



MEETING AGENDA

Southeast Area Plan Advisory Committee Meeting 3

MEETING DATE: February 21, 2019

MEETING TIME: 5:15 – 7:45 PM

LOCATION: Nativity Lutheran Church, 60850 Brosterhouse Road

Objectives

- Approve Vision and Guiding Principles
- Discuss transportation background information and working plan concepts
- Discuss existing and planned conditions for water, sewer and storm water infrastructure

Agenda

1. **Welcome, introductory items** (Chair Sharon Smith) – 5 min
 - a. Introductions, approval of minutes from last meeting
2. **Public Comment** (Chair Smith) – 10 min
3. **Agenda Overview and Where We Are in the Process** – (Joe Dills, APG) – 5 min
4. **Vision and Guiding Principles** (Kyra Haggart, Angelo Planning Group, APG) – 20 min
This is an action item for SEAPAC. Approval of the draft Vision and Guiding Principles will advance them for further input from the community in the upcoming Open House and on-line open house. They will be finalized at SEAPAC Meeting 4.

- a. Brief highlights
- b. Committee input and action: approval of draft Vision and Guiding Principles

5. **Transportation – Planned Conditions** (Matt Kittelson, Kittelson and Associates) – 25 min

This is an informational item, documenting planned transportation projects in the vicinity of the SEAP study area. Please see memorandum from Matt Kittelson in the packet.

6. **Draft Street and Active Transportation Plan Concepts** (Ken Pirie, Walker Macy, Kyra Haggart) – 40 min

SEAPAC input and direction is requested on working plan concepts for the transportation network. The team's intent is to share this material at the upcoming Open House and on-line open house. After community input, the draft plans will be used to support SEAPAC's

Accessible Meeting Information

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats and CD Formats, or any other accommodations are available upon advance request. Please contact Damian Syrnyk meeting at dsyrnyk@bendoregon.gov, 541-312-4919. Providing, at least, 3 days' notice prior to the event will help ensure availability.



discussion of land use concepts at SEAPAC meetings 4 and 5. They may be further refined at that time.

- a. Presentation
- b. Discussion and input
- c. Summary of direction

7. Infrastructure – Existing and Planned Conditions (City staff) – 40 min

Information will be presented at the meeting.

- a. Water
- b. Sanitary Sewer
- c. Storm Water

8. Public Comment (Chair Smith) – 10 min

9. Next steps

Minutes

Southeast Area Plan Advisory Committee Meeting 2

Southeast Area Expansion Plan

January 17, 2019

Nativity Lutheran Church

60850 Brosterhous Road, Bend, Oregon



CITY OF BEND

Committee Members

Ken Atwell, *Member*

Kip Barrett, *Member*

Casey Bergh, *Member*

Sarah Bodo, *Member*

Butch Hansen, *Member*

William Hubbert, *Member*

Anthony Oddo, *Member*

Jeff Reed, *Member*

Jacob Schumacher, *Member*

Sharon Smith, *Chair*

Rachel Strickland, *Member*

Dixon Ward, *Member*

Rick Williams, *Member*

Steve Wilson, *Member*

Rachel Zakem, *Member*

City Staff

Ian Leitheiser, *Assistant City Attorney*

Allison Platt, *Senior Planner*

Joshua Romero, *Community Relations Manager*

Damian Syrnyk, *Senior Planner*

Jenny Umbarger, *Office Specialist II*

Consultants

Matt Craigie, *ECONorthwest*

Joe Dills, *Angelo Planning Group*

Kyra Haggart, *Angelo Planning Group*

1. Welcome, introductory items

Mr. Syrnyk called the meeting to order at 5:15pm.

- a. Introductions, agenda overview, approval of minutes from last meeting

Members and staff introduced themselves. Mr. Dills welcomed the group, and reviewed the agenda and the Southeast Area Plan Work Plan and Process, as outlined in the presentation.

Mr. Dills called for approval of the previous meeting's minutes; minutes were approved by consensus.

2. Public Comment

Fran McCormick spoke about concerns her clients in the area have about the Southeast Area Plan (SEAP) not encompassing all of southeast Bend. Mr. Syrnyk and Ms. Platt indicated the SEAP project is meant to focus on the expansion area brought into the Urban Growth Boundary (UGB) in 2016 because the areas to the north and west have already been planned and zoned. However the team is looking at the areas surrounding the expansion area for infrastructure planning. The transportation system is also being evaluated through the Transportation System Plan (TSP) update.

3. Public Involvement Plan

- a. Brief highlights from the draft plan

Ms. Haggart reviewed the Public Involvement Plan, as outlined in the meeting packet.

- b. Committee input

Chair Smith recommended connecting with neighborhood associations. Mr. Syrnyk indicated a presentation was made to the Old Farm District Neighborhood Association, and a presentation is scheduled for the Larkspur Neighborhood Association. The team also plans to engage the Southeast Bend Neighborhood association. Member Barrett suggested using Next Door to get information out. Member Zakem suggested including Cascades East Transit as an external stakeholder. Member Hansen suggested coordinating with freight carriers. Member Williams recommended including The Pines mobile home park.

4. Learning from Other Area Plans

- a. Bend examples, examples from other communities

Mr. Syrnyk reviewed special planned districts generally, and the Central Oregon Community College, Dean Swift, Murphy Crossing, and Northwest Crossing districts in Bend. Mr. Dills reviewed area plans in Wilsonville, Hillsboro and Canby, OR, all as outlined in the presentation. Member Atwell inquired how TSP funding will affect the SEAP project. Mr. Dills indicated the funding work of the TSP identifies funding strategies, and as the project progresses, will match projects to funding strategies. The SEAP and TSP will inform each other, and both will address funding. Mr. Reed inquired whether a reimbursement district will be available for developers. Mr. Dills indicated it will be part of SEAPAC's work to identify what districts, fees and exemptions are possible. Mr. Syrnyk indicated existing conditions of infrastructure will be reviewed at the next meeting.

