

## Larkspur Neighborhood Meeting 11/18/2021

Hosted by Evergreen Housing Development Group LLC for Larkspur Development at SE corner of SE Wilson Ave & SE 15<sup>th</sup> Street within the Wildflower Master Development Plan area.

Meeting Official Start 6:02 PM - 34 participants at Start

- Sue Sullivan's introductions – Land Use Rep from Larkspur Neighborhood Association. Role is to help with process.
  - Neighborhood meeting required by Bend Development Code.
    - Opportunity to interact with developer and learn about the proposed project.
    - City not yet formally involved at this time
    - Share special information, express opinions
    - Applicant no obliged to respond but encouraged to reconcile as many issues as possible prior to submitting an application
    - No City staff
    - Participation does not guarantee all comments are recorded.
    - Separate process for formal comment process for the application
    - Prelim proposal, application may not be exactly what is presented. Hopefully proposal will incorporate some of the comments
  - Sue will cover “what’s next” at the end so folks understand the process that follows next.
- Jim's “Who we are”
- Intro to the team
  - Anna Thompson, Principal Architect, Milbrandt Architects
  - Pete Miller, PE, Principal Engineer - Civil, KPFF Engineering,
  - Kelly Sandow, PE, Transportation Engineer, Sandow Engineering
  - Tim Weishaupt, PE, Sun Country Engineering, Surveyors and Consulting Engineer
  - Tammy Wisco, PE, AICP, MPA, Retia Consult LLC – Land Use Consultant
  - Jim Stephens, Executive Managing Director of Acquisitions & Development
    - Evergreen Housing Development Group LLC
  - Hans Christiansen, Director of Planning & Entitlements (lead presenter)
    - Evergreen Housing Development Group (moderator)
  - Kyle Souza, Acquisitions Manager (meeting notes)
    - Evergreen Housing Development Group
- Project Overview (Jim)
  - Amend master plan to refocus on housing, feel that intensive retail does not suit the area
- View of Existing Wildflower Master Plan & Proposed Master Plan (Jim)

- Changes to comprehensive plan (Jim)
  - Sue clarifies that “RM” is medium-density residential
- Project Overview Process (Jim)
- Community Design (Jim)
- Site plan, building plans & elevations and metrics (Anna)
- Proposal Impacts (Jim)
  - Master Plan/Comp Plan Amendment, as being proposed by Evergreen is expected to have less traffic impacts than the original Wildflower Master Plan which was approved in 2015 for this site. Reduced commercial helps with the reduction in traffic.
  - Existing Sewer Main is near capacity and the project would cause the main to exceed capacity. The project will be upsizing the sewer main where it runs through the site between Valleywood/Bronzewood intersection and end of Wildcat.
  - Project will paying a projected total of over \$9-million in SDC’s
- Q&A – See below

**Questions were gathered from the Zoom Meeting “chat bar” and from participants who had “Raised Hand”. Below we have listed questions and responses in the order received in the “chat bar” and as people would “raise hand” during the Q&A.**

1. Katelyn & Amir: Will traffic study be available to review, when you say reduced trips, which intersection is this applying to?
  - a. Overall, the project has been reported to reduce traffic. There is not a particular intersection identified where reduction will occur it is the overall project impact. i.e., Existing Master Plan projected traffic vs. the amendments we are proposing to make to the master plan.
    - i. Intersections studied
      1. 15<sup>th</sup> & Lostine, 15<sup>th</sup> & Bronzewood. Major intersections along 15<sup>th</sup> north up to Greenwood, and major intersections along 15<sup>th</sup> south to Reed Market. Counts were taken at all major intersections except Wilson & 15th.
      2. City is taking care of 15<sup>th</sup> & Wilson traffic counts.
      3. Also looking at connections to Valleywood, Wildcat, (and Blackridge Place)
    - b. We are looking at 15<sup>th</sup> & Bronzewood, as well as all of the local major intersections.
2. Katelyn & Amir: Essentially where were the traffic counts done last week?

Counts were done October 26<sup>th</sup>, 27<sup>th</sup>, & 28<sup>th</sup> of this year (2021) AM & PM Counts (Peak Hour rush). Even though we were not required to take counts at 15<sup>th</sup> and Wilson because the City has already done this, Sandow Engineering did look at 15<sup>th</sup> and Wilson just so we can have a good idea of traffic flow in the neighborhood and which direction people travel at this intersection.

3. Caitlin Ciannella: We are very concerned about the traffic from Bronzewood to Airpark. Kelly Sandow (Sandow Engineering – Traffic Consultant) noted: We are considering this in our analysis, but it doesn't meet threshold for having to do traffic counts because the project will not be sending 50 trips in thought this intersection, but we will still be looking at what happens when traffic from east comes through.

4. Diane Berry: So, we would have to go to the city to access the traffic study or will you make that available to us?

Jim with Evergreen noted: we will work with Sue to make this available when it is ready.

Hans with Evergreen provided some clarifying notes: City is making us do the Bronzewood connection and we will also be doing a nice trail crossing over Bronzewood at the Larkspur Trail.

Jim also clarified that we are reducing the trip count with our proposed master plan amendments vs. what is already approved in the Wildflower Master Plan (not a reduction vs. today's traffic)

5. Caitlin Ciannella: However, to those of us who live on Airpark it is an increase not a reduction. Comment noted.

6. Caitlin Ciannella: Why aren't you evaluating Bronzewood to Airpark where it is currently a dead end?

Kelly Sandow noted: The City criteria is 50 or more trips added to any intersection in the AM or PM peak or if there is a street where we are providing a direct connection. This intersection does not meet the 50-trip threshold because we will not be adding that many trips to the Airpark & Bronzewood intersection (and we are not providing a direct connection to Airpark).

7. Katelyn & Amir: Why is the intersection of Airpark and Bronzewood not accounted for?

See response to item 6 above.

8. Molly Dunston: I know landscape always comes last, but you didn't mention it in your discussion of the site. Interested to know more about water use, particularly in the landscape. Is that in discussion yet?

Hans asked if Molly could expand on this more. Is the concern use of irrigation? Asked for a bit more clarification.

Molly: Often a lot of lawns where they don't really belong. Just thinking about that and how much water that will consume. Will City be involved with checking water consumption?

