



Summary of Workshop #1

PREPARED FOR: Southeast Area Plan Project Management Team

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DATE: 4/4/2019

Introduction

This memorandum provides a summary of the information provided, and results from, the Southeast Area Plan public workshop on March 21, 2019.



Event Summary

Date: Thursday, March 21, 2019

Time: 6:00 pm – 8:00 pm

Location: Nativity Lutheran Church, 60850 SE Brosterhous Road, Bend, OR

Attendance:

Approximately 53 community members attended the workshop.

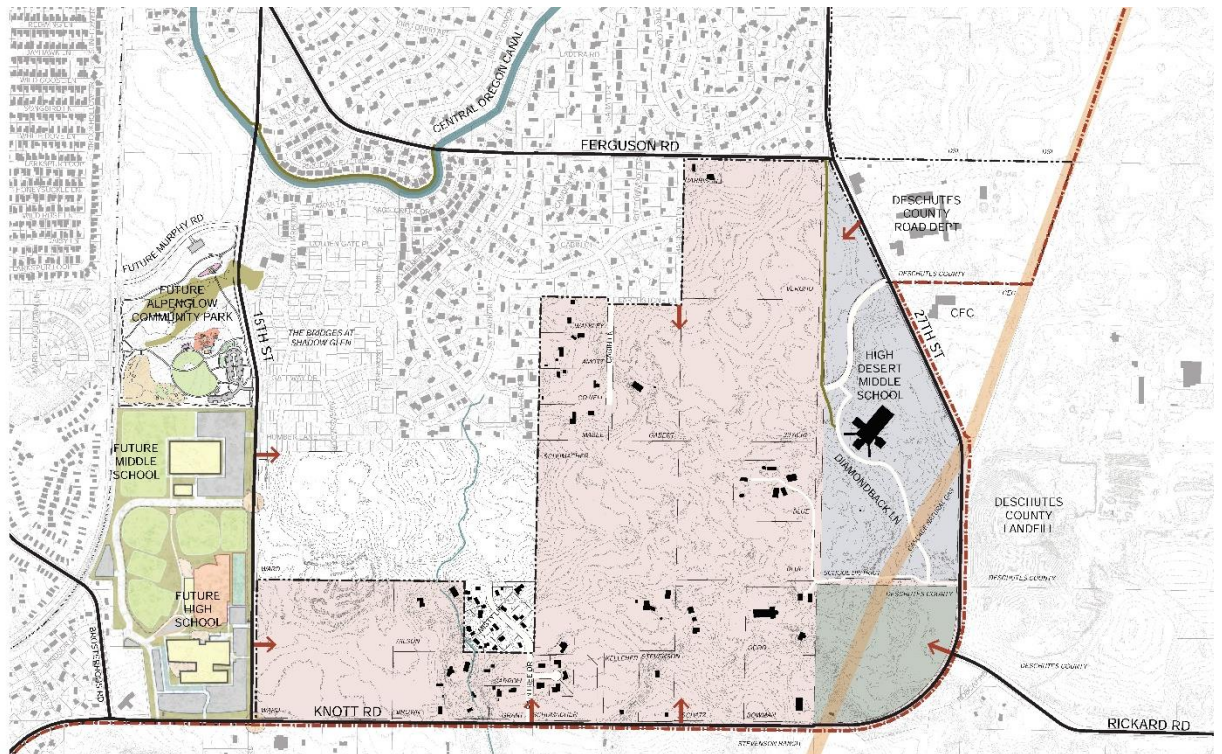
Information Provided

Information about the following topics was presented on display boards, with staff available for discussion and to answer questions:

- Project overview, including a project schedule and regional context maps
- Project vision and guiding principles
- Existing land uses and Comprehensive Plan designations
- Summary of the market analysis
- Transportation, including the existing Transportation System Plan (TSP) network, trails, pedestrian and bicycle facilities, and planned improvements
- Concept plans for future parks and schools in the area
- Water, sewer, and stormwater service information

