

CWNA Board Meeting Minutes
Wednesday September 10, 2014
Fireside Room @ Mt. Bachelor Village

The CWNA Board meeting was held on Wednesday, September 10, 2014 at the Fireside Room at Mt. Bachelor Village. Board Co-Chair, Bob Brell, called the meeting to order at 7:11pm. Four (4) board members were present, therefore establishing a quorum (minimum of four (4) members required).

Board Members Present: **Bob Brell**, Co-Chair, Land Use Committee Head, Member E-Communications

Pam Sullivan, Co-Chair, NART Representative

Summer Oman, Secretary

Jeanne Berry, Treasurer

Board Coordinators Present: **None**

Committee Heads Present: **None**

Other CWNA Members: **None**

Board Meeting Minute Acronyms

BPRD – Bend Parks and Recreation District

BDC – Bend Development Code

CEAC – Campus Expansion Advisory Committee

CMSCFTF – Cascade Middle School Crosswalk Task Force

COB – City of Bend

CWNA – Cascade West Neighborhood Association

CWNA BOD – CWNA Board of Directors

LUBA – Land use Board of Appeal

NA – Neighborhood Association(s)

NART – Neighborhood Associations Roundtable

OSU-C – Oregon State University Cascades

TSAC – City of Bend Traffic Safety Advisory Committee

Approval of Minutes

The Board received and reviewed the minutes from the CWNA July 9, 2014 Board Meeting.

A motion was made by Pam Sullivan, seconded and carried unanimously to approve the CWNA Board Meeting Minutes from July 9, 2014, as prepared by Summer Oman.

Committee Reports

1. **Membership** – Committee Head, Judy McKrell, not present. Bob Brell reported that CWNA membership numbers have not changed from the report at the previous meeting in July.

2. **TSAC** - TSAC Representative, Jim Gattey, not present. Bob Brell reported that Slower Safer Bend Forum would take place on 9/24 at 6:30pm; Jeanne Berry plans to attend. Nick Arnis from the COB reached out to Bob Brell and is looking for people to serve on their Central and Westside Land Use & Transportation Plan Project Advisory Committee.

Bob has ideas on some people who would be good candidates.

3. **Land Use** - Committee Head, Bob Brell presented; report attached (Exhibit A).

4. **Website/Membership Data Base** – Committee Head, Julie Austin, not present, no report given.

5. **Noxious Weed Eradication** - Committee Head, Tina Burnside, not present, no report given.

6. **Finance** - Treasurer, Jeanne Berry – nothing to report, no change.

7. **NART** - CWNA Representative, Pam Sullivan, no report. Bob Brell reported that he asked NART to consider changing their meetings to another day so that someone from CWNA could attend, but no action was taken by NART. He recommends that we cease participation until they have an organized set of goals or until they reach out to us.

8. **BPRD CWNA Liaisons**, Glen Grochowski and Cynthia Brown-Grochowski, not present, no report.

Old Business

1. **CWNA communications i.e. Facebook, Nextdoor, others** – Tracey Pfiffner and Cynthia Brown-Grochowski not in attendance, nothing to report.

2. **UGB Status** – Bob Brell informed the board that he believes that we are 2-3 years out from a decision being made. Three (3) scenarios were presented to the city council who voted and choose to accept the scenario which provided the highest percentage of multi-family housing as they felt it was the option most likely to get approval from LUBA.

3. **CWNA Annual Report to the City Council – 8/6/14** – Prepared by Bob Brell, report attached (Exhibit B).

New Business

1. **Annual Meeting Membership & Election Meeting – Oct. 8, 2014. Planning Discussion --**

- Follow same format from last year, which all felt was successful

- Request for use of The Lodge for the meeting has been submitted to Sunrise Village to be officially approved at their next board meeting. It is not anticipated that there will be any difficulty in securing the space.

- Bob Brell is organizing 'City Forum' presentation for the meeting to focus on what is going on in Bend and specifically the westside. Invite has been/will be extended to city councilors, as well as transportation and planning managers.

- The meeting notification mailer will follow the same format as last year and we will use the same printing company.

- Set-up and tear-down as well as food/beverage volunteer requirements discussed.

2. **Member-at-Large Position #11** – the board received notice that Jim Gattey needs to step down from his position on the CWNA BOD. A motion was made by Bob Brell and seconded to accept his resignation. We will be looking to fill his position as well as the vacancy in the member-at-large position #9.

With no further business brought before the Board, a motion was made by Jeanne Berry and seconded to adjourn the meeting at 8:15pm.

Prepared and submitted by Summer Oman, Secretary.

Land Use Development Committee Report.

1. 19536 Century Drive CUP Application. PZ 14-0522. A Public Meeting was held on 7/7/14 to hear plans for a CUP (Conditional Use Permit) Application for an ADU (Accessory Dwelling Unit) at 19536 SW Century Drive, Bend, OR. The applicants are Scott Thomas and Libby Trader. The applicants applied for a CUP to allow construction of an ADU to be located on the property of a single family home currently under construction at 19536 SW Century Drive. The ADU building will be a single story structure having a footprint of 590m sq ft with one bedroom, a bath, a kitchen and a living area. The intended purpose of the building is as a guest house for family and friends but may be considered for short term rentals when owners are present on the property. CWNA was present along with immediate neighbors at the Public Meeting and supported the Application. Comment from immediate neighbors was directed toward excessive speed limits on Century Drive which when coupled with an absence of sidewalks creates a potentially major traffic safety issue when exiting and entering common driveways . The Application was approved on September 3, 2014.

2. Public Meeting for Mt. Bachelor Village- 20 lot Cluster Development. A Public Meeting was held on 7/18/14 to hear plans to subdivide Tax Lot 1700 for a 20 lot cluster development located within Mt. Bachelor Village. The property is located adjacent to the corner of Century Drive and Mt. Bachelor Drive (where the existing tennis courts are located). The Completeness Check was held with the City Planning Department week of 9/1/14; the Application is expected to go forward week of 9/15/14.

