Memorandum

To: Bend City Council

From: Ken Fuller, Public Works Director
Nick Arnis, Transportation Engineering Manager

Subject: Murphy Road Corridor Study Overview

Date: September 19, 2007

Issue:
The Murphy Road Corridor study is examining possible improvements to the roadway between Parrell Road and 15th Street. Five alternatives have been developed and two are being recommended as possible solutions. This meeting will give a general overview of the study and the alternatives; no decision will be made at this time. The public will also review the same information at an open house on October 11 and will review the two recommended alternatives. On November 7, the City Council will review public comments about the alternatives and will recommend one for implementation.

Background:
Murphy Road is located in southern Bend. The study area for this project is between SE 3rd Street on the west to SE 27th Street on the east. Murphy Road is classified as a Major Collector in the City of Bend’s Transportation System Plan (TSP) and currently exists as a two-lane roadway from SE 3rd Street to Brosterhous Road. The Burlington Northern Sante Fe (BNSF) Railroad operates in a north-south direction through the project area, between Brosterhous Road and SE 15th Street. There are rock outcroppings in the area immediately east of the railroad tracks that have been designated by the City of Bend as an Area of Special Interest (ASI).

A project website has been live since the start of the project and has received 17 comments from the site. In January 2007, about 75 people attended an open house where background information on the project was presented, including the project’s objectives, existing land use, environmental, and traffic conditions, and future traffic conditions, in addition to gathering public suggestions for improving the project. In April 2007, a second open house was
attended by 70 people. The four preliminary alternatives were presented and feedback on the alternatives, or suggestions for new alternatives, was gathered from the public. The public was asked which alternative would most benefit the corridor. A third open house is scheduled for October 11, 2007. All five alternatives will be presented and the public will be asked for their comments on the two alternatives that are recommended for implementation (Alternatives D and E). Public comments will be brought to the Council on November 7 for review and final recommendation on one preferred alternative.

Analysis:
The evaluation criteria used by the technical team and the Technical Advisory Committee (TAC) to evaluate the performance of each alternative against a broad range of important project characteristics, representing a full range of city and stakeholder values are listed below. The evaluation criteria tie back to the findings from the September 13-14, 2006 stakeholder interviews and the October 2, 2006 TAC meeting. The criteria were revised based on comments from the TAC at its November 7, 2006 meeting.

- **Congestion/Mobility criteria** – measured by the travel mobility standards (measured as a ratio of volume-to-capacity \(v/c\)) and amount of delay on the corridor.

- **Connectivity criteria** – measured by direct and efficient access to and between origins and destinations along Murphy Road, southeastern Bend, the Parkway, and downtown; amount of out-of-direction travel; and travel times.

- **Constructability criteria** – measured by the assessment of cost efficiencies during construction; comparison of project alternative with other projects around the urban area for funding competitiveness purposes; ability to be built in phases and/or use of existing pavement; and impacts during construction.

- **Cost criteria** – measured by the order-of-magnitude cost estimates (to include design, right of way acquisition, and construction).

- **Built (Residential/Business Impacts) Environment criteria** – measured by the number of businesses and residences impacted and severity of impact; number of homes or businesses displaced; qualitative assessment of alternative’s impact on air quality and noise; and the ability to appropriately mitigate impacts.

- **Natural Environment criteria** – measured by the ability to avoid impacts to the Area of Special Interest (ASI) located immediately east of the BNSF railroad tracks, according to Exhibit C (“Upland Areas of Special Interest”) of Section 2.7.700 of the Bend Development Code.
• **Multimodal Solutions criteria** – measured by the alternative’s provision of services to users of all modes; safety and continuity of bicycle and pedestrian routes to R.E. Jewell elementary school and the future middle school and high school; directness and convenience of route; and quality of environment (in terms of grade, lighting, and drainage).

• **Safety criteria** – measured by the number of conflict points/movements; comparison of alternative against design standards; ability to divert traffic away from known safety concerns; and travel time change for emergency response times.

Five alternatives have been developed for the Murphy Road Corridor between Parrell Road and 15th Street. Three (Alternatives A-C) were presented at a TAC meeting on March 6, 2007. The fourth (Alternative D) was presented at a public open house on April 5th and a TAC meeting on April 18th. The fifth (Alternative E) was developed upon the request of the City of Bend in July 2007. All alternatives provide improvements to the existing Murphy Road corridor between Parrell Road and Brosterhous Road, as well as including an extension of Murphy Road between Brosterhous Road and 15th Street. All alternatives complete the sidewalk system between Parrell Road and 15th Street, retain and continue on-street bicycle lanes, and install a stop sign at the 15th Street intersection. A description of the five alternatives is provided below:

• **Alternative A (Continuous Three-Lane Section, Consistent with City Design Standards):** This alternative would widen Murphy Road to meet City design standards, as outlined in the City of Bend Development Code. The cross section of Murphy Road for Alternative A includes two 14’ travel lanes (one lane in each direction), a 16’ center-turn lane, and two 6’ on-street bicycle lanes, as well as 6’ planter strips and 6’ sidewalks on both sides of Murphy Road. The minimum right-of-way needed for this alternative is 80’ and since existing right-of-way is 60’, this alternative requires 10’ of right-of-way on both the north and the south of Murphy Road. Signals and left-turn lanes would be installed at Parrell Road, Country Club Road, and Brosterhous Road.

• **Alternative B (Two-Lane Section with Increased Capacity at Key Intersections):** This alternative consists of a two-lane cross section between Parrell and Brosterhous with signals at key intersections, similar to what exists today with two 12’ travel lanes (one in each direction), 6’ on-street bicycle lanes, and 6’ wide sidewalks. Signals would be installed at Parrell Road, Country Club Road, and Brosterhous Road. Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. The minimum right-of-way needed for this alternative is 48’ (less than the existing right-of-way line). An exception from
City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

- **Alternative C (Two-Lane Section with Roundabouts at Key Intersections):** Similar to Alternative B, but roundabouts would be installed instead of signals at Parrell Road, Country Club Road, and Brosterhous Road. The radius of the roundabouts is estimated to be 55’ and with entry widths of 14’ (similar to existing roundabouts in Bend). Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

- **Alternative D (Reduced Width Three-Lane Section with Roundabouts at Key Intersections):** This alternative would include roundabouts at key intersections, while reducing the cross section of the roadway to minimize right-of-way acquisition between intersections. The radius of the roundabouts is estimated to be 56’ and with entry widths of 16’. From Parrell Road to Brosterhous Road, the corridor would have three 12’ travel lanes (one in each direction and a center turn lane) as well as a 6’ on-street bicycle lane and a 6’ sidewalk on both sides of Murphy Road. Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

Between April and July 2007, new aerial photographs were taken and additional survey data were collected to assist in the refinement of the above alternatives. The technical team created a variation of Alternative D after this new data was available, to compare the impacts of signalized versus roundabout intersections along Murphy Road.

