

209G Properties, LLC

209 NE Greenwood Ave, Suite 100

Bend, OR 97701

Dear City Council Members and Core Area Advisory Committee,

RE: 2nd Street Revitalization

I hope this letter finds you well. As a devoted resident, property owner, business owner and investor in the vibrant town of Bend, I am writing to express my deep concern regarding the potential setbacks that could jeopardize the progress we have finally achieved in the revitalization of NE 2nd Street.

The momentum we have witnessed in recent years, with increased investor interest and new businesses coming into the area, is a testament to the potential of the Bend Central District. However, I am troubled to learn about a special interest group seeking to introduce modifications and delays to the carefully crafted NE 2nd Street revitalization plan that many have worked hard to put in place and implement.

This project is not just a set of blueprints; it represents a lifeline for our City promising to address health and safety concerns that have plagued NE 2nd Street for far too long. Any delays to this plan would not only have a chilling effect on ongoing investments but also perpetuate the narrative that our city is not fully committed to the success of the Bend Central District or to the taxpayers who are willing to invest into making this area a vibrant part of our town.

I request you consider the broader implications of any postponements in adopting the current plan:

Chilling Effect on Investments: Ongoing and prospective investments along NE 2nd Street are at risk of stagnation. Investors, who have shown confidence in the district, may reconsider their commitments, leading to an economic downturn inside the district.

Health and Safety Issues: Delaying the revitalization plan will prolong the health and safety concerns that have plagued NE 2nd Street for the past three years, putting the well-being of our community at risk.

Community Perception: A delayed plan undermines the business and community goodwill that has been painstakingly fostered with the city. It sends a message that the city's commitment to the BCD is wavering, potentially discouraging future collaboration.

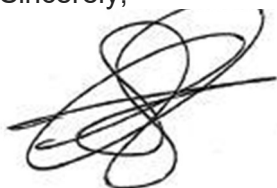
Impact on Other Developments: The delay could lead other development investors to second-guess their commitments, as the promised infrastructure may face uncertainty of what the city might change or modify that would have a financial consequence to the developers and investors who are willing to take the risk to revitalize this area.

Urgency of Finalization: It is crucial to recognize that perfecting every detail can be the enemy of the good. We have a solid plan in place, and further delays only serve to hinder progress without substantial benefits.

I understand the need for thorough deliberation, but I urge you to prioritize the greater good and expedite the approval of the NE 2nd Street revitalization plan. Our community's future is at stake, and we cannot afford to let this opportunity slip away.

I trust in your commitment to the betterment of Bend and look forward to witnessing the continued success of the Bend Central District.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Starling". The signature is stylized with overlapping loops and a long horizontal stroke at the end.

Chris Starling

President – 209G Properties, LLC



December 12, 2023

Dear Members of the Core Area Advisory Board,

I hope this letter finds you well during this Holiday Season. I am the Executive Director of the Cascade School of Music. Our school has been supporting our community for over 20 years and we currently serve over 550 students weekly. We are located on the corner of 3rd Street and Emerson, and we are a member of the Bend Central District Business Association.

As a business located in the Bend Central District, it has come to our attention that a delay to the revitalization of NE 2nd Street is being considered. While we certainly applaud the reasons for this possible delay, we are concerned that such a delay would prolong some of the issues we face daily as a school.

Recently, we considered moving our school to a safer location, but we have been encouraged by the revitalization efforts, so based on those anticipated improvements and timelines, we made the choice to remain in our currently location. However, if such a revitalization was indeed delayed by years, we would need to reassess our decision and leave the central location we and our families so greatly appreciate.

Our school also believes strongly in the artist and cultural opportunities that such a revitalized Central District would ultimately bring to our community.

We truly appreciate your consideration and respectfully request that the 2nd Street improvements not be delayed so a safer and more community supportive Bend Central District may be realized.

Sincerely,

Robert Lambeth
Executive Director



12/12/2023

Subject: Urgent Request for Immediate Attention to NE 2nd Street Infrastructure Project

Dear Members of the Core Area Advisory Board,
I hope this letter finds you well. My name is Tod, and I am the owner of the Campfire Hotel, situated along 3rd St and 2nd St. I am reaching out to you regarding the ongoing 2nd Street upgrade project, specifically about the potential delaying of the project.

I would like to bring to your attention the pressing need for immediate improvements in this area. Over the past five years, my team and I have tirelessly advocated for the city's investment in 2nd Street, an area that currently experiences elevated levels of crime and poses a threat to the safety and well-being of our employees, visitors, and hotel guests on a daily basis.

Delaying the much-needed improvements to 2nd Street not only risks stalling the project but also jeopardizes its realization altogether. This, in turn, would be a missed opportunity to enhance the Bend Central District, with 2nd Street being a crucial component of this revitalization effort. Our commitment to this cause is evident in the hundreds of hours we have dedicated to advocating for these improvements.

I respectfully urge the Core Area Advisory Board to prioritize the essential elements of the upgrade project, including sidewalks, lighting, hardscape, and landscaping. By addressing these foundational aspects now, we can lay the groundwork for a more comprehensive and collaborative approach in the subsequent phases.

I appreciate your attention to this matter and am hopeful that, together, we can expedite the improvements to 2nd Street, fostering a safer and more vibrant Bend Central District. Thank you for your time and consideration.

Sincerely,

Tod Breslau

Tod Breslau

Campfire Hotel



**BEND CENTRAL
DISTRICT**
BUSINESS ASSOCIATION

December 11th, 2023

Dear Members of the Core Area Advisory Board,

We trust this letter finds you well. We are writing on behalf of the Bend Central District Business Association (BCD BA) Board of Directors, representing over 100 businesses in the Bend Central District. Our mission is to foster the vitality of the BCD by concentrating on its livability, desirability, and economic vitality.

