

August 2026

Bend's Urban Morphology

How Bend Became Bend – A Historical Timeline



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

How Bend Became Bend

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?

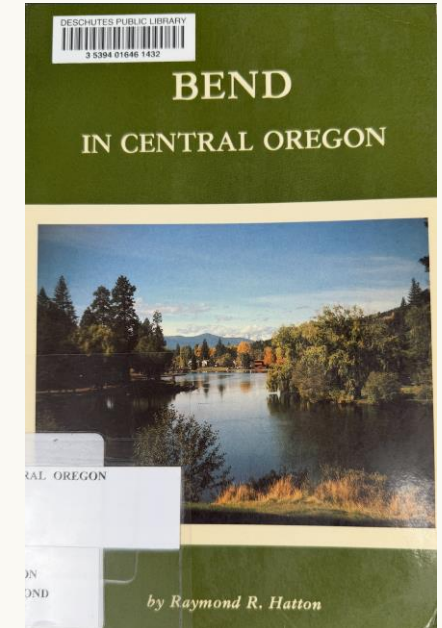
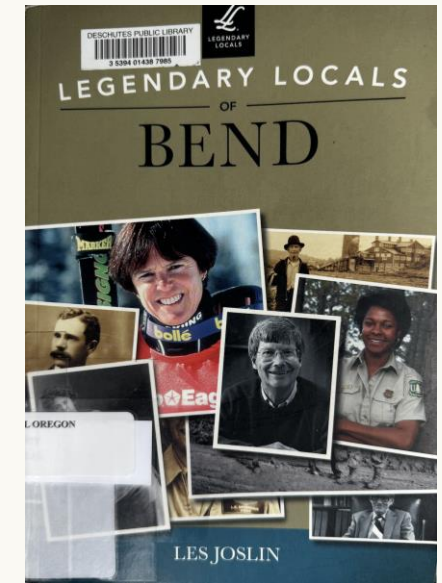
Context

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.

This historical assessment was completed by Cascadia Partners between March and August of 2026. The assessment combined five methods: archival research, map analysis, site observation, direct engagement with local historians and subject-matter collaborators, and built upon a parallel body of equity-focused historical research led by City of Bend staff intended to meet new state requirements.

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



Approach & Sources

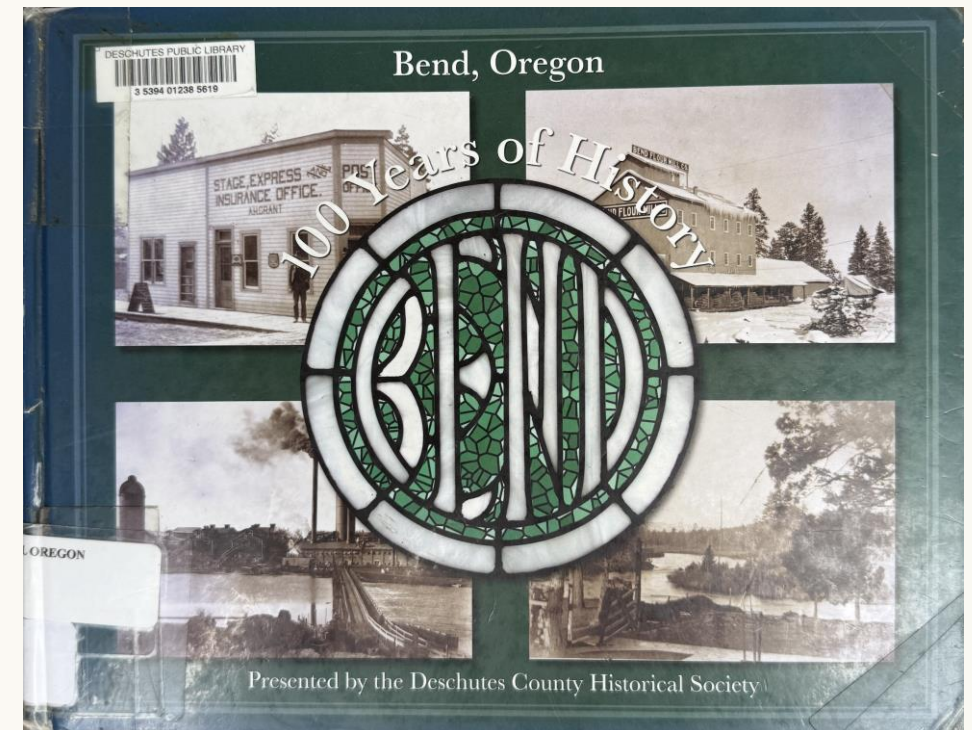
The historical narrative draws on a curated set of published local and regional histories supplemented by in-person research at the Deschutes Historical Museum and the Deschutes County Library for archival collections, photographs, and primary source materials not available in digital form.

Sources:

- Speroff, Deschutes River Railroad War, 2007
- Hayes, Historical Atlas of Washington and Oregon, 2011
- Gregory, Life in Railroad Logging Camps of the Shevlin-Hixon Co., 1916–1950 (OSU, 2001)
- Deschutes County Historical Society, Images of America: Bend, 2009
- Lent, Central Oregon Place Names, Vol. III: Deschutes County, 2015
- O'Reilly, Camp Abbot: Sunriver's Proud Roots, 1989
- Loy et al., Atlas of Oregon, 2nd ed., 2001
- Irving, Finding Fremont in Oregon, 1843 (DVD), 2010
- City of Bend, Historic Maps
- City of Bend & Deschutes Historical Museum staff, personal communication
- City of Bend, Building and Land Information System (BLIS)
- Deschutes County, GIS Parcel Data

Most photos presented in this assessment came from one of these four books:

- Deschutes County Historical Society, Bend, Oregon: 100 Years of History, Pediment Publishing, 2004
- Hello Bend! Central Oregon Reinvented, 1950–2000: A Pictorial History, The Bulletin & Deschutes Historical Museum, 2021
- Hatton, Bend in Central Oregon, Binford & Mort, 1978
- Joslin, Legendary Locals of Bend, Arcadia Publishing, 2016





The Original Stewards Time Immemorial

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

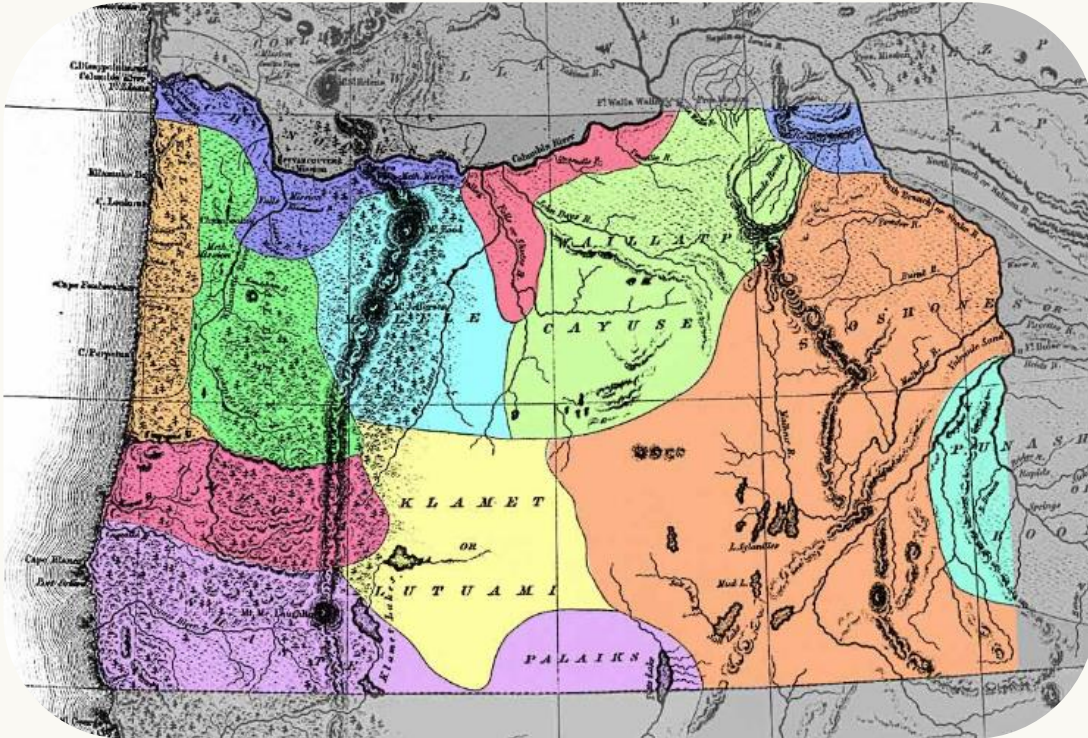
Land Acknowledgement



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 Meadow¹⁶ near Sisters and at the Lava Island Rock Shelter near Benham Falls.

The Original Stewards



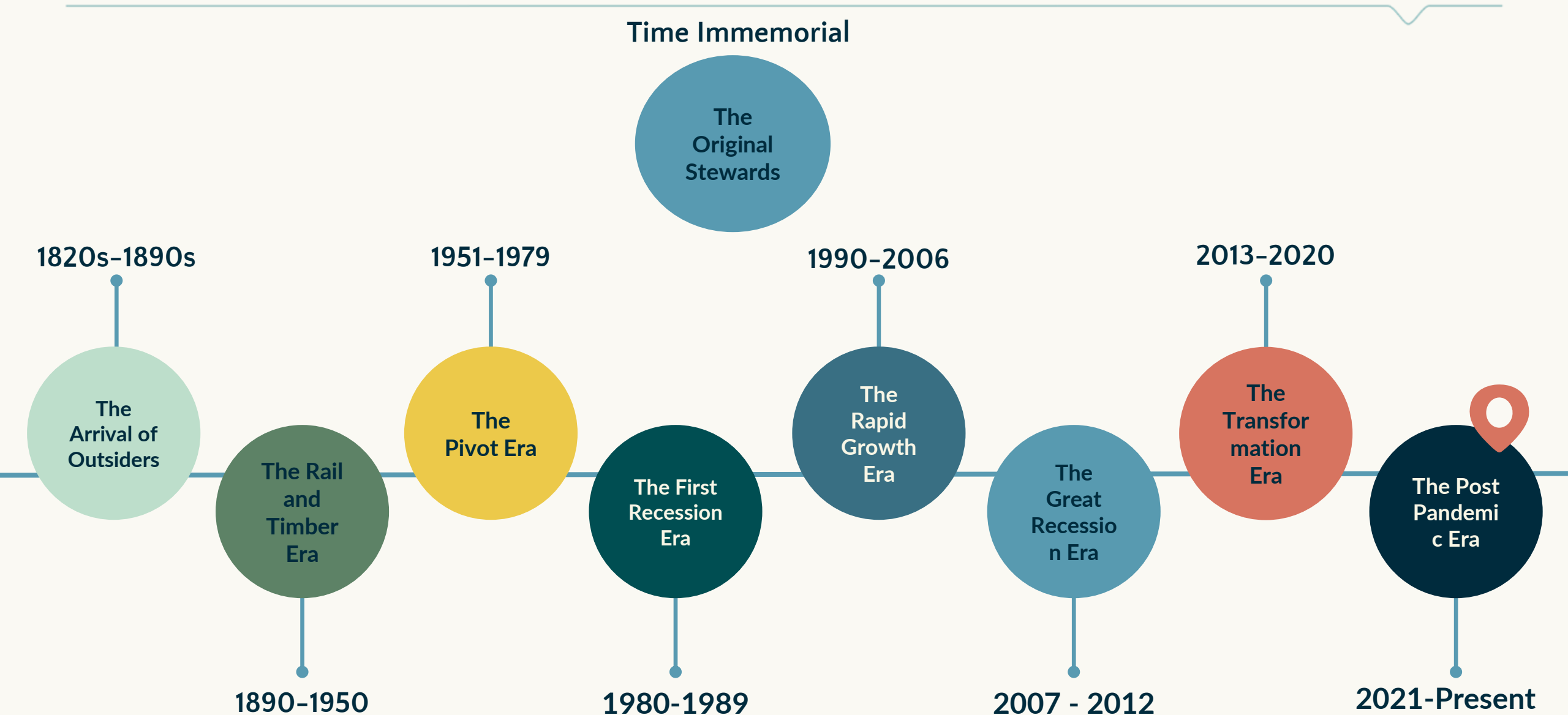
The Klamath peoples also traveled through this area as part of regional trade routes along the Klamath Trail. The Klamath Trail connected the Klamath Marsh and the Deschutes River Basin to the Columbia River and the trading center at Celilo Falls (pictured above).



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

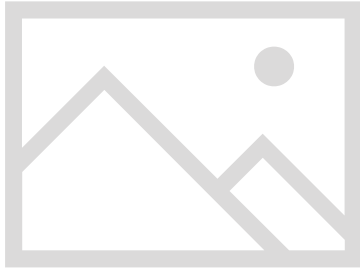


The Arrival of Outsiders

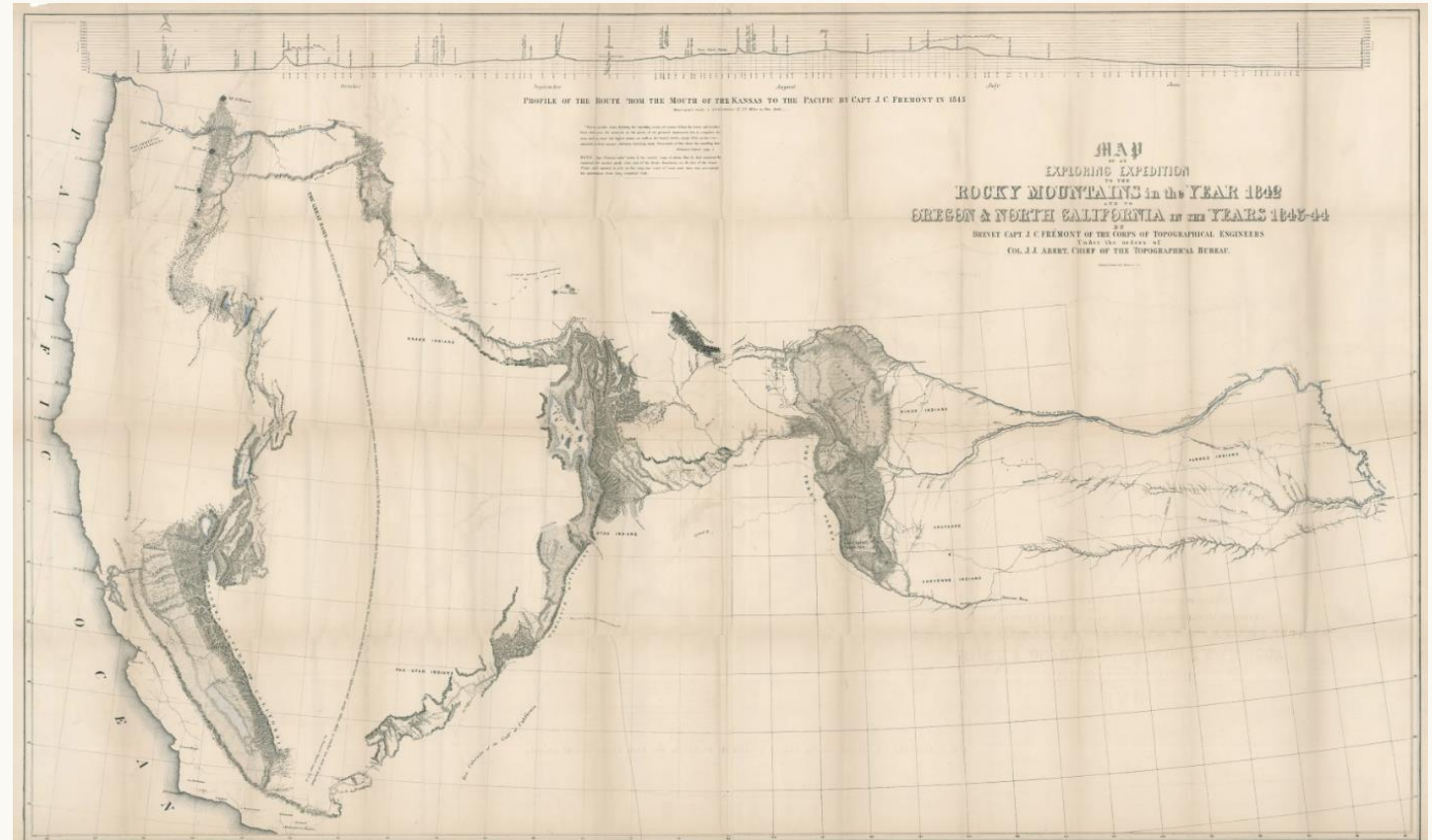
1820-1900

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

While fur trappers and exploratory expeditions passed through the Bend region, John Fremont's expedition was the first to map and document the area

