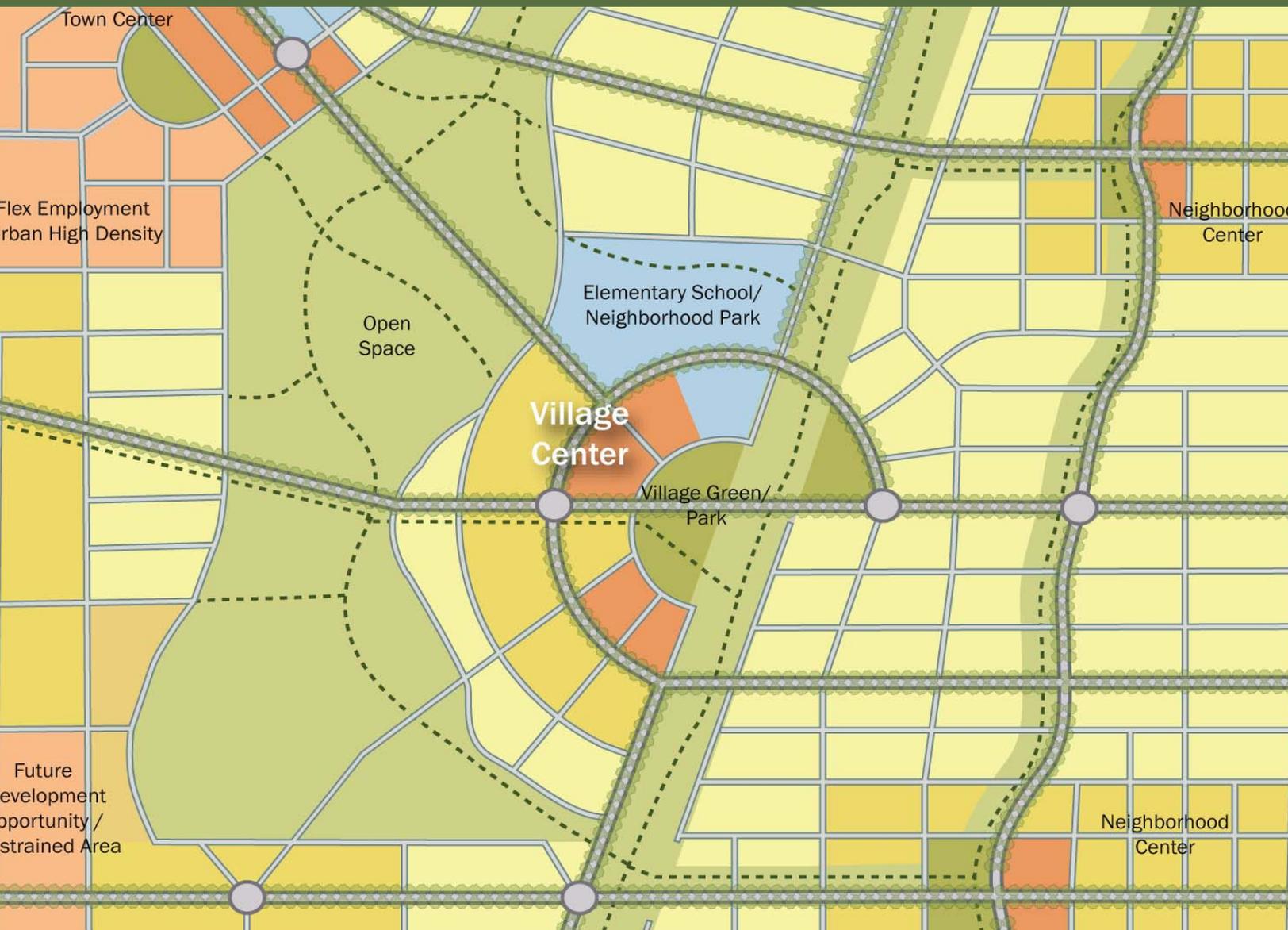


Stevens Road Tract Conceptual Master Plan

Adopted June, 2007



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Adopted by:

THE STATE LAND BOARD

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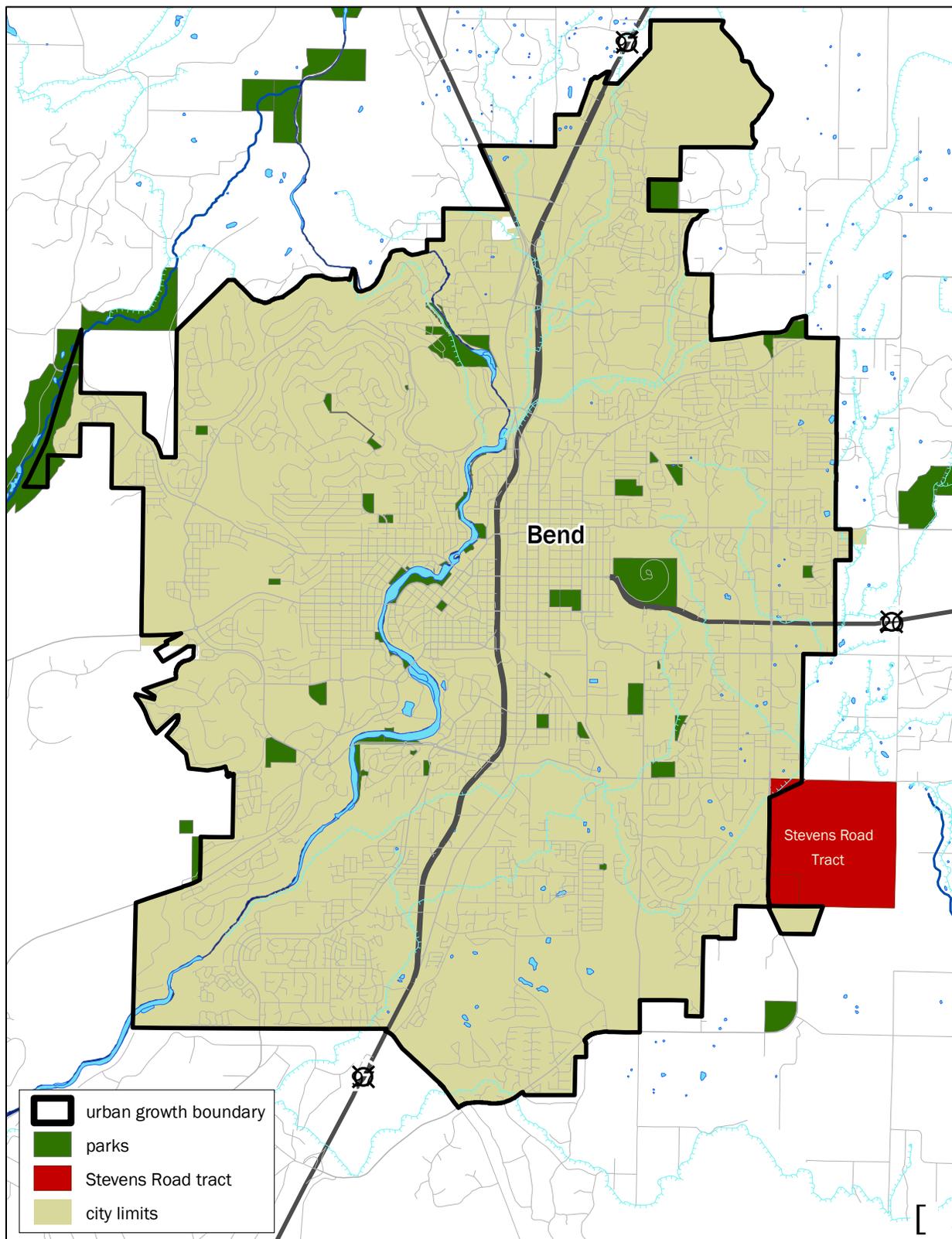
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Stevens Road Tract – Vicinity Map