5. Existing and Planned Conditions

Mr. Dills reviewed existing conditions in southeast Bend, as outlined in the presentation. Member Atwell noted there is a need to consider the value in a property's views and features for property owners. Member Oddo commented on the need for services, and improvement in east-west connectivity, in the area. Member Wilson commented on how topography of the area impacts development and transportation safety. Member Hansen inquired as to the future of the Knott Landfill. Ms. Platt indicated it is expected to close in 2029, and Deschutes County through the Solid Waste Advisory Committee (SWAC) is currently reviewing what the future plans for the Knott Landfill are. SEAPAC will be able to use that information in the SEAP planning process as it becomes available.

Mr. Dills reviewed the location of the Department of State Lands (DSL) property, and noted it is the largest single-owner property in the UGB. DSL is currently discussing disposition of the property.

Member Oddo commented that the location of High Desert Park is a consideration in development and transportation planning, as well as the existing gas pipeline being a corridor for wildlife migration. Mr. Szyrnyk defined Areas of Special Interest as areas that may be developed a bit more intensely around in order to preserve the special interest area. Ms. Haggart indicated there are currently no areas of special interest identified in the southeast expansion area, and SEAPAC will need to identify if any should be designated. Member Atwell noted two special interest properties on both sides of 15th that may impact the SEAP project.

Member Bergh inquired whether any SEAPAC members were involved in UGB process. Member Smith noted she was part of the Boundary Committee.

Member Bodo spoke about parks and open spaces, as outlined in the presentation. She indicated neighborhood parks are typically four acres in size, and Bend Parks and Recreation District (BPRD) does not currently own land other than where the 32-acre High Desert Park is planned. The goal of BPRD is to locate parks within ½-mile distance from where people live.

Chair Smith spoke about future schools in the area. The future high school has been approved; opening planned for Fall 2021, along with Alpenglow Park and the Murphy Road extension. A future middle school will likely be built ten years from now, and will be subject to a future bond and capacity requirements. One or two additional elementary schools may be necessary in the southeast area, dependent upon development; one potentially near High Desert Middle School. The DSL property is intended to have an elementary school. The improvements to and in 15th Street will be made along the new high school and future middle school properties, coinciding with construction of the high school. There will also be a roundabout at Knott Road and 15th Street, and a collector running through the site that connects with Brosterhous Road. The master plan for the future middle school includes a roundabout at the intersection of Knott Road and Brosterhous Road. There is potential for additional transportation improvements, dependent upon development, including at the new collector and 15th Street.

Member Dills indicated transportation will be an agenda item at the February SEAPAC meeting. Member Hubbert inquired about the possibility of exercising eminent domain on properties where proposed collectors are planned. Mr. Dills indicated the intent is not to exercise eminent domain on existing homes but to plan for collectors via development. Member Strickland expressed concerns about safety at T-intersections; Ms. Platt indicated there will be a roundabout built at Murphy Road and 15th Street. Member Williams indicated, and Mr. Szyrnyk confirmed, the City currently does not have a neighborhood collector standard. Member Bodo shared that BPRD does not favor roads through parks.

6. Market and Land Use Analysis

a. Presentation

Mr. Cragie reviewed the Market and Land Use Analysis slides, as outlined in the presentation. Regarding commercial real estate, industrial deliveries is defined as buildings that have been built, and absorption is defined as the amount of total space in the market that has been leased minus the space that has been vacated.

b. Discussion and input

Member Strickland inquired about what prevents land developers from deviating from SEAPAC's intention for land uses. Mr. Dills indicated the market drives development, while zoning allows for the variety of uses. The City may incentivize or encourage specific uses. Member Hansen inquired whether zoning may dictate or encourage square footage per acreage. Mr. Dills indicated fine-tuning of zoning is possible in SEAPAC's work, and precedence does exist in industrial planning. Mr. Szyrnyk indicated special use designations may be carefully considered to address this subject. Mr. Dills indicated there is opportunity to be creative, though with legal and practical limits.

Member Williams cited the area's growth-related demographic data should dictate the type of zoning and development decisions made by SEAPAC, and that planning should consider complete communities with a variety of housing options that serve all income levels. Mr. Szyrnyk noted that multi-family-type housing includes duplexes, apartments, townhomes, etc. Member Oddo noted he appreciates the Brookwood, Mountain High and Nottingham models as livable, and has concerns about industrial zoning being part of the SEAP. Chair Smith clarified that SEAPAC has the ability to refine uses and infrastructure within the existing zoning in the area. Mr. Cragie indicated mixed use is the most challenging type of development. Member Bergh inquired as to how e-commerce may affect planning and development. Mr. Cragie indicated its impact is still unknown.

7. Vision brainstorming

Members were asked to answer the following: “Imagine you had to leave SE Bend to go live on a South Sea Island. You return in 20 years, and the SE Area Plan has been successfully implemented. You really like what you see. What do you see?”

Member Oddo - livable neighborhood, limited driving to access basic services, children safely walk / bike to school, roads without congestion;

Member Hubbert – complete neighborhood concept with necessary commercial supports similar to Northwest Crossing, does not see need for industrial;

Member Hansen – soft transitions, nothing abrupt between zoning types, i.e. mixed use;

Member Bodo – focus on the unique qualities of the area such as the views and meadows, where people want to stay because services are available;

Member Bergh - easy connectivity, safe crossings, walking / biking, slowing traffic with improved corridors, thinking forward to market / housing evolution, multi-modal uses / trails, what the future of transportation looks like;

Member Zakem - walkable / bikable system to limit need for driving, well served by public transportation;

Member Atwell - gentle transitions between uses, mitigate imposition of development on existing residents in the area, walkable open spaces to encourage sense of community;

Member Wilson - high school, transitions with retail and residential, mix of mixed use business, employment / jobs, retail, restaurants, mix of residential densities, walkability, community feeling;

Member Barrett – ball park with a brewery or food cart lot across the street that people can walk to, light industrial, transitions, people connecting;

Member Williams - residential development near schools, industrial / commercial development near transportation corridors at the perimeter;

Member Ward – development and housing is economically viable, manageable cost per square foot, complete communities;

Member Schumacher - custom / unique, not one big development;

Member Strickland – areas where children can play and you can meet friends for coffee, sense of community, nice neighborhoods, mixed use, buffers between roads and buildings, maintain / preserve natural landscape for future generations;

Member Reed - walkability, jobs are close to schools and homes, IL zoning (light industrial)

Chair Smith - completely built out because we created a vision that the community and market supported, industrial / mixed use, vibrant entrepreneurial / maker space, startups, livability, successful schools that are connected with employment lands.

