

**August 2026**

# **Bend's Urban Morphology**

**How Bend Became Bend – Land & Urban Form Assessment**



**A PLAN FOR TOMORROW,  
CRAFTED TODAY.**

# How Bend Became Bend

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Bend has grown through deliberate decisions—every trail, neighborhood, and gathering spot reflects a choice about what kind of place Bend should be. This plan continues that same pattern: growth shaped by decisions, not left to chance. The goal of the Urban Morphology assessment is to develop a shared understanding of why Bend looks and functions the way it does today.

As you review the content, consider the following question that will be discussed with Council at the September 14 Council Workshop:

Looking at how Bend has grown, what development and investment patterns should we build on, and which should we avoid repeating?

# Context

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# Urban Morphology Assessment

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Bend's neighborhoods, street grid, the canals that cross the city — is the result of choices made over more than a century. The land came first: a high-desert basin ringed by volcanoes, with the Deschutes River cutting through it. Bend was built by people who chose it. The people shaped the land, and the land shaped them back.

The story below traces how Bend grew, era by era: from the region's first stewards, through the rail and timber years, the shift to an automobile-automobile-oriented city, cycles of boom and bust, and the rapid growth of recent decades.

Cascadia Partners completed this assessment from March through August 2026 using GIS datasets, historical maps, and other readily available data sources to examine how the community has evolved and urbanized over time. The assessment demonstrates the primary natural systems that define Bend, how they shaped growth and have been shaped by growth over time. This evolution of Bend's relationships between landform, transportation, and growth help to identify constraints and opportunities associated with local ecology and natural systems to inform planning for Bend's future.

The assessment also includes a historical timeline as well as a year by year built map sequence.



# Reading the Layers of Place

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## PLACE



### Landform & Natural Systems

Topography, hydrology,  
geology, climate

Geologic time

## PEOPLE



### Historic Settlement

Historic roads, land use,  
transportation, building patterns

Decades

## PRACTICES



### Contemporary Urban Form

Current roads, land use,  
transportation, buildings

Today

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**What does Bend's landform tell us?**

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# Bend's landscape was born from collision and fire

## ACT I - TECTONIC COLLISIONS



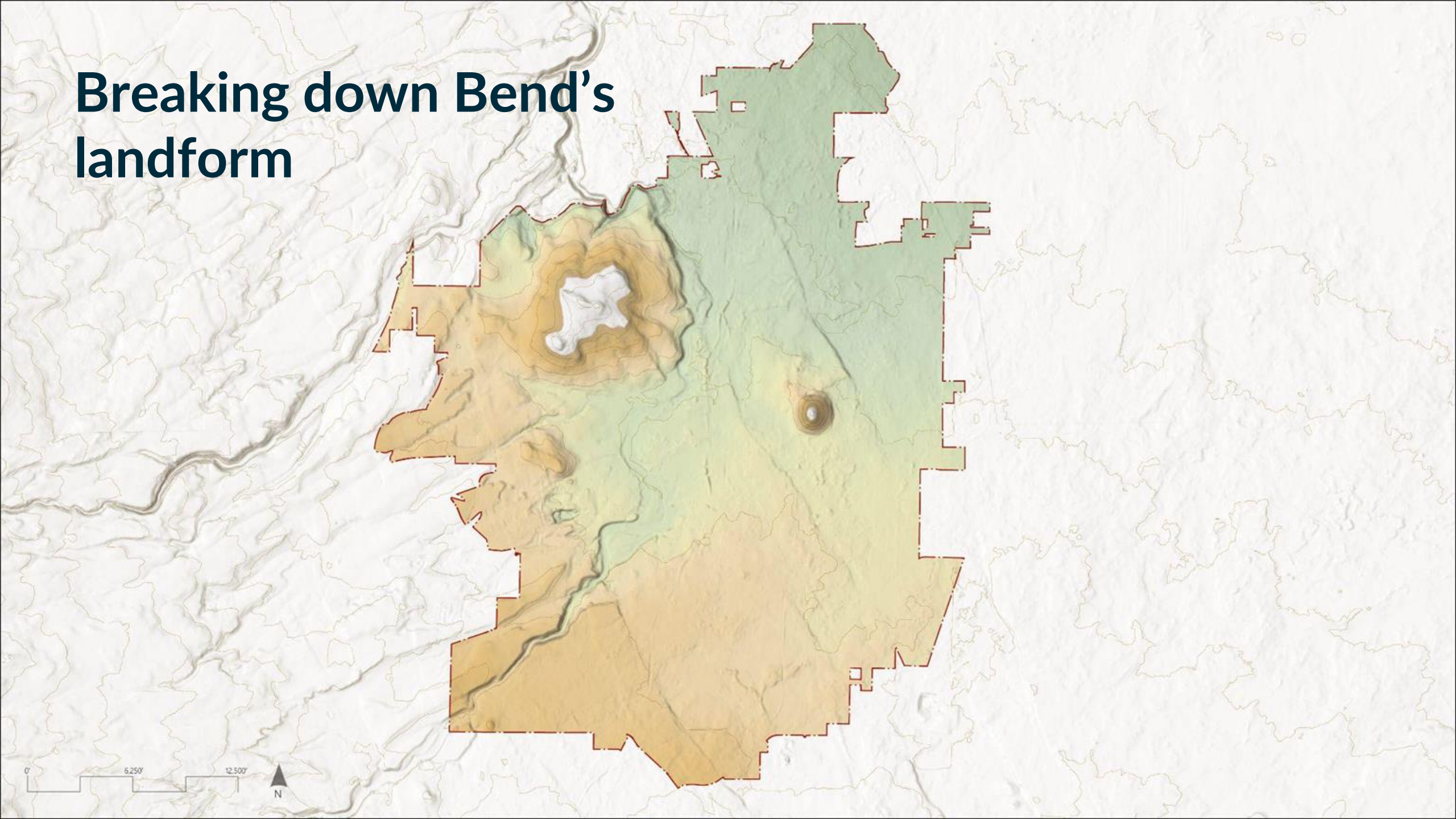
## ACT II - VOLCANIC FIRE



### TODAY

Lava, buttes, faults, and the Deschutes canyon leave Bend in a high-desert basin ringed by volcanic ground

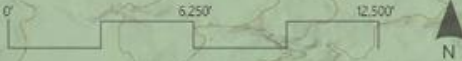
# Breaking down Bend's landform





# The Cascade Range meets the High Desert

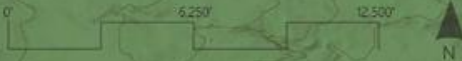
CASCADE RANGE  
HIGH DESERT





# Forested vegetation meets the High Desert

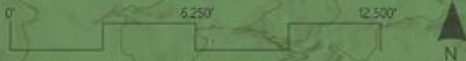
FORESTED  
VEGETATION





# The Newberry Volcano's reach

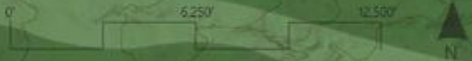
NEWBERRY  
VOLCANO'S REACH





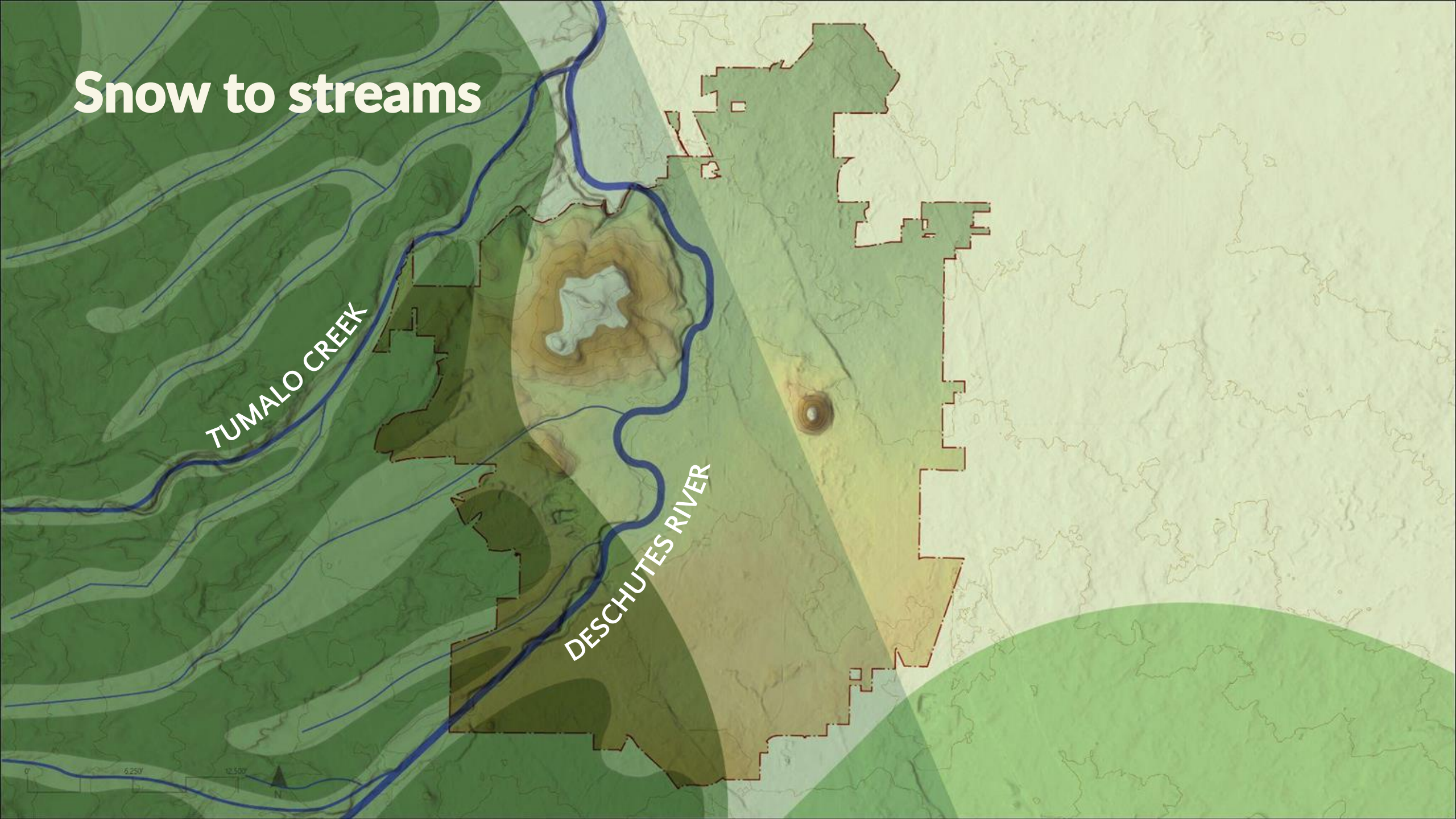
# The edges of the Cascades Range

CASCADE  
RANGE



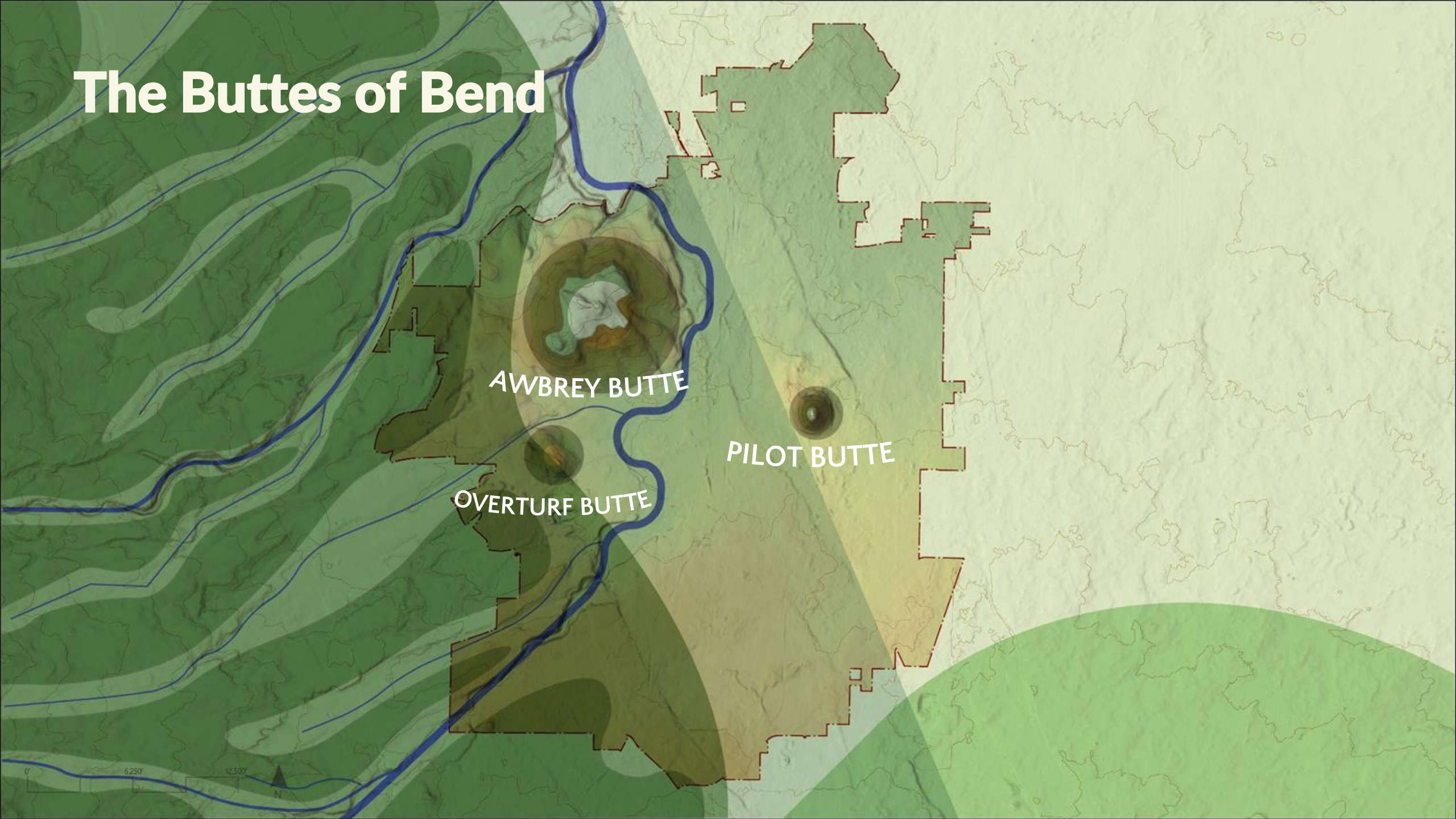


# Snow to streams

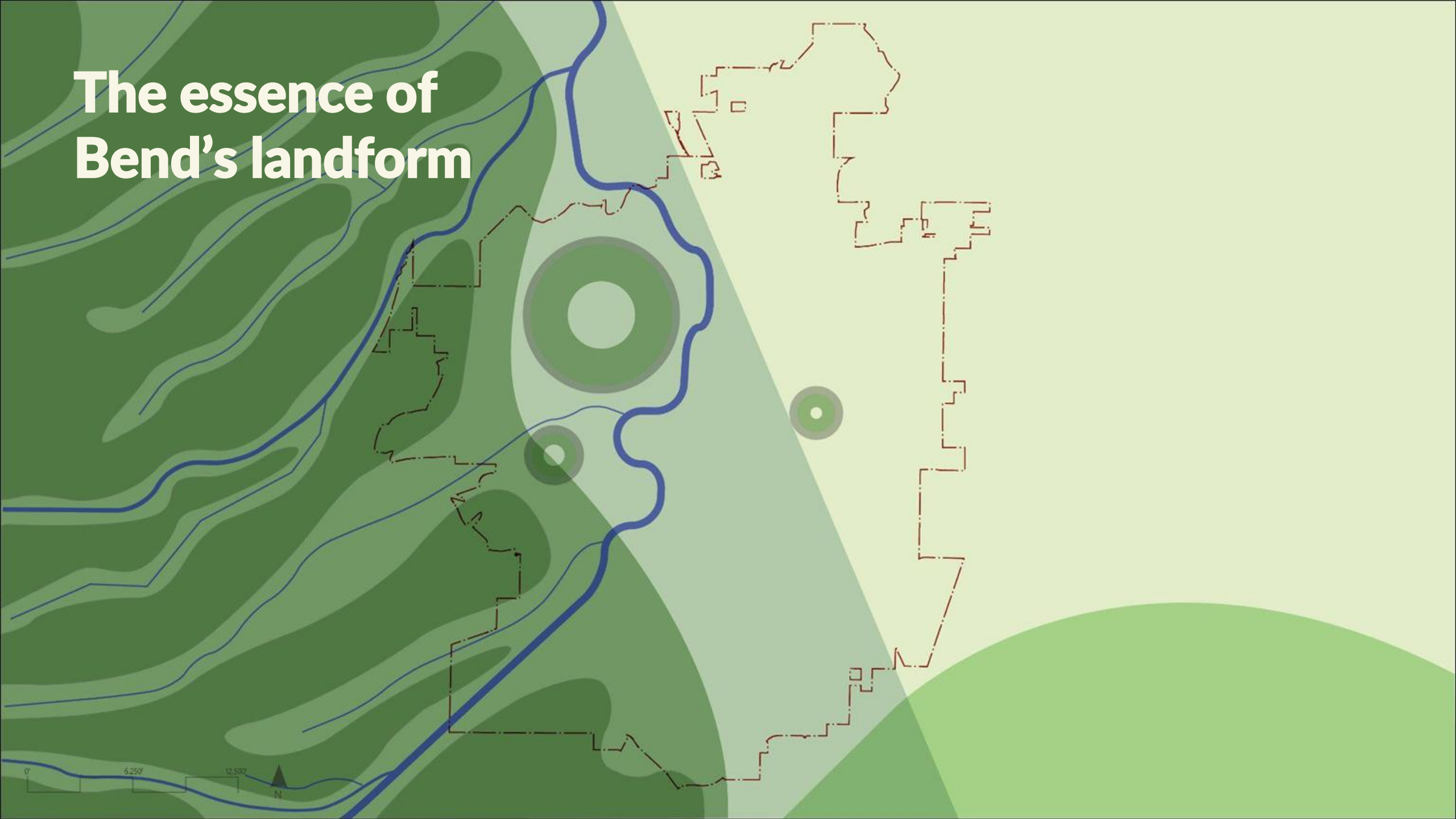




# The Buttes of Bend



# The essence of Bend's landform





# Bend is defined by 2 distinct landscape typologies



**WESTERN BEND**  
Cascade foothills

Undulating terrain

Forested

Varying microclimates

Tree canopy



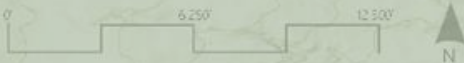
**EASTERN BEND**  
High desert

Flat

Arid

Exposed

Dry

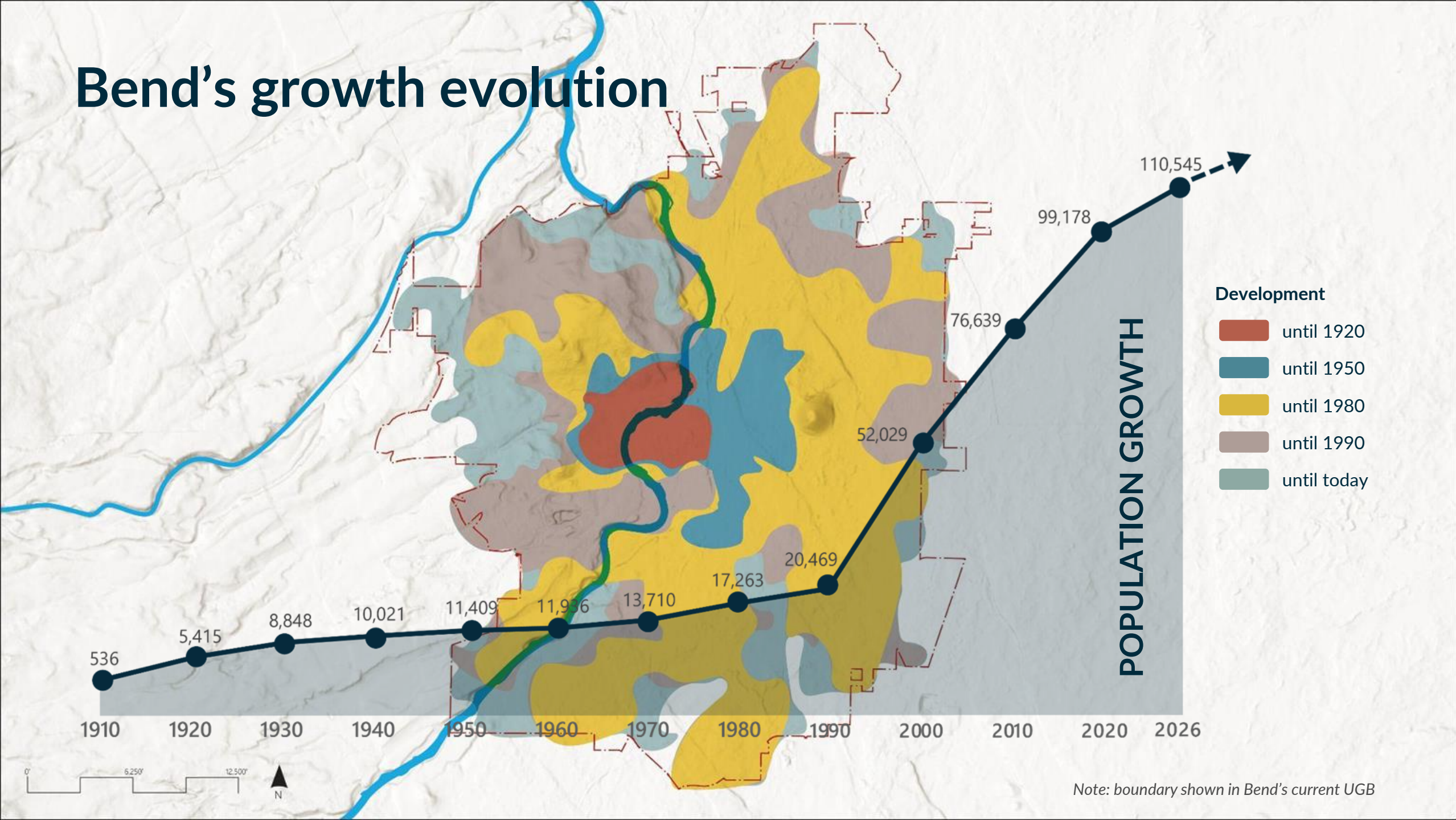


*Note: line is approximate*

# Overview of Bend's built form over time

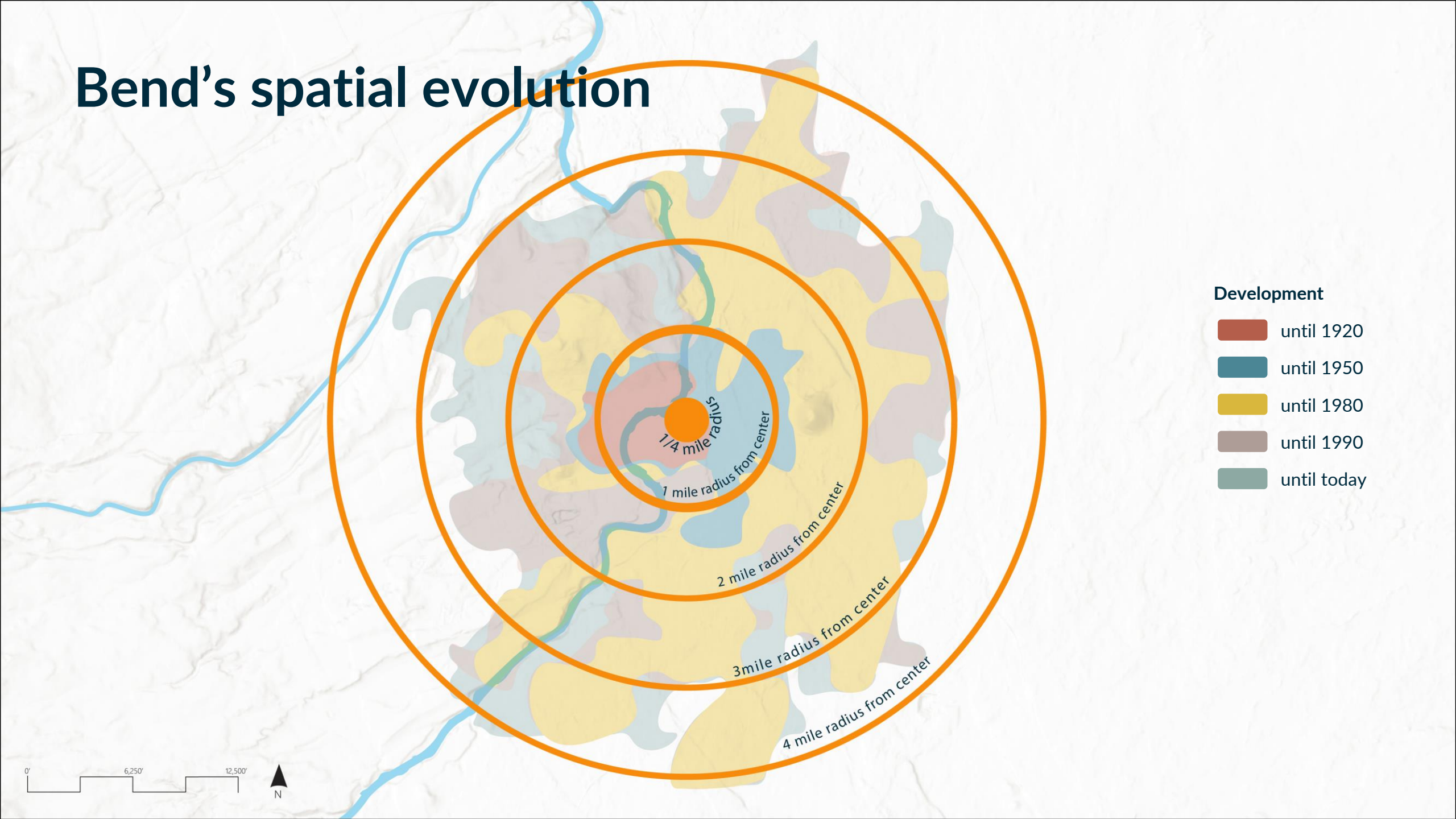
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# Bend's growth evolution