Jim: Water & Sewer analysis determining whether this is adequate to serve the project. We may need to follow up more about landscaping.

Anna Thompson (Milbrandt Architects) jumping in: The green on the site plans and renderings is not indicative of grass as far as the eye can see...your concern is something we will account for. We will also look at trees.

Hans: We try to plant for the environment that we are in, we won't force feed something that does not work and is insufficient and uses too much water. We will be selective about where we put lawn where it has maximum benefits to our residents. We also want to be water wise because it costs a lot of money to irrigate landscaping. But good question and something more for us to look at internally.

9. Dave Luhr (Hand Raise): At the beginning of the presentation, you mentioned that you focus on underserved communities. Looking at estimated rents on "The Eddy" (Evergreen's project at the Shevlin Center Riverfront, north of the Mill District) between \$1,800/mo - \$3,200/mo and was wondering what our approach is to affordability with this development.

Jim: Our approach to affordability is our mix of building offerings. Cottages are a great example. There is really a missing middle between people looking for housing with too high of an income to qualify for subsidized housing but also cannot afford a single-family home. So were creating these cottages to serve that need and as you look at every building type we have units from 600 SF – 1500 SF. There is obviously a great range. 600 SF much more affordable studio type unit, but not everyone can live in a studio, there are families that need more space or that want a back yard and that is where our cottages provide alternative options to meet the needs of the market. We haven't really determined our rents here yet, but we really do not think they will be as high as "The Eddy" rents. The Eddy is a totally different product and location.

10. Leslie Ellis: What will the intersection of Valleywood and Bronzewood look like?

Pete Miller (KPF – Civil Engineer): Where project's Valleywood roadway extension connects to the existing roadway at Bronzewood. We'll have 60-foot right of way. Connect with a standard 4-way intersection including sidewalk and ADA ramps. We will also have a few utility connections at that intersection.

Hans: North side of Bronzewood is where our trail connection will follow the north side of Bronzewood and connect east to the Larkspur trail, completing the connection to the Coyner Trail. Standard neighborhood intersection. Nothing yet telling us that this will need to be a controlled interaction. Kelly Sandow confirmed this is correct.

11. Katelyn & Amir: Can Bronzewood remain gated for emergency vehicles?

Hans: We'll have to discuss this with the city and get back to you here. Katelyn and Amir are you suggesting you would rather see it closed and have it gated so only emergency vehicles can get through?

Yes, Katelyn would like to see this. She is from Burlington Vermont, where this is done quite frequently to protect neighborhoods. Understand it is needed for Emergency Egress. Would increase traffic flow through the neighborhood. There are a lot of kids walking in the neighborhood) She is house on the corner and has two young boys and is worried) in morning it is every child's commute to Bear Creek School and many are unattended by parents, so it is lots of kids walking, biking, and scootering in the road. She thinks it is important to have the road punched through for emergency vehicles for communities on both sides. Knows that there are various gate options (auto unlock gates or gates that drop into the ground) Kids often use trail and also have headphones, so she is concerned for the safety of the children. Also, if people start to cut through to avoid Reed Market roundabout, they end up trying to get onto Reed Market on Shadowood or something else, traffic is already tough and hard to leave the neighborhood via Reed Market at peak hour is difficult... you cannot take a left and you don't even try. Concerned this will make things worse for traffic and also reiterated that there are several young children to be concerned about.

Thank you for sharing. We will have to visit with the City about this. Seems like a lot of comments on this but we do not know how to answer.

12. Pam Duncan: The connection of Bronzewood is going to invite people to use Tanglewood as a bypass of 15th and Reed Market.

Hans asked if Pam shares same thoughts and concerns as Katelyn?

Pam: Yes, round about going southbound gets so blocked up, coming south on 15<sup>th</sup> that people are going to start looking for a bypass and Bronzewood will become that bypass.

Hans: Thank you for sharing Pam.

13. Revisiting earlier comment made by Dianne Berry: Can we get a copy of the traffic study?

Hans: Yes, as Jim mentioned as soon as we have that ready and ready to submit to the City, we can provide a copy of the traffic study. Bit of a fluid process. City reviews, (they) may come back and ask us to review additional things, but Kelly (Sandow Engineering) has already done a lot of Traffic Scoping with the City as soon as we have that ready, we'll work with you to make a copy available.

14. Katelyn & Amir: City of Burlington Vermont routinely does those for emergency vehicles, leaves gated for city permitting reasons and protects neighborhoods.

Hans: We'll continue to follow up on this suggestion.

15. Laura Hildebrandt: Pam, I agree. especially when the train blocks traffic in all directions at 15th and Reed Market.

Hans noted that Laura is seconding Pam's earlier comment above (item 12)

16. Dianne Berry - yes, we would appreciate that.

Hans confirmed with Dianne that she was referring to providing copy of a traffic report when we have it ready.

17. Caitlin Ciannella: As parents of young children on Airpark, we are very concerned about 50+ trips on our currently quiet street

Hans: Clarified with Kelly that we are not expecting to send an additional 50 trips to Airpark. Kelly confirmed that is correct, we are not expecting very many cars to use Airpark at all unless they are visiting someone in the neighborhood.

18. Kelly: I'm also very concerned about Airpark and Bronzewood. I live on Airpark, and it is a quiet street with little traffic. I do not want hundreds of cars driving down the street to connect to this new housing development which is going to have thousands of people.

Hans: said we will make note of this comment. No further expansion by Kelly.

19. Katelyn & Amir: Bronzewood does not need to be a through street for residents, it needs to be a through street for emergency vehicles.

Hans acknowledged we've talked about this already. Comment noted.

20. Caitlin Ciannella: We'd also like to see as much drought tolerant landscaping as possible.

Comment noted.

