

*Appendix G*

***Municipal Operations and  
Maintenance Activities***

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Stormwater - Weekly/Monthly Report Data



Start Date: **2014-07-01**

End Date: **2015-06-30**

Yards of Debris Removed	GC Trash Screens UIC	# of Swales Maintained	# of Sediment Manholes Maintained	# Maintenance Zones cleaned and inspected	# Raised Storm Drains Standard WO	# Stormdrains cleaned and inspected	# Dry Wells cleaned and inspected	# drill holes cleaned and inspected	Booked Hours JOB	Booked Hours PM	# Customer Service Calls/Call Center	# PM Work Orders Completed
139.5	189	361	6	46	0	7,533	3,938	676	2,347.40	1,339.50	134	19,454



Stormwater - Weekly/Monthly Report Data



Start Date: **2014-07-01**

End Date: **2015-06-30**

# JOB Work Orders Completed

1,182

**Drill Hole Valve Install List (FY14-15)**

<b>FacilityID</b>	<b>Street</b>	<b>Depth/Diameter</b>	<b>Plug</b>
DDH009018	EMPIRE AVE	9.1 x 6	Yes
DDH009016	JAMISON ST	33 x 6	Yes
DDH009490	NE 1ST ST	23 x 6	Yes
DDH009491	NE 1ST ST	24 x 6	Yes
DDH009502	NE 1ST ST	16.7 x 6	Yes
DDH009505	NE 1ST ST	8.5 x 6	Yes
DDH009506	NE 1ST ST	8.33 x 6	Yes
DDH002024	NE 2ND ST	67.3 x 6	Yes
DDH009489	NE 2ND ST	27 x 6	Yes
DDH009503	NE 2ND ST	36.2 x 6	Yes
DDH009504	NE 2ND ST	70.2 x 6	Yes
DDH009531	NE 2ND ST	30.9 x 6	Yes
DDH009533	NE 2ND ST	15 x 6	Yes
DDH009551	NE 2ND ST	54.1 x 6	Yes
DDH009614	NE 2ND ST	56.8 x 6	Yes
DDH009615	NE 2ND ST	67.9 x 6	Yes
DDH009616	NE 2ND ST	35.3 x 6	Yes
DDH009617	NE 2ND ST	31.6 x .6	Yes
DDH009659	NE 2ND ST	15.33	Yes
DDH009662	NE 2ND ST	26.9 x 6	Yes
DDH009663	NE 2ND ST	27.6 x 6	Yes
DDH009674	NE 2ND ST	15 x 6	Yes
DDH009684	NE 2ND ST	16.5 x 6	Yes
DDH009622	NE 4TH ST	60.3 x 6	Yes
DDH009592	NE BURNSIDE AVE	148.8 x 6	Yes
DDH009597	NE CLAY AVE	27.4 x 6	Yes
DDH009598	NE CLAY AVE	20.5 x 6	Yes
DDH009601	NE EMERSON AVE	25.8 x 6	Yes
DDH009602	NE EMERSON AVE	22 x 6	Yes
DDH009488	NE FRANKLIN AVE	12.1 x 6	Yes
DDH009259	NE PENN AVE	25.75 X 6	Yes



# THE POTTY POST

March 6, 2015

## NEW TEAMS ARE ON SCHEDULE

**BECOME A MEMBER!**

We know you are busy and would hate to miss out on the opportunity to join. There's still time. Let us know if we can help accommodate in anyway. Monthly meeting dates are listed below. Contact Teresa for more information. (317-3001)

### INTERNAL COMMUNICATIONS TEAM

2<sup>nd</sup> Tuesday of Each Month  
2:30 pm – 3:30 pm  
Eisenhower Training Room - Boyd Acres

### CUSTOMER SERVICE TEAM

4<sup>th</sup> Tuesday of Each Month  
2:30 pm – 3:30 pm  
Eisenhower Training Room - Boyd Acres



*Clump of Sediment*



*Sediment Cloud in the Deschutes*



*Excess Sediment*

## STORMWATER POTTY TALK

*Don't just sit there... learn something :)*

### Remind Me, What is Sediment & Why is it a Problem?

Sediment is loose soil like sand, clay, small rocks like gravel, or silt that can come as a result of soil erosion, winter traction materials, or plant decomposition. It can result in plugged stormwater facilities in addition to polluting surface waters. While some sediment is natural in surface water, in urban areas the amount of man-made sediment is high above natural levels. Sediment covers, compacts and clogs.

