



Bend City Council
May 2, 2007 Meeting

Issue Summary

Department: Community Development

Staff Member: Rick Root

Hold a Public Hearing and Consider a First Reading of an Ordinance to consider amending the Transportation System Plan, to adopt additional findings regarding conformance with the Bend Area General Plan and standards of the Development Code.

History: City Council Work Session: April 16, 2007

Background: The Oregon Department of Land Conservation and Development (DLCD) remanded several items to the City to address in the Bend Urban Area - Transportation System Plan (TSP) that was adopted in October 2000. This list included eleven basic issue areas including some 40-subparts.

Amendments have already been processed to address most of the issues.

Discussion of the Issue(s):

The **attached staff report** provides a detailed explanation and analysis of the issues (specifically on pages 2-7).

The **attached Ordinance** modifying the TSP and adopting findings will require two readings by the City Council.

Bend Planning Commission Action: On April 23, 2007, the Bend Planning Commission held a public hearing. There was no public testimony. The Planning Commission acted at that time to recommend adoption of the attached amendments contained in Staff Report PZ 07-165.

Budgetary Considerations:

Not Applicable.

Recommendation to Council:

Hold a Public Hearing and consider a First Reading of an Ordinance to consider amending the Transportation System Plan and to adopt findings regarding conformance with the Bend Area General Plan and standards of the Development Code.

Attached Documents:

- **Planning Commission RECOMMENDATION to City Council, 4/23/07**
- **STAFF REPORT: PZ 07-165**
- **EXHIBIT A: Proposed ORDINANCE to amend the Bend Area - General Plan and the Bend Urban Area – Transportation System Plan**
(Note: Exhibit B, Findings of Compliance, is attached to the Ordinance)

**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF BEND**

GENERAL PLAN & (
TRANSPORTATION SYSTEM PLAN (
AMENDMENT REQUEST (
PZ 07-165 (
RECOMMENDATION (
TO THE CITY COUNCIL (

NATURE OF THE APPLICATION

Bend Area General Plan (BAGP) and Transportation System Plan (TSP) amendment to address items stipulated in a Remand Order from the Department of Land Conservation & Development (DLCD).

1. City of Bend staff initiated the BAGP & TSP amendment presented for Public Hearing on April 23, 2007.
2. On February 23, 2007, the Planning Commission conducted a public hearing to accept testimony on the request. At the conclusion of the hearing, the Planning Commission voted to recommend that the Bend City Council approve the proposed General Plan and Transportation System Plan amendment. The Community Development Department staff report and recommendation have been considered and are part of the record of this proceeding.

CONCLUSION

On the basis of this record, the requested BAGP and TSP Amendment, PZ 07-165, are consistent with requirements of the Remand Order from DLCD and the Bend Area General Plan. This general finding is supported by the specific findings of fact and contained within Staff Report PZ 07-165.

RECOMMENDATION

It is RECOMMENDED by the City of Bend Planning Commission that the proposed amendments contained in City File No. PZ 07-165 be approved by the Bend City Council.

This RECOMMENDATION was presented to and approved by the Planning Commission on April 23, 2007.

Attest

Ayes: 5

Nays: 0

Absent: 0

Abstain: 0



Planning Commission Chair

STAFF REPORT

LEGISLATIVE AMENDMENT TO THE BEND AREA GENERAL PLAN AND THE BEND URBAN AREA - TRANSPORTATION SYSTEM PLAN

PROJECT NUMBER: PZ 07-165
DATE OF REPORT: April 12, 2007
DATE OF HEARING: April 23, 2007: Planning Commission
May 2, 2007: City Council
APPLICANT: City of Bend

REQUEST:

This amendment will consider (1) adoption of *Findings* of Compliance of the TSP with the Bend Area General Plan, and (2) an amendment to TSP Section 6.9.1 Transportation and Land Use *Implementation* Policy 5.

Approval of this action will amend *both* the Bend Area General Plan - Chapter 7 AND the Transportation System Plan [TSP] to fulfill stipulations made by a remand order from the Oregon Department of Land Conservation and Development (DLCD), which the Bend City Council had adopted earlier as part of completion of a periodic review subtask item.

PROJECT MANAGER: Rick Root, Transportation Planner

APPLICABLE CRITERIA:

- (1) The Bend Area General Plan
- (2) Bend Urban Area - Transportation System Plan
- (3) State of Oregon Transportation Planning Rule - TSP Remand

ATTACHMENTS:

Exhibit - A Plan Amendment PZ 07-165: Implementing Ordinance
Exhibit - B Finding of Compliance of the Transportation System Plan with Applicable Goals and Policies of the General Plan

I. BACKGROUND

A. LAND CONSERVATION AND DEVELOPMENT COMMISSION

In 1993, the State of Oregon Land Conservation and Development Commission (LCDC) adopted an Administrative Rule called the Transportation Planning Rule (TPR). The rule was intended to provide interpretation and guidance to agencies concerning the implementation of Statewide Planning Goal 12 on Transportation. The TPR directed cities and counties in the state to adopt Transportation System Plans (TSPs). In accordance with this mandate, the city of Bend adopted the *Bend Urban Area – Transportation System Plan* (TSP), in 2000.