21. Stephanie Waritz: Said that she has a number of questions but would rather unmute when it is her turn. [Hans called on Stephanie to share her questions/comments.](#)  
Stephanie: Concerns about traffic. Lives in N hood off Lostine. Her experience crossing at the Bronzewood intersection is like "taking my own life into my hands some mornings." Because speed limit is 35 (mph) and people are travelling at speeds of 45-50 (mph) any time of day. Most people do not stop because there is no cross walk. A few people will stop on occasion. Wondering if the speed be lowered to 30 (from 35)? Can we get a crosswalk at Bronzewood (so people can safely cross there)? Another concern she has is how close the roundabout (speaking of Wilson & 15<sup>th</sup> Roundabout) is to the skate park. And as another person mentioned kids are flying (going fast) on their skateboards, flying on their scooters; they now have electric bikes cruising really fast on and are going to be cruising through that intersection, so just making sure that is really safe for Kids going down Wilson to Ponderosa Skate Park because once the sidewalks are repaired, they're really going to be able to cruise (go fast). Other concern she had at the last Larkspur Meeting, Sue Sullivan, asked about crime in the Larkspur Neighborhood and the Chief of Police did note that crime is higher in the larkspur neighborhood than any other neighborhood in Bend. But that was due to density of population in Larkspur being higher. And therefore, she is concerned with our project increasing the density in this area even higher. Also concerned in her neighborhood and in Sundance about what she believes was a zoning change that would allow people to have 10-people living in their homes that are unrelated due to some rule the City of Bend changed, so wondered "are we going to have 600 square foot units with 10 people living in them in these apartments" ... is that going to be similar zoning? Because two doors down she has what was once a 3-bedroom house that now has 10 people living in it.

[Jim noted: That is not something you would typically see in our communities. We have professional management and that is not something you should anticipate from our project.](#)

Sue Sullivan - Larkspur Neighborhood Association Land Use Representative raised her hand to share some information: 1<sup>st</sup> of all, Police Chief said there is more crime in the Larkspur neighborhood by it is not related to density. Just related to the total number of residences in the neighborhood. On a per capita basis we (Larkspur) are no different than anywhere else and there is no reason to believe this development would have any impact on that. And "I don't

really think there is a concern there". And the question regarding zoning and allowing any more people in a house. Anything that is in City Code that is applied to the whole City will be allowed anywhere in the City. An individual development cannot change city code so what the City allows will be allowed everywhere. We have to realize people are bringing up issues are really City issues. For example, having a gate at Bronzewood at the Larkspur Trail, the developer can say that people want a gate, but it is really a City Decision not the developer's decision. And the crosswalks there's some impact they can have. The City can require certain things, for instance if we are concerned about speeds in places, maybe the City will say the developer will need to put in speed bumps near the larkspur trail or some other things they may have as requirements to help mitigate issues, but they are really things to be resolved on a City level. It is good to bring up these concerns, but do not expect that the developer can say yes or no to any of these things.

Stephanie: but they can potentially advocate for it with the City as being a concern for the people with the neighborhood.

Sue: The can bring it up and say these are the concerns that the neighbors raised and for instance, the concern about Bronzewood becoming a cut through is a very valid one for the traffic engineer if you look at the streets available as an alternative to cut through to Reed market, and when traffic backs up from 15<sup>th</sup> clear to 3<sup>rd</sup> street on one side all the way through 27<sup>th</sup> on the other side, people do look for places to cut through, and if you are not doing a traffic study at the right time then maybe you do not understand what the issue is. But it is a serious issue here and "I think that suggestion is a very good one". IF the City will do it, but that is a City thing. The (the developer) can bring it up, but again it is a City decision.

Stephanie: I know that the traffic backs up almost down to the Bear Creek roundabout when there are trains during peak hours, such as between 4 -5 PM, that traffic can back up almost to that Bear Creek Round About due to trains. [Comment Noted.](#)

Stephanie: On last concern she has is about the reduction in ME zoned land. Because we already don't have a lot of amenities in the Larkspur Neighborhood. Places where you can sit down and get a cup of coffee or grab a slice of pizza...things that would reduce people getting in their car and driving to go somewhere. What types of commercial are we considering?

Jim: you touched on the coffee. I think that's a great idea, that could actually work at that location. Food service could certainly be a pizza place. The key is finding the right operator to go in there. You're on the right track. We welcome ideas about that. We look at it and a really significant amount of retain (at this site) is just never going to work. Jim noted that he has worked in retail most of his career. Jim noted: Retail is shrinking, not growing, and this location is not established at all. The days of retailers pioneering in locations that are not already established are gone, and that's why we've proposed to change this in favor of housing. But your ideas are good ones, and we certainly welcome others.



Stephanie: yeah, we have hundreds of kids at that park, so thinking about what kids can afford or spend their money on or somewhere they can go to meet their parents for dinner or lunch is something to consider. This is definitely a place where a family neighborhood area where people could go out to eat might be nice. And people could walk to this. People maybe do not realize how walkable the neighborhood is with all the trails in the area. [Comment noted.](#)

22. John Proud (hand raise) Lives on Valleywood Place: I'm sure traffic on Bronzewood will increase probably at least 10 MPH, just a comment. My question is about there being a lot of old growth Ponderosa (pine) down in the SE corner and I'm wondering what your plans are for those?

[Jim: We are still developing our plans, so we need to look into that a bit more and get back to you on that. We think the primary area where we are going to be able to save all the trees is within the ASI's. Typically, on sites like this the next best opportunity is around the site perimeter because there is typically less grading as you move toward the property line. But we are not in a place where we can tell you how much grading we need to do in that area right now, but if you'll allow us to, we'll get back to you with more detail about that specific area.](#)

John: If you've walked around your development area much, I'd also like to point out there are some century old juniper in there that are really beautiful trees and I'd like to ask you to save those.

[Jim: Thanks for sharing John \(comments noted\)](#)

23. Anne Perry: Sorry I was not able to get here until after 6:30 so I missed essentially presentation. My number one question is will these slides be made available?

[Hans: Yes, we will be making these available to Sue as part of our neighborhood meeting package. She'll get a copy of the presentation, we will also summarize a lot of the comments, concerns and questions and our responses to those and get them to Sue as well.](#)

Anne: I'll have a better understanding of this whole layout once I see that, but my question is we own a house on Brighton Bush Lane. Our daughter lives there. What is the appearance going to be along the frontage of 15<sup>th</sup> where I see these large buildings, M1, M2, 3, 4, 5. They look like they are going to be right up against the street. Is there going to be much frontage/greenspace?

[Hans: \(Sharing presentation image showing aerial model view of the 15<sup>th</sup> street frontage\). We have the edge of the road and then there will be a decent setback from there because of the overhead power lines. We won't be able to build up next to those.](#)

Anne asked: what is the footage to a house.