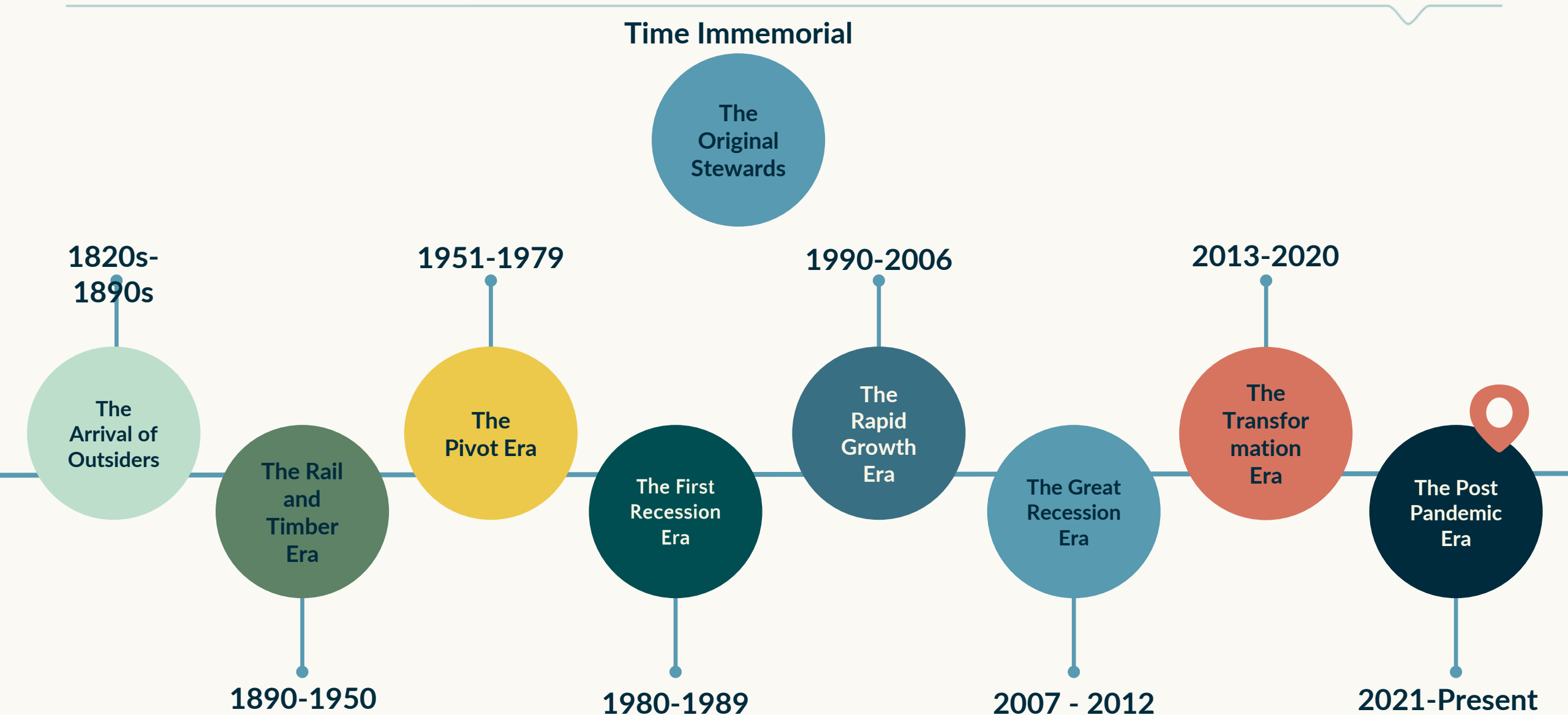




# Bend's spatial evolution

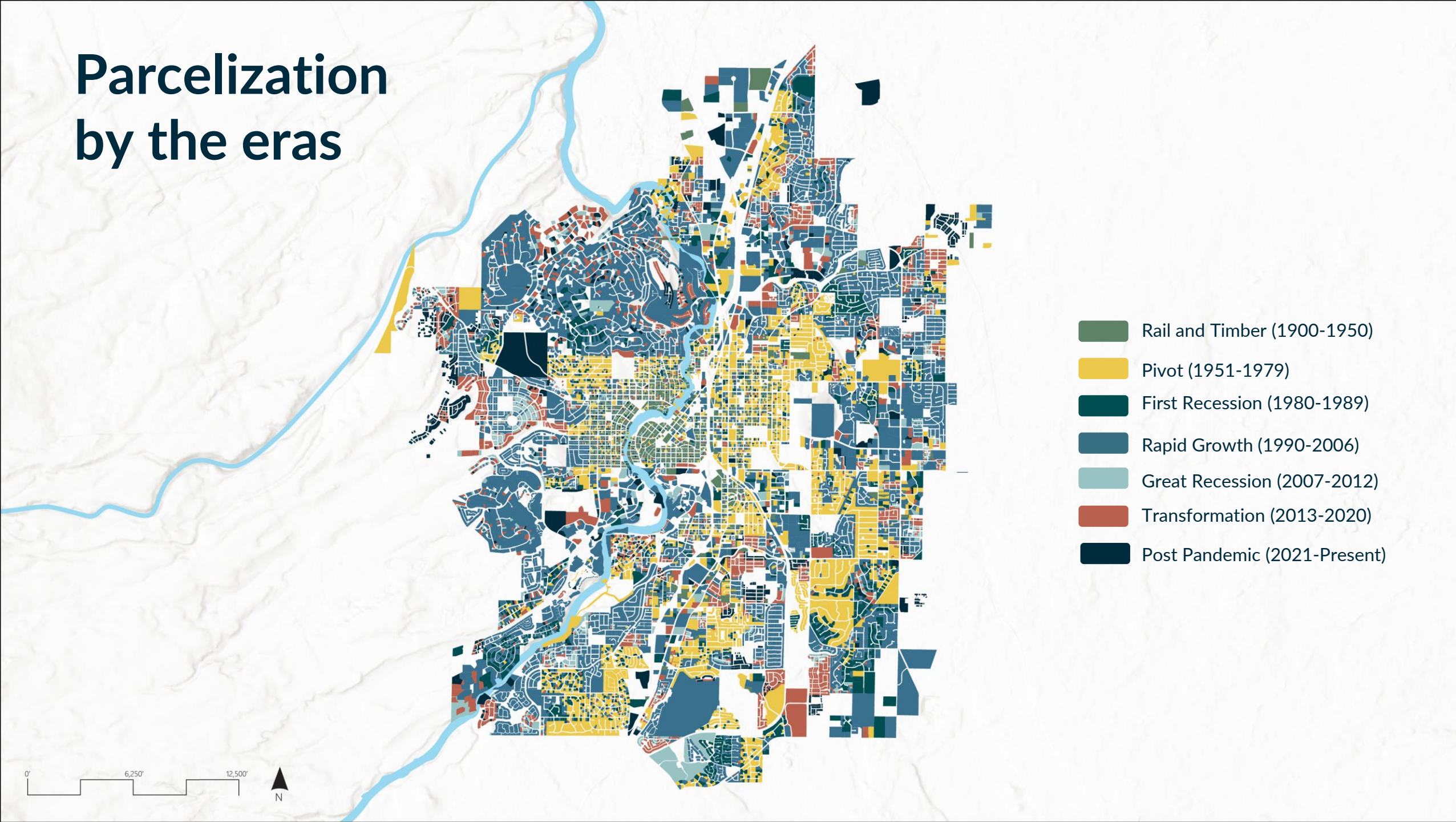


# Characterizing Bend's eras of change





# Parcelization by the eras





# Bend's building stock history

These figures describe Bend's building stock that still stands today.

1

## A fine-grain start

Rail & Timber Era lots started small with the most multi-family (15.6% of total households) the most of any era.

2

## The big-lot decades

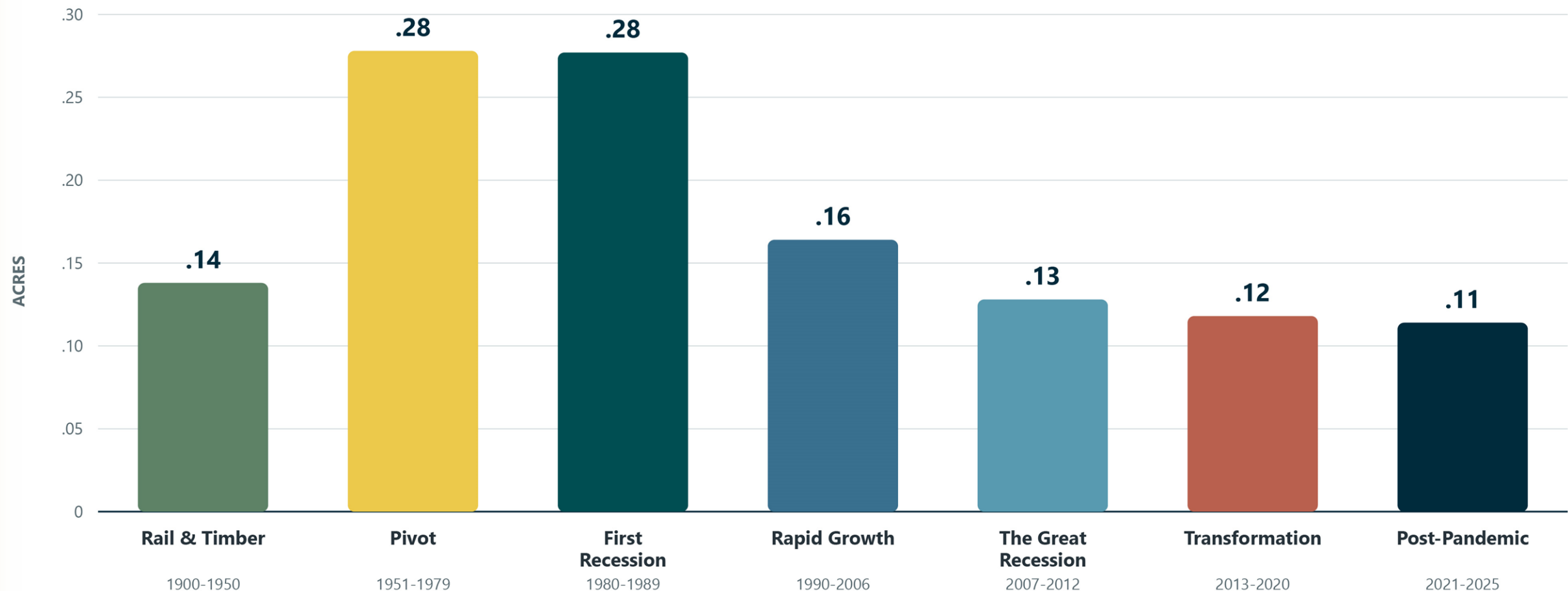
From 1950-1990 growth pushed east of the current Parkway onto ¼ acre+ lots – the largest the city ever built.

3

## Back to fine-grain

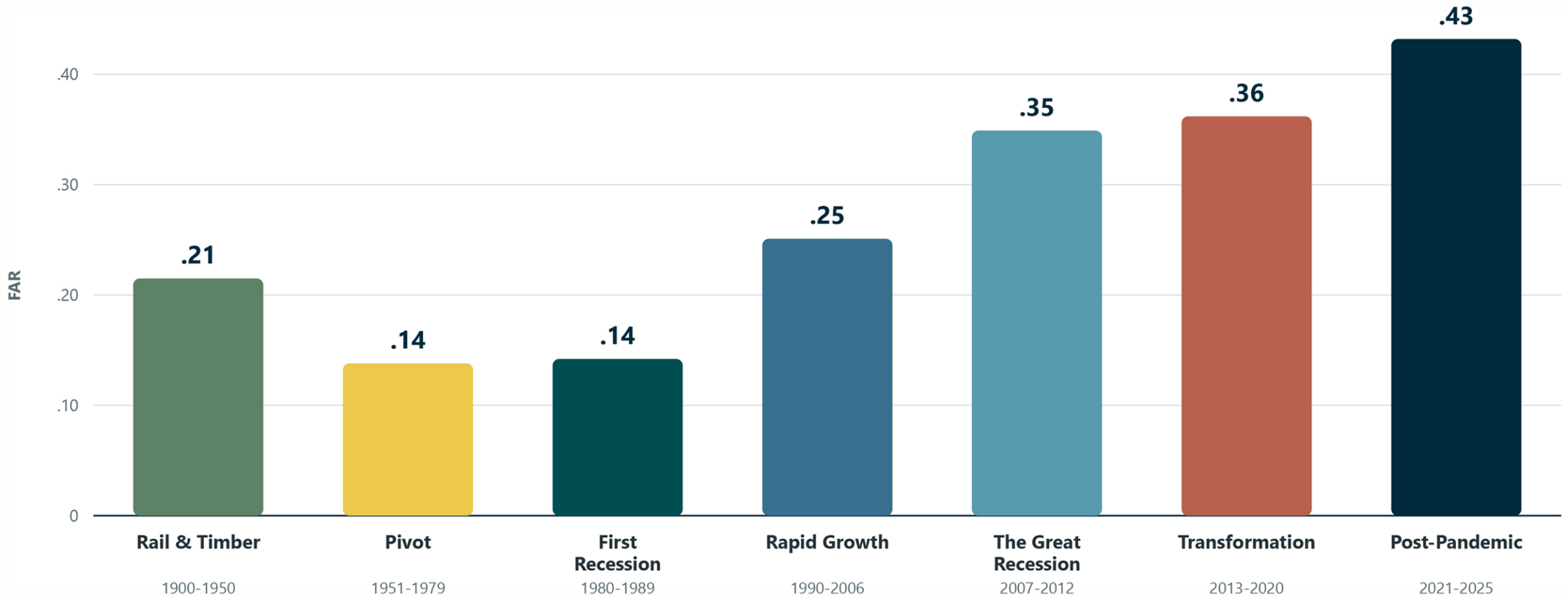
Since 1990, lots have shrunk to the smallest they have ever been and intensity has tripled – multiunit housing is rebounding towards Rail & Timber era levels.

# Lot size peaked in the mid-century, then fell to the smallest on record



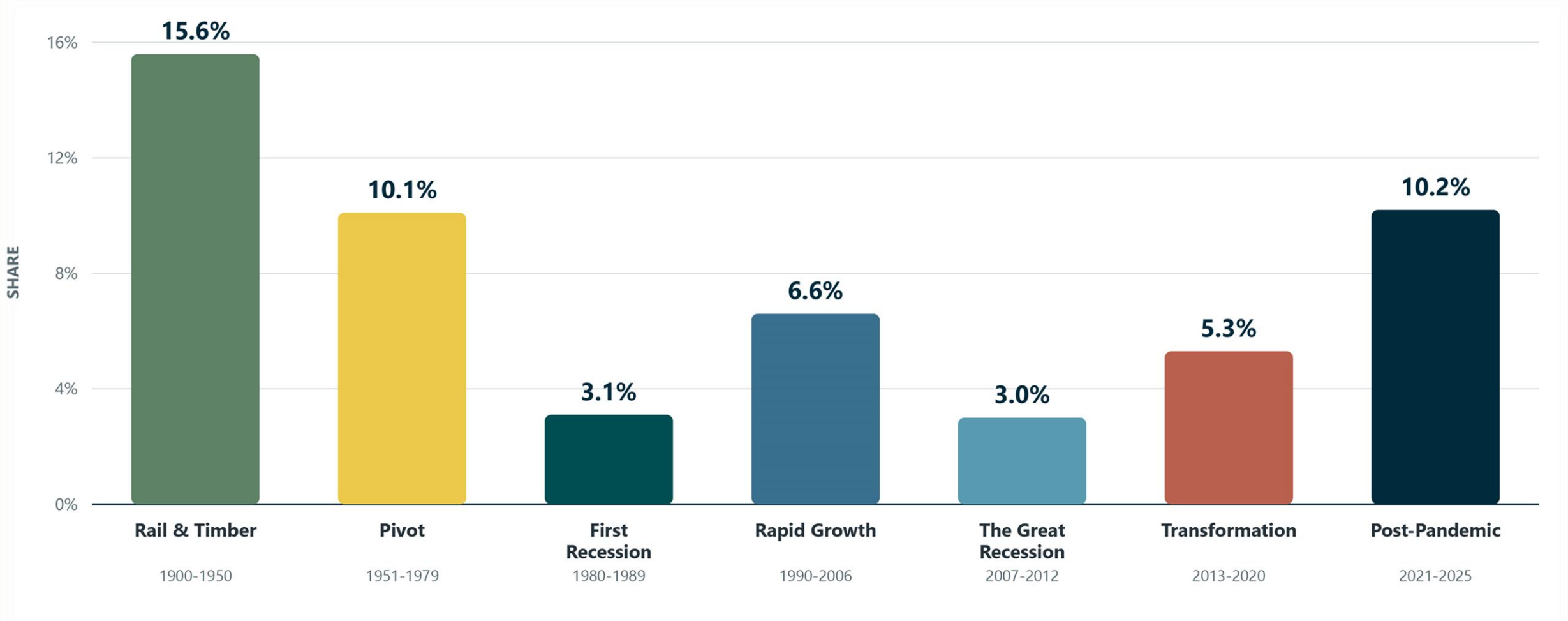
# Floor Area Ratio has tripled since the 1980's

*Floor Area Ratio is how big buildings are compared to the lot they are on.*





# The share of multi-unit housing was highest in the Rail and Timber Era, and lowest during both Recessions



# What this means

Today's urban fabric is the smallest-lot, highest-intensity, most middle-housing friendly Bend has ever built

1

## The market is already densifying

Lots are the smallest on record and FAR has tripled. Infill is already happening.

*Average permitted density has increased 50%, from 5.7 units per acre (1998–2008) to 8.7 (2014–2025).*

2

## Multi-unit is fragile

Multi-unit housing cratered in both recessions.

*From 2009 through 2015, very little multiunit housing was permitted.*

3

## Multi-unit rebounding

The share of multi-unit housing stock in the current era has tripled since the Great Recession era.

*From 2019 through 2025, multiunit housing accounted for about 50% of permitted units.*

**Bend's built form during each era**

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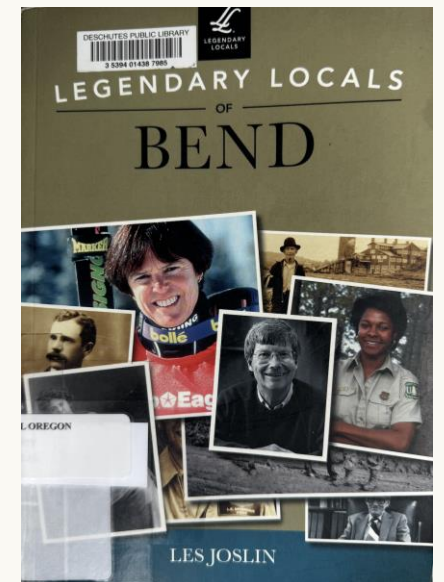
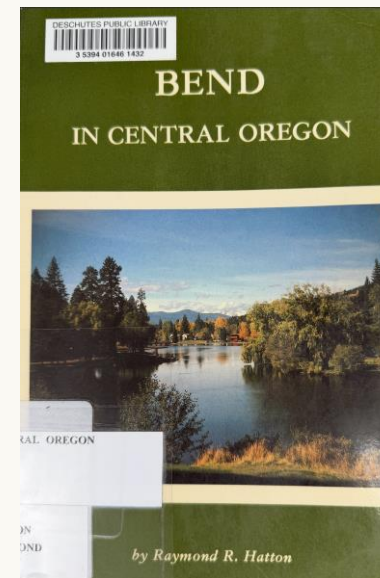
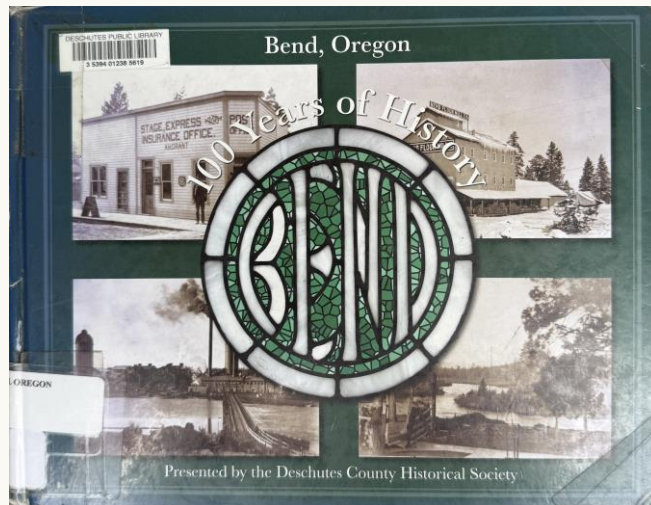


# History Disclaimer

*The narrative presented in this assessment represents one interpretation of Bend's history, developed through data sources and spatial analysis. The assessment prioritizes land use, development patterns, and transportation decisions as a lens for understanding urban form. It does not purport to be a comprehensive social, cultural, or political history of Bend.*

*The team is grateful to the historians, archivists, and community members who shared their knowledge and welcomes ongoing dialogue as the project continues.*

*Most historical images came from these four books:*



The background is a blue-tinted photograph of a landscape. In the foreground, there are dark, scrubby bushes. In the middle ground, a single, tall, thin tree stands on the left. In the background, a range of mountains is visible, with a prominent, snow-capped peak in the center.

# The Original Stewards Time Immemorial

Since times immemorial, this region has been the traditional territory of three primary groups who moved with the seasons.

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# Land Acknowledgement

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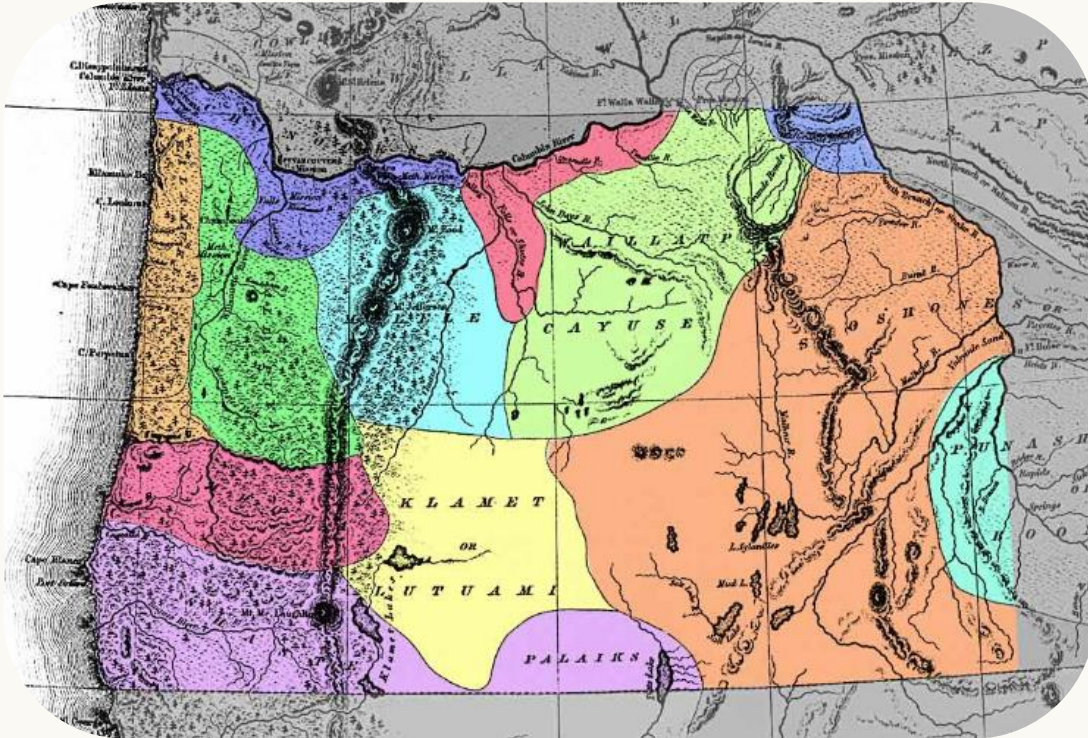


We would like to acknowledge that the beautiful land known as Bend, Oregon north to the Columbia River is the original homelands of the Confederated Tribes of Warm Springs. The Confederated Tribes ceded this land in the Treaty of 1855 while retaining regular and customary hunting, fishing, and gathering rights. The Wana Łama (Warm Springs), Wasq'ú (Wasco) and Northern Paiute people inhabited this area in certain seasonal times that clearly established their presence. It is also important to note that the Klamath Trail ran north through this region to the great Celilo Falls trading grounds. This trade route expanded the impact of commerce between Tribal nations. We acknowledge and thank the original stewards of this land. It is our hope that guests continue to honor and care for this land.



# The Original Stewards

For thousands of years, generations of indigenous people called this place home



The Wasq'ú (Wasco), Wana łama (Warm Springs), and Northern Paiute (Numu) peoples resided around modern day Bend, stewarding the land long before volcanic eruptions formed the Newberry Crater.



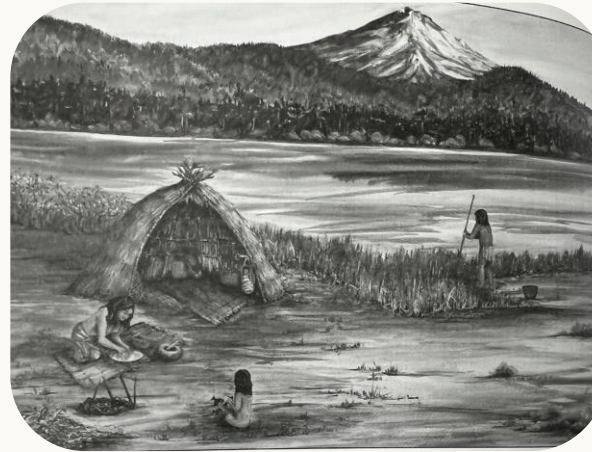
The Deschutes River and its tributaries had points known to Indigenous people as safe river crossings. “Whychus,” a Sahaptin word meaning “the place we cross water,” referred to multiple crossing points in the region including at Camp Polk Meadow<sup>16</sup> near Sisters and at the Lava Island Rock Shelter near Benham Falls.



