

**From:** Membership Larkspurna  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Train Noise  
**Date:** Monday, April 01, 2019 4:44:48 PM

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Hi All -- this is a letter that the board voted to send out to you as well (hope you don't mind the duplicative language from me as an individual that I sent earlier). Please see below.

~Ariel

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To the Urban Renewal Advisory Board,

We are writing to express our concern about the excessive train noise in your area of focus and to propose that you consider establishing a quiet zone at the railroad crossings on Wilson and Reed Market Roads. While we understand this process is no small feat, we are concerned that the current sounding of train horns day and night hinders quality of life in this area in which you are investing so much, and we believe quiet zones could be one of the greatest improvements your group could make for the area's future.

As residents of the Bend Central District and representatives of the Larkspur Neighborhood Association, we appreciate your efforts and consideration of this important issue.

Larkspur Neighborhood Association

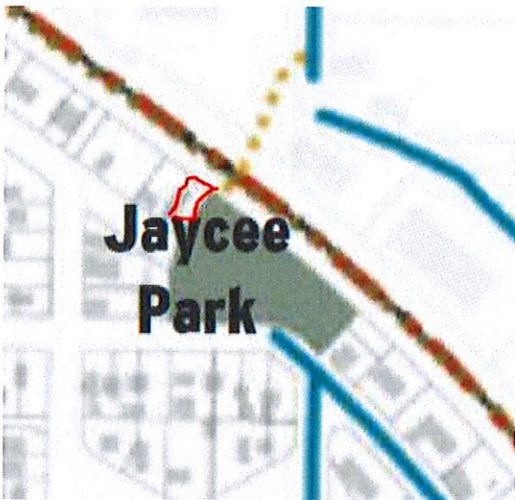
## Katherine Montgomery

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**From:** Matthew Pendergraft <mattpen3@gmail.com>  
**Sent:** Wednesday, April 10, 2019 5:56 PM  
**To:** Urban Renewal Advisory Board  
**Subject:** Core Area Project - Concern

Hello, first of all let me say I am extremely excited I am about this project. I bought my home in this area nine years ago and was hoping that one day this area would be a focus for the City of Bend. Now to my concern, I own 468 SE Railroad St, Bend, OR 97702 it borders Jaycee Park directly next to where the proposed future multi-use path connector is. I would like more specifics on where the exact proposed location is going to be, as there is already ALOT of foot traffic going through this area and the effects it will have on the property value of my home. There is already bike lines to the area the proposed route enters, 3rd St underpass and Wilson Ave are both less than one block away.

The red outline represents my home.



Thanks for your time.

Matt Pendergraft  
468 SE Railroad St, Bend, OR 97702  
541-788-1792

## Katherine Montgomery

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**From:** Ryan Starr <ryan@starrdna.com>  
**Sent:** Wednesday, April 24, 2019 2:26 PM  
**To:** Urban Renewal Advisory Board  
**Subject:** small lots not all bad

Hello URAB,

I'm emailing to speak on behalf of small lots. When areas look to make change, they often look to large projects that make a big impact. The idea being a large splash makes bigger waves of change I guess.

There is definitely a time and a place for large projects, but there are downsides too. Shopko is a prime example of this. That is a huge building, with an even larger parking lot. It's surrounded my small businesses that will be badly impacted by the enormous vacancy Shopko's closing will create. Such a large building requires an equally large tenant and investment. This means a much smaller pool of possible new tenants/owners, and therefore, a much longer wait for it to be filled. Somewhat related to this are the many large malls that are falling into disarray after being abandoned as no one knows what to do with them once they close (<http://www.deadmalls.com/>). Conversely, small properties are much easier to find investors and tenants for.

In addition to this, people tend to like smaller buildings. Part of this is nostalgia, but old downtown areas, like Bend's, inspire something in people that large developments don't. This is even codified in many city planning requirements, including Bend's. When applied to large properties, this more often than not results in huge buildings with code prescribed jogs, bump-outs, and material or color changes that have little or nothing to do with the actual performance of the building. All of this is intended to make large buildings mimic smaller scale developments because people like them more.

