

**POSITION 2**

| Participant   | Anthony Broadman  | August Johnson   |
|---|---|--|
| <b>Q1 - What is your current occupation?</b>  | Anthony Broadman, Business and Indigenous Rights Attorney   | Albertson's Deli Clerk   |
| <b>Q2 - What previous government or other public sector experience do you have, especially in Bend? What have been your major accomplishments in this work?</b>   | Appellate Court Tribal Judge; Attorney for Tribal governments; National Park Service. My major public sector accomplishments have been defending natural resources, sovereignty, civil rights, and treaty rights in federal district and appellate courts.  | None, I just took an AP Government class.  |
| <b>Q3 - What do you see as the top three land use challenges to the residents of Bend?</b>  | The top three land use challenges are: the high cost of land in Bend, the railroad dividing our City, and the parkway dividing our City.  | People don't want to expand Bend, people don't want expensive houses built on new land, people want to conserve the forests.   |
| <b>Q4 - What changes in City policies do you support to address these challenges (Q3)?</b>  | I support the City taking steps to improve affordability of homes in Bend, including but not limited to recalibrating the Affordable Housing Advisory Committee to address affordability of homes for working people in Bend. We need to make sure that we are providing housing for people in the 80-120% range of Area Median Income (AMI). The City has done a decent job in the 50-80% AMI range. But we need to address the high cost of land by ensuring that new houses are being provided for working people, not just wealthy homebuyers.<br>We must address the land use challenges presented by the railroad and parkway by improving east-west connections. The GO Bond does some of this, but we can do better with more transportation connectivity across town. The railroad and parkway also create traffic congestion. We need to invest in a safe, connected transportation network to alleviate surge congestion and provide better connections across the parkway and railroad. | Bend has to expand its urban growth boundary in order to lower housing costs. I see cheaper housing as a better alternative to a smaller Bend. I want to expand the urban growth boundary towards the east as the houses will be moderate and support neighborhoods. More Californians are moving into Bend's west side too. The only forestry on Bend's east side is juniper trees. I haven't heard of a juniper tree conversationalist so expanding towards the east will not destroy loved trees.     |
| <b>Q5 - What can the City do to retain the character and livability of existing neighborhoods as Bend grows?</b>  | We need complete, safe neighborhoods. As Bend grows, it will be critical that we focus on infill and redevelopment of areas such as the Bend Central District, which can provide the kind of homes people want and the sustainable approach to getting around Bend that Bendites demand. The best way to ensure that neighborhoods remain great places to live are by making them safe places, with a safe connected transportation network in which every kid in Bend can walk, ride, drive, or bus to schools and parks.  | Provide more space for local businesses to pop up.   |
| <b>Q6 - People often move to Bend to escape density, but Oregon land use laws generally result in increased density over time. To address this conflict, what is your vision for how Bend should look after 10 more years of development?</b> | Bend is the greatest City in Oregon. I truly believe that. The mix of our neighborhoods, our small-town feel with small-city opportunity is what people love about our City. I don't view the evolution of Bend as a conflict. I do think we can focus on particular areas of our City that are ripe for redevelopment and density, such as the Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood.   | In the future, I wish to provide a compelling case as to why the people of Bend should want to expand eastward. My vision is that Bend will have affordable housing without the need to regulate the housing market and that East Bend will have a prominent hub where businesses can thrive and citizens can enjoy.   |
| <b>Q7 - For incumbents, what do you think has been your most significant contribution towards solving land use problems in Bend? For challengers, what would you do differently?</b>  | I would support the Transportation Bond. I would support focusing on workforce housing (80-120% AMI). I would focus on better connections between the east and west side of Bend.   | N/A  |
| <b>Q8 - What are your ideas to improve housing affordability in Bend (beyond the measures already taken)?</b>   | We should recalibrate the Affordable Housing Advisory Committee to address affordability of homes for working people in Bend. We need to make sure that we are providing housing for people in the 80-120% range of Area Median Income (AMI). The City has done a decent job in the 50-80% AMI range. But we need to address the high cost of land by ensuring that new houses are being provided for working people, not just wealthy homebuyers. We can surplus the little land left in the interior of Bend as examples of successful infill and redevelopment for workforce housing. We can recalibrate System Development Charges to be more dynamic and reflect the needs of renters and homebuyers in Bend.  | Scrap the measures that have been taken. Bend's housing market follows any market rules where supply and demand play a role in pricing. Bend has restrictions on its land-use which creates a denser Bend, but also a more expensive Bend. To improve the affordability of living in Bend you have to increase the supply of houses but also appeal to people who are looking to have a family in Bend. To do so Bend must increase its eastward urban growth boundary so that more houses can be built. |