3. OSU-Cascades Development Application. Project # PZ 14-0210. On June 10 and June 11, 2014 comments from the public were heard by Ken Helm, Hearings Officer regarding the proposed Oregon State University-Cascades (Applicant) Site Plan/Design Review application for a new undergraduate university campus. The Applicant is requested Site Plan Review approval for the layout of the 10.44 acre property located at 1500 SW Chandler Avenue to include its buildings and needed supporting infrastructure. OSU-Cascades also sought Design Review approval for the Residence Hall, Dining/INTO Living & Learning Center and Academic Building. The Hearing Notice is attached . The Application and attachments/exhibits and public comments may be seen by logging on to the ePlans website at: <https://eplans.ci.bend.or.us/ProjectDox/> Username: publicviewer@bendoregon.gov and Password: public.

On 9/2/14, the Hearings Officer approved the Application subject to 29 Conditions of Approval. The full Decision of the City of Bend Hearings Officer can be seen by logging on to the ePlans website

at: <https://eplans.ci.bend.or.us/ProjectDox/> Username: publicviewer@bendoregon.gov and Password: public.

The Decision and Conditions of Approval are attached: PZ-14-0210 OSU-Cascades Hearings Officer Decision.

CWNA Board Position. Your CWNA Board does not have a position on the attributes of the proposed project per se. Some CWNA members continue to express the new 4-year University as a defining moment for the City of Bend and articulate the prospect of having a dynamic, four-year university as a wonderful addition to the community with economic, intellectual and cultural benefit while some members express support for the 4-Year University but not at the proposed location. With this divergence of opinion, your Board has not nor plans to take a position representing the membership.

CWNA Response to OSU-Cascades Application, PZ 14-0210. CWNA's Land Use Chair reviewed the

OSU-Cascades application , compared it to City of Bend Development Code criteria and standards

for consistency and proposed mitigation by the University. Where an observation was made based on

a perceived shortfall by the University it was so noted. The University is only required to

meet the

Development Code; like any developer, It is not required to deal with a higher standard.

CWNA's

response was submitted prior to the Public Hearing and became part of the record. CWNA's

response is attached, see CWNA Response to OSU-Cascades Application, PZ 14-0210.

Next Steps. It is anticipated TIS (Truth in Site) will appeal the Hearings Officer's decision; the Appeal to the

Bend City Council must be submitted no later than 9/14/14.

4. Bend Urban Growth Boundary Project. The City of Bend has entered the next phase of its UGB expansion to chart a path for Bend's future growth. The UGB is a line on the City's General Plan map that identifies Bend's urban land. This land represents an estimated 20-year supply of land for employment, housing and other urban uses. The community has an opportunity to help shape the plan for future growth that reflects the community's values and meets state planning requirements. The City wants to collect feedback from the Community. For those who would prefer to weigh in from the comfort of home, the City of Bend is offering a fun and interactive online tool where participants can tell the City which kinds of goals are important to them, highlight examples of how they think the City can best meet those goals, and show where within the city they would like to see different kinds of housing, business and natural areas. Click on the link for the easy-to-use, online survey at www.bendoregon.gov/bendugb. Respondents can spend anywhere from two minutes to two hours on the survey, depending on level of interest and available time

5. Bend Planning Commission Seeks NA Input on Residential District Development Standards. On 7/28/14 the Bend Planning Commission held a work session with Chairs from the City's 13 NA (Neighborhood Associations) to hear suggestions on how best to involve the NA's and the public at large in seeking input on several specific issues of concern to the community to include accessory dwelling units (ADU), rental housing for college students, in-fill housing in existing neighborhoods and vacation home rentals. The Planning Commission, the Committee for Citizen Involvement for the City on land use issues, felt a good first step was to engage the NA's to help design a good process for community participation. CWNA was represented at the 7/28/14 kick-off meeting.

6. Brownfield Advisory Committee. Deschutes County is administering a \$400,000 U.S. Environmental Protection Agency Community-Wide Brownfield Assessment Grant. The fundamental purpose of the grant is to stimulate the cleanup and re-use of properties that are, or may be, affected by hazardous substances, including petroleum hydrocarbons. On September 17 and 24, public meetings will be held in Bend and Redmond to discuss the grant and offer resources to eligible property owners throughout the county for Environmental Site Assessments (ESAs).

Deschutes County intends to convene a BAC (Brownfield Advisory Committee) to Provide input on grant administration and to assist staff in making allocation Decisions for the ESAs. Resources from the grant will fund up to ten Phase 1 ESAs and six Phase 2 ESAs, including up to two supplemental site investigations. Deschutes County has scoped the BAC with includes a neighborhood representative; CWNA was selected and Ron Webber has volunteering to represent CWNA. Other possible members include:

Bend Chamber of Commerce

Bend Parks and Recreation District

Central Oregon Builders Association

Central Oregon Environmental Center

City of Bend

City of Redmond

Economic Development for Central Oregon

Housing Works

Neighborhood Group / Citizen at Large
Private Developer
Bob Brell
CWNA, Land Use Head

City of Bend Decision on the OSU-Cascades Site Plan Application.

DECISION:

Site Plan Review is approved for the 10.44 acre OSU-Cascades proposal, and Design Review is approved for the Residence Hall, Dining/INTO Living & Learning Center, and Academic Building subject to the following conditions of approval:

CONDITIONS OF APPROVAL:

1. Approval is based on the plans and supporting materials uploaded to ePlans in April, May, and June 2014, the improvements to the site and public facilities as depicted thereon, and all other materials in the record for this project. Where specific improvements have been proposed and approved as submitted, the construction of those improvements will not be listed as a specific condition of approval except as to the timing of those improvements. Any substantial alteration of the approved plans, other than those that may be required to comply with conditions of this approval, will require a new application.
2. Development shall not commence until the applicant has received City approval of the Final Site Plan set, grading permits, and/or building permits. Approved construction plans and a Public Facilities Improvement Agreement (PFIA) and/or right-of-way permit shall be required prior to any construction within the public right-of-way and/or on the City's water and sewer facilities, and all public infrastructure work shall be performed by a City approved contractor.
3. Final Grading/Clearing and drainage plan approval is required prior to the issuance of a building permit. The plan shall include design assumptions, calculations, an erosion control plan, and proposed temporary and permanent slope stabilization measures as outlined in Title 16, Grading, Excavation and Stormwater and the Central Oregon Storm Water Manual (COSM).