Lastly, smaller parcels allow for slower change. Large projects, by their nature, result in shocking change which starts with the scale of their construction. A large number of Bend's residents are already suffering fatigue from change. Focusing on more large scale development will only exasperate this issue and make future growth more difficult. Spreading this out to multiple smaller lots makes the change more palatable.

As an architect, I understand well the infrastructure required by the building code and how that can make small scale projects more difficult. Stairways and elevators, and HVAC chases take a lot of space. These things take up a larger percentage of a small building and therefore make it more difficult and expensive. Perhaps more damaging though are the parking requirements imposed on any building in a dense area such as Bend's downtown and what's proposed for the BCD. Reducing or outright eliminating these parking requirements would help make smaller lots and projects more feasible.

To be clear, I totally understand that there are times where a large project/development is the best or only solution. My concern is over emphasizing large projects to positively transform an area and/or city. When looking at ways to help support urban growth in Bend, I'd hope that all project sizes are given consideration and support.

If you are interested, below are some articles from Strong Towns, an organization focused on increasing the resiliency and livability of towns, that discusses these ideas a bit further:

Small Parcels:

[https://www.strongtowns.org/journal/2019/2/14/savor-your-small-parcels-and-create-more-of-them?fbclid=IwAR362KvZnjUx-mlzeqjSZANEUgJJe0Fv05H\\_4Qz3Jq53R8dl3SPsnAsetTk](https://www.strongtowns.org/journal/2019/2/14/savor-your-small-parcels-and-create-more-of-them?fbclid=IwAR362KvZnjUx-mlzeqjSZANEUgJJe0Fv05H_4Qz3Jq53R8dl3SPsnAsetTk)

Small vs. Large Development:

<https://www.strongtowns.org/journal/2015/10/21/granularity>

Value per Acre:

<https://www.strongtowns.org/journal/2017/11/3/big-box-stores-are-costing-our-cities-far-more-than-we-ever-imagined>

<https://www.strongtowns.org/journal/2018/10/19/value-per-acre-analysis-a-how-to-for-beginners>

Incrementalism:

<https://www.strongtowns.org/journal/2018/12/12/what-does-incrementalism>

Eliminating Parking Minimums:

<https://www.strongtowns.org/journal/2019/1/30/one-line-of-your-zoning-code-can-make-a-world-of-difference>

I would be happy to discuss more if anyone on the URAB is interested.

Sincerely,

**Ryan Starr**

Principal Architect

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805.801.6840

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**From:** Jon Avella  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Division Street  
**Date:** Friday, May 03, 2019 1:58:36 PM

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To the Members of the Urban Renewal Advisory Board,

My name is Jon Avella and I am the General Manager with Boneyard Pub. We are hosting one of your pop up events here at the pub on 5/9. I wanted to reach out to the board on behalf of ourselves and our neighbors in regards to the major issues we are having with homeless drug addicts here on Division Street.

I recently spoke with our landscaper who said that he found needles and syringes in our parking lot and that this is a regular occurrence. I then went across the street and spoke with several businesses most of whom are afraid to be there after dark and sometimes even during the day. There is a camp set up along the train tracks behind these businesses where a group of drug addicts live. These people harass the employees and customers in the business park, they use their hose spigot to bathe, they leave trash and drug paraphernalia on their property and at times get into physical altercations with each other. This behavior happens both during the day and night. Several people over there admitted to getting their conceal and carry license because they feel so unsafe.

We all understand homelessness is a major problem all over this country but there is no reason business owners should feel unsafe in their place of business. I am not sure what the solution is but we here at Boneyard would love to be part of creating some. To start we as neighbors have pledged to communicate better with each other anytime there is an incident. We could use more street lights as well as a crosswalk or two to help increase the safety of everyone on Division Street. Attracting more businesses could help as well.

Boneyard chose Division Street for many reasons, one of which was we see potential here. We see a street that could be a thriving part of the fine City of Bend. We see a street close to the river and major highways that could support many great local businesses. We also see that there is a lot of work to be done before we get there. As tenants of this street it is on us to make this vision come to life and again I speak on behalf of not just Boneyard but everyone on this road when I say we all want to be part of the renewal of Division Street.

Attached are pictures I took of the camp along the train tracks.

Thank you for your time. Cheers!

