections along the Ward Road corridor to identify if turn lanes and/or changes to intersection control are needed as the lands build out (such as at Stevens Road/Ward Road and Bear Creek/Ward Road).

As another implementation task from the TSP, ODOT and the City are now beginning a refined analysis of specific intersection needs along US 20 on the east side of Bend. Urbanization of the Stevens Road Tract and Stevens Ranch Master Plan area will be incorporated into this evaluation.

The overall outcomes of the refined transportation evaluation of the Stevens Road Tract Concept Plan and Stevens Ranch Master Plan are summarized below:

1. The mix of land uses and robust transportation network and facilities identified in the Concept Plan will provide transportation options for residents, visitors, and employees, including walking, biking and transit use;
2. The Concept Plan provides for the development of adequate transportation infrastructure to support walking, bicycling, public transit and motor vehicle movement to serve the planned land uses; and,
3. The fundamental transportation needs identified in the TSP remain unchanged with the addition of the Stevens Road Tract into the urban growth boundary. The Concept Plan will result in excellent connectivity to SE Bend and other areas of the Bend urban growth boundary. A project-specific transportation impact analysis should be prepared as part of the future Master Plan to ensure adequate provision, phasing and funding of transportation infrastructure.

Sustainability Indicators Evaluation

Bend's Envision Tomorrow model was run to provide a high-level analysis of three sustainability indicators:

- Water usage per household
- Energy usage per household
- Carbon emissions per household

Figure 26 through Figure 28 show the results of the analysis, which were coordinated and discussed with Bend's staff that lead the City's sustainability and climate action initiatives. Key findings and observations are listed below.

EQUITY LENS

Alternative 3 has the least impact per household for water usage, energy usage, and carbon emissions.

Water

- Generally, smaller dwellings and households have lower water consumption, which is coded into the Envision model.
- Due to the larger percentage of smaller households in apartments and middle housing, Alternative 3 has the lowest water usage for landscaping, internal water consumption, and wastewater.
- Water consumption for future park space was not evaluated.

Energy

- As with water, the smaller households of Alternative 3 result in less energy use per household.
- Energy efficiency in home and building design are very important. All of the housing and non-residential buildings in the development will be new and, therefore, more efficient than older homes.

Carbon Emissions

- Generally, smaller dwelling units and newer homes have lower overall carbon emissions per household.
- Travel behavior tends to vary by income. The evaluation did not specifically assess the potential incomes of people who will reside in the Stevens Road Tract community. The intent to provide a highly walkable and bikeable community that is served by transit and provides affordable housing will support lower carbon emissions per household compared to other expansion areas. Of the three alternatives, Alternative 3 has the most transit-supportive residential mix and density.
- The study area is within the Central Electric Cooperative, whose portfolio includes significant hydroelectric power (a low-carbon source).

Figure 26. Water Use per Household

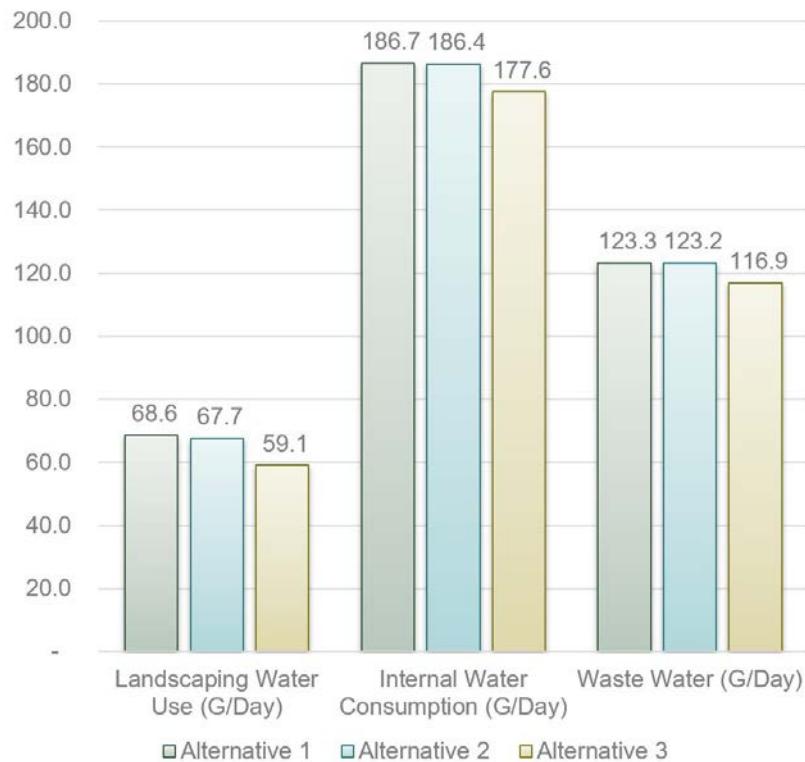


Figure 27. Energy Consumption per Household

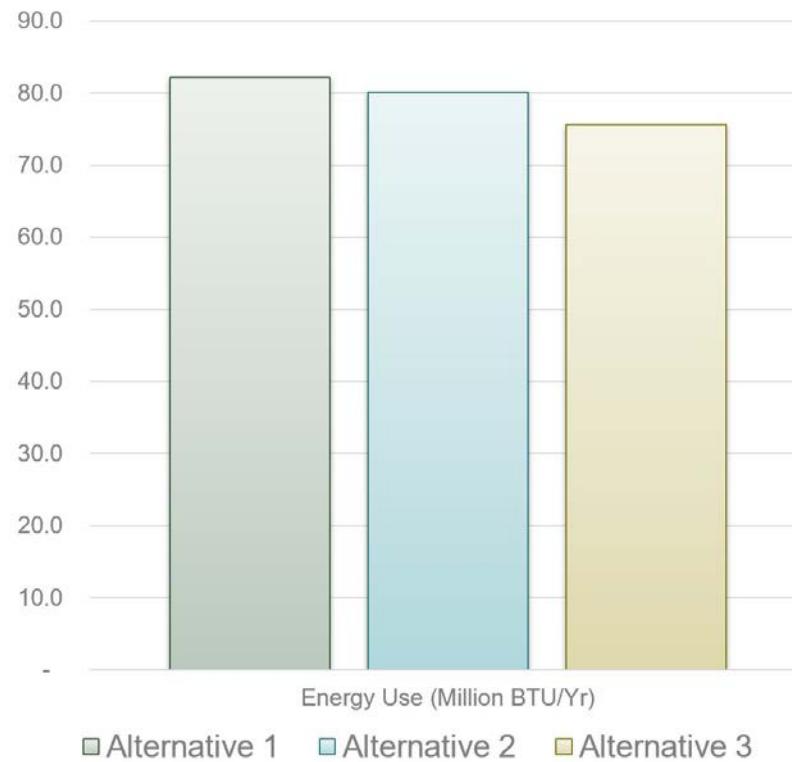
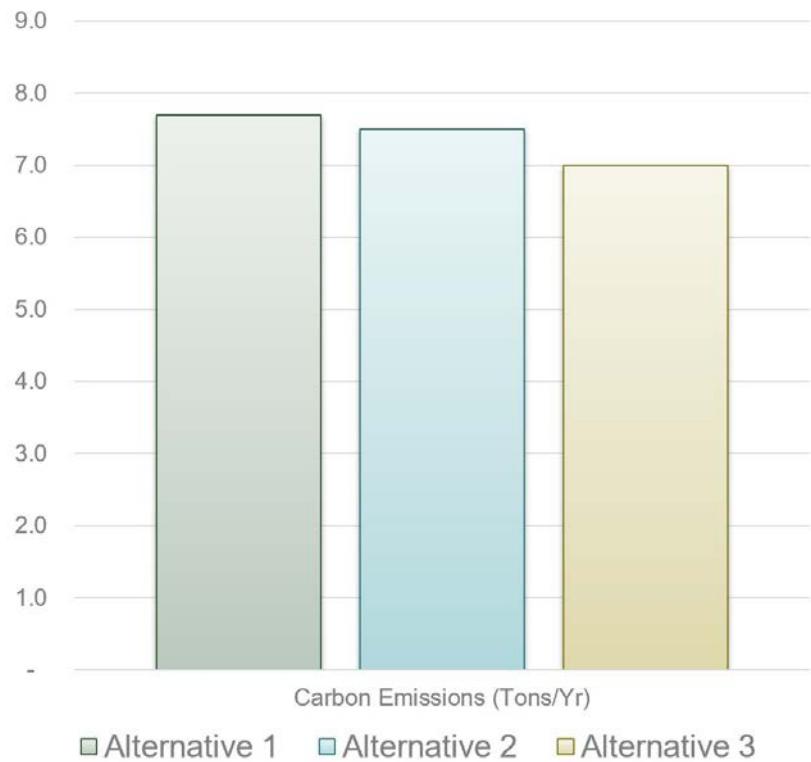


Figure 28. Carbon Emissions per Household



05



Chapter 5

Implementation

OVERVIEW

This Concept Plan is the first step in a multi-year process. It starts with City Council approval of a resolution in June 2022, approving the Concept Plan and directing staff to move forward with further planning. The next step is for both the City and DSL to prepare letters to the Department of Land Conservation and Development (DLCD) indicating their intent to proceed with planning for the Tract. Once DLCD has received those letters and approved the Concept Plan, the City will move forward with proposing to expand the UGB and preparing amendments to the Comprehensive Plan, to guide the development of a more detailed future Master Plan. DLCD will review and either approve or remand the planning amendments. At this stage, the City's role in planning for the Tract under the terms of HB 3318 will be complete.

Once the terms of the bill have been met, DSL intends to sell the land to a developer – with certain requirements for affordable housing and subject to an Option Agreement for the City to take title to the parcels identified for affordable housing development. A future landowner will then be subject to the City's existing annexation and master planning requirements, including approval of a Master Plan for the Tract (subject to the adopted area-specific comprehensive plan policies) and annexation into the city. Land for affordable housing will be transferred to the City at each phase of development, with covenants requiring development of affordable housing at the affordability levels and with educator priority established in HB 3318.

CITY COUNCIL RESOLUTION

This conceptual plan is part of the City Council's resolution addressing future planning and subsequent development of the Stevens Road Tract property. A draft of that resolution is attached as part of the record for public hearings for this plan.

The following captures the City's intent:

- A resolution including the Stevens Road Tract Concept Plan will be considered by the City Council in June 2022. If approved, it will be sent to DLCD.
- The resolution will specify the rationale for the City Council's decision and will outline procedural requirements from House Bill 3318.

SECTION 5. Conceptual plan approval.

(1) As used in this section, "conceptual plan" means an ordinance or resolution adopted by the city's council that:

- (a) Explains in general terms the expected Stevens Road planning amendments, including intended uses and zoning of the Stevens Road tract; and
- (b) Explains the factual basis and reasons for the expected Stevens Road planning amendments."

EXPECTED PLANNING AMENDMENTS

To implement this Concept Plan, amendments to the City's Comprehensive Plan will be needed. Additionally, HB 3318 requires the expected planning amendments to be identified and explained in general terms.

Creation of new area-specific policies for the Stevens Road Tract will guide the development of a future Master Plan for the Tract. The Stevens Road Tract area will also be subject to the existing policies adopted in Chapter 11 of the Comprehensive Plan regarding urbanization and annexation. This approach to planning for UGB expansion areas has been applied successfully in a number of recent Master Plan approvals since the 2016 UGB expansion.

The following are illustrative examples of the expected planning amendments to Chapter 11 of the City of Bend Comprehensive Plan based on Alternative 3. Based on preliminary survey results from the last Community Online Open House, Alternative 3 appears to have the most support from people who completed the survey. In

addition, feedback from the City of Bend Affordable Housing Advisory Committee shows support for Alternative 3.

Ultimately, it is the Bend City Council that will provide policymaker level guidance directing the planning amendments. The policies below are based on Alternative 3 to reflect the input to date and to provide specific policy context to demonstrate how this Concept Plan meets the Section 9 requirements of HB 3318.

These policies are meant to be general descriptions of the amendments to the City's Comprehensive Plan, land use regulations, and/or zoning maps that affect the development of the Stevens Road Tract and that will be needed to implement the Concept Plan, as required by HB 3318; however, they are not themselves binding on the development of the area and will be further refined through the UGB expansion planning process and development of the planning amendments for the Stevens Road Tract:

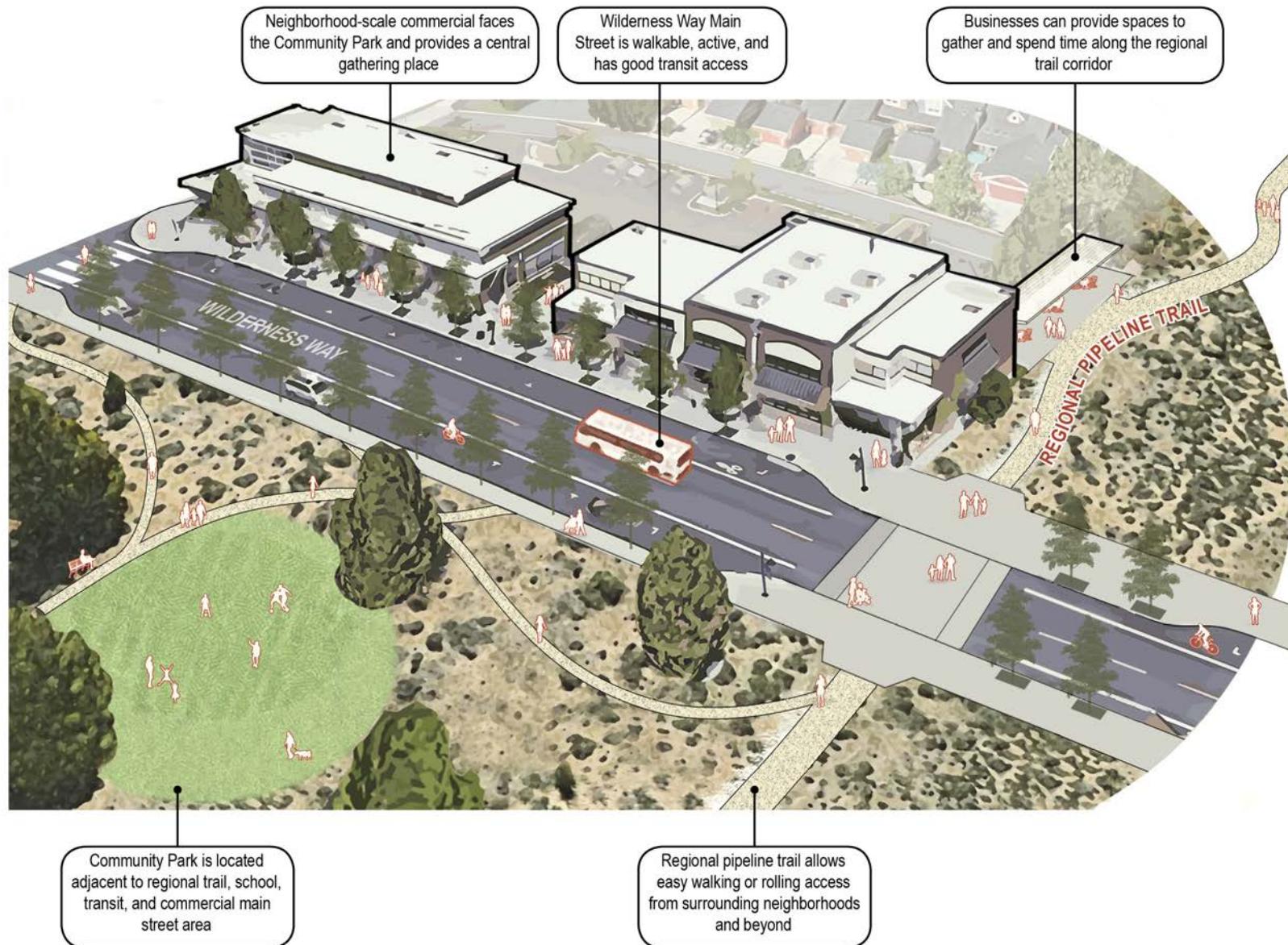
11-__ The City approved a Concept Plan for the Stevens Road Tract, on _____, 2022, consistent with HB

3318. The Concept Plan addresses the requirements of HB 3318. Master planning is required for this area. The master plan must be consistent with both the applicable master plan standards in the Bend Development Code and Policies 11-__ through 11-__, below.

11-__ The overall planning concept for the Stevens Road Tract property as identified in Figure 11-__ is for a new complete community that accommodates dense development focused primarily on providing affordable and workforce housing in a mixed-use, multi-modal community.

11-__ Within areas zoned for residential purposes, not counting the lands designated for affordable housing as required by Policy 11-__ below, the density must exceed nine (9) residential units per gross residential acre, more than 10 percent of the total number of market-rate units must be townhome dwelling units, and more than 35 percent of the market rate units must be duplex, triplex, quadplex, and/or multi-unit residential units.

Figure 29. SE Wilderness Way Main Street Conceptual Rendering



11-__ In order to provide adequate opportunities for the development of all needed housing types, sizes, and densities of market-rate housing, the Master Plan must demonstrate that this area will provide capacity for a minimum of 2,487 total residential units (including the affordable housing units in Policy 11-__ below) with the following specific plan designation and market-rate residential unit requirements:

- RH: A minimum of 30 total net acres of RH designation of which, 18 net acres must be for affordable housing as outlined in Policy 11-__ below, and a minimum of 12 net acres must be used to accommodate a minimum of 480 market rate units.
- RM: A minimum of 24 total net acres of RM designation of which, 2 net acres must be for affordable housing as outlined in Policy 11-__ below, and a minimum of 22 net acres must be used to accommodate a minimum of 440 market rate units.
- RS: A maximum of 92.9 net acres of RS designation to

accommodate a minimum of 808 market-rate units.

11-__ In order to meet the minimum unit density requirements in Policy 11-__ above, the densities may exceed the maximum densities in BDC 2.1.600.

11-__ In order to provide affordable housing, the Master Plan must include a minimum of 20 net acres of land for deed restricted affordable housing consistent with the locations identified in the Option Agreement recorded against the Stevens Road Tract and configured as follows:

- Three, 6-acre parcels with an RH designation
- Two, one-acre parcels with an RM designation

11-__ The parcels for affordable housing identified in Policy 11-__ above, are to be transferred to the City following final plat, and must be subject to deed restrictions setting the affordability levels and, for one of the 6-acre parcels and one of the 1-acre parcels, made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is

employed by an education provider over other members of the public.

11-__ The parcels for affordable housing identified in Policy 11-__ above must be platted and transferred to the City in phases so that parcels for affordable housing identified in Policy 11-__ and market rate parcels are platted over time in a ratio similar to the ratio of affordable and market-rate parcels within the Master Plan as a whole.

11-__ In order to provide adequate employment lands, the employment land plan designations must include a minimum of five (5) gross acres of Commercial plan designations and 7 gross acres of Mixed Employment plan designations. (Gross acreages exclude existing right-of-way.)

- Commercial plan designations will be adjacent to the community park and one of the 6-acre lots for deed-restricted affordable housing.

11-__ In order to provide sufficient areas designated for mixed-use development and to support equitable and integrated viable commercial and residential uses along with transportation

options (including walking, bicycling, and transit use), land use designations must be located as follows:

- The location of affordable housing required in Policy 11-__ above, must be located adjacent to the community park, abutting the commercial land, and SE Wilderness Way, providing equitable access to transit, open space, planned trails, and commercial uses.
- Market-rate medium- and high-density housing will be dispersed throughout the Tract, integrated adjacent to the affordable housing and located on planned transit routes adjacent to the community park, SE Wilderness Way, and near SE Stevens Road.
- The required 5 acres of Commercial plan designation will be configured as a main street and must be located on the future western portion of the extension of SE Wilderness Way, abutting the TransCanada Trail and adjacent to the future community park.

11-__ The street, path, and bikeway network must provide connectivity throughout the Tract, connect to existing abutting roads, and provide opportunities for connections to adjacent undeveloped land both inside and outside the UGB. The transportation network must be consistent with the Bend Transportation System Plan.

11-__ In order to ensure the development of adequate infrastructure to support walking, bicycling, public transit, and motor vehicle movement, and to ensure transportation networks connect the Stevens Road Tract to other areas within the Bend UGB, the future master plan must include:

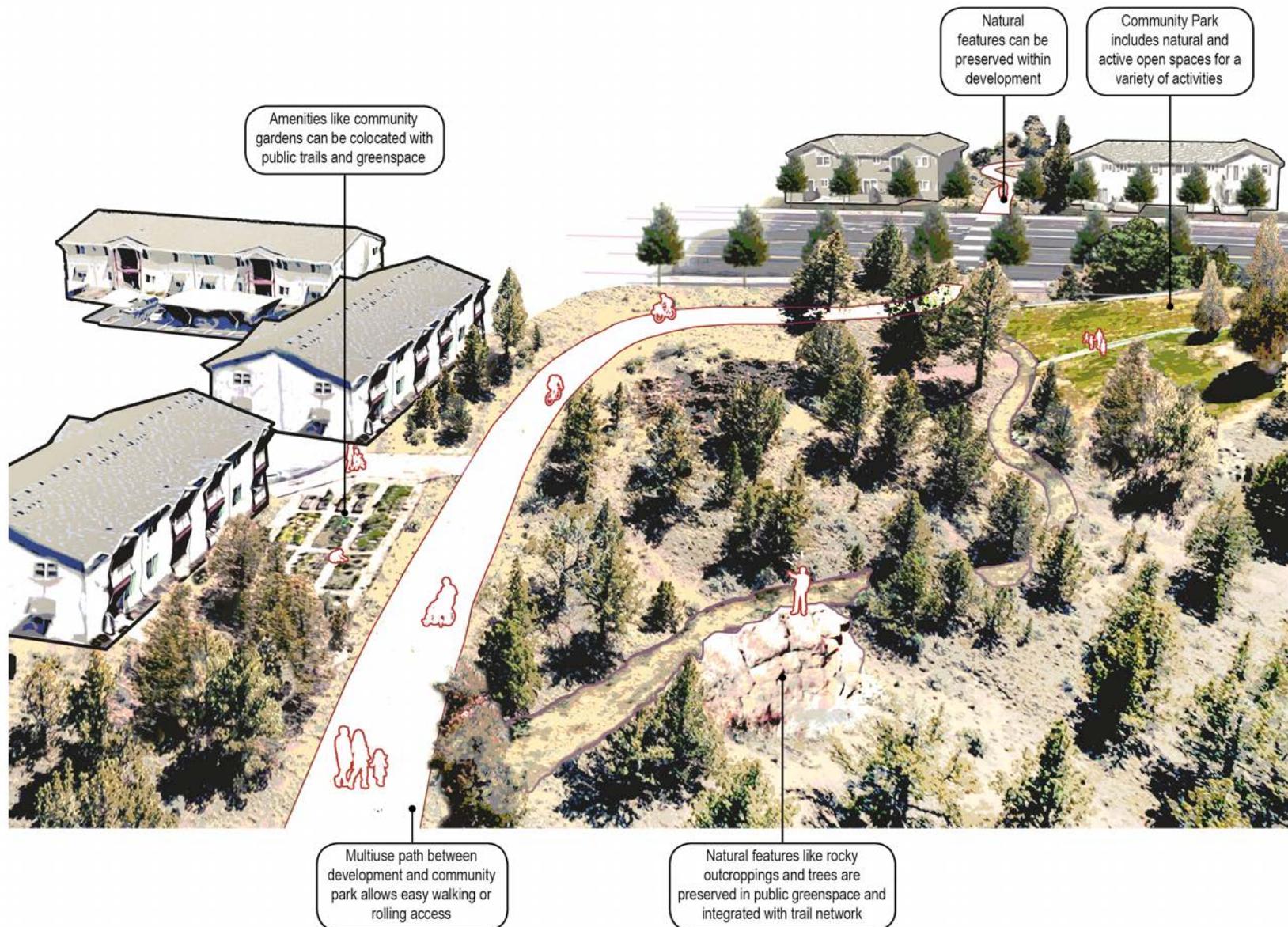
- A “green loop” of off-street trails in 20’ wide trail easements and/or multi-use paths around or near the perimeter of the area with a centrally located path adjacent to SE Wilderness Way and a trail located in the TransCanada trail easement.
- The extensions of SE Stevens Road, SE Ferguson Road, and SE Wilderness Way to the eastern edge of the Tract.

- Plans to address the future potential extension of the SE Ward Road Alignment.
- Construction of a new North-South street within the Master Plan area that provides a connection between SE Stevens Road to the north with SE Ferguson to the south.

11-__ To ensure any historical and cultural artifacts are preserved and protected, the City will conduct a pedestrian archaeological survey of the Stevens Road Tract. Development of the Stevens Road Tract will recognize and preserve significant historical and cultural artifacts identified in the City’s survey. Subsequent planning for this subarea must include the following:

- A master plan for the Stevens Road Tract must identify any locations where artifacts and/or remains are found and include an inadvertent discovery plan for artifacts and remains that may be discovered during excavation and/or earth movement.
- Protection of significant cultural resources inventoried in an archeological survey of the Tract.

Figure 30. Integration of Housing, Trails, Trees, and Rock Outcrops



- Consultation with the Confederated Tribes of Warm Springs and the State Historic Preservation Office prior to master plan approval and on-going, during development of the site
- Where artifacts or remains are identified, those areas should be left undisturbed, including through the design of open spaces at those locations.
- Reference to relevant state and federal regulations regarding the discovery of artifacts and/or remains during construction activities

11-__ In order to preserve significant natural resources on the Tract, the City will conduct an inventory to identify significant natural features, including, but not limited to, significant trees, rock outcroppings, and pressure ridges. Subsequent planning for this site must include preservation of natural resources identified in the City's inventory. Preservation of natural resources not identified in the City's inventory for protection, are encouraged to be preserved and integrated into the

open space and Master Plan design.

11-__ Subsequent planning for this area must include preservation of at least 39 net acres designated for recreational and open space (designated as Public Facility) as follows:

- A minimum of 29 net contiguous acre to be used as a community park for active recreation and preservation of significant natural resources, must be centrally located and adjacent to the proposed pipeline trail and future school site planned in the neighboring Stevens Ranch Master Plan Area
- A minimum of 7 net acres for trail corridors
- A minimum of 3 net acres of open space to maximize preservation of natural features including significant trees and rock outcrops

11-__ The Master Plan must show that wildfire risk will be mitigated through one or more of the following: defensible space, arrangement of land uses, construction and building materials, and/or development pattern. Any special

planned district proposed for regulating development of the land uses within the Master Plan must incorporate the proposed wildfire risk mitigation actions.

11-__ Coordination with Bend Park and Recreation District is required to address the provision of parks and/or trails within this area.

11-__ Coordinate with Cascades East Transit, regarding an extension of transit service and placement of a transit stop in the Tract.

11-__ Coordinate with the City of Bend Fire Department regarding wildfire risk mitigation and annexation to the City of Bend.

In addition to the expected amendments to Chapter 11 of the Comprehensive Plan, future expected planning amendments will also include minor amendments to the Transportation Systems Plan and Collection Systems Master Plan to reflect the improvements needed to serve and mitigate the development of this area.

POTENTIAL LAND SALES

The Stevens Road Tract property is Common School Fund land. The act of Congress admitting Oregon to the Union granted our state sections 16 and 36 of every township for the use of schools. If those lands had already been deeded, the state was allowed to choose other public lands "in lieu" of the lands. DSL acquired the tract as "in lieu" lands from the Bureau of Land Management in 1997.

A 382-acre parcel of the Common School Fund land was incorporated into the City of Bend's UGB in 2016 and sold in November 2020; 261 acres remain in state ownership, which is the Stevens

Road Tract. All proposed sales must be approved by the State Land Board.

If the UGB expansion is approved, DSL would seek approval for the sale of the 261 acres and begin marketing the property. To ensure the department receives appropriate value for the property, an appraisal would be commissioned. The marketing timeline is estimated at between 3 and 6 months, depending on market response. Once a purchaser is identified negotiation will begin and a sale agreement finalized. The time between agreeing to a sale and closing on the property is expected to be at least 6 months, to allow the

purchaser to complete their review of the property. HB 3318 requires the City to take title to the 20 net acres planned for affordable housing. The City and DSL intend to enter into an intergovernmental agreement (IGA) setting out the terms of their agreement for the City's acquisition of these parcels. The City intends to take title to the parcels following final plat of the area. After acquiring title, the City will offer the parcels for development of affordable housing, consistent with the affordability requirements and the requirements for educator priority housing (to the extent legally permissible) as set forth in HB 3318.

FUTURE MASTER PLANNING AND DEVELOPMENT

Prior to development of the Tract, a future landowner will be subject to the City's existing annexation and master planning policies in Chapter 11 of the City's Comprehensive Plan, including the requirement for a more detailed Master Plan and conformance with the area-specific Comprehensive Plan policies

(see expected amendments above). The future landowner will also be required to annex into the city and transfer title to land to the City for affordable housing, meeting the requirements of HB 3318.

06



Chapter 6

Technical Appendix Contents

The Technical Appendix for the Stevens Road Tract Concept Plan is a separate document. The contents are listed below.

- A. House Bill 3318
- B. Public Review Summary
- C. Planning Context for the Stevens Road Tract Concept Plan: Technical Memorandum
- D. Buildable Lands Inventory (BLI) Memorandum
- E. Historic, Cultural, and Natural Resources Technical Memorandum
- F. Wildfire Considerations for Stevens Road Tract Concept Plan: Technical Memorandum
- G. Affordable Housing Memorandum
- H. Employment Lands Memorandum
- I. Market Analysis
- J. House Bill 3318 Section 9 Compliance Findings
- K. Land Use Programs Spreadsheet
- L. Water Infrastructure Findings
- M. Sewer Infrastructure Findings
- N. Transportation Evaluation Report

Stevens Road Tract Concept Plan
APPENDIX A – House Bill 3318

Enrolled
House Bill 3318

Sponsored by Representatives KROPF, POST, ZIKA, Senator KNOPP; Representative CLEM

CHAPTER

AN ACT

Relating to use of land; creating new provisions; amending ORS 455.315; and prescribing an effective date.

Whereas the Stevens Road tract is Common School Fund land and its sale will generate revenue to directly support Oregon's students; and

Whereas the Stevens Road tract is not zoned for farm or forest uses; and

Whereas the Stevens Road tract has poor quality soils and has no associated water rights; and

Whereas as the Stevens Road tract is directly adjacent to an existing urban growth boundary of the City of Bend; and

Whereas the City of Bend in particular is experiencing an acute housing crisis and a need for affordable and workforce housing; and

Whereas the City of Bend in particular has an acute shortage of large parcels available for subsidized affordable housing; and

Whereas the Stevens Road tract is Common School Fund land and its sale will generate revenue to directly support kindergarten through grade 12 students in this state; and

Whereas kindergarten through grade 12 students will directly benefit from the development of housing on the Stevens Road tract for employees of education providers; and

Whereas sections 2 to 9 of this 2021 Act are intended to result in a dense, master-planned development focused primarily on providing affordable and workforce housing in a complete community context; now, therefore,

Be It Enacted by the People of the State of Oregon:

SECTION 1. Sections 2 to 9 of this 2021 Act are added to and made a part of ORS chapter 197.

SECTION 2. Definitions. As used in sections 2 to 9 of this 2021 Act:

(1) "City" means the City of Bend.

(2) "Council" has the meaning given that term in ORS 227.010.

(3) "Planning commission" means a planning commission described in ORS 227.090.

(4) "Stevens Road planning amendments" means amendments to the city's comprehensive plans, land use regulations or zoning maps that affect the development of the Stevens Road tract.

(5) "Stevens Road tract" means land that:

(a) Is located in tax lot 100 of section 11, township 18 south, range 12 east of the Willamette Meridian in Deschutes County;

(b) Was conveyed to the Department of State Lands through a lot line adjustment bargain and sale deed recorded on October 17, 2019, in the deed records of Deschutes County under recorder number 2019-39926; and

(c) Consists of 261.66 acres, more or less.

SECTION 3. Stevens Road planning generally. (1) Actions taken under sections 2 to 9 of this 2021 Act:

(a) Are not land use decisions, as defined in ORS 197.015.

(b) If taken by the city, are not subject to any review except by the Department of Land Conservation and Development under sections 2 to 9 of this 2021 Act.

(c) If taken by the department, are not considered rulemaking and are not subject to ORS 183.325 to 183.410 or 183.710 to 183.730 and, notwithstanding ORS 183.484 or 183.485, are appealable directly to the Court of Appeals.

(d) If taken under an exercise of discretion authorized under sections 2 to 9 of this 2021 Act, are a final action, are entitled to deference and are not subject to an evidentiary review on appeal notwithstanding ORS 34.040 (1)(c), 183.482 (8)(c) or 183.484 (5)(c).

(2) If the department approves Stevens Road planning amendments under sections 7 to 9 of this 2021 Act:

(a) Any subsequent land use decision within the Stevens Road tract is a land use decision subject to the ordinary procedures and requirements of ORS chapters 197 and 227, statewide land use planning goals, rules adopted by the Land Conservation and Development Commission or the department, the city's comprehensive plan and land use regulations and the requirements set forth in section 9 (1) of this 2021 Act.

(b) Violations of sections 2 to 9 of this 2021 Act may be the basis for the initiation of enforcement action under ORS 197.319 to 197.335.

SECTION 4. Confirmation of intent. The Department of Land Conservation and Development may not approve an urban growth boundary amendment or Stevens Road planning amendments under sections 6 to 9 of this 2021 Act unless, on or before December 31, 2022:

(1) The city has submitted a letter to the department expressing the city's nonbinding intent to consider a conceptual plan under section 5 of this 2021 Act; and

(2) The owner of the Stevens Road tract has:

(a) Submitted a letter to the department giving its consent to the city's pursuit of the urban growth boundary expansion and planning amendments under sections 6 to 9 of this 2021 Act; and

(b) Established an agreement with the city that:

(A) Is binding on the successors of the owners;

(B) Is contingent upon the final approval of the planning amendments; and

(C) Establishes the essential terms, including the price per acre, but not requiring that specific lands be designated, for the department's conveyances to the city of real property consistent with section 9 (2) and (3) of this 2021 Act.

SECTION 5. Conceptual plan approval. (1) As used in this section, "conceptual plan" means an ordinance or resolution adopted by the city's council that:

(a) Explains in general terms the expected Stevens Road planning amendments, including intended uses and zoning of the Stevens Road tract; and

(b) Explains the factual basis and reasons for the expected Stevens Road planning amendments.

(2) At least 14 days before each opportunity for public participation under subsection (3) of this section, the city must provide published notice of the opportunity.

(3) Before consideration of a conceptual plan, the city must provide opportunities for public participation, including at least:

(a) A public open house;

(b) A meeting of the city's planning commission where public testimony is considered;

(c) A meeting of the city's council where public testimony is considered; and

(d) A public comment period.

(4) Before consideration of a conceptual plan, the city must consult with, and provide the opportunity for written comment from, the owner of the Stevens Road tract and the Department of Land Conservation and Development.

(5) The city may not submit an approved conceptual plan to the department after July 1, 2022.

(6) The department may approve the conceptual plan if:

(a) The department has received the letters described in section 4 of this 2021 Act; and

(b) In the department's discretion, considering the conceptual plan along with any supporting documentation and relevant public comment, the proposed development of the Stevens Road tract would be capable of meeting the requirements of sections 7 to 9 of this 2021 Act.

(7) The department may not approve an urban growth boundary expansion or Stevens Road planning amendments under sections 6 to 9 of this 2021 Act unless the department has approved the city's conceptual plan under this section.

(8) No later than 90 days after receiving a conceptual plan, the department shall approve or remand the conceptual plan by written notice delivered to the city.

(9) No later than 90 days after receiving a notice of remand, the city may approve and submit an amended conceptual plan to the department for review under this section.

SECTION 6. Stevens Road urban growth boundary expansion. (1) Notwithstanding ORS 197.286 to 197.314, 197.626 or 197A.320 or any statewide land use planning goal related to housing or urbanization, the Department of Land Conservation and Development shall approve an expansion of the urban growth boundary submitted by the city and approved by the city by ordinance, if the department determines that:

(a) The department has received the letters required by section 4 of this 2021 Act;

(b) The department has approved the city's conceptual plan under section 5 of this 2021 Act; and

(c) The proposed urban growth boundary expansion adds all of the Stevens Road tract and no other lands to the area within the city's urban growth boundary.

(2) The city shall include the lands brought within the city's urban growth boundary under this section in the city's inventory of buildable lands under ORS 197.296 (3)(a).

SECTION 7. Department approval of Stevens Road proposed planning amendments. (1) Notwithstanding ORS 197.612, the Department of Land Conservation and Development shall approve Stevens Road planning amendments submitted by the city if:

(a) The department has received the letters required by section 4 of this 2021 Act;

(b) The department has approved the city's conceptual plan under section 5 of this 2021 Act;

(c) The department has approved an expansion of the city's urban growth boundary under section 6 of this 2021 Act;

(d) The proposed Stevens Road planning amendments were approved by the city through an ordinance adopted and submitted to the department under section 8 of this 2021 Act;

(e) The proposed Stevens Road planning amendments comply with the requirements and standards in section 9 of this 2021 Act; and

(f) The Stevens Road planning amendments are submitted on or before January 1, 2025.

(2) The Stevens Road planning amendments submitted under sections 7 to 9 of this 2021 Act are not operable until they are approved by the department.

(3) The department may consider public comments and testimony before considering approval of the Stevens Road planning amendments.

(4) The department shall approve, remand or remand in part the Stevens Road planning amendments within 180 days. Notwithstanding subsection (1)(f) of this section, within 180 days of a remand, the city may resubmit Stevens Road planning amendments for approval under sections 7 to 9 of this 2021 Act.

SECTION 8. City procedural requirements to approve Stevens Road planning amendments. (1) Stevens Road planning amendments may be approved only by an ordinance adopted by the city's council under this section.

(2) At least 20 days before each opportunity for public participation under subsection (3) of this section, the city must provide broad public notice of the opportunity, including notice through the city's newsletter, online social media, website and electronic mail lists and any other form of public notice commonly used by the city for land use matters.

(3) Before consideration of an ordinance under this section, the city must provide opportunities for public participation, including at least:

- (a) A public open house;
- (b) A meeting of the city's planning commission where public testimony is considered;
- (c) A meeting of the city's council where public testimony is considered;
- (d) A public comment period; and

(e) Any other opportunity for public participation required by city ordinance or regulation before adoption of amendments to a comprehensive plan or enactment of land use regulations.

(4) At least seven days before consideration of an ordinance under this section, the city's council must receive written recommendations from the city's planning commission on the Stevens Road planning amendments.

(5) Before consideration of an ordinance under this section, the city must consult with, and provide opportunity for written comment from:

- (a) Any owner of the Stevens Road tract;
- (b) The Department of Land Conservation and Development;
- (c) Deschutes County;
- (d) The Bend Park and Recreation District; and
- (e) Any other local government or special district with jurisdiction over the Stevens Road tract or whose service is likely to be impacted by development of the Stevens Road tract.

(6) Within 10 days after adoption of an ordinance under this section, the city shall submit a copy of the ordinance and any supporting information to the department.

SECTION 9. Standards in lieu of goals. (1) Notwithstanding ORS 197.250 or 197.612 or any statewide land use planning goal, the Department of Land Conservation and Development shall approve Stevens Road planning amendments provided the department determines, in its discretion, that the Stevens Road planning amendments, with respect to the Stevens Road tract, include:

- (a) An inventory of significant historical artifacts, cultural sites and natural resources.
- (b) Areas designated for recreational and open space.
- (c) Land use regulations for the protection and preservation of significant resources and designated areas identified in paragraphs (a) and (b) of this subsection.
- (d) Land use regulations that comply with applicable wildfire planning and development requirements, including requirements in regulations adopted to implement a statewide planning goal relating to natural disasters and hazards.
- (e) Areas designated for adequate employment lands that account for the city's most recent economic opportunity analysis, including consideration of subsequent economic development activities and trends.

(f) Within areas zoned for residential purposes, without counting the lands designated under subsection (2) of this section, land use regulations for housing that:

- (A) Ensure adequate opportunities for the development of all needed housing types, sizes and densities of market-rate housing, including middle housing as defined in ORS 197.758;
- (B) Exceed the proportions of single-family attached and multifamily housing called for in the city's most recently adopted housing needs analysis under ORS 197.296 (3);
- (C) Exceed a minimum density standard of nine residential units per gross residential acre; and

(D) On the date the Stevens Road planning amendments are approved, comply with land use regulations adopted by the city, or any minimum applicable rules adopted by the department, to implement ORS 197.758 and the amendments to ORS 197.312 by section 7, chapter 639, Oregon Laws 2019.

(g) Sufficient areas designated for mixed use development to support and integrate viable commercial and residential uses along with transportation options, including walking, bicycling and transit use.

(h) Land use regulations ensuring that:

(A) Adequate capacity is available, or feasible with development, for water, sewer and storm water services; and

(B) Adequate consideration is given to the financing, scheduling and development of urban services, as defined in ORS 195.065.

(i) Land use regulations for transportation that:

(A) Ensure the development of adequate infrastructure to support walking, bicycling, public transit and motor vehicle movement; and

(B) Give adequate consideration to transportation networks that connect the Stevens Road tract to other areas within the urban growth boundary of the city.

(j) The adequate consideration of the recommendations and comments received under section 8 (3) to (5) of this 2021 Act.

(2) The department may not approve the planning amendments under subsection (1) of this section unless the planning amendments designate at least 20 net acres of land to be:

(a) Restricted so the area may be zoned, planned, sited or developed only for residential housing units at a minimum density of nine residential units per gross acre;

(b) Conveyed to the city at a price per acre established under section 4 (2)(b) of this 2021 Act; and

(c) Notwithstanding ORS 91.225 or 197.309, preserved for a period of no less than 50 years as affordable to own or rent as follows:

(A) At least 12 net acres made affordable to:

(i) Households with incomes of 60 percent or less of the area median income, as defined in ORS 456.270; or

(ii) If part of an income-averaging program approved by the Housing and Community Services Department, households whose incomes average 60 percent or less of the area median income.

(B) At least six net acres:

(i) Made affordable to households with incomes of 80 percent or less of the area median income; and

(ii) Made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider over other members of the public.

(C) At least two net acres in which at least 80 percent of the units in each contiguous development tract are made affordable to households with 80 percent or less of the area median income, of which at least one net acre is made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider over other members of the public.

(3) Upon a partition or subdivision of the Stevens Road tract following the approval of the planning amendments under subsection (1) of this section establishing one or more lots or parcels described in subsection (2) of this section, the owner shall transfer those lots or parcels to the city. For a period of 99 years after the purchase of property under this section, if the city resells any lot or parcel, the city may recover only the city's costs of the purchase and resale of the property.

(4) Neither the city nor the Department of Land Conservation and Development is obligated to adopt any specific findings or evaluate any specific criteria in exercising its dis-

cretion with respect to any Stevens Road planning amendments under this section and may receive, solicit or consider information from any source.

(5) As used in this section, "education provider" means a school district as defined in ORS 332.002, an educational program under the Youth Corrections Education Program or Juvenile Detention Education Program as both are defined in ORS 326.695, or an education service district as defined in ORS 334.003.

SECTION 10. Sunset. Sections 2 to 9 of this 2021 Act are repealed on January 2, 2030.

SECTION 11. ORS 455.315 is amended to read:

455.315. (1) The provisions of this chapter do not authorize the application of a state structural specialty code to any agricultural building, agricultural grading [*or*], equine facility **or dog training facility**.

(2) As used in this section:

(a)(A) "Agricultural building" means a structure located on a farm or forest operation and used for:

[(A)] (i) Storage, maintenance or repair of farm or forestry machinery and equipment;

[(B)] (ii) The raising, harvesting and selling of crops or forest products;

[(C)] (iii) The feeding, breeding, management and sale of, or the produce of, livestock, poultry, fur-bearing animals or honeybees;

[(D)] (iv) Dairying and the sale of dairy products; or

[(E)] (v) Any other agricultural, forestry or horticultural use or animal husbandry, or any combination thereof, including the preparation and storage of the produce raised on the farm for human use and animal use, the preparation and storage of forest products and the disposal, by marketing or otherwise, of farm produce or forest products.

[(b)] (B) "Agricultural building" does not mean:

[(A)] (i) A dwelling;

[(B)] (ii) A structure used for a purpose other than growing plants in which 10 or more persons are present at any one time;

[(C)] (iii) A structure regulated by the State Fire Marshal pursuant to ORS chapter 476;

[(D)] (iv) A structure used by the public; or

[(E)] (v) A structure subject to sections 4001 to 4127, title 42, United States Code (the National Flood Insurance Act of 1968) as amended, and regulations promulgated thereunder.

[(c)] (b) "Agricultural grading" means grading related to a farming practice as defined in ORS 30.930.

(c) "Dog training facility" means a farm building used for dog training classes or testing trials permitted under ORS 215.213 (1)(z) or 215.283 (1)(x) in which no more than 10 persons are present at any one time.

(d)(A) "Equine facility" means a building located on a farm and used by the farm owner or the public for:

[(A)] (i) Stabling or training equines; or

[(B)] (ii) Riding lessons and training clinics.

[(e)] (B) "Equine facility" does not mean:

[(A)] (i) A dwelling;

[(B)] (ii) A structure in which more than 10 persons are present at any one time;

[(C)] (iii) A structure regulated by the State Fire Marshal pursuant to ORS chapter 476; or

[(D)] (iv) A structure subject to sections 4001 to 4127, title 42, United States Code (the National Flood Insurance Act of 1968) as amended, and regulations promulgated thereunder.

(3) Notwithstanding the provisions of subsection (1) of this section, incorporated cities may regulate agricultural buildings, [*and*] equine facilities **and dog training facilities** within their boundaries pursuant to this chapter.

SECTION 12. Section captions. The section captions used in this 2021 Act are provided only for the convenience of the reader and do not become part of the statutory law of this state or express any legislative intent in the enactment of this 2021 Act.

SECTION 13. Effective date. This 2021 Act takes effect on the 91st day after the date on which the 2021 regular session of the Eighty-first Legislative Assembly adjourns sine die.

Passed by House June 21, 2021

Repassed by House June 26, 2021

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate June 25, 2021

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2021

Approved:

.....M.,....., 2021

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2021

.....
Shemia Fagan, Secretary of State

**Stevens Road Tract Concept Plan
APPENDIX B – Public Review Summary**



Summary of Online Open House #1

PREPARED FOR: Stevens Road Tract Concept Plan Project Management Team

PREPARED BY: Jenny Umbarger

DATE: 12/23/2021

Introduction

This memorandum provides a summary of the results from the [Stevens Road Tract Concept Plan Online Open House #1](#). The online open house, which included an informational component as well as survey questions, was available for 26 days from Wednesday, November 24 through Sunday, December 19, 2021. A link to the online open house was posted to the City's website, Facebook page, and Nextdoor; advertised on local news channels; sent to the project's interested parties email list and neighborhood associations, and to residents and property owners within a one-mile radius of the Stevens Road Tract. The online open house was provided in both English and Spanish, and received 92 responses to survey questions.

Information Provided

The online open house summarized key information about the Stevens Road Tract Concept Plan project, including:

- Overview of the project and House Bill 3318;
- History of the Stevens Road Tract;
- Existing and planned site conditions;
- Nearby land use and transportation planning efforts; and
- Preliminary guiding principles for the project.

Online Survey Results

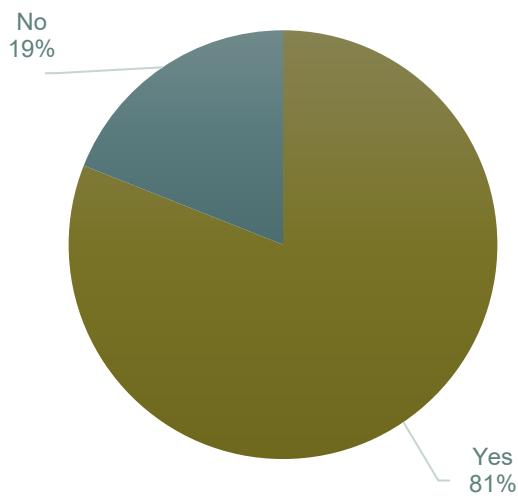
Online open house participants had the opportunity to provide comments indicating their experience with the Stevens Road Tract and their hopes and/or concerns for the Stevens Road Tract Concept Plan. Long-form responses were also accepted and are included as Attachment A to this memo.

Existing Site Conditions

Have you ever explored the Stevens Road Tract property before?

- **Yes:** 64 (81% of responses)
- **No:** 15 (19% of responses)
- **No response:** 10

Have you ever explored the Stevens Road Tract property before?



If yes, what type of activity did you do there (hiking, horseback riding, etc.)?

Hiking	Dog walking	Running	Mountain biking	Photography	Walking	Meditation
Cave exploration	Wildlife watching	Jogging	Wildflower spotting	Exploring	Horseback riding	Snowshoeing

SUMMARY OF ONLINE OPEN HOUSE #1

Do you have any photos of the Stevens Road Tract property that you'd like to share with us?



Guiding Principles

Participants were provided with the following preliminary set of principles to help answer survey questions:

- Provide walkable access to amenities and services;
- Provide opportunities for affordable housing;
- Create opportunities to travel by bicycle, on foot, and by public transit;
- Create complete communities;
- Thoughtfully plan residential neighborhoods and employment districts;
- Provide a variety of housing choices;
- Preserve and enhance the natural environment;
- Encourage urban-scale mixed-use development;

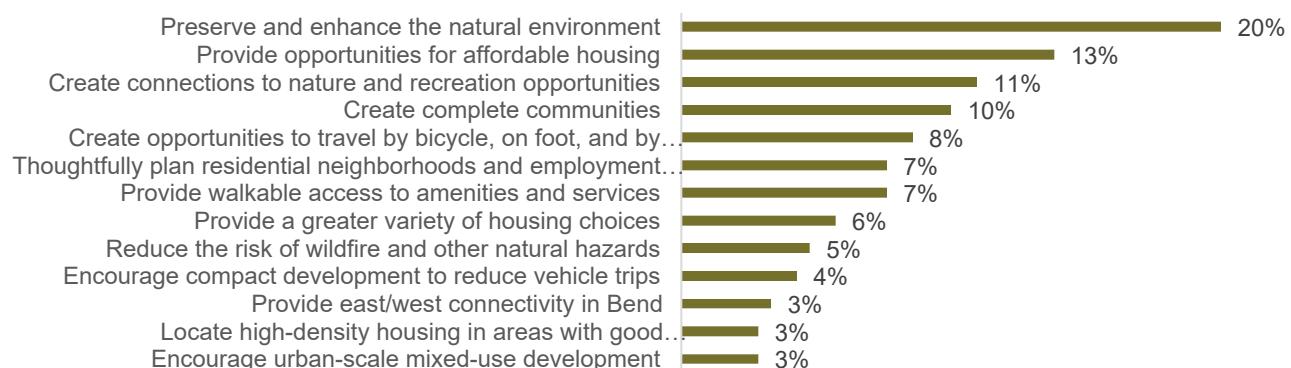
SUMMARY OF ONLINE OPEN HOUSE #1

- Minimize the risk of wildfire and other natural hazards;
- Encourage compact development to reduce vehicle trips;
- Provide east/west connectivity in Bend;
- Locate high-density housing in areas with good transportation access; and
- Create connections to nature and recreation opportunities.

Pick the three guiding principles that are most important to you.

- **Provide walkable access to amenities and services:** 16 (7% of responses)
- **Provide opportunities for affordable housing:** 29 (13% of responses)
- **Create opportunities to travel by bicycle, on foot, and by public transit:** 18 (8% of responses)
- **Create complete communities:** 21 (10% of responses)
- **Thoughtfully plan residential neighborhoods and employment districts:** 16 (7% of responses)
- **Provide a greater variety of housing choices:** 12 (6% of responses)
- **Preserve and enhance the natural environment:** 42 (20% of responses)
- **Encourage urban-scale mixed-use development:** 6 (3% of responses)
- **Reduce the risk of wildfire and other natural hazards:** 10 (5% of responses)
- **Encourage compact development to reduce vehicle trips:** 9 (4% of responses)
- **Provide east/west connectivity in Bend:** 7 (3% of responses)
- **Locate high-density housing in areas with good transportation access:** 6 (3% of responses)
- **Create connections to nature and recreation opportunities:** 23 (11% of responses)
- **No response:** 16

Pick the three guiding principles that are most important to you

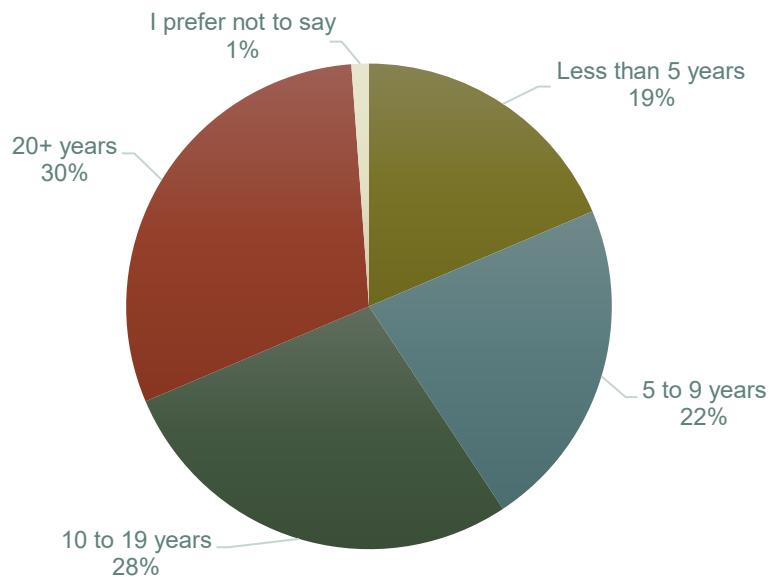


Participant Information

How many years have you lived in Bend?

- **Less than 5 years:** 16 (19% of responses)
- **5 to 9 years:** 19 (22% of responses)
- **10 to 19 years:** 24 (28% of responses)
- **20+ years:** 26 (30% of responses)
- **I prefer not to say:** 1 (1% of responses)
- **No response:** 9

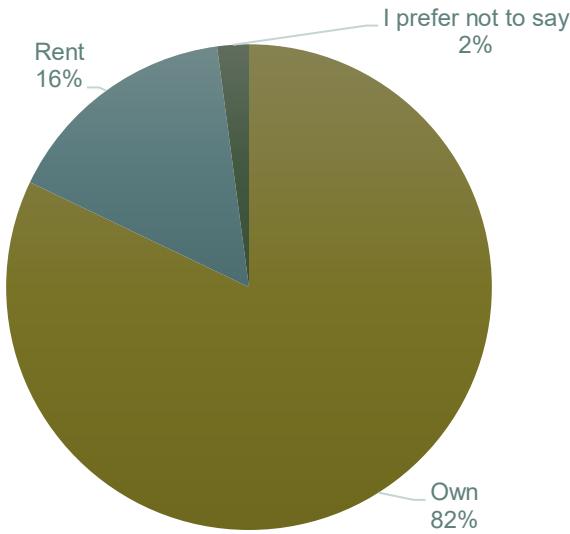
How many years have you lived in Bend?



Do you currently rent or own your home?

- **Own:** 78 (82% of responses)
- **Rent:** 15 (16% of responses)
- **I prefer not to say:** 2 (2% of responses)

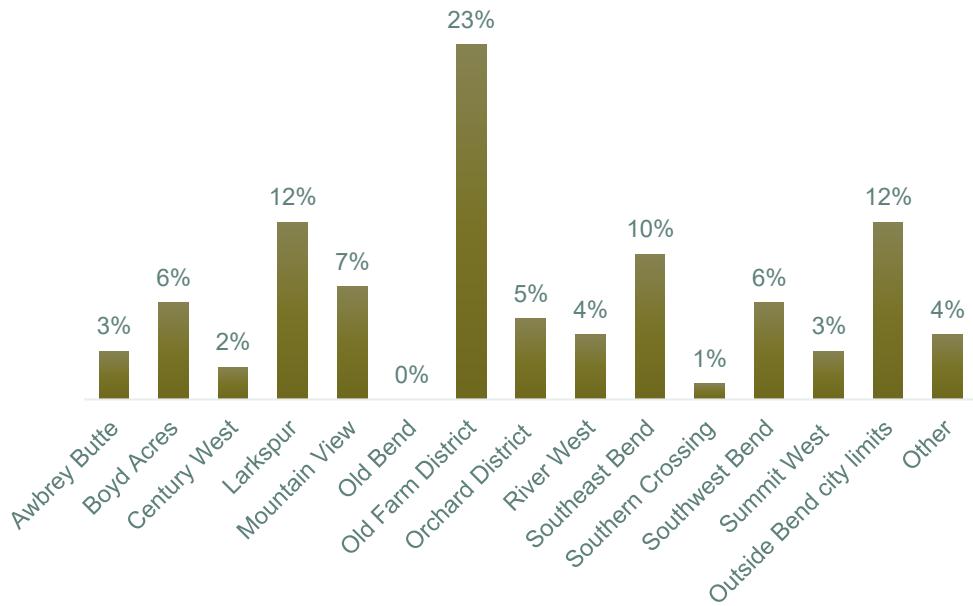
Do you currently rent or own your home?



What neighborhood do you live in?

- **Awbrey Butte:** 3 (3% of responses)
- **Boyd Acres:** 6 (6% of responses)
- **Century West:** 2 (2% of responses)
- **Larkspur:** 11 (12% of responses)
- **Mountain View:** 7 (7% of responses)
- **Old Bend:** 0 (0% of responses)
- **Old Farm District:** 22 (23% of responses)
- **Orchard District:** 5 (5% of responses)
- **River West:** 4 (4% of responses)
- **Southeast Bend:** 9 (10% of responses)
- **Southern Crossing:** 1 (1% of responses)
- **Southwest Bend:** 6 (6% of responses)
- **Summit West:** 3 (3% of responses)
- **Outside Bend city limits:** 11 (12% of responses)
- **Other:** 4 (4% responses)
- **No response:** 1

What neighborhood do you live in?



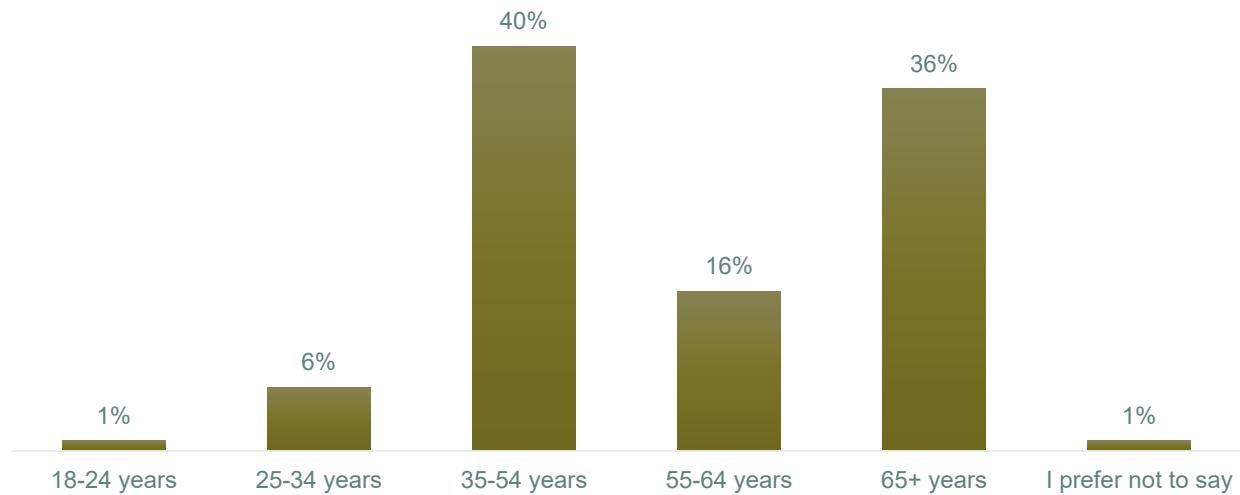
Other – What neighborhood do you live in?

- **North West behind hospital:** 1
- **Obsidian Avenue, just North of this property:** 1
- **Ponderosa Estates:** 1
- **Sky Harbor / Silverridge:** 1

What is your age?

- **18-24 years:** 1 (1% of responses)
- **25-34 years:** 6 (6% of responses)
- **35-54 years:** 38 (40% of responses)
- **55-64 years:** 15 (16% of responses)
- **65+ years:** 34 (36% of responses)
- **I prefer not to say:** 1 (1% of responses)

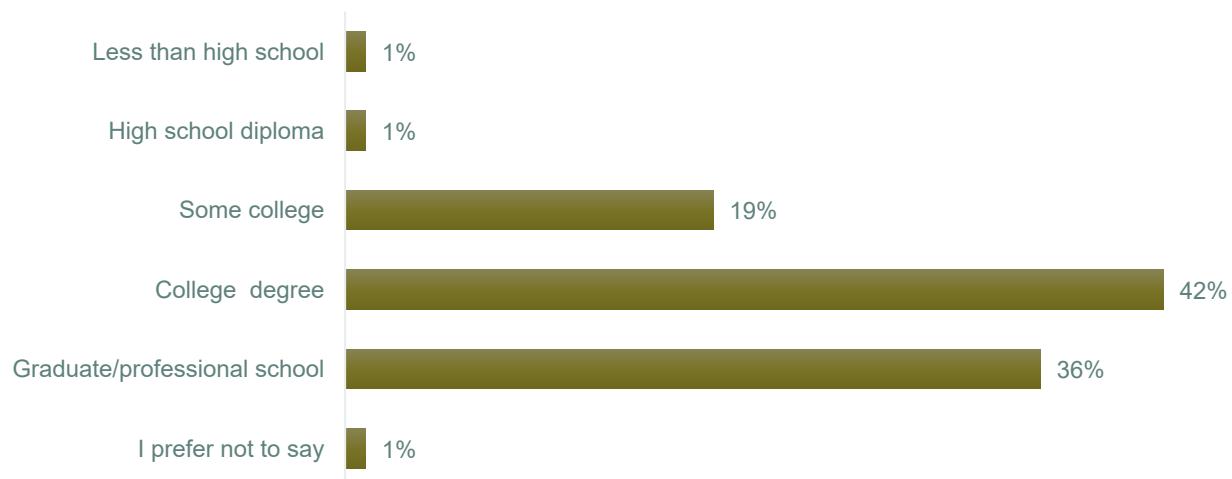
What is your age?



What is the highest level of education you have obtained?

- **Less than high school:** 1 (1% of responses)
- **High school diploma:** 1 (1% of responses)
- **Some college:** 18 (19% of responses)
- **College degree:** 40 (42% of responses)
- **Graduate / professional school:** 34 (36% of responses)
- **I prefer not to say:** 1 (1% of responses)

What is the highest level of education you've obtained?

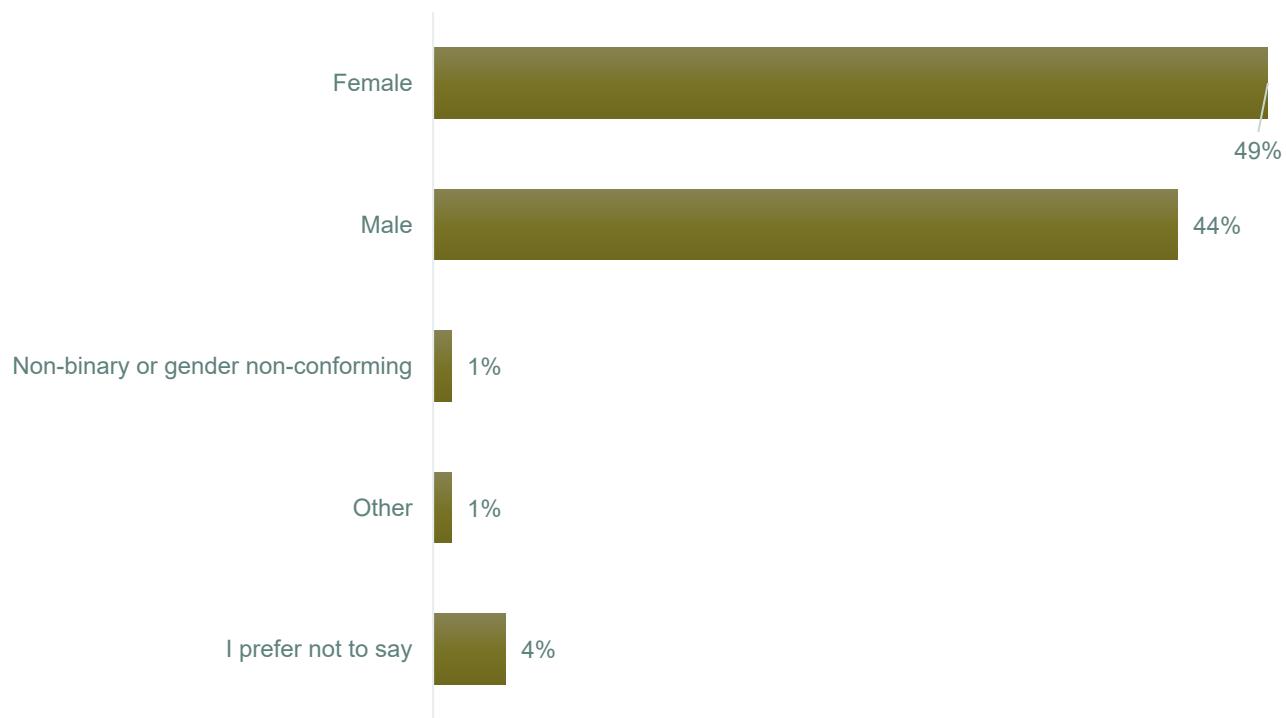


SUMMARY OF ONLINE OPEN HOUSE #1

How do you describe your gender?

- **Female:** 46 (49% of responses)
- **Male:** 41 (44% of responses)
- **Non-binary or gender non-conforming:** 1 (1% of responses)
- **Other:** 1 (1% of responses)
- **I prefer not to say:** 4 (4% of responses)
- **No response:** 2

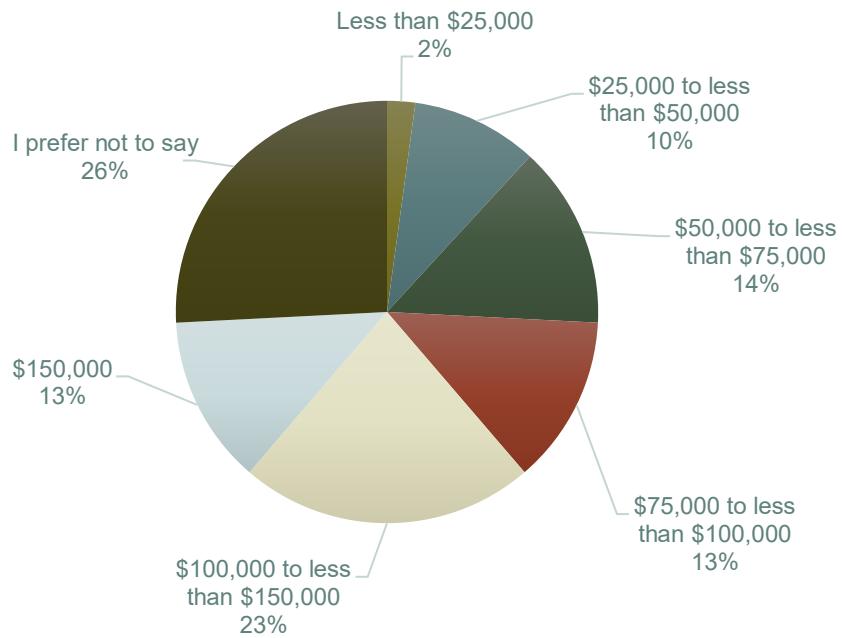
How do you describe your gender?



Which category best describes your 2020 gross household income, before taxes?

- **Less than \$25,000:** 2 (2% of responses)
- **\$25,000 to less than \$50,000:** 9 (10% of responses)
- **\$50,000 to less than \$75,000:** 13 (14% of responses)
- **\$75,000 to less than \$100,000:** 12 (13% of responses)
- **\$100,000 to less than \$150,000:** 21 (23% of responses)
- **\$150,000:** 12 (13% of responses)
- **I prefer not to say:** 24 (26% of responses)
- **No response:** 2

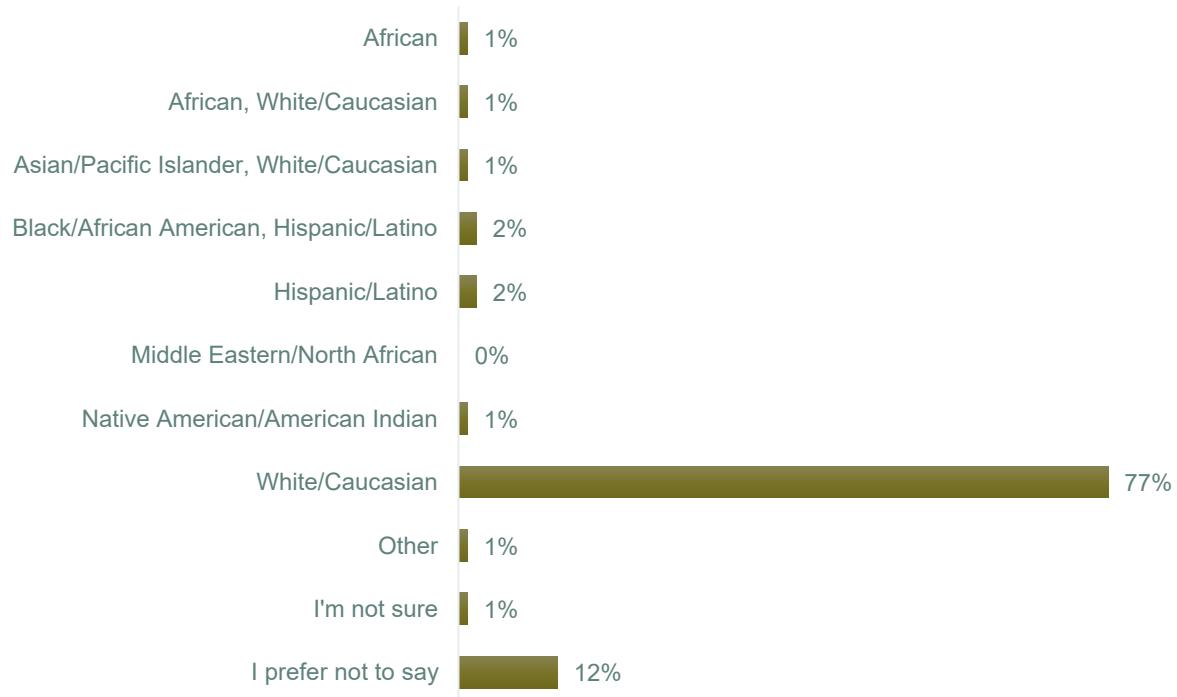
Which category best describes your 2020 gross household income, before taxes?



Which of the following best describes your race or ethnicity? Click all that apply.

- **African:** 1 (1% of responses)
- **African, White/Caucasian:** 1 (1% of responses)
- **Asian/Pacific Islander, White/Caucasian:** 1 (1% of responses)
- **Black/African American, Hispanic/Latino:** 2 (2% of responses)
- **Hispanic/Latino:** 2 (2% of responses)
- **Middle Eastern/North African:** 0 (0% of responses)
- **Native American/American Indian:** 1 (1% of responses)
- **White/Caucasian:** 72 (77% of responses)
- **Other:** 1 (1% of responses)
- **I'm not sure:** 1 (1% of responses)
- **I prefer not to say:** 11 (12% of responses)
- **No response:** 2

Which of the following best describes your race or ethnicity?