- **Alternative E (Reduced Width Three-Lane Section with Signals at Key Intersections):** Identical to Alternative D’s cross section, but would include signals at key intersections (Parrell Road, Country Club Road, and Brosterhous Road) instead of roundabouts. Between Parrell Road and Brosterhous Road, the corridor would have three 12’ travel lanes (one in each direction and a center turn lane). There would also be a 6’ on-street bicycle lane and 6’ sidewalk on both sides of Murphy Road through this section. Between Brosterhous and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception
from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

During the evaluation, the technical team, TAC, and City of Bend staff found that Alternatives D and E presented a benefit for the study area. Alternative E scored the highest in the criteria evaluation, specifically with a smaller cross section reducing the impacts to the built and natural environment, while keeping costs low. Keeping the center turn lane also increased the mobility and safety of the alternative. Alternative D scored lower because of the impacts of the roundabouts to the built environment and to the project’s cost. Access issues were also of concern for local residents. Roundabouts would also require a detour of traffic from Murphy Road during construction.

Both of these alternatives would provide the benefits of a three lane cross section but would be narrower than what is required by City design standards. However, roundabouts (as opposed to signals) provide congestion and safety improvements which warranted its advancement. Roundabouts generally decrease the severity of crashes, allow for aesthetic improvements, and meet Bend City desires to incorporate roundabouts in roadway improvements. Signals generally cost less due to a smaller size (which doesn’t require as many residential relocations), allow for traffic to travel on the road during construction, and are adequate in handling the amount of traffic projected on Murphy Road in the future.

**Recommendation:**
The City Council is not being asked for a decision at this time. The above information will be presented to the public at an open house on Thursday, October 11, 2007. Public comments about the information and the two recommended alternatives will be brought back to the Council on November 7, 2007 for their recommendation.
Memorandum

To: Mayor Abernethy and City Council
Andy Anderson, City Manager

From: Ken Fuller, Public Works Director
Nick Arnis, Transportation Engineering Manager

Subject: Murphy Road Corridor Study Overview

Date: September 19, 2007

Issue:
The Murphy Road Corridor Study is examining possible improvements to the roadway between Parrell Road and 15th Street. Five alternatives have been developed and two are being recommended as possible solutions. This Council Work Session will give a general overview of the study and the alternatives; staff is not asking the City Council to make a decision at this time. The public will also have an opportunity to review the five alternatives at an open house on October 11th. Staff will utilize the public input to make a final determination on the preferred corridor alternative. On November 7th, the City Council will review public comments from that open house and will be asked to consider approval of the staff recommendation.

Background:
The corridor study's goal is to analyze improvements that are required to accommodate future needs of all transportation users, as well as address existing mobility, connectivity, and safety concerns. The corridor study project began in August, 2006.

The study area consists of Murphy Road between SE 3rd Street on the west and SE 27th Street on the east. Murphy Road is classified as a Major Collector in the City of Bend’s Transportation System Plan (TSP) and currently exists as a two-lane roadway from SE 3rd Street to Brosterhous Road. The Burlington Northern Sante Fe (BNSF) Railroad operates in a north-south direction through the project area, between Brosterhous Road and SE 15th Street. There are rock outcroppings in the area immediately east of the railroad tracks that have been designated by the City of Bend as an Area of Special Interest (ASI). The project team is working closely with a Technical Advisory Committee (TAC) comprised of City staff, Metropolitan Planning Organization (MPO) staff, and other area stakeholders. The TAC has held five meetings to date at key project milestones. The project consultant is CH2M HILL, Inc. A project website has been live since the start of the project and City staff has received 17 comments through the site. In January 2007, approximately 75 people attended an open house where background
Information on the project was presented, and ideas were gathered for improving the corridor. A second open house was held in April 2007, attended by 70 people. Three preliminary alternatives (Alternatives A through C) were presented and feedback solicited.

Coordination with Murphy Road Overcrossing and the Southeast Interceptor Project

The City of Bend, Oregon Department of Transportation (ODOT) and WinCo Foods are working on an agreement for highway access to the WinCo Foods site at the 3rd street and Highway 97 (Parkway) intersection. The agreement is intended to provide a short term solution for all three partners that will (1) allow access to the WinCo site during the start of their store construction and (2) provide the City and ODOT with an interim fix to traffic issues. The longer term solutions include a variety of transportation projects (the interchange and bridge over the Parkway) that will be designed and implemented over the course of the next five to ten years. The City has already begun coordination meetings with ODOT, WinCo and their consultants to strategize and begin planning for the long term improvements. City staff will be updating the City Council about the progress of the Murphy Road Overcrossing project at a work session in the near future.

City staff is also working diligently to coordinate the timing of the Murphy Road Project construction with the Southeast Interceptor Project along Murphy Road. The purpose of this coordination is to ensure that the road, water, and wastewater projects for Murphy Road are designed and constructed efficiently and in a timely manner.

Analysis:
Five alternatives were developed for the Murphy Road Corridor between Parrell Road and 15th Street. All of the alternatives would provide improvements to the existing Murphy Road corridor between Parrell Road and Brosterhous Road and extend Murphy Road east of Brosterhous Road to 15th Street. All of the alternatives would complete the sidewalk system between Parrell Road and 15th Street, as well as retain and continue on-street bicycle lanes.