Public Comment

An unnamed speaker shared her desire for a community garden.

Mr. Dills indicated the TSP’s Southeast Area Neighborhood Workshop will be held at the Bend Senior Center on January 30th at 6:30pm.

Member Zakem invited members to attend upcoming Cascades East Transit open houses regarding their 20-year master plan, particularly the open house in Bend on January 29th from 11:30am to 6:30pm at Trinity Episcopal Church, Brooks Hall at 469 NW Wall Street.

8. Next steps

Mr. Syrnyk indicated the next SEAPAC meeting will be held February 21st at the Bend Senior Center at 6:15pm.

Mr. Dills adjourned the meeting at 7:55pm.

Respectfully submitted,

Allison Platt
Damian Syrnyk
Jenny Umbarger
Growth Management Department

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 contact Jenny Umbarger no later than 24 hours in advance of the meeting at jeumbarger@bendoregon.gov, 541-323-8509, or fax 541-385-6676. Providing at least 3 days' notice prior to the event will help ensure availability.



Vision and Guiding Principles

PREPARED FOR: SEAPAC Members
COPY TO: Southeast Area Plan PMT
PREPARED BY: Joe Dills and Kyra Haggart, Angelo Planning Group
DATE: February 8, 2019

This memorandum proposes a draft vision statement and set of guiding principles for the Southeast Area Plan. The vision and principles in this memorandum were drafted based on input and information discussed at the second meeting of the Southeast Area Plan Advisory Committee (SEAPAC) on January 17, 2019. A summary of SEAPAC’s visioning brainstorming is included at the end of this document.

Vision Statement

Our vision is that the Southeast Expansion Area becomes a complete and walkable community and a welcome addition to Southeast Bend. Houses, businesses, parks and schools are compatible neighbors, and have well-planned transitions between them. The mix of uses are highly connected by neighborhood streets, paths, and open spaces. The area has an active and vibrant outdoor life; it is a place where neighbors are out walking, biking, and interacting daily. The Southeast Expansion Area is a unique and successful community in Bend.

Guiding Principles

- **Create a complete community.** Implement the Comprehensive Plan’s guidance for a mix of uses and refine that direction with ideas from the area-planning process.
- **Design and build a walkable and connected transportation network.** Create a network of connected streets and paths that serve all travel modes and are walkable and bike-friendly. Build “sidewalks to somewhere.” Implement the City’s low stress bike network plan. Lay the groundwork for future transit.
- **Create vibrant public spaces.** Plan for public spaces such as streets, parks, schools, and commercial centers, so there is a vibrant outdoor life throughout the community.
- **Preserve views and the natural landscape.** Integrate views, trees, and rock outcrops into new development and public spaces.
- **Create a sense of identity.** Plan the Southeast Expansion Area so that, when built, it will be recognized as a distinctive place with a strong sense of identity. All development—public and private—will contribute to reinforcing this sense of place.
- **Support a thriving employment area.** Guide the plan so that target industries and businesses are attracted by the unique advantages of locating in this area, and so that residents of the Southeast Expansion Area have the opportunity to live and work in their community.
- **Deliver needed infrastructure.** Create funding strategies, phasing plans, and other actions to ensure that needed infrastructure is delivered in a timely and predictable manner.

Results from Visioning Brainstorming Exercise

SEAPAC #2 – January 17, 2019

Imagine you had to leave SE Bend to go live on a South Sea Island. You return in 20 years, and the SE Area Plan, has been successfully implemented. You really like what you see. What do you see?

- A livable neighborhood where you don't need to drive to access services, kids can bike and walk to school, and the roads are not congested
- A complete neighborhood with commercial services to support it, does not have industrial development
- Transitions between uses with no abrupt edges, mixed uses between commercial and lower density residential
- Capitalize on what makes the southeast area special (like buttes, views, open spaces), and people have access to the neighborhood services they need
- Easy connectivity, people can walk and bike, safe crossings on Knott Road, multimodal transportation with trails throughout the area, takes into consideration future transformations in technology and lifestyle
- Walkable and bikeable southeast area, no need to own a car to get around, the area is well-served by public transportation
- Transitions between uses, development does not have negative impacts on existing homes in the area, public open spaces where you can interact with your neighbors
- High school is built, transitions between uses, mix of businesses, mixed use development, mix of residential densities and housing types, walkability, a community feel, transitions between industrial, commercial, and residential uses
- There's a ballgame going on at the park, there's a brewery across the street with a tasting room and food pod that people are walking across the street to get to from the game, there are transitions between uses, people are getting out in public spaces connecting and interacting
- The southeast area is a neighborhood people want to live in, residential development near the schools, commercial and industrial development near major roads as buffers along the edge
- Development and housing are economically viable, complete communities
- The area is built out to be custom and unique, not cookie cutter
- There is a place to take kids to play, can walk somewhere to get coffee, mixed use development, don't build right up to the road, preserve natural areas and features like rock outcrops to show kids what the area used to look like
- Walkability, jobs are close to schools and homes, need employment near homes so people can walk to work
- The area is completely built out because we created a vision and a plan that the market wanted and the community wanted, people want to live there, it is a vibrant community, and the schools are successful, sense of entrepreneurship





Planned Transportation Infrastructure

PREPARED FOR: Southeast Area Plan Advisory Committee

PREPARED BY: Southeast Area Plan Project Team

DATE: February 14, 2019

This memorandum highlights key findings from several recent and ongoing analyses of the transportation system within and near the Southeast Area Plan (SEAP) study area. These studies have identified multimodal improvement options that are relevant to the potential opportunities and constraints associated with buildout of the SEAP area.