FINAL SITE PLAN:

As required by Section 4.2.400(G) of the Development Code, a Final Site Plan set shall be submitted to the Community Development Department. The Final Site Plan set shall depict the proposal as approved and incorporate the conditions of approval listed below.

4. The Final Site Plan set shall include an accessible ramp between the east entrance of the Residence Hall and the Century Drive right of way, in order to provide a convenient and direct pedestrian walkway for all users.
5. The two Chandler Avenue intersections with Yates Drive and the proposed private road shall include curb bulb-outs, overhead illumination, and striped pedestrian crosswalks.
6. The Final Site Plan set shall include an entrance to the campus on Century Drive that is aligned with the Donovan Avenue intersection, in substantial conformance with the submitted conceptual plan dated May 29, 2014. Design elements of the Century Drive access shall include the following:
 - a. The Century Drive access shall contain a single inbound and a single outbound lane to minimize the conflict area for cyclists and pedestrians.

- b. The Century Drive access shall provide a continuous grade for the sidewalk along Century Drive.
- c. Pedestrian crossings of Century Drive shall be designed at the campus entrance/Donovan Avenue intersection at a width set to provide for the safety and comfort of pedestrians, per BDC 3.4.200(F)(2)(j). As conceptually illustrated in the memorandum dated May 29, 2014, design elements of this intersection shall include the following:
 - i. Striped crosswalks shall be provided across Century Drive on the north and south sides of Donovan Avenue.
 - ii. Advance signage shall be provided on both the northern and southern approaches (Pedestrian Crossing Ahead, W11-2), and crosswalk signs shall be provided at the crossing (Pedestrian Crossing W11-2 with supplemental arrow placard).
 - iii. A bulb-out treatment and transverse striping shall be provided on the southeast corner of the intersection to reduce the southern pedestrian crossing distance and preclude use of the northbound right-turn lane onto Donovan Avenue.
 - iv. Accessible sidewalk ramps shall be provided to facilitate the east-west movements at both crossings.
 - v. A pedestrian refuge island shall be constructed on the north leg of the intersection (in the current area of the southern left-turn refuge) to allow two-stage pedestrian crossing maneuvers.
 - vi. Illumination shall be provided to highlight the presence of pedestrians to oncoming motorists.
 - vii. Design consideration shall be provided on the final infrastructure plans to minimize sharp sidewalk alignments (90 degree corners) per City Standards to the maximum extent practical.
7. Design of the proposed Century Drive fire truck access (width and turning radii) shall be coordinated with the Fire Department and shown on the Final Site Plan set and the final infrastructure plans to ensure access is appropriately sized and designed to accommodate emergency vehicle access.
8. The proposed catch basin and drywell located south of the Century Drive access point as shown on the preliminary Grading and Drainage Plan shall be relocated if possible in order to preserve the two trees located in the public right of way south of the Century Drive access that are proposed to be protected on the Tree Preservation Plan. This may require the applicant to dedicate a stormwater drainage easement extending west of the public right of way.
9. The applicant shall coordinate with CET and the City of Bend to develop final plans for a transit stop along the Chandler Avenue site frontage to connect students and faculty with the academic and residence buildings by pathways. The final plans for the transit stop shall include a sheltered waiting area, benches, illumination, and trash receptacles.
10. The proposed public access easement along the western access road shall be widened by 1 ft. to accommodate a potential 5 ft. wide future sidewalk along the west/northern side.

WITH DEVELOPMENT OF THE SITE:

11. The applicant shall design and build an accessible pedestrian crossing to current City standards and Public Right of Way Accessibility Guidelines (PROWAG) from the Haul Road Trail located at the southeast corner of the Century Drive/ Chandler roundabout to the project site located at the northwest corner of the Century Drive/Chandler roundabout. According to City records, at the western pedestrian crossing (Chandler Avenue), both the north and south ramps do not meet current ADA standards and must be replaced. At the southern pedestrian crossing (Century Drive), both ramps in the center island do not meet current ADA standards and must be replaced. The applicant's engineer shall submit a final ADA analysis for the pedestrian route along the western and southern legs of the roundabout with the infrastructure plan submittal. This analysis shall include field data for all ADA ramps and sidewalks along this path and identify non-compliant sidewalks and curb ramps. The report shall also include an analysis of the current City sight distance requirements at the roundabout, and modify existing landscaping as required to meet current standards.

12. Intersection sight distance shall be maintained at the Chandler Avenue access and the Century Drive/Donovan Avenue campus access. This shall include parking restrictions near corners and the appropriate placement and maintenance of signs, utilities, and landscaping per BDC 3.1.500 and AASHTO requirements.

13. The existing trees that the applicant proposes to preserve shall be protected prior to and during construction by erecting physical barriers around the outer edge of all branches (drip-lines) of the trees.

14. The applicant shall comply with the City's industrial wastewater pre-treatment program (BC 15.20).

15. A separate sign permit application is required for review and approval of all signage.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

16. The property owner shall grant a public access easement along the length and width of the approved private street through the campus.

17. The applicant shall dedicate a public access and utility easement from the approved private street through the campus to Tax Lot 181206C002000 to the north, which shall abut the western property line of Tax Lot 181206A000719. This easement may be relocated by the applicant/ owner if approved by the City in a future land use or limited land use application.

18. The applicant shall dedicate a public access and utility easement for potential future alley from the approved private street through the campus to Tax Lot 181206A000719. The west side of the easement shall align with the west side of Tax Lot 181206A000700 to the north. No improvements are required to be constructed for this potential future alley at this time, as the subject property does not directly abut Tax Lot 181206A000700.

19. Since the proposed 10 ft. wide multi-modal path along Chandler Avenue will be located, at least in part, outside of the right-of-way for Chandler Avenue, the applicant shall grant a public access easement to the City to assure that the public has a right to use the path, or dedicate this area to the City as additional right-of-way for Chandler Avenue.

20. All parking lot paving, striping, directional signage, sidewalks, bicycle parking spaces, landscaping, irrigation and any other required improvements shall be installed as approved.