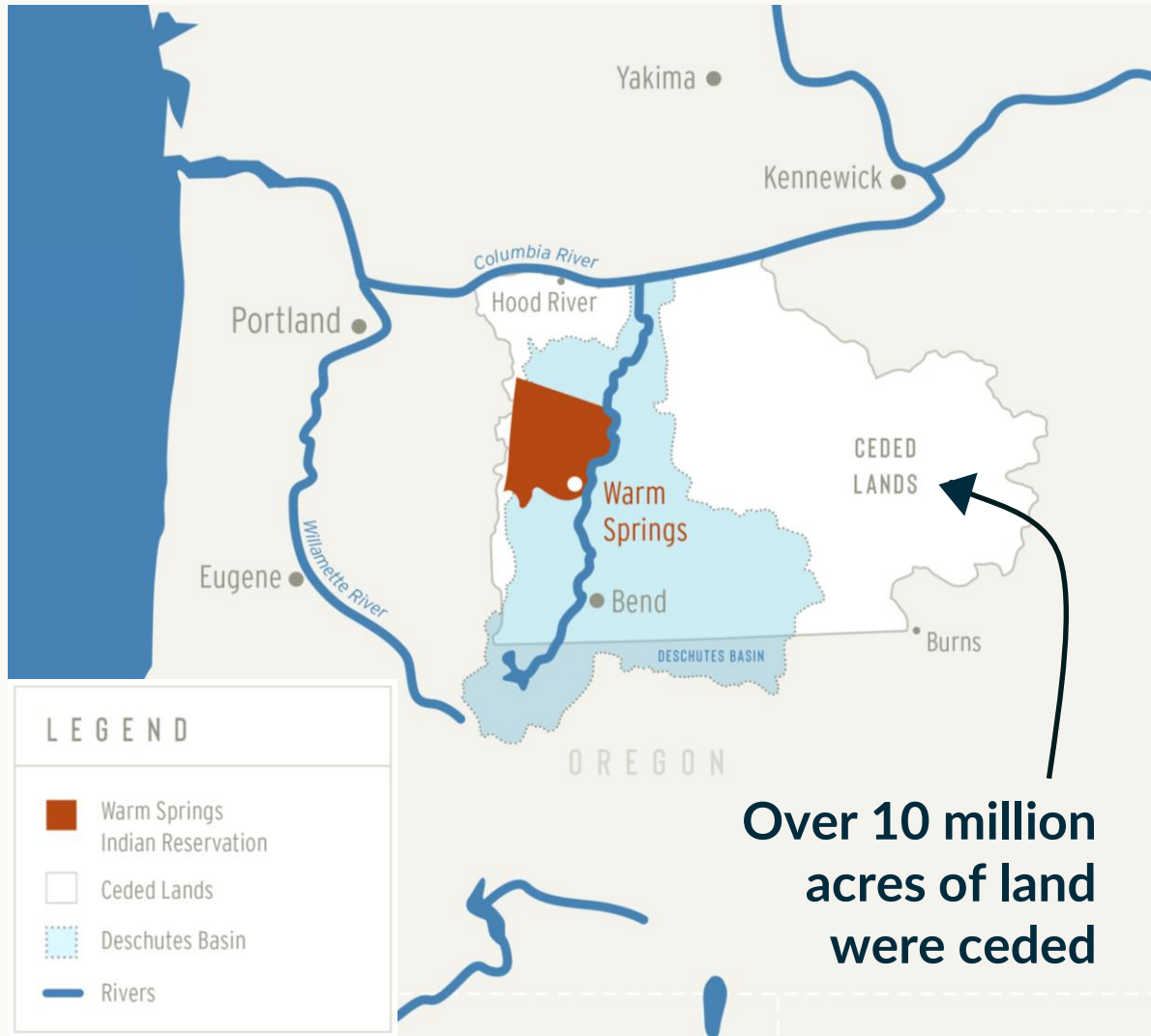


John Fremont



Fremont's expedition map

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

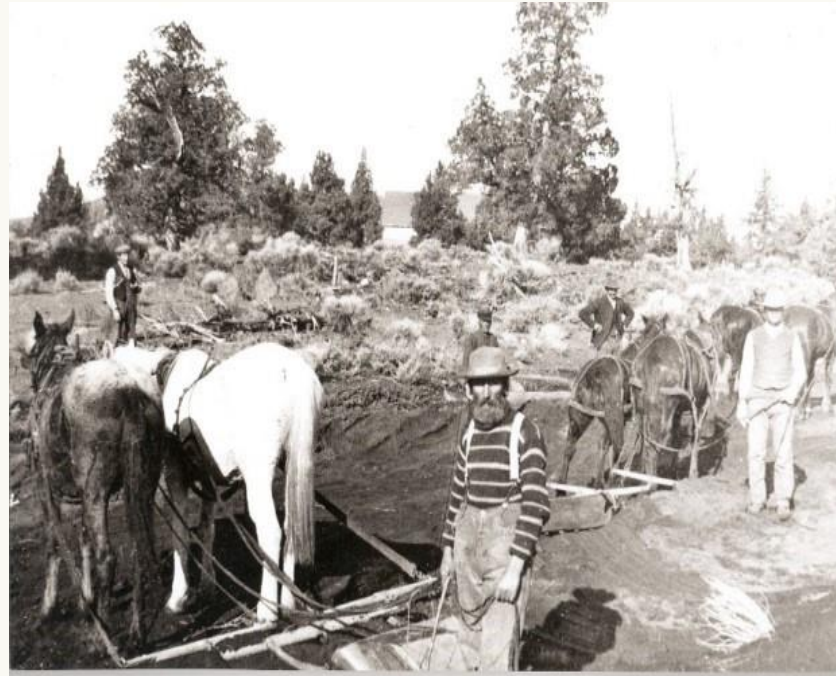


Three women on the Warm Springs Reservation, 1902. It should be noted that turn of the century photography of indigenous peoples of North America has a problematic legacy that perpetuated stereotypes and has repercussions today.

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



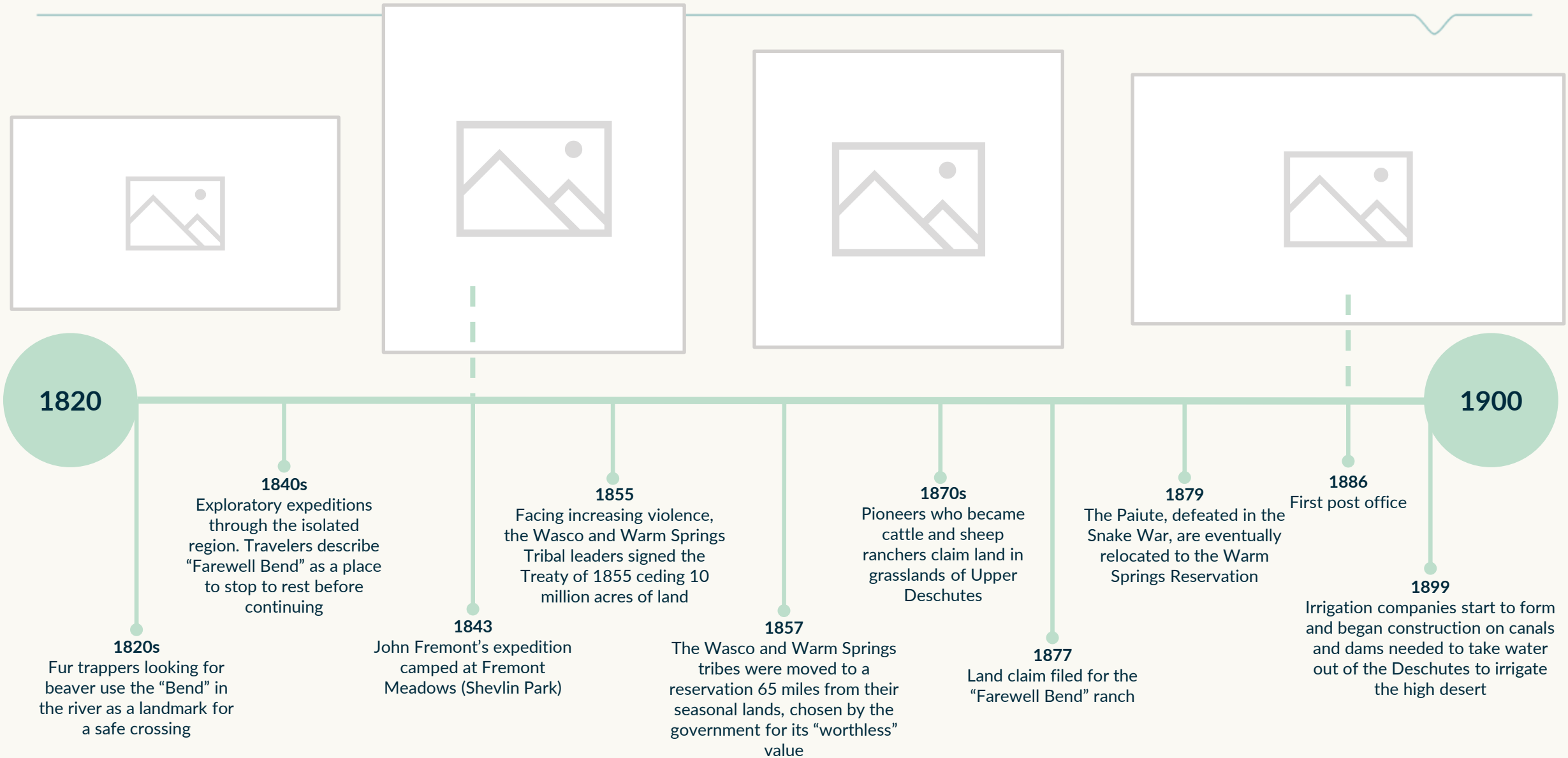
Alexander Drake, formed the Pilot Butte Development Company and organized the first irrigation project under the Carey Act.



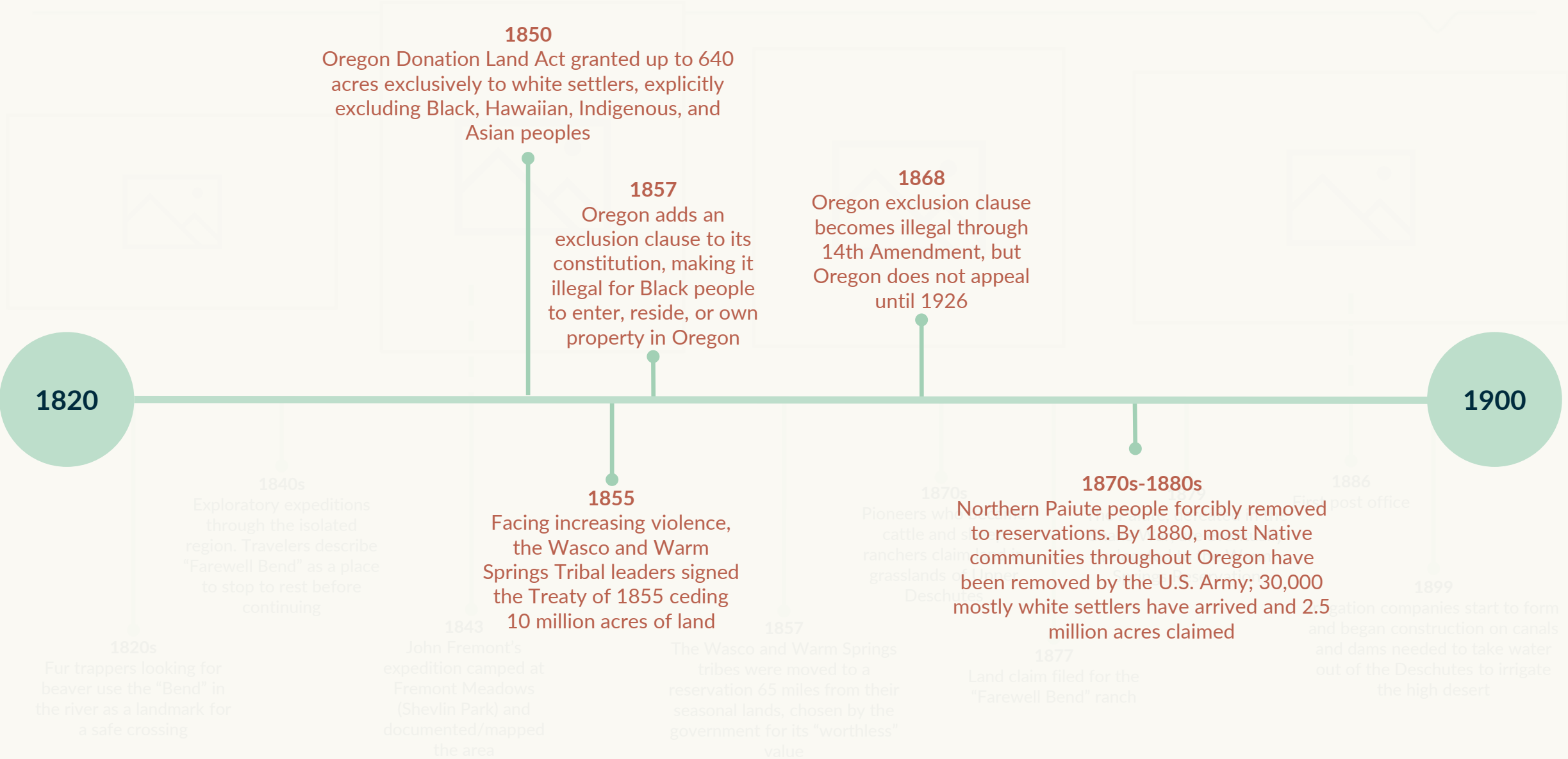
Early irrigation laid the foundation for early agriculture and platted Bend

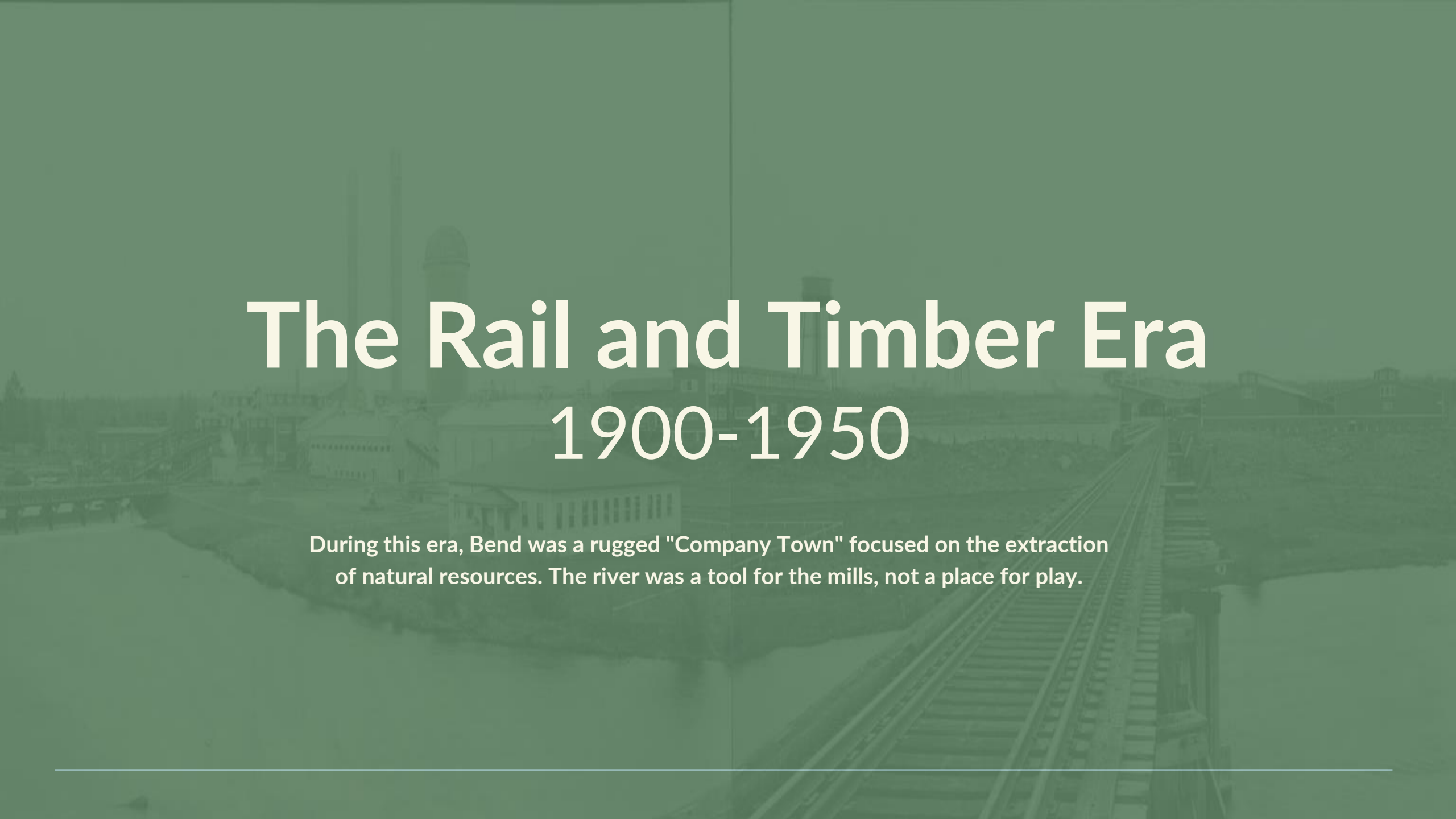


The Arrival of Outsiders



The Arrival of Outsiders Equity Analysis



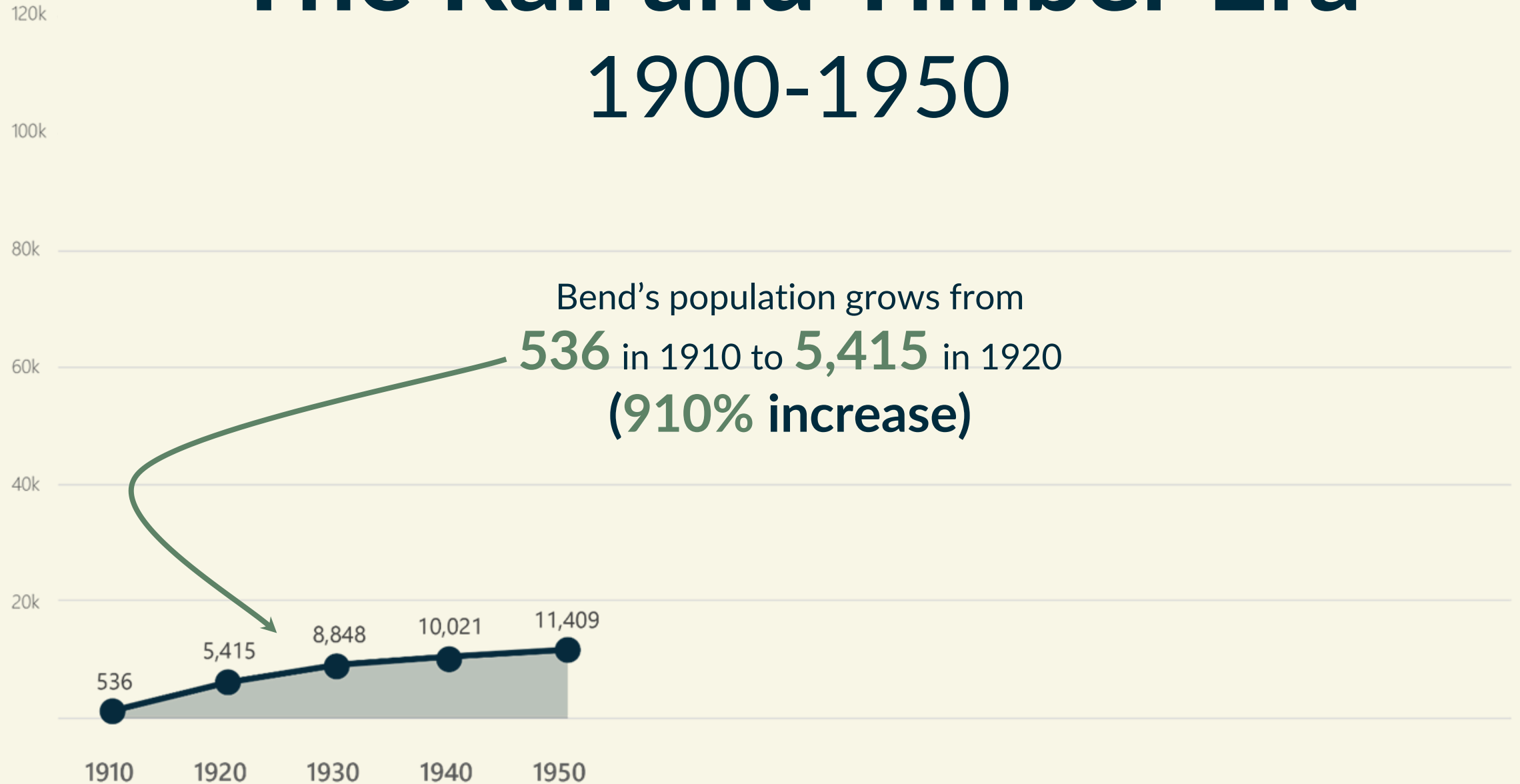
The background image is a faded, green-tinted photograph. It depicts a wide river in the foreground. In the middle ground, there are several industrial buildings, including a prominent one with a dome. A railway bridge with multiple tracks spans the river, extending from the right side towards the center. The overall scene suggests a historical industrial setting.