Stevens Road Tract: Regional Context

1 Miles

Introduction

In 1997, the Oregon Department of State Lands (DSL) completed a Master Plan for a 640-acre tract near Bend (Deschutes County). The property is known as the “Stevens Road Tract,” as it is located at the intersection of Stevens Road and 27th Street in Section 11, Township 18 South, Range 12 East. The 1997 Conceptual Master Plan identified potential long-term uses of the property to include school sites, civic buildings, residential and commercial uses, and parks and open space.

The Stevens Road Tract is one of many properties throughout the state which are managed by the State Land Board (through DSL) to benefit the state’s Common School Fund (CSF), with revenues dedicated to the support of K-12 education in Oregon. The property was acquired from the federal Bureau of Land Management (BLM) in the 1990’s to satisfy a 1991 court decision that the State of Oregon was owed approximately 5,200 acres of public domain lands from admission into the Union.

CSF lands are managed by the State Land Board as a “trust” to maximize short- and long-term revenues consistent with sound stewardship and business management principles. As the trustee, the State Land Board has a duty to maximize the value of, and revenue from, CSF lands over the long term.

Specific management direction for the Stevens Road Tract is provided by DSL’s 2006-2016 Asset Management Plan:

- Complete and implement a revised Master Plan for the Stevens Road Tract, secure a development

partner, and work with the City of Bend and Deschutes County to pursue an Urban Growth Boundary amendment.

Since the 1997 Master Plan was completed, the Stevens Road Tract has remained undeveloped. Currently, 12 easements and rights-of-way are authorized on the property, including utility easements. There are no leased uses of the Tract. Overnight camping, discharge of firearms,



dumping of waste and motor vehicle use are not allowed. DSL enforces these restrictions in response to complaints from the public and/or neighboring

landowners. The Tract is surrounded by urban, semi-urban and rural land uses.

Except for a 12.49-acre portion at its northwest corner, the Tract is currently outside the Bend urban growth



boundary (UGB) and zoned by Deschutes County for Exclusive Farm Use (EFU). This small portion of the Tract is within the Bend city limits and zoned for residential use.



When DSL prepared the initial Master Plan in 1997, the agency did not expect to develop the property for urban uses for a significant period of time, given that it was not in the City of Bend's UGB and was not expected to come into the boundary for more than a decade. However, the pace of growth in the Bend area has increased significantly during the past 10 years, increasing the likelihood that the property may be eligible for inclusion in the UGB sooner than initially expected. To ensure that it is prepared for that possibility, DSL has updated its Conceptual Master Plan to identify current proposals for future use of the property once it is eligible for inclusion in the UGB and annexation to the City of Bend.

Deschutes County owns a large tract of land directly south of the DSL site. The master planning process also addressed a portion of that property so that DSL and the County could plan for the two areas in an integrated manner. A proposed concept plan for that property is described in a March, 2006 *Deschutes County Tract Master Plan*.

In preparing this Conceptual Master Plan, DSL and their consultants (Cogan Owens Cogan, SERA Architects and Century West Engineers), conducted

the following activities:

- ❖ Reviewed the existing master plan and other relevant materials, including land use planning, park, transportation and planning documents prepared by the BLM, City of Bend, Deschutes County, the Oregon Department of Environmental Quality (DEQ) and the Bend Metro Park and Recreation District (BMPR).
- ❖ Contracted a March, 2005 appraisal of the Tract.
- ❖ Conducted an opportunities and constraints analysis.
- ❖ Convened a meeting of state and local agency representatives to discuss future land needs, opportunities and constraints associated with the site in June, 2005.
- ❖ Conducted follow-up meetings with County and City officials to discuss plans to accommodate future growth in the Bend area.
- ❖ Prepared preliminary design concepts and reviewed and refined them in consultation with DSL staff, including a design charrette conducted on September 14, 2005.
- ❖ Conducted and summarized a meeting on November 8, 2005 with state and local agency representatives to further review, discuss and refine preliminary design concepts.
- ❖ Followed up with agency representatives to discuss specific topics raised during the



November 8 meeting.

- ❖ Circulated a December, 2005 Preliminary Draft Master Plan for agency review.
- ❖ Consulted with the Oregon High Desert Grotto of the National Speleological Society on cave locations and protection measures.
- ❖ Reviewed and commented on Bend's updated *Collection System Master Plan*.
- ❖ Monitored Bend's residential land needs study and UGB amendment process, as well as Deschutes County's urban area reserve (UAR) process.
- ❖ Prepared an April, 2007 Draft Conceptual Master Plan for public review and posted it on



the DSL web site.

- ❖ Conducted a May 8, 2007 public meeting to obtain input on the Conceptual Master Plan. (A meeting summary is attached as an appendix.)
- ❖ Presented a Draft Conceptual Master Plan for adoption by the State Land Board at its June 12, 2007 meeting.

Opportunities & Constraints

The Stevens Road Tract represents a unique set of opportunities for the state, the City of Bend, Deschutes County and the community:

- ❖ Generation of revenues from development of the site to benefit public schools statewide through the Oregon Common School Fund.
- ❖ Ability to help meet a variety of community needs for housing, including affordable housing opportunities, employment, parks, open space, and other community facilities.
- ❖ A single, large, vacant parcel, with relatively few environmental constraints.
- ❖ Ability to meet the housing, shopping, recreational and employment needs of future residents of this site and to some degree, the surrounding area.
- ❖ A location directly adjacent to the City's existing urban growth boundary (UGB) and to existing developed areas; a portion of the property is already located within the Bend UGB.
- ❖ Access to existing sewer and water lines and a major roadway with capacity for additional traffic.
- ❖ Relatively flat topography and outstanding views of the Cascades to the west and other mountains to the south.
- ❖ The adjacent County property represents an opportunity to buffer future urban uses on the DSL property from existing and future operations at the County's solid waste facilities to the south.