21. The applicant shall provide a performance and maintenance bond in an amount equal to 120 percent of the actual cost to purchase, plant, and maintain 10 new street trees for a minimum of one full growing season. Ponderosa Pine trees are large canopy trees that shall not be planted under any overhead power lines.

22. Upon completion of improvements, the Engineer of Record shall provide a statement that all grading/clearing and drainage improvements were constructed in accordance with the approved plans and all applicable DEQ requirements. Prior to issuance of the Certificate of Occupancy, a Stormwater Maintenance Agreement, per the requirements of Title 16, Grading, Excavation and Stormwater, shall also be executed and recorded.

ONGOING CONDITIONS OF APPROVAL:

23. Full access movements will be allowed at the Century Drive access at this time. However, the City reserves the right to restrict turning movements in the future, should significant operational or safety issues arise. Further analysis of the pedestrian crossing safety and access operations shall be required for any subsequent site plan applications, with City Staff review and coordination on the need for additional modifications.

24. OSU-Cascades, the Bend-La Pine School District, and Central Oregon Community College (COCC) should coordinate to understand programming demands and avoid, when possible, the simultaneous scheduling of regular and special events that may overwhelm the commonly shared transportation facilities. This scheduling coordination should include balancing of school congestion on Mt. Washington Drive, and commute congestion on Reed Market Road.

25. The applicant shall implement the Parking Management Plan (PMP) as submitted, as clarified by the removal of provisions related to the Graduate Research Center (GRC) by Kittelson & Associates (KIA) June, 2014 Parking Management Plan-Clarified document (filed June 25, 2014) and as supplemented by Condition 26, below. Prior to occupancy of any building, the PMP document shall be updated to include this clarifying language and Condition 26 and be filed with the City Planning Division. The applicant shall prepare and submit an annual report to the City of Bend, as defined in the PMP. The applicant shall be responsible for meeting the on-campus performance thresholds established in the PMP, and for implementing the response programs described in PMP if thresholds are exceeded. The applicant is not limited to implementing only the responses that are described in the PMP.

26. The applicant shall monitor utilization of the on-street parking system. The streets to be monitored are identified on the On-Street Parking Monitoring Figure 1 aerial photograph ("Figure 1") prepared by KIA and submitted by OSUCascades to the City on June 25, 2014. Monitoring shall occur for a period of five (5) years following the building occupancy of the first building completed on the college campus. If at the end of the five year period parking exceeds the 85% full threshold, OSU shall continue to monitor on-street parking for an additional period of two (2) years. The monitoring elements are outlined below.

a. *85% Full Threshold.* Should the on-street parking supply on streets identified on Figure 1 be measured to exceed 85% full on Monday through Thursday of four (4) consecutive weeks, the applicant shall report its observations to the City. The applicant shall treat this as a threshold that triggers the Monitoring, Response, and Reporting Programs that are described in Section 5 of the PMP. Specifically, the “85% full” threshold shall serve as a Threshold for Evaluation, as described under the Monitoring Program. The applicant may take actions described in the Response Program (or any other action deemed to be equal or more effective than those listed in the Response Program – as approved by the Planning Director), as a result of this circumstance.

b. *93% Full Threshold.* Should the on-street parking supply on streets identified on Figure 1 be subsequently observed to exceed 93% full on Monday through Thursday of four (4) consecutive weeks, the applicant shall report its observations to the City. If more than 50% of the observed demand is associated with OSU-Cascades, the applicant shall treat this as a threshold that triggers the Monitoring, Response, and Reporting Programs that are described in Section 5 of the PMP. The applicant shall make decisions and take actions, as described in the Response Program (or any other action deemed to be equal or more effective than those listed in the Response Program – as approved by the Planning Director), as a result of this circumstance.

c. *OSU-Cascades identification of vehicles:* Applicant will require that all faculty, Staff, students of OSU-Cascades and the Staff of the Innovation Center and Bend Science Station register and mark their vehicles with vehicle identification stickers by OSU-Cascades.

d. If continued monitoring reveals that occupancy remains above 93% full on Monday through Thursday of two (2) consecutive weeks immediately following implementation of PMP responses and the applicant has exhausted all other PMP strategies, the City shall, by written notice, require the applicant to file and updated PMP, a parking study that reassesses the need for parking and an application for any required land use or limited land use approvals (e.g. site plan approval) needed to develop the supplemental parking facilities required by the updated PMP within six months of receipt of the written notice by OSU-Cascades.

The land use or limited land use application and related PMP update and study shall be reviewed by the City as part of the review of the land use or limited land use application required for the parking area. The review shall be conducted as a Type II review unless an application requiring a Type III or IV approval is needed. The parking facilities may be built on land owned by OSU-Cascades or be leased. The additional off-street parking spaces shall be located on or within 1,000 feet of the 10 acre college campus. Additional spaces shall be provided as soon as practicable after the City approves the land use or limited land use application. In no case, however, shall the additional parking spaces be available for use later than 9 months following the date of the City's decision approving the revised PMP is issued and becomes final and is no longer subject to appeal.

27. Service areas and trash areas shall be visually screened from adjacent properties, public and private roadways, and other public areas with a material and design that is visually compatible with the building.
28. Any mechanical equipment and machinery, including industrial or commercial heating, ventilation, air conditioning, or other mechanical equipment on rooftops or ground, shall be screened with a material and design that is visually compatible with the building.
29. The landscaped areas shall be continually maintained in good condition including watering, weeding, pruning, and replacement of dead materials.

Signed this 2nd day of September, 2014.

Mailed this 2nd day of September, 2014.

DURATION OF APPROVAL: In accordance with Section 4.1.1310, this land use approval shall lapse, and a new approval shall be required if a building permit is not issued within two (2) years of the date that the Hearings Officer's decision becomes final, or if development of the site is in violation of the approved plan or other applicable codes.

THE HEARINGS OFFICER'S DECISION BECOMES FINAL TWELVE (12) DAYS AFTER THE DATE MAILED, UNLESS APPEALED BY A PARTY OF INTEREST TO THE CITY COUNCIL

June 2, 2014

Aaron Henson, Senior Planner

Bend Planning Division

City of Bend

710 NW Wall Street

Bend, OR 97701

CWNA Written Comments to the City of Bend in Response to the OSU-Cascades Application.