The Rail and Timber Era

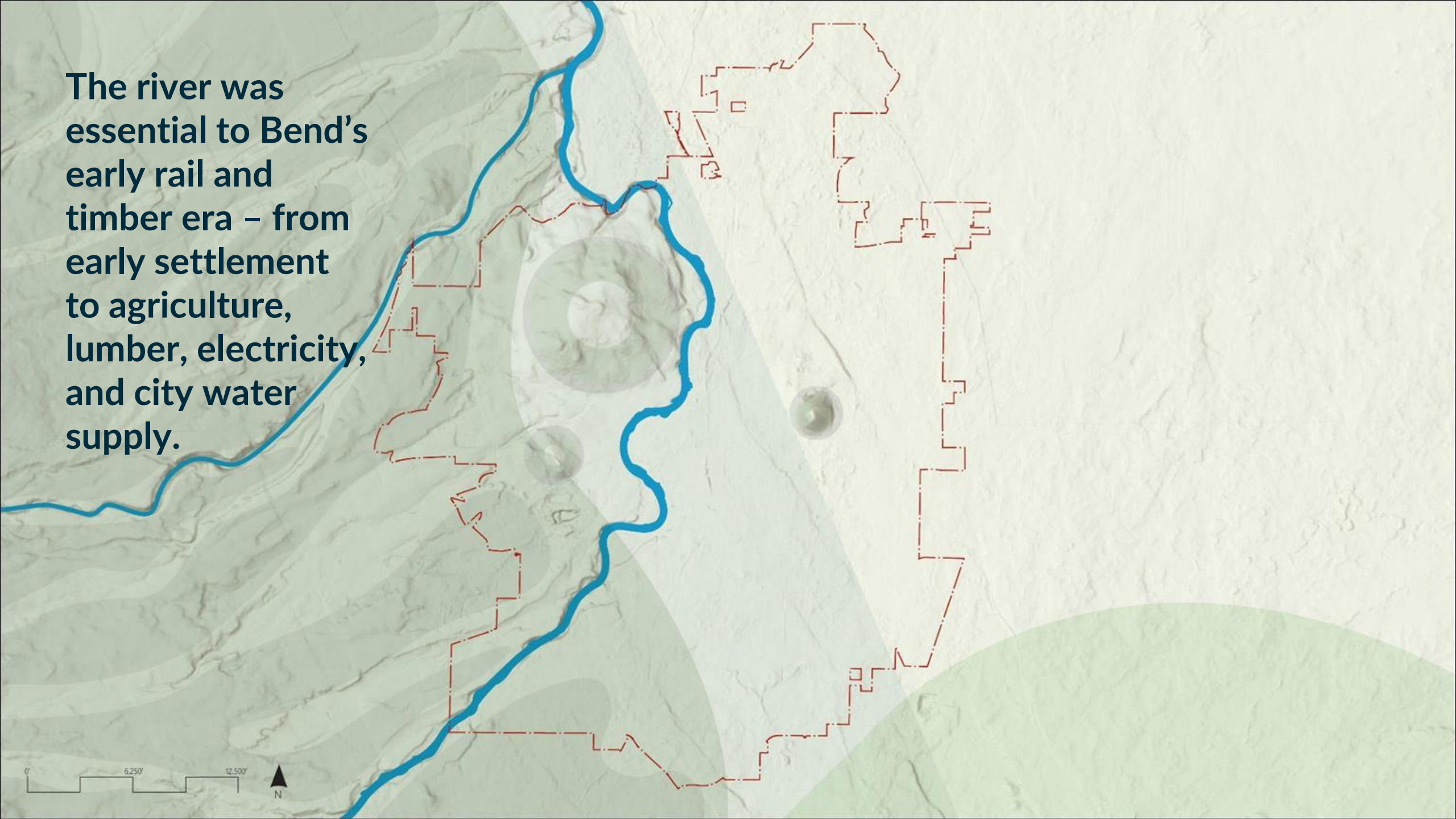
1900-1950

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.

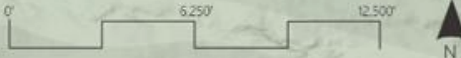
The Rail and Timber Era 1900-1950



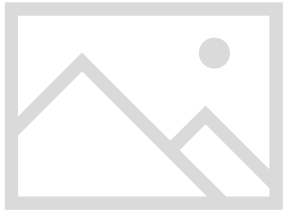
The river was essential to Bend's early rail and timber era – from early settlement to agriculture, lumber, electricity, and city water supply.



The 1910 original plat



James Hill's Oregon
Trunk Railroad line
reaches Bend in 1911,
ending isolation



CENTRAL OREGON to CALIFORNIA
IN QUICKEST TIME AND AT LOW EXPENSE

OREGON TRUNK RY.
CENTRAL OREGON LINE

North Bank Road Steamer Express leaves Portland 9:00 a. m., and S. S. "Northern Pacific" sails every Saturday, arriving San Francisco next mid-afternoon.

FARES INCLUDE MEALS AND BERTHS ON STEAMER. TRAVEL ON THE STEEL FLOATING PALACE. THE LINER WITH THE SPEED OF AN EXPRESS TRAIN.

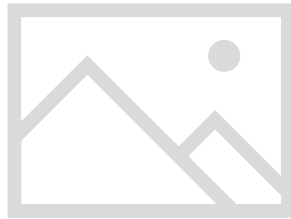
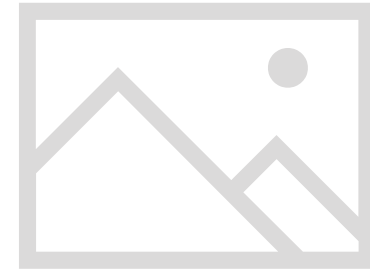
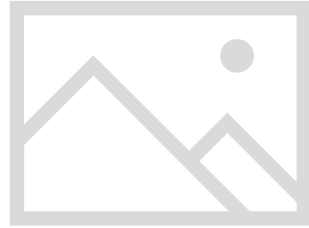
THROUGH TICKETS
To Los Angeles, San Diego, San Francisco and other California points. Combination Steamer and Rail and All-Rail Routes

Low One-Way Fares for Settlers
From Middle Western and Eastern points to Central Oregon and all points in Oregon and Washington,
DAILY MARCH 25 TO APRIL 14, INCLUSIVE
Write your acquaintances. Folder, with schedule of fares and other details, by mail or on request to agents Oregon Trunk Ry.
J. H. CORBETT, Agent, BEND, OREGON
J. H. HARDY, Trav. Pass. & Freight Agent.

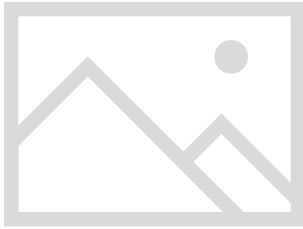
compared with 542,000 a year ago



Two lumber companies establish mills on opposite sides of the Deschutes River



Bend transforms into a prosperous mill town with new businesses and a growing downtown



"Bend the Beautiful Welcomes You" banner on Main Street (now Wall St) in 1910



The Pilot Butte Inn, built in 1917, was an iconic landmark and the center of community life for many



Wall Street in 1917



Road paving began in 1921

The Sisters of St. Joseph take over what will become St. Charles Hospital



The modern St. Charles Hospital, on "Hospital Hill", built in 1951

BEND HOSPITAL MADE LARGER

SISTERS OF ST. JOSEPH TAKE OVER INSTITUTION AND HAVE INTERIOR REMODELED—MORE PATIENTS FROM CITY.

(From Wednesday's Daily.)

Today the Bend Hospital begins the new year under the management of Catholic nursing sisters of the Order of St. Joseph, who arrived here Saturday night from Kokomo, Indiana. Since their arrival they have moved into the hospital and are now completing arrangements for the accommodation of twice the number of patients formerly cared for. The group is composed of Sister Superior De Sales, Sister M. Teresa, Sister Evangelista, Sister Blanche and Sister Branden.

Instead of providing principally for mill employees, the Sisters will take in patients from the city at large. Remodeling of the interior of the building has provided space for 28 beds instead of the original 14. No other radical changes will be made just at present. The Sisters of St. Joseph came from a large surgical hospital in the east, which is largely patronized by the Haines Automobile Company.

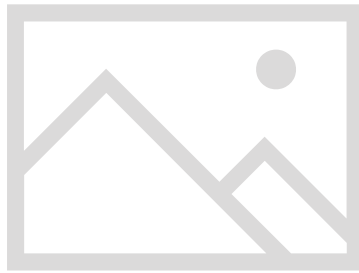


The Sisters of St. Joseph

Early tourism and outdoor recreation take root



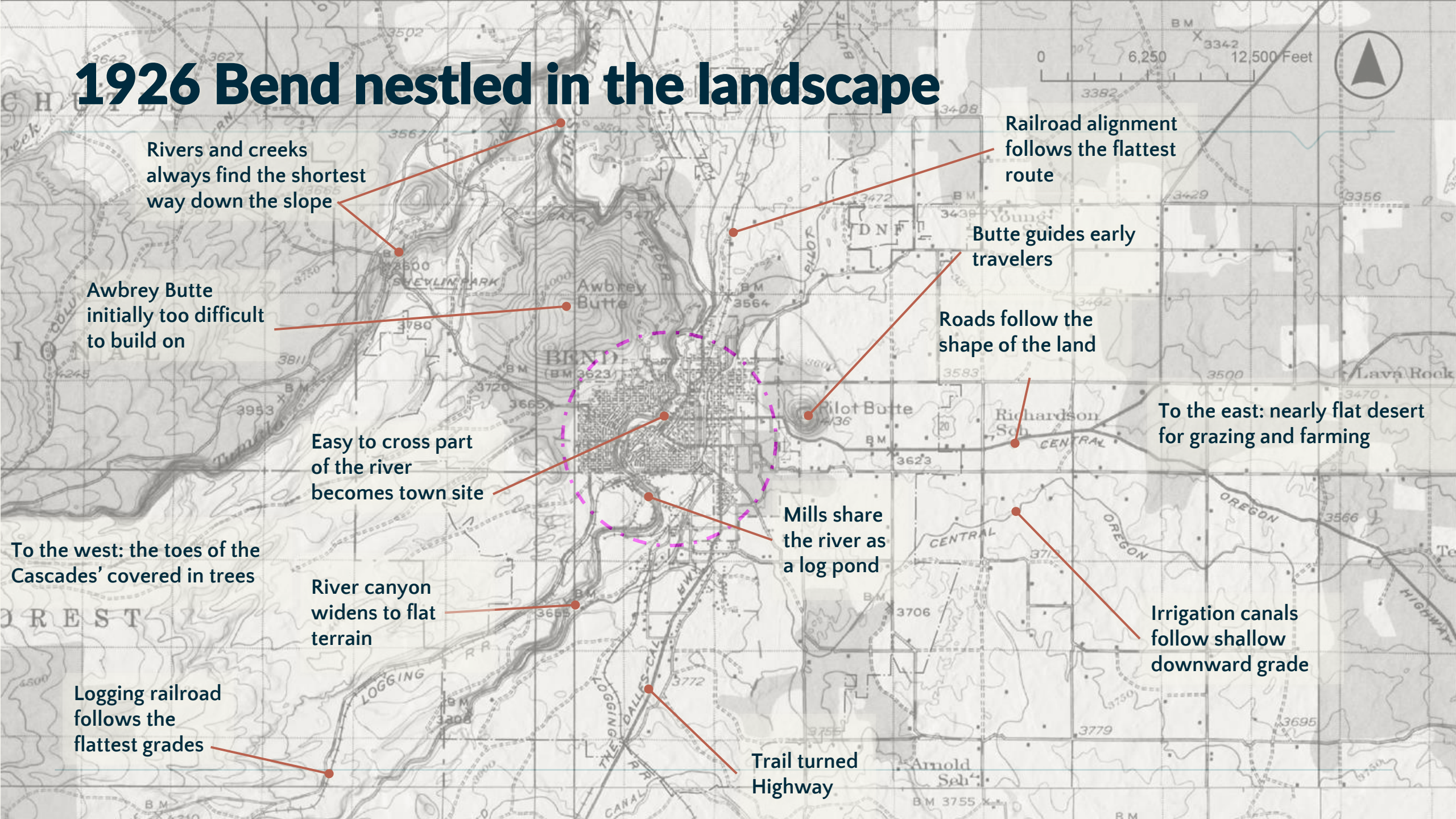
Bend circa 1925-1928. Both mills active.



1926 Bend nestled in the landscape

This historical topographic map of Bend, Oregon, from 1926, illustrates the city's location within its natural landscape. The map features a grid overlay and a scale bar indicating distances up to 12,500 feet. A north arrow is positioned in the upper right corner. The city of Bend is shown as a dense urban area in the center, surrounded by hills and mountains. Key geographical features include the Deschutes River, the Columbia River, and the Central Oregon Highway. The map also shows various landmarks such as Young's Sch, Richardson Sch, and Arnold Sch, as well as the Deschutes National Forest. The title '1926 Bend nestled in the landscape' is prominently displayed at the top.

1926 Bend nestled in the landscape



Rivers and creeks
always find the shortest
way down the slope

Awbrey Butte
initially too difficult
to build on

Easy to cross part
of the river
becomes town site

River canyon
widens to flat
terrain

Logging railroad
follows the
flattest grades

Railroad alignment
follows the flattest
route

Butte guides early
travelers

Roads follow the
shape of the land

Mills share
the river as
a log pond

To the east: nearly flat desert
for grazing and farming

Irrigation canals
follow shallow
downward grade

Trail turned
Highway

Bend's timber economy slows and Shevlin-Hixon runs out of trees

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Shevlin Loggers Cut Last Trees

Shevlin-Hixon loggers were falling their last trees today, in the company's northern Klamath county operations, but not until about December 20 will the last of the logs be moved from the southern woods to the mill pond in Bend. Logs brought to Bend from the Chemult area will be milled near the end of the year, with closing of the sawmill set for the last of the month.

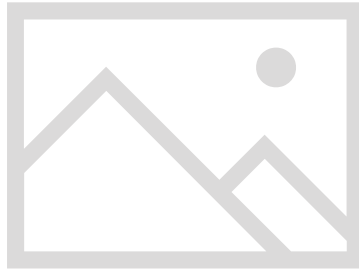
The company's planer department and shipping department will continue in operation until the lumber inventory is exhausted, with this work expected to last for several months.

Some of the men stationed at Shevlin will continue work until the last of the trees cut today are brought in from the woods and loaded on the train for shipment to Bend.

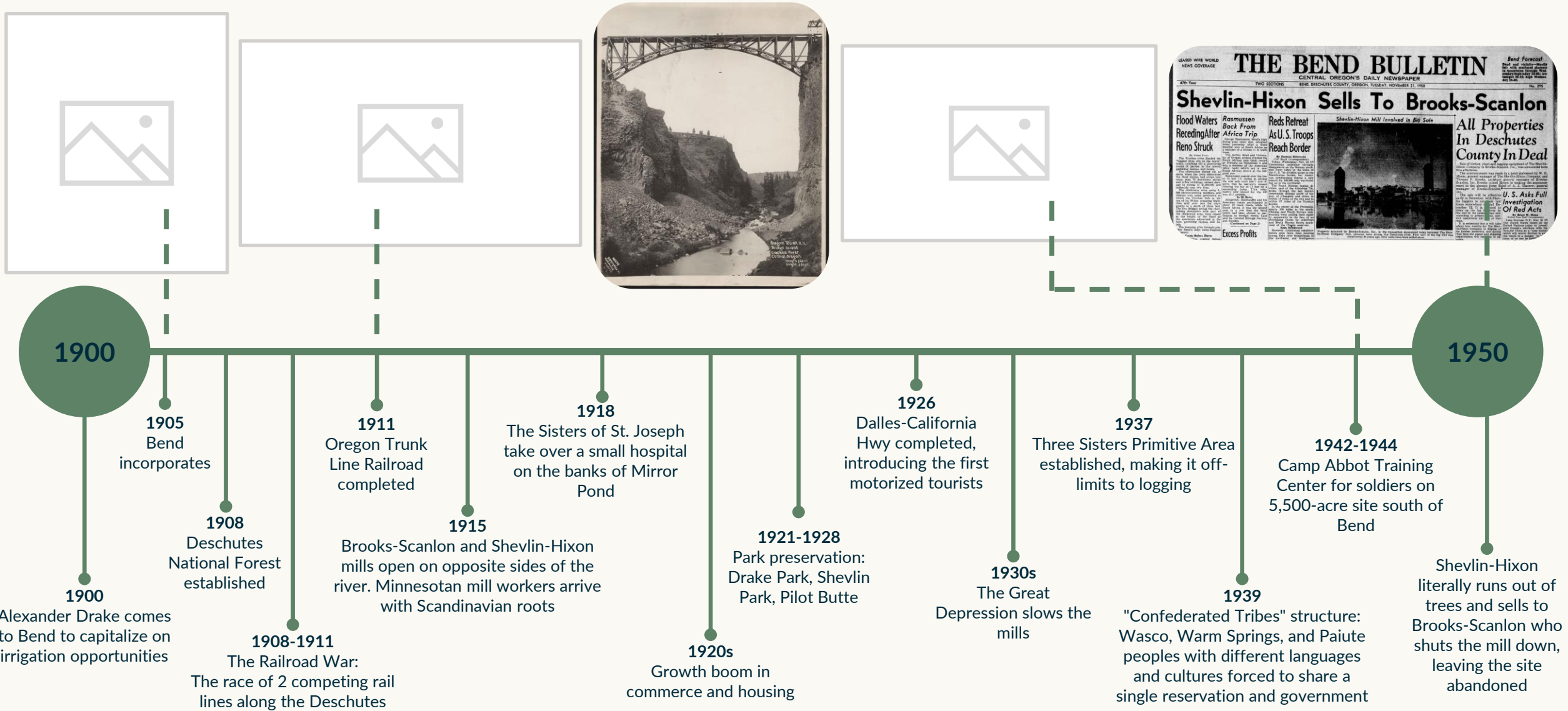
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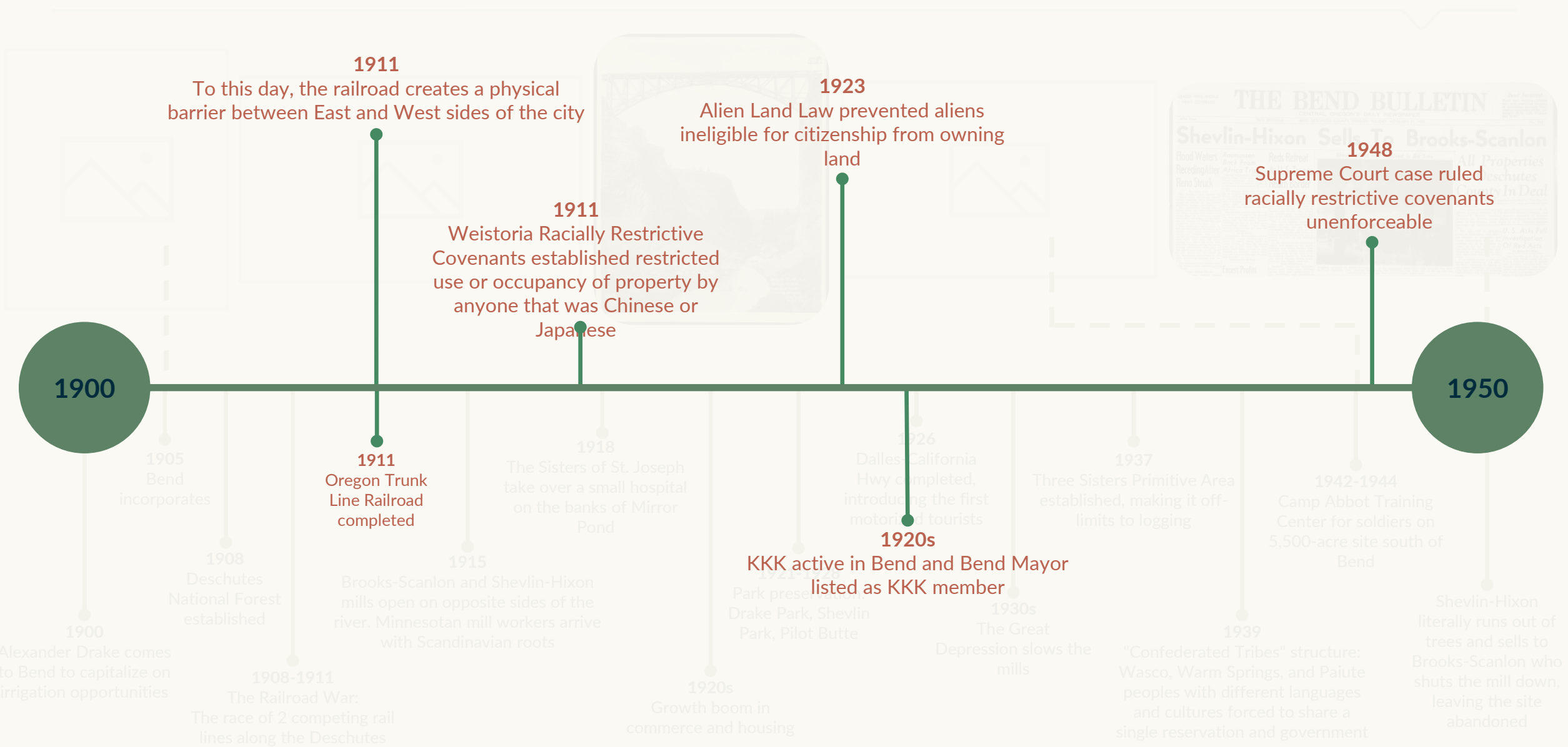
Bend, looking west from Pilot Butte, 1955