- Sediment can make water cloudy (turbid) and prevent animals from seeing food.
- It can cover spawning areas and the habitats where the small organisms that form the basis for the food chain live.
- Sediment can clog fish gills.
- Plugged facilities can result in flooding problems and related public safety issues.

If the sediment clogs beyond the drywell pours into the drainage rock, it cannot be repaired and a new facility is needed. Given that the City has over 5,500 drywells or drill holes, which clog even more easily, the most efficient way to keep them running is to prevent sediments from reaching them in the first place.

Use best management practices to keep sediments swept up and managed at operations/construction/landscape sites. The "ACWA Construction Site Stormwater Guide" shows common ways to control sediment during your operations. You can pick up a copy in the lobby at Boyd or 15<sup>th</sup> Street.

If you spot excess sediment while you are out and about, contact Wendy Edde or David Buchanan. Excess sediment is considered an illicit discharge.

### General Alternative Transportation Program Report

7/1/2014 through 6/30/2015

Number of Users Joined Network	53
Non SOV Miles Logged	129242
Bike trips	5850
Bus trips	16
Carpool trips	6599
Compressed Work Week trips	355
Did Not Work trips	1273
Drive Alone trips	1270
Other trips	6
Telework trips	46
Walk trips	1875

Savings	Total
Carbon Dioxide	73317
Gasoline	3597
Monetary savings	27626

Ridematch statistics	Total
Ridematch search performed	56
Ridematch search with no result	39
Ridematch requests sent	12

(Results based on all time)

## Modal Distribution Report

7/1/2014 through 6/30/2015

if	Percent Distribution (Miles)	Miles Traveled	SOV Miles Saved	CO2 Emissions Saved (LBS)	Gasoline Saved (Gallons)	Dollars Saved
850	11%	16045.36	16045.36	15773.96	782.36	5938.63
16	0%	159.22	159.22	51.41	3.28	23.89
599	76%	108998.88	108998.88	53518.72	2614.78	20165.46
355	1%	1537.46	1537.46	1511.32	75.23	568.85
273	5%	6789.57	0	0	0	0
270	6%	7932.96	0	0	0	0
6	0%	20.91	20.91	20.55	1.02	7.74
46	0%	97.99	97.99	96.42	4.67	36.32
875	2%	2382.25	2382.25	2344.57	115.7	884.65

8/3/2015 9:40 AM  
Bend (City) - Employees

### Trip Log Report (Aggregate And CSV Export)

7/1/2014 through 6/30/2015

Users	114
Trips	14308
Miles	127096.4
Gasoline saved (gallons)	3498.22
Carbon Dioxide saved (lbs)	71328.57



## Wendy Edde

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**From:** communications@ci.bend.or.us  
**Sent:** Friday, August 08, 2014 2:07 PM  
**To:** Wendy Edde  
**Subject:** City of Bend: Draft plan for the Central District is ready for public review

Visit the link below to read this on our website.

<http://www.ci.bend.or.us/index.aspx?page=29&recordid=1243>

### **Draft plan for the Central District is ready for public review**

**Posted Date:** 8/8/2014

The City of Bend has collected hundreds of comments about how to make it easier to walk, bike and ride the bus in what's called the Central District, the area around Third Street, from Revere to Burnside. Using those comments, along with input from a citizen technical advisory committee and project team, the City has drafted a development plan for the area.

The City will share this plan at the fourth and final public meeting for this project, from 5:30 to 7:30 p.m. on Monday, August 18, 2014, at the Deschutes County Library Downtown branch, 601 N.W. Wall Street, Bend. Staff will be available to discuss the plan and answer questions.

The plan will look at ways to improve connections for everyone traveling in the area by foot, bike, bus, car or freight truck. It considers ways to develop the area in the future to include a combination of housing, businesses and other uses to create a vibrant area. This type of development is called a "multimodal, mixed-use area" or MMA. The plan is called the Bend Central District Multimodal Mixed-Use Area plan for the Central District.