A brief description of the five alternatives is provided below:

- **Alternative A (Continuous Three-Lane Section, Consistent with City Design Standards):** This alternative would widen Murphy Road to meet City design standards, as outlined in the City of Bend Development Code. The cross section of Murphy Road for Alternative A includes two 14’ travel lanes (one lane in each direction), a 16’ center-turn lane, and two 6’ on-street bicycle lanes, as well as 6’ planter strips and 6’ sidewalks on both sides of Murphy Road. The minimum right-of-way needed for this alternative is 80’ and since existing right-of-way is 60’, this alternative requires 10’ of right-of-way on both the north and the south of Murphy Road. Signals and left-turn lanes would be installed at Parrell Road, Country Club Road, and Brosterhous Road.

- **Alternative B (Two-Lane Section with Increased Capacity at Key Intersections):** This alternative consists of a two-lane cross section between Parrell and Brosterhous with signals at key intersections, similar to what exists today with two
12’ travel lanes (one in each direction), 6’ on-street bicycle lanes, and 6’ wide sidewalks. Signals would be installed at Parrell Road, Country Club Road, and Brosterhous Road. Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. The minimum right-of-way needed for this alternative is 48’ (less than the existing right-of-way line). An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

- **Alternative C (Two-Lane Section with Roundabouts at Key Intersections):** Similar to Alternative B, but roundabouts would be installed instead of signals at Parrell Road, Country Club Road, and Brosterhous Road. The radius of the roundabouts is estimated to be 55’ and with entry widths of 14’ (similar to existing roundabouts in Bend). Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

- **Alternative D (Reduced Width Three-Lane Section with Roundabouts at Key Intersections):** This alternative would include roundabouts at key intersections, while reducing the cross section of the roadway to minimize right-of-way acquisition between intersections. The radius of the roundabouts is estimated to be 56’ and with entry widths of 16’. From Parrell Road to Brosterhous Road, the corridor would have three 12’ travel lanes (one in each direction and a center turn lane) as well as a 6’ on-street bicycle lane and a 6’ sidewalk on both sides of Murphy Road. Between Brosterhous Road and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.

- **Alternative E (Reduced Width Three-Lane Section with Signals at Key Intersections):** Identical to Alternative D’s cross section, but would include signals at key intersections (Parrell Road, Country Club Road, and Brosterhous Road) instead of roundabouts. Between Parrell Road and Brosterhous Road, the corridor would have three 12’ travel lanes (one in each direction and a center turn lane). There would also be a 6’ on-street bicycle lane and 6’ sidewalk on both sides of Murphy Road through this section. Between Brosterhous and 15th Street, Murphy Road would be comprised of two 14’ travel lanes and an extended 16’ left-turn pocket (approaching 15th Street); additionally two 6’ on-street bicycle lanes and 6’ sidewalks would be located on both sides of Murphy Road. An exception from City design standards (for the section between Parrell Road and Brosterhous Road) would be needed.
Four (Alternatives A-D) were presented at a public open house on April 5th. The fifth alternative (Alternative E) was developed by City staff in July 2007 and will be presented for public comment at the October 11th open house.

**Evaluation Criteria:**

A series of evaluation criteria were used by the technical team and the TAC to evaluate the performance of each alternative against a broad spectrum of project characteristics that represent a full range of City and stakeholder values. Brief descriptions of the project evaluation criterion are listed below.

- **Congestion/Mobility**—measured by the travel mobility standards (measured as a ratio of volume-to-capacity \([v/c]\)) and amount of delay on the corridor.

- **Connectivity**—measured by direct and efficient access to and between origins and destinations along Murphy Road, southeastern Bend, the Parkway, and downtown; amount of out-of-direction travel; and travel times.

- **Constructability**—measured by the assessment of cost efficiencies during construction; comparison of project alternative with other projects around the urban area for funding competitiveness purposes; ability to be built in phases and/or use of existing pavement; and impacts during construction.

- **Cost**—measured by the order-of-magnitude cost estimates (to include design, right-of-way acquisition, and construction).

- **Built (Residential/Business Impacts) Environment**—measured by the number of businesses and residences impacted and severity of impact; number of homes or businesses displaced; qualitative assessment of alternative’s impact on air quality and noise; and the ability to appropriately mitigate impacts.

- **Natural Environment**—measured by the ability to avoid impacts to the Area of Special Interest (ASI) located immediately east of the BNSF railroad tracks, according to Exhibit C (“Upland Areas of Special Interest”) of Section 2.7.700 of the Bend Development Code.

- **Multimodal Solutions**—measured by the alternative’s provision of services to users of all modes; safety and continuity of bicycle and pedestrian routes to R.E. Jewell elementary school and the future middle school and high school; directness and convenience of route; and quality of environment (in terms of grade, lighting, and drainage).

- **Safety**—measured by the number of conflict points/movements; comparison of alternative against design standards; ability to divert traffic away from known safety concerns; and travel time change for emergency response times.

**Evaluation Results and Discussion of Alternatives D and E:**

During the evaluation the technical team, TAC, and City of Bend staff found that Alternatives D and E presented the greatest benefits for the study area. Alternative E scored the highest in the criteria evaluation, specifically with a smaller intersection.
footprint which results in reducing the impacts to the built environment. Keeping the center turn lane also increased the mobility and safety of the alternative. Alternative D scored lower because of the impacts of the roundabouts to the built environment and to the project’s cost. Access issues were also of concern for local residents. Roundabouts are expected to require a detour of traffic from Murphy Road during construction.

Both Alternatives D and E would provide the benefits of a three lane cross section but would be narrower than City development code design standards, however, the narrower cross section meets the safety and operational criteria for the roadway. The roundabout element of Alternative D would be expected to provide additional improvements for congestion and safety. Roundabouts typically decrease the frequency and severity of crashes, are less expensive to maintain, allow for aesthetic improvements, and meet Bend City goals to incorporate roundabouts in roadway improvements. Alternative E would require fewer residential displacements, would allow for traffic to travel on the road during construction, and would be adequate in handling the amount of traffic projected on Murphy Road in the future.

Recommendation:
Staff requests that the City Council review the information provided and comment on the current direction of the Murphy Road Corridor Study. The City Council is not being asked for a decision at this time.

