

<b>POSITION 4</b>		
<b>Participant</b>	<b>Michael R. Hughes</b>	<b>Rita Schenkelberg</b>
<b>Q1 - What is your current occupation?</b>	Attorney, consultant and farmer	Mental Health Counselor
<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>	<p>I served on the City of Bend Advisory Committee. We recommended regulations for licensed cannabis businesses to the City Council. With these regulations, the cannabis industry has been able to operate within the city and in turn provide tax revenues from legal cannabis sales to the city.</p> <p>I serve on the Oregon Department of Agriculture's Industrial Hemp Advisory Committee. We help establish state hemp rules that have been instrumental the the growth of the hemp industry throughout the state and in Central Oregon.</p> <p>Both the hemp and cannabis industries have provided an economic boost to Bend and Central Oregon.</p> <p>In law school I interned at the Iowa House of Representatives and the United State Department of Agricultural Wetland Restoration Program.</p>	I do not have previous government experience. I have the lived experience of being a queer person of color trying to navigate local government.
<b>Q3 - What do you see as the top three land use challenges to the residents of Bend?</b>	<ol style="list-style-type: none"> <li>1. Inadequate land for housing compared to the projected rate of growth.</li> <li>2. Turn around time for obtaining permits.</li> <li>3. Infrastructure costs related to development</li> </ol>	I view the top three land use challenges as: Lack of affordable housing, lack of creativity of where to put affordable housing, and parking taking up unused land in Bend.
<b>Q4 - What changes in City policies do you support to address these challenges (Q3)?</b>	<p>First, I support developing all the land within the current UGB as soon as possible. Next, Bend has to actively get in front of the process for the next expansion of the UGB and identifying the next UGR areas. These measure will help add land inventory and provide more opportunities for affordable housing projects.</p> <p>The Council should also address possible reforms to the permitting process and system development charges that would lead to cost reductions for building projects that can be passed on to the people who purchase the properties.</p>	I support the change in zoning and change in parking minimums.
<b>Q5 - What can the City do to retain the character and livability of existing neighborhoods as Bend grows?</b>	Individual property owners and neighborhood associations need to continue to be able to have meaningful input on development in their areas. The City needs to work with the community to identify land best suited for affordable housing projects and then work to gain the support of the communities near these developments to make them work for everyone. Residential developments need to be designed so that they are symbiotic with commercial developments. New neighborhoods should have easy access to stores, shops and other services close to those neighborhoods.	The City can move forward with the proposed change in zoning, and help to facilitate neighborhood businesses so that community members don't have to travel far for everyday products and services. The City can also be creative and innovative within the current UGB so that Bend is both more livable and at a lower risk of wildfire threats.
<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 limited in its direction of growth. Redevelopment of certain areas, like the 3rd Street/Central Business corridor, should focus on more density. Also, areas that are between industrial and residential areas could support large-scale affordable housing projects. This allows more areas in the new UGB to have new single family developments. 10 years from now Bend should have enough affordable housing so that people who work in Bend can also live in Bend. Bend should also have single family developments, like the Bridges and others, that provide the type of living environments that many have come to love in Bend.	I envision a community that is more walkable and bikeable, with safer and more complete sidewalks and bike lanes. I envision better east-west connections. And I'd like to see an improved transit system that can quickly ramp up to serve Redmond, La Pine, and other neighboring communities.

