

OLD FARM DISTRICT NEIGHBORHOOD ASSOCIATION

GENERAL MEMBERSHIP MEETING

BEND SENIOR CENTER

October 29, 2009

OPEN HOUSE BEGINNING AT 6 PM

BOARD MEMBERS PRESENT: SANDRA TUREK-CHAIR, LAURA MCCOY-SECRETARY/TREASURER, HENRY LOUKE-VICE CHAIR, REX HOLLOWAY-AT LARGE, BILL BRISSON-AT LARGE/WEBMASTER. Also present: Nan Loveland-Membership/Land Use and Kathryn Henderson-Good Samaritan Project.

The meeting began at 6:30 pm by Sandra Turek.

INTRODUCTIONS-CALL FOR NEW BOARD MEMBERS. There are 2 Board positions available

MURPHY ROAD ENHANCEMENT PROJECT-Representatives were:

Paul Roy-City of Bend-Utilities Operations and Maintenance Manager

Nick Arnis-City of Bend-Transportation Manager- The road will be coordinated with water and sewer work. Funding prioritization has delayed the project. Roundabouts will be put at various intersections. The objective is to not dig up road more than once to place utilities. ODOT would like to start construction in approximately 2 years. There is no funding for this project at present. It could be 10 years if funding was dependent on SDC's. Reed Market Road work could be 5 years out. Extending Murphy to 15th is easily 10 years out.

Jim Woodrich-City of Bend Project Manager-SE Interceptor Project- The Parrell to Brosterhous portion is in the design process.

Brady Fuller-CH2M Hill Project Manager-SE Interceptor Project-He has an office here in Bend. Sewer: The southeast area is an important area to intercept flow and allow service to unsewered areas. It will go east on Murphy, along 27th and up to Butler Market Road. There is approximately 400 feet of drop along this route. The pipeline will go under the railroad as necessary. People with failing septic systems will have the option to tie in. People within 300 feet of the line with failing systems are obligated to tie in. People can form a Local Improvement District to share the cost. The City did get Stimulus Funding for the water project. Website links: Sewer: Bendwastewater.com. Roadway: Murphycorridor.com. The plan is for construction to start Spring 2010 (Parrell to Brosterhous). The construction could go from spring to fall. The pump station will eventually be removed across from Jewell School. Work will be done during the day hours.

Maps were available for review (3). **[OFDNA Website has a link to get more information about this project.](#)**

Q and A: Included in above.

Stevens Road Tract Plan (Also known as Section 11)-Oregon Department of State Lands-Representatives were:

John Lilly-Asset Section Manager

Clara Taylor-Asset Analyst-This area was acquired from BLM in approximately 1990. An assessment of the old landfill in this area was done. Test pits, were dug to obtain soil samples and gas vapors were and are continuing to be studied. Only 2 samples contained contaminants that had long term risks. Warning signs have been posted to alert of asbestos material present. Cave access will be restricted. Before any development happens, DEQ will give approval. Economically, it is not anticipated that anything could/would happen with this area for 10 years.

Doug Parker-Asset Planner- He wants to remind us that this condition has been present for a long time but citizens will be made aware of potential hazards by signage. The property has been zoned Exclusive Farm Use although the area has never been farmed. A Conceptual Master Plan includes potential for a new school, affordable and/or mixed density housing (renter and owner), parks, dining, local shopping and neighborhood centers. There are no plans for building over bat caves/lava tubes or the landfill. The City feels this is a cost-effective and efficient site to include in the Urban Growth Boundary. A mixed use area such as this encourages people to walk to services versus drive. "This is Northwest Crossing for the Southeast residents". The transportation impacts would need to be addressed before any zoning changes would/could be made. The City is in control of the timeline, not the state. The state will be responsible for paying a fair share of costs once the zoning has been determined and conceptual plan has been developed. This would also include assuring there is adequate traffic flow. The state would make requests from developers (ideally local) and this would be the team of master developers. There is a possibility that some land could be leased. Any new revenues that come in contribute to the school fund.

Q and A: Included in above. **[OFDNA Website has a link available for more information.](#)**

ELECTION OF NEW BOARD MEMBERS: Per Sandra, 4 people expressed interest in joining the Board.

GENERAL DISCUSSION: Daryl Loveland has interest in the COID issues. An attorney has been retained and a letter has been sent to the City Council to consider taking over the maintenance of the canal road. Declaratory Judgment (a judgment is made that the road can be accessed by the public) may be filed in the future. Mary Alice Wilson would like to see the Homeowner's Associations be responsible for maintaining areas that are currently overgrown with weeds. OFDNA doesn't have any authority to enforce this. It was suggested that the City be notified to enforce this. Kent Garliepp is involved on a committee that is addressing train horn noises. He did a poll asking how many people are bothered by train horn noise at night. No one raised their hands. It was suggested a door to door poll may give different results.

ADJOURNED AT 8:40 PM.

Submitted by: Laura McCoy, OFDNA Secretary