It has come to our attention that there may be a potential desire to postpone the scheduled infrastructure improvements for NE 2nd Street next year. The BCD BA has dedicated significant efforts to creating a vibrant atmosphere in and around NE 2nd Street, and we believe the revitalization of this area is crucial to our ongoing endeavors.

Delaying the revitalization of 2nd Street would not only have a chilling effect on the emerging cultural hub of the BCD but also impact the confidence of businesses and developers in the city's commitment to the district. We have worked diligently to build goodwill between the business community and the City, and any deviation from the committed project timeline will erode the trust we have carefully cultivated.

The BCD BA is concerned that such delays could disrupt the momentum the community has built in revitalizing the Bend Central District. This project is not just about physical infrastructure; it is about sustaining the positive trajectory and attracting further investment into our community.

In conclusion, we respectfully urge the Core Area Advisory Board to uphold the commitment to the scheduled revitalization of NE 2nd Street. This project is essential for the continued success of the Bend Central District and the trust of the businesses and developers who contribute to its growth. Thank you for your attention to this matter. We look forward to your continued support in fostering the prosperity and vitality of the Bend Central District.

Sincerely,

Bend Central District Business Association Board of Directors



16 NW Kansas Ave, Bend, OR
www.bendbikes.org
info@bendbikes.org

December 10, 2023

Core Area Advisory Board
710 NW Wall St
Bend, OR 97703

RE: NW 2nd Street Design

Dear Core Area Advisory Board Members,

We all want the Core Area to be a walkable, bikeable, mixed use community—a place that is welcoming to people and people-oriented, a place where cars don't dominate but are welcome when necessary. To create this place requires imagination. It also requires planning, not the formal planning required for new private developments, but we must think through what we want before building the streets that will act as the framework for this new, special place. Two components of planning are needed now, before 2nd Street is rebuilt: a circulation plan and the street design for 2nd Street. The circulation plan is needed to:

- 1) Plan how people on foot, on bike, and in cars will get into and out of the area.
- 2) Plan how vehicle traffic will move through the area so that people can get where they need to go but protect the walkable, bikeable, mixed use character of the area.
- 3) Plan how streets in the area interface with the Greenwood and Franklin corridor projects.
- 4) Plan how to enhance the value of the Hawthorne Overpass to the community by:
 - a) Making the eastern entrance to the overpass a space that protects people using it and acts as a community center to the area, and
 - b) Designing Hawthorne Avenue between the overpass and 3rd St to be safely and comfortably used by people walking and rolling.

Without a circulation plan, we could end up with a standard car dominated area that doesn't meet our goals.

After the circulation plan is developed, 2nd Street should be designed to enhance the walkable, bikeable, mixed use character of the area. The proposed design of 2nd Street falls short in several ways:

- 1) It is a through street with no consideration for how the street interfaces with the arterial streets, Franklin and Greenwood, at the south and north sides of the area.
- 2) It makes no consideration for the very important eastern entrance to the Hawthorne Overpass.
- 3) It is a wide street with 11 foot vehicle lanes which will encourage higher vehicle speeds than appropriate for a walkable, bikeable, mixed use community.
- 4) It plans for parking on both sides of the street. Current use patterns don't require that much parking and the use patterns envisioned for the area shouldn't require that much on-street parking. Using 14 feet, almost a quarter, of the 60 foot right-of-way for parking severely restricts the space available for more productive activities along the street (e.g. pocket parks, street trees, seating areas).
- 5) The planned planting strip is not adequate for landscaped areas. It will be effectively 3½ feet wide. More greenery including street trees are necessary to make this a liveable street. Clearly a different solution is required in our constrained right-of-way.

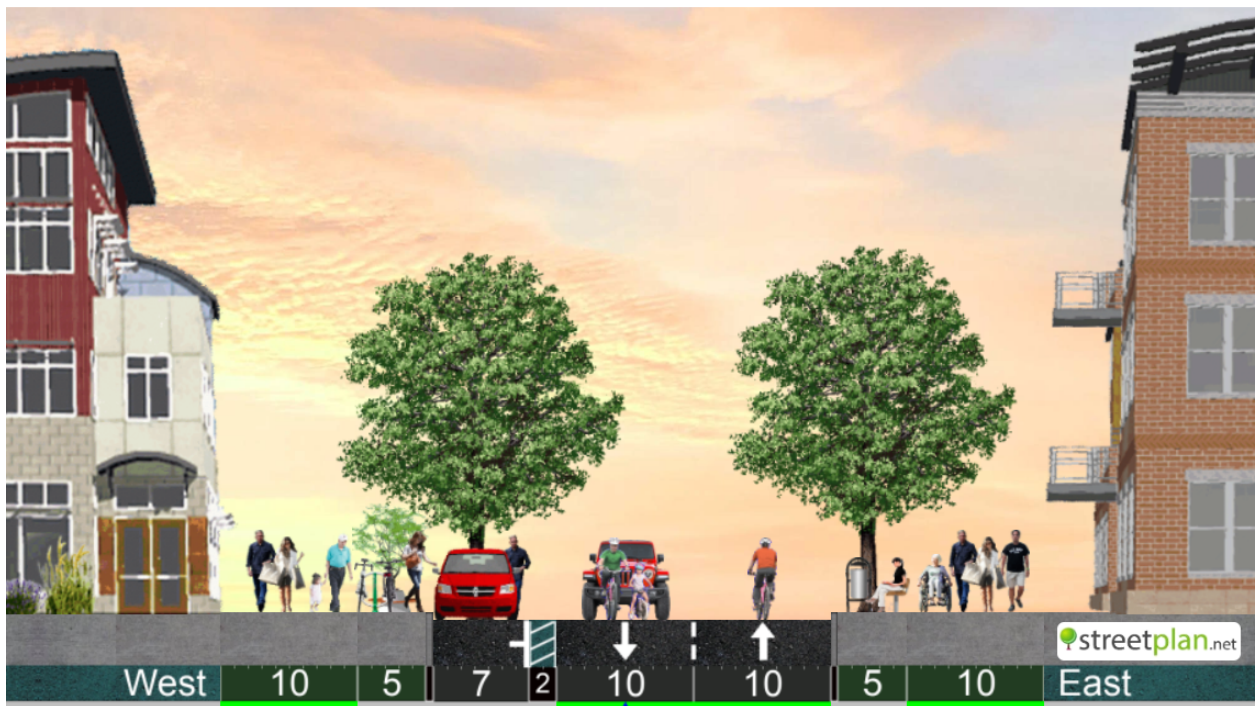
While designing 2nd Street, we do not have to start from scratch. Many communities have developed areas like this and we can learn from their experience. The National Association of City Traffic Officials (NACTO) focuses on street transportation design in urban areas, focusing on safety and enhancing livability in urban areas. Their [Commercial Shared Street](#) design recommendations align perfectly with the Core Area goal of a walkable, driveable, mixed use community. Our recommendations are to:

- 1) Build a pedestrian plaza from the entrance of the Hawthorne Overpass along Hawthorne Ave to 3rd Street and along 2nd Street for about ½ block on either side of Hawthorne Ave. Having a through street cross the entrance of the overpass will dramatically lower the value of this eagerly anticipated, \$30 million overpass.
- 2) Narrow the vehicle lanes to 10 feet. This is the [lane width recommended by NACTO](#) for all urban streets.
- 3) Remove the parking from one side of the street and alternate the parking from side to side to create [chicanes](#) to slow traffic and make the street more visually interesting.
- 4) Build areas for street trees and other vegetation between the ends of the parking lanes and the chicanes.
- 5) Use the extra width from the narrower traffic lanes and parking on only one side of the street to widen the sidewalks and provide space for the high-ladder fire trucks needed for the higher buildings we expect in the Core Area.
- 6) Install raised crosswalks at all intersections to keep traffic slow and protect people in the street.
- 7) Install modal filters at intersections to keep the street from being used as a through street.

- 8) Use pavement materials and textures to help keep vehicle traffic slow and to provide visual reminders to drivers that the street is shared with users outside of cars.
- 9) Explore the use of permeable materials for the parking areas to help reduce runoff into the Franklin Ave overpass.

If 2nd Street is not designed with most of these characteristics to keep traffic at no more than 15-20 mph, a bike lane separated from vehicle traffic will be needed to keep people of all ages and abilities safe and comfortable while riding through this area.

This cross-section diagram shows how this street could look from the perspective of someone on the street. The chicanes would cause the parking area to be on one side of the street sometimes and the other side other times. The modal filters and the raised crosswalks cannot be shown in this illustration. The 15 feet of sidewalk on each side can be used for a variety of features: street lights, plants, trash cans, benches, bike racks and that mix of features can change along the street. The 22 feet of vehicle lane and buffer matches the cross section that the city is currently working with.



Alternating the parking from one side of the street to the other results in a chicane, requiring traffic to turn and keeping it slow. This diagram shows how this could look:



Here are two examples of commercial shared streets:





We think 2nd Street should be built right away to show developers that Bend is serious about making the Core Area a reality. However, we think that 2nd Street, the first major infrastructure moving the Core Area forward, can be built to better meet the needs and vision for the Core Area of a walkable, bikeable, mixed use neighborhood. We believe these proposed improvements will demonstrate to developers that this is a special place, that it is going to happen soon, and that they need to be a part of it. **CAAB allocated \$2.5 million for 2nd Street between Greenwood and Franklin Avenues. Do we really want to spend that much money to add two feet of sidewalk to the existing street?**

Warm regards,

Bend Bikes Board
info@bendbikes.org

Design Considerations for NE 2nd St.

(Greenwood to Franklin)

By James Teeter
11/01/2023

Existing 2nd St.

- 30ft curb-to-curb

Desired 2nd St.

- Mixed-use with **vibrant community** and **economic productivity** at street elevation & **residential density** above



Second Street Anticipated Revisions



The curb moves 3 ft. out each side

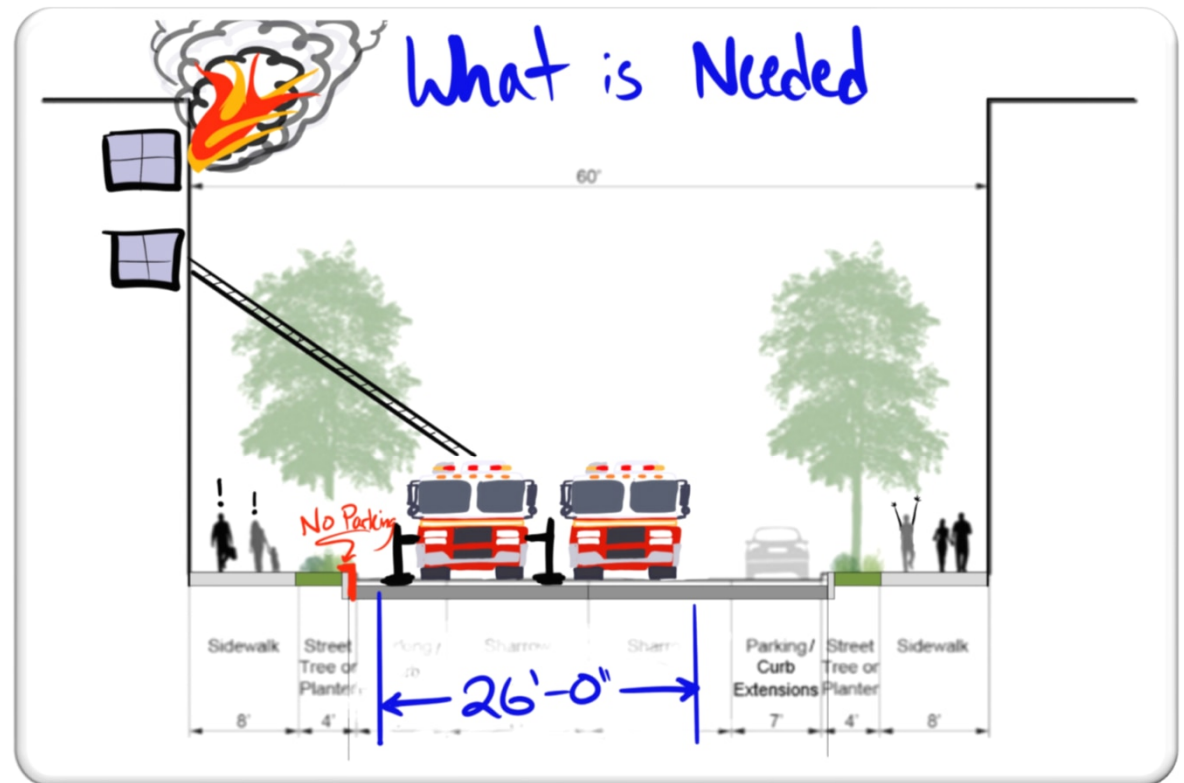
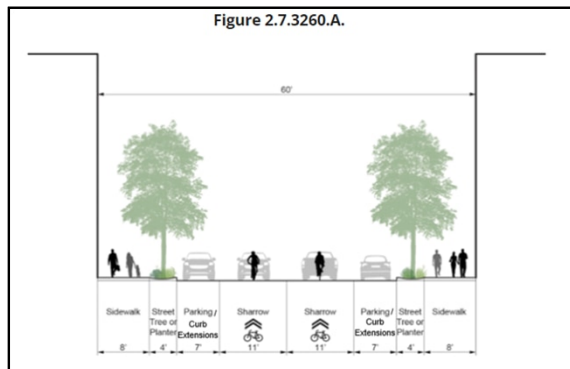
Why? Upzoning.