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<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>	As an attorney who does land use work, I understand how difficult land use issues are in Oregon. I would bring practical, real-life experience and knowledge about land use issues that may have been lacking in the past.	NA
<b>Q8 - What are your ideas to improve housing affordability in Bend (beyond the measures already taken)?</b>	I would continue to aggressively work at increasing Bend land inventory through the UGB and UGR processes. I would support affordable housing developments like Stillwater Crossing that use a combination of federal grant money and local incentives like density bonuses. I support measures that would reduce permitting time and other changes that would decrease construction costs. I support looking at other ways to provide incentives to affordable housing projects like reduced CDC charges or requirements related to parking.	I believe in creating housing options that are sustainable and efficient so that residents can live comfortably while manageable utility bills. I'd like to increase the number of available housing units, including alternative housing units such as micro-unit developments. Building in the core area of Bend will also improve affordability.
<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>	I think it is worth exploring. However, I would want exact data with regards to units per acre so that a proper cost benefit analysis could be conducted. I also think you would have to carefully select the site for such a project in order to gain the required public support.	We need to change the culture and narrative of neighborhoods. Not every human or family needs a traditional, single-family home to thrive. There are other practical, alternative options. I support diverse housing options - including micro-units - because this solution would allow more community members to access and share resources. I think this concept is smart and necessary to increase the number of housing units, and should be considered in the core area and within residential neighborhoods.
<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>	Anytime you take houses out of the long-term rental market it can have an impact on affordable housing. Yet, some of the short-term rentals would not be considered affordable housing if they were in the long-term market. The City of Bend currently regulates short-term rentals and I am in favor of keeping those rules in place.	The amount of short term rentals in Bend has contributed to the lack of long term rental options for people who live and work in Bend - let alone affordable options. It is more profitable for landlords to own a short-term rental.
<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>	Yes, I am familiar with the Climate Action Plan. Requiring a solar mandate on all new houses would add another cost to building and that will impact affordability. I would not be in favor of such a mandate, though I am a big supporter of alternative energy.	I am familiar with Bend's Community Climate Action Plan and support the goals to reduce fossil fuel use by 40% by 2030 and 70% by 2050. I support the idea that all new housing should harness the power of clean, renewable energy. In Bend, 57% of carbon emissions come from energy use in buildings. To help achieve the goals of the CCAP, we need to encourage developers and homeowners to prioritize sustainable solutions.
<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>	Removal of excess trees in new developments is necessary for several reasons. Fire prevention is top among those, especially in our area. To reduce urban heat islands I would support using more green space in and around these development. These green areas can consist of multiple forms of vegetation that will absorb carbons and reduce the general temperature around them.	The housing crisis in Central Oregon has made it impossible for many residents to live in the City of Bend. The main priority (and a goal of City Council) is to create more units for humans to live in. Housing units can be built in sustainable, efficient ways using safe, environmentally-friendly materials; native yards that use little water; and preserving older trees.
<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>	Fire prevention and emergency preparedness is big on my agenda. Every new development and existing neighborhood should have an evacuation plan. The city needs to spearhead this important issue.	As we increase the number of housing units, investment in infrastructure is incredibly important. We need to prioritize connectivity of our roads to ensure that all humans have access to evacuation routes and resources.

**BEND NEIGHBORHOOD ASSOCIATION FORUM** **SEPTEMBER, 2020**  
**CANDIDATE LAND USE SURVEY RESULTS**

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<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>	The city should use comprehensive traffic studies to help determine the parking needs for any new development. The city does need to make transportation improvements as funds are available. The planning process must incorporate effective transportation analysis to ensure new development is not too burdensome on our transportation network.	The City needs to invest in biking and walking infrastructure so that it's easier for people to get around without driving cars. We can create safer, better connected bike lanes. And we can increase access, frequency, and reliability of our public transit system.
<b>Q15 - How should the City do more to involve citizens in changes to the development code?</b>	The city should be more proactive in educating the public about the code and how it effects the citizens.	The City can engage residents in more conversations. I see the need for elected officials and staff to better explain the current code(s) and how changing the code can facilitate more equitable outcomes within the city. By increasing accessibility, we open opportunities for our residents to become involved in the decision making process. Providing materials in multiple languages is a first step we can take to increase resident involvement. We must also explain the development code in a way everyone can understand it. I will be offering office hours for residents to speak directly to myself and other Councilors to breakdown the materials and gather input.
<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>	I would determine the actual need for public transportation before allocating more funds. I support creating a east to west bike and pedestrian corridor to connect to the downtown.	We can create a taxing district for public transit, increase safety for all users on roads, and strengthen education about walking, biking, and riding to destinations. We can get more schools involved in helping students walk, ride, and roll to school once we're back in-person. Again, this is only doable if we invest in better connectivity in our city.