Summary of Online Open House #1:

Attachment A – Long-Form Responses

Existing Site Conditions

Is there anything we should know about this property to add to our existing conditions inventory?

- It is a very safe and quiet area with a wonderful panoramic view, excellent for relaxation and connection with nature.
- The community is against this development. It is one of the few remaining open spaces close to the City where we can be free and our dogs can be free. It's a myth that building more housing is going to reduce the cost of housing in Bend. I am so disgusted by this City Council as they are young and naive and really don't seem to understand how the housing markets actually work. They'll learn in 10 years when Bend is overbuilt, housing costs do not go down, and all the open land has been destroyed - and those of us who are paying high property taxes will leave and you'll be stuck with another overbuilt, high traffic Western town. Anthony Broadman did this just to impress Tina Kotek and the other State "leaders" as his ambitions are more important to him than quality of Life in Bend. This City is one of the worst run cities in the country. You care more about the homeless than those of us who have made Bend a wonderful place to live.
- Would love to see the giant power lines come down in that area.
- Where is the water coming from to support this development? We've been in a drought for over ten years and the city just keeps approving these large developments with no regard to drought problems.
- You are probably aware but there are small caves/rock overhangs within the tract. There are also some unique rock outcrops. It would be good to figure out a way to incorporate some of these natural features into the development.
- The many caves, once used for trash dumps, should be identified and protected. How hazardous is the soil where Bend used to dump its waste? What will be done to mitigate this?
- I own one if the houses on the bluff, my property goes to the power lines as no I'm concerned that you will be land locking me and putting houses out my back yard. Will there be some space such as a park and access road that backs the east home's property?
- More traffic on Reed Market without consideration of a train overpass will lead to a HUGE traffic problem
- No but my feelings about this and other said property's, why is this town/City putting buildings on every inch of this town. Is no land sacred, do you have to rape every inch. If people would stop advertising this town and keep on building people wouldn't be coming here in droves. I have lived here many years and seen it when there was nothing here.

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

And now money has come into this town and developers from all over scam our town with horrible looking buildings. There is no affordable housing. Anyway, this town is not Bend any more people moving here want to change it to what they left behind and have destroyed it here. Oh plus so many beautiful trees are being taken out and our wildlife is in jeopardy. My opinion.

- Sand Lilies bloom in spring
- Yes keep your dirty paws off of it! Why do you have to develop so much land?? Your ruining Bend. It's turning into a place that people who've grown up here hate myself included of almost 30 years. Have you noticed when you drive around town you only see California and Washington plates? That's because all the locals the soul of this community has left. And in influx of out-of-town assholes have come into our city and ruined it. And anybody on your board also..
- Keep the horseback riding trails open. The surrounding properties have many people who ride their horses in this area, and since Rickard Road has now been turned into a speeding short cut, particularly for truckers, for drivers headed to Hwy 20 E, it's no longer safe to ride a horse across Rickard Road to reach the trails from Gosney Rd.
- Don't build homes in it
- Probably already noted but the pondos here are really at the edge of their range and seem to be notable trees and thus worth saving. The juniper doesn't need any protection but there are some cool specimens.
- It is Rocky, beautiful and a lot of dirt. I believe that there is a cave somewhere over there.
- Lots of homeless that need a place not just kicked out. Lots of trash
- It has many significant ponderosas which should be given priority.
- If you do develop, it needs to address housing issues priced UNDER \$500k, no Pahlish homes, just simple properties, all types, that are affordable, otherwise DO NOT even think of ruining this acreage. Please.
- If Stevens road is going to connect with Reed market and there are going to be many new homes it will increase already overloaded traffic on Reed market---crazy
- Natural vegetation and geologic features are important. Native trees prevent climate change. Don't follow Bend's current cookbook for development which is: cut down all native vegetation, destroy geologic features and pile them up creating a nice flat piece of ground, set up the portable crusher on site to create 3/4 minus, build houses so close together to create urban conflagration zones, then plant non-native vegetation that doesn't belong in Central Oregon.
- Has a comprehensive archaeological survey been conducted on this piece of land?
- Caves with trash in them like a whole car!
- This is a valuable open space resource and should not be developed into high density subsidized housing. It provides critical habitat for multiple large birds of prey such as bald eagles, golden eagles, and red tailed hawks, as well as mule deer wintering areas.
- It was a dump from the 1960's to the 1970's it may not be buildable
- This is a major corridor for deer going to/from their winter range. Also, the abundance of rabbits and rodents in general make this busy hunting grounds for birds of prey.

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

- What about the bat caves?
- I love these trails. Just preserve as much running and hiking as possible, as I'll really miss the opportunity to run in beautiful landscape nearly right out my door.
- This is the only local undeveloped place a person in Bend can go to clear their head and enjoy nature. Shevlin Park is the only other place and it's over crowded. Please don't take this away from us. I believe affordable housing is "fake news". It's a big lie created by realtors, politicians, and builders to make massive amounts of money. They are destroying Bend. If you build it they will come. Stop building it and they won't come! We don't need them! If people can't afford to live here, they should go somewhere else! We've walked out there 2-3 times a day for the last 20 years and so have many others! We strongly oppose developing the area!
- Please preserve the caveat
- There are several caves on the property that have not been mentioned at all. What is being done to preserve them or prepare them for resident safety?
- We need to retain some semblance of outdoors to this area that is not just accessible to the immediate residential buildout that is sure to come. Golf Buildout would be a plus in our groups eyes.
- It is a great outdoor escape for those who live in the area and on the east side. Please don't take that away from us.
- Glass, metal other materials exist from the old dump site
- The amount of land for low income housing that has been allocated is woefully inadequate. it should be closer to 50%. you have been saying how important it is to increase low income housing and then have only this small amount in this large of a project is crazy. walk your talk. you have also been talking about lowering the carbon footprint in Bend and then not having any provisions that mandate or encourage this again does not fit with your talk. there needs to be significant open space here and within the city so that people can recreate and enjoy nature (what many of us came to Bend to enjoy) without having to drive somewhere (carbon footprint again). thank you for your time. kent pressman 20025 mill crest pl
- Be efficient with home building. Honestly we have inventory it's just taken up by so many air bnbs owned by people who don't live here. Keep as much natural space as possible. This is a beautiful geographic area.
- Please make at least 50% affordable housing. Please keep access to nature and safe biking options.
- All mature Ponderosa pines need to be preserved. There aren't that many in southeast Bend. During the early meetings, the developers were vague about whether they would preserve them. Also, lava tubes and any underground caves providing bat habitation need to be preserved. In the first Stevens Road property I believe there were between 8 possible bat habitats identified and the developers were evasive about whether those caves would be preserved.
- Beautiful trees and natural rock outcropping
- Also home to rabbits, porcupine, possibly cougar, and raccoons, lizards, packrats, mice.

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

- The several caves in the area need to be protected to allow for wildlife habitat and cultural concerns. There have been encampments over the years that could provide historical significance. Water is scarce if non-existent.
- That the community as a whole does NOT want this developed. It's shameful that Anthony Broadman bypassed the UGB process using "affordable housing" as a myth to impress Tina Kotek.
- Although there are many trails throughout this property, it is extremely rocky. I hope the builder will keep several of the trails and keep them as long trails, hopefully about 2 or more miles. There will still be plenty of property left over for homes.
- Lots of wildlife, caves and natural beauty
- As you are aware, having seen the photos you've shown, it is a beautiful example of this high desert terrain, and therefore this should be considered as ""existing conditions"" and not entirely dug up, cut down and effectively clear cut! Please leave natural areas, and certainly there should be a Parks and Rec Park here.
- Possible lava tubes, mule deer habitat / migration route
- Gorgeous old growth Ponderosa pines. Natural caves. Presence of coyotes and specifically, coyote pups born in the caves in this area. This area is one of the last neighborhood areas remaining in southeast Bend for hiking in a natural setting. We hate to lose it, and I disagree with the development of this section.
- A few questions. Was there a Archaeology survey every required for the zoning change similar to Federal NEPA requirements? I have not seen any but are there any known caves on that section of the State Land. There is a very interesting lava ridge or possible a lava tube at 44.02548 x -121.24431

Guiding Principles

Are there any other guiding principles that you think should be considered for this project?

- Give priority in obtaining housing for families living near the area at an affordable cost and with payment opportunities or support programs for immigrants.
- Race, gender, and disability equity should govern this housing development process.
- Minimize traffic to existing east/west roads. Incorporate extra walking/cycling/mass transit beyond any other area.
- Please create a regular old street grid as much as the geography allows. Please allow light commercial near where people live - or allow it everywhere so that entrepreneurial people can create businesses near them.
- Sustainability and combination of commercial, retail and residential to reduce the need to travel by car.
- Consider climate change, and the development of alternative energy as the neighborhood is created. Could this neighborhood be fossil fuel free (I know, ironic because the pipeline goes through there....). We know climate change is already out of control, and that we need to be fossil fuel free AND creating carbon sinks now, not later.

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

So I guess the principle would be "Create fossil fuel free neighborhoods." or "Create neighborhoods which eliminate the need for fossil fuels in homes and businesses."

- This is your opportunity to plan homeless camps with all the services. Quit trying to put them where people are already living and worked hard to buy in a nice area. Plan it in the beginning then anyone who buys, knows the camps will be there. Have the needed resources for them planned in.
- Yes, don't do it.
- All housing types sustainable and net zero.
- Affordable housing is the most important priority for this development. The estimate of acreage for workforce/affordable housing seems very low in the background info provided. Can this be evaluated and increased? Also, NOW is the time to include supportive housing for houseless populations in this plan, including putting temporary housing options in non-residential zones, similar to the siting of Eugene's village. Let's plan it now, in a commercial/industrial zone, with support services in the same location.
- Put affordable housing on the south end of the property
- I would love to see a new community similar to the NWX area. If there are enough amenities, then people will not have a need to drive all over town.
- While I just checked three as directed, I think all of the Guiding Principles are important.
- I think that if houses are built here that they should have yards and not pushed up close to each other. I have lived here my whole life and I hate looking at all of the new houses that have no yard or anything. The one thing that houses here always had because we had such beautiful land. I know growing is inevitable but don't make it all houses and no yards or property.
- Instead of tearing down our natural land, you should address the local population that cannot afford to live here with what's already built. When I say local, I mean the people who are from Oregon and not out of state. We need homes that are affordable for the local population that already lives here. You're not addressing the issue by tearing down more trees and land to then sell those plots to big companies like Palisch Homes who will build properties to sell for \$400K+. That is NOT a solution to what problems you're trying to solve with the urban growth we are seeing here. If you're going to tear down and California-ize this place, you should stop and think about the local people living here who are trying to afford and enjoy the natural beauty of this place. Bottom line: this project should not happen at all unless it will be guaranteed that the homes that are built are for people who have been here a long time and are lower income. Otherwise, leave the nature and animals alone.
- Create recreational and other amenities for surrounding communities
- Neighborhood home design more like the west side of Bend and NW crossing
- Bend is rapidly developing every square inch of open space within the UGB. This is completely destroying the remaining wildlife habitat & corridors we have left in the city. This needs to be a consideration when deciding where and what to develop. Keeping mature trees, scrub-shrub, bunch grasses within development & providing wildlife corridors to allow for safe passage of animals is important and is a safety issue (wildlife/vehicle interface). I think Bend also needs to truly define what ""affordable housing"" means. I have yet to see it defined anywhere on the planning website. In my

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

mind, ""affordable housing"" is not \$1200/mo for a studio apartment. This isn't affordable for many in the community. I work a FT job for the govt & STILL can't afford to buy a home in Bend. I can barely find an affordable rental. Bend is pushing out the middle/lower classes & catering to those with high incomes. We want to live in a place with diversity not just a rich white people.

- Don't put everything so close together that you get rid of all the natural landscape. Keep some trees!
- With SE Reed Market a total nightmare as it is now, and according to the maps no additional main arteries planned, traffic needs to be at the top of the list for this development along with affordability and have buyers be OWNER OCCUPIERS, no investors.
- When I see housing developments, I'm always concerned about how close houses are to each other for fire danger, so I think some guidelines should propose greater distance between homes. I realize that reduces density but what is more important.
- Consider, and minimize impact to other properties in the area, especially rural properties north of Stevens Road, and the traffic impacts on Ward Rd. This project should direct traffic from this project to 27th St.....
- Adequate parking for residences vehicles. Even if people are driving less, there needs to be parking for their cars, etc. that doesn't create a safety hazard with the streets full of parked cars like we are seeing in the newer already established neighborhoods.
- How will Gov Browns new Executive order regarding climate friendly development affect the planning of this development? Is it even being considered? Why are only three options in the previous question considered public input?
- Minimize impact on existing area neighborhoods and roadways.
- Increased traffic mitigation is necessary. Reed Market is already jammed up at 3rd Street during heavier traffic times. Coming out of the Ponderosa Estates subdivision, it is already very difficult to make a left turn, due to heavy traffic on 27th St. We really don't need additional traffic on 27th and Reed Market.
- Stop developing our open, natural spaces! Stop building houses! You are destroying what everyone came here to enjoy! I believe affordable housing is a made up concept to allow politicians, builders, and realtors to make tons of money! If you build it they will come. Stop building it and they won't come. We don't need them. Bend is already too big to be enjoyed. If people can't afford to live here they should go somewhere else. You can't always have what you want! There are a lot of resort communities I can't afford to move to. That's just the way it is. I'm not going to change that. We all can't just move to Jackson WY or Park City, UT. Accept it! If we all moved to those communities we would destroy them.
- Presently it is extremely difficult to turn onto Reed Market from side streets. Your proposed massive addition to auto traffic will only add to the problem. Delaying the R R track overpass compounds our problem. To say public transportation and local employment for new residents will not add to traffic woes, is more than short sighted. Once again, it reeks of developers being in charge of the traffic impact report. Please be realistic concerning the impact of your expected (realistic numbers of cars) additional traffic congestion on Ferguson, Reed Market, 27th streets.
- That the caves and heavy metals from the old dump be addressed up front and directly.

SUMMARY OF ONLINE OPEN HOUSE #1:
ATTACHMENT A – LONG-FORM RESPONSES

- A sensitivity of, and response to the contours of the exiting land when laying out neighborhoods instead of taking the “easy (cheapest?!) way out” by breaking up and crushing the rocks to create a totally flat area. The developments just south-east of SE Reed Market Road and the canal are a good example of this. Another example is the contrast between the total flatness of the newer neighborhood immediately to the northeast of the winding, undulating streets of the NE Lotno Drive/NE Noe Street/INE Shady Lane neighborhood-both located on the north side of NE Butler Market Road. (Canal Row Park, however, anchoring the northeast corner, is another of Bend's beautiful parks!) There needs to be more allowance for the planting of indiginous trees, even working around some of the beautiful mature Juniper trees that are already on the Stevens Road property.
- Low income housing, encourage/mandate energy efficiency, solar, etc., open space within the city.
- All of the above are important! Create a community so people don't always have to get in a car to get to groceries or restaurants. Require solar panels, use gray water for irrigation, use only native plants for xeriscape, save as much natural areas as possible. Promote energy efficiency, include community gardens. NW Crossing was done very well but because it is so desirable, 8t is not affordable...even the small homes. There has to be a way to guarantee affordable housing that is desirable.
- Please make sure the roundabout at the intersection of 27th and Ferguson is complete so the established houses along Ferguson are not cut off.
- At least 50% of housing should be priced to those making 50% of the mean. Should be deed restricted so that when sold it continues to be affordable. No STR allowed. Open natural spaces and don't allow developers to bulldoze the existing trees.
- it is essential that this area be served by GOOD mass transit. It will generate thousands of vehicle trips per day. Bend is allowing piece-meal development without standing back and getting a long-range view of how all these projects are jointly going to affect traffic flow. 2) The DLCD is going to require Bend to set up Climate Friendly Areas, where 30% of the population has to live. This would be economically impossible at any site that is already developed, but feasible on brown-field areas. Use this land to build one of the climate -friendly areas we're going to have to have. We need to get around the idea of only one downtown. Make this a second downtown.
- Creating a walkable, complete neighborhood, similar to NWX. Just because it is in the east side, doesn't mean it should have strip malls, big box stores, chain restaurants and gas stations. Give it real community character, integrating trails and natural resources. Yes, it should have access to shops, dining, coffee, etc... But create a true neighborhood feel that encourages walking/biking, and does not encourage lots of cars coming in from outside.
- Preserve all Ponderosa pines on the property. Preserve bat habitat and lava tubes/caves.
- Preserve caves
- Retain the natural topography for residential areas rather than flattening and elimination of native trees and plants, wildlife and DARK SKIES. I live in an old neighborhood that has rock formations for children to explore, stands of large ponderosa trees. The homes tend to be smaller, but outdoor activity much higher than flat, dense developments that lack the inspiration and health benefits of actually seeing nature up close.

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- Consider transportation impact to the surrounding area BEFORE construction and occupation of the area. Build the necessary roads and bridges prior to development of the property, Consideration of the extensive need for water, both drinking and irrigation, is extremely necessary. This area is arid. Water is a limited resource. The reservoirs are drying up early in the summer and irrigation canals are being turned off sooner in the year than ever in recorded history. How much subterranean water is available for well water? The area supports a diverse wildlife community that needs protection.
- I am very encouraged reading your guide list. It is important that there be several types of housing offered: low income/middle and some higher end. It may require an elementary school as well as shopping options. This part of town is desperate for some more restaurants. We have 2 or 3 average restaurants, food trucks and a few individual type restaurants. We have no high-end restaurants except maybe the Phoenix. Parking will also be an issue. If the longer hiking or biking trail is provided, there must be parking. This has come to be a major issue in Bend. The planners keep indicating people can bike or walk. Please bear in mind that many of the residents in Bend are on the elderly side. Parking is a prerequisite.
- Consider the impact of the increased vehicle traffic coming from this development on all the surrounding areas....i.e. 15th Street which connects with 27th via Ferguson. There is increased traffic there now because of the SE development on 15th and the new High School and future Middle School. This development is inevitably going to increase traffic all over east Bend, no matter what efforts are made in the building plans. There is also traffic to the Land Fill/Dump that uses these roads.
- The portion of affordable housing should be increased to 40% or 50% of the homes to be built, to match the median income of Bend- a large portion of our community. Our area has an excess of upper class housing already but sorely lacks affordable housing for a household making less than \$70K per year. Secondly, a deed restriction needs to be included that prevents short-term rentals in this area. Thirdly, the requirement for a portion of the homes to be sold to persons employed by an 'educator' will be a nightmare to enforce and should be omitted. What will happen when that person changes jobs? Will they be forced to sell? Thank you to all those working on this issue for all their time and effort.
- The effect all the proposed new houses will have on the water in our area that has already been severely effected by drought.
- This Stevens Road tract development will put even more heavy pressure on an inadequate road system in the area. Reed Market is getting to be dangerous to ingress and egress from/to adjacent residential streets. 27th Street is right behind it. Besides this, southeast Bend is now losing its last open area for hiking close to our neighborhood. Besides this, because I walk this track daily, I have seen all of the wildlife that lives on this tract. It's a shame to take this area from them.
- As we are losing 600 acres of open space with this project preserving what was there in open space and access is top priority. Please consider the affect and change that this project will cause to the existing properties on Stevens Rd. The nature of these properties will change drastically from a very quiet rural feel to living next to a city. What is the future of the houses on Stevens on the south side of canal. Will they or should they be brought into the growth boundary as they will be adjacent to a city development. Consider what is being lost forever with giving up 600 acres that could have been

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retained in a form of public lands forever and the growth could have come in around that public land.

What are your hopes and/or concerns for the Stevens Road Tract Concept Plan?

- To have enough information about the decisions that will be made regarding the land. Personally, my family and I would like to acquire our own home, and the fact that they are thinking of building housing in that location gives us hope that we will be able to obtain it.
- I hope that the people who live in country sunset will not be disadvantaged with a higher cost of rent and the same living conditions.
- Kick off a people centered village concept that can reach all the way to SE 3rd Street, turning the East side of Bend into a village based community rather than a car drive through community.
- I believe the most important obligation for this Concept Plan is for the City of Bend to deliver meaningful quantities of affordable housing that is deed restricted, so as to preserve the long-term viability and retention of the affordable housing units. I relatedly believe that the City must preclude the conversion of ANY units in the Concept Plan to short-term vacation rentals. All housing must be protected as traditional housing, with no short-term rentals permitted.
- Leave it as open space
- My hope is that it will provide affordable housing and community.
- Affordability!!!!...current housing/rental prices are ridiculous...I make a pretty good wage but my rent is still HALF of my monthly income which leaves no room for savings. Traffic controls!!!...Bend traffic is almost as bad as Portland and our current transit system is a joke. Access to services!!!! currently there are no services in that area of Bend...I would encourage this committee to get retailers involved and create mixed use areas. (gas, grocery, medical)
- Concerned about the gas pipeline, and the need for a buffer. If there was a fire near the pipeline, what would happen? How far would the blast go? I understand the pipeline is already coursing through eastern Bend, so it is an issue for other neighborhoods as well. This is the first time I have heard about the pipeline. My hopes would be the thoughtful development of this community from the outset, which looks like it is being done. Put in roundabouts as the roads are built, instead of having to add them later. Kids need to be able to play and explore, so I hope rock structures will be left intact for them to explore.
- Really consider your owners who already live there.
- That it is Not dense development. It is maintained as open space.
- More people, more cars, more of everything. Why do people want to increase the population here to become a big city. No, we moved here and lived here for the beauty, wildlife and a safe community, which is all going by the wayside with all this developers. Please, don't destroy this town any more than it is. Take care of the parking and traffic before you put any more houses and apartment or any other buildings. I am so disgusted with who is running the shoe.

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- Hope: that three quarters or more of the housing will be low income, affordable and workforce affordable as that is Bend's greatest need. The Stevens Ranch property will provide plenty of market rate housing. Concern: we'll end up with more market rate housing that is not sustainable or zero energy.
- Hope is that there is more affordable homes than originally planned. Also, can you please put a moratorium on short term rentals in this to discourage investors and second homes that defeat the purpose of housing our community?
- My concerns are further traffic congestion in Bend, loss of open space that has been accessible to the public, loss of habitat for declining mule deer populations, and too much unaffordable single family housing.
- I grew up in DRW and right there off of Ward where my family still lives and i love that it is all property out there and not a bunch of houses smashed together. I think that area should continue to show that. Maybe not the 5 acre properties but i think that there should be a decent size yard on each house where kids can play and dogs can run! That is what Bend was known for was a great place to raise your kids and activities and the land and now it is just turning into what everyone is moving away from. once the land is gone its gone and i think it should be preserved as much as possible.
- My concern is that you don't care about the land you tear down, the ecosystem that will go down with this project, and you're only catering to the wealthy who can afford to buy homes in Bend. I think you need to stop building homes that only people from out of state can afford. You need to consider the local people here who want to buy a home but are stuck in a rental and being pushed out because even that rent is too expensive. People can't afford to rent and can't afford to buy. That is the situation you're creating when you build on plots of land like this because you guys don't make it affordable for mid to lower income families. You just keep tearing down land, pushing all the animals and ecosystem out, make expensive houses, and drive Bend's original culture to burn. This place should be for everyone including a place to preserve nature within the boundaries of city limits, homes that are less than \$400K so lower income to middle class families can afford to stay here.
- Many people in Bend are frustrated by the strain placed on our communities by the constant rapid growth of previous years. Please consider balancing out the downsides of the new development (and loss of a major natural recreation area) with the addition of regionally valuable amenities as part of the development: MAJOR parks, novel playgrounds and recreational facilities, preserved and enhanced natural areas, commercial amenities that don't exist elsewhere, etc... Developers make more than enough money already and should be giving back to the community that both enables and is impacted by their developments.
- Concern is a cheap looking suburb with home on top of each and no yards or parks for kids. Most bend home lots are tiny we need areas where families can upgrade to a home with a yard.
- That it will truly be a self contained development. What I mean by that is so people can walk or bike within the development to the grocery store, coffee shop, hardware store, or park and/or trails. The employment opportunities will be small in scale as to minimize large vehicle traffic as much as possible, no giant Walmart or Home Depot type stores. The landscape should be kept as natural as possible. The electrical need for the businesses and residences should be met with as much solar as possible. There needs to be a stop light or roundabout at 27th and Ferguson. The current vehicle traffic is

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travelling well above the speed limit and the cars heading South on 27th are not seen until they come over the crest before Ferguson making it a gamble to cross the street for cars much less bikes or pedestrians.

- Bend keeps some natural areas for wildlife and considers creating some safe wildlife corridors between habitat tracts and for safe passage across (under) busy streets such as 27th. The housing is TRULY affordable for middle and lower classes. More alternative transportation opportunities are provided such as bike lines on 27th and Stevens Road, a public transit system that is efficient and easy to use, sidewalks and bike paths that connect to shopping and other recreation opportunities.
- Don't want it to be just a bunch of houses crammed together.
- I am concerned that the vast majority of this land (outside of the few acres set aside for more affordable housing) will just become more of the same: unaffordable, sprawling, single-family development that drives up housing prices, increases vehicular traffic, and serves to accommodates wealthy vacationers.
- That is satisfies the need for lower priced housing, or at least attempts to address it in actuality. Looking at Redmond, which was affordable a year ago, and now has home prices in the \$400's and not the upper \$200's, I hope, really hope, that we can keep prices down here with this development for the longer term, not just the short term.
- I am extremely excited about realigning Stevens Rd. I drive it at least 3 times a week and it's always difficult to access 27th, especially with the concrete bridge on the north side. That may add land on the north end of the Stevens tract. So the sooner that realignment could occur, the better. My concern is that there is no mention of widening 27th to at least 2 lanes plus a turn lane, however for looking in the future it might be 4 lanes and a turn lane.
- I would hope that the project would develop on the southern part of the property and direct traffic toward 27th and away from Stevens and Ward Roads.
- I would love to see Bend get some more affordable housing. It is unfortunate that it may cost an area of hiking and other activities, but it is a cost worth paying in order to make Bend a more complete city for families of all types.
- Hopes: adequate sized lots, not the 3-4000 sq/ft that are being built for investors only. Few, if any people buy these types of houses for occupying. Set a minimum percentage for owner occupied houses at a minimum of 60-70%. And CC&Rs with HOAs; we want healthy, livable neighborhoods, not more trash and junk.
- Very concerned about impact on existing roads such as Reed Mkt. Rd, 27th St. and Ferguson Rd. I hope that new bike lanes/paths will be protected, not immediately adjacent to traffic lanes. I hope that there is serious effort to create a 'complete community' with meaningful local amenities. I hope that affordable housing does not mean low quality. I hope that this development incorporates a vision for future growth that includes the appropriate infrastructure to properly support long term expansion.
- Concerned about the bat caves. Also concerned about affordable housing. We keep hearing that affordable housing is being build but then they end up not being affordable at all.
- I wish it wasn't going to happen!

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- That it will completely fail and we will have our open, natural spaces back to enjoy every day!
- Massive growth without a reasonable traffic plan.
- That it does not turn into another partially build train wreck that the city has to clean up. What about the housing projects along Reed Market Rd that were just left to rot?
- Affordable housing to help stem this crushing rise in house prices. Creative solutions to smaller houses such as a studio concept with living/kitchen as one room and maybe one bedroom but at around 1,000-1,500 sq. ft. To prevent large inconsistencies in house price ranges, with the building of large, expensive “mountain-view” houses, ensure that the parks, public open spaces and the trails that serve them have the premium views of our beloved Cascades!! Absorb the current characteristics of the landscape and understand that this is a classic and beautiful part of our natural, High Desert landscape. We need to find ways to retain some of these existing elements and incorporate them into the new plan. What might appear as areas of scrub land are vital for the retention of our High Desert environment. We should go as far as allowing only xeriscaping in any new outdoor landscaping developments apart from essential sports/park areas. Bend Parks and Recreation does great with this already.
- My office is right next to 27th St as I work at the shelter. The traffic is constant and in my 11 years here, it has increased. I know the street plan includes roundabouts but the street needs more lanes and better/elevated bike lanes and sidewalks for safety.
- The amount of land for low income housing that has been allocated is woefully inadequate. it should be closer to 50%. you have been saying how important it is to increase low income housing and then have only this small amount in this large of a project is crazy. walk your talk. you have also been talking about lowering the carbon footprint in Bend and then not having any provisions that mandate or encourage this again does not fit with your talk. there needs to be significant open space here and within the city so that people can recreate and enjoy nature (what many of us came to Bend to enjoy) without having to drive somewhere (carbon footprint again). thank you for your time. kent pressman 20025 mill crest pl
- That this project is done right and that greed does not spoil the vision.
- That the exits onto 27th Street are roundabouts so traffic along 27th flows smoothly!
- Hope it won't become another sprawling tract for investors to buy up and sell at market rates. This is public land that was incorporated for a housing crisis. Keep it affordable by deed restriction. Design it to incorporate the existing landscape. Keep natural spaces, trees and rock outcrops. Reduce vehicle traffic but be realistic as all those cars will congest Reed Mkt and 27th. Don't create a nightmare of commuters traversing town.
- That everyone who lives there also works there and shops there. Otherwise our roads are going to be impassible. Karon Johnson OFDNA Land Use Chair
- I live on Ferguson Ct, very close to this development, and my biggest concern is the increase in traffic resulting from all the new housing and businesses, especially when combined with other development in the area. I would like to see an emphasis on entry to the neighborhood via Reed Marker instead of Ferguson.
- Concerned about clear cutting of all trees and destruction of caves, both of which would effect wildlife habitat (bats, birds, martens (yes, we have some on this side of town), larger birds of prey, etc.). Concerned about this becoming a copy of the eyesore

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development farther west on Reed Market where all trees were gutted and tiny ones were planted. Mature trees are important for providing shade and combatting climate change. Concerned about destruction of caves leading to loss of bat habitat. Bats are an important resource for control of pests, and their population is struggling due to white nose syndrome. They need all the help they can get. Concerned about all of this not only in this area of Stevens Road Tract, but in the one farther west that has already been approved.

- Concerns: Traffic, ugly tract home neighborhoods, light pollution, noise pollution. Hopes: a beautifully designed commercial district, parking, curved roads, save big trees, bike paths, build some custom homes, Make it attractive, not identical houses with identical roof colors, parks, schools. Restrict poplar, cottonwood, and certain aspen trees(cheap weed trees).
- Concern: at end of development, the affordability of homes will not be as promised. Spending funds on totally flattening and scraping bare the land to make it “easier” to build does, in fact, add up front costs. Sure, Utilities would work harder, but savings up front would insulate from inflation not anticipated in the actual building process. Humans would be healthier and much happier.
- A diverse community that's created to reflect the existing environment without negatively impacting the current Bend residents.
- I am hoping that there be different types of housing being low end as well as high end-- some apartments, 2 or 3 story homes. One of the major factors is that they not all look alike. Why can't we have ranch style, colonial, tiny house, etc. Don't make all the neighborhoods with the same house style. They all turn out to look like cookie cutter homes. We need some variation in the styles as well as size and income.
- My hope is that affordable housing is strongly prioritized in the development process. I'm thrilled to see that it's a part of this project, but I strongly urge that more land be dedicated to high density affordable and workforce housing. In my work connecting local farms to local restaurants, I've seen how much so many of our local businesses are struggling because of the deep difficulties finding people to work service industry jobs (even ones that are relatively well-paid and at good companies). I also have experienced friends, colleagues, and customers having to tighten their budgets because housing takes up such a disproportionate part of their budget, or even having to leave Bend entirely. The only way to address these issues is to seriously increase the amount of quality affordable housing available in our community.
- Why is all high end development on the West side and Low income development on the east. Why is this allowed a zone change for low income, but i was not allowed to build a house on 20 acres to have a gentleman's farm. If Bend/Oregon like your political motivation (low income housing) than it's ok to ignore existing land use zoning.
- That is won't ruin the area, that it won't create more traffic concerns. My hope is that the planners and those envisioning this don't use the same templates that seem to be used now that are creating a city where everything has the same "look." How about some creativity and realization that there are problems that already exist, especially on the main transportation routes in SE Bend, that are likely to be made worse by this project..... especially when combined with the Elbow project! It's impossible to imagine how our 2 lane roads will handle all this.

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- Concern is availability of water, as well as more animals being displaced from their homes. The more Bend expands more we are inviting wild animals to live amongst us. We already have a problem with deer walking tame throughout the city with the occasional siting of cougars. Before lone we will have coyotes running through the streets. I am also concerned about the added traffic. As Bend has grown, so has the traffic making it difficult to turn out of side streets onto main arterials, as well as the increase in aggressive and inconsiderate drivers.
- Safe intersections at Stevens/Ward Rd, and Stevens/27th/Reed Market - Consider roundabout concepts. Address traffic flow that will impact Ward Road. Shoulder widening of Ward and Stevens road could make travel for bike/pedestrian much more safe. Also, I'm not sure I understand the walking path connections but consideration that the Central Oregon Canal road east of 27th is on private property. Our property is located along the canal and the road is on our property. We've seen increased recreation use and this project would add to that use, even though trespassing is not allowed. We would consider providing an easement to BPRD if agreeable with COID.
- That all or a large section of it will be preserved as nature/wildlife environment.
- We live at 21470 Stevens rd. It is a very rural quiet area with recreation on the Stevens state land just across the street. At night it is dark with very light traffic on the road. With the existing MUA 10 zoning on the north side of Stevens it almost feels like we will be trapped with a rural property in the city which is not where we want to be. With the complete development of the land I cant envision how the streets will handle the increased trips East/West on Reed or the other roads. With 2 separate developments under way on the east and west side of the Stevens property a concern would be how do they work together and would it not be better to plan the whole 600 acres together rather than 2 separate projects?



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December 17, 2021

Submitted via: growthmanagement@bendoregon.gov; brankin@bendoregon.gov,
dsyrnyk@bendoregon.gov

City of Bend
Growth Management Division
Attn: Brian Rankin, Damian Syrnyk
709 NW Wall Street, Suite 102
Bend, OR 97701

RE: Stevens Road Tract Concept Plan comments

Dear City Staff:

Thank you for seeking public input on the Steven Roads Tract Concept Plan. Central Oregon LandWatch submits the following comments for your consideration and we look forward to continuing to engage in the planning and development of this complete community on the east edge of Bend.

I. Background

Based in Bend, Central Oregon LandWatch's mission is to defend and plan for Central Oregon's livable future. For over 35 years, we've advocated for the region's sustainable growth by focusing on minimizing sprawl onto our wild places, farm lands, and forest lands and providing complete communities within city limits.

It's important to note how we arrived at the present planning and development of the Stevens Road Tract parcel. LandWatch appreciates some of this history being included in the City's Virtual Open House and we provide some additional context and big-picture perspective here.

Despite LandWatch's and other land use advocates' opposition, the Oregon legislature passed a bill (HB 3318) earlier this year that exempted the City of Bend from statewide land use law by allowing it to expand its urban growth boundary without demonstrating the need to do so. As Bend continues to grow, it is vital we develop only in the places where it makes the most sense. In the future, adhering to existing laws and processes that guide where and how our city limits change over time is best practice that will lead to the best results for our communities of people, fish and wildlife who all call this place home. These one-off waivers erode Oregon's world-renowned land use system that prevents costly sprawl, and they also cut the public out of key steps of the planning process. HB 3318 exempts review of the Stevens Road tract UGB expansion for compliance with the 19 statewide land use goals; it specifies that the City's and DLCD's approval of the UGB expansion is not a land use decision, which removes many of the



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opportunities for public participation that come along with the land use process; and it does not require the City or DLCD to write findings that show compliance of the UGB expansion with the language of HB 3318. But, what's done is done. Now, LandWatch is committed to working with the City of Bend to ensure the planning and development of the nearly 300-acre Stevens Road Tract provides the most public good possible.

II. Let's raise the bar for high-quality, creative and equitable placemaking

In Central Oregon, growth is on everyone's mind. At LandWatch, we know a healthy and sustainable future is one where we direct growth inside our towns and cities to create complete neighborhoods.

That means more affordable homes, lots of options to get around that don't always require a car, thriving local businesses, mixed-use developments where people can live and work in the same areas, vibrant public facilities, and open, green spaces.

The Stevens Road Tract Concept Plan is the next step in determining how this southeastern area of Bend will develop – and it abuts several other large expansion areas slated for development. It's absolutely critical that large, greenfield developments like this raise the bar on quality placemaking, help us grow in ways that stop sprawl onto our farmland and wild places, and preserve our quality of life.

To that end, the City's online survey¹ encourages the public to select and prioritize just three of the guiding principles listed below. However, to truly raise the bar on creative and equitable placemaking, we can and must keep *all* of these principles at the fore in the planning and development of this area:

- Provide walkable access to amenities and services
- Provide opportunities for affordable housing
- Create opportunities to travel by bicycle, on foot, and by public transit
- Create complete communities
- Thoughtfully plan residential neighborhoods and employment districts
- Provide a variety of housing choices
- Preserve and enhance the natural environment
- Encourage urban-scale mixed-use development
- Minimize the risk of wildfire and other natural hazards
- Encourage compact development to reduce vehicle trips
- Provide east/west connectivity in Bend
- Locate high-density housing in areas with good transportation access
- Create connections to nature and recreation opportunities
- Provide opportunities for affordable housing

¹ <https://storymaps.arcgis.com/stories/7def38c174e649c49d69f3bac0d3fd4a>



- Thoughtfully plan residential neighborhoods and employment districts
- Encourage urban-scale mixed-use development
- Create connections to nature and recreation opportunities
- Minimize the risk of wildfire and other natural hazards
- Provide connectivity to East Bend Provide walkable access to amenities and services
- Encourage compact development to reduce vehicle trips
- Create opportunities to travel by bicycle, by foot, and by public transit
- Create complete communities
- Provide a variety of housing choices
- Locate high-density housing in areas with good transportation access
- Preserve and enhance the natural environment

Specifically, as the Stevens Road Tract is planned and developed, this area should:

1. Increase the amount of workforce and affordable housing provided. Bend is in the midst of a housing crisis. Current plans for this area only dedicate 20 acres of land to affordable housing. It's simply not enough on these 261 acres of public land. Furthermore, 50% or more of the housing built on this land should be affordable housing units that meet the housing needs for people that live and work here.

Specifically, HB 3318 at Section 9(2)(c) requires 18 acres be made affordable to households with incomes 60 percent or less of the area median income, and two acres where 80 percent of units are made affordable to households with incomes 80 percent or less of area median income.

20 acres (or 7.6%) of land dedicated to affordable housing is not enough on this 261-acre tract. As the Stevens Road tract is public land and has a public purpose, significantly more land should be dedicated to affordable housing that benefits the public. Public land, especially on a tract of this size, is a rare and valuable tool that could make real progress in reducing Bend's affordable housing deficit. The City of Bend should also be considering other public funding sources that may be necessary to ensure affordable housing on this property or elsewhere. To meet HB 3318's stated intent, that this tract of land be "development focused on providing affordable and workforce housing", much more than 20 acres of the 261 acre tract needs to be dedicated to affordable housing.

2. Be a "complete community" that has a variety of affordable housing options located near employment opportunities and essential services and amenities. In line with Bend's Transportation System Plan, any new development in Bend should prioritize multimodal transportation. Complete neighborhoods should also include proximity and access to services and amenities, including schools, libraries, food options, healthcare, parks,





and trails. With the blank slate and public land opportunity the Stevens Road tract provides, we encourage the City to envision this land as a new “core area” on Bend’s east side, with dense, mixed-use development with a high concentration of housing, jobs, and multimodal transportation facilities.

3. Keep nature in neighborhoods. Future development should consider the habitat value and outside access this area currently provides to people and wildlife. Please include an accessible and extensive community trail system that integrates creative site design, preserves existing trees and vegetation, incorporates green infrastructure, and connects to open, green spaces.

4. Coordinate with ongoing planning for other areas in Bend. The City of Bend needs to “zoom out” and make sure this neighborhood isn’t isolated from the rest of Bend. Consider how this neighborhood can connect to the other Expansion Areas and developments occurring nearby, especially in ways that don’t always include a car.

This half of the DSL Stevens Road tract should be coordinated with the master plan recently approved for the other half of the Stevens Road tract already included in the UGB. Since much of that UGB expansion area is planned for low-density residential use, and especially on its east side that will abut this half of the Stevens Road tract, the City should minimize the amount of additional low-density residential uses. A regional network of trails, green spaces, and pedestrian-oriented civic spaces should be planned for the entire 630-acre area.

The recently approved Southeast Area Plan (SEAP) should also be integrated into the City’s planning for the Stevens Road tract, as it is also in close proximity. The SEAP included comprehensive plan amendments that require the City to recoup employment lands (commercial and industrial) elsewhere within five years because the SEAP reduced the amount of employment lands in that area, conflicting with the City’s acknowledged Goal 9 Economic Opportunities Analysis land needs. If the City is planning to use the Stevens Road tract to recoup those employment lands, that intent should be made clear early on in this process. The legislature passed HB 3318 because it promises “development focused on providing affordable and workforce housing.” The City should not stray from this legislative intent with any additional goals to solve the employment lands deficit created by the SEAP.

5. Clearly detail how this plan will account for existing Bend Comprehensive Plan provisions. The Stevens Road Tract Concept plan needs to clearly stipulate which acres of the 261-acre tract will be designated for housing. The Bend Comprehensive Plan (BCP) requires new developments to be “complete communities” with housing located





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near employment opportunities, public facilities, and commercial services like grocery stores, restaurants, and retail. The other half of this DSL land, already inside the UGB, is planned in this manner, and is subject to several specific comprehensive plan policies guiding its development. For example, the Stevens Road Master Plan as adopted by City Council states that the DSL UGB Expansion Area must be developed with a minimum of 1,000 total housing units, of which 11% must be attached single-family units and 41% must be duplex/triplex/quadplex/multifamily units pursuant to Bend Comprehensive Plan (BCP) Policy 11-86.

The Stevens Ranch Master Plan also includes approximately 1,710 residential needed housing units including 359 attached units, 650 detached single-family housing units, and 701 multiple family housing units (including duplex, triplex, and fourplex unit types), consistent with Policy 11-86. In accordance with BCP Policies 11-37 and 11-38 and Policy 11-87, a large-lot industrial overlay is proposed within the IG designation to preserve a large industrial site for a single user in a target industry consistent with the Regional Large Lot Industrial Land model code that is incorporated into the proposed Stevens Ranch development code. And the Stevens Ranch Master Plan incorporates approximately 43.7 acres of open space in compliance with BDC 4.5.200.E.4, which will be a combination of public and private open space areas.

How will the proximity of the planned non-residential uses, and/or the planned mix of residential uses in the Stevens Ranch Master Plan affect the planning for the Stevens Road tract?

Thank you for including these comments with the community input you're gathering via the [Stevens Road Tract Concept Plan survey](#) and [comment form](#) on the City's project web page. We look forward to working together throughout this process to ensure this area develops in ways that bring forth the resilient, healthy, inclusive and sustainable future we want to see for Bend and Central Oregon.

Sincerely,

Corie Harlan
Cities & Towns Program Manager

Rory Isbell
Staff Attorney



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Summary of Online Open House #2

PREPARED FOR: Stevens Road Tract Concept Plan Project Management Team

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Introduction

This memorandum provides a summary of the results from the [Stevens Road Tract Concept Plan Online Open House #2](#). The online open house, which included an informational component as well as survey questions, was available for 19 days from Wednesday, February 2, 2022, through Sunday, February 20, 2022. A link to the online open house was posted to the City's website, Facebook page, and Nextdoor; advertised on local news channels; sent to the project's interested parties email list and neighborhood associations. The online open house was provided in both English and Spanish, and received 36 responses to survey questions.

Information Provided

The online open house summarized key information about the Stevens Road Tract Concept Plan project, including:

- Overview of the project and planning process;
- Project schedule update;
- Community feedback to date; and
- Potential land use scenarios including places to live, work, and play.

Scenario Overview

The survey questions were focused on understanding how community members feel about the following three scenarios:

- **Scenario 1 - Continuation of Current Trends.** This scenario reflects what might be expected if the area was developed today, with current market trends and City policies applied.
- **Scenario 2 - Prioritize Housing Mix.** This scenario reflects what the area might look like if new policies, strategies, and incentives were applied to prioritize neighborhoods with a greater mix of housing types.
- **Scenario 3 - Prioritize Housing Mix and Capacity and Parks/Open Space.** This scenario reflects what the area might look like if new policies, strategies, and incentives were applied to diversify the mix and increase the total number of housing units, particularly high-density housing choices.

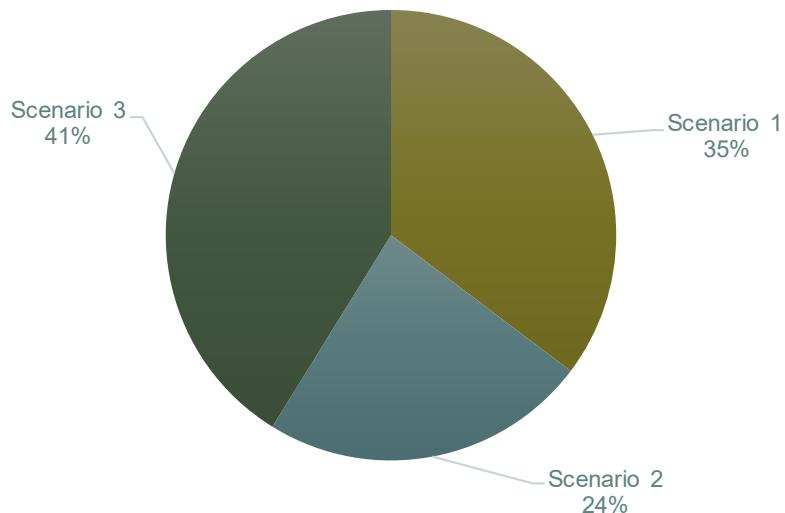
Online Survey Results

Online open house participants had the opportunity to select from three potential land use scenarios based upon places to live, work, and play. Participants were also able to provide additional comments to the project team about their overall thoughts on the Stevens Road Tract Concept Plan. Long-form responses are included in this memo.

Which scenario do you think provides the best opportunities for places to live? Why?

- **Scenario 1:** 12 (35% of responses)
- **Scenario 2:** 8 (24% of responses)
- **Scenario 3:** 14 (41% of responses)
- **No selection:** 2

Which scenario do you think provides the best opportunities for places to live?



Scenario 1: 12 (35% of responses)

- We don't just need more housing in Bend, we need housing that is affordable to people who live and work here. It needs some regulation or it'll just be bought up by speculators from out of town looking to cash in and use the properties as rentals. (Does this planning also address that?)
- Scenario 1 provides for the most diverse mix of land uses, providing the pathway for a planned community that can most fully meet the need of its residents and employees. Scenario 1 also contains an appealing mix and balance of housing product types.

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- While this scenario provides for some affordable living options, it fits in to the surrounding areas expectations of high quality living with protection and appreciation of nature and outdoor pursuits.
- Because it adds fewer housing units. This tract should NOT be developed at all. Leave it as natural land/habitat! We don't need more density added to 27th St. and Reed Market. Additionally, where is the water coming from to support all these new housing units? We are in the midst of several severe drought years. The last thing we need is more developments using up what little water is left!
- Cottages and townhomes create a more family friendly neighborhood that focuses on community more so than higher density multi-dwelling units. The difference between the number of affordable units available between scenario 1 and 2 is only 10 homes. More people prefer to live in cottages or duplexes and so I think the quality of life is worth it, and hopefully with house bill 3318, more affordable housing will be built in other areas.
- Least amount of people living in the area being developed.
- This scenario follows a better low density footprint for Bend residents seeking single family homes
- There is not enough commercial (job generating) development allotted in this area to support this many homes without the residents commuting across town for work. This along with the first half of the development is going to bring 27th street and Reed market into gridlock. Out of these 3 options, I would choose the option that adds the least amount of people.

Scenario 2: 8 (24% of responses)

- I feel #2 is a good compromise without creating a cramped development with too many apartments. I think this area needs to blend more with the established surrounding residential areas. This area is surrounded by housing with acreage. I can't imagine anyone in this area wanting that many apartments here. I like the idea of the larger open spaces and the view corridors. After living for 2 yrs through this pandemic, it has been such a blessing to have outdoor space within our property boundary, I feel like it is important for livability to have enough space for a nice little oasis in a homes outdoor space. Not all public space... This development is going to impact our area dramatically with a huge change in traffic flow/congestion, water usage, and taking away a very well used recreation use area. I really hope there will be multiple ways to exit the development besides just in and out from Stevens Rd. An exit option to 27th by Ferguson would help with congestion on Stevens and 27th.
- Like the balance of housing types. Scenario 3 feels like it would be more of the "have nots" in a bubble without as much diversity.
- More business and affordable housing.
- Housing that people can afford is the first need. Everything else follows.
- The foresight of supplying middle housing and higher density options will potentially enable more affordable housing units and combat sprawl. However, the smaller amount of commercial could prove to be a limiting factor in the ability to support a neighborhood

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to remain "walk/ride-able" community with markets, restaurants, and other essential small businesses in the proximity.

- It provides a good mix and density of housing, without being too dense.
- I like that Scenario 2 provides one of the largest amounts of Park/Open space land. Also more opportunities for commercial and employment options for residents to not commute.

I am concerned with both Scenarios 2 and 3 having higher housing units causing more traffic problems.

- Point is NOT to stay status quo, but to better diversify and obtain more affordable housing options. Seems the higher number of single detached dwellings at market rate would not accomplish this goal.

Scenario #2 ---> Could some more of the single dwellings be moved into the middle housing? Seems the middle housing gives more options without going too far on the multi-dwelling category like Scenario 3.

Scenario 3: 14 (41% of responses)

- The most housing units, though the percent that are regulated affordable housing is lower than the other scenarios, which may not meet Bend's needs.
- Scenario three provides the highest density, and it provides the most open space/parks, so based on quantity alone, it's the best opportunity. Density, though, comes with livability issues (lack of privacy, lack of private open space, lack of parking (which leads to illegal parking and general annoyance).
- I think it provides middle and lower income housing while maximizing open spaces. Leaving what makes Bend.... Bend
- Maximum amount of open space / recreational opportunity
- Single family housing should focus more on the first home buyer, the current trend in housing in Bend (latest report has the median price at \$675,000) has taken most young home buyers out of the market. These are young families with, often, small children. Providing them the opportunity to buy a home in a neighborhood with parks, playgrounds and open spaces is the direction this side of Bend should head. If we want to attract and maintain a diverse population you have to offer something to the young.

I live in the ridge west of Stevens track.

- Bend lacks affordable housing which has impacted small businesses, seasonal workers, and the service industry. The housing market has been inundated with an influx of cash from outside the region, making it difficult for many to purchase homes. Scenario 3 offers the best opportunity to house the most people at the lowest cost.
- When both of the Stevens tract parcels are developed we will need park space and open space for people to enjoy. Too many neighborhoods are postage stamp lots crammed with homes and not enough park areas
- Having higher density housing and more public space will keep the area more human scale. Not requiring a car for all daily trips (This will keep with your vision photos on this webpage which you don't have a car in sight. this is disappointing to see because that is

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extremely unrealistic of the final development. I would love to see a car free or low car environment but that just won't happen so please don't project that.

- Need housing support existing mixed use area and new climate friendly areas in core areas, transit corridors, employers, schools, hospital, etc. - especially with Bend as the #1 remote work destination in the country. Many homes will serve as offices.
- Higher percentage of missing middle housing is preferred. More opportunities for ownership in a smaller footprint so we can more effectively use the area. I think the employment mix goes hand in hand with this - more people = more customers at neighborhood dentist offices, coffee shops, and small businesses.
- Housing needs to be integrated with places to work and some density. Scenario 3 offers more business opportunities closer to where people live.

Play is important and Bend does a good job of focusing on that. The larger need now is to minimize commute needs by offering as much business and work near housing as possible.

- Scenario 3- total units: 2,476 units

Market Price Units: 69% - 1,708.4 units

Incomes at 60% of AMI: 19% - 470 units

Incomes at 80% of AMI: 11% - 272 units

HB 3318 at Section 9(2)(c) requires 18 acres be made affordable to households with incomes 60 percent or less of the area median income, and two acres where 80 percent of units are made affordable to households with incomes 80 percent or less of area median income. The City needs to show how the number and percentage of units in each scenario, shown above, meet HB 3318 requirements, so an assessment of the number of units for each AMI threshold within HB 3318 standards can be better understood. LandWatch urges the city to not just provide the bare minimum required by HB 3318, but rather make affordable housing at both 60% AMI and 80% AMI a priority in every scenario far beyond the minimums required.

Based on the goal of more affordable housing for the greatest number of people, though, LandWatch would look to scenario number three as the best option, as the greatest actual number of units on the ground are provided for affordable housing, with 272 units for 80% AMI and 470 units at 60% AMI.

- LandWatch believes, however, that these numbers could be better. The number of market price units make up 69% of the project—and while Scenario Three has the greatest number of affordable units, it also has the greatest number of market rate dwellings. The entire intent in ushering in this land outside of normal land use laws was to promote affordable housing—the project should therefore have far greater than 30% of the units dedicated to this cause. LandWatch urges the city to dedicate at least 50% of the new housing built on this land to regulated affordable housing in the final Conceptual Plan.

LandWatch encourages this type of density, but also needs to see plans, open for public comment, that show how the developed land would connect to other amenities before this design idea can be fully supported.

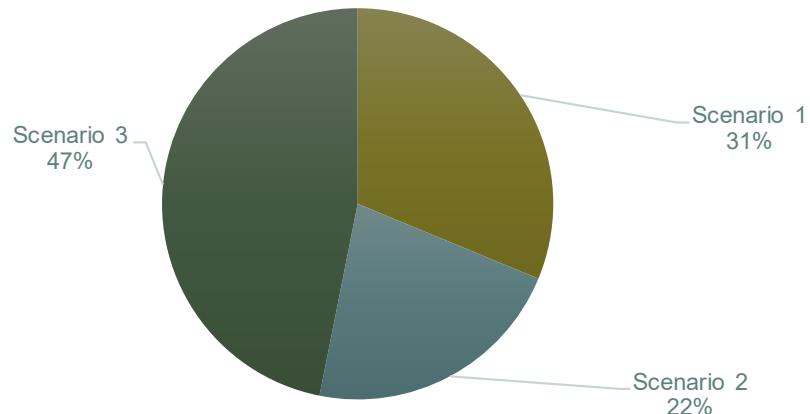
No selection: 2

- All of these scenarios are terrible. You are IGNORING all the public comments you got on this!
- None of the scenarios work for me. Leave the land as it is. You can't improve on it. You're just giving money to developers and ruining this town.

Which scenario do you think provides the best opportunities for places to work? Why?

- **Scenario 1:** 10 (31% of responses)
- **Scenario 2:** 7 (22% of responses)
- **Scenario 3:** 15 (47% of responses)
- **No selection:** 4

Which scenario do you think provides the best opportunities for places to work?



Scenario 1: 10 (31% of responses)

- Scenario 1 provides the most acreage for employment-generating uses, and permits light industrial uses (unlike the other two scenarios). I believe it is very important for the City to continue to cultivate business development opportunities within its boundaries; if good businesses put their roots in Bend, benefits will flow to Bend and its citizens.
- In recent times it is more common and expected that people can work from or near their home, and safely get to and from work as needed.
- We don't need a large scale commercial presence. Most places of work are less than 10 miles away from this proposed housing project. That is hardly a commute
- None. More land should be developed to commercial building to support jobs so that these residents don't have to add more pollution to Bend through commuting.

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- This is the only option that includes light industrial land. I believe there is a shortage of that land type in Bend, and more of that land will be needed in the future to accommodate needed business types (e.g. HVAC shops).

Scenario 2: 7 (22% of responses)

- Leave it as natural land/habitat! We don't need more density added to 27th St. and Reed Market. Additionally, where is the water coming from to support all these new housing units? We are in the midst of several severe drought years. The last thing we need is more developments using up what little water is left!
- There are many commercial areas close by, it doesn't need that much in this locale
- Better mix of employment opportunities.
- People need to live near work.
- Seems a good balance.

Scenario 3: 15 (47% of responses)

- Not including light industrial makes it more desirable for the other types of businesses. Like, less noise created.
- This option provides enough space for other mixed uses if your place of work is close enough to walk or bike to. It would also supply enough space for other commercial uses and essential businesses for the local area. One thing to consider though, do these acreages in these scenarios account for those teleworking?
- The most commercial and mixed use acres of any scenario.
- Scenario 2 or 3. I'm unclear why light industrial would be allowed, unless you refine the allowed uses to exclude marijuana grow sites or processing, warehouses, mini storage, etc. They don't employ a particularly large number of people, and don't usually provide the services a neighbor wants, like grocery, day care, coffee, etc.
- I think having more open spaces may help out workers and keep them happier because of recreational opportunities on lunch breaks
- Employment is less of an issue than affordable housing.
- The goal of commercial space should be on providing services to the people who live locally, the people who end up working in these commercial spaces will mostly commute from other neighborhoods. So opportunities for work is the wrong question, the question should be which scenario provides the most neighborhood commercial opportunity to reduce traffic?
- When there is housing closer together commutes can be shorter and taken not just in car but by walking and biking. Making work-life a better situation for those living and working in the community
- Because remote work will also occur in homes.
- This scheme seems to allow for quite a bit of variety for the type of businesses that could locate here. I think it creates a nice potential range of incomes. I would like to see the mixed employment district allow some of the non-nuisance light industrial uses - like

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fabrication shops/print shops/breweries/coffee roasteries that are typically high job producers but don't need a major separation distance due to noxious fumes or other env. hazards.

- Housing needs to be integrated with places to work and some density. Scenario 3 offers more business opportunities closer to where people live.

Play is important and Bend does a good job of focusing on that. The larger need now is to minimize commute needs by offering as much business and work near housing as possible

You can't have good housing places if you don't have good working places.

- All three Scenarios include relatively the same amount of employment land. LandWatch needs to see how this land is connected to the residential spaces, open space, and transit routes to better understand how the employment land would function. LandWatch also hope to see and better understand plans on what types of tenants and businesses are envisioned for these spaces, to get a better picture of if these designs support complete communities.

LandWatch urges the City explain how the commercial and mixed employment areas attract the types of businesses that would actually serve and service residents— what kinds of tenants and businesses would actually be incentivized to move into these spaces? Are these areas designed and zoned for a grocery store? For a health care center? For community gatherings like a farmers' market? We want to make sure these neighborhoods can attract the businesses and tenants they need to be complete communities

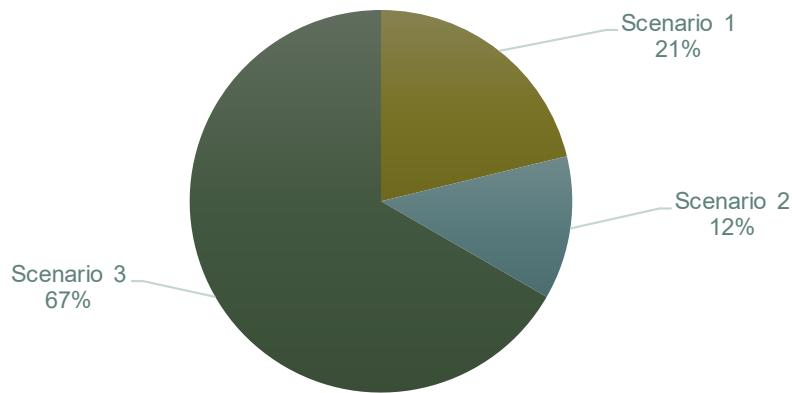
No selection: 4

- All of these scenarios are terrible. You are IGNORING all the public comments you got on this!
- This is a scam to make us think you are doing something. You're just being politicians grabbing for power. Leave the land alone.

Which scenario do you think provides the best opportunities for places to play? Why?

- **Scenario 1:** 7 (21% of responses)
- **Scenario 2:** 4 (12% of responses)
- **Scenario 3:** 22 (67% of responses)
- **No selection:** 3

Which scenario do you think provides the best opportunities for places to play?



Scenario 1: 7 (21% of responses)

- This scenario allows for plenty of green space and maintenance of Bends outdoor culture. It also provides for a mix of socioeconomic situations while keeping a high standard of “neighborhood living”.
- This neighborhood is removing 500 acres of recreational land. The amount of space per person in these scenarios will result in the parks being overwhelmed with people due to the density being developed. Option 1 has the least amount of people.

Scenario 2: 4 (12% of responses)

- The fewest single-family homes possible keeps the most area publicly accessible.
- Provides a good balance.

Scenario 3: 22 (67% of responses)

- Scenario 3 includes the most acreage for parks and open space.
- Having this much open space would complement Scenario 1
- Because it plans for more acres of parks/recreation area. Leave it as natural land/habitat! We don't need more density added to 27th St. and Reed Market. Additionally, where is the water coming from to support all these new housing units? We are in the midst of several severe drought years. The last thing we need is more developments using up what little water is left!
- Scenario 3 offers the most open land space for parks.
- Having more acreage set aside for parks and open space and nature makes this best.
- Having more open space and nature available to residents is key for happiness, but unfortunately in this scenario the additional six or so acres that are allocated for parks or

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open space isn't much (I may have number wrong, but if I scroll up on this page I'll lose all my comments due to the embedding of this feedback widget). It also comes at the expense of affordable housing, which makes it a bad choice overall. I only selected it because of the individual question posed, but it is ineffective at creating an overall solution for affordable housing AND a best place to play.

- Scenario 3 has the most open space. Personally, I'd rather have more public open spaces than single family home yards.
- Even in a less dense scenario, I can't imagine the yards will really be big enough for true play. Yards are too small to play catch in or have a swing set. So, the opportunities for play will need to be in public park.
- More open spaces
- Most amount of open space
- The flip side of high density housing is a need for outdoor spaces to congregate.
- More parks = more play.
- When housing is denser you can walk or bike to a park to play leading to more independence in children knowing their neighborhood not having to contend with cars and busy streets
- Because more lands outside the city will be preserved for recreation.
- Denser development seems to make more room for shared spaces that are actually usable, instead of tiny front yards associated with single family dwellings.
- Bend focuses enough on places to play and should continue its current rules and programs on that.

Housing needs to be integrated with places to work and some density. Scenario 3 offers more business opportunities closer to where people live.

Play is important and Bend does a good job of focusing on that. The larger need now is to minimize commute needs by offering as much business and work near housing as possible.

- Create opportunities to travel by bicycle, on foot, and by public transit- How are these neighborhoods connecting to established bike routes and public transit, are the paths accessible to all users, locate high-density housing in areas with good transportation access and access to trails and parks and open space, open space accessible to all residential types, connected to other developments

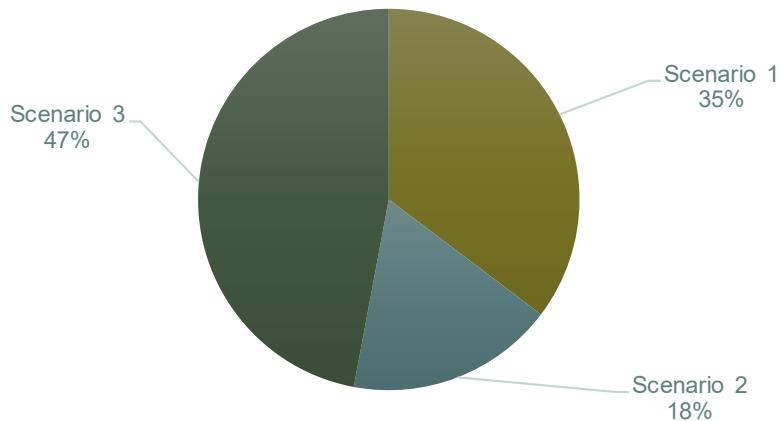
No selection: 3

- All of these scenarios are terrible. You are IGNORING all the public comments you got on this!
- We can already play there the way that it is. You'll just make it less playable by destroying the nature that exists.

What is your favorite scenario overall? Why?

- **Scenario 1:** 12 (35% of responses)
- **Scenario 2:** 6 (18% of responses)
- **Scenario 3:** 16 (47% of responses)
- **No selection:** 2

What is your favorite scenario overall?



Scenario 1: 12 (35% of responses)

- Less people. Your design doesn't have enough local job opportunities.
- It provides a good mix of housing types and employment lands.
- I personally would prefer less density because that is what Bend has been historically. However I understand the need for affordable housing because things have really gotten out of hand with housing prices. Why can't we have some way to regulate housing pricing?
- Because recreational opportunities exist throughout the Central Oregon region, I believe that the park acreage should not be the primary factor in selecting a scenario for development. I prefer Scenario 1 because it contains a balanced mix of housing product types and the most acreage for employment-generating uses, coupled with the broadest mix of permitted non-residential land use types (via its inclusion of light industrial).
- Highest amount of single family homes.
- None of the above. Only reason I picked Scenario 1 is because it includes the least number of housing units. Leave it as natural land/habitat! We don't need more density added to 27th St. and Reed Market. Additionally, where is the water coming from to support all these new housing units? We are in the midst of several severe drought years. The last thing we need is more developments using up what little water is left!

Scenario 2: 6 (18% of responses)

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- More business and affordable housing.
- I would rather see less housing units and more open space plus commercial opportunities for residents living nearby the development. I look forward to seeing a well thought out complete community. Please keep as many of the Ponderosa pines. Big established trees make neighborhoods look attractive. But I think this is the best option out of the 3.
- It is the balance of affordability and land use, but sadly at the expense of open space. As long as the lower amount of acreage gets used effectively in commercial and open space/parks to create an atmosphere that is going to be loved by residents, it would be a win. The balance of higher density housing and neighborhoods with more amenities to reduce driving and cars on the road is important, especially here on the east side of town. If there is increased connectivity to the rest of the trail systems (like Larkspur, canal trails, etc) and alternative transportation routes available to commute it would help greatly.

Scenario 3: 16 (47% of responses)

- Although I really don't like that this option allows more residences, meaning more people and traffic and noise, etc., having more parks/open area is most important to me.
- I'm waffling between Scenario 2 and Scenario 3. Scenario 3 is the highest density, but also the greatest open space. However, I am concerned that without a lot of investment by the city in non-motorized travel, the traffic created by that many houses and businesses will clog 27th and Reed Market.
- If this can be a model of high-density done well, with employment lands reserved for services and goods typically desired by a neighborhood, it can be a desirable place to live. Density comes with many undesirable factors, so improve livability with a focus on eyes to the street- require some alley load homes, front porches and do not allow snout houses. Require off-set windows, staggering, a minimum number of stock home plans, articulation, color, etc.
- For all the reasons I've listed in each question
- It's the most housing with the most park space
- Most open space
- Highest afford housing density to outdoor space.
- Seems to be the best balance of housing, open space, commercial etc.
- This is a human scale scenario where things are accessible not just by car or by those who own a few homes around the block. This scenario will be the best a fostering a sense of community and share space that everyone can enjoy and take part in caring for looking out for one another.
- Reasons previously mentioned. Housing is the foundation of strong communities and Bend is a decade behind in meeting its housing need. And, housing services multiple purposes, including home offices.
- Great mix of uses, hopefully will create a nice dense area where folks can walk/bike instead of having to drive into another area of town for their goods and services.

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- Housing needs to be integrated with places to work and some density. Scenario 3 offers more business opportunities closer to where people live.

Play is important and Bend does a good job of focusing on that. The larger need now is to minimize commute needs by offering as much business and work near housing as possible.

- We carry over many of the questions from our first Project comment, which were not addressed in the scenario planning. While these Scenario Planning is designed to explain "how" this southeastern area of Bend will develop and "what" is going in, there are still many questions left unanswered. LandWatch carries over its questions and concerns in regard to how the following elements will be included in the development of this parcel—How will the City ensure this development creates complete communities in that the designs:

Provide opportunities for affordable housing

What mechanisms, such as those outlined in this ECONorthwest memo, will be utilized to ensure the affordable housing numbers promised for both those at 60% AMI and 80% AMI in these plans are actually met? Shouldn't this be the main focus of this development, not a feature to be figured out at a later date?

Create opportunities to travel by bicycle, on foot, and by public transit

How are these neighborhoods connecting to established bike routes and public transit, are the paths accessible to all users

Locates high-density housing in areas with good transportation access

Provide walkable access to amenities and services

Thoughtfully plan residential neighborhoods and employment districts

While the scale of each has been proposed in the three Scenarios in this exercise, LandWatch hopes to see the amount of affordable housing increase, and better understand how the neighborhoods intersect with the employment district

See below

- Looks like you're juggling a lot of variables/ needs, and thank you. I trust you will preserve natural areas and views, provide places to play and work, and make sure it's accessible for a diverse population.

No selection: 2

- Not developing the land at all if these are going to be the only options. This whole process is BS - giving the illusion of the community giving input, but, as always, the City already knows what they plan on doing and are trying to placate us.
- None of them. This is a trick question to get us to buy in to your stupid need for money and political power.

Do you have any other feedback or comments you would like to share with the project team?

- Please do not go with scenario 3. Those of us who live nearby have worked hard over many years to be able to live in beautiful homes and enjoy our quiet neighborhoods,

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sharing it with nature and wildlife. Putting too many multi family dwellings in to this area will turn it in to the next problem area. There has to be a good mix of home ownership, work and play opportunities, and nice spaces for renting residents for it to be, and remain, a pleasant and successful planned community.

- I get the need for affordable housing, but putting it so far from the hospitality jobs is just asking for my commuters and traffic. Why can't something like NWX be on the table for affordable housing since most of the hospitality jobs are downtown and along the path to Mt Bachelor. Reed Market will be a death trap for bikers and there are no other good options to get from the East to Mt Bachelor/NWX and only a few to get downtown.

- Who is constructing the project- builders like Hayden or Palisch? Are you teaming up with any local non-profits to achieve the affordable housing goals i.e. Habitat or KOR.

- Please don't just look at density but consider the livability of the community from the view point of a resident, not just the developer view point. All these concepts sound great but living the reality is not always the same. We have several rentals around town and outdoor space is a huge factor tenants look at. Some of that is because everyone has pets! Privacy is also a factor.

Looking at the scenarios and trying to compare to the NWX development, I feel that NWX is a good development to mimic. I wouldn't want it to be higher density than that. I beg of you to please don't ruin our lovely area!

PS What plan do have in place to maintain the subsidized housing status? Will those properties continue to be regulated as such when they go up for resale?

- 6500-7000 sqft lots at minimum. People enjoy having their own yards.

- Leave it as natural land/habitat! We don't need more density added to 27th St. and Reed Market. Additionally, where is the water coming from to support all these new housing units? We are in the midst of several severe drought years. The last thing we need is more developments using up what little water is left!

- Please ensure that the 2.5 acres of commercial that's intended to provide services to the local neighborhood does not end up like a strip mall without character. There are such lovely things happening in other areas, like Northwest crossing, where you have local businesses with character, and gathering spaces. The east side deserves those kinds of amenities and commercial spaces as well. When I talk with people, they often assume that east side would prefer fast casual chain places, which is absolutely not the case.

- Keep as much of the beautiful natural landscape as possible - caves, large/big Ponderosa trees, lava rocks.

Also develop a complete community that anybody would be proud to live in or live nearby. Commercial to include restaurants, shops, grocery stores to limit neighbor commutes.

Address the traffic issues on 27th as a result of this massive development.

- Scenario 3 sounds so appealing in many ways, but it maintains the status quo of high priced property and cost of living in Bend. It would remind me of the bad elements of Northwest Crossing, and potentially inflated property values that would accompany lack of affordable housing in this scenario. NWX is a great example of successful planning for

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satellite and complete neighborhoods, but NWX has been out of reach for the working class.