Periodic Review Task 1, the Bend Urban Area *Transportation System Plan* (**BUATSP**), was reviewed by the State of Oregon - Department of Land Conservation and Development, following adoption by the city of Bend on October 11, 2000. This review included input from five (citizen) parties/organizations that had *objected* to the City Council approved *Transportation System Plan*.

Upon reviewing the TSP, and when also considering public comments concerning the plan, the Oregon Department of Land Conservation and Development (DLCD) issued a Remand Order (No. 001291), in 2001, directing the City to address certain deficiencies that they had identified in the plan.

The Remand included eleven general topic areas. This plan amendment will address topic areas of the remand concerning findings and one additional non remand related TSP amendment.

B. CITY OF BEND

1. TOPIC: Findings of Compliance

■ (a) DLCD (2001) comment: “*Adopt findings regarding consistency with the Bend Area General Plan and land use regulations.*”

□ (a) City response: There are *two sub parts* to this item of the remand:

(i) The first part relates to adopting findings of consistency of the TSP with the ***Bend Area General Plan***.

Exhibit-B to the staff report (PZ 07-165), ***Finding of Compliance of the Transportation System Plan with Applicable Goals and Policies of the General Plan***, provides a detailed review of each of the applicable *goals* or *policies* within each respective chapter of the Bend Area General Plan (GP) and articulates factual evidence concerning how the TSP is consistent with the GP.

TSP Amendments proposed to address this element of the Remand:

No TSP Amendments are required to address this item of the DLCD Remand. Rather this proposed action will adopt finding(s) of plan compliance. See: Staff Report **Section II ANALYSIS**.

(ii) The second sub part relates to adopting findings of consistency of the TSP with ***land use regulations*** (i.e., the **Bend Development Code**).

The adoption of findings of compliance has already been fulfilled by a previous Land use action: PZ 06-769, adopted by the Bend Planning Commission, on November 27, 2006, and the Bend City Council, on January 17, 2007, and the previous adoption of the new Bend Development Code (Ordinance No. 2016).

TSP Amendments proposed to address this element of the Remand:

None required addressing this item (a). Land use action has already been completed.

■ (b) DLCD (2001) comment: “*Adopt land regulations necessary to implement the BUATSP.*”

□ (b) City response: As a part of the City’s preparation of the New Development Code, the City received a Transportation and Growth Management (TGM) Grant from the DLCD to review and adapt the State’s *Model Development Code* for local land use regulation. The *Model Development Code* was designed - to a large extent - to assist cities in implementing codes that would comply, among other things, with the State’s Transportation Planning Rule (TPR). Therefore, the City fulfilled this element of the Remand through the adoption of the new Bend Development Code.

TSP Amendments proposed to address this element of the Remand:

None required addressing this item (b). Land use action has already been completed.

2. TOPIC: Amend the TSP to conform to the Development Code

■ This action item was ***not*** identified by the DLCD in the Remand of the TSP. This proposed land use action is primarily to ensure conformance of the TSP to the Development Code, however staff considers augmentation of this one policy of the TSP to be consistent with the objectives of this land use action.

When the TSP was adopted, in 2000, an ***Implementation Policy*** was included in TSP Chapter 6, Section 6.9.1, that encouraged the City to review other development codes from other cities and to seek adoption of performance standards that would continue to improve the transportation system. This work was completed and incorporated into the new Development Code.

TSP Amendments proposed to address this element of the Remand:

In response to this issue, TSP text is proposed to be amended to include the following bolded and underlined language to further supplement the existing Section 6.9.1 Land Use and Transportation, Implementation Policy 5:

5. City staff will review development codes from other cities for examples of performance standards that continue to improve the transportation system. After review of standards from other cities, Bend has identified a set of performance standards that balances operations criteria with financial constraints, safety impacts, quality of living aspects and community values. These operations criteria are included in the City' Development Code and included in this TSP by reference.

II. ANALYSIS

A. LOCATION

The proposed amendments and findings are general in nature and do not affect any *specific* Bend area locations.

B. PUBLIC HEARING NOTICE

A notice of the Planning Commission public hearing was published in *The Bend Bulletin*, on April 11, 2007. Hearing notice was also sent (by U.S. Postal mail) to the (5) parties that had appealed the original adoption of the Bend Transportation System Plan.