# The Original Stewards



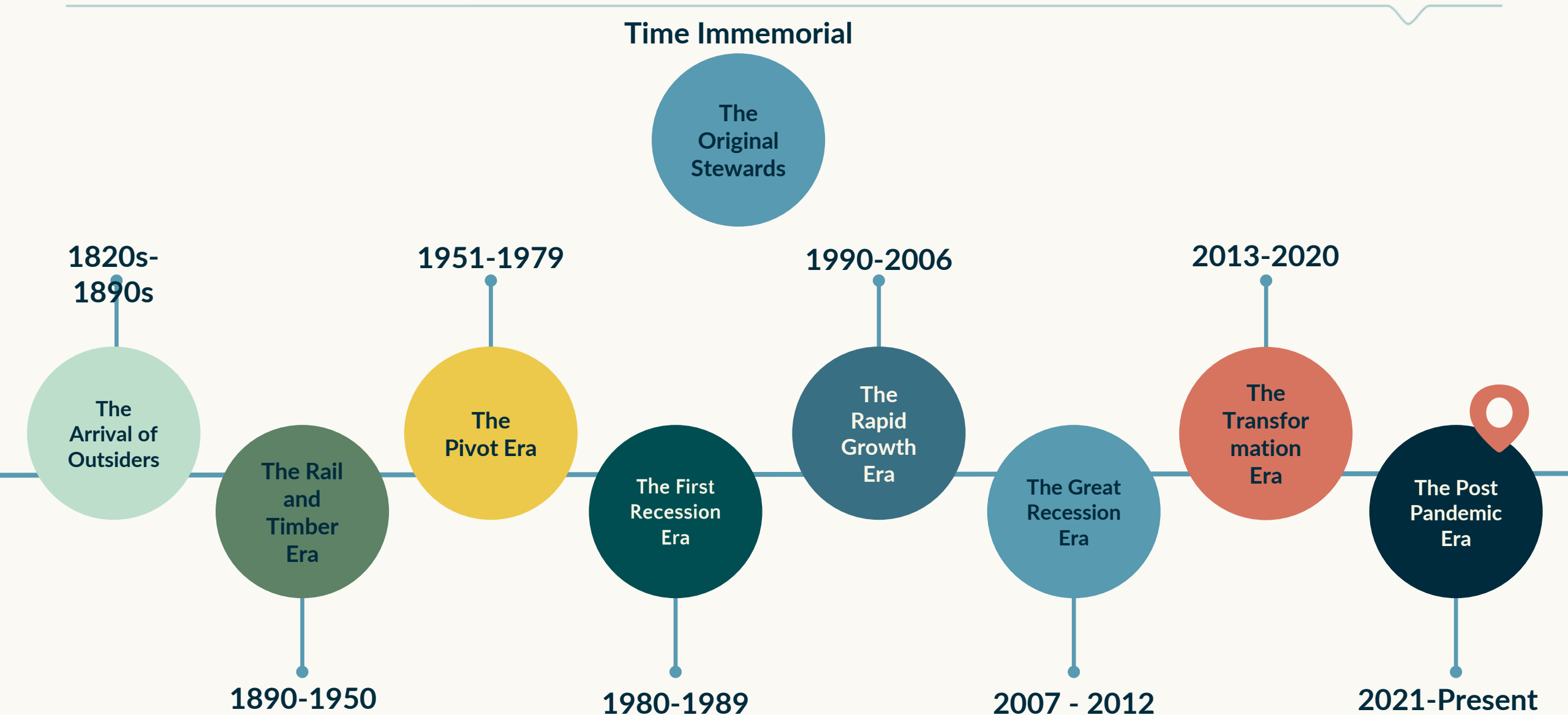
The Klamath peoples also traveled through this area as part of regional trade routes along the Klamath Trail. The Klamath Trail connected the Klamath Marsh and the Deschutes River Basin to the Columbia River and the trading center at Celilo Falls (pictured above).



These diverse tribes lived off the unique landscape as part of their seasonal rounds, the annual pattern of movement to gather food and other resources throughout the year.



# Characterizing Bend's eras of change







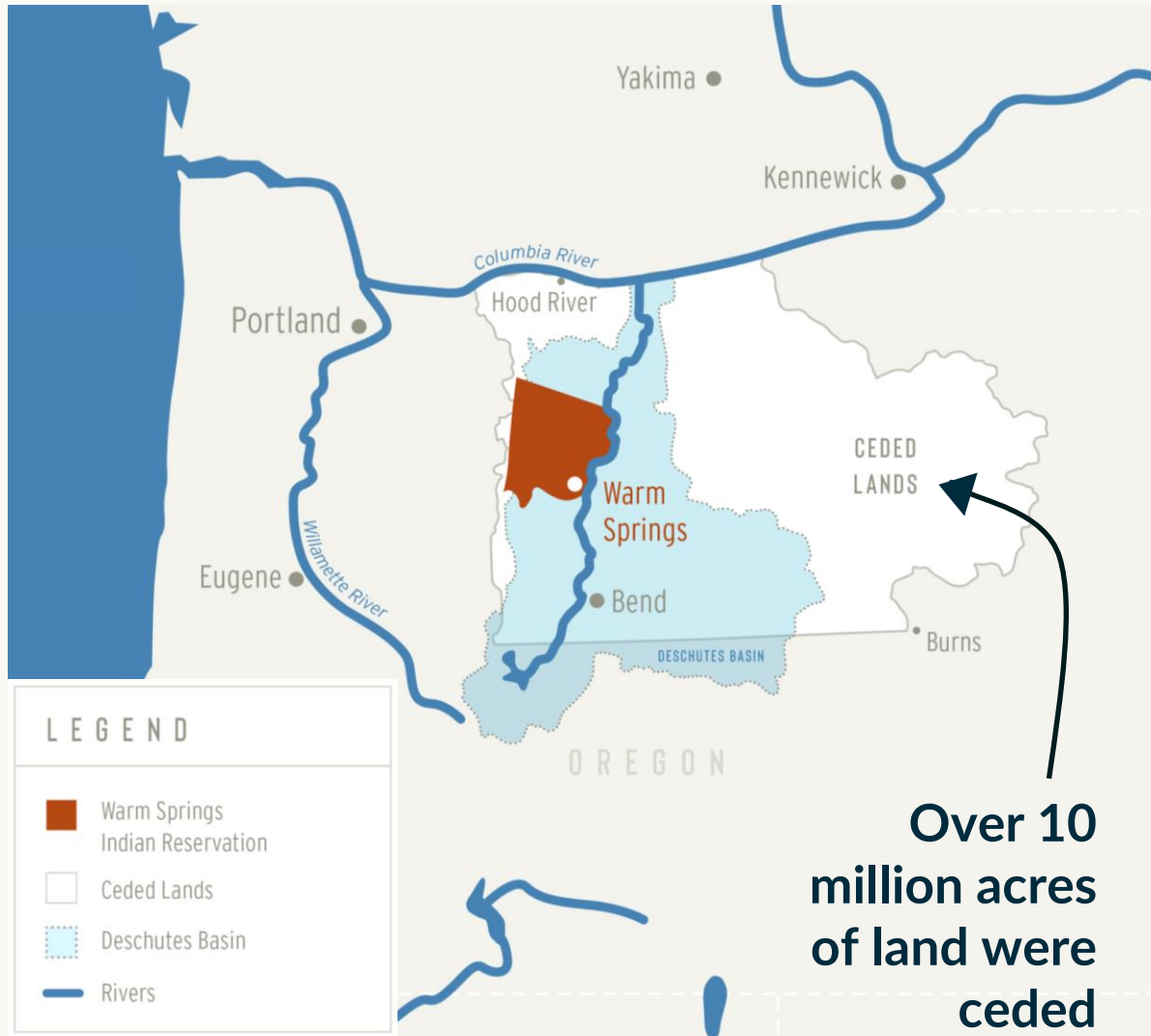
# The Arrival of Outsiders

## 1820-1900

The 19th century brought a slow trickle of European and American explorers who viewed the land through the lens of extraction and transit.

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The tribes were forcibly removed from their native lands to a Federal reservation with a much different climate

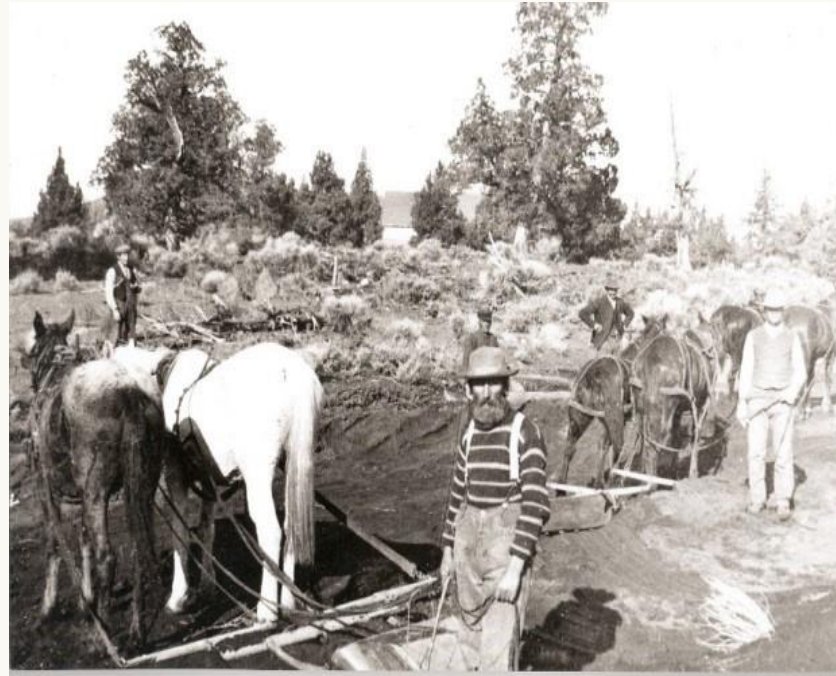


Three women on the Warm Springs Reservation, 1902. It should be noted that turn of the century photography of indigenous peoples of North America has a problematic legacy that perpetuated stereotypes and has repercussions today.

At the end of the century, irrigation companies start to construct dams and canals to irrigate the high desert for farming purposes



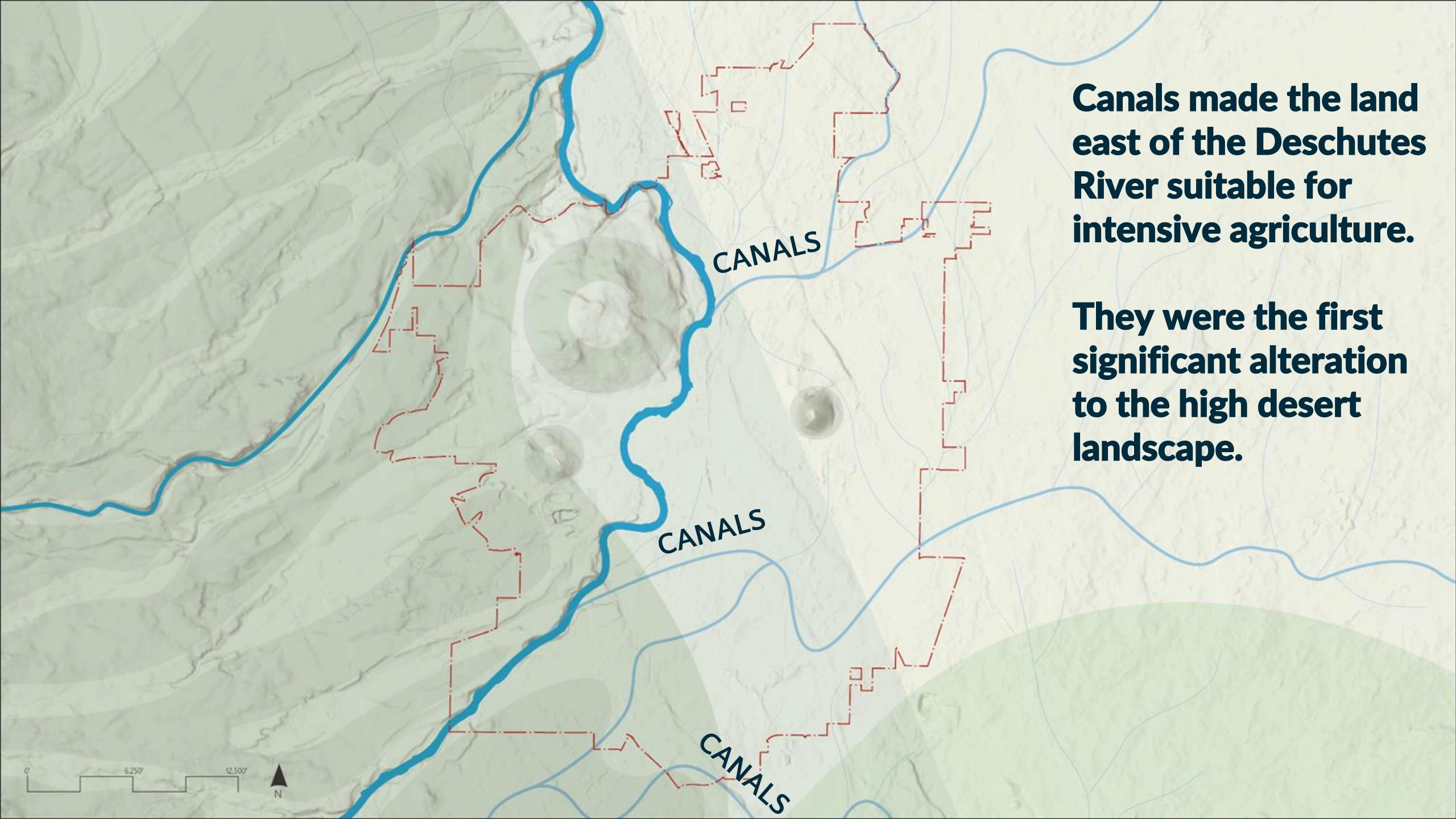
Alexander Drake, formed the Pilot Butte Development Company and organized the first irrigation project under the Carey Act.



Early irrigation laid the foundation for early agriculture and platted Bend

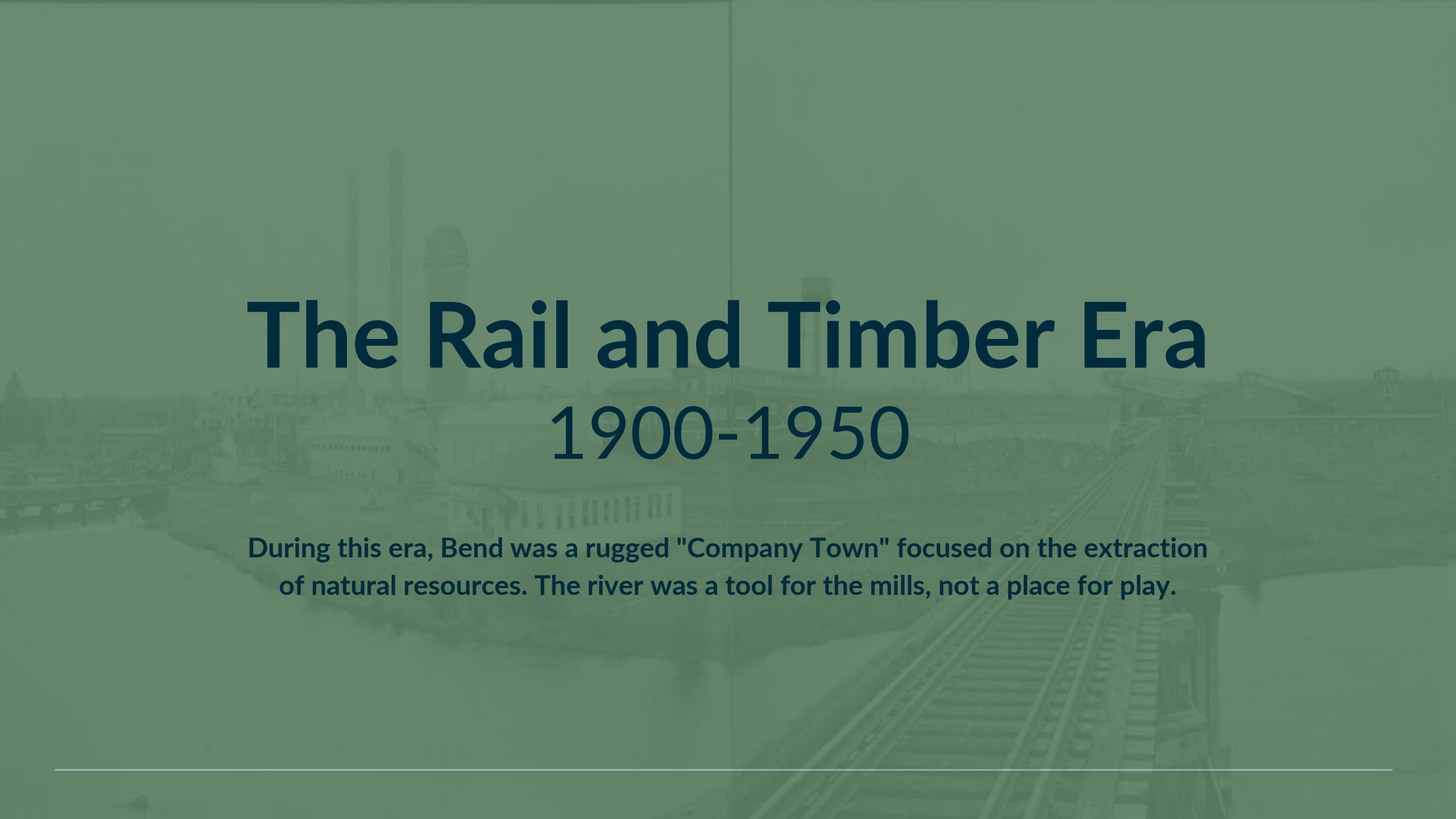






**Canals made the land east of the Deschutes River suitable for intensive agriculture.**

**They were the first significant alteration to the high desert landscape.**

The background image is a faded, sepia-toned photograph. It depicts a wide river in the foreground, with a series of railroad tracks running parallel to the right bank. In the background, there is an industrial complex with several tall smokestacks and large buildings, one of which has a prominent dome. The overall scene suggests a historical industrial or logging town.

# The Rail and Timber Era

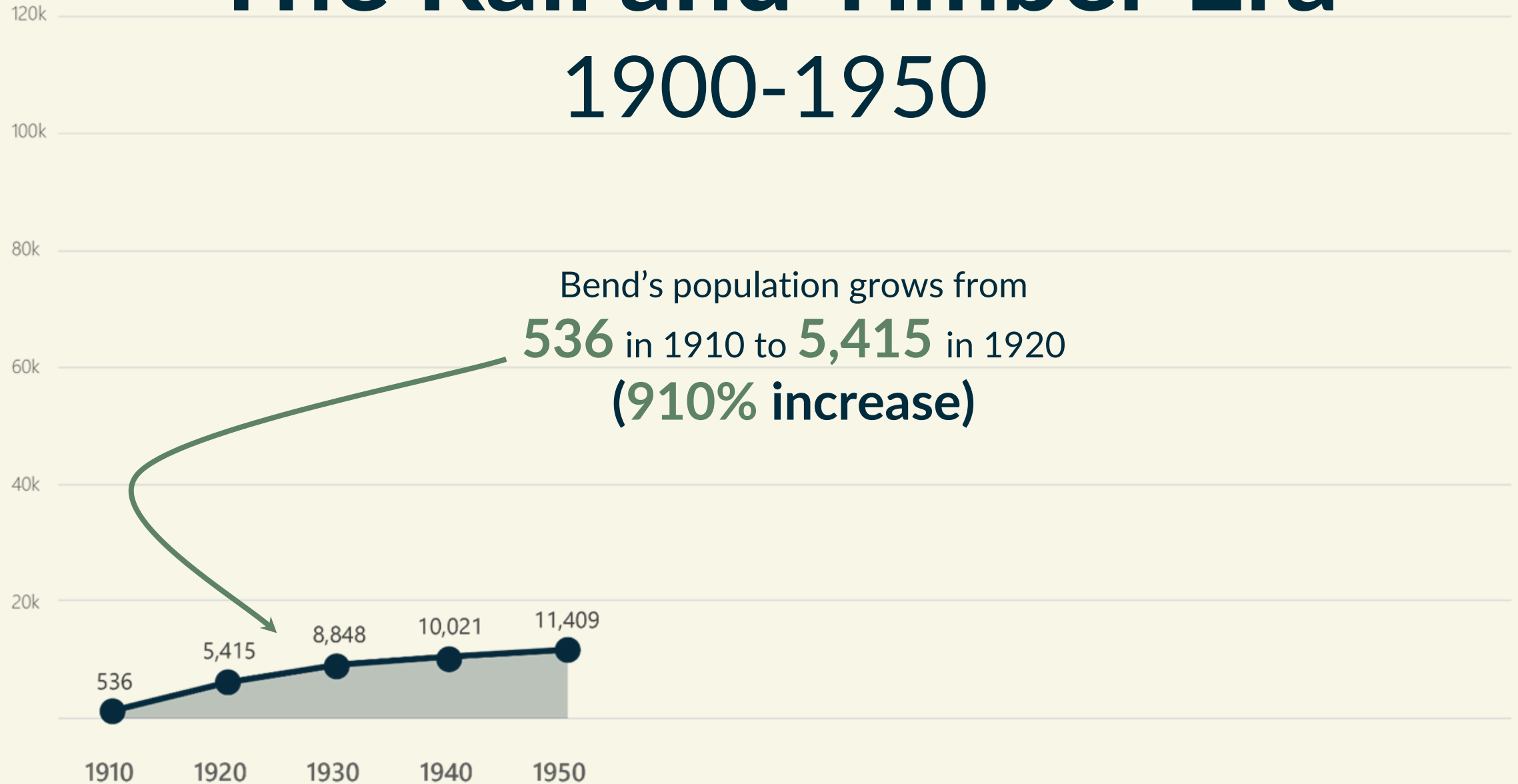
## 1900-1950

During this era, Bend was a rugged "Company Town" focused on the extraction of natural resources. The river was a tool for the mills, not a place for play.

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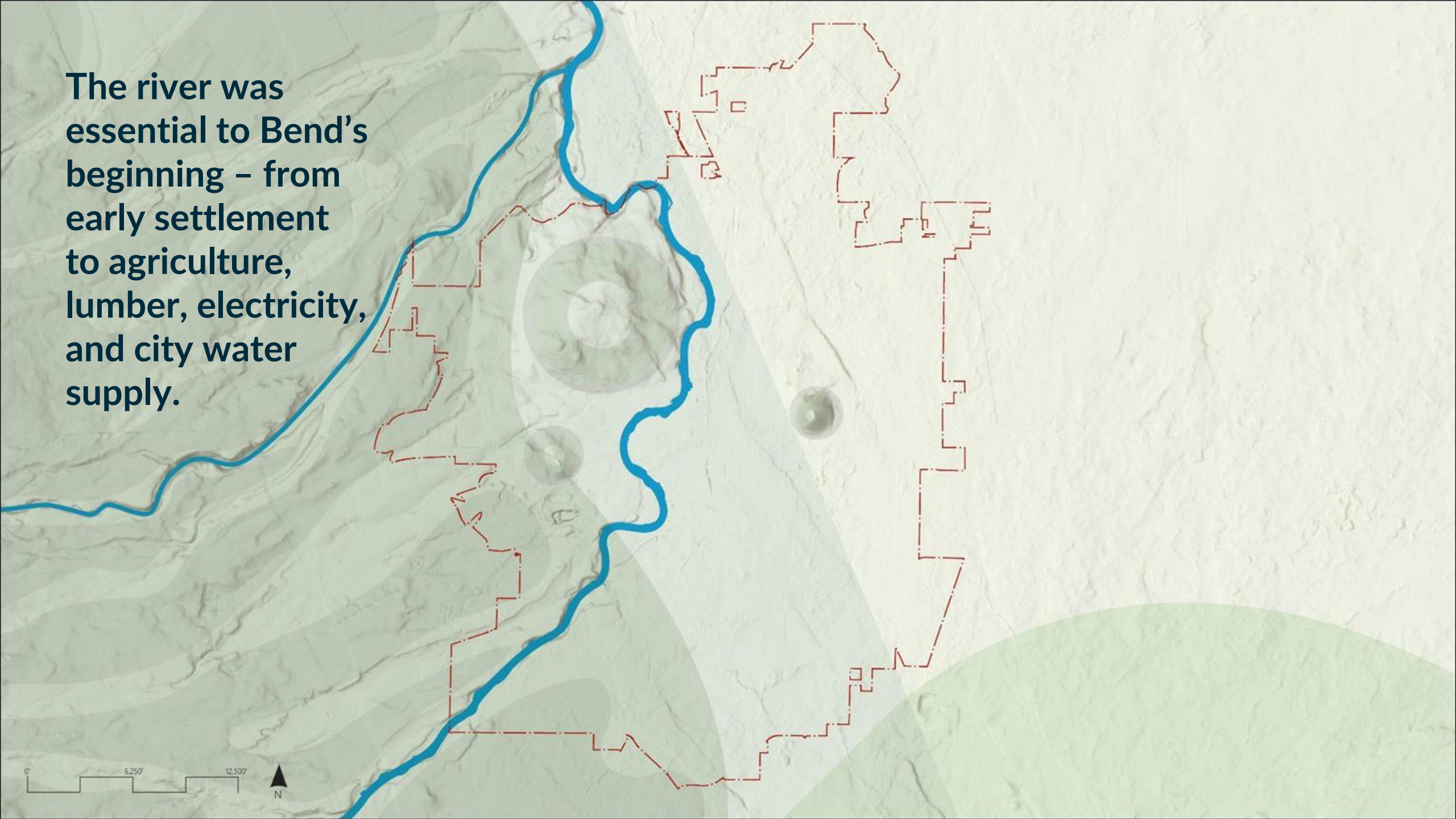
# The Rail and Timber Era