In these plans, is there any account for wildlife use or corridors? As it is right now, it is well used by many species such as ungulates, raptors, songbirds, bats, and small mammals. On the edge of the wildland urban interface, how will this be addressed?

Are there other projects in the works to alleviate future traffic congestion in the area? The Murphy bridge is great and will help immensely, kudos for that. I would also like to thank the team for outreach on this project, it's greatly appreciated.

- Please consider allocating acreage for 100% - 150% AMI. The typical middle class can't afford homes anymore. Also consider a residency requirement, such as 2 year or more in Central Oregon. Do not allow STRs. And, provide specific tree preservation measures; the existing code is weak and ultimately allows all of the trees to be cut down.
- Just make sure the housing stays affordable in according to well frankly below median income.
- I think employment centers are less important than housing + open space + commercial to serve the immediate area. While I understand the idea of having employment centers near housing, I think it's unlikely that people who live right there necessarily also work there, or may work there for a few years but then get a different job elsewhere. I don't think in the current employment world very many people choose where they live based on the physical location of their job. Opportunities to be outside are essential for everyone and holding places for larger, more natural feeling areas, will contribute to quality of life the most
- Bend needs to stabilize the housing market or it will risk losing its employment base. Not everyone here can earn six figures working remotely.
- The developer should use the natural landscape features as much as possible and not rock hammer everything flat. Save as many mature ponderosa trees as possible. City needs to talk and work internally to address the issues with Reed Market (train, American and 9th st interchange area) before adding to the problem with more people living at the far eastern side of Reed. The infrastructure is already overloaded, the quality of life for people even with some commercial with added traffic issues needs to tied to final approval of this development.
- This is a no brainer in my book scenario 3 is the way to go. This project could be a project to show everyone in Bend an amazing path forward to a healthier more prosperous community for new developments in the future. I wouldn't squander this opportunity by the strong arming practices of NIMBYs and car/freedom lovers. Notice how Americans vacation to Europe and other places that are built more human scale and they feel so much less stressed that is because of the lack of cars and better land use and public transit so why not make their vacation destinations their everyday, scenario 3 does that.
- Establish this area as a climate friendly area and plan/design/regulate it accordingly for it (housing density, transportation options, etc.) from the beginning.

SUMMARY OF ONLINE OPEN HOUSE #2

- Retain as much of the natural landscape as possible when designing this neighborhood. We need to be conscious of water demands and availability as we move into an increasingly dry and warm climate. This is also an area used by wildlife and will continue to be even after developed, so considering their needs at the wild land-urban interface is important. Housing areas should also consider retaining natural vegetation as "yard" space rather than installing grass and other non-native plants that are not as well suited to this climate and eco region. This is a great opportunity to set the tone for a truly more sustainable, environmentally conscious city.
- Encourage urban-scale mixed-use development
LandWatch urges the City to explain how the commercial and mixed employment areas attract the types of businesses that would actually serve and service residents—what kinds of tenants and businesses would actually be incentivized to move into these spaces? Are these areas designed and zoned for a grocery store? For a health care center? For community gatherings like a farmers' market? We want to make sure these neighborhoods can attract the businesses and tenants they need to be complete communities

Minimize the risk of wildfire and other natural hazards
Will any firewise codes be in place?

Encourage compact development to reduce vehicle trips
How is density achieved?

Provide east/west connectivity in Bend
Integrate these communities into already planned and designed developments
How are these plans connected to the master plan recently approved for the other half of the Stevens Road tract already included in the UGB and Southeast Area Plan (SEAP)

Create connections to nature and recreation opportunities
How do the trail networks and the access to open space integrate into the neighborhoods

The final Conceptual Plan for the Stevens Road Tract has to meet all of the requirements in HB 3318, and this Scenario Planning still leaves many of these details unanswered—LandWatch looks forward to seeing much greater detail in the Draft versions of the Concept Plan Report, which LandWatch expects to be open to public comment.

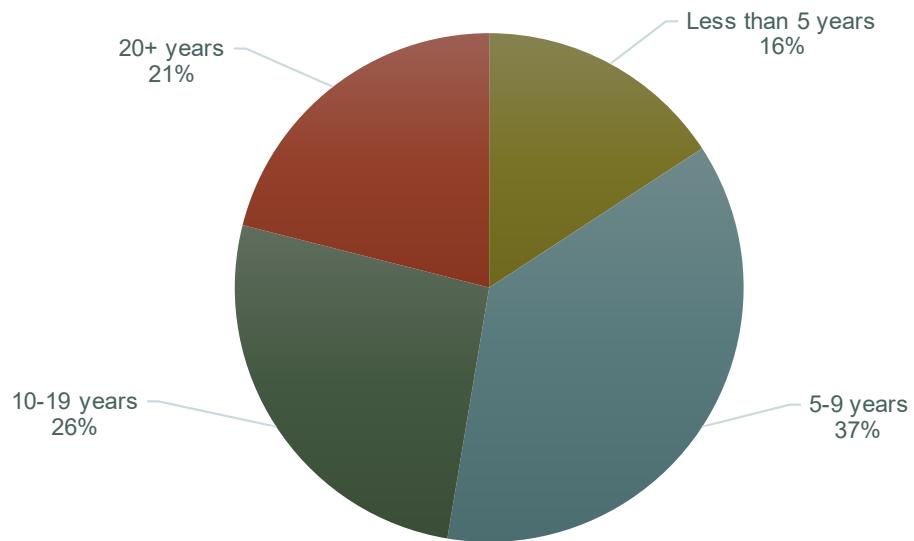
- Read and re-read the public comments you got - with more of an open mind instead of looking for only those comments that talk about housing. I'm so sick and tired of filling out these City surveys and the public's opinions continue to get ignored.
- Leave the land alone.

Participant Information

How many years have you lived in Bend?

- **Less than 5 years:** 3 (16% of responses)
- **5 to 9 years:** 7 (37% of responses)
- **10 to 19 years:** 5 (26% of responses)
- **20+ years:** 4 (21% of responses)
- **I prefer not to say:** 0 (0% of responses)
- **No response:** 17

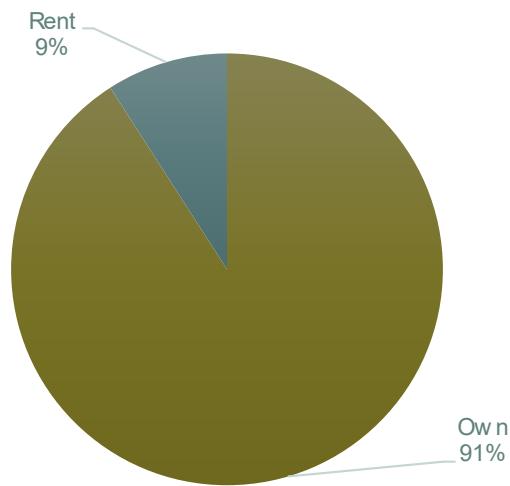
How many years have you lived in Bend?



Do you currently rent or own your home?

- **Own:** 20 (91% of responses)
- **Rent:** 2 (9% of responses)
- **I prefer not to say:** 0 (0% of responses)
- **No response:** 14

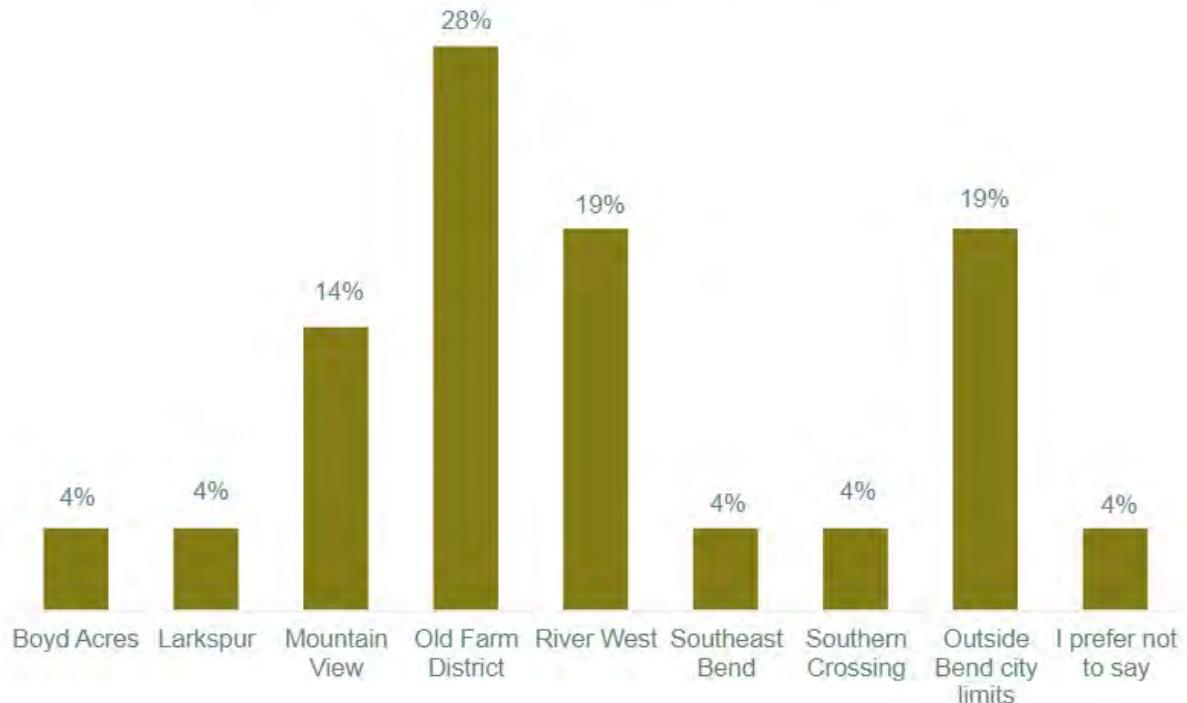
Do you currently rent or own your home?



What neighborhood do you live in?

- **Awbrey Butte:** 0 (0% of responses)
- **Boyd Acres:** 1 (4% of responses)
- **Century West:** 0 (0% of responses)
- **Larkspur:** 1 (4% of responses)
- **Mountain View:** 3 (14% of responses)
- **Old Bend:** 0 (0% of responses)
- **Old Farm District:** 6 (28% of responses)
- **Orchard District:** 0 (0% of responses)
- **River West:** 4 (19% of responses)
- **Southeast Bend:** 1 (4% of responses)
- **Southern Crossing:** 1 (4% of responses)
- **Southwest Bend:** 0 (0% of responses)
- **Summit West:** 0 (0% of responses)
- **Outside Bend city limits:** 4 (19% of responses)
- **I prefer not to say:** 1 (4% responses)
- **No response:** 14

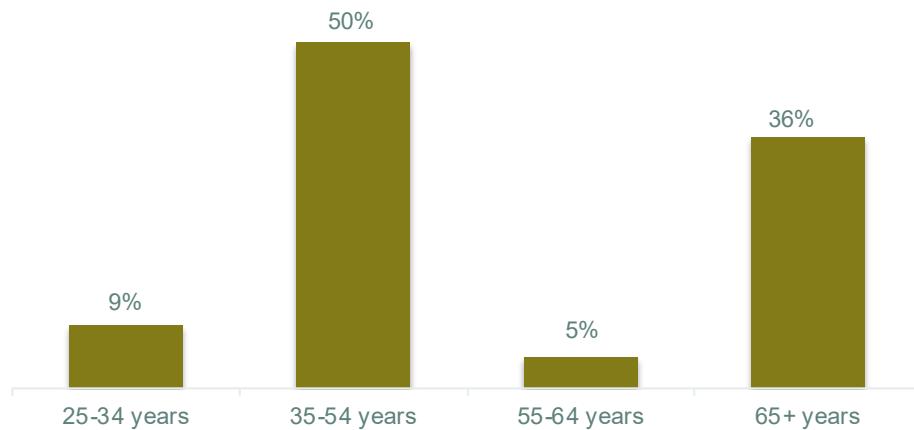
What neighborhood do you live in?



What is your age?

- **18-24 years:** 0 (0% of responses)
- **25-34 years:** 2 (9% of responses)
- **35-54 years:** 11 (50% of responses)
- **55-64 years:** 1 (5% of responses)
- **65+ years:** 8 (36% of responses)
- **I prefer not to say:** 0 (0% of responses)
- **No response:** 14

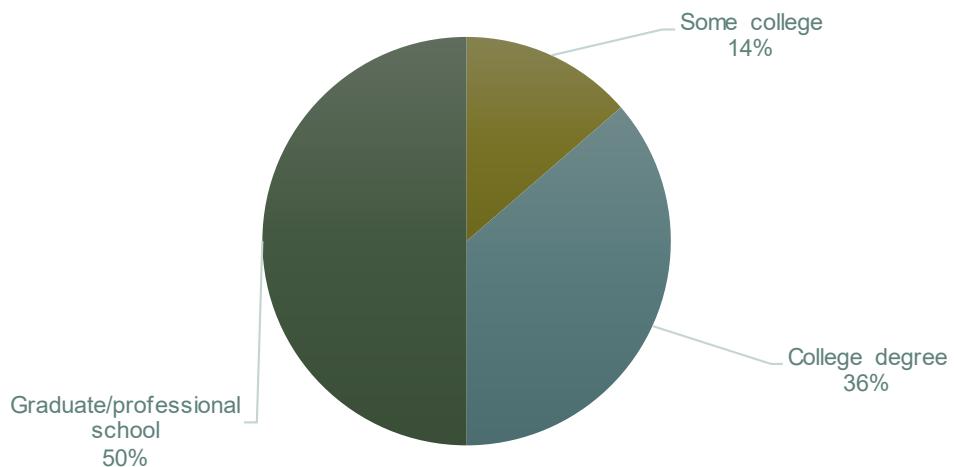
What is your age?



What is the highest level of education you have obtained?

- **Less than high school:** 0 (0% of responses)
- **High school diploma:** 0 (0% of responses)
- **Some college:** 3 (14% of responses)
- **College degree:** 8 (36% of responses)
- **Graduate / professional school:** 11 (50% of responses)
- **I prefer not to say:** 0 (0% of responses)
- **No response:** 14

What is the highest level of education you have obtained?

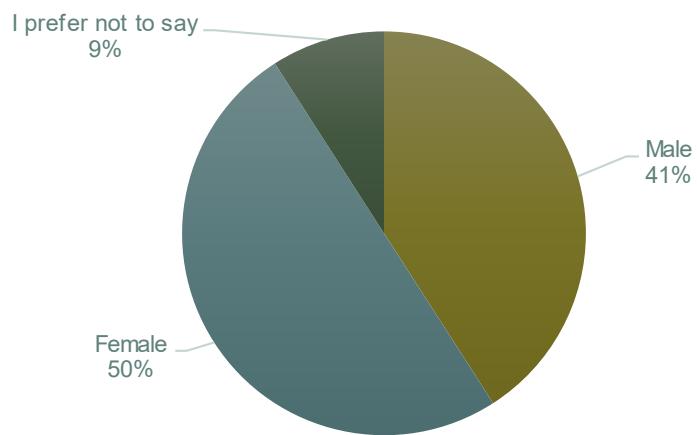


SUMMARY OF ONLINE OPEN HOUSE #2

How do you describe your gender?

- **Female:** 11 (50% of responses)
- **Male:** 9 (41% of responses)
- **Non-binary or gender non-conforming:** 0 (0% of responses)
- **Other:** 0 (0% of responses)
- **I prefer not to say:** 2 (9% of responses)
- **No response:** 14

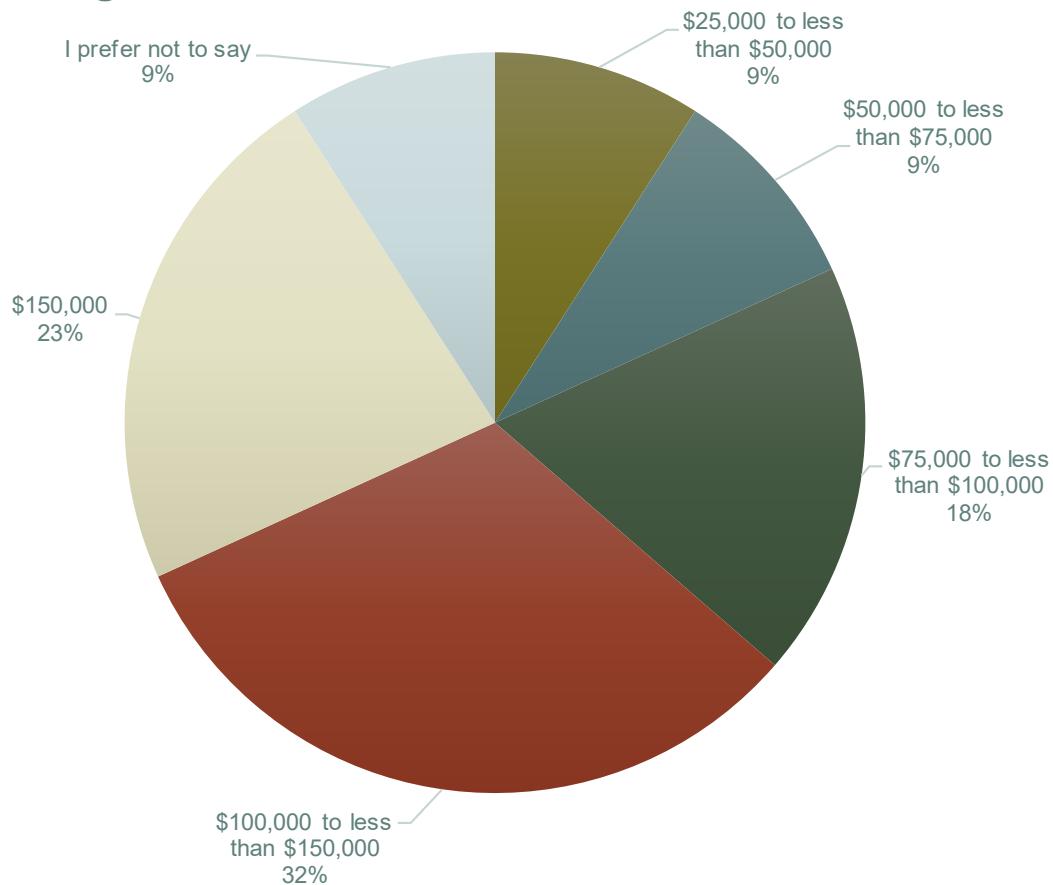
How do you describe your gender?



Which category best describes your 2020 gross household income, before taxes?

- **Less than \$25,000:** 0 (0% of responses)
- **\$25,000 to less than \$50,000:** 2 (9% of responses)
- **\$50,000 to less than \$75,000:** 2 (9% of responses)
- **\$75,000 to less than \$100,000:** 4 (18% of responses)
- **\$100,000 to less than \$150,000:** 7 (32% of responses)
- **\$150,000:** 5 (23% of responses)
- **I prefer not to say:** 2 (9% of responses)
- **No response:** 14

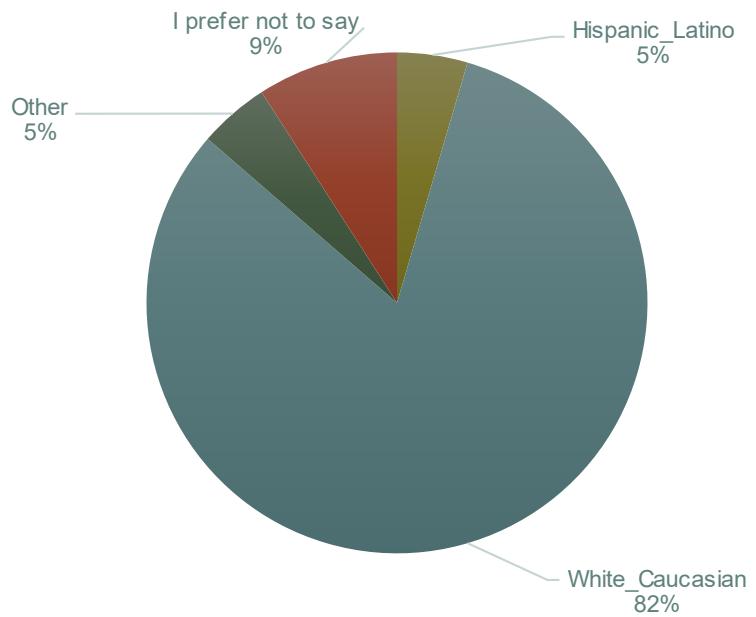
Which category best describes your 2020 gross household income, before taxes?



Which of the following best describes your race or ethnicity? Click all that apply.

- **African:** 0 (0% of responses)
- **African, White/Caucasian:** 0 (0% of responses)
- **Asian/Pacific Islander, White/Caucasian:** 0 (0% of responses)
- **Black/African American, Hispanic/Latino:** 0 (0% of responses)
- **Hispanic/Latino:** 1 (5% of responses)
- **Middle Eastern/North African:** 0 (0% of responses)
- **Native American/American Indian:** 0 (0% of responses)
- **White/Caucasian:** 18 (82% of responses)
- **Other:** 1 (5% of responses)
- **I'm not sure:** 0 (0% of responses)
- **I prefer not to say:** 2 (9% of responses)
- **No response:** 14

Which of the following best describes your race or ethnicity?



February 19, 2022

Submitted via: growthmanagement@bendoregon.gov; brankin@bendoregon.gov, dsyrnyk@bendoregon.gov and the Scenario Feedback Webpage

City of Bend
Growth Management Division
Attn: Brian Rankin, Damian Syrnyk
709 NW Wall Street, Suite 102
Bend, OR 97701

RE: Stevens Road Tract Concept Plan- Scenario Planning Comments

Dear City Staff:

Thank you for another chance to comment on the Steven Roads Tract Concept Plan in the form of comments on three different Scenario Plans. Central Oregon LandWatch submits the following comments for your consideration and we look forward to continuing to engage in the planning and development of this complete community on the east edge of Bend.

I. Background

Based in Bend, Central Oregon LandWatch's mission is to defend and plan for Central Oregon's livable future. For over 35 years, we've advocated for the region's sustainable growth by focusing on minimizing sprawl onto our wild places, farm lands, and forest lands and providing complete communities within city limits.

As stated in the last round of commenting, the Stevens Road Tract parcel was ushered in through a legislative process that exempts review of the Stevens Road tract UGB expansion for compliance with the 19 statewide land use goals. This one-off process via HB 3318 removes many of the required opportunities for public participation that come along with the land use process, and it does not require the City or DLCD to write findings that show compliance of the UGB expansion with the language of HB 3318. However, the bill does require several other points for public involvement, and LandWatch notes Staff's dedication to keeping public participation open through the Steven Road Tract planning process, and appreciates the work that has gone into seeking public input through this Scenario Planning exercise.

LandWatch is eager to continue to work with the City of Bend to ensure the planning and development of the nearly 300-acre Stevens Road Tract provides the most public good as possible—this means meeting Bend's need for affordable and workforce housing, and also maintaining recreation opportunities and connections to community services such as public transportation and bikeable and rollable routes. LandWatch wants to ensure that the affordable housing requirements of HB 3318 for households at 60% and 80% of the AMI are met not just at their floor but are made a priority for this project, with as many structural

considerations for their success as possible. **LandWatch believes this is most likely to happen through Scenario Three**, although we believe the amount of affordable housing should be pushed from 30% of units to 50% of units, and that more information is needed.

- II. **LandWatch believes Scenario Three best meets HB 3318 of the three Scenarios presented, but more affordable housing can be included and more information needs to be provided.**
 - a. **Scenario Three provides the greatest number of affordable housing units, but it needs to provide more.**

While Scenario Three is the best Scenario for the actual number of regulated affordable homes proposed, it should be noted that none of the Scenarios provided list affordable housing as their priority. As of now, Scenario One is classified as “Continuing of current trends,” Scenario Two as “Prioritizing Housing Mix,” and Scenario Three as “Prioritize Housing Mix and Capacity and Parks/Open Space.” All Scenarios should also prioritize affordable housing, recognizing that even when the housing is mixed and includes a high number of multi-dwelling units, these units only accommodate some at the 80% AMI level and are almost never affordable to those at the 60% AMI without proactive subsidies in place.

In the Scenarios presented by the City, affordability is addressed as below¹:

	Market Price	Incomes at 60% of AMI	Incomes at 80% of AMI	Total housing
Scenario 1	66%	22%	13%	
	1,095.6 units	365 units	215.8 units	1,660 units
Scenario 2	68%	19%	13%	
	1,315.8 units	367 units	251.55 units	1,935 units
Scenario 3	69%	19%	11%	
	1,708.4 units	470 units	272 units	2,476 units

HB 3318 at Section 9(2)(c) requires 18 acres be made affordable to households with incomes 60 percent or less of the area median income, and two acres where 80 percent of units are made affordable to households with incomes 80 percent or less of area median income. The City needs to show how the number and percentage of units in each scenario, shown above, meet HB 3318 requirements, so an assessment of the number of units for each AMI threshold within HB 3318 standards can be better understood. LandWatch urges the city to not just

¹ See Table 1, attached, for an accounting of all numbers provided in each scenario

provide the bare minimum required by HB 3318, but rather make affordable housing at both 60% AMI and 80% AMI a priority in every scenario far beyond the minimums required.

Based on the goal of more affordable housing for the greatest number of people, though, LandWatch would look to scenario number three as the best option, as the greatest actual number of units on the ground are provided for affordable housing, with 272 units for 80% AMI and 470 units at 60% AMI.

LandWatch believes, however, that these numbers could be better. The number of market price units make up 69% of the project—and while Scenario Three has the greatest number of affordable units, it also has the greatest number of market rate dwellings. The entire intent in ushering in this land outside of normal land use laws was to promote affordable housing—the project should therefore have far greater than 30% of the units dedicated to this cause. LandWatch urges the city to dedicate at least 50% of the new housing built on this land to regulated affordable housing in the final Conceptual Plan.

b. Housing density should be encouraged and thoughtfully connected to services

Scenario Three has both the highest number of units proposed and the greatest amount of public space preserved, and describes that this higher density “could include taller structures, limited parking, and less on-site landscaping to achieve higher densities.” LandWatch encourages this type of density, but also needs to see plans, open for public comment, that show how the developed land would connect to other amenities before this design idea can be fully supported. LandWatch believes that we should build up and decrease dependence on car-centric modes of transportation, but we must do so within the design of a complete community so that there is public transit, access to trails and bike friendly routes, access to services such as grocery stores, pharmacies, health care, and schools, all within reach. Further, while less on-site landscaping can help serve these needs, site design should always take into account existing nature and natural assets.

c. Employment land is relatively the same across all Scenarios, and more information is needed

All three Scenarios include relatively the same amount of employment land. LandWatch needs to see how this land is connected to the residential spaces, open space, and transit routes to better understand how the employment land would function. LandWatch also hope to see and better understand plans on what types of tenants and businesses are envisioned for these spaces, to get a better picture of if these designs support complete communities.

d. Scenario Three possesses the most open space

Of the three options, Scenario Three provides the most open space, which LandWatch supports. However, to be a complete community, this space needs to be accessible to all residents and should also preserve as many already existing natural assets as possible—

LandWatch looks forward to seeing and commenting on more concrete plans that show the design vision for the open space in relation to the developed land.

III. Concerns- LandWatch asks the City to clearly detail how this plan will account for existing Bend Comprehensive Plan provisions, and how the Stevens Road Tract Parcel will develop as a complete community

We carry over many of the questions from our first Project comment, which were not addressed in the scenario planning. While these Scenario Planning is designed to explain “how” this southeastern area of Bend will develop and “what” is going in, there are still many questions left unanswered. LandWatch carries over its questions and concerns in regard to how the following elements will be included in the development of this parcel—How will the City ensure this development creates complete communities in that the designs:

- Provide opportunities for affordable housing
 - What mechanisms, such as those outlined in this [ECONorthwest](#) memo, will be utilized to ensure the affordable housing numbers promised for both those at 60% AMI and 80% AMI in these plans are actually met? Shouldn’t this be the main focus of this development, not a feature to be figured out at a later date?
- Create opportunities to travel by bicycle, on foot, and by public transit
 - How are these neighborhoods connecting to established bike routes and public transit, are the paths accessible to all users
 - Locates high-density housing in areas with good transportation access
- Provide walkable access to amenities and services
- Thoughtfully plan residential neighborhoods and employment districts
 - While the scale of each has been proposed in the three Scenarios in this exercise, LandWatch hopes to see the amount of affordable housing increase, and better understand how the neighborhoods intersect with the employment district
- Encourage urban-scale mixed-use development
 - LandWatch urges the City explain how the commercial and mixed employment areas attract the types of businesses that would actually serve and service residents— what kinds of tenants and businesses would actually be incentivized to move into these spaces? Are these areas designed and zoned for a grocery store? For a health care center? For community gatherings like a farmers’ market? We want to make sure these neighborhoods can attract the businesses and tenants they need to be complete communities
- Minimize the risk of wildfire and other natural hazards
 - Will any firewise codes be in place?
- Encourage compact development to reduce vehicle trips
 - How is density achieved?
- Provide east/west connectivity in Bend
- Integrate these communities into already planned and designed developments
 - how are these plans connected to the master plan recently approved for the other half of the Stevens Road tract already included in the UGB and Southeast Area Plan (SEAP)

- Create connections to nature and recreation opportunities
 - How do the trail networks and the access to open space integrate into the neighborhoods

The final Conceptual Plan for the Stevens Road Tract has to meet all of the requirements in HB 3318, and this Scenario Planning still leaves many of these details unanswered—LandWatch looks forward to seeing much greater detail in the in the Draft versions of the Concept Plan Report, which LandWatch expects to be open to public comment.

Thank you for including these comments with the community input you're gathering via the [Stevens Road Tract Concept Plan survey](#) and [comment form](#) on the City's project web page. We look forward to working together throughout this process to ensure this area develops in ways that bring forth the resilient, healthy, inclusive and sustainable future we want to see for Bend and Central Oregon.

Sincerely,

Kristy Sabo
Staff Attorney

Table 1: Breakdown of Housing, Employment Land, and Open Space Provided in Stevens Road Tract Parcel Scenarios 1-3

	Housing Type			Housing Affordability				Employment Land		Other Land
	Single Dwelling	Middle Housing	Multi-Dwelling	Market Price	Incomes at 80% of median	Incomes at 60% of income	Total housing	Commercial	Light industrial/mixed employment	Parks, open spaces, trails
Scenario 1- Current Trends	49%	12%	40%	66%	13%	22%	2.5 acre	24 acres- 10 acres light industrial, 14 acres mixed employment	26 acres	
	808 units	192 units	660 units	1,095.6 units	215.8 units	365 units				
Scenario 2- Prioritize Housing Mix	42%	17%	42%	68%	13%	19%	2.5 acre	20 acres just mixed employment	33 acres	
	806 units	324 units	805 units	1,315.8 units	251.55 units	367 units				
Scenario 3- Prioritize Housing Mix and Capacity and Parks/ Open Space	33%	19%	48%	69%	11%	19%	2.5 acre	20 acres just mixed employment	39 acres	
	808 units	468 units	1,200 units	1,708.4 units	272 units	470 units				



Summary of Online Open House #3

PREPARED FOR: Stevens Road Tract Concept Plan Project Management Team

PREPARED BY: Jenny Umbarger

DATE: 04/25/2022

Introduction

This memorandum provides a summary of the results from the [Stevens Road Tract Concept Plan Online Open House #3](#). The online open house, which included an informational component as well as survey questions, was available for 19 days from Wednesday, March 30, 2022, through Sunday, April 17, 2022. A link to the online open house was posted to the City's website, Facebook page, and Nextdoor; advertised on local news channels; sent to the project's interested parties email list and neighborhood associations. The online open house was provided in both English and Spanish, and received 165 responses to survey questions.

Information Provided

The online open house summarized key information about the Stevens Road Tract Concept Plan project, including:

- Overview of the project and planning process;
- Community feedback to date; and
- Potential land use scenarios including places to live, work, and play.

Alternatives Overview

The survey questions were focused on understanding how community members feel about the following three alternatives:

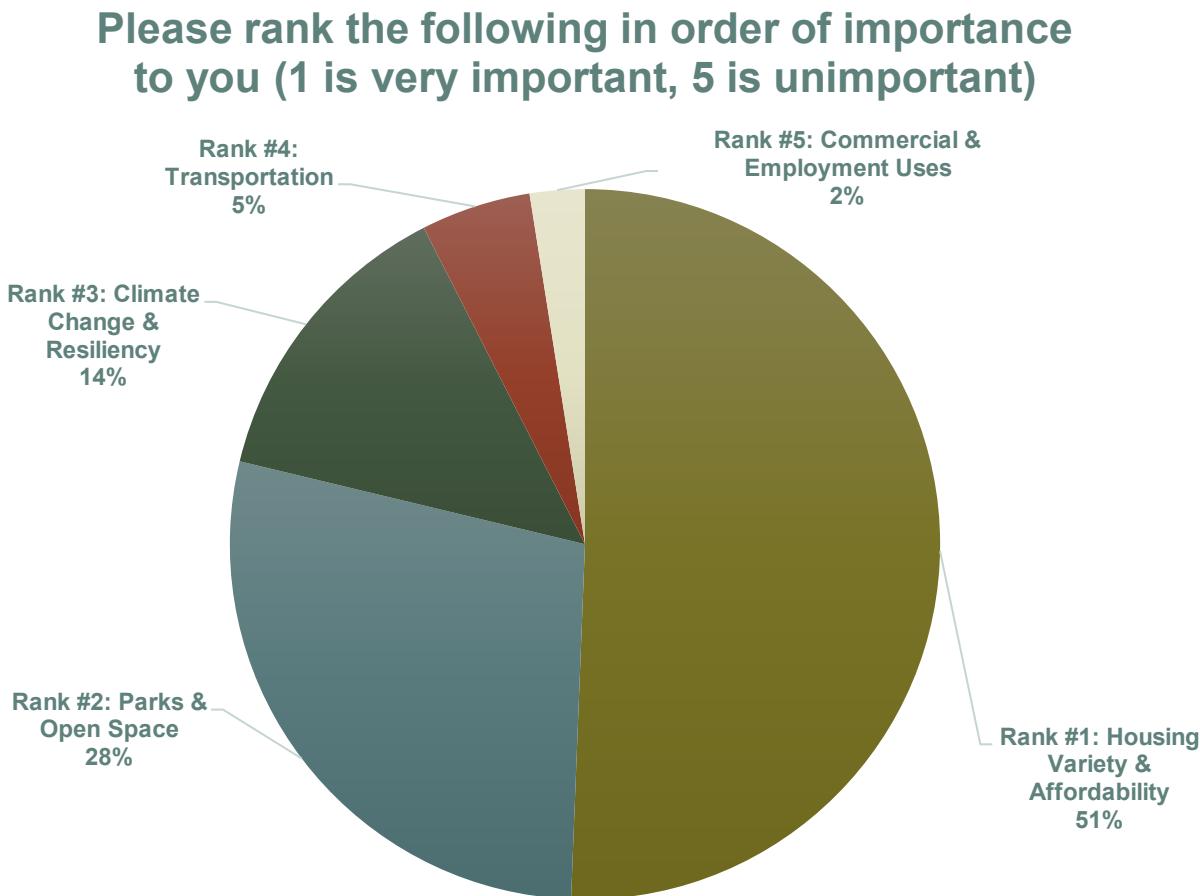
- **Alternative 1** - This alternative meets the minimum requirements of House Bill 3318 and would be similar to the adjacent Steven's Ranch development. It has two neighborhood parks and total open space is 10% of the site.
- **Alternative 2** - This alternative provides more housing overall and a greater variety of kinds of housing – more affordable choices such as apartments, townhomes and small lots. It has a larger, 20-acre community park and 12.5% of the land is open space.
- **Alternative 3** - This alternative provides the most housing overall, as well as more kinds of housing – more apartments, townhomes, duplexes and fewer detached, single-family houses as compared to Alternatives 1 and 2. It would be the most supportive plan for future bus service. It has a larger, community park that is 26 acres and total open space is 15% of the site.

Online Survey Results

Online open house participants had the opportunity to evaluate three alternative site plans. Participants were also able to provide additional comments to the project team about their overall thoughts on the alternatives and the potential implementation of the Stevens Road Tract Concept Plan. Long-form responses are included in this memo.

Please rank the following topics in terms of their importance to you (1 is very important, 5 is unimportant – pick one rank per topic): Housing Variety and Affordability; Commercial and Employment Uses; Transportation; Parks and Open Space; Climate Change and Resiliency.

- **Rank #1:** Housing Variety and Affordability, 81 (51% of responses)
- **Rank #2:** Parks and Open Space, 45 (28% of responses)
- **Rank #3:** Climate Change and Resiliency, 22 (14% of responses)
- **Rank #4:** Transportation, 8 (5% of responses)
- **Rank #5:** Commercial and Employment Uses, 4 (2% of responses)



Additional Comments:

- All of these topics are very important. Higher density housing will achieve better environmental outcomes, better housing affordability, and feasible transit, and allow for community open space. Local commercial use reduces need for car trips.
- alt 3 appears to be best overall
- Less density . LOW profile. I don't understand your belief that low density/Alternative#1 creates higher energy, water use, and green house gas? 35 units per acres does not contribute to affordable housing.
- This presents a false choice. We need and must have all of these elements if Stevens Rd is to be a complete community and meet HB3318 requirements. A ranking of '5' here is not 'unimportant' but rather a vital part of a complete community.
- We need to be constantly aware that we live in a Desert Region, and there needs to be a limit to City Growth overall
- Shops, cafes, and personal services located so residents can walk or bike to them. Water conservation measures in the homes, e.g.; encouraged planting without lawns. Keep area as close to existing regarding trees.
- Where is the long-term water use study for the community? Wildlife corridor? More open space and trails are needed.
- IN favor of alternative 2. Alternative 3 is much too dense and would attract a less diverse population. .
- Where is the concern for available water?
- My priority is conservation of native ecosystems, native wildlife, and native plants and quicker access to peace and quiet. I moved to Oregon specifically because it was wise enough to plan to prevent urban sprawl. Build higher not wider.
- These are not mutually exclusive!
- I believe that bringing higher quality, higher paying jobs to Bend is a component (not the only one) to solving the housing affordability crisis. Therefore, I'd like to see opportunity for good employment-generating land uses.
- If the City wants to keep dumping all the affordable housing on the Eastside vs, the wealthy Westside then limit the amount of affordable housing. Only when the Westside stops the NIMBY attitude will I change my attitude, Give is a Crossroads.
- Can't enjoy parks if you can't live in town, so housing affordability in #1. Climate resilience is high, but long-term transportation will be electrified, so VMT is not as important.
- More open space and better variety of housing types, less impacts on the environment...favor Option 3.
- Climate change and resiliency is linked mostly to transportation alternatives that provide options to driving single occupancy vehicles for daily needs
- If any development is going in that area, please make the surrounding roads like 27th and even ward two lanes in each direction. The traffic will be terrible if this is not considered and addressed now.

SUMMARY OF ONLINE OPEN HOUSE #3

- Climate control such as water usage should have top relevancy considering our current and future water reduction. There is no reason to put even more strain on the city and surrounding area without a serious plan to conserve water.
- I like Alternative number 3 as it offers the greatest choice in housing types and the best opportunity to reduce car trips and promote active transportation.
- Adding additional housing units should be the #1 priority.
- It seems there are many options for "low income" housing and then many for "market price" but very little options for those buyers in the \$300k range that may have income too high for low income housing options but cannot afford market rate homes at \$700k
- Can't afford to live here anymore
- How will you prevent low quality developers from building what becomes a future slum? Require green infrastructure & more native tree/landscaping to improve community health and reduce heat island effects (climate change). Require bird-safe glass.
- We need nice regular housing
- 2 acres: 80% of units for 80% or less of AMI, with one acre for households with a teacher or education provider

I would like to see more acreage devoted to this demographic. I do not feel like 1 acre is enough land for teachers/education providers.

- Homes for working families where you can live with dignity and health is the most important thing.
- Seems like a no-brainer that our top priority in current situation should be increasing total stock of housing; ensuring proper transportation and quality parks & open space necessarily go with.
- We so desperately need to increase housing in Bend, it shouldn't even be a question what should be the number one priority of the city!
- We need a variety of housing, especially housing for those at 0-60 AMI.
- A development this far from other commercial and employment centers the centers needs to generate demand for transit and provide enough space for businesses that meet community needs. In my mind that means a lot of RM and RH plus a lot of CG land.
- The ranking is less important than planning that is cohesive. For example, making sure commercial is zoned in a Main Street style that supports walking and biking and is close to dense housing as opposed to another strip mall.
- I think all 5 of these are very important!
- I'd like to see affordable single family detached homes, not just market rate.
- I find it hard to order these. For example "Housing Variety" could have a huge influence on "Climate change & resiliency". And the bias of "Transportation" towards facilitating car journeys vs bus/bike/foot would make a huge difference to my priority
- This area is the one of the only off leash trail systems with huge wide open spaces for humans and dogs to run, bike and play. The more area you can leave to preserve this the better. Open areas like this are the best part of bend

SUMMARY OF ONLINE OPEN HOUSE #3

- Parks and open space are important, along w/ maximizing housing and sustainability
- Most important would be to NOT proceed with this end run around the normal UGB process! Develop the large adjacent area already within the UGB first, then consider including this in a future UGB expansion.
- It's hugely important to keep as much open space as possible and make sure Bend is doing everything possible to mitigate climate changes. Affordable housing is a must!!!!
- None of these alternatives reflect the results you got with your survey. Once again, the City does not listen to the voters and just does what it wants - giving the illusion of choice with 3 "options."
- Do NOT develop this land. It is a treasure and you are morons not to see that.
- This property should stay undeveloped.
- I live about a mile from the Stevens road site and while I appreciate all the planning work taking place there is very little discussion about the adequacy of the roads in this area. Reed Market road and 27th are inadequate . Please address road issues
- We are turning Bend into something that resembles LA, it is distressing to see this land being developed when there are other areas in the city that should be developed instead.
- I'd rather not have it developed at all. When you say "affordable," it needs to be affordable for minimum wage employees that keep the tourist industry thriving in Bend. Keep in mind how little they make while juggling multiple jobs.
- This is a rare piece of open space in Bend that is used by many residents and it would be a shame to see it developed poorly. In addition, the land is not conducive to development based on the many rocks and caves.
- I wish there was an alternative for more park/open space with trails without having to have so much multi-family housing (i.e. lots of single family lots that aren't tiny like so much of Bend is doing).
- I feel that there should be a 6th option on the list for suitable parking for all residences. We live in an area where people live here to go into the outdoors and as such they have vehicles, often time many per residence.
- Open space needs evaluation to the need. The project would add to existing traffic congestion. People should have the opportunity to work near where they live. Integrated mixed use-mixed income housing is needed, not single family detached homes.
- Keep as much green space as possible.
- I like alt. #2

It looks like the first phase of development is furthest from 27th. I think it's very important to consider widening 27th . I think I see Stevens Rd realigned. Hope so! I like the larger community park.

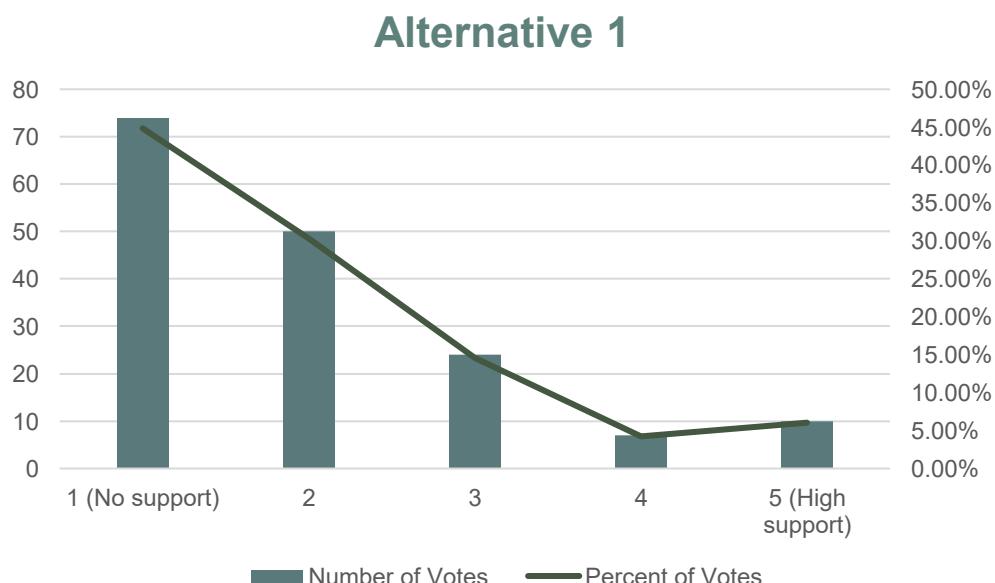
- Direct traffic away from Ward Rd and preserve the rural nature of the area north of this site. Traffic should be directed to the south and west, toward Ferguson and also 27th.

SUMMARY OF ONLINE OPEN HOUSE #3

- TMD: BDC4.5.200 E - com wi 1/2 mi: only Alt 2 & 3 meet. Plan LSN coverage for all lots to reach com areas along 27th St, wi site, Elem & Middle Sch. Use trails/SUPs to achieve LTS 1. LTS 1 for all rd xings. LSN integrates Trans Canada trail.
- Affordable housing without proper transportation planning for this area will mean high commute costs and will void the monthly affordability. Sitting in traffic is opposite of low carbon goals.
- My major concerns are 1) the loss of open, undeveloped spaces in Bend and 2) traffic congestion due to so many more drivers (although cars are a better option than bicycles) on our already narrow east/west roads.
- When will the urban growth boundary stop expanding? When will Bend stop the land grab? The commission is literally wiping out the attractiveness of Central Oregon. We don't just need more housing in Bend, we need housing that is affordable to people who live and work here. It needs some regulation or it'll just be bought up by speculators from out of town looking to cash in and use the properties as rentals. (Does this planning also address that?)

If the City moves forward with planning for this area and bringing it into the City and UGB (through implementing HB 3318), please rate your level of support for the Scenarios (Alternative 1, Alternative 2, Alternative 3).

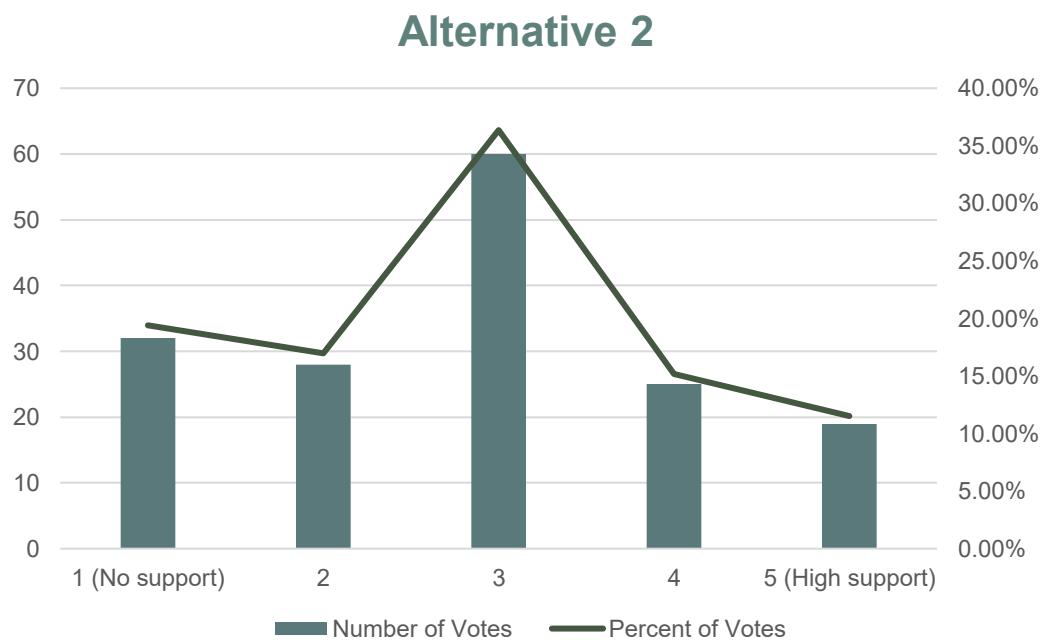
- Alternative 1:
 - **1 (No support):** 74 (45% of responses)
 - **2:** 50 (30% of responses)
 - **3:** 24 (15% of responses)
 - **4:** 7 (4% of responses)
 - **5 (High support):** 10 (6% of responses)



SUMMARY OF ONLINE OPEN HOUSE #3

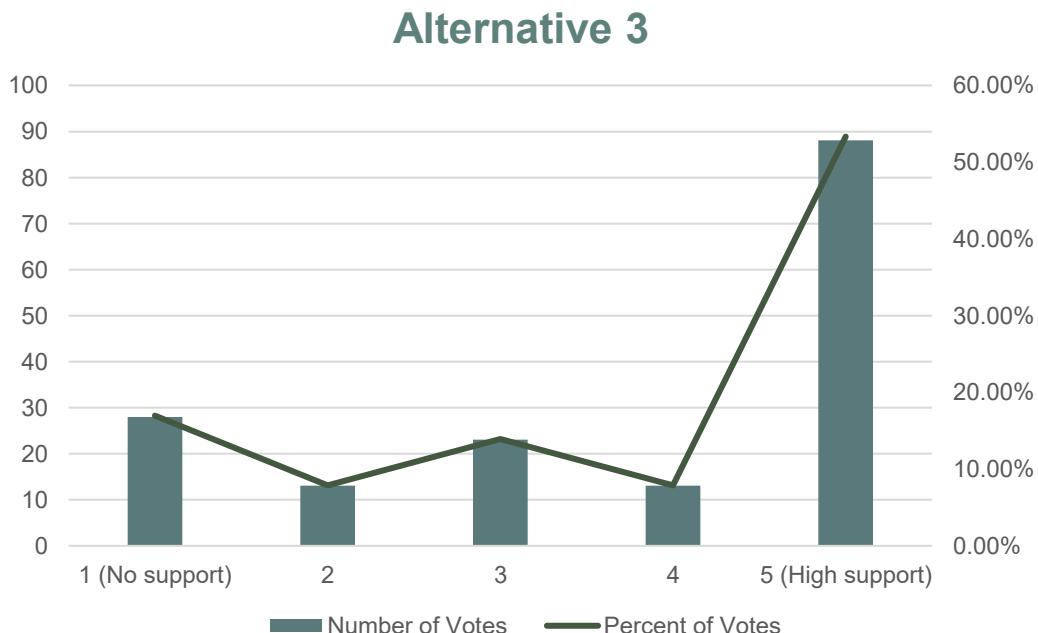
- **Alternative 2:**

- **1 (No support):** 32 (19% of responses)
- **2:** 28 (17% of responses)
- **3:** 60 (37% of responses)
- **4:** 25 (15% of responses)
- **5 (High support):** 19 (12% of responses)



- **Alternative 3:**

- **1 (No support):** 28 (17% of responses)
- **2:** 13 (8% of responses)
- **3:** 23 (14% of responses)
- **4:** 13 (8% of responses)
- **5 (High support):** 88 (53% of responses)



Additional Comments:

- Affordable = to "live" in and pay for. The more homes that are poorly built will create more damage to our entire community. 35 units per acres = approx 140 person per acre =35 persons per 1/4 acre , does not constitute affordable. Build efficiency 4 life.
- Scenario 3 delivers on the most important elements needed for a complete community that provides the most affordable housing. However, the amount of affordable housing units needs to increase to 50%.
- Looks less congested and provides more affordable housing. Light industrial is further from homes. Most energy efficient. Saves more trees. Fewer car trips.
- Where is the long-term water use study for the community? Wildlife corridor? More open space and trails are needed. Are any of these units affordable housing? Will 27th be expanded into a freeway loop around Bend, or at least two lanes in each direction?
- That area needs to be left open space. Road usage should be very interesting, it is not a very large road. Then water and the animals who had this open space. Manicured grass is not open areas, plus it needs take care of in many ways.Questions addressed?
- The plans all need a better approach to infrastructure for the increased traffic and a plan for preserving more open spaces.
- Build higher not wider. Do not grow the boundary. Bend will continue to grow; everyone is not going to get their own house or townhouse AND still maintain the charm of the central Oregon wildlands important to our recreation economy and health.
- Alternative 1 seems like it undermines the spirit of the bill. The whole point was to provide a new mixed use complete neighborhood with lots of housing. It would be a mistake to mirror existing development patterns.

SUMMARY OF ONLINE OPEN HOUSE #3

- I really like the larger allocation of acreage for commercial purposes -- the east side of Bend is behind in terms of shops/bakeries/restaurants/etc that are walkable from neighborhoods, and I see this as an absolutely essential piece of quality living.
- I believe that Alternative 3 does not contain a balanced mix of land uses; it is too focused on housing product to the exclusion of other beneficial uses, like employment opportunities.
- I like the variety of housing, the larger park and ability to save trees and very interesting topography. Alternative 3 seems more sustainable.
- Please support Alternative 3
- Homeownership is key to solving the housing shortage, including rental unit inventory. SFD isn't the only answer for homeownership. Consider land trusts, small homes & manufactured housing for sustainable, affordable, homeownership opportunities.
- A mix of home types/affordability along with open space/park and retail is best use of the plan. It will reduce traffic on 27th, Reed market if people living there can enjoy park space and have a place for shopping choices.
- More housing units and more at affordable levels
- We desperately need more homes! Option 3 is by far the best.
- Because we are so far behind on housing availability in this city, option 3 is the only option we should consider because it maximizes the number of people who can be housed within the community.
- Alternative 3 is clearly the best option. Maximum housing, maximum park space, best ROI.
- Make more houses and stop selling em off to greedy fucking landlords.
- Ensure all multi-family development has adequate parking. It is an outdated/erroneous theory that if you reduce parking, people will magically stop needing vehicles. For example a house cleaner can't ride a bike or bus to clean 6 houses/businesses.
- Full range of housing types!
- Less ME zone
- Option 3 does not offer enough amenities for all the people that would live here. The goal is to keep people out of their cars and we do that by providing all the services they need, very close to where they live. Option 1 has way too many SFRs.
- Park and community open spaces is important for people's health.
- Are my answers to this question supposed to reflect a priority ranking? That's how I answered, though I will fully support any of the three options that gets settled on
- No parks = no Bend. No affordability = no workers.
- We need to stop building SFD right now and maximize the amount of affordable housing here. I'm really glad to see the plan includes alternate transportation connectivity, and a NWX style commercial zone!
- I like Alt 3 the best, as it provides the most housing variety. But I think it needs more commercial to provide more spaces for community serving businesses. You can achieve that by reducing the amount of park space a bit and adding more commercial.

SUMMARY OF ONLINE OPEN HOUSE #3

- I'd love to see more mixed use (employment and housing intermixed) and even denser development opportunities.
- We need more affordable homes if we want people with average to low incomes to be able to live in this city. I am a professor, and would not be able to afford a home in Bend if I were single, or if my partner didn't have an income.
- Increase affordable housing to 50% of UNITS
- More houses, more affordability.
- I prefer 3 because it offers the most high density housing and affordability options, and it places them closest to the proposed bus corridor. But I'm also drawn to 2 because of the increased localized employment. Wish all options had longer bus corridor.
- Alternative 3 is the best plan for Bend's future. It includes a large park as well as the most desperately needed housing. This area eventually will be a well loved part of town.
- Do not use the HB 3318 approach, which is an end run around the normal UGB process! Develop the large adjacent area already within the UGB first, then consider including this in a future UGB expansion.
- Please continue to keep our open spaces.
- None of the alternatives fill my priorities entirely, but the 3rd choice is the least offensive.
- Do not put this precious open land into the UGB. Bend already has over 5000 apts being built/approved. STOP! You are already tearing up the Stevens Tract - but hiding it from the public by doing so away from the roads. Shame on you!
- You encourage growth. You believe that building more housing will decrease prices and allow groups with lower incomes to live here. How naive. Housing costs are determined by demand not supply. Destroy Bend, create another L.A. It won't help.
- This property should stay undeveloped.
- No more industrial. Keep it undeveloped!!!
- Can we limit commercial to useful, non-big box shopping? Saw no mention of grocery stores- extremely important.
- The large amount of land that is under utilized within the current city limits is vast and would be easier and less costly to develop than this property
- Picking the one that is best even though I wouldn't be that happy with any of them. With there was an option that combined the housing of #1 with the parks/open space of #3.
- Why not do mixed use with commercial on the lower levels and residences above? Make the area more self sustainable?
- I have lived near Steven's Road for 27 years. We use this space every week to run on trails with our dogs. This area is super special with amazing views, rock formations, with both pine trees and juniper trees. Preserving the natural space is important
- Although most dense, Alternative 3 separates the highest density dwellings from the commercial areas. Parking tends to be most restrictive in higher density areas. Let's make life easier by getting these zones a little closer to each other.
- You cannot enlarge these images making is very difficult to understand what you are pitching and rating.

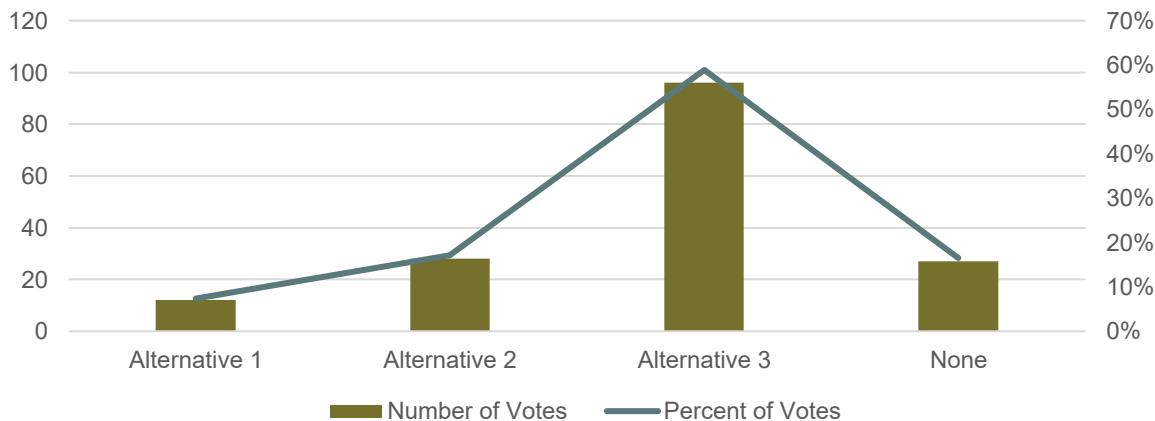
SUMMARY OF ONLINE OPEN HOUSE #3

- Do not build
- Cumulative effects need evaluation, including no-action. Also needed is an alternative with some mixed use- multifamily-mixed income housing (including affordable), some small houses, a little commercial and industrial, and more parks & open space.
- No local road infrastructure to support this number of homes
- TMD Cont'd: sts extend east need to be aligned w logical continuation (e.g. connect Wilderness Way to Ward as it turns east at Larson); all arterial/collector intersections need to dedicate ROW for RAB (e.g. Steven's/Ward, Wilderness/Ward, Ferguson/Ward).
- I vote for waiting so that all the other areas move forward: The Elbow, 15th Street, and Stevens Ranch then can get developed; this would be a win for DSL for higher return for future sales master planning with the next Urban Growth Boundary extension.
- Living nearby and using Reed and 27th, I think reducing the total amount of cars on the road in this area is critical. While the plan suggests people will ride busses and use public transportation, Bend bus ridership is marginal, people will drive.
- The more multi-family units built, the more drivers and greater road congestion.
- Stop expanding please.
- None of these is acceptable. All would contribute to severe rationing of water during our historic drought.
- Had most housing with good mix and largest park/open space area

If you had to choose just one alternative to move forward for further planning, which would it be? You may check "None" if you think there should not be further planning per HB 3318.

- **Alternative 1:** 12 (7% of responses)
- **Alternative 2:** 28 (17% of responses)
- **Alternative 3:** 96 (59% of responses)
- **None:** 27 (17% of responses)
- **No response:** 2

If you had to choose just one alternative to move forward for further planning, which would it be? You may check "None" if you think there should not be further planning per HB 3318.



Additional Comments:

- Alternative 1 for a population of approx 5000 persons needs more defining details . As they all do.
- Where is the long-term water use study for the community? Wildlife corridor? More open space and trails are needed. Are any of these units affordable housing? Will 27th be expanded into a freeway loop around Bend, or at least two lanes in each direction?
- There should be a plan that provides more open space and better infrastructure. Don't just put the parks where there is higher density housing.
- Focus on bicycling and pedestrian transportation. Offer subsidies and other perks to convert the junky parts of town into apartment buildings and parks. Build higher on already-paved, blighted parts of town.
- More density, more retail, more parks, less cars!
- I do have questions regarding the setback from 27th Street with the proposed layout of all Alternatives. That being said, overall, Alternative 1 has the most appropriate mix of land uses, in my opinion.
- This is an opportunity to reduce the price of a place to live in Bend. Looking on the real estate sites there were just 2 homes on the market for less than \$700,000 last week. Both were in the \$600,000 range and could be considered "fixer uppers." Help!
- 3 is the only option if we are serious about affordable housing and climate change

SUMMARY OF ONLINE OPEN HOUSE #3

- Lack of creative thinking for sustainable, affordable homeownership opportunities. Land trust, small homes, manufactured homes, modular. Wealth building opportunity for middle income folks is the long-game answer to the housing crisis, not rent control.
- Ban all landlords
- Developers will do what is required to build in a booming area like Bend. Require more from developers to ensure all areas of Bend maintain a good quality of life.
- I would only change Alternative 2 by adding playfields, pickle ball and a basketball gym for the area. As Bend grows, we need more spaces for kids and adults to play and participate in sports. Ask Rich, at Parks and Rec...every season gets harder for space
- The housing focus of this plan is most consistent with the city's critical need for more affordable housing and it should be prioritized above all else.
- I support Alt 3. But I suggest you reduce the park space some and add more commercial, so you get more space for community serving businesses.
- All options need more direct routing for trails. perhaps integrate them through the park
- This provides higher density and more total units of affordable housing, but there are still a troubling number of single family detached dwelling, which are almost never affordable at 60% and 80% AMI, and too many market rate units
- Least amount of houses. The roads on the east are already packed and traffic filled. It takes 20 minutes to go 3 miles to the river due to the number of cars. Now we are adding more people and cars with no infrastructure changes to the roads
- Please keep our open spaces and stop the growth of Bend.
- No, no, no, no, no. We have enough housing now. Bend is overbuilding. STOP!
- You need to be voted out and the staff need to be fired. This property should be left as is. I have noticed that you are already bulldozing it. How sad.
- SE Bend deserves something classy, attractive, and peaceful. Not the row upon row of crowded houses. Don't make SE Bend the "affordable section" of town- share the affordable housing around the city, including the west side.
- If forced to choose one of these, I'd probably go with #1.
- It is premature to add to the UGB until open space needs are evaluated and existing transportation congestion is successfully mitigated. Affordable housing is better located in the city's core with convenient walking, biking and public transit.
- Transportation is already difficult in this area. Reed Market pretty much its entire length and 27th, Ferguson and Hwy 20 all need to be looked at.
- TMD: TransCanada Trail - integrate w LSN; ensure LTS 1 xings at all street xings; at FERGUSON and REED MARKET/STEVENS design grade sep xings - over/under & land use provides adequate room to accommodate over/under xings.
- As noted it is preferred to wait. If we don't wait Alternative 2 is okay, but really does not provide an ability to do an East Bend Master Development similar to Northwest Crossings.

SUMMARY OF ONLINE OPEN HOUSE #3

- We need lower density housing. Infrastructure on the SE cannot handle more cars on the roads, especially Reed Market. People don't ride the busses, or very few do. Alternative 1 is best, even though I'd like more parks.

Which of the following choices would you support?

Choice A: The City should proceed with making development of Stevens Road Tract a reality
Implications of this choice:

- Comprehensive planning proceeds, followed by a future land sale and more detailed planning
- Development and affordable housing construction begins in about 5 years
- There is a relatively high level of certainty for getting affordable housing built at this location

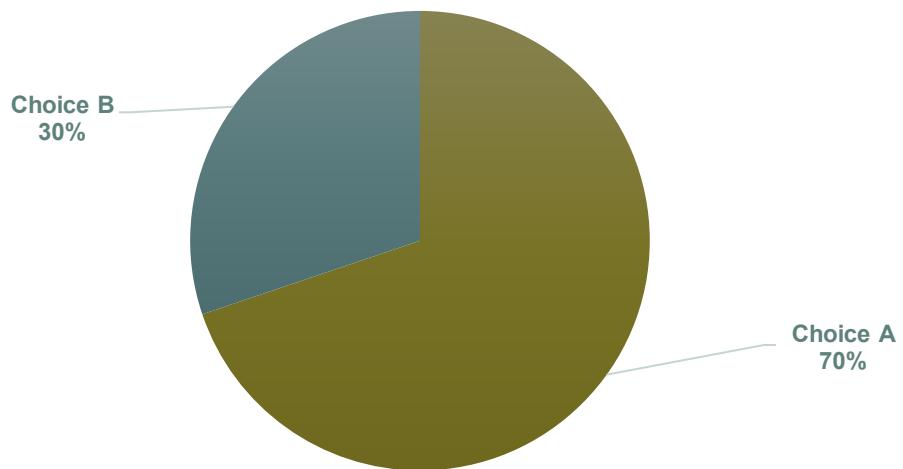
Choice B: The City should not proceed with making development of Stevens Road Tract a reality.

Implications of this choice:

- Whether to add this site to the UGB is left to a future UGB update processes (unknown timing)
- There is a lower chance to get affordable housing built (at this location)

- **Choice A:** 111 (70% of responses)
- **Choice B:** 48 (30% of responses)
- **No response:** 6

Which of the following choices would you support?



Additional Comments:

- I'm general, I support keeping UGB how it is, abolishing Pahlisch, and creating sustainable, community developments like this with in the current UGB.
- Tricky - Implication ! Pick to see! now you have an answer I would rather not com meant on this question. I guess I would say this is FAKE selections.
- The biggest concern I have with any of these projects is where the water is going to come from. We need affordable housing for the people that work and want to live in Bend. But, we need to address the water issue.
- Where is the long-term water use study for the community? Wildlife corridor? More open space and trails are needed. Are any of these units affordable housing? Will 27th be expanded into a freeway loop around Bend, or at least two lanes in each direction?
- Time to begin to limit how present buildings are used. Also the need to get rent costs reduced to meet the needs of the public. Who is getting all the rental money, people are paying? Reasonable rates is necessary.
- We don't need to build more housing that will continue to destroy our fragile environment. Our wells are already starting to run dry. Our aquifers are drying up and we are already deep in an extreme drought. **STOP NEW CONSTRUCTION!**
- Unfair, biased, and leading to the reader to include the above, "Implications of B." This isn't a foregone conclusion. Respect our heritage of environmental stewardship, proactively planned wise urban growth boundaries. Build up, not out!
- All this proposed building all over town . . . where is the water going to come from to serve all these residences? Where is the infra-structure?
- This has the potential to be a real model for development. Let's not screw it up. Should aim to be a nearly self-contained neighborhood that nobody needs a car to get around in.
- If the City proceeds with Stevens Road Tract, I hope that the City -- through financial and other support -- uses this opportunity to make the concept a model development in many facets: design, sustainability, etc.
- It is definitely needed. This opportunity does not come along every year. Ensure planning includes an under or over crossing of 27th Street to connect the TransCanada Trail to the Middle School (High Desert MS). Consider where a new high school will go.
- I only wish the affordable housing construction would not be 5 years away
- We must move forward with this and do option 3
- Go back to the board room & think about what will truly solve the housing shortage & rent prices. Home ownership & wealth building opportunity for 80%-120% AMI. If they're not in the rental market, supply will balance out demand & control rent naturally
- We need affordable and middle housing now in complete neighborhoods

SUMMARY OF ONLINE OPEN HOUSE #3

- This should only proceed if affordable housing is a main focus of the development. We do not need any more market rate focused MF developments but rather a focus on affordable housing for folks that actually live and work here and need a place to live.
- This is a tough choice. No doubt Bend is an expensive place to live now. It is a resort community, Period. Other than mandated (not sure of the statutes) affordable homes, home prices will always follow the market.
- This is a very sad decision for me because I walk our dogs out there daily and enjoy the urban wildlife. I see coyotes, ravens, eagles, jackrabbits, kestrels, hawks all calling this area home. However, I realize the crisis Bend is facing with housing.
- I bet housing prices will only get worse and you're all just taking turns stealing our time and labor for your own private gain
- Initially this development was promoted as "the new Northwest Crossings on Bend's southeast side." It should only proceed if there are planning/building design and quality standards required, similar to NW Crossings. Otherwise, what is the point?
- This site need ALL housing not just an emphasis on Affordable
- If this is improved, it has to be 100% affordable forever. And only to those that live and work in Bend. Not remote workers. And, it has to be built with quality materials because those that live here can't afford the high price of upkeep.
- Affordable housing and the opportunity to purchase affordable housing must be guaranteed.
- Good lord do we really have to wait 5 years to get started?
- We need the housing. This is a thoughtful way to get that because it can build on/connect to what's already planned for on the adjacent Stevens Ranch property. BUT-- this development of Stevens Tract should NOT happen before Stevens Ranch.
- How this community integrates into the rest of Bend is important. The master planning process should include improvements to trails and bike/ped corridors to move these future residents to other areas of interest and the core of Bend.
- Just curious....where is the water coming from? With the drought situation, how is City of Bend going to provide water to these new houses while sustaining the current requirements.
- We need affordable housing wherever we can put it in this city.
- This should ONLY proceed if there is a GUARANTEE of affordable housing and these are the units that get built FIRST. Otherwise, it should not proceed.
- Wish we could make it happen sooner. I'd like to see options in the future that could swap light industrial near the Hwy97 corridor to new annexed land so we could build high density closer to the city center.
- Keep bend great. We don't need 1500 more homes. Petrosa is being built and also claimed affordable and by the time houses are done the price isn't. Keep the land the existing community loves. We don't have roads to support all the additional houses

SUMMARY OF ONLINE OPEN HOUSE #3

- Do not use the HB 3318 approach, which is an end run around the normal UGB process! Develop the large adjacent areas already within the UGB first, then consider including this in a future UGB expansion.
- Affordable housing is a lost cause in Bend.
- Why would there be less of a chance to get affordable housing built with Choice B!!! It's a choice the city makes. Make the right choice!!!
- Be real. Bend does not build affordable housing. Bend talks about building affordable housing, but all the housing being built is not affordable. Even if it were, just because someone wants to live here doesn't mean they should be allowed to do so.
- From the above feedback to my choice I can see that this survey is not really honest. You already have an opinion and don't like the public input you're getting. How arrogant and deceitful. Shame on you.
- There is currently too much housing growth in Bend. There is NOT enough water and it is rapidly losing all the attributes that made it a lovely place to live. Stop the growth NOW.
- Bend needs more housing, more neighborhood commercial and more parks to support our growing population.
- I have zero trust that the City will make it affordable.
- We need to develop the current underutilized land within the UGB otherwise this will lead to endless sprawl
- If it is left open, it can be used as it has been for years (i.e. walking, jogging, biking). Bend needs more of this not less.
- There is no other space like this to run or ride a bike with so many trails. A place you can run with your dog off leash. This is similar to Rimrock Trails on the West Side.
- I would love to see affordable housing come to this area of town but still a good deal of open land because people recreate out there all the time.
- I answered why not now previously.
- Don't get hung up on "affordable", just build as much housing as possible. Affordability is an outcome, not a goal.
- Wait and see what happens with the West half of this property
- Site should not be developed until proper east-west traffic corridors are created. Adding additional traffic to already stressed east-west routes makes no sense.
- TMD: Transcanada trail crossing by school/park is mid-block - it requires markings, could mark with crosswalk/curb extensions and raised crossing to serve both school and park.
- Affordable Housing in Bend 1) should not be at the expense of DSL and money for schools 2) should be a requirement at the same amount for all developments throughout Bend. This is critical, no one area should be the place for affordable housing.