The relevant studies include:

- Bend Transportation System Plan Update (ongoing)
- Murphy Corridor Project (ongoing)
- Bend Parkway Study (ongoing)
- Bend Transportation System Development Charge (TSDC) Update (completed in 2018)
- Bend-La Pine School District (BLSD) 15th Street Master Plan (BLSD Master Plan) Transportation Impact Analysis
- Alpenglow Park Master Plan

Figure 1 documents key projects identified from these studies. The following subsections provide additional background and context that is helpful to the planning of SEAP.

Background

The SEAP study area and surrounding lands reflect the existing rural characteristics prevalent in the area. The transportation system currently in-place to serve these lands has primarily been constructed to rural Deschutes County standards with limited facilities available for non-auto modes (as shown in Figure 2). Over time, areas of the street system have been upgraded to urban standards, such as along SE 15th Street near the frontage of The Bridges at Shadow Glen development. The planned new high school to the northwest of the Knott Road/SE 15th Avenue and proposed Alpenglow Park will also provide urban upgrades along their site frontages.

Nearly all of the local, collector and arterial intersections in the study area are controlled by stop-signs, reflective of the lower traffic volumes associated with the more rural character. To date, no roundabouts or traffic signals have been constructed south of Reed Market Road and east of Brosterhous Road within the Bend Urban Growth Boundary.

The SEAP will identify the traffic control needs and multimodal infrastructure improvements both within and connecting to the Southeast Expansion Area to accommodate urban buildout of the area. One key aspect for consideration is how this infrastructure is phased as lands develop to ensure the safety of all modes of travel within and adjacent to the Southeast Expansion Area.

Roadway Improvements

Key roadway projects identified through other ongoing studies intended to directly serve or provide access to the SEAP study area are shown in Table 1 and in Figure 1.

Table 1. Roadway Improvement Projects

Project	Project Source	Description	Status
Murphy Road Extension	Bend TSP, TSDC, Murphy Corridor Project	<ul style="list-style-type: none"> Urban upgrade of existing Murphy Road sections Murphy Road extension from Brosterhous Road to 15th Street Intersection improvements at Country Club Road, Brosterhous Road, and 15th Street 	<p>Murphy extension scheduled for completion by 2021</p> <p>Urban upgrade and intersection improvements not programmed</p>
Chase Road Extension	Bend TSP, TSDC	<ul style="list-style-type: none"> Extension from Chase Road to Brosterhous Road 	Not programmed
Brosterhous Road Urban Upgrade	TSDC	<ul style="list-style-type: none"> Urban upgrade of existing roadway 	Not programmed; will likely occur with site frontage and/or public improvements
Knott Road Urban Upgrade	Bend TSP	<ul style="list-style-type: none"> Urban upgrade of existing roadway 	Not programmed; will likely occur with site frontage and/or public improvements
27th Street Urban Upgrade	Bend TSP	<ul style="list-style-type: none"> Urban upgrade of existing roadway 	Not programmed; will likely occur with site frontage and/or public improvements
15 th Street Improvements	Bend TSP	<ul style="list-style-type: none"> Urban upgrade 	Partially programmed; will likely occur with site frontage and/or public improvements. BLSD Master Plan and Alpenglow Park Master Plan to complete site frontage improvements.
Knott Road Improvements	Bend TSP	<ul style="list-style-type: none"> Urban upgrade 	Partially programmed; will likely occur with site frontage and/or public improvements. BLSD Master Plan to complete site frontage improvements.
New Collector between 15 th and Brosterhous	Bend TSP, BLSD Master Plan	<ul style="list-style-type: none"> New collector street as part of high school site development 	Scheduled for completion by 2021

Intersection Improvements

Key intersection projects planned in or in the vicinity of the SEAP are shown in Table 2 and in Figure 1.

Table 2. Intersection Improvement Projects

Project	Project Source	Description	Status
<i>Programmed Intersection Improvements</i>			
Murphy Road & Brosterhous Road	Murphy Corridor Project, TSDC	<ul style="list-style-type: none"> Construct roundabout as part of Murphy Corridor Project 	Scheduled for completion by 2021
Murphy Road & 15th Street	Murphy Corridor Project, TSDC	<ul style="list-style-type: none"> Construct roundabout as part of Murphy Corridor Project 	Scheduled for completion by 2021
Knott Road & 15th Street	TSDC & BLSD Master Plan	<ul style="list-style-type: none"> Construct roundabout as part of high school site development 	Scheduled for completion by 2021
Brosterhous Road & New Collector Road	TSP, BLSD Master Plan	<ul style="list-style-type: none"> Construct stop-controlled intersection as part of high school site development 	Scheduled for completion by 2021
<i>Planned Intersection Improvements</i>			
Knott Road & Brosterhous Road	TSDC & BLSD Master Plan	<ul style="list-style-type: none"> Construct roundabout 	Not programmed; identified as mitigation measure for next phase of BLSD Master Plan
Murphy Road & Country Club Drive	Murphy Corridor Project (partial), TSDC	<ul style="list-style-type: none"> Design roundabout. Murphy Corridor Project will not construct intersection improvements 	Not programmed
New Collector & 15th Street	Bend TSP, BLSD Master Plan	<ul style="list-style-type: none"> Construct roundabout 	Not programmed; identified as mitigation measure for next phase of BLSD Master Plan
Knott Road/Country Club Drive	TSDC	<ul style="list-style-type: none"> Construct roundabout 	Not programmed
Knott Road/China Hat Road	TSDC	<ul style="list-style-type: none"> Construct roundabout 	Not programmed
Ferguson Road & 15 th Street	TSDC	<ul style="list-style-type: none"> Construct roundabout 	Not programmed
US 20 & Hamby Road	ODOT Roadway Safety Audit	<ul style="list-style-type: none"> Construct roundabout 	Not programmed
<i>Possible Intersection Improvements</i>			
SEAP Collector Road Connections with Knott Road, 27th Street, and Ferguson Road	Bend TSP (partially)	<ul style="list-style-type: none"> Construct roundabout 	Not programmed. Needs guidance from SEAP

