



## **BEND CAP PART 2**

Project Advisory Committee Meeting #1  
Council Chambers of City Hall,  
710 NW Wall St, Bend Oregon  
Tuesday, January 9, 2007 – 11:00 a.m. to 1:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the PAC:*

Agenda  
Project Overview  
Proposed project calendar / schedule  
Scope overview  
Committee guidelines and suggested protocols  
Initial issues identified through stakeholder interviews

#### 1. Introductions

David Siegel of Parametrix, and Brian Shetterly of the City of Bend, welcomed the Project Advisory Committee (PAC) to its first meeting. Dave noted that attendance was very good and added that there may be public participants in attendance. Dave introduced himself as the consultant project manager and Brian introduced himself as the City's project manager. Dave asked each of the attendees to introduce themselves by stating their names, whether they were a PAC member or a public attendee, and their affiliation or interest in the meeting. A PAC roster was also passed around the room and those in attendance were asked to sign-in next to their name.

#### 2. Project purpose and overview

Dave gave a brief overview of the history of Bend CAP Part 1, and the focus of Bend CAP 2. Dave reviewed the Vision and Framework developed during CAP Part 1. A summary of the project scope was passed out and Dave described the tasks the project team would be undertaking.



### 3. Proposed project schedule

Shelley Holly of Parametrix passed out a project calendar and reviewed the overall process and timeframe of the project and noted deliverables and dates for public meetings. Dave Siegel reviewed the calendar of PAC meetings. David Knitowski noted that the PAC meetings would generally be held from 11:00 a.m. to 1:00 p.m. in the Council Chambers, with the exception of the next meeting on January 24<sup>th</sup>, which would be held from 10:00 a.m. till noon due to availability of the room.

### 4. Project Advisory Committee meeting protocols

Dave Siegel handed out a sheet of committee protocols and described the basic format of future meetings. Dave indicated that as facilitator, he would work to keep the group on target and schedule and this may mean wrapping up discussions or determining that some topics are outside of the meeting purpose and should be tabled until a later time. Dave indicated that questions and comments from public attendees would be entertained at the end of the meeting. He concluded by reminding everyone that respectful treatment of the views expressed by other PAC members or the public is important.

### 5. Expectations, tasks and responsibilities

David Siegel reviewed the expectations, tasks and responsibilities of the PAC, and described its participants as representatives from a wide variety of public, community, technical and business interests. Dave indicated the PAC would be expected to review meeting materials provided in advance of each meeting and actively participate in meeting discussions. He also indicated the importance of acknowledging any potential conflicts of interest that may be associated with individual statements, opinions or recommendations.

Dave indicated the primary responsibilities of the PAC are:

- Advising City and ODOT staff and the consultant team as the Central Area Plan Part II proceeds
- Providing two-way communication to groups and constituencies that CAP-PAC members represent
- Participating in public events related to the Central Area Plan, for example, attendance at public workshops and open houses

Jeff Datwyler of the City of Bend described the Central Area Plan Committee (CAPC) and indicated some of the members of the PAC and CAPC may be on both committees. He described the CAPC as a smaller group appointed by the City Council that would look at comprehensive central area issues extending beyond the focus of the Central Area Plan, Part 2, and advise the Council in ongoing matters concerning the Central Area. There were several questions about the difference in the two committees and how their membership was



created. Brian Shetterly and John Russell of the City of Bend offered additional information about the differences of each group and the history behind the CAPC.

#### 6. Initial feedback from stakeholder interviews

Dave and Shelley handed out a sheet highlighting the issues and comments provided by the ongoing stakeholder interviews. Dave indicated over half of the interviews had been completed and described the process for conducting the interviews and summarized the types of stakeholders that were interviewed. Dave reviewed each of the question areas and main points collected from the interviews. Dave then asked if there were any other comments the PAC members would like to add. Shelley recorded bulleted points of PAC comments during this session. These points are included at the end of this summary.

#### 7. Agenda items for next meeting

Dave Siegel indicated agenda items for the next meeting (January 24<sup>th</sup>) would include a review of information gathered from the 1<sup>st</sup> Public Workshop on January 23<sup>rd</sup> as well as a review of draft Tech Memos #1 and #2 which would discuss the urban design framework refinement and existing conditions.

#### ***PAC Attendance:***

Nick Arnis  
Brian Shetterly  
David Knitowski  
John Russell  
Jeff Datwyler  
Pat Klierer  
Bruce Ronning  
Steve Jorgensen (signed in with Bruce Ronning but wasn't on list yet)  
Mark DeVoney  
David Boyd  
Joel McCarroll  
Tyler Deke  
James Lewis  
Mary Louise Vidas  
Jeff Eager  
Kathy DeGree  
Jean Wood  
Doug Knight  
Kathleen Combs  
Robin Voba (signed in with Kathleen Combs of the ODNA)



Pam Hardy (signed in for Riverwest)  
Joseph Katroschik (signed in for Riverwest)  
Tracy Young (signed in for Linda Crossman)

## **Additional PAC Comments to Stakeholder Interview Questions**

### **Third Street Area**

- Planning should consider an aging population and future energy conservation.
- There should be landscape guidelines for meaningful streetscapes and that consider irrigation.
- Planning efforts should balance the goals of the state highway with community goals
- If the RR stays, the community should look at the need for a local Amtrak station
- State highway will inhibit redevelopment in the short term
- It is important to protect accessibility and U-turn factor
- There is a lot of common ground between state and local goals, i.e., STAs, UBAs, etc.
- Beautify the RR tracks – like Billings, MT
- There should be incentives or tools for developers or property owners
- The City should relax SDCs to create incentives
- Can you expand existing URA? (not likely according to John Russell)
- The City should look at TIFs (Tax Increment Financing)
- Will this project look at financing as part of implementation (Dave Siegel responded that it will)
- Bicycle access is very important
- Look at setback, scale, and design guidelines

### **Residential Neighborhood to the South**

- This area is underserved in the way of neighborhood parks and playgrounds
- Way finding, signage, and paths would strengthen current downtown connections with the Old Mill District
- Explore strengthening the Bond/Wall couplet through the neighborhood that connects downtown with the Old Mill District
- Fixed route transit (rail) from downtown to the Old Mill should be explored
- Management and transition of land uses and traffic is important
- Preservation is important. Don't become like east of downtown
- Points of interest along pedestrian paths should be encouraged through design and allowed uses in the development code.



### **Residential Neighborhood to the North**

- A special purpose district like the Pearl in Portland might be appropriate for parts of this area
- Bend still needs light industrial areas – can't gentrify all of Bend
- Pedestrian connections from this area to the Historic Downtown Core should have a high priority
- An extension of the River trail should be completed in this area
- A Division Street redress to give it a higher place in the City's transportation hierarchy would better reflect its use
- Neighborhood park amenities are needed in this and other areas surrounding downtown



## **BEND CAP PART 2**

Project Advisory Committee Meeting #2  
Council Chambers of City Hall,  
710 NW Wall St, Bend Oregon  
Wednesday, January 24, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the PAC:*

#### Agenda

Draft Technical Memorandum #1: Urban Design Framework

Draft Technical Memorandum #2: Existing Conditions

#### 1. Introductions

David Siegel of Parametrix and Brian Shetterly of the City of Bend welcomed the Project Advisory Committee (PAC) to its second meeting. Dave asked each of the attendees to introduce themselves by stating their names, whether they were a PAC member or a public attendee, and their affiliation or interest in the meeting. A PAC roster was also passed around the room and those in attendance were asked to sign-in next to their name. Dave went over the role of the CAP-PAC, asking for questions if clarification was needed.