As previously noted, the Stevens Road Tract is currently undeveloped. It is a relatively flat property, with few constraints to development. Key constraints include:

- ❖ Presence of a number of caves and collapsed lava tubes, with a sensitive bat species known to inhabit at least some of the caves.

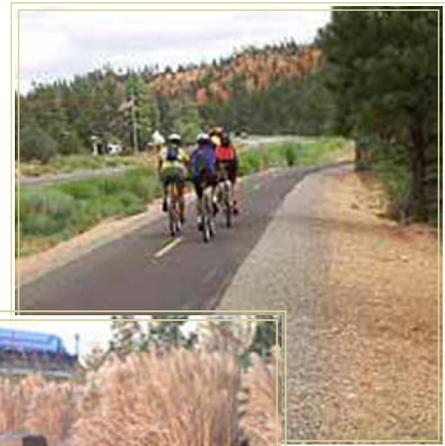
- ❖ Historic disposal of solid and liquid waste on approximately 40 acres of the Tract.
- ❖ Irrigation canal running diagonally across the Tract's northwest corner.
- ❖ Natural gas transmission line, with a 600-foot buffer, running north/south through approximately the center of the property.
- ❖ Perpetual easement for electrical substation on approximately two acres at the northeast corner of the Tract.

Design Principles & Overall Objectives

DSL envisions development of a “complete community” on this site, with opportunities for residents to live, work, shop and play in the same area, reducing transportation and other public facility needs. This overall approach to a self-sustaining development will be coupled with sustainable development design and construction techniques to create a unique neighborhood within the City.

Master Plan objectives and principles include:

- ❖ Develop a mixture of uses that creates opportunities for living, working, recreating and shopping within the development, reduces the need for automobile travel, and increases opportunities for bicycling and walking.
- ❖ Maximize revenues for the Oregon Common School Fund through a public-private partnership for development in accordance with this Master Plan.
- ❖ Coordinate with the City of Bend, Deschutes County, other public agencies and citizens to ensure that future development is consistent



and integrated with overall goals for community-wide growth and development.

- ❖ Create a mixture of housing types that meet the needs of households with a range of incomes, including affordable housing needs.
- ❖ Coordinate development of the Stevens Road Tract and potential uses on the County property with long-term use of the adjacent County-owned solid waste facilities and associated property.
- ❖ Help meet short and long-term community needs and objectives for land use, housing, and economic development.
- ❖ Protect sensitive environmental features and resources from the impacts of development.
- ❖ Incorporate sustainable development and design principles and practices, including but not limited to the following:
 - ➔ Energy efficient building materials and building construction practices (e.g., energy

efficient windows, building orientation, high-efficiency heating and cooling systems, recycled building materials, etc.)

- ➔ Alternative energy sources, including solar power.
- ➔ Native vegetation and other landscaping practices that minimize irrigation needs.
- ➔ Natural drainage facilities and practices (e.g., bio-swales, detention ponds, rolled curbs)
- ➔ Permeable or semi-permeable surfaces for low impact areas such as driveways, bike paths or similar areas.

Major Plan Elements

The Conceptual Master Plan incorporates the following key features:

- ❖ A **wide range of housing types** adequate to accommodate approximately 2,600 dwellings (6,300 people, based on a projected average household size for the Bend area), including single-family attached and detached homes, duplexes, tri-plexes, multi-family dwellings and mixed use residential/commercial development (homes over businesses).
- ❖ A **comprehensive system of parks and open spaces**, with three neighborhood parks and an interconnected system of trails and passive open space, including a significant trail corridor parallel to the gas pipeline. The County-owned site to the south includes a proposed community park



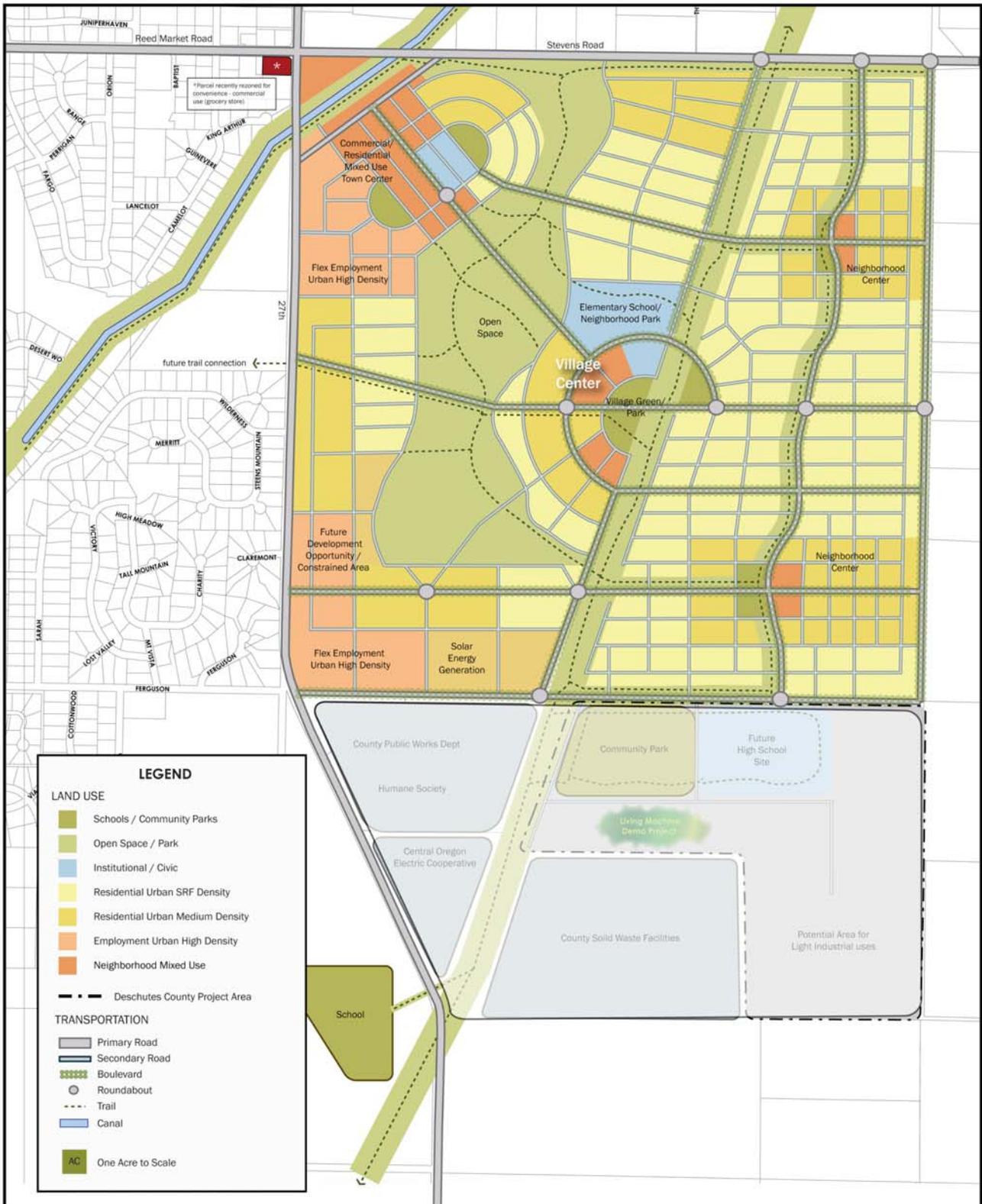
adjacent to a new high school.