- Is this economically productive?
- Does this create street life?
- Does this entice dense residential development?

Taller Buildings Need Aerial Firefighting Access

The Street Section per BDC §2.7.3260:

- 11 ft wide lanes gives wiggle room to trucks
- 7 ft wide parking
- When a tall building goes up, 26 ft is needed for fire truck aerial access
 - $7+11+11 = 29$ ft (>26ft OK!!)
 - Tradition: paint the curb red. Easy.



Issues with the status quo

- Car-centric communities
 - Require developers to build **expensive** on-site parking (detracting from dwelling space, increasing costs)
 - Induces demand on cities to provide cheap parking (detracting from public space, devaluing the curb)

The conundrum

- How else will people and goods be moved year-round?

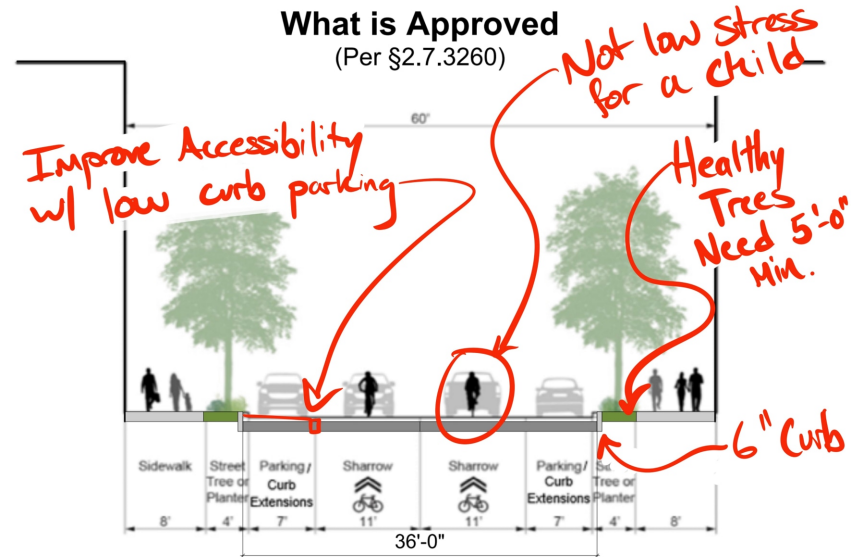
2nd Street Conceptual Rendering



Rendering by City of Bend

OF BEND

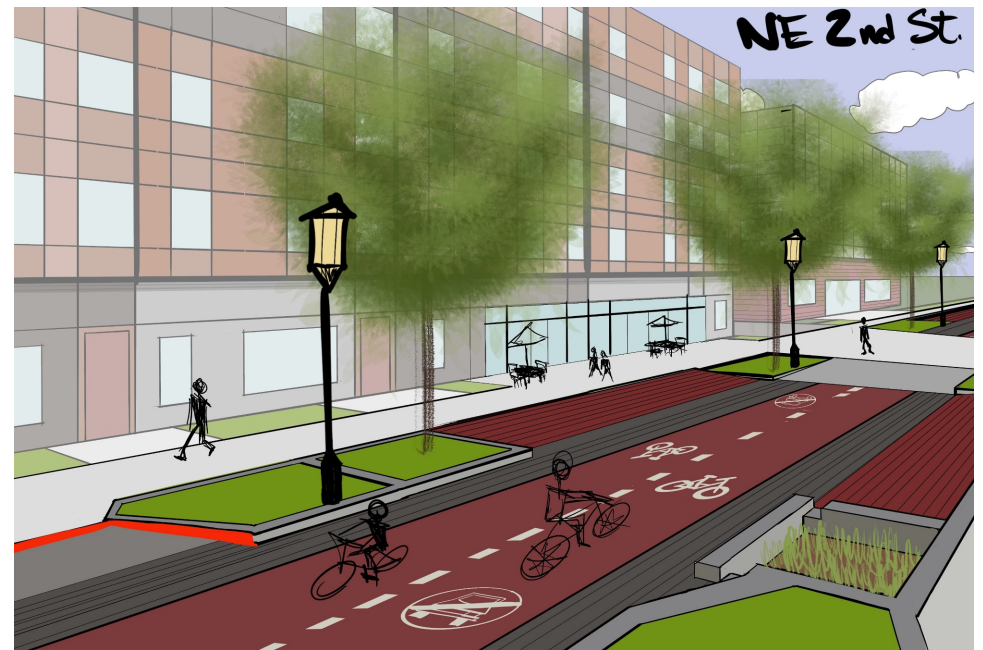
*Reference Core Area Report (Action plan for Core Area)



