

**From:** Bob Brell  
**To:** [SENR Exhibits](#)  
**Subject:** HB 2027-A. Upper Deschutes River State Scenic Waterway-BPRD Proposed Amendment  
**Date:** Tuesday, May 09, 2017 2:23:34 PM

---

## To Whom It May Concern.

Let us introduce ourselves. Our names are Bob and Delle Brell. We live on Bachelor View Road in Bend, Oregon and in close proximity to the Deschutes River and that section which has been designated as a State Scenic Waterway. Bob has chaired a City of Bend sponsored Neighborhood Association known as Century West Neighborhood Association (CWNA) with over 750 members at this time and we have been at the forefront of change in Bend and change to the area where we live. Change is inevitable and in the case of Bend we feel the change has been notably for the good as well as for Bachelor View Road. We say that with some reservation but on balance, Bend is a better place and Bachelor View Road is a better place. On the other hand, we cannot say with certainty that the Deschutes River is a better river than it was in 1996 when we purchased our home. Growth in Bend has put significant added pressure on the Deschutes River in terms of general use, bank stability and quality and the fallout from development in spite of the best efforts to minimize impact by the City of Bend Development Code. Development seems to "trump" most decisions and encroachment of the River is an ongoing battle. The development community just recently attempted to get the Bend Development Code changed to allow structure height in the WAZ (Waterway Zone) increased from 35 feet to 45 feet. The Council wisely voted that down. Thinking ahead, my concern is that our generation will not leave our area as a better place for those who follow and I think each of us need to proceed with extreme caution as decisions are

made impacting our valuable resources.

We believe the original prohibition for a bridge was put in place for a good reason. We believe a public bridge serving a public trail should ideally be built on public land particularly where public land is available as is the case beginning at mile 172 on the Deschutes River. We are fortunate that there is Forest Service land on both sides of the river beginning at mile 172 and beyond to accommodate this, which was recognized by the CAC's decision to select Option 3C. The additional scrutiny by the Forest Service required for the location of the bridge on Forest Service land is something that we should welcome. A bridge anywhere in a State Scenic River area deserves the highest level of review.

BPRD has as an imperative to create a continuous trail from Tumalo to Sunriver. We believe they can achieve this imperative without a continuing trail along the River but by directing trail users at the west side of the Bill Healy Bridge to continue parallel to Read Market Road to the existing trail at the roundabout at Century Drive/Read Market Road/MT Washington Road which then proceeds from that point SW again parallel to Century Drive and known as the Haul Road Trail which goes all the way to the Forest Service land and the existing trail system already therein. A bridge at significant public expense is avoided and a continuous trail is achieved. Some may argue that this "existing option" doesn't compare with walking alongside the Deschutes River. I won't debate that but the downside is significantly less....significantly less!

We urge the Senate Committee on Environment and Natural Resources to approve HB 2027-A. You will be doing future generations a huge favor and leave a legacy for which you can be proud.

Respectfully,

Bob and Dellie Brell  
61130 Bachelor View Road  
Bend, Oregon 97702  
541-382-9427  
[bobdellie@bendbroadband.com](mailto:bobdellie@bendbroadband.com)