- ❖ A commercial **mixed-use center** at the northwest corner of the site within the existing UGB, including a small complex of offices, as well as a mix of retail commercial shops and housing, flanking a diagonal main street. This would serve this property, as well as the surrounding area.
- ❖ A **village center** primarily serving residents in this area, and located in approximately the center of the Tract. It could include public buildings such as a branch library or community center, a neighborhood park and possibly an elementary school, as well as a modest amount of neighborhood commercial development.
- ❖ A flexible amount of land zoned for **employment** use adjacent to 27th Avenue (e.g., light industrial, tech/flex or office use) intended to meet long or short-term economic needs, and located adjacent to available transportation, water and sewer services.
- ❖ **Solar energy generation or storage** facilities in the southwest portion of the site that could provide or store power for or from homes on site, with linkages to opportunities for passive solar production and use.



Each of these elements is described in more detail on the following pages.

Stevens Road Tract – Conceptual Master Plan





Housing

A significant portion of the Tract is proposed to be devoted to housing (approximately

400 acres or 62.5 percent). This land could accommodate approximately 2,630 housing units, assuming an average density of about 6.6

units per acre. This is slightly higher than the target density identified in the City of Bend's residential land and housing needs analysis.

Housing is expected to include a mix and range of housing types, including higher density and multi-family housing that can help meet overall community needs for affordable housing. It also would be expected to meet the needs of a variety of different types of people or households, including families, seniors and others. As a state agency landowner, DSL is in a unique position to help meet these community needs through partnering with other governmental agencies, affordable housing developers and others to help meet affordable housing needs for low and moderate income families, seniors and others who face an increasing shortage of affordable housing.



Approximately 15 to 25 percent of residential acres are targeted towards higher density residential development (duplexes, tri-plexes, four-plexes and apartments). Given the relatively higher densities of these types of housing, that would translate into potentially 40 percent or more of the total number of housing units. This exceeds projected needs identified by the City of Bend in its current residential land and housing needs analysis.

Different housing types are proposed to be distributed throughout the Tract. Integrating single-family detached and other housing units can help reduce concentrations of multi-family housing and/or lower-income households. At the same time, some multi-family or higher-density housing is proposed to be concentrated near commercial development and potential future transit corridors to help support future transit services and commercial businesses.

Single family housing would be located on a range of lot sizes, though most lots would be 5,000 to 6,000 square feet or less, consistent with Bend's development code and in an effort to reduce land prices associated with housing, and to meet the projected needs of future residents.



Employment

Recognizing that other areas within the community are planned to accommodate much of the City's long-term employment growth (e.g., the downtown/Central Bend

area and Juniper Ridge), employment uses are allocated to a relatively modest proportion of the

Tract (approximately 5 to 12 percent and 35 to 85 acres). About half of this area would be devoted to neighborhood commercial or mixed use residential/commercial uses in four different areas within the site. These would include:

- ❖ **A commercial hub is proposed at the northwest corner of the Tract.** This area would



serve residents within and outside the Stevens Road Tract. It would include commercial and office uses, possibly incorporating a state office complex. This would help accommodate a growing demand for state office space, create opportunities for centralized services and help jumpstart development of commercial services and housing on the Tract. This area also would include a main street area, with commercial and mixed use development area radiating to the southeast. Neighborhood commercial uses would provide opportunities for pedestrian and bicycle travel for residents within $\frac{1}{4}$ to $\frac{1}{2}$ mile or more from this area.

- ❖ **A village center, located approximately in the center of the Tract,** would include a modest amount of commercial development to serve residents within the Stevens Road Tract. This area also would include an elementary school, park and other civic uses. It would be adjacent to the gas line bicycle/pedestrian corridor and bordered by higher density housing to improve

access and proximity to these services and amenities.

- ❖ **Two additional, small neighborhood commercial areas are identified in the eastern half of the site** and likely to occur in later stages of development. They also would primarily serve residents within this area and possibly some neighbors to the east.

In total, neighborhood commercial and mixed use areas would account for approximately 15 to 25 acres, with the potential for 500 to 750 jobs, assuming an average of 30 employees per acre. Schools proposed for the Tract also would also generate employment. A typical elementary school includes just over 40 full time employees, while a high school includes about 110 workers.

Flexible employment areas are proposed in the northwest and southwest corners of the Tract. These areas could be zoned for a mix of tech-flex, office, light industrial or other, similar uses to meet short-term and long-term land needs for these types of uses. A portion of these areas also could function to promote live/work opportunities and accommodate the needs of public agencies that need larger sites to store vehicles and equipment. They are located in areas that will be easiest to develop in the short term and have the best access to roads (i.e., 27th Avenue) and sewer and water lines. Approximately 20 to 60 acres (3 to 12 percent of the site) are designated for this type of use. This area could be expanded or reduced, depending on needs for this type of land identified by the City as it updates its estimates of future employment land needs. This could translate to approximately 600 to 3,000 jobs, assuming 30 to 50 jobs per acre (average employment density for a mix of office

and tech/flex employment or less dense types of employment). These uses would serve this Tract and to some degree the entire community. They also represent opportunities to generate long-term revenue for the Common School Fund.