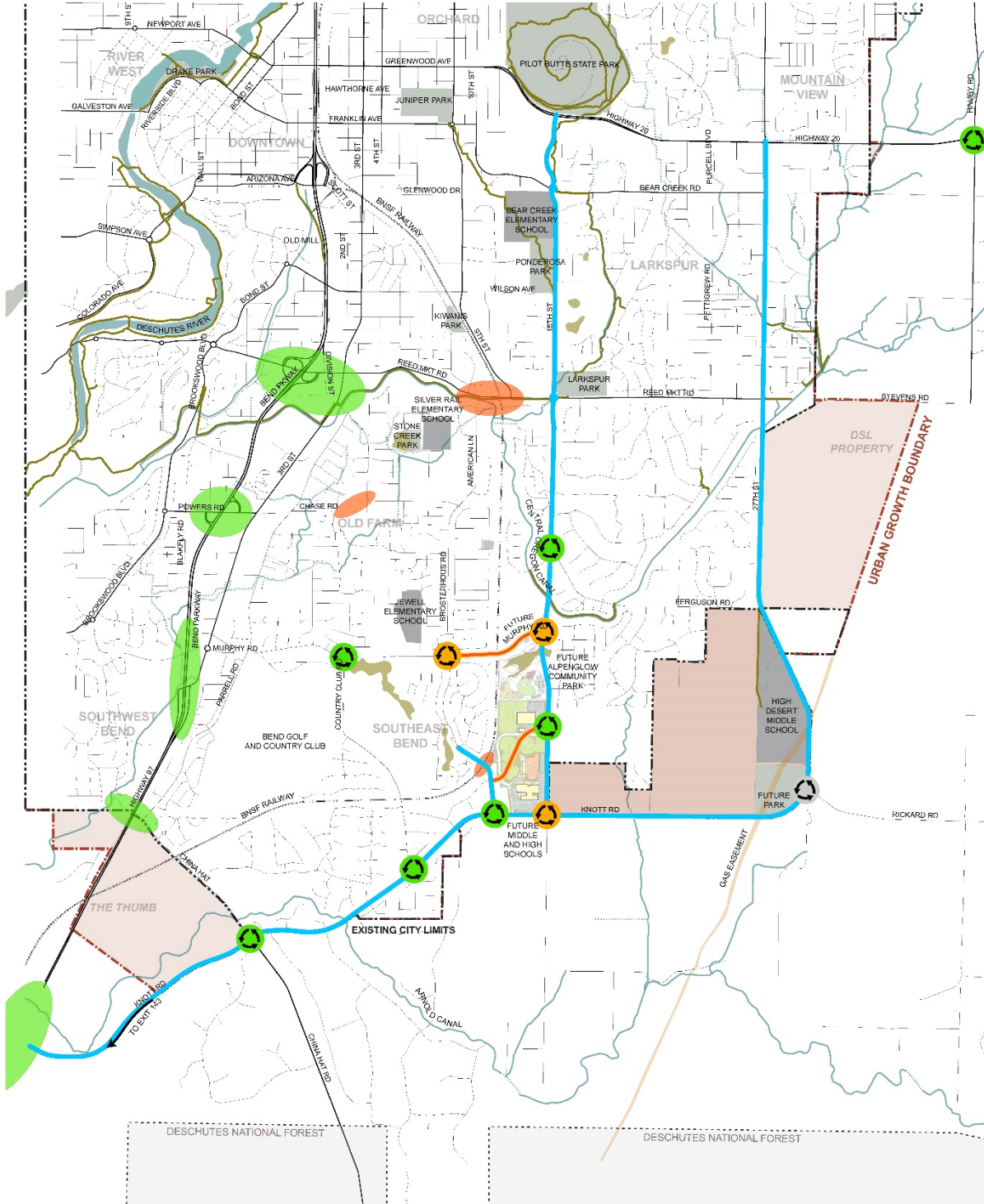
Interchange Improvements

Traffic to/from the SEAP study area will access the Bend Parkway at one of the five southern Bend Parkway connection points. Table 3 discusses each. The location of these are shown in Figure 1. All of these access locations are being evaluated as part of the ongoing Bend Parkway Study which will further inform more specific improvement options.

Table 3. Interchange Improvement Projects

Project	Project Source	Description	Status
Reed Market Interchange	Parkway Study	<ul style="list-style-type: none"> Major upgrades to the interchange and surrounding area. No project has been specifically identified. 	Not programmed
Powers Road Interchange	Parkway Study	<ul style="list-style-type: none"> Improvement likely either an overcrossing or full interchange. 	Not programmed
Murphy Road Interchange	Parkway Study, Murphy Overcrossing Project	<ul style="list-style-type: none"> Improvement likely completion of north bound on-ramp and south bound off-ramp 	Not programmed
Baker Road/Knott Road Interchange	Parkway Study	<ul style="list-style-type: none"> ODOT plans to pursue a specific interchange planning process which will identify specific improvements 	Not programmed
US 97/Ponderosa Street/China Hat Road	Parkway Study, Bend TSP	<ul style="list-style-type: none"> Bend TSP recommends construction of a Ponderosa Street to China Hat Road overcrossing. 	Not programmed

Figure 1. Planned Transportation Improvements



PLANNED TRANSPORTATION INFRASTRUCTURE
CITY OF BEND
SOUTHEAST AREA PLAN

- Railroad
- Existing Trail
- Existing City Boundary
- Urban Growth Boundary
- Canal
- Piped Canal
- Project Area
- Future Expansion Areas
- Parks
- Area of Special Interest
- Roadway Extensions
- Urban Upgrades
- Planned Roundabouts
- Programmed Roundabouts
- Possible Roundabouts
- Interchanges Planned for Development
- Transportation Improvement Projects