The above information will be presented to the public at an open house on Thursday, October 11, 2007. Public comments will be used to further analyze the alternatives and staff will bring that information back to the City Council on November 7, 2007 with a staff recommendation on a preferred alternative. At that time, council will be asked to endorse or modify the staff recommended alternative.
Southeast Bend

Murphy Road Corridor Study

Project Status

Bend City Council Meeting

September 19, 2007
• Improvements to Murphy Road between Parrell Road and 15th Street

• Five alternatives developed, with two looking most promising

• No action requested of council at this time
• Limited east-west connectivity in SE Bend
• Improvements needed to address expected future growth
• Emergency services and school district desire better connectivity

• Public involvement to date
  – Six meetings of Technical Advisory Committee
  – Interviews with 12 area stakeholders
  – Website live since start of project
  – Two open houses
    • January 31, 2007 (75 people)
    • April 5, 2007 (70 people)
There are eight project evaluation criteria:

- Congestion/mobility
- Connectivity
- Constructability
- Cost
- Environment—built (residential/business impacts)
- Environment—natural
- Multimodal solutions
- Safety
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two alternatives look most promising

- Alternative D
  - Roundabouts improve safety, provide landscaping options, and comply with Bend City code for building roundabouts

- Alternative E
  - Signals have a smaller footprint, impacting fewer homes, and accommodate expected future traffic on Murphy Road
alternative D

Reduced Width Three-Lane Section with Roundabouts at Key Intersections
alternative E

Reduced Width Three-Lane Section with Signals at Key Intersections

Parrell Road to Brosterhous Road

Brosterhous Road to 15th Street
next steps

• Alternatives will be presented at a public open house on October 11, 2007.

• Staff will present comments from open house and recommend an alternative for council endorsement on November 7, 2007.
alternative A

Continuous Three-Lane Section, Consistent with City Design Standards
alternative B

Two-Lane Section with Increased Capacity at Key Intersections

Parrell Road to Brosterhous Road

Brosterhous Road to 15th Street
alternative C

Two-Lane Section with Roundabouts at Key Intersections

Parrell Road to Brosterhous Road

Brosterhous Road to 15th Street
Memorandum

To: Mayor Abernethy and City Council
    Andy Anderson, City Manager

From: Ken Fuller, Public Works Director
    Nick Arnis, Transportation Engineering Manager

Subject: Murphy Road Corridor Study
    Staff Recommendation on Preferred Corridor Alternative

Date: November 7, 2007

Issue:
This memo requests City Council endorsement of a staff recommendation to proceed with a three-lane cross section design along Murphy Road between 3rd Street and 15th Street. This cross section would be comprised of two travel lanes (one lane in each direction), a center lane for turning at intersections or throughout the corridor, and continuous on-street bicycle lanes and sidewalks on both sides of the road. Landscaping strips would be incorporated where feasible. The width of the cross section would vary between 60’ and 80’, depending on available right-of-way and existing constraints of the surrounding area. To maintain flexibility, staff recommends that a decision on specific intersection type at key intersections (roundabouts vs. signals) and the specific composition of the center lane (width, location of allowable turns) be deferred until the Murphy Road corridor project moves from the planning phase into design.

Background:
The Murphy Road Corridor Study project limits include Murphy Road between SE 3rd Street and SE 27th Street. Murphy Road is classified as a Major Collector in the City of Bend’s Transportation System Plan (TSP) and currently exists as a two-lane roadway from SE 3rd Street to Brosterhous Road. The Burlington Northern Sante Fe (BNSF) Railroad operates in a north-south direction through the project area, between Brosterhous Road and SE 15th Street. There are rock outcroppings in the area immediately east of the railroad tracks that have been designated by the City of Bend as an Area of Special Interest (ASI).

The City is also coordinating a study of the Murphy Road Overcrossing with the Oregon Department of Transportation (ODOT) and the consultants and representatives from WinCo foods. An update to Council about this process will occur in the near future. The two projects, Murphy Road Corridor and the Overcrossing, are being coordinated although the projects will likely have different timelines and funding strategies. Other
projects that are being coordinated with in regards to financing and timing include the SE Interceptor Study and the 16-inch Water Main from Murphy Pump Station to Timber Ridge neighborhood. There will be public meetings on the SE Interceptor Study starting in January 2008.

The planning study for the Murphy Road Corridor includes a needs assessment which identified east-west connectivity and ability to accommodate future (Year 2030) local and regional traffic as primary project goals. The project team then developed a total of five alternatives that address these project needs. These alternatives, which have been discussed with the Technical Advisory Committee (TAC), the public, and City Council, are described briefly below:

**Alternative A: Continuous Three-Lane Section, Consistent with City Design Standards**
- Minimum 80’ right of way (two 14’ travel lanes, one 16’ center-turn lane, on-street bicycle lanes, planter strips and sidewalks (all 6’) on both sides of Murphy Road.
- Requires 10’ of right-of-way on both sides of Murphy Road (total of 20’).
- Signals at Parrell Road, Country Club Road, and Brosterhous Road.

**Alternative B: Two-Lane Section with Increased Capacity at Key Intersections**
- Minimum 48’ of right of way (two 12’ travel lanes and on-street bicycle lanes and sidewalks (both 6”) on both sides of Murphy Road.
- Fits within existing right of way.
- Left-turn pockets and signals would be installed at Parrell Road, Country Club Road, and Brosterhous Road.

**Alternative C: Two-Lane Section with Roundabouts at Key Intersections**
- Similar to Alternative B, except that roundabouts would be installed instead of signals at Parrell Road, Country Club Road, and Brosterhous Road.

**Alternative D: Reduced Width Three-Lane Section with Roundabouts at Key Intersections**
- Modified three-lane section to achieve safety and mobility benefits while being sensitive to existing right of way constraints
- Minimum 60’ right of way (three 12’ travel lanes (one in each direction and a center turn lane) as well as on-street bicycle lanes and sidewalks (both 6”) on both sides of Murphy Road.
- Roundabouts would be installed at Parrell Road, Country Club Road, and Brosterhous Road.