BEFORE THE CITY OF BEND PLANNING DIVISION.

In the Matter of the Application of: State of Oregon acting through the State of Oregon Board of Higher Education on behalf of Oregon State University, referred to on the application form as Oregon State University-Cascades ("OSU-Cascades")

File Number: PZ-14-0210.

On behalf of the Century West Neighborhood Association, the following is respectfully submitted.

Applicable Criteria, Standards and Procedures

Title 2- Land Use Districts. Chapter 2.0, Land Use District Administration; Chapter 2.2, Commercial Zoning Districts (CB, CC,CL,CG)

Title 3-Design Standards. Chapter 3.1 Lot, Parcel and Block Design, Access and Circulation; Chapter 3.2, Landscaping, Street Trees, Fences and Walls; Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking; Chapter 3.4, Public Improvement Standards; Chapter 3.5, Other Design Standards; Chapter 3.6, Special Standards for Certain Uses.

Title 4- Applications and Review Procedures. Chapter 4.1, Development Review and Procedures; Chapter 4.2, Site Plan Review and Design Review; Chapter 4.7, Transportation Analysis

We request the following be considered as you review the OSU-Cascades Application.

The importance of the OSU-Cascades application to build a 4-year University north and west of the intersection at Century Drive and Chandler Drive cannot be understated relative to its impact on the Bend community and Bend's neighborhoods on the west

side. The proposed OSUCascades 4-year university has the potential to represent a defining moment in the evolution of Bend from a small mill town to a 21st century community where its citizens have chosen to relocate here from communities elsewhere because of the quality of life Central Oregon provides and who want to live, work, play and raise their families. We have a chance to get it right for present and future generations. We hope the decision makers who will weigh in on this application will step back when confronted with those decisions which will define the project and ask in addition to what does the Bend Development Code call for and what does the Applicant desire but also make a best effort to ask what is in the best interests of the community and the immediate neighborhoods. The Bend Development Code is an imperfect document and can only reflect what has come before and what can be seen. A 4-year University of 1,800 students growing to 5,000 students could never have been completely and properly envisioned

when the Code was written and updated several times and it is for this reason we ask the decision makers to include and reflect on the certainty of this Application and the Master Plan, which will follow, in its decisions. OSU-Cascades conducted two Open Houses in February 2014 which provided an opportunity for the community to see and hear OSU-Cascade plans for the project and most importantly to comment and ask questions important to them. Those comments and questions ranged all the way from complete and unconditional support for the project all the way to the other side of “there must be a better site”. In between they expressed comments and concerns that fell into several broad categories to include transportation, livability, housing among others but these seem to be those of most concern. Within each of these broad categories are numerous sub-sets. Transportation included concerns with the inadequacy of Century Drive and the roundabouts at Simpson and Reed Market Road to handle the increase traffic demand. Transportation included concerns with pedestrian and bicycle safety on surrounding public streets and roundabouts. Transportation included concerns with on and off campus parking. Livability concerns included public safety considerations such as nuisance parties and police capacity; neighborhood appearance considerations included such things as lighting and on street parking; housing considerations included such things as multi-family rentals and property values; demand for services included such things as roads, water, sewer, bike lanes and trails. Each and every one of these questions and comments begs for attention and a best effort solution as we strive to maintain the quality of life we have come to enjoy in the greater Bend community and the neighborhoods on the west side.

Specific to the Bend Development Code Criteria, Standards and Procedures which apply to the Application, we raise the following issues and questions:

Chapter 2.2, Commercial Zoning Districts (CB, CC, CL, CG),

2.2.300 Permitted and Conditional Uses,

Table 2.2.300-Permitted and Conditional Uses, CL.

1. The table under Land Use, Public and Institutional, School, colleges and vocational schools and which intersects with CL indicates a P for permitted use. The Applicant states, “A college is a use permitted outright in the CL zoning district”. The Applicant is proposing a university not a college. In most minds a college and a university are quite different entities differentiated by size, organization, funding and other considerations. The BDC (Bend Development Code) lists colleges but not universities. Are we to

assume they are one and the same? The Applicant is careful in its Burden of Proof Statement to consistently use the word college. We can't say with certainty but the word university appears to be absent in the Applicants Burden of Proof Statement. We believe this issue needs to be fully considered and understood before proceeding. Are colleges and universities the same? The owner of the property is the State of Oregon and the owner is proposing to build a university. That much is clear.

2. One can contend the BDC when written did not adequately envision and take into consideration the impact of a college much less a university under the designated zoning criteria, standards and procedures. There is not another permitted use listed under CL that even comes close to the complexity of use and impact on a development site. The Applicant is proposing 1,800 students on the site growing to 5,000 students on an expanded site. The next large population permitted (primary, secondary schools, hospital) might reach as high as 1,500 people. Within the CL designation, are we to assume the BDC means to say, "one size fits all" or is this a situation that just wasn't properly thought through when the land uses were listed in the table. This is not meant to be critical of the huge effort that has gone into developing the BDC but is meant to suggest that colleges or universities don't fit the mold (Commercial Limited) and should be considered against a different and higher set of criteria. Do COCC and St. Charles Hospital carry different zoning labels?

3. If the contention that colleges and universities should be treated differently or separately from other CL permitted uses, then the criteria against which the OSUCascades

Burden of Proof are inappropriate.

4. If it is believed that colleges and universities are one and the same and are no different than an office, clinic, hotel, day care center, etc, then it is contended that the OSUCascades Application be judged with an extra level of review and consideration because of its large and growing population and impact on the site and the surrounding properties. This is particularly appropriate when it comes to issues related to transportation (roads, parking, bicycle, pedestrian, trails) and housing and the mitigation for same.