The Rail and Timber Era



The Rail and Timber Era **Equity Impacts**



The Pivot Era

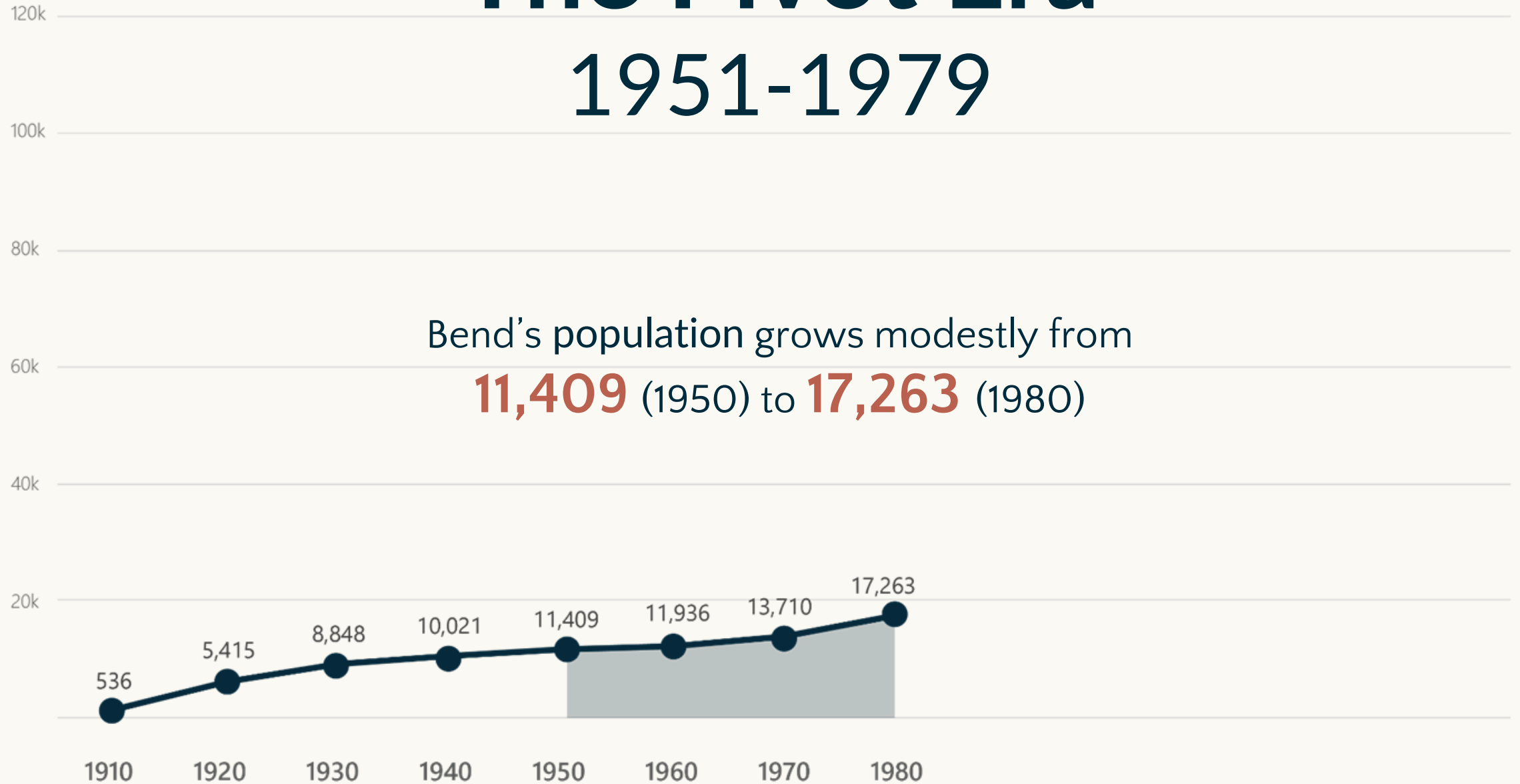
1951-1979

As the timber economy entered a long sunset, the city began a pivot toward diversification of its economy, centered on the "active lifestyle."

The Pivot Era

1951-1979

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



Bachelor Butte opens as part of an intentional diversification of the local economy geared towards all-season tourist attraction

Skiers' Dream Becoming Reality on Bachelor

By Bill Yates
Editorial Staff Writer

A skiers' dream is nearing reality these days on the genial slopes of Bachelor Butte.

Builders of the Northwest's newest winter playground area are confident they'll have everything ready when the first heavy snows fly later this fall.

On Friday a cat operated by Willis Chen was inching up the path of the big Poma lift tow with concrete for the last of eight foundations which will anchor the tow

to the side of the butte.

The tow, itself, is scheduled to arrive from Fontaine, France, the first of October.

This week also found county road crews getting the finishing touches on the mile-long access road and the 200-car parking lot. A seal coat in the next few days will finish both jobs.

Next Wednesday, work will start on the two-story warming hut at the southeast corner of the parking lot.

Other work yet to be done includes installation of two smaller

tows, one for intermediate skiers and the other, a "bunny" tow, for small fry.

Joe Morgan, who will manage the ski area for Mt. Bachelor, Inc., is well pleased with progress of the installation.

Preliminary survey work was begun just last June under the direction of John Eaton, Bend city engineer. Also working closely with the Mt. Bachelor group in developing the area have been members of the Deschutes National Forest staff.

Contractors are Murray Brothers Construction, Bend; Roll-Max Co., and E. E. Steindlich.

Mt. Bachelor, Inc., is a stock venture with a board of directors headed by Bill Healy. Other members of the board are Oscar Murray, Dr. Bradford N. Penne, Phil Gould and Felix Marchandier.

Site for the area was selected by Bend's noted Olympic skier, Gene Gillis. A former San Valley ski instructor, Joe Ward, has been selected to operate the ski school for the Bachelor organization.

Cost of the present installations will total nearly \$50,000, according to Morgan. Future plans include such added attractions as a chair lift to top of the butte.

The Poma lift tow will be 2,000 feet in length and will reach to 500-foot level. Fifty-six skiers can be accommodated at one time with riders being seated on small "platforms" while being swung up the snowy slope.

Immediately below the main lift will be an intermediate tow 750 feet in length. Morgan is quick to point out that this will permit a skier to travel nearly 4,000 feet by using the two tows.

How does the area's potential stack up with other ski areas around the country? Morgan

avails with pride when that question is asked. Experts, he says, have assessed the local group that the Bachelor area will be "second to none."

Bachelor's crystal flakes have been compared with snow at Squaw Valley, famed California ski area. Plans call for the training of Olympic skiers here, Morgan reports.

For the first season, at least, ski operations at Bachelor will be maintained only on weekends and only during daylight hours. However, some thought has been given to a possible night program in the future.

All power at the area will be furnished by a diesel driven plant which will generate 100 kilowatts of electricity at peak capacity.

The warming hut will be a 30 by 30 foot structure with a ski coach bar and lounge on the second. In the center of the lounge will be a modernistic, circular fireplace to warm shivering skiers.

Morgan is sure the area will be a " tremendous" asset to Bend and Central Oregon and points out that the ski season on Bachelor will be considerably longer than at most other areas. Sking, he said, should extend from November well into the following May.

Local skiers are already taking steps to assure meets throughout the season, with all races to be sanctioned by the Northwest Ski Association.

Members of the local Skiflowers organization were given a part on the back by Morgan for their cooperation in planning the Bachelor development and for the impetus the group has given adding in the local area in the past few years.

WEATHER

Fair today, tonight and Sunday.

A little warmer. Highs 67-72. Low tonight 30-35.

55th Year

Ten Cents

THE BEND BULLETIN

CENTRAL OREGON'S DAILY NEWSPAPER

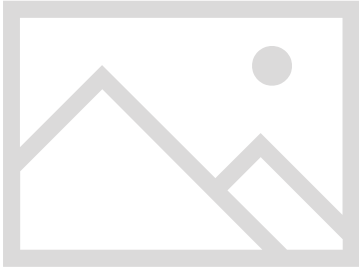
Bend, Deschutes County, Oregon, Saturday, September 20, 1958

Eight Pages

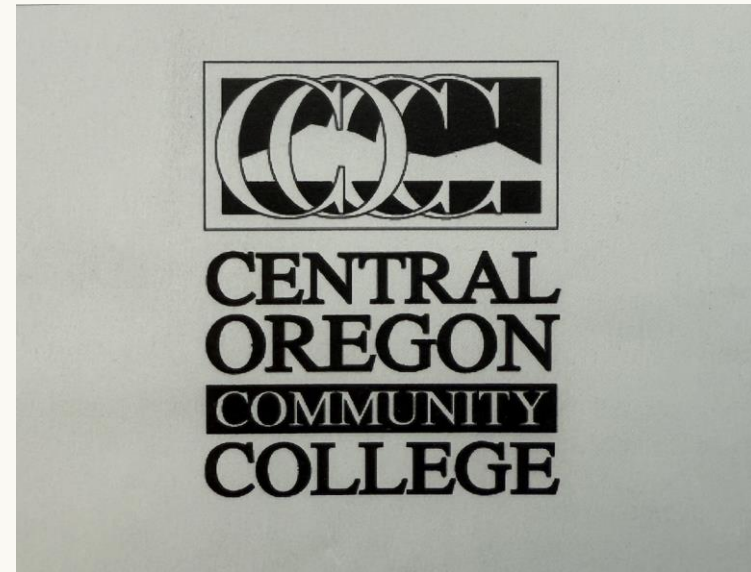
TEMPERATURES

High yesterday, 60 degrees. Low last night, 25 degrees. Sunset today, 6:07. Sunrise tomorrow, 5:51.

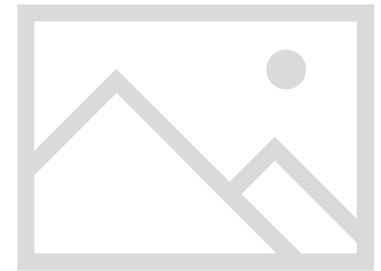
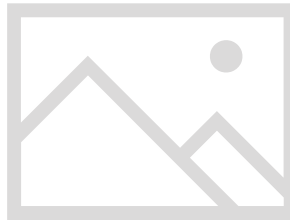
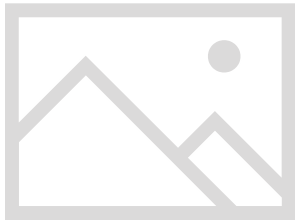
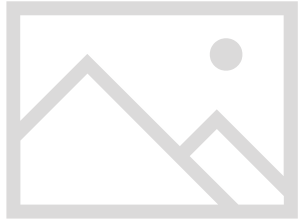
No. 243



**Oregon's first community college
opens on Awbrey Butte, representing
an evolving educational system**



Recreational tourism take off, with fishing, biking, hiking, and river-based activities



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

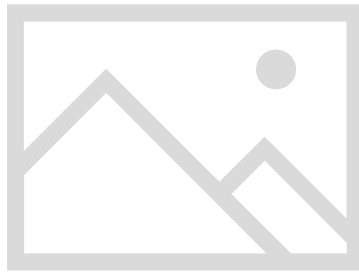


St. Charles opens east of Pilot Butte, on 68-acres of cow pastures with juniper trees, evolving the healthcare sector



Sister Catherine envisioned the building of a new medical center on the east edge of Bend and fought to make it a reality

Bend from the east, 1972.

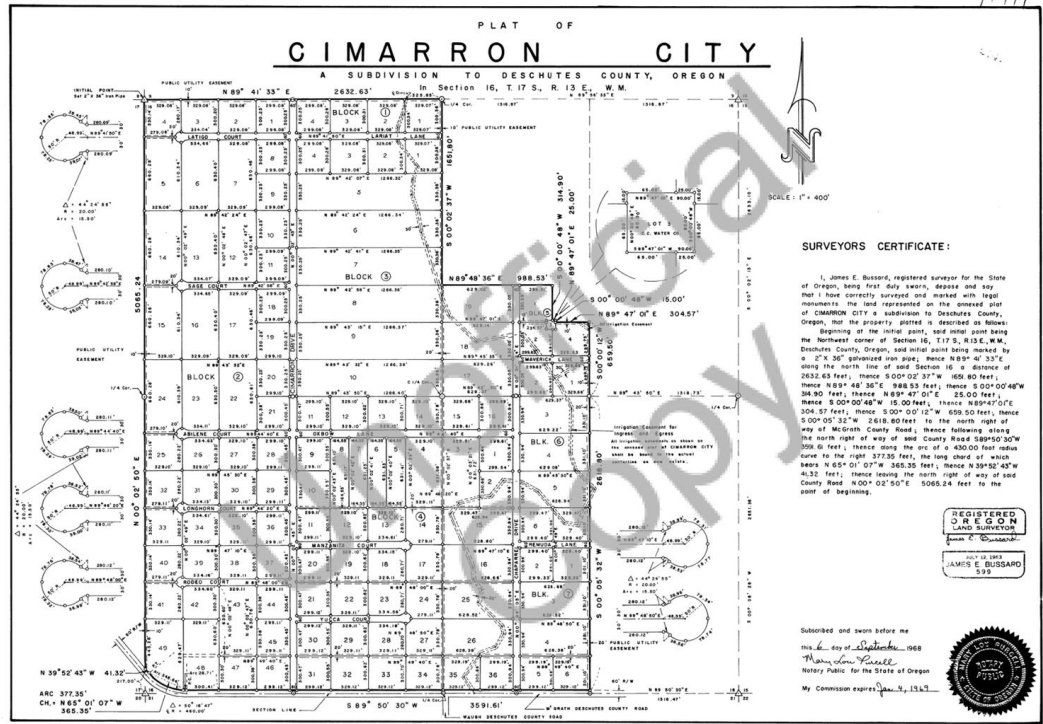


Auto-oriented uses
are now found along
major streets

Statewide land use policy is signed into law, with Tom McCall citing the large lot subdivisions outside of Bend



“The gravest threat to the environment and to the whole quality of life lies in unfettered spoiling of the land. Sagebrush subdivisions, coastal developments begun without vision, and disorderly growth in the Willamette Valley threaten to mock Oregon’s status as the environmental model for the nation. We are in dire need of a state land-use policy, new subdivision laws, and new standards for planning and zoning by cities and counties.”
- Governor Tom McCall



“Cimarron City”, located NE of Bend’s airport, is referenced as the “sagebrush subdivisions” in Tom McCall’s Land Use Act in 1973. Cimarron City subdivision had a minimum 2 acre lot size, only allowed single-family homes, required a 800 sq ft minimum ground floor, and had 50’ front setbacks.

McCall signs into law land use planning bill

SALEM (UPI) — Gov. Tom McCall today signed the controversial land use planning bill (SB100) into law and called it a monumental piece of legislation that will live beyond any other legislation created during his term of office.

SB100 puts Oregon in the forefront in the nation in planning and zoning the state for its future, orderly development, McCall said.

McCall congratulated the two sponsors of the bill, Sens. Hector Macpherson, R-Albany, and Ted Hallock, D-Portland, for their part in guiding the bill through stormy public hearings during the first months of the session.

McCall said plans are being made for appointment of members to the land conservation and development commission that will be created by SB100.

He said the members will be selected on the basis of their broad grasp of what the bill can do for Oregon’s future development.

“There is an awful lot of room in this bill to have a tremendous piece of legislation that will live,” McCall said.

Macpherson, who has been called the “father” of the bill, noted that the signing of the bill came on his 30th wedding anniversary.

“We could not have a better anniversary present,” he said.