Hans asked Anna T. with Milbrandt Architects to respond with more detail. About 25' to the porch edge, building face itself is about 30' from back of sidewalk.

Anne: And these are facing west, correct?

Hans confirmed: That is correct. These are the homes facing 15<sup>th</sup>. The two-story facades that face west. We cannot call them "townhomes" because they (the City of Bend) have a different definition of that, but they are essentially a townhome type of product. So they have a ground floor that meets 15<sup>th</sup> street, then a second story above, with a garage on the lower level (that is sited about 10-12 feet below street level).

Anne: And that would be considered one unit?

Hans: yes, that would be considered one unit, and we have these set up in groups of six units.

Anne: And it looks like deciduous trees are to be planted in the front yards. Is that something the developer does?

Hans: Street trees is typically dictated by the City. When we get into the design, we will work with our landscape architects. The trees in the model view are just to give a little bit of perspective to the drawing so that it doesn't look too flat and give everyone a bit of scale. We did not go overboard with what we are showing here. Just trying to give people some context and feel.

Anne: Are these units going to be individual purchase by homeowners. Is any of these for rent only like an apartment?

Hans: Yes, this is a for rent community

Anne: Everything? No private ownership?

Hans/Jim: Correct.

Anne: So, the entire grounds are then covered by your own maintenance as far as landscape goes.

Hans/Jim: yes, that's correct.

Anne: Thank you... that's all I have for now.

24. Katelyn & Amir: On topic of mitigation fees, you mentioned increasing sewer, but in reading proposal it discussed private water loops. Can you expand on that a little bit?

Hans: The city will have us run water mains through the project on the public roads. But to service our units we will be connecting a master meter to the public water at the street and running private lines within our project to serve the buildings. We do not have that fully laid

out yet, but we will have a handful of master meters that serve our community and then we run (private) water lines and fire lines through our community to serve all the buildings. All that water will be metered off a master meter(s) coming off the City (water) line.

Katelyn: Is there a future investment for this where say 10 years from now these water mains will become a municipal water supply which means it will be City of Bend taxpayers paying for upgrading?

Hans: Describes the public water main extensions to be made along Wilson and Valleywood connecting down to Bronzewood and also the extension of water along Lostine from 15<sup>th</sup> through the west half of the project to the Valleywood extension. These are the two primary public water mains we believe we will be building and then we believe once the public water mains are built, they will be dedicated over to the City once we've completed construction of that work, so that then becomes a City owned system.

25. Leslie Ellis: What will happen to the existing trees across the 33 acres? Will the areas of development be all cut down or will trees be retained?

Jim: ASI 1 & 2 are areas where we know we will be saving trees, but we are going to need to get our plan more developed before we can respond to other trees, but we expect most opportunities to save trees around the perimeter, but until we have a more detailed grading plan and know how much earth we need to move it is a little bit difficult to give more detail at this point.

26. Andrea: Follow-up question on the Bronzewood/Valleywood intersection. Actually Kathy Lee, sitting with Andrea. We live on Bronzewood and if you look at your master map my property is edged by B5, 535, and 536 and my questions are going to be about that. I'd like to know, from my back fence, how far away is the neighbors fence going to be from mine? I see there is some leeway there, but are our fences going to butt up against each other and are the green areas shown going to be lawn?

Hans: Yes, that is what we typically do. We run our fences on the shared property line just on our side of the line.

Kathy: do we know what the sizes of the five cottages in that area are going to be?

Jim: Directed question response to Anna T.

Anna: Please navigate to the cottage graphic we have. Those are the 1-story structures we have there. We purposely did that so that we do not have 3-story structures there looking down on your lot. Those specific cottages we have there are our smaller of our cottages. Duplex units. 1-bedroom units. So 10 residences in 5 buildings just north of your property. Each building footprint (width about 38 feet wide overall + 12 feet between buildings (side yards).

Trying to check grading. Anna thinks will be a bit lower at this location so you might see the eve line of these homes.

Kathy: Ok. to the side of that at the B5, I've come to learn that is a bike garage, and you are going to put a bike garage there why?

Hans: we are required to provide amount of bike parking for all our residents and in needs to be within a weather protected enclosure, so we've distributed these throughout the community where we have good access to trails and to provide a generally even distribution of these throughout the community for people to be able to access their bicycles.

Kathy: Ok, well that (B5) is going to be taking out a very pretty old Ponderosa if that goes there. My next question is, on the corner of my lot, right adjacent to the sidewalk is a 22 year old blue spruce. It is a gigantic tree, and I'm wondering if we are going to need to have that removed. It is right on the street. It looks like it will be spared from the bike garage, but we would be very happy not to have a fence go through it (that would be great). I actually live on that property right by that intersection of Bronzewood and Valleywood and I can tell you from personal testimony, without the street going through; and I have no opinion about the street going through, but I can tell you right now we have a large number of delivery trucks coming up and down the road traveling above 35 mph because they already think the road goes through. I can also tell you that if someone is looking to take a left from Valleywood onto Bronzewood (traveling northbound on Valleywood) they cannot see around the SW corner of the intersection because the bushes from the house on the corner are growing out and blocking that line of site. It is a blind spot. Our hope is at the very least there will be stop signs, but some speed humps to let people know they are entering into a dense area. On Bronzewood we have a hill coming down from 15<sup>th</sup>, and only residents know how hard this is to get up that hill during snow. We do not get plowed first, we get plowed last, and that strip is also shady so many times when we've had snow and the rest of bend has been plowed and the rest of Bend is sunny, that strip is a sheet of ice from the top of that hill down to the bottom because it is so shady. It never gets sun any time of the day. These are my traffic observations from living here every day and seeing how the traffic is going. I don't have any solutions for you. I don't know what you should do about it. I'd love to see a little round about there, because its very nature would slow traffic down.

Jim: Thanks Kathy. (Comments noted)

David Luhr: (Hand Raise) There was a rendering shown earlier looking back west on Lostine thought the site looking at the grading and pedestrian path that is going to head east-west. Saw a very weird staircase running through that steep grade and wondering if you've thought through accessibility options for people who are wheelchair bound or cannot walk up very tall staircases like that.

Hans: I'll take us back to that slide. One thing we do have is the Lostine Extension. That will be a public road and will have the walkways running along road. Hans asked Anna if she's been studying the areas between M3 & M4.