PROPOSAL DESCRIPTION

Approval of this proposed amendment will modify the Bend Urban Area General Plan, Chapter Seven, AND the Transportation System Plan [TSP]. It addresses items that were stipulated in a remand order from the Oregon Department of Land Conservation and Development to address issues that were identified in an earlier adoption of the Periodic Review subtask item. This amendment will address:

1. Adoption of Findings of Compliance with the Bend Area General Plan and the Bend Development Code.
2. One Policy of the TSP in Section 6.9.1.

APPLICABLE CRITERIA

(1) The Bend Area General Plan

Future plan Updates – General Plan Preface: “The General Plan is a document that changes over time to reflect new information and new directions for the future. Amendments or additions to the General Plan text, exhibits, and policies go through a public hearing and review process before being adopted by the governing bodies. Changes and updates can be generated in at least six ways:”... [The applicable items:]

- (Second bulleted item) “Evaluation of land use topics required to be reviewed under the Oregon Land Conservation and Development Commission’s periodic

review of the General Plan. The state requires all local plans to be updated periodically to comply with applicable new state laws, administrative rules, or to incorporate new data available to the state.”...

- *(Fourth bulleted item) “City or county response to new issues or changes. Issues that were unforeseen during the development of the plan can arise that have an impact on a particular neighborhood or the whole urban area. The city and county officials can direct staff to amend the Plan to address these issues.”...*

Findings:

1. These amendments will complete part of the DLCD remanded issues concerning Task 1 of the Periodic Review Work Program, as it relates sections of the Plan related to certifying compliance of the Transportation System Plan with the Bend Area General Plan and the Bend Development Code.

2. These amendments will bring the City General Plan into conformance with state statutes and administrative rules as applicable to these issues. The proposed changes to the TSP will fulfill this directive.

3. Based on statements of fact, contained in Exhibit – B, the Transportation System Plan (TSP) is consistent with the Bend Area General Plan.

(2) Bend Urban Area Transportation System Plan

(TSP Goals which are applicable to the amendments)

5.0.1.2 Plan Goals

Efficiency:

- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.

Environmental:

- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.

Economic:

- Implement transportation improvements to foster economic development and business vitality.

Livability:

- Design and locate transportation facilities to be sensitive to protecting the livability of the community.

Safety:

- Design and construct the transportation system to enhance travel safety for all modes.

(TSP **Objectives**, **Policies** and **Implementation** elements which are applicable to the amendments)

6.9.1 TRANSPORTATION AND LAND USE

Objectives:

- To promote land use patterns that support fewer vehicle trips and shorter trip lengths
- To ensure that future development, including re-development will not interfere with the completion of Bend's transportation system

Policies:

2. The City shall continue to use and develop performance standards and guidelines that can reduce vehicle trip lengths and/or promote non-vehicle transportation modes.

Implementation:

2. Policies 1, 3, 4, and 5 will be implemented by reviewing and updating the standards in the General Plan, subdivision code and zoning code.
5. City staff will review development codes from other cities for examples of performance standards that continue to improve the transportation system.

6.9.6 STREET SYSTEM

Objectives:

- To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes
- To provide a safe and efficient means to access all parts of the community

Policies:

General:

10. The City shall consider the impact of improvements to, or completion of, existing facilities when considering the need for constructing new facilities.

Findings:

1. The proposed plan amendment is consistent with and further fulfills the goals of the Bend TSP.

2. The proposed plan amendment is consistent with and further fulfills the objectives, policies and implementation strategies of the Bend TSP.

(3) State of Oregon – Transportation Planning Rule (OAR: 660-012)

The State Department of Land Use, Conservation and Development (DLCD) reviewed the City adopted Transportation System Plan for consistency with the Transportation Planning Rule and “remanded” certain items back to the City for refinement and/or additional clarification, and amendment.

Findings:

1. An amendment has been prepared as part of Bend’s Periodic Review of the Bend Area General Plan, as required by state law. Task 1 of the Periodic Review work program, adopted by the City in October 2000, and later remanded to the City (Remand Order No. 001291), in March 2001, that required the City to perform additional review and policy revisions on various elements of the plan.

2. The amendments ensure TSP direction as it relates to: Providing guidance on the future planning for Bend area Transportation system improvements.

3. Adoption of the new Bend Development Code has further fulfilled local Code compliance with the State Transportation Planning Rule particularly as it relates to development of transit-friendly community design.

III. CONCLUSION

Based on the Findings of Fact, staff finds that this proposed action satisfies all applicable criteria for amendment of the Bend Area General Plan (BAGP)/ Transportation System Plan (TSP), and resolves the pertinent elements of the DLCD Remand of the BUATSP as referenced in this staff report.

IV. RECOMMENDATION

Staff recommends that the proposed amendments to the BAGP/TSP and findings of fact as described in, and incorporated within, the Ordinance, attached as Exhibit-A and Exhibit-B, be adopted by the Bend City Council.