#### 2. Review of Public Workshop #1

The City and the consultant team held a public Open House for Central Area Plan Part 2 on January 23, 2007, from 5:30 – 8:00 PM at the Phoenix Inn Suites in Bend. The purpose of the Open House was to:

- Inform interested members of the public about the planning project and objectives,
- Review the vision for the Central Area developed during Central Area Plan Part 1,
- Gather public input on “great ideas” for Central Area components: Third Street, Neighborhoods north and south of Downtown, and the overall Central Area, and
- Achieve consensus on direction for planning

The Open House included opening remarks and a welcome by Mayor Abernethy followed by a presentation by David Siegel. The opening presentation provided an overview of the Bend



Central Area Plan Part 1 and the preliminary project team work on Part 2. After the presentation, the attendees split between three workshop stations, each focusing on a different technical area – Community Development and Urban Form, Access and Mobility, and Land Use and Development. The stations were designed to collect public input on the “great ideas” components for each technical area.

Although there was substantial input obtained from those attending, several themes emerged from the workshop:

- The City should use incentives to encourage certain types of development, such as transit-oriented development, high-density, and mixed use.
- Green streets and landscaping are needed throughout the Central Area.
- Pedestrian and bicycle facilities should be improved.
- Connectivity within Central Area components and throughout the Central Area should be improved.
- The City should minimize the Parkway and Railroad as barriers to redevelopment.

### 3. Overview of Draft Technical Memorandum #1: Urban Design Framework

Consultant team members Don Stastny and Leslie Hara Shick provided an overview of the Urban Design Framework memo, paying particular attention to the urban design principles that would be forming the foundation for that aspect of the Central Area Plan. Questions were solicited and responded to. The CAP-PAC was asked to review the memorandum at their earliest opportunity and to send comments to David Knitowski, Senior Long-Range Planner.

### 4. Overview of Draft Technical Memorandum #2: Existing Conditions

Consultant team member Anne Sylvester provided an overview of the Existing Conditions memo, paying particular attention to the transportation system network that would be informing and supporting the Central Area Plan. Questions were solicited and responded to. The CAP-PAC was asked to review the memorandum at their earliest opportunity and to send comments to David Knitowski, Senior Long-Range Planner.

### 5. Agenda items for next meeting

Dave Siegel indicated agenda items for the next meeting (February 23rd) would include an update on the first two technical memoranda, a presentation of Draft Technical Memorandum



#3, Large Scale Development Opportunities, and a status report on the evolution and current status of the Framework Plan.

***Attendance:***

Brian Shetterly  
David Knitowski  
Jeff Datwyler  
Pat Kliewer  
Shannon Levine  
Mike Miller  
Ron Kidder  
Terry Scott  
Pat Kesgard  
Jack Holt  
Bruce Ronning  
Steve Jorgensen  
Mark DeVoney  
David Boyd  
Joel McCarroll  
Tyler Deke  
James Lewis  
Mary Louise Vidas  
Jeff Eager  
Kathy DeGree  
Jean Wood  
Doug Knight  
Kathleen Combs  
Pam Hardy

***Consultant Team Attendance:***

David Siegel, Parametrix  
Anne Sylvester, Parametrix  
Don Stastny, StastnyBrunArchitects  
Leslie Hara Shick, HSR Architecture



## **BEND CAP PART 2**

Project Advisory Committee Meeting #3  
Deschutes County Building – Allen Room  
1300 NW Wall St, Bend Oregon  
Friday, February 23, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the PAC:*

Agenda

Draft Technical Memorandum #3: Redevelopment Analysis

#### 1. Introductions

Dave Siegel of Parametrix welcomed the Project Advisory Committee (PAC) to its third meeting. A PAC roster was passed around the room and those in attendance were asked to sign-in next to their name.

#### 2. Review of Draft Technical Memos #1 and #2

Dave Siegel asked if the PAC team had additional comments on the Urban Design Framework Memo or the Transportation and Infrastructure Existing Conditions Memo that had been distributed at the last meeting. A PAC team member noted that a correction should be made to Memo #2 on page 15: BNSF rail is not grade-separated at Olney Avenue. Another PAC team member asked for a summary of comments from the previous PAC meeting. Dave indicated that we were completing the meeting summary and hoped to have it to the City soon so they could distribute it. It was noted that receiving summary notes prior to the next meeting would be helpful.

#### 3. Tech Memo #3: Redevelopment Analysis

Chris Zahas reviewed the criteria for the large scale development analysis. He indicated redevelopment potential for the northern and southern central neighborhood is very limited as they are primarily built out with residential development; however, each area contained one large vacant lot.



Chris noted that the Bulletin site is owned by the City and could be an opportunity site. He indicated preliminary analysis indicated most of the redevelopment opportunities are along Third Street and that this corresponds with the Central Area Plan Vision.

#### 4. Design Principle Workshop

Don Stastny guided the PAC team through design principles for the Central Area that were developed following the January Public Workshop and the first and second PAC meetings. It was suggested that special character places within the area be mapped and preserved to the extent possible. After reviewing the principles, Don provided examples of where within the Central Area these principles could be applied and sought input from the PAC team. The PAC team participated in a discussion about the design principles and comments were recorded (see PAC Comments section).

#### 5. Wrap up and Next Steps

Dave Siegel thanked the PAC team for their involvement and invited them to direct further comments to David Knitowski at the City of Bend. He indicated Chris Zahas is working on the real estate and market analysis and redevelopment refinement memos and we would be discussing those at the next PAC meeting on March 29<sup>th</sup>.

#### 6. PAC Comments

##### *Process*

- What is the role of the PAC in reacting to methodology and criteria? It would be good to have more information. Are we identifying the scope of potential ideas? Where do we focus?
- If the function of PAC is to be reactionary to proposed ideas – this has value.
- Success of the Bend Central Area Plan depends on many projects or actions to move forward and it's important to coordinate pieces together.
- There is a need to identify the character “making” points in the study area. What makes Bend? What are the individual places we value? Pat Kliewer asked for volunteers to identify these and will get back to the PAC.
- There is concern that the current methodology won't work to accomplish the goals. There is a need to focus on a different strategy to assess the arterial. Look at Transportation System Management or Transportation Demand Management strategies.
- Is the process or the results the focus of this planning exercise? The goal is different for each PAC member.
- Are the names of districts as shown on the figures going to stay the same? It was suggested that the City use neighborhood chosen names for the districts. The City should get buy-in from neighborhoods and property owners.



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- Is the consultant team analyzing population projections? How does this impact the transportation and infrastructure system?
- It would be nice to have the notes from this meeting before the next meeting.
- There is a feeling of disconnect between what we're seeing and what we see on the ground in Bend.
- There is a desire to see a change in city culture – make things happen rather than make it more difficult for things to happen.
- The group needs to acknowledge that preliminary planning can increase property values.
- The consistency in planning ideas and graphics between CAP 1 and CAP 2 is appreciated. Please continue to incorporate changes.
- There is a desire to incorporate prioritization into the plan and include a schedule.