Anna: Between M3 & M4 where it cuts through in line with Lostine in the east west direction, there are about 30 feet of grade happening there so that would need to be entirely switchback along there, so part of the strategy was with how we brought in Lostine into the site to allow those sidewalks (along Lostine) to be as close to 5% as possible to allow for accessible traversing of the site. We just added the stair in yesterday afternoon so we could have better definition of what is happening between the buildings so we will definitely be refining and looking at the landscaping and grading has a long way to go so we will keep that in mind as we look at that space. We definitely want to make it as accessible as possible.

27. Katherine Rola: Has Evergreen considered using native (or current) vegetation to landscape the remaining green spaces surrounding houses and cottages?

Hans: As Anna was mentioning we haven't fully dove into the finite details of our landscape development here, we always do try to work with plant that grow well and do well in the different environments here that we develop in. So we are going to be sure we are picking the right plants for the right environment here. And as Jim mentioned earlier, to the extent we can, once we figure out the grading and all the utilities, we do look for opportunities to keep vegetation. When you can keep a nice tree, we want to do it, but there are a lot of considerations that must go into a really big site like this. We are looking at this from a master planning level right now and we will dig into it more as we do our site plan review (application) and put full planting plans together. Katherine, does that answer your questions?

Katherine: Thank you for that explanation. I appreciate you guys keeping the native vegetation in mind as you move forward with your plans.

28. Katelyn & Amir: Will cottages adjacent to Larkspur trail be fenced off yards for esthetics?

Hans: Typically, yes, that is the plan. The cottages, we fence those in with private back yards and part way up the side yards. Some areas where there are green spaces and corridors, we are not always necessarily fencing off every limit of our boundary, we want to be able to blend in with the neighborhood and not just have a wall of fence around the site. We try to put it in for privacy where it makes sense.

Katelyn: I bring this up, hope this never becomes an issue, but with not privately owning them and not controlling who really rents in there, living in another place that butted up to the Larkspur trail before we moved here there was a problem with garbage from back porches and residences who were just throwing it there, and my husband and I cleaned it up a lot there, but it would be nice not to have that as an option. So if they are really

close to the trail or having a wooden fence that aesthetically blends in with the natural environment. (summary nice to have fencing at the cottages close to the larkspur trail to avoid having some of the garbage issues Katelyn has experienced in the past living next to a different community)

Hans: Hopefully that is not going to be going on in our communities. We try to keep them nice and clean and orderly. We have trash service multiple times a week. Residents are not allowed to let trash pile up like that. Our management team does a really good job of keeping our communities looking good.

29. Katelyn & Amir : Have geotechnical studies been done yet, in addition what erosion controls measures will be in place for dust to Airpark residents?

Hans: Dust control is a requirement, and we follow all the different erosion control requirements no matter what the season. If it's the wet season there are certain measures we must take during the wet season. When it is dry and dusty we have to water our construction sites to keep the dust down. That's all usually all managed by our General Contractors, but that is just the course of how we do work and how everyone is required to do work.

Katelyn: Have geotechnical studies have been done?

Hans: We have had some preliminary geotechnical studies done. We've had some borings done and testing so we can figure out if there are places we can direct our stormwater so it can be infiltrated. That's an important part of our plan for this community, to infiltrate the water back into the ground as much as we can.

Katelyn: When we first moved here there was an article about a site being developed and they were not doing proper erosion control and they had contaminants in their soil and it was blowing across 27<sup>th</sup> somewhere, and so those became airborne and it became an issue because they had not tested for contaminants ahead of time. And obviously with children and safety concerns I'd like for maximum number of studies to be done before you do any digging so we can be aware of any contaminants because we get some serious windstorms.

Jim: We have not found any contaminants on site, and we will make sure dust is not leaving the property. Following the rules, and they are well tested for developers and contractors that actually follow the rules, they do work (if they are followed) We have a contractor that we have done a half-dozen projects with, and they are very professional and knowledgeable group, and we expect they will continue to do a good job and follow the rules.

Sue: Wanted to cover a comment about fencing. She appreciates that we are not planning to totally perimeter fence the property, it does help with providing a sense of community if it

blends in (with the neighborhood). Also, I do live next to a rather large apartment complex and the fact that they have it completely fenced means I have a long way to walk around it to get to adjacent businesses, I think people will appreciate it when walking routes are more direct. I will say that in interest of time, I (sue) see there are a lot of questions in the chat there is probably a lot of redundancy in the questions, so if people feel they have not had their questions answered yet if they would please raise their hands, maybe that will help the process a bit. If that helps the flow a bit that would be a suggestion.

30. Joanie: asked to see the slide show of the number of units to be built.

Ann Perry: Had a question about us providing power point slides? Hans: Yes, we will be providing those to everyone.

31. Kristin Willis: Will there be fencing surrounding the property? Hans: I think we've answered that question fairly and if not please feel free to raise your hand again.

32. Katelyn & Amir: It seems that reducing the ME use does not support sustainable growth and livability, where perhaps if kept as ME a grocery store, or restaurant walkable to the residents would promote quality of life and reduce # of trips. Hans checked on context of comment. Katelyn thinks we've covered it, just would emphasize that walkability element of having nearby commercial is important.

33. Pam Duncan: How many parking spots will you have in the development?

Hans: We've done our preliminary counts. We exceed the parking minimums of the code and in addition there will be parking on the streets. Would you like a little more information or does that answer your question? Anna: added that parking ratio across site requirement for Bend is close to 1 stall per unit. We are in the 1.6 range, which is pretty typical for apartment projects like this across the northwest and is a ratio that helps avoid spillover of parking into neighboring streets.

Pam: If you're going to have 574 units with 1.6 cars per unit that is a lot of parking spots.

Anna: Yes, that is and that is a function of us having a range of unit sizes from studio up to three bedroom and historical data on the average number of vehicles based on number of bedrooms in the household all play into the number of stalls are required by the city and are also provided within a community.

34. Kelly: Yes, on closing Bronzewood, not a through street:

Hans notes this is a comment seen before; we will look into that. He notes that Sue commented on that previously noting that is a City/neighborhood kind of comment and we cannot totally control what the City requires there, but we will certainly look into that further.