Protecting People *Year-Round* Allows People to Move *Year-Round*



Conforms to BDC §2.7.3260.A

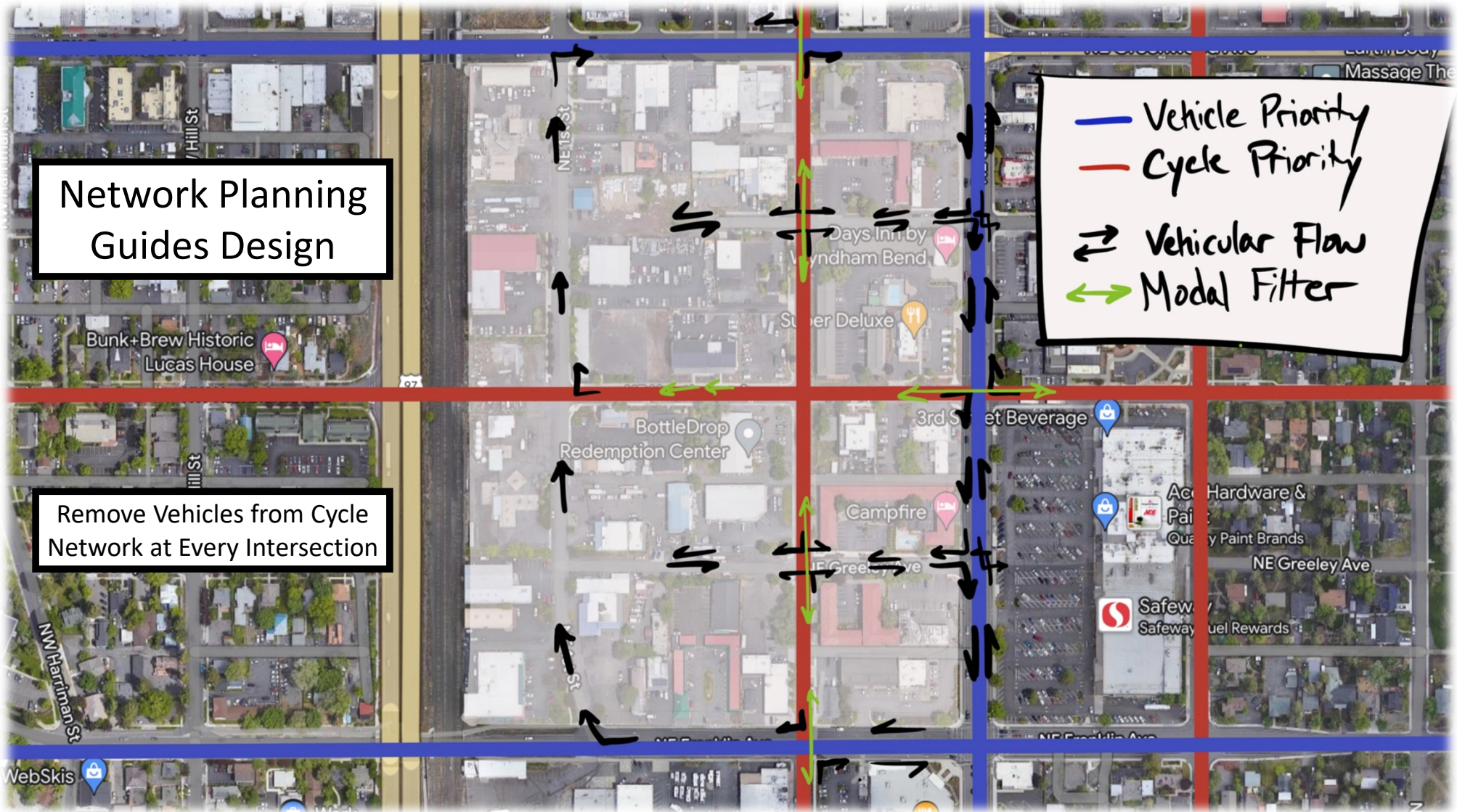


Conforms to BDC §2.7.3260.A

Network Planning Guides Design

Remove Vehicles from Cycle Network at Every Intersection

- Vehicle Priority
- Cycle Priority
- ↔ Vehicular Flow
- ↔ Modal Filter



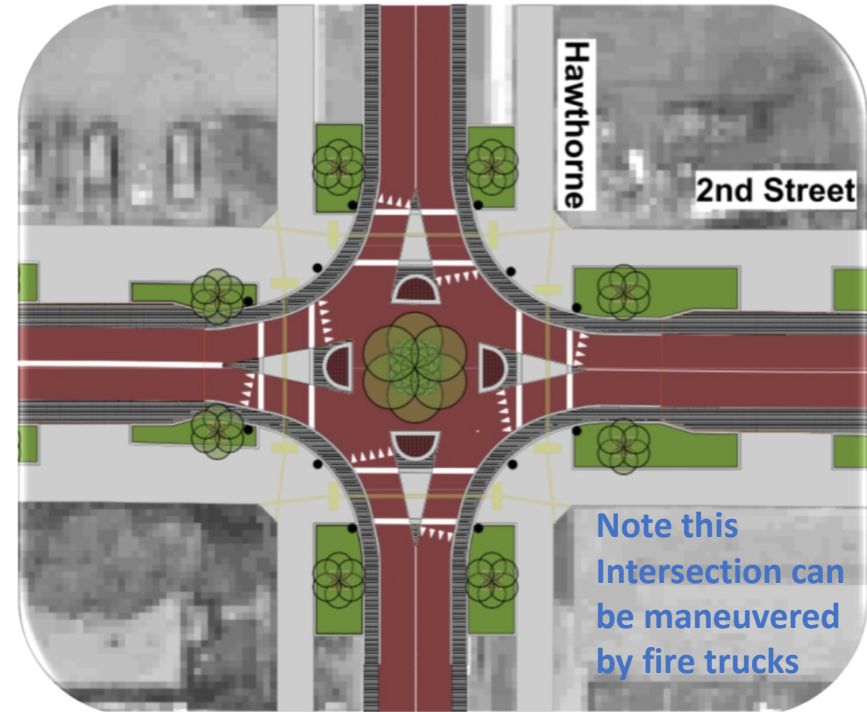
A climate-friendly and equitable community is on its way