## *Redevelopment*

- In doing the Redevelopment Analysis, did the consultant team look at contiguous lots that together would be 1 acre? There are a lot of opportunities here.
- The Bi-Mart area is under-utilized (southern part of study area).
- Most of the properties identified are privately owned - How do we get from here to future redevelopment?
- There is a huge disconnect between land prices and what can be built based on current codes.
- Level 1 Environmental Studies can be done by the City – reimbursed by fees when an application is filed.
- Maybe there can be tax credits so demolition can happen? This could make property aggregation easier.
- There are concerns about a UGB expansion and it may or may not happen. If it doesn't that will put additional pressure on Third Street and if development starts to happen before the City is ready, things will get built that may inhibit implementation of the plan.
- Property assemblage is difficult.
- Areas along Greeley Avenue, Hawthorne Avenue and Lava Road are commercial but development hasn't happened because they consist of mostly smaller lots and commercial zoning regulates parking and other items that aren't financially reasonable.
- Conventional thinking is that individual lots of 50 x 100 are more valuable than a single parcel of 20,000 sq. feet.
- Are we fronting all metropolitan uses along one area and creating future problems because of the concentration?
- How will the City deal with the back side of commercial on Third Street (facing Fourth Street)?
- There is a concern about mobile homes and pressure to re-develop mobile home parks.
- Affordability should be considered, especially the costs of building.

A background map of Bend, Oregon, showing various streets and landmarks. The map includes labels for Newport Ave, Galveston, Grand Park, Hawthorne, Greyhound Bus Station, Juniper Park & Aquatic Center, and Franklin Ave. The title 'Bend Central Area Plan' is overlaid in a large, bold, black serif font.

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## *Urban Design and Land Use*

- Is the City anticipating using existing zone districts or could there be new zones or overlays?
- Third Street needs to be addressed concurrently to any rezoning or other tool implementation.
- How does the Bend CAP relate to Bend Vision 2030? Does it incorporate sustainable issues?
- Is it conceivable that we're talking about something that could be implemented by the end of the year?
- Some suggestions such as zoning could happen in the next year. The tools for transformation would likely be staged.
- Does the City have a theme in mind for zoning? How will the City deal with smaller properties that don't develop?
- (Looking at one of the graphics presented by Don Stastny) What is green transition area? Answer: A zone or land use transition. What is purple? Answer: Severe constraints in connectivity
- Important to consider topography when planning open spaces.
- Are the figures we're seeing today available?
- It is important to capture view opportunities created by bluffs or elevations.
- It would it be good to align districts with topography – move the orange area north.
- When the development code is re-drafted, gentle transitions are important, especially between single family and three or four story commercial.
- There are rough edges between RS and commercial zoning between the Old Bend neighborhood and downtown. A buffer is needed. The City may want to redesignate single-family zoning along this area.
- The issue of rough transitions isn't just height, it's about uses.
- Look at the new subdivisions ordinance buffering requirements.

## *Transportation*

- There is concern about greater traffic levels if Greenwood and Third Street redevelops.
- Mayor Abernethy authorized City Councilor Chris Telfer to move forward with looking at moving the RR. There is a meeting in March; it could happen in 20-30 years.
- What will happen with existing right-of-way if the RR is moved?
- The number of trains and frequency will increase in the future.
- BNSF representative wasn't too open to moving the RR.
- Think about permeable streets and urban swales. The pink area showing use intensity doesn't really reflect availability.
- Look into green street techniques.
- How serious of a hindrance will the Parkway be to our plan? Is a beltway route possible?
- The Parkway is a viable use in downtown, the RR is not.



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- One PAC member mentioned that the City should consider the possibility of moving the Parkway, however, another PAC member acknowledged some people rely on this access to downtown. Another PAC member noted that if the RR was moved, the City might also want to think of moving the Parkway, because they naturally co-exist.
- Better connections across the Parkway can be an easier way to connect Third Street and downtown. These connections can be bike and ped connections. More undercrossings should be considered.
- DEQ may have concerns about permeable surfaces and there is the issue of durability.

## ***Project Advisory Committee Members:***

- Nick Arnis, City of Bend - Transportation
- David Boyd, ODOT Access Management Engineer
- Patrick Creedican, ODOT District Manager
- Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development
- Tyler Deke, City of Bend – MPO
- Mark DeVoney, ODOT Contract Administrator
- Jeff Eager, Bend Central Area Planning Committee
- Ron Kidder, Design Interest
- Pat Kliewer, City of Bend – Historic & Cultural Resources
- David Knitowski, City of Bend – Long Range Planning
- Mike Miller, City of Bend – Public Works
- Brian Shetterly, City of Bend - Long Range Planning
- John Russell, City of Bend – Bend Urban Renewal / Economic Development
- Tyler Deke, City of Bend - MPO
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- Charles Kettenring, ODOT Manager Rail
- James Lewis, Bend Central Area Planning Committee
- Mary Louise Vidas, Bend Central Area Planning Committee
- Kathy DeGree, Bend Central Area Planning Committee
- Jack Holt, Bend Central Area Planning Committee
- Jean Wood, Bend Central Area Planning Committee
- Bob Thomas, Bend Central Area Planning Committee
- Doug Knight, Old Bend Land Use Chair
- Kathleen Combs, Orchard District Land Use Chair
- Pam Hardy, Riverwest Land Use Chair
- Linda Crossman, City of Bend – Accessibility Manager
- Patrick Kesgard, Steve Scott Realtors



## **BEND CAP PART 2**

Project Advisory Committee Meeting #4  
Deschutes County Building – DeArmond Room  
1300 NW Wall St, Bend Oregon  
Thursday, March 29, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the Project Advisory Committee:*

#### Agenda

Final Technical Memorandum #3: Redevelopment Analysis

Draft Technical Memorandum #4: Economic and Real Estate Analysis

Draft Technical Memorandum #5: Redevelopment Framework Refinement

#### 1. Introductions

Dave Siegel of Parametrix welcomed the Project Advisory Committee (PAC) to its fourth meeting. A PAC roster was passed around the room and those in attendance were asked to sign-in next to their name.

#### 2. Project Update

Don gave an overview of urban form and design map changes since the last PAC meeting. Don said the team further defined the districts, a suggestion of the PAC. David Knitowski will review the district boundaries. The team moved the intersections of character and began analyzing linkages between intersections. Don also said the team made corrections to the trail and open space connections. Additionally, the team further refined the transitions and seams. Don said the city form and skyline concept is continuing to evolve for PAC discussion.

The updated maps are available on the City FTP site.

Don commented that he and Pat Kliewer are working together to prepare a map of Bend “character”, based on cultural, historic, and geological resources in the city. Hopefully this map will be available at the next PAC meeting.

The Final Draft Technical Memo #3: Redevelopment Analysis was emailed to the PAC. That draft incorporated suggestions from the PAC. Please send any final comments to Chris.



### 3. Tech Memo #4: Economic and Real Estate Analysis

Chris said the Economic and Real Estate Analysis Memo serves multiple purposes. First, it summarizes important economic and demographic information about the community, including projections of future growth. Secondly, it estimates growth potential within the Central Area in order to arrive at a projected level of development within the study area for 2030. Finally, the memo examines the degree to which this program and vision are achievable given what is known about economic trends and the degree of policy, leadership, and financial support to achieving the vision. Chris added that the findings in these memos will be evaluated in future transportation memos.

Chris noted that the demographic data includes all of the Central Area. However, the analysis does not consider the Historic Core, as the team analyzed it in Bend CAP Part 1.

Chris described the key demographic points. He said Bend is rapidly growing and there are 3,000 people living in the project study area. Most of the households in the Central Area are 1 and 2 person households, which makes downtown ideally suited for townhouses, condos, and high rises. The Central Area has a lower than median age population and incomes are lower than the city average. The Central Area has approximately a 60% rental rate and a higher vacant rate in comparison to other cities. (Note: “incomes” includes wage and salary and “vacant” includes vacant and not owner’s primary residence.)