35. Richard Clemons: My wife and I would like to see lower income housing included within the community.

Hans: Any further comments or questions on that Richard? None made when. Comment noted.

36. Dianne: Will a copy of the Traffic Plan be available?

Hans noted: We talked about making a copy of the Traffic Report available.

37. Leslie Ellis: We live at the corner of Bronzewood and Valleywood. A gate allowing for emergency vehicles on Bronzewood is an excellent idea.

Hans: Noted we have already talked about the gate across Bronzewood at Valleywood.

38. Katelyn & Amir: Sue how can we talk to the city about this project regarding gate at Bronzewood, who is the city traffic engineer working on this?

Sue had previously noted she could help facilitate discussions with the City. See response to item 55 below for City Engineer contact.

39. Another chat comment on how traffic backs up.

Hans commented that we will make a note on this.

40. Laura Hildebrandt suggested a food cart mall.

Hans: yes, we've seen those, the "food cart courts" that are popping up around town. Could potentially be another use that go in that area (ME area)

Jim: That's a cool idea.

Hans: we could look at programming that in.

41. Katelyn: Can we keep the ME area larger to bring more amenities?

Jim: could it be larger? We are a bit concerned about demand and will keep it in mind as we are refining our plan.

42. Leslie Ellis: Seconds Katelyn's comment said it would help with walkability to have commercial nearby.

Hans: acknowledged this comment.

43. Dianna Berry: Said she agreed with Leslie Ellis. Comment noted.



44. Leslie Ellis: We are also concerned about the trees. Hans: asked if Leslie had any further questions and comments? Leslie: She thinks it's been addressed sounds like we will look at saving trees where we can and any of them we can save will be greatly appreciated. Just something really special about this neighborhood compared with a lot of other neighborhoods is how many trees we have.

Hans: We appreciate the comment, thank you.

45. Dianna Berry: we'd love you to follow up on the tree issue with the neighborhood association as well. Hans asked if there was anything further on this. No further comment made.

46. Andrea had a question about the cottages?

Jim: I think we may have already answered that one. No further questions were asked by Anna.

47. Someone asked about obtaining Sue's contact information.

Hans: yes, we'll set you up with this at the end of the meeting.

Sue provided her contact information in the chat: [larkspurlandusecommittee@gmail.com](mailto:larkspurlandusecommittee@gmail.com) or you can go to the Larkspur Neighborhood Association web page. <https://www.larkspurneighborhoodassociation.com/>

48. How many feet will the duplexes be from the canal next to the larkspur trail?

Jim: (south of Bronzewood) we are relocating and realigning the canal and the Larkspur trail. Right now, it looks like it is cutting through a building, but we will be moving the canal and trail to be set back.

Anna: She also notes there is one place near the SW corner of the site, north of Bronzewood, where the graphic is a bit rough makes it look like it is running close to the duplexes, but there will be proper setbacks in this area as well, but that is the tightest corner.

49. Katherine: What will the ballpark rental price be?

Hans, we assume this is referring to the cottages: Jim: let me get back to Katherine on that we really have not pegged down our rents yet, but I can look at some estimates.

50. Molly McDowell-Dunstin: Will we be working with a local landscape architect to develop the landscape plan.

Hans: We have not hired a Landscape Architect. We have been working closely with Satre Group out of Eugene has also done a lot of projects in Bend, so we'll be talking to them about this project but if there are any local Landscape Architects that work on these residential scale projects in Bend, we'd love to hear about them. Molly does that answer your question? Ok, moving on.

51. Kirstin Willis, commented, that a food court spot would be great as well. [Comment noted.](#)

52. Katelyn and Amir: food courts would be fabulous. [comment noted.](#)

53. Netty Lee: How do you have 0.6 of a car, should you not be planning on having two spaces per rental?

[Hans: That's just how it averages out. We try to set it up so \(parking\) it is the right balance for all of our residences. That is why we provide what is above the code minimum. We want to make sure we meet our resident demand.](#)

54. Dianne: [Hans asked: Did you have anything additional? You commented you lost your video so that you could only chat. No response.](#)

55. Who can we talk to regarding the gate at Bronzewood in the City? [Hans: asked Kelley Sandow, Sandow Engineering who would be best to reach out to?](#)

[Kelly said to reach out to Ryan Oster. Ryan's e-mail was provided. Kelly will include his e-mail address in the chat. \[roster@bendoregon.gov\]\(mailto:roster@bendoregon.gov\)](#)

56. [Chat Comment from Sue \(Larkspur Neighborhood Association Chair\): The canal has been abandoned by COID.](#)

[Hans noted: We were made aware of that as well. There is still an existing easement so in some ways where it crosses our property we still need to respect that and stay set back from the canal. As Jim mentioned we are going to straighten out the culvert crossing \(at Bronzewood\), so it is a straight crossing across the road and not a long diagonal crossing.](#)

57. Anna Perry – I have a question about the site plan: [Hans: Anna do you still have a question?](#) [Anna: Yes, in the SE corner of the site that you were just pointing to, what is this green space with the three A's \(speaking of the three located south of Bronzewood\).](#)

[Hans: Those are backyard spaces of the cottage duplex buildings we are looking at putting here. We do not have it fully programmed yet. We are still looking at this to see if we put cottages here or do these perhaps get set up as single-family lots. That is something we are looking at to see what is the right match for the neighborhood with this corner of the site.](#)

[Anna P.: Just wondering because that area has a lot more greenspace than the rest of the development.](#)

Jim: That is because of the zoning. That area has an RS zoning so that only allows 3 or 4 lots in that area.

Anna P.: So there is nothing on that plot right now?

Jim: correct.

Anna P.: would like to second what Stephanie had said about the current intersection of Lostine and 15<sup>th</sup>, that some sort of marked crossing or something at Bronzewood & 15<sup>th</sup>. Seconded concerns about speed and ability to turn Left onto 15<sup>th</sup> from Lostine. And from 15<sup>th</sup> Left into Lostine. Is someone looking at this?

Hans: We are going to be required to look at how that intersection (15<sup>th</sup> & Lostine) functions for our project. Jim can maybe add a bit more, but as a corridor as a whole they (the City) are looking at how everything functioning and flowing through SE 15<sup>th</sup> Street corridor and with all these various roundabout improvements; pedestrian crossings, traffic flow, you name it, it's going to be changing in the long term.