Build *some* streets for people (not cars)
so developers may build units for people (not cars)

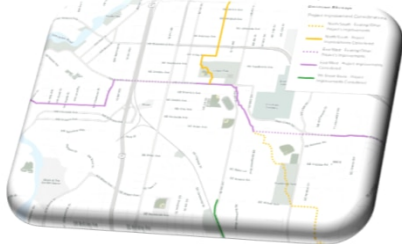
Low Stress Network



BPRD Trail Planning



Crosstown Bikeways



Key Routes



Envision Bend

Citywide Bikeways & Pathways Network
Building upon the City of Bend's Crosstown Bikeways plan to develop key east-west/north-south bike routes, invest in, expand and promote a citywide interconnected network of urban bikeways and pedestrian pathways — dedicated, low-stress corridors that are physically separated from vehicular traffic, providing active transportation and recreational access for pedestrians, bicyclists and wheelchairs to neighborhoods, schools, business and service centers, mobility hubs, parks and closer-to-home recreational opportunities. Link this network to the proposed countywide interconnected trail system.

Drake to Juniper



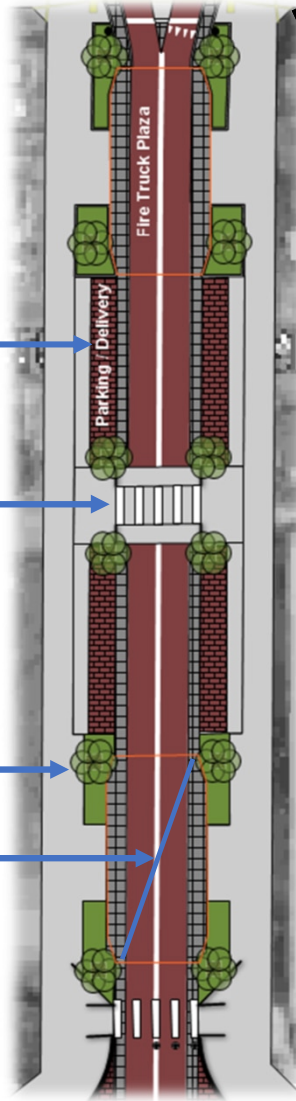
Proposed 2nd Street Design

Raised Parking Ea. Side of Street w/
Material Difference & Low Curbs

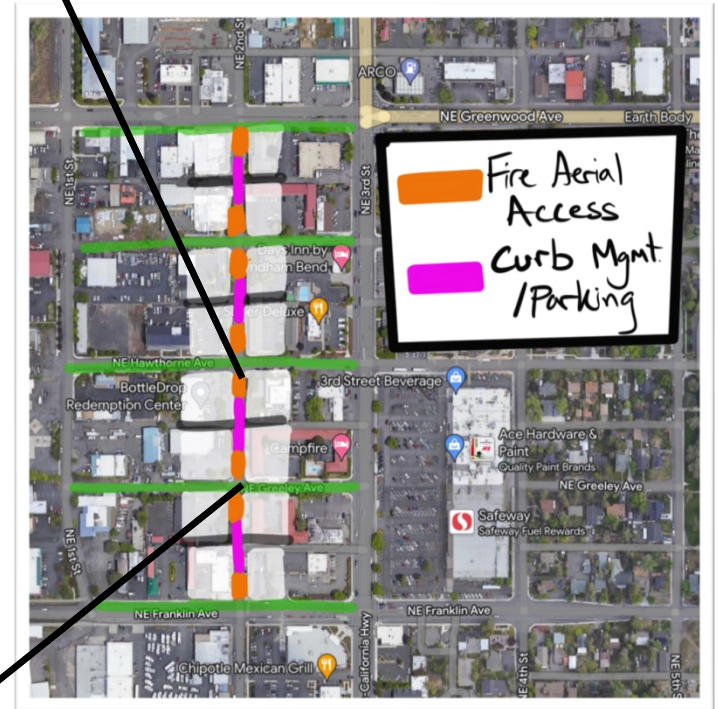
Raised Crossings at Alleys

Replace Parking for Ample Tree Space

“Fire Truck Plazas” for Aerial Access
(26'x40' uninterrupted space)
Bring BPRD to the design table