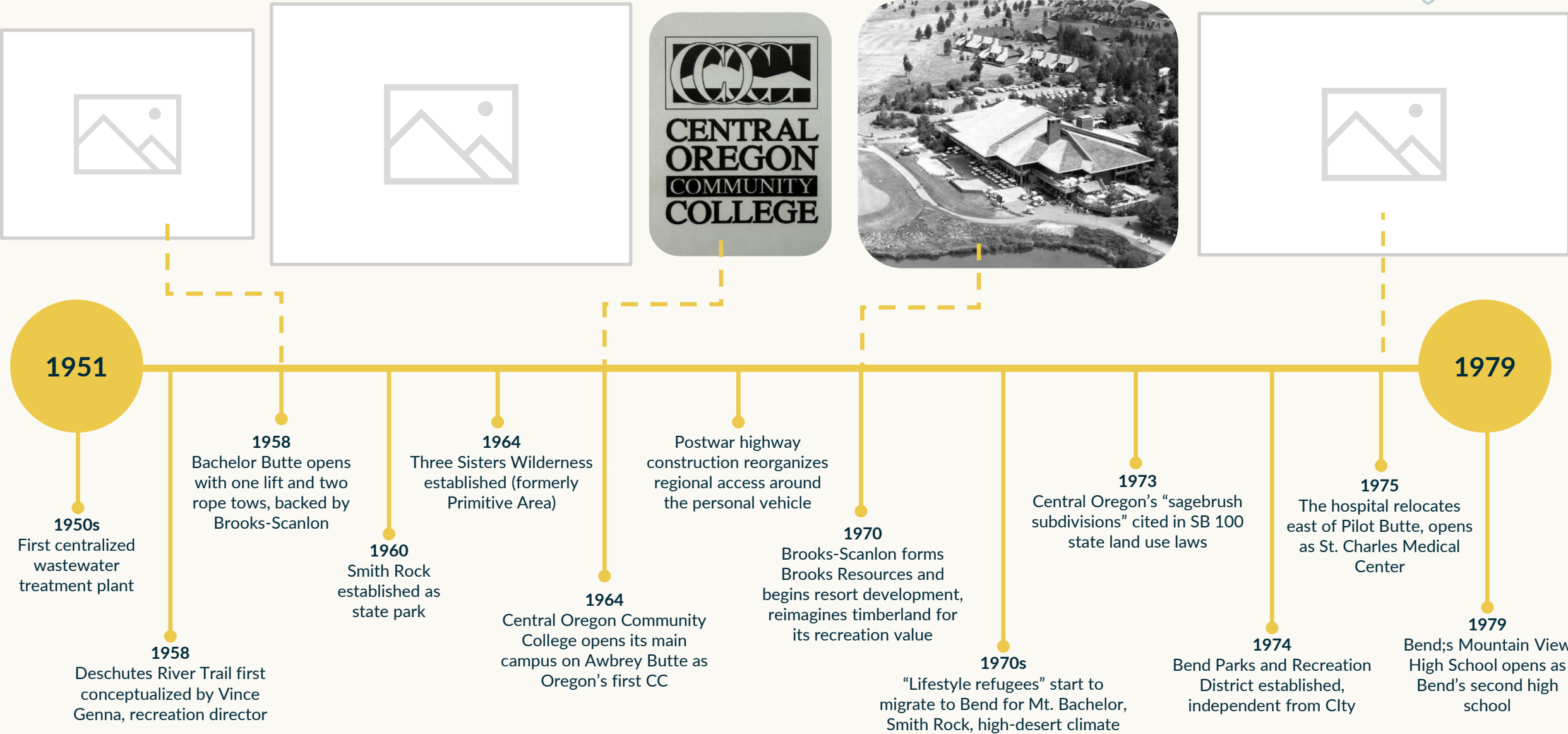
iring April

April’s was the first decline in the index since October, 1970.

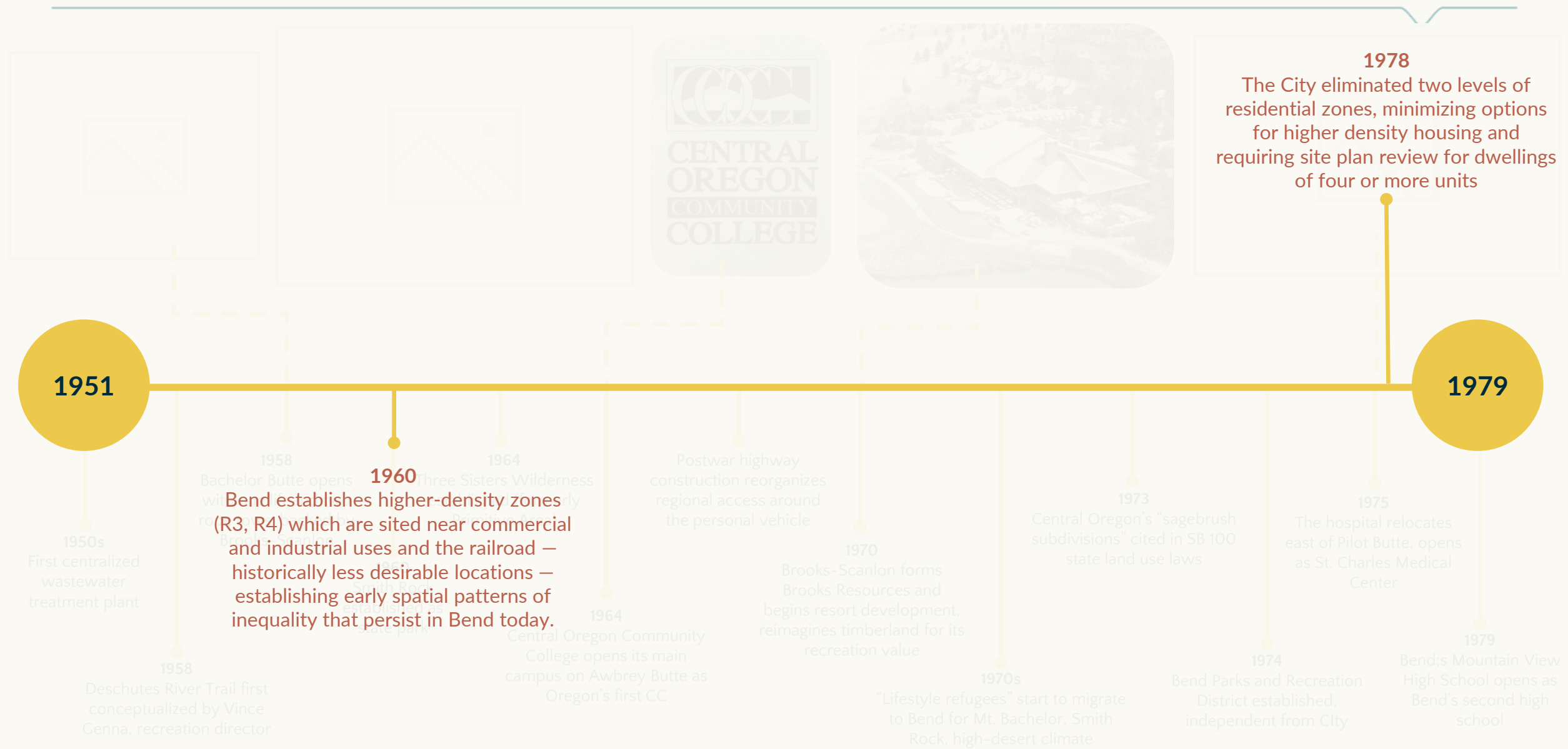
Eight of the indicators used in the

Bend won’t adopt their first UGB in compliance with SB100 for 8 more years

The Pivot Era



The Pivot Era **Equity Impacts**



The First Recession Era

1980-1989

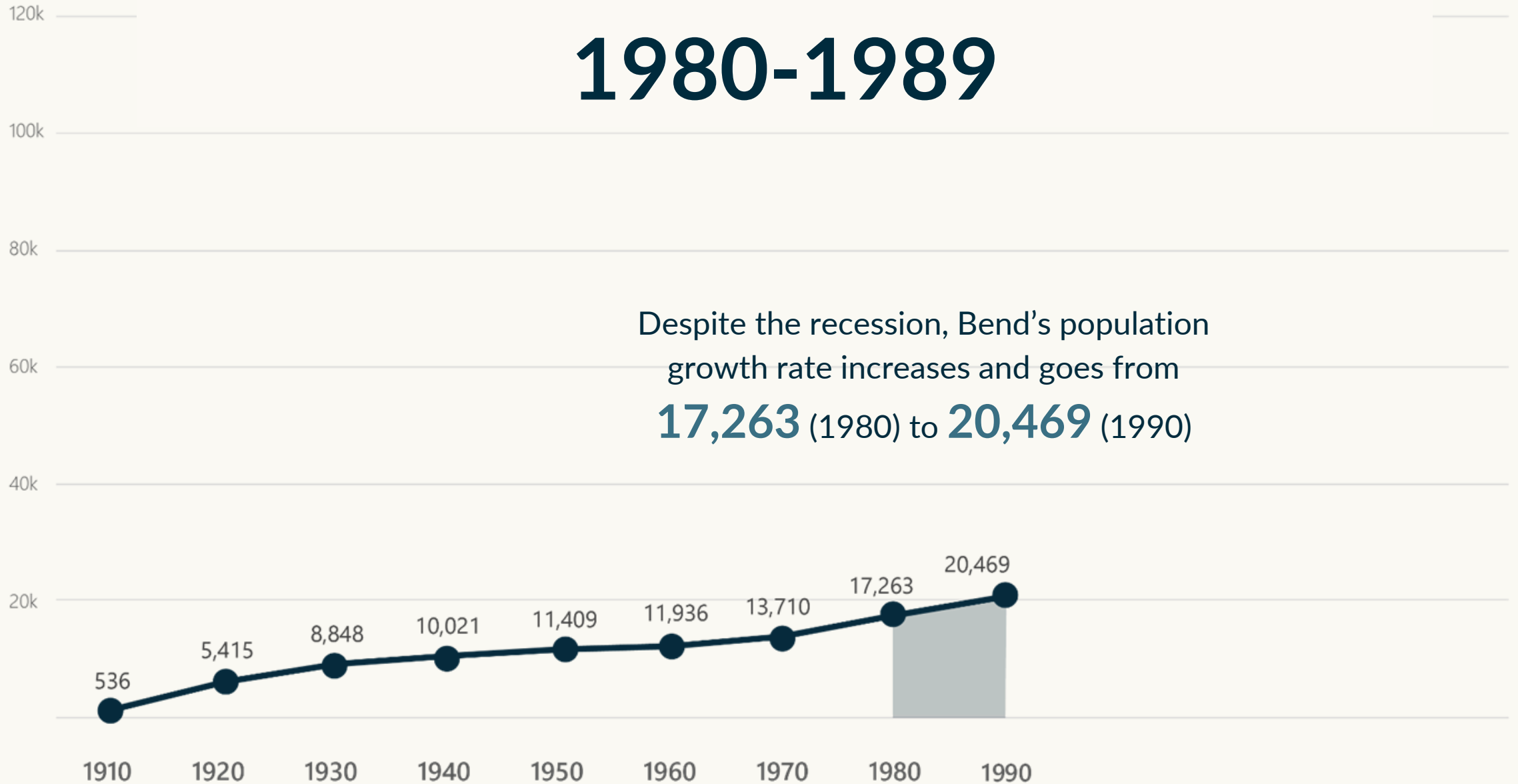


National recession kills the last of the timber economy and contributes to the subculture that seeds the outdoor industry and the modern craft-beer economy.

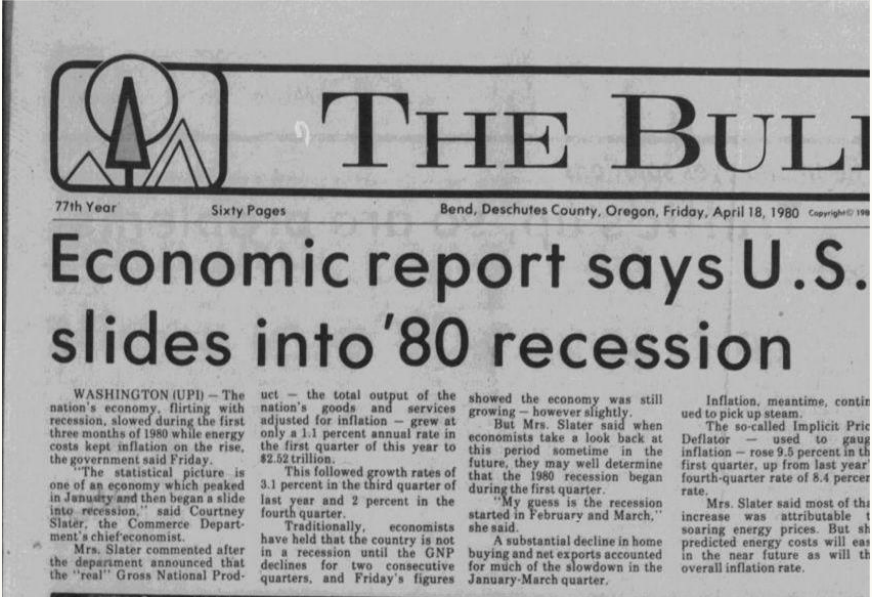
The First Recession Era

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



Bend Drive-in Theater closed and sold

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 1,700 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 jobless 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 volatile, 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.

He 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 has agreed to give him free plywood if he will cut it himself. He's been busy making them.

"I just want to get people involved," he says. "If people all over the Northwest would send one it would really open some eyes in the White House."

"This high interest rate is killing everyone. I want Carter to forget the election and work towards dropping rates so we can afford to build houses again."

Gregory had been working for the Elgin plywood mill for 12 years as a stock wrestler, the third highest non-salaried job at the plant. He has been in the wood products industry for 20 years.

Brooks-Scanlon building converted into a warehouse

Deschutes Brewery opens, initiating a new Bend sub-culture



Microbrewery in Bend to fill first beer steins

Anticipation turns to reality Monday afternoon when Central Oregon's first microbrewery/pub, the Deschutes Brewery and Public House, opens its doors in downtown Bend.

Owner Gary Fish said the brewpub's four beers are finished and being kept cold in 320-gallon, stainless steel tanks, ready to be pumped to the bar after the doors open at 4 p.m. The brewpub will feature Cascade Golden Ale, Bachelor Bitter (a British-style amber beer), Black Butte Porter (a dark beer) and Wychick Weizen, a lighter, wheat beer and the first of the brewpub's seasonal specialty beers.

"I was very, very pleased with the way they turned out," said Fish, who brought a consultant down from Canada to help set up the brewing process. "I was amazed how well we did with the first shot. ... I expect all three of our (standard) brands to sell equally well."

Each of the beers is stored in one of the giant vats in the chilly conditioning room visible behind the brewpub's central 28-foot-long bar and will be pumped directly from the vats to the bar. Another four vats hold batches still being conditioned.

Behind another window at the end of the bar, patrons can observe the brewing in process, which takes place twice a week, Fish said.

Should initial demand exceed the brewpub's capacity, Fish said, the brewery portion is designed for the addition of another fermenting tank and another conditioning vat. The brewpub eventually will add the extra equipment, Fish said, so that it can engage in off-premise sales.

The brewpub's menu features an assortment of sandwiches, hamburgers, salads, soups and appetizers.

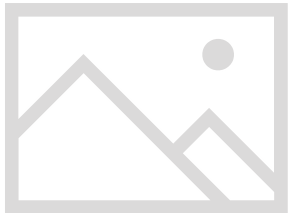
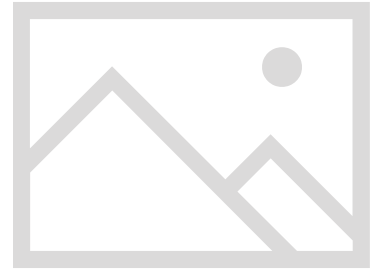
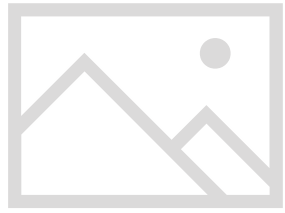
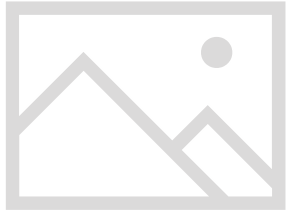
Deschutes Brewery and Public House

DESCHUTES BREWERY AND PUBLIC HOUSE, located at 1044 NW Bond Street in downtown Bend, is Central Oregon's first all-grain brewery. Manufacturing handcrafted traditional ales. DESCHUTES BREWERY is a return to an era when beer was made from only malted barley, hops, yeast and water. The brewery itself is visible through large windows where customers can watch the brewing process while enjoying a pint at the bar in the on-premises pub. DESCHUTES BREWERY also serves outstanding "pub-style" sandwiches, appetizers, sausages and light entrees. Scheduled for opening at the end of June, DESCHUTES BREWERY brings a long-awaited tradition to Central Oregon.

Bend, Ore., for Sunday, June 19, 1988



Climbing, biking, and skiing puts Bend on the map



Sports climbing at Smith Rock, Mt Bachelor's Summit Lift and Pine Marten Lodge, and the annual Pole Pedal Paddle (started in 1976) enforce Bend as a recreational destination

The First Recession Era

More millworkers idled

By Bulletin Staff Writers
and United Press International
A gloomy state employment picture was reflected today in Central Oregon.
Bend's KorpINE announced a week-long layoff that will leave

Drop in sales heralds U.S. recession start

WASHINGTON (UPI) — For the first time in more than two years, sales at the nation's retail stores have fallen in back-to-back months, indicating the long anticipated recession may be finally taking hold.
The Commerce Department reported Thursday retail sales dropped 1.3 percent in March. Coupled with a similar decline in February, this marked the first time since January of 1975 that retail sales have fallen in two consecutive months.
"Certainly there are signs that we are moving into it (a recession)," said Alfred Kahn, President Carter's special assistant on inflation. "Unemployment has inched up," he said today. "There is real trouble, of course, in automobiles and housing."
"It can't go along like this for very long without making a recession certain," said Adren Cooper, an economic analyst at the Commerce Department.
Almost all of the March decline could be tagged to slowing auto sales, which fell a hefty 7.2 percent.
"March was a bummer for the auto industry," said Commerce's senior economist William Cox.

