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Sent: Monday, May 20, 2019 12:24 PM
To: Damian Syrnyk <dsyrnyk@bendoregon.gov>
Subject: SEPAC Thoughts

Chair Smith

(Sorry - I cannot find an email link for the committee so I hope this is forwarded)

First of all, thanks to you and the other committee members for taking on the task of trying to make sense of all the issues involved in planning a new section of the city. While there may be some vested interests on the part of some members, the conversation at the last meeting was refreshing and encouraging in that the larger community benefits and impacts were extremely important in everyone's considerations. We all appreciate the time, effort and commitment that his project requires of this committee - it is not an easy task.

Damian has patiently received several exchanges with me about the city's new zones and their development code as well as about the SE "Elbow". I am certain he has offered to make available any of the correspondence he has received about the area SEPAC is considering. A couple of things surfaced or failed to surface at the last committee meeting that I wanted to mention:

Transportation and zoning:

- Kittleson et al may be correct in its assessment of total road capacity of Knott and 15th based on daily figures. What was missing in the discussion is the load variation relative to time of day. In the morning around the time school traffic is starting to be active, compacted eastbound traffic (a relatively steady stream of minimal spacing) eastbound traffic on Knott may extend from 15th almost to Tall Pine; the reverse is true in the afternoon. This is traffic destined for 15th northbound and eastbound Knott towards medical and office destinations particularly. This is the time that the new schools will be adding to the mix. Whether the "new" start times will abate this, I do not know. It is unlikely that any of the proposed panned major routes in the planning area will alleviate this pattern.
- Picture 3rd street. This is essentially "strip zoning" with no frontage road. Now picture this with 2 lanes, not 5. This is what seemed to be suggested along Knott with all adjacent parcels/establishments having direct access to the road. In addition to the "pause to turn" congestion, the 'right in - right out' concept intensifies the problem because there are no options to backtrack without again accessing Knott at roundabouts to make another approach with right hand turns to a destination. No frontage road also forces bicycle and pedestrian traffic back towards Knott to access sites along the road. Knott now is a peri-urban arterial. If one wishes to preserve that function, the current proposed road planning is lacking; adding lanes does not compensate for poor initial design.
- The opportunity for landowners to exchange ideas about topography, zoning and balancing economics is refreshing.

Dark Skies:

- One of the comments that people moving into my neighborhood just south of the “Elbow” make is they are astounded at being able to see the sky at night. Some I know have even bought telescopes. While the view north is distorted by city lights, the other directions are not. The nights are dark and quiet except for what the skies and wildlife offer. I hope it can be preserved. Here is a recent demonstration on NASA’s Astronomy Picture of the Day site of the impact of city lighting. <https://apod.nasa.gov/apod/ap190516.htm>
- While Bend has some lighting regulations, it does not always achieve its purpose. While it does require downlighting, it does not address light intensity or light “temperature”. Compare the light footprint and reflection of the Expressway at Reed Market and 15th to the LEED awarded Toyota dealership on S 3rd. The latter dramatically changed the night sky-glow, especially with moisture in the air over the city.
- Street and ODOT lighting have gradually made the transition from mercury based to sodium vapor lighting, both for energy conservation and for lessening glare and reflection. They essentially recognized the value of “warmer” (actually lower Kelvin temperature) lighting. New high intensity LED lighting, like the Toyota dealership, saves some energy but creates more reflected light. Though ophthalmologists have known for some time that the high intensity “plasma” or LED headlights create problems for oncoming drivers, others are beginning to realize that bluish (higher Kelvin temperature) lighting is not without its impact. <https://www.ktvz.com/health/french-health-officials-led-lights-damage-eyes-disturb-sleep/1078510361>
- Both the School District and Parks and Rec were very proactive in their recent plans for development along 15th in adopting “dark campuses” and low level lighting along trails. It is very considerate of existing and planned residential areas as well as exemplary for the rest of the area’s commercial development. Though its sports field lighting is reportedly high intensity LED, the spokesperson indicated its use would be limited in footprint and “timed”. I hope the committee would consider supporting a similar approaches throughout the area.

Hope the process proceeds easily for you and committee. Thanks for being the community’s oversight. If the rest of us should make an effort to have DSL pick up part of its original agreement regarding industrial sites, please let me know.

Kind regards