Chapter 3.3 VEHICLE PARKING, LOADING AND BICYCLE PARKING

Section 3.3.300 Vehicle Parking Standards for On-Site Requirements

1. The Applicant is proposing that a total of 324 parking spaces be provided for all uses contemplated on the campus. The Applicant further states, "All spaces, other than the 21 spaces on Chandler Avenue, are located on-site."

a. We contend that 303 parking spaces on campus are inadequate for a campus expected to hold 1,800 students, plus faculty & staff of 70 plus service vehicle requirements. We understand the rationale for the parking space number but 1) we believe the formula has not been pressure tested (what's the fallout from an over abundance of snow preventing bicycle use or what if any one of the assumptions in the model is flawed) and 2) should an added multiplier be developed reflecting unusual attendance events such as move-in/move out days, cultural events, special events, graduation, etc as these will be the days the public and the surrounding neighborhoods will remember not only for their merit but for their inconvenience. Parking spaces is a big impact issue and should not be treated lightly nor arrived at because of economic considerations for on-campus cost of land.

b. If the Applicant errs on its parking needs, funding is a minimum of two years away for a fix; two years during which its neighbors will quickly build an anti-University mindset.

c. We ask the Applicant to re-do its parking plan to reflect the 21 less spaces on Chandler and take into consideration the University's typical special events calendar.

2. We believe the City of Bend should declare Chandler Avenue on its north side a no parking zone from the roundabout at Century Drive all the way to Mt. Washington Avenue. Chandler Avenue is a winding neighborhood road with businesses on the south side and permitted parking. We envision cars parked on the north side (at least 21 spaces as counted by the Applicant) impacting line-of-site, car doors opening/closing, bicycles in motion and pedestrians on the expanded sidewalk to the inside and a population of 18 to 21 year olds who will be thinking about anything but public safety and we believe this is an accident waiting to happen. Additionally, this is where the Applicant is proposing to add a new street right at the apex of the curve on Chandler Avenue and designating it as the main entrance to the campus. We ask the City declare Chandler Avenue a no-parking zone on its north side from the roundabout at Century Drive to its intersection with Mt. Washington Drive and do so now SO THAT THE Applicant can plan accordingly.

Chapter 3.4 PUBLIC IMPROVEMENT STANDARDS

Section 3.4.200 Transportation Improvement Standards

F. Minimum Rights-of-Way and Street Sections.

3. Future Street Widths and Special Building Lines. To ensure that adequate transportation corridors will be preserved for the future, a special setback of 50 feet from the centerline shall be applied to City streets with a functional classification of expressway, primary arterial, major arterial and minor arterial.

The Applicant states this requirement cannot be met on Century Drive because the property on the east side of Century owned by International Hotel Associates was built close to or at the property line thereby resulting in a 90' right-of-way. We believe that between the City who allowed the International Hotel Associates to build close to or at the property line and the Applicant, they together need to find a solution to establish a 100' right-of-way or 50' each way from the centerline along this important stretch of 14th Street/Century Drive corridor. We don't have an answer but the proposed solution is unacceptable. Now is the time to find a solution, not after the developers have boxed in the City for the needed and appropriate right-of-way which would be a win for the Applicant and a lose for the local community. Planning needs to think 2025 and further out. The 14th Street/Century Drive corridor will become one of a handful of keyroads within the City Limits and should not be restricted.

Chapter 3.4 PUBLIC IMPROVEMENT STANDARDS

Section 3.4.200 Transportation Improvement Standards

G. Traffic Controls.

1. Traffic signals/roundabouts shall be required and installed in accordance with BDC Chapter 4.7, Transportation Analysis, with development when traffic control warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. Traffic signal/roundabout design shall be approved by City Engineer. The developer's financial responsibility and the timing of improvements shall be included as a condition of development

approval.

The Applicant states their “transportation analysis shows that a traffic signal/roundabout is not required at any of the intersections that must be analyzed by the TIA”. We must ask the question as to who made this decision? Was this decision made by the transportation engineering firm hired by OSU-Cascades? Was this decision made by the City of Bend transportation engineering department? Was this decision made by the City of Bend Public Works? Does the formula to make this determination exist somewhere in the BDC? We can’t find the source much less the rationale.

1. Roundabout at Century Drive/Mt Washington Drive/Reed Market Road. We believe this decision needs to be challenged based on the regularly observed grid lock at the Century Drive/Reed Market Road roundabout. Students and faculty will travel from the campus and surrounding neighborhoods via Mt. Washington Drive and Century Drive to access the Cascades Lakes Region and Mt. Bachelor. They must go through this roundabout which will only add trips. The Bend Police Department has declared this roundabout a failed roundabout based on police, fire and EMT vehicle inability to traverse the roundabout during Cascades Middle School openings in the AM and closings in the PM when trying to reach neighborhoods to the southwest to include West Ridge, First on the Hill, Sunrise Village, Braeburn, Cascade Village, Westbrook Meadows, Mountain Gate, Sagewood, Bachelor View Road and Widgi Creek among others. The OSU-Cascades population will exacerbate this failed roundabout and unacceptable situation. The same gridlock is witnessed during inclement weather which includes snow on the Mountain and or rain, sleet or snow in the City. The City of Bend needs to answer the question, how much more traffic can be tolerated before the decision is made to build a double roundabout at this location. The answer so far appears to be to push it down the road.

2. Roundabout at Century Drive/Colorado Avenue/Chandler Avenue. We believe it’s preposterous to conclude there will be no additional impact on the Chandler Avenue/Colorado Avenue/Century Drive roundabout from a 1,800 student population. This is the same roundabout that ODOT will be asked to route vehicles through from HWY 97 to the proposed entrance to the OSU-Cascades. This is the same roundabout that all vehicles will traverse to enter the University from the north, east and west. We can find no proposed mitigation to get this roundabout ready for its increased exposure to a new transportation challenge. We believe this oversight needs to be fixed.

3. Roundabout at Century Drive/Simpson Avenue. We believe it’s also preposterous to conclude there will be no additional impact on the Simpson Avenue/Century Drive roundabout from a 1,800 student population many headed from the campus to services (stores, grocery, restaurants, breweries, etc) which will use this key roundabout. We can find no proposed mitigation to get this roundabout ready for its increased exposure to a new transportation challenge. We believe this oversight needs to be fixed.

4. Century Drive/14th Street Corridor. The Century Drive/14th Street corridor will become the primary avenue to access the new OSU-Cascades campus from points north to include some students travelling from COCC to OSU-Cascades and return; some COCC students may chose to use Mt Washington Drive. The Century Drive/14th Street corridor from Newport Avenue to Mt. Washington Drive is currently a mix of lanes, some turning lanes, some bicycle lanes, some sidewalks but mostly without an uninterrupted flow on either side of the road. Is this the time to step forward and declare

“the Corridor” a priority for upgrade so that when students leave campus to visit local services, walking and biking won’t be a risk of life situation?