## 1900-1950

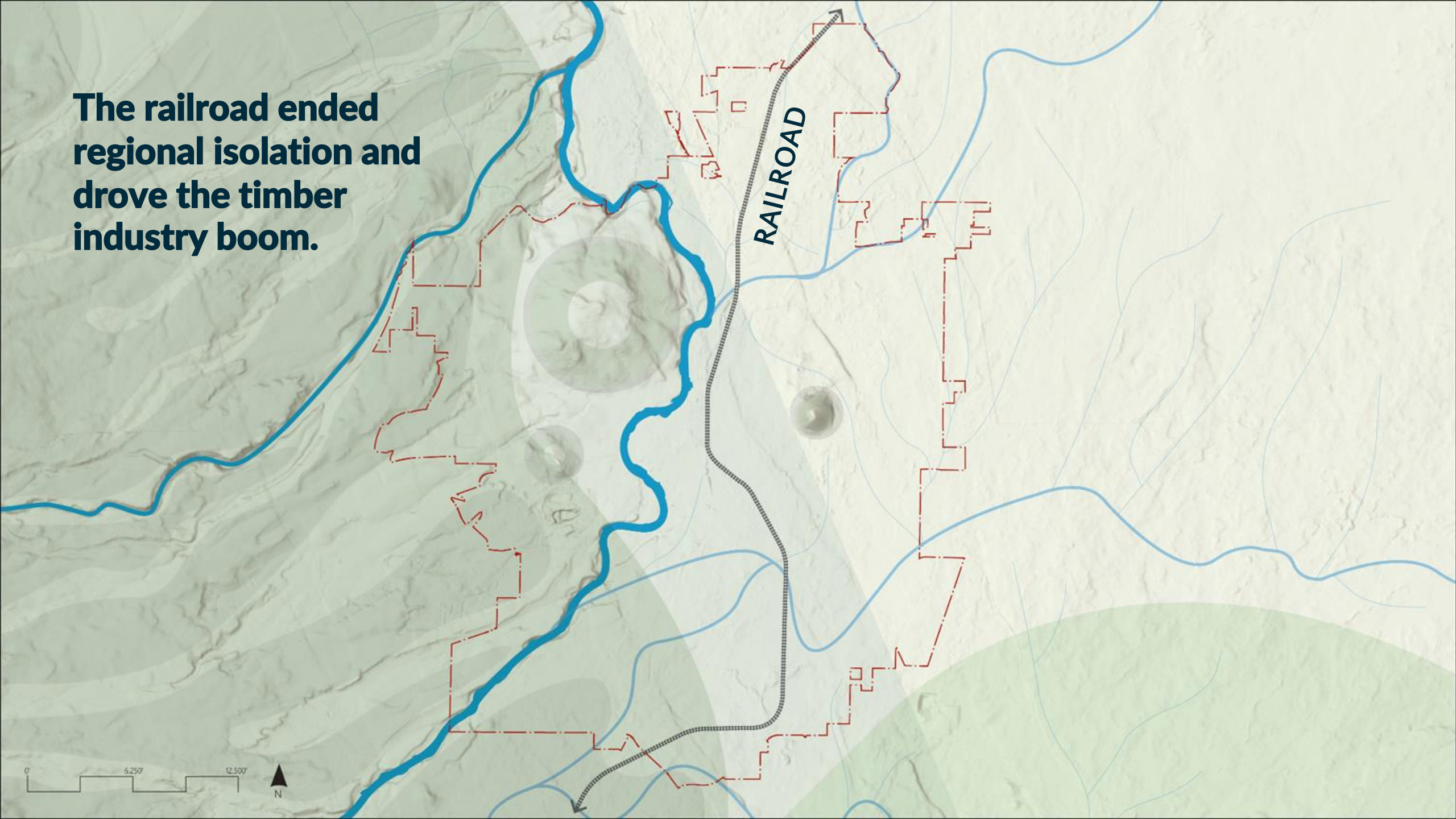




**The river was essential to Bend's beginning – from early settlement to agriculture, lumber, electricity, and city water supply.**



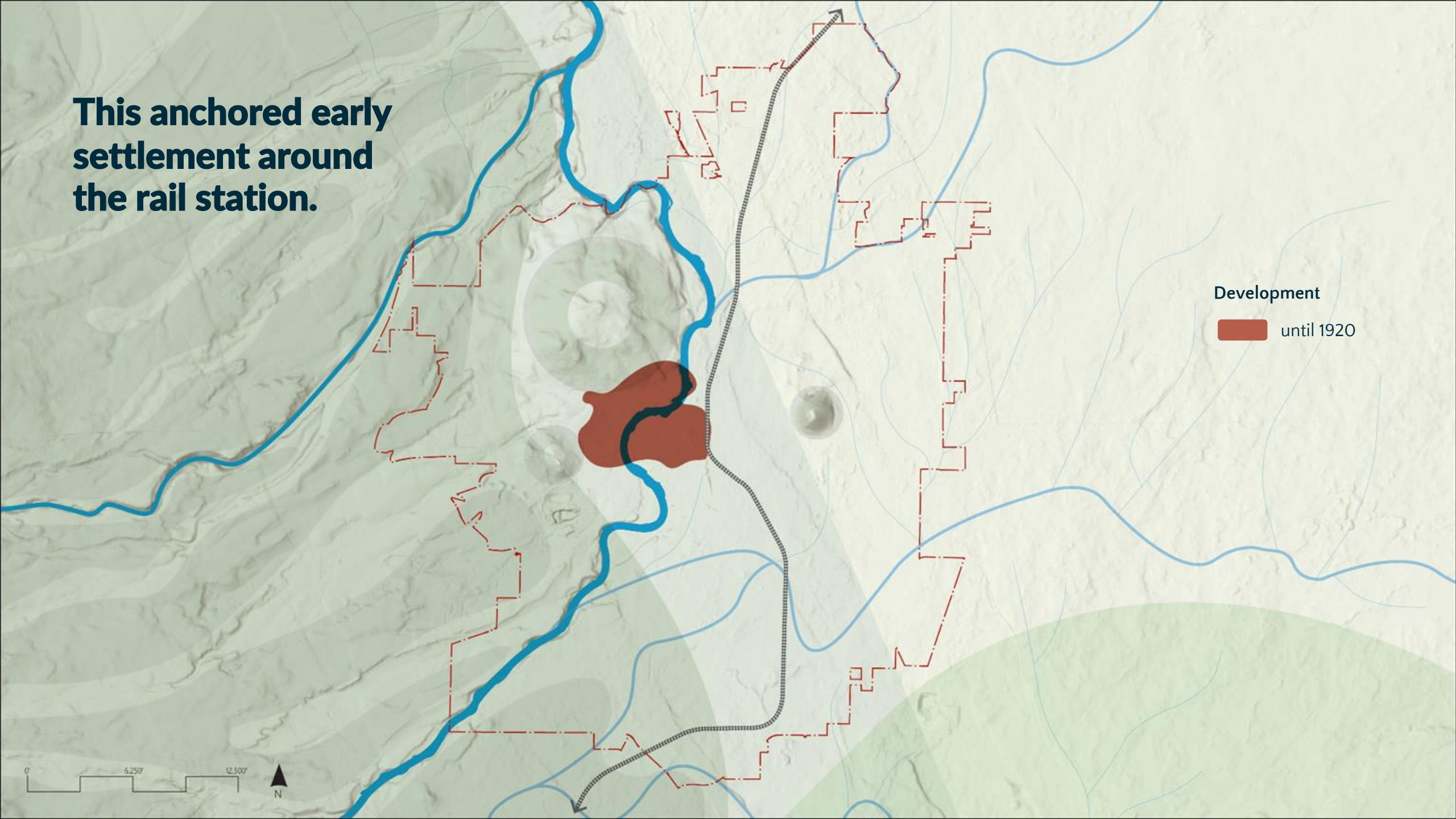
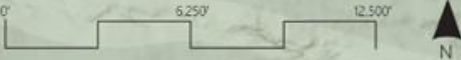
**The railroad ended  
regional isolation and  
drove the timber  
industry boom.**





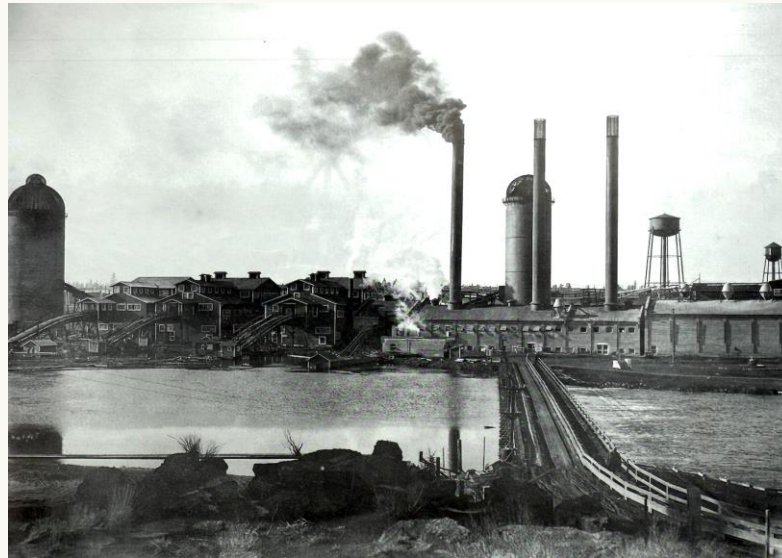
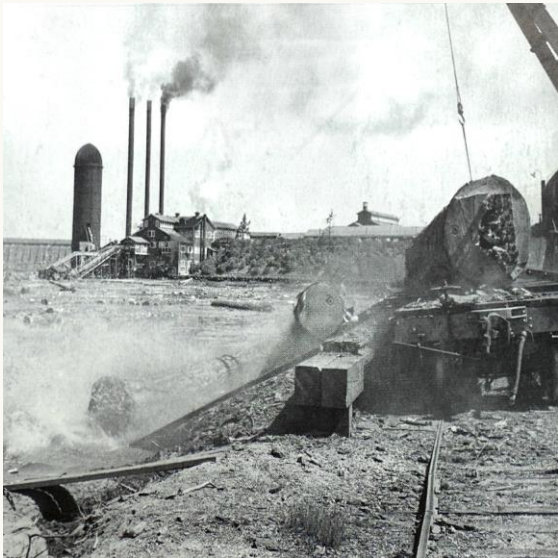
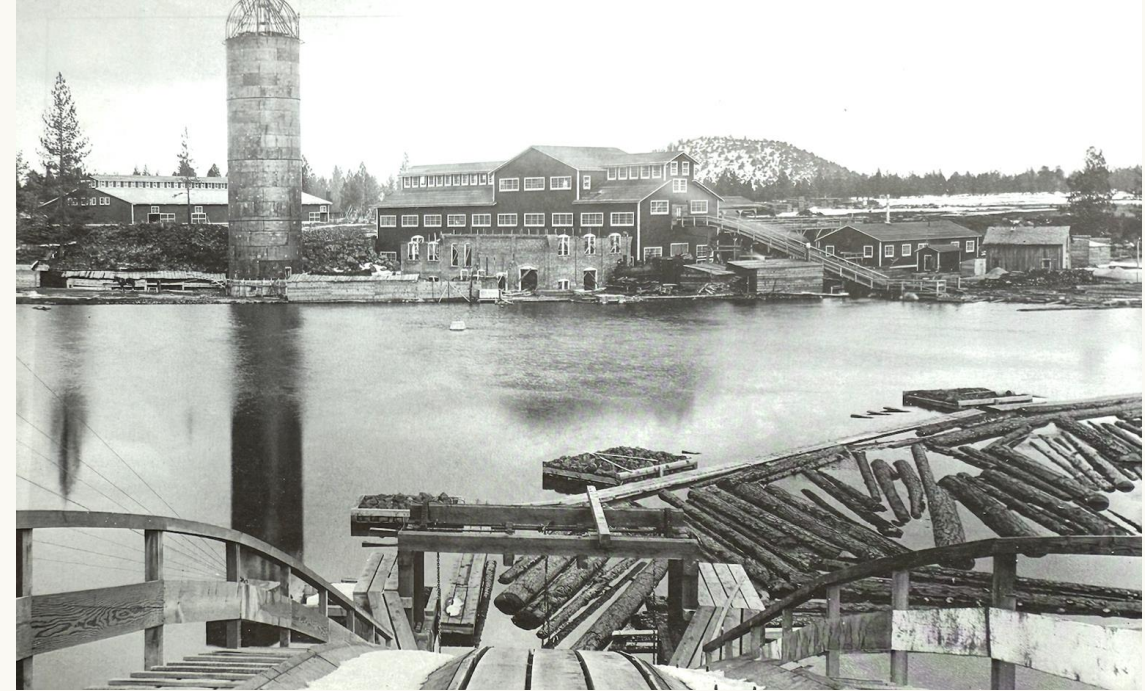
**This anchored early  
settlement around  
the rail station.**

Development  
until 1920





## Two lumber companies, Shevlin-Hixon and Brooks-Scanlon, establish mills on opposite sides of the Deschutes River



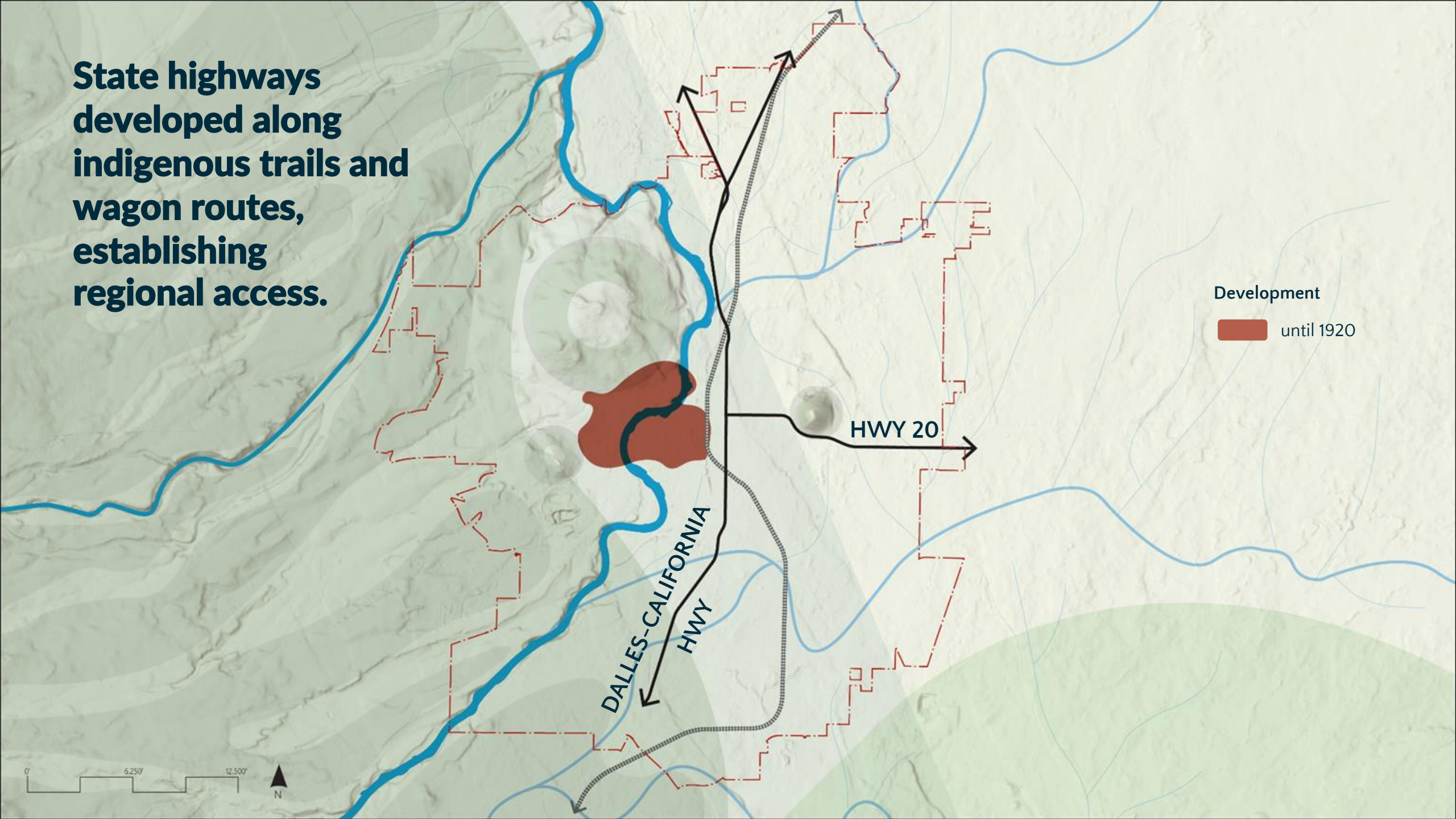
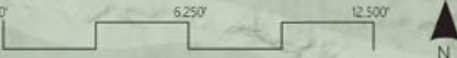


State highways  
developed along  
indigenous trails and  
wagon routes,  
establishing  
regional access.

Development  
until 1920

HWY 20

DALLES-CALIFORNIA  
HWY

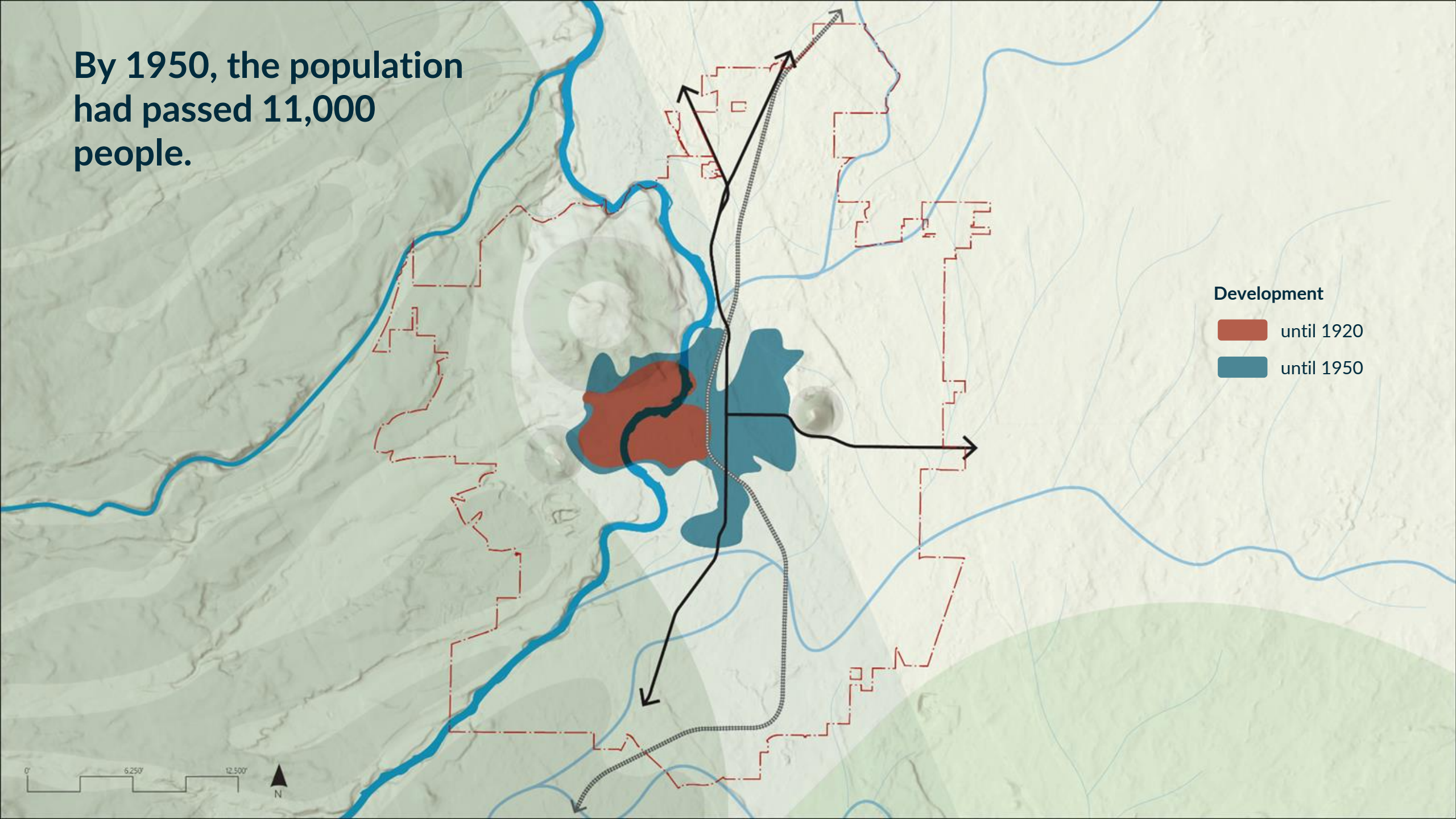




By 1950, the population  
had passed 11,000  
people.

Development

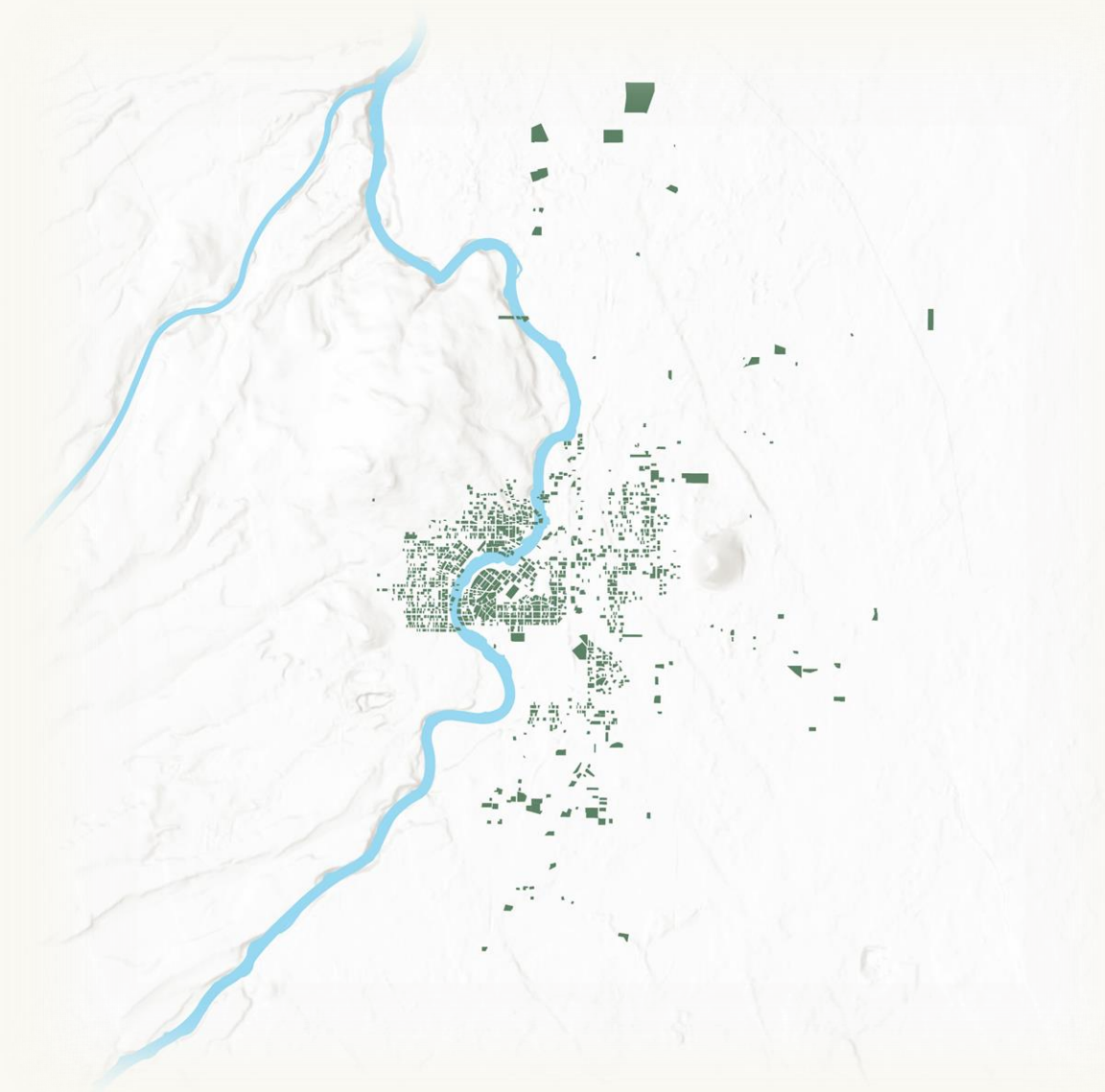
- until 1920
- until 1950





# The Rail and Timber Era (1900-1950)

*Early settlement anchored around the mills, railroad, and river*



MEDIAN LOT SIZE  
**0.14 acres**



FLOOR AREA RATIO\*  
**0.22**



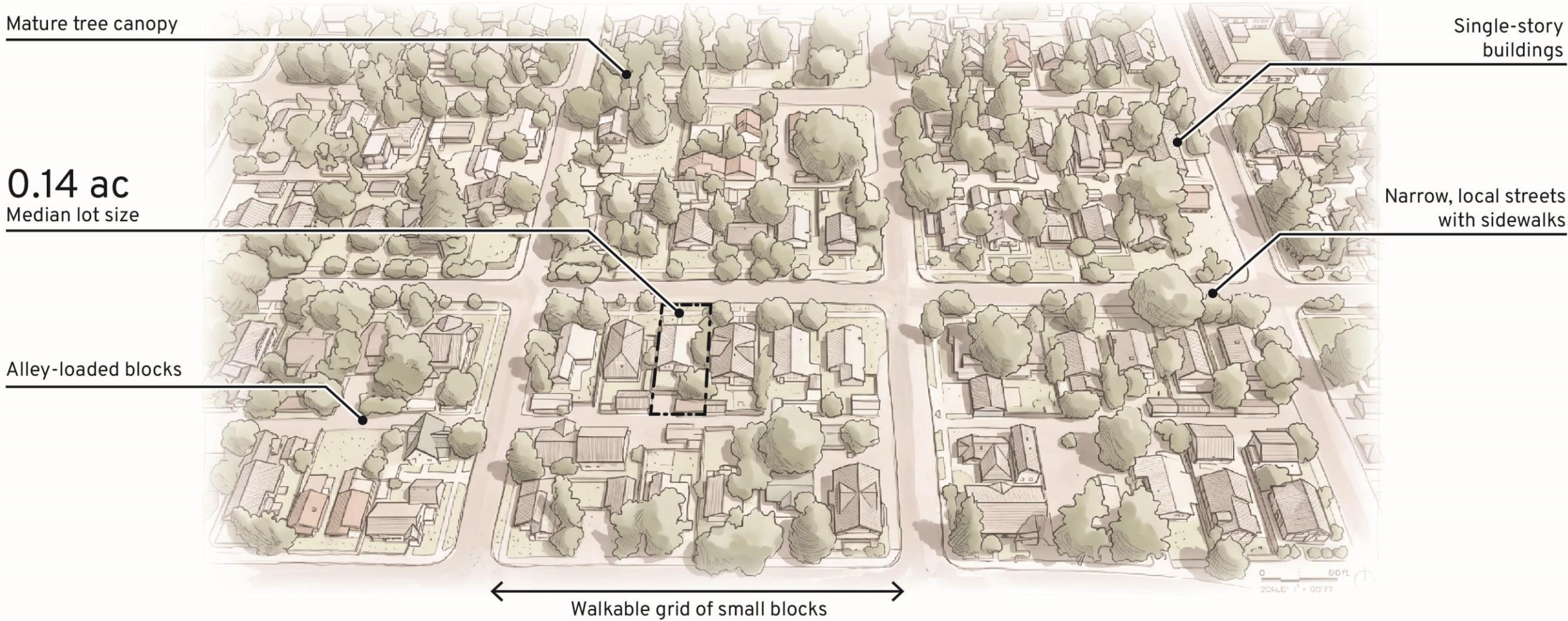
PERCENT MULTI-UNIT  
**15.6%**



CONSTRUCTION WEST  
OF FUTURE PARKWAY  
**78%**

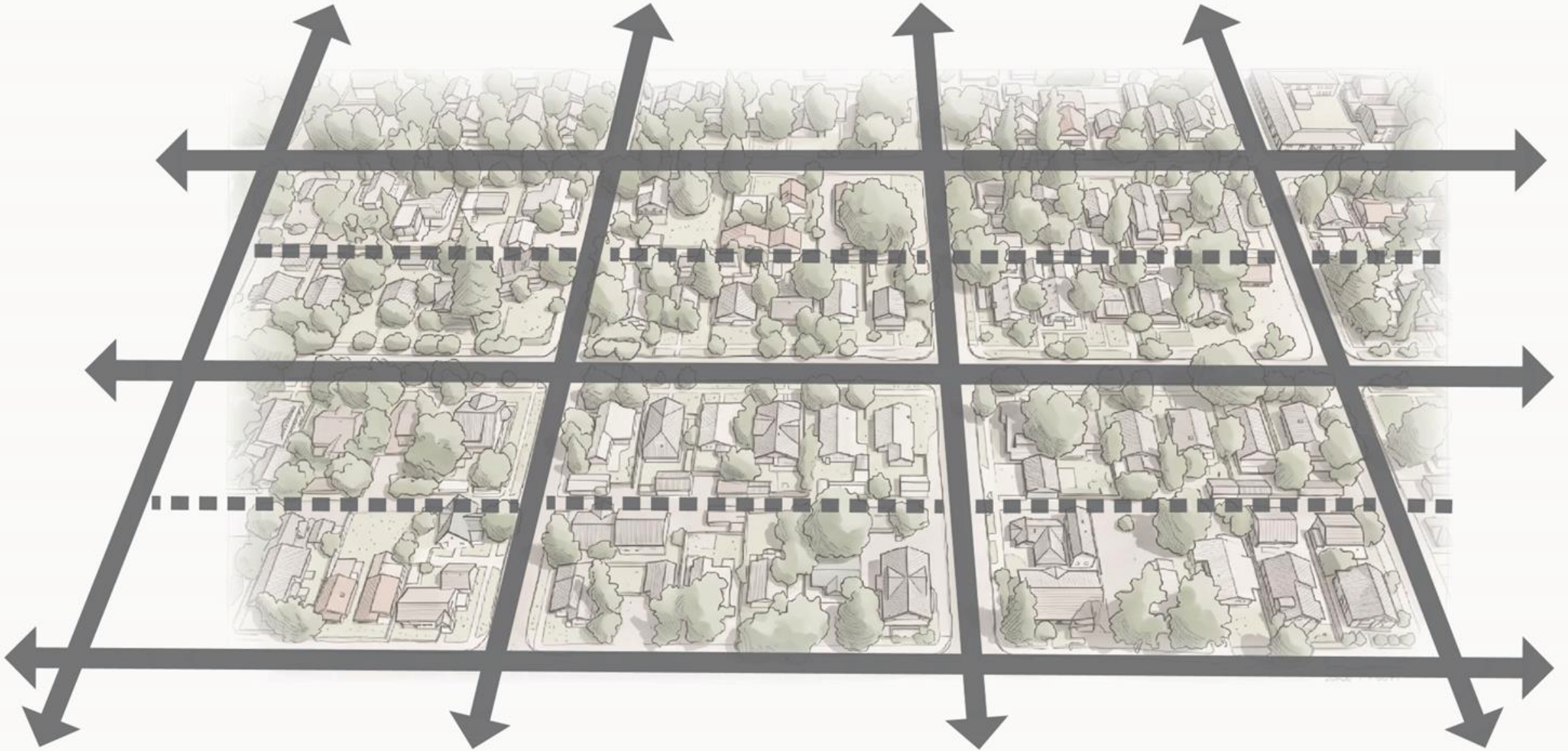
\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size