**Alternative E: Reduced Width Three-Lane Section with Signals at Key Intersections**
- Similar to Alternative D, except that left-turn pockets and signals would be installed at Parrell Road, Country Club Road, and Brosterhous Road.
All five alternatives met the primary goals of accommodating future traffic and improving east-west connectivity in south Bend. Additional evaluation factors considered by the project team and the TAC helped to differentiate amongst alternatives. These are described in the section below.

**Analysis:**
The five corridor alternatives were evaluated against the following set of criteria:

- Congestion
- Connectivity
- Constructability
- Cost
- Environment (Built – Residential/Commercial)
- Environment (Natural)
- Multimodal Solutions
- Safety

The alternatives evaluation was not weighted and therefore top scoring alternatives were not intended to be the ones “chosen.” Rather, the evaluation process was intended to generate a discussion among agency and citizen stakeholders about the project tradeoffs. A summary of these tradeoffs is included below.

The project team found that Alternatives D and E presented the greatest benefit of the alternatives assessed. This is because these two alternatives achieved the mobility and safety benefits of having a center turn lane (to allow turning traffic to pull out of the travel lane), while avoiding the right-of-way impacts, environmental impacts, and higher costs associated with the wider cross section (Alternative A).

Alternatives D and E differ by intersection type – Alternative D has roundabouts at key intersections whereas Alternative E has signalized intersections. Alternative E scored higher by the project team than Alternative D because its smaller footprint minimized residential displacements at intersections. In fact, no displacements were associated with the signals at Parrell Road, Country Club Road, or Brosterhous Road. Up to seven displacements were associated with the roundabout concept, and in addition access issues were also of concern for local residents in the vicinity of Parrell Road. Roundabouts would also require a detour of traffic away from Murphy Road during construction.

However, the roundabouts in Alternative D provided mobility and safety improvements by reducing intersection delay (cars do not need to wait for a light to turn green) and reduces the number of potential conflict points at intersections.

Comments received from the public at the October 11, 2007 open house indicated support for the modified three-lane cross section associated with Alternatives D and E, and support for roundabouts as an intersection type (Alternative D). About eighty people attended the Open House. This was the third Open House held for the corridor plan. Those members of the public that voiced concerns with roundabouts pointed to the small inscribed radii of earlier roundabout designs and the need to accommodate...
emergency vehicles. The current project designs address these concerns, accommodate larger emergency vehicles, and have the support of Bend Fire and Police. Public Works Transportation Engineering will continue to involve the Fire and Police Departments through the design stages of the project. In addition, staff received strong support in the Open House for a roundabout at the proposed Murphy Road and 15th Street intersection.

Following the open house a letter signed jointly by the Chairs of the Southwest, Southeast, and Old Farm Neighborhood Associations was received by the City of Bend. This letter urged the City to forward a three lane design for Murphy Road that consisted of two travel lanes (one in each direction) and a center landscaped median. Although the project team recognizes the potential difficulties of installing a curbed median along this corridor with its many driveways, it was felt that some portions of the corridor without driveways may be appropriate for such a treatment. In the second Open House held in April, 2007, staff received many comments in support of a center turn lane particularly in the section from 3rd Street to Country Club Road. This section includes numerous direct driveway accesses to Murphy Road.

Currently the project team is weighing the tradeoffs of community support for roundabouts with reduced impacts with signals including the idea for a roundabout at the Murphy Road and 15th Street intersection. Although some of the potential impacts associated with Alternative D may be minimized or avoided as the project is designed (by shifting the location of the roundabout, or reducing the inscribed radius), not enough information is known at this time to make this determination.

Both the consistency of the center lane and the intersection treatment are details that are difficult to address in the planning phase. Therefore, the staff recommendation is to forward both Alternatives D and E for the Murphy Road Corridor Study planning document, comprised of the following design elements:

- Extend Murphy Road eastward between Brosterhous Road and 15th Street, to include a new bridge over the BNSF railroad tracks
- Include a roundabout at the east end of Murphy Road with the intersection of 15th Street
- Build new section of Murphy Road consistent with City design standards (a total width of 80’)
- Improve the existing section of Murphy Road to a three lane cross section between Parrell Road and Brosterhous Road
- Design improvements along existing segment of Murphy Road within existing 60’ right of way
- Include continuous three lane section with on-street bicycle lanes and sidewalks on both sides of Murphy Road throughout corridor
- Incorporate landscaping strips or medians within corridor as feasible/appropriate
- Defer decision on intersection type (roundabouts vs. signals) to the project’s design phase
- Defer decision on specific use of center lane (continuous turn lane or/and landscaped median between regular turn pockets) to the project’s design phase
Recommendation:
Staff recommends project Alternatives “D” and “E” be forwarded as the recommended
alignments for the Murphy Road Corridor Plan, and defer a decision as to specific
intersection design and consistency of the center lane to the design phase.
**Staff Review and Recommendation to Council:**
Approve Murphy Road Corridor Study Alternatives D and E for further design with the design elements listed below.

<table>
<thead>
<tr>
<th>History:</th>
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<tbody>
<tr>
<td>August, 2006:</td>
<td>City begins Murphy Road Corridor Study</td>
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<tr>
<td>January 31, 2007:</td>
<td>First Public Open House (Project Overview)</td>
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<tr>
<td>April 5, 2007:</td>
<td>Second Public Open House (Alternatives Presentation)</td>
</tr>
<tr>
<td>September 19, 2007:</td>
<td>Update to City Council</td>
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<tr>
<td>October 11, 2006:</td>
<td>Third Public Open House (Review Alternatives and Staff Preference)</td>
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<th>Background:</th>
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<tr>
<td>Please refer to the attached staff memo about the Murphy Road Corridor. City staff is currently coordinating with the Oregon Department of Transportation (ODOT) and representatives from WinCo Foods about the Murphy Road Overcrossing implementation plan. The Murphy Road Overcrossing is a separate process and will be presented to Council later in November.</td>
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<tr>
<th>Discussion of the Issue and Alternatives Explored:</th>
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<td>Please refer to the attached staff memo.</td>
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<th>Secondary Issues:</th>
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<th>Committee Review and Recommendation to Council:</th>
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<th>Budgetary Considerations:</th>
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<td>Preliminary cost estimate for Alternatives D and E is $25 to $17 million. The preliminary cost estimate includes a 40% contingency; this is a very rough cost estimate. There is $ 5.3 million budgeted in the five year Capital Improvement Program (CIP). The City will issue a Request for Proposals (RFP) for future design work.</td>
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1. Roll Call

The regular meeting of the Bend City Council was called to order at 7:12 P.M. in the City Council Chambers at Bend City Hall, 710 NW Wall. Present upon roll call by City Recorder Patty Stell were Bend City Councilors Linda Johnson, Mark Capell, Peter Gramlich, Bill Friedman, Jim Clinton, and Mayor Bruce Abernethy. Councilor Chris Telfer was absent.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Receive Visitors

Keith Scott discussed the water reservoir in Woodriver Village and the charge to individual lots. He suggested that Avion Water Utility install larger waterlines. There are septic issues in Woodriver Village.

