



COMMUNITY DEVELOPMENT

Minutes

DESCHUTES COUNTY PLANNING COMMISSION

DESCHUTES SERVICES CENTER

1300 NW WALL STREET, BEND, OREGON, 97703

OCTOBER 9, 2025 – 5:30 P.M.

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I. Call to Order

Chair Matt Cyrus called the meeting to order at 5:31 p.m. Planning Commissioners present in person: Chair Matt Cyrus, Vice Chair Susan Altman, Kelsey Kelley, Jessica Kieras. Present via Zoom: Nathan Hovekamp, Mark Stockamp. Staff present: Peter Gutowsky, Community Development Department (CDD) Director; Will Groves, Planning Manager; Tanya Saltzman, Senior Planner; Tarik Rawlings, Senior Transportation Planner; Stephanie Marshall, Senior Assistant Legal Counsel.

II. Approval of Minutes

The Planning Commission (PC) reviewed the minutes from the September 11, 2025, meeting.

Motion: Vice Chair Altman moved to approve the minutes. Commissioner Kieras seconded the motion.

Vote: The motion passed unanimously.

III. Public Comment

None.

IV. Action Items

1. **US-97 Baker Road Interchange Area Management Plan (IAMP) – Informational Update**, Tarik Rawlings, Senior Transportation Planner

Tarik Rawlings introduced the item and explained that Oregon Department of Transportation (ODOT) representatives would present an informational update on the US-97 Baker Road IAMP. Don Morehouse, ODOT Land Use and Transportation Planner, attended in person, and Kayla Fleskes-Lane, DKS Associates consultant, presented remotely.

Project background: Ms. Fleskes-Lane explained that the IAMP was initiated in December 2020 to address congestion and safety issues at the Baker Road interchange. The interchange, constructed approximately 30 years ago to serve rural areas, now experiences operational challenges due to urban growth in South Bend. The project includes a 20-year planning horizon and involved extensive public outreach including

two online open houses, multiple advisory committee meetings, and presentations to the Bend Metropolitan Planning Organization (MPO) Policy Board.

Alternative 1 - Preferred Alternative:

- Enhanced ramp terminals with signals and/or roundabouts.
- Lengthening of the southbound off-ramp.
- Realignment of Baker Court to eliminate turning conflicts.
- Multi-use paths on both sides of the interchange with enhanced pedestrian crossings.
- Transit stop improvements.
- Estimated cost: \$38 million

Alternative 3, a higher-cost flyover option, remains under consideration for future implementation if funding becomes available.

Access Management: The plan establishes access spacing requirements along US-97 and Baker/Knott Roads to protect the interchange investment. Implementation will require cooperation with Deschutes County to enforce recommendations beyond ODOT jurisdiction.

Commissioner Questions:

- Commissioner Stockamp inquired about the phasing timeline. Ms. Fleskes-Lane responded that no funding is currently identified, the project is on the aspirational list of the Metropolitan Transportation Plan.
- A commissioner asked about the problems being addressed. Ms. Fleskes-Lane and Mr. Morehouse explained that the interchange experiences significant congestion during peak periods, has a history of crashes due to closely spaced intersections, and needs to accommodate anticipated growth in South Bend.
- Commissioner Stockamp asked about potential impacts to Brookswood Blvd. during construction. Ms. Fleskes-Lane indicated that temporary traffic control plans would be developed during design to manage congestion, with attention to evacuation route needs.
- A commissioner questioned the PC's role in the informational update. Staff clarified this was to provide context for the final IAMP design as improvements are implemented.
- Commissioner Stockamp inquired about impacts to Brookswood Blvd. from the Baker Road IAMP given the population in that area. Ms. Fleskes-Lane responded that construction phasing would address temporary impacts.
- Discussion occurred regarding coordination between ODOT highway planning and City of Bend traffic management decisions. ODOT staff noted they review all development affecting the state highway system.
- Discussion ensued regarding coordination with the City of Bend on traffic flow and capacity issues.

Implementation: The IAMP recommendations are incorporated into the Deschutes County Transportation System Plan (TSP) (Project ID S12) and the Bend Metropolitan Transportation Plan. ODOT plans to adopt the IAMP as a refinement to the Oregon Highway Plan.

2. Panel Discussion: Terrebonne's Path Forward – Infrastructure, Development, and Community, Tanya Saltzman, Senior Planner

Panel Participants:

- Kristin Yurdin and Guy Vernon, Terrebonne Sanitary District Board Members
- Charan Cline, Redmond School District Superintendent
- Ken Shonkwiler, ODOT Principal Planner

Terrebonne Sanitary District

Ms. Yurdin provided an overview of the district's wastewater system project.

- The community has needed a centralized wastewater system for decades due to multiple failing septic systems and drill holes.
- The major grocery store experienced sewage issues requiring a temporary \$500,000 fix.
- Over \$3.1 million has been invested to date in preliminary engineering, design (90% complete), and community outreach.
- 103 properties have been annexed into the district, with efforts underway to annex approximately 100 more.
- ODOT is installing sewer lines along Highway 97 as part of their project.
- Capacity has been secured at Redmond's Wetland Complex wastewater treatment facility.
- Estimated costs are approximately \$7,000 System Development Charge (SDC) per connection; monthly billing targeted at \$80 or less.
- Goal is to begin construction early 2027 and complete by end of 2027 or early 2028.