EXHIBIT-A

Cover Page

(The full Exhibit begins on the next page)

ORDINANCE NO. NS-_____

AN ORDINANCE AMENDING
THE CITY OF BEND GENERAL PLAN AND THE BEND URBAN AREA -
TRANSPORTATION SYSTEM PLAN

AND

ADOPTING FINDINGS OF COMPLIANCE OF THE TRANSPORTATION SYSTEM
PLAN WITH THE BEND AREA GENERAL PLAN

IN RESPONSE TO A REMAND BY THE DEPARTMENT OF LAND CONSERVATION
AND DEVELOPMENT

WHEREAS, on November 12, 1998, the Oregon Department of Land Conservation and Development (DLCD) issued a notice of Periodic Review Order of the Bend Area General Plan; and

WHEREAS, on March 6, 2000, the DLCD gave final approval for a revised Periodic Review work program (Order No. 001110), including Task #1, adoption of a Transportation System Plan; and

WHEREAS, on October 11, 2000, the city of Bend adopted the Transportation System Plan (TSP) incorporating it into Chapter Seven of the Bend Area General Plan; and

WHEREAS, on March 1, 2001, the DLCD remanded several items (Remand Order No. 001291) of the TSP back to the City to address as a part of Periodic Review work subtasks; and

WHEREAS, on May 2, 2007, the Bend City Council held a public hearing, for which public notice was provided, to receive public testimony about a proposed ordinance to amend the Bend Area General Plan and the Bend Urban Area Transportation System Plan related to certain subtasks of Periodic Review.

THE CITY OF BEND DOES ORDAIN AS FOLLOWS:

The Bend Area General Plan and Transportation System Plan are amended to read as follows (*Text additions* are represented by **bold font**):

SECTION ONE

TSP: Chapter 6

(Amend Section 6.9.1 per the following bold text :)

5. City staff will review development codes from other cities for examples of performance standards that continue to improve the transportation system. **After review of standards from other cities, Bend has identified a set of performance standards that balances operations criteria with financial constraints, safety impacts, quality of living aspects and community values. These operations criteria are included in the City' Development Code and included in this TSP by reference.**

SECTION TWO

The City Council adopts **Staff Report PZ 07-165**, the findings and the analysis contained therein – including; **Exhibit - B**.

Read for the first time the ____ day of _____, 2007.

Read for the second time the ____ day of _____, 2007.

Placed upon its passage the ____ day of _____, 2007.

YES: ____ NO: ____ ABSTAIN: ____

Authenticated by the Mayor the ____ day of _____, 2007.

Mayor

Attest:

EXHIBIT- B

Cover Page

(The full Exhibit begins on the next page)

Finding of Compliance of the Transportation System Plan With Applicable Goals and Policies of the General Plan

[NOTE: The following is a review of the applicable **Goals** or **Policies** within each respective chapter of the **General Plan (GP)** and is followed by *italicized text* that describes consistency of the **Transportation System Plan (TSP)**. In most cases, there may be *many* pertinent references in the TSP document – only the most relevant citations are made in the following review. Referenced sections of the TSP and the adopting ordinance of the TSP are attached as **appendices**.]

Chapter 1 Plan Management and Citizen Involvement

● **Goals:**

- *Transportation Options Appropriate to Bend* - Foster transportation systems that provide opportunities for all practical modes to facilitate the livability of neighborhoods and the community.

The TSP Goals are consistent with this GP Goal – see: TSP Chapter 5 Section 5.0.1 Plan Goals; Mobility and Balance ♦ Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile, ♦ Provide a variety of practical and convenient means to move people and goods within the urban area, and Livability ♦ Design and locate transportation facilities to be sensitive to protecting the livability of the community.

- *Public/Civic Involvement* - Encourage involvement by all citizens, corporate and individual, to keep the city vital and the Plan an “evolving vision”.

A substantial number of public meetings and hearings were held during the review and adoption process of the TSP. Specifically, the public was provided various forms of information and multiple opportunities to become involved or to provide input into the process – see: TSP Chapter 1 Section 1.6.3 Informational Materials and Public Meetings, Table 1, AND the amending TSP Ordinance, No. NS-1756 Item 2, Citizen Involvement.

● **Policies:**

Urban Planning Coordination

1. Growth in the Bend Area shall be managed through the cooperative efforts of the City of Bend and Deschutes County.

Development and preparation of the TSP involved numerous efforts to ensure coordination during the review and adoption process – see: the amending TSP Ordinance, No. NS 1756, Item 3 – Preparation and Coordination.

Development within the Urban Growth Boundary

4. New developments shall pay to extend planned sewer, water, and transportation facilities to and through the property if the development occurs prior to the scheduled construction of those facilities shown in the capital improvement plan.