Dick Tobiason invited the Council to the Veterans’ Day Parade and the dedication of the Veterans’ Memorial Bridge and the Randy Newman Memorial Walkway this Saturday. He thanked Council for honoring veterans by naming the bridge and walkway. The memorials will be added to the state list of veterans’ memorials.

Dayton Herron discussed the Mobile Home Park Ordinance. The ordinance was praised when it was adopted. He believes the City should maintain its control over the ordinance rather than allowing the state to regulate this issue through statute.

Barbara Rebenstorf discussed the Mobile Home Park Ordinance. She does not support the recommendation to remove the ordinance and let the state regulate. She encouraged Council to keep the ordinance.

Nate Lund discussed the Mobile Home Park Ordinance expressing his appreciation for Council’s work to establish it. The ordinance provides fairness and foresight. The house bill does not protect tenants the way the City’s ordinance does.

Paul Claeyssens, past president of Boyd Acres Neighborhood Association, expressed disappointment for the removal of the mixed use in plans for Juniper Ridge. BANA has been involved since the beginning when the Juniper Ridge property was proposed at 300 acres and has remained involved throughout the process to its current concept. BANA is most affected by the Juniper Ridge development. The worst option is that the 500 acres be used exclusively for industrial land. The best scenario is for a mixed use development.

Councilor Friedman assured Mr. Claeyssens that Juniper Ridge remains a mixed use development.

Mike Lovely supports a ban on open burning. He contacted County Commissioners about getting extended days on free yard debris at the landfill. They indicated there would be more days if the ordinance banning open burning is passed.

Connie Kenard supports Juniper Ridge as a mixed use development as it was proposed by the developer. The master plan is at risk and she wants results from the City. She polled her members of the Neighborhood Association and implored Council to take Juniper Ridge Partners’ offer and salvage what can be salvaged. Mayor Abernethy echoed Councilor Friedman’s comments. The Council likes the master plan, but the risk is great. Council does not desire to go back to 500 acres.

Bruce White discussed the MOU with ODOT. He represents property owners north of Cooley Road. The property is currently surrounded by the City and served by City
services and is a candidate for inclusion in the UGB. He is concerned that the MOU not be used to skew the decision about the inclusion of his client’s property in the UGB expansion. He requested a statement in the MOU stating that the MOU won’t be used to bias the ongoing UGB legislative process. He proposed specific language.

4. **Good of the Order**

No reports.

5. **Consider Approval of Murphy Road Corridor Study Alternatives D and E for Further Design (Issue Summary) (Staff Report)**

Transportation Engineer Nick Arnis reviewed the rating of the alternatives. Input from the open houses preferred a three lane section with raised and landscaped medians and preferred roundabouts. He feels that roundabouts can be reworked at a design level to minimize right-of-way impacts. He discussed the details of the preferred alternatives. Cost estimates will be refined during the design process, but the project is estimated at $17 to $24 million. Councilor Friedman recommended that maintenance costs be included in the cost estimates.

Councilor Gramlich confirmed that comments from open houses preferred three lane roundabouts even though alternative B scored higher in the criteria.

Councilor Johnson requested pictures of the design when it is brought back to Council.

Councilor Clinton asked if staff is aware of any talk about prohibiting left turns over a double line like other states do. Mr. Arnis is not aware of this consideration.

Council authorized staff to proceed with further design for alternatives D and E.

6. **Authorize the City Manager to sign a Memorandum of Understanding with Oregon Department of Transportation and Deschutes County for Transportation relating to Juniper Ridge (Issue Summary) (MOU)**

Mr. Arnis explained the MOU between the City, Deschutes County, and ODOT. The MOU is non-binding and doesn’t obligate the City to funding commitments. It directs the City as follows:

- Responsibility for design, funding, and construction of the Highway 97/Cooley improvements
- The City must coordinate the Highway 97 and Cooley Road intersection improvements with the long range EIS process for Highway 97 and 20.
- The City will develop a Northeast Bend Transportation study.
- City may pursue alternative transportation performance measures such as level of service for the Oregon Transportation Commission (OTC) consideration

Additional language will be added as requested by Councilor Friedman to state that the City recognizes that access to existing and future businesses must be considered as the design concept is developed for the mid-term improvement project at US97 and Cooley Road. Council is asked to authorize the City Manager to sign the MOU with ODOT and Deschutes County. The MOU must still be approved by the other agencies. Councilors Capell, Friedman, and Clinton have reviewed the MOU. If there are significant changes, it will be brought back to Council.

Councilor Clinton finds the MOU non-symmetric with respect to the obligations of the City and the other agencies. Particularly, obligation number 2 requiring the City to fund mid-term improvement. Originally, ODOT had obligated $15 million to the project, but this has been withdrawn. The MOU is unacceptable as written. Mr. Arnis explained that if the City is committed to the funding it would need to seek consortium partnerships.
Councilor Johnson asked if signing of the agreement would allow ODOT not to participate in the funding. Mr. Arnis discussed the history of the process. Council sought $15 Million for Cooley and 97 improvements. When presented to the Oregon Transportation Commission, it wanted to look at a broader area. There was, at one point, a commitment to look at the intersection, but it moved away from that. Councilor Johnson would like to include a statement requiring ODOT to advocate for and reconsider granting the $15 million.