Parks & Open Space

A significant portion of the site is proposed to be dedicated to a mix of passive and active recreation



and open space, including paths and trails, neighborhood parks and passive open space associated with environmentally sensitive areas. Trails will provide

both recreational opportunities for residents, as well as routes between community uses within and outside the Stevens Road Tract, including parks, schools, residential and neighborhood commercial areas. Specific facilities are proposed to include the following:

- ❖ **Passive open space.** About 160 acres of the Tract are identified for open space, in large part to protect caves and associated bat species located on the property. These areas would be managed to protect these sensitive resources, while allowing some use for passive open space enjoyment, where feasible. DSL will prepare a cave management plan per its commitment to protect sensitive bat species. Conditions of that plan will apply to any future owners of the property.
- ❖ **Comprehensive trail network.** A system of trails is proposed to include a major diagonal north/south trail along the gas transmission line which would provide access through the area between the centrally located civic center

and with connections to proposed neighborhood parks and schools within the Stevens



Road Tract. It also would link these areas to a community park proposed for the County-owned site to the south and an adjacent new high school. The open space and trail network also would connect residents within the area to an existing middle school site to the southwest and to possible future trail corridors along the canal that runs through the northwest corner of the DSL Tract. Although this canal may be moved underground in the future, the Parks District would still expect to create a trail easement adjacent to it.

- ❖ **Neighborhood parks.** Three neighborhood parks, totaling approximately 12 to 15 acres, are proposed, consistent with expected residential development within the area and level of service standards adopted by BMAPR. At least one of these parks would be co-located with a new elementary school, providing opportunities for shared use of school and park district recreational facilities and potentially reducing overall land needs for them. One of the other parks would be located within the Village Center, in close proximity to other community facilities that could be located in that area (e.g., a library, fire station, etc.).
- ❖ **Community park.** A community park of approximately 25 acres in size is proposed on the County-owned property to the south. This park could have a broad range of facilities and uses, possibly including but not limited

to playing fields, picnic shelters, paths and walkways, play equipment, and natural areas or open space. Location, design and development of this and other parks would be consistent with BMPR goals, policies and identified facility needs. The community park would help meet park needs for the Tract and buffer the County's landfill to the south from residential and commercial development on the Stevens Road Tract. It also would be co-located next to a proposed high school, also on the County-owned property, that would serve the DSL and County-owned properties, as well as the larger surrounding area. The park would be located to avoid potential impacts on surrounding properties from lighting or other activities.



efficient land use and development. One school could be located within the village center area, along with other possible community facilities to serve residents (e.g., a library, fire station, and/or small community center). Schools would be

accessible by all modes of transportation, including the open space and trail network proposed for the site.

A high school is proposed for the County-owned property to the south. As noted above, it would serve the DSL and County-owned properties, as well as the larger surrounding area.

No middle school sites are incorporated in the Plan, given the close proximity to the existing middle school site to the southwest.

The amount of land devoted to parks and open space would impact BMPR in terms of future operation and maintenance needs. Detailed planning for parks and open space will need to be closely coordinated with BMPR to address these issues and identify adequate means and funding sources to operate and maintain facilities developed on this Tract.

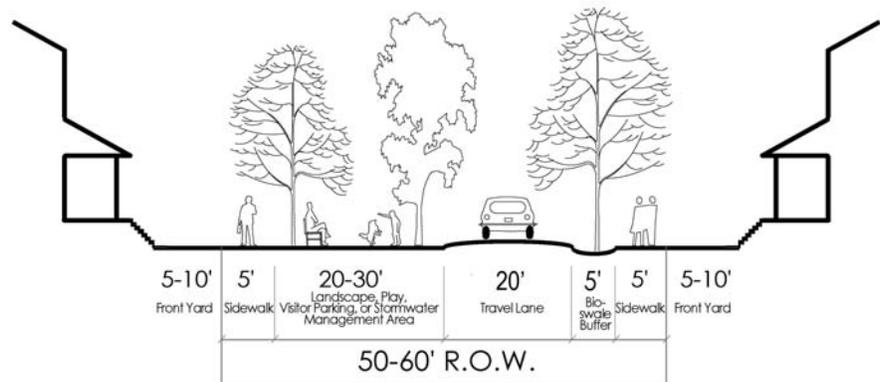
Schools & Other Community Facilities

Development of the Stevens Road Tract will drive the need for additional elementary schools and possibly a middle school. Approximately 10 acres have been identified for development of an elementary school, based on typical standards for school sizes, the proportion of school age children, and goals for

Transportation & Site Access

The Stevens Road Tract is adjacent to 27th Street and Reed Market Road, which are major arterial streets serving this part of Bend. Future planned improvements to street infrastructure include straightening of Stevens Road to connect to Reed Market Road, and widening of Reed Market Road, which will improve traffic circulation to the west. Ultimately, 27th Street may also be widened to a five-lane configuration, which would improve circulation to the north and south. Traffic signalization improvements along 27th Street also could be needed. The location and type of improvements

would be identified during future, more detailed planning phases. Future connections to 27th will need to be planned in a way that ensure adequate connectivity to the Stevens Road site, while minimizing impacts on congestion along 27th.



Master Plan development also would require construction of an internal road system of arterial, collector and local roads, as illustrated in the map that follows. The road system would include the following elements and attributes:

- ❖ Provide circulation within and through the Tract, with adequate connections to adjacent roads such as 27th Avenue, Stevens Road and Ferguson Road. The layout and orientation of the road network would promote connectivity and mobility.
- ❖ Create adequate east-west and north-south through streets within the Tract to ensure connectivity through the Tract and to surrounding areas.
- ❖ Enhance opportunities for use of alternative modes of transportation, including bicycling, walking and transit use. This would include construction of bicycle lanes and sidewalks on all major roads within the Tract, as well as the connected system of pathways described previously. It also would entail designation of transit routes and stops to serve residents and workers, particularly in higher density residential and mixed use portions of the Tract.
- ❖ Use a boulevard design for major roads, such as the north/south diagonal road, that provides