SUMMARY OF ONLINE OPEN HOUSE #3

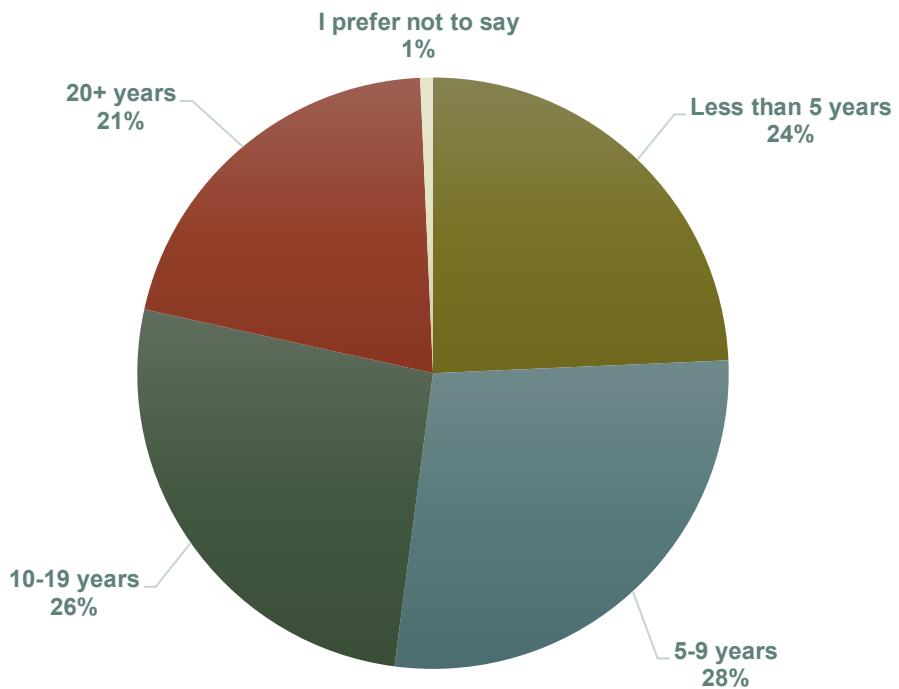
- We cannot handle the increased traffic, 27th and Reed are already nightmares during commuting hours. With Stevens Ranch and now this, we just can't handle it without causing existing residents quality of life to decrease.
- Affordable housing is a real crisis for Bend. I get that. But if we address only that issue without considering the future impact of any housing on our drought, we will eventually have plenty of housing and no water to serve those new residents.

Participant Information

How many years have you lived in Bend?

- **Less than 5 years:** 35 (24% of responses)
- **5 to 9 years:** 40 (28% of responses)
- **10 to 19 years:** 38 (26% of responses)
- **20+ years:** 30 (21% of responses)
- **I prefer not to say:** 1 (1% of responses)
- **No response:** 21

How many years have you lived in Bend?



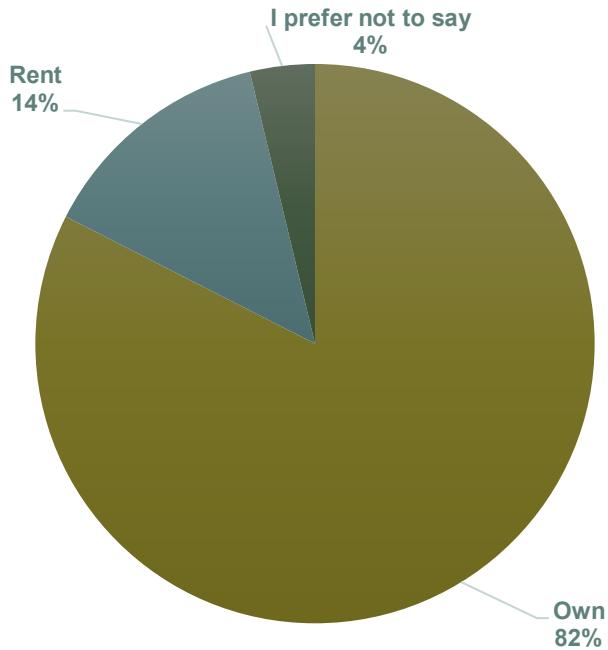
Do you currently rent or own your home?

- **Own:** 132 (82% of responses)

SUMMARY OF ONLINE OPEN HOUSE #3

- **Rent:** 22 (14% of responses)
- **I prefer not to say:** 6 (4% of responses)
- **No response:** 5

Do you currently rent or own your home?



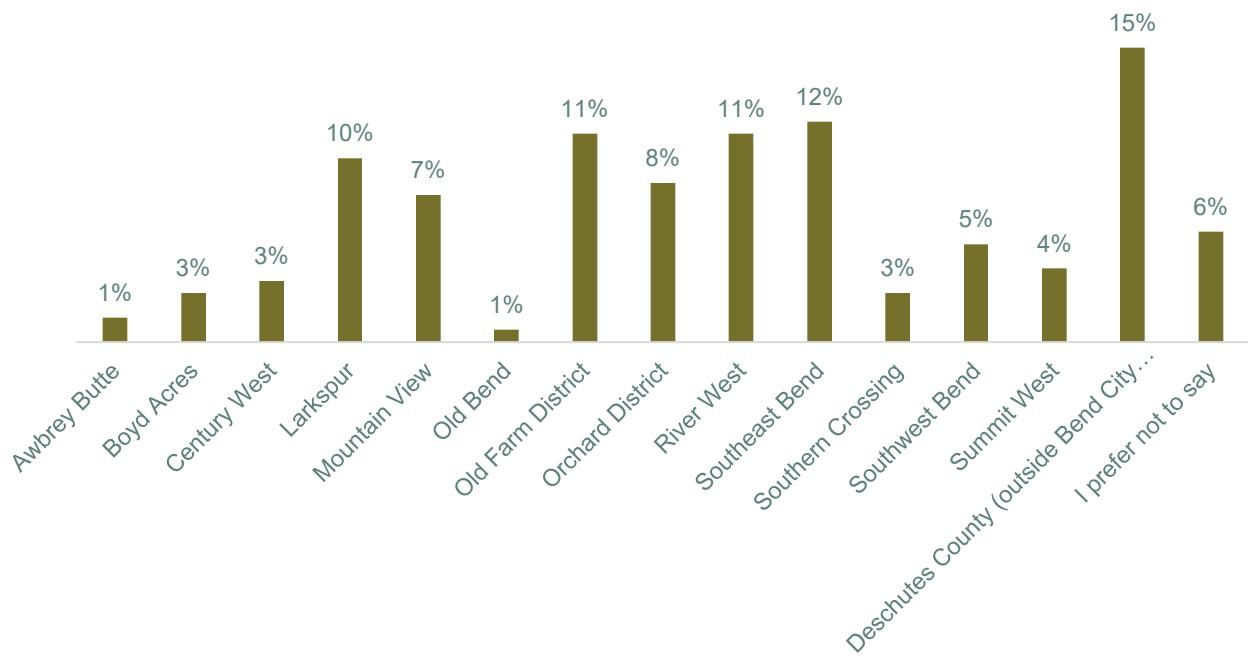
What neighborhood do you live in?

- **Awbrey Butte:** 2 (1% of responses)
- **Boyd Acres:** 4 (3% of responses)
- **Century West:** 5 (3% of responses)
- **Larkspur:** 15 (10% of responses)
- **Mountain View:** 12 (7% of responses)
- **Old Bend:** 1 (1% of responses)
- **Old Farm District:** 17 (11% of responses)
- **Orchard District:** 13 (8% of responses)
- **River West:** 17 (11% of responses)
- **Southeast Bend:** 18 (12% of responses)
- **Southern Crossing:** 4 (3% of responses)
- **Southwest Bend:** 8 (5% of responses)
- **Summit West:** 6 (4% of responses)
- **Outside Bend city limits:** 24 (15% of responses)

SUMMARY OF ONLINE OPEN HOUSE #3

- **I prefer not to say:** 9 (6% of responses)
- **No response:** 7

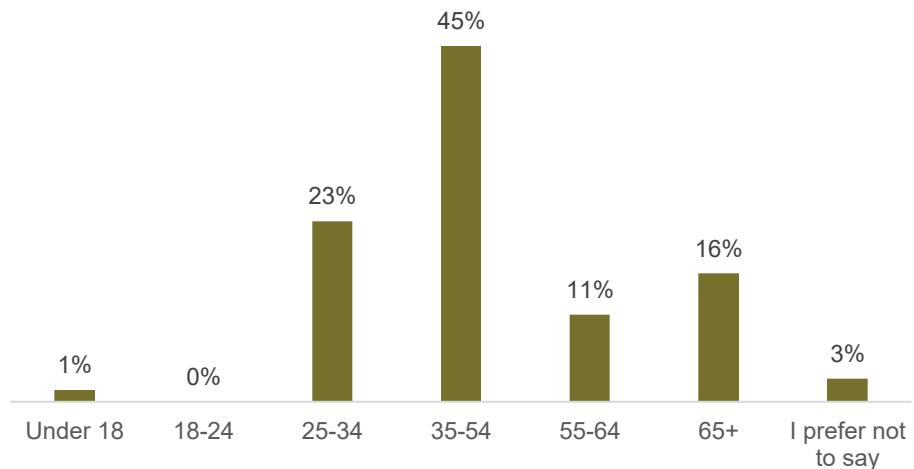
What neighborhood do you live in?



What is your age?

- **Under 18:** 2 (2% of responses)
- **18-24 years:** 0 (0% of responses)
- **25-34 years:** 31 (23% of responses)
- **35-54 years:** 61 (45% of responses)
- **55-64 years:** 15 (11% of responses)
- **65+ years:** 22 (16% of responses)
- **I prefer not to say:** 4 (3% of responses)
- **No response:** 30

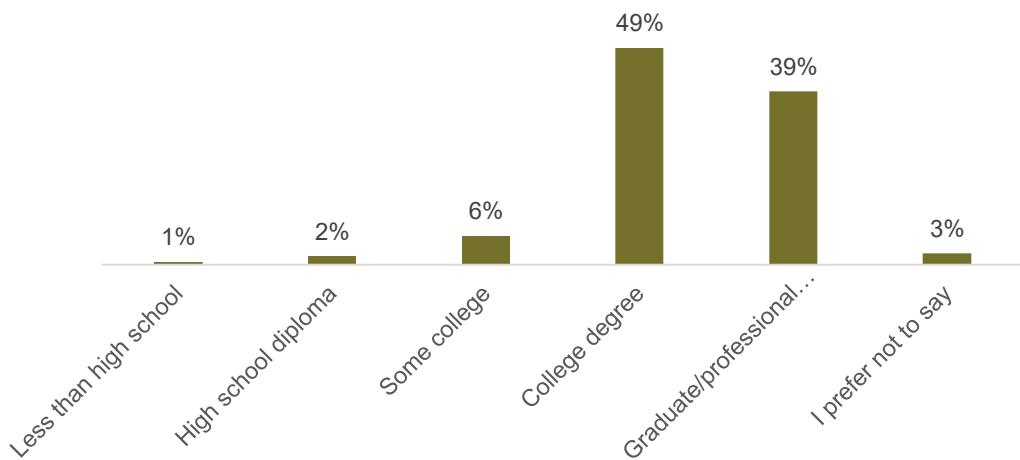
What is your age?



What is the highest level of education you have received?

- **Less than high school:** 1 (1% of responses)
- **High school diploma:** 3 (2% of responses)
- **Some college:** 10 (6% of responses)
- **College degree:** 75 (49% of responses)
- **Graduate / professional school:** 60 (39% of responses)
- **I prefer not to say:** 4 (3% of responses)
- **No response:** 12

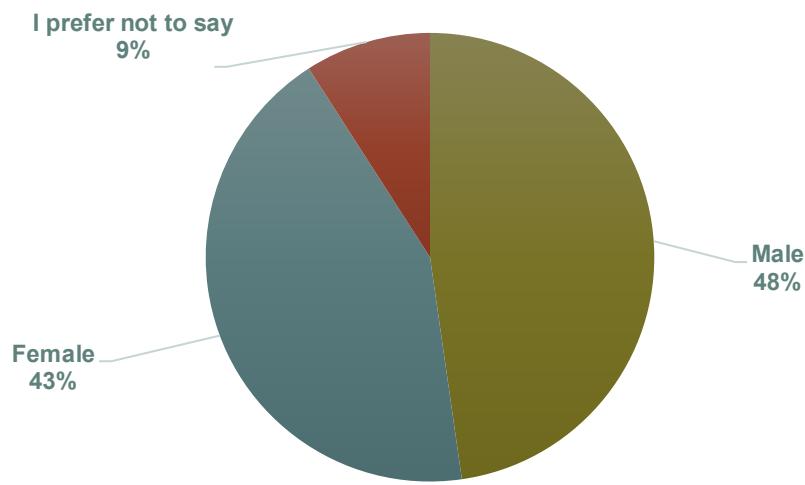
What is the highest level of education you have received?



How do you describe your gender?

- **Female:** 57 (43% of responses)
- **Male:** 63 (48% of responses)
- **Other:** 0 (0% of responses)
- **I prefer not to say:** 12 (9% of responses)
- **No response:** 33

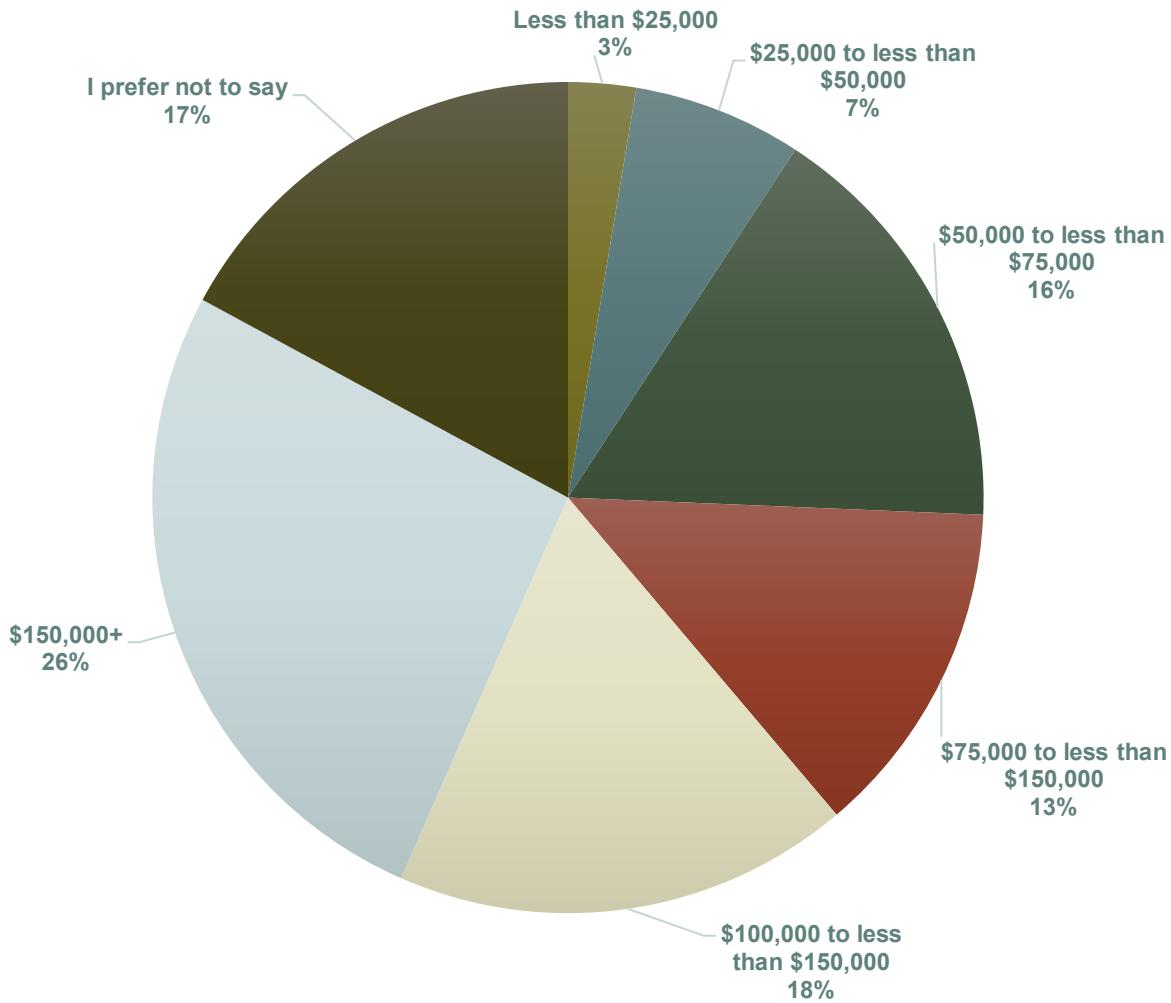
How do you describe your gender?



Which category best describes your 2020 gross household income, before taxes?

- **Less than \$25,000:** 4 (3% of responses)
- **\$25,000 to less than \$50,000:** 10 (7% of responses)
- **\$50,000 to less than \$75,000:** 25 (16% of responses)
- **\$75,000 to less than \$100,000:** 20 (13% of responses)
- **\$100,000 to less than \$150,000:** 27 (18% of responses)
- **\$150,000:** 40 (26% of responses)
- **I prefer not to say:** 26 (17% of responses)
- **No response:** 13

Which category best describes your 2020 household income, before taxes?



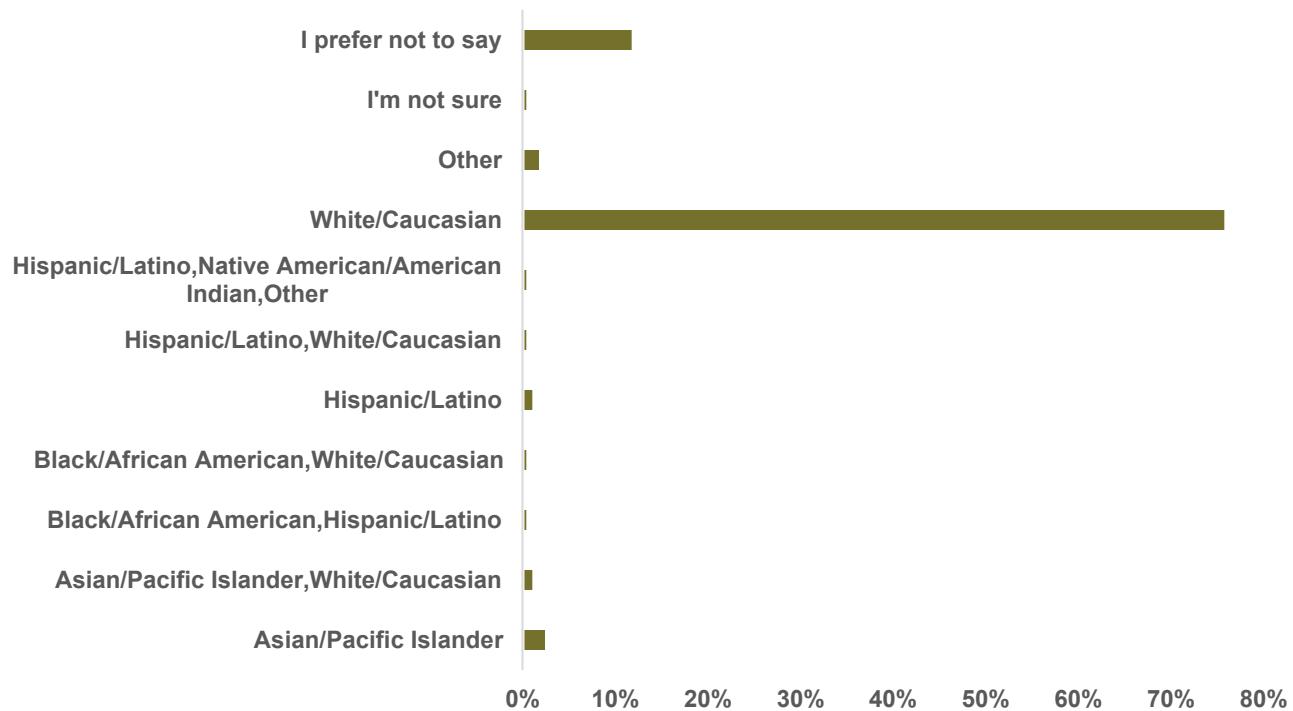
Which of the following best describes your race or ethnicity? Click all that apply.

- **African:** 0 (0% of responses)
- **Asian/Pacific Islander:** 4 (3% of responses)
- **Asian/Pacific Islander, White/Caucasian:** 2 (1% of responses)
- **Black/African American:** 0 (0% of responses)
- **Black/African American, Hispanic/Latino:** 1 (1% of responses)
- **Black/African American, White/Caucasian:** 1 (1% of responses)
- **Hispanic/Latino:** 2 (1% of responses)
- **Hispanic/Latino, White/Caucasian:** 1 (1% of responses)
- **Hispanic/Latino, Native American/American Indian, Other:** 1 (1% of responses)
- **Middle Eastern/North African:** 0 (0% of responses)

SUMMARY OF ONLINE OPEN HOUSE #3

- **Native American/American Indian:** 0 (0% of responses)
- **White/Caucasian:** 117 (76% of responses)
- **Other:** 3 (2% of responses)
- **I'm not sure:** 1 (1% of responses)
- **I prefer not to say:** 19 (12% of responses)
- **No response:** 13

Which of the following best describes your race or ethnicity?





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April 16, 2022

Submitted via: growthmanagement@bendoregon.gov; brankin@bendoregon.gov, dsyrnyk@bendoregon.gov

City of Bend

Growth Management Division Attn: Brian Rankin, Damian Syrnyk 709 NW Wall Street, Suite 102
Bend, OR 97701

RE: Stevens Road Tract Concept Plan Comments

Dear City Staff:

Thank you for this third opportunity to comment on the Steven Roads Tract Concept Plan. Oregon LandWatch submits the following comments for your consideration and we look forward to continuing to engage in the planning and development of this complete community on the east edge of Bend.

I. Background

Based in Bend, Central Oregon LandWatch's mission is to defend and plan for Central Oregon's livable future. For over 35 years, we've advocated for the region's sustainable growth by focusing on minimizing sprawl onto our wild places, farm lands, and forest lands and providing complete communities within city limits.

The Oregon legislature previously passed HB 3318, exempting the City of Bend from statewide land use law by allowing it to expand its urban growth boundary without demonstrating the need to do so. As Bend continues to grow, it is vital we develop only in the places where it makes the most sense. In the future, adhering to existing laws and processes that guide where and how our city limits change over time is the best practice for the welfare of our communities of people and wildlife who all call this place home.

HB 3318 does require several other points for public involvement, and LandWatch notes and appreciates Staff's dedication to keeping public participation open through the Steven Road Tract planning process, and appreciates the work that has gone into seeking public input through this Scenario Planning process. LandWatch remains committed to working with the City of Bend to ensure the planning and development of the nearly 300-acre Stevens Road Tract provides the most public good possible. This means delivering a truly complete community where people can afford to live, and where people can get around and meet their needs without reliance on a car.

II. More affordable housing



WE DEFEND AND PLAN FOR CENTRAL OREGON'S LIVABLE FUTURE

Across the board, Alternative 3 delivers the outcomes that best serve our community in regards to housing variety and affordability, commercial and employment uses, transportation, parks and open space and climate change and resiliency.

However, LandWatch wants to ensure that the affordable housing requirements of HB 3318 for households at 60% and 80% of the AMI are met - and not just at the bare minimum. The entire intent in ushering in this land outside of normal land use laws was to promote affordable housing—the project should therefore have far greater than 30% of the units dedicated to this cause. LandWatch continues to recommend that the amount of affordable housing in the preferred Alternative be raised from 30% of units to 50% of units. We've made this recommendation in every comment submitted in this process but have yet to see this recommendation addressed in any scenario. We request that City of Bend staff directly respond to this question: *Why haven't any of these scenarios explored raising the number of affordable units to 50%, rather than 30%?*

While Alternative 3 provides the greatest number of affordable housing units, overall it has the lowest overall percentage of affordable housing units, compared to market rate units. In other words, this scenario has the most affordable housing units and the most market rate units. This can and should be recalibrated. In the housing comparison document provided in this third open house, it appears that Scenario Three now provides a little less than 30% (723 units) of affordable housing units. 50% - or 1,238 affordable units - is what is needed in Scenario Three. LandWatch urges the city to dedicate at least 50% of the new housing built on this land to regulated affordable housing in the final Conceptual Plan.

III. Deliver complete communities

LandWatch reviewed the online survey and wanted to note that the way the ranking methodology is presented sets up a false choice between housing variety and affordability, commercial and employment uses, transportation, parks and open space and climate change and resiliency. Every one of these elements is necessary and vital to delivering on the promise of a complete community where everyone can afford live and doesn't always need a car to get around. We can and should accommodate all of these elements into the Stevens Road Tract Concept Plan. Please reconsider how you present and frame this in future outreach and surveys.

To deliver complete communities, LandWatch recommends that we build up and decrease dependence on car-centric modes of transportation. To do that, we must do so within the design of a complete community so that there is accessible public transit, access to safe trails and bike friendly routes, thoughtful site design that conserves natural areas and existing vegetation, abundant open space, and access to services such as grocery stores, pharmacies, health care, and schools that doesn't always require a car.





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To that end, while these Scenario Planning is designed to explain “how” this southeastern area of Bend will develop and “what” is going in, there are still many questions remaining. As this process continues to unfold and if/when a Master Plan process commences, LandWatch will be looking to the City and developers to demonstrate in greater detail where and how this area will develop into a complete community, with the levels of affordable housing that are needed to meet this moment. Specifically, how will the City ensure this development creates complete communities in that the designs:

- Provide opportunities for affordable housing, such as those outlined in [ECONorthwest's](#) January 25, 2022 Stevens Road Tract Comment, and what measures will be utilized to ensure the affordable housing numbers promised for both those at 60% AMI and 80% AMI in these plans are actually met.
- Create opportunities to travel by bicycle, on foot, and by public transit
- Create connections to nature and recreation opportunities
- Ensure adequate access to amenities and employment in the area, with the exclusion of light industrial in alternative three, and with less land zoned commercial and mixed employment
- Provide walkable access to amenities and services
- Thoughtfully plan residential neighborhoods and employment districts
- Encourage urban-scale mixed-use development that attracts the types of businesses that would actually serve and service residents
- Minimize the risk of wildfire and other natural hazards
- Encourage compact development to reduce vehicle trips
- Integrate these communities into already planned and designed developments, including the master plan recently approved for the other half of the Stevens Road tract already included in the UGB and the Southeast Area Plan (SEAP)

Thank you for including these comments with the community input you're gathering via the Stevens Road Tract Concept Plan Open House and on the City's project web page. We look forward to working together throughout this process to ensure this area develops in ways that bring forth the resilient, healthy, inclusive and sustainable future we want to see for Bend and Central Oregon.

Sincerely,

Kristy Sabo
Staff Attorney



WE DEFEND AND PLAN FOR CENTRAL OREGON'S LIVABLE FUTURE

Public Comment Summary

Hearing from community members living in and around Bend was an important part of the planning process for the Concept Plan. Through three online open houses and survey participation, as well as comments received via the project website and email, community members shared a variety of thoughts and feelings about the future of the site.

A range of opinions regarding development were expressed: everything from leaving the site undeveloped to providing more affordable housing, with a mix of employment opportunities and services to create a complete community. Those in favor of leaving the site undeveloped expressed concern about impacts on the environment.

Specifically, there were numerous concerns about the impact of the Tract's development on the region's water sources. Commenters were concerned about the supply of water needed to serve the development, as well as the design's impact on groundwater absorption. Preservation of open spaces, natural features like caves, and wildlife habitats were top concerns shared by many. Commenters expressed concern regarding the Tract's proximity to a landfill and the environmental impacts of the landfill on proposed housing. There were also numerous concerns about the impact of the Tract's development on traffic on Reed Market Road. Commenters expressed that traffic through the Reed Market Road corridor is already congested, and they are concerned that the development of the tract may increase that congestion.

Among those in favor of development, there was varying support for different housing types, densities, and design standards, as well as preferred placements of residential areas and commercial spaces. Many commenters supported the plan's inclusion of affordable housing, but some supported a higher ratio of affordable units to market-rate units than proposed. Commenters also supported the preservation of natural features and trails, given the Tract is currently used as a recreational area. Development of parks and trails and opportunities to travel by bike, on foot, and by transit was favorable. There was also support for sustainable and climate-friendly development requirements. Finally, many expressed that infrastructure for bicycles and pedestrians would be necessary to create a connected community, as well as to manage vehicle congestion.

All community input was considered during the planning process for the Concept Plan. Comments received throughout the process are included in this Technical Appendix.

Comments Received Through Email and Webpage (Current up to 5/24/22)

- Myself and many others have used these trails to walk our dogs and enjoy the outdoors. I am sorry to see these trails will be lost as well as the natural caves, etc. I only hope you keep the trails still available to us off Stevens Rd and that the

natural beauty and resources will be maintained.

- There is a lot of trash that has been dumped here over the years. I expect the city to do some testing to see that if any of it qualifies as hazardous materials, it is treated in conformance with the applicable regulations. Please do all you can for the bats that already live there. No one needs to live in neighborhoods where only people live. Please apply sustainable building concepts including the incorporation of solar and wind, bird friendly glass, wildlife movement corridors and EV charging stations in building specifications and neighborhood designs.
- Please consider the transportation needs of additional development in the Stevens Tract area. Currently there are limited options for west bound travel to the center of town. SE Reed Market from 27th to 3rd Street is pretty busy as is, the additional development at Stevens Tract will only add to the congestion. I know providing additional housing in the Bend area is important and support the development but am concerned that the existing road system isn't up to the increased demand.
- I hope this affordable housing development will be more Rural, bucolic, than others in Bend. Hope more spacious with large natural areas for walking dogs And residents finding private places in nature. Most apartments on Eastside are unfortunately too urban and built around parking lots. I am seeking ,as a country Bend resident to move into a country type affordable housing community with lots of open space, community gardens, walking trails, natural areas
- Hi, I live in SW Bend. Please build as many houses as you safely can, as many apartments as you safely can, and make them as affordable as you can. We need 1,000 houses and apartments yesterday.
- This is one of the few areas within the city limits that one can walk their dog(s) off leash. It is a crime that the council now wants to develop it. I walk here very often and when the winds are from the south you can smell the garbage dump. Who would want to buy a house and experience that? Build housing close in to the city and leave outlying undeveloped areas alone.
- This development should be required to meet climate goals and be a net zero community. It also should be required to have close to 50% of the homes to be low income and very low income homes.
- What else you might do, for Gods sake, give the people some dignity and don't put the houses 8 feet from each other! You can hear everything your neighbor does, and I bet None of you who are making those decisions lives under such ridiculous circumstances. There are many other ways to save money rather than taking away a family's dignity and putting houses 8 feet next to each other.

- Please leave open space for natural landscape.
- Please make this project a land trust and land co-ops in Bend to give working poor folks a chance at home ownership.
- Please preserve some of the original landscape including the mature trees. Clear cutting in Bend is happening at an alarming rate and trees are so important for mental health, air quality and shade as Bend continues to warm. Please plant native and drought tolerant plants. Please create walking corridors for humans and wildlife. Please use building materials that won't degrade in 5 years as most residents cannot afford to keep up with the costs. Please build a community that blends into nature including design, materials and colors. Please include plenty of open spaces for kids to play games and sports. The Parks did such a fantastic job of giving the community space to enjoy. Please include retail for a small market, coffee shop, and small restaurants to discourage people from driving everywhere. Please include adequate garage space and even storage sheds so people have a place to put their gear including bikes and don't have to park in their driveways and on the street.
- Hi Pauline, Now is the time the Eastside can have a beautiful development. One needs a visionary to work up a concept done in computerized mode showing everything going in this tract of land. Citizens were able to choose the Healy Bridge design. Three 3-dimensional designs were made, put in the library where we got to vote on them. We surely picked the right one that blended in beautifully with the surroundings.
Stevens Tract deals with Many mature Ponderosas ,home to many wildlife living in this area. There are areas with beautiful Mt views that can be worked into this area by parks, ext. Caves lend themselves to many recreational interests. Homes can be built taking advantage of what Mother Nature has to offer in this area. Granted I am saddened by this area being developed. I could just throw up my hands. But I want to believe Bend won't succumb to money, and will see what a beautiful area this is, and use there artistic intellect to design a beautiful tract of land where we can all be grateful for good minds bringing about a development we are all proud of. Don't botch it up Bend!!!!
- Excited to see how this comes together!
- Love that Bend can add more mixed housing and use areas to East side. Would want to see a large park there. Most importantly, intersection at 27th and Stevens needs to have traffic light or round about. Have watched multiple residential areas added to the 27th street traffic but no improvements to 27th. Despite new paving, it was never widened to have a center turn lane or bike lanes-and it is scary to watch someone try to turn left into their neighborhood now. Traffic is too fast, congested, and a left turn off Stevens onto 27th is dangerous most of the time. it's time to pay attention to that main thoroughfare (27th) as a huge factor in

more development on this wonderful side of town. thank you.

- I urge you to allow native plant salvage by nonprofits and citizens on this parcel before any demolition and/or grading begin. Please also consider keeping the majority of the native landscape in tact when planning and building. There is so much construction across our community that our native ecosystems are rapidly being replaced by built environments and non-native plantings that negatively impact our wildlife and permanently alter one of the most unique characteristics of our region - our native landscape. Thank You.
- Please keep me updated on the disposition of the property. Lennar is an interested buyer of the property for any portion that would be residential. Thank you
- This is a great time to ensure any new residential streets are wide enough to accommodate both street parking and two way traffic. New services need to be planned in such as a new mall with gas station, grocery store etc to take pressure off the main hwy 20 east and 3rd street corridors. Reed Market is already traffic over saturated going east west . A new traffic relief flow needs planned in. The Century Drive/ Reed Market concept for a new multi housing complex is a huge mistake as the existing traffic infrastructure is already maxed out. The multi-unit housing complex would be a better fit for the Stevens Tract . The city planners are over densifying Bend, including the NW Crossing area, OSU area, and the Century Drive corridor. Many of the side streets barely allow one lane of travel and this really is a public safety issue. The city planners need to take a step back and rethink the long term negative impacts of over developing/ over densifying Bend and the unintended consequences that will follow.
- Not necessarily just for this project but in general for growth in Deschutes County/Bend, I wish there were some options for folks of average means to have a house with space for a yard. I understand the desire to avoid sprawl but building houses on smaller and smaller lots doesn't seem healthy and just allows developers to make more money. It does NOT seem to be helping make things more affordable. Oh for room to toss the ball with my son!
- To whom it may concern. I grew up in Bend near this Stevens project. My family, friends, and countless others have experienced a huge devastation with this drought situation. If we are in such a horrible drought situation then why do we continue to build more houses which in return will require more water that we already do not have? As a long time residence this is very frustrating and seems greed is the driving force. There is no real concern for our drought situation. Why else would our city continue to propose more growth in a drought situation?
- Just don't trust the city to do the right thing. Far too many developers the likes of Pahlish or Hayden seem to be calling the shots. They first clear cut the land then

cram as many "homes" per acre as they can get away with. More important as the climate continues to dry up where is all the water gonna come from? Get beyond the greed and consider what Bend will look like in 20yrs. Cause once it's ruined, it's ruined forever.

- This is a perfect place for one of the managed homeless camps that the city is discussing!
- I worry about this neighborhood increasing traffic on the already very busy and loud Knott Rd. Will there ever be a plan to connect south 97 to 20 with an alternative route so semi trucks, garbage trucks and other vehicles aren't tearing through neighborhoods on Knott?
- We travel 27th Street several times a week from our home in SE Bend to the shops in The Forum and to East Side medical offices. This development is going to clog this road with traffic. We attended your last virtual presentation, and the road improvements you outlined so far ARE NOT ENOUGH!! 27th Street MUST BE WIDENED TO 4 LANES to accommodate the projected traffic from this development!! Bend is being ruined with traffic woes, PLEASE, PLEASE, PLEASE don't add to them!!!!!!
- We love just off Reed Market near 27th. What are your plans to alleviate the traffic on Reed Market? With all the new housing brings many more people. It's only a one lane road all the way to 3rd Street. I'm concerned it will be gridlocked during "rush hour". If like to know what you have put into place for this
- Since the purpose of this addition to the city of Bend is affordable housing, the project should not include any single family housing that is not affordable to a resident or family in Bend earning median income. Many, many more acres than proposed should be devoted to affordable housing. The area should include employment and commercial so that residents don't have to drive as much. The area should be well connected with public transit, bike and walking trails to reduce traffic congestion which is a big problem in Bend, and especially on Reed Market Road. Open space should be maintained as that is also important to livability. Habitat should be maintained for declining mule deer populations.
- Interested in following the project developments
- A park like Big Sky.
- I am extremely dismayed at the unmitigated growth of Bend. Our current infrastructure is already insufficient for the current population but thousands of new homes are slated for development. Everything that made Bend unique is being destroyed. Access to recreation that used to be one of the biggest attractions to living and visiting here is completely overrun with people. We live in a desert with limited water yet Breweries and Golf courses abound. Our road

system is a joke. Absolutely no current east/west high volume traffic corridor. Sewer systems will soon be over capacity before any new homes are added. When will some common sense be applied to look at a reasonable level of capacity for the environment. The developers all line up for their cut and then leave town after their pockets are lined. There is never proactive infrastructure built. The taxpayer is left holding the bag every time a new development is built, in the form of higher taxes for roads, schools, sewer, water, police etc. I guess it is all ok as long as there is somewhere else to move. This is considered "PLANNING"?

- If the City of Bend is really serious about a managed homeless camp this would seem like the place. I totally get how having a homeless camp near a residential area is a huge NIMBY concern. This area near the dump seems like the NIMBY aspect would be pretty minimal. There are a dearth of business nearby for dumpster diving homeless to acquire new possessions to cart "home". If it was served by public transit that would also limit the amount of junk being hauled in. Not to mention that cleanup would be easier next to the dump. The camp could be a large hard surface that could be bulldozed every month or two directly into the landfill. I am only halfway joking on this. As far as I can tell the majority of homeless folks are major pack rats and entirely incapable of hauling out trash from containers of food etc they bring in. If the NIMBY forces would kill it here I think it would be reasonable to assume a managed homeless camp will never get off the ground in the UGB and no more money and effort should be wasted on that concept. Part of dues for living there could be for the homeless to cart stuff over to the landfill on clean up days??? Would that be unconstitutional?
- One of our many concerns is keeping the neighborhood integrity. Our neighborhood would like to see CCR's attached to homes within the Stevens Ranch and Tract development. Ponderosa Estates is a neighborhood of HOA/CCR's. These rules and regulations help keep our value & beauty of the neighborhood. This what makes our neighborhood desired by many. So, please help us to continue the desirable livability of what makes our neighborhood special. I appreciate your time. And may we all work together to make this the best community.
- IM INTERESTED IN CONTACTING THE BUILDERS TO BID CABINERY.
- will Ward rd. & Ferguson rd connect?
- My husband and I have hiked the land East of 27th St. (Stevens Road Tract proposal area) many times and are amazed at the beauty and tranquility of an area so close to the City of Bend. Now that there is a proposed layout of houses, commercial, industrial developments, schools and parks, it seems imperative that much consideration be taken as to how much of the land will be developed for that purpose. There are many caves in the area, some of which are quite large, that are home to bats, which are very necessary to our environment to aid in

maintaining crops and other vegetation in our area by ingesting bugs and other critters. By doing so, they reduce the amount of pesticides farmers need, which in turn means less pollution to our environment. They also pollinate many plants which are used in food and medicine. In my opinion, not just a couple of the large caves, but ALL of the caves should not be disturbed, especially since the entire area is a natural habitat for bats and destroying their home would be cruel and unnecessary. Hopefully much care will be taken to maintain their current homes in the caves. After all, the caves are their home as the area is also to all of the wildlife whose homes will be taken due to the upcoming Stevens Road Plan. Please give much consideration to the land and environment. Also, please have serious consideration for what is important to wildlife and mankind. This is more important than the planning individuals may realize. If it hasn't already been done, isn't it necessary to take time to research this issue before making a horrible mistake. Thank you.

- Once again the city is "expanding", and a few questions come to mind right off the bat: 1) will the city plan and implement the infrastructure improvements, such as roads and sewer, well ahead of allowing construction to start, and 2) since the goal is to provide "affordable" housing will the city do its part by significantly reducing, if not outright eliminating all its copious permitting fees?
- We see a lot of people out our backyard walking biking and taking their dogs out there. We also see a lot of different animals that live out there. I would hope that the land that backs my property won't be filled with houses that would land lock our lower property. We would love to see something similar to pine nursery park be incorporated into the land that backs the residents of the coyote dr, Larsen and ward. I'm aware that houses will be added to the land but would hope that a park of some sort would separate the houses from the houses east of the powerlines. It would also be great to be able to access our lower property via this new development. Currently the residents here have built roads from the cliff down it's something I haven't done. I have lived in central Oregon my whole life and areas like this have always been great to hike around and explore the land and the caves and see the wildlife. I feel like this is one of the last areas so close to town that people can actually do that. Growth is something that's just going to happen but I want to see some of the things that make bend what it is not taken away just so some people can make money. Let's remember what bend was and try to not let that go just to make room for houses.
- Please no High Density housing in this area until improvements have been made to 27th, Reed Market, and the interchanges with Ferguson. We are building faster than our infrastructure can keep up. With The Stevens Ranch subdivision the pressure on this area will far exceed what it currently handles. Also, this area needs more parks and trails. Currently, the Stevens tract (ranch and tract) are trails used by locals for dogs, excersise, biking etc. Large parks and trail networks are needed to maintain quality of life on the east side of Bend, with all

these developments going in.

- I am one of many very concerned Bend citizens that are questioning adding more housing on every square inch of open space. This space in particular is one of the last open trail systems on the east side. The housing on the other 375 acres is gobbling up most of the space. We are already overcrowded in Bend. The infrastructure (roads, water, traffic, timely access to medical, etc) cannot support all of this growth. In addition, the massive housing projects are setting us up for a glut. Bend does not have job opportunities for all of the new residents. When the market shifts, are we going to be looking at half built projects a la 2008? This is very concerning and it is already driving long time residents away from Bend. Please allow the community to have its voice at every opportunity.
- Hi City of Bend, As a neighbor to this development, there has already been an issue with traffic and accidents on the 27th south of the 20 to Reed Market. I think it would help if 27th was widened to be two lanes each way and roundabout added at all intersections south of the 20 to Reed Market.
- This project is an ill concieved terrible idea, that literally had to CHANGE OREGON LAW to implement. I have seen zero mention of the at least six caves on the property being preserved or protected from development. No plans listed on how to service water or septic to the barren tract. No mention of the TOXIC MATERIALS buried out there and how they would effect the fiscally vulnerable future tenants. In short.. Bend needs to grow UP and not OUT. There is a huge amount of money being sunk into this project ... but it seems like an obvious folly.
- Stevens Road needs to be lined up with Reed Market Road. The added traffic would make the current line up with 27th street less safe for left turns. Visibility to the right of that intersection is obstructed making it dangerous and oncoming traffic from the right is difficult to see from the level of most cars.
- Hello, as a member of the City of Bend's Affordable Housing Advisory Committee I look forward to seeing this parcel developed with a significant amount of Affordable Housing. I hope that I may have a chance to participate in future meetings and or work sessions to advise on issues related to affordable housing. Additionally I hope that the City can update it's Tree Preservation Ordinance to save some of the significant trees on both this site and the Stevens Ranch site. I'd be happy to participate in that effort as well.
- While my first preference would not be to develop land outside Bend that adds to the sprawl and undermines our gold star land use planning laws, I understand this project has approval as an exemption under the unfortunate passage of HB 3318. As a major project under this provision, I hope the planning will showcase ways that are as compatible with the natural environment as possible-- sage/grass/juniper IS important to birds and wildlife. Assure plentiful walking

trails in natural settings, avoid green lawns and high water use in favor of climate-resilient xeriscaping. Cluster homes--and make sure that at least half the homes are affordable housing---Bend is now completely unaffordable. Planning should allow residents to meet many needs without excess driving--assure good access to public transit, safe bike lanes, and ways to lessen not worsen traffic on 27th. Make this a gold star for all future projects. Thanks.

- It's both a disappointment and a concern (and a bit unethical) that the city of bend seems have joined with the developers, realtors, investors, in their goal to destroy the few remaining open spaces in Bend. It's simply shameful!
- 20 acres for affordable housing is a start but there is more to be done- why not do 50 acres and provide transportation and shopping options?
- I hope when design this space you use a good architect and do not just put up boxes in a row, like some of the new developments in Bend have done. This is a beautiful piece of property and done correctly will enhance this corner and keep the views.
- The city of Bend lost a unique opportunity when the western portion of the DSL property was sold to a private developer and that loss will be magnified when the eastern 260 acres are developed. These 640 acres were an incredible resource for the citizens of Bend and Deschutes County and could have been left undeveloped. To have that kind of open, uncurated space within minutes of the city was such a boon and, once sacrificed, will not be easily replaced. Walkers, bikers, horseback riders, runners. dogs and their people, all used and loved it well. That patch of darkness amidst the city lights was like a released breath each time I turned on to Stevens Rd. And while I know that these are not wild and pristine acres, they are well used by the local flora and fauna also. Native plants and native pollinators, so critical as we navigate a changing climate, are being pushed toward the brink. We, and they, need these undisturbed places in order to flourish. These incremental losses add up and there will be a point when recovery is no longer possible. Bend is growing at an unsustainable pace. This is a desert. Every developmental decision we make should be made with that in mind. A tiny percentage of "affordable housing" amidst a sea of market rate homes is not worth the sacrifice of losing these acres.
- The goals for subsidized , aka affordable housing, are too low. Only specifying about a dozen units across the entire 200+ acreage just means this is another development for development sake. The goals need to be more ambitious with 50-75% being affordable to make any difference. There also needs to be open space goals that will protect significant portions of the site, upwards of 30-50 acres with trails and open natural areas. The east side does not have very many parks and outdoor areas for exercise and recreation. It would be ideal to preserve all of this tract for open space. There are many geologic features inside of this tract and many different microhabitats for wildlife. As you look at

commercial services think about those services that would cut down on traffic on 27th by providing options in that part of SE Bend. If there are no services then traffic on 27th will just escalate as everyone heads to 27th and Hwy 20 for services.

- Growth is inevitable and I have no problem with that. The number one priority for this project has to be road improvements on 27th st, Knott Rd, Stevens Rd, and Reed Market. I'm a business owner in Bend and deal with the congestion and poorly planned road improvements. The road improvements need to be completed before any of this development is started. I drive 27th to Hwy 20 every morning and evening and with the already planned development close to Caldera High that will push those roads past their capacity. Please consider these thoughts and make logical decision. Growth at the cost of taxpayers happiness is just wrong. I deliver product to residents of Central Oregon 5 days a week and can personally tell you that most long time residents are not happy with what has happened in the last 10 years. Please think it over before the final decisions are made.
- To whom it may concern (City of Bend) I am in full support of this Stevens rd tract development as well has the reed market rd/Stevens connection. East West traffic in Bend has been an issue for a number of years as we all know. The Reed Market/Stevens connection would not only greatly assist in moving traffic across town but be a critical part of this new proposed development. This Stevens tract development is also very much needed. More housing is the only option for the long term economic health of Bend. Providing more commercial space in SE Bend is also smart for the way that area is headed. Again, I fully support both the Stevens Tract and the Reed/Stevens connection. Thanks for your time.
- To whom it may concern, I just want to send in an email voicing my support for the Stevens Rd tract development. I think Bend is in desperate need of more housing for all of the people who are moving to our community and the East side of town seems to be underutilized for expansion at the moment. This is a great location to develop another micro community within our town to help relieve some of the congestion we are currently seeing. One main thing I would love to see the city accomplish is the connection of Reed Market and Stevens rd. I feel this is a vital part of the success of the development and would greatly help citizens access the new neighborhood with ease and safety. Thank you for taking the time to hear the local citizens out. Should there be anything we can assist in to help make this new development happen, please do not hesitate to reach out. Thanks again.
- City Staff, Brian and Damian, Attached please find Central Oregon LandWatch's comments on the Stevens Road Tract Concept Plan. Thank you for including these comments with the community input you're gathering via the Stevens Road

Tract Concept Plan survey and comment form on the City's project web page. LandWatch looks forward to working together with the City of Bend throughout this process to ensure this area develops in ways that bring forth the resilient, healthy, inclusive and sustainable future we want to see for Bend and Central Oregon.

- Why does the City do everything backwards...the existing roads cannot support this kind of development. You just approved hundreds of new homes near Caldera, new apartment and townhouses on Ferguson, putting 1000's on cars are already congested roads. There should be no building until this is addressed. Passing a blank check bond with no plan was just embarrassing and still no plan to address the roads, but continue to encourage development shows a compete lack of leadership in the City.
- I have lived here sense 1977 and am very much against this development that is a refuse for people as well for wildlifebend seems to be selling out to the highest bidder not taking into consideration how it will affect what used to be a quaint small down , but now is being over run with people ...and you are making room for more with the hopes of filling your pockets without concern of our futureplease reconsider what you are doing and how it affects us as a whole...thank you for listening
- My comment is that we have been experiencing water/irrigation shortages over here on the East Side. Your proposal to replace desert vegetation with houses squeezed in cheek-by-jowl and I'm just wondering: Where will the water come from?
- I hope that these properties will have their space and water heating electrified. This is consistent with the Bend Community Climate Action Plan and the reduction of greenhouse gases. Also, this would make energy costs less. Electrification is normally cheaper than running new gas infrastructure which would obligate owner to another decade of dirty fossil gas. It will also benefit air quality. Thank you
- Can you tell me how many housing units are being proposed for the Stevens Road Tract concept plan?
- It is extremely important that the city of Bend takes this an opportunity to transition into green energy. By installing gas into these new buildings, it would lock the city into another 10 plus years of gas or cost them large amounts to convert to electricity in the future. Fracked gas is not a renewable resource and it is the time for Bend to be progressive and set an example for other cities, as well as for its citizens who may be considering gas or electric. Prices of gas are going to increase over the coming decade, so it is worth the cities time to just go with electricity from the get go. As a 21 year old women, I am gravely concerned for the future of this planet. One step in the right direction is to eliminate gas in

homes and commercial buildings as much as possible. Use this as an opportunity to take a step in the right direction. Otherwise you are locking yourself into this detrimental resource. Please Please Please. Help our planet.

- What are the SDC and property tax waivers, if any, with this project.?
- Is there a plan to handle the extra traffic load on northbound Ward Road? It is the shortest route to highway 20. The increase of traffic creates an issue for existing residents being able to exit their property.
- A question related to Bend's growth; has an end game been identified? If we continue with the "build it they will come" model, when do we stop building? At what point is the available infrastructure and natural resources depleted? Is anyone thinking that far into the future? And I don't think it is going to be all that far.
- What traffic impact improvements will be made? Stevens & 27th are two travel lanes at present. This level of growth should requires offsite improvements to resolve traffic congestion created by the project.
- Will there be provisions for an off leash dog area or even a dog park? What will be done to preserve the natural area for wildlife? As it is, the city is vastly encroaching on where wildlife can maintain their habitat.
- Please, no hundreds of houses jammed together with no yards. If you must, then houses grouped around shared green space. Consider resources- is there enough water? Consider walkable "essentials" shopping - nice grocery stores (Natural Grocers, Newport Market), gathering places (no Starbucks,), places to meet neighbors and build community, library. A setting where we don't have to drive to find what/who we need. I talk to a friend- let's meet for coffee and a walk-oh, that's on the other side of town... A really nice park.
- As a Bend resident I think this plan looks very viable and appropriate for serving the purpose. Especially nice is the plan for it to be an actual community rather than just another housing tract like so much of the housing on Bend's east side. Being a senior in this community and depending on affordable housing I really like this plan.
- STOP!!!!!! Enough is Enough!!! Most people I know whom have lived in Bend for more than 10 years, are sick & tired of the traffic, and congestion, etc. Does the city Council never tire of 'Destroying' all the things we love about Bend???? More housing, means more traffic, than we need better roads, than we need more schools, fire departments, ohhh and the best part.....our Property Taxes go up. Stop the Madness!!!! Please.

- It breaks my heart to see that yet another beautiful, open space, natural and undeveloped area in Bend is going to be destroyed and covered over by more "development". I appreciate that, since it's going to happen, at least it's being planned in a thoughtful manner with input invited from those of us it will affect. I've lived here only 30 years, and during that time way too many people have moved here and altered drastically the landscape and life pace of the central Oregon area. I do not believe it is right to welcome more and more people to move into this limited space and change it from the beautiful area that attracts them into this crowded, faster-paced, urban reality. I believe there needs to be a limit as to how many people inhabit this area and I think that number was surpassed 15 years ago.
- I love the concepts - all i ask is that we prioritize affordable housing and green infrastructure, including bike friendly designs and park space
- Hello; I wanted to make sure these comments landed in the correct hands for the Stevens Road Tract Scenario Planning process. LandWatch appreciates the opportunity to provide feedback on this process.
- Central Oregon keeps talking about affordable housing and this is their way of publicizing that they are working to deal with this problem. When you look at the details, 66% of this new development is meant for housing at market price, which is NOT Affordable for people that work in this community. This is meant for people that want and are able to move here, not people that already live and work here. Drought, climate change, and development are putting extra strain on our very limited resources. If we continue to expand our Urban Growth Boundary to continue to develop, then what does the future look like in Central Oregon? Water is very limited and continued development will put additional strain on this resource. People live and work here and are moving here for the beauty and to enjoy our natural resources and we are slowly killing those resources by development. We should concentrate to make current housing affordable or within the city boundaries instead of continual expansion.
- Too little of the 261-acre Stevens Tract East tract concept plan, or at least in consultant reports, is allocated or recommended for affordable housing, and for commercial and industrial space. The city has large unmet needs for these purposes. Leave more of the area undeveloped in the short-term and increase its use for these purposes over time as opportunities present themselves. Twenty acres of affordable housing is not enough. We don't need any more unaffordable single family subdivisions to bring in more people from outside Bend and raise everyone's cost of living. None of the land should be used to provide housing not affordable to a family earning \$100,000/ year, which at today's prices would mean small single family homes perhaps less than 1200 ft2. The area should include employment and commercial so that residents don't have to drive as much. The area should be well connected with public transit, bike and walking trails to reduce traffic congestion which is a big problem in Bend, and especially on Reed Market Road. Plenty of open space and parks should be maintained as

that is also important to livability. Habitat should be maintained for declining mule deer populations.

- Why are the trees and bushes that are removed being placed on the main hiking trail? Is that really necessary? There were several people on the trail today having to go around the tree piles and walk-in the thick dirt.
- That area has some of the best bitter brush habitat there is around, and with all the fires lately I would like to see a cooperative effort with the Sage Grouse initiative to save all the bitter brush seed possible.
- What is the city's plan to alleviate the added congestion this development will bring to Reed Market rd? The amount of cars traveling on this two lane road is significant and has grown worse over the last 5 years I have lived in the Larkspur neighborhood. The train is only a minor issue, it's actually the increase in car travel due to population growth. Turning onto Reed Market from Pauite Way and 9th street are currently dangerous and I anticipate this worsening with more houses at the end of Reed Market rd and the other new planned development east of 15th street. Please get back to me on what the city plans to do to prevent further congestion and accidents. I have had almost been in accidents on a few occasions when trying to merge onto Reed Market rd or when someone else has been merging. Also I would suggest that this new development have its own grocery market, a few small restaurants, and good walkability to lessen frequent trips out of the neighborhood that put more strain on the surrounding infrastructure, increase traffic, and increase gas emissions.
- Hi there! I've lived in every kind of place a person can. Giant coastal cities, mid-size cities, beach towns, ski towns, cul-de-sac suburbs, old neighborhoods in rapidly gentrifying cities, all of it. I know some things about good planning, and which choices miss the mark. I'm a parent, so my lens is pretty focused on that experience. Anyway, here are my thoughts, in no particular order: -Continuity of community is everything. If people don't stay, your neighborhood will fail. Aside from affordability, things that keep people are: -soundproofing in shared walls. Quiet buildings/row houses are more expensive to build, but hearing your neighbors is a dealbreaker -Natural light and views. Apartments with only one window don't keep residents. Rooftop terraces on everything. -child and elder accessibility. This looks like nice restaurants with playscapes, big, clean, accessible, PUBLIC, genderless restrooms with changing tables, auto-open buttons on every heavy door, places to sit down (no hostile architecture), no stairs without ramps, well lit, ice-free sidewalks -pedestrian scale. Setbacks that mandate front yards for single houses are terrible. Let people build a 6 ft. wall around their front yard, two feet out from the sidewalk. They get more private outdoor space, and your sidewalk will feel more intimate. (Please change this for existing neighborhoods too) -Carless streets. A system where kids can bike down a tree-shaded street to the library with townhouses and restaurants, and trucks and cars are in an alley grid that's separate is the best. -the commercial parts

should be as locally recognizable as possible. Austin built The Domain, and all the stores are national chains. It feels like living in a mall, because it is. Everyone hates it. Give local businesses grants for their build outs -4 season mixed use public space. A big fireplace in a pavilion, indoor playgrounds, libraries with event venues, etc. Thanks for reading!

- I don't understand why you are building on an old landfill next to a current landfill. Not only will leaching of heavy metals, and toxins get into the water but the air is filled with ammonium hydroxide from the current landfill. Building on old or near landfills has been proven to lead to illnesses such as asthma, respiratory issues, cancers, eye and skin irritations, along with a host of other problems. It's irresponsible for the city to develop this land and of course, they are making it 'affordable housing' putting the poor in a high risk situation.
<https://www.colorado.edu/center/2021/04/15/hidden-damage-landfills>
https://www.health.ny.gov/environmental/outdoors/air/landfill_gas.htm
<https://www.theguardian.com/us-news/2019/dec/11/gordon-plaza-louisiana-toxic-landfill-site>
- I support a plan that includes affordable housing, a grocery store and open spaces that preserve the unique character of the CO landscape you captured in your photos. This area has been used by many residents of SE Bend for walking, biking and enjoying, so it is difficult to handle having another area in our neighborhood clearcut, leveled and turned into cookie cutter housing (Reed Mkt and 15th). Please make every effort to preserve large trees and unique outcropping, caves etc. Think of benefits gained from Shevlin Park as you plan the future of the add'l land. I can envision a similar park in our SE to transition from urban to rural.
- I propose a new construction moratorium in the City of Bend and surrounding communities. The City of Bend at a time of climate change and severe drought warnings should not advocate for more development.
- As a runner and dog owner, I get pushed out further and further by the random growth patterns developed by the city. You have paved every path that I've enjoyed for the last 22 years here in SE Bend. Continuing to black top and cement all our surfaces will certainly reduce the absorption of potential ground water needed currently, and for years to come. I'm disappointed in you, Bend.
- Regarding proposed development of Stevens Rd. As a frequent user of Stevens road, I am pationate about preserving as much of the property for recreational use as possible. My hope is serious consideration is given to providing lanes for walking, hiking, biking and wandering. There are a number of wonderful trees, rock outcrops and caves contained on the property. I am not in favor of plans that provide nominal, postage stamp parcels for micro parks. If development is inevitable then my hope is that Ingres and egress be minimived on 27th street. I would hope a 200 yard perimeter be established surrounding both parcels that

are preserved for trails and wildlife corridors. Next, I would hope the success of large parks in Bend are celebrated and duplicated. Pine Nursery, Big Sky Park, Juniper Park, Drake Park and Shevlin Park are examples of the type of natural areas residents and visitors to Bend appreciate and respect. As Bend continues to expand, our opportunities for preserving large spaces is quickly disappearing. Stevens road should be developed in a way that celebrates what is unique about Central Oregon. Not in a way that mimics large metropolitan areas to maximize density. Please consider preserving large undeveloped corridors throughout both parcels.

- Why are we still building residential areas in Central Oregon??? We should have a building moratorium going on instead of continued building!! In case nobody has noticed, we are in a severe drought situation and it does not look to improve any time soon! We cannot even supply the farmers in Jefferson County with adequate water to water crops that not only feed livestock, but humans!! Farmers are going out of business because of the lack of water. Most of our reservoirs and lakes in Central Oregon are so low, they cannot be used. With all of these new residential areas, this will only exacerbate our water problem. There is a 6 month waiting list for people to get new wells dug. I just don't see how anyone can justify building new residential/commercial areas. Not only does it not make sense, it is just crazy!! Our Infrastructure is not designed to accommodate more people. Our road system is already a crowded mess and nothing to remedy this situation is in the near future. Please, do not continue to ruin Central Oregon!! We have a VERY SEVERE WATER PROBLEM, and adding to our population, will be so detrimental to Central Oregon. Please stop with the building until we have water in the reservoirs and roads that will accommodate the traffic we have now.
- There is too much development in Bend now, this land should stay undeveloped. The underground water cannot support this growth and this growth is having a negative impact on the general quality of life in Bend. No one has a "right" to live here.
- I would like to say that I think that the change to include this property in the urban growth boundary was a mistake. There should be at least 1/3 of the houses affordable, not less than 10%. The value of open space is why we have moved to Bend. It does not make sense to build houses when the roads will not handle the additional traffic. Reed Market is already a mess so all these new houses will certainly make things much worse. Planning ahead is what government should do. The city government is not thinking ahead.
- I know I cannot stop this project and that the east side of Bend will be sacrificed for your charity housing programs for the homeless and undesirables. But doing both the Bear Creek project and the Stevens project without major road improvements to Ward, Bear Creek, and especially 27th Street is absolutely using the same thoughtless, uncaring methodology as was used to update

Reed Market Rd. into a prettier 2 lane road, which has done virtually nothing to prepare our city for the future traffic just a short few years away. The city will continue to expand and grow, but the planners are not planning for vehicle growth. Whether gas or electric, people are not and will not give up their personal vehicles. PLEASE don't gridlock our community. We are talking about more than 4,000 additional vehicles in the area, and more daily trips than normal developments because so many will not be working. Think about it! One other thing; look at the history of every other township, city, or county on their successes in establishing low or no income housing. You are condemning the homeowners in the central eastern part of town by putting these, yes these types of people in an area of acreage homesteads and a rural atmosphere. My lifestyle will forever more be adversely effected by decisions to waste taxpayers money so you and a few other well to do people that won't be effected by this can feel good. Government needs to stay out of housing. Government cannot fix it, and 100 years of history proves that. But then again, you think your efforts will be different? Yea, right.

- It is great that affordable housing is the priority in Bend. The problem is infrastructure. This Stevens road area was always going to be part of a growth area for Bend. #1 roads Whoever thought up the California look for Reed Market needs to be fired! It is ascetically pretty, but it's practicality incredibly shows a lack of foresight! Right now Reed Market has so much traffic and long lines at the entrance to the circle on 15th and to get on 3rd St., it makes no sense to build anything near Stevens Rd.! # 2 We are in the middle of a drought. Lawns and golf courses should not be built in to housing plans! Existing houses and farmers should be our priority in Bend until the drought is over! Planning is essential, and poor planning seems to rule the day! #3 Natural beauty and the trees needs to take precedence over development of houses! Bend creates these false looks that make phony neighborhoods. Please do not forget why we moved here or why we stay here!
- It is premature to add Stevens Road Tract to Bend's UGB at present. The importance of this open space within a larger context needs to be evaluated first. Present traffic problems that this development would exacerbate should be fixed first, including those that will be created by the adjacent Stevens Ranch development. If the tract is annexed to Bend's UGB, twenty acres of affordable housing is not enough, especially in relation to the more than 93 acres of unaffordable single-family detached housing presently envisioned. We don't need any more unaffordable single-family subdivisions to bring in more people from outside Bend and raise everyone's cost of living. None of the land should be used to provide housing not affordable to a family earning \$100,000/ year, which at today's prices would mean small single-family homes perhaps less than 1200 ft². Of the three alternative scenarios shown, I favor #3. It has the least single-family detached housing and the largest park, although I don't support market-rate single-family detached housing. The entire area, including adjacent Stevens Ranch development, needs to be well connected with walking and bicycle paths.

We need for the majority of people who live in Stevens Road Tract to shop, work and play within Stevens Road Tract or else the added traffic congestion in the city and greenhouse gas emissions will be unacceptable. In addition to a no-action alternative, I propose an alternative with: 60 acres developed to mixed use multifamily-mixed income housing (including affordable)-mixed employment; 60 acres with middle housing/small lot; 5 acres commercial; 10 acres light industrial; and 60+ acres of open space and parks. I didn't see mixed-use described in the three city scenarios. The scope of scenarios or alternatives presented are too narrow and status quo. Additional alternatives such as the one I proposed are needed and then the public comment on them restarted.

- Please accept Central Oregon LandWatch's attached comment, following the third online open house for the Stevens Road Tract Concept Plan. Let me know if there are any issues with the attachment.
- I suggest a site be reserved in one of the two Stevens tract developments for a neighborhood library, perhaps next to a park.
- I attempted to take the survey and was not able to: the website stated the survey is closed, but it is still only 9:30 pm, April 17th. I prefer alternative 3 for the Stevens Rd. Tract. I also believe that as many mature trees as possible need to be preserved, especially the big ponderosas near 27th street. In addition, we need to preserve as much of the native vegetation as possible. Too much of our native habitat is being lost to development. I also implore the city to limit the night lighting as much as possible. This area has dark skies, and more development is going to ruin the dark skies. We must figure out how to develop land without adding more light pollution. Thank you for the opportunity to comment.
- When is the city going to put infrastructure and habitat protection into action. Our roads are clogged, and yet building huge developments as proposed on Stevens Road continue to be the norm.....and the city claims to be in favor of slowing climate change, but new developments mean clear-cutting the land. Trees keep temperatures controlled and sequester carbon. When will the actions of the city match their claims. Not to mention the noise pollution that is relentless, because of so much traffic. As a city we can choose quality over quantity \$\$\$\$\$. We the residents, winged,rooted and footed seek a healthy balance. Thank you and I hope there will be thoughtful consideration regarding a slow down to incessant building.
- I am totally opposed to the subdivision, as I believe there actually should be a building moratorium in Deschutes County. We are growing too big too fast and don't have the roads to convey traffic safely. We keep adding more and more people, but we are in a total drought situation. Our farmers to the north can't even plant crops because there is no water. What do you think all of these people moving in are going to do with our water supply? Our reservoirs are drying up and with the low water, it's bad for the fish habitat, And the other animals that rely on the water. We certainly don't have the deer herds that we

used to have, because people have encroached on their lands. I just wish all of this building would stop, let's settle down with what we have, build up our water supply and then see where we stand.

- At what point will you stop handing out building permits like candy? Even considering a development such as this demonstrates you possess no interest in the sustainability of the city of Bend. We already have a water shortage and our traffic infrastructure cannot handle the traffic at present without sitting at light after light, round about after round about. When will the mass population increase end, when Bend looks like Los Angeles and Portland? Each one of you who support this non-stop growth in support of your personal gain and power will pay a price.
- Why are these meetings virtual. My Business has been open to the public for the last 2 years through this pandemic. When you do meetings this way it makes a certain percentage of people feel like something is being pushed through without much public input. It's time to start having open door public meetings.
- My concern is definitely TRAFFIC! I'm wondering how many of you have seen the current congestion and traffic light gridlock on 27th St. And that's TODAY!! The proposed roundabouts WILL NOT be adequate to handle the thousands of additional car trips this development will create. 27th St MUST BE WIDENED!! Please don't make the same mistakes that were made on Reed Market, which was over capacity almost as soon as it was finished. I implore you to listen to the concerns being voiced by the people about TRAFFIC. Once again - 27th Street simply MUST BE MADE 2 LANES - THERE IS NO OTHER SOLUTION! Thank you
- MAPS SENT TO ME, MUST BE ABLE TO BE READ BY OLD-EYES. NAMES OF STREETS, ETCETERA MUST BE ABLE TO BE READ, BY ME, OTHERWISE DO NOT BOTHER YOURSELVES BY SENDING. THANK YOU FOR YOUR SERVICE, TO ME.
- Water.
- My concern is how are we going to resolve the transportation issue down Reed Market Road! With the current situation we have a traffic snarl every day, and the snarling happens more than twice a day! There is no good time to really travel this road as it is. The last time the street was uprooted took three years to finish! With the two projects to be completed off of Steven's Rd, we are looking at a logistical nightmare scenario! The infrastructure to handle this nightmare scenario is not in place before construction is planned! It is time to plan for city growth before it happens not after! We do not need ascetically California palatable streets! We need simple practicality on our streets. Please do infrastructure before you totally ruin why we live here!

- I am saddened & concerned. Rapid growth is NOT good. Bend's beauty & charm is threatened. Extra population, pollution from traffic, strain on infrastructure; ALL factors that will negatively affect our community, our homes. Money is absolutely the driving force & is NOT everything! Quality of life is what we saw in Bend. That is rapidly changing. So unfortunate!
- I live in Ponderosa Estates across 27th Street from the Stevens Tract. I am not in favor of turning this natural land into another housing project. With the serious drought conditions here; where is the additional water going to come from? I also fear the natural geologic features will be lost to "progress" yet again.
- Greetings Mr. Rankin,

DLCD is pleased to provide the attached comments for your Planning Commission hearing this evening. Please feel free to contact me with any questions.



Oregon

Kate Brown, Governor

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Community Services Division

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May 9, 2022

Brian Rankin, Long-Range Planning Manager
City of Bend Growth Management Division
709 NW Wall Street, Suite 102
Bend, OR, 97703
Sent by email to growthmanagement@bendoregon.gov

Subject: Stevens Road Tract Concept Plan

Dear Mr. Rankin,

Thank you for the opportunity to review and comment on Bend's Draft Concept for the Stevens Road Tract, a unique development opportunity provided by House Bill 3318 of the 2021 Oregon State Legislature.

We have reviewed the May 2, 2022 draft and agree with your findings of consistency with the Bill, as detailed within the appendices.

We appreciate the time allocated to local public involvement and the tabulation of public comments in your report. Two common themes amongst the commenting public are very clear: preservation and access to the natural environment and the development and maintenance of affordable housing. It is evident throughout your report the three scenarios developed for consideration are centered around these community values.

Balancing development pressures with resource protection is the cornerstone of the Oregon Land Use Program, and we can appreciate fully just how difficult that can be. We commend you for your efforts to explore options provided by this Bill and how they might assist your community in reaching its goals.

We would also note significant concerns highlighted by public around traffic congestion, transit, and ongoing drought. Bend's existing ordinances are strong in these areas, but we encourage you to use this unique opportunity to explore mechanisms for this particular development if such opportunities exist.

Thank you again for the opportunity to comment. We look forward to additional work with the City of Bend on this endeavor.

Sincerely,

Gordon Howard
Community Services Division Manager

cc: Dr. Brenda Bateman, Director DLCD

- The dust blowing from your mile high dirt mounds need to be addressed it is a health hazard as this use to be a dump. Also where do you plan to get water from a drought stricken town that does not have enough water to supply our farmers? Lastly 27th street can't support anymore traffic. You guys need to plan a better road system BEFORE these expansions are planned.
- Thank you for being thoughtful and intentional in developing this concept plan. Consultation with the tribes is especially fantastic. And the City's equity focus was obviously top of mind. Very well done, thank you!!
- Roadway infrastructure improvements should be required and completed before development construction. 10s of thousands of new Vehicle Daily Trips are being proposed.