Chris also described the employment analysis highlights. He explained that industrial uses in the Central Area are under represented compared to the city as a whole. Offices and services are also under represented; although those services will grow in the next several years.

Mark Devoney asked Chris if adding industrial along Third Street will detract from industrial planned uses in Juniper Ridge and other areas. Chris responded yes, but asked the PAC to keep in mind that there are a variety of industrial types, and some industrial types could fit in well with Third Street. Additionally, Chris said even without the Bend Central Area Plan, the increase of land prices would push industrial uses out of the Third Street area. There is some capacity for light industrial to the north of the Central Area and some could go to Juniper Ridge.

Chris said the memos make a few assumptions. The memo assumes there will not be very much change in the Southern and Northern neighborhoods, although there are some large redevelopment sites in those areas. The memo also assumes that the vast majority of redevelopment sites will be along the Third Street Corridor. Additionally, the memo assumes higher density in the railroad district and lower density away from Third Street.

John Russell suggested Chris check the projected floor to area ratio (FAR) for the area between Olney Ave. and Greenwood Ave.



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Bob Thomas asked if projected FAR is contingent on transitions and seams. Based on stakeholder interviews, Chris responded not necessarily. Stakeholders indicated a pent up demand for office space, and they would build office on Third Street without infrastructure improvements. Unlike the Third Street area, Chris added that FAR is more contingent on amenities in the downtown.

Jean Wood commented that over 50,000 sq. ft. of office a year seems like a lot, although Bend may be able to absorb it. David Knitowski echoed Jean's comment. After concern from a few members of the PAC, Chris will double check the numbers on the Central Area Development Program, 2030, and Central Area Net New Development, 2007-2030, tables.

Pat Kesgard said he would prefer to overshoot new development projections so that the city can get the right density and parking. Overshooting the projections would leave the city in a better situation than if the city under projected or under built. John Russell seconded Pat's point on overshooting the projections.

Chris said the project team will evaluate parking and any potential city subsidies as part of the implementation analysis.

Chris said there will not be a lot of additional retail square footage along Third Street. Chris added that typically only a small amount of retail can activate street frontages. Chris said there is strong retail at Cooley Road and an increase of retail near new housing developments around town.

Bob said he is surprised TAZ District 401, which is south of Franklin Avenue, has high projected redevelopment, given signs in the area. Pat Kesgard remarked there is a large amount of redevelopment opportunity because of a zoning change.

Pat Kliewer commented she likes the idea of new buildings towards the front of Third Street. She also likes the idea of keeping transitional uses along Second and Fourth Streets.

Chris said 1.3 million sq. ft. of office would translate into approximately 4,000 jobs. Pat Kesgard suggested determining how many housing units are needed based on the projected number of jobs. From there, Pat suggested determining how many of those people live and work downtown. Chris said it is possible to determine the ratio of downtown housing to downtown jobs. However, it is more difficult to determine how many people live and work downtown.

Charles Kettenring stated that ODOT is working on railroad relocation, but the railroad is unlikely to be relocated by 2030. In 20 years, ODOT estimates there will be 50 trains a day traveling at 60 MPH. Charles also said ODOT is in opposition to expanding the at grade crossings at Revere, Butler Market, and Olney. Anne Sylvester from Parametrix will talk



with Charles and ODOT about ODOT's plans. Dave added that the Bend Central Area Plan will assume no railroad realignment, but will not preclude any railroad realignment in the future.

Given the Central Area has 4.3% of the city's population and will capture little more than 5.7% of population in the future, Brian Shetterly asked if the city wants to use policies to encourage a greater number of housing in the area, with the goal being to strengthen the 24-hour environment? Dave said the project team will evaluate policies such as these during the implementation phase of the project.

James Lewis asked if residential uses in the Central Area would include live/work spaces. He said if the PAC would like for a certain percentage of people to live and work in the Central Area, the Council must create a policy for affordable housing for the area. Chris commented that even if there is affordable housing in the area, the city can't ensure people both live and work in the area.

Don Stastny asked how the analysis takes into account the region. Chris responded that the Central Area Plan will discuss the Central Area in relation to the region in the vision, but not in the numbers analysis.

#### 4. Draft Technical Memorandum #5: Redevelopment Framework Refinement

Chris said the purpose of the Redevelopment Framework Refinement Memo is to reevaluate the Bend Central Area Plan Part 1 framework based on recent work and determine if there is anything in the recent work that needs to change. Chris said the memo's finding is that the recent work is consistent with the Bend Central Area Plan Part 1 Framework.

Chris described the highlights of the memo. The memo identifies Third Street as a series of districts and east/west areas. There is a need for flexibility in mixed-use zoning to account for changes in commercial and residential development trends. A parking solution is needed to address the need of a few large, contiguous parcels and the desired density. Greenwood, Franklin, and Olney Avenues are currently envisioned as retail streets between Third Street and Downtown. Parks and open space are needed to achieve the vision.

Kathy Combs asked if the project team has identified which streets would be coupled, Second and Third Streets or Third and Fourth Streets. Dave Siegel said the team is still analyzing the potential for coupling. Mark DeVoney suggested that the project team look at the Parkway EIS to find any mention of couplet alternative.

#### 5. Wrap up and Next Steps

Dave Siegel thanked the PAC for their input. He said the project team will address the real estate analysis with respect to transportation and infrastructure. Anne Sylvester is preparing



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the transportation and infrastructure memos and will present her findings at the next PAC meeting.

## Upcoming Meetings and Workshops

April 24, 2007 – PAC Meeting

May 17, 2007 – Public Workshop

May 18, 2007 – Implementation Workshop for the PAC

June 8, 2007 – PAC Meeting

## Project Team Attendees:

David Knitowski, Brian Shetterly (City of Bend); Mark DeVoney (ODOT); Lauren Golden, Dave Siegel (Parametrix); Don Stastny (StastnyBrun Architects); Chris Zahas (Leland Consulting)

## Project Advisory Committee Members:

*(Attendees in Bold)*

- Nick Arnis, City of Bend - Transportation
- David Boyd, ODOT Access Management Engineer
- Patrick Creedican, ODOT District Manager
- Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development
- Tyler Deke, City of Bend – MPO
- **Mark DeVoney, ODOT Contract Administrator**
- Jeff Eager, Bend Central Area Planning Committee
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- **Pat Kliewer, City of Bend – Historic & Cultural Resources**
- **David Knitowski, City of Bend – Long Range Planning**
- Mike Miller, City of Bend – Public Works
- **Brian Shetterly, City of Bend - Long Range Planning**
- **John Russell, City of Bend – Bend Urban Renewal / Economic Development**
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- **Charles Kettenring, ODOT Manager Rail**
- **James Lewis, Bend Central Area Planning Committee**
- Mary Louise Vidas, Bend Central Area Planning Committee
- Kathy DeGree, Bend Central Area Planning Committee
- Jack Holt, Bend Central Area Planning Committee
- **Jean Wood, Bend Central Area Planning Committee**
- **Bob Thomas, Bend Central Area Planning Committee**

A grayscale map of the Bend Central Area, showing streets and landmarks. The map includes labels for Newport Ave., Galveston, Grand Park, Bend Metric Parks & Rec., Hawthorne, Greyhound Bus Station, USFS District Office, Juniper Park & Aquatic Center, and Franklin Ave. The title "Bend Central Area Plan" is overlaid in a large, bold, black serif font. A stylized arrow graphic points from the right side of the title towards the right edge of the map.