Businesses in the area will want to attend to learn about potential land use designation changes that might affect their property in the future. For anyone unable to attend the meeting, event materials will be available online along with a comment form on the project website: [www.BendCentralMMA.org](http://www.BendCentralMMA.org).

The location is wheelchair accessible and children are welcome to attend. Services for hearing impaired or Spanish-language interpretation can be arranged by calling Wendy Robinson at least 48 hours in advance at 541-388-5598 or by email to [wrobinson@bendoregon.gov](mailto:wrobinson@bendoregon.gov). El lugar de la reunión dispone de acceso para personas en sillas de ruedas. Para organizar servicios para personas con discapacidad auditiva o servicios de interpretación al español, favor de llamar a Wendy Robinson al menos con 48 horas de anticipación al 541-388-5598 o [wrobinson@bendoregon.gov](mailto:wrobinson@bendoregon.gov).

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# Bend has plan for Third Street facelift

By Tyler Leeds The Bulletin Published Oct 23, 2014 at 12:01AM

The owner of Hardy's Hot Wings on Third Street, Hardy Lussier, has seen his fair share of unwise attempts at crossing the north-south lanes running beside his restaurant.

"You'll see the Bend High track team running down the street, and instead of going all the way to the light, they'll just dart across," Lussier said. "It's an accident waiting to happen. Even for people just trying to get from business to business, there seems to be a real lack of ability to do that. It's dangerous."

The city of Bend has done the work to address these issues, producing a plan intended to turn a section of the Third Street corridor into a safer roadway and denser neighborhood, an east-side counterpart to the city's existing downtown. But depending on how the City Council acts and what path the urban growth boundary project takes, the plans may stay in the drawer.

The plan, whose final version was presented to the City Council last week, was funded by a state grant meant to encourage cities to look at improving centrally located areas with the potential for more density and a mix of commercial and residential uses. In exchange for better transit, bike lanes and inviting sidewalks, the city must be willing to tolerate higher congestion in such an area, the state says, noting more congestion can be a draw for businesses.

But regardless of whether this plan — called the Bend Central District Multi-Modal Mixed Use Area Plan and often abbreviated as the MMA — is adopted, Bend planners say the city will grow and congestion will intensify. What motivates this plan, the planners said, is a desire for much of that future congestion to be funneled into a centrally located area served by transit and major streets so it doesn't spill into residential neighborhoods and minor arteries.

"It's a question of good urban form," said Wendy Robinson, a senior planner with the city's Growth Management Department. "There will be more residences in the area, and if you want a nice dinner, you can walk a few blocks. There's also a lot of hotels and motels there, and if this becomes an entertainment district, those visitors can have a beer and see a band, all without getting in a car."

Robin Lewis, a city transportation engineer, noted the street grid in the area, which runs east from the Bend Parkway to Fourth Street, and south from Revere Avenue to the railroad overpass, is well-suited to support such a neighborhood.

"It has that Old Town feel to it," she said, noting none of the blocks is too large, which increases the amount of valuable streetfront property for businesses and route options for pedestrians.

The streets east and west of Third are essential to the plan, as both Second and Fourth will be upgraded to handle more density, in part to draw local traffic away from Third. Essential to this plan is the addition of new traffic lights, such as at Second and Greenwood Avenue. Currently at that location, a car must turn onto

Greenwood, as a barrier blocks north-south travel. These improvements, Lewis said, “will better integrate Second and Fourth into the city’s grid.” The MMA also calls for more connections to Bend’s current downtown, including the addition of an under- or overpass at Hawthorne Avenue.

Much of the plan focuses on enabling those who’d rather not drive, a population Robinson said she has seen grow in that area. Infrastructure would be developed for these commuters, including bike lanes and more defined crosswalks. To calm traffic, lanes would be narrowed in some stretches, which has been shown to reduce vehicle speeds. Robinson noted that even if the plan doesn’t go through, such improvements can benefit any commercial area, as they increase safety for everyone.

“People have had their lives altered forever by crashes in this area,” Robinson said. “The crash pattern we’ve seen on Third is that someone in the first lane will yield to a pedestrian, but the second lane won’t, and the pedestrian will step out. These measures will help with crossings.”