The Southeast Area Plan study area is shown in Figure 1 below. A copy of the display boards are available in the “Meeting Schedules and Materials” section of the project website: <https://www.bendoregon.gov/government/departments/growth-management/land-use-planning/southeast-area-plan>

Figure 1. Study Area



STUDY AREA



Workshop Results and Discussion

Attendees of the workshop were able to provide input on the project through several different methods:

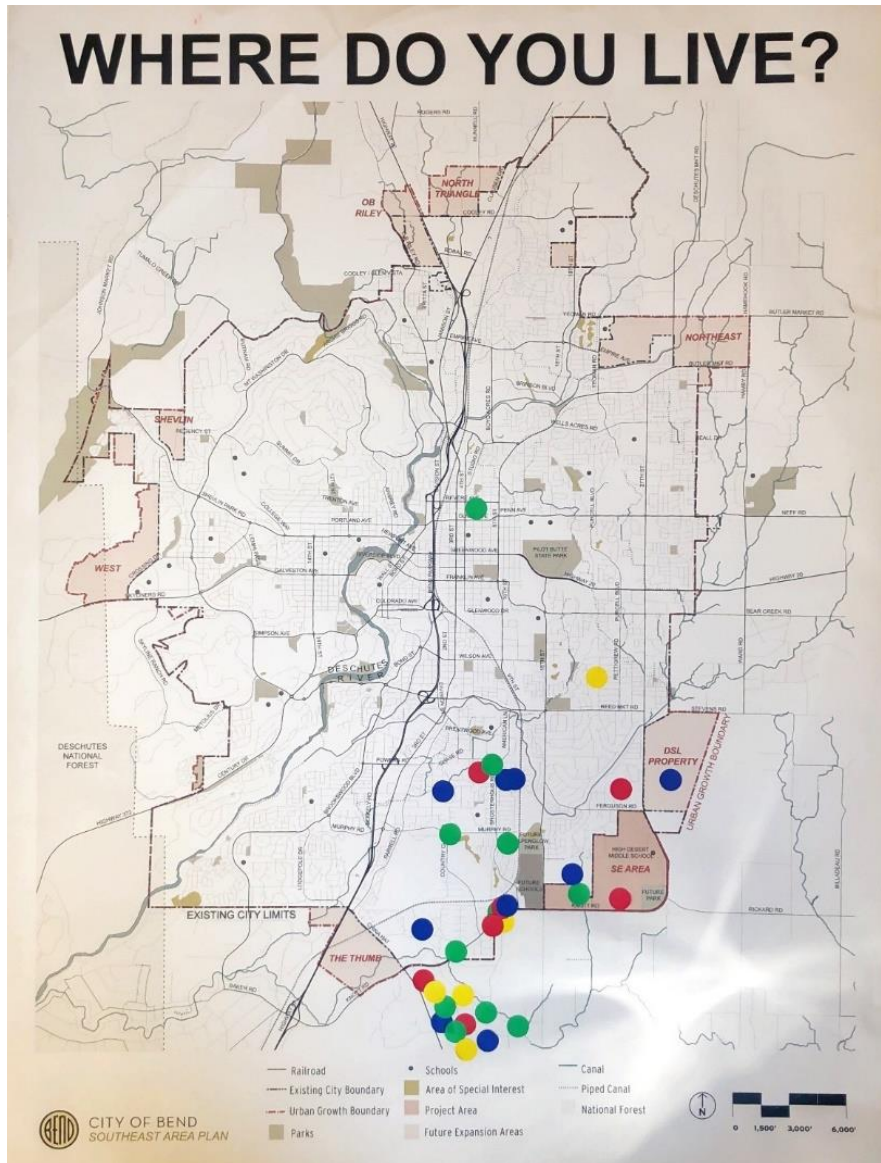
- Five display boards included opportunities for attendees to provide topic-specific input by adding sticky dots or written notes
- Comment forms were available to gather input on anything that was not covered at the open house, and to offer feedback of the overall effectiveness of the open house
- Easel pads were placed around the room for attendees to write general comments about the project or the area
- Staff were available at each display board station to have discussions with attendees, answer questions, and listen to input

Engagement Boards

Where Do You Live?