Stevens Road Tract Concept Plan

APPENDIX C – Planning Context for the
Stevens Road Tract Concept Plan: Technical
Memorandum



CITY OF BEND

MEMO

**TO: STEVENS ROAD TRACT CONCEPT PLAN PMT AND
PROJECT FILE**

FROM: DAMIAN SYRNYK, SENIOR PLANNER

DATE: MARCH 22, 2022

**RE: PLANNING CONTEXT FOR THE STEVENS ROAD TRACT
CONCEPT PLAN**

Purpose

This technical memorandum outlines the planning context for the Stevens Road Concept Plan. This context examines the property itself, soils and natural habitat, as well as relationship to other planning work of the City and other local governments. It provides additional context for the consideration of infrastructure extension to the Stevens Road Tract, including water, sewer service, and transportation.

Planning Context

The Stevens Road Tract (SRT) is approximately 261 acres in size and located east of 27th Street, and south of Stevens Road. Its western property line abuts the TransCanada Natural Gas Transmission pipeline, which runs in a southwest to the northeast direction. The tract itself is characteristic of the juniper woodland east and southeast of Bend. The vegetation on the site includes Juniper trees, sagebrush and bitterbrush, with bunch grasses and surface rocks and rock outcrops. The SRT has not been developed, and shows no history of agricultural use that would include livestock grazing and fencing.

Almost of all of the SRT has been mapped within one soil mapping unit of the Natural Resource Conservation Service (NRS); Mapping Unit #59C, Gosney-Rock Outcrop-Deskamp Complex, 0 to 15% slopes¹. This complex is composed of 50 percent Gosney soil and similar inclusions, 25 percent Rock Outcrops, 20 percent Deskamp soils and similar inclusions, and 5 percent Contrasting Inclusions. The Contrasting Inclusions include Clovkamp soils in swales and soils that are very shallow to bed rock. The native vegetation found with this soil complex includes: western juniper, mountain big sagebrush, antelope bitterbrush, bluebunch wheatgrass, Idaho fescue; and needle-and-thread.

The SRT is within the Oregon High Desert, aka High Desert Plateau. a region of the U.S. state of Oregon located east of the Cascade Range and south of the Blue Mountains, in the central and eastern parts of the state². The High Desert of Oregon is located in the central and southeastern part of the state. It covers approximately 24,000 square miles (62,000 km²), extending approximately 200 miles (320 km) from central Oregon east to the Idaho border and 130 miles (210 km) from central Oregon south to the Nevada border. Most of the region is located in Crook, Deschutes, Harney, Lake, and Malheur counties.¹ The high desert is named as such for its generally high elevation, averaging about 4,000 feet (1,200 m) across the region. It is bordered by the eastern foothills of the Cascade Range to the west.

The SRT is neither adjacent to nor bisected by a lake, river, or stream. It does not have any irrigation facilities constructed on or adjacent to it.

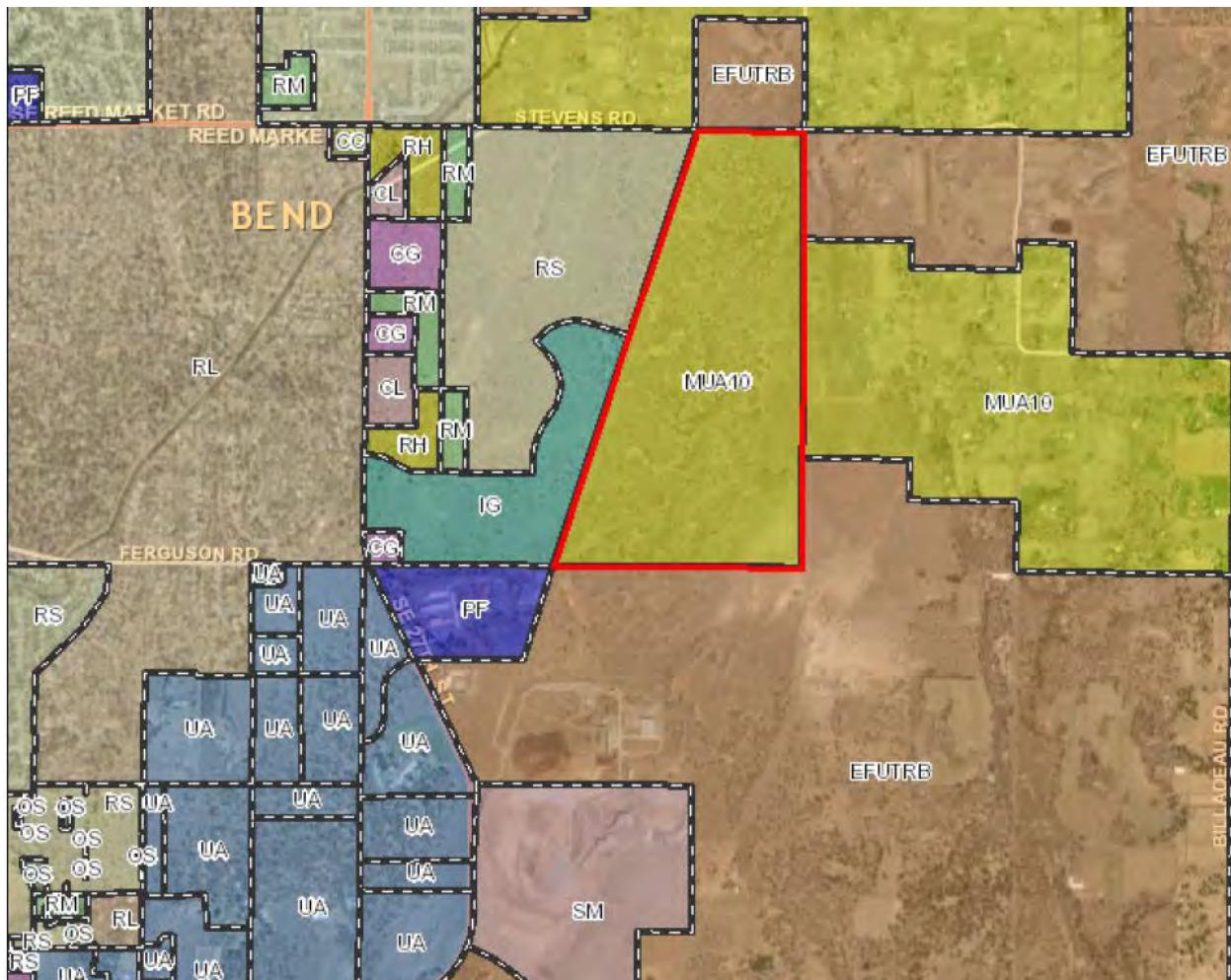
Existing and Planned Land Uses

The SRT abuts the Bend urban growth boundary (UGB) to the west. As indicated above, the TransCanada Natural Gas Pipeline abuts the sites western boundary, with Stevens Road abutting the sites northern boundary. This section describes the surrounding land uses and the applicable City or County plan designations and zoning.

¹ See Soil Survey of the Upper Deschutes River Area Oregon, including parts of Deschutes, Jefferson, and Klamath Counties. Natural Resource Conservation Service (1999), pp 80-81.

² See description of the Oregon High Desert - [https://en.wikipedia.org/wiki/High_Desert_\(Oregon\)](https://en.wikipedia.org/wiki/High_Desert_(Oregon)).

Figure 1: Zoning for SRT and surrounding area



Notes: The SRT is outlined in red. City zoning designations shown on the Stevens Ranch Master Plan property do not reflect the arrangement per the approved master plan (see below).

North

The area north of Stevens Road includes a number of rural residential parcels developed with homes and outbuildings. The County Comprehensive Plan designations in this area include Agriculture and Rural Residential Exception Area. Most of the area is zoned MUA10, Multiple Use Agricultural. One property approximately 38 acres in size and located at the northwest corner of Ward Road and Stevens Road is zoned Exclusive Farm Use-Tumalo/Redmond/Bend subzone. The area outside of the UGB includes properties from five to 40 acres in size. A Central Oregon Irrigation District (COID) Canal runs southwest to north east between properties inside and outside the UGB. The area north and west of the COID canal is inside the UGB, and has been developed with detached houses in the RS, Urban Standard Residential Zone.

West

The area west of the SRT consists of a 382-acre tract included in the Bend UGB in 2016 identified as the DSL Expansion Area. The DSL area was included in the UGB in 2016 to provide land for housing, employment, a school site, and land for parks. In addition, the plan designations for the DSL property included both commercial and industrial land, including a 50-acre large lot industrial site. The City adopted [policies](#) specific to the DSL Expansion Area to guide master planning for the entire property.

In September 2021, the Bend City Council approved the [Stevens Ranch Master Plan](#) for the former DSL Expansion Area. The adoption of the master plan included concurrent actions to adopt a Special Planned District for the Stevens Ranch Master Planned Development and annex the tract into the city limits of Bend.

Figure 2: Land Use Districts for the Stevens Ranch Master Plan



Note: For more information on the land uses and development standards for the Stevens Ranch Master Plan, please visit Bend Development Code (BDC) [Article XXIV](#), Stevens Ranch Master Plan.

The master plan includes:

- Housing. Approximately 237 acres of land for housing, with a capacity for 1,565 units
- Employment. 138 acres of land for employment, including 92.73 acres of industrial development, including 50 acres for a large lot industrial site. Approximately 46 acres of commercial land is designated that also has capacity for another 145 housing units.
- Open Space. The master plan includes 44 acres for parks and open spaces.

The [Stevens Ranch Master Planned Development](#) outlines the allowed land uses, development standards, and procedures for review of certain uses. The master plan relies on a number of existing City land use districts and includes land uses and regulations specific to the Master Planned Development.

South

The area due south of the SRT includes land owned by Deschutes County and consists of a 327-acre parcel that includes the Knott Landfill. The area due south of the SRT is undeveloped, and has similar topography and vegetation. This area is designated as Agriculture on the County's Comprehensive Plan map and zoned EFUTRB. The County land due south has been developed as the Knott Landfill, designated Surface Mining, and zoned for Surface Mining. No mining activity is taking place with the normal operations of the landfill. To the south and west of the SRT are a number of non-residential uses along 27th Street, south of Ferguson Rd, including the County's Road Department, Humane Society of Central Oregon, and Central Oregon Electric Cooperative.

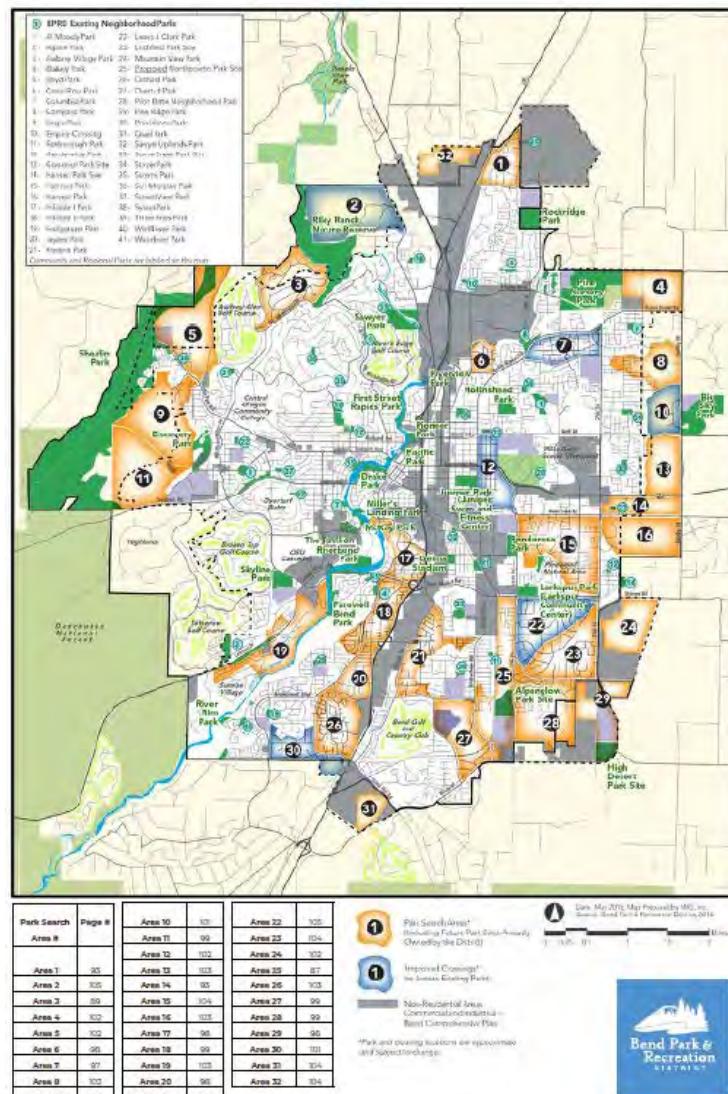
East

The area due east of the SRT includes a number of rural residential parcels south of Ward Road, and west of Ward/Larsen Road. The properties in this area are designated either Rural Residential Exception Area or Agriculture, and zoned accordingly. This area is approximately one-half mile in depth between the SRT's eastern boundary line and Ward/Larsen Road. The area does include some non-residential uses including Bend Community Farm and the Bend Kitty Lodge.

Parks and Open Spaces

The SRT is adjacent to the boundaries of the Bend Park and Recreation District. It is close to three (3) park search areas established by the Park District in its 2018 Comprehensive Plan. These areas are shown on "Map 10: Park Search Areas" and include the following:

Figure 3: Bend Park and Recreation District Map 10 – Park Search Areas



Source: 2018 Bend Park and Recreation District Comprehensive Plan

Area 16. This area is north of the SRT, and within the Bend UGB. The search area is approximately one-quarter mile to the north. The District's Comprehensive Plan indicates the District will work to acquire land and develop a neighborhood park, approximately 1.5-6 acres in size. In addition to typical neighborhood park amenities, other opportunities will be determined by community needs and a public input process

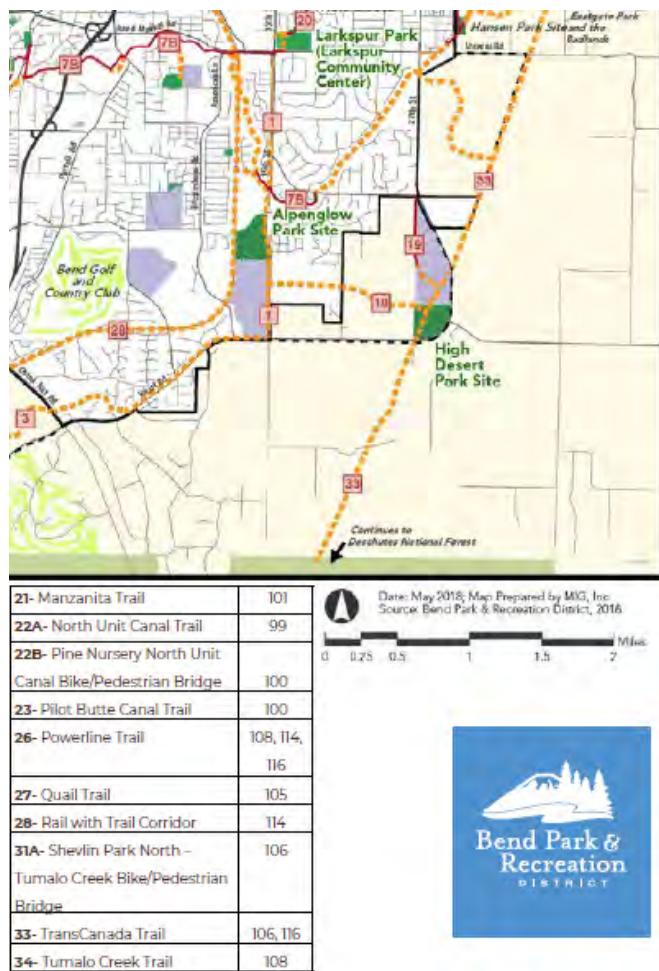
Area 24. This area is located on the Stevens Ranch Master Plan property. The master plan identifies approximately 37.4 acres for parks and open space. The District's Comprehensive Plan indicates the District will work to acquire land and develop a neighborhood park, approximately 1.5-6 acres in size. In addition to typical neighborhood park amenities, other opportunities will be determined by community needs and a public input process.

Area 29. This area is located south and west of the SRT and includes land within the Bend UGB. The District's Comprehensive Plan indicates a new community park on existing District property will be developed to meet future demand due to population growth. In addition to typical community park amenities, other opportunities will be determined by community needs and a public input process. The Comprehensive Plan further indicates this is a High priority and includes a planned project, which in this case is the development of the High Desert Community Park.

Trails

The Park District's 2018 Comprehensive Plan identified one trail corridor adjacent to the SRT. The Plan identifies Trail #33, the TransCanada Trail running in a southwest to northeast direction and parallel to the natural gas pipeline.

Figure 4: Map 11 – Bend Park and Recreation District Trails Plan



MAP 11: Trail Plan

Infrastructure and Utilities

Water

Potable water. The SRT is located within the service area of Avion Water Company, a private water utility that serves areas east of Bend. Avion has existing infrastructure near the SRT that includes an 18-inch line in 27th Street and a 20-inch line running southwest to northeast in the TransCanada Natural Gas right of way. The City reached out to Avion regarding water infrastructure needed to serve the proposed development and received the following feedback:

We would need a 1.5 million gallon day tank and booster plant for the tank. I have not heard back from the tank people yet but using 2017 numbers it looks like the cost would run anywhere from \$2,000 to \$2500 per residential equivalent which fits in with our SDC's. The only problem is that the tank would need to be built first which developers hate to do but there it is. Please remember this is not a cost per unit estimate, meaning you cannot change the population estimate and use the \$2000-\$2500 number for costs. In other words, this is the estimate for this population estimate only, different population, different unit cost. I will update you when I hear from the tank manufacturer³.

Irrigation Water. The SRT is also located within the boundaries of the Arnold Irrigation District (AID). The SRT itself is not irrigated, and has not AID infrastructure delivering water to the site. The closest AID infrastructure are the East Ward and Brandon canals approximately one-half mile east of the SRT's eastern boundary⁴.

Transportation

The SRT abuts Stevens Road along its northern boundary. Within the Bend UGB, Stevens Road is designated an Urban Arterial under the Bend Transportation System Plan (TSP). Outside of the UGB, Stevens Road is designated as a Rural Collector on the Deschutes County TSP Map. Pedestrian and bicycle infrastructure are not included in the specifications for a rural collector.

The Stevens Ranch Master Plan to the east includes planned extensions of Ferguson Road to the east to the SRT. Ferguson Road is an Urban Arterial Road under the City's TSP, and includes required sidewalks and bicycle lanes as an urban road. The Stevens Ranch Master Plan also proposes an extension of Wilderness Way, an urban local road, east through the Stevens Ranch Master Plan to its eastern boundary.

The City's TSP also shows another north-south collector through the Stevens Ranch Master Plan between Ferguson and Stevens Roads.

³ See February 17, 2022 email message from Jason Wick, Avion Water Company.

⁴ The Arnold Irrigation District map is available online at: <https://www.arnoldirrigationdistrict.com/district-map>.

Figure 5: City of Bend Functional Classification Map for roads serving SRT



Source: City of Bend Roadway Functional Classification Map

Note: Dashed red roads are Planned Arterials. Dashed blue lines are Planned Collectors.

Figure 6: City of Bend Bicycle Low Stress Network – Potential Extensions to SRT



Source: City of Bend Bicycle Low Stress Network Map

Notes: Low stress network shown in green. All routes shown here within Stevens Ranch Master Plan.

Low Stress Bicycle Network/Key Routes. The 2020 [Bend Transportation Plan](#) includes a Low Stress Bicycle Network (See Figure 6). The network is based on the Oregon Department of Transportation (ODOT) July 2018 [Level of Traffic Stress Analysis](#), that provided a best practices methodology for developing bikeways. The best practices report identifies four (4) levels of traffic stress for bicyclists, and recommends design elements based on the respective level. The City has included this work in a Low Stress Bicycle Network, and the Bend TSP includes a number of multi-modal projects for key walking and bicycling routes in the Bend UGB ([See Table 5-3b](#)).

Public Transportation. Cascades East Transit (CET) provides public transportation service to the City of Bend. Currently, the [existing routes](#) closest to the SRT are Route 5 (Wells Acres/Reed Market) and Route 6 (Reed Market/Wells Acres). CET's [2040 Transit Master Plan](#) includes planned developed of both mobility hubs and route expansions during the planning horizon. With respect to the SRT, the 2040 Mater Plan includes a planned Mobility Hub at the intersection of Reed Market Road, 27th Street, and Stevens Road ([See Table 17](#)).

Sewer

The City of Bend provides sanitary wastewater collection and treatment for the Bend UGB. In 2018, the City adopted the most recent [Collections System Public Facility Plan](#) that identified new projects for improvements to the existing sewer system and to provide wastewater collection to UGB Expansion Areas such as the West DSL property. The approved master plan for the Stevens Ranch Master Plan includes approved plans for the extension of sewer service throughout the Stevens Ranch property. A separate technical memorandum provides the recommendations on sewer extension to the Stevens Road Tract.

Stormwater

The retention of stormwater is regulated by Title 16 of the Bend City Code "Stormwater Management Design Standards and Post-Construction Maintenance Controls." All stormwater facility design must comply with the Central Oregon Stormwater Manual (COSM) and ensure stormwater is retained on-site. Any future development of the SRT will be regulated by BCC Title 16.

TransCanada Natural Gas Pipeline

With respect to the TransCanada pipeline, the following is excerpted from the Southeast Area Plan, Existing Conditions report⁵:

The TransCanada Natural Gas Pipeline is a high-pressure natural gas pipelines that extends between Kingsgate, British Columbia and Malin, Oregon, traversing a distance of 612 miles. A portion of the pipeline extends through the Southeast Expansion Area along an 83.75-foot land easement bisecting the High Desert Park Site. The pipelines that pass through the southeast corner of the Study Area consist of 36-inch and 42-inch diameter pipelines. TransCanada has specific design standards for roadways that cross the easement and TransCanada staff regularly work with engineers and developers on pipeline corridor and crossing agreements to ensure no adverse effects on the pipelines. The 83.75-foot land easement is demonstrated but not exact, so surveying prior to development will be required. TransCanada will cover the cost of surveying, with the exception of the cost of acquiring a Hydrovac excavation vehicle, which will be borne by a developer. It will be important to consider the location of the TransCanada pipeline and the design costs of crossing the easement when planning for future roads and development in the area.

Cascade Natural Gas

Cascade Natural Gas (CNG) holds the role of distributing natural gas to the City of Bend. Cascade Natural Gas has a regulator, odorizing, and gate station located on the Bend Bowmen Club property, located due south and west of the SRT, on Knott Road. Their land easement consists of a gated area surrounding these facilities. The CNG easement connects to the TransCanada pipeline and to Knott Road.

⁵ The Existing Conditions Report is available online at:
<https://www.bendoregon.gov/home/showpublisheddocument/40149/636827237455870000>.

Stevens Road Tract Concept Plan
APPENDIX D – Buildable Lands Inventory
(BLI) Memorandum



Stevens Road Tract Buildable Lands Inventory

PREPARED FOR: Project Management Team
COPY TO: Beth Goodman, ECONorthwest
PREPARED BY: Kyra Haggart and Joe Dills, APG
DATE: December 9, 2021

Introduction

The Stevens Road Tract Concept Plan area (Figure 1) encompasses 261 acres of land comprised of a single tax lot located southeast of Bend, outside the current Urban Growth Boundary (UGB) and City Limits. The area is bound by Stevens Road to the north and a County-owned property to the south. The Stevens Road Tract is currently zoned as 'Multiple Use Agricultural' under Deschutes County jurisdiction. Because the area is still outside Bend's UGB and City Limits, it does not have any local Comprehensive Plan or Zoning designations applied.

The Stevens Road Tract Concept Plan will lay the foundation for expanding the Bend UGB, future planning amendments to the Bend Comprehensive Plan, property sale, master planning, and eventual development of the site based on the requirements of House Bill 3318 (HB 3318). Later steps in this concept planning process will identify the future Comprehensive Plan and Zoning designations that will be applied once the property is brought into Bend's UGB.

This memorandum describes the methodology and results of the Buildable Lands Inventory (BLI) prepared for the City of Bend Stevens Road Tract Concept Plan (SRTCP). This BLI is an assessment and estimate of the net acres of developable land within the Stevens Road Tract after accounting for environmental and physical constraints. This BLI was conducted in coordination with similar planning efforts by Bend's Growth Management Department including: the citywide residential BLI; the Phase 1 Housing Capacity Analysis; and the employment analysis of the Bend Collection System Master Plan.

Figure 1. Project Area



STEVENS ROAD TRACT
CONCEPT PLAN
Project Area

11/8/2021



■ Stevens Road Concept Plan Area ■ Taxlots
■ City Limits ■ UGB Expansion Areas
■ Urban Growth Boundary (UGB)



Source Data

The BLI is based on data from the City of Bend, Deschutes County, and a land survey completed by Becon Civil Engineering in 2019 as part of a lot line adjustment. The data sets are listed below—not all the listed constraints are present on the Stevens Road Tract property.

- Tax lot data, including parcel ownership, land value, improvement value, and tax assessor property codes from Deschutes County
- The location of a TransCanada Natural Gas transmission pipeline easement
- Environmental constraints, including:
 - Local Wetland Inventory (LWI)
 - City of Bend Riparian Corridor Overlay
 - City of Bend Waterway Overlay Zone
 - River and Upland Areas of Special Interest (ASI)
 - FEMA Floodplain
 - Slopes greater than 25%
- Aerial imagery from the City of Bend (2019)

Methodology

The Stevens Road Tract is underdeveloped except for the underground natural gas transmission pipeline that runs along the western edge of the property and an electrical utility easement that runs north-south along the property's eastern edge. The following steps were completed using Esri ArcGIS Pro software in order to determine the amount of available buildable land available within the Stevens Road Tract after accounting for environmental and physical constraints.

Step 1: Identify Environmental and Physical Constraints

Identify potential environmental constraints:

- Wetlands
- Riparian Corridor Overlay Zone
- FEMA 100-year floodplain
- Slopes 25% and greater
- River or Upland “Area of Special Interest”
- The Waterway Overlay Zone
- Locations within 100 feet of the Deschutes River

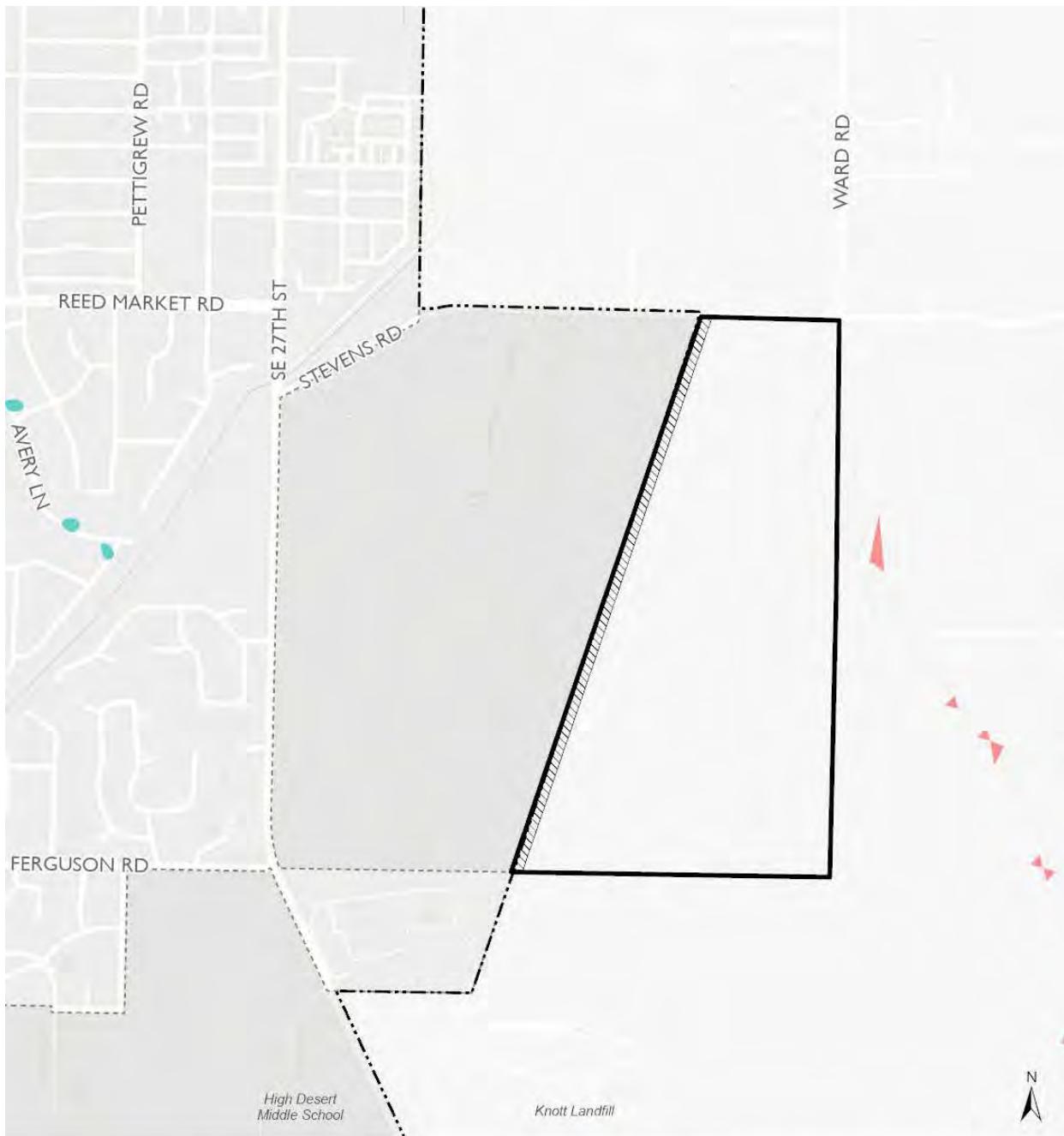
None of the above-listed environmental constraints were found to be present on the property.

Identify physical constraints:

- TransCanada Natural Gas Pipeline easement

For Step 1 of the BLI, the TransCanada Natural Gas Pipeline easement is the only physical constraint. It is deemed “constrained land” and the remainder of the property is deemed “unconstrained land” for purposes of the BLI. This pipeline easement accounts for approximately 13 acres of land (see Figure 2).

Figure 2. Environmental Constraints



**STEVENS ROAD TRACT
CONCEPT PLAN**
**Environmental
and Physical
Constraints**
12/8/2021

Prepared by:
Angelo Planning Group

TransCanada Natural Gas Pipeline Easement (100')	River Corridor Area of Special Interest
LWI Wetlands	Upland Area of Special Interest
Riparian Corridor Overlay	Stevens Road Tract Concept Plan Area
FEMA Floodplain	City Limits
Deschutes River 100' Buffer	Urban Growth Boundary
Waterway Overlay Zone	UGB Expansion Areas
Slopes 25% or greater	

0 0.05 0.1 0.2 Miles



Step 2: Assign Development Status

Consistent with other BLI efforts conducted by the City, “development status” rules are applied for the purpose of determining the vacant acreage and developed acreage for each tax lot. Although the Stevens Road Tract Concept Plan area is not yet within the UGB, the development status of the parcel will be important to defining its future development capacity. Except for the pipeline easement, the property is considered “vacant developable land” for the purposes of this analysis.

Step 3: Calculate Buildable Acreage

Step 3 accounts for the land needed to accommodate future public street right-of-way (ROW). For this analysis, 20% is assumed, consistent with other BLI analysis in Bend. Land for other public uses, such as parks, are considered “buildable” land for this analysis and will be address as part of scenarios prepared for the site. Land for storm water facilities is considered a typical part of site development and is not deducted here.

Summary of Buildable Land

After accounting for environmental and physical constraints, existing land uses, and future public ROW, the amount of net buildable land available for development in the Stevens Road Tract tax lot is 198 acres. Table 1 summarizes the estimate of buildable acreage of the Stevens Road Tract tax lot.

Table 1. Estimate of Buildable Land in the Stevens Road Tract

Total Gross Acres	261
Constrained Acres (pipeline easement)	13
Unconstrained Acres	248
Acres Set Aside for Future Public ROW (20% of the unconstrained acreage)	50
Net Buildable Acres	198

Stevens Road Tract Concept Plan

**APPENDIX E – Historic, Cultural, and Natural
Resources Technical Memorandum**



MEMO

CITY OF BEND

TO: STEVENS ROAD TRACT CONCEPT PLAN PMT AND PROJECT RECORD

FROM: DAMIAN SYRNYK, SENIOR PLANNER

DATE: MARCH 28, 2022

RE: STEVENS ROAD TRACT CONCEPT PLAN – HISTORIC, CULTURAL, AND NATURAL RESOURCES

Purpose

Section 9(1)(a) of HB 3318 requires that the final planning amendments adopted for the Stevens Road Tract (Tract) include “an inventory of significant historical artifacts, cultural sites, and natural resources.” This memorandum provides some historical context on the people who have lived in this area, draws on a number of sources to outline which resources have already been inventoried for the Tract, and identifies further work that will be required with the development of the master plan for the Tract.

Context¹

The Stevens Road Tract (TRACT) is part of a much larger area that was once occupied by the Wasco and Warm Springs Tribes. These tribes, along with the Paiutes, eventually formed the Confederated Tribes of Warm Springs (CTWS) in 1937. The Wasco bands originally lived along the Columbia River and focused on fishing and trade with other neighboring tribes. The Warm Springs bands also lived along the Columbia and its tributaries, but also moved between winter and summer villages. Contact between the Wascoes and the Warm Springs was frequent, despite speaking different languages (Chinookan and Sahaptin), and observing different customs.

¹ The Context provided here is drawn from the History of the Confederated Tribes of Warm Springs, available online at <https://warmsprings-nsn.gov/history>.



The Paiutes originally lived in southeastern Oregon, and spoke a Shoshonean dialect. Their lifestyle was different from the Wascoes and the Warm Springs in that they spent more time traveling across the high plains to hunt game; fishing and trading were not part of their culture. The Paiute Tribes began moving to join both the Wasco and Warm Springs tribes on the reservation starting in 1879. The Paiutes that eventually settled in Warm Springs were originally from areas in Lake, Harney, and Malheur counties.

New waves of immigrants from the east led to further population growth in the area. Between 1843 and 1852, approximately 17,000 immigrants had moved through the Dalles and the lands of the Wasco and Warm Springs bands. In 1855, Joel Palmer, the superintendent for the Oregon Territory, was directed by the United States to remove the tribes from these lands. To accomplish this, he negotiated a series of treaties ([See Treaty of 1855](#)) with the Wasco and the Warm Springs through which the tribes relinquished over 10 million acres of the land to the United States Government, while retaining the lands that are now known as the Warm Springs Reservation.

In addition to the Confederated Tribes of Warm Springs, the Klamath Tribes migrated through this area to reach the trading area along the Columbia River. The Klamath relied on the Klamath Trail to travel north to what was the Great Trade Center near the Dalles and Celilo Falls.

Past Inventory and Survey Work

Deschutes County. Staff reviewed the Statewide Planning [Goal 5](#) (Natural Resources, Scenic and Historic Areas, and Open Spaces) inventories in [Chapter 5](#) of Deschutes County's Comprehensive Plan, Supplemental Provisions. Staff also reviewed the Deschutes County's [Combining Zone Map](#) that identifies the combining zones that have been applied to property within Deschutes County to protect Goal 5 resources from conflicting uses.

Department of State Lands (DSL). With respect to cultural resources, Staff reviewed previous work by DSL to survey the Stevens Road Tract for cultural sites and artifacts.

Confederated Tribes of Warm Springs. In addition, city staff reached out to the Confederated Tribes of Warm Springs (CTWS) to obtain their input on archeological surveys completed for the Tract and for additional resources to review for this project². City staff met with representatives of CTWS on December 16th, 2021 and on February 10, 2022 to seek input on potential sources of information, and their input on previous survey work of the Tract.

² More information on the Confederated Tribes of Warm Springs is available online at <https://warmsprings-nsn.gov/>.

State Historic Preservation Office (SHPO). City staff conducted a meeting with SHPO on February 4th, 2022. The purpose of the meeting was to identify when City of Bend needs to start consulting with SHPO regarding the master planning of the Tract.

Cultural and Historic Resources

The County's Goal 5 inventory of Cultural and Historic Resources (See Section 5.9) has not identified any cultural or historic buildings/resources on the Tract. The closest historic buildings/cultural resources are the Agnes Mae Allen Sottong and Henry J. Sottong House and Barn (See No. 35) located roughly two miles to the south on Tekampe Road. The DSL has completed prior archeological surveys for the Tract and the DSL property included in the Bend urban growth boundary (UGB) in 2016. Attached to this memorandum is a January 11, 2022 "Cultural Review of DSL's Stevens Road Tract" prepared by Gary Curtis of DSL. DSL has conducted six (6) cultural resource surveys of the original Section 11, with the most recent survey of the Tract completed in 1996. The report does not indicate that either historic or cultural resources were identified by this or previous surveys. The CTWS recommended completing a new archeological survey given the age of the last survey (1996) and because the last survey did not cover the entire Tract.

Wildlife Habitat

Section 5.4 of the County's Comprehensive Plan includes the County's Goal 5 habitat inventories. There are no Goal 5 wildlife habitat sites specifically located on the Tract. The Tract is also not within a Goal 5 wildlife habitat combining zone. The closest wildlife habitat mapped is approximately two and a half miles due south and designated as "Deer Winter Range" on the Combining Zone Map.

Surface Mining

Section 5.8 of the County's Comprehensive Plan includes the County's inventory of Goal 5 mineral and aggregate resources. The inventory identifies specific sites of mineral and aggregate resource extraction. The County's Inventory does not include any sites that were so designated on the Tract. The County protects mineral and aggregate resource sites through the application of a Surface Mining Impact area (See Deschutes County Code Chapter 18.56), on property within one-half mile of a Goal 5 surface mine. The Tract is not within a Goal 5 surface mining impact area. However, the property's southern boundary abuts a Surface Mining Impact Area (SMIA) applied to property within one-half mile of Surface Mining Site No. 390, which is the Knott Landfill.

Water Resources

Section 5.3 of the County's Comprehensive Plan includes the County's Goal 5 inventory of water resources. The inventory includes significant rivers, streams, creeks, and bodies of water such as lakes. The Tract is not adjacent to or bisected by any of the inventoried Goal 5 water resources.

Open Space and Scenic Resources

Section 5.5 of the County's Comprehensive Plan includes the County's inventory of Open Spaces, Scenic Views, and Sites. There are no designated open spaces, scenic views or sites inventoried and designated on the Tract. It is due south and outside of the Landscape Management Combining Zone applied to property within one-quarter mile of Highway 20, which is designated a Landscape Management Corridor under the County's Comprehensive Plan.

Energy Resources

Section 5.6 of the County's Comprehensive Plan includes the inventory of Goal 5 Energy Resources. There are no inventoried hydroelectric or geothermal facilities located on the Tract.

Wilderness, Natural Areas, and Recreation

Section 5.7 of the County's Comprehensive Plan includes a Goal 5 inventory of wilderness areas, natural areas, and recreational trail resources. The Tract is not located within or adjacent to a Goal 5 wilderness area or natural area. The resource closest to the Tract is the Horse Ridge Research Natural Area located in T19S, R14 EWM, in Sections 15 and 22.

Recommended Next Steps

1. Arrange for an archeological survey of the Tract, consult with the CTWS and SHPO for their input on conduct, any identified artifacts, and recommendations on plan policies and development code language to protect artifacts and sites. This recommendation reflects the City's prioritization of the importance of Section 9(1)(a) of HB 3318.
2. Continue coordination with the CTWS due to the Tract being part of the lands ceded by the CTWS to the United States through the Treaty of 1855.
3. Consult with SHPO once the concept plan has been approved by DLCD so the City can begin coordinating with their staff on potential future activities that may trigger their review under state laws.

Cultural Review of DSL's Stevens Road Tract (Updated 1/11/22)

Parcel: Stevens Rd Tract County: Deschutes TRS / Tax Lot: 18S 12E 11/#1700/1800 LAS Parcel #: 36
GIS Acres: 640ac Class: ICR Zoning: MU / MUA-10 Elevation: 3700ft amsl

General Topo: The Stevens Rd Tract is a 640ac square section of land that is located near the center of Deschutes County, a couple of miles SE of Bend Oregon (section 11, T18S R12E). The parcel is relatively flat with rolling upland terrain, slopes of 1% to 3.5% and a general southerly aspect. Portions of this parcel were once part of a landfill that is now buried. Section 11 is bordered on the west by 27th street (a.k.a. Knott Road/Arnold Market Road) and on the north by Stevens Road. The NW corner of section 11 is located approximately 1.25 miles south of Highway 20 on Bend's east side

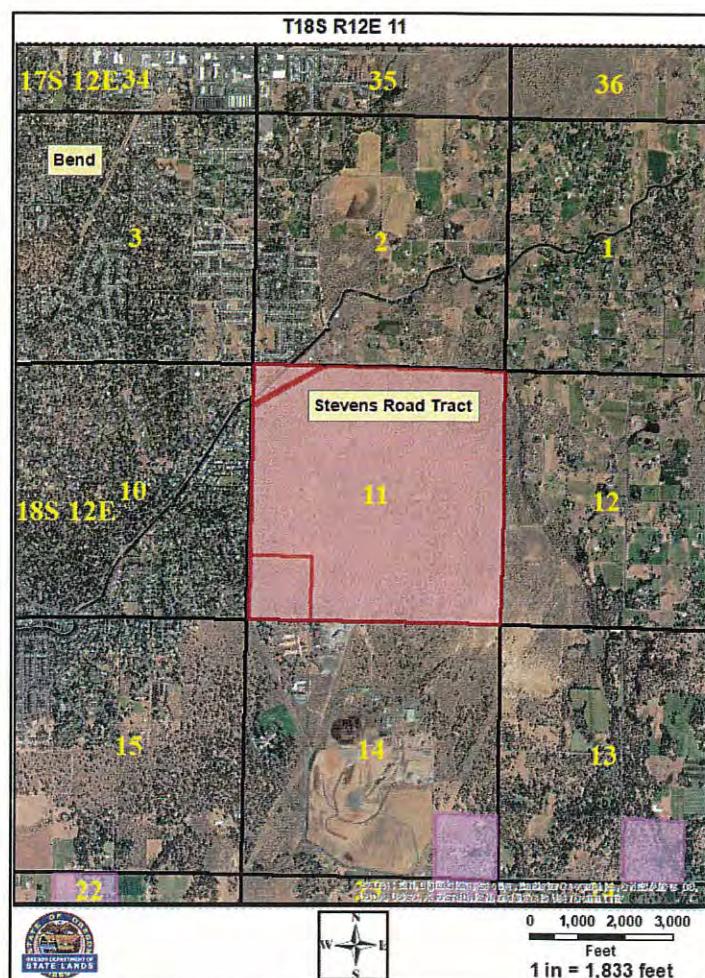
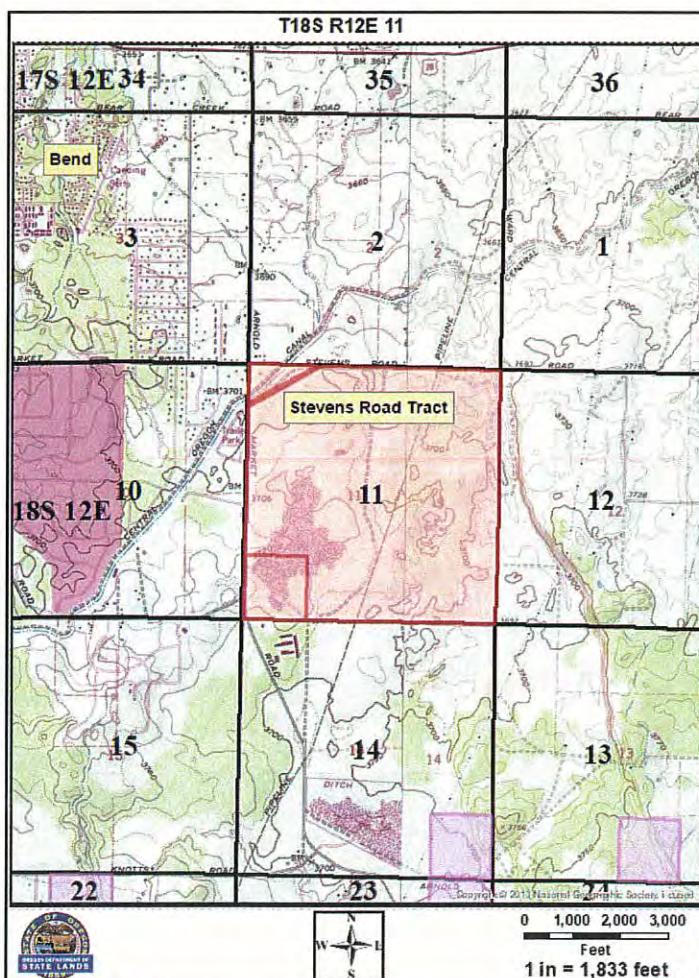
Water Source on / or nearby? There is no water on the Stevens Rd Tract. However, the parcel is approximately 2.70 miles E/SE of the Deschutes River, and several ephemeral streams and/or springs are located nearby.

Cultural Resources in Parcel? SHPO records indicate that there have been six (6) cultural resource surveys across portions of the Stevens Rd Tract between 1978 & 1996. As a result, two prehistoric flake isolates were identified in the parcels SE1/4 and a series of 8 lava-tube caves were identified in the parcels NW1/4 & SW1/4. Five of the 8 lava-tube caves have been tested archaeologically, 3 of which tested positive for minor cultural resources.

Probability of Additional Cultural Resources on Parcel: Based on previous surveys (6) and testing - **High**.

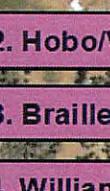
Cultural Resources & Surveys within 2 mi. of Parcel?: Isolates: **3** Sites: **22** Surveys: **25**

Comments: The lava tube caves cannot be injured, destroyed, buried or altered (ORS 358.905 & 97.740). It is strongly recommended that when the western & eastern halves of the Stevens Road tract are sold that the new owners are given SHPO Bulletin #1 *Archaeological Sites on Private Property* and that they develop an Inadvertent Discovery Plan (IDP) to protect cultural resources prior to development. The DSL archaeologist can assist the new owner(s) in developing an IDP.



Stevens Rd Tract Cultural Overview T18S R12E 11

Lava Tube Cave System



1. Stevens Rd Cave
2. Hobo/Vulture Cave
3. Braille Cave
4. Williams Cave
5. Three Pines Cave
6. Garbage Cave
7. Garbage Cave 2
8. Davenport Cave

Cultural Resource Surveys

- A. Raymond Gann ROW 05-02-78**
- B. Bend School Dist. #1 R & PP 05-13-81**
- C. In Lieu BLM Land Exchange 07-05-96**
- D. Avion Water ROW 05-12-89**
- E. Cent. OR Coop Powerline ROW 05-03-78**
- F. PGT/PG&E Pipeline Survey 1991**
- LTC. Lava Tube Caves**

Stevens Road Tract Concept Plan

APPENDIX F – Wildfire Considerations for
Stevens Road Tract Concept Plan: Technical
Memorandum



MEMO

CITY OF BEND

**TO: STEVENS ROAD TRACT CONCEPT PLAN PMT AND
PROJECT FILE**

FROM: DAMIAN SYRNYK, SENIOR PLANNER

DATE: MARCH 28, 2022

**RE: WILDFIRE CONSIDERATIONS FOR STEVENS ROAD
TRACT CONCEPT PLAN**

Purpose

This memorandum provides context, the regulatory framework, past planning efforts, and recommended best practices for the Stevens Road Tract Concept Plan to meet the requirements in HB 3318 regarding wildfire.

Background

Wildfire was included as a topic to address with planning and development requirements due to the history and impact of wildfire on the areas surrounding Bend. This was incorporated in Section 9(1)(d) of HB 3318. In order for the Department of Land Conservation and Development to approve planning amendments for the Stevens Road Tract, those amendments must include, among other things:

(d) Land use regulations that comply with applicable wildfire planning and development requirements, including requirements in regulations adopted to implement a statewide planning goal relating to natural disasters and hazards.

Several wildfire mitigation projects have determined the risk of wildfire is High or Extremely High around the City. This past work has included the SB 362 (1997) [Project Wildfire](#) work as well the Community Wildfire Protection Plans for areas of Deschutes County (2011 through 2016). The City recently adopted an updated Bend Addendum to the 2021 Deschutes County Natural Hazards Mitigation Plan. Past fire history includes



the [1996 Skeleton Fire](#), which burned over 18,000 acres south and east of Bend, and either damaged or destroyed 30 structures.

Regulatory Framework

The City considers the following to be applicable to developing wildfire-related land use regulations under Section 9(1)(d) of HB 3318: (1) Statewide Planning Goal 7, Areas Subject to Natural Hazards (OAR 660-0015-0000(7)), and; (2) SB 762 (Chapter 592, 2021 Oregon Laws)¹. Goal 7 and SB 762 provide a regulatory framework for ensuring the Concept Plan provides the foundation for a master plan and related plan amendments that satisfy (1)(d).

Statewide Planning Goal 7 (Goal 7) is “to protect people and property from natural hazards.” The goal requires local governments to adopt inventories, policies, and implementing measures to reduce risk to people and property from natural hazards. Under Goal 7, wildfire is one of these natural hazards. The goal relies on a framework that includes creating an inventory of areas subject to natural hazards, using this inventory and public engagement to identify means of reducing risk, and adopting comprehensive plan policies and land use regulations.

SB 762 was passed by the Legislature during the 2021 Legislative session. SB 762 is an omnibus wildfire bill; the legislation directs multiple state agencies to take actions to reduce the risk and mitigate the potential effects of wildfire. The bill requires the Department of Land Conservation and Development (DLCD) to submit a report to the Legislature by October 1, 2022, that outlines recommended changes to the land use program to implement SB 762. The Oregon Department of Forestry is currently engaged in work to develop a Statewide map of wildfire risk and a definition of a wildland urban interface (WUI) to inform future planning.

Recent Wildfire and Natural Hazard Planning

In addition to the regulatory framework, the City has also consulted past planning efforts aimed at identifying and proposing actions to reduce the risk of wildfire. These projects include (1) the Greater Bend Area Community Wildfire Protection Plan or CWPP (2016), and; (2) the Bend Addendum to the Deschutes County Natural Hazards Mitigation Plan (2021). The CWPP and the Bend Addendum assess wildfire risk, and outline potential actions to reduce the loss of life and property due to wildfire.

The Greater Bend Area Community Wildfire Protection Plan (CWPP) was developed in 2016. Attached to this memorandum ([See Attachment A](#)), is an assessment of wildfire risk and recommended mitigation actions for the area described as the Southeast. This same area includes the Stevens Road tract. The Bend Addendum to the 2021 Deschutes County NHMP (Addendum) identified wildfire as the number one ranked

¹ Several minor changes to the text of SB 762 are proposed through SB 1533, which is under consideration in the Oregon Legislature.

natural hazard, meaning this hazard had the highest total threat score considering history, vulnerability, maximum threat, and probability (See Attachment B: Page BA-18, Table BA-5 of the 2021 Bend Addendum). In addition to the risk assessment, the 2021 Bend Addendum identifies five (5) separate mitigation actions to address wildfire.

Best Practices for Wildfire Mitigation Rules.

City staff has consulted several resources to develop a list of best practices to include in wildfire mitigation regulations for the SRT. These sources include the following:

- Wildfire Protection Plan for the Discovery West Master Plan (2018)
- Wildfire Code Review: Preliminary Findings (2022), prepared by the Institute for Policy Research and Engagement (IPRE) at the University of Oregon
- Community Wildfire Safety through Regulation: A Best Practices Guide for Planners and Regulators (2013) National Fire Protection Association.

Based on staff's review of these sources, the following outline several broad categories of best practices to consider including in the land use regulations and comprehensive plan policies for the Stevens Road Tract:

1. Defensible Space. This includes fuels reduction, vegetation management, and identifying fire-resistant landscape materials.
2. Development pattern. These requirements could include larger setbacks between buildings and property lines around the edge of the Tract. In addition, regulations in this category could include access for firefighting equipment and vehicles, planned routes for evacuations, road signage, and access to water for fire suppression.
3. Construction materials. This category focuses on types of building materials used in the development. Potential examples include fire-resistant roofing materials, spark-arresters in chimneys, and fire-resistant materials for fences and decks.
4. Land uses. This category includes potential development regulations that are intended to keep certain land uses out of harm's way. Potential examples include limiting the allowed uses to those areas around the boundaries of the Tract that are not critical facilities, e.g. schools, medical offices, and can be developed in a fire-resistant manner, e.g. housing, open spaces, and trails. Limit these critical facilities to areas closer to evacuation routes and where they can be protected through firefighting operations.

Recommended Next Steps

1. Monitor the forthcoming rulemaking to implement SB 762, including the designation of the Wildland Urban Interface (WUI) adjacent to Bend's east side and requirements from other agencies, e.g. State Fire Marshal.
2. Coordinate with the Bend Fire Department and their ongoing work to develop a wildfire resiliency plan that includes hazard zone mapping and building and development code standards (See City Council's 2021-2023 Environment and Climate Goal and Strategy: Create Wildfire and Emergency Resiliency Plans that Acknowledge our Changing Climate).
3. Begin coordinating with Current Planning staff on developing potential suite of actions to include in land use regulations, such as those already proposed for Discovery West.

Attachments

- A. Assessment of wildfire risk for Southeast (2016 Greater Bend Area Community Wildfire Protection Plan).
- B. Page BA-18, including Table BA-5 from the 2021 Bend Addendum to the Deschutes County Natural Hazards Mitigation Plan.

Southeast

35,646 acres 1,520 structures 3,800 population

1. What is the likelihood of a fire occurring?

2016

Fire occurrence (per 1000 acres per 10 years)		
0 – 0 .1 (low)	5 points	20
0.1 – 1.1 (moderate)	10 points	(3.2)
1.1+ (high)	20 points	
Ignition Risk – Home Density (homes per 10 acres)		
0 - 0 .9 (rural)	0 points	0
1 – 5 (suburban)	5 points	(0.43)
5.1+ (urban)	10 points	
Ignition Risk – Other Factors Present		
< 1/3 present	0 points	10
1/3 – 2/3 present	5 points	
> 2/3 present	10 points	
Total points:	30	
Risk category rating:		
0 – 13 points = Low		
13 – 27 points = Moderate		
27 – 40 points = High		
Rating:	High	

Other factors: power lines or stations, logging, construction, debris burning, dispersed or developed camping, off-road vehicle use, flammables, fireworks, dry grass mowing, woodcutting, equipment use, target shooting, arson, cultural activities, highways, county or public access road, ranch or farm, lightning prone, dumping

2. Hazards

Southeast

2016

Weather Zone 3	40
Topography - Slope 0 – 25% 0 points 26 – 40% 3 points 41% + 5 points	0
Topography - Aspect N, NW, NE 0 points W, E 3 points S, SW, SE 5 points	5
Topography - Elevation 5001 feet + 0 points 3501 – 5000 feet 1 point 0 – 3500 feet 2 points	1
Vegetation (SB 360 definition) Non-forest 0 points HV 1 5 points HV 2 15 points HV 3 20 points	17
Crown Fire Potential Passive - Low 0 points Active – Moderate 5 points Independent – High 10 points	7
Total points:	70
Risk category rating: 0 – 9 points = Low 10 – 40 points = Moderate 41 – 60 points = High 61 – 80 points = Extreme	
	Rating: Extreme

HV 1 – produces flame lengths up to 5 feet with very little spotting, torching or crowning.

HV 2 – produces flame lengths 5-8 feet high with sporadic spotting, torching or crowning.

HV 3 – produces flame lengths over 8 feet with frequent spotting, torching and crowning.

3. Protection Capabilities

Southeast

2016

Fire response		
Organized structural response < 10 minutes	0 points	
Inside fire district, response > 10 minutes	8 points	
No structural protection, only wildland response	15 points	
No structural or wildland protection	36 points	
Community Preparedness		
Organized stakeholder group, community fire plan, phone tree, or mitigation efforts	0 points	1
Primarily agency efforts (mailings, FireFree, etc.)	2 points	
No efforts	4 points	
	Total points:	9
Protection Capability Category Rating:		
0 – 9 points = Low		
10 – 16 points = Moderate		
17 – 40 points = High		
	Rating:	Low

4. Values Protected: Human and economic

Homes (density per 10 acres)		
0.1 – 0.9 (rural)	2 points	2
1 – 5 (suburban)	15 points	(0.43)
5.1 + (urban)	30 points	
Community Infrastructure		
None	0 points	
One present	10 points	20
More than one present	20 points	
	Total points:	22
Values Protected Category Rating:		
0 – 15 points = Low		
16 – 30 points = Moderate		
31 – 50 points = High		
	Rating:	Moderate

Community infrastructure – Power substations and corridors, transportation corridors, municipal watersheds, water storage and distribution, fuel storage, health care facilities, landfills and waste treatment, schools, churches, community centers, and stores.

2016 Update:

- Due to the vegetation present the group agreed to give high points in that category.
- Many Firewise Communities have accomplished a significant amount of work in Greater Bend improving the Community Preparedness score.

Table BA-5 Hazard Analysis Matrix – City of Bend

Hazard	History	Vulnerability	Maximum		Total Threat Score	Hazard Rank
			Threat	Probability		
Wildfire	20	50	100	70	240	# 1
Winter Storm	20	50	90	70	230	# 2
Windstorm	20	25	80	70	195	# 3
Drought	20	15	70	70	175	# 4
Volcano	2	50	100	21	173	# 5
Earthquake (Cascadia)	2	40	100	7	149	# 6
Flood	16	25	50	56	147	# 7
Earthquake (Crustal)	2	25	80	7	114	# 8
Landslide	2	15	20	7	44	# 9

Source: City of Bend NHMP Steering Committee, 2021

Three chronic hazards (wildfire, winter storm, and windstorm) and one catastrophic hazard (Cascadia earthquake) rank as the top four hazard threats to the city (Top Tier). The volcano, drought, and flood hazards comprise the next three highest ranked hazards (Middle Tier), while crustal earthquake and landslide hazards comprise the lowest ranked hazards (Bottom Tier).

Table BA-6 categorizes the probability and vulnerability scores from the hazard analysis for the city and compares the results to the assessment completed by the Deschutes County NHMP Steering Committee (areas of differences are noted with **bold** text within the city ratings).

Table BA-6 Probability and Vulnerability Comparison

Hazard	Bend		County	
	Probability	Vulnerability	Probability	Vulnerability
Drought	High	Low	High	Low
Earthquake (Cascadia)	Low	High	Low	High
Earthquake (Crustal)	Low	Moderate	Low	Moderate
Flood	High	Moderate	High	Low
Landslide	Low	Low	Low	Low
Volcano	Low	High	Low	High
Wildfire	High	High	High	High
Windstorm	High	Moderate	High	High
Winter Storm	High	High	High	High

Source: City of Bend NHMP Steering Committee and Deschutes County NHMP Steering Committee, 2021

Drought

A drought is a period of drier than normal conditions that results in water-related problems. Drought occurs in virtually every climatic zone, but its characteristics vary significantly from one region to another. Drought is a temporary condition; it differs from aridity, which is restricted to low rainfall regions and is a permanent feature of climate. The extent of

Stevens Road Tract Concept Plan
APPENDIX G – Affordable Housing
Memorandum

DATE: January 25, 2022
TO: Angelo Planning Group (APG) and Bend City Staff
FROM: Erik Bagwell and Becky Hewitt, ECONorthwest
SUBJECT: Stevens Road Tract Concept Plan: Affordable Housing Memorandum

Background

The Stevens Road Tract encompasses 261 acres of property east of the Stevens Ranch Master Plan site and 27th Street. It is bound by Stevens Road to the north and the Stevens Ranch Master Plan site to the west. To the east, open space and a large rocky ridgeline separates this area from rural land and homes. To the south is a county landfill that is expected to close by 2029, with a recycling transfer station remaining on site.

The Stevens Road Tract Concept Plan will set conceptual planning guidance for future development on the property. The plan will establish the foundation for expanding the Bend Urban Growth Boundary (UCB), future planning amendments in the Bend Comprehensive Plan, property sale, master plan work, and eventual development of the site based on the requirements of the 2021 House Bill 3318 (HB 3318). Development of the property is subject to future agreements and intergovernmental coordination between the City of Bend, Department of State Lands, and Department of Land Conservation and Development.

HB 3318 sets planning requirements for the development of this property. Relevant to this memorandum, HB 3318 requires certain amounts of land in the Stevens Road Tract to be dedicated for affordable housing. Specific details of these requirements are addressed later in this memorandum.

Financing Affordable Housing

Developing new housing that is affordable for households earning less than 60 percent of area median income (AMI) nearly always requires public subsidy. The private market can sometimes deliver new housing affordable at 80 percent of AMI, but generally only in low-cost areas and/or with incentives. This section describes the most likely funding/financing programs to support affordable housing development on the site because ensuring that there is a realistic mechanism to fund the affordable housing and aligning plans and policies to fit with the priorities and requirements of these programs will ensure the required affordable housing can be built.

Low Income Housing Tax Credit (LIHTC) program

The primary tool in the United States for developing and preserving affordable housing is the Low-Income Housing Tax Credit (LIHTC) program. This program enables the funding of affordable housing through raising equity to contribute to a project in exchange for federal tax credits. The program requires that all units benefiting from the equity investment restrict rents to an average of 60% AMI across the entire development. Rent is then set based on 30% of the

household's income. In Bend, 60% AMI is equal to approximately \$48,000 in annual income.¹ A social worker, nursing assistant, recreation worker, photographer, or a retail sales associate, depending on the household size, would all qualify for a unit in a LIHTC development.

Under LIHTC there are two equity programs. The differences in program priorities and funding amounts affect how they could apply to affordable housing development on the Stevens Road Tract.

LIHTC 9% Program

LIHTC 9% tax credits are highly competitive and are generally reserved for projects providing housing for the lowest income households or other priority groups. They are allocated by the State Housing Agency—Oregon Home and Community Services (OHCS)—and subject to an annual volume cap set by the U.S. Congress. In Oregon, these credits are reserved for OHCS priorities such as Permanent Supportive Housing (PSH), housing that targets specific special needs populations, or housing projects located in high opportunity areas (i.e., proximity to high job concentrated centers, well-performing schools, or that have a higher income rate than comparable census tracts). The 9% LIHTC equity funds approximately 70% of a project's total development cost.

LIHTC 4% Program

The 4% LIHTC program provides tax credits to construct, rehabilitate, or acquire and rehabilitate qualified low-income rental housing usually through the issuance of tax-exempt bonds. In Oregon, OHCS currently issues these credits in two ways: through a competitive Notice of Funds Availability (NOFA) process; or through a non-competitive application process. However, given the increase in demand for the 4% credits, the program is becoming more competitive, and the State is adjusting its process accordingly.² An award of 4% LIHTCs covers approximately 30% of a project's development or rehabilitation cost, requiring several other sources of financing to make a project financially feasible.

Deed-restricted affordable housing

Rentals

Beyond LIHTC, cities and other jurisdictions often leverage land or other resources to incentivize developers to provide set-asides of deed-restricted affordable housing units to households earning below the median income. In some cases, deed-restricted units are produced as part of a market-rate development whereby the developer is incentivized or required through land conveyance to provide a portion of deed-restricted affordable units as part of a larger development. This is often achieved through a combination of tax exemptions or abatements, below market price land sale or ground leases, or allowing variances to the local zoning code to reduce costs, such as reduced on-site parking requirements. A deed restriction

¹ <https://www.bendoregon.gov/government/departments/economic-development/affordable-housing-program/developer-resources>

² <https://housingoregon.org/ohcs-survey-to-help-plan-future-changes-to-4-lihtc-program>

can apply to both rental and homeownership projects. However, the incentive structure differs between rental and homeownership projects.

Homeownership

There are at least two recognized models that are typically used to deliver lower-cost homeownership affordable housing. Habitat for Humanity is one of the most well-known. Their model is focused on detached single-family homeownership in areas with low land costs or restrictive zoning that limits options for attached housing and attached single-family homeownership (townhouses) in areas with high land costs and suitable zoning regulations. They generally require the participation of the prospective homeowner in the construction process. Habitat for Humanity's units are often deed-restricted to limit the sale price of the unit to ensure the unit remains affordable. The other homeownership model involves a Community Land Trust (CLT). These are mission-driven nonprofits focused on providing affordable housing and managing the land to ensure long-term affordability. CLTs develop homeownership units by leveraging local and State resources to finance the construction of units and manage the for-sale process with prospective buyers. These units are typically deed-restricted to limit the sale price to maintain affordability.

Local policies that support affordable housing

The City of Bend has some financial tools that can assist in incentivizing affordable housing and influencing financial feasibility.

- **Affordable Housing Fund.** The City of Bend levies a Construction Excise Tax on the value of building permits that goes towards supporting the development of affordable housing. Currently, the fund is used to acquire land for deed-restricted affordable housing, develop the land, construct homes, or rehabilitate homes.
- **Community Development Block Grants (CDBGs).** Each year the City of Bend allocates some of its CDBG funds to affordable housing projects being developed by nonprofit affordable housing providers.
- **City Surplus Property.** Bend routinely sells or conveys some of its excess land holdings to affordable housing providers.
- **Low-Income Rental Property Tax Exemptions.** The City awards a 20-year renewable property tax exemption to qualifying affordable rental housing projects.
- **System Development Charge Exemptions.** All City system development charges (SDCs) are exempted for deed-restricted units at or below 80% of AMI. (Parks SDCs charged by Bend Parks and Recreation District are not exempted.)

Siting Considerations for Affordable Housing

Many factors can influence the siting of a LIHTC affordable housing development. One of the primary factors is whether the prospective development will meet the daily needs of residents.

One fundamental criterion for the siting of affordable housing is to acknowledge that lower-income households have the same basic needs and demands for their housing as market-rate residents. Their housing costs need to fit within their budget leaving enough income to cover food, transportation, and other necessary expenses. Lower-income households who reside in areas where there is a lack of transportation alternatives must spend between 17 and 22 percent of their income on personal vehicles, a higher percentage of their income than moderate- and upper-income households.³ Therefore, the geographic location of any affordable housing development plays an important role to alleviate some of these non-housing expenses by providing accessibility to each residents' daily needs.

As is the case with market-rate housing, affordable housing residents want short commutes, proximity to grocery stores, shopping opportunities, entertainment, parks, recreation, childcare facilities, and quality schools. To provide accessibility to this array of goods and services, the affordable housing in the Stevens Road Tract should be located near reliable public transportation. This will allow residents to access the commercial and business districts of Bend and to reduce the expense on low-income families of having to rely on personal vehicles for all their transportation needs. It should also be integrated with or proximate to commercial uses within the development so that the goods, services, and amenities are close enough to residents to allow them to access these daily needs using alternative forms of transportation to automobiles, such as walking or biking. Housing density and a mix of housing types ranging from multifamily apartments to townhomes and single-family development can support the commercial business activity that will make the area more accessible and walkable, as discussed in the Market Assessment.

Form and Scale Considerations for Affordable Housing

Multifamily

Most of the affordable housing developed through the LIHTC program is multifamily rental housing. The density and construction type for affordable apartments tend to align with most of the apartment development in the same area. Most affordable housing in Bend is wood-frame construction, featuring heights between two and four stories. The form can range from stand-alone apartment buildings and multi-building garden-style apartments to townhome-style units.

In Bend, multifamily affordable housing has typically been developed on sites ranging from 1 to 5 acres with unit counts ranging between 50 and 200. The largest multifamily affordable housing development in Bend to date is on an 8.1-acre site and will provide 240 units to households earning up to 60% AMI. Larger projects within the wood frame construction type typically provide better efficiency (i.e., more units equal more income to the project).

³ The High Cost of Transportation in the United States. Institute for Transportation & Development Policy, 2019. Available here: <https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/>

To produce housing, LIHTC developers need to achieve sufficient density to justify pursuing a project and to satisfy HUD and State requirements. The density of an affordable housing development should provide enough income to support any debt on the project while limiting costs and attracting other public financing sources to make the project financially viable. Therefore, on 4% LIHTC projects, developers typically need to achieve a unit count close to or above 100 units. As a result, the LIHTC program traditionally has not produced much housing variety, outside of garden-style apartments or two-to four-story apartment buildings with on-site surface parking.

With the 9% LIHTC program and some other state funding programs, developments may be smaller (roughly 30 to 100 units) and sometimes take the form of cottage cluster or townhouse-style rentals, though many are garden-style apartments.

Most of the multifamily affordable housing developed in Bend in recent years has been built at between 20 and 30 units per acre. Most of these developments were on infill sites and were not part of any mixed-use development. Each project was required per local zoning to provide on-site parking and open space. In the Steven's Road Tract, it is possible that a higher density could be achieved. Since new master-planned communities are often mixed-use and require the development of public space such as parks, the Steven's Road Tract could create an opportunity to share parking facilities across uses or limit the open space requirements on each new housing development to reduce the costs on affordable housing development, which would help to make affordable housing more financially feasible. Additionally, assistance to cover infrastructure improvement costs associated with the property designated for affordable housing would help to make affordable housing more financially viable.

Townhouses and other "Middle Housing"

Affordable townhouses are common for affordable homeownership developments (e.g., Habitat for Humanity) in higher-cost areas when they are allowed by zoning. More recently, as the City has adopted a cottage code enabling the development of smaller detached homes, Bend has started to see more of this housing type used for affordable housing. Cottage clusters can be built for ownership or rental housing, but for affordable housing, they have more commonly been built as rentals to date. New rules allowing development and land division for duplexes, triplexes, and quadplexes will likely make these housing types common for affordable homeownership housing going forward as well.

The City's recently adopted middle housing regulations allow townhouses, duplexes, triplexes, and quadplexes at densities up to about 40 units per acre, though most middle housing development is likely to achieve lower densities (e.g., 20-25 units per acre) due to setbacks and other requirements.

Single-family detached

Single-family homes are a common form of affordable homeownership development in low-cost areas where there are few other housing options, but in higher-cost areas, the subsidy required per unit makes it difficult to build single-family detached affordable housing.

If single-family detached affordable housing is built in the Steven's Road Tract, it would likely be at the highest density allowed by zoning for detached homes in order to limit land costs per unit.

Meeting the HB 3318 Affordable Housing Requirements

As the City of Bend pursues design, infrastructure, housing type variety, and affordability goals as part of the Steven's Road Tract master planning process, it must consider some of the trade-offs and incentives that will make affordable housing development successful. The following guidance is intended to inform master plan scenarios that explore the trade-offs and opportunities associated with developing affordable housing in the Stevens Road Tract while satisfying HB 3318.

HB 3318 requires the following acreages, income levels, and priorities for affordable housing:

Part	Acreage (min)	Income Level	Other requirements / provisions
A	12 net acres	60% AMI	Income averaging up to an average of 60% AMI consistent with state and federal LIHTC requirements allowed
B	6 net acres	80% AMI	Must give priority (if legally possible) to households where at least one person is employed by an education provider
C	2 net acres	80% of units at 80% of AMI	At least 1 net acre must give priority (if legally possible) to households where at least one person is employed by an education provider

The following sections provide considerations for approaching affordable housing development to satisfy HB 3318.