# Bend Central Area Plan

- Doug Knight, Old Bend Land Use Chair
- **Kathleen Combs, Orchard District Land Use Chair**
- **Pam Hardy, Riverwest Land Use Chair**
- Linda Crossman, City of Bend – Accessibility Manager
- **Patrick Kesgard, Steve Scott Realtors**



## **BEND CAP PART 2**

Project Advisory Committee Meeting #5  
Deschutes County Building – Allen Room  
1300 NW Wall St, Bend Oregon  
Tuesday, April 24, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the Project Advisory Committee:*

#### Agenda

Final Technical Memorandum #5: Redevelopment Framework Refinement  
Draft Technical Memorandum #6: Future Transportation and Infrastructure Capacity  
Draft Technical Memorandum #7: Review of Central Area Plan Vision and Framework

#### *Summary meeting notes:*

##### 1. Introductions

Dave Siegel of Parametrix welcomed the Project Advisory Committee (PAC) to its fifth meeting. A PAC roster was passed around the room and those in attendance were asked to sign-in next to their name.

##### 2. Project Update

Dave Siegel gave a brief overview to the PAC on what has been accomplished so far in previous CAP PAC meetings and in project team works sessions.

##### 3. Tech Memo #6: Future Transportation and Infrastructure Capacity

Anne Sylvester provided an overview of Technical Memorandum # 6-Future Transportation and Infrastructure Capacity. Anne explained that the report is based on population projections that begin at the State level, which are then filtered down to the County level, and finally distributed and coordinated at the City level. During the PAC presentation, Anne informed the PAC that the draft report offers a depiction of the transportation and infrastructure implications and potential impacts, offering options for consideration, and not recommendations at this point. Among the conclusions presented:



- The existing transportation system is currently congested, and is projected to get worse, with or without the envisioned direction suggested by the Central Area Plan to-date, given the City's rapid growth.
- Diverting traffic to and through the Central Area could be difficult.
- Limiting access to Third Street can help in dealing with access management.
- The City's existing efforts to provide for pedestrian and bicycle circulation could be more aggressive.
- Our transportation planning efforts have to do more to meet ODOT's 0.80 v/c standard than the City's 1.00 standard.

Other points raised included the following:

- The figures in Table 1 on page 5 of Tech Memo# 6 were based on control levels received from the City of Bend's employment forecast.
- Thirty-four intersections were reviewed and analyzed based on the standards given within the Tech Memo. Several options for improving upon traffic constraints as well as improvements to the pedestrian and bicycle system were discussed.
- At this time it looks like 2800 new residences could be added as well as an additional 5,000 new jobs.
- Mixed-use development would allow for a slight reduction in traffic but not enough to off-set the increase in residences and jobs.

Dave Siegel pointed out that the Central Area Plan, the Comprehensive Plan, as well as the Infrastructure plans all have to be consistent which may take reviewing and updating the various plans to provide consistency.

Doug Knight suggested adding a paragraph to the report that addresses the large amount and rapid rate of growth within the city. The Plan should acknowledge that the numbers required have been provided, but that they may be inaccurate due to the rate of growth Bend has experienced.

Jack Holt also recommended that citizens want a real view of the numbers not a view mandated by the state.

Pat Kesgard pointed out that at this time there has not been any significant growth within the Central Area as of yet.

David Boyd noted that efforts to limit access in the future would likely put more pressure upon area intersections.

General discussion ensued regarding options for addressing the area infrastructure's current state of disrepair while planning for the future. Options include looking at intermediate goals, and



looking for grants for smaller projects, including those for sidewalks, pedestrian pathways and bicycle facilities.

Future demand on sewer facilities could be an issue. An interceptor is proposed that would relieve pressure from the Downtown Core area. There are also storm drainage issues that need to be addressed. Run-off and how it affects the Deschutes River need to be dealt with. The CAP may not create any additional run-off but we have to deal with where it goes.

#### 4. Tech Memo #7: Review of Central Area Plan Vision and Framework

Don reviewed the Tech Memo and how we have evolved so far in the process. We now have place keepers (maps) which continue to be modified. The Bend Character piece has been inserted. The taller buildings have been moved to be more centralized within the blocks to keep pedestrian access ways more open along the east-west connections. Three to six story buildings will still be allowed along the street.

A “ladder” couplet idea on 2<sup>nd</sup> & 3<sup>rd</sup> streets was raised and discussed. It has been found that retail responds quickly to one way streets. Potential options for consideration include:

- Maybe tying 2<sup>nd</sup>, 3<sup>rd</sup>, & 4<sup>th</sup> together.
- Focus the retail on the east to west streets.
- Create a “green ladder” effect through the middle running North & South that would include strong east-west connections (“rungs”).
- 4<sup>th</sup> could be used more as a seam, and/or pedestrian system
- Perhaps consider a trolley system.
- Looking at railroad crossing opportunities.

#### 5. Wrap up and Next Steps

Dave Siegel thanked the PAC for their input. For the upcoming public workshop, the Project Team intends on identifying the hierarchy of streets, and accompanying cross sections and standards needed to help carry out the Central Area Plan’s vision. In addition to identifying potential transportation improvement projects, the team may also be identifying refinement studies required to inform project decision making. Dave encouraged CAP PAC members to bring their constituents to the next public workshop, scheduled for May 17<sup>th</sup> at the Deschutes County Building. Dave also reminded the PAC of the Implementation Workshop for the PAC(scheduled for May 18) and the next official PAC meeting (June 8, 2007).



# Bend Central Area Plan

## Project Team Attendees:

- David Knitowski, Brian Shetterly, Shannon Levine (City of Bend)
- Devin Hearing (ODOT)
- Anne Sylvester, Dave Siegel (Parametrix)
- Don Stastny (StastnyBrun Architects).

## Project Advisory Committee Members:

*(Attendees in Bold)*

- Nick Arnis, City of Bend - Transportation
- **David Boyd, ODOT Access Management Engineer**
- Patrick Creedican, ODOT District Manager
- **Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development**
- **Tyler Deke, City of Bend – MPO**
- **Devin Hearing, ODOT Planner**
- Mark DeVoney, ODOT Contract Administrator
- **Jeff Eager, Bend Central Area Planning Committee**
- Ron Kidder, Design Interest
- **Pat Kliewer, City of Bend – Historic & Cultural Resources**
- **Robin Lewis, City of Bend – Transportation**
- **David Knitowski, City of Bend – Long Range Planning**
- Mike Miller, City of Bend – Public Works
- **Brian Shetterly, City of Bend - Long Range Planning**
- **John Russell, City of Bend – Bend Urban Renewal / Economic Development**
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- Charles Kettenring, ODOT Manager Rail
- **James Lewis, Bend Central Area Planning Committee**
- Mary Louise Vidas, Bend Central Area Planning Committee
- **Kathy DeGree, Bend Central Area Planning Committee**
- **Jack Holt, Bend Central Area Planning Committee**
- **Jean Wood, Bend Central Area Planning Committee**
- **Bob Thomas, Bend Central Area Planning Committee**
- **Doug Knight, Old Bend Land Use Chair**
- **Kathleen Combs, Orchard District Land Use Chair**
- **Pam Hardy, Riverwest Land Use Chair**
- Linda Crossman, City of Bend – Accessibility Manager
- **Patrick Kesgard, Steve Scott Realtors**



## **BEND CAP PART 2**

Project Advisory Committee Meeting #6  
Deschutes County Building – DeArmond Room  
1300 NW Wall St, Bend Oregon  
Friday, June 8, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the Project Advisory Committee:*

Agenda  
Draft Central Area Plan Table of Contents  
Catalyst Project Matrix  
Transportation Highlights

#### ***Summary meeting notes:***

##### **1. Introductions**

Dave Siegel of Parametrix welcomed the Project Advisory Committee (PAC) to its sixth meeting. Those in attendance were asked to sign-in next to their name on the PAC roster.