Jim: Yes, I think that's true. Isn't there upgrades planned for Reed Market at 15<sup>th</sup> too?

Anna P.: someone (she recently had spoken too) was just commenting that is going to be tied in with the entire issue of putting an overpass over the railroad tracks at Reed Market. As far as the transportation bond oversight committee. I think that is pushed out to the 10-year mark with that money. Going back to Lostine she emphasized issue with left turns from 15<sup>th</sup> into the development or left into Lostine it is not going to be pretty. That is going to be a pinch point for sure.

Hans: We've talked with the City about this. We definitely think people are going to be taking advantage of the roundabout at the intersection of 15<sup>th</sup> and SE Wilson round about as a cleaner/easier way to get to our development. As you can see on our site plan, we have several driveways coming off of Wilson/Valleywood and people are going to be able to come into our site that way and take right turns into our driveways, and then anyone coming from the south on 15<sup>th</sup> will be able to take right turns in on Lostine, so we think this travel pattern will mitigate some of the concerns with left turn traffic.

Anne P.: What is the timing on the roundabout project?

Jim: it should be completed next year. They are in the design stage now, but construction could start May/June 2022 at 15<sup>th</sup> & Wilson, based on what Jim has heard.

Anne P.: There is quite a drop off. Wondering how they are going to construct this circle? Also concerned that there is no room at the SW corner.

Jim: They will need to plan for some retaining walls. Jim also mentioned there will be an open house coming up for the whole east section of the Wilson corridor improvements. You can find out more on the City's website but that should be coming up in December.

58. Kelly: concerned with cars overflowing and parking on Bronzewood and Air Park. Like to make sure that is not allowed. Also, originally the plan was to build single-family homes near the back end of the development, this would keep it cohesive with the homes along the trail. Why did that change?

Jim: I think what we are proposing is still cohesive. The scale is small, its single story, we just want to build the product that is best suited for the market where we can serve that missing middle of people looking for housing. We are keeping the spirit of it, its just a little bit different, but scale wise it's the same. Hans: again, we do not want parking overflowing into the neighborhood, that is why we try to size the parking right for our communities. Valleywood and Lostine have quite a number of parallel parking spots that will be there for guests and people visiting the neighborhood, so we hope people (parking) won't be overflowing into the neighborhood.

59. Sue (Raising Hand): Comment about the roundabout at 15<sup>th</sup> (15<sup>th</sup> & Reed Market) getting upgraded from a two lane round about as opposed to a hybrid type round about that is there now, that is not going to happen at the very end of the timeline for the "GO Bond". The overpass is at the very end but there will be some changes to that roundabout (15<sup>th</sup> & Reed Market), but I think that is mid-term, but I do know exactly what the timing is. Hans asked Sue to confirm that these comments were in respect to the roundabout at 15<sup>th</sup> & Reed Market. Sue: That is correct. Tim Weishaupt, PE (Sun Country Engineers) asked Sue, do you know what the results of the Stephens Ranch was because they were supposed to get into some of those roundabouts at a certain phase also. Sue: I'm not sure how that plays into it, and that may be why its moved up a little bit from that longer term timeline, I'm not 100% sure what the reasoning is. Tim: I think some of the lands out by the Road Department, Stephens Road, that master plan, they have some funds allocated to turn that into a two-lane roundabout, so that may not be on that bond. Sue: I know that appeared in the discussion they had about it, but I don't know, maybe that was just a side thing.

60. Joanie: Did you say the Larkspur Trail will be moved? How? and will the canal be filled in.

Hans: Right now, it meanders over (speaking of the SE corner of the property) and what we are looking to do is straighten it out as it crosses the street so that it is a nice safe crossing. We're making a pinch point at the road there (speaking of Bronzewood) to make the crossing as short as possible. It also helps with pedestrians' visibility when they are out here on these (crosswalk) bulbs when they are making the crossing. I can't remember but I believe the City may have even suggested that if they make us do this road connection, that we do a raised

pathway crossing so it acts as a speed hump and is a straight across crossing there. That may be something that is already in the master plan that has already been contemplated there. We will not be planning to fill in the canal. Although the water has been turned off, but the easement has not been abandoned, so we are planning to run a pipe through there so that if they ever choose to use the irrigation canal again it will be there. We will communicate with the irrigation district on that.

61. John Troud (hand raised): Asked again about saving the local trees, and “I’m wondering what kind of priority you’re giving to these magnificent trees” that are all along this corridor but these. (There are 8 of them in behind our home) ... and mentioned in the old development there are just come magnificent junipers and I just have some concerns about saving “these buddies of ours” and wondering what kind of attitudes we have about that.

Jim: Our attitude is, we are not enjoying cutting down trees. We want to look at opportunities where we can save them, but we also do need to be able to build our community so there is some push and pull there and at the stage we are at. We understand what you are saying and why you want to have a concrete answer. And the answer is we are going to have to cut down a significant number of trees, and that is a reality, but we are also going to save a significant number of trees on the 4.5 acres of ASI’s that are designated. But at this point, at this level of design we cannot really say how many trees we are going to be able to save. We aren’t going to ignore it. We are going to look at it and make sensible decisions.

62. Joanie: How many feet will the duplexes be from the canal/trail.

Hans: Like Jim said, some of this is pretty conceptual in the SE corner of the site, but we are trying to give the trail a good birth because we do want to maintain privacy for the residences, but we also want to make sure the trail is functional through there. We believe it will be a 10-foot easement through the site that we will have to dedicate. And sure, our homes will be set back a little further from that as well.

63. Stephanie Waritz: Can we lower the speed from 35 to something lower? And can we add a crosswalk to SE Bronzewood? *These questions were noted during the meeting as we took handwritten notes. We believe this was part of Stephanie Waritz’s comments and questions documented under item 21. Above. However, out of an abundance of caution we wanted to respond to these questions as they stood in our handwritten notes. Response: Evergreen cannot suggest lower speed limits on 15<sup>th</sup>. The neighborhood will need to petition the City about this.*

Regarding addition of a crosswalk at 15<sup>th</sup> & Bronzewood (Lostine & 15<sup>th</sup> was also brought up), the City will dictate where they believe pedestrian crossings should be located. They are likely to push for pedestrians to cross at the new roundabout at 15<sup>th</sup> & Wilson. The neighborhood may petition the City further on this if additional crossing locations are desirable. Sue did note

she would help bring some of the neighbors traffic concerns to the City if they wanted to pull together their concerns and share with her outside of this meeting.