A board at the entrance to the workshop invited attendees to place a dot on a map of the City to indicate where they live. A total of 32 dots were placed on the map. The results are shown in Figure 2 below.

Figure 2. Results of the "Where Do You Live?" Engagement Board



Guiding Principles

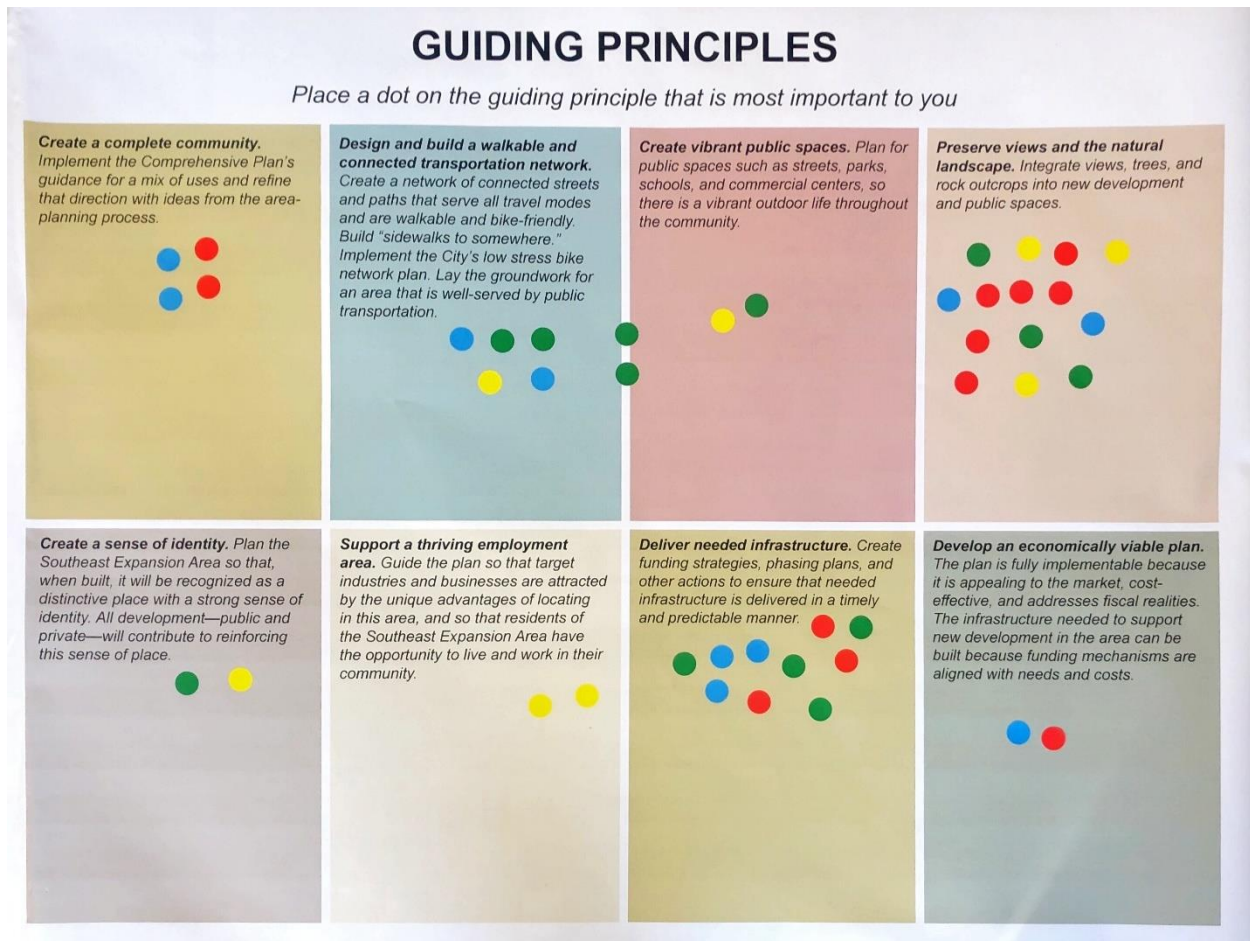
A board at the Vision and Guiding Principles station invited attendees to place a dot on the guiding principle that is most important to them. A total of 43 dots were placed on the board, and distributed as follows:

- Create a complete community – 4 dots
- Design and build a walkable and connected transportation network – 7 dots
- Create vibrant public spaces – 4 dots
- Preserve views and the natural landscape – 14 dots
- Create a sense of identity – 2 dots
- Support a thriving employment area – 2 dots

- Deliver needed infrastructure – 10 dots
- Develop an economically viable plan – 2 dots

The results of the exercise are shown in Figure 3 below.

Figure 3. Results of the "Guiding Principles" Engagement Board



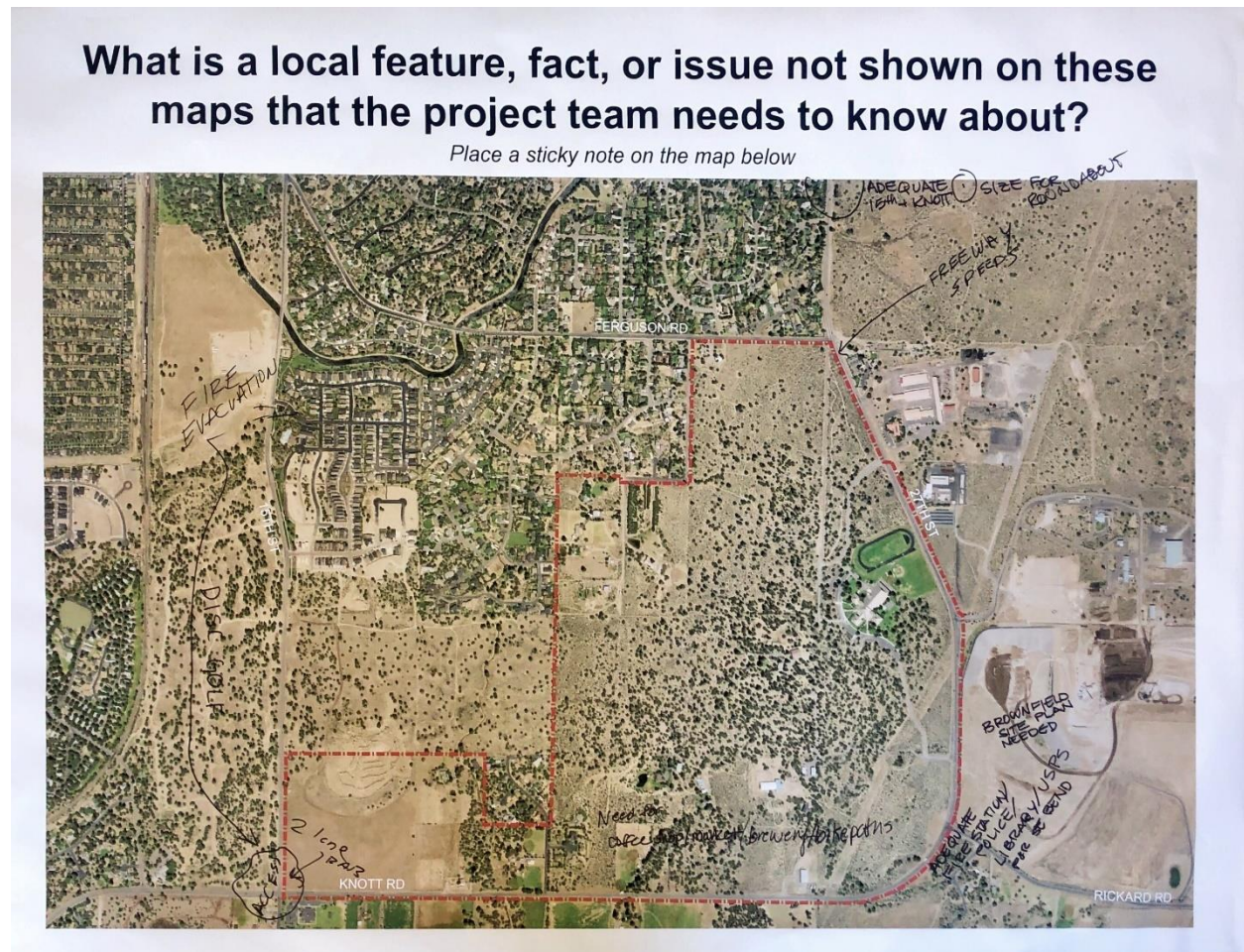
What is a local feature, fact, or issue not shown on these maps that the project team needs to know about?