##### **2. Project Update**

Dave Siegel gave a brief overview to the PAC on what has been accomplished so far in previous CAP PAC meetings and in project team works sessions and updated the committee on input received at the May 16<sup>th</sup> City Council Meeting, the May 17<sup>th</sup> Public Workshop, and the May 18<sup>th</sup> Implementation Workshops. Dave noted that there was weak attendance at the public workshop despite many attempts by City staff to publicize the event.

Dave indicated the implementation workshops held with the CAP PAC concentrated on three general areas: transportation, development and redevelopment, and land use and urban design. He briefly described a number of projects and actions identified by participants for carrying out the plan. These included short-term actions, long-range project ideas, and some things that would require additional follow-up analysis to flesh them out.



### 3. Draft Central Area Plan, Part 2

Dave described the process of developing the Draft Central Area Plan as an iterative process, incorporating input from the PAC, the public and the City Council. He pointed out that we are in a crucial point in the development of the plan and that PAC feedback is important. Dave described the physical characteristics of the plan document being developed as a summary document with each of the technical memos provided as appendices. He indicated the team will be providing the initial draft of the physical document to the City and ODOT by the end of June. Dave then identified the latest revisions to the Framework Plan and briefly described the key transportation highlights and introduced Anne Sylvester who presented the transportation system concept development process and described in detail the third street reinvention concept, including the split couplet option and south-bound 2<sup>nd</sup> Street railroad undercrossing. This includes:

- Near term improvements to 2nd and 4th Streets in preparation for the 3rd Street Reinvention. Both 2<sup>nd</sup> and 4<sup>th</sup> Streets would include 60-feet of right-of-way containing two 12-foot, single-direction lanes of traffic capable of handling higher volumes and speeds of traffic. 2<sup>nd</sup> and 4<sup>th</sup> Streets would also have one 6-foot bike lane, and parking on each side of the street, a 7-foot planter strip and 5-foot sidewalks.
- A main street boulevard treatment of 3<sup>rd</sup> Street that would include 80-feet of right-of-way, but handle lower volumes and speeds of traffic. This would include two 11-foot two-way direction traffic lanes with on-street parking on both sides, 12-foot center turn lane near intersections, and a center landscape median mid-block. Both sides of the 3<sup>rd</sup> Street boulevard would also include bike lanes and 11-foot sidewalk-planter strips.
- The Bend Central Neighborhood would also include a “green ladder” street system whereby stormwater for the 2<sup>nd</sup>/3<sup>rd</sup>/4<sup>th</sup> Street concepts could be handled through green alleys, swales, or permeable surfaces.

Anne also described a fourth option for 3<sup>rd</sup> Street that the City introduced after the last public workshop as a possibly more financially feasible option. This option included acquiring greater right-of-way on 3<sup>rd</sup> Street for pedestrian and bicycle improvements and allowing greater levels of congestions on 3<sup>rd</sup> which would essentially slow traffic.

Dave and Anne indicated that the project team and those participating in the Implementation Workshops discussed the various 3rd Street options at length, indicating a strong preference for the version presented as Option 3. In discussions immediately following the Implementation Workshops, the project team reviewed Option 3 in greater detail, and developed a modified version of it that would be advanced through the Draft Plan as the recommended option for further study and refinement.



#### 4. Carrying Out the Plan

Dave discussed some of the key concepts for carrying out the plan, the most important of which was an implementation strategy that would include catalyst projects, refinements, stage setting actions, and recommendations for programming and prioritization.

Shelley Holly described some of the initial catalyst projects identified on a map and in a matrix handed out to the PAC that would be key to kick starting the Plan's implementation.

The draft catalyst project list included physical projects such as redevelopment projects, transportation improvements, public spaces and design projects, and zoning and regulatory changes. The following projects were described:

- Bend Bulletin Site – possible workforce housing / mixed use development
- Hawthorne Avenue mixed use development (retail, office, housing)
- Redevelopment at 3rd Street and Greenwood Avenue (retail, office, entertainment)
- Structured parking facilities
- Redesign / redevelopment of Mirror Pond Parking Lots
- Infill housing projects in the northern and southern neighborhoods
- Relocation of auto dealers & light industrial
- Greenwood undercrossing pedestrian pathway improvements (lighting, wider pathways, improved line of sight, etc.)
- Franklin Avenue undercrossing pedestrian pathway improvements (lighting, wider pathways, improved line of sight, etc.)
- Widening and bicycle/pedestrian enhancements to 2nd and 4th Streets between Greenwood and Franklin Avenues (includes traffic control)
- Acquisition of park sites along 1st Street
- Develop public plaza near civic center (Heritage Square)
- Performing Arts Center in the Central Area
- Greenwood Avenue Gateway (at undercrossing)
- Franklin Avenue Gateway (at undercrossing)
- Rezoning of areas to variations of mixed use
- Expand Central Business District and/or examine new zoning districts and regulations and incentives

Dave then described the Central Area Plan as an action-oriented plan, focusing upon the projects and actions needing to be taken to carry out a clearly defined vision, a set of desired outcomes, and a development/design concept. Dave reminded the PAC that the CAP is a long-term plan for the revitalization and growth of Bend's Central Area over the course of the next 20-30 years and require implementation in pieces, over time.



John Russell indicated that the Performing Arts Center that had been discussed in CAP1 was no longer being proposed for the Historic Downtown Core.

Dave indicated the City may begin talking with potential development interests regarding making the Plan a reality and that certain major improvements will be made by the City of Bend through a variety of funding sources, including urban renewal. Other improvements would require investment by developers and the possibility of “public-private partnerships”.

Dave indicated that the Central Area Plan document will include an incremental implementation strategy, and that the CAP’s vision and desired outcomes should be examined on an annual basis to ascertain progress and actions for moving ahead in each of the next three years. He also mentioned the need for a coordinating body within the City that would be responsible for the monitoring, development and update of the implementation strategy. Dave reiterated that a substantial number of actions, programs and projects are being recommended to carry out the CAP and that not all of these can be done at once. The phasing or timing of actions needs to be considered early and ongoing throughout the process.

## 5. Wrap up and Next Steps

Dave Siegel thanked the PAC for their input and reminded everyone of the joint planning commission and city council workshop the team would be having on Monday, June 18<sup>th</sup>. Dave encouraged CAP PAC members to attend the workshop and indicated the project team would be working on the draft CAP document to be submitted to the City by the end of the month. He also indicated that the next PAC meeting would be in August and an updated calendar would be sent out to the PAC.

## 6. Questions and Comments

Jean Wood asked about the future of the transit hub and how it might be considered as a possible link to future commuter rail.

Doug Knight expressed that it sounds like there are differing opinions between the consultant team and the city about Options 3 and 4. He asked if the development of Option 4 could be part of a larger phasing program. He also questioned how Option 4 would be less expensive when additional right-of-way is required.

Doug also suggested the painted yellow curb along Greenwood should be moved because it doesn’t allow all movements. He cautioned that this could limit the functioning of the couplet and development of the plan.

Jack Holt asked how Hwy 20 is considered in Option 4. Brian Shetterly said nothing specific was considered but ODOT has recently indicated that they may be more willing to allow more



traffic and congestion on Hwy 20. Dave Siegel suggested that conversations between ODOT and the City regarding the issue of where the appropriate designation of Highway 20 should begin as part of the implementation of the Plan.