# The Rail and Timber Era (1900-1950) - *Built form example*





## The Rail and Timber Era (1900-1950) - *Street network example*





# The Rail and Timber Era (1900-1950)

## *Public investments and infrastructure*

- **1911:** Oregon Trunk Line Railroad completed
- **1911:** Drake Park preservation
- **1920:** Shevlin Park gifted to the City of Bend
- **1928:** Pilot Butte becomes a state park
- **1926:** Dalles-California Hwy completed
- **1949:** Bend's Municipal Swimming Pool (now Juniper Swim & Fitness) opens





# The Pivot Era

## 1951-1979

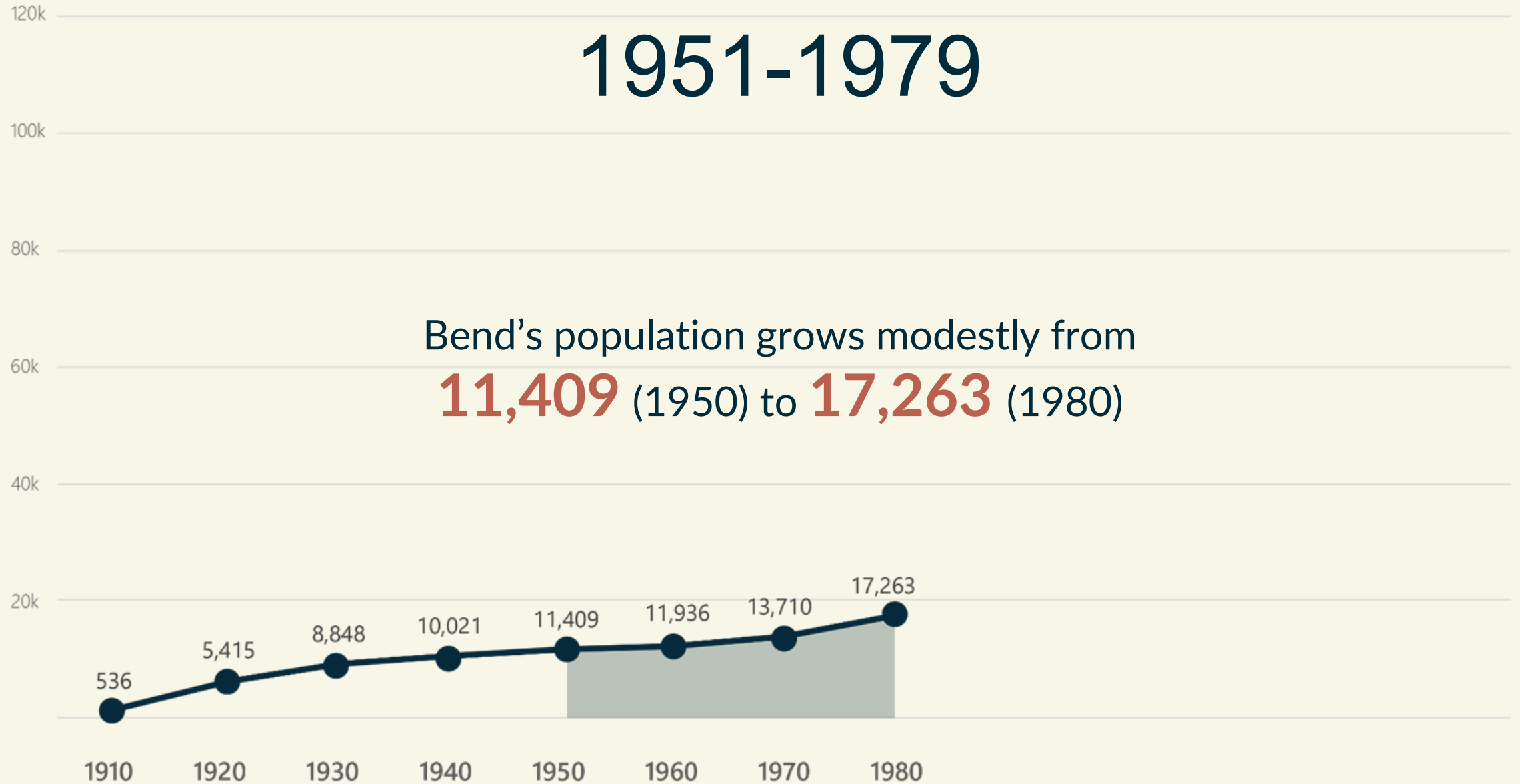
As the timber economy entered a long sunset, the city began a pivot toward diversification of its economy while the automobile rapidly transformed the built environment.

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# The Pivot Era

## 1951-1979

Bend's population grows modestly from  
**11,409** (1950) to **17,263** (1980)





**Expanding  
personal  
automobile  
ownership start to  
transform the  
urban landscape**



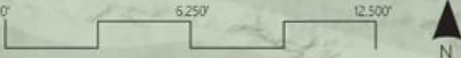


New roadways transfer traffic from regional highways to local destinations

Development

until 1920

until 1950

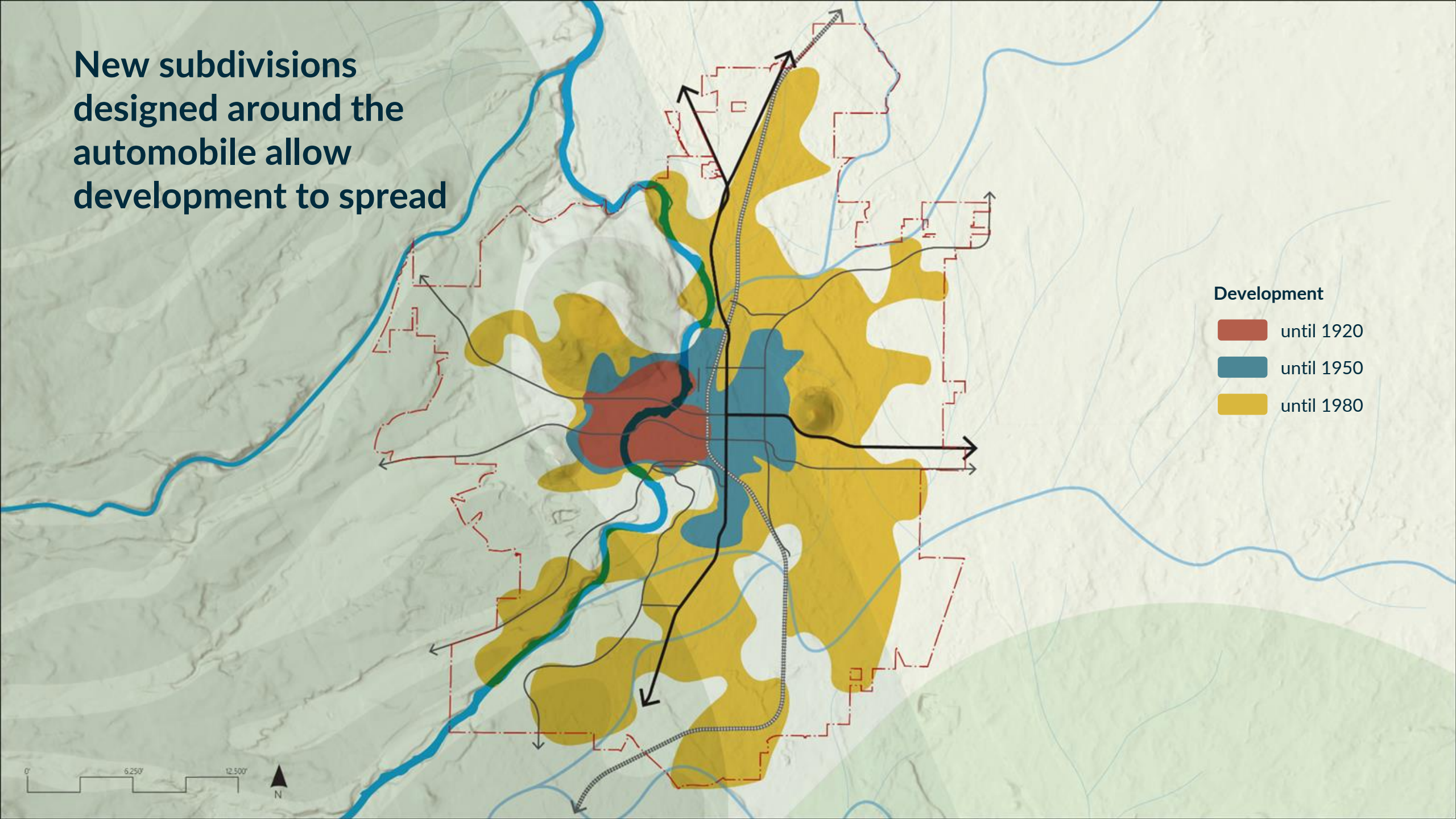




New subdivisions  
designed around the  
automobile allow  
development to spread

Development

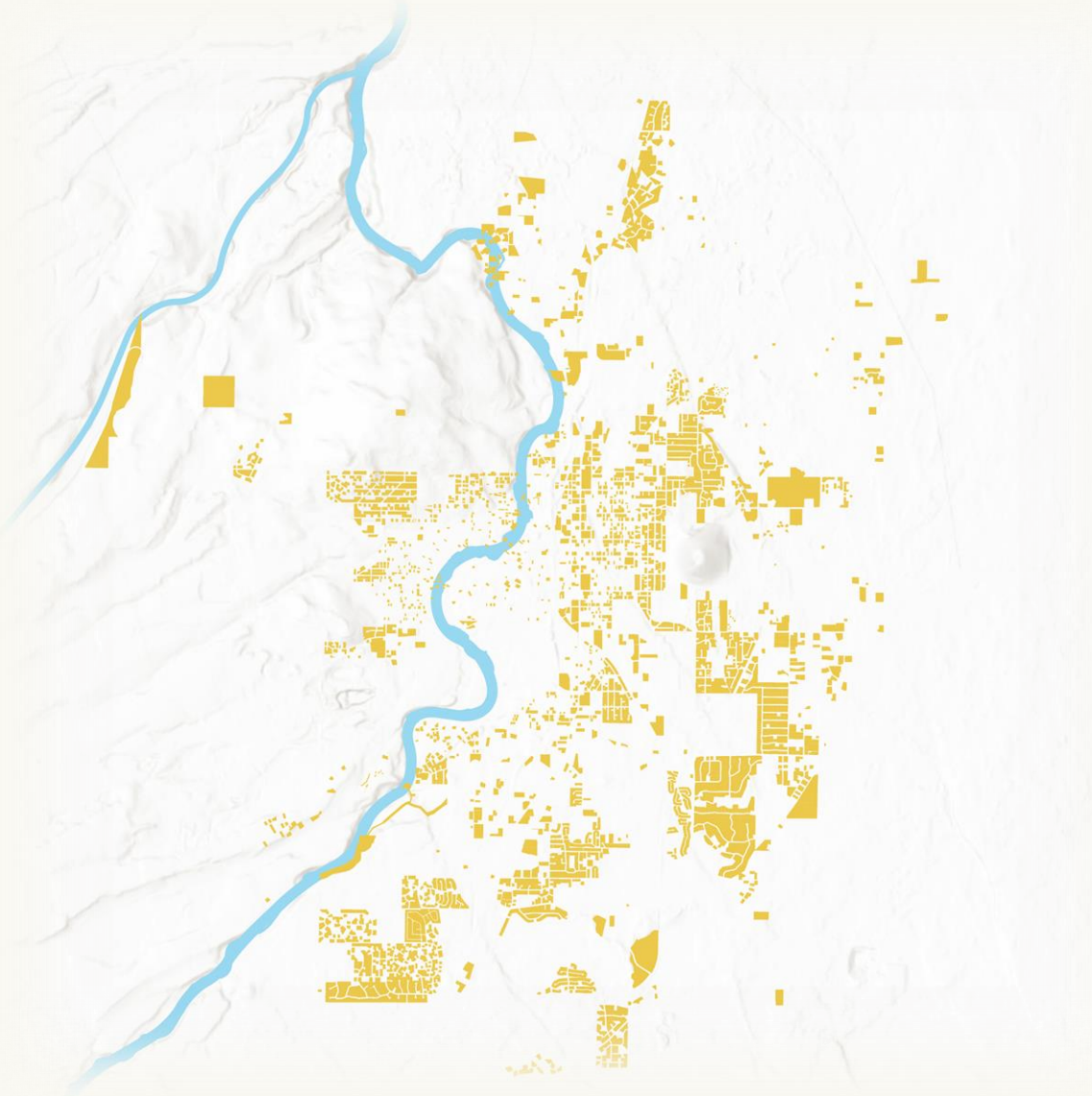
- until 1920
- until 1950
- until 1980





# The Pivot Era (1951-1979)

*Roadways and subdivisions designed around the automobile transform Bend's landscape*



MEDIAN LOT SIZE  
**0.28 acres**



FLOOR AREA  
RATIO\*  
**0.14**



PERCENT MULTI-UNIT  
**10.1%**

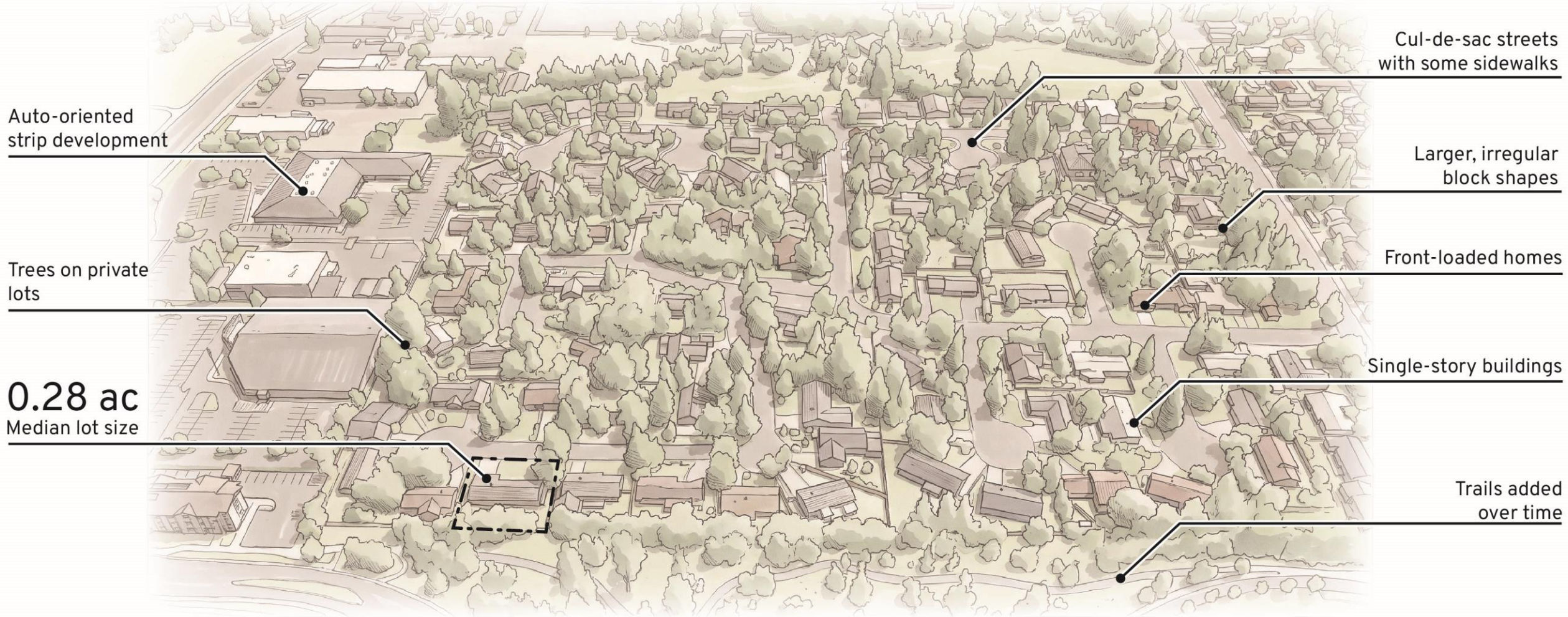


CONSTRUCTION WEST  
OF FUTURE PARKWAY  
**32%**

\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size



## The Pivot Era (1951-1979) - *Built form example*





## The Pivot Era (1951-1979) - *Street network example*

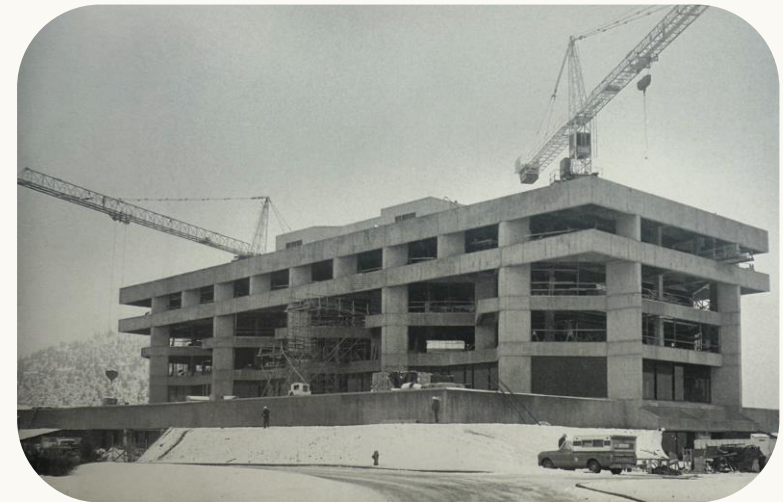




# The Pivot Era (1951-1979)

## *Public investments and infrastructure*

- **1950:** First centralized waste water treatment plant
- **1958:** Bachelor Butte opens
- **1960:** Smith Rock established as state park
- **1958:** Deschutes River Trail first conceptualized by Vince Genna
- **1960s:** Post war highway reconstruction
- **1964:** Central Oregon Community College opens on Awbrey Butte
- **1973:** State-wide land use policy (SB 100)
- **1974:** Bend Parks and Recreation District established
- **1975:** St. Charles relocates to the east side





# The First Recession Era

## 1980-1989

National recession ends the last of the timber economy and contributes to the subculture that seeds the outdoor industry and the modern craft-beer economy.

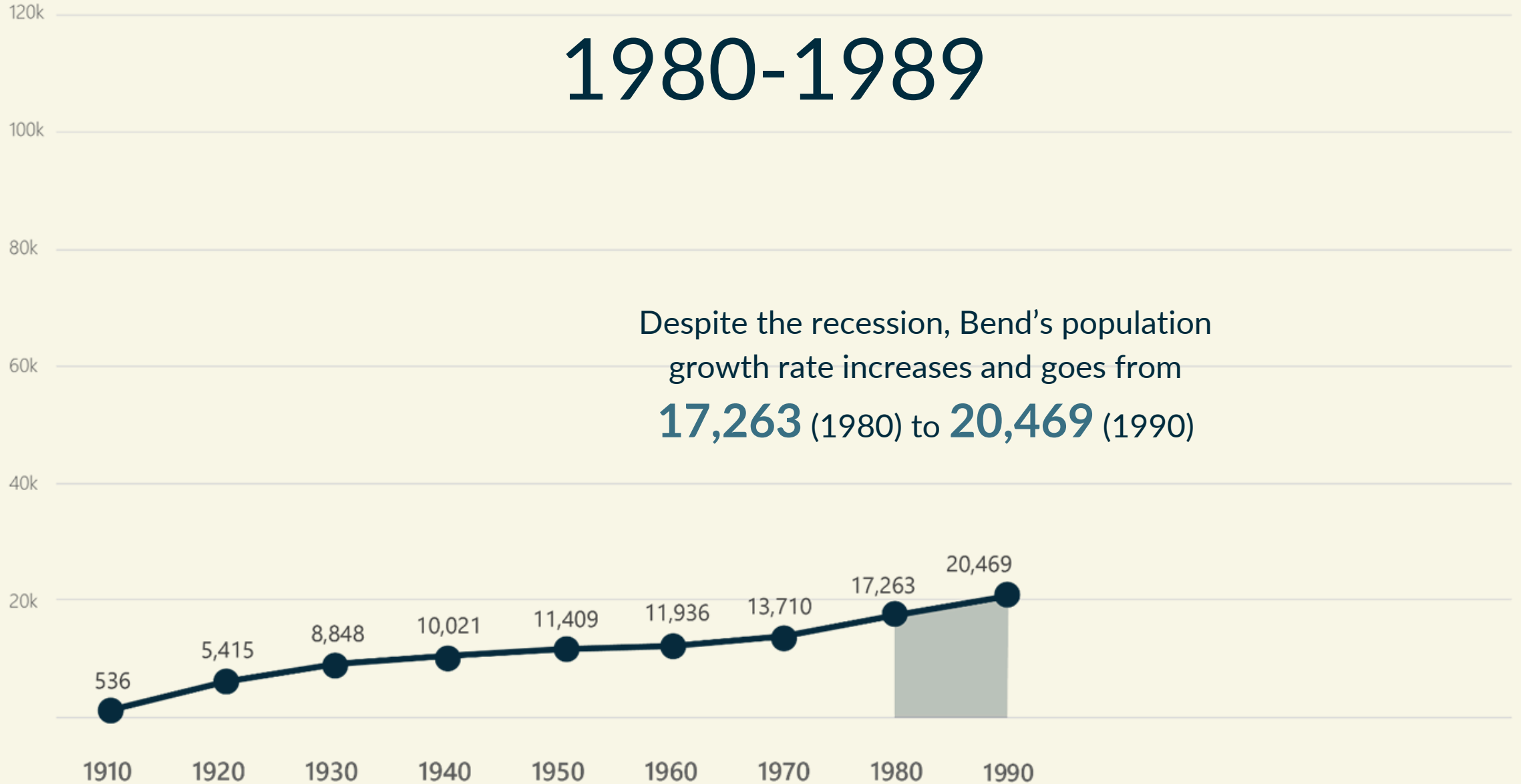
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# The First Recession Era

## 1980-1989

Despite the recession, Bend's population growth rate increases and goes from **17,263** (1980) to **20,469** (1990)



# The recession cuts jobs, closes businesses, sunsets the timber economy



# THE BULLETIN

77th Year      Sixty Pages      Bend, Deschutes County, Oregon, Friday, April 18, 1980    Copyright © 1980

## Economic report says U.S. slides into '80 recession

WASHINGTON (UPI) — The nation's economy, flirting with recession, slowed during the first three months of 1980 while energy costs kept inflation on the rise, the government said Friday.

"The statistical picture is one of an economy which peaked in January and then began a slide into recession," said Courtney Slater, the Commerce Department's chief economist.

Mrs. Slater commented after the department announced that the "real" Gross National Product — the total output of the nation's goods and services adjusted for inflation — grew at only a 1.1 percent annual rate in the first quarter of this year to \$2.52 trillion.

This followed growth rates of 3.1 percent in the third quarter of last year and 2 percent in the fourth quarter.