This is a basic policy of the GP – the TSP does not alter that requirement. Further, see: TSP Section 6.9.6 Street System, Policy 5 states: The City shall manage the development process to obtain adequate street right-of-way and improvement commensurate with the level of impact of development...

5. The city and county will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled and facilitate non-automobile travel.

This is a fundamental premise of the TSP - see: TSP Section 6.9.1 Transportation and Land Use: Objective • to promote land use patterns that support fewer vehicle trips and shorter trip lengths. Also, Policy 1: Medium and high-density residential development shall be located where they have good access to arterial streets and be near commercial services, employment and public open space to provide the maximum convenience to high concentrations of population.

6. The city and county will encourage infill and redevelopment of the core area of the city.

TSP Section 6.9.1 Transportation and Land Use, Policy 8: The City shall explore incentives for re-development of existing commercial strips in order to help reduce the need to expand the Urban Growth Boundary.

Citizen Involvement

15. The city shall continue to use advisory committees in their planning process, members of which are selected by an open process, and who are widely representative of the community.
16. The city will use other mechanisms, such as, but not limited to, meetings with neighborhood groups, planning commission hearings, design workshops, and public forums, to provide an opportunity for all the citizens of the area to participate in the planning process.

The TSP review and adoption process included the formation of a special committee: the Bend Transportation Advisory Committee (BTAC), held a substantial number of public meetings and hearings, and provided various forms of information to involve the public and other interested parties – see: TSP Chapter 1, Table 1, AND the amending TSP Ordinance NS-1756, Item 2 Citizen Involvement.

Chapter 2 Natural Features and Open Space

● Goals:

- to establish a system of trails, greenways and wildlife corridors that are interconnected

There is considerable support within the TSP to establish a system of trails for the community; TSP Chapter 6 Section 6.3.1.3 Multi-Use Trails addresses the plan intent to develop a system of trails. Also, Section 6.9.4 Pedestrian and Bicycle Systems, Policies: 1-3, 9, 14, 16 and 17, Implementation Items: 1–7, and 12, and Benchmarks: 1, 2 and 6, all collectively support the development of trails in the community. Also a planned trail system of Primary and Connector Trails is illustrated on TSP Map Exhibit-B.

- to soften the appearance of street corridors with planter and median strips

Sidewalks that are separated from the street by a planter strip are advocated by the TSP – see: Chapter 6; Section 6.3.1.1 The Landscape Strip, Section 6.3.1.2 Street Crossings – Construction of Raised Medians, Section 6.9.4 Pedestrian and Bicycle Systems, Policies 7 and 9, and Section 6.9.6 Street System, Policy 25.

Chapter 3 Community Connections

- **Policies:**

- Urban Trails**

18. The city, county, irrigation companies, state and park district shall work together to develop a series of trails along the Deschutes River, Tumalo Creek, and the major canals so that these features can be retained as an asset in the urban growth boundary and urban reserve area.
19. The city shall work with the irrigation districts to limit development within the canal easements that would impair the maintenance and operation of the canals.
20. The trails designated on the Bicycle and Trail System map shall be the basis for developing a trail system that serves the recreational and transportation needs of the community.
21. The city, when practical, shall require connecting links to the urban trail system from all adjacent new developments.

There is considerable support within the TSP to establish a system of trails for the community; TSP Chapter 6 Section 6.3.1.3 Multi-Use Trails, addresses the plan to develop multi-use trails. Also, Section 6.9.4 Pedestrian and Bicycle Systems, Policies: 1-3, 9, 14, 16 and 17, Implementation Items: 1–7, and 12, and Benchmarks: 1, 2 and 6, all collectively support the development of trails in the community. Also a planned trail system of Primary and Connector Trails is illustrated on TSP Map Exhibit-B: Bend Urban Area – Bicycle and Pedestrian Plan.

- Schools**

22. The Bend-La Pine School District shall participate in providing necessary street, pedestrian and bike facilities adjacent to school sites as new schools are erected.

Accessibility to schools is part of the TSP strategy to reduce vehicle trips that could otherwise be made by foot or bicycle – see: TSP Chapter 6 Section 6.3 Pedestrian and Bicycle Systems, Section 6.9.4 Pedestrian and Bicycle Systems; Policies 4 and 15.

Chapter 4 Population and Demographics

[There are no applicable sections of this chapter that relate to the transportation plan.]

Chapter 5 Housing and Residential Lands

- **Goals:**

- A transportation system of streets, bicycle ways, and trails that connect our neighborhoods to schools, parks, shopping and employment and to other neighborhoods is an important factor in building and maintaining a sense of community.

The entirety of the TSP promotes this goal. Specifically, the following TSP Goals fulfill this GP Goal - see: TSP Chapter 5 Section 5.0.1 Plan Goals; Mobility and Balance: ♦ Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile, ♦ Provide a variety of practical and convenient means to move people and goods within the urban area, and Livability ♦ Design and locate transportation facilities to be sensitive to protecting the livability of the community.