Jeff Eager asked if a Great Street flooded. The PAC chuckled and Anne described stormwater treatments tied to the transportation improvements that could handle greater runoff. Robin Lewis commented that as we rezone to allow higher density, it could require greater effort to handle the stormwater. She suggested pervious surfaces be considered.

John Russell reminded everyone that the City Council Citizen's Task Force places a high priority on the underpasses. John also questioned how Option 4 could be less expensive if you truly do a boulevard treatment. He also agreed that a couplet would activate development on 2<sup>nd</sup> and 4<sup>th</sup> Streets.

Pat Kesgard suggested the team think in terms of project goals when considering transportation costs. He also suggested that transportation and connectivity improvements between the Parkway and 3<sup>rd</sup> Street would spur development. He also questioned the location of parks along 1<sup>st</sup> Street due to the proximity to the Parkway. Jean Wood suggested that green ways or linear parks be done through design requirements.

Charles Kettering asked if the crossing at Hawthorne would be over or under the railroad. Anne indicated it would be an underpass. Charles also asked if there is a long range plan to grade separate at Portland and Olney. He indicated the railroad's goal was to completely grade separate the railroad up and down the corridor.

Doug Knight asked that the team re-address the goals of the CAP. While he agrees with Pat that we need to beautify 1<sup>st</sup> and 2<sup>nd</sup>, he feels we need to focus on the purpose of CAP 2, which is to revitalize 3<sup>rd</sup> Street. He suggested looking at smaller "cherry picked" street improvement projects along 3<sup>rd</sup> to kick start the change. Robin Lewis indicated a boulevard treatment could be pretty easily staged with trees, etc. but that sidewalk continuity would be a challenge.

Pat Kesgard asked if a CB zone expansion would expand the stringent parking requirements to a larger area. Brian responded that the CB zone was up for consideration, not only in location but in requirements, and could be completely revamped.

Jean Wood suggested any new zoning include a provision for artist workspaces. Another PAC member indicated a desire for something like a Pike's Street Market or farmer's market space.

Pat Kesgard urged the City to include a lot of people that are actively doing development in the discussions about zoning. He stated that unless you make it easy for private sector to develop things, it won't happen. He suggested the city conduct a master level 1 environmental study as well as a traffic impact study for the entire area.



John Russell agreed with the earlier comment that 3<sup>rd</sup> Street should be the focus of the CAP2. He also cautioned that city parking structures cannot be expected to handle all of the parking in the Central Area. He also indicated the City needs to commit resources to do things while the code is being rewritten. He also reminded the PAC that initial studies and steps for forming a new urban renewal district will take 2 years before investors will be able to see results. He suggested looking at the CIP for projects that can be initiated early.

Doug Knight asked if the City could commit to actions, for example through the CIP. He indicated that developers look at when just as much as what. He asked how we can change the CIP.

Dave Siegel reminded everyone that it is incremental change or the unseen actions that make things happen.

Jack Holt reminded everyone that the fundamental difference between CAP 1 and CAP 2 is the focus upon changes to 3<sup>rd</sup> Street.

Pat Kesgard said the City needs to address setbacks along the couplet right away so that developers know what to expect in the future and won't be building in areas to be dedicated to public right-of-way. He also indicated that adoption of the implementation strategy by the City Council would show a strong commitment.

Jean Wood countered that some of the incremental changes could be done by developers and they could help fund these elements.

Doug Knight stressed that defining individual aspects of "incremental" will get this started earlier. Pat Kesgard added that in the past the City has taken too long to review and change codes. Actions need to be put on a timeline.

#### Project Team Attendees:

- Brian Shetterly, Shannon Levine (City of Bend)
- Anne Sylvester, Dave Siegel, Shelley Holly (Parametrix)

#### Project Advisory Committee Members:

*(Attendees in Bold)*

- Nick Arnis, City of Bend - Transportation
- David Boyd, ODOT Access Management Engineer
- Patrick Creedican, ODOT District Manager
- **Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development**
- **Tyler Deke, City of Bend – MPO**



# Bend Central Area Plan

- Devin Hearing, ODOT Planner
- Mark DeVoney, ODOT Contract Administrator
- **Jeff Eager, Bend Central Area Planning Committee**
- Ron Kidder, Design Interest
- **Pat Kliewer, City of Bend – Historic & Cultural Resources**
- **Robin Lewis, City of Bend – Transportation**
- David Knitowski, City of Bend – Long Range Planning
- Mike Miller, City of Bend – Public Works
- **Brian Shetterly, City of Bend - Long Range Planning**
- **John Russell, City of Bend – Bend Urban Renewal / Economic Development**
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- **Charles Kettenring, ODOT Manager Rail**
- James Lewis, Bend Central Area Planning Committee
- Mary Louise Vidas, Bend Central Area Planning Committee
- **Kathy DeGree, Bend Central Area Planning Committee**
- **Jack Holt, Bend Central Area Planning Committee**
- **Jean Wood, Bend Central Area Planning Committee**
- **Bob Thomas, Bend Central Area Planning Committee**
- **Doug Knight, Old Bend Land Use Chair**
- Kathleen Combs, Orchard District Land Use Chair
- Pam Hardy, Riverwest Land Use Chair
- Linda Crossman, City of Bend – Accessibility Manager
- **Patrick Kesgard, Steve Scott Realtors**



## **BEND CAP PART 2**

Project Advisory Committee Meeting #7  
Deschutes County Building – DeArmond Room  
1300 NW Wall St, Bend Oregon  
Wednesday, August 15, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the Project Advisory Committee:*

Agenda

Graphics: Existing Zoning within the Plan Area, CAP Framework, and City Form  
Outline of Possible Regulatory Framework Changes

*Summary meeting notes:*

#### 1. Welcome and Introductions

Shelley Holly of Parametrix welcomed the Project Advisory Committee (PAC) to its seventh meeting. Those in attendance were asked to sign-in next to their name on the PAC roster. Shelley explained that due to a recent surgery, Dave Siegel was not able to attend today's PAC meeting, but would be at the August 28<sup>th</sup> open house and the next PAC meeting. She then introduced Jason Franklin, the Parametrix Community Building Division Manager, who has been involved in the project in an advisory role.

#### 2. Overview of Draft CAP and project status

Shelley gave a brief overview to the PAC on what has been accomplished so far in previous CAP PAC meetings, public workshops, and in project team work sessions. She updated the committee on product status indicating there had been few comments on the Draft CAP document, and that these comments were being incorporated and the Final CAP document was underway. Shelley invited the PAC to provide further comments during this meeting. No further comments were received on the draft plan.

#### 3. Discussion regarding implementation, funding and prioritization

Shelley described the funding toolkit memo as being final and noted that the implementation memo had been revised to incorporate comments and would be finalized after this PAC meeting incorporating comments given during the regulatory changes discussion. She then invited the PAC to share any further comments on the implementation memo.



Mark DeVoney indicated ODOT supports the Draft Central Area Plan and the Implementation Action Plan at a conceptual level but stated that during the implementation phase, more details will be required to get detailed information about how the mix of residential and small office / commercial will impact the 2<sup>nd</sup> and 4<sup>th</sup> couplet, signal spacing, driveway access, and other transportation issues. Mark noted that as this occurs, further public involvement is needed throughout the process. Shelley noted that a traffic refinement analysis for 3<sup>rd</sup> Street and surrounding areas was recommended in the implementation memo as an initial step.

The conversation turned to public involvement and Pam Hardy asked if the City had been doing anything creative to involve the public besides open houses. She asked if the City had consulted a sociologist to find better ways to engage people. David Knitowski responded with a description of the many things the City has done to publicize the CAP public events, including radio and television interviews and requests that the Bend Bulletin run stories about the project. Paid display ads are also run in the Bend Bulletin prior to public meetings and information is available on the City's website.

Mary Louise noted that the workshops during CAP 1 were well attended. Mark DeVoney said that when actual changes to 2<sup>nd</sup> and 4<sup>th</sup> are implemented the team may want to look at creative solutions to public involvement and outreach.

Pat Kliwer said that people need to be included in the beginning of the project so they don't go to city council and get a negative view of the plan. Door hangers can be effective. Shelley Holly noted that early participation was encouraged in both the 1<sup>st</sup> and 2<sup>nd</sup> CAP process through stakeholder interviews. Pam suggested that special notification to all stakeholders interviewed be sent out. Mary Louise suggested holding the meeting on 3<sup>rd</sup> Street, closer to the impact area. Pat suggested utilizing booths at existing events to attract attention to the project. After the meeting, City staff agreed to do a direct mailing to all property owners in the study area announcing the upcoming public meeting.

4. Initial "framework-level" discussion regarding regulatory changes (development code, zones, incentives, process streamlining, etc.)

Shelley gave an overview of the zoning concepts that could be recommended to implement the Central Area Plan. Mary Louise noted that City Hall has not been designated as a Public Facilities zone and that it should be to allow for more civic development.

David Knitowski offered that there are several advantages to having City Hall in the Central Business District, including the allowance of in-lieu parking fees and no landscaping requirements and no maximum lot coverage requirement and allowance of taller buildings. Pat asked if the City was going to support the development of the Heritage Square and noted that she'd like to see it on the map during implementation.



Shelley gave an overview of the geographic applications of the mixed use zones. Mary Louise asked if this would include both sides of 4<sup>th</sup> Street. She also noted that Franklin and Greenwood Avenues were more key than other catalyst areas.

Jean Wood commented that artists shouldn't be limited to the industrial employment area and that flexibility should be kept throughout. Pat asked how the City should deal with existing single family residences north of Revere and indicated people in this area want to preserve the residential in this area.

Mary Louise noted that these are neighborhoods that are just starting to establish themselves. Also, she noted that the zones and planning guidelines needed to be based on walkable distances of ¼ to ½ mile and referenced Northwest Crossing as a way to get better planning results. David Boyd said that it almost required a block by block view to get the pulse points. Mary Louise indicated that the Bend Central Area represented in orange needs to be defined at a smaller scale.

Pat asked if modeling could be done to help with zoning analysis. Shelley indicated that modeling had been done for households, employees, and traffic and the findings could be found in the technical memos distributed over the last few months. These findings have influenced the plan framework along the way.

Mark DeVoney noted that there are some commercial areas in the Industrial / Employment area that are not likely to relocate. He cited Albertsons as an example of an interest that would probably have some concern with going industrial.

Jean asked what happens when Pepsi relocates out of the Industrial / Employment area. Would the City want to encourage another distribution center or some other use?

Brian Shetterly noted this might be a receiving area for light industrial interests that relocate from 3<sup>rd</sup> Street. He said we should look at these finer points of whether a distribution center is a better use of the land or a smaller industrial use. He referred to the Central Eastside Industrial District as an example. Jean Wood indicated that she didn't think we'd want to encourage a distribution center.

David Boyd noted that this brings up the allowed uses within the zones and the need to balance these uses with the transportation modeling done during implementation. He noted that the existing zones need to be refined. Brian indicated that this is what the new zoning district could accomplish and that it will be unique to the Central Area.

Mary Louise Vidas asked if the character map was completed because it included good information. She suggested having strong statements of intent for these new areas similar to those used in the LEED process. Also, great flexibility is needed.

Pat Kliewer noted that the Great Streets and intersections should have greater definition.



Shelley then asked the PAC if they felt the Central Business District (CBD) should be expanded. Jean Wood asked if this would increase the height allowance. There was agreement that the CBD should be expanded east to the Bend Parkway.

Pat Kliewer suggested that the character mapping could help answer this question, and could help encourage preservation of special tree stands and buildings. Mary Louise agreed that there are some good buildings in the area and it would be helpful to conduct a survey to find out which businesses will remain for the next 20 years.

Jeff Datwyler asked how the CBD expansion fit in with the 3-D height analysis. Shelley distributed a hand out showing the height analysis. Mary Louise asked how it works to have higher density off of major streets. She felt this was a good question for the next stage of the project.

Brian Shetterly noted that the 3D analysis takes into account the eastern expansion. Jeff Datwyler noted that it doesn't take into account the area north of Greenwood to Olney/Revere.

Shelley asked if the CBD expansion should be bounded by Wall Street on the west. David Knitowski said he thought it should go all the way the river. Brian said he thought expanding north to Revere Avenue would be good.

Jean Wood noted that the south side should take in both sides of Franklin. Pat Kliewer disagreed and much discussion ensued about transitions between higher density uses and neighborhoods. Brian Shetterly suggested replacing the General Commercial zoning with the CB District in the downtown area and protecting the historic neighborhood with buffering requirements. He noted that transitions can be softened with design standards and indicated he felt the CBD should be extended to both sides of Franklin, but not necessarily the entire depth of the block.

Mary Louise noted the meeting was concluding and that the group hadn't yet gotten into incentives. Shelley indicated that several incentives to development are outlined in the implementation memo. She invited the group to send any suggestions on additional incentives in the next few days because the Final Central Area Plan was in the process of being finalized.

## 5. Wrap up and Next Steps

Shelley reminded the group that the next public open house was going to be held on August 28<sup>th</sup> followed by the last PAC meeting on the 29<sup>th</sup>. She also noted that a Planning Commission and City Council Workshop on the Central Area Plan is scheduled for September 10<sup>th</sup> and invited the PAC to attend.



Consultant Team Attendees:

- Shelley Holly, Jason Franklin (Parametrix)

Project Advisory Committee Members:

*(Attendees in Bold)*

- Nick Arnis, City of Bend - Transportation
- **David Boyd, ODOT Access Management Engineer**
- Patrick Creedican, ODOT District Manager
- **Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development**
- Tyler Deke, City of Bend – MPO
- Devin Hearing, ODOT Planner
- **Mark DeVoney, ODOT Contract Administrator**
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- Ron Kidder, Design Interest
- **Pat Kliever, City of Bend – Historic & Cultural Resources**
- Robin Lewis, City of Bend – Transportation
- **David Knitowski, City of Bend – Long Range Planning**
- **Paul Rheault, City of Bend – Public Works**
- **Brian Shetterly, City of Bend - Long Range Planning**
- John Russell, City of Bend – Bend Urban Renewal / Economic Development
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
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- **Pam Hardy, Riverwest Land Use Chair**
- Linda Crossman, City of Bend – Accessibility Manager
- Patrick Kesgard, Steve Scott Realtors



## **BEND CAP PART 2**

Project Advisory Committee Meeting #8  
Deschutes County Building – DeArmond Room  
1300 NW Wall St, Bend Oregon  
Wednesday, August 29<sup>th</sup>, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Summary**

*The following materials were distributed to the Project Advisory Committee:*

Agenda

Graphic: Proposed New Zones and CB Expansion

Summary Overview: Recommended Land Use Regulatory Changes

#### 1. Introductions

Dave Siegel of Parametrix welcomed the Project Advisory Committee (PAC) to its eighth and final meeting. A PAC roster was passed around the room and those in attendance were asked to sign-in next to their name. The agenda was reviewed with the PAC.

#### 2. Comments From August