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| <p><b>Q9 - A current proposal before the City Council to provide more affordable housing would allow Micro-Unit Developments (SROs) as small as 150 s.f. with a private bath and no kitchen, but a common kitchen for every 10 units. What is your opinion of this concept and how should the Council respond?</b></p>   | <p>It is critically important that Council and all land use bodies listen to the concerns of Bendites and address all questions with one test: will this decision make Bend an exceptional place to live? The market will drive the homes we need to make sure Bend remains a great place to live and work. But we must be good stewards of our City and our neighborhoods. I think there is room for all types of homes in Bend.</p>   | <p>No. The characterization of this building doesn't sound like Bend at all. The people of Bend want houses that they will grow their kids up in with backyards and safe neighborhoods. This Micro-Unit Development sounds out of place for Bend and similar to a dorm for college students, unorganized.</p>  |
| <p><b>Q10 - What effect do you think short-term rentals in Bend have had on the availability of affordable housing? What would you do about this, if anything?</b></p>   | <p>Short-term rentals have been one of the many factors contributing to the lack of meaningful affordable homes for working people in Bend. We must carefully monitor and act intentionally to ensure that STR prevalence is not inappropriately depriving people of places to live while ensuring that we treat STR owners fairly. I believe the City's approach to this issue must be dynamic and based on data.</p>  | <p>Short term rentals such as vacation rentals bring Bend money. Bend has no self-sustainability and receives the majority of its money from tourists. Short-term rentals provide excellent hospitality for tourists and welcomes them as well. I would love to look into the restrictions we have on short term rentals and work towards a way that Bend can benefit from these rentals.</p>            |
| <p><b>Q11 - How familiar are you with Bend's Community Climate Action Plan? To help achieve the goals of that Plan, do you favor adopting measures requiring all new housing have solar power?</b></p>   | <p>I am familiar with the CAP and support the reduction of fossil fuel use consistent with or exceeding the 2030 and 2050 goals. We will fail to reach these goals if we do not curb home energy use, focus on affordable housing in the interior of Bend, and invest in a safe, connected transportation system. I support any and all measures encouraging all options available for reducing reliance on fossil fuel, including solar power options.</p>   | <p>I do not approve of making all new housing to have solar power. Although I do enjoy solar power quite much I believe that it should be the builder's decision to install solar units onto new buildings. Making it a regulation for solar units to be put onto new housing increases the normal cost for that housing and isn't inviting for builders.</p>  |
| <p><b>Q12 - Increasing the density of housing developments (more units on smaller lots) often results in urban heat islands (partly due to tree removal), increasing energy consumption and pollutant emissions, and compromising human health and comfort. How would you address this problem? For example, to encourage more shade, would you require the preservation of older trees on the development site?</b></p> | <p>We should preserve older trees, reduce parking minimums, and incentivize green building and development practices through building regulation.</p>   | <p>Increase Bend's east urban growth boundary and we won't have this problem.</p>  |
| <p><b>Q13 - In the process of permitting new developments, Bend does not currently take into account fire evacuation. In what ways should Bend take into account the need to evacuate in the event of wildfire?</b></p>  | <p>This summer has illustrated the grave risk we face from wildfire. But make no mistake, this risk has been at our door as long as people have lived in Bend. My family hosted several evacuees in 2014 during the Two Bulls fire. Bend will continue to and increasingly face risk from fires due to climate change. Given the lessons of the Paradise fire and the fires this summer that took entire Oregon towns, Bend must continue to work with regional partners to ensure that when the next evacuation comes early and effectively. Increased building on the south and west side will make these evacuations more significant and require earlier action and notice and more preparation in connection with our governmental partners.</p> | <p>Bend should create a fire evacuation route without the redesigning of Bend. I believe that Bend has some amazing minds and that Bend can tackle an evacuation route without the added use of construction. This route should be open information to the public and readily available whenever. As a citizen, I say that you have the right to do as you please and take into account your safety.</p> |
| <p><b>Q14 - The City is allowing thousands of housing units to be built with few provisions for handling the additional vehicles on the road. Yet, the public rates traffic congestion as a top current problem. How should the City address the pace of development to balance growth and road capacity?</b></p>  | <p>The City must prioritize connectivity, safety, and options. Part of why I support the Transportation Bond is that we have procrastinated regarding our investments as a community in transportation infrastructure. We must improve flow, provide more transportation options, and make sure that all transportation users are safe.</p>   | <p>Bend needs to continue the use of roundabouts whenever and wherever. Roundabouts are the most safe four-way intersections available. The city should look towards its professionals for ideas and guidance. I am not a road designer or know-it-all on traffic congestion but I know there are citizens in Bend who may be and I'd love to get their input on this issue.</p>                         |

**BEND NEIGHBORHOOD ASSOCIATION FORUM  
CANDIDATE LAND USE SURVEY RESULTS**

**SEPTEMBER, 2020**

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| <p><b>Q15 - How should the City do more to involve citizens in changes to the development code?</b></p>  | <p>The City needs to involve more people in civic process overall. I have attended City Council meetings in person for years. The same people attend almost every meeting. To ensure more involvement in development code changes and meetings in general, the Council should meet in different locations on a monthly basis: Larkspur Community Center (Bend Senior Center); the Pavilion; Vince Genna in warm months. We should explore compensating, providing babysitting, and feeding attendees. We should incentivize new voices on committees and require that development code changes are understandable and clear.</p> | <p>Ask for help or feedback, poll the citizens about issues Bend is having, contact local professionals to receive their opinion. Tell Bend that the City Council isn't perfect but that we are willing to do our best.</p>   |
| <p><b>Q16 - The GO (general obligation) bond for transportation projects on the November ballot allocates only 4.2% of the funds to public transit, yet reducing single-occupancy vehicle trips is an important goal. Would you allocate more of the GO bond funds to support public transit? What other ideas do you have for getting people out of their vehicles?</b></p> | <p>Yes. We need an exceptional transit system to match our exceptional City. We can and should invest more quickly in the mobility hub approach and use more micro-mobility projects such as smaller on-call vehicles, especially for our elders using public transit or willing to use public transit. We must ensure that people are safe in our transportation system, have options for biking, walking, driving, riding buses, and using wheelchairs.</p>  | <p>If people want to drive then let them drive. If people want to bike then provide bike lanes but I don't believe that it is the cities job to get people out of their vehicles. I would love to look at where the other funds the city receives are going to. If only 4.2% is going to a public transit fund and transportation is such a big deal then why isn't it receiving more funding? I would love to poll the citizens of Bend on this subject and see where they stand on public transportation.</p> |