"We'll only keep the boilers running," he said.
KorpINE, a division of Willamette Industries, is currently operating with 25 persons.
The plant plans to resume activity with the full 199-man staff on April 21. However, the work week will be shortened to five days from the normal seven, said Frazier.
KorpINE produces particle board and relies heavily upon the lumber mills for raw material. The recent slowdown in the lumber industry was the major cause for KorpINE's layoff, Frazier said. And Beaver Coaches, a local manufacturer of recreational vehicles and motor homes, continues to operate with half its normal staff.
Frank Storch, vice-president and general manager, said today that the company continued business with 80-90 persons at the plant. Beaver Coaches normally employs nearly 200 persons.
Storch cited the general economic state and wholesale financing problem as the major causes for the slowdown.
Meanwhile, the state Employment Division said

1980

1981

Bend's first UGB adopted in compliance with SB 100

1980s

National recession and high interest rates kills the last of timber demand

1982

20% unemployment during depths of the recession

1983

Bachelor Butte becomes Mount Bachelor, opens Summit Lift

1983

Brooks-Scanlon closes part of its milling operations

1985

Phil's Trail genesis: trail building and partnership with USFS prove that recreation could be primary use of National Forest

1985

Outdoor culture grows, from climbers drawn to Smith Rock and skiers to Mt. Bachelor

1986

First section of the Deschutes River trail is dedicated

1987

Shevlin-Hixon mill torn down

1988

Deschutes Brewery opens on Bond St, founding what becomes regional craft economy

1989

1989

Downtown Urban Renewal Area established to address redevelopment in downtown Bend

Microbrewery in Bend to fill first beer steins

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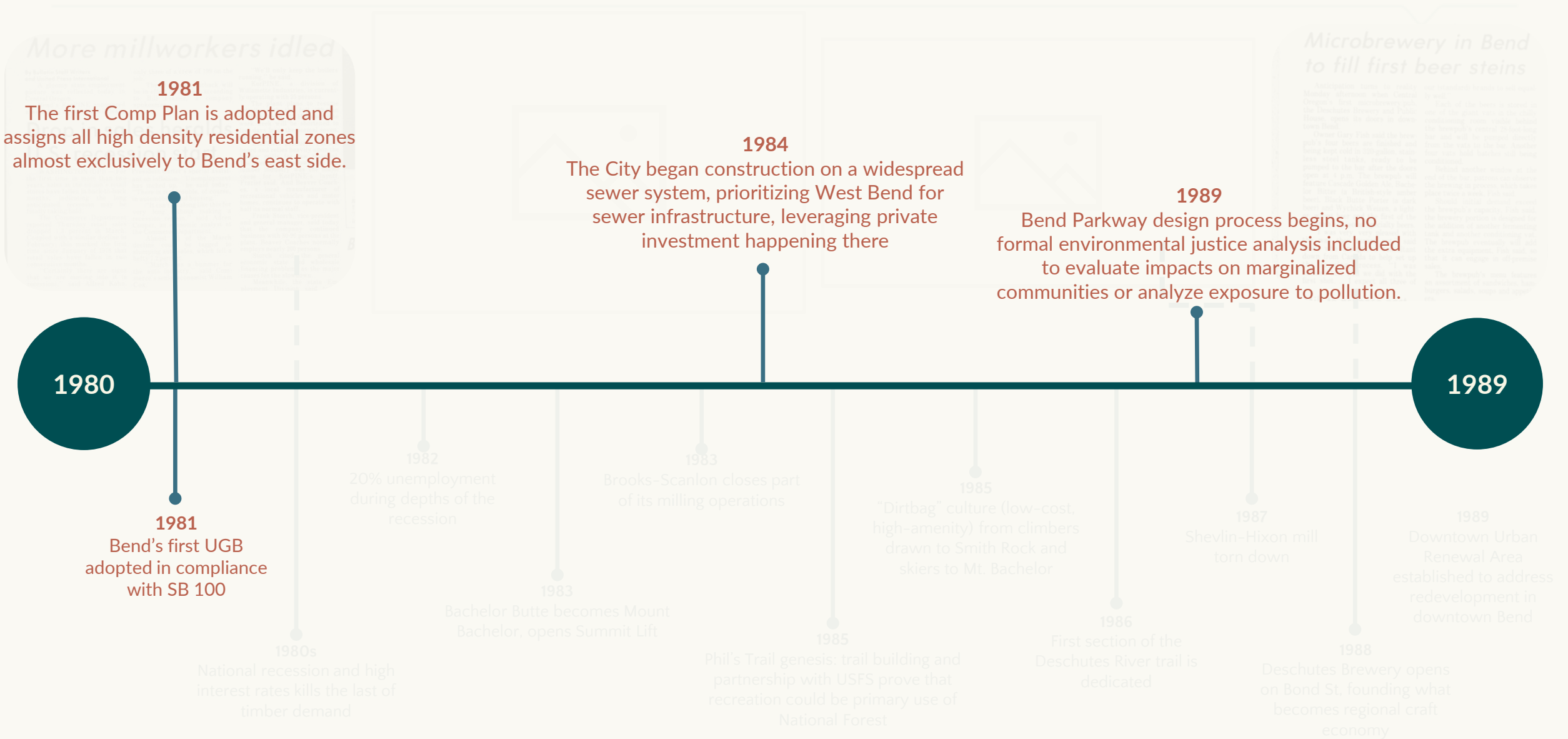
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The Recession Era Equity Impacts



The Rapid Growth Era

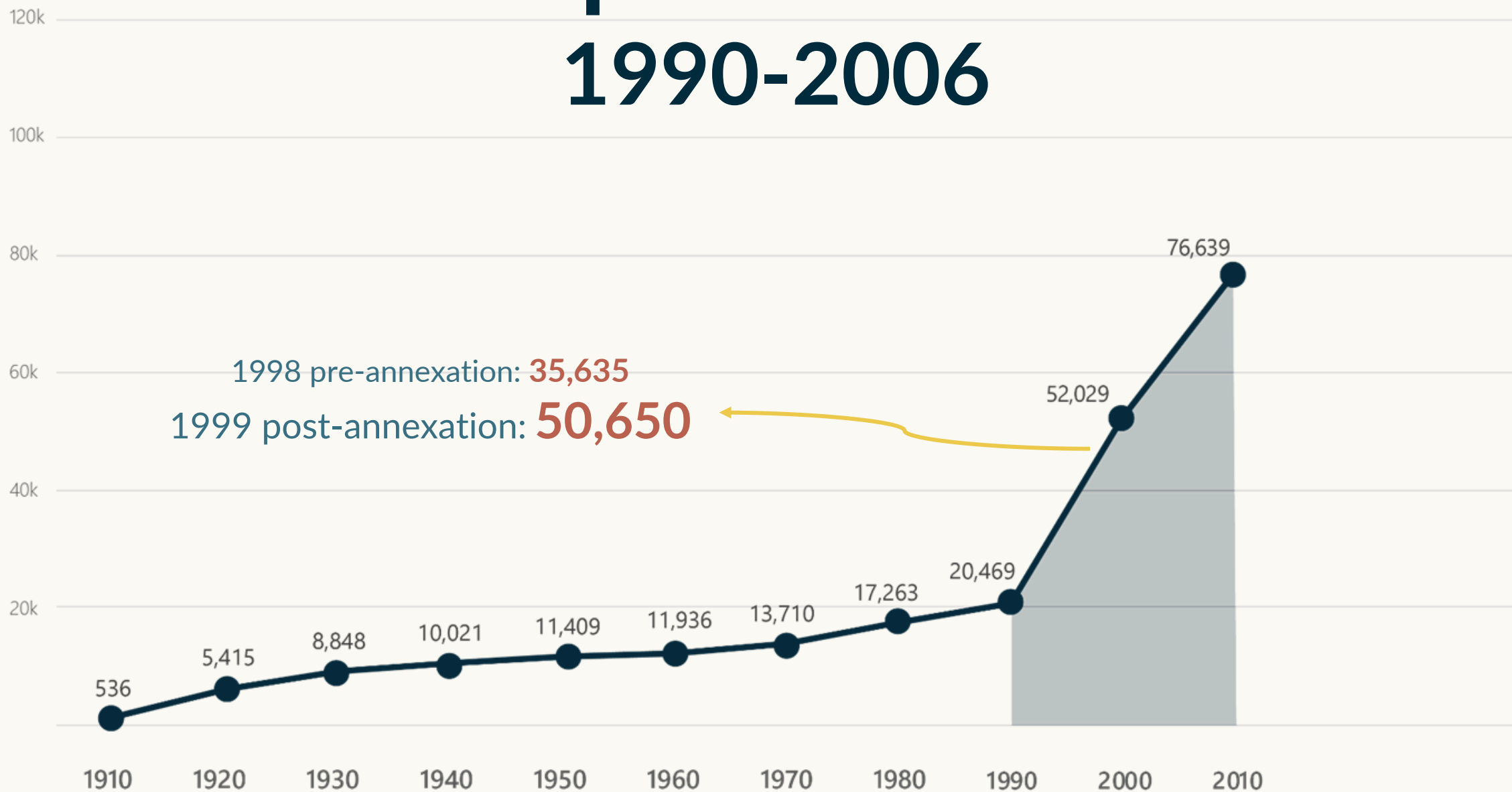
1990-2006



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.

The Rapid Growth Era

1990-2006



Bend grows “overnight” and jumps to a 50,000 resident city

Pushing Bend over the 50,000 federal-funding threshold - automatic dispersion of Federal funds.

- 1999 City Limits
- 1999 Annexation Area

1999 ANNEXATION AT A GLANCE



+ 11
square miles



+ 13,600
residents



+ 1,800
properties

1,800+ properties brought into the City at county-level standards have required significant infrastructure investments to bring up to City standards.



A new approach to transportation planning and neighborhood design: roundabouts, West Bend Village, and Northwest Crossing master plans

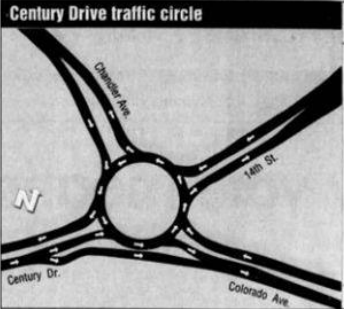
West side roundabout a state first

By Barney Lerten
The Bulletin

Construction is under way on the first traffic circle on a state highway — at the intersection of Century Drive and Colorado Avenue.

Brooks Resources Corp. is funding construction by Hap Taylor & Sons Inc. of the one-lane roundabout, similar to ones found elsewhere around the country and overseas. Preliminary work started this week and major construction kicks off Monday, with the project expected to be ready by October.

Brooks Resources is paying the \$400,000 bill because the roundabout is designed to add traffic capacity at the site of the company's Century Washington Center, a business park and residential area that includes the new Bulletin



Century Drive traffic circle

Century Dr.

Colorado Ave.

14th St.

Broken Top

AREA OF DETAIL

Century Dr.

Colorado Ave.

14th St.

Broken Top

AREA OF DETAIL

Century Dr.

Colorado Ave.

14th St.

Broken Top

AREA OF DETAIL

The Bulletin / Greg Cross



Council says OK to NorthWest Crossing zoning amendments

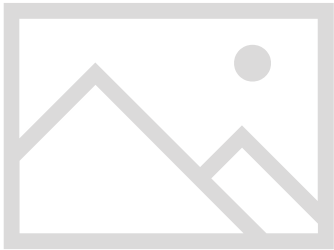
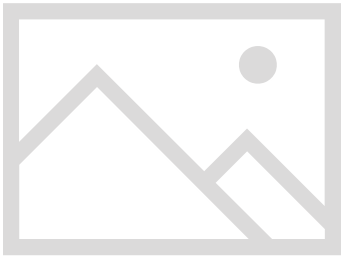
By Anne Aurand
The Bulletin

While Bend city councilors delayed a vote on a new southern bridge Wednesday night, they approved amendments to the city's general plan and zoning maps for a development that will bring about 1,400 residences to west Bend.

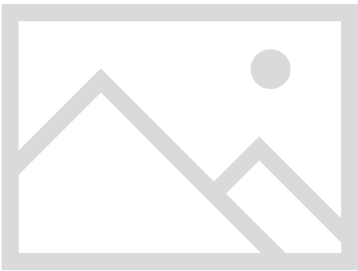
Councilors also approved a plan for downtown redevelopment.

West Bend Property Co., a partnership of local developers Mike Hollern and Mike Tennant, requested the amendments for NorthWest Crossing, a 486-acre mixed-use development. NorthWest Crossing would integrate an industrial park, a commercial area and residential neighborhoods between Skyliners and Shaulin Park roads. The developers

The reimagined Old Mill District opens as a new cultural district



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.

Bob Kern - The Bulletin

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.

Big city amenities: amphitheater, bus transit service, OSU establishes a branch at COCC campus



Major downtown development projects build some of Bend's tallest buildings at the time

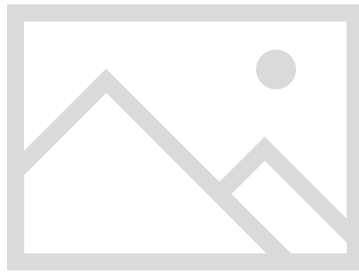


The Oxford Hotel, construction started in 2007 and opened in 2009

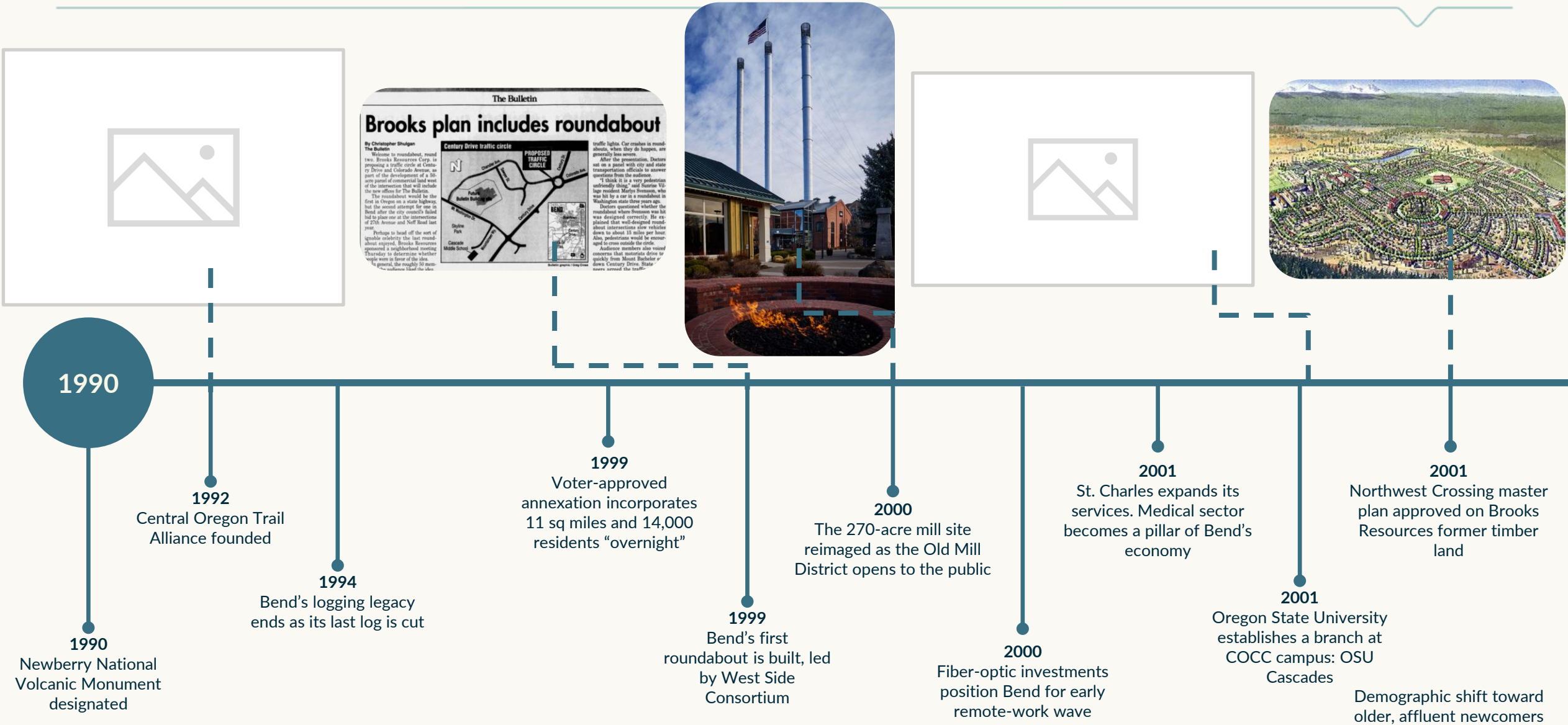


Franklin Crossing built in 2007, a sustainable mixed-use building with underground parking, retail, offices, and condos

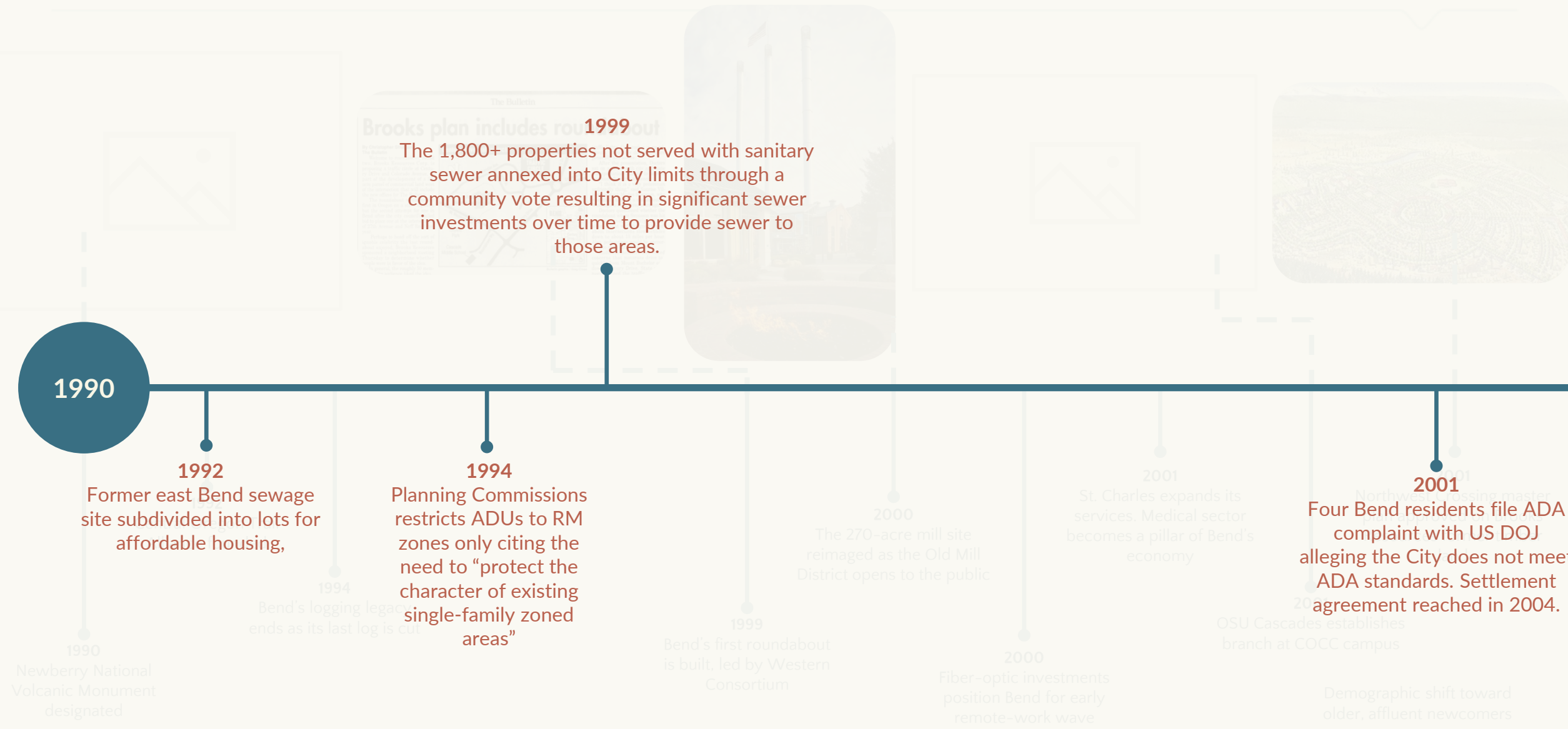
Bend, looking northwest, 2004.