While Lussier thinks these improvements will help his business, he also thinks the plan will improve the area’s aesthetics.

“I go to a lot of Oregon towns, and there’s so much charm,” Lussier said. “Bend has some of that, downtown and in other areas. But aesthetically, Third couldn’t be any worse than it is now. It’s tough to drive down it and have any sense that it’s regimented or fashioned in any way. Unless you know the town, you’d miss everything we have. I also think when traffic slows down, good things happen, and bad things are minimized. It forces more of a social environment. When I walk down Third Street now, you avoid looking and talking at people. It’s not that way downtown.”

Despite his support, Lussier knows the changes this plan could bring — including zoning that allows for buildings as tall as six or eight stories — could drastically change the area, and perhaps make it harder to keep his business where it is. Although the plans call for development not currently seen in the area, especially buildings with a mix of retail, offices and apartments, the city is explicit that all existing businesses would be permitted to stay.

“Personally, I would never want any sort of lockdown mindset about any main drag in any city,” Lussier said. “I think controlled growth is a good thing, and no growth and uncontrolled growth are bad things. Things will change, and we need to be conscientious about how we adapt to those changes.”

Charley Miller, whose company Miller Lumber has offices, a store and a lumberyard in the area, said he thinks his business could exist within the context of the MMA.

“The area has changed a lot over the years, so I think it’s good to have a plan,” Miller said. “I’m optimistic about it. Because we are located on a corner with good truck access, I’m not too worried. If we were in the middle of a block, it may be a little different.”

To turn the Third Street area of today into the MMA, the city would add a code overlay that would only apply to new development. As a result, the area’s older shape could be phased out over time. Some of the overlay’s likely features would include the exclusion of drive-thrus, something currently seen throughout Third, and an allowance for businesses to have fewer parking spaces than are required elsewhere in the city.

But before any of that could happen, the plan would have to match up with the city’s urban growth boundary expansion proposal, something the city hopes to complete by April 2016. The state has required Bend to increase its density within the existing city limits, something the MMA would do. The committee currently looking at where to redevelop and add density has identified the study area as one to consider, but it’s also looking at a number of others, including the area along Third Street south of Reed Market Road.

“This is directly tied to the UGB, and I don’t know what they will say,” Robinson said. “I think this area is underutilized, but you could say we have a need for this district to be used for warehousing. While we have a need for that use, should it be next to downtown? I’m not sure.”

If the MMA area were designated an urban renewal zone, the city could begin work on infrastructure improvements before the urban growth boundary process is complete. The state allows cities to collect urban renewal taxes to improve physically deteriorated areas, something Bend has already done in areas such as downtown, where the funding was used to finance the city’s parking garage. At a City Council meeting earlier this month, City Manager Eric King told the council to keep this idea “in the back of your minds,” suggesting it could be considered during the council’s goal-setting period in January.

“Urban renewal could provide the funding for the public improvements,” Robinson said. “This work could make the area more attractive for developers who may want to come in. If all the stars align, which it seems they might, this could really happen. This area could really change.”

— Reporter: 541-633-2160, [tleeds@bendbulletin.com](mailto:tleeds@bendbulletin.com) (<mailto:tleeds@bendbulletin.com>)

**Bend city center draft plan**

Bend has completed a draft plan to revitalize the city center, from U.S. Highway 97 to NE Fourth Street. The proposal calls for an undercrossing at Hawthorne Avenue to connect the east side of the highway with the west side, plus wide sidewalks and bike lanes along NE Second Street and NE Fourth Street.



- Residential areas**  
Areas to the east of Fourth Street would remain residential.
- Narrow lanes**  
North of Franklin, lanes on Third Street would be narrowed.
- East-west connection**  
Hawthorne would be connected with a new over- or underpass.
- Fewer lanes**  
Reduce Third Street to two travel and one turning lane south of Franklin.
- Underpass upgrade**  
Improvements to Third Street Underpass to make the area more welcoming.

Source: City of Bend      Andy Ziegert / The Bulletin



City of Bend / Submitted image This rendering shows the possible appearance of Second Street and Greenwood Avenue, including a new traffic light, if the plan for the area around Bend's Third Street is realized.