Mark DeVoney with ODOT Planning clarified the MOU and funding commitments. Originally, ODOT committed $15 million for the Cooley Road interchange with the understanding that that was the long range solution for Hwy 97. As the project progressed, it was determined that it was not an appropriate long range solution. The money is still there and dedicated for a long range solution, but the solution is much more costly. The MOU clarifies priorities and how to work together. It is not binding.

Councilor Friedman believes that the City works effectively with ODOT staff. The challenge is with the Transportation Commission. We’ve painted ourselves in a corner for transportation dollars. The Transportation Commission believes the highways are for travel between communities and they don’t have money. Councilor Friedman suggested approval of the MOU, but make it clear to the Transportation Commission and the region that, when we find a long range solution, the City gets the credit for its contribution to the project. He will support the MOU.

Councilor Gramlich was alarmed by language about recitals 14 and 15 stating the understanding that ODOT will not support rezone of any additional acreage in Juniper Ridge until they have a funding obligation. ODOT is not a land use agency. He does not want to come across that ODOT has final say about rezone of lands into the UGB. It’s not their role. Mr. DeVoney explained that state administrative rule puts ODOT in a critical role in participating in zone changes as the protector of the public transportation system. ODOT has to show that there are planned facilities and funding for them in order to approve zone changes. Councilor Gramlich does not disagree with the intent but isn’t comfortable with how it is phrased. Mr. DeVoney suggested the addition of language indicating that ODOT is placed in this role by administrative rule.

Mayor Abernethy referred to Bruce White’s previous comments and to what extent this focuses on Juniper Ridge. He asked if Council is interested in additional language to ensure that this wouldn’t bias other entities with respect to the UGB expansion. Councilor Capell read Mr. White’s comments and reflected on the work session topic about direction to the Planning Commission. He doesn’t see this as an issue where his client’s land could be impacted by this MOU. He found the letter to be irrelevant. Councilor Friedman agrees.

Councilor Friedman moved to authorize the City Manager to execute the agreement with the County and ODOT. Councilor Johnson seconded the motion which passed with Councilor Clinton opposed and other Councilors present supporting the motion, 5/1.

7. An Ordinance Amending the City of Bend Development Code No. NS-2016 in Response to the DLCD (Department of Land Conservation and Development) Remand Order No. 001718 (Issue Summary and Ordinance)

City Manager Andy Anderson advised that staff recommends proceeding with the first reading and waiting for DLCD to proceed with its process before the second reading.

Long Range Planner Wendy Robinson advised that there have been no additional written comments since the continuation of the hearing. The ordinance has been prepared and presented in the Council packet.

Councilor Johnson believes that wording clarification is needed related to front yard setbacks exceptions (unenclosed covered porches not exceeding 18 inches in height).

A. Continue the Public Hearing (from October 3, 2007)
Mayor Abernethy opened the public hearing at 8:16 P.M. Hearing no comments, the public hearing was closed.

**B. Consider the first reading of proposed Ordinance**

The first reading was held.

8. **Consider the first reading of an Ordinance Vacating an Easement that lies within the SE ¼ of the NW ¼ of Section 31, Township 17 South, Range 12 East, Willamette Meridian, City of Bend, Deschutes County, Oregon. Location: Within Lexington Ave. Perpendicular to the Terminus of Rockwood Ln. (Issue Summary and Ordinance)**

Public Works Director Ken Fuller explained this housekeeping issue to clean up a 1992 vacation. The easement had been reserved in case it was needed for utilities or roads.

The first reading was held.

9. **Consider the first reading of Discuss the Mobile Home Park Closure Ordinance Revision (Ordinance to be provided after discussion at Monday’s Work Session)**

Affordable Housing Manager Jim Long asked for Council direction at the last meeting. As directed by Council payments will be consistent with state statute. There were questions about relocation. Professional movers don’t believe $7,000 is sufficient for relocation costs of a double wide mobile home. There was a proposal to take the state required payments and add an additional amount. There was also recommendation to make park owners responsible by allowing them to pay directly to mobile home owners.

Legal Counsel Pete Schannauer explained that this is the last time Council has opportunity to amend the ordinance. This will streamline the ordinance. For those owner-occupied units able to be moved, it will eliminate the relocation plan and substitute additional money to cover the cost of relocation. The costs would be indexed according to CPI.

Councilor Capell would prefer to eliminate the portion of the City’s ordinance now covered by state statute. It would reduce the City’s risk. Mr. Schannauer explained that for units that can’t be relocated, owner-tenants would receive the greater of the state amount or the assessed value of the units.

Councilor Gramlich confirmed that state law does not require a relocation plan. Mr. Schannauer explained that the amendment would allow the park owner not to plan for relocation, but can pay the owner tenant for the relocation. This would waive the need to address distance of relocation.

Councilor Clinton asked if the state statute applies to movable and non-movable units. Mr. Long advised it is a flat amount for either.

Mr. Long explained that the amendments would shift the City’s exposure and ensure that there is adequate money to relocate mobile homes. Counsel Schannauer advised that the amendments don’t impact exposure but make the procedure easier.

Councilor Johnson asked about provisions for homes that can’t be moved. Who pays the cost of removing them? Mr. Long explained that, if the park owner takes advantage of density bonuses, the park owner would pay. For the ones that can be moved, the park owner is responsible for moving them. Councilor Johnson is concerned that this requires the park owner to pay twice – once to the tenant for displacement, and then pay to remove the mobile home. She asked that the language address this.

Mayor Abernethy wants to ensure that staff is still looking for land available for mobile home parks and working with park owners to retain parks.
Councilor Capell is pleased that the state has taken action to protect mobile home owners, and is glad the City has taken measures of protection, but, now that the state adopted a statute, he would rather repeal the City ordinance. If this is not approved, he recommends keeping the density bonus from the City’s ordinance in place and taking care of those who fall through the cracks of the state ordinance, but repealing the remainder of the ordinance. Mayor Abernethy does not support this recommendation.

Mayor Abernethy summarized direction of the Council to add additional funds to the state regulations on relocation and add protections so that park owners don’t have to pay twice. Councilor Clinton clarified that everyone gets the state amount except those who qualify for additional funds (up to a certain amount), if moving expenses are over the state amount. Council agreed.