--  
Jon Avella  
[jonavella@boneyardpub.com](mailto:jonavella@boneyardpub.com)  
301-213-9906

**From:** Ken Brinich  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My Priorities for the Bend Central District  
**Date:** Thursday, May 09, 2019 1:29:40 PM

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I would spend 35 percent on transportation, supporting pedestrian and nonmotorized private and motorized public transportation. I would spend 25 percent on parks and public spaces. I would spend 20 percent on each of 1)infrastructure and 2)public buildings and attractors.  
Thanks for letting me participate.  
Ken Brinich

**From:** Rachel Nelles  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My Priorities for the Bend Central District  
**Date:** Thursday, May 09, 2019 2:18:07 PM

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Transportation 10%

Affordable Housing 40%

Business and Infill Development 20%

Parks & Open Spaces 20%

Public Buildings and Attractors 10%

Signage, Wayfinding, Public Art 10%

Utilities and Infrastructure 10%

**From:** Bruce Sullivan  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My Priorities for the Bend Central District  
**Date:** Saturday, May 11, 2019 4:03:58 PM

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Hello,

It's a big step for Bend. I see these decisions as the first steps toward building a new heart of the city.

It's possible to get multiple uses from well-designed projects. For example, Bend needs a town square, a central gathering place for art, community events, and commerce. A new town square could be a transit and pedestrian hub with spokes radiating to the old downtown, the Third Street corridor, and east along Greenwood and Franklin. Located in the general vicinity of NE 1st and Hawthorne, a town square could anchor a pedestrian/bike overpass that spans the Parkway (and railroad tracks). It might also offer a transit route from Hawthorne Station to Downtown. A new Bend Town Square would tie together several categories, including transportation, business development, open spaces, and buildings/attractors. The Bend Town Square would anchor the central district, providing a seed for the next phase of Bend's transition to a vibrant city.

But that wasn't your question. Here is how I would prioritize the funds:

<b>Transportation:</b>	20
<b>Affordable Housing:</b>	20
<b>Business and Infill Development/Redevelopment Assistance:</b>	10
<b>Parks &amp; Open Space:</b>	30
<b>Public Buildings:</b>	10
<b>Signage, etc:</b>	5
<b>Utilities/Infrastructure:</b>	5
<b>Total</b>	100

And one more thing: a new location for Les Schwab's retail store is not consistent with a modern vision of the central district. A sprawling, single level facility fails to provide the density or support the character of a human-centered cultural zone.

All the best,  
Bruce Sullivan  
541-701-9883



**From:** Emily Gibson  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My Priorities for the Bend Central District  
**Date:** Sunday, May 12, 2019 1:38:46 PM

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Here is my response to : *Imagine you have \$100 of urban renewal revenue to spend on projects within the urban renewal boundary. Using increments of \$5, how would you spend it between the seven project categories? How does this fit with your vision for the Bend Central District?*

**\$40 Transportation** (streetscape improvements, bicycle & pedestrian connectivity, roadway capacity & safety, parking, transit, over- & under-crossings, etc.)

**\$5 Affordable Housing** (low interest loans for existing housing rehabilitation and partnerships to build new affordable housing)

**\$5 Business and Infill Development/Redevelopment Assistance**

**\$20 Parks & Open Space** (park improvements, walkways and plazas, pocket parks to support stormwater management, etc.)

**\$20 Public Buildings and Attractors** (New Library, New performing and/or visual arts venue, public transportation, community centers, etc.)

**\$5 Signage, Wayfinding, Public Art**

**\$5 Utilities & Infrastructure** (Sewer, Stormwater, Water, Private utilities)

This fits with my vision for the Bend Central District because the biggest priority for me is making it easier for people to move about this area, especially bicycles and walkers. The 3rd St. infrastructure is heavily automobile based, and as long as that continues, it will be very difficult to bring this area to life. The next priorities are making areas where people can be, without the expectation to spend money. Right now, commercial interests dominate the BCD, with few places to enjoy being with family and friends, meet folks, or socialize. The other project categories are all necessary, so they all receive some funding.