A board at the Existing Land Uses station showed an aerial image of the Southeast Expansion Area and asked attendees to write a note on the map indicating a local feature, fact, or issue that the project team should be aware of. The results are shown in Figure 4 below. Notes included:

- The location of an existing disc golf course west of 15th Street at the site of the future high and middle schools
- The need for area residents to establish fire evacuation routes
- The location of a future roundabout at the intersection of 15th Street and Knott Road
- High-speed issues on 27th Street
- The need for a coffee shop, market, or brewery and bike paths in the Southeast Expansion Area
- The need for a brownfield site plan for the Deschutes County Land fill

- The need for a fire station, police station, library, and post office to be located in southeast Bend.

Figure 4. Results of the "Local Feature, Fact, or Issue" Engagement Board



Development Types

A board at the Market Analysis station showed photographs of different types of commercial, industrial, mixed employment, and residential development and asked attendees to place a dot on the types of development that they liked. A total of 25 dots were placed on the board. (Note: dot colors vary but do not indicate preference.)

For commercial development, attendees largely preferred the photograph of commercial development on NW Crossing Drive, with some other dots placed on photos of commercial buildings on NW Galveston Avenue, Colorado Avenue, and Dean Swift Road. For industrial development, two attendees placed dots on a photo of an industrial building on NW Lolo Drive in Northwest Crossing, with two other dots placed on photos of industrial development on SE Business Way and SE Bridgeford Boulevard. For mixed employment development, three attendees placed dots on an office building on NW Charbonneau Street, and one dot each was placed on photos of buildings on NE 2nd Avenue and NE Jamison Street. For the residential development section, most attendees preferred the images of single-family detached housing on NW Galveston Avenue, and a multifamily complex on Westridge Avenue. Dots were also placed on images of single-family detached homes on Brookhollow Drive and Clairaway Avenue. The results are shown in Figure 5 below.