- **Policies:**

- Neighborhood appearance**

14. All new developments shall include trees, as practical, in the planter strip between the curb and sidewalk. Such trees shall be consistent with the city's Urban Forestry Plan.

*The TSP advocates the inclusion of landscape planter strips for a multitude of reasons including the primary one which is to accommodate street trees. The intent to accommodate a planter strip is best articulated in **Chapter 6** of the TSP, **Section 6.3.1.1 The Landscape Strip**, and also supported in, **Section 6.9.4 Pedestrian and Bicycle Systems, Policy 7** - This policy advocates construction of "property tight" sidewalks – which creates the "planter strip" between the curb and sidewalk.*

- Transportation connectivity**

29. Medium-and high-density residential developments shall be located where they have good access to arterial streets and be near commercial services, employment and public open space to provide the maximum convenience to the highest concentrations of population.

*The TSP **Chapter 6 Section 6.9.1 Transportation and Land Use, Policy 1**, has the exact wording.*

30. Street widths on public residential local streets may vary depending on topography, anticipated traffic volumes, natural features that warrant protection, and existing street patterns in the neighborhood. Narrower streets may have limited on-street parking to ensure emergency vehicle access.

*The TSP **Chapter 6 Section 6.9.6 Street System, Policy 16**, states essentially the same language.*

31. The city may require adjustment to the street pattern or installation of traffic calming devices in order to discourage high speed traffic on local residential streets.

*The TSP **Chapter 6 Section 6.9.6 Street System, Policies: 12, 15 and 16**, provide for protection of local streets. (Policy 15 has the exact language.)*

32. In all residential areas the city shall encourage the use of open space amenities such as landscaped traffic islands or extra-width planting strips.

*The TSP **Chapter 6 Section 6.3.1.1 The Landscape strip and Section 6.9.6 Street System, Policy 1**, advocates for the inclusion of planter strips in typical street design that would accommodate landscaping.*

34. Sidewalks shall be required in all new residential developments. Separated sidewalks shall be required, as practical, on streets that provide or will provide access to schools, parks, or commercial areas. However, an alternative system of walkways and trails that provide adequate pedestrian circulation may be approved.

35. Efforts shall continue to complete or connect existing walks along routes to schools, parks, or commercial areas.

*The TSP **Chapter 5 Section 5.5.5 Street System, Figure 16b, Sidewalk System Improvement Priorities**, establishes a prioritization list that further emphasizes the importance of sidewalks. **Chapter 6 Section 6.3.1 The Pedestrian System** supports the construction of sidewalks on both sides of the street. Further TSP support for sidewalk construction is found in **Section 6.9.4 Pedestrian and Bicycle Systems, Objectives: 1. To support and encourage increased levels of bicycling and walking as an alternative to the automobile, 2. To Provide safe, accessible and convenient bicycling and walking facilities**, and **Policies: 7 and 9** support the construction of separated sidewalks in the construction of all streets, including a prioritization for infill or retrofit improvements.*

36. Bikeways shall be considered as both a circulation and recreation element in the Plan, and adequate facilities should be obtained for this purpose in all new development.

37. Efforts shall be made to extend trails, pedestrian ways, and bikeways through existing residential areas.

The TSP Chapter 6 Section 6.3 Pedestrian and Bicycle Systems, underscores the value of “Bikeways” as both circulation and recreation elements of the plan. The TSP includes the strategy of developing Primary and Connector trails, as well as accessways through-out the planning area. Chapter 6 Section 6.9.4 Pedestrian and Bicycle Systems; Objectives: 1 and 2 (cited in the preceding section above), Policies: 1-4, 6, 7, 9, 10 and 14-16, Implementation Items: 2-4, & 6, and Map Exhibit-B Bend Urban Area – Bicycle and Pedestrian Plan, all support the development of the trail system in the Bend urban area.

38. To encourage connectivity and pedestrian access, residential block length shall not exceed 600 feet except for topographic constraints. When existing conditions or topography prevent a cross street, a pedestrian accessway to connect the streets shall be required.

TSP Chapter 6 Section 6.9.6 Street System, Policy 13, makes the same block length provision.

39. Residential local streets shall be developed whenever practicable to increase connectivity within and between neighborhoods.

TSP Chapter 6 Section 6.9.6 Street System, Policy 14, makes the same street grid, connectivity provision.

40. Cul-de-sac and “hammer-head” residential streets may be allowed only where existing development, steep slopes, open space, or natural features prevent connections, or when the objectives of connectivity are met within the neighborhood.

TSP Chapter 6 Section 6.9.6 Street System, Policy 18, makes the same dead-end street exception provision.