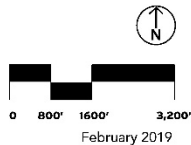
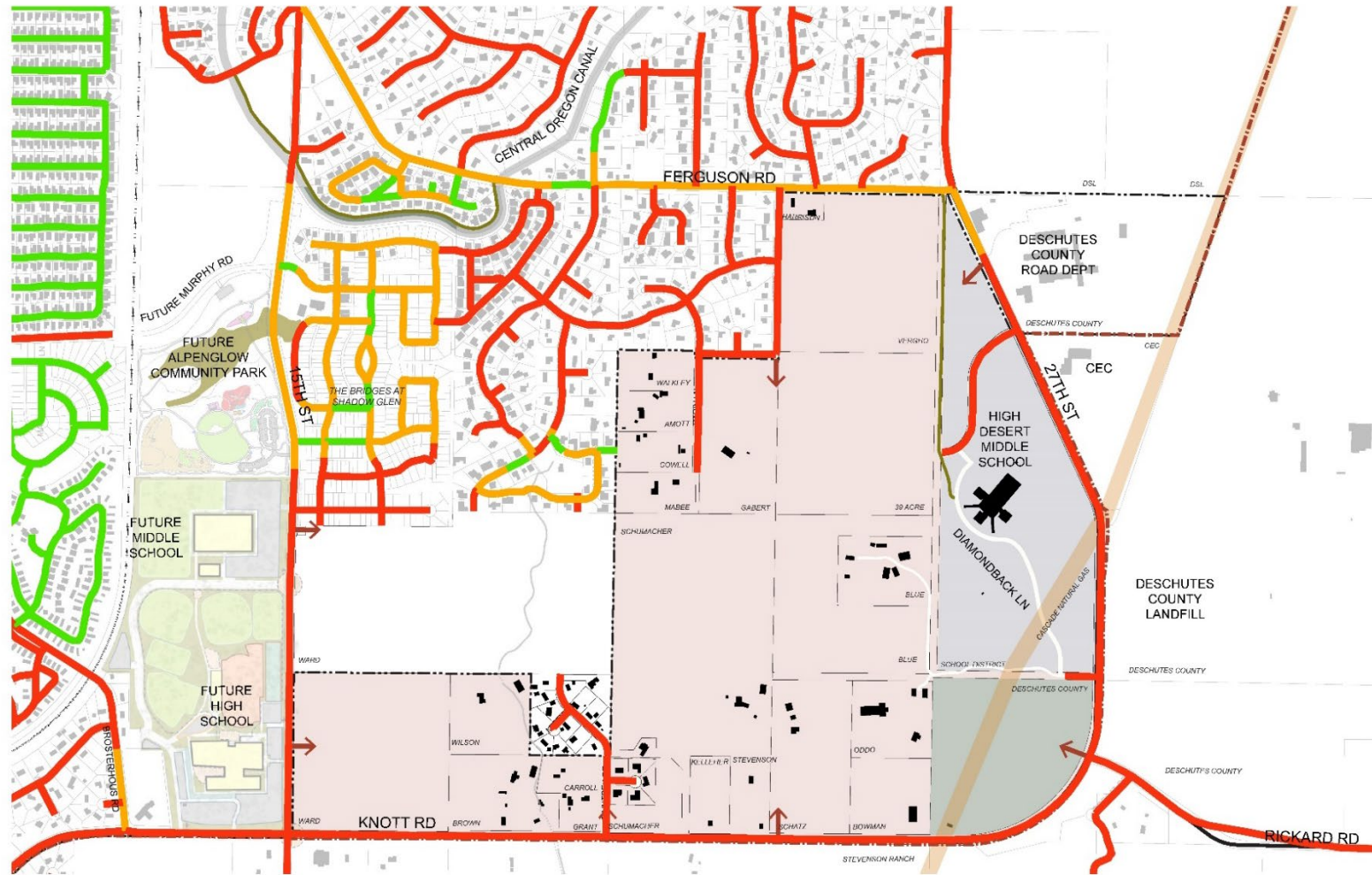




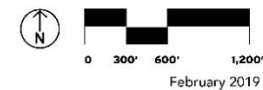
Figure 2. Pedestrian Facilities



PEDESTRIAN FACILITIES



- Utility Easement
- Future Parks
- Existing School
- Area of Special Interest
- Study Area
- Existing Trail
- Existing City Boundary
- Urban Growth Boundary
- Proposed Road Connection
- Existing Major Road
- Existing Buildings (2004)
- Tax Lots
- Canal
- Railroad
- No Sidewalks
- Sidewalks on One Side
- Sidewalks on Both Sides





Draft Transportation Plan Concepts

PREPARED FOR: Southeast Area Plan Advisory Committee

PREPARED BY: Southeast Area Plan Project Team

DATE: February 14, 2019

This memorandum provides a brief overview of draft transportation plan concepts for streets and active transportation (bicycle and pedestrian facilities) for the Southeast Area Plan (SEAP). Please see the attached graphics for the working plan concepts.

Streets Plan Concept

Overall, the draft Streets Plan Concept is an update of the ideas that were adopted in Bend's Transportation System Plan during the 2016 Urban Growth Boundary (UGB) expansion process. The street plan in the current TSP was recognized as being very conceptual at the time of adoption and was expected to be refined during the area planning process. The draft Streets Plan Concept prepared for SEAP includes the proposals described below.

Neighborhood Collectors

Three "neighborhood collector" streets are shown in blue. They connect:

- SE 15th Street to Rickard Road (which will continue west to Brosterhaus)
- Ferguson Road to Knott Road
- The center of the 15th Street Opportunity Area (Ward property) to Knott Road

The neighborhood collector is a new classification of street proposed for Bend. The intent is to combine the connectivity function of collector streets with a neighborhood-friendly design that supports the vision for the SEAP. The team is working on the details of the neighborhood collector cross-section and will share a working design with the Southeast Area Plan Advisory Committee (SEAPAC) on February 21st.