A: Twelve acres at 60% AMI or less

The lowest-income units are likely to be in multifamily family apartments partially financed through the LIHTC program. As noted above, LIHTC is the main source (often the only source) of equity to produce low-and extremely low-income units in Oregon. While it is possible that a portion of the 12 acres may obtain a 9% LIHTC award, it is highly unlikely that all 12 acres would qualify for a 9% LIHTC award. The 9% LIHTC program is highly competitive, with OHCS only allocating these credits to less than 20 projects statewide each year. The awards often go to projects that meet a variety of State goals and score high on the Qualified Allocation Plan (QAP). If one were to be funded in this area, it might be on two to four acres given that 9% LIHTC projects tend to be smaller than those using the 4% tax credit. Based on scoring factors in the competitive award process for 9% LIHTC credits, it is more likely that a 9% LIHTC project would be built last after the area has been largely developed in order to get the high walkability scores and meet the employment and amenity access criteria needed to receive an award.

It is more likely that affordable housing development would utilize the 4% LIHTC program. Even though 4% LIHTC credit projects tend to be larger, a 12-acre project is unlikely. Instead, the 12 acres will likely be broken into two to three projects that are phased over time in increments of 4 to 6 acres each. This ensures that the projects do not compete against each other

for LIHTC funding and makes it more likely that the City will be able to help close the financing gaps associated with LIHTC affordable housing development.

The City can play an important role in making LIHTC development more viable in several ways:

- Nearly all 4% LIHTC projects require other funding sources to make development possible, and the growing cost of construction means that State and local governments must play a larger role in funding to make development financially feasible. The City's financial incentives and local funding can help fill funding gaps for these projects.
- Parking is a major hurdle for LIHTC developers. Fortunately, in Bend, a parking reduction from 1.5 stalls per unit to 1 stall per unit is provided for multifamily units restricted to 60% AMI or less, though this may still be higher than needed. Excessive parking requirements particularly impact LIHTC development because, unlike market-rate multifamily development, LIHTC projects are not allowed to charge tenants for parking unless the parking is developed separately from the LIHTC development. This means that parking adds cost to the development but does not increase the revenues, increasing funding gaps. On-site surface parking lots are the cheapest form of parking but take land away from housing, limiting the potential density and amount of housing that will fit on a given site. Parking reductions and shared parking opportunities across uses and facilities can reduce parking's impact on the cost to build affordable housing and the number of units that can be built on the 12 acres.

B: Six Acres at 80% AMI or Less, with Priority to Educators

Delivering Housing Affordable at 80% of AMI

Providing housing at 80% AMI is typically quite challenging. Middle-income units usually lack adequate subsidy programs to deliver housing to this AMI. There are several potential options for this land, but all have challenges:

- The LIHTC program allows for income averaging, which can enable some units at 80% AMI, provided that the entire project averages 60% AMI. This means that some units may be leased at 80% AMI, but then other units would need to be reserved for very low-income households at 40% AMI. This means that the six acres at 80% of AMI could be provided through an additional LIHTC project. However, the requirement that units on six acres be made available to households in which at least one member is employed by an education provider may create issues with fair housing law. Staff expects this option to be the most viable.
- The City can provide the land for little or no cost and offers SDC exemptions for this income level. It could also provide some local funding. However, staff does not anticipate that City resources alone would be enough to make a six-acre project financially feasible at 80% of AMI.
- The State could theoretically require the market-rate portion of the development to deliver a reasonable quantity and density of deed-restricted units equivalent to six acres

as a condition of the land sale for the private development rather than providing the six acres to the City. However, based on the way HB 3318 is written and the way that the land transactions are anticipated to occur, this is not likely to be an option.

Prioritizing Educators

Since the sale proceeds of the market rate land portion of Stevens Road Tract will go directly to the State Common School Fund, land designated for affordable housing development reduces revenue to the fund. However, the acres designated by HB 3318 to be made available to households earning 80% AMI in which at least one person is employed by an education provider are intended to provide a different benefit to public schools.

This requirement could create a legal challenge under fair housing law: housing preference policies can be challenged in court if they have a disparate impact based on race, color, national origin, religion, sex, familial status, source of income, and disability. For example, if the preference policy gives a group with a lower percentage of minorities than the community at large priority for housing, this can be considered a disparate impact.⁴ Thus, careful attention to fair housing considerations will be required in implementing this requirement.

The other challenge is whether enough applicants employed by education providers would apply or income qualify to be able to lease the units. Typically, when leasing to priority groups, an application window is allowed to give the priority group the first opportunity to apply or be selected first out of a larger pool of applicants based on their employer. Once that period ends other applicants would then be allowed to lease units. It would be easier to implement to ensure flexibility on leasing units if leasing priority were granted to those employed by education providers across some or all affordable housing projects in the Stevens Road Tract if this can be done in a way that is consistent with fair housing law.

C: Two acres with 80% of Units at 80% AMI or less, with Priority to Educators on one Acre

Delivering Housing with 80% of Units at 80% AMI or Less

As noted above, delivering housing affordable at 80% of AMI can be a challenge. The specific requirements for this section of the bill were designed based on an affordable homeownership model used by a local community land trust, in which one in five units is available to households earning up to 120% of AMI and the remainder are restricted to households earning up to 80% of AMI. While a rental model may be possible, it is unlikely given available financing models. Instead, this acreage is assumed to be delivered as deed-restricted affordable homeownership. Market-rate developers would be unlikely to take on this type of development, given the challenges associated with delivering and maintaining affordable homeownership (e.g., determining whether a household can both income qualify and be approved for a mortgage while providing an adequate down payment to purchase the home,

⁴ "Fair Housing Implications of "Essential Workforce" Housing," John Relman Esq. & Reed Colfax Esq., <https://www.relmanlaw.com/assets/html/documents/Fair-Housing-Implications-of-%E2%80%9CEssential-Workforce%E2%80%9D-Housing.pdf>

and determining how much to restrict the resale price so that other 80% AMI households can purchase the home in the future). Nevertheless, public funding for the development of homeownership units may be limited and a CLT may also find it challenging to leverage non-public funds to construct these units.

Prioritizing Educators

Many of the same considerations apply for prioritizing educators for affordable homeownership opportunities as discussed above for the 80% AMI affordable housing.

Implications for Scenarios

For purposes of evaluating scenarios, the affordable housing component should include the following assumptions:

- The 12 acres at 60% of AMI will be mostly or entirely multifamily apartments built through the 4% LIHTC program, but density could vary based on parking requirements, need for on-site open space, and available gap financing. A small portion of the 12 acres at 60% of AMI (e.g., 2-4 acres) could possibly be built with a middle housing form, though this is not the most likely outcome.
- The 6 acres at 80% of AMI will most likely also be multifamily apartments funded through LIHTC. The same considerations related to density, parking, on-site open space, and gap financing apply to these acres as well as the 12 acres at 60% of AMI. Even if the source of funding/subsidy changes, multifamily rental housing is still the most likely form for this housing.
- The 2 acres with 80% of units at 80% of AMI will likely be affordable homeownership as small, detached homes or middle housing types delivered by a community land trust.

Stevens Road Tract Concept Plan
APPENDIX H – Employment Lands
Memorandum

DATE: January 28, 2022
TO: Joe Dills, Angelo Planning Group
FROM: Beth Goodman and Margaret Raimann, ECONorthwest
SUBJECT: Bend Stevens Road Tract Concept Plan: Employment Land Assumptions

Summary of Key Findings

Below is a high-level summary of the key findings of potential development of employment lands within the Stevens Road Tract area.

- Development of **industrial uses** are likely to be predominantly light manufacturing and other light industrial uses, as well as some mixed employment with some office users in flex spaces. These uses may include small-scale manufacturing or distribution, showrooms, and other light industrial users that may also need office space (i.e., flex space). The sizes of sites for industrial land in the Tract should allow small sites (2 to 5 acres) to medium-sized sites (5 to 25 acres) based on statewide trends in demand for light industrial land, recent market trends for industrial land in Bend, and opportunities for larger lot industrial development in nearby areas (e.g., Stevens Ranch).

The Stevens Road Tract may accommodate 38 acres of industrial land (the identified deficit of industrial land for the entirety of Bend) over long-term growth of southeast Bend but a smaller amount of industrial land (10-20 acres) may be more reasonable given the limitations and opportunities described in this memorandum. If industrial development grows as fast as is forecast in the adopted EOA, then Bend may need more industrial land in the southeast part of the City, such as the City's estimated 38-acre deficit of land. Bend may have less demand for industrial land if industrial employment grows slower than in the adopted EOA or existing industrial land use intensifies or redevelopment occurs. Given these uncertainties and the limitations for industrial development described in this memorandum, it may be more reasonable to assume a smaller amount of industrial development (10-20 acres) for the Stevens Road Tract.

Within the Tract, industrial land should be located near other existing or planned industrial uses outside of the area, such as adjacent to the planned industrial land in the Stevens Ranch Master Plan, industrial-compatible uses near the site (e.g., County Road Department facilities and undeveloped County land north of Knott Landfill), and avoid conflicts with residential uses. Other considerations for where industrial land should be located within the tract include the presence of facilities outside of the study area that are compatible with industrial uses, such as the County's road facilities and undeveloped County land north of the Knott Landfill. In addition, industrial land in the Tract should have direct access to major roads planned within the Tract.

- Development of **commercial uses** are likely to be predominantly locally-serving commercial uses, such as retail, personal services, small offices that serve local residents (such as doctor's offices) restaurants or a coffee shop, wellness/lifestyle businesses, small

retail stores, and other local services. Commercial land for retail, services, or office uses should be located near planned higher-density housing such as multifamily housing and affordable housing. The commercial area could be developed as a neighborhood center or main street. Office uses may be mixed with retail in smaller buildings or grouped in one building. The commercial businesses should also be visible along a road or intersection that serves the Tract and to allow for easy access for those who do not live in the plan area but may live nearby.

We estimate that the Stevens Road Tract Concept Plan can accommodate 2.5 to 5 acres of locally serving commercial uses in a main street or neighborhood center format. These uses may not have an anchor store but if there is an anchor store, the commercial area may be the larger size.

Introduction

The City of Bend is developing a concept plan for the Stevens Road Tract based on requirements stated in 2021 House Bill 3318 (HB 3318). Specific to planning for employment land on the Stevens Road Tract, Section 9(e) of HB 3318 states the plan must include “areas designated for adequate employment lands that account for the City’s most recent EOA, including consideration of subsequent economic development and trends.” Furthermore, Section 9(g) of HB 3318 requires analysis of “...sufficient areas designated for mixed-use development to support and integrate viable commercial and residential uses...” This memorandum considers need for employment land on the Stevens Road Tract within the context of these requirements.

Current City policy and previous planning processes show that Bend has an unmet need for 38 acres of Light Industrial land and 28.5 acres¹ of commercial land, resulting from the Southeast Area Plan process and the adopted Economic Opportunities Analysis (EOA), respectively. This memorandum considers the analysis and assumptions about future need for employment land, considering the adopted EOA and preliminary analysis for a future update to Bend’s EOA that is being developed as part of the Bend Wastewater Collection System Master Plan (CSMP) project. The memorandum also considers the employment land development plans in the SEAP and the Stevens Ranch Master Plan areas, as well as the broader context of commercial and mixed-use development and planned development in southeast Bend. Information about market demand for employment land is presented in the *Stevens Road Concept Plan Market Assessment* document by ECONorthwest for this project.

At the end of this memorandum, we present recommendations about alternatives for employment land in the study area, presenting a range of potential land needs (e.g., need for light industrial or need for different types of commercial uses). These recommendations are intended to inform scenarios for land use under development by the consulting team for the Stevens Road Tract Concept Plan.

¹ Plan Policy 11-104. Unmet need increased with the approval of the modification to the Easton Master Plan in 2021.

Employment Land Need

Need for employment land in Bend is defined in existing planning documents and city policy, such as the City's adopted EOA. Ongoing planning processes, including the Sewer Collection System Master Plan (CSMP) project (which includes a preliminary EOA), are helping to refine and update land needs based on updated employment forecasts. This section of the memorandum considers Bend's land need within the context of these planning documents and processes.²

In this memorandum, land need is summarized by the following industrial and commercial land use types:

- **Industrial** uses include manufacturing, wholesale trade, utilities, construction, warehousing, and distribution. Light industrial uses on industrial land may also include mixed employment uses, including certain types of office commercial or retail uses generally as part of larger industrial businesses.
- **Commercial** land includes both retail commercial and office commercial uses, such as food services and accommodations; professional, scientific, and technical services; healthcare and social assistance; and other services.

Industrial Land in the Stevens Road Tract Concept Plan

Development of industrial land in the Stevens Road Tract will require consideration of several factors including overall industrial land need in Bend, adopted economic development policies, development in adjacent areas in southeast Bend, and market demands.

Citywide Industrial Land Need

Bend allows industrial employment in the following zones: General Industrial and Light Industrial. Some light industrial uses are also allowed in Bend's commercial and mixed employment zones. For the Stevens Road Tract Concept Plan, the types of industrial employment under consideration are those located in light industrial zones or mixed employment zones, due to the area's location, access to freight transportation, and other factors described later in this section.

In 2008, existing industrial employment accounted for about 18% of the City's total employment. By 2019, Bend had added 890 industrial jobs, now accounting for 16% of all employment (Exhibit 1). Between 2008 and 2019, employment in food and beverage manufacturing and truck transportation grew more than other types of industrial employment.

² The Market Assessment reports developed as part of the concept planning for the Stevens Road Tract offers another lens for viewing Bend's employment land need. We consider the findings in the market assessment in the last section of this memorandum.

Exhibit 1. Change in Covered Employment, Bend UGB, 2008-2019

Source: Quarterly Census of Employment and Wages

Sector	Establishments		Employees		Change in Employment		
	2008	2019	2008	2019	#	%	AAGR
Agriculture and Mining	13	27	124	164	40	32%	2.6%
Utilities	8	10	161	138	(23)	-14%	-1.4%
Construction	643	676	3,130	3,799	669	21%	1.8%
Manufacturing	187	238	3,061	3,188	127	4%	0.4%
Wholesale Trade	213	299	1,888	1,574	(314)	-17%	-1.6%
Retail Trade	549	620	7,084	8,328	1,244	18%	1.5%
Transportation and Warehousing	55	73	583	974	391	67%	4.8%
Information	108	237	1,541	1,627	86	6%	0.5%
Finance and Insurance	306	313	1,867	1,432	(435)	-23%	-2.4%
Real Estate and Rental and Leasing	262	340	662	818	156	24%	1.9%
Prof., Sci., and Tech. Services	487	911	2,022	3,548	1,526	75%	5.2%
Mgmt of Companies and Enterprises	25	51	187	900	713	381%	15.4%
Admin. / Support and Waste Mgmt / Remediation Serv.	200	317	2,701	3,606	905	34%	2.7%
Private Education	51	72	433	564	131	30%	2.4%
Health Care and Social Assistance	395	643	6,701	10,626	3,925	59%	4.3%
Arts, Entertainment, and Recreation	62	97	737	998	261	35%	2.8%
Accommodation and Food Services	305	414	4,533	7,059	2,526	56%	4.1%
Other Services (except Public Administration)	369	723	1,523	2,119	596	39%	3.0%
Government	100	115	4,862	5,968	1,106	23%	1.9%
Total	4,338	6,176	43,800	57,430	13,630	31%	2.5%

Bend's adopted EOA projects a need for 47 industrial sites smaller than five acres and 2 industrial sites between 5 and 50 acres. Most of this employment is accommodated within the existing UGB, with the exception of the 38 acres of industrial land identified in HB 3318, which is part of the industrial land need identified in Bend's adopted EOA and not met elsewhere within Bend's UGB. Areas with substantial vacant industrial land in Bend, such as Juniper Ridge have helped to accommodate the need for industrial land identified in the adopted EOA.

The adopted EOA projects employment growth over the 2008-2028 period will happen at an average annual growth rate of 2.4%. The draft EOA being developed as part of the CSMP project suggests that industrial employment may grow at a slower rate than the adopted EOA, at an average annual growth rate of around 1.65%.³ Based on the assumptions in the draft EOA, Bend's industrial employment would grow by 8,489 jobs over 2021-2043. This employment growth would result in demand for 827 gross acres of industrial land. Based on this land need and the preliminary buildable lands inventory for the EOA, Bend may have a small deficit of land for industrial uses in the future. The preliminary EOA has not considered opportunities for increased land use efficiency, such as redevelopment of underutilized industrial lands.

Based on the adopted EOA and the preliminary conclusions of the draft EOA updates, Bend may have demand for additional industrial land, part of which could be met within the Stevens Road Tract Concept Plan area. However, analysis from the *Market Assessment* report suggests that Bend has seen less development of industrial land than the adopted EOA projected. Between 2008 and 2019 industrial development delivered about 75 acres of flex and industrial buildings. This estimate is considerably slower than the forecast for industrial land needs in the

³ This is a preliminary estimate of future employment growth. The preliminary EOA has considered a range of growth rates. When Bend develops a full EOA, the City will also adopt a new forecast growth rate.

EOA. In addition, it shows slower land consumption than new construction for flex and industrial space prior to 2008.

Many factors could account for the slower than expected development of industrial land. For example, the Great Recession slowed all types of development considerably and left many empty or partially used buildings. In addition, Bend added a substantial amount of industrial land in its last UGB expansion in 2016. Before development can occur on that land, infrastructure such as roads, water, and wastewater must be developed, delaying development until the infrastructure is available. Information in the *Market Assessment* report shows low vacancy rates for industrial land use types, which suggests that the market is ready for development of new industrial and flex-built space and a return to a faster pace of industrial land development.

Industrial Land Demand in Stevens Road Tract Concept Plan

Industrial land demand in the subject parcel will depend on a range of factors, primarily:

- **Location of the Stevens Road Tract.** The Stevens Road Tract is located at the southeast edge of Bend, relatively far from other large industrial areas, except for those in adjacent areas (as described in this section). That makes the Stevens Road Tract less desirable for large development of industrial uses, such as a regional industrial center. This suggests that the Stevens Road Tract would be an appropriate location for a smaller amount of industrial land, with expected uses similar to nearby planned industrial areas.
- **Placement of industrial within the Tract.** The location of industrial land within the Stevens Road Tract should be located near other existing or planned industrial uses outside of the area. The most appropriate placement of new industrial land within the Tract is adjacent to the land at the Stevens Ranch Master Plan, at the southwest corner of the Tract, which is also near the Deschutes County Knott Landfill south of the Stevens Road Tract. This allows for continuity of uses and creates a buffer between heavier industrial uses and the landfill to the south.
- **Access to state highways and major roads.** The Stevens Road Tract is about 2 miles from Highway 20 and 5 miles from Highway 97. There is currently no direct road connecting the Tract to either of these highways, but the Bend and Deschutes County Transportation System Plans show the following connections: Ferguson Road extension and Stevens Road realignment. Even with future connections to these highways, accessing the Stevens Road Tract from these highways may require travel along city streets and near residential neighborhoods. Industrial businesses try to avoid traveling on smaller city streets or through residential areas if they use trucks to ship goods or products. This existing lack of connections to state highways and major roadways will limit attraction of traditional industrial users to the Stevens Road Tract if they require good freight access, such as medium or large-scale industrial or warehousing/distribution uses. This suggests that any industrial uses on the Stevens Road Tract should be light manufacturing or other light industrial uses that do not have

significant freight needs. Industrial uses may include some compatible office uses or other uses that locate in light industrial areas.

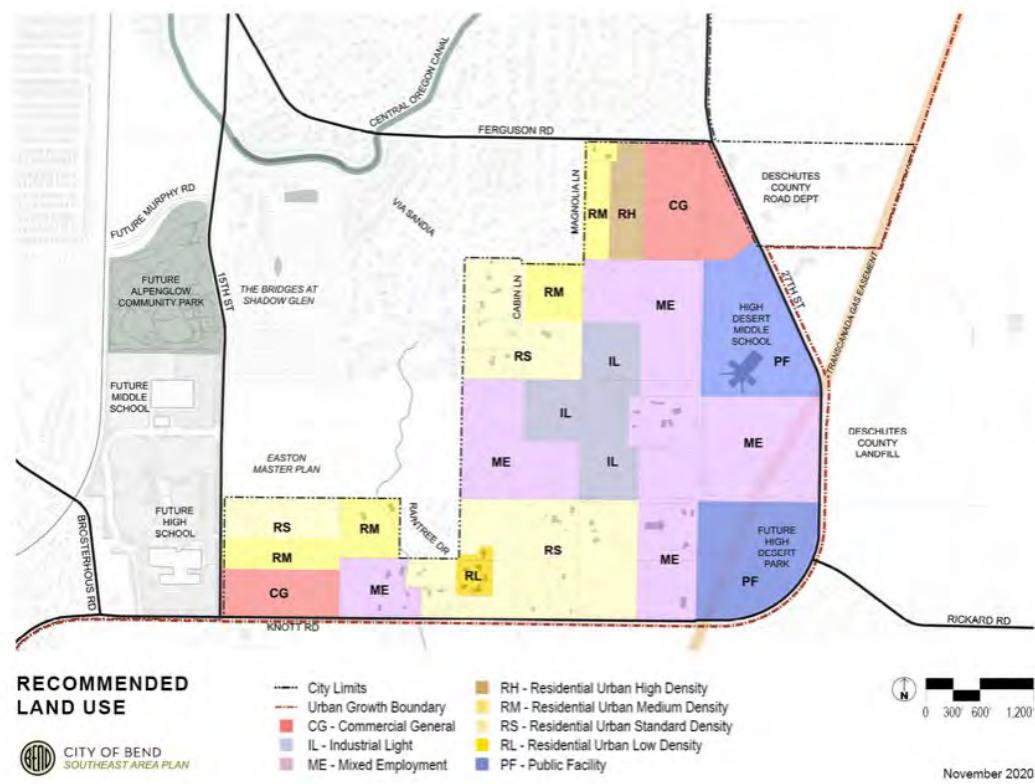
- **Site sizes.** In recent years, the types of light industrial users located in many of Oregon's cities typically require small to medium-sized sites from 5 to 25 acres, based on information from Business Oregon. Development of industrial land in the Stevens Road Tract should provide opportunities for a range of small and medium site sizes.
- **Types of businesses.** Potential uses on industrial land in the Stevens Road Tract may include light manufacturing and other light industrial uses, as well as some mixed employment with some office users in flex spaces. These uses may include small-scale manufacturing or distribution, showrooms, and other light industrial users that may also need office space (i.e., flex space).
- **Competing nearby industrial land.** Both the Stevens Ranch Master Plan and SEAP include a substantial amount of land zoned for industrial uses, as described below. These areas have certain competitive advantages and will likely build out before the Stevens Road Tract and are likely to accommodate demand for industrial land over the next five or more years.
 - The Stevens Ranch Master Plan includes 92.7 acres of land zoned General Industrial for large-lot industrial development, so adjacent land on the Stevens Road Tract could be zoned Light Industrial to attract different types of users and allow for development of a range of industrial site sizes and opportunities in southeast Bend. Exhibit 2 shows the location of the industrial land in the Stevens Ranch Master Plan relative to the location of the Stevens Road Tract. Continued planning for the Stevens Ranch Master Plan may include some mixed employment areas, which would still be compatible with light industrial use on the Stevens Road Tract. The *Market Assessment* report concluded that the Stevens Ranch Master Plan area has a competitive advantage for heavier industrial uses, due to locational factors.

Exhibit 2. Stevens Ranch Master Plan Zoning



- The Southeast Area Plan (SEAP) includes 38 acres of light industrial and 142 acres of mixed employment land. While the industrial land in the SEAP is not directly adjacent to the Stevens Road Tract, it will accommodate some of the overall demand for industrial land in southeast Bend, especially for flex spaces. The industrial land in the SEAP also has certain locational factors that provide a competitive advantage over land in the Stevens Road Tract.

Exhibit 3. Southeast Area Plan Zoning



Considering the factors above, and the conclusions of the market assessment, the Stevens Road Tract may accommodate 38 acres of industrial land over long-term growth of southeast Bend. However, a smaller amount of industrial land (10-25 acres) may be more reasonable given market trends, locational and transportation characteristics of the Tract, and the amount of industrial land in the Stevens Ranch Master Plan and SEAP. Any industrial land designated in the Stevens Road Tract is likely to be located in the southwestern portion of the tract, adjacent to industrial land in Stevens Ranch. Zoning in this area should be Light Industrial and/or Mixed Employment zones and should allow a combination of site sizes, allowing sites smaller than 5 acres but also sites 5 to 25 acres in size.

Commercial Land in Stevens Road Tract Concept Plan

While the overall need for commercial land in Bend ranges across all types of retail and office uses, development of commercial land in the Stevens Road Tract is most likely to focus on locally serving retail and commercial services based on the location of the Stevens Road Tract and amount of existing and planned commercial development in southeast Bend. This section discusses the overall need for commercial land in Bend, followed by a discussion of the factors for consideration of commercial uses in the Stevens Road Tract Concept Plan.

Citywide Commercial Land Need

Commercial land includes employment in retail commercial industries including retail trade; as well as commercial office and other commercial services including information; finance and insurance; real estate services; professional, scientific, and technical services; management of companies; administrative and waste management services; private educational services; healthcare and social assistance; arts, entertainment, and recreation; accommodation and food services; and other services.

Bend allows commercial employment in the following zones: Commercial Business District, Convenience Commercial District, Limited Commercial District, and General Commercial District, as well as limited commercial uses in residential and mixed-use zones.

Commercial employment in Bend currently accounts for 76% of total employment. Of this employment, 13% of employment is in retail commercial, 46% is in office commercial, and 17% is in leisure and hospitality (service-type commercial). Between 2008 and 2019, retail commercial employment grew by 1,244 employees, office commercial grew by 7,007 employees, and leisure and hospitality grew by 3,383 employees (Exhibit 1). The types of commercial uses that will likely develop on the Stevens Road Tract include services that will cater to area residents including small retailers, restaurants, medical offices, and other local services. Other commercial services (such as large-scale office uses, large commercial centers, and other larger-scale commercial services) are less likely to locate in the Stevens Road Tract because of the area's location, competing nearby commercial land, and other factors discussed later in this section.

The *Market Assessment* report for the Stevens Road Tract Concept Plan area shows that between 2008 and 2019, development of commercial land delivered about 59 acres of retail space and about 52 acres of office space. Similar to industrial, new construction of these land use types was higher prior to 2008. Furthermore, development of office space in Bend has not returned to pre-Great Recession levels of construction since 2008, when a large amount of office space was built. Information in the *Market Assessment* report shows that demand for office space has increased, and vacancy rates have declined, resulting in increased rents. This suggests that the market is ready for development of new commercial buildings.

While development of commercial land on the Stevens Road Tract, both retail and office, will likely not help to meet citywide demand for large office buildings or traditional anchor retail, it

will help to meet demand for locally serving offices (e.g., medical offices) and retail (e.g., small retailers and personal services for area residents).

Commercial Land Demand in Stevens Road Tract Concept Plan

Commercial land development that will likely occur on the Stevens Road Tract will be small, locally serving retail and office types. These commercial uses may be located in newly planned neighborhoods within the Stevens Road Tract or in newly planned mixed employment areas within the Tract.

The factors that will affect growth of locally serving commercial development in the Stevens Road Tract Concept Plan area are:

- **Location of the Stevens Road Tract.** The Stevens Road Tract is located at the southeast edge of Bend, relatively far from Downtown Bend and most larger commercial centers, except for those in adjacent areas (as described in this section). The Stevens Road Tract is less desirable for development of large-scale retail uses or large-scale office uses, both because the Tract is further from most employment centers and neighborhoods in Bend and because of nearby plans for commercial and employment development.
- **Location within the Tract.** Commercial land for retail, personal services, or office uses should be located near planned higher-density housing such as multifamily housing and affordable housing. One small commercial area (without anchor businesses) near housing will provide services residents of the area need. The commercial area could be developed as a neighborhood center or main street. Office uses may be mixed with retail in smaller buildings or grouped in a larger complex. The commercial businesses should also be visible along a road or intersection that serves the Tract and to allow for easy access for those who do not live in the plan area but may live nearby.
- **Types of businesses.** Potential commercial uses in the Stevens Road Tract should focus on opportunities for retail, personal services, and small offices that serve local residents such as doctor's offices, accountants, insurance and real estate offices, restaurants or a coffee shop, wellness/lifestyle businesses, small retail stores, and other local services. Office uses may also include shared workspaces mixed with retail uses that would also serve local residents.
- **Competing nearby commercial land.** The amount of residential development in the area, and future commercial services in the adjacent Stevens Ranch Master Plan and SEAP, will limit the demand for additional services in the Stevens Ranch Tract.
 - Exhibit 2 shows that commercial areas are planned for on the west side of the Stevens Ranch Master Plan, which includes about 42 acres of land zoned General Commercial and Limited Commercial. The allowed uses in these areas include retail sales and service, restaurants, offices, clinics, convention center/meeting rooms, lodging, and commercial storage. The Stevens Ranch Market Analysis suggests large-format retail uses in the Stevens Ranch Master Plan along 27th Avenue, based on potential residential growth in the area and planned transportation networks as

the area builds out. The market analysis for this area suggests potential for traditional retail with an anchor store (e.g., grocery store), which is a larger-scale of development than envisioned in the Stevens Road Tract.

- Exhibit 3 shows that commercial areas are planned in the corners of the Southeast Area Plan (SEAP). The commercial areas are about 43 acres of land zoned General Commercial with uses focused on neighborhood services for office and retail, and potential for destination retail as the area builds out infrastructure. In addition, SEAP includes 142 acres of Mixed Employment, which allows uses that include limited retail, offices, clinics, lodging, commercial storage, wholesale sales, manufacturing and production, warehouse, and distribution. The General Commercial uses and the commercial parts of the Mixed Employment are envisioned at a larger scale than envisioned in the Stevens Road Tract.

Given these factors, especially the plans for commercial development in nearby areas, we estimate that the Stevens Road Tract Concept Plan can accommodate 2 to 5 acres of locally serving commercial uses in a main street or neighborhood center format. At the smaller size (2 acres), the commercial uses are unlikely to include an anchor store. If an anchor store is envisioned, then the site will need to be larger, about 5 acres or so.

Land Use Alternatives

As stated in the introduction of this memorandum, current city policy shows that Bend has an unmet need of 38 acres of industrial land and 28.5 acres of commercial land. Findings from this employment land analysis, supplemented by the findings in the *Market Assessment* report, show that the Stevens Road Tract Concept Plan area could likely accommodate some, but not all of this employment land needs. Overall, there is likely demand for a small (2 to 5-acre) retail-focused commercial area complemented by roughly 10-25 acres of employment land that can accommodate office, flex, and commercial uses.

Stevens Road Tract Concept Plan

APPENDIX I – Market Analysis

Stevens Road Tract Concept Plan Market Assessment

January 2022

Prepared for: City of Bend

Final Report



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Executive Summary

ECONorthwest is a subcontractor to Angelo Planning Group (APG) on a City of Bend contract to evaluate the market potential for the Stevens Road Tract Concept Plan. The project area consists of 261 acres that lie outside of the City limits to the southeast of Bend's Urban Growth Boundary (UGB). It is planned to be a significant area of development for the City in the next decade and beyond.

Oregon House Bill 3318 (HB 3318) establishes planning requirements to add the 261-acre property to Bend's urban growth boundary, including requirements intended to create a "complete community" with deed-restricted affordable, workforce, and market-rate housing; parks; mixed use areas; and employment uses; along with transportation improvements that support walking, biking, and transit as a way of travel for residents. This report evaluates the market viability of various development types that are anticipated to locate in the Project Area and informs future discussion about the mix of uses in the area.

Summary: Real Estate Market Trends

Below we provide a high-level trends summary of Bend's commercial and residential real estate submarket.

When COVID-19 hit Central Oregon in the Spring of 2020, commercial real estate was impacted with transactions coming to almost a halt. Commercial real estate in Bend saw some small declines in rents and increases in vacancies. However, by the fourth quarter of 2020, conditions were better with rents either back to previous levels or higher while vacancies kept dropping for some commercial real estate products.

- **Office:** Although rents softened in 2020, the office submarket in Bend rebounded quickly with higher rents by fourth quarter of 2020. Since 2017, office rents have increased 21 percent, while vacancy rates have risen slightly as new office space is delivered and COVID-19 still impacting return to work for most people in the workforce. Despite lingering COVID-19 impacts, office demand has remained strong and the relatively low vacancy rate has resulted in upward rent pressures indicating increasing demand for office space in the Bend market. New office construction tends to be in the small to medium scale development between 5,000 to 20,000 square feet in size. New office space is indicative of Bend's employment trends, which features many small businesses (averaging nine employees or less) and those that demand small flexible workspaces.
- **Retail:** Rents softened some in 2020, however, they have exceeded pre-COVID-19 levels with a return to normal activity in the retail sector. The retail submarket gained strength in the past few years as rents have increased and vacancy rates have remained very low. This trend in the retail market suggests a constrained supply of retail space with potential demand for additional retail space. New retail construction in Bend generally

tends to be multi-tenant, strip retail buildings either stand-alone or grouped with other retail buildings. New retail buildings in Bend average from 3,000 square feet, stand-alone buildings up to 30,000 multi-building strip retail.

- **Industrial:** Demand for industrial space has almost outstripped supply. High demand for industrial space pushed vacancy rates to very low levels and created upward pressures on rent. Industrial rents have increased 60 percent since 2017—the greatest increase across all commercial real estate in Bend. The higher lease rents are typically for newer industrial space or highly improved spaces with offices or some retail component within industrial buildings.
- **Flex:** Flex rents increased 30 percent since 2017. A strong demand for flex space has pushed vacancy rates to very low levels of 1.9 percent in 2021 Q3. Rising rents and very low vacancy rates indicate a demand for additional flex space in Bend.
- **Multifamily:** Strong demand for multifamily housing fueled rent increases in recent years. Multifamily rents are at a 12-year high of \$1.89 per square foot in 2021 Q3. Vacancy rates remained healthy as hundreds of multifamily units have been constructed and quickly leased up.

Market Potential for Stevens Road Tract Concept Plan

Commercial and Employment Land Demand

- **Office:** Demand for office space in the Stevens Road Tract Concept Plan will come from overall employment growth in Bend for office-oriented businesses and demand for workspaces and medical offices close to where people live. This could include office space that allows for collaborative and shared work environments that is typically mixed in and complemented with other uses such as retail. Similar to Northwest Crossing, the area could support commercial mixed-use development integrating retail and office space within a building with office uses located either on the ground or second floor. The area can also support small-scale, neighborhood-serving office businesses such as medical and dental offices, accountants, insurance, and real estate offices that serve surrounding residential uses. These businesses may be in small buildings within a commercial area or (for medical office) a larger complex in an area with better transportation access.
- **Retail and Personal Services:** Retail demand (including personal services) will be based on new housing in the area, as other areas are better positioned to serve existing residents. A limited amount of neighborhood-serving retail space for personal services, wellness/lifestyle businesses, and eating and drinking establishments can be supported by future residential uses. These retail businesses are most likely to be built as a small neighborhood commercial center or part of a main-street type retail development. The area could also potentially support a neighborhood-serving pharmacy or similar business as an anchor tenant to the commercial center.

- **Industrial and Flex:** Market trends indicate increasing demand for industrial and flex space that allows for a mix of employment uses such as light manufacturing, light industrial, and limited retail and office uses. The Stevens Road Tract Concept Plan could support small-scale, mixed-employment uses provided it is developed with good access to SE 27th Street. The area's lack of transportation access for state highways and major roadways will limit the attraction of traditional industrial uses in the area such as warehouses and distribution centers that require good freight access and connections.

Overall, there is likely demand for a small (2- to 5-acre) retail-focused commercial area complemented by roughly 10-25 acres of employment land that can accommodate office, flex, light industrial, and commercial uses.

Residential Land Demand

House Bill 3318 requires the area to be planned with a mix of housing types affordable to residents at different incomes levels ranging from single-family homes up to high-density housing.

- **Single-Family:** Population and household growth in Bend will likely continue to support demand for single-family housing for the foreseeable future. Newer residential development has tended to favor smaller lots, and this is likely to be the case in the Stevens Road Tract Concept Plan as well.
- **Middle Housing:** While there has been relatively little middle housing development in Bend to date, with regulatory barriers going away, more is likely to occur going forward. The most likely form of middle housing for the Stevens Road Tract Concept Plan is for-sale townhouse-style attached housing or cottage cluster housing. The market could support anywhere from a small percentage of units (e.g. roughly 10%, as in Northwest crossing) or a higher percentage (up to about 25%) as some other new growth areas around the state have seen.
- **Multifamily:** Market trends indicate the area is likely to support 3- to 4-story apartments with surface parking. These would likely range between 100 to 200 units each. The market may support one to three apartment developments in this area, depending on how demand for multifamily development changes over time.

1. Introduction

ECONorthwest is assisting a multi-disciplinary team led by Angelo Planning Group (APG) to develop a concept plan for the Stevens Road Tract (Project Area), which is located immediately east of the Bend Urban Growth Boundary. The purpose of this analysis is to identify and refine viable land uses for the Project Area based on demographic and real estate market trends. This report evaluates the market viability of various development types that are anticipated to locate in the Project Area and informs future discussion about the mix of uses in the area.

This market assessment builds upon the *Bend Southeast Expansion Area Market and Land Use Analysis* report prepared by ECONorthwest in 2018 as part of the Southeast Area Plan effort because the two project areas are proximate to one another and both market assessments are intended to answer similar questions. However, this assessment provides updated information and key findings to reflect current conditions and adjustments to reflect the locational differences between the Project Area and the Southeast Expansion Area Plan (SEAP).

1.1 Background

The Stevens Road Tract Concept Plan is located on the southeast edge of Bend and just outside the urban growth boundary (UGB). The 261-acre vacant site is bounded by Stevens Road to the North and the Knott Landfill and County property to the south. Oregon House Bill 3318 (HB 3318) establishes planning requirements to add the 261-acre property to Bend's urban growth boundary, including requirements intended to create a "complete community" with deed-restricted affordable, workforce, and market-rate housing; parks; mixed use areas; and employment uses; along with transportation improvements that support walking, biking, and transit as a way of travel for residents. Exhibit 1 below shows the location of the Stevens Road Tract Concept Plan area.

Exhibit 1. Stevens Road Tract Concept Plan (Project Area) Location

Source: City of Bend



**STEVENS ROAD TRACT
CONCEPT PLAN
Project Area**

11/8/2021



- Stevens Road Concept Plan Area
- City Limits
- Urban Growth Boundary (UGB)

Taxlots
UGB Expansion Areas



1.2 Organization of this Report

The remainder of this report is organized into the following chapters:

- **Chapter 2. Demographic and Economic Trends.** Presents information and trends about the characteristics of households and population living in Bend that will inform future land uses and housing types. This section also summarizes key economic trends in Bend that will influence and inform future land uses in the Project Area.
- **Chapter 3. Current Market Conditions.** Summarizes the local commercial and residential real estate trends that will likely influence future demand and development of different uses in the Project Area.
- **Chapter 4. Demand Drivers and Site Needs.** Summarizes commercial and residential site considerations that will likely influence the type and scale of development that could considerably be realized in the Project Area.
- **Chapter 5. Case Study: Northwest Crossing.** This section provides a summary of the planning context, existing development pattern, and lessons learned relevant to planning for the Stevens Road Tract Concept Plan.
- **Chapter 6. Competitive Commercial and Industrial Areas.** Clarifies Stevens Road Tract Concept Plan's competitive position in Bend for commercial and industrial uses.
- **Chapter 7. Conclusion for Market Potential.** Describes preliminary recommendations for the market potential of different uses in the Project Area.

2. Demographic and Economic Trends

In this section, we examine the demographic and economic market trends that will influence and inform future land uses in the Project Area, building on the evaluation of Citywide trends found in the *Bend Southeast Expansion Area Market and Land Use Analysis*.

2.1 Demographic Trends

- **Bend has experienced continuing population growth.** According to the U.S. Census, Bend has a population of 99,178 in 2020. Between 2000 and 2020, Bend's population has grown substantially over the last 20 years, increasing over 90 percent since 2000.¹ Bend is expected to continue growing in the future to about 153,696 people by the year 2040.
- **Bend's population is aging.** From 2000 to 2016, the population aged 60 or older increased by 33 percent.²
- **The income characteristics of Bend households are changing.** There are proportionally more wealthy households than there were in past decades. About 23 percent of Bend's households earn more than \$100,000 per year, up from nine percent in 2000. In this same period, the *share* of lower-income households decreased. However, the total number of low-income households in Bend increased over this time period. The total number of households earning less than \$25,000 per year increased from 5,623 households in 2000 to almost 7,000 by the latest U.S. Census estimates.³
- **Bend's population became more ethnically diverse.** Between 2000 and 2016, Bend's Hispanic/Latino population increased by 206 percent, while the rest of the population increased by 55 percent during the same time period.⁴

2.2 Economic Trends

- **Bend's job growth has been substantial.** The number of jobs in Bend increased 30 percent from 2008 to 2019, adding 13,641 new jobs.⁵

¹ Source: U.S Decennial Census 2000 and 2020.

² Source: U.S Decennial Census 2000, ACS 2012-2016.

³ Source: U.S Decennial Census 2000, ACS 2012-2016.

⁴ Source: U.S Decennial Census 2000, ACS 2012-2016.

⁵ Source: Oregon Employment Department Quarterly Census of Wages and Employment data for Bend.

- **Most businesses in Bend are small-sized.** Approximately 37 percent of businesses in Bend had an average of 1-5 employees in 2019 and the average business size was 7.25 employees.⁶
- **Bend's industrial employment is concentrated in construction, manufacturing, and wholesale trade.** Overall, there are more than 1,300 industrial businesses in Bend that employ approximately 10,000 people. In 2019, industrial businesses have an average of 7 employees.⁷
- **Bend has a well-educated population.** Residents of Bend have overall educational attainment rates higher than the state, with about 40 percent of Bend residents having earned a bachelor's degree or higher, compared to 35 percent of all Oregon residents.⁸
- **Bend has experienced a resilient economy.** The unemployment rate in Bend peaked at 15.9 percent at the onset of the COVID-19 pandemic but has since recovered to 3.4 percent in September 2021.⁹

⁶ Source: Oregon Employment Department Quarterly Census of Wages and Employment data for Bend

⁷ QCW 2019

⁸ Source: ACS 2015-2019

⁹ Source: Bureau of Labor Statistics

3. Current Market Conditions

The market for new development in the Project Area is divided into *commercial* and *residential* real estate sectors.

- Commercial real estate is any non-residential property used for commercial profit-making purposes. It includes office, industrial, flex space, retail, and hotel development types.
- Residential real estate includes any product type that is developed for people to live in. It includes rental and ownership housing, including apartments, condominiums, single-family homes, townhomes, manufactured homes, and student housing.

3.1 Commercial and Industrial Real Estate Trends

This section details Bend's commercial real estate conditions and identifies market drivers and trends that will influence the market appeal and viability of commercial uses in the Project Area.

When COVID-19 hit Central Oregon in the Spring of 2020, commercial real estate was impacted with transactions coming to almost a halt. commercial real estate in Bend saw some small declines in rents and increases in vacancies. However, by the fourth quarter of 2020, conditions were better with rents either back to previous levels or higher while vacancies kept dropping for some commercial real estate products.

- **Office:** Although rents softened in 2020, the office submarket in Bend rebounded quickly with higher rents by fourth quarter of 2020. Since 2017, office rents have increased 21 percent, while vacancy rates have risen slightly as new office space is delivered and COVID-19 still impacting return to work for most people in the workforce. Despite lingering COVID-19 impacts, office demand has remained strong and the relatively low vacancy rate has resulted in upward rent pressures indicating increasing demand for office space in the Bend market. New office construction tends to be in the small to medium scale development between 5,000 to 20,000 square feet in size. New office space is indicative of Bend's employment trends, which features many small businesses (averaging nine employees or less) and those that demand small flexible workspaces.
- **Retail:** Rents softened some in 2020, however, they have exceeded pre-COVID-19 levels with a return to normal activity in the retail sector. The retail submarket has gained strength in the past few years as rents have increased and vacancy rates have remained very low. This trend in the retail market suggests a constrained supply of retail space with potential demand for additional retail space. New retail construction in Bend generally tends to be multi-tenant, strip retail buildings either stand-alone or grouped with other retail buildings. New retail buildings in Bend average from 3,000 square feet, stand-alone buildings up to 30,000 multi-building strip retail.

- **Industrial:** Demand for industrial space has almost outstripped supply. High demand for industrial space has pushed vacancy rates to very low levels and created upward pressures on rent. Industrial rents have increased 60 percent since 2017—the greatest increase across all commercial real estate in Bend. The higher lease rents are typically for newer industrial space or highly improved spaces with offices or some retail component within industrial buildings.
- **Flex:** Flex rents have increased 30 percent since 2017. A strong demand for flex space has pushed vacancy rates to very low levels of 1.9 percent in 2021 Q3. Rising rents and very low vacancy rates indicate a demand for additional flex space in Bend.

3.1.1 Office

Buildings in the office real estate market are built to house employees. Buildings in this market are designed for comfort and to optimize workflow. Office buildings generally command higher rents per square foot than industrial and flex buildings. Bend's high lease rate for office buildings is also due to a lot of the office space being newer medical offices with some retail exposure. The exhibits below show rent, vacancy, and absorption and delivery trends in the Bend office real estate market.

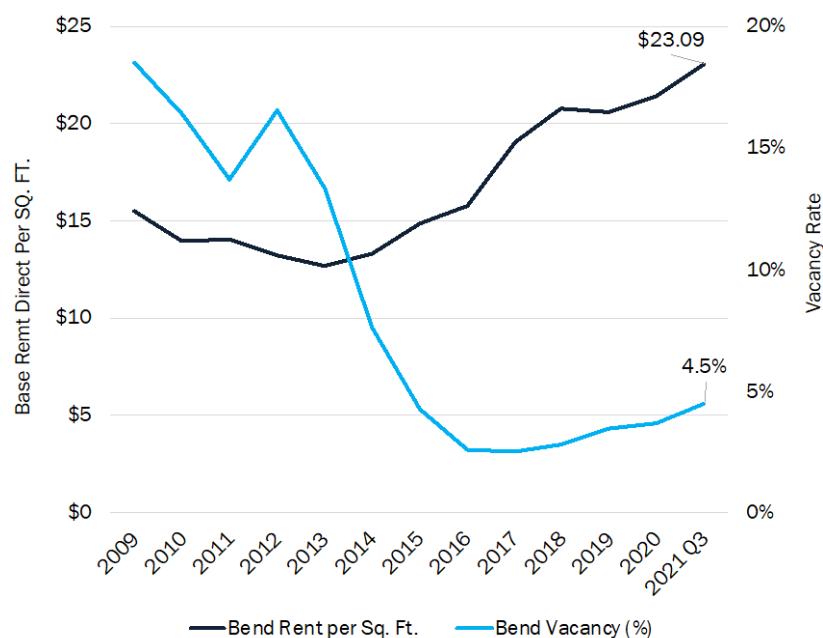
Growing demand for office space and low vacancy rates have created rent pressures.

Between 2017 and 2021 Q3, Bend's office rents have increased—despite COVID-19 disrupting the office market worldwide.

Office vacancy rates have increased 2 percentage points since 2017 but remain low.

Exhibit 2. Office Rent per Square Foot and Vacancy Rate, Bend, 2009 through 2021 Q3

Source: CoStar

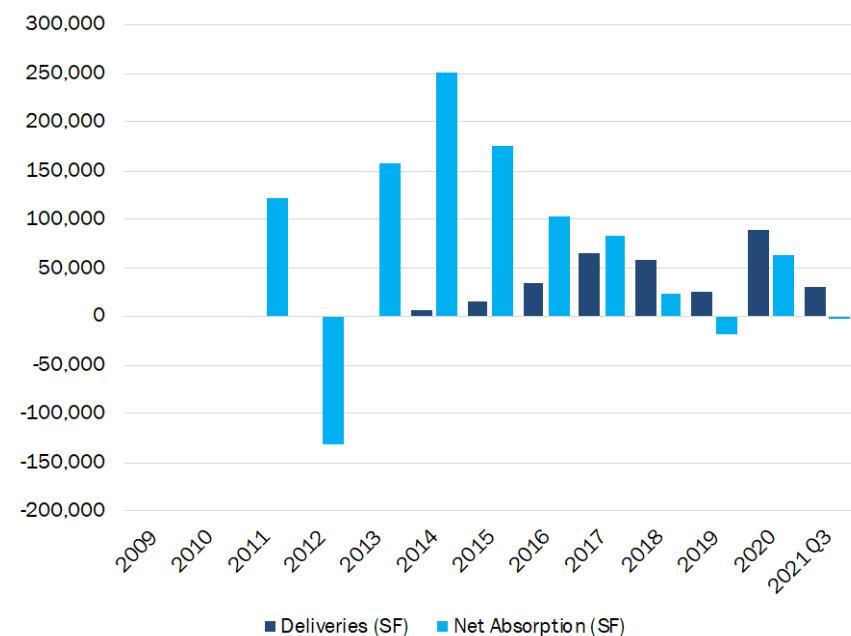


Since 2017, approximately 266,000 square feet of office space has been constructed.

In addition, 4 major office projects are proposed to be constructed in the near future totaling 58,000 square feet.

Exhibit 3. Office Deliveries and Net Absorption (square feet), Bend, 2009 through 2021 Q3

Source: CoStar



Characteristics of Recent New Office Construction

The Bend office buildings listed below were constructed within the past year. Bend's new office space generally tends to be higher-end medical office buildings and command the highest office rents in the region.

Source: CoStar



150 NE Hawthorne Ave

Year Built: 2021

Building Sq. Ft.: 22,000

Land Area: 0.50 Acres

Description: This wood-frame, class B, office building is in the up-and-coming Bend Central District and offers 22,000 square feet of leasable space with the upper floor used as co-working space. This property is 95 percent leased.



695 NW York Dr

Year Built: 2021

Building Sq. Ft.: 7,744

Land Area: 0.40 Acres

Description: This state-of-the-art medical office is located in NorthWest Crossing and current tenants include a concierge medical tenant My MD. The medical office building is 31 percent leased up.



2715 NW Shevelin Park Rd – Building 8

Year Built: 2022

Building Sq. Ft.: 7,358

Land Area: N/A

Description: Building 8 is part of the Shevelin Health & Wellness Center that offers Class A medical and professional office space to the Northwest Crossing area. Current office campus tenants include High Lakes Primary Care, High Lakes OB/GYN, Elite Medi Spa, and Central Oregon Eyecare, amongst others.



2715 NW Shevelin Park – Building 10

Year Built: 2022

Building Sq. Ft.: 5,000

Land Area: N/A

Description: Building 8 is part of the Shevelin Health & Wellness Center that offers Class A medical and professional office space to the Northwest Crossing area. Current office campus tenants include High Lakes Primary Care, High Lakes OB/GYN, Elite Medi Spa, and Central Oregon Eyecare, amongst others.

3.1.2 Retail

Rising rents and very low vacancy rates indicate a constrained supply of retail space.

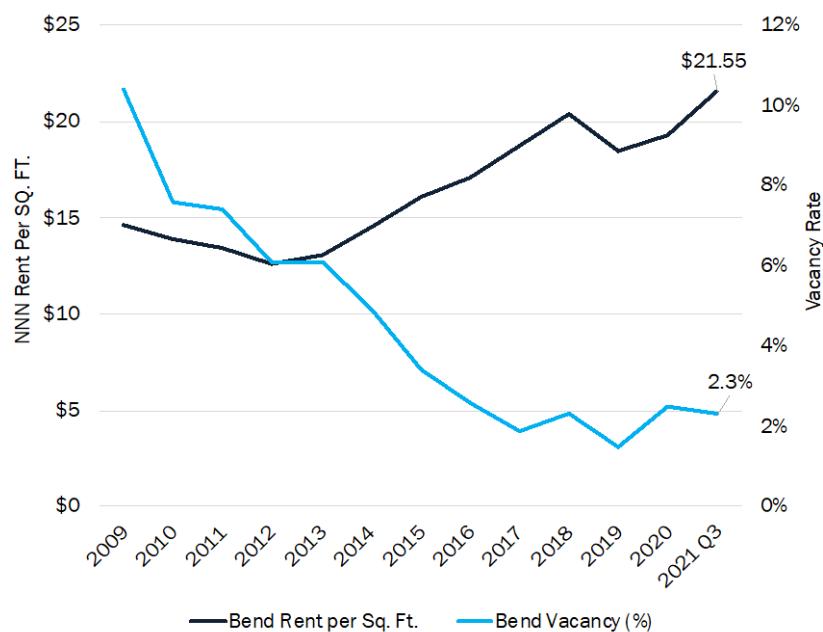
Between 2017 and 2021 Q3, retail rents have increased 15 percent (\$2.77), from \$18.78 per square foot in 2017, up to \$21.55 in 2021.

Retail vacancy rates in Bend have remained very low averaging about 2 percent since 2017.

Generally, a healthy retail market has a vacancy rate between 5 and 7 percent. Vacancy rates below 5 percent suggest a constrained supply of retail space which can result in upward pressures of rising rents. Vacancy rates higher than 7 percent suggest a weak market or an oversupply of retail space.

Exhibit 4. Retail Rent per Square Foot and Vacancy Rate, Bend, 2009 through 2021 Q3

Source: CoStar



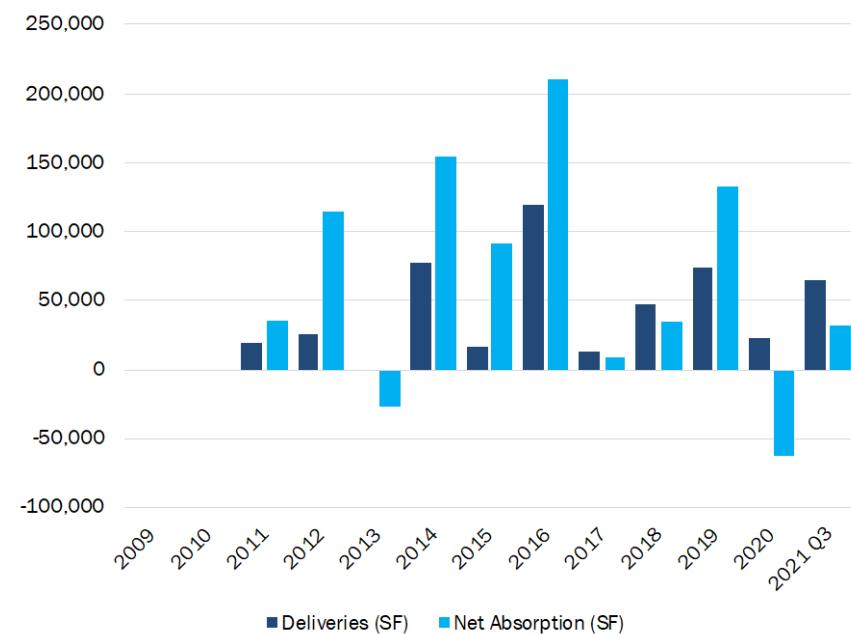
The Bend market has seen considerable construction of retail space. Since 2017, approximately 222,000 square feet of retail space has been built in Bend.

At the end of 2021 Q3, there is one major retail building under construction totaling about 30,000 square feet.

In addition, there is approximately 149,000 square feet of retail space proposed to be constructed soon.

Exhibit 5. Retail Deliveries and Net Absorption (square feet), Bend, 2009 through 2021 Q3

Source: CoStar



Characteristics of Recent New Retail Construction

Source: CoStar



2838 NW Crossing Dr

Year Built: 2021

Building Sq. Ft.: 32,603

Land Area: 1.00 Acres

Description: This property is a 2-story, mixed-use retail and office building in the heart of the Northwest Crossing master-planned neighborhood. The building is 92 percent leased and current tenants include a fitness studio. The property is part of a small cluster of businesses surrounded by residential uses. The area has limited pass-by traffic, though some businesses in the area attract patrons from across the city.



3211 N Highway 97 – Building A

Year Built: 2021

Building Sq. Ft.: 7,051

Land Area: N/A

Description: 3211 N Highway 97 – Building A is a single-story retail/office building with about 7,000 square feet of leasable space. Current tenants include Aspen Dental and America's Best. Located along Highway 97, the property's location is highly visible with substantial pass-by traffic.



1462 NE Cushing Dr

Year Built: 2021

Building Sq. Ft.: 18,100

Land Area: N/A

Description: 1462 NE Cushing Dr is one of Mountain Views' newest commercial nodes at the intersection of Neff Rd and NE 27th Rd. The property includes a mix of retail and restaurant uses. Current tenants include a yoga studio, restaurants, and personal service businesses.



1203-1233 NE 3rd St – 3rd Street Marketplace

Year Built: 2021

Building Sq. Ft.: 7,045

Land Area: 0.71 Acres

Description: This property is Bend Central District's newest retail development along 3rd Street. This property is a multi-tenant retail building with Starbucks being the main tenant. The site has great visibility with high traffic counts on NE 3rd Street/ Highway 97.



21175 Reed Market Rd

Year Built: 2021

Building Sq. Ft.: 30,223

Land Area: 3.00 Acres

Description: Reed's South in the Old Farm District Neighborhood is planned to include a mix of restaurants, retail, medical and office users, including the second location for Cascade Lakes Brewery and a future gasoline station. The property is currently 28 percent leased.



1474 NW Wall St

Year Built: 2022

Building Sq. Ft.: 6,000

Land Area: 0.60 Acres

Description: Anchored by the Element Bend Hotel, this property is a new retail development near Downtown Bend. The property is comprised of two buildings, each about 3,000 square feet in size.

3.1.3 Industrial

Very strong growth in the industrial market indicates an increasing demand for industrial space.

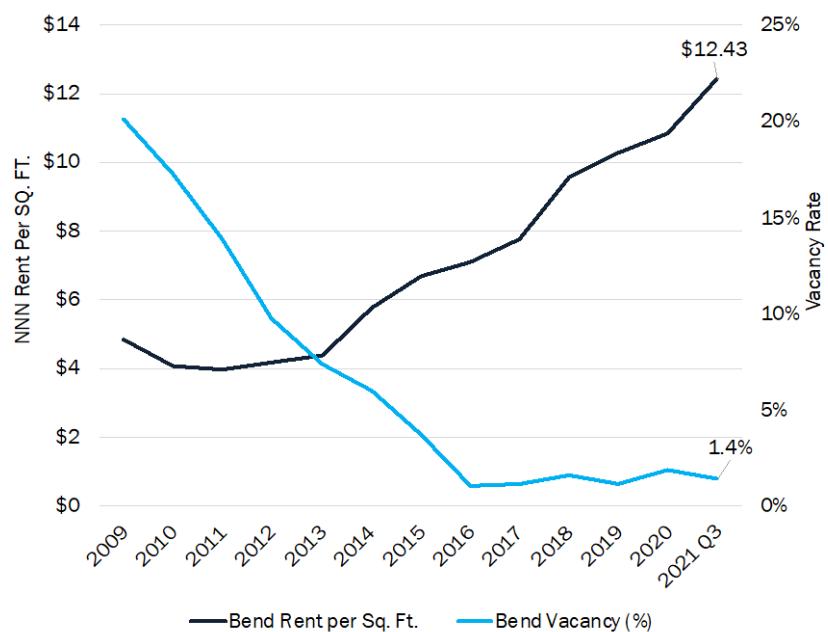
Growth in the industrial market has continued to remain strong in Bend.

Between 2017 and 2021 Q3, Industrial rents have increased 60 percent (\$4.66) from \$7.77 per square foot in 2017 up to \$12.43 per square foot in 2021 Q3.

Demand for industrial space has almost outstripped supply. High demand for industrial space has pushed vacancy rates to extremely low levels and created upward pressures on rent.

Exhibit 6. Industrial Rent per Square Foot and Vacancy Rate, Bend, 2009 through 2021 Q3

Source: CoStar



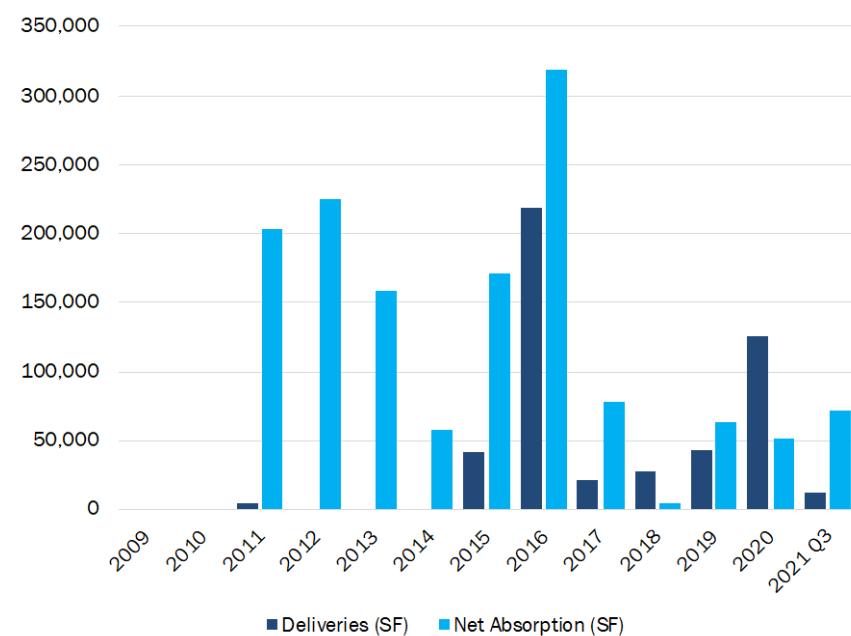
Since 2017, approximately 230,000 square feet of industrial space was delivered to the Bend market. Most of this new space was built in the east Bend's industrial areas along Highway 97

Notable completions include the 127,000 square feet High Desert Industrial Park (see below), which offers an industrial warehouse and flex space across 7 buildings.

At the end of 2021 Q3, there are two major industrial buildings under construction totaling approximately 25,000 square feet. They will be constructed in Brinson Industrial and High Desert Industrial Park areas.

Exhibit 7. Industrial Deliveries and Net Absorption (square feet), Bend, 2009 through 2021 Q3

Source: CoStar



Characteristics of Recent New Industrial Construction

Source: CoStar



693 SE Glenwood Dr

Year Built: 2021

Building Sq. Ft.: 12,556

Description: 693 SE Glenwood Dr is a newly constructed metal industrial building located in central Bend. The property is fully leased and current tenants include a mall, local deodorant manufacturing business.



2561 NE 4th St, Building 5 – High Desert Industrial Park

Year Built: 2021

Building Sq. Ft.: 13,376

Description: The High Desert Industrial Park is comprised of 7 buildings totaling 127,000 square feet of industrial space. The site offers great highway access to both Highway 20 and Highway 97. The flex buildings offer opportunities for light manufacturing, office, and possibilities for showroom areas.

3.1.4 Flex

Falling vacancy rates are creating rent pressures for flex space.

Demand for flex space follows similar trends to that of industrial space.

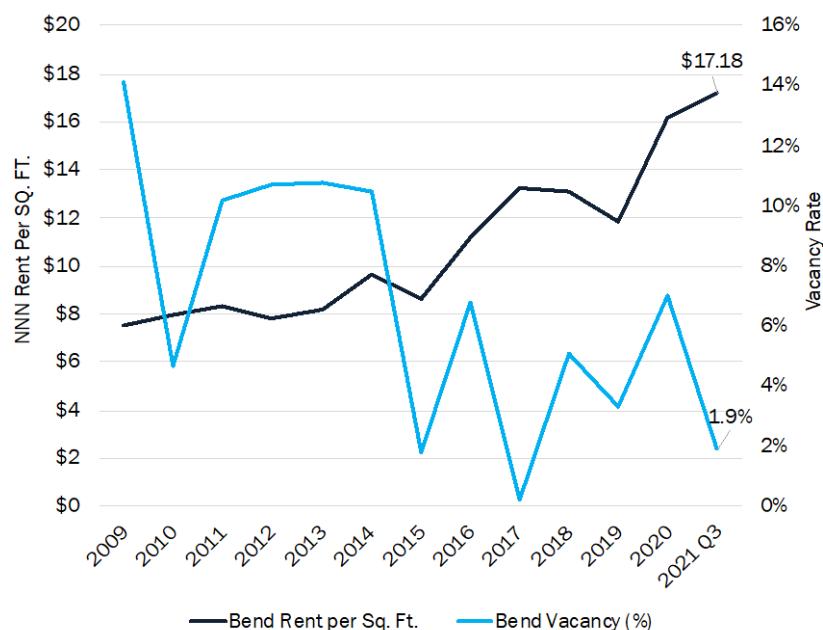
Between 2017 and 2021 Q3, flex rents increased 30 percent (\$3.94) from \$13.24 in 2017 up to \$17.18 in 2021 Q3.

Strong demand for flex space has pushed vacancy rates to 1.9 percent in 2021 Q3. Very low vacancy rates have resulted in increased rents.

A very low vacancy rate indicates a constrained supply of flex space and a greater demand for this type of commercial space.

Exhibit 8. Flex Rent per Square Foot and Vacancy Rate, Bend, 2009 through 2021 Q3

Source: CoStar

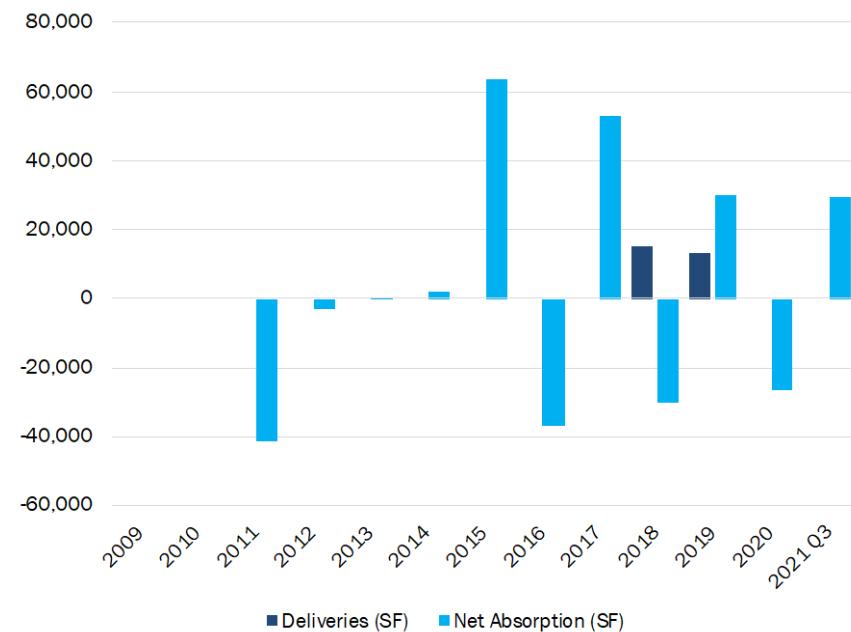


Since 2017, approximately 28,000 square feet of flex space has been built in the Bend market.

Notable completions include the 15,000 square foot flex office space in Northwest Crossing along the NW Skyliners Rd. (see below).

Exhibit 9. Flex Deliveries and Net Absorption (square feet), Bend, 2009 through 2021 Q3

Source: CoStar



Characteristics of Recent New Flex Construction

Source: CoStar



2783 NW Lolo Dr

Year Built: 2018

Building Sq. Ft.: 14,975

Description: This property is a single-story flex building with flexible space for office and retail-oriented uses. A mirror copy of this building occupies the other half of the site offering a commercial center environment for the Northwest Crossing neighborhood. Although the area has limited pass-through traffic, businesses in the area attract customers from all over the city.

3.2 Residential Real Estate Trends

This section provides an assessment of *residential real estate trends* with a focus on Bend's multifamily housing markets. It addresses factors such as lease and vacancy rates and new housing development (particularly for multifamily uses).

3.2.1 Multifamily

Strong demand for multifamily housing has fueled rent increases in recent years.

Between 2017 and 2021 Q3, multifamily rents have increased 24 percent (\$0.37) from \$1.52 per square foot in 2017 up to \$1.89 per square foot in 2021 Q3.

Vacancy rates are healthy—by industry standards. The new multifamily units that have been constructed in recent years have leased up quickly.

Note: Based on the Costar database, rents for older multifamily apartments are disproportionately skewed toward newer multifamily units. This is because Costar generally has better information for newer multifamily units than older, existing multifamily units.

Exhibit 10. Multifamily Rent per Square Foot and Vacancy Rate, Bend, 2009 through 2021 Q3

Source: CoStar



Since 2017, approximately 1,200 multifamily units have been delivered to the Bend market.

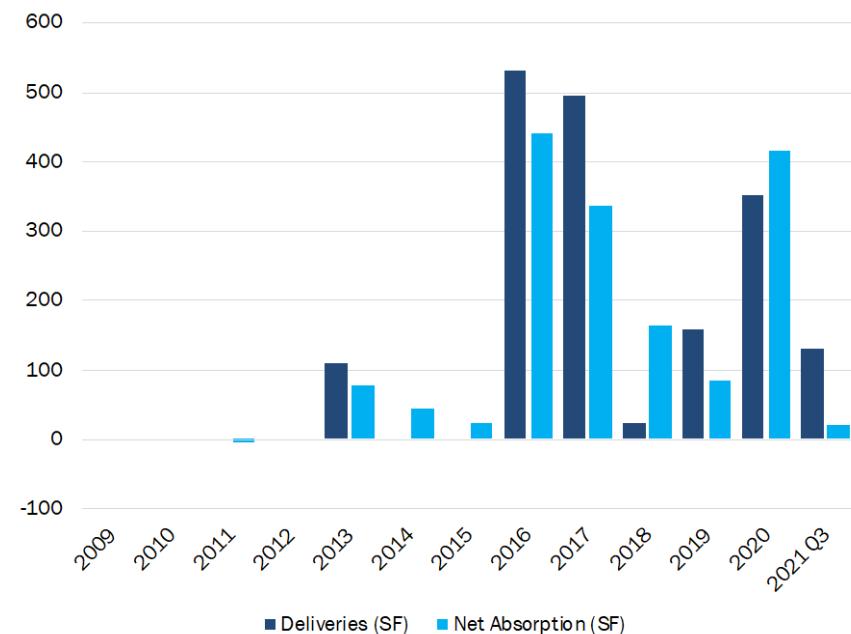
Notable completions include the Hixon Apartments (203 units), the Reserve at Brookwood Apartments (120 units), and the Outpost 44 (130 units).

At the end of 2021 Q3, there is one major multifamily building under construction, The Eddy Apartments, which will bring about 141 units to the market.

Absorption for newer multifamily units is approximately between 12-15 months and not a hot market for multifamily housing compared to other market trends.

Exhibit 11. Multifamily Deliveries and Net Absorption (units), Bend, 2009 through 2021 Q3

Source: CoStar



Characteristics of Recent New Multifamily Construction

Source: CoStar



801 SW Bradbury Way – The Eddy Apartments

Year Built: 2021

Building Sq. Ft.: 125,000

Residential Density: 48.45 units/acre

- Low-Rise, Market-Rate Housing
- 141 units
- Studio (94), 1-bedroom (39), 2-bedroom (8)
- Average SF per unit: 687



643 NE Ross Rd – Outpost 44

Year Built: 2021

Building Sq. Ft.: 100,000

Residential Density: 25.94 units/acre

- Garden-Style, Market-Rate Housing
- 130 units
- 1-bedroom (33), 2-bedroom (54), 2-bedroom (43)
- Average SF per unit: 1,111



210 SW Century Dr – The Hixon Apartments

Year Built: 2020

Building Sq. Ft.: 191,064

- Mixed-use, Podium, Market-Rate Housing
- 6-stories
- 203 units
- 16,000 sq. ft. of ground-floor retail
- Studio (64), 1-bedroom (108), 2-bedroom (31)
- Average SF per unit: 645



20174 Reed Ln – Reserve at Brookwood

Year Built: 2020

Building Sq. Ft.: 191,064

Residential Density: 23.0 units/acre

- Low-Rise, Market Rate Housing
- 3-stories
- 120 units
- 1-bedroom (20), 2-bedroom (65), 3-bedroom (35)
- Average SF per unit: 645

4. Demand Drivers and Site Needs

4.1 Retail

4.1.1 Sources of Retail Demand

At the most fundamental level, market support for commercial retail development is a function of three sources of demand:

- **Resident Household Spending.** The consumption from the discretionary spending of resident households within a reasonable distance of the establishment.
- **Visitor Spending.** Spending from temporary, non-resident visitors. This spending is most common in tourist destinations, along interstate freeway systems, or in proximity to hotels, entertainment attractions, or other uses that draw visitors from a great distance.
- **Daytime Population.** The typical population during working hours within a reasonable distance of the establishment. This population could include employees, students, or residents that do not commute out of the market.