Figure 5. Results of the "Development Types" Engagement Board



Transportation Issues

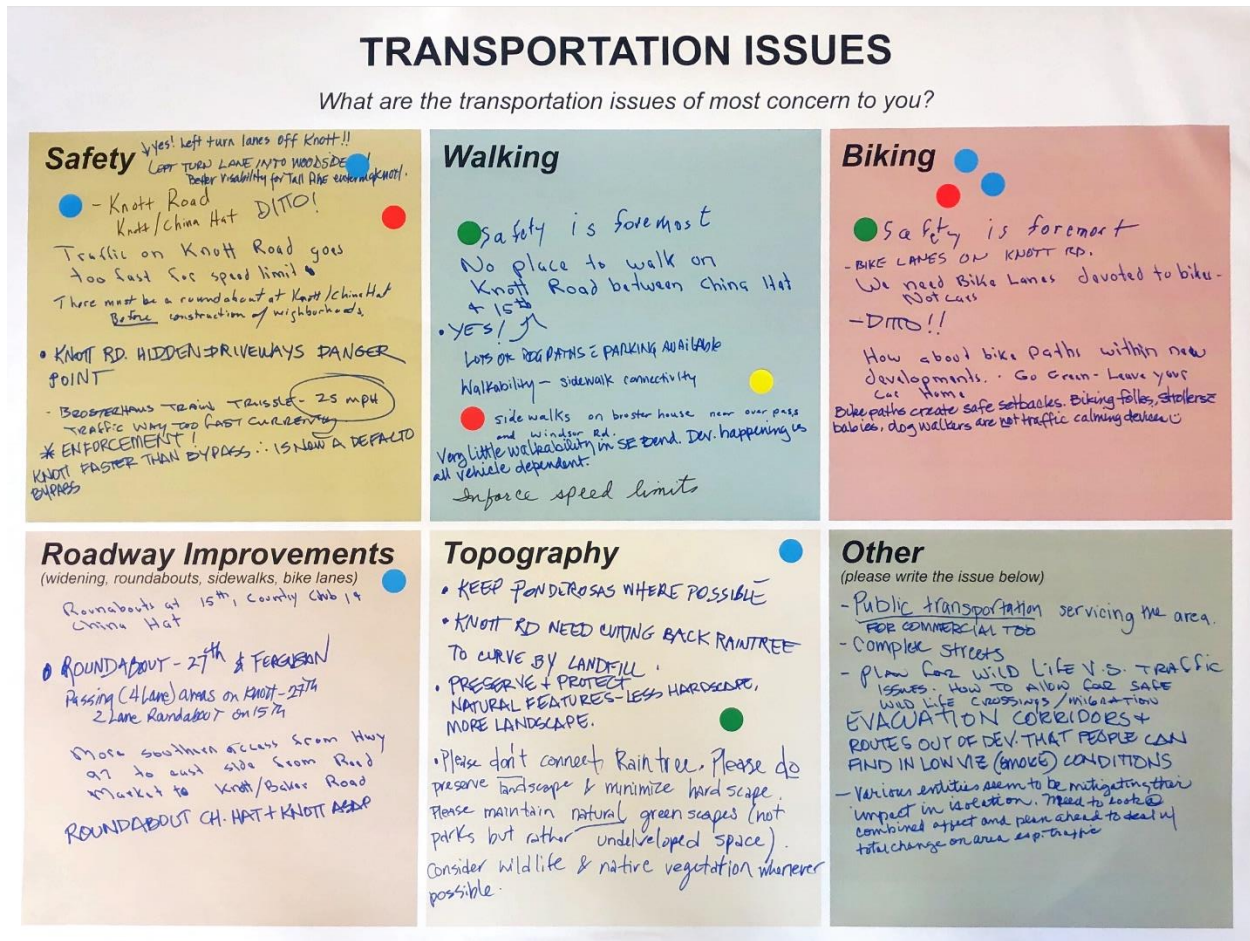
A board at the transportation station asked attendees to place dots or write comments on the transportation issues of most concern to them. The issues presented included safety, walking, biking, roadway improvements (i.e. widening, roundabouts, sidewalks, bike lanes), topography, or “other.” The board received a total of 13 sticky dots, as well as a number of more specific written comments, which are summarized below. The results of the exercise are shown in Figure 6 below.