10. Hold a discussion regarding whether or not to hear two appeals of Hearings Officer Tim Elliott’s decision on File #PZ 06-254. The applicant, Renaissance Development Corp., received Tentative Plan and Conditional Use approval for a 100-unit Planned Unit Development (PUD) located in the RL Zone. Appeals were filed by the applicant and by the RiverRim Community Association (Aaron Henson) (Issue Summary) (Hearings Officer Decision) (Decision on Reconsideration)

Planner Aaron Henson distributed a map of the subdivision. Two appeals were received; one by the applicant for two of the conditions of approval related to the gates they want to install at the entrance and the 10 space parking lot.

The other appeal was filed on behalf of the RiverRim Community Association and its concerns are density and transportation impacts.

Staff does not feel these issues have community-wide impact. If Council hears the appeal, there will likely be an appeal to LUBA anyway. Staff recommends that Council not hear the appeal.

Councilor Clinton pointed out that the appeals were not included in the packet materials and he does not want to vote on the matter until he has had a chance to review the appeals. This item will be included on the next agenda and copies of the appeals will be provided in the Council packet.

11. Consider a Motion to approve the Consent Agenda A:
   A. Consider approval of the City Council meeting minutes:
      • Monday, October 15, 2007 Work Session
      • Wednesday, October 17, 2007 Work Session
      • Wednesday, October 17, 2007 Regular Meeting
   B. Approve the Intergovernmental Agreement Contract No. 2007-453 between the City of Bend Police Department and Deschutes County for the Radio Communication System (Issue Summary) (IGA)
   C. Authorize the City Manager to sign a Quitclaim Deed for Monta Vista, LLC (Issue Summary)
   D. Authorize the City Manager to sign Quitclaim Deeds (Issue Summary)
      • Remove waterline easements for 360 Bond, LLC.
      • Remove sewer easement for Rocky Mountain Land, LLC.
      • Remove temporary fire truck turnaround for Tucker E. and Jan S. Mayberry
   E. Authorize the City Manager to execute an amendment to the lease with Blue Moon Imports, LLC for ground floor space in Centennial Parking Plaza (Issue Summary) (Amendment to Lease)
   F. Authorize the City Manager to execute Vacant Land Real Estate Sale Agreement to sell affordable housing land to Cascade Community Development near 27th Street & Butler Market (Issue Summary)
   G. Receive Report on Liquor License Endorsements (Report)
Councilor Friedman moved approval of Consent Agenda A. Councilor Johnson seconded the motion. Councilor Capell pulled items E and F. The motion to approve Consent Agenda A without items E and F passed unanimously, 6/0.

Councilor Capell referred to item E, the amendment to the lease with Blue Moon Imports. He pointed out that a 1272 square foot error was made in the size of the building. He supports the amendment, but wants Council to be aware of the lease. Mr. Russell explained that staff was able to negotiate an extra year on the lease.

Councilor Capell referred to item F, the sale of vacant land as part of a right-of-way purchase. Not all the land will be needed for the right-of-way, so the remaining land will be sold for affordable housing. He pointed out that 36 percent of the original purchase price of the land was paid for by SDC money and the issue summary talks about how the money would go back to the general fund. He cautioned that the money should go back to SDCs correctly. There will likely be need for adjustment when it is determined how much land is used for right-of-way.

Items E and F on Consent Agenda A were approved unanimously, 6/0.

12. Council Action and Reports

Councilor Friedman mentioned that measure 49 passed providing relief to measure 37.

Councilor Gramlich reminded staff of Council’s previous direction about a committee to look into a cottage code. Staff will provide a status report.

Councilor Johnson and Councilor Friedman will be leaving on Tuesday afternoon for New Orleans for the National League of Cities Conference.

Council returned to the discussion of the UGB statements about UGB expansion from the preceding work session.

Councilor Johnson discussed items 9 and 13 in the statements. Item 9 talks about disruptive residential infill. Item 13 seeks boundary configuration that is logical and promotes efficient use of land and avoids creation of islands. These could be interpreted to be in conflict with each other. She asked, how is “disruptive residential infill” defined and, if residential infill is too restrictive, how is the creation of islands avoided. Planner Brian Shetterly does not see these as connected. Item 13 was intended to address the shape of the UGB to avoid configuration that would drastically skew things in one direction or take in a certain amount of area while leaving an un-urbanized island. Regarding item 9, defining disruptive residential, the idea was to state a preference for looking for opportunities for up-zone, higher density residential development in other areas than existing, stable neighborhoods. Councilor Johnson does not want this statement interpreted that Council is opposed to accessory dwelling units or small, tasteful infill with some cottage zones or similar.

Councilor Gramlich asked who determines the factor used for schools, parks, and rights-of-way, and how they increase the stated land need for residential and employment lands. Mr. Shetterly responded that this is determined by the state.

Councilor Gramlich discussed item 14 – development of findings supporting the UGB expansion. He believes this leans toward a larger UGB rather than a smaller UGB. He asked for a reference point for this. Community Development Director Mel Oberst believes Council has directed to use reasonable numbers that are generally more acreage and not less. Councilor Johnson is not supportive of expansion at all costs. It has to be rational and supportable and can't decrease density overall. She supports a slow, steady increase in density. Councilor Gramlich pointed out that the general plan policies and 2030 vision should be supported in the UGB expansion.

Staff will bring the statements back for Council endorsement on November 19th.

13. Receive City Manager's Report
A. Upcoming meeting schedule

- Monday, November 19, 2007, at 5:00 P.M. - Work Session and Regular Council Meeting; Location: City Council Chambers (Wednesday, November 21, 2007, Meeting cancelled)
- Tuesday, November 27, 2007, at 5:00 P.M. – Joint Meeting with Bend LaPine School District; Location: Education Center Board Room
- Thursday, November 29, 2007, at 6:00 P.M. – Joint Meeting with Bend Planning Commission; Location: Deschutes Services Building Barnes and Sawyer Rooms
- Wednesday, December 12, 2007 at 5:30 P.M. - Joint meeting with Parks Department

Mr. Anderson asked Council to add the referenced meetings to their calendars.

14. Adjourn

The meeting adjourned at 9:08 p.m.

Respectfully submitted,

Kim Meyers
Deputy City Recorder