Options for the Rickard Road Connection

Creating a direct and logical east-west connection from SE 15th Street to Rickard Road is very important for good connectivity. There are several considerations regarding the alignment: (1) the impact on the future High Desert Park site; (2) whether a diagonal section of street cuts through one or more properties along the route; and (3) how direct the alignment is for attracting east-west trips. Three options (labeled A, B, and C in the Streets Plan Concept diagram) are provided.

Framework Local Streets and Potential Road Connections

Potential local streets are shown in black. These "framework locals" are intended to show a basic level of connectivity within the project area. At this point, they are illustrative of a connected street pattern that is consistent with the vision. Bend has the option of adopting the

framework local street plan as a zoning standard to be met, with the flexibility for a developer to propose “substantially equal connectivity.”¹

The black arrows are illustrative of where the City would want to see street connections in the future. Some arrows are stubs to existing streets. Others are indications of how a block pattern might be developed. The potential connections are subject to the specific land uses proposed in the future.

Other Elements

Other aspects of the Street Plan include:

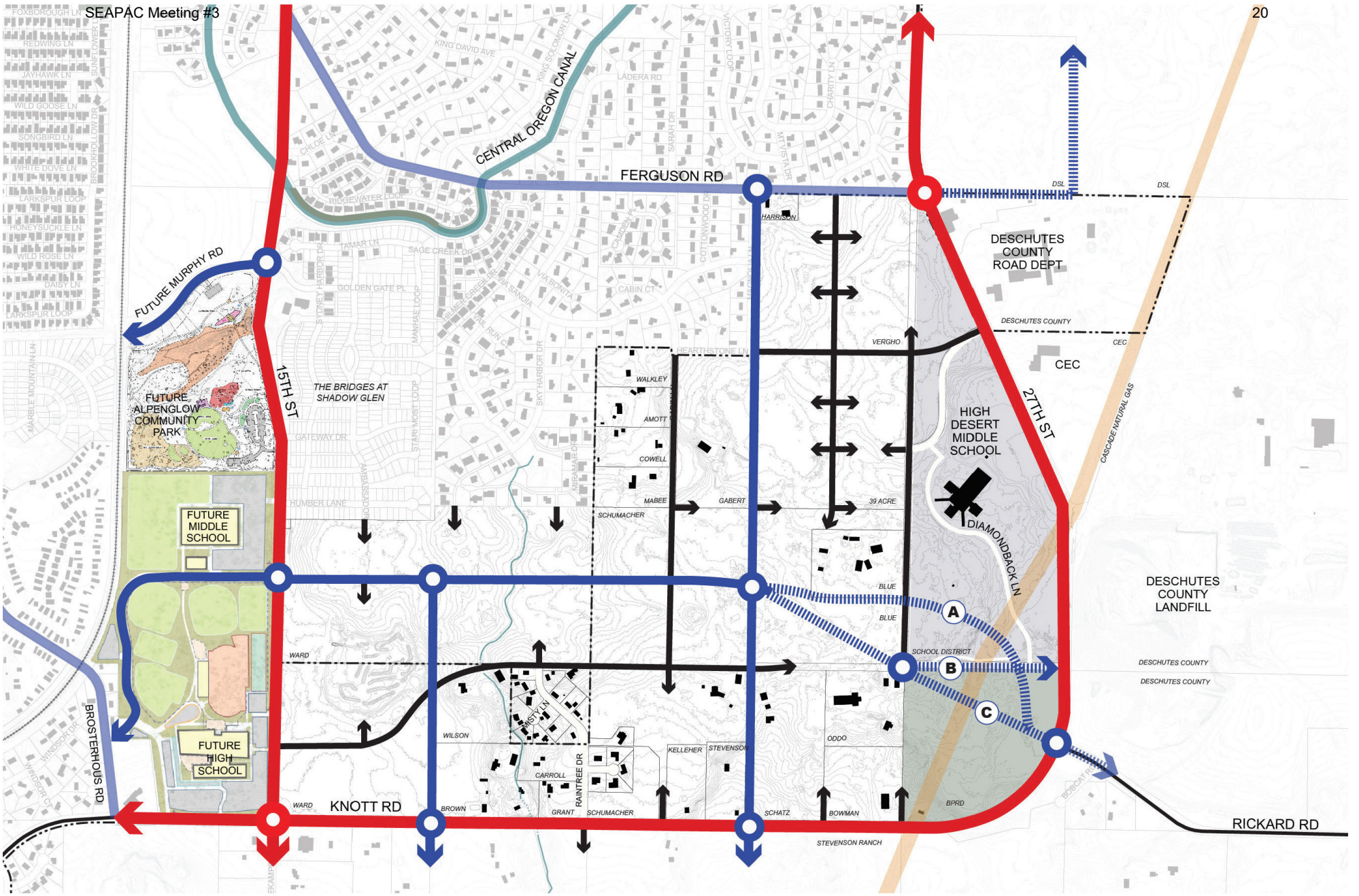
- Continuous parallel routes to Knott Road and 27th Street. This concept is very important to reducing the use of Knott Road or SE 27th Street for local trips (and thereby reducing left turns on and off those larger streets).
- Connections between the Southeast Expansion Area and the DSL Expansion Area. The Street Plan Concept creates good connections to Ferguson Road. By building a roundabout at the intersection of Ferguson Road and SE 27th Street, and extending Ferguson Road to the east, so the Southeast Expansion Area and the DSL Expansion Area will be well-connected.