Traditionally, economists have held that the country is not in a recession until the GNP declines for two consecutive quarters, and Friday's figures showed the economy was still growing — however slightly.

But Mrs. Slater said when economists take a look back at this period sometime in the future, they may well determine that the 1980 recession began during the first quarter.

"My guess is the recession started in February and March," she said.

A substantial decline in home buying and net exports accounted for much of the slowdown in the January-March quarter.

Inflation, meantime, continued to pick up steam.

The so-called Implicit Price Deflator — used to gauge inflation — rose 9.5 percent in the first quarter, up from last year's fourth-quarter rate of 8.4 percent.

Mrs. Slater said most of this increase was attributable to soaring energy prices. But she predicted energy costs will ease in the near future as will the overall inflation rate.



Bend Drive-in Theater closed and sold



Brooks-Scanlon building converted into a warehouse

## Jobless rate soars in Deschutes, Crook

By Gene Barton  
Bulletin Staff Writer

Unemployment rates hit all-time highs in Deschutes and Crook counties in December with an outlook for even higher rates in January and February before the jobless spiral bottoms out.

The December jobless rate in Deschutes County jumped to 17.4 percent from 15.5 percent in November, the highest rate since record keeping began in 1960. Crook County's rate hit 22.5 percent, up from 20.7 percent in November.

Not even Jefferson County, whose economy is the healthiest and unemployment the lowest in Central Oregon, was spared. Unemployment jumped 2.4 percent to 10.9 percent, a sharper increase than had been expected.

The unemployment rate for the state was 11.7 percent for the month, compared with 8.9 percent nationally. Figures showed 3,700 people in Deschutes County's labor force of 32,680 out of work last month, an increase of 680 from November. The labor force increased by 890.

In Crook County, 120 more people out of a labor force of 5,730 were unemployed, bringing the number to 1,260. Another 140 jobs were added to the rolls in Jefferson County, bringing to 610 the number out of work there from a force of 5,590.

Mike Sutherland, manager of the Bend office of the state Employment Division, said the figures reflect the depth of the depression in the wood products industry.

"I don't think anybody knows when it will get better," he said.

"We can make some educated guesses and that's what we're doing. We thought we were going to have a real hard winter and we are. But I really do think we're getting close to bottoming out, that this will be about as bad as it will get."

Sutherland added, however, that the jobless rate should continue to climb in January and February as seasonal cycles take hold. He said the first two months of the year are historically the worst for unemployment mainly because of post-holiday layoffs in retail and the shut down of construction activity.

Sutherland also said that some known factors will "no doubt" cause a higher rate next month. He noted the layoff last week of 191 workers in Diamond International's Redmond plywood plant, which wasn't picked up in the December figures.

Sutherland said some workers should "start trickling back" in the spring.

Deschutes County probably has a better chance of recovering quickly than some of the eastern counties because there really is some strength in our local economy. It's vital, but we have a lot of backbone and diversity."

The unemployment rate in Harney County, just east of Deschutes, was 19.5 percent for December, up from 19.2 percent the month before, Sutherland said.

## Worker protests layoffs

By Steve Dieffenbacher  
The La Grande Observer

ELGIN (UPI) — Lynn Gregory is outspoken, he's angry, and he's got an unusual letter writing campaign going to President Carter, who he blames for inflation, which has caused his unemployment.

Gregory blames the president and his administration for the nation's inflationary problems that put him out of work in mid-March when Boise Cascade Corp. laid off some 200 workers at its plywood plant in Elgin because of "weak market conditions."

Rather than sit and brood, Gregory came up with a plan to jog the attention of the president to the working man's plight.

Gregory says the Elgin plant has been cutting out plywood rectangles about the size of business envelopes. He hopes he can convince people to send them to the president with the message that inflation and high interest rates are bringing America to its knees.

The rectangles will be mailed much like a postcard, with the message on one side and the president's address on the other. They cost 78 cents apiece to get them to the White House.

Gregory has been arranging for locations in La Grande and Wallawa where individuals can pick up an "envelope." Elgin residents get theirs from Gregory.

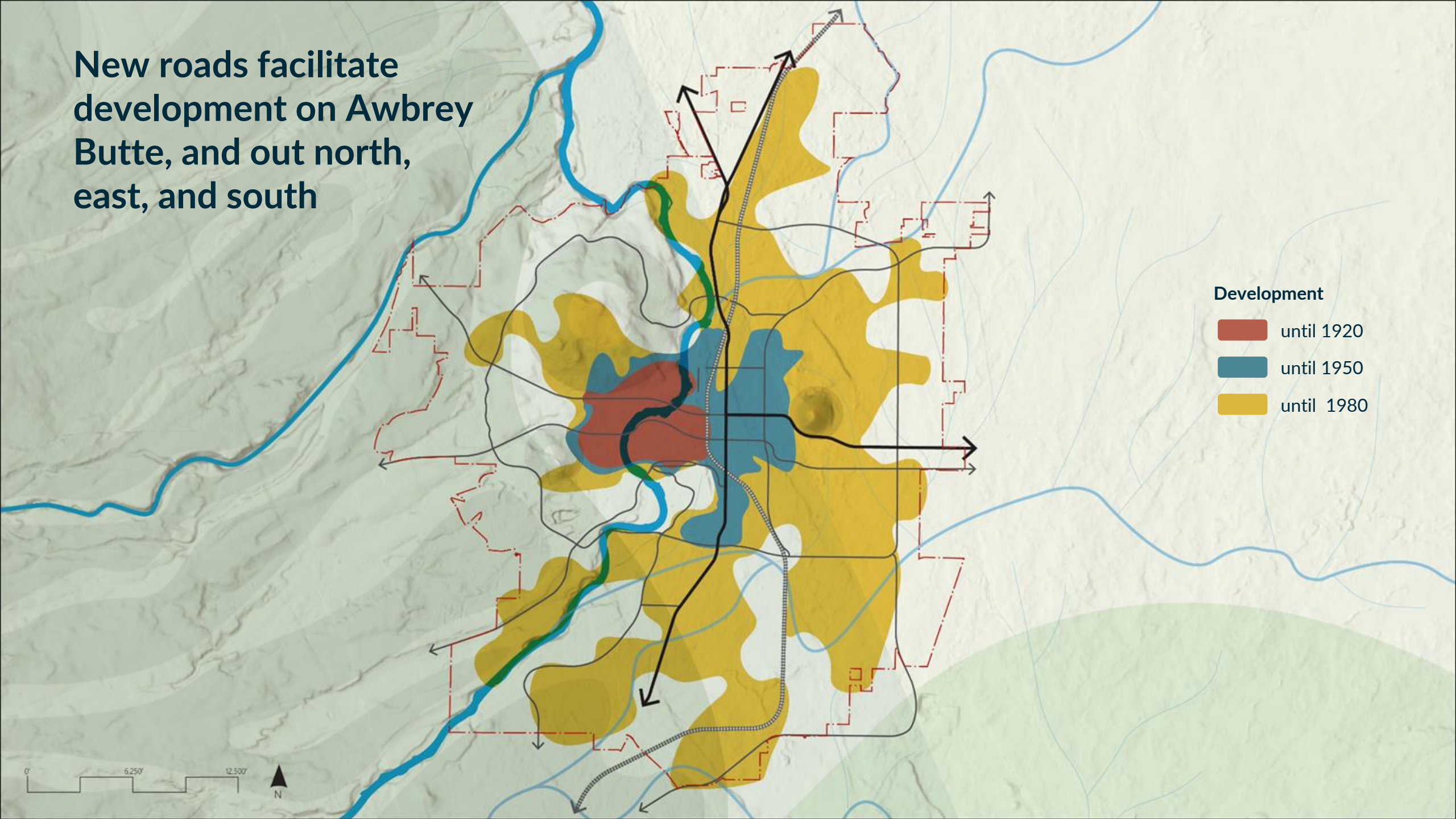
Gregory says the Elgin plant



New roads facilitate  
development on Awbrey  
Butte, and out north,  
east, and south

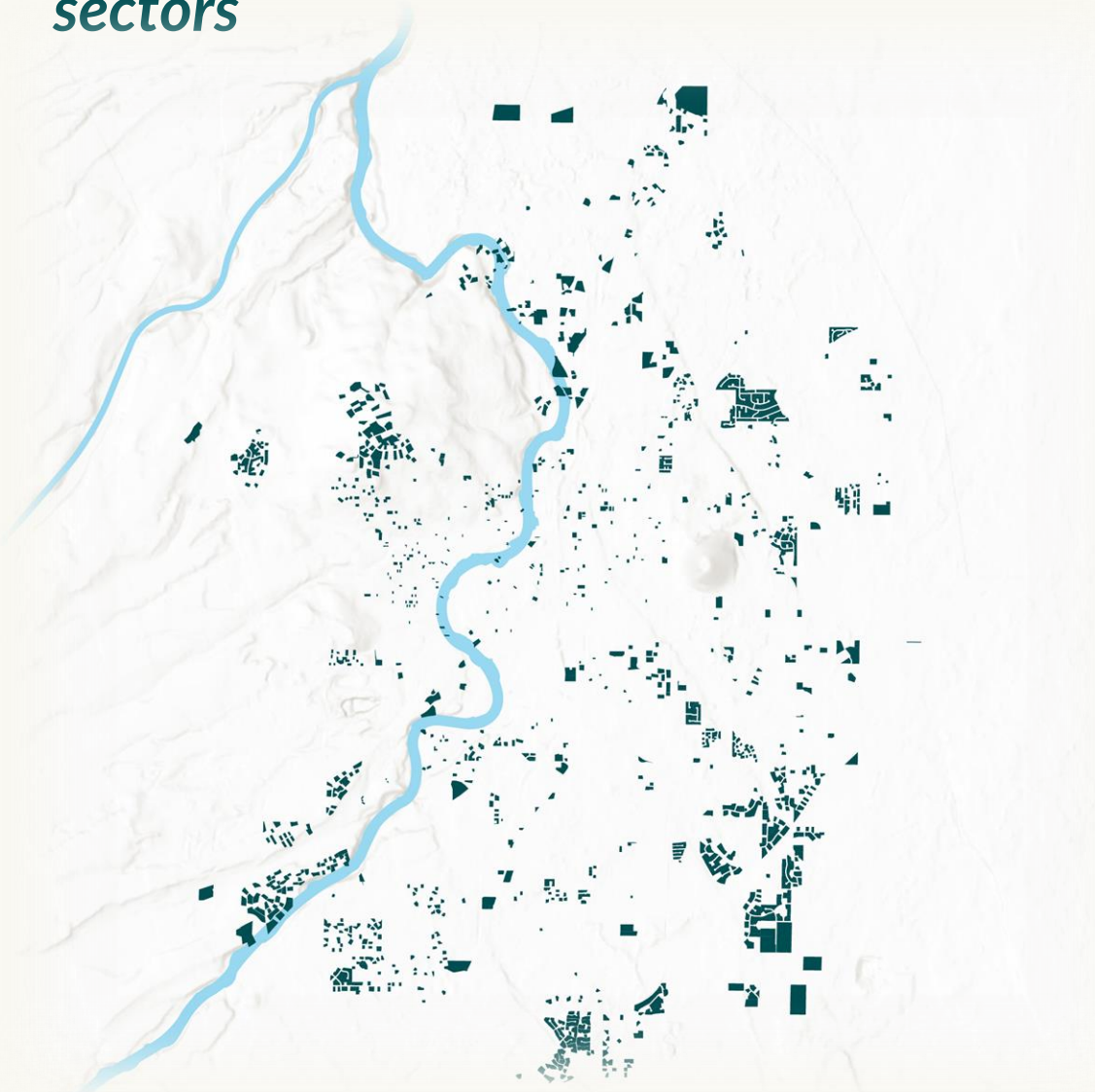
Development

- until 1920
- until 1950
- until 1980



# The First Recession Era (1980-1989)

*Economic stagnation leads to limited development of new housing in viable market sectors*



MEDIAN LOT SIZE  
**0.28 acres**



FLOOR AREA  
RATIO\*  
**0.14**



PERCENT MULTI-UNIT  
**3.1%**

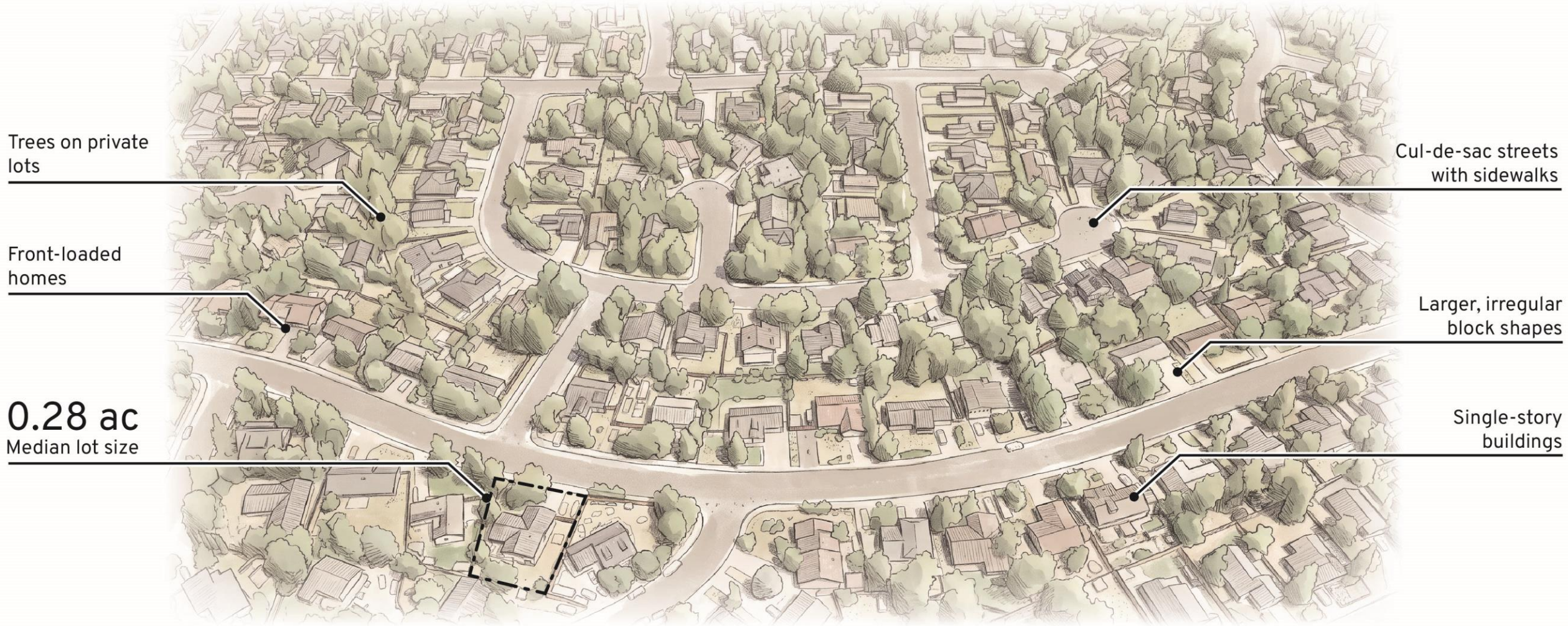


CONSTRUCTION WEST  
OF FUTURE PARKWAY  
**34%**

\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size

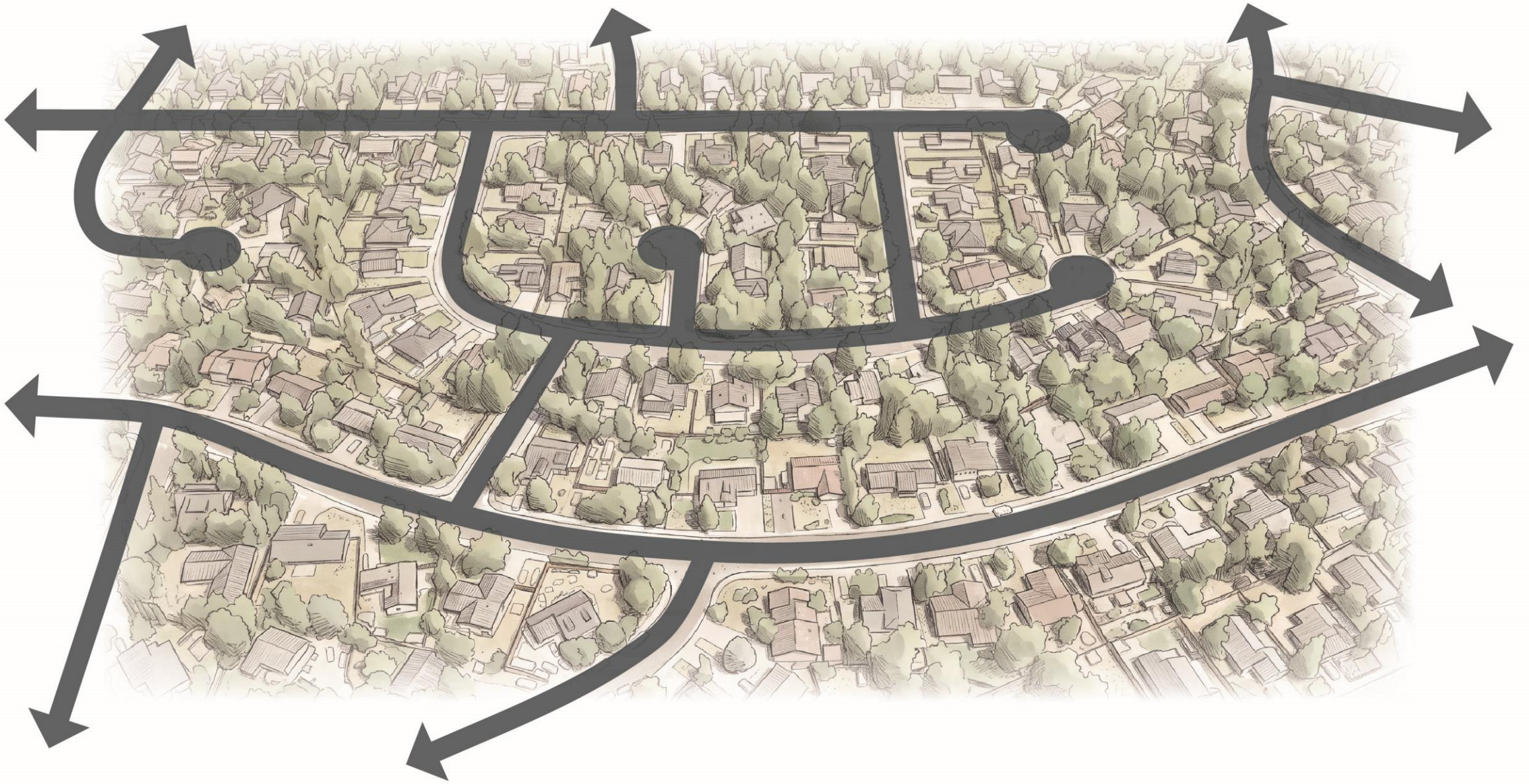


# The First Recession Era (1980-1989) - *Built form example*





## The First Recession Era (1980-1989) - *Street network example*

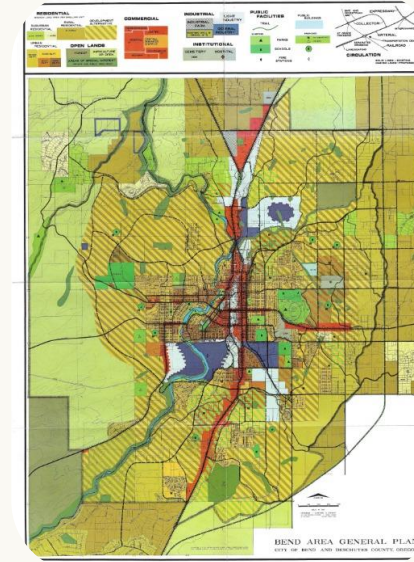


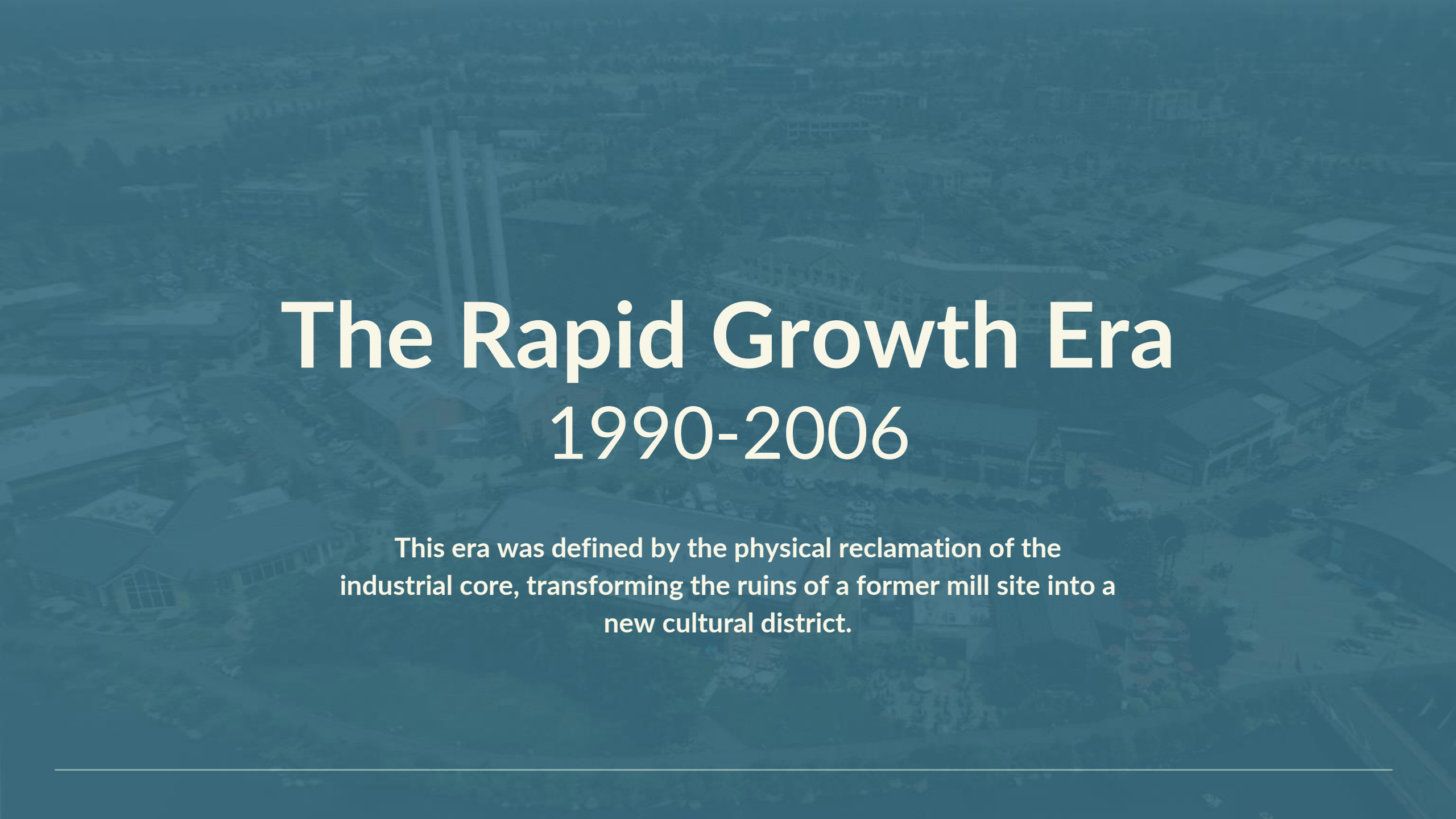


# The First Recession Era (1980-1989)

## *Public investments and infrastructure*

- **1981:** Bend's first Comp Plan is adopted with high-density residential almost exclusively on the east side
- **1984:** The City begins construction on a widespread sewer system, prioritizing West Bend for infrastructure
- **1984:** Awbrey Butte Public Private Infrastructure Coordination
- **1986:** First section of the Deschutes River Trail dedicated
- **1989:** Downtown Urban Renewal Area established





# The Rapid Growth Era

## 1990-2006

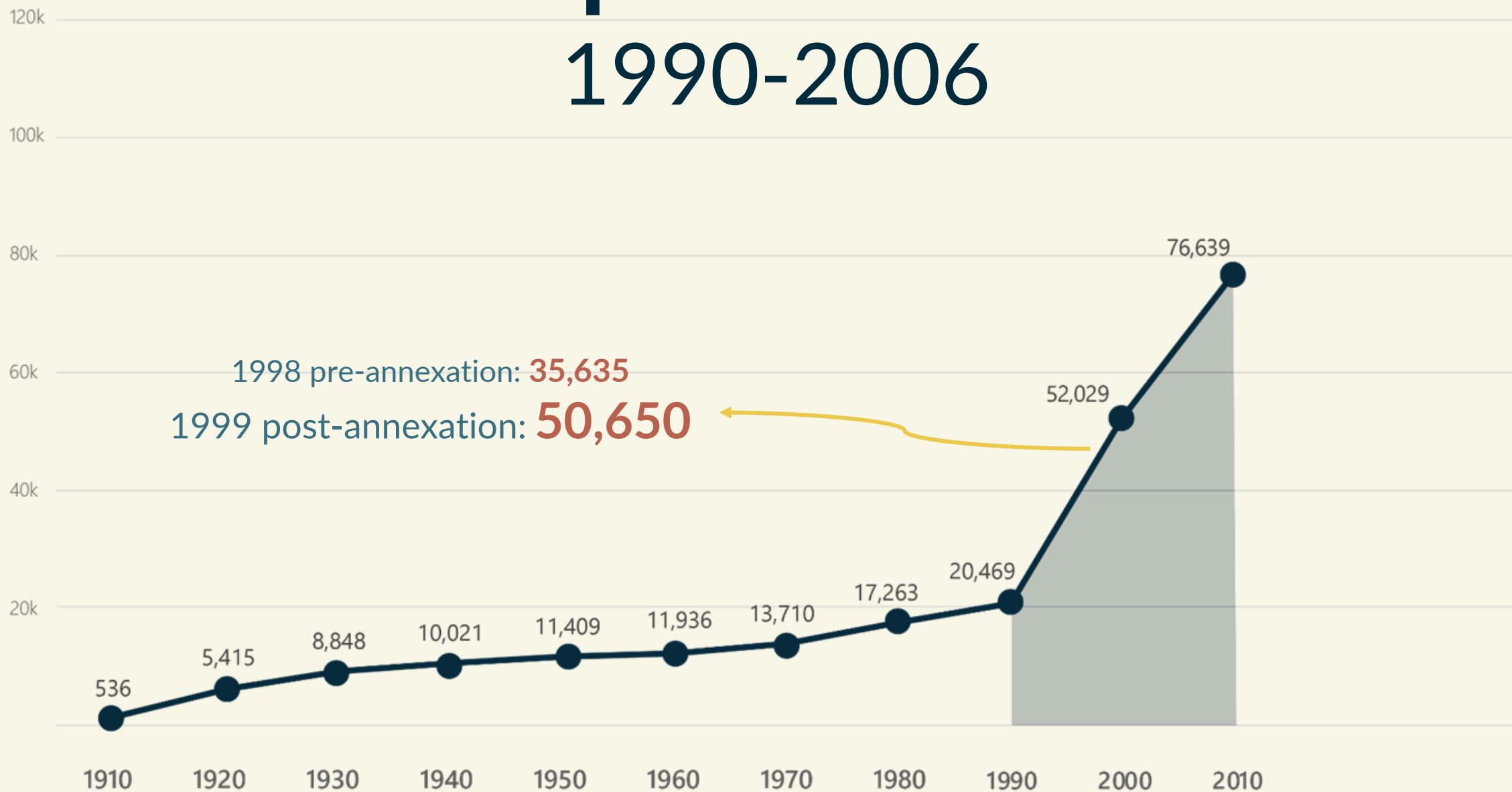
This era was defined by the physical reclamation of the industrial core, transforming the ruins of a former mill site into a new cultural district.