5. A second look is needed to ascertain the impacts from the campus on items 1 through 4 above.

Chapter 3.4 PUBLIC IMPROVEMENT STANDARDS

Section 3.4.200 Transportation Improvement Standards

N. Existing Rights-of-Way. Whenever existing right-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or site development, in conformance with tables A through E in this section.

The Applicant states, “The Applicant has requested an exception and has explained why it is not feasible for OSU-Cascades to obtain right-of-way on the east side of Century Drive from private property owners in the Colorado Point Business Park.” We believe that between the City who allowed the International Hotel Associates to build close to or at the property line and the Applicant, they together need to find a solution to establish a 100’ right-of-way or 50’ each way from the centerline along this important stretch of Century Drive. We don’t have an answer but the proposed solution is unacceptable. Now is the time to find a solution, not after the developers have boxed in the City for the needed and appropriate right-of-way which would be a win for the Applicant and a lose for the local community. Worst case for the Applicant would be for the Applicant to give an additional 10’ of right-of-way along the western side of Century Drive. The City needs to think long term on what will Century Drive look like in 2025?

Chapter 4.2, SITE PLAN REVIEW AND DESIGN REVIEW

Section 4.2.200 Site Plan Review

F. Site Plan Approval Criteria.

1. The proposed land use is a permitted or conditional use in the zoning district.

The Applicant states, “A college is a use permitted outright in the CL zoning district.” The owner of the property is the State of Oregon who is proposing to build a 4-year University, not a college. Webster’s dictionary does not include University in its definition of college neither does it include college in its definition of University except as a subset within a University system. It is contended a 4-year University is not a college and thus may not be a permitted use under the BDC.

Chapter 4.7 TRANSPORTATION ANALYSIS.

Section 4.7.100 Purpose and Authority.

Section 4.7.200 Transportation Impact Study.

Section 4.7.400 Approval Criteria

Section 4.7.500 Mitigation.

We support the following RECOMMENDATIONS in the Transportation Impact Analysis for the OSU-Cascades 10-Acre Site Plan which follow:

1. Primary access to the new campus should occur along Chandler Avenue. This should be provided as a new intersection west of Yates Drive at the apex of the curve on Chandler Drive. A secondary entrance should be provided onto SW Century Drive aligned with the SW Donovan Avenue intersection and designed as a two-lane entrance.
2. A enhanced pedestrian crossing of Century Drive should be designed and

constructed by OSU-Cascades at the Donovan Avenue intersection with Century Drive. This crossing should consider including illumination, signing, striping and pedestrian pushbuttonactivated lights.

3. Wayfinding to the OSU-Cascades campus should be coordinated with ODOT to include signage on US 97 directing students and visitors to use the Colorado Avenue interchange for campus access.

4. OSU-Cascades should coordinate with CET and the City of Bend to designate a location along the site frontage that can serve as a transit connection for students and faculty and construct the facility interconnected to the academic and residence buildings with pathways. The transit stop should include a sheltered waiting area, benches and illumination.

5. OSU-Cascades should develop a Parking Management Plan (PMP) detailing how the campus will manage vehicular parking within the campus. The PMP is to be a living document that should be updated as part of all new building applications.

We do not support the Transportation Plan as it may pertain to the following:

1. We propose a no-parking restriction be imposed on Chandler Avenue on the north side of the road beginning at Century Drive and ending at Mt. Washington Drive for the reasons stated earlier.

2. We propose OSU-Cascades work with the City to find a solution to fulfill the 100 foot right-of-way on Century Drive between Chandler Drive and Simpson Avenue.

3. We propose the TIA include impact from the campus on the roundabouts at Century Drive/Reed Market/Mt. Washington Drive, Century Drive/Chandler Avenue/Colorado Avenue and Century Drive/Simpson Avenue and the Century Drive/14th Street corridor and recommend mitigation as necessary.

Respectfully submitted, on behalf of the Board of Directors of Century West Neighborhood Association and its 700 plus members.

Bob Brell

CWNA Land Use Committee Chair

Bob Brell

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CWNA PRESENTATION TO BEND CITY COUNCIL, August 6, 2014.

Mr. Mayor, Mayor Pro-Tem and City Council Members. I'm Bob Brell and am here representing the Century West Neighborhood Association Board of Directors. Thank you from Century West for this opportunity to address the Council and share with you our Neighborhood Association projects, accomplishments and observations during the past year or so. We also want to share with you issues brought to our attention by our membership of which you and City staff should be made aware. First of all, I'd like to share some information with you about Century West.

1. Century West was formed in early 2005 and officially recognized by the City Council in July 2005.

2. Our Neighborhood Association is located in the southwest part of Bend and begins at the Bill Healey Bridge west to Century Drive, north to the Simpson/Century Dr roundabout, then northwest to Mt. Washington, then north to Skyliners then west to

the City Limits/UGB, then follows the City Limits south to the Deschutes River and then north along the Deschutes River back to the Bill Healey Bridge.

3. Included in our boundaries are the neighborhoods of First on the Hill, West Ridge, Sagewood, Broken Top, The Parks, The Reserve at Broken Top, Mt Bachelor Village, Touchmark at Mt Bachelor Village, Mountain Gate, Cascade Village, Westbrook Meadows, Sunrise Village, Braeburn and residents on Bachelor View Road and those living in Mountain Laurel Lodge and The Village at Southern Crossing.

4. Century West is made up of approximately 2,200 tax parcels. The number of property owners is something less than that number as many property owners own multiple tax lots; on the other hand we have several apartment complexes and retirement complexes which only count as one tax lot each but which potentially represent a much larger resident population.

5. Our membership has grown to approximately 700 members over the past 9 years.

6. Our grant money from the City of Bend is \$2,211 for the expressed purpose of communications among our memberships and to our tax lot owners.

I would like to acknowledge our Board of Directors and Board Coordinators and to describe the make-up of our Board. First let me say, Century West is unique among the Neighborhood Associations inasmuch as we have divided Century West into 7 Wards with Board members representing Wards in addition to having 4 Board members-at-large.