Active Transportation Plan Concept

The Active Transportation Plan Concept is the plan for pedestrian and bicycle facilities in the Southeast Expansion Area. It includes:


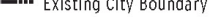




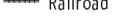

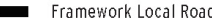


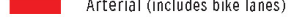
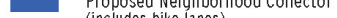


- Paved multi-use trails along all arterial and collector streets.
- Implementation of the Bend Park and Recreation District’s (BPRD) High Desert Park Trail, which connects the future middle and high schools and the future Alpenglow Park on SE 15th Street to High Desert Middle School, the future High Desert Park site, and Rickard Road to the east.
- Trails connecting High Desert Middle School to adjacent properties.
- A portion of the TransCanada Trail, a major regional trail, which runs through the High Desert Park Site. Two potential undercrossing for the trail are shown on 27th Street and Knott Road.
- Connections to existing trails in The Bridges and along the Central Oregon Irrigation Canal.
- Connections to planned trails in the BPRD Comprehensive Plan, including the Arnold Canal Trail and the 15th Street Trail.
- All local streets will be developed to include low-stress bicycle facilities and sidewalks.

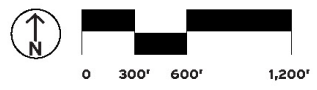
¹ The City of Wilsonville has successfully adopted this approach in their Frog Pond Area Plan and West Frog Pond Master Plan.



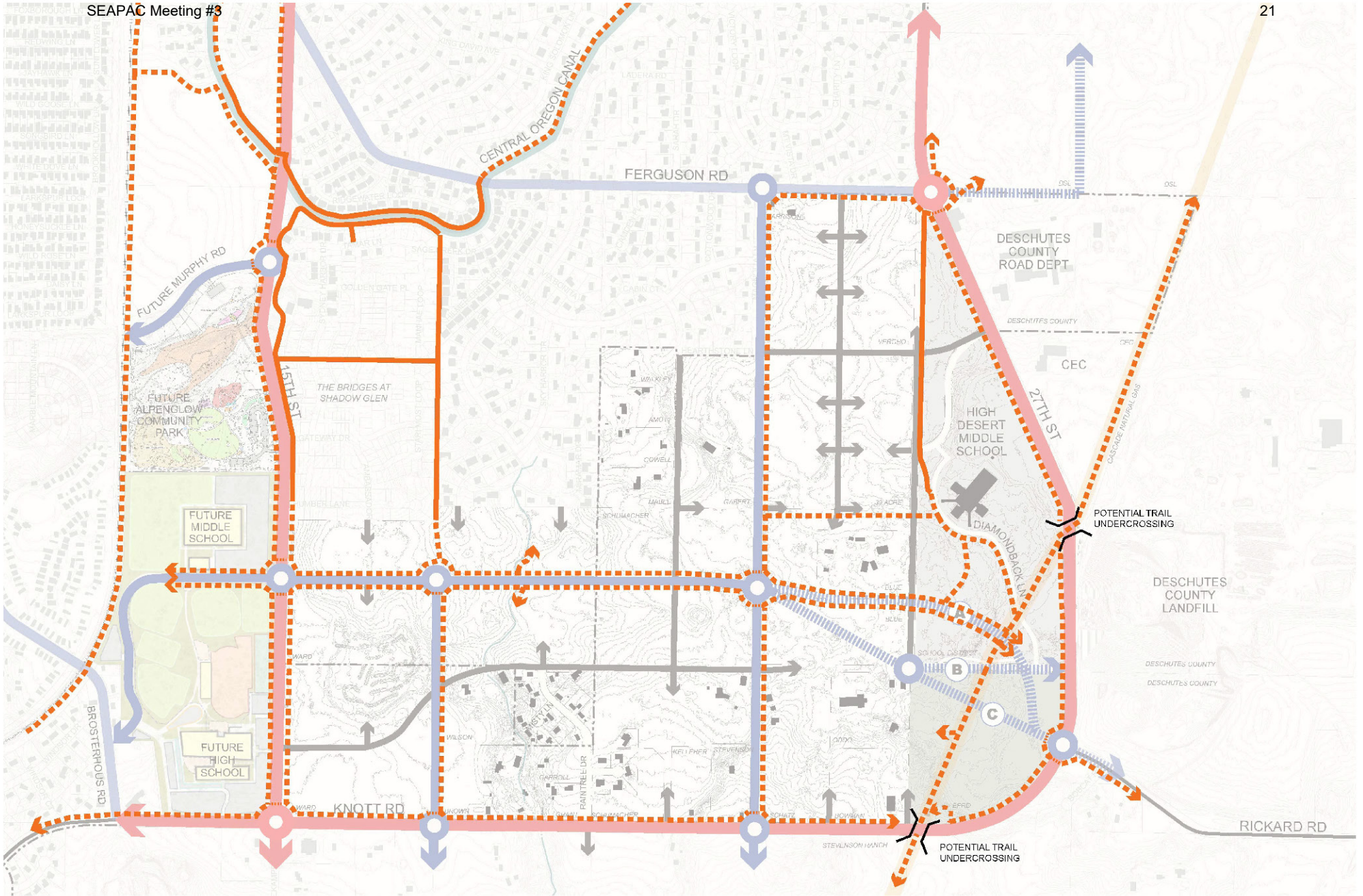
STREETS PLAN CONCEPT



-  Tax Lots
-  Existing City Boundary
-  Existing School
-  DSL Property Owners
-  Future Park
-  Natural Gas Easement
-  Railroad
-  Contours (2-ft Interval)
-  Framework Local Road
-  Potential Local Rd Connection
-  Roundabout
-  Arterial (includes bike lanes)
-  Proposed Neighborhood Collector (includes bike lanes)
-  Existing Collector
-  Rickard Rd Connection Options



February 11, 2019



ACTIVE TRANSPORTATION PLAN CONCEPT



- Existing Trail
- - - Proposed Trail
- Trail Undercrossing
- Future Park

- Tax Lots
- Existing City Boundary
- Existing School
- Property Owners
- Existing Buildings (2004)

- Natural Gas Easement
- Railroad
- Contours (2-ft Interval)
- Framework Local Road
- Potential Local Rd Connection

- Roundabout
- Arterial (includes bike lanes)
- Proposed Neighborhood Collector (includes bike lanes)
- Existing Collector
- Rickard Rd Connection Options