4.1.2 Support Needed for Retail Typologies

Required market support varies broadly by retail typology. For example, a corner store or ground floor mixed-use space in a suburban mid-rise requires much less market support than a large, anchored community center. The necessary support can range broadly by retail type, tenant, income levels, or other factors. However, the exhibit below presents some general guidelines for neighborhood-scale retail. In addition to resident household support, most neighborhood-scaled retail also relies on access to the daytime population for market support.

Exhibit 12. Market Support for Retail Typologies

Source: ECONorthwest research, CoStar, Urban Land Institute

Retail Typology	Typical Size (Sq. Ft. / Acres)	Example Tenant Types	Required Support
Corner Store/Suburban Mixed-use	1,500–2,500 / Less than an acre	Convenience store, coffee shop, boutique store, personal services, limited kitchen restaurant (prepared foods)	1,000 to 1,500 households , central location, access to daytime population
Commercial Strip Center	10,000–30,000 / 3–5	Boutique uses, professional or financial services, small pharmacy or food market, coffee shop or bakery	2,500 to 5,000 households , location on a primary arterial.
Neighborhood Center	30,000–100,000 / 10–15	Medium-size grocery anchor, mix of retail tenants including financial & professional services, restaurants, café/bakeries, hobby & recreation, mail centers, etc.	6,000 – 8,000 Households , strong location with high visibility. Site on correct side of evening commute flows.

Retail Typology	Typical Size (Sq. Ft. / Acres)	Example Tenant Types	Required Support
Community Center	150,000–300,000/ 15-30	Supermarket and a major department store or home improvement store surrounded by several other tenants such as in a neighborhood center. Banks, professional offices, and larger eating establishments.	50,000 or more people from a 4 to 6-mile trade area. Located along a high-quality main street or thoroughfare surrounded by a well-planned suburban residential community.

4.1.3 Retail Site Considerations

As previously noted in the *Bend Southeast Expansion Area Market and Land Use Analysis* report, there are locational factors to consider for specific retail uses which can have a major impact on the public presence of a business, walk-in traffic, the potential future income, and amongst others. Choosing a location that does not take into consideration these factors may limit a business's ability to succeed and grow.

Technological advances have changed consumer behavior and retail success dramatically. The growth of e-commerce makes it even more challenging for traditional brick-and-mortar stores to survive. This can create unwillingness for local, "mom and pop" type shops to open their doors in certain communities. Understanding how community members tend to use technology (willingness to order items online or find better prices elsewhere) and their access to technology (smartphones, internet) is crucial to measuring the success of a given store.

Geographic location and the households that together form the community, impact the survival of a retail store. If a store's products are not aligned with the preferences of its potential customers, the store will fail. A significant amount of data collection and analysis must be performed before deciding to open a store in a new location. A summary of criteria considered when evaluating a potential establishment's viability in a given area includes¹⁰:

- **Population Size and Characteristics.** Total size and density, age distribution, average educational level, total disposable income, per capita disposable income, occupation distribution, percentage of residents owning a home
- **Availability of Labor.** Management, management trainees, clerical
- **Closeness to Sources of Supply.** Delivery costs, timeliness, number of manufacturers, number of wholesalers, availability, and reliability of product lines
- **Economic Base.** Dominant industry, extent of diversification, growth projections, freedom from economic and seasonal fluctuations, availability of credit and financial facilities

¹⁰ Trading-Area Analysis (2008). <https://www.slideshare.net/akira9515/tradingarea-analysis-presentation>

- **Competitive Situation.** Number and size of existing competition, evaluation of competitor strength/weaknesses, short-run and long-run outlook, level of saturation
- **Availability of Store Locations.** Number and type of store locations, access to transportation, owning versus leasing opportunities, zoning restrictions, costs
- **Regulations.** Taxes, licensing, operations, minimum wages, zoning

Retail businesses in the Stevens Rd. Tract will rely upon customers from existing neighborhoods and future residents of the area including those from the Southeast Area Plan and Stevens Ranch Master Plan. Retail is unlikely to lead development of the area, however, as housing is built retail will play a supportive role to provide the amenities and services typically demanded by residents close to their homes. Additionally, as employment uses are built throughout the area, it will strengthen the daytime population needed to support retail development along with food and drinking establishments.

4.2 Office and Industrial

4.2.1 Office and Industrial Space Demand

Demand for office space is a function of economic conditions including the local and regional business climate, population growth, and employment trends. These factors are essential to understanding historical and projected business activity, office-dependent businesses, tenant needs, and community job creation. Office space demand has been changing in the past decade. Many office-related companies have downsized their office footprint and do not see a need for more space with remote work increasing in popularity during the COVID-19 pandemic. Office demand has increased for collaborative and shared work environments along with continued demand for office space in downtown locations for larger corporate employers.

Demand for industrial space is primarily influenced by two demand drivers: local growth and production (creating the need for local serving businesses), and distribution to external markets (creating demand for externally oriented businesses). Industrial land users that serve these two sources of demand have different land and site needs.

- **Local serving businesses** grow as a result of population and employment growth in the region. As the region grows, consumption increases, which in turn, creates a need for more products and services, such as wholesale trade to supply local businesses, construction to build more buildings, and transportation and storage to move and store those goods. This growth drives demand for more industrial space within the region.
- **Externally oriented businesses** serve the larger state and even global economy by producing, storing, and transporting goods. Because the source of this demand is external from the local economy, demand for industrial space locally will only be realized if local sites have a comparative advantage over other locations. As a result, the industrial land supply and other factors, such as the cost of electricity, regional transportation accessibility, or tax policy, play an important role in shaping external-oriented demand for industrial space.

Industrial users in the Stevens Rd. Tract will likely be local serving businesses generally due to the high demand of industrial and flex space that is demanded by the area for small to medium size spaces. Typically, externally oriented businesses are large companies that look for economies of scale for large industrial uses such as manufacturing plants, research labs, or data centers—which the Stevens Rd Tract does not have the land or infrastructure necessary to support.

4.2.2 Office and Industrial Site Considerations

The Stevens Rd. Tract is being planned to accommodate a variety of industrial and commercial uses. However, due to physical site limitations and geographical location of the area freight access will be a major challenge for businesses. As a result, some portions of the Stevens Rd. Tract area will be better positioned than others for these uses.

Many industrial uses, for example, tend to require large, rectangular lots (50 acres or larger) with relatively flat grading. Other industrial uses—like many of those that are currently in demand in the current market—are smaller and require much less land. These developments require sites of 20 acres or less and many are suitable for sites of only a few acres in size. Office and commercial uses generally require smaller lots with relatively flat grading.

Figure 13. Site Characteristics for Office and Industrial Real Estate

Source: City of Bend (2016), Economic Opportunities Analysis, Bend's Growth to 2028

Site Category	Typical Site Size (Acres)	Target Industries/ Employment	Site Requirements
Large Commercial / Office	10 to 50	Higher Education, corporate employers	Typically located in downtown locations or lining a major highway corridor for easy transportation access. These large office buildings are typically within major business parks. Parking garages or large amount of parking is needed and often times serviced by frequent transit.
Medium Commercial / Office	5 to 20	Information Technology, Large medical offices, Hospitality, Higher Education, Research and Development	Suburban office buildings can be found along major arterials, adjacent to retail centers and multifamily residential complexes.
Small Commercial / Office	Less than 2	Small medical offices, professional office users	These small office spaces will generally be found along arterial roadways long other strip retail or commercial uses.

Site Category	Typical Site Size (Acres)	Target Industries/ Employment	Site Requirements
Large Industrial and Flex ¹¹	50 to 250	Renewable Energy, Information Technology	Large land with easy freight access to major highways.
Medium Industrial and Flex	10 to 75	Specialty Manufacturing, Aviation - Aerospace, Secondary Wood Products, Recreation Equipment, Renewable Energy, Information Technology	Typically located near arterial roadways near other commercial uses and in industrial parks. Requires some space for manufacturing and office.
Small Industrial	Less than 10	Specialty Manufacturing, Aviation - Aerospace, Secondary Wood Products, Recreation Equipment, Renewable Energy, Information Technology	Typically found in industrial parks along other commercial uses on major arterial roadways.

¹¹ Ibid.

4.3 Residential Development Considerations

Bend is facing an increasing challenge to support the development of affordable homes for households with the lowest incomes, but there is demand for housing of all types at most price points for both rental and ownership housing. Recent population trends suggest increasing demand for smaller homes, attached housing, and high-density multifamily housing.

Below we summarize housing preference trends by market segmentation and the types of housing that could be planned for the Stevens Road Tract Concept Plan if the area can address and overcome infrastructure and other development barriers.

Figure 14. Residential Development Considerations

Source: ECONorthwest

... for Millennials	...for Baby Boomers	...for Multigenerational Households
 <p>An influx of Millennials will increase the need for affordable housing for renters and homeowners such as small single-family dwellings, cottages, accessory dwelling units, duplexes, townhomes, garden apartments, and apartments.</p> <p>The size of dwelling units will vary depending on household size, from single-person households to households with children. Millennials are likely to choose housing in areas closer to services and activities, such as downtown Bend and nearby neighborhoods.</p>	 <p>Baby Boomers will make a range of housing choices as they age, from continuing to remain in their homes as long as possible, to downsizing to smaller dwellings, to moving into group housing (e.g., assisted living facilities or nursing homes) as their health fails.</p> <p>As Baby Boomers age, they will need small single-family dwellings, cottages, accessory dwelling units, townhomes, apartments, and condominiums. Baby Boomers who move are likely to choose housing in areas with nearby shopping, health care, and other services, such as neighborhoods with integrated services or in downtown Bend.</p>	 <p>Multigenerational households will need affordable housing that can accommodate their larger households.</p> <p>Growth in this cohort will increase the need for affordable housing for renters and homeowners such as single-family dwellings (both smaller and larger sized dwellings), duplexes, larger townhomes, garden apartments, and apartments.</p> <p>Ownership opportunities for multigenerational households will focus on moderate-cost ownership opportunities, such as single-family dwellings on a small lot or in a more suburban location, duplexes, and townhomes.</p>

5. Case Study: Northwest Crossing

This case study showcases the successful land use planning elements of one of Bend's newest master-planned communities—Northwest Crossing—as an example of a “complete community” that is largely built out with recent development. We provide a high-level summary of the land uses planned for the area and how the mix of commercial, mixed employment, and residential uses contribute to a complete community. Northwest Crossing was identified as a relevant case study for the Stevens Road Tract Concept Plan due to its emphasis on a complete community with a mix of uses, although the locational attributes are different between these areas and Northwest Crossing covers a larger area. A list of lessons learned is provided at the end of this section that can inform planning for a new master-planned community in Bend like the Stevens Road Tract Concept Plan.

5.1 Overview and Context

Northwest Crossing is a new 487-acre community in west Bend that exemplifies the concept of a “complete community.” The area was thoughtfully planned as a walkable, mixed-use community with employment and commercial zones, schools, parks, and amenities for residents to conduct their daily lives.

Northwest Crossing’s unique location gives the area scenic views of the mountains and open space access via several trailheads. These natural features coupled with the variety of housing types, mix of architectural styles, pedestrian-friendly streets, community-scaled businesses, schools, and employment areas all have contributed to the residential and commercial growth of the area. The area’s high median household income and spending power has also influenced the development of new restaurant establishments and a supermarket.

5.2 Land Use and Development Program

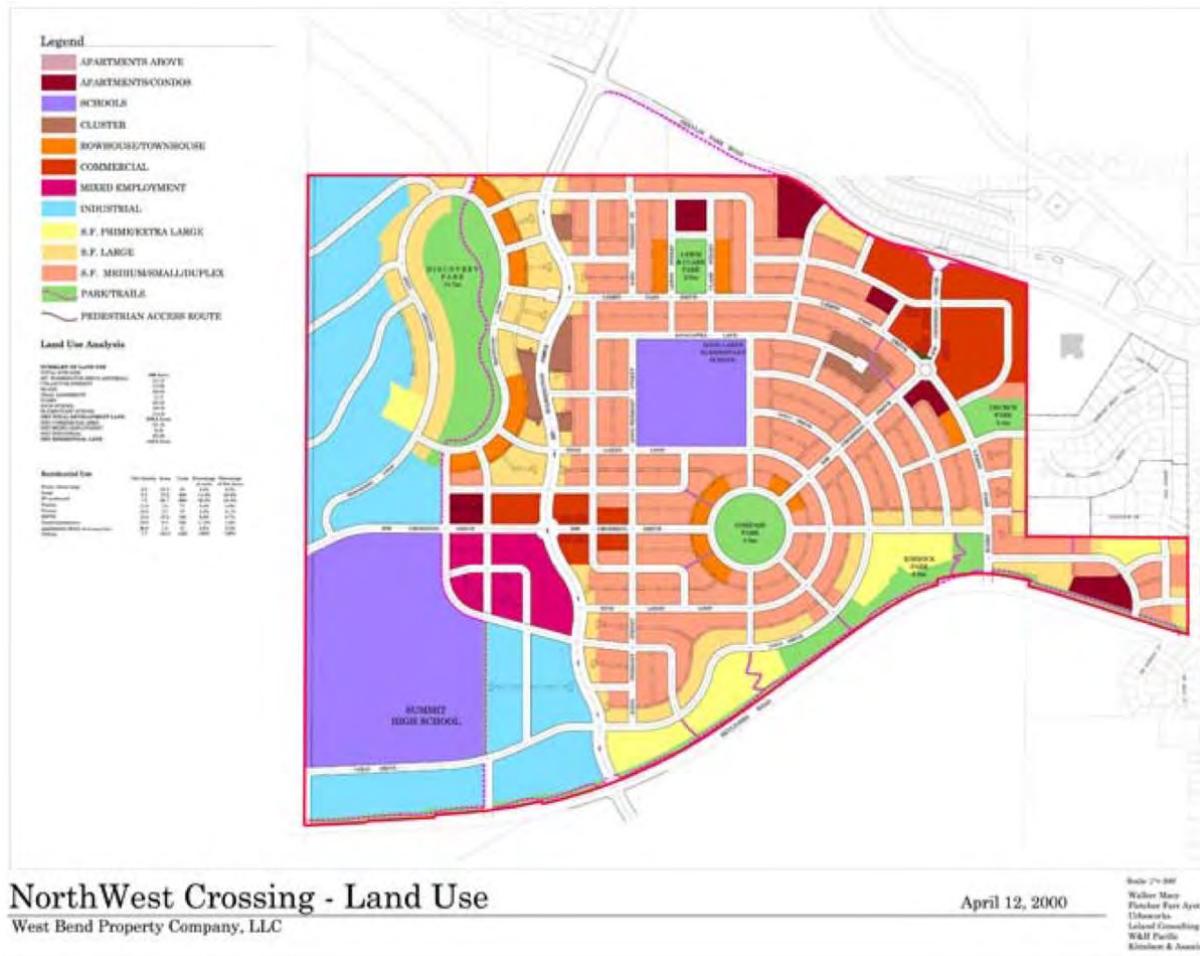
Northwest Crossing’s land use program includes:¹²

- Approximately 224 acres of residential land;
- About 70 acres of commercial and mixed employment that allows for a variety of retail and employment uses;
- Approximately 96 acres dedicated toward the development of schools and parks;
- Roughly 97 acres for roadways and circulation for the area.

¹² ULI Development Case Studies: Northwest Crossing. <https://casestudies.ulicenter.org/wp-content/uploads/2015/12/C036011.pdf>

Figure 15. Northwest Crossing Original Land Use Plan (2000)

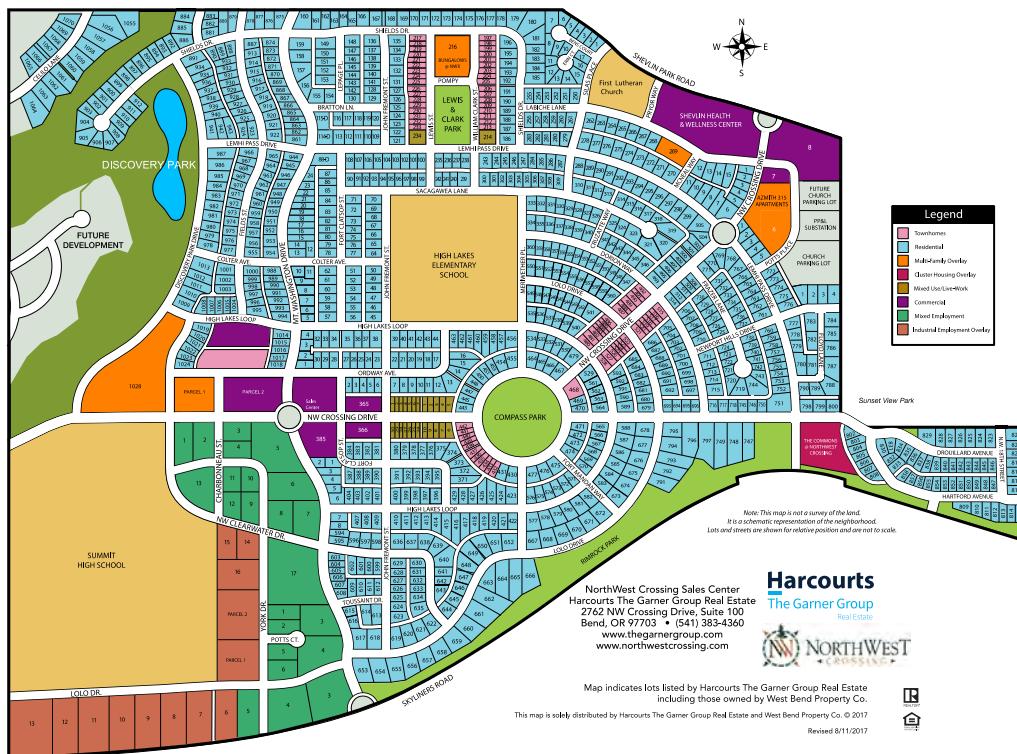
Source: West Bend Property Company, LLC; ULI



The final land use program for Northwest Crossing (shown on Figure 16) varies slightly in terms of the number of acres compared to the original plan acreages described here. Notably, some of the industrial area has been converted to Mixed Employment, and the area at the far west shown as industrial in the original land use plan was changed to residential use and a park.

Figure 16: Northwest Crossing Land Use Map (2017)

Source: Harcourts The Garner Group Real Estate and West Bend Property Co.



Development in the area includes:

- Approximately 1,350 housing units, with a mix of single-family homes, townhomes, and apartments that have been mostly built as of 2021. There are over 1,000 single-family homes, 235 apartment units across three apartment developments, a few dozen townhouses and live/work units, and a scattering of duplexes and cottage cluster units. The multifamily development includes two affordable housing developments—one serving low-income seniors and one open to families—and one market-rate apartment building (The Range) with 132 units.
- Approximately half a million square feet of commercial space. Most of the commercial space built in the area has been office (344,000 sq. ft.) and retail (86,000 sq. ft.). Newer office space in Northwest Crossing is generally small-scaled, medical office, and mixed with retail, either within the same building or same property parcel. New retail space is small-scaled, typically found on the ground floor of a mixed-use office building or along a main-street setting.

- Light industrial and flex space totaling about 67,000 sq. ft. of space in 2021. Industrial and flex space in Northwest Crossing has attracted several small manufacturers and research and development firms.
- A high school and an elementary school, along with a church, and multiple parks.

5.3 Lessons Learned and Relevance to Stevens Road Tract Concept Plan

- The mix of commercial uses that were planned in Northwest Crossing—including retail and mixed-employment—supports the daily life of residents and employees in the area. However, commercial development has trailed residential development with most of the retail and office space in the main street area developing after most of the housing was built out. Commercial areas closer to existing neighborhoods developed earlier in the build-out. Mixed employment and industrial areas are still not fully developed after nearly 20 years.
- While Northwest Crossing is not a strong location for industrial development, it has succeeded in attracting medical offices, small professional offices, and some flex development. The Stevens Road Tract Concept Plan may attract somewhat less office space but may be similar or better for flex space.
- Natural scenic views of the mountains and access to open space trails have contributed to a desirable community that has attracted both residents and employers like Hydroflask to the area.
- Amenities like good schools, parks, pedestrian-friendly streets, and community-scaled businesses have attracted new residents.
- The variety of housing types such as single-family homes, townhomes, and apartments has allowed for a diversity of households to live in the area, though the area is quite expensive and has a relatively limited amount of affordable housing.

6. Competitive Commercial and Industrial Areas

There are several existing commercial centers and planned commercial and industrial land that are direct competitors to the Stevens Road Tract Concept Plan. This is to say, when commercial and industrial businesses are seeking a new location, they are likely to compare a location in the Stevens Road Tract Concept Plan with those in several other similar commercial and industrial areas. Each of these areas has advantages and disadvantages to Stevens Road Tract Concept Plan for commercial and industrial uses.

6.1 Competitive Commercial Areas

Citywide, Bend has several major commercial centers that draw customers from a wide trade area typically between a 15-to-30-minute drive time. This wide customer draw makes it challenging for new commercial areas to compete with existing nearby commercial centers that have an established customer base and specialty retailers. The Stevens Road Tract Concept Plan is in the fringe of the City with no attraction destination to draw customers in and it is not adjacent to a major roadway with high traffic counts that could potentially draw passerby visitors in—a requirement needed for a successful commercial business. This indicates that the Stevens Road Tract Concept Plan can support a small commercial area based on the future residential population, however, commercial construction will not likely lead development in the area.

Neighboring planning areas like the Stevens Ranch Master Plan (SRMP) and the Southeast Area Plan (SEAP) have commercial land that is better positioned to accommodate commercial uses. Commercial land, in both the SRMP and SEAP, is located adjacent to a major roadway that provides high visibility and will likely increase in traffic counts as the surrounding areas are developed. Both master planned areas also have large vacant acreage of commercial and mixed-employment land that can accommodate medium to large-scale commercial centers that would meet the needs of residents and visitors from afar. The land area, size, and location of the Stevens Road Tract Concept Plan make it challenging for medium to large-scale commercial uses to be located in the area. However, smaller community-scaled businesses could support the needs of the area residents.

6.2 Competitive Industrial Land Areas

Industrial businesses seeking a new location have several areas to locate within Bend. These industrial land areas include Juniper Ridge, Brinson Industrial, Northwest Crossing, Southeast Area Plan, and Stevens Ranch Master Plan. Each of these areas has its own locational opportunities and challenges that might make sense for an industrial business to locate its new business there. However, the biggest challenge facing the Stevens Road Tract Concept Plan is the lack of direct freight connections to state highways and major roadways that will limit the

attraction of traditional industrial users such as large-scale industrial, warehouse and distribution uses.

Industrial land in the Stevens Ranch Master Plan has a competitive advantage in that it allows for light to heavy industrial uses including wholesale warehouse and distribution uses. The SEAP has a competitive advantage for industrial businesses who seek flexibility within a building to have both industrial and commercial uses such as small retail or office space. Each of these two industrial areas also has locational characteristics such as access to a major roadway and medium to large industrial land that complement industrial businesses' needs better than the Stevens Road Tract Concept Plan. This all suggests that industrial uses best suited for the Stevens Road Tract Concept Plan are mixed employment uses that can complement the more intensive industrial uses in the SRMP while allowing for smaller retailers and office uses to serve the area's residents, employers, and visitors.

Figure 17. Major Competitive Commercial Centers

Source: ECONorthwest

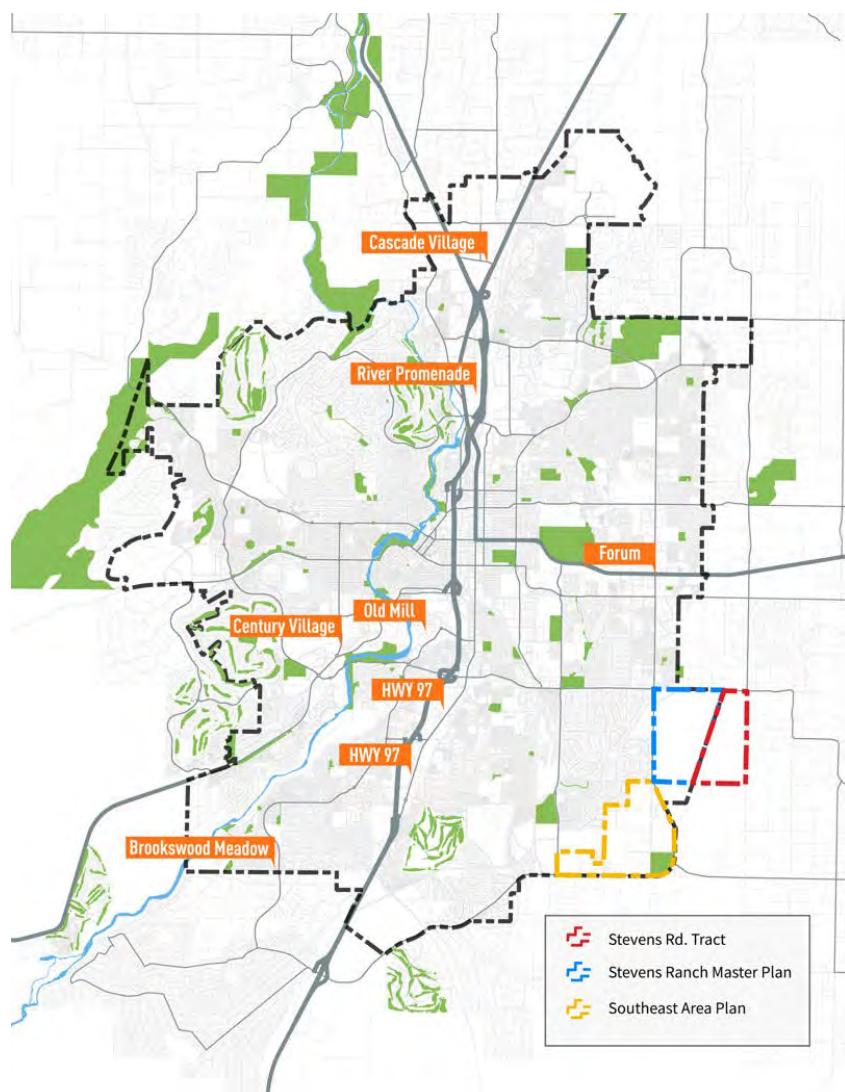
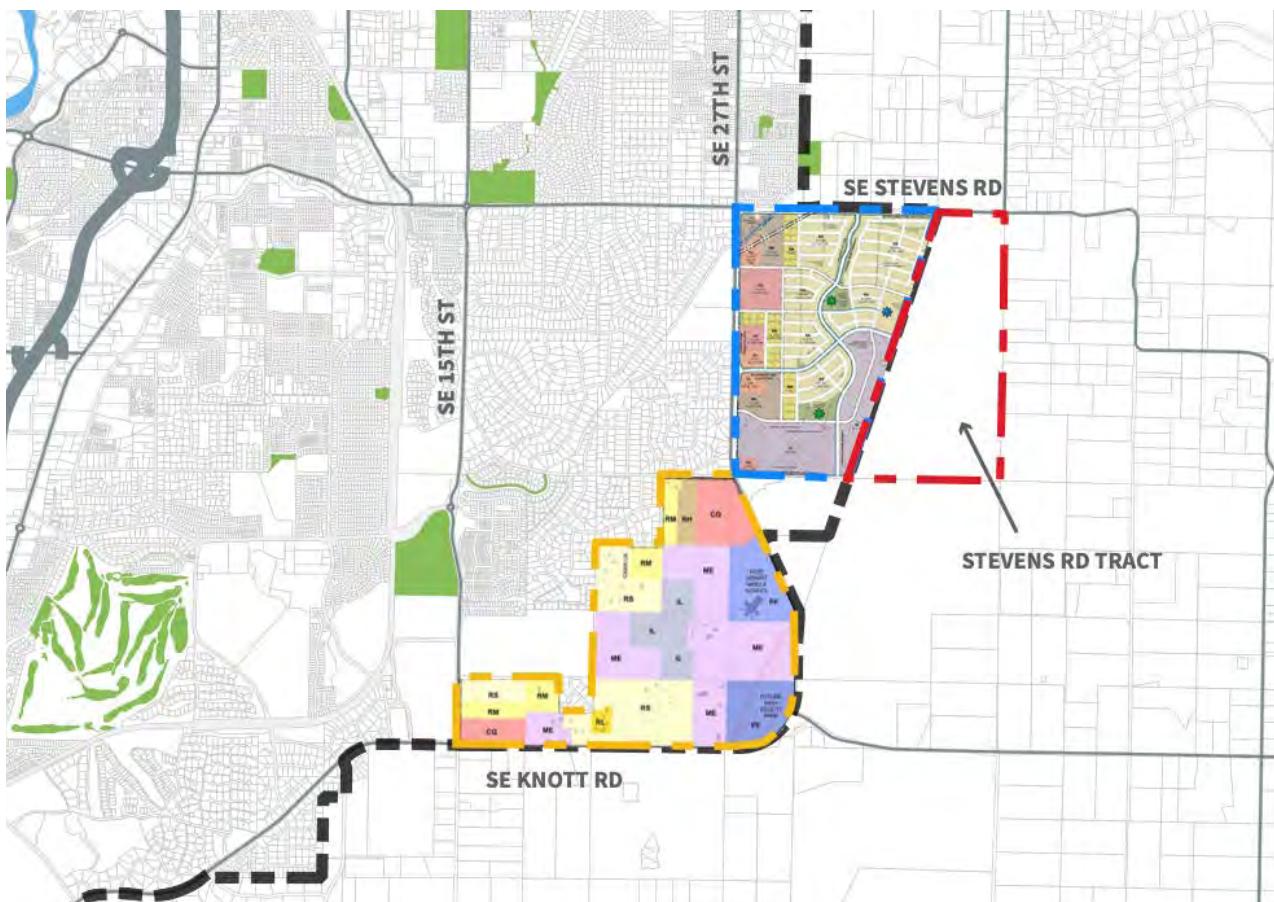


Figure 18. Competing Commercial and Industrial Land

Source: ECONorthwest, City of Bend



7. Conclusion for Market Potential

Bend's population is growing rapidly, and it is expected to continue to do so in the future. Bend's economy also continues to expand, driven by population growth as workers from elsewhere are drawn to Bend's high quality of life and work-life balance. Citywide market trends suggest that the Stevens Road Tract Concept Plan is well-positioned to develop into a complete community, provided that planning for the area can address and overcome infrastructure and other development barriers.

7.1 Commercial and Employment Land Demand

- **Office:** Demand for office space in the Stevens Road Tract Concept Plan will come from overall employment growth in Bend for office-oriented businesses and demand for workspaces and medical offices close to where people live. This could include office space that allows for collaborative and shared work environments that is typically mixed in and complemented with other uses such as retail. Similar to Northwest Crossing, the area could support commercial mixed-use development integrating retail and office space within a building with office uses located either on the ground or second floor. The area can also support small-scale, neighborhood-serving office businesses such as medical and dental offices, accountants, insurance, and real estate offices that serve surrounding residential uses. These businesses may be in small buildings within a commercial area or (for medical office) a larger complex in an area with better transportation access.
- **Retail and Personal Services:** Retail demand (including personal services) will be based on new housing in the area, as other areas are better positioned to serve existing residents. A limited amount of neighborhood-serving retail space for personal services, wellness/lifestyle businesses, and eating and drinking establishments can be supported by future residential uses. These retail businesses are most likely to be built as a small neighborhood commercial center or part of a main-street type retail development. The area could also potentially support a neighborhood-serving pharmacy or similar business as an anchor tenant to the commercial center.
- **Industrial and Flex:** Market trends indicate increasing demand for industrial and flex space that allows for a mix of employment uses such as light manufacturing, light industrial, and limited retail and office uses. The Stevens Road Tract Concept Plan could support small-scale, mixed-employment uses provided it is developed with good access to SE 27th Street. The area's lack of transportation access for state highways and major roadways will limit the attraction of traditional industrial uses in the area such as warehouses and distribution centers that require good freight access and connections.

Overall, there is likely demand for a small (2- to 5-acre) retail-focused commercial area complemented by roughly 10-25 acres of employment land that can accommodate office, flex, light industrial, and commercial uses.

7.2 Residential Land Demand

House Bill 3318 requires the area to be planned with a mix of housing types affordable to residents at different incomes levels ranging from single-family homes up to high-density housing.

- **Single-Family:** Population and household growth in Bend will likely continue to support demand for single-family housing for the foreseeable future. Newer residential development has tended to favor smaller lots, and this is likely to be the case in the Stevens Road Tract Concept Plan as well.
- **Middle Housing:** While there has been relatively little middle housing development in Bend to date, with regulatory barriers going away, more is likely to occur going forward. The most likely form of middle housing for the Stevens Road Tract Concept Plan is for-sale townhouse-style attached housing or cottage cluster housing. The market could support anywhere from a small percentage of units (e.g. roughly 10%, as in Northwest crossing) or a higher percentage (up to about 25%) as some other new growth areas around the state have seen.
- **Multifamily:** Market trends indicate the area is likely to support 3- to 4-story apartments with surface parking. These would likely range between 100 to 200 units each. The market may support one to three apartment developments in this area, depending on how demand for multifamily development changes over time.

Stevens Road Tract Concept Plan

APPENDIX J – House Bill 3318 Section 9
Compliance Findings

Appendix J: Compliance Findings for Stevens Road Tract Conceptual Plan

I. PROCEDURAL FINDINGS:

(1). PURPOSE.

The purpose of these Findings is to demonstrate how the proposed conceptual plan, the Stevens Road Tract Concept Plan (Concept Plan), addresses the applicable requirements of 2021 HB 3318 (2021 Oregon Laws, Chapter 552) ("HB 3318"), for a tract of land, identified as the "Stevens Road Tract" in HB 3318. The State of Oregon, Department of State Lands (DSL), owns the Tract, which is located in Deschutes County, south of Stevens Road and immediately east of the existing Bend Urban Growth Boundary and a tract of land known as the Stevens Ranch Master Plan Area.

(2). PROPOSAL: For the purpose of presenting the following Findings, the Proposal refers to the Concept Plan dated June 2022. The Concept Plan presents three (3) potential alternatives for development of the site. Each alternative is based on a different Open Space Concept that informs the Land Use program.

Table 1: Scenario Alternatives for Stevens Road Tract

Housing	Alternative 1 Acres	Alternative 1 Units	Alternative 2 Acres	Alternative 2 Units	Alternative 3 Acres	Alternative 3 Units
Total Residential	145.4	1,960	142.9	2,095	146.9	2,487
RH Designation	22.0					
Multifamily	22.0	680	23.0	805	30.0	1,200
Affordable @ 60% AMI	12.0	360	9.0	315	12.0	480
Affordable @ 80% AMI	6.0	180	6.0	210	6.0	240
Market Rate	4.0	140	8.0	280	12.0	480
RM Designation	12.0					
Middle Housing/Small Lot	12.0	239	18.0	358	24.0	479
Affordable @ 60% AMI	0.0	0	3.0	54	0.0	0
80% Affordable @ 80% AMI	2.0	32	3.0	36	2.0	39
Market Rate	10.0	207	13.0	268	22.0	440
Cottage Cluster & Small Lot	5.5	46	3.9	60	8.8	137
Townhomes / SFA	6.3	92	5.6	128	7.7	177
Plexes (MF)	13.3	69	3.5	80	5.5	126
RS Designation	111.4					
Middle Housing (Market Rate)	17.0	356	10.0	205	0	0
Cottage Cluster & Small Lot	1.9	27	1.5	21	0	0
Townhomes / SFA	2.2	48	1.0	21	0	0
Plexes (MF)	12.9	281	7.5	163	0	0
Single Detached (Market Rate)	94.4	685	91.9	727	92.9	808
Commercial	2.5 Acres		2.5 Acres		5 Acres	
Mixed Employment	14 Acres		20 Acres		7 Acres	
Light Industrial	10 Acres		0 Acres		0 Acres	
Open Space and Parks	26 Acres		33 Acres		39 Acres	

Source: See Stevens Road Tract Concept Plan APPENDIX K – Land Use Programs Spreadsheet

For the purpose of addressing the requirements in HB 3318, the City has proposed findings that outline what work has already been completed, what work will need to be completed with expected Planning Amendments (See Section 7 of the bill), and what work will need to be completed prior to approval of a final master plan for the Stevens Road Tract.

(3) PUBLIC NOTICE AND COMMENTS. In June of 2022, the City intends to submit a letter to the Department of Land Conservation and Development (DLCD) expressing the City's non-binding intent to consider a Conceptual Plan under section 5 of HB 3318. Staff provided notice (via email) to people who expressed an interest to the City in the Concept Plan on April 22, 2022. A notice of the Concept Plan online public open house (Open House #3) was published in the Bend Bulletin on April 1, 2022, at least 14 days before the opportunity for public participation in the open house. Notice of the May 9, 2022 Planning Commission public hearing was published in the Bend Bulletin on April 22, 2022. A notice of the June 1, 2022, City Council public hearing was published in the Bend Bulletin on April 22, 2022. Notice of each of these opportunities for public participation was published at least fourteen (14) days in advance, as required by Section 5(2) of HB 3318.

Additionally, the record developed in support of the Proposal includes the Concept Plan and the following:

1. Technical Appendices dated May 2022, that also provide the factual base in support of the Concept Plan
2. Public comments submitted through June 1, 2022
3. Materials presented to the Bend City Council June 1, 2022
4. Materials presented to the Bend Planning Commission May 9, 2022
5. Online Open House Summary from April 2022
6. Online Open House Summary from February 2022
7. Online Open House Summary from December 2021

The City consulted with and provided the opportunity for written comment from the owner of the Stevens Road tract (DSL) and DLCD, as required by Section 5(4) of HB 3318. Representatives from DSL participated on the project team that created the Concept Plan, which met on a regular basis throughout the duration of the project. City staff coordinated regularly with DLCD through meetings and electronically by email to obtain comments and input into the project.

II. FINDINGS OF COMPLIANCE WITH SECTION 5, CONCEPTUAL PLAN APPROVAL, OF HB 3318

SECTION 5. Conceptual plan approval. (1) As used in this section, “conceptual plan” means an ordinance or resolution adopted by the city’s council that:

- (a) Explains in general terms the expected Stevens Road planning amendments, including intended uses and zoning of the Stevens Road tract; and**
- (b) Explains the factual basis and reasons for the expected Stevens Road planning amendments.**

FINDING: The Proposal satisfies (5)(1)(a) above because the Concept Plan, to be adopted by resolution by the Bend City Council, explains in general terms the expected Stevens Road planning amendments. These amendments include the proposed zoning and land use programming based on Alternative 3, as outlined in Chapter 5 of the Concept Plan. Chapter 3 of the Concept Plan identifies additional work that will be needed to inventory and protect historic, cultural, and natural resources, address requirements for wildfire, and outline the required infrastructure that will be needed to support development of the Tract.

The Proposal satisfies (5)(1)(b) because the Concept Plan and the Technical Appendices, together, provide the factual basis and reasons for the expected Stevens Road planning amendments. The Concept Plan outlines the proposed Alternatives for development of the Stevens Road Tract and incorporates key information from the Technical Appendices to support the Proposal. The technical appendices respond to the requirements outlined in Section 9 of HB 3318.

(6) The department may approve the conceptual plan if:

- (a) The department has received the letters described in section 4 of this 2021 Act; and**

FINDING: The Proposal will satisfy this criterion because the City will provide the letters described in Section 4 of HB 3318. Section 4 requires two letters to be submitted to the Department (DLCD). The City intends to provide one letter required by Section 4(1) that expresses the City’s nonbinding intent to consider a conceptual plan under Section 5 of HB 3318. The owner of the Stevens Road Tract, the Department of State Lands, intends to provide the other letter required by Section 4(2)(a) that gives its consent to the City’s pursuit of an urban growth boundary expansion and planning amendments under Sections 6 to 9 of HB 3318. This letter will also state that the owners of the tract and the City have established the agreement referred to under (2)(b) of Section 4.

(b) In the department's discretion, considering the conceptual plan along with any supporting documentation and relevant public comment, the proposed development of the Stevens Road tract would be capable of meeting the requirements of sections 7 to 9 of this 2021 Act.

FINDING: The findings presented below in Section III demonstrate how the proposed development of the Stevens Road Tract is capable of meeting the requirements in Sections 9 of HB 3318. The requirements in Section 7 of HB 3318 are procedural, apply to the Department's (DLCD) review, and do not include any direct requirements that must be addressed in these findings. The following findings address what work the City has completed for the Concept Plan, and identifies what work will need to be completed with the Planning Amendments to demonstrate the proposed development of the Stevens Road Tract is capable of meeting the requirements in Section 9.

III. FINDINGS REGARDING COMPLIANCE WITH SECTION 9, STANDARDS IN LIEU OF GOALS, OF HB 3318

SECTION 9. Standards in lieu of goals. (1) Notwithstanding ORS 197.250 or 197.612 or any statewide land use planning goal, the Department of Land Conservation and Development shall approve Stevens Road planning amendments provided the department determines, in its discretion, that the Stevens Road planning amendments, with respect to the Stevens Road tract, include:

(a) An inventory of significant historical artifacts, cultural sites and natural resources.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting this criterion because of the work completed to date to inventory significant historical artifacts, cultural sites, and natural resources, and the Concept Plan outlines what the City will do in the future to include these products in the planning amendments. The Technical Appendices include a memorandum outlining the inventory work to date on historic, cultural, and natural resources (See Technical Appendix E). This work is summarized in Chapter 2 of the Concept Plan, and relies on: 1) prior archaeological surveys by the DSL, and 2) resource inventories incorporated in the Deschutes County Comprehensive Plan. Chapter 2 of the Concept Plan provides further recommendations on what actions the City will need to take to address (9)(a) and ensure the Department (DLCD) can approve the planning amendments for the Stevens Road Tract. These actions include:

- Conducting or requiring a new archeological survey to identify potential artifacts and/or remains.
- Adopting policies in the Bend Comprehensive Plan to require an inadvertent discovery plan for the Stevens Road Tract.

- Conducting on-site inventory work on significant trees and rock outcrops.
- Relying on existing or adopting new development code text that serves to protect and preserve these natural features.

Identifying these proposed actions in the Concept Plan will support the Department's approval of the Concept Plan.

The proposed actions identified in the Concept Plan and outlined above, include an inventory of significant historical artifacts, cultural sites and natural resources.

Furthermore, the expected Stevens Road planning amendments identified in Chapter 5 of the Concept Plan require an inventory of significant historical artifacts, cultural sites and natural resources.

(b) Areas designated for recreational and open space.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (b) because the Concept Plan identifies areas designated for recreational and open space in all three proposed alternatives. Chapter 4 of the Concept Plan outlines Alternatives 1 through 3, and the different elements of each (See also Table 1 above). With respect to recreational and open space, each alternative includes adequate recreational and open space, with amounts of each varying by alternative (See "Recreational and Open Spaces" in Chapter 3). Chapter 4 of the Concept Plan summarizes the Open Space Concept for each alternative, that represented the base upon which other land uses (e.g. residential, commercial) were incorporated. The recreational and open spaces within each alternative include community parks, recreational trail corridors, and other open spaces.

(c) Land use regulations for the protection and preservation of significant resources and designated areas identified in paragraphs (a) and (b) of this subsection.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (c) because the City has identified what significant resources and designated areas need to be protected and preserved through the Concept Plan. With respect to historic, cultural, and natural resources identified under (a), the City has existing or can create new land use regulations for the protection of these resources to satisfy the planning amendments described in Chapter 5 of the Concept Plan, which require protection and preservation of significant resources and designated areas identified in paragraphs (a) and (b) of this subsection. The adopted Bend Development Code includes regulations for the protection of Upland Areas of Special Interest (See BDC 2.7.700 and Historic Resources under BDC 10.20). If found necessary through the inventory work identified in response to criterion (a) above, the City can also adopt regulations for the protection of cultural resources that go beyond existing laws

administered by the State Historic Preservation Office (SHPO), and the National Historic Preservation Act. With respect to recreational and open spaces under (b), the City already has master planning requirements for preservation of trails and parks under BDC Chapter 4.5. Neighborhood parks are a use permitted outright in residential districts; community parks are allowed as conditional use in residential districts.

(d) Land use regulations that comply with applicable wildfire planning and development requirements, including requirements in regulations adopted to implement a statewide planning goal relating to natural disasters and hazards.

FINDING: The Proposal shows that development on the Stevens Road Tract is capable of meeting criterion (d), because it identifies forthcoming wildfire planning and development requirements based on state legislation, and best practices to mitigate the risk of wildfire. The Concept Plan includes a technical memorandum that outlines both applicable wildfire requirements and resources for mitigating wildfire risk (See Technical Appendix F). The applicable requirements include 2021 SB 762, which is currently being implemented through wildfire hazard mapping and rulemaking. The requirements also include Statewide Planning Goal 7, Areas Subject to Natural Hazards. The Technical Memorandum further identifies resources that outline best practices for mitigating wildfire risk. These practices include, but are not limited to, defensible space, development patterns, construction materials, and land uses. These are practices that can be incorporated in development requirements for the Tract as part of a special planned district. Additionally, the expected Stevens Road planning amendments described in Chapter 5 of the Concept Plan, will require compliance with the applicable wildfire planning and development requirements described above and in Technical Appendix F.

(e) Areas designated for adequate employment lands that account for the city's most recent economic opportunity analysis, including consideration of subsequent economic development activities and trends.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (e), because the Concept Plan proposes to designate areas for adequate employment lands that also account for the City's most recent Economic Opportunities Analysis (EOA). Chapter 4 of the Concept Plan outlines the land use programs for Alternatives 1 through 3 (See also Table 1 above). This same chapter identifies the amounts of commercial, mixed employment, and light industrial lands considered under each alternative. The proposed mix of employment lands addresses the requirements for commercial and industrial land identified in the City's most recent EOA, as modified through the adoption of the Southeast Area Plan and the Easton

Master Plan¹. Finally, the allocation of employment lands is based on a Market Analysis (See Technical Appendix I), which considered subsequent economic development activities and trends.

(f) Within areas zoned for residential purposes, without counting the lands designated under subsection (2) of this section, land use regulations for housing that:

(A) Ensure adequate opportunities for the development of all needed housing types, sizes and densities of market-rate housing, including middle housing as defined in ORS 197.758;

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (f)(A) because it includes a number of residential zones (without counting the lands designated for affordable housing under HB 3318 Section 9 subsection (2)), that allow for a variety of housing types, including middle housing as defined in ORS 197.758. Table 1 above outlines the acres and number of housing units in each alternative:

- The amount of land for housing varies from 142.9 acres to 146.9 acres:
 - The amount of land for market rate housing varies from 124.4 acres to 126.9 acres.
- The number of potential housing units varies from 1,960 units to as many as 2,487 units:
 - The potential market rate units possible under each scenario varies from 1,388 to as many as 1,728.
- The amount of land designated for multi-family housing varies from 22 acres to 30 acres, with estimates for potential of 680 units to 1,200 units.
- With respect to multi-family housing, the alternatives consider and outline the potential units affordable to households at both 60% and 80% AMI.
- The alternatives also present different amounts of land and units for middle housing/small lot housing, from 12 to 24 acres, and with unit estimates of 595 to 880. The unit estimates for market rate middle housing vary from 440 units to 563 units.

Based on this data, the City finds that the Concept Plan is capable of meeting (f)(A) because it has considered alternatives that will ensure adequate opportunities for the development of all needed housing types.

¹ For reference, please see File No. PZ-20-0479 for the Southeast Area Plan, File No. PLMOD20210482 for the Easton Master Plan Modification.

(B) Exceed the proportions of single-family attached and multifamily housing called for in the city's most recently adopted housing needs analysis under ORS 197.296 (3);

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting this criterion because the Concept Plan shows the amount of housing planned for can exceed the proportions of single family attached and multifamily housing called for in the City's most recently adopted Housing Needs Analysis (HNA). The City's HNA was adopted in 2016 (See Appendix K to the City's adopted and acknowledged Comprehensive Plan). This 2016 analysis concluded that for the City to meet its housing needs, greater proportions of attached single family and multifamily attached housing were needed. The needed housing mix was changed to include 10% of needed units as single family attached housing and 35% of needed units as multi-family attached housing. At that time, middle housing was included in the proportion of multi-family attached housing.

The Concept Plan (See Table 1 above), shows:

- Total numbers of housing units in each alternative that vary from 1,960 units to 2,487 units
- These alternatives also include estimates of middle housing and multi-family housing, that together, represent 65% to 67% of the total units in each alternative. Each proposed alternative includes an amount of middle and multi-family housing that exceeds the HNA requirement for 35% of all housing units to be multi-family attached.
- With respect to single family attached housing (aka townhomes), this housing type is included as middle housing under ORS 197.758, and the proportion of housing in the alternatives range from 10.1% to 10.2%.

Based on this data in the Concept Plan, the City finds that the Proposal is capable of meeting the criterion (f)(B).

(C) Exceed a minimum density standard of nine residential units per gross residential acre; and

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (C) because it shows each alternative considered includes housing that exceeds a minimum density standard of nine residential units per gross residential acre. The Alternatives are outlined in Chapter 4 of the Concept Plan. Table 1 above presents the number of acres of land for all housing units along with the total number of units estimated for each alternative. The data shows that the minimum density ranges from 11.1 dwellings units per gross residential acres to as much as 13.6 dwelling units per gross residential acre for the alternatives. Based on this data, the City finds that all

three Alternatives presented in the Proposal are capable of satisfying the criterion (f)(C).

(D) On the date the Stevens Road planning amendments are approved, comply with land use regulations adopted by the city, or any minimum applicable rules adopted by the department, to implement ORS 197.758 and the amendments to ORS 197.312 by section 7, chapter 639, Oregon Laws 2019.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (f)(D) because the City has already implemented the requirements of ORS 197.758. ORS 197.758 was created by the passage of HB 2001 in the 2019 Legislative Session (aka Chapter 639, Oregon Laws 2019). The City has already adopted ordinances to comply with HB 2001. The City adopted Ordinance NS-2389 on October 21, 2020. This was the first of two ordinances adopted to amend the Bend Comprehensive Plan and the Bend Development Code to comply with the requirements of HB 2001. On October 6, 2021, the City adopted Ordinance 2423, which adopted the bulk of the changes to the Development Code and Comprehensive Plan to comply with ORS 197.758. The City's land use regulations comply with the changes made to ORS 197.312 by section 7, chapter 639, Oregon Laws 2019, and do not include owner-occupancy or off-street parking requirements for accessory structures.

(g) Sufficient areas designated for mixed use development to support and integrate viable commercial and residential uses along with transportation options, including walking, bicycling and transit use.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (g) because the Concept Plan shows each alternative presented has sufficient areas designated for mixed use development to support and integrate viable commercial and residential uses along with transportation options. To support the evaluation of alternatives, the team conducted a Market Analysis (See Technical Appendix I), to evaluate the needs for commercial, mixed employment, and industrial land for the Stevens Road Tract. The results of the Market Analysis are summarized in Chapter 3 of the Concept Plan. With respect to mixed use development, the alternatives presented in Chapter 5 (See also Table 1 above) propose the location of mixed use and commercial designations in locations that are also accessible by walking, bicycling, and future transit use.

- Alternative 1 proposes commercial designations on Stevens Road and adjacent to areas designated for High-Density Residential Development. These commercially designated areas are also accessible by a Future Transit Route and proposed trail corridors. Mixed employment areas are located in the southern portion of the Tract and within walking and bicycling distance of adjacent residential, including High Density Residential.
- Alternative 2 proposes commercial and mixed employment designations south of Wilderness Way and east of the natural gas pipeline. The commercial area is accessible through a Future Transit Route on Wilderness Way and is also across a local street from areas designated for Medium and High Density Housing. Areas to the north of Wilderness Way that are designated for Medium and High Density housing can also access these same commercial and mixed use areas through a Future Transit Route along the north-south road connecting Stevens Road to Ferguson Road.
- Alternative 3, like Alternative 2, includes commercially designated land, two blocks long, on Wilderness Way, that is also adjacent to land designated Medium and High Density Residential. Additional Medium and High Density Residential are designated to the north, and can access the commercial areas by the Future Transit Route on the north-south road. The residential areas to the east and the south can also access this commercial corridor on Wilderness Way through a conceptual trail alignment.

Based on the Alternatives presented above, the City finds that the Proposal satisfies criterion (g).

(h) Land use regulations ensuring that:

(A) Adequate capacity is available, or feasible with development, for water, sewer and storm water services; and

(B) Adequate consideration is given to the financing, scheduling and development of urban services, as defined in ORS 195.065.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (h)(A) because the evaluation contained in the Concept Plan shows that adequate capacity is available, or is feasible with development, for water, sewer, and stormwater services. The City evaluated the capacity and identified the needed improvement for providing the site with water, sewer, and stormwater services. Sewer service will be provided by the City and water service will be provided by Avion Water Company, an Oregon corporation and private water utility whose territory includes the Stevens Road Tract. Chapter 3 of the Concept Plan outlines the work to date on water, sewer, and stormwater for the Stevens Road Tract. This chapter relies on water

and sewer findings that are included in the record (See Technical Appendices L and M). Avion Water Company provided the City with comments on what infrastructure improvements they will need to provide water for development of the Tract. The City's Engineering and Infrastructure Planning Division has prepared a technical memorandum (See Technical Appendix M) that outlines the required sewer infrastructure improvements needed to serve development of the Tract. The City anticipates these improvements will be provided with development of the Tract, and will be scheduled so that the required infrastructure is provided at the time development occurs. The master plan process that will be required under the Bend Development Code prior to annexation, and any necessary development agreements with the City will ensure adequate consideration is given to the financing, scheduling, and development of urban services as required by the bill. With respect to stormwater, the City's Code on stormwater (Title 16 of the Bend City Code) requires that stormwater be retained on site, and that improvements for retention of stormwater be constructed according to the Central Oregon Stormwater Manual.

With respect to criterion (h)(B), the Proposal satisfies criterion (B) with adequate consideration given to the financing, scheduling and development of urban services, as defined in ORS 195.065. There are no special districts that provide water, sewer, or stormwater services to the Tract. To address criterion (B) the City has identified the expected Stevens Road planning amendments in Chapter 5 of the Concept Plan, which will require further coordination with the following districts:

- Bend Park and Recreation District, for ongoing coordination for parks and trails planning, and annexation of the Tract into the District.
- Cascades East Transit, for ongoing coordination for extension of transit service south on 27th Street to the Tract.
- City of Bend Fire Department/Deschutes County Fire Protection District No. 2, for ongoing coordination regarding wildfire risk mitigation and eventual annexation to the City of Bend.

Based on the Alternatives presented above, the City finds that the Proposal satisfies criterion (h).

(i) Land use regulations for transportation that:

(A) Ensure the development of adequate infrastructure to support walking, bicycling, public transit and motor vehicle movement; and

(B) Give adequate consideration to transportation networks that connect the Stevens Road tract to other areas within the urban growth boundary of the city.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (i) because the City has completed a level of transportation planning

to ensure each Alternative presented in the Concept Plan shows transportation networks that include walking, bicycling, public transit, and motor vehicle infrastructure, and connect to other areas within Bend's urban growth boundary.

With respect to criterion (i)(A), each of the Alternatives presented in Chapter 4 of the Concept Plan Report include a land use pattern combined with trails, a green loop system, and future transit routes to support walking, bicycling and public transit. Development of the interior roads and road extensions will require construction to City standards, which will include sidewalks on both sides of the street. In addition, the roadway system has been designed so that drivers can make shorter trips to key destinations such as the parks and commercial areas.

With respect to criterion (i)(B), each of the alternatives has also been designed so the transportation network for the Stevens Road Tract connects to the other areas within the UGB and the City. These network extensions and connections include: 1) extension of Stevens Road to the east, for the Reed Market Road corridor; 2) extension of Ferguson Road east, providing the connection to the Stevens Ranch Master Plan and 27th street, and; 3) an extension of Wilderness Way to the east. The transportation planning also relies on east to west connections to a north-south collector through the Stevens Ranch Master Plan (development area adjacent and to the west of the Stevens Road tract) connecting Stevens Road to Ferguson Road. This approved location for the collector street satisfies the City's spacing standards for new collectors for the Stevens Road Tract. Finally, the transportation planning includes active transportation corridors with the TransCanada trail alignment, and "green loop" trail system around the perimeter of the tract.

Based on the Alternatives presented above, the City finds that the Proposal satisfies criterion (i).

(j) The adequate consideration of the recommendations and comments received under section 8 (3) to (5) of this 2021 Act.

FINDING: The Proposal will satisfy criterion (j) because the City is documenting and has considered the recommendations and comments received under Section 8 (3) to (5) of HB 3318. Section 8 (3) refers to public comments submitted during a public open house, public meetings of the City's Planning Commission and City Council, and public comments submitted to the City. The City has responded to the comments to date in the Stevens Road Tract Concept Plan, in particular with the consideration of Alternative 3 and proposing potential Planning Amendments implementing this alternative. In particular, many public comments suggested additional open spaces, trails, protections for natural features, and a focus on housing. The three alternatives each capture these themes discovered through public involvement and testimony. The appendices to the Concept Plan also include a Public Review Summary (See Technical Appendix B) that summarizes the public comments received at the three online open houses and

submitted directly to the City. With respect to section 8 (5), this language requires the City to consult with and provide opportunity for written comment the parties listed under (a) through e) of the bill, including the DSL. As indicated under forgoing findings, the City has been coordinating directly with the DSL, and their staff have been participating in project management meetings throughout the development of the Concept Plan.

(2) The department may not approve the planning amendments under subsection (1) of this section unless the planning amendments designate at least 20 net acres of land to be:

(a) Restricted so the area may be zoned, planned, sited or developed only for residential housing units at a minimum density of nine residential units per gross acre;

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting (2)(a) because the amount of land proposed to be zoned, planned, sited or developed for housing under (2)(a) exceeds a minimum density of nine units per gross acre. The following table is excerpted from Table 1 above and summarizes the proposed acres and housing units in each alternative.

Table 2: Restricted Multifamily Units by Alternative

Housing	Alternative 1		Alternative 2		Alternative 3	
	Acres	Units	Acres	Units	Acres	Units
Total Residential	145.4	1,960	142.9	2,095	146.9	2,487
RH Designation	22.0	680	23.0	805	30.0	1,200
Multifamily	22.0	680	23.0	805	30.0	1,200
Affordable @ 60% AMI	12.0	360	9.0	315	12.0	480
Affordable @ 80% AMI	6.0	180	6.0	210	6.0	240
RM Designation	12.0					
Middle Housing/Small Lot	12.0	239	18.0	358	24.0	479
Affordable @60% AMI	0.0	0	3.0	54	0.0	0
80% Affordable @ 80% AMI	2.0	32	3.0	36	2.0	39

Source: See Stevens Road Tract Concept Plan APPENDIX K – Land Use Programs Spreadsheet

Each alternative proposes at least 22 acres of land for this type of housing, and at densities that range from 30 dwelling units per gross acre in Alternative 1 to as much as 40 units per gross acre in Alternative 3.

Based on the Alternatives presented above, the City finds that the Proposal satisfies criterion (2)(a).

(b) Conveyed to the city at a price per acre established under section 4 (2)(b) of this 2021 Act; and

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting (b) because the letter from the owner of the Stevens Road Tract (DSL), referred to above under Section II, presents an agreement to convey 20-acres of land for affordable housing to the City at a price per acre of \$35,000 for the acres not subject to an educator priority preference, as that preference is defined in HB 3318, and as further described below.

Based on the Alternatives presented above, the City finds that the Proposal satisfies criterion (2)(b).

(c) Notwithstanding ORS 91.225 or 197.309, preserved for a period of no less than 50 years as affordable to own or rent as follows:

(A) At least 12 net acres made affordable to:

(i) Households with incomes of 60 percent or less of the area median income, as defined in ORS 456.270; or

(ii) If part of an income-averaging program approved by the Housing and Community Services Department, households whose incomes average 60 percent or less of the area median income.

(B) At least six net acres:

(I) Made affordable to households with incomes of 80 percent or less of the area median income; and

(ii) Made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider over other members of the public.

(C) At least two net acres in which at least 80 percent of the units in each contiguous development tract are made affordable to households with 80 percent or less of the area median income, of which at least one net acre is made available, to the extent permitted by law, in a manner that gives a priority to households in which at least one individual is employed by an education provider over other members of the public.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (c)(A) because Table 1 shows Alternatives 1 and 3 each include at least 12 net acres of land identified for housing for households with incomes of 60 percent or less of the area median income. The IGA between the City and DSL

includes covenants the City agrees to record against the 20 acres of land identified for affordable housing, that will restrict the relevant acres to development of housing at the required income levels and educator priority, to the extent permitted by law, for no less than 50 years.

The Proposal meets criterion (c)(B) because each alternative presented above in Table 1 shows at least six acres of land will be designated for housing affordable to households with incomes of 80 percent or less of the area median income (AMI). Chapter 5 of the Concept Plan outlines the components of each alternative, including the amount of land to be designated for restricted, affordable housing. Table 1 of these Findings summarizes this data from Chapter 4 and shows each alternative has at least six acres designated for households with incomes of 80 percent of AMI and the number of units for these households varies from 180 units in Alternative 1 to as many as 240 units in Alternative 3. The location and size of the parcels for the affordable housing are illustrated in each of the conceptual land use plans as shown by parcels which are outlined in red.

The Proposal meets criterion (c)(C) because each alternative presented above in Table 1 shows at least two acres of land where 80% of the units will be affordable to households with incomes of 80 percent or less of the area median income (AMI). Chapter 4 of the Concept Plan outlines the components of each alternative, including the amount of land to be designated for restricted, affordable housing. Table 1 of these Findings summarizes this data from Chapter 4 and shows each alternative has at least two acres designated so 80% of the units are affordable to households with incomes of 80 percent of AMI and the number of units for these households varies from 32 units in Alternative 1 to 39 units in Alternative 3.

(3) Upon a partition or subdivision of the Stevens Road tract following the approval of the planning amendments under subsection (1) of this section establishing one or more lots or parcels described in subsection (2) of this section, the owner shall transfer those lots or parcels to the city. For a period of 99 years after the purchase of property under this section, if the city resells any lot or parcel, the city may recover only the city's costs of the purchase and resale of the property.

FINDING: This criterion is not applicable to the review of the Proposal. This criterion is applicable at the time a subdivision or partition of the Tract is proposed.

(4) Neither the city nor the Department of Land Conservation and Development is obligated to adopt any specific findings or evaluate any specific criteria in exercising its discretion with respect to any Stevens Road planning amendments

under this section and may receive, solicit or consider information from any source.

FINDING: This criterion is not applicable to the review and action on the Proposal.

(5) As used in this section, “education provider” means a school district as defined in ORS 332.002, an educational program under the Youth Corrections Education Program or Juvenile Detention Education Program as both are defined in ORS 326.695, or an education service district as defined in ORS 334.003.

FINDING: This criterion is not applicable to review and action on the Proposal. This paragraph provides a definition for interpreting prior language under this section.

Stevens Road Tract Concept Plan
APPENDIX K – Land Use Programs
Spreadsheet

Alternative 1 (Revised 4/15/22)

Land Use	Acres (Net)	Net Density	Total Units	Units on City-controlled land	Units on private land	% of units	% of units on private land	% of Land Area	Housing Type per HNA* for market rate	Notes / Assumptions
Gross Acres	261									
Constrained Acres	13									
Acres Set Aside for ROW (20%)	50						20%			
Parks and Open Space (gross)**	26.1						10%			10% of gross acres - base requirement
Net Buildable Acres	171.9								100%	
Light Industrial	10.0								6%	Located at south next to other light industrial use
Mixed Employment	14.0								8%	Located at south next to light industrial use
Commercial	2.5								1%	Small commercial area along central street connecting to other property
Residential (all)	145.4	13.5	1960	572	1388	100%	100%	85%		
RH designation	22.0				140					
Multifamily	22.0	30.9	680	540	140	35%	10%	13%		Typical garden-style apartments, at similar density to recent development in Bend
Affordable @60% AMI, MF	12.0	30	360	360	0	18%	0%	7%	2 4% LIHTC projects, each 6 acres	
Affordable @80% AMI, MF	6.0	30	180	180	0	9%	0%	3%	1 4% LIHTC project, with priority to School District	
Market rate MF	4.0	35	140		140	7%	10%	2% MF	1 apartment development	
RM designation	12.0				207					
MH/Small lot SFD	12.0	19.9	239	32	207	12%	15%	7%		Assume most of this is cottage / small-lot detached, keeping density lower
Affordable @60% AMI, MH/Small lot SFD	0.0	15	0	0	0	0%	0%	0%		
Affordable @80% AMI, MH/Small lot SFD	0.0	15	0	0	0	0%	0%	0%		
80% affordable @80% AMI, MH/Small lot SFD	2.0	16	32	32	0	2%	0%	1%		Land trust/similar model. 2 1-acre parcels***
100% Market rate MH/Small lot SFD	10.0	20.7	207		207	11%	15%	6%		
30% Cottage cluster & small lot SFD	3.0	15.6	46		46	2%	3%	2% SFD		
40% Townhomes / SFA	4.0	23	92		92	5%	7%	2% SFA		
30% Plexes (MF)	3.0	23	69		69	4%	5%	2% MF		
RS designation	111.4				1041					
MH	17	20.9	356	0	356	18%	26%	10%		
100% Market rate MH	17.0	20.9	356		356	18%	26%	10%		
11% Cottage cluster	1.9	14.5	27		27	1%	2%	1% SFD		
13% Townhomes / SFA	2.2	21.8	48		48	2%	3%	1% SFA		
76% Plexes (MF)	12.9	21.8	281		281	14%	20%	8% MF		
SFD	94.4	7.3	685	0	685	35%	49%	55%		
Market rate SFD	94.4	7.26	685		685	35%	49%	55% SFD		Assumes 6000 sf average lot size, could include some larger lots

* per OAR 660-008-0005 definitions

** Distributed into trail corridors, neighborhood parks, urban plazas, and major natural features

***1 acre parcel is assumed as priority for School District employees

Housing mix on private land

(per OAR 660-008-0005 definitions)

	Unit Count	% of Units
Detached single family	758	54.6%
Attached single family housing	140	10.1%
Multiple family housing	490	35.3%
Total (check)	1,388	100%

	Target %	Target units	Notes
SFD	55.0%	761 remainder	
SFA	10.0%	140 round up plus 1 unit	
MF	35.0%	487 round up plus 1 unit	
		100%	1,388

Total Market Rate Acres

Net residential density on market rate land

Gross residential density on market rate land

RS Mix	
MF	27%
TH	5%
SF	68%

Reporting for Graphics:	
Total MF	1030.0
Total Attached	140.0
Total SF	790.0

Alternative 2 (Revised 4/15/22)

Land Use	Acres (Net)	Net Density	Total Units	Units on City-controlled land	Units on private land	% of units	% of units on private land	% of Land Area	Housing Type per HNA* for market rate	Notes / Assumptions
Gross Acres	261									
Constrained Acres	13									
Acres Set Aside for ROW (20%)	50								20%	
Parks and Open Space (gross) ¹	32.6								13%	% of gross acres - More open space with more density
Net Buildable Acres	165.4								100%	
Light Industrial	0.0								0%	
Mixed Employment	20.0								12%	Some mixed employment around the commercial area to provide flexibility to expand it or accommodate horizontal mixed use; some near the planned light industrial on the other property
Commercial	2.5								2%	Small commercial area along central street connecting to other property
Residential (all)	142.9	14.7	2095	615	1480	100%	100%	86%		
RH designation	23.0				280					
Multifamily	23.0	35.0	805	525	280	38%	19%	14%		Slightly higher density, still 3 story but a little more efficient development (less parking, less landscaping)
Affordable @60% AMI, MF	9.0	35	315	315	0	15%	0%	5%		2 4% LIHTC projects, but smaller to better fit in with market rate. (balance of land at 60% AMI goes to middle housing)
Affordable @80% AMI, MF	6.0	35	210	210	0	10%	0%	4%		1 4% LIHTC project, with priority to School District
Market rate MF	8.0	35	280		280	13%	19%	5% MF		2 apartment developments
RM designation	18.0				268					
MH/Small lot SFD	18.0	19.9	358	90	268	17%	18%	11%		More of this as attached rather than detached, leading to higher density
Affordable @60% AMI, MH/Small lot SFD	3.0	18	54	54	0	3%	0%	2%		1 9% LIHTC project, lower density, cottage cluster or townhouse-style, but still rental
80% affordable @80% AMI, MH/Small lot SFD	2.0	18	36	36	0	2%	0%	1%		Land trust/similar model. 2 1-acre parcels***
Market rate MH/Small lot SFD	13.0	20.78	268		268	13%	18%	8%		
30% Cottage cluster & small lot SFD	3.9	15.6	60		60	3%	4%	2% SFD		
43% Townhomes / SFA	5.6	23	128		128	6%	9%	3% SFA		
27% Plexes (MF)	3.5	23	80		80	4%	5%	2% MF		
RS designation	101.9				932					
MH	10	20.5	205	0	205	10%	14%	6%		
100% Market rate MH	10.0	20.5	205		205	10%	14%	6%		
15% Cottage cluster	1.5	14.5	21		21	1%	1%	1% SFD		
10% Townhomes / SFA	1.0	21.8	21		21	1%	1%	1% SFA		
75% Plexes (MF)	7.5	21.8	163		163	8%	11%	5% MF		
SFD	91.9	7.9	727	0	727	35%	49%	56%		
Market rate SFD	91.9	7.92	727		727	35%	49%	56% SFD		Assumes mix of lot sizes for SFD with 5500 sf average lot size

* per OAR 660-008-0005 definitions

** Distributed into trail corridors, neighborhood parks, urban plazas, and major natural features

***1 1-acre parcel is assumed as priority for School District employees

Housing mix on private land

(per OAR 660-008-0005 definitions)

	Unit Count	% of Units
Detached single family	808	54.6%
Attached single family housing	149	10.1%
Multiple family housing	523	35.3%
Total (check)	1,480	100%

Total Market Rate Acres

Net residential density on market rate land

Gross residential density on market rate land

	Target %	Target units	Notes
SFD	55.0%	812 remainder	
SFA	10.0%	149 round up plus 1 unit	
MF	35.0%	519 round up plus 1 unit	
	100%	1,480	

RS Mix
MF
TH
SF

Reporting for Graphics:
Total MF
Total Attached
Total SF

Alternative 3 (Revised 4/15/22)

Land Use	Acres (Net)	Net Density	Total Units	Units on City-controlled land	Units on private land	% of units	% of units on private land	% of Land Area	Housing Type per HNA* for market rate	Notes / Assumptions
Gross Acres	261									
Constrained Acres	13									
Acres Set Aside for ROW (20%)	50						20%			
Parks and Open Space (gross) ¹	39.2						15%			% of gross acres - More open space with more density
Net Buildable Acres	158.9						100%			
Light Industrial	0.0						0%			
Mixed Employment	7.0						4%			
Commercial	5.0						3%			
Residential (all)	146.9	16.9	2487	759	1728	100%	100%	92%		
RH designation	30.0			480						
Multifamily	30.0	40.0	1200	720	480	48%	28%	19%		
Affordable @60% AMI, MF	12.0	40	480	480	0	19%	0%	8%		2 4% LIHTC projects, each 6 acres
Affordable @80% AMI, MF	6.0	40	240	240	0	10%	0%	4%		1 4% LIHTC project, with priority to School District
Market rate MF	12.0	40	480		480	19%	28%	8% MF		3 apartment developments
RM designation	24.0			440						
MH/Small lot SFD	24.0	20.0	479	39	440	19%	25%	15%		More of this as attached rather than detached, leading to higher density
80% affordable @80% AMI, MH/Small lot SFD	2.0	19.5	39	39	0	2%	0%	1%		Land trust/similar model. 2 1-acre parcels***
Market rate MH/Small lot SFD	22.0	20.04	440		440	18%	25%	14%		Could include one large rental development in middle housing / compact detached form and/or more townhouses compared to other scenarios
40% Cottage cluster & small lot SFD	8.8	15.6	137		137	7%	8%	5% SFD		
35% Townhomes / SFA	7.7	23	177		177	9%	10%	4% SFA		
25% Plexes (MF)	5.5	23	126		126	6%	7%	3% MF		
RS designation	92.9			808						
MH	0		0	0	0	0%	0%	0%		
100% Market rate MH	0.0		0		0	0%	0%	0%		
15% Cottage cluster	0.0	14.5	0		0	0%	0%	0% SFD		
10% Townhomes / SFA	0.0	21.8	0		0	0%	0%	0% SFA		
75% Plexes (MF)	0.0	21.8	0		0	0%	0%	0% MF		
SFD	92.9	8.7	808	0	808	32%	47%	58%		
Market rate SFD	92.9	8.712	808		808	32%	47%	58% SFD		Assumes 5000 sf average lot size, few large lots, mostly in the 4,000-6,000 sf range

* per OAR 660-008-0005 definitions

** Distributed into trail corridors, neighborhood parks, urban plazas, and major natural features

***1 1-acre parcel is assumed as priority for School District employees

Housing mix on private land

(per OAR 660-008-0005 definitions)

	Unit Count	% of Units
Detached single family	945	54.7%
Attached single family housing	177	10.2%
Multiple family housing	606	35.1%
Total (check)	1,728	100%

Total Market Rate Acres

Net residential density on market rate land

Gross residential density on market rate land

	Target %	Target units	Notes
SFD	55.0%	948 remainder	
SFA	10.0%	174 round up plus 1 unit	
MF	35.0%	606 round up plus 1 unit	
	100%	1,728	

RS Mix
MF
TH
SF

Reporting for Graphics:	
Total MF	1326.0
Total Attached	177.0
Total SF	984.0

Stevens Road Tract Concept Plan
APPENDIX L – Water Infrastructure Findings

TECHNICAL APPENDIX L: WATER INFRASTRUCTURE FINDINGS

FINDINGS OF COMPLIANCE WITH SECTION 9(1)(h)(A) and (B), CONCEPTUAL PLAN APPROVAL, OF HB 3318

SECTION 9. Standards in lieu of goals. (1) Notwithstanding ORS 197.250 or 197.612 or any statewide land use planning goal, the Department of Land Conservation and Development shall approve Stevens Road planning amendments provided the department determines, in its discretion, that the Stevens Road planning amendments, with respect to the Stevens Road tract, include:

(h) Land use regulations ensuring that:(A) Adequate capacity is available, or feasible with development, for water, sewer and storm water services; and (B) Adequate consideration is given to the financing, scheduling and development of urban services, as defined in ORS 195.065.