Mr. Vernon noted that the district has worked with Deschutes County Road Department on right-of-way issues and that the system is designed to accommodate significant growth, potentially doubling the current community size.

Redmond School District

Superintendent Cline presented information on Terrebonne Community School.

- Building capacity: 520 students
- Septic system capacity: 450 individuals (including staff)
- Current enrollment: 320 students (K-5)
- The school serves Terrebonne, Crooked River Ranch, and surrounding rural areas.
- Capacity is currently at 61% of physical capacity; septic system at 71% capacity.
- Student generation rate: approximately 0.151 students per household, or about 25 students per 100 households.
- Projections through 2031 show the school will remain at only 65% capacity with current planned development.
- The district experienced 12% growth in kindergarten enrollment this year, largely attributed to new apartments in Redmond.

ODOT Highway Planning

Ken Shonkwiler provided a planning history of the US-97 Terrebonne project.

- House Bill 2017 earmarked \$20 million for improvements in Terrebonne.
- Deschutes County contributed \$11 million, bringing the total project to approximately \$39 million.
- The planning process (2018-2021) involved robust public engagement.
- Two main alternatives were considered: a couplet concept and a 5-lane cross-section.
- Community concerns about pedestrian safety and maintaining Terrebonne's character led to the preferred alternative.
- The preferred alternative includes the existing 3-lane cross-section, a grade-separated dogbone interchange at Lower Bridge Way with full access ramps and traffic calming chicanes.
- Construction began July 2024 and is currently 60% completed. Expected completion October 2026.
- The project addresses safety and operations but was not designed to add capacity based on community input.

Mr. Shonkwiler noted that future planning documents and the Deschutes County TSP identify development of the local street network as a priority to improve internal circulation.

Commissioner and staff questions and discussion

Peter Gutowsky asked whether the US-97 Terrebonne project improvements would resolve Transportation Planning Rule (TPR) obligations for future development. Mr. Shonkwiler explained that applications would still need to meet TPR requirements, but the improvements provide capacity and

would make compliance easier compared to current conditions. However, the project focused on safety and operations rather than adding capacity.

A commissioner noted concerns about potential explosive growth following sewer system completion and questioned whether the \$40 million highway investment adequately plans for increased capacity. Mr. Shonkwiler reiterated that capacity increases were not the project goal based on early planning directions from the public and county.

Will Groves discussed the interplay between sewer capacity, school capacity, and transportation systems, noting interesting feedback loops and opportunities in the upcoming community plan to consider phasing and infrastructure coordination.

Commissioner Kelley asked about the proposed sanitary district annexation area. Ms. Yurdin explained properties are scattered throughout the community in various locations east and west of US-97.

V. Planning Commission and Staff Comments

Will Groves thanked the panel participants and noted the value of discussing infrastructure at the outset of the community planning process. He provided updates on upcoming PC business:

- October 22 – Board of County Commissioners hearing on Tumalo Text Amendment for RV park.
- October 23 – Current Planning Deep Dive presentation.
- Eastern Oregon Solar Siting Rules – County is evaluating whether to opt out of new Department of Land, Conservation and Development (DLCD) fast-lane process for solar development.

Will Groves briefed the Commission on a Notice of Intent to Petition DLCD for an enforcement order filed by Central Oregon LandWatch and 1000 Friends of Oregon against Deschutes County regarding post-acknowledgement plan amendments. The county submitted a detailed response on September 26, denying the allegations. Will noted that this type of action is unusual, the last occurred in the early 1990's.

Stephanie Marshall explained the process. Petitioners may proceed with a formal petition to Land Conservation and Development Commission (LCDC), which would then determine if there is good cause for a hearing. Any LCDC decision would be appealable to the Court of Appeals. The county's response argues that decisions were upheld by Land Use Board of Appeals (LUBA) and the Court of Appeals, were supported by substantial evidence, and align with comprehensive plan policies.

Peter Gutowsky thanked the Commission for hosting the joint work session with the Board of County Commissioners (BOCC). He reported that staff is conducting research on how comparable jurisdictions fund their Community Development Departments and will report findings to the BOCC in December or early January.

Peter also relayed a message from the IT Department. Commissioners should contact the help desk for technical assistance and leave messages if no one answers immediately. Staff are committed to timely responses.

Commissioner Stockamp thanked participants for an interesting discussion.

Commissioner Kelley expressed excitement about the Terrebonne planning process and appreciated hearing about infrastructure before community feedback.

Commissioner Kieras thanked staff and participants.

Vice Chair Altman found the Terrebonne panel discussion enlightening and thanked IT staff for technical assistance.

VI. Adjourn

Chair Cyrus adjourned the meeting at 7:25 pm.

Respectfully submitted by Tracy Griffin

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