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# The Rapid Growth Era

## 1990-2006





# The opening of Bend Parkway, providing congestion relief while introducing an additional barrier



## Bikes and scooters rule the road at parkway party

By Scott Pesznecker  
The Bulletin

Straddling a teal MongOOSE mountain bike, Rick O'Bill rested after riding the stretch of the Bend Parkway that will soon be open to the public.

O'Bill, 47, was among the few hundred local residents at the Play on the Parkway celebration near Reed Market Road on Saturday morning. Following dedication speeches from city and state officials, many spectators of all ages took to bikes, skateboards, roller blades and scooters to cruise the unfinished parkway. A mile-long race and a 5K race preceded the speeches.

"This is wonderful. I think it's a

great community gathering," said O'Bill, who pedaled the parkway before the speeches to avoid the crowds. "It's fun to celebrate this because it has inconvenienced all of us, but everyone knows it will be worth it."

People milled around the twin stretches of asphalt Saturday while the Hearing Voices Marimba band played bongo drums and marimbas. Local groups and agencies had booths set up, and a few food vendors were on hand. Onlookers were drawn to a long, scale model of the finished parkway, which was enclosed in a glass case and complete with tiny trees.

See Parkway / A7



Jackie and Jared Lane, center, participated in the opening ceremony for the Bend Parkway on Saturday. Not open yet to cars, the freshly paved parkway was perfect for scooters, rollerblades, bicycles and skateboards.

## Parkway Phase 1 motoring along

By Jeff Nielson  
Bulletin Staff Writer

No project as large as the \$90 million Bend Parkway is built without a few glitches. Jim Sly has built too many bridges to think otherwise.

But Sly, project manager for Hamilton Construction, the general contractor for the parkway's \$14.8 million first phase, so far can count his blessings in Bend. Other than digging into a handful of minor petroleum contamination sites that had to be cleaned up, nothing unexpected has popped up that threatens to blemish Hamilton's cherished record of finishing projects on time and on budget.

It's not that there haven't been close calls on some jobs in the past. For example, while working on a bridge reconstruction project in Klamath Falls, crews accidentally uncovered a previously unknown Indian burial site on the north bank of the Klamath River.

But Hamilton Construction and the state of Oregon worked closely with the Klamath Tribes, making \$1.5 million in design changes, re-burying some remains and preserving the site as much as possible. And the bridge was finished on time.

Sly, one of four partners in the company, is a man who clearly doesn't believe in being late. That, of course, is just fine with the Oregon Department of Transportation, which is eager to keep the massive Bend Parkway project on track.

By mid-June, the five overpasses and accompanying earthwork that constitute the bulk of the parkway's first phase should be done.

The longest bridge in the first phase, at 372 feet, is the overpass over Division Street. Except for pouring curbs on top, doing some finishing work on the concrete and installing guard rails destined for a coat of distinctive red paint, it's ready to go.

Sometimes, some drastic measures had to be taken to ensure quality work. For example, during bitterly cold weather in January, workers had to use sheets of plywood to block off the space underneath the Olney Street overpass and pipe in steam to produce the warm, moist air needed to properly cure the concrete.

Bob Bryant, the Highway Division's project manager, said he's extremely happy with the way construction has gone so far.

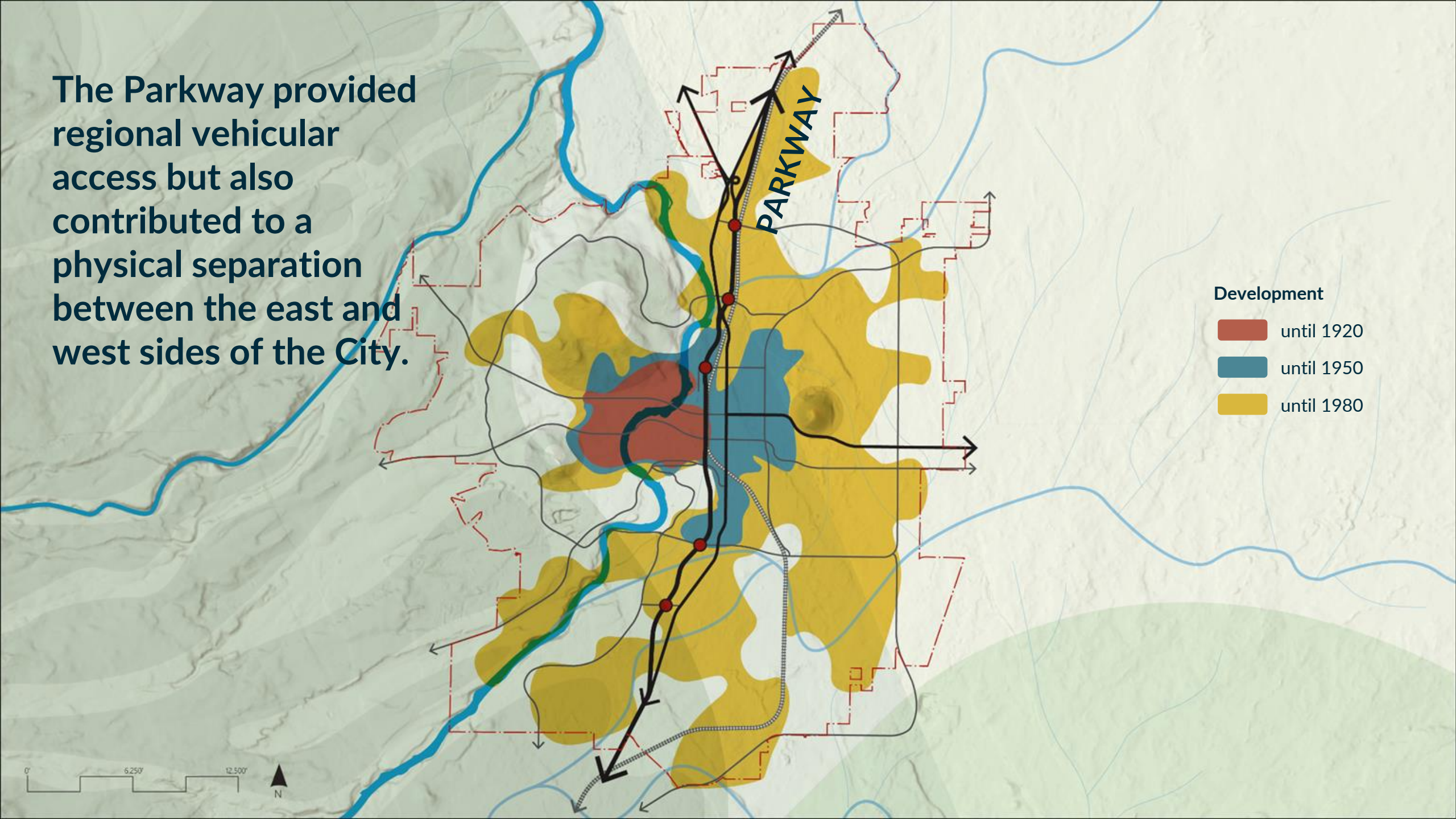
"They've done an outstanding job at managing and scheduling their work under some pretty tight time lines," Bryant said.

The next phase involves construction of an overpass above Third Street, just south of the Bend River Mall. The contract has been awarded to Co-Bridge of Bend for \$2.51 million.

Several phases are to follow. The parkway, which eventually will extend past Bend's southern city limits, isn't expected to be fully open until the turn of the century.



The Parkway provided regional vehicular access but also contributed to a physical separation between the east and west sides of the City.



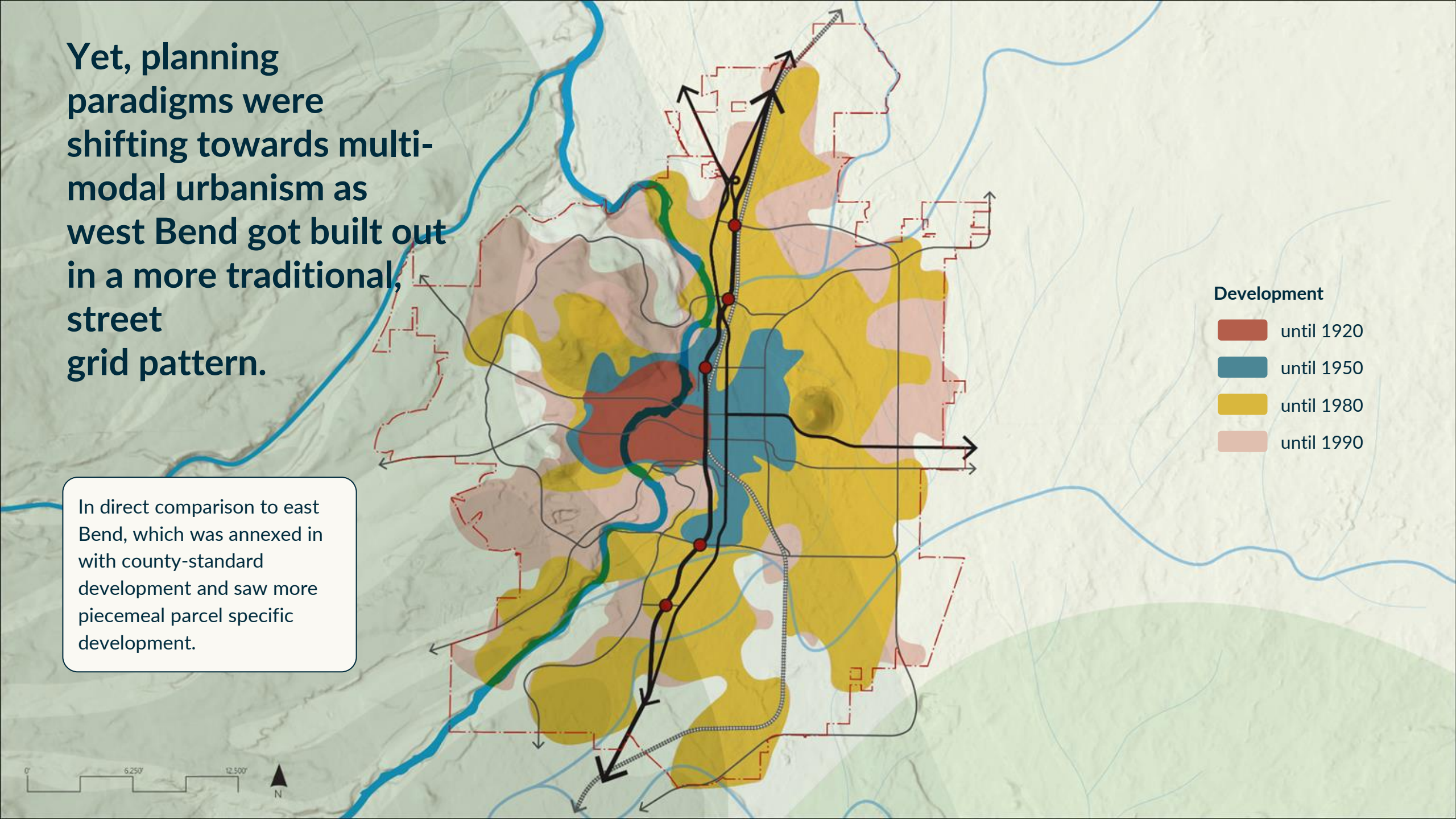
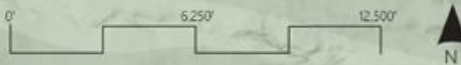


Yet, planning paradigms were shifting towards multi-modal urbanism as west Bend got built out in a more traditional, street grid pattern.

In direct comparison to east Bend, which was annexed in with county-standard development and saw more piecemeal parcel specific development.

Development

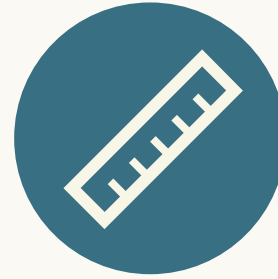
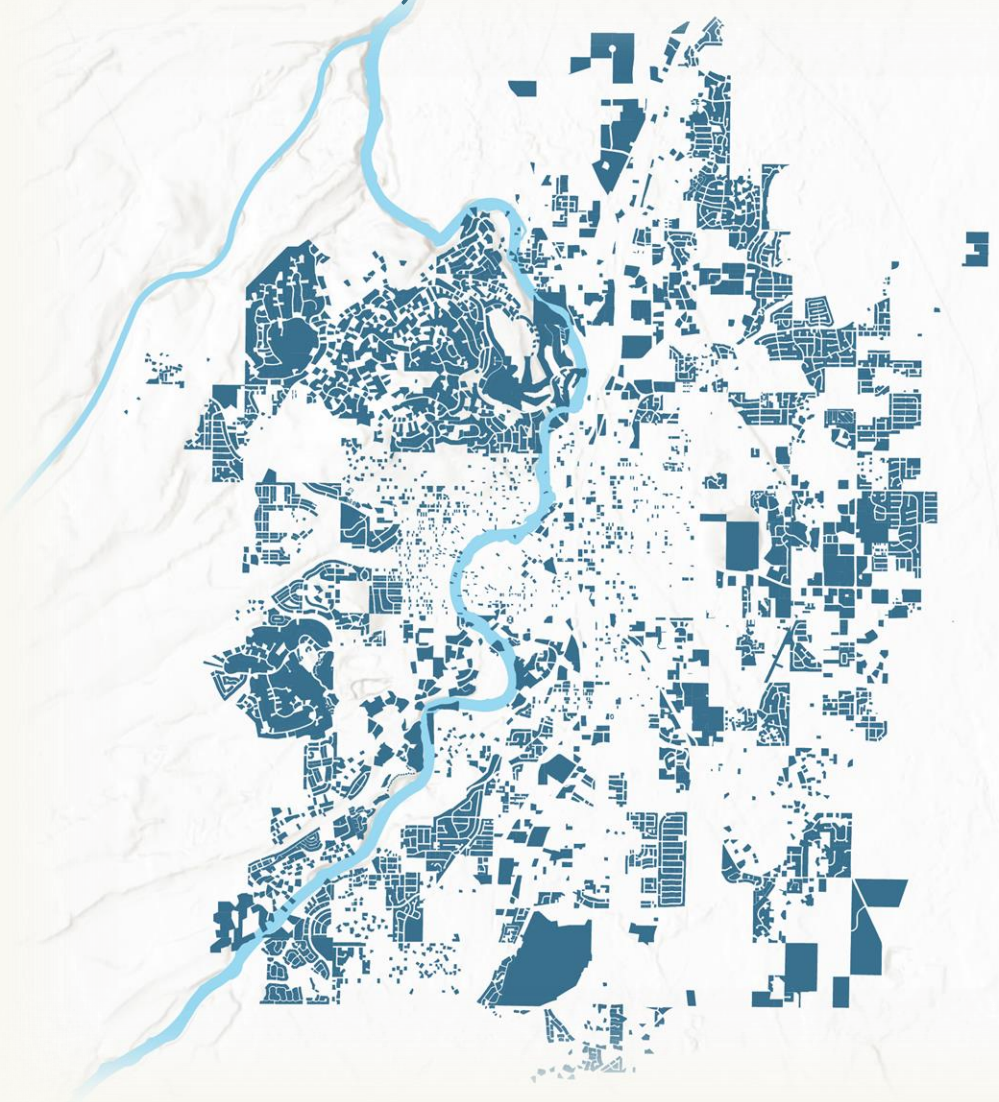
- until 1920
- until 1950
- until 1980
- until 1990





# The Rapid Growth Era (1990-2006)

*New urbanist development, eastside subdivisions, large lot master planned communities, and inherited rural subdivisions accelerate Bend's growth*



MEDIAN LOT SIZE  
**0.16 acres**



FLOOR AREA  
RATIO\*  
**0.25**



PERCENT MULTI-UNIT  
**6.6%**



CONSTRUCTION WEST  
OF PARKWAY  
**50%**

\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size



# The Rapid Growth Era (1990-2006) - *Built form example*

Master planned  
for mix of uses

Some multi-unit  
and multi-story  
buildings

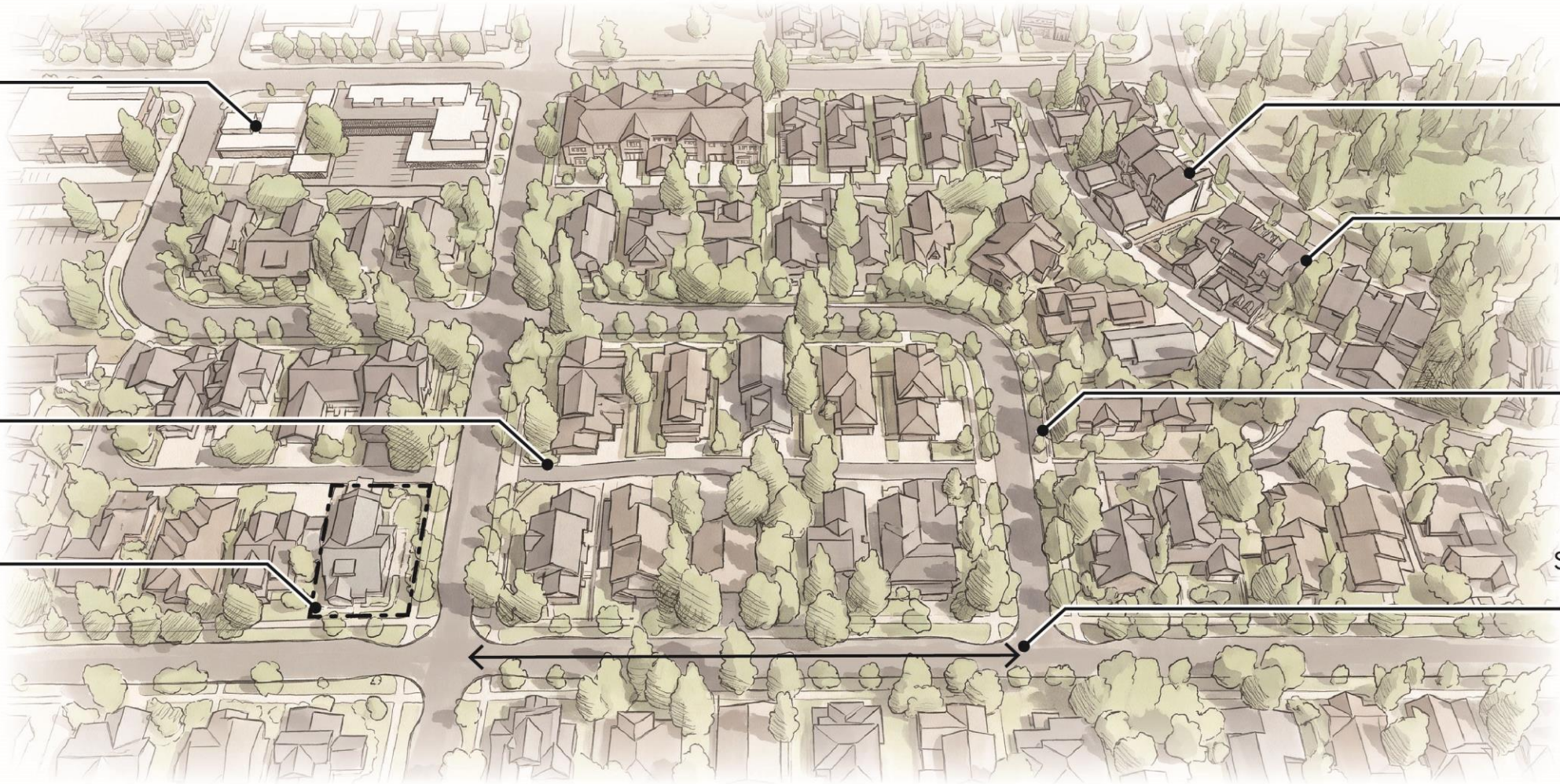
Homes facing  
open space

Alley-loaded  
blocks

Sidewalks &  
street trees

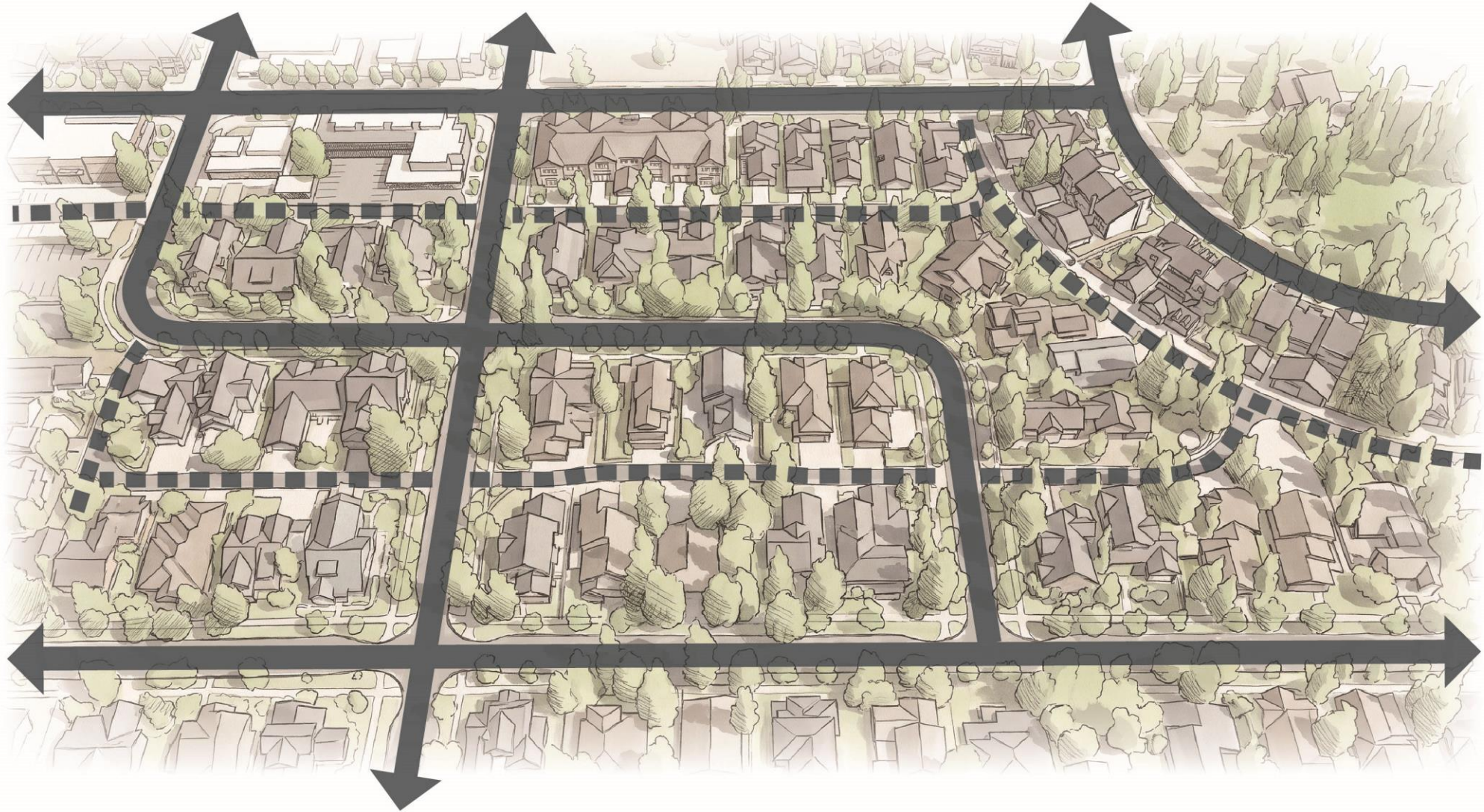
0.16 ac  
Median lot size

Smaller, walkable  
grid of blocks





## The Rapid Growth Era (1990-2006) - *Street network example*





# The Rapid Growth Era (1990-2006) - *Built form example*

Cul-de-sac  
streets with  
some sidewalks

Front-loaded  
homes

0.16 ac  
Median lot size

Master planned for  
larger lots with  
single story  
buildings

Trees on private  
lots

Larger, irregular  
block shapes





## The Rapid Growth Era (1990-2006) *Street network example*

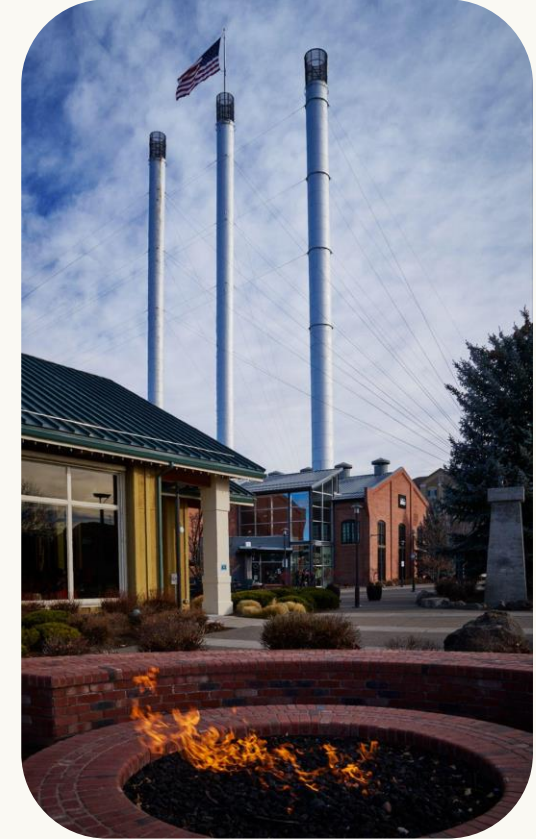




# The Rapid Growth Era (1990-2006)

## *Public investments and infrastructure*

- **1992:** Central Oregon Trail Alliance founded
- **1999:** Bend's first roundabout is built
- **1999:** Voter-approved annexation incorporates 11 sq mi & 14,000 residents
- **2000:** The 270-acre mill site opens as the Old Mill District
- **2001:** OSU Cascades established as a branch at COCC campus
- **2001:** Bend Senior Center (now Larkspur) opens
- **2002:** Olney Avenue Extension project (connecting Neff, Penn, & Portland Avenues)
- **2002:** Completion of the Bend Parkway (Hwy 97)
- **2002:** Les Schwab Amphitheater opens
- **2006:** Downtown parking garage constructed
- **2007:** Juniper Swim & Fitness Modernization/Expansion





The background image shows a residential construction site. In the foreground, there is a pile of construction materials, including wooden planks and pipes. A bicycle is parked on the left side. In the background, there are several houses under construction or recently completed. The entire image is covered with a semi-transparent blue overlay.