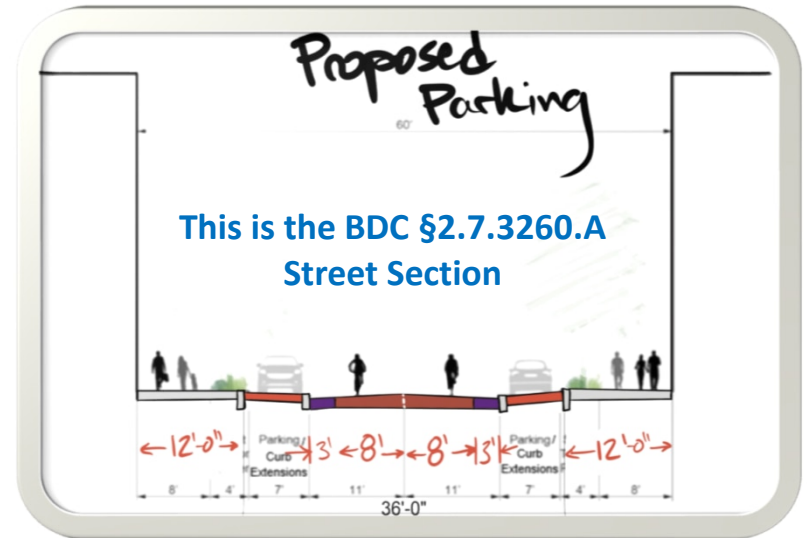
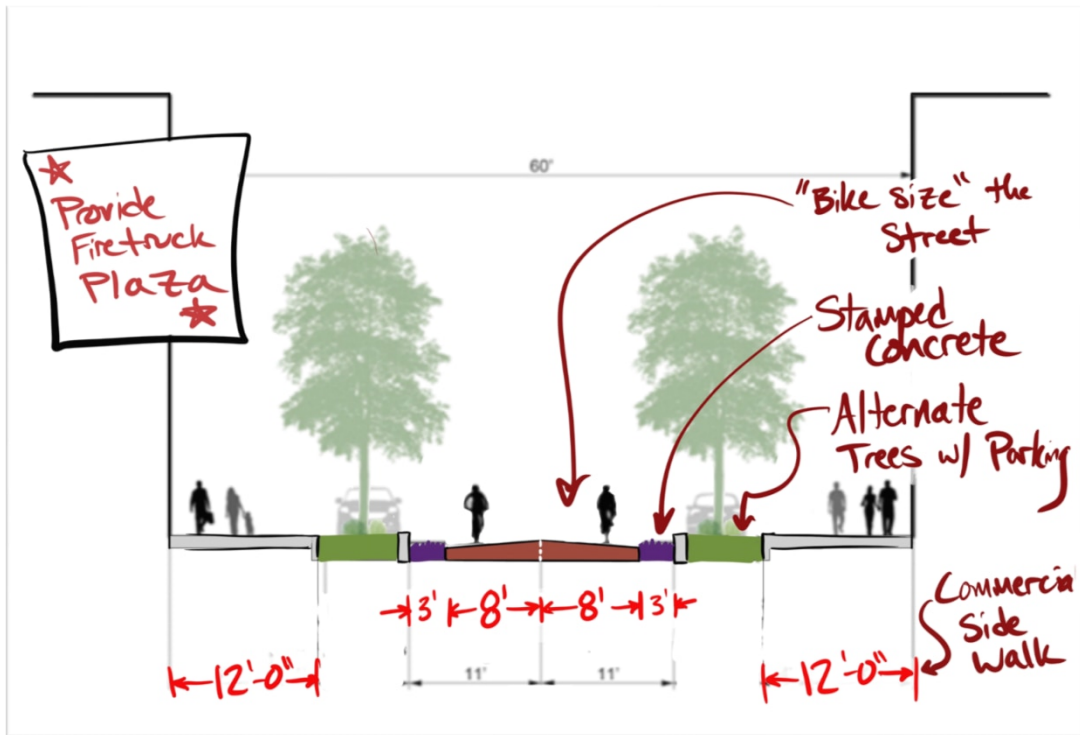


- **Red asphalt** tells drivers they're guests
- **Permeable Parking** lessens the watershed load on Franklin underpass, provides urban environment
- **Raised Parking** reduces street width optics
- **Minimal curb** reveal enables accessibility throughout

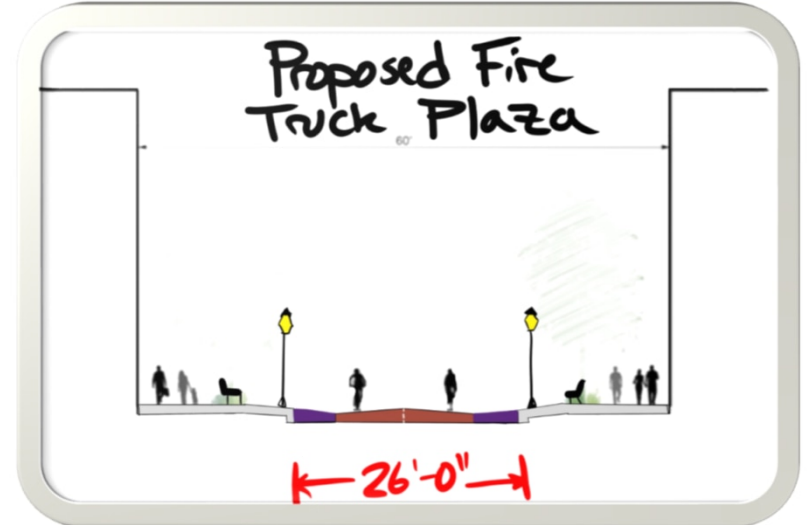


Bike-Sized

Make the 11 ft. wide drive aisle look like 8 ft.