### **Summary Notes:**

Slides of the neighborhood meeting presentation hosted by Evergreen Housing Development Group LLC (Evergreen) will be provided to the Larkspur Neighborhood Association Land Use representative, Sue Sullivan in electronic form to share with the Larkspur Neighbors.

When the Transportation Study is complete and submitted to the City of Bend, Evergreen will also provide a copy to Larkspur Neighborhood Association Land Use representative, Sue Sullivan.

Below Evergreen has summarized some of primary “concerns” from the neighbors regarding the project. Many were repeated or rephrased but were similar to one another.

1. Landscaping/vegetation: people were interested in how the project would be landscaped. Renderings/sketches presented gave an impression of lots of green area. This green was not intended to represent lawn areas per se, but to call attention to areas to be in landscaping. There were questions about plant types and water usage. Evergreen plans to use native, or native adaptive plantings. Actual lawn areas will be in select areas where they can provide maximum benefit to our residents. We want to be water wise and will work with our architect to create an attractive planting plan that is water wise.
2. Traffic:
  - a. There was a little bit of confusion about the project resulting in a reduction to traffic impacts. Traffic Impacts of Evergreen’s proposed Comprehensive Plan/Master Plan Amendment to the Wildflower Master Plan will be less than the impacts anticipated by the original master plan that was approved by the City in 2015.
  - b. A number of neighbors from the Air Park neighborhood located east of the site and a few of those living on Bronzewood expressed concerns with making the roadway connection at Bronzewood. They were worried it would cause more cut through traffic and increase speeds on Bronzewood. They were also concerned that the connection will be a short cut that might lead to some greater backups at Reed Market. Also concerned about traffic impacting safety of neighborhood children using streets and the trail as a commute route. Some suggested gating the connection at the larkspur trail

so no vehicular traffic could pass through, but the gate could be opened to allow emergency vehicle access if needed. Sue, the Larkspur Neighborhood Chair noted that Evergreen could not control whether or not the Bronzewood connection should be made or whether it could be gates. This is a City requirement. Neighbors should direct their concerns to the City and can present their idea of gating the road. Sue said she would help with connecting people from the neighborhood so that their concerns could be directed the proper direction. Evergreen has made note of all these concerns.

- c. Neighbors asked if the intersection of Airpark & Bronzewood was part of the traffic counts taken by the project? The master plan is not expected to send more than 50 PM peak hour trips to the intersection of Airpark & Bronzewood. Note: the City threshold for when a full intersection study, with traffic counts at AM & PM Peak Hours, would be required is only if a project sends 50 or more AM or PM Peak hour trips through an intersection. Because the project does not meet this threshold the City has not required this intersection be studied using traffic counts, however we will look at this intersection as part of our traffic study.
- d. There were concerns on 15<sup>th</sup> with left turn movements in and out of Lostine and concerns that an east side connection at Lostine would create more issues for entering and exiting from Lostine on the west side of 15<sup>th</sup>. Evergreen noted that this intersection will need to be studied as part of the traffic study they are preparing because it will be one of the public road connections the City is requiring the project make. Residents also noted concerns with pedestrian crossings of 15<sup>th</sup>. Crossing at Lostine and Bronzewood at 15<sup>th</sup> are both difficult already. They are concerned the project will only exacerbate this issue. Asked if a dedicated pedestrian crossing might be considered.
- e. People had a few questions about the roundabout at 15<sup>th</sup> & Wilson. Evergreen noted that the City will be hosting an open house in December to review the various roundabout improvements occurring along the Wilson corridor, and recommended neighbors look to the City for more detailed information on the roundabout design and construction schedule.
- f. A few neighbors noted possible site distance concerns due to overgrown vegetation at the SW and SE corners of the intersection of Valleywood and Bronzewood and wondered if the project's connection to the north side would further exacerbate traffic issues. Also, neighbors were concerned that speed of travel of vehicles would increase once a through connection was made on Bronzewood to the east. Wondered if there might be a need to have stop signs at Bronzewood/Valleywood intersection. Suggested that speed humps might be needed to reduce speed.

3. Children:
  - a. safety on neighborhood streets: A number of the neighbors, especially a number from the Airpark neighborhood, seemed to have young children, and were clear that lots of these children travel to school on bikes, skateboards, walking, etc. but on their own. They are worried about connection of Bronzewood causing more vehicle traffic and vehicles moving at high speed, resulting in a more dangerous area for their children to travel to school. The skate park at Ponderosa Park heightened this concern for children crossing the future round about intersection at 15<sup>th</sup> & Wilson. These concerns were parallel with traffic concerns stemming from making the Bronzewood connection and challenges of crossing 15<sup>th</sup> Street.
  - b. Some also wondered how the project would affect enrollment numbers at the local schools (given many of our tenants are families).
4. Tree Retention: A few neighbors asked about tree retention. Some went so far as to pointed out some specific trees near their homes. Evergreen noted that a significant number of trees will need to be removed as part of site grading and utilities and site improvements, but the project will also retain a significant number of trees in the 4.5 Acres of the site designated ASI's. Evergreen will need to study grading closely to better understand opportunities for additional tree retention. We don't like to cut down trees but to build out the master plan trees will need to be removed. Trees at the perimeter of the site may be the next best opportunity for tree retention beyond what is retained in the two ASI areas on site.
5. Commercial Area Reduction: There was a desire expressed for retaining a bit more commercial (ME zoning) than proposed in the presentation: Some neighbors questioned if the proposal would be retaining enough retail zoning. Residents expressed their wish for walkable local commercial were people and families could meet. Suggested a desire for a sit-down coffee shop, pizza place, or food cart court (seemed a highly popular option seconded by a few). Even consideration of a small grocery or market was suggested. Evergreen has looked at the retail component and does not think a large retail component can be supported here, but we will take into consideration the suggested uses and may look at slightly expanding the ME zoned area a bit more to provide more flexibility for different uses. We are studying the food cart court component more closely among some of the other suggested uses.