The Rapid Growth Era



The Rapid Growth Era **Equity Impacts**



The Rapid Growth Era



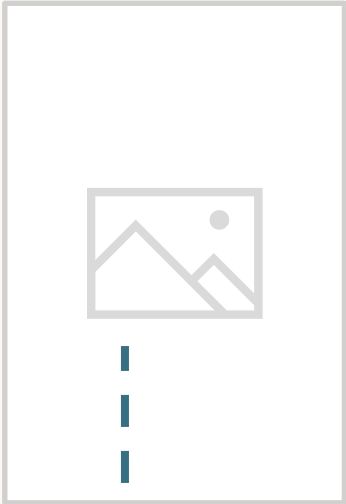
2001
Northwest Crossing master plan approved on Brooks Resources former timber land

2001
Summit High School opens in west Bend (Bend's third H.S)



2002
Northwest Crossing starts build out as New Urbanist neighborhood

2002
City trail systems built to connect residential areas to regional systems like Phil's Trails



2002
The completion of the Bend Parkway (Hwy 97) creates a new East-West barrier while improving regional transportation

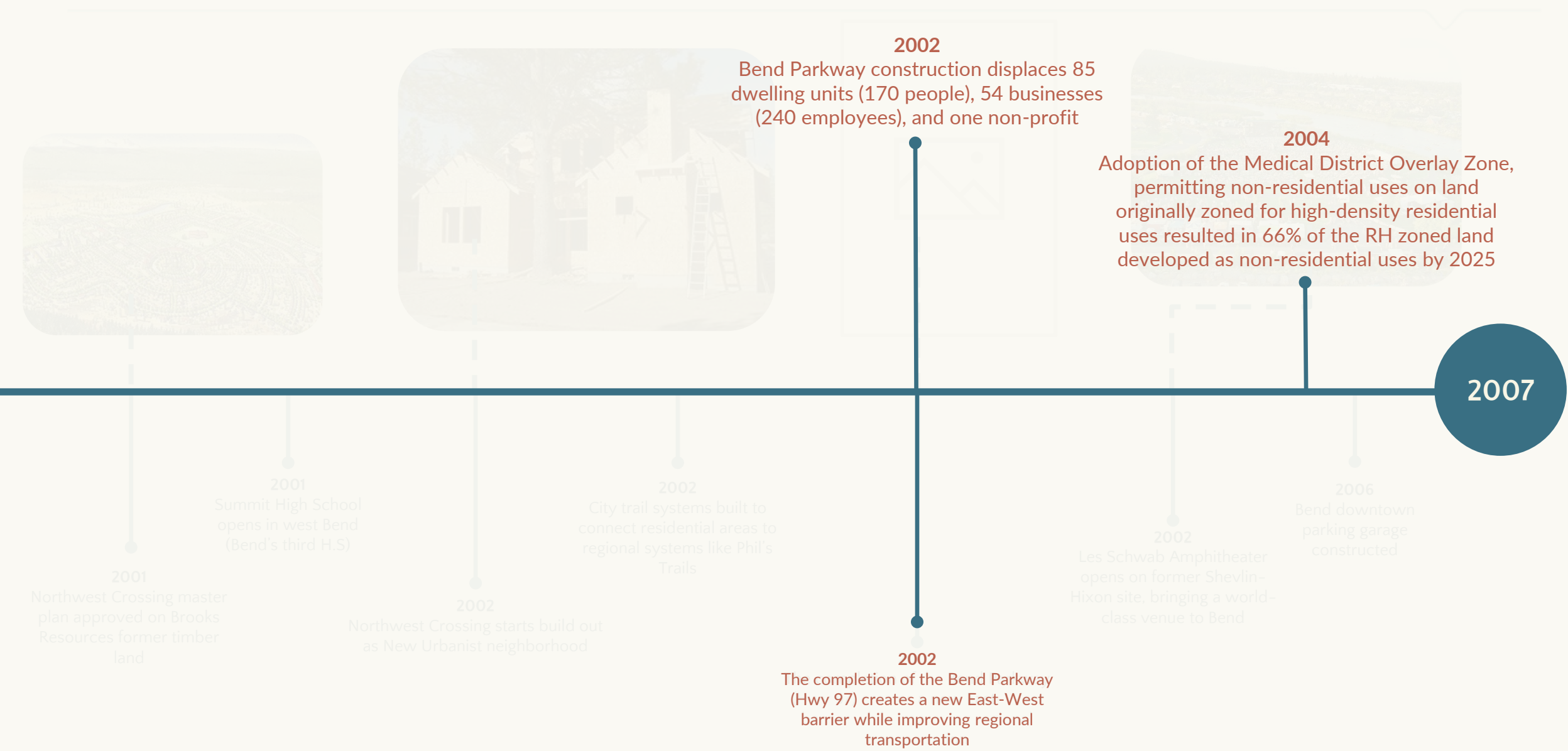


2002
Les Schwab Amphitheater opens on former Shevlin-Hixon site, bringing a world-class venue to Bend

2006
Bend downtown parking garage constructed

2007

The Rapid Growth Era **Equity Impacts**





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.

The Great Recession Era

2007-2012



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



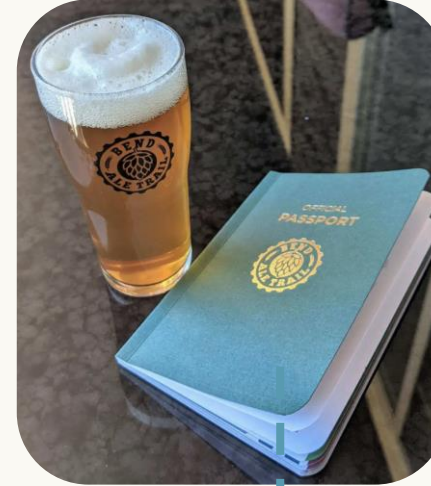
Many people lost their jobs, homes, and the local housing market crashed. Housing permits in Bend fell from 4,460 in 2005 to 376 in 2009 while population still grew (at a fraction of the prior pace) and jobs were disappearing.

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



2008

2013

2008
Murphy Crossings URA formed to overcome access and circulation concerns caused by the 97 Parkway

2008
East Cascades Transit established as regional public-transit operator

2008
Collapse of Bend's booming real estate and construction market: half-finished subdivisions, price drops

2009
UGB expansion proposal of 8,400 acres

2009
Oregon Badlands Wilderness designated

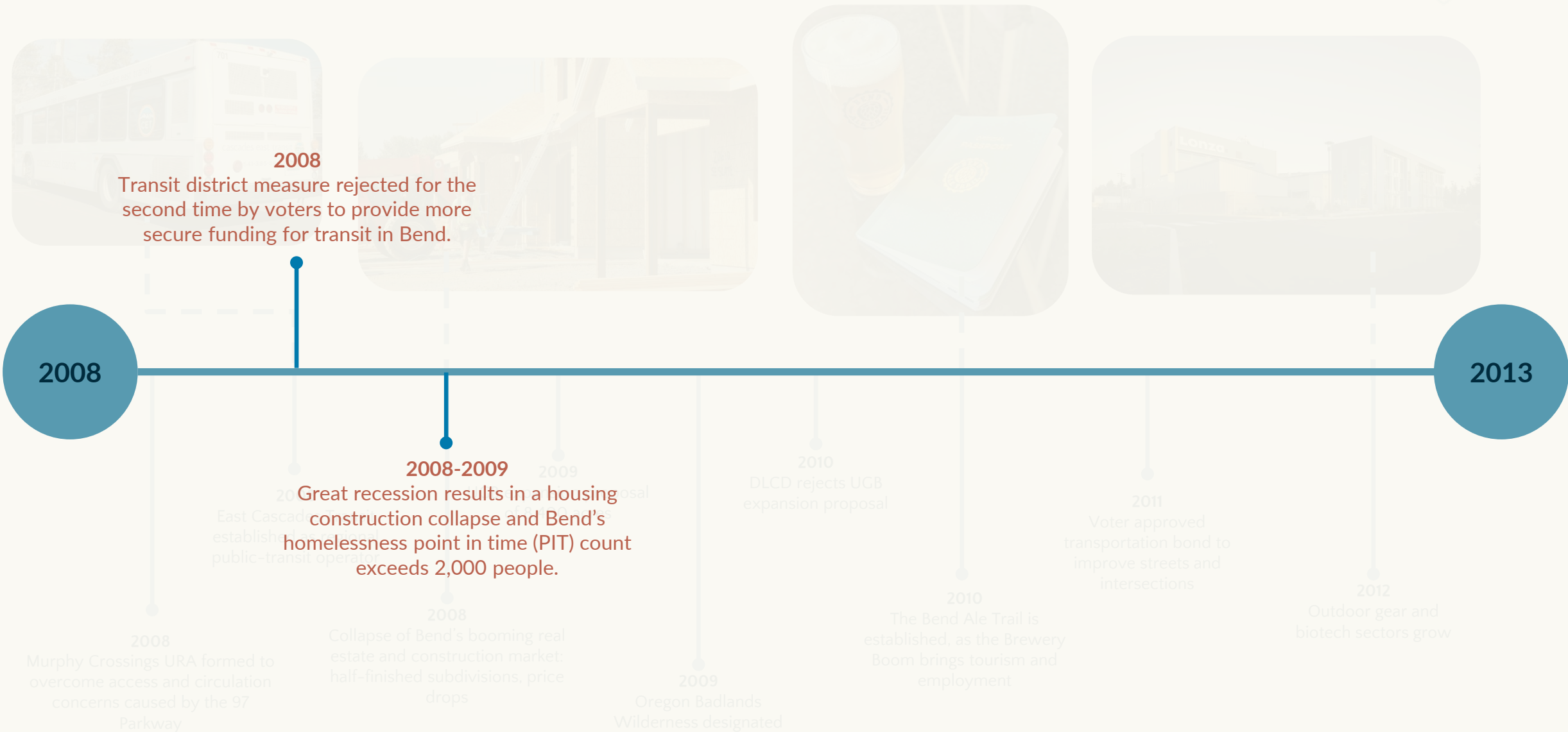
2010
DLCD rejects UGB expansion proposal

2010
The Bend Ale Trail is established, as the Brewery Boom brings tourism and employment

2011
Voter approved \$30M transportation bond to improve streets and intersections

2012
Outdoor gear and biotech sectors grow

The Great Recession Era **Equity Impacts**



An aerial photograph of Bend, Oregon, showing a mix of urban development and natural landscape. The city is nestled in a valley, with mountains visible in the background. The image is overlaid with a semi-transparent red filter. The title text is centered in the upper half of the image.

The Transformation Era

2013-2020

Digital nomads and remote workers move to Bend while healthcare grows as the region's economic center and OSU Cascades becomes a 4-year institution.

The Transformation Era

2013-2020

Population growth rate peaks during this era: from
76,639 in 2010 to nearly **100,000** in 2020



A new Whitewater Park & Pavilion increases recreation options and feeds a growing tourism sector



Oregon's First Whitewater Park Opens In Bend



By Amanda Peacher (OPB)
Sept. 18, 2015 6:04 p.m.



A kayaker plays on one of the more advanced waves in Bend's new whitewater park.
Amanda Peacher / OPB



OSU Cascades opens campus on reclaimed land (former pumice quarry)



Deciding to establish in this location marks an Important land use choice to improve urban accessibility and to reduce car trips



OSU-Cascades Gears Up For September Opening

[Twitter](#) [Facebook](#) [LinkedIn](#)

By Amanda Peacher (OPB)
Bend, Oregon Aug. 19, 2016 1:50 p.m.



The new academic building on the OSU-Cascades campus in west Bend is slated to open Sept. 13, 2016.

Amanda Peacher / OPB

Oregon State University's new four-year campus in Bend is gearing up for a September opening.

For several years, OSU-Cascades has been operating out of one building on Central Oregon Community College's campus. But now, faculty are starting to move into the first soon-to-be-finished academic building.

"I have 189 boxes," said chemistry instructor Jeff Gautschi, standing among a tower of cardboard in his new campus lab. He said this space is a big improvement for students.

"This is spectacular. This is 100 percent better. We've got better lighting, better countertops, more drawer space," Gautschi said.

OSU-Cascades expects an incoming class of about 100 new students this fall. The West Bend academic building is slated to open in mid-September. Construction of other facilities like the dining and residence halls will carry on into the winter.

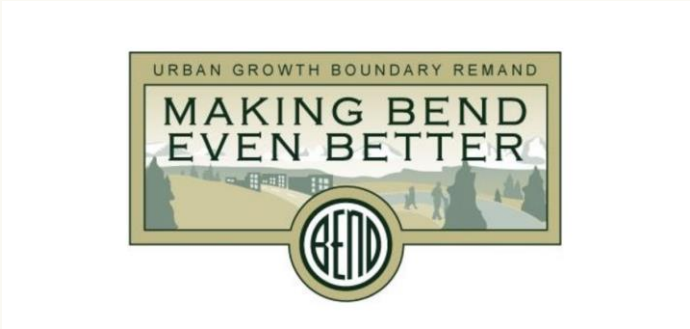
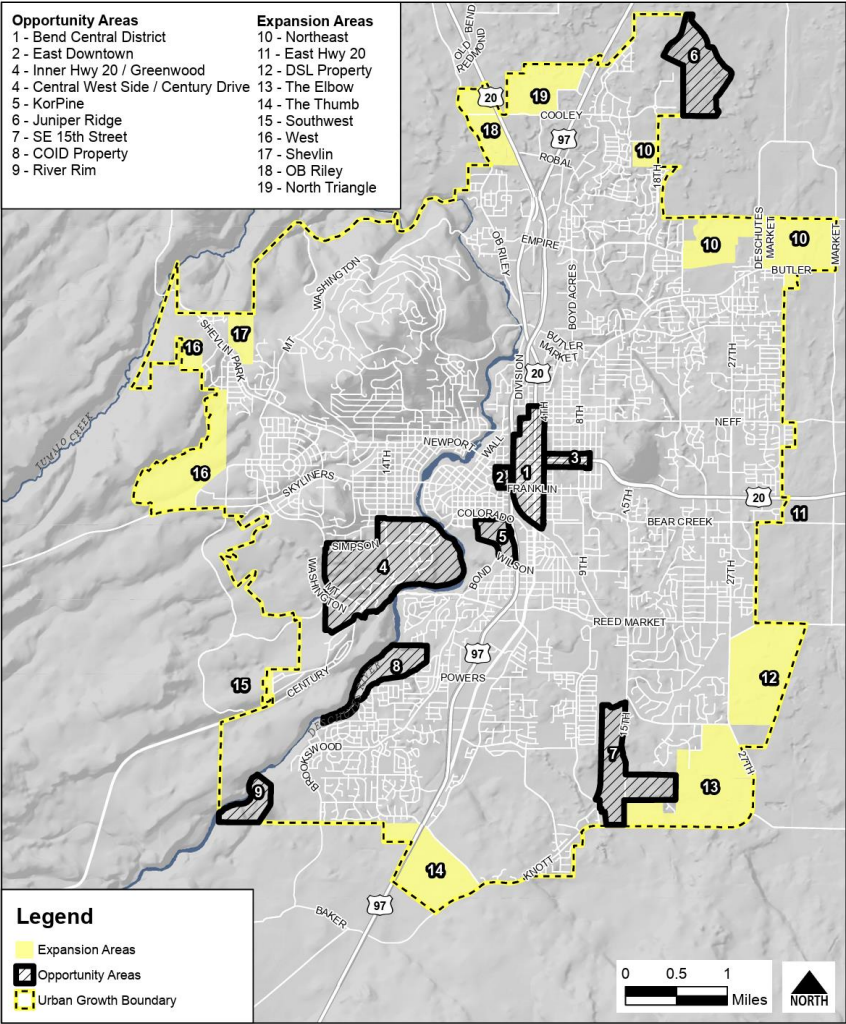


Outdoor gear, healthcare, and biotech sectors grow



UGB land supply grows with a commitment to substantial infrastructure improvements

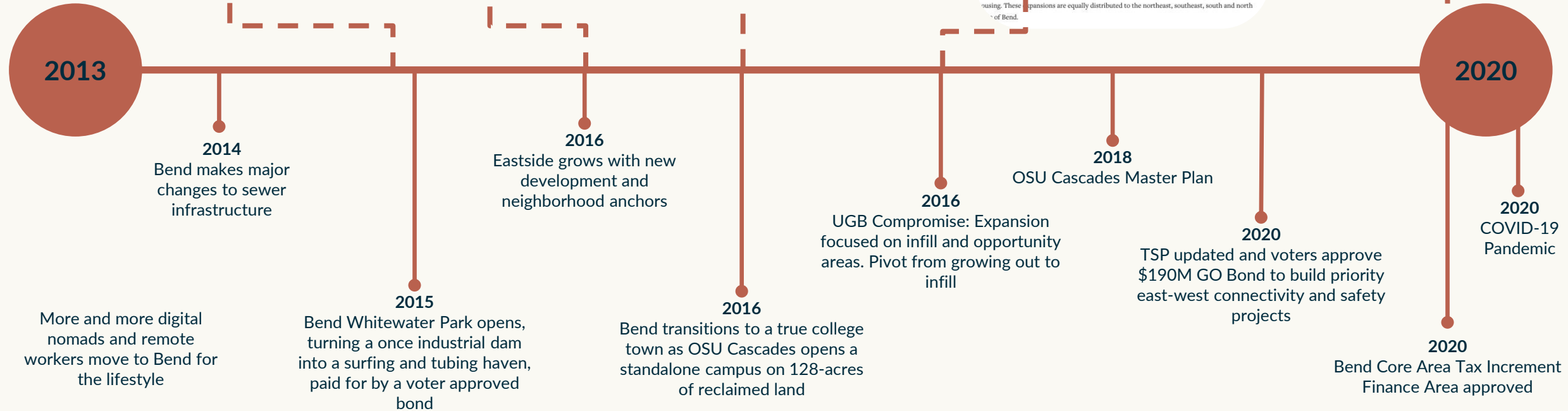
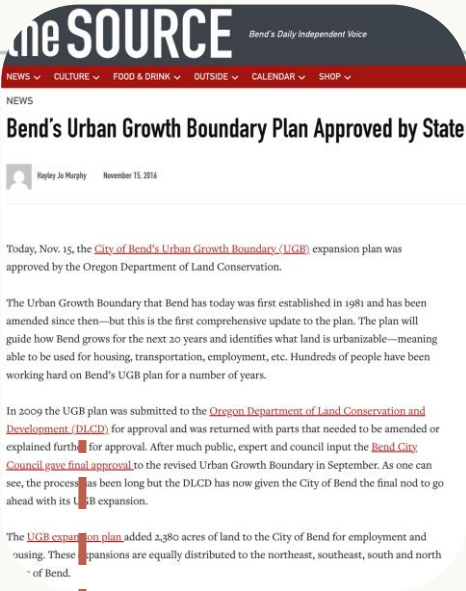
Bend UGB
2016