Thank you,

Emily Gibson

707-834-8165

1050 NE Butler Mkt. Rd, #21, Bend, OR 97701

[blueheronms@yahoo.com](mailto:blueheronms@yahoo.com)

**From:** David Anthes  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Spending priorities - BCD  
**Date:** Monday, May 13, 2019 8:41:54 AM

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Hi...if it was up to my uninformed self for allocating redevelopment funding, it would go something like this:

Transport - 40% ( I think this can't be over-emphasized. Ease of walking and cycling and less onerous car traffic does so much to improve a neighborhood. Look around to any redevelopment project around the world-emphasizing walking and bikes produces huge gains)

Infrastructure - 25% (strong bones for longevity)

Parks - 20% (Green spaces)

Public buildings - 10%

Signage/ public art - 5% (Art works, again proven worldwide)

Thanks for considering -

David Anthes  
Bend

**From:** Seth Anderson  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My Priorities for the Bend Central District  
**Date:** Monday, May 13, 2019 9:10:43 AM  
**Attachments:** [image001.png](#)

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**\$40 Transportation** (streetscape improvements, bicycle & pedestrian connectivity, roadway capacity & safety, parking, transit, over- & under-crossings, etc.)

**\$0 Affordable Housing** (low interest loans for existing housing rehabilitation and partnerships to build new affordable housing)

**\$25 Business and Infill Development/Redevelopment Assistance**

**\$0 Parks & Open Space** (park improvements, walkways and plazas, pocket parks to support stormwater management, etc.)

**\$10 Public Buildings and Attractors** (New Library, New performing and/or visual arts venue, public transportation, community centers, etc.)

**\$0 Signage, Wayfinding, Public Art**

**\$25 Utilities & Infrastructure** (Sewer, Stormwater, Water, Private utilities)

**Seth E. Anderson, AIA**

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## Katherine Montgomery

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**From:** Jim Duffy <jimd@tenoverstudio.com>  
**Sent:** Monday, May 13, 2019 2:56 PM  
**To:** Urban Renewal Advisory Board  
**Subject:** My Priorities for the Bend Central District

Transportation  
Public Buildings  
Utilities & Infrastructure  
Business and Infill Development/Redevelopment Assistance  
Affordable Housing  
Parks & Open Space  
Signage, Wayfinding, Public Art

**10** | **JIM DUFFY**  
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*Our Mission: To Leave The World Better Than We Found It.*

**From:** Jacob Onat  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** URAB Meeting Public Comment  
**Date:** Monday, May 13, 2019 4:21:54 PM

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I am a business/property owner on NE 1st St (1216 NE 1st, specifically) and would like to voice my opinion regarding some of the agenda items in the upcoming meeting. More specifically, the mention of better connections for for the East-West of town. That being said, I have mentioned my feelings in the past and truly feel like the North-South part of 1st St is being overlooked and neglected. We have so many walking pedestrians and bicyclists who use this street for connection(s). Being a vested owner in the area, I feel as if this part of the "Central District" has enormous potential not just for a modern/hip-cool/aesthetically pleasing mix-use of retail and residential, but also as somewhat of a boulevard that provides better greenways and landscaped environments for bicyclists and pedestrians, all while being a statement to Bend's "new" look.

Daily, we have people who use this route to commute but the non-existent sidewalks and poorly maintained streets (potholes are visible from aerial view) create a liability for the city and a hazard for users. I think the North-South part of 1st St should serve as somewhat of a "connection spine" with great lighting, clearly marked drive isles, sidewalks, and signage that tie into the future "creative" part of this town. The desolate looking industrial part of this town could be addressed initially with the long-overdue maintenance to the streets. Eventually, lighting and sidewalks could create an inviting environment, if carefully chosen as design elements as opposed to traditional galvanized steel poles with yellow light. Powder Coated black lights (cheap and design oriented)? Sidewalks with bright colored color ways? Etc.

Please address this concern at your meeting; this part of town is eventually going to be gentrified by private investment, and if we can do the legwork to get the place looking up to-date, or even safe to use at least, this will incentivize private development to come in and contribute. Nobody is going to want to come in and vest themselves in a project if it looks like the city itself doesn't care.

Respectfully,

-Jacob Onat  
Private Reserve Equity Partners  
(949) - 540 -8329