



Deschutes County Board of Commissioners
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(541) 388-6570 - Fax (541) 385-3202 - www.deschutes.org

AGENDA REQUEST & STAFF REPORT

For Board Business Meeting of March 16, 2015

Please see directions for completing this document on the next page.

DATE: March 9, 2015

FROM: Paul Blikstad Department CDD Phone # 6554

TITLE OF AGENDA ITEM:

Continued Public Hearing on a Text Amendment submitted by Gary Knight to add a new manufactured home/recreational vehicle park to the list of Conditional Uses allowed in the Multiple Use Agricultural (MUA-10) Zone.

PUBLIC HEARING ON THIS DATE? Yes, continued from March 4th

BACKGROUND AND POLICY IMPLICATIONS:

Gary Knight applied for an Ordinance Text Amendment to add the following use to the list of Conditional Uses Permitted in the MUA-10 Zone:

DD: A new manufactured home/recreational vehicle park subject to Oregon Administrative Rules 660-004-040(7)(g) on property adjacent to an existing manufactured home/recreational vehicle park, and that is also adjacent to the City of Bend Urban Growth Boundary. Any new park shall have no more than 10 dwelling units.

The County Planning Commission has recommended approval of the proposed text amendment. The Board took testimony at the March 4 hearing, and wanted to solicit comments from ODOT on the proposed amendment and its impact on Highway 97.

FISCAL IMPLICATIONS:

The applicant paid an application fee for the proposed text amendment, which is intended to cover the cost of the proceedings.

RECOMMENDATION & ACTION REQUESTED:

Open the continued public hearing and take testimony on the proposed change. Possible continuation of the hearing (if necessary), and deliberations at this meeting or a subsequent meeting.

ATTENDANCE: Paul Blikstad, Laurie Craghead

DISTRIBUTION OF DOCUMENTS:

Planning Staff will handle the distribution of documents, including notice of adoption to the Oregon Department of Land Conservation and Development should approval occur.



Oregon

Kate Brown, Governor

Department of Transportation

Region 4 Project Delivery
63055 N Hwy 97, Bldg M
Bend, OR 97701
Phone: (541) 388-6225
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March 6, 2015

Commissioner Alan Unger
Deschutes County Board of Commissioners
Deschutes Services Building
1300 NW Wall Street, 2nd Floor
Bend, OR 97701

Subject: Application TA-14-2 (Gary Knight), Deschutes County Code text amendment, Title 18, Chapter 18.32

Dear Commissioner Unger,

You requested information from us here at ODOT regarding Application TA-14-2 by Gary Knight for a text amendment to Deschutes County Code, Title 18, Chapter 18.32 which allows new manufactured home parks in the Multiple Use Agricultural Zone (MUA-10). The parcels that are proposed for a new mobile home park are located at the north end of Bend (T.17 s., R. 12 E., Section 9 W.M. Lots 200,300,400 and 500) just north of the Bend city limits and are adjacent and with access to US 97.

US 97 is a high speed 4 travel lane facility with fairly high volumes of traffic at this location, and although it is not desirable to have private driveways connected to a facility of this type because of the type of vehicle conflicts they introduce, the Knight parcels have two currently permitted rights to access the highway. Although we are generally concerned with the addition of new daily trips for such driveways with regard to safety, the access permits on these parcels would still be valid if the proposed change to Deschutes County Code was approved and if the parcels were to develop a new manufactured home park with up to 10 manufactured homes. The parcels are *sandwiched* between US 97 and BNSF Railway, so there is no current alternative access to the parcels. Knight's development proposal, if he goes forward with it, would not trigger a need to do any additional traffic studies under the Transportation Planning Rule (OAR 660-012-0060). This potential development would also not trigger the need to close or modify the approaches to the highway under the Highway Approach Permitting, Access Control, and Access Management Standards (OAR 734-051).

ODOT completed an Environmental Impact Statement (EIS)¹ on US 97 on the north end of Bend in July 2014 which outlines the 20 year plan, and the north end of this plan is close to Mr. Knight's property. Figure ES-25 from the EIS (attached) shows the planned long term improvements. Associated with the planned new 3rd Street signalized intersection shown of ES-25, we would plan to close the southern driveway to the Knight parcels (and leave the northern driveway as the access to the property), because this driveway is too close to the signal to operate safely. We do not anticipate an investment in these improvements any time soon, as this would likely be one of the later phases of implementing the long term plan, assumed well beyond 10 years and like closer to 20 years out. Note the long term plan also includes a multi-use path along the western edge of the Knight property adjacent to US 97, which would provide bicycle and pedestrian facilities for the existing manufactured home parks.

¹ US 97 Bend North Corridor Project, Final Environmental Impact Statement and Final 4f Evaluation, ODOT, July 2014

There are several other driveways that connect to US 97 between Bend and Redmond similar to the driveways for Mr. Knight's parcels. Our Deschutes County Transportation System Plan (TSP) based interest with the County is to eventually close all driveway access to US 97, install a continuous median barrier to prevent *cross-over* crashes, and provide frontage roads or local road access to the parcels. The investment in the improvements that would be needed to accomplish this longer range interest are also not anticipated any time soon, sever years to come. The Deschutes County TSP has policy language confirms this interest strategy:

Excerpts from the Deschutes County TSP policy on raised medians, 170:

ACCESS MANAGEMENT

Policies

5.4 *A non-traversable median on state highways shall be installed by ODOT when operational or safety issues warrant installation as set forth by Policy 3B: Medians in the Oregon Highway Plan. Directional breaks in the median may be allowed as needed, provided traffic operations are still safe.*

Excerpts from the Deschutes County TSP narrative on raised medians at Deschutes Junction, Page 165:

Between Bend and Redmond the traffic volumes will exceed the threshold ODOT has set for triggering a raised median. The County supports a raised median on US 97, provided an adequate system of frontage road(s) or parallel local alternate routes precede the raised median's installation.