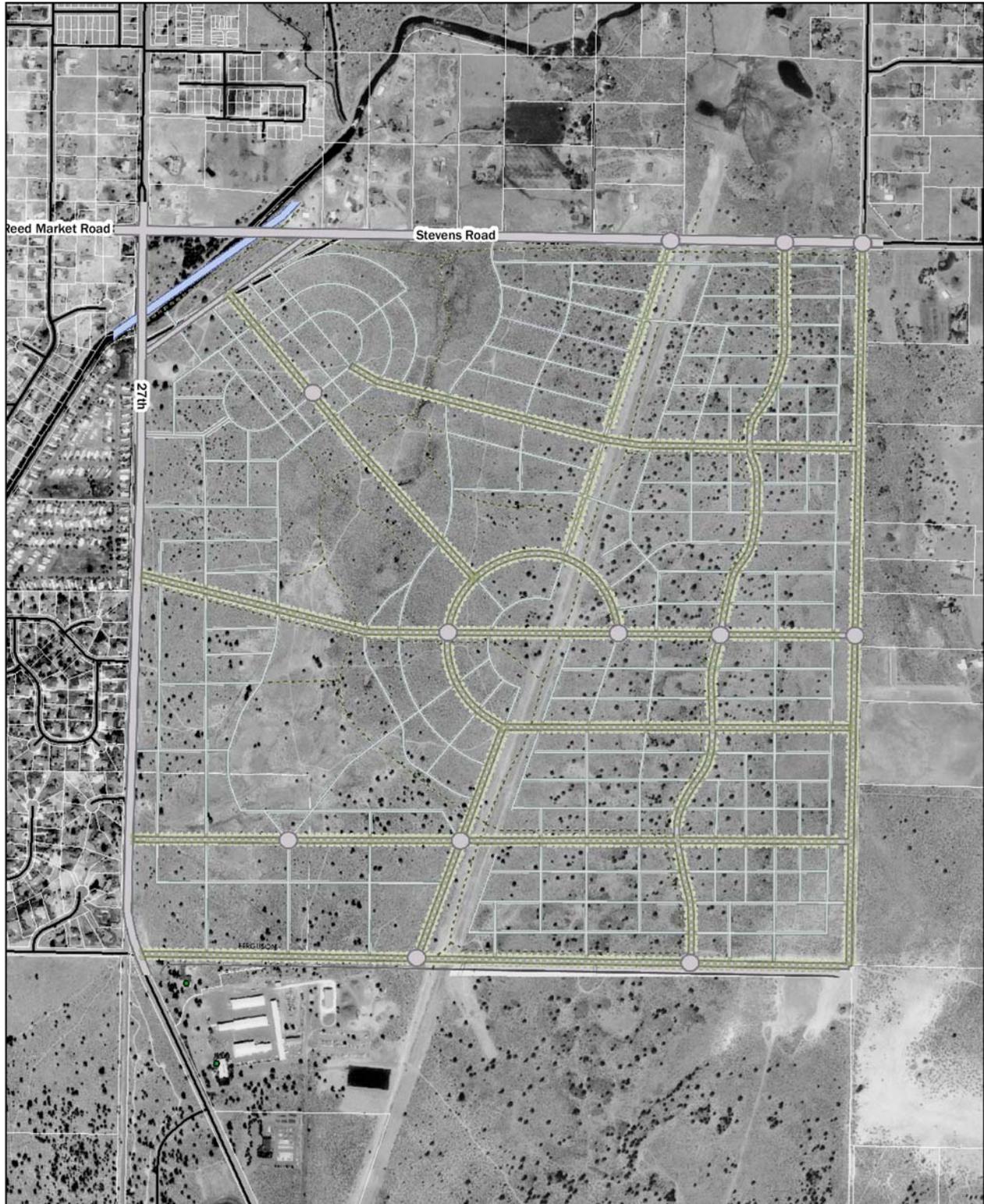
access to the village center and possibly along a portion of 27th Avenue, adjacent to proposed residential development.

- ❖ Design and build local neighborhood streets that calm traffic, encourage bicycle and pedestrian use and improve safety.
- ❖ Create street orientations that allow for and enhance opportunities for solar power generation and use.
- ❖ Use roundabouts, where feasible. These could provide possible locations for transit stops and improve mobility.
- ❖ Consider and address the impacts of transit, pedestrian, bike and auto traffic from adjacent areas to the Stevens Road Tract.

Interior roads would connect to adjacent roads using a combination of stop signs and signals, where warranted to manage and control traffic at intersections.

The Master Plan shows the approximate location and orientation of major roads and an example of a local street pattern. Street designs and layouts would be refined during detailed design and development of the site, consistent with land use patterns, traffic analysis and City road standards.

Stevens Road Tract – Conceptual Road System



Energy Production

As well as supporting the overall goal of environmental sustainability, solar energy's economic benefits are continually increasing with advances in technology and institutional practices. The Stevens Road Tract offers a number of unique opportunities to employ leading-edge solar energy production and utilization practices to enhance environmental sustainability and create revenue-generation opportunities. These could include concentrated solar power generation, distributed solar power generation, and passive solar design. To effectively implement these strategies, discussions with power utilities should occur early in the planning and site development process.

A portion of the Tract (about three to 10 acres) along the southern boundary is proposed to be used for production of solar and possibly other alternative energy sources (e.g., methane or other solid waste facility by-products). A significant amount of energy could be produced within a relatively modest area and used to support other proposed development.

In addition to exploring opportunities for solar energy generation or use, DSL will explore use of other potential alternative energy sources. Consultation with the Energy Trust or similar organizations will occur to further investigate these issues.

In addition to a concentrated solar energy generation facility, the homes could be built with the option of incorporating distributed solar power generation capabilities into roofs, possibly using integrated solar roof tiles.

Passive solar design concepts also should be included in the overall planning process for the development and design of individual homes. This would require proper orientation of the streets from east to west as the plan indicates. It also would entail orienting house lots north to south, to optimize solar access and reduce shading. Additionally, individual homes should incorporate passive solar architectural concepts, such as day-lighting, solar gain, thermal mass and natural ventilation.

Sustainable Design & Development

A variety of sustainability principals are proposed to be used as the Tract is planned and designed in more detail and developed. They include, but would not be limited to:

- ❖ An overall mix of uses that balances jobs and housing to the greatest extent possible, consistent with the City's residential and employment land needs and goals, and that allows people to live, work, shop and play within the area, with a minimal need to drive.
- ❖ Multi-modal transportation facilities that encourage people to walk, bicycle and use transit.
- ❖ Residential densities that support transit use within, to and from the site.
- ❖ Energy-efficient building materials and construction practices (e.g., energy-efficient windows, building orientation, high-efficiency heating and cooling systems, recycled building materials, and other similar practices).
- ❖ Power generation from alternative energy

- sources, including solar power.
- ❖ Use of distributed solar power generation from individual homes.
- ❖ Incorporation of solar energy principles in design of street layouts, building orientation, and building design during the early planning and design stages.
- ❖ Native vegetation and other landscaping practices that minimize irrigation needs.
- ❖ Natural and other drainage facilities and practices that retain stormwater within the site and minimize drainage impacts (e.g., bio-swales, detention ponds, rolled curbs).
- ❖ Permeable or semi-permeable surfaces for low impact areas such as driveways, bike paths or similar areas.
- ❖ Irrigation using “gray” water for landscaping or other feasible uses.
- ❖ Possible development of a “living machine” on the County-owned site to the south, using biological processes to treat wastewater produced on the DSL and County properties.