FINDING: The purpose of this technical appendix is to demonstrate that the water infrastructure and service to the Stevens Road Tract can satisfy criteria (h)(A) and (h)(B). The Proposed Concept Plan can meet these criteria because the attached technical memo and these findings show adequate capacity will be available or feasible and adequate consideration will be given to financing, schedule, and development of water service.

The Proposal meets criterion (h)(A) because adequate capacity is feasible based on the infrastructure requirements outlined by Avion Water Company. The attached technical memo identifies Avion Water Company as the water service provider for the Tract. The Tract is located within Avion's service area, and Avion has infrastructure close to the Tract. Avion has existing infrastructure near the Tract that includes an 18-inch line in 27th Street and a 20-inch line running southwest to northeast in TransCanada Natural Gas right of way. Avion has identified the infrastructure improvements for development of the Tract to include a 1.5 million gallon day tank and booster plant for the tank.

With respect to criterion (h)(B), adequate consideration has been given to the financing, scheduling, and development of water service. Avion has already identified the necessary water infrastructure improvements for the Tract. These improvements would need to be constructed up front, before development of the site per Avion's comments in the attached memo. Avion further commented that, with using 2017 data, the cost of the tank and booster plant would cost between \$2,000 to \$2,500 per residential equivalent unit. Avion clarified in subsequent comments that the future developer would be responsible for construction of the water improvements, including the tank and booster plant, up front and that these improvements could be reimbursable through Avion from their water SDCs. The timing of additional water infrastructure for the Tract would be identified and incorporated into an approved master plan, based on existing City Code.



MEMO

CITY OF BEND

TO: STEVENS ROAD TRACT CONCEPT PLAN PMT AND PROJECT FILE

FROM: DAMIAN SYRNYK, SENIOR PLANNER

DATE: APRIL 22, 2022

RE: AVION WATER COMPANY – WATER INFRASTRUCTURE REQUIREMENTS FOR STEVENS ROAD TRACT

Purpose

HB 3318 requires that the Stevens Road Tract (SRT) master plan includes regulations to accomplish a number of purposes. Section 9(1)(g) requires land use regulations to ensure:

(A) Adequate capacity is available, or feasible with development, for water, sewer and storm water services; and

(B) Adequate consideration is given to the financing, scheduling and development of urban services, as defined in ORS 195.065.

This memorandum addresses the infrastructure requirements for water service to the SRT.

Background

The SRT is located within the Avion Water Company's service area (See Figure 8-3, Chapter 8, Bend Comprehensive Plan). Avion has existing infrastructure near the SRT that includes an 18-inch line in 27th Street and a 20-inch line running southwest to northeast in TransCanada Natural Gas right of way.



The City Council's findings approving the Stevens Ranch Master Plan (See PLSPD20210316) to the west including the following with respect to required water infrastructure:

Stevens Ranch is located within the Avion Water Company's service area. The plan utilizes connections near the southerly end of the project to both the existing Avion 20-inch transmission line, which runs parallel to the easterly boundary of the project, and the existing Avion 18-inch waterline which runs along the westerly boundary of the project at the easterly right-of-way line of SE 27th Street. Two larger waterlines will be constructed from the southerly line to the northerly line of the project. These two larger lines will be phased in order to meet the demand of each development phase. The static water pressure in this area is approximately 110 PSI which will most likely require individual pressure reducing valves at each service connection. A Will Serve letter from Avion is included as Exhibit 16 of this application.

Avion's Requirements for the Stevens Road Tract

City staff met with Avion Water Company representatives on February 1, 2022 to introduce the SRT Concept Plan, and inquire what information Avion needed to outline the infrastructure requirements for the SRT. Avion responded with a February 17, 2022 email message that outlines the following:

We would need a 1.5 million gallon day tank and booster plant for the tank. I have not heard back from the tank people yet but using 2017 numbers it looks like the cost would run anywhere from \$2,000 to \$2500 per residential equivalent which fits in with our SDC's. The only problem is that the tank would need to be built first which developers hate to do but there it is. Please remember this is not a cost per unit estimate, meaning you cannot change the population estimate and use the \$2000-\$2500 number for costs. In other words this is the estimate for this population estimate only, different population, different unit cost. I will update you when I hear from the tank manufacturer.

Stevens Road Tract Concept Plan
APPENDIX M – Sewer Infrastructure Findings

TECHNICAL APPENDIX M: SEWER INFRASTRUCTURE FINDINGS

FINDINGS OF COMPLIANCE WITH SECTION 9(1)(h)(A) and (B), CONCEPTUAL PLAN APPROVAL, OF HB 3318

SECTION 9. Standards in lieu of goals. (1) Notwithstanding ORS 197.250 or 197.612 or any statewide land use planning goal, the Department of Land Conservation and Development shall approve Stevens Road planning amendments provided the department determines, in its discretion, that the Stevens Road planning amendments, with respect to the Stevens Road tract, include:

(h) Land use regulations ensuring that:(A) Adequate capacity is available, or feasible with development, for water, sewer and storm water services; and (B) Adequate consideration is given to the financing, scheduling and development of urban services, as defined in ORS 195.065.

FINDING: The Proposal shows development on the Stevens Road Tract is capable of meeting criterion (9)(1)(h)(A) because the evaluation contained in this Technical Appendix M - East Stevens Tract Conceptual Sewer Plan (Conceptual Sewer Plan), prepared by the City's Engineering and Infrastructure Planning Division shows that adequate capacity is available, or is feasible with development, for sewer services.

The City of Bend provides sanitary wastewater collection and treatment in the Bend UGB. In 2018, the City adopted a Collections System Public Facility Plan that identified new projects for improvements to the existing sewer system and improvements needed to provide wastewater collection to UGB Expansion Areas including the West DSL property (the Stevens Ranch Master Plan area) located directly west of the Tract. The subsequently approved Stevens Ranch Master Plan included the extension of sewer service throughout that expansion area.

In the attached Conceptual Sewer Plan, the City evaluated the capacity and identified the needed improvement for providing the site with sewer services. As detailed in the Conceptual Sewer Plan, gravity sewer can serve most, but not all, of the Tract, with future connections to the new lines being extended through the Stevens Ranch Master Plan area. Wastewater will flow to the Southeast Interceptor (SEI) to the west, which will serve this area. Pressure sewer lines may be needed to serve some of the southeastern portion of the Tract. Figure 1 illustrates planning-level sanitary sewer lines that follow the conceptual road network and connect to extensions of sewer planned to be constructed on the parcel immediately to the east.

The City's Collection System Master Plan (CSMP) identifies future capacity constraints that exist downstream from the SEI and the need for an East Interceptor project (Phase 1 and 2) to handle anticipated development in the northeast, southeast and southern UGB expansion areas as well as infill and UGB expansion areas in the southeast and south. Both Phases 1 and 2 are on the City's adopted capital improvement program (See Table 23) in the Collection System Public Facility Plan and are development-driven projects that the City will need in the next 6 to 20 years, depending on the pace of development. The City is actively flow monitoring to determine when the East Interceptor will be required to be built to alleviate capacity constraints in the SEI. Flow monitoring will indicate whether these interceptors will need to be constructed sooner. The East Interceptor is planned to be funded by the City.

With the future East Interceptor project alleviating capacity constraints in the SEI, the SEI will have adequate capacity available for the anticipated additional flows from the levels of development shown in the Concept Plan for the Stevens Road tract. Based on the City's technical analysis, adequate capacity is available, or feasible with development, for sewer services, therefore criterion (A) has been satisfied.

With respect to criterion (h)(B), the Proposal satisfies criterion (B) with adequate consideration given to the financing, scheduling and development of urban services, as defined in ORS 195.065. There are no special districts that provide water, sewer, or stormwater services to the Tract. The City's existing land use regulations and master plan process required under the Bend Development Code, as well as any necessary development agreements with the City, will ensure adequate consideration is given to the financing, scheduling, and development of urban services as required by the Bill. The sewer infrastructure needed to support the levels of development shown in the Concept Plan for the Stevens Road Tract is anticipated to be funded by the owner(s) with development and scheduled so that the required infrastructure is provided at the time development occurs. Sewer system development charges (SDCs) will be collected as the site develops. It is not anticipated at this time that a supplementary sewer SDC will be collected for this infrastructure. City contributions towards the onsite sewer infrastructure are not anticipated. Based on the City's experience with recent development of other UGB expansion areas, it is anticipated the costs of necessary onsite sewer infrastructure can feasibly be borne by the property developer.



INTERNAL MEMO

CITY OF BEND

TO: BRIAN RANKIN

FROM: LINDSEY CROMSIGT

DATE: 3/17/22

RE: EAST STEVENS TRACT CONCEPTUAL SEWER PLAN

Existing Sewer Infrastructure

The Southeast Interceptor (SEI) will ultimately serve the East Steven's Tract (EST) property. The existing upstream connection point on the SEI for the purposes of this study is located at the intersection of Reed Market Rd and 27th Street. Flow constraints exist downstream and flow monitoring is ongoing at the SEI to determine when the East Interceptor Phase 1 and 2 will be triggered.

The East Interceptor Phase 1 extends south from the North Interceptor Phase 1 on Hughes Road and Hamehook Road, to Butler Market Road. The project is driven by the northeast, southeast and southern UGB expansion areas (Northeast Edge, Elbow, Department of State Lands (DSL) property, Thumb) and infill. Phase 2 extends the East Interceptor south on Hamby Road and west near Neff Road to connect with the Southeast Interceptor. The project is driven by infill, and UGB expansion areas in the southeast and south.

The flow monitoring trigger for the East Interceptor Project is 1,500 gallons per minute (gpm) and the improvements are anticipated to be needed within 5 to 10 years according to the Collection System Master Plan (CSMP). The City is actively flow



monitoring to determine when the East Interceptor will be required to be built to alleviate capacity constraints in the SEI.

Collection System Master Plan Update

The City of Bend is in the process of updating the CSMP. The update is anticipated to be completed by 2024. As part of the update, the City included land use assumptions for the EST as specified below. The land use assumptions will be utilized in sewer capacity models for 20-year growth assumptions.

Acres	260
Total Dwelling Units	1,454
Multifamily	445
Attached/Middle	393
Detached	616
Employees/Zoning	2,574
Industrial Light (IL)	30 acres
Commercial General (CG)	36 acres
“East DSL” (a general placeholder zone with a mix of housing, office, and locally-serving retail)	8.8 edu/gross acre and 6.8 employees/gross acre

Planned Sewer Infrastructure

Steven’s Ranch

Steven’s Ranch is a private development located at 21425 Stevens Road, immediately west of the EST. Steven’s Ranch will be required to extend 12-16 inch diameter gravity sewer throughout the property per their development agreements and land use decisions. The sewer alignments are located within future right of way and planned public easements. The planned sewer alignments within Steven’s Ranch are shown in Figure 1.

Conceptual Sewer Infrastructure

EST sewer infrastructure will utilize the alignments of proposed and existing right of way. Sewer infrastructure may also extend from planned gravity sewer mains within the Steven’s Ranch Development. Based on preliminary information, it is not likely that a

regional pump station will be required. Individual privately-owned pump stations and/or pressure sewer mains may be required on the southeastern portion of the EST, east and south of the plateau land formation.

The conceptual sewer alignments are described below and can be referenced on Figure 1:

- Alignment 1 will extend 12-inch gravity sewer main within Steven's Road right of way to SE Ward Rd along the EST northern property line.
- Alignment 2 will extend 8-12 inch gravity sewer from Steven's Road to future Tambora Avenue. Approximately three feet of fill will be required to achieve minimum cover over the sewer main for approximately 30 feet, located approximately 1,100 feet south of Steven's Road.
- Alignment 3 will extend 12-inch gravity sewer from Steven's Road to Ferguson Road. Approximately three feet of fill will be required to achieve minimum cover for approximately 650 feet immediately south of Steven's Road and for approximately 350 feet immediately north of the future Ferguson Road right of way. Alternatively, pressure sewer mains and individual pressure pumps may be utilized approximately 400 feet north of the future Ferguson Road.
- Alignment 4 is located south of Steven's Road and north of future Tambora Avenue and was evaluated two ways:
 - Option 1: Extend 8-inch sewer east and west from Alignment 2.
 - Option 2: Extend 8-inch sewer west from the planned gravity sewer main within the Steven's Ranch development in right of way (not currently named). There is not enough information to evaluate this option at this time since the area is not developed nor designed.
- Alignment 5 is located on future Tambora Avenue and was evaluated two ways:
 - Option 1: Extend 8-12 inch gravity sewer east and west from Alignment 3.
 - Option 2: Extend 8-12 inch gravity sewer from the planned gravity sewer main within the Steven's Ranch development on Tambora Avenue. The main will extend to the future SE Ward Rd extension.

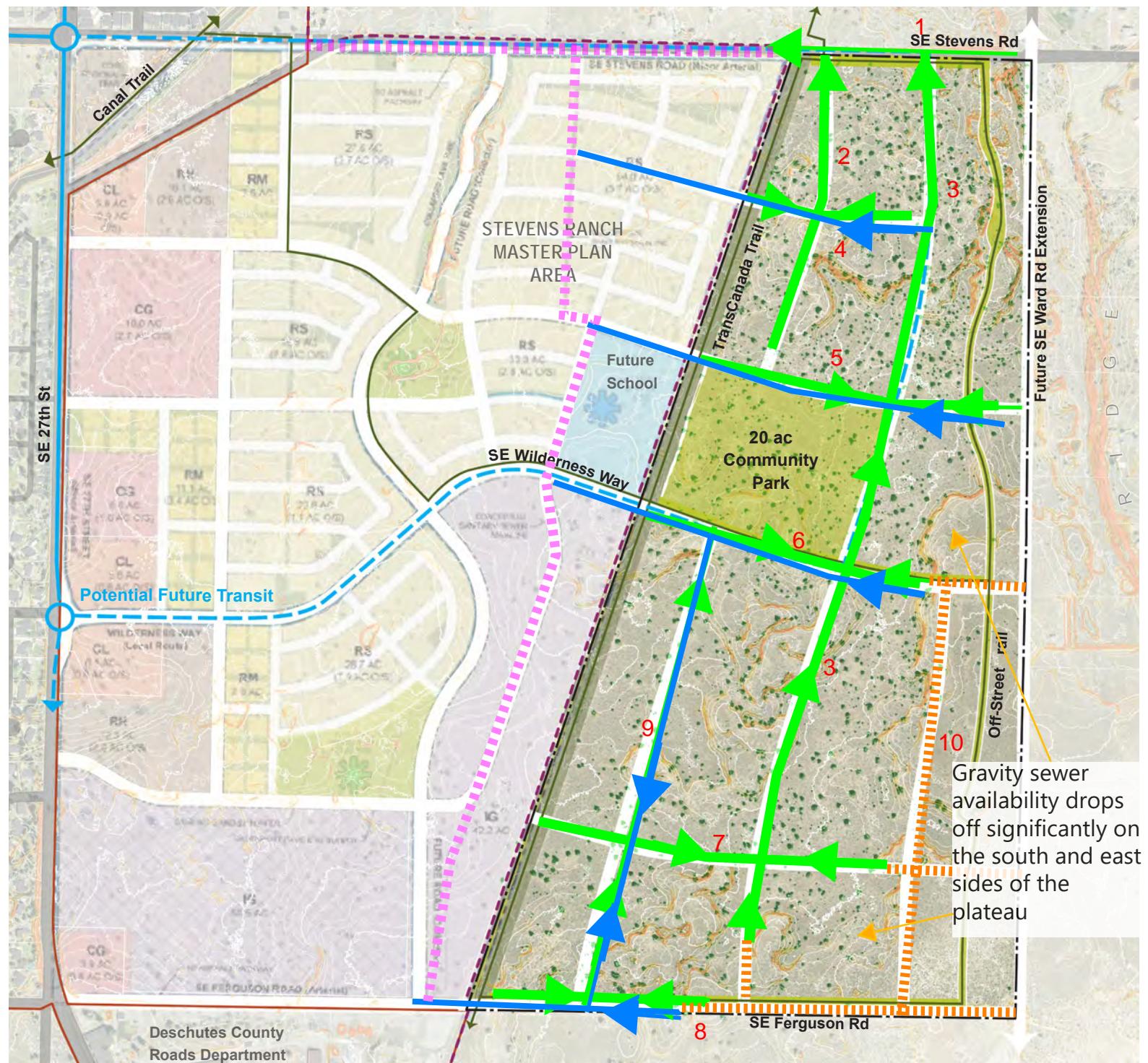
- Alignment 6 is located on future Wilderness Way and was evaluated two ways:
 - Option 1: Extend 8-12 inch gravity sewer east and west from Alignment 3. Pressure sewer will likely be required for approximately 650 feet immediately west of the eastern property line.
 - Option 2: Extend 8-12 inch gravity sewer from the planned gravity sewer main within the Steven's ranch development on Ferguson Road. Pressure sewer will likely be required for approximately 650 feet immediately west of the eastern property line.
- Alignment 7 is located on the unnamed future right of way south of Wilderness Way and north of Ferguson Road and will extend 8-12 inch gravity sewer east and west from Alignment 3. Pressure sewer will likely be required approximately for 700 feet immediately west of the eastern property line.
- Alignment 8 is located on future Ferguson Road and was evaluated two ways:
 - Option 1: Extend 8-12 inch gravity sewer east and west from Alignment 9. Pressure sewer will likely be required for approximately 1,800 feet immediately west of the eastern property line.
 - Option 2: Extend 8-12 inch gravity sewer from the planned gravity sewer main within the Steven's ranch development on Ferguson Road. Pressure sewer will likely be required for approximately 1,800 feet immediately west of the eastern property line.
- Alignment 9 is located within future unnamed right of way and was evaluated two ways:
 - Option 1: Extend 8-12 inch gravity sewer north and south from Alignment 7.
 - Option 2: Extend 12 inch gravity sewer south from Alignment 6.
- Alignment 10 is located within future unnamed right of way in the southeast corner of the EST. Pressure sewer will be required to serve this alignment.

Anticipated Infrastructure Costs

The sewer infrastructure is anticipated to be funded by the owner(s). Sewer system development charges (SDCs) will be collected as the site develops. It is not anticipated at this time that a supplementary sewer SDC will be collected for this infrastructure. City contributions towards the infrastructure are not anticipated.

Figure 1
STEVENS TRACT
CONCEPTUAL SEWER
PLAN

- DSL Gravity
Sewer Option 1
- DSL Gravity
Sewer Option 2
- DSL Pressure
Sewer
- Stevens Ranch MP
Proposed Gravity
Main



Stevens Road Tract Concept Plan
APPENDIX N – Stevens Road Tract
Transportation Evaluation Report



Stevens Road Tract Transportation Evaluation Report

PREPARED FOR: City of Bend Staff

PREPARED BY: Matt Kittelson & Julia Kuhn, Kittelson & Associates

Chris Maciejewski & Kayla Fleskes, DKS Associates

DATE: May 17, 2022

Introduction

This memorandum highlights the transportation system needed to support the next twenty years of economic growth within the City of Bend and the region accounting for the addition of the Stevens Road Tract land to the Urban Growth Boundary (UGB). Per the Oregon Legislature's passing of House Bill (HB) 3318 in 2021, the incorporation of these lands within the UGB would help address the critical need for more affordable and middle-income housing.

The parameters of this study are guided by the specific requirements outlined in HB 3318, which require that the Concept Plan provide:

- Mixed-use commercial and employment areas close to residential areas, with strong transportation connections
- Robust transportation options for walking, bicycling, and transit
- Planned transportation and multi-modal infrastructure; streets, multi-use paths, trails, and transit stops
- Direct, safe, and convenient connections to street, pedestrian, and low-stress bicycle networks within Southeast Bend.

HB 3318 specifies that including these lands in the UGB need not address the Statewide Transportation Planning Goal 12 (i.e., "the Transportation Planning Rule" (TPR)). Rather, the transportation evaluation of the Concept Plan focused on identifying the facilities needed to connect people riding bikes, walking, taking transit and driving within and to this area of the city. The enclosed transportation evaluation considers the cumulative needs of the Stevens Road Tract Concept Plan and the Stevens Ranch Master Plan development, which is just to the west of the Stevens Road Tract and subject to a recently adopted Master Plan.

Transportation Facilities

Streets

The existing transportation network in this area of the city reflects streets that are built to County standards, given the rural nature of the lands today. As this area develops and per the City's Transportation System Plan (TSP), the street network will be expanded to provide additional connections within and to the area as well as providing sidewalks, bike facilities, and multi-use trails.

The City's TSP and Stevens Ranch Master Plan identify the following street projects that will also serve both the development of the Stevens Road Tract and the Stevens Ranch Master Plan lands in addition to supporting City and Regional economic growth:

- Realignment of SE Stevens Road to connect with and extend the existing SE Reed Market Road corridor east across the Central Oregon Irrigation Canal to the new UGB – this street connection will serve as a key east-west route for connecting this area to Southeast Bend.
- Extension of SE Ferguson Road east of SE 27th Avenue to the new UGB – this street extension will also serve as a key east-west connection to this area of the city.
- Extension of Wilderness Way to the new UGB – this street will be extended to the east of SE 27th Avenue as part of the Stevens Ranch Master Plan development and then to the UGB as part of Stevens Road Tract land development. This street is classified as a “Neighborhood Route,” which is intended to include two vehicle lanes, sidewalks, and bike facilities. The purpose of this extension is to provide connectivity for area residents and employees.
- Potential extension of SE Ward Road between the future SE Stevens Road and SE Ferguson Road corridors – this north-south street would abut the eastern UGB and provide for another regional connection to this area.
- Construction of new North-South Collector within Stevens Ranch Master Plan – this street would also provide a connection between the future SE Stevens Road and SE Ferguson Road corridors. The future local streets constructed as part of the Stevens Road Tract will connect to this new collector.

Key Intersections

The Bend TSP identifies a number of intersections along the US 20 corridor, SE 27th Street, SE Reed Market Road, SE Ferguson Road, and SE Ward Road where roundabouts would be either constructed or expanded to serve area growth, including:

- 27th Street/Reed Market Road – Conversion of the existing traffic signal to a multi-lane roundabout
- 27th Street/Ferguson Road – Construction of a roundabout
- 27th Street/New Southeast Area Plan East-West Collector (Caldera Road/Diamondback Lane) – Construction of a roundabout

In addition to those identified in the TSP, the City has also identified the need for intersection changes at:

- US 20/Ward Road/Hamby Road – Construction of a single-lane roundabout in collaboration with the County and ODOT (roundabout was complete in May 2022)
- 27th Street/Wilderness Way – Construction of a single-lane roundabout as part of Stevens Ranch Master Plan development
- Stevens Road/Ward Road – Re-construction of this intersection as part of Stevens Ranch Master Plan development

Active Transportation Network

The Concept Plan Alternatives illustrate conceptual trails and multi-use paths that support the street network and serve future residents, visitors, and employees. These facilities have been planned in close coordination with the trail network planned by both BPRD and the TSP and will provide important connections both to other areas of the city as well as to support future transit

service in the area. The continuation of the trail system into this area furthers the City's vision for the Stevens Road Tract to be a "highly walkable and bikeable community."

The trails, multi-use paths, bike facilities, and sidewalks that will support this area include:

- TransCanada Trail – a regional multi-use path along the pipeline easement that borders the western edge of the Stevens Road Tract; this trail serves as an important link between the 27th Corridor, this area, and the lands in the City's Southeast Area Plan.
- Central Oregon Historic Canal Trail – this hard-pack gravel trail that will provide an important connection between the SE Reed Market Road/27th Street intersection east and north along the canal corridor. This new section of the trail will connect this area of the city west to the Deschutes River.
- Low-Stress Bicycle Network (LSN) – The City TSP has a goal to provide a citywide network of streets, trails, and paths that allow cyclists of all abilities, including children, to travel safely and comfortably. The TSP identifies several streets near and within the Stevens Road Tract as part of the LSN, including the TransCanada Trail, Central Oregon Historic Canal Trail, the new north-south collector, the Wilderness Way extension, Stevens Road, 27th Street, and connections into the Southeast Area Plan via Ferguson Road. Some of the existing street segments included in the LSN will be reconstructed to provide the type of design needed to be considered a low-stress route for all users.
- Key Walking and Bicycling Routes – the City TSP identifies priority segments of the LSN needed to support all users. The TSP identifies "Key Walking and Bicycle Route 8" to travel north and south along 27th Street.

Transit

This Concept Plan reflects the vision and projects identified by Cascades East Transit (CET) as part of their 2040 Master Plan. CET and the City have identified a future "Local Neighborhood" hub or transfer point near the intersection of SE Reed Market Road/SE 27th Street. While not specifically accounted for in the CET 2040 Master Plan, the Concept Plan area could be served by an extension of Bus Routes 5 and 6, which would connect this area greater SE Bend, major employment and retail centers, such as St. Charles Medical Center, Costco and other uses along US 20, downtown Bend, and CET's Hawthorne Station. This new location can help connect people taking transit to the 3rd Street corridor as well via Routes 1 and 4.

The Stevens Road Tract is also included in CET's Dial-A-Ride boundary, which provides door-to-door transportation for those who may not be able to take fixed-route transit.

The development of the Stevens Road Tract lands with the increased densities, range of housing types and employment opportunities will benefit from frequent transit service to this area. Providing people with a range of travel options also helps to fulfill both CET and City goals of providing convenient and efficient access to transit.

Transportation Evaluation

The City, community, County, ODOT, BPRD, and CET have spent significant time in developing a thoughtful, forward-looking vision for a transportation system that supports continued health, equity, and economic prosperity. The City has communicated this vision through its TSP, which provides a guide for transportation network improvements needed to serve people walking, riding bikes, taking transit, moving freight and driving over the next twenty years. The transportation projects, programs and policies identified in the TSP are based on future development of the lands within the UGB and other growth assumptions that were in-place in 2020 at the time of the TSP adoption.

To understand whether the Stevens Ranch Master Plan and the incorporation of the Stevens Road Tract into the City UGB would materially change the fundamental components of the transportation network described above (and as identified in the TSP), a high-level transportation evaluation was performed. The methodology, assumptions, and findings are described in detail below.

Evaluation Parameters

To assess street and intersection needs, the City uses a travel demand model to understand how the future development of lands within the UGB and growth in the overall region may change weekday PM peak hour traffic volumes over time. The travel demand model accounts for a 20-year projection of jobs and households within the City's UGB and in context with other growth throughout the state. Per statewide planning requirements, the total number of households and jobs accounted for in this model in the year 2040 must not change but the City can reallocate growth to different areas, pending development opportunities and other changes to future growth plan.

For the HB 3318 evaluation, some of the household and job growth accounted for in other areas of the City as part of TSP were reallocated to the Stevens Ranch Master Plan and Stevens Road Tract instead. This means that the total city growth remains consistent but much more land use density will occur in these two areas. This enables a comparison of how the shift in density may change the transportation network identified in the TSP.

The job and household growth accounted for within the Stevens Ranch Master Plan and Stevens Road Tract includes:

- Stevens Ranch Master Plan— Approved master plan includes approximately 1,600 households, 1,250 jobs,
 - Note: The Stevens Ranch Master Plan area was previously identified for growth within the TSP evaluation and other system planning efforts, such as the Southeast Area Plan. The approved Master Plan exceeded the growth anticipated for these lands. For that reason, this evaluation has updated the growth assumptions within the travel demand model to be consistent with the approved Master Plan.
- Stevens Road Tract – Concept 3 includes approximately 2,300 households and 200 jobs
 - Note: Three land use concepts were developed for the Stevens Road Tract Concept Plan. Concept 3 represents a reasonable representative of the most intensive land use pattern amongst the land use plans identified. For this reason, Concept 3 was evaluated to assess potential transportation needs associated with growth in this area.

This level of growth in households and jobs equates to an additional 1,200 weekday PM peak hour trips shifting to this area from other parts of the city compared to land use assumptions included as part of the TSP evaluation. This shifting in regional traffic patterns was used as the basis for which to assess the transportation network needs.

Areawide Metrics

While 1,200 new vehicle trips in these two areas may seem like a significant change in the need for future street and intersection capacity, not all these vehicles will travel out of the localized area. All the land use plans identified for the Stevens Road Tract, including Concept 3, aligns with the City's vision for providing "complete neighborhoods" in the future to locate jobs, housing (affordable and market rate), retail and recreational uses in close proximity. Based on travel demand model results, achieving these objectives could result in approximately one out of every

four new vehicle trips traveling just within the Stevens Ranch Master Plan and Stevens Road Tract area and not utilizing other city street corridors.

A key performance metric evaluated as part of the TSP is vehicle miles traveled (VMT) per person in the future within the City's UGB. For the HB 3318 Evaluation, the VMT estimates included in the TSP were compared to those that would occur with the shifting of density to this area of the city.

Although this growth is further from the core areas of the existing City, the creation of a “complete neighborhood” within the Stevens Road Tract enables people to take short trips between jobs, households, shopping, and recreation, and provides options for walking, riding bikes and taking transit in lieu of driving cars. Compared to the TSP, nearly three percent of daily trips in the area shift from vehicle trips to transit trips. This shift results in a per capita VMT reduction to this area of the city by 15 percent from that in the TSP.

However, not all the future travel needs can be met within this area of the city so people's future trip lengths are anticipated to increase slightly from that of the TSP (i.e., approximately two percent) and the overall Citywide VMT per capita is anticipated to increase by approximately 0.7 percent from that of the TSP. Neither of these increases represents a departure from the goals and/or performance metrics presented in the TSP.

Evaluation Results of Nearby Streets

Approximately 975 new PM peak hour vehicle trips are expected to utilize the existing City and County transportation network for a variety of trip purposes and destinations. Based on the expected distribution of these trips, the following represent changes from the year 2040 traffic demand that served as the basis for the TSP analyses:

- The largest increase in traffic volumes is anticipated along the extension of SE Ward Road north to US 20 and west on US 20 to 27th Avenue.
 - Along Ward Road, these increased volumes could still be accommodated by a two-lane street and the recently constructed Ward Road/Hamby Road roundabout but may merit additional consideration by the City and County to add shoulders and/or separated bike facilities in this corridor to increase connectivity options to the north.
 - The City and County should collaborate on future monitoring of key intersections along the Ward Road corridor to identify if turn lanes and/or changes to intersection control are needed as the lands build out (such as at Bear Creek/Ward Road and Stevens Road/Ward Road intersection).
 - The US 20 corridor west of Ward Road has been identified as experiencing congestion both today and in the year 2040. Several intersections along this corridor are constrained by existing development and do not have capacity to accommodate the growth anticipated in traffic volumes over time. With the Stevens Road Tract/Stevens Ranch Master Plan growth, the traffic volumes at the US 20/27th Avenue intersection are expected to increase by approximately 10 percent from that previously shown in the TSP.
 - As an implementation task from the TSP, ODOT and the City are initiating a refined analysis of specific intersection needs along US 20 on the east side of Bend. Urbanization of the Stevens Road Tract and the adopted Stevens Ranch Master Plan will be incorporated into this evaluation.
- The Reed Market Road corridor was shown to experience an increase in traffic volumes from those shown in the TSP ranging from approximately five to 15 percent, with minimal change west of 15th Street. This modest increase in traffic growth does not change the

overall number or arrangement of vehicular lanes along the corridor from that identified in the TSP.

- Other corridors that connect these areas to the rest of Bend are expected to have minimal change in traffic volumes compared to the TSP and no changes to the recommendations from the TSP were identified.

For reference purposes, Attachment 1 provides a comparison of year 2040 weekday PM peak hour demand from the travel demand model for the TSP Scenario and the HB 3318 scenario.

Within the overall Stevens Ranch Master Plan and Stevens Road Tract areas, the streets needed to support the growth in households and jobs can reasonably be designed to include one travel lane in each direction plus turn lanes at key intersections, where appropriate.

Evaluation Results of Nearby Intersections

Finally, three regional intersections of significance within the overall area were evaluated to ascertain whether the shift in travel patterns would change the fundamental needs previously identified in the TSP. A comparison of the year 2040 intersection operations is shown in Table 1.

Table 1. Year 2040 Intersection Operations Comparison

Intersection	Int Control	TSP Results			HB 3318 Evaluation		
		Delay	LOS	V/C	Delay	LOS	V/C
SE 27th St & Reed Market Rd	Roundabout	11	B	0.51	16	C	0.63
SE 27th Ave & US 20 (Greenwood Ave)	Signal	61	E	1.04	74	E	1.08
SE 15th St & Reed Market Rd	Roundabout	21	C	0.64	42	E	0.80

In reviewing Table 1, it is helpful to note that maintaining a volume-to-capacity (V/C) of less than 1.0 was considered as the performance standard in the TSP for roundabouts and signalized intersections. As shown, the two Reed Market Road roundabouts are still forecast to meet performance metrics as part of the HB 3318 evaluation and the V/C ratio at the US 20/27th Avenue intersection does not materially change from the TSP. As noted above, this intersection is part of the upcoming US 20 corridor evaluation that will consider potential changes to this facility and/or alternative mobility targets.

Evaluation Results for People Taking Transit, Walking and Riding Bikes

The shifting of densities and creation of a complete neighborhood in this area continues to support the expansion of a safe, comfortable, and convenient network of bike, walking and transit options as planned for in the TSP. The development in this area will contribute to the expansion of these networks to help the City work toward an economically vital, healthy, and equitable community over the next 20 years.

Conclusions

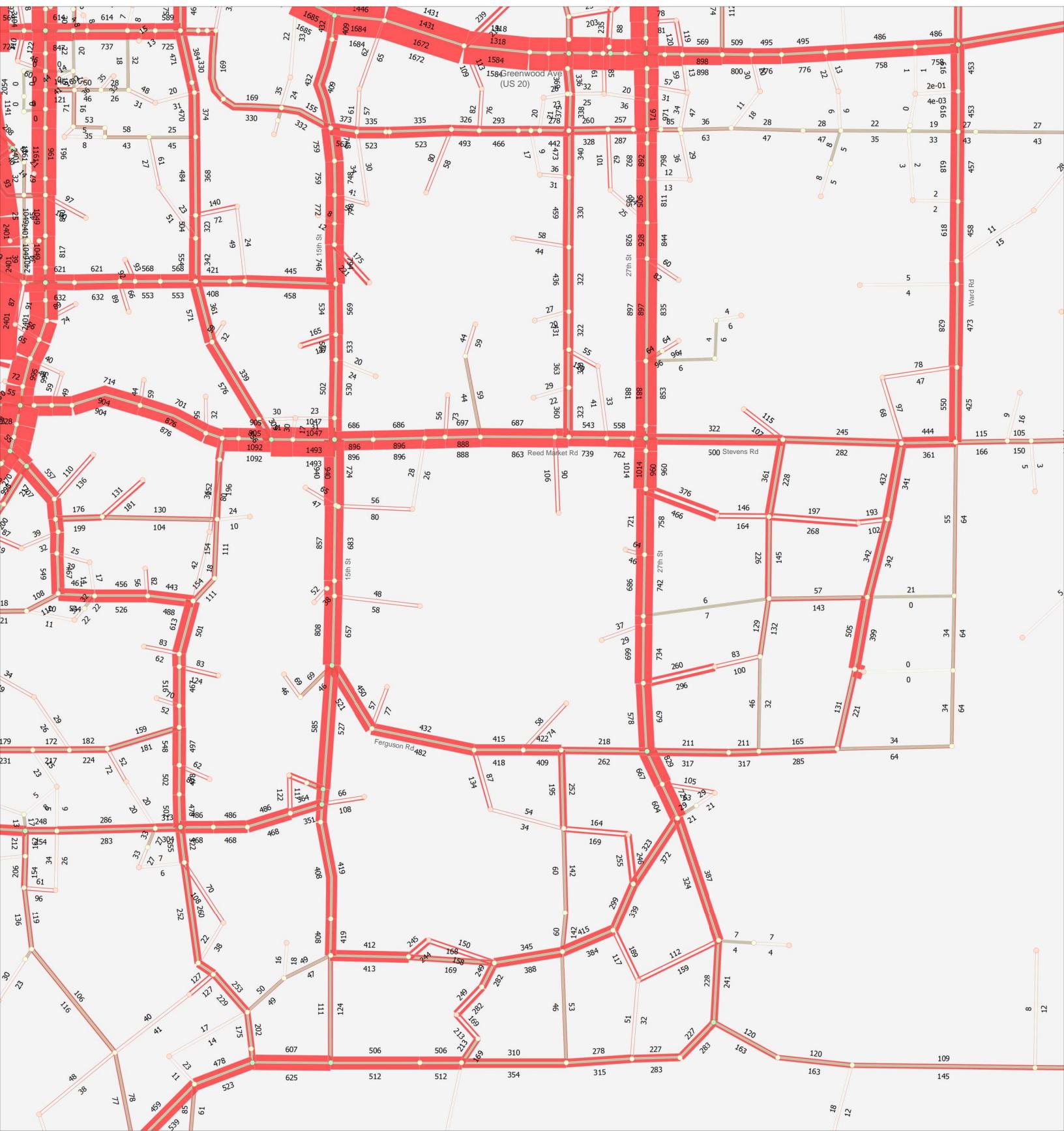
The findings of this supplemental analysis revealed that the fundamental transportation needs included in the TSP remain unchanged. Although this analysis reflects a shifting of land use densities to this area of the city (and a resultant increase in travel demands associated with the Stevens Ranch Master Plan and Stevens Road Tract), the TSP-identified transportation network would also be adequate to support development of these two areas in addition to the overall City.

The overall outcomes of the refined transportation evaluation of the Stevens Road Tract Concept Plan and Stevens Ranch Master Plan are summarized below:

1. The mix of land uses and robust transportation network and facilities identified in the Concept Plan will provide transportation options for residents, visitors, and employees, including walking, biking and transit use;
2. The Concept Plan provides for the development of adequate transportation infrastructure to support walking, bicycling, public transit and motor vehicle movement to serve the planned land uses; and,
3. The fundamental transportation needs identified in the TSP remain unchanged with the addition of the Stevens Road Tract into the urban growth boundary. The Concept Plan will result in excellent connectivity to SE Bend and other areas of the Bend urban growth boundary. A project-specific transportation impact analysis should be prepared as part of the future Master Plan to ensure adequate provision, phasing and funding of transportation infrastructure.

Attachment 1 – Travel Demand Modeling Comparison

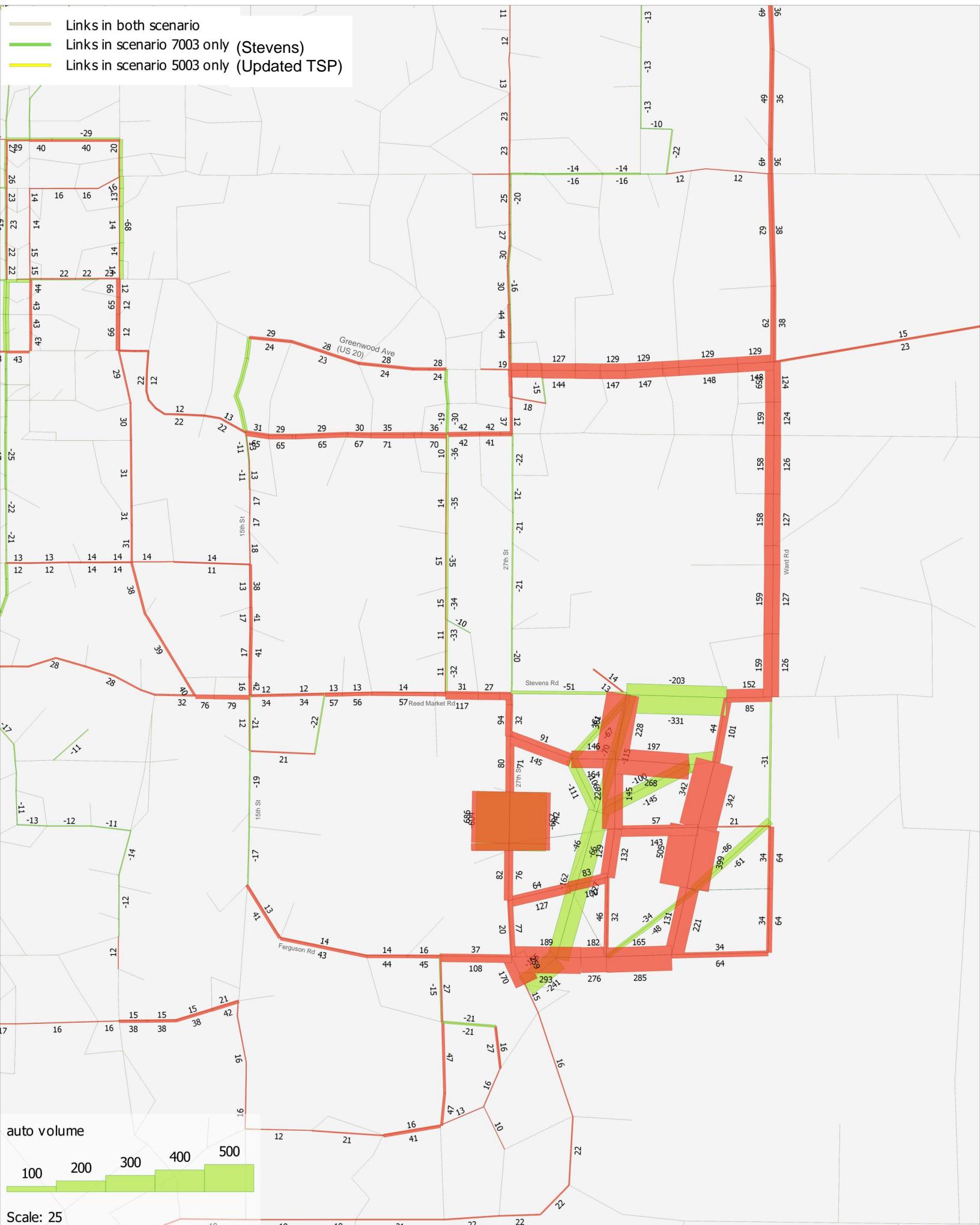
2040 Demand - Stevens Land Use Scenario

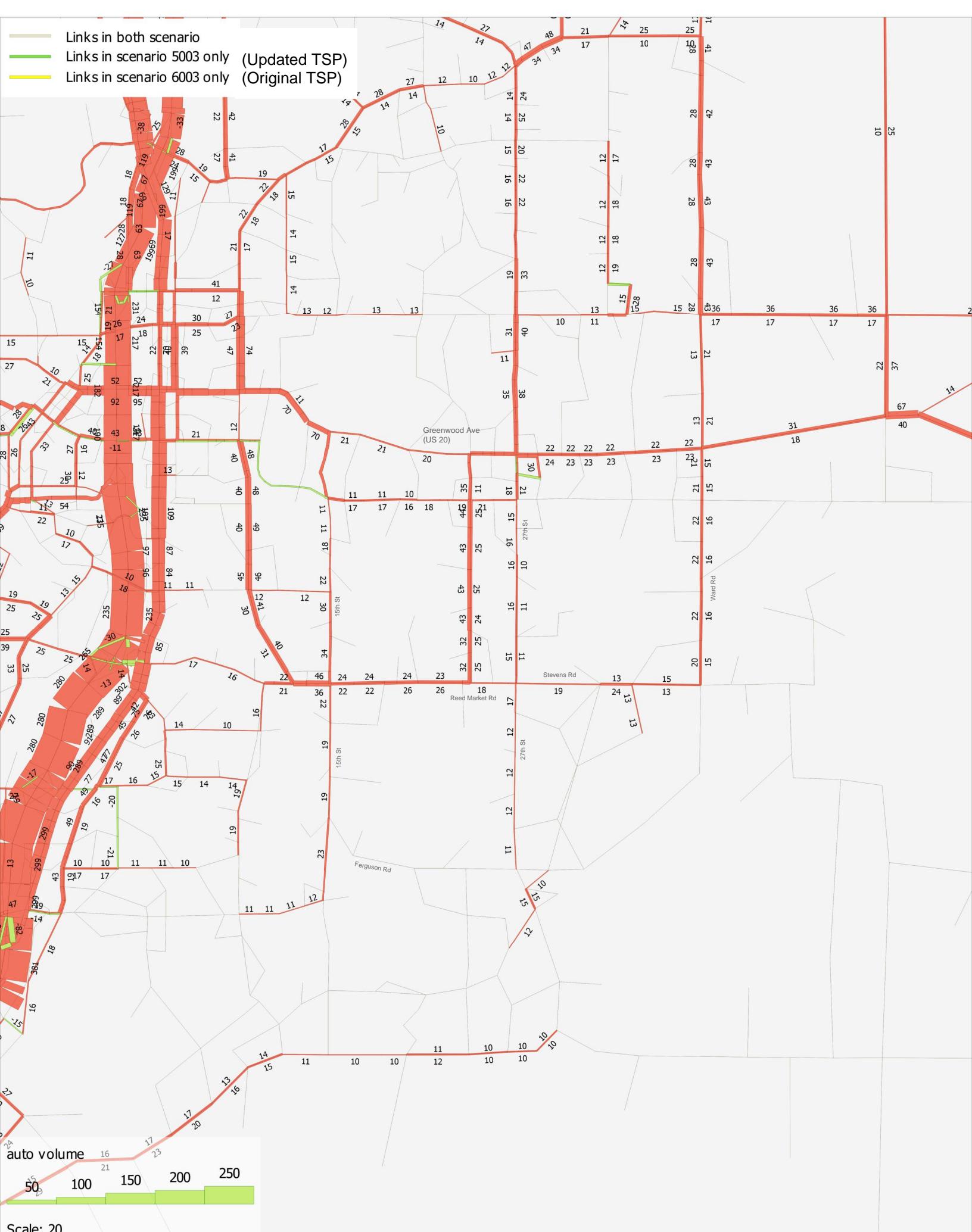


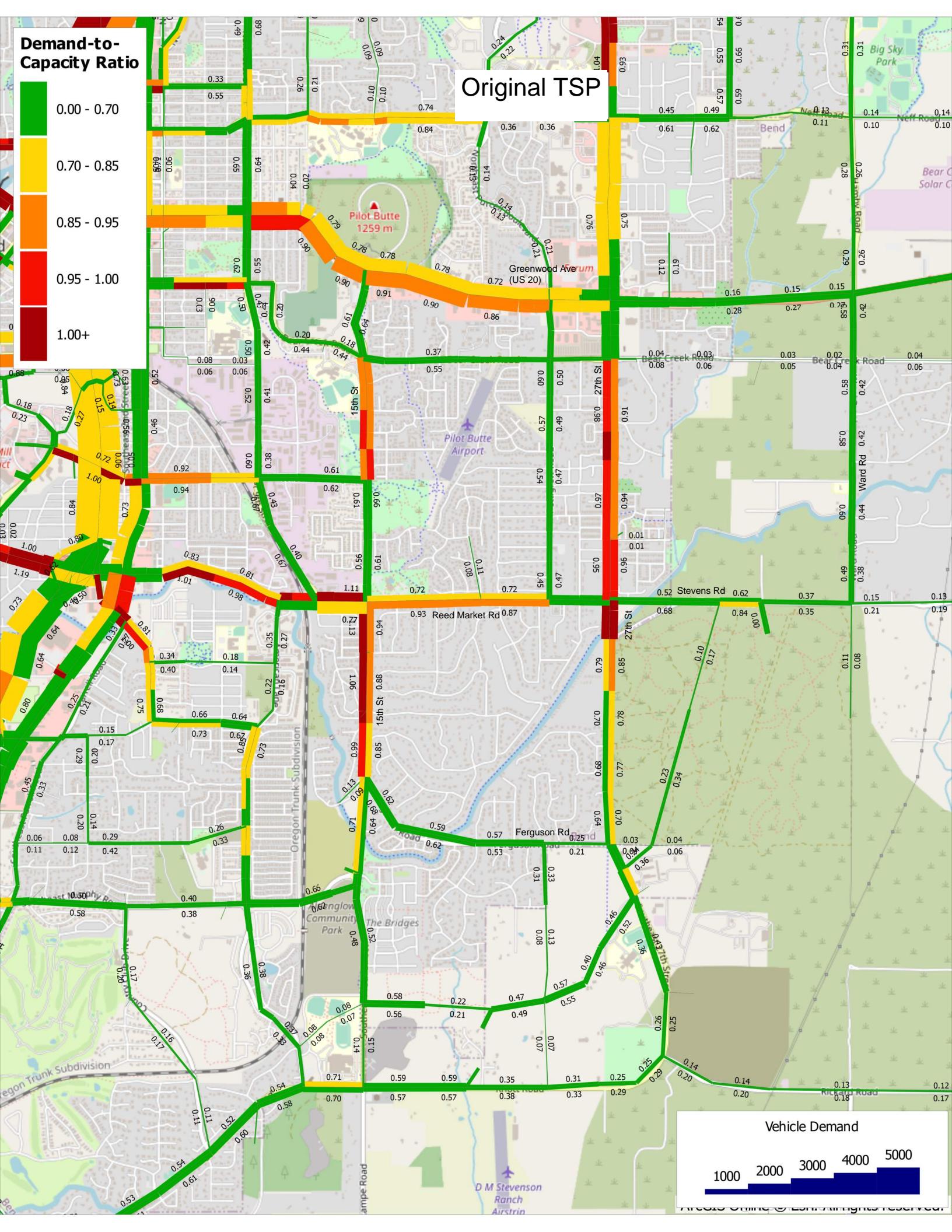
Links in both scenario

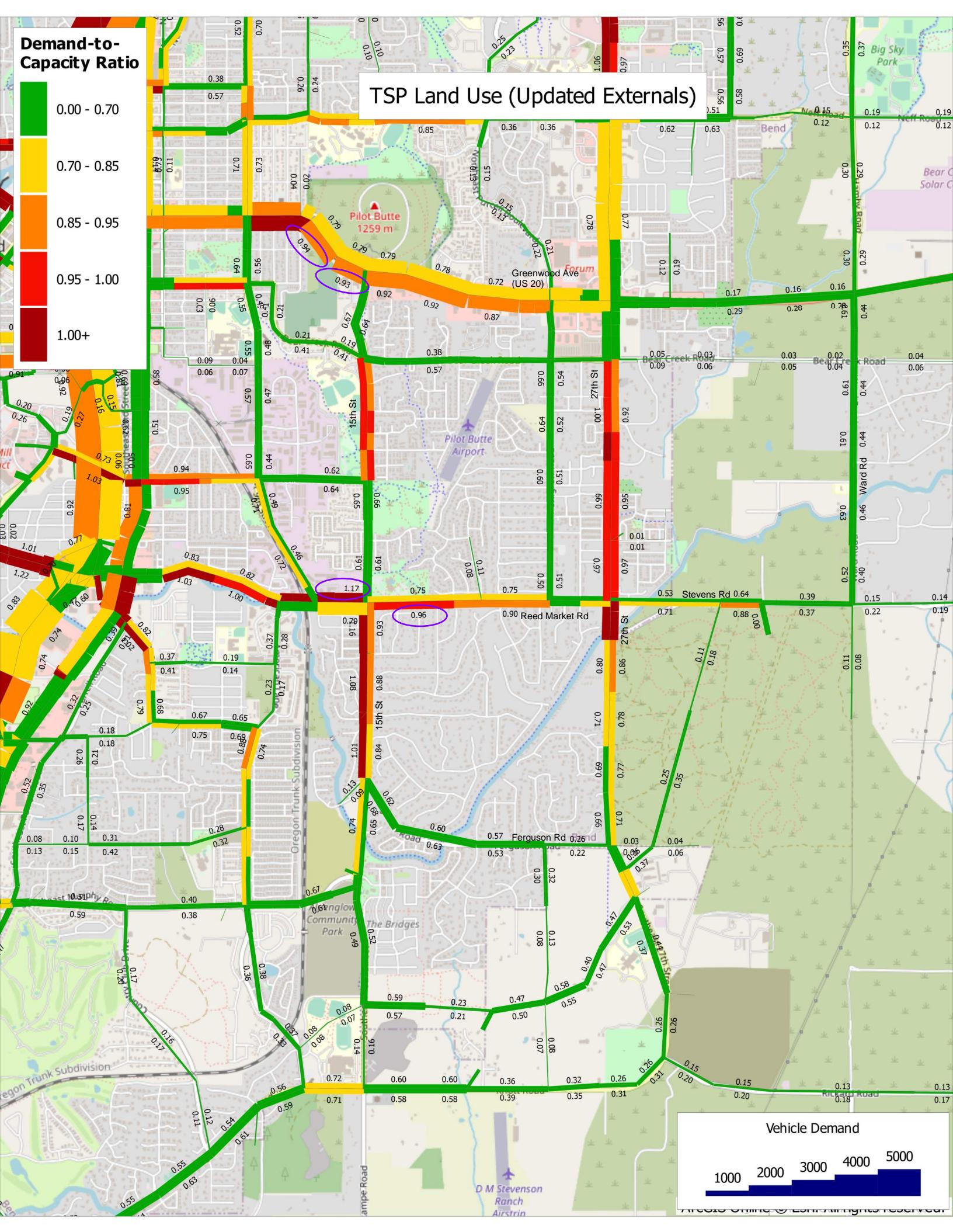
Links in scenario 7003 only (Stevens)

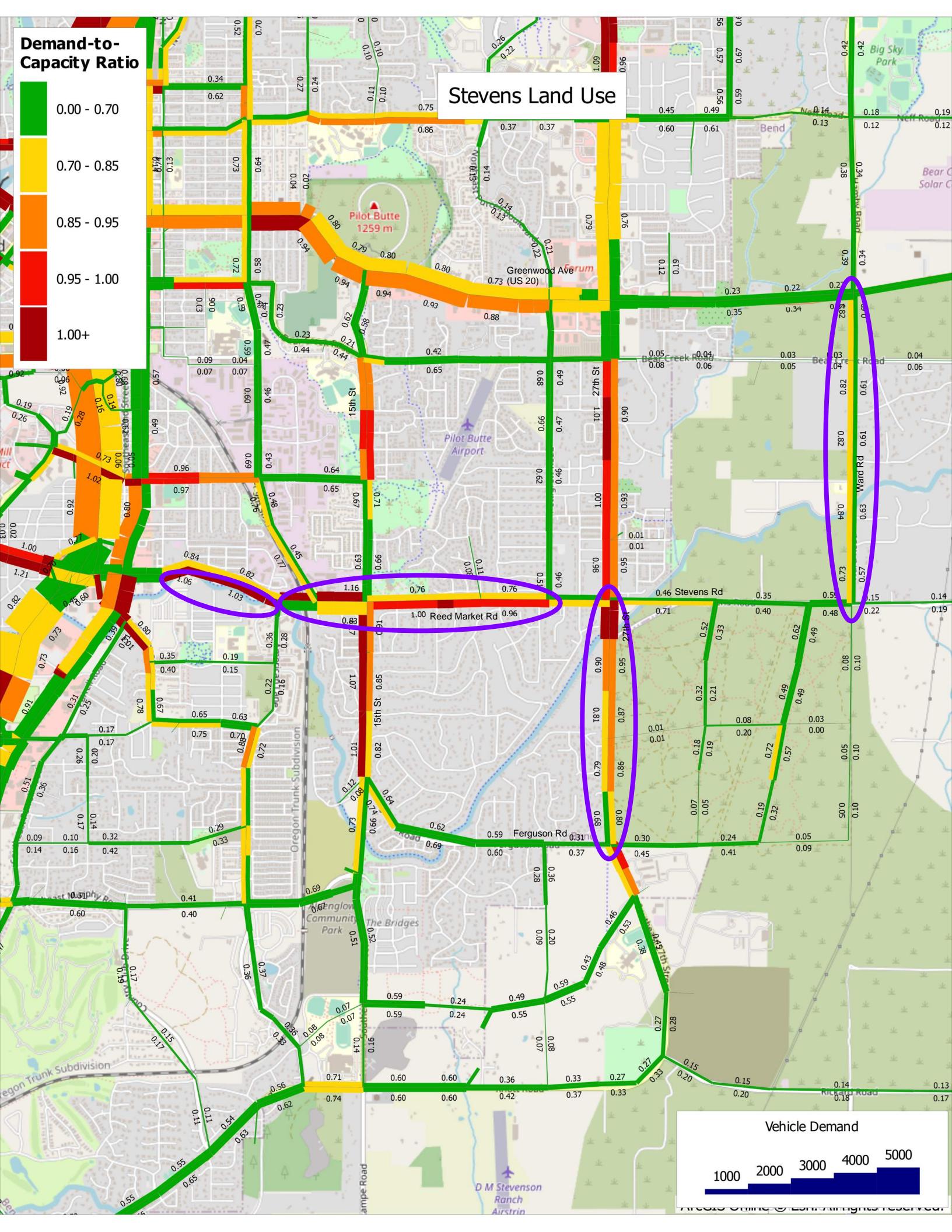
Links in scenario 5003 only (Updated TSP)



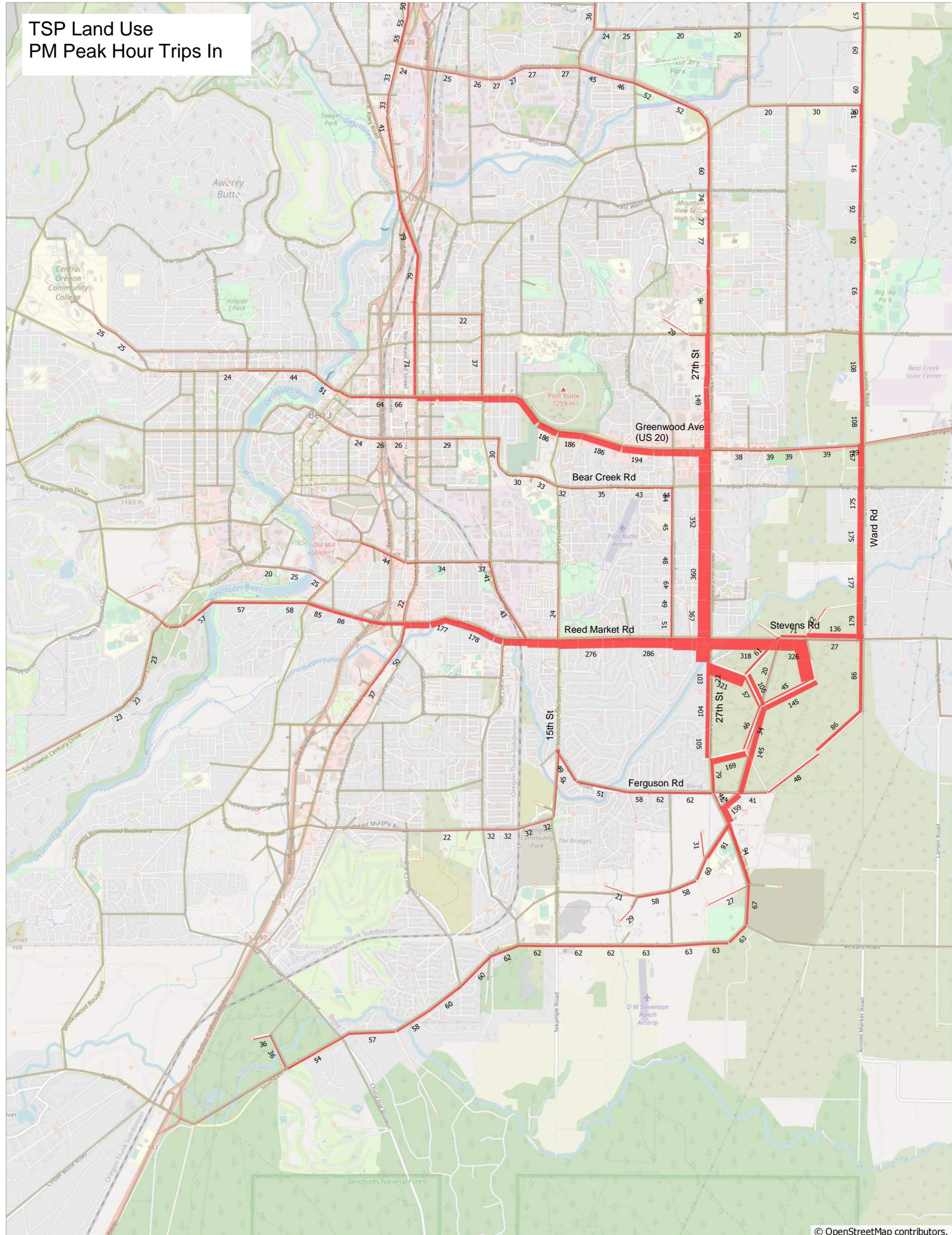




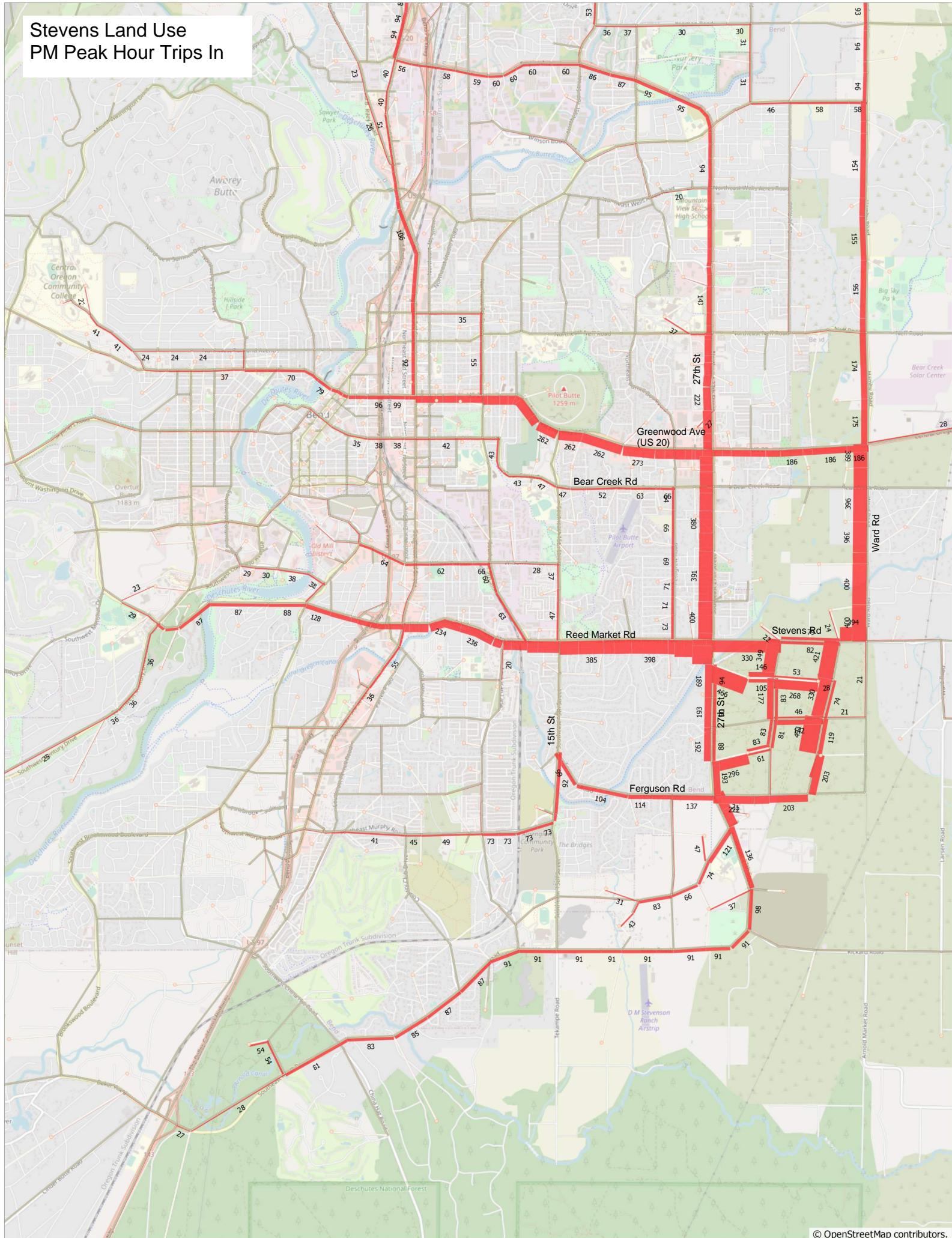




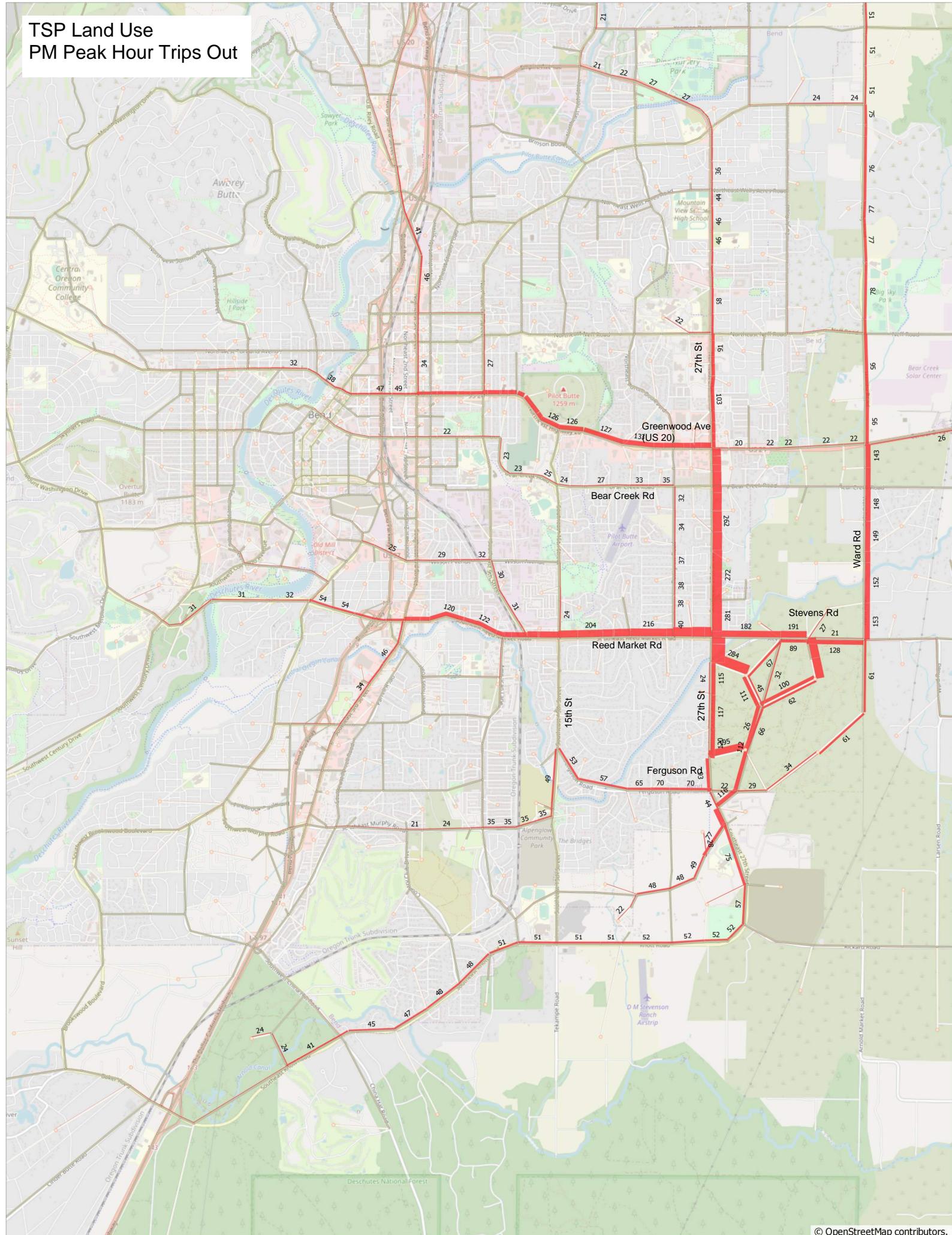
TSP Land Use PM Peak Hour Trips In



Stevens Land Use PM Peak Hour Trips In



TSP Land Use PM Peak Hour Trips Out



Stevens Land Use PM Peak Hour Trips Out