# The Great Recession Era

## 2007-2012

This era brought to light how much of Bend's economy was tied to real estate and helped further the movement to diversify the economy.

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# The Great Recession Era

## 2007-2012





## Booming population growth stalls while the shortcomings of Bend's economy are revealed



*Many people lost their jobs, homes, and the local housing market crashed. Housing permits in Bend fell from 4,460 in 2005 to 376 in 2009 while population still grew (at a fraction of the prior pace) and jobs were disappearing.*

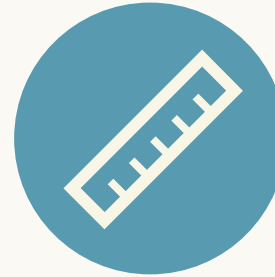
In 2007, 3 sectors directly tied to real estate accounted for 23% of all Deschutes County employment: construction, real estate/rental/leasing, finance/insurance



**Deschutes County unemployment rate had a low of 3.8% in 2006 and a high of 16.7% in 2009**  
*(well above the unemployment rate in the nation and in peer communities)*

# The Great Recession Era (2007-2012)

*Severe economic downturn produces only a small amount of housing but carries forward new urbanist trends*



MEDIAN LOT SIZE  
**0.13 acres**



FLOOR AREA  
RATIO\*  
**0.35**



PERCENT MULTI-UNIT  
**3%**



CONSTRUCTION WEST  
OF THE PARKWAY  
**53%**

*\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size*



# The Great Recession Era (2007-2012) - *Built form example*

Single story  
buildings

Sidewalks &  
street trees

Mix of  
front-loaded &  
alley-loaded  
homes

0.13 ac  
Median lot size

Homes facing  
open space

Development at  
city limits

Smaller, walkable  
grid of blocks





## The Great Recession Era (2007-2012) - *Street network example*

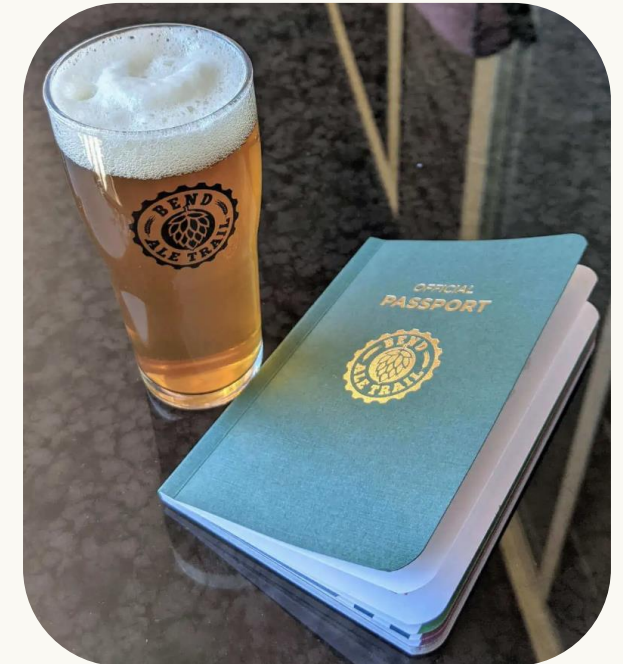




# The Great Recession Era (2007-2012)

## *Public investments and infrastructure*

- **2008:** Murphy Crossing URA formed to overcome access and circulation concerns caused by the Parkway
- **2008:** Cascades East Transit established as regional transit operator
- **2009:** UGB Expansion proposal of 8,400 acres
- **2010:** DLCD rejects UGB expansion proposal
- **2010:** Bend Ale Trail established



An aerial photograph of Bend, Oregon, showing a mix of urban development and natural landscape. The image is overlaid with a semi-transparent red filter. In the center, there are several large, modern buildings, likely part of the healthcare or university campus mentioned in the text. The surrounding area shows a mix of residential and commercial buildings, with a river or stream visible in the lower left. The background features rolling hills and mountains under a clear sky.

# The Transformation Era

## 2013-2020

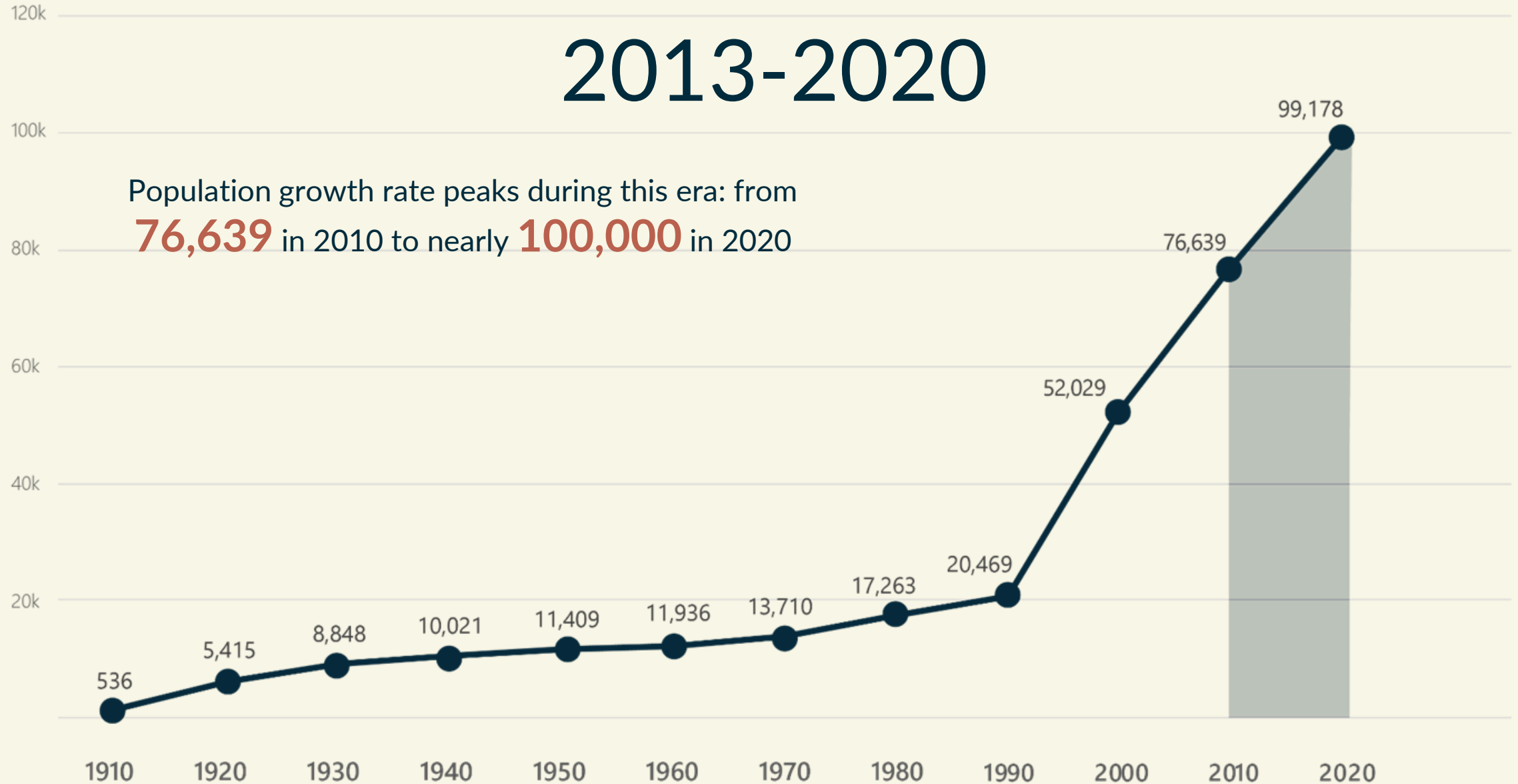
Coming out of the recession, Bend gains new UGB lands while healthcare grows as the region's economic center, OSU Cascades becomes a 4-year institution, and an influx of remote workers migrate in.

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# The Transformation Era

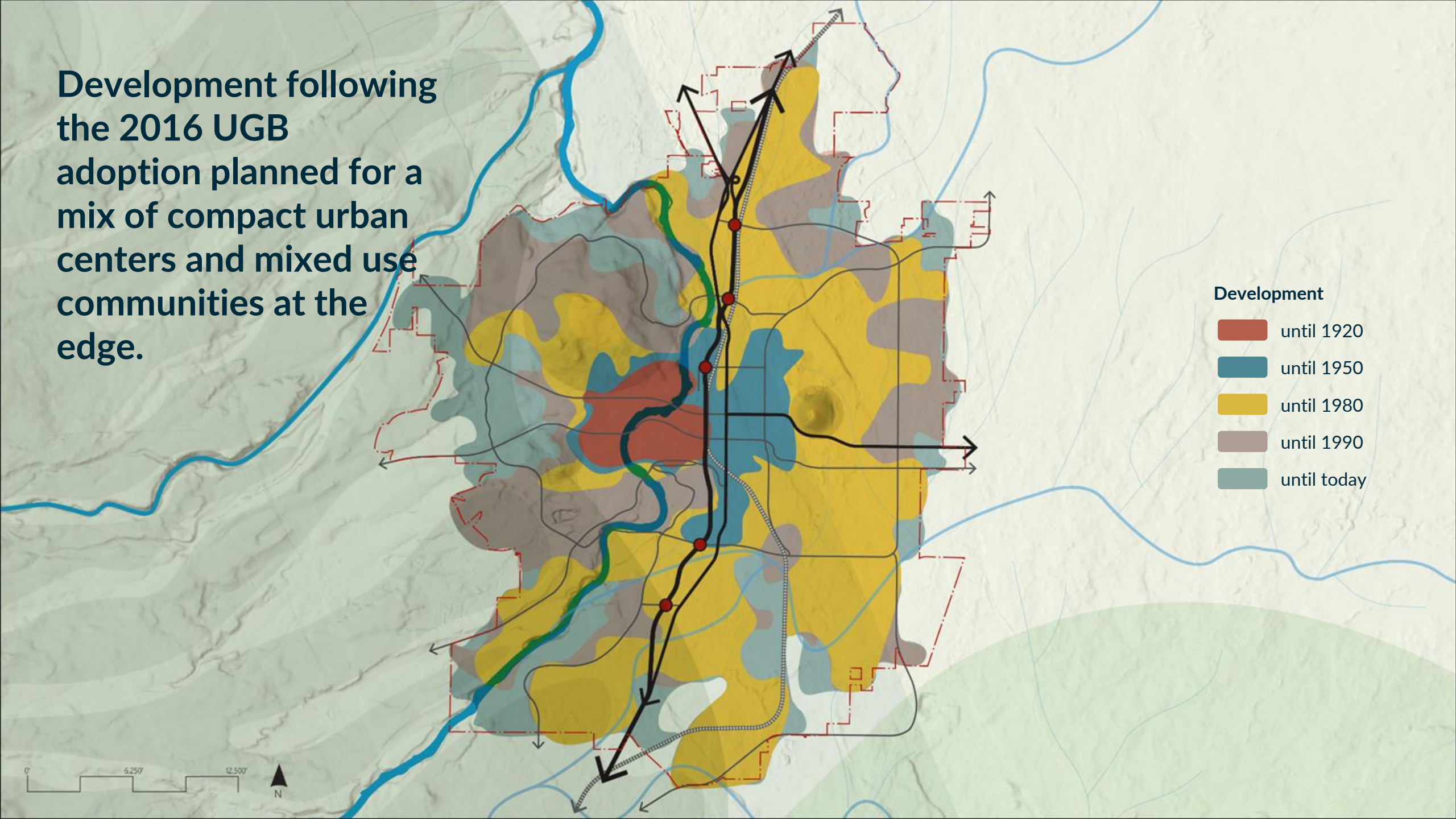
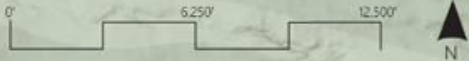
## 2013-2020



Development following the 2016 UGB adoption planned for a mix of compact urban centers and mixed use communities at the edge.

Development

- until 1920
- until 1950
- until 1980
- until 1990
- until today





# The Transformation Era (2013-2020)

*Development trends toward infill and complete communities as land supply grows*



MEDIAN LOT SIZE  
**0.12 acres**



FLOOR AREA  
RATIO\*  
**0.36**



PERCENT MULTI-UNIT  
**5.3%**



CONSTRUCTION WEST  
OF THE PARKWAY  
**37%**

\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size

# The Transformation Era (2013-2020) - *Built form example*





## The Transformation Era (2013-2020) - *Street network example*





# The Transformation Era (2013-2020)

## *Public investments and infrastructure*

- **2014:** Bend makes major changes to sewer infrastructure planning
- **2015:** Bend Whitewater Park & Pavilion opens, paid for by a voter approved bond
- **2016:** OSU Cascades opens a standalone campus on 128-acres of reclaimed land
- **2016:** UGB Compromise: Expansion focused on infill and opportunity areas
- **2017:** Caldera High School funded by voter approved construction bond
- **2018:** OSU Cascades Master Plan approved
- **2020:** TSP updated and voters approve \$190 Million GO Bond
- **2020:** Bend Core Area Tax Increment Finance Area approved
- **2020:** Empire Corridor Extension completed





An aerial photograph of a city, likely Seattle, with a river (the Duwamish River) visible in the foreground. The city is densely packed with buildings, and the river flows through the urban landscape. The image is darkened to serve as a background for the text.

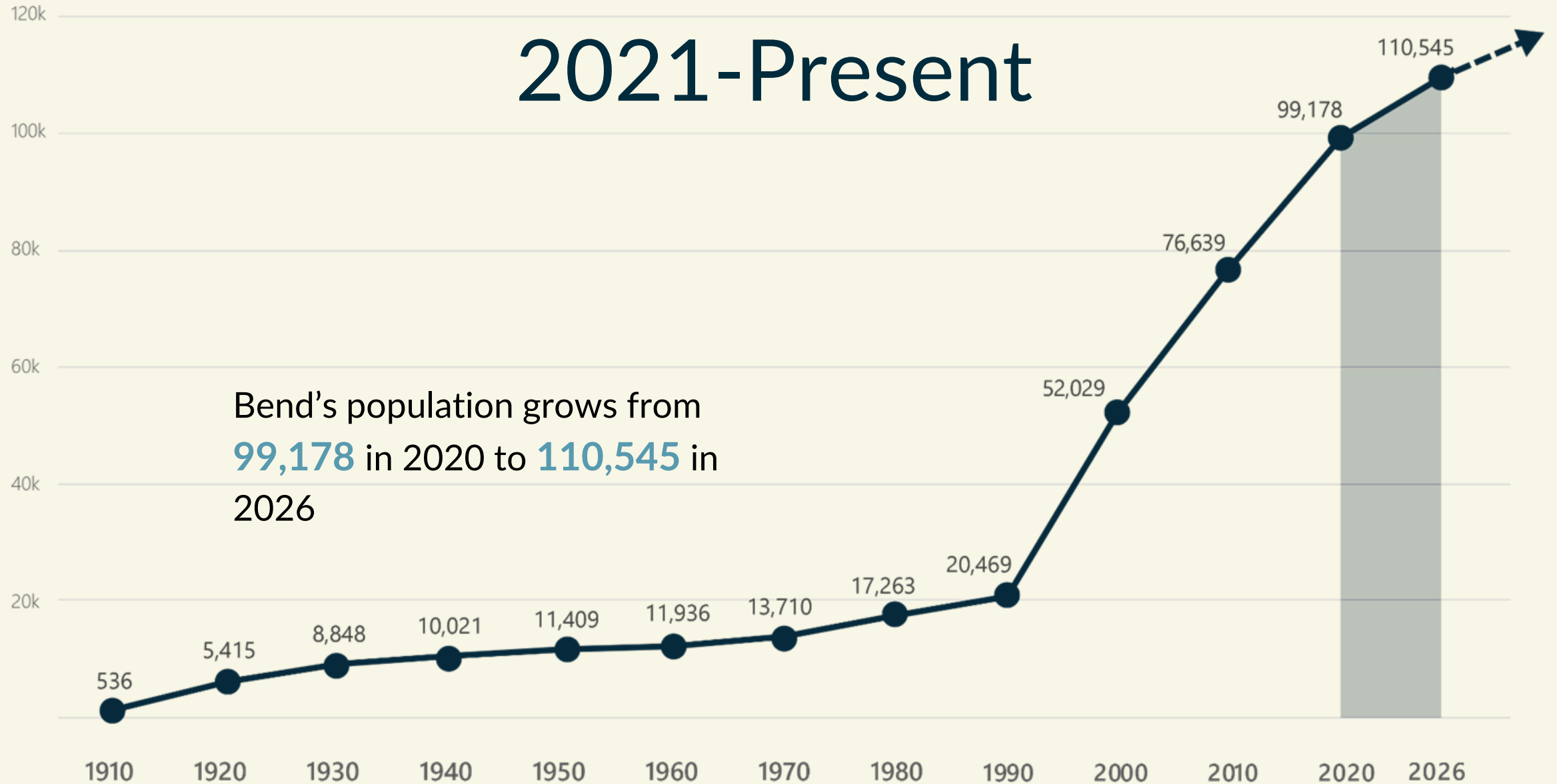
# The Post Pandemic Era 2021-Present

Population growth rate slows out as a new post-pandemic world begins to settle in.

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# The Post Pandemic Era

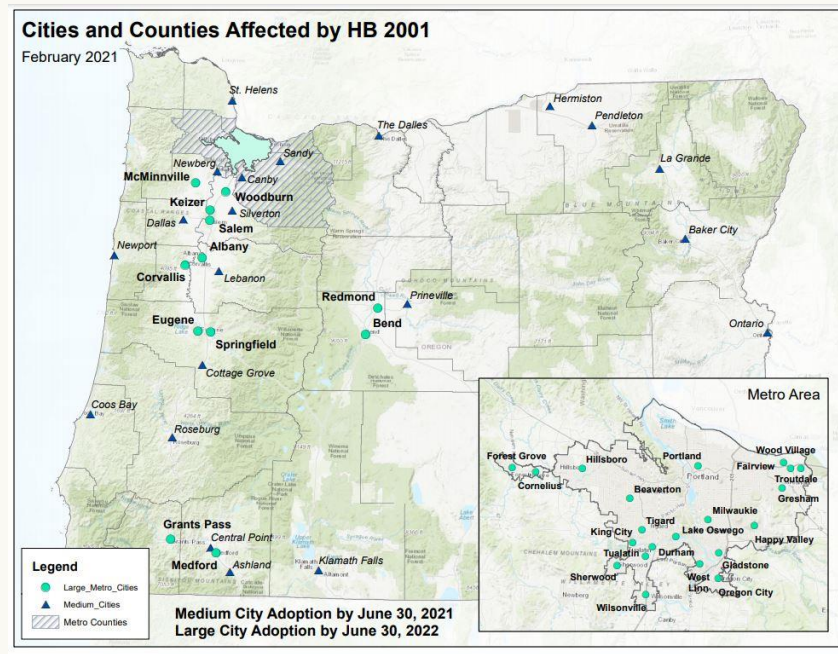
## 2021-Present







Major developments underway, with 3 one-time amendments to the UGB and Juniper Ridge industrial campus



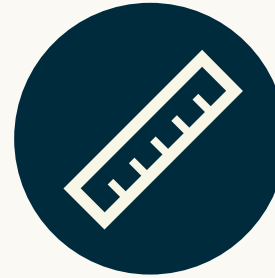
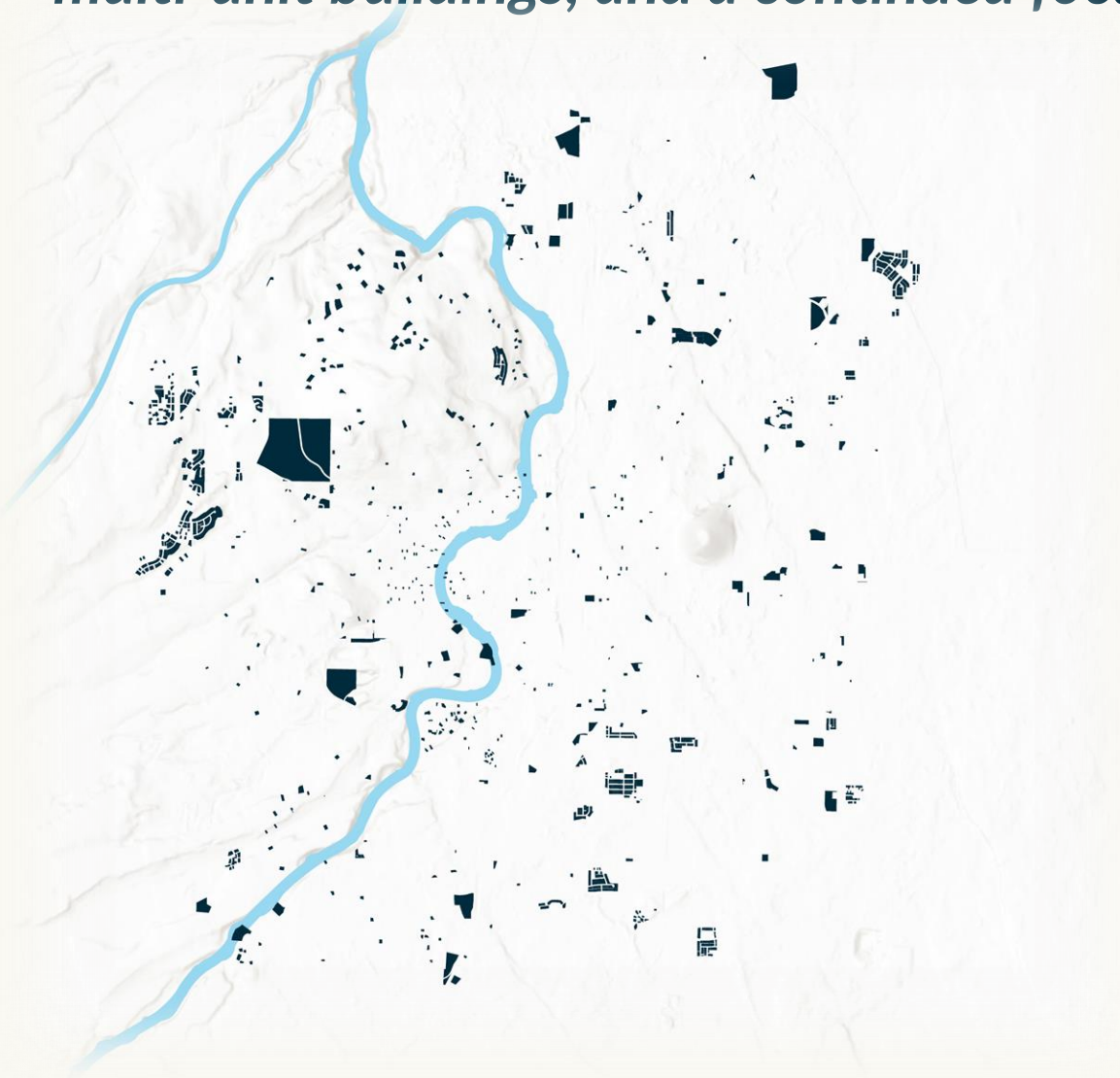
*Post HB 2001 (2019) moves needle on the development of middle housing as a new housing type*





# The Post Pandemic Era (2021-Present)

*Policy and market trends push new development toward more middle housing and multi-unit buildings, and a continued focus on walkability and affordability*



MEDIAN LOT SIZE  
**0.11 acres**



FLOOR AREA  
RATIO\*  
**0.43**



PERCENT MULTI-UNIT  
**10.2%**



CONSTRUCTION WEST  
OF THE PARKWAY  
**42%**

\*Floor Area Ratio is the amount of building floor space allowed on a lot relative to the lot's size



# The Post Pandemic Era (2021-Present) - *Built form example*





## The Post Pandemic Era (2021-Present) - *Street network example*





# The Post Pandemic Era (2021-Present)

## *Public investments and infrastructure*

- **2021:** Murphy Road Extension & Bridge completed
- **2021:** Larkspur Center (formerly Bend Senior Center) renovation/expansion completed
- **2022:** Alpenglow Park in Southeast Bend opened
- **2023:** Newport Corridor Improvements
- **2024:** Bend's first bicycle protected intersections constructed (Wilson & Olney Avenues)
- **2026:** New Central Library opens
- **2026:** OSU Energy Innovation Center opens
- **2026: Bend Made starts!**



**A PLAN FOR TOMORROW,  
CRAFTED TODAY.**

**BEND MADE**



CITY OF BEND



# Language Assistance Services & Accommodation Information for People with Disabilities



## **Accommodation Information for People with Disabilities & Language Assistance Services**

You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please email [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) or call 541-693-2198. Relay Users Dial 7-1-1. All requests are subject to vendor processing times and should be submitted 48-72 hours in advance of events.

## **Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad**

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto en correo electrónico [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.

# Accessible Meeting Information

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## Accessible Meeting/Alternate Format Notification

This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please email [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) or call 541-693-2198. Relay Users Dial 7-1-1. All requests are subject to vendor processing times and should be submitted 48-72 hours in advance of events.

## Información sobre accesibilidad en reuniones

Hay accesibilidad disponible en esta reunión. Si se solicita con antelación, se puede disponer de servicio de intérprete de lengua de señas, dispositivos de ayuda auditiva, materiales en formatos alternativos como Braille, letra grande, formatos electrónicos o cualquier otro tipo de adaptación. Póngase en contacto en correo electrónico [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.