These practices would benefit the community in a variety of ways and could result in a model for self-sufficient and sustainable design practices, including:

- ❖ Reducing impacts on the natural environment.
- ❖ Enhancing the physical health of residents.
- ❖ Reducing long-term energy, public facility and other costs of developing and maintaining homes, businesses and public facilities.

- ❖ Reducing impacts on municipal infrastructure.
- ❖ Supporting Bend’s long-term goals for implementation of a transit system.
- ❖ Improving residents’ quality of life by reducing the amount of time needed to travel and allowing more time to pursue other activities.
- ❖ Creating potential revenue opportunities for DSL (e.g., through solar energy production).

Public Facilities & Services

In addition to the transportation facilities previously described, the proposed Master Plan would require construction of water, wastewater and stormwater facilities on site, as well as improvements to storage and distribution facilities off-site. Following is a summary of needed improvements.

Water & Wastewater Facilities

Average flows for water and wastewater have been calculated based on the types of development and the approximate flows typically observed for various land uses in Bend. Resulting needed improvements to existing or new facilities are described below. The need for some improvements may be reduced by incorporating sustainable design and development principles, which is an important objective of this project.

An estimated approximately 0.81 million gallons per day (Mgd) would be generated at full build-out. Existing sewer facilities in the vicinity of the site include a 6-inch force main in 27th Street. This force main discharges to an 8-inch gravity sewer between the site and the intersection of Highway 20. At

Highway 20, the 8-inch sewer discharges to a 12-inch sewer.

The current sewer collection master plan for the City of Bend forecasts that these sewers will be at capacity when the area within the urban growth boundary (UGB) is fully built out. The current master plan did not consider areas outside the UGB. Therefore additional sewer infrastructure will be required before development of this Tract can take place.



to construction of or use of a new trunkline, it may be possible to provide wastewater service through the “Living Machine” proposed for the site. Construction would be subject to review and approval by DEQ.

Water demand is projected to be 2.48 million gallons per day (Mgd). This assumes that the open spaces would be seeded with turf and irrigated. If alternative landscaping is used, as

proposed and consistent with sustainable design principles, less water would be needed.



However, the City currently is in the process of updating its sewer master plan and is considering areas outside the UGB, including the Stevens Road Tract. Improvements under consideration in the *Collection System Master Plan* include a major trunkline named the Southeast Interceptor that will

follow the canal alignment at the NW corner of the property. This trunkline will have sufficient capacity to accept wastewater generated at the site. Any required additions to the City’s wastewater treatment plant capacity would be funded through system development charges paid to the City.

No timeframe has been given by the City for the construction of this trunkline. As an alternative

The areas adjacent to the Tract are currently served by Avion Water Company, a private water supplier. Avion would be the likely supplier of water service for the Tract, and has considered its development in their long-range planning. Based on their data and the flow volumes calculated above, the following improvements to their distribution system would be required:

- ❖ Three acres for a reservoir and pumping facility.
- ❖ A 5 Mgd reservoir.
- ❖ A booster pump station.
- ❖ A new transmission line to the site, with approximately 1,500 feet of 24-inch pipe anticipated.

Stormwater Drainage Facilities

The primary means for treatment and disposal of stormwater in Bend is onsite disposal through the use of drainage swales, ponds, filters, and drywells. Historically, drywells have been used most frequently; however, due to increasing scrutiny by DEQ, these structures are becoming more difficult to install. Drywells may still be installed for disposal of

roof drainage, and may be used in residential areas and open spaces. In all other areas, the preferred methods for site drainage are the use of ponds, swales, and filters, eco-roofs, porous pavement and other sustainable stormwater treatment techniques.

Power & Other Utilities

Adequate facilities are available to provide electrical power, gas, telephone and cable television service to the site.

Trans-Canada GTN operates a gas transmission line that crosses the site, including a 36-inch pipeline and a 42-inch pipeline within an 80-foot right-of-way (ROW). Trans-Canada typically allows perpendicular crossings of their ROW for streets and utilities, although they prefer to minimize the number of crossings when possible. Planning for the Tract reflects this condition.

A trail along the length of the ROW would be located so that it is not directly above either pipeline. This will allow Trans-Canada to expose their pipeline without excavating through the pathway.

Site Remediation

In the past, a portion of the site currently proposed for use as open space was used for disposal of municipal solid and liquid waste. A more detailed assessment of the site is needed to determine the extent of municipal waste remaining and appropriate remediation.

The first step to determine what remediation is needed is to perform a Phase 1 Environmental Site Assessment. This assessment is currently

being conducted. Depending on this investigation, it may become necessary to perform additional investigations before proceeding with site cleanup operations. Site cleanup, if needed, will be coordinated with DEQ.

Land Use Compatibility

Pursuant to DSL's 2006 State Agency Coordination Program, the following findings and conclusions are made regarding the compatibility of this Conceptual Master Plan with the comprehensive plans and land use ordinances for the City of Bend and Deschutes County:

- ❖ A small portion of the Tract (12.49 acres) is zoned by the City of Bend for residential use (RS-Standard Density Residential). This portion of the Tract is within the UGB and Bend city limits and could be developed for urban uses at this time. However, the Conceptual Master Plan proposes that this area be developed for mixed uses in conjunction with the remainder of the Tract, rather than independently. Any zone changes needed to accommodate Conceptual Master Plan uses for this portion of the Tract would be requested by DSL as part of approval of a Master Plan development for the entire Tract and/or refinement plans for specific portions of the Tract.
- ❖ The remainder of the Tract (627.51 acres) is zoned by Deschutes County for Exclusive Farm Use (EFU), and has a minimum lot size of 80 acres. This area has not historically nor is currently used for agriculture. The EFU zoning was applied because of its past federal

ownership. Conceptual Master Plan uses would not be in compliance with current EFU zoning and could not be pursued without inclusion of the property within the Bend UGB and city limits.

- ❖ While the Conceptual Master Plan is not in compliance with current City and County zoning, development is not being proposed at this time and would not be pursued in the future under current zoning. Upon inclusion within the Bend UGB and city limits, DSL would seek approval by the City of Bend of Comprehensive Plan designations and zoning needed to accommodate Conceptual Master Plan uses, based upon a Master Plan development for the entire Tract and/or refinement plans for specific portions of the Tract.

Conformance with Asset Management Plan (AMP)

The Stevens Road Tract is classified as Industrial/Commercial/Residential (ICR) land in the Board's 2006-2016 Asset Management Plan and managed under an 'active' management strategy. The AMP calls for the Tract to be managed for urban development potential; directs the development of an updated Master Plan along with inclusion in the Bend UGB or UAR; allows for investments in improvements to increase value; and promotes seeking a partner (e.g., master lessee) to develop the site at urban densities. This Master Plan fully implements the management strategy stated in the AMP.