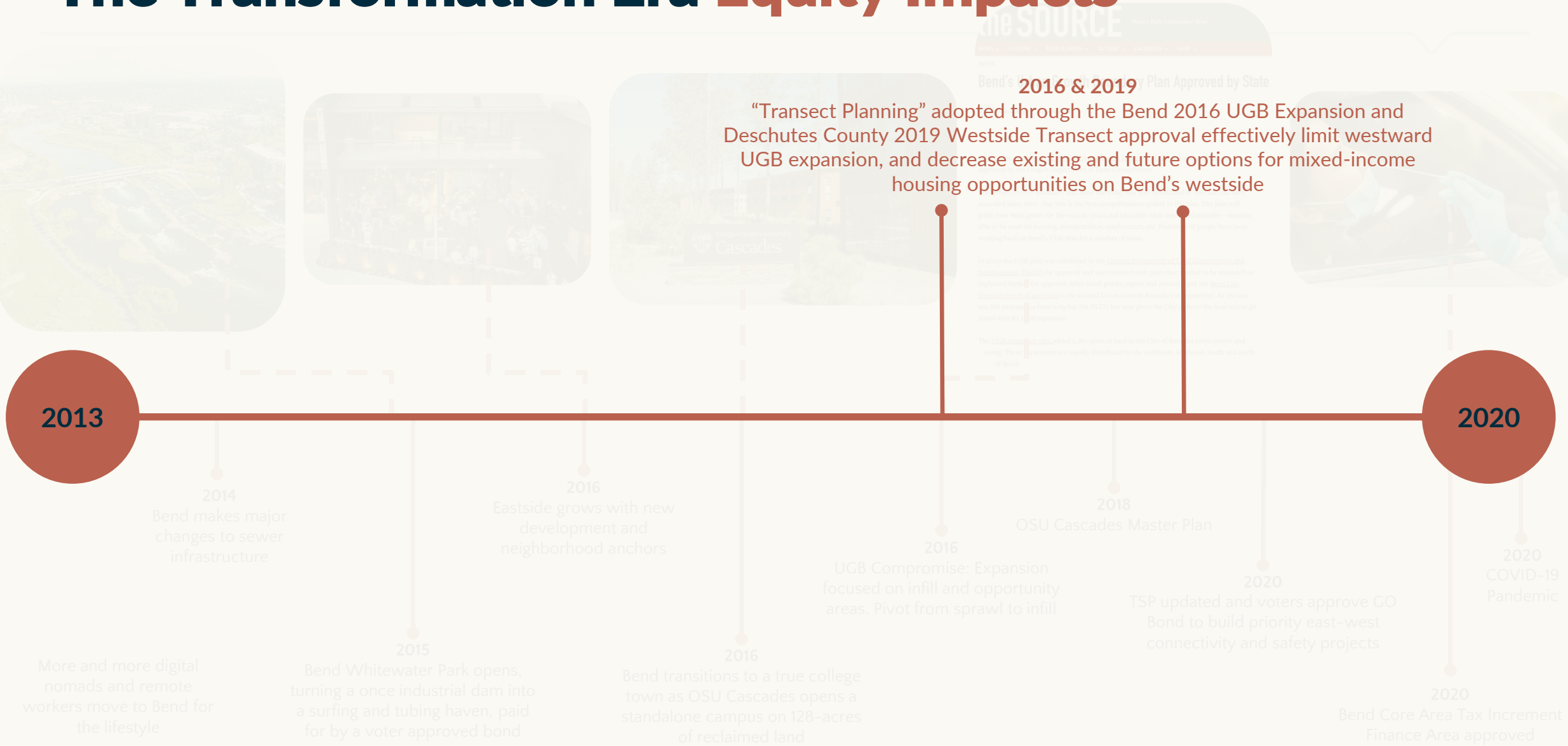
The UGB expansion also came with a commitment to gravity sewer system which provides Southeast Bend with sewer and new development opportunities

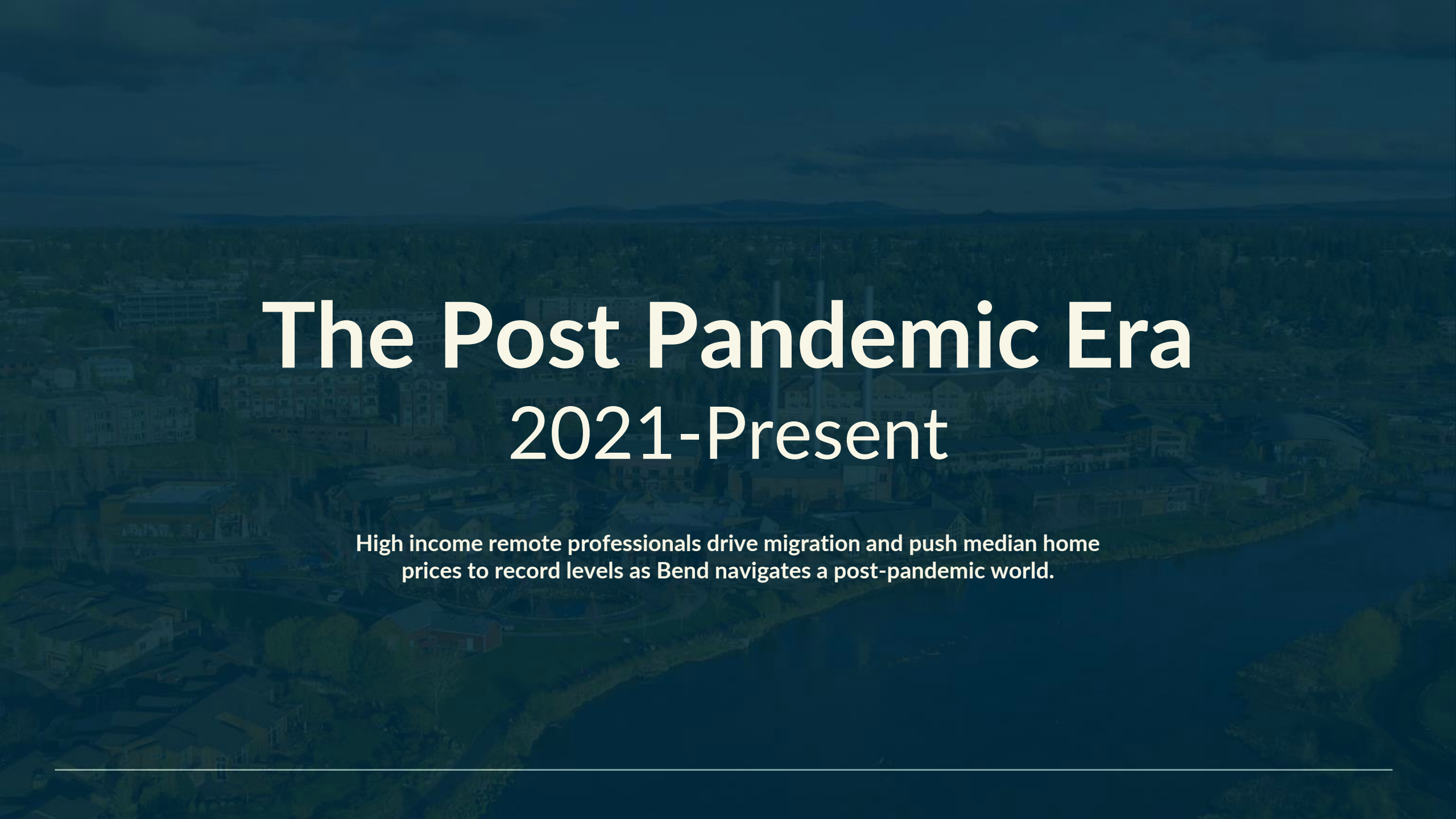
+2,380 acres brought into the UGB to meet housing and job projections

The Transformation Era



The Transformation Era **Equity Impacts**



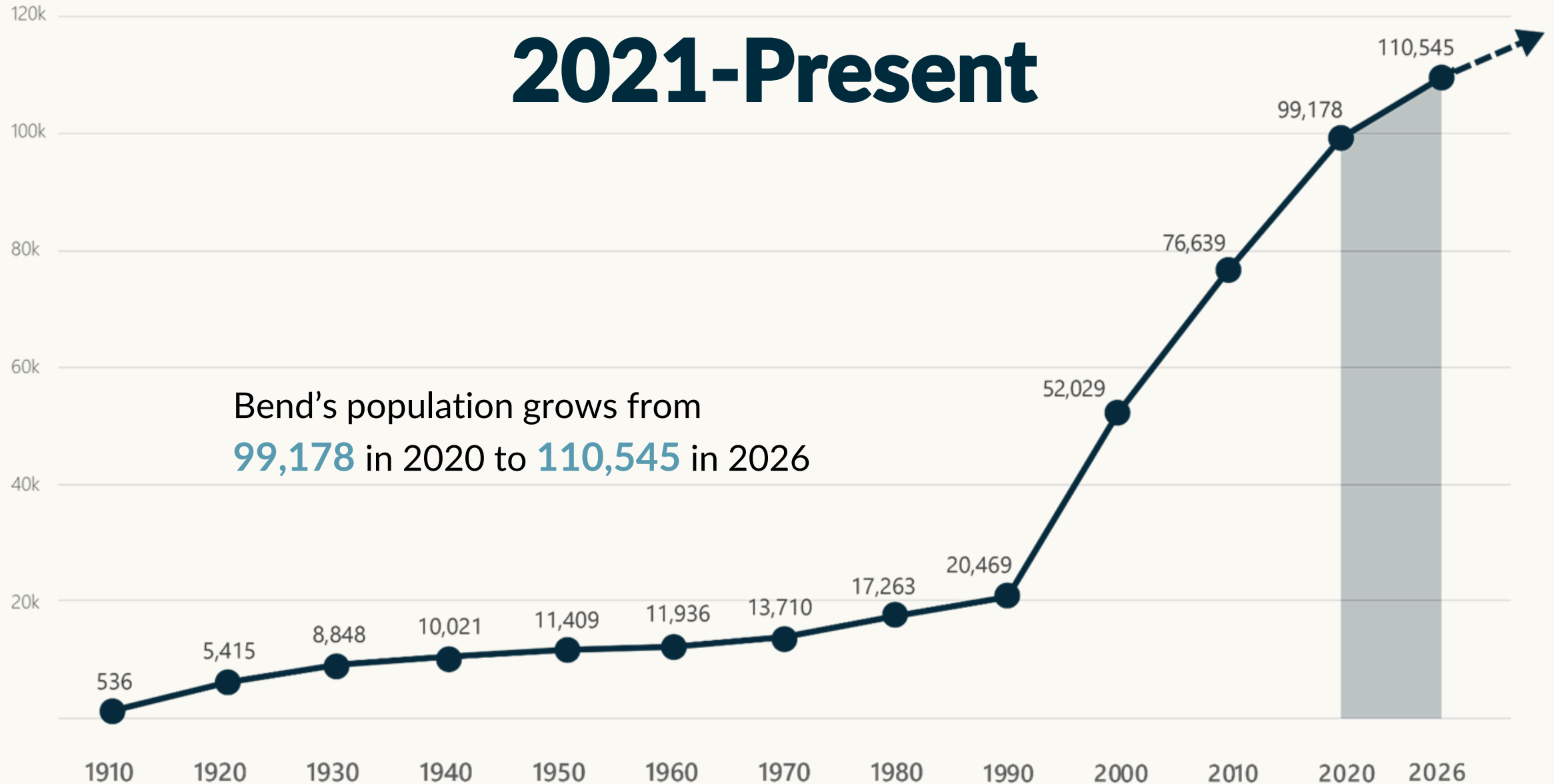
An aerial photograph of Bend, Oregon, showing a river winding through the city, surrounded by dense greenery and mountains in the distance. The image is darkened to serve as a background for the text.

The Post Pandemic Era 2021-Present

High income remote professionals drive migration and push median home prices to record levels as Bend navigates a post-pandemic world.

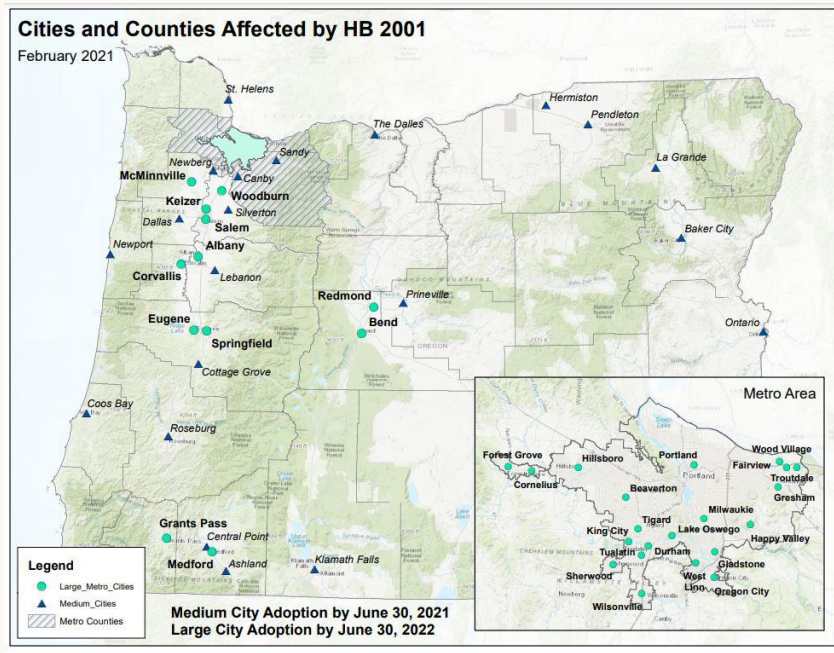
The Post Pandemic Era

2021-Present





Major developments underway, with 3 alternative path amendments to the UGB and Juniper Ridge industrial campus



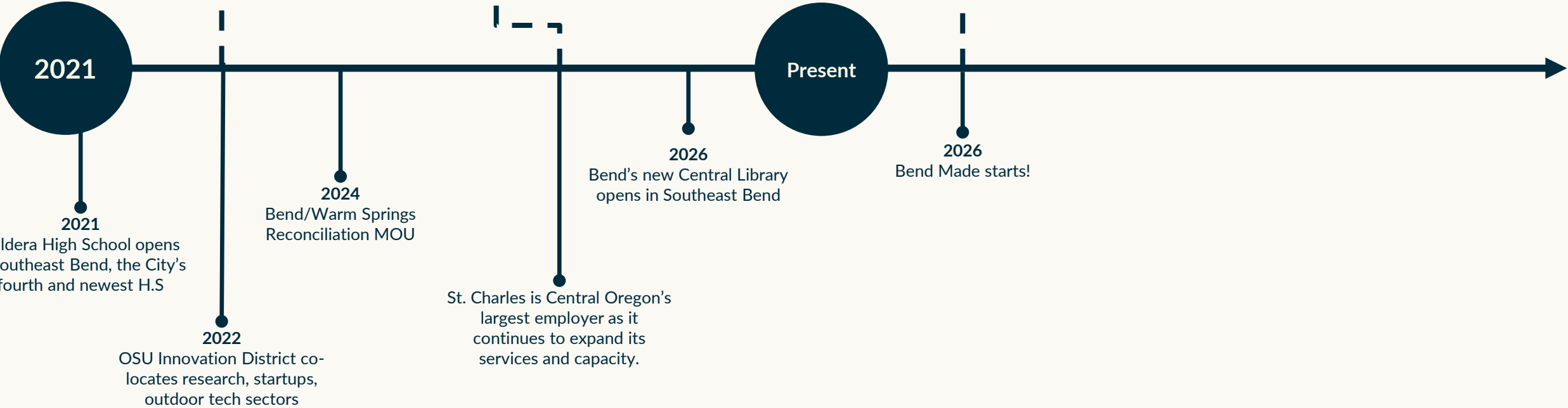
Post HB 2001 (2019) moves needle on the development of middle housing as a new housing type



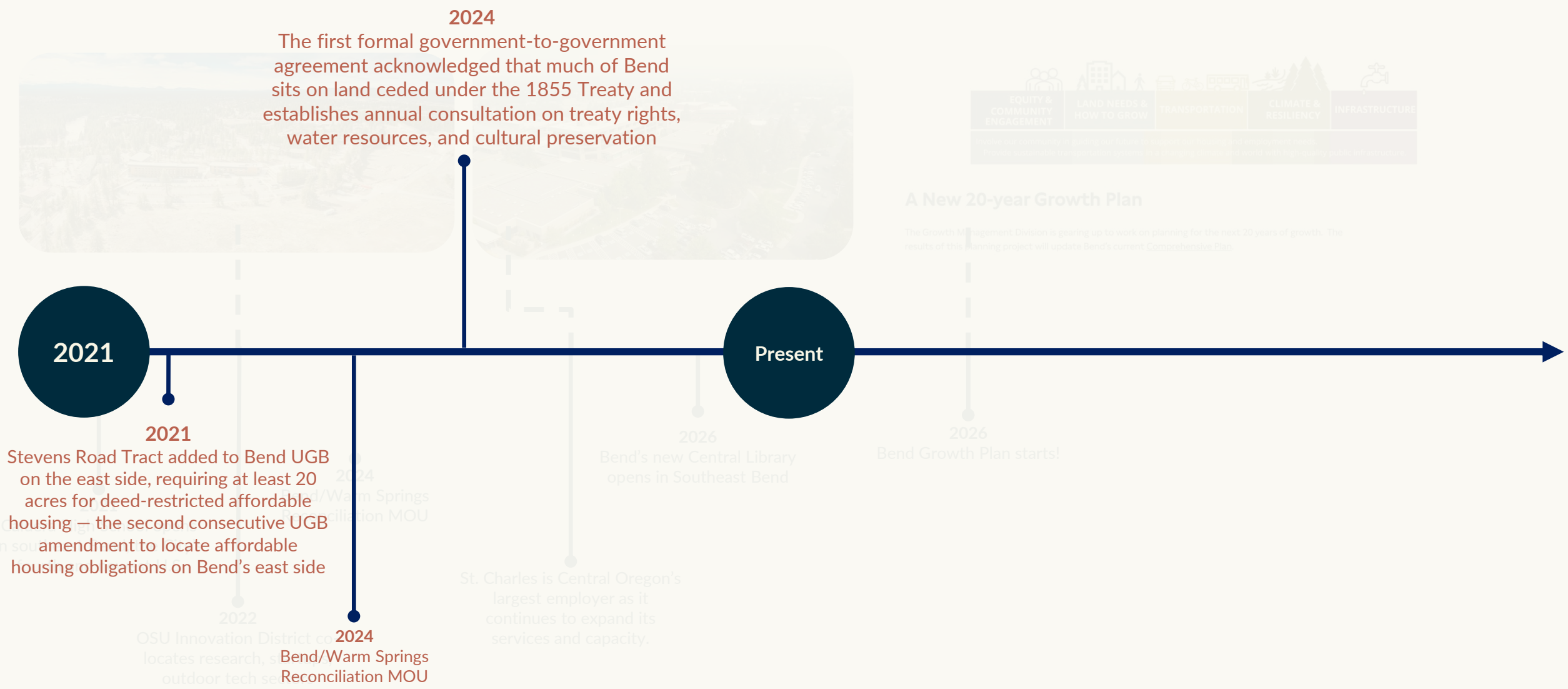
The Post Pandemic Era to Present



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



The Post Pandemic Era to Present **Equity Impacts**



**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

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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 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.