We have been in several conversations with Mr. Knight regarding options for the driveways and access permits on these parcels, and we are generally aware of his desired plans for the property.

I understand we have a request from County staff to attend your March 16, 2015, 10:00am Board Meeting, and yes we will have a Region 4 representative present to help answer questions. In the meantime, if you have additional questions about our plans in the area, please feel free to give me a call at 541-388-6071.

Sincerely,



Gary Farnsworth
Area Manager
ODOT Region 4

Cc w/attachment:

Bob Bryant, Region 4 Manager
Amy Pfeiffer, Region 4 Planning/Environmental Manager
Jon Heacock, Region 4 Tech Center Manager
Joel McCarroll, Region 4 Traffic Manager
Pat Creedican, Region 4 District 10 Manager

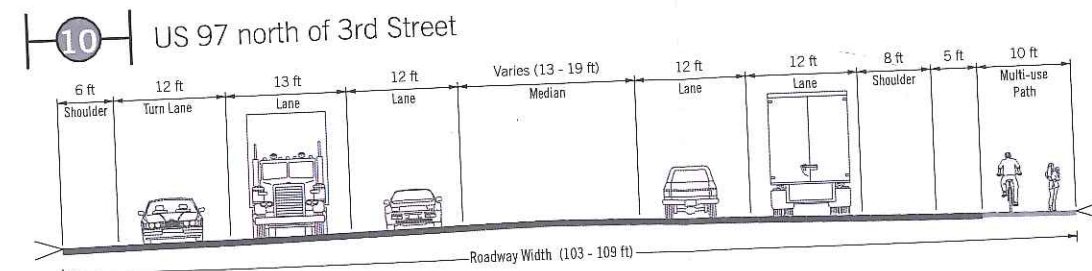
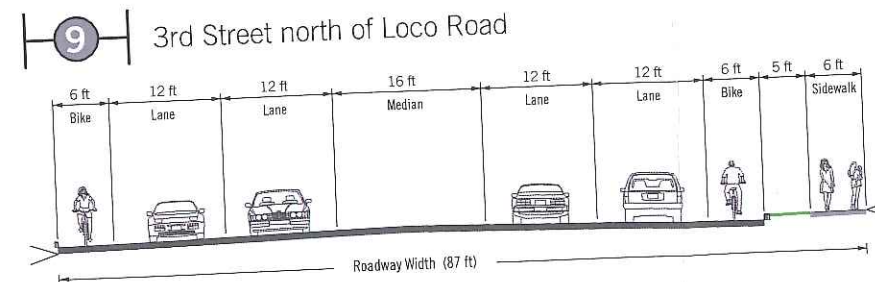
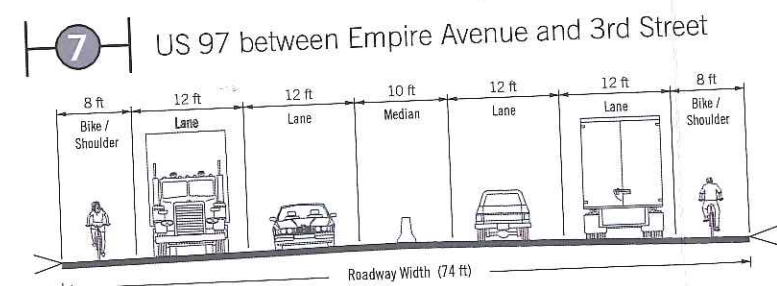
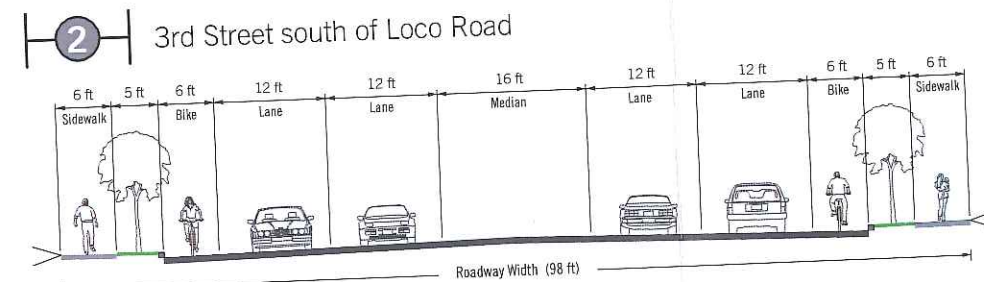
Exhibit ES-5 FEIS: Preferred Alternative (Map 7)



MAP 7

- Roadway Improvements without Sidewalks
- Roadway Improvements with Sidewalks
- New Traffic Signals
- Intersection Enlargements
- Access or Local Road Closure - ODOT
- Swalley Main Canal Pipeline
- Existing Roadway to be Removed
- Urban Growth Boundary
- Bridge
- Cross Section
- Railway

Note: The design shown in this exhibit is conceptual in nature. Further refinements may be made during the final design process. Where roadway improvements shown in this exhibit end, the improvements will transition to the existing roadway cross section.



Chapter 1 Purpose of and Need for Proposed Action

Chapter 2 Alternatives

Chapter 3 Affected Environment, Environmental Consequences and Mitigation

Chapter 4 Cumulative Impacts

Chapter 5 Local Short-Term Uses and Long-Term Productivity

Chapter 6 Inevitable and Irretrievable Commitment of Resources

Chapter 7 Comments and Coordination