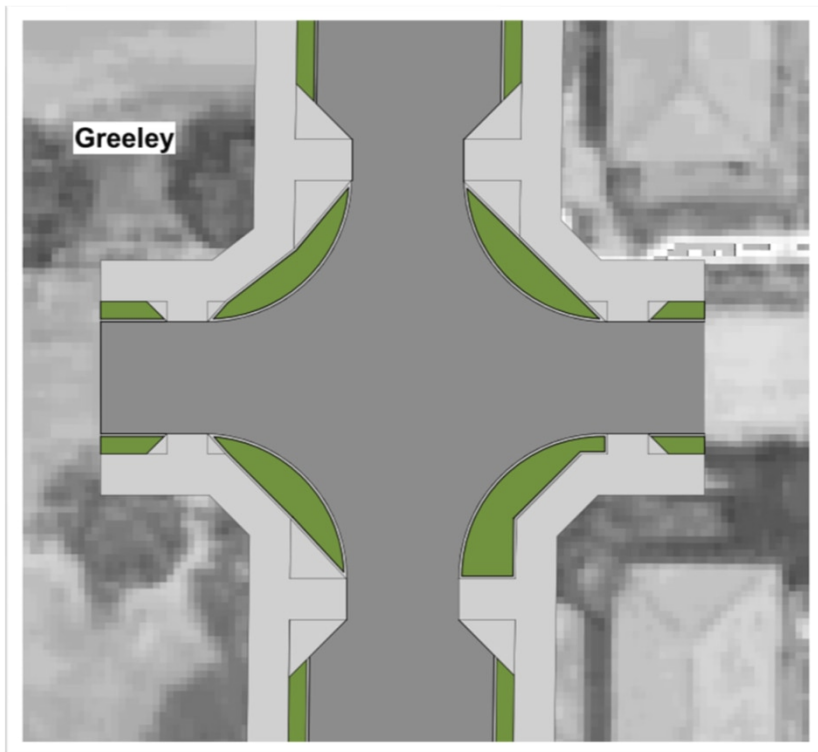
This is the BDC §2.7.3260.A Street Section



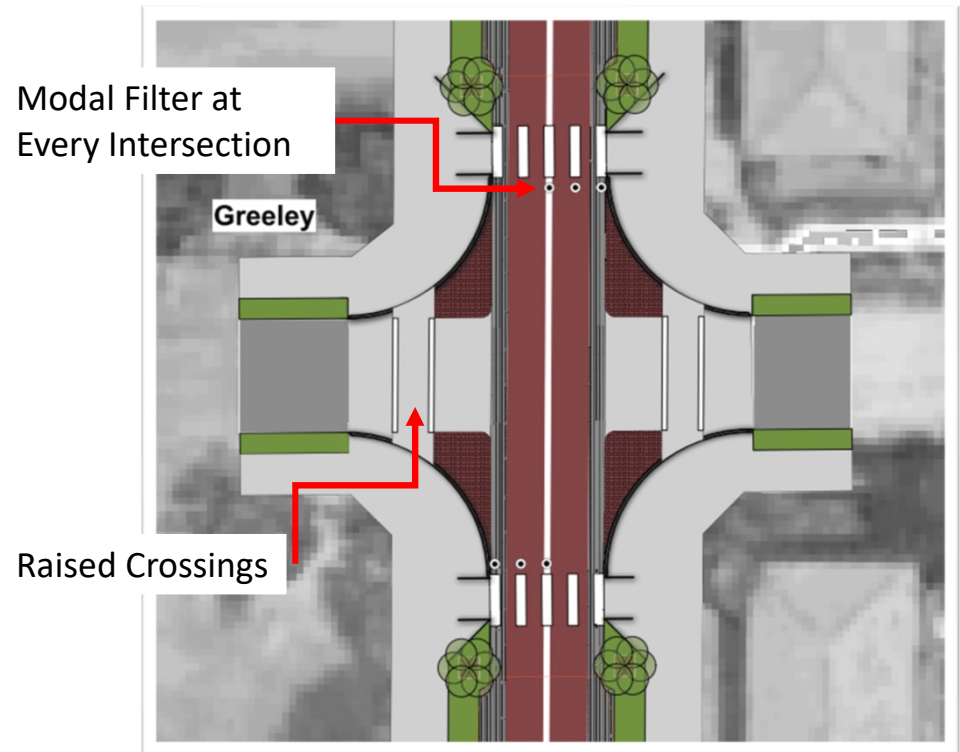
← 26'-0" →

Greeley / Irving

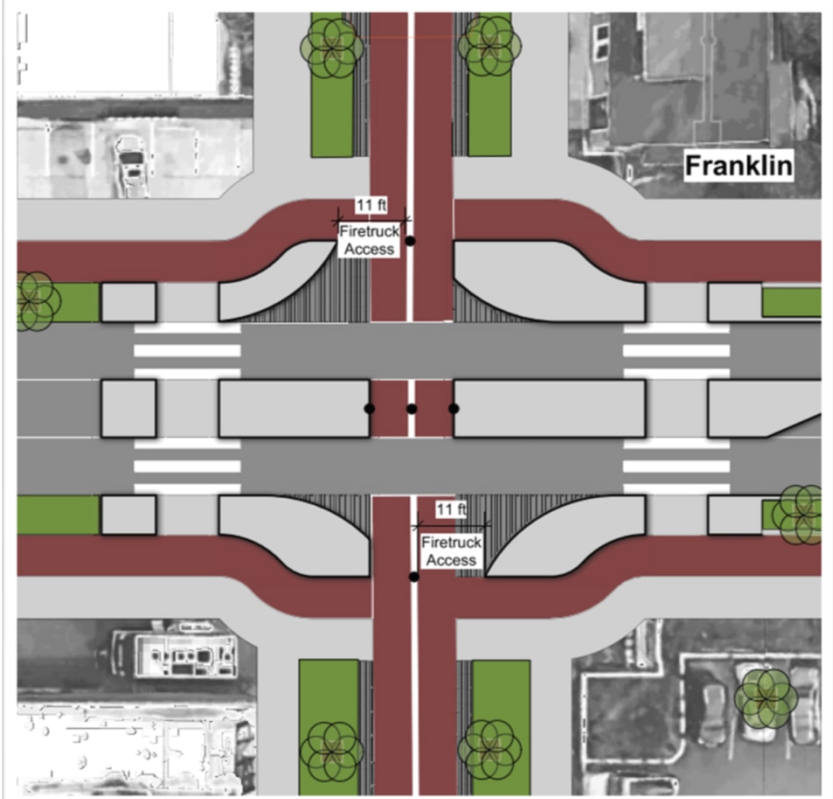
Typical Curb Extensions



Prioritized Cycle Path w/ Modal Filtering



Franklin / Greenwood



Creating a livable area is well within our ability