1. First let me say, in addition to holding the position of Co-Chair I am also the Land Use Head and represent Ward # 1 (Sunrise Village and Bachelor View Road).

2. Pam Sullivan, Co-Chair represents Ward # 5 (Broken Top, The Reserve at Broken Top) and she is CWNA's representative to NART, the Neighborhood Association Roundtable.

3. Jeanne Berry, Treasurer and she holds one of the at large Board seats.

4. Summer Oman, Secretary and she represents Ward #2 (Braeburn, Cascades Village, Westbrook Meadows, Mountain Gate).

5. Judy McKrell, Membership Head... Judy holds a position at large Board seat.

6. Glen and Cynthia-Brown Grochowski represent Ward # 4 (First on the Hill, West Ridge, Sagewood, Village at Southern Crossing) and act as our BPRD liaison.

7. Tracy Pfiffner represents Ward # 3 (Mt. Bachelor Village, Touchmark at Mt. Bachelor Village)

8. Jane Raleigh represents Ward # 6 (The Parks)

9. Deb Brewer represents Ward # 7 (Commercial Zones).

10. Hans van den Houten holds a member at large Board position.

11. Jim Gattey holds a member at large position and has served as our TSAC representative.

We also have several dedicated Board Coordinators who participate in most Board activities and serve as coordinators between Century West and their respective HOA Boards.

1. Ron Webber. Ron Lives in Broken Top.

2. Ken Schofield'. Ken lives in The Reserve at BT.

3. Clint & Judy Whitfield. Clint & Judy live in Mountain Gate.

4. Steve Jorgensen lives in West Ridge.

I also want to mention Tina Burnside who leads the CWNA noxious weed eradication

effort.

And lastly, Julie Austin, our Website/Data Base Head who does not hold a Board position but provides an invaluable service to our organization.

I want to publicly acknowledge each of these individuals. They are all volunteers and chose to give time to their neighborhood and community. We thank them for their time, energy and commitment to public service. They and the other unsung Neighborhood Association Board members deserve huge thanks from all of us and the citizens of Bend for devoting their time to make Bend a better place to live. I should point out and I also hear from my counterparts that public apathy is a real problem reaching into all levels of public service to include Neighborhood Associations. Citizens are frustrated with a perceived lack of citizen representation and a perceived influence of special interest groups at the Government interface. Getting individuals to step up and participate in Neighborhood Association Board activity is becoming more and more difficult.

CWNA has accomplished a number of meaningful results during the past 12 months or so with the objective of making our neighborhood a better and safer place to live. I want to share some with you.

1. CWNA sponsored a well attended General Membership Meeting last fall where Sally Russell and Jon Skidmore spoke on City Issues and Steve Jorgensen shared his insight on BPRD in our neighborhood.
2. We helped promote and participated in the State-wide Noxious Weed Eradication Community Event.
3. We sponsored a well attended Public Forum at Touchmark for CWNA members and others to hear speakers from OSU-Cascades and the City of Bend speak about plans for the new 4-year OSU-Cascades campus on the Westside.
4. We serve on the OSU-Cascades Campus Expansion Advisory Committee.
5. We solicited volunteers from our members to serve on several key OSU-Cascades task forces to include Livability, Transportation/Parking, Sustainability and Housing among others. After researching best practices from comparable institutions from across the U.S., the Livability TF as an example made over 90 recommendations to the CEAC of which OSU-Cascades plans to formally adopt 71. Many of those not adopted are still under consideration with some waiting for City staff to be able to fully participate. This process first started in late October 2013 just 9 months ago. The progress to date is remarkable. I think it's important to recognize those members who stepped up and put in countless hours of committee discussion time and time on homework assignments led by Joe Richie, Ken Schofield, John Cushing, Jane Raleigh, David Light, Leslie Weaver, Steve Jorgensen, Patty McIntosh, Stan Michota, myself and others. Bob Sanders and Steve Schrank are among others in our area that devoted time and energy with the Task Forces. I've probably left someone out and I apologize.
6. We weighed in on several land use applications ranging from several Code revisions/updates, the Athletic Club of Bend curb cut on Century Drive, the Mt Bachelor Village/Brooks Resources "Brown Book" application and the OSU-Cascades Site Plan Application, among others. For anyone who hasn't involved themselves with land use, this is a tough area for Neighborhood Associations. You almost have to have a law degree to keep up with and understand the Code and keep up with the applicant's attorneys. We just don't have the time and resources to adequately represent our members and I believe that's a shortcoming in the overall process.

9. Lastly, I want to mention the Neighborhood Association involvement with the Traffic Safety Citizens Advisory Committee. While the Neighborhood Associations are not represented on the TSAC we do attend the meetings and are told we make a positive contribution.

Looking forward, we are concerned with the perceived community impact on the Westside transportation system from the Tetherow Destination Resort build out, the new middle school on Skyliners road, the new UUFCC church off of Skyliners and the new OSUCascades

4-year University going in on Chandler Avenue. Contrary to what you and we were told in these chambers last fall, we believe the transportation system is going to be challenged sooner rather than later. We need the City to lead and stay ahead of this significant development rather than lag. Century Drive and the 14th street corridor, Mt. Washington Drive and the associated roundabouts will have a huge impact on livability if needed infrastructure doesn't keep pace. Our concerns are focused on safety on our roads, sidewalks, intersections and trails as they impact vehicle, pedestrian and bicycle use with our chief concern for our kids with the concentration of schools in our area.

Longer term, the biggest issue we face down the road is the Deschutes County's Demolition Landfill site on Simpson Avenue. We can dream it will be another NW Crossing quality development or it could be a game changer in the other direction. Let's hope for the former.

Lastly, we ask you to look at grant funding for the Neighborhood Associations. Along with budget cuts for City staff and projects, our grant funds were also reduced. We were recently asked to help the Planning Commission reach our membership and tax lot base for input on ADU's, infill and vacation rentals. We just don't have the funds to make more than one general mailing and that one is required by the City for our General Membership Meeting.

Thank you very much for your time and attention. I would be pleased to answer any questions.

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Co-Chairman, CWNA

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August 6, 2014