Destination Resorts

51. Destination resorts shall provide for any arterial or collector streets that are shown on the transportation system plan map to be extended through the site, or as needed as a result of a traffic study.
52. Destination resorts shall provide for pedestrian and bicycle access through the development from the urban area to the National Forest and/or other public lands such as parks, scenic areas, and designated trails.

Planning and construction of Destination Resorts shall conform to the same road, sidewalk and trail provisions as any other Bend Urban Area development and shall be consistent with the Goals, Policies and provisions of the TSP.

Chapter 6 The Economy and Lands for Economic Growth

● Goals:

- Stimulate economic development that will diversify and strengthen economic activity and provide primary and secondary job opportunities for local residents.

The TSP Goals are consistent with the stated GP Goal – see: Chapter 5 Section 5.0.1 Plan Goals; Accessibility and Equity ♦ Provide people of all income levels with the widest range of travel and access options within the Bend urban area, ♦ Provide all transportation modes access to all parts of the community, and Economic ♦ Implement transportation improvements to foster economic development and business vitality.

● Policies:

Industrial Development

2. Prior to permitting industrial development on the Juniper Ridge site, the City shall prepare and adopt a development plan for the area. Preparation of the plan shall include an assessment of public facilities improvements, including transportation facility improvements that may be needed to support industrial development.

*Transportation Improvements are planned along the southern edge of Juniper Ridge along Cooley Road and at its intersection with Highway 97 - see: TSP **Section 6.5.1.1 Expressways: Highway 97 at Cooley Road, Section 6.5.1.4 Minor Arterials: Cooley Road, Section 6.5.2.9 Railroad Crossings; at Cooley Road. Follow-up studies and plans are now underway to address the Juniper Ridge Transportation requirements.***

12. Development of the industrial lands at the West edge of the urban area between Skyliners Road and Shevlin Park Road shall be limited to the Industrial Park and Mixed Employment land use categories to minimize additional heavy truck traffic on Newport Avenue and Galveston Avenue.

*The TSP (in 2000) included plans for the completion of Mt. Washington Drive on the west side of the city (now completed), with the function of helping to serve the transportation needs of the developing areas on the west side of Bend, as well as, providing some relief to the traffic loading on Newport and Galveston avenues - see: TSP **Section 6.5.1.4; Minor Arterials: Mt. Washington Drive.***

16. The property south of Cooley Road between Highway 20 West and the Mountain View Mall, as shown on the General Plan Map, shall be designated for mixed industrial and commercial development. Because this area is along the state highway and is an entrance to the community, it shall be subject to access controls and design review standards.

*Access control along expressways is advocated by the TSP text. The intent of Cooley Road, Robal Lane and Hunnel Road, within the above described area, is to serve as backage roads that would serve the commercially zoned properties (described above) for most of their access. Access to Expressways is permitted only on a case-by-case basis until alternative access becomes available - see: TSP **Section 6.5.1.1 Expressways, Section 6.5.1.4 Minor Arterials: Cooley Road, Robal Lane and Hunnel Road.***

17. The area west of Highway 97 North and north of Empire Avenue, as shown on the General Plan Map, shall have a mixed-use designation for industrial and commercial development. Properties in this area shall take access from the frontage road or other internal roads that are shown on the transportation plan. Because of the high visibility of these properties, they shall be subject to design review standards.

*The TSP text advocates managed access to the higher order streets through the construction of medians and the development of "interior" street systems (including frontage roads). This strategy is to maintain an emphasis of travel mobility along the higher order classified streets - this would include those areas that are adjacent to the city such as cited above. For specific related TSP language that is pertinent to this topic area, see: **Section 6.5.1.2 Principal Arterials, Section 6.5.1.5 Frontage Roads, Section 6.5.1.4 Minor Arterials; Empire Avenue, Section 6.9.6 Street System, Policy 26 and TSP Map Exhibit-A (formerly Map Exhibit B) The Roadway System plan.***

Commercial Development

30. An area south of Murphy Road on the west side of Highway 97 has been marked for highway commercial with a flexible "sawtooth" boundary. This area shall be approved for development only when a system of frontage road and limited access control is created that will protect the capacity and safety of Highway 97 and South 3rd Street.

Since the adoption of the TSP in 2000, an amendment (2006) has addressed the circulation needs of this geographic area. This study area was also known as the "Murphy Crossing Refinement Plan" area.

TSP Section 6.5.1.4 Minor Arterials; Murphy Road provides a description of the street system envisioned for this area. This roadway system is also depicted on (a new) **Figure 26b** and (a re-labeled) **Map Exhibit-A**.

31. It is the intent of the Plan to allow commercial development adjacent to arterial streets and highways in areas designated for commercial development, provided that the developments access onto frontage roads or interior roads, and that access onto the highway or arterial will be limited. Points of access will be encouraged that provide for adequate and safe entrances and exits, and that favor right turns and merging over the use of traffic signals.

Access Control is a common element in the strategy along all higher order streets in the TSP text; Sections 6.5.1; Expressway, Principal Arterials, Major Arterials and Minor Arterials all advocate access control as a means of maximizing roadway capacity. Access management strategies are best articulated in the text in Section 6.5.2.2 Access Management. Also, Section 6.9.2 Transportation System Management (TSM) Objective ♦ Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways, Policies: 1 & 2, and Section 6.9.6 Street System Policy 6, all support access management strategies along highway or arterial streets.

Chapter 7 Transportation

[The Transportation System Plan IS Chapter 7]

Chapter 8 Public Facilities and Services

● Goals:

- For new development to pay its fair share of the cost of major facilities needed to support development

This is a basic policy of the GP – the TSP does not alter that requirement. Further, see: TSP Section 6.9.6 Street System, Policy 5 states: The City shall manage the development process to obtain adequate street right-of-way and improvement commensurate with the level of impact of development...

Chapter 9 Community Appearance

● Goals:

- To make a concerted effort to improve the appearance of the community, particularly in the commercial, industrial and multifamily areas
- To significantly improve the appearance along the state highways and other transportation corridors as one means of recapturing the individual and distinct identity of the Bend area.

● Policies:

5. Special design and landscaping requirements shall be established along streets that include, but not be limited to Highway 20 West; Highway 97 and 3rd Street; Greenwood Avenue and Highway 20 East; Franklin Avenue; Riverside Avenue opposite Drake Park; Newport Avenue; Galveston Avenue from the river to 14th Street; Century Drive to the Deschutes National Forest boundary; Reed Market Road; NE 27th Street from Reed Market Road to Butler Market Road; and Mt. Washington Drive.
6. After the Highway 97 Parkway opens, the city and county shall work with ODOT to improve the appearance of Highway 20, NE 3rd Street and South Business Highway 97.

7. The city shall develop designs for arterial and collector streets that include landscaped planter strips and medians. Such designs shall include trees in the planter and median strips when practical and safe.

*The TSP text advocates the inclusion of landscape planter strips for a multitude of reasons including the primary one which is to accommodate street trees. The intent to accommodate a planter strip is best articulated in Chapter 6 of the TSP **Section 6.3.1.1 The Landscape Strip**, and is also supported in, **Section 6.9.4 Pedestrian and Bicycle Systems, Policy 7** - This policy advocates “property tight” sidewalk construction – which creates the “planter strip” between the curb and sidewalk. Also, **Section 6.5.2.3 Community Appearance** supports the strategy of landscaping medians to make them attractive as well as functional for access control, and **Section 6.9.6 Street System, Policy 24**, supports the design philosophy of working with the State to line the highways entering the city with large stature trees.*

8. Special design consideration shall be given to development on hillside areas visible from developed areas, and from Highway 20 and the Parkway within the Bend area.

*The TSP Goals are consistent with this GP Goal – see: **TSP Chapter 5 Goals: Environmental** ♦ Recognize and respect the natural features over which transportation improvements pass to minimize adverse impacts. And, the TSP also advocates permitting flexibility in street standards on hill side areas in the text – See: **Section 6.5.2.4 Steep Slope Areas to minimize cuts and fills**.*

Chapter 10 Natural Forces

● **Goals:**

- To maintain or improve the air quality for a healthful and desirable urban environment
- To encourage energy conservation and the development of energy producing facilities that use renewable resources

*The TSP Goals are consistent with this GP Goal – see: **TSP Chapter 5 Goals: Environmental** ♦ Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.*

● **Policies:**

2. The city, county and state shall continue to work towards improving circulation and traffic flow through the city in order to reduce carbon monoxide levels.

*The basic premise of the TSP is to reduce reliance on the automobile, specifically reducing single-occupant vehicle travel, by promoting walking, bicycling, transit use and telecommuting – see: **Chapter 5 Section 5.0.1.1 Goal Statement**: ...Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance... Also the TSP advocates the completion of the street grid system and compact community design to reduce trip lengths – see: **Section 6.9.6 Street System; Policies 3 & 14, Implementation item 2, and Figure 29**. Additionally, the TSP “Preferred Alternative” (i.e., the ‘Combined Alternative’, iteration #2) advocates the completion of the missing segments of arterials and collectors to increase system connectivity and also reduce trip length, as well as the inclusion of some roadway widening to reduce traffic congestion and the resultant exhaust emissions that result from automobile congestion and ‘stop and go’ traffic – see: **TSP Chapter 5** specifically **Section 5.4.2**, and **Tables 8, 9 and 10**.*

FINDING

Based on the preceding statements of fact, the Transportation System Plan (TSP) is consistent with the Bend Area General Plan.