- Safety
 - Three dots
 - Comments about the need for left turn lanes and improved visibility on Knott Road
 - Concerns about the speeds on Knott Road
 - The need for a roundabout at Knott Road and China Hat Road prior to the construction of new neighborhoods
 - Concerns about the speeds crossing the train trestle on Brosterhous Road
 - The need for enforcement of speed limits throughout the southeast area
 - The use of Knott Road as a “de-facto bypass” for the east side of Bend
- Walking

- Three dots
- Comment about the importance of pedestrian safety
- Specific comments about the lack of pedestrian facilities on Knott Road between China Hat Road and 15th Street; on Brosterhouse Road near the overpass, and on Windsor Road
- The desire for lots of paths and parking in the area
- Concerns about walkability, sidewalk connectivity, and existing sidewalk gaps
- Concern about the lack of walkability in southeast Bend generally
- The need to enforce speed limits for pedestrian safety
- Biking
 - Four dots
 - Comment about the importance of bike safety
 - Comments about the need for bike lanes on Knott Road
 - Comment about the need for bike lanes that don't get used as a shoulder by cars
 - Desire to see bike paths included as part of new development
 - Desire for bike paths that create safe setbacks and can also be used for pedestrians
- Roadway Improvements
 - One dot
 - Comments about the need for roundabouts at Country Club Drive and Knott Road, China Hat Road and Knott Road, and 27th Street and Ferguson Road
 - Comments about the need for passing lanes on Knott Road and 27th Street
 - Comments about the need for more access to southeast Bend from Highway 97 south of Reed Market Road
 - Concern that the traffic circle proposed at 15th Street and Knott Road should be two lanes rather than one
- Topography
 - Two dots
 - Desire to retain existing ponderosa pine trees where possible
 - Comment about the need for improved visibility on Knott Road at Raintree Drive and at the curve by the Deschutes County Landfill
 - Comment about the importance of preserving natural features and undeveloped open spaces, and considering wildlife and native vegetation
 - Concern about extending Raintree Drive north and connecting to larger roads
- Other
 - Comment about the need to have public transportation that services both residential and commercial development in the area
 - Desire for complete streets in the area
 - Comment about the need to plan for wildlife, including safe crossings and migrations for local wildlife

- Comment about the need to establish evacuation corridors and routes that people could take during the event of a fire, even with low visibility due to smoke
- Comment about the need to look at the plan holistically and plan for the effects of new development such as traffic

Figure 6. Results of the “Transportation Issues” Engagement Board



Comment Forms, Easel Pads, and Discussions with City Staff

A summary of the comments received through the voluntary comment forms, easel pads, and discussions with City staff is provided below:

- The need to consider historic preservation through the planning process
- The need to plan fire evacuation routes and emergency access
- Desire to have the Fire Department more involved in the planning process
- Concerns that Knott Road and 27th Street are being used as an east side bypass to Highway 20
- Desire to see businesses in the area that provide neighborhood services and create a sense of place, including restaurants, grocery stores, and coffee shops
- Desire to have City staff from different departments coordinating on this and other planning processes
- Desire to preserve the rural/agricultural character of the area concern about losing the history of the area and sense of place
- Support for the City requiring developers to pay for the provision of infrastructure such as sewer, rather than homeowners or the City
- The area is part of the Wildland-Urban Interface so there is a need to regulate development to conform to FireWise standards
- Need to pay attention to design standards, transitions, and landscaping/open spaces
- Fear that developers will have too much say and leeway in how the area is developed
- Consider impacts of new development on all surrounding areas, including those in the County, not just what is inside the UGB and city limits
- Consider light pollution and noise pollution from new development
- Need for better access to eastern Bend from Highway 97 south of Powers
- Desire to see more bike lanes and paths
- Traffic controls and/or roundabouts are needed on Knott Road, especially at China Hat Road
- Concerns about safety of the railroad overpass on Brosterhous Road
- Need for enforcements of traffic speeds throughout the area
- Concerns about turning movements along Knott Road at various intersections
- Request for more commercial zoning and less industrial zoning
- Need to maintain water quality and green spaces through swales or curb cuts
- Concern that the traffic circle proposed at 15th Street and Knott Road should be two lanes rather than one
- Concern about impacts of new development on wildlife
- General concerns about growth in Bend

SUMMARY OF WORKSHOP #1