Implementation

UGB Recommendations

DSL staff and its consulting team will conduct the following tasks to implement a strategy for inclusion of all or a portion of the Tract in the Bend UGB:

- ❖ Monitor and participate in the Bend and Deschutes County UGB and UAR amendment processes.
- ❖ Pursue inclusion of the Tract within the Bend UGB, based on results of the City's UGB amendment study and consultation with local officials; assist in preparing findings that support the proposed UGB amendment strategy.
- ❖ Present information about proposed DSL and County plans to City, County and other officials, when appropriate (e.g., the Technical Advisory Committee for the residential lands study or its subcommittees, members of the City Council, as well as the City Planning Commission, the Deschutes County Board of Commissioners, BMPR Board and others).

Refined Site Planning & Development

Following adoption of the Plan, DSL will undertake a variety of actions to further implement the Plan, including but not limited to:

- ❖ Work with the Oregon Department of Administrative Services and other state agencies to define regional state facility needs that could be met at this site.

- ❖ Complete a Phase 1 Environmental Assessment of former waste disposal areas and develop a remediation plan, as needed.
- ❖ Develop a cave management plan, with protection of habitat for sensitive bat species; secure cave entrances as needed.
- ❖ Explore partnerships to develop affordable housing, while generating revenues for the Common School Fund (e.g., through ground-leasing of multi-family housing developments).
- ❖ Coordinate further with the Bend School District and BMPR to assess, locate and design schools, parks and recreation lands and facilities.
- ❖ Explore options for development of the Tract, such as agreement with a master developer(s) to conduct detailed planning and development of the site upon its inclusion in the UGB.
- ❖ Continue to coordinate with the County on the compatibility of Stevens Road Tract development with land uses on the adjacent County property.
- ❖ Coordinate planning with DSL's 2006-2016 *Asset Management Plan*.

For More Information

In addition to managing Common School Fund lands, the Department of State Lands provides some direct services to the public and regulates certain aspects of the protection of Oregon's waterways. DSL administers Oregon's Removal-Fill Law, which requires a permit to remove, fill, or alter more than 50 cubic yards of material in the

state's waterways. Wetlands conservation and management also is a key responsibility of DSL.

DSL also acts as a trustee for unclaimed property, administers estates with no known heirs, manages the South Slough National Estuarine Research Reserve (near Coos Bay), and provides support to the Oregon Natural Heritage Advisory Council. Moreover, DSL also maintains historical records on all state land transactions.

Contact our Salem office for further information about this Plan or any of the other services DSL provides. You may also access the Plan on the Department's Web site: <http://www.oregonstatelands.us>.

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APPENDIX A: Public Meeting Summary

Stevens Road Tract Master Plan

Public Meeting

High Desert Middle School, Bend
Tuesday, May 8, 2006; 6:00 pm – 8:00 pm

Introduction and Meeting Objectives

The Department of State Lands (DSL) conducted a public meeting on May 8, 2007 to present and obtain input on the Draft Stevens Road Tract Master Plan (April, 2007). Approximately 25 persons attended. Representing DSL were John Lilly, Clara Taylor, and Julie Curtis; and Jim Owens, Cogan Owens Cogan, representing the planning firm hired to assist in updating the Master Plan for the Stevens Road property. Representing Deschutes County were Timm Schimke and Peter Gutowsky.

The Stevens Road Tract Master Plan will guide the use and development for the next 20 - 30 years of the 640-acre tract bordered by 27th Street and Stevens Road at the southeast edge of the Bend Urban Growth Boundary. The Stevens Road Tract is Common School Fund Trust land that is to be managed to maximize revenues to support K-12 education in Oregon. Also presented at the meeting was a Draft Deschutes County Tract Master Plan (April, 2007) that addresses 137 acres managed by the Deschutes County Department of Solid Waste directly to the south of the Stevens Road Tract.

Public Notice

Notice of the public meeting was provided through publication in *The Bulletin* and through direct notice to neighbors and other interested parties. *The Bulletin* ran a front-page story on the meeting and plan on May 9.

Meeting Format and Comment Opportunities

Following welcoming remarks and introductions, a PowerPoint presentation on the Draft Master Plan was provided. This was then followed by a question/answer session and the opportunity for attendees to provide recorded statements on the record. Information was provided on Opportunities and Constraints, Design Principles and Overall Objectives, and Key Plan Elements.

Comment opportunities included:

- Questionnaire posted on the DSL Web site and distributed at the public meeting.
- Flip charts at the public meeting stations.
- Recorded public statements at the public meeting.
- Via Web, e-mail and written formats.

Summary of Comments

Written Correspondence

- Concerns about traffic safety at Ferguson and 27th Street.
- Request for short-term right-of-entry.
- Recommendations for cave protection and management.

Public Meeting Comments

- Concerns about trespass onto adjacent eastside properties.
- Infrastructure needs will be significant. Sewer – eventually the city will want the adjacent (east-side) property owners to hook up to the city sewer. What is the projected timing; will sewer lines be extended down 27th?
- What are the “first-phase” elements? What happens if the entire property doesn’t come into the UGB?
- County landfill seems very close to proposed housing. Will it be moved? (County answered that the landfill will be in place until 2025 at the very latest, and may be moved sooner. The transfer station will remain. The buffer is ¼ mile.)
- The “urban and semi-urban” description does not apply to the north and east sides of the property which are primarily rural-agricultural.
- Intersection of Ferguson Road and 27th Street is problematic due to lack of sight distance. There have been a number of accidents in this area.
- Consider having a “volunteer center” within the village center.
- Concerns about a north-south arterial along the east side of the property.
- Cul-de-sacs might be a good solution for quieter neighborhoods, especially those adjacent to the east-side properties.
- Stevens Road will need to be significantly improved to handle increased traffic volumes.
- Road improvements should occur prior to development.
- A buffer zone along the eastern border would transition adjacent land uses.

Station Comments

- The Central Oregon Irrigation District canal may be viewed as a “constraint” but it also provides a unique opportunity for a trail connection all the way northwest to the Deschutes River and northeast to BLM and park lands.
- This tract of land is the “Shevlin Park” of southeast Bend. There are few parks and open space in the southeast. The Senior Center is not safely accessible for young families. If the parkland could stay connected via canals and rural trails, people will feel it’s a better use of the area. Is the open space requirement currently being met in the southeast if this is developed?
 - Teenage boys need dirt bike trails.
 - People need areas for dog walking.
 - Natural areas needed for peace of mind.
- The pipeline is the ugliest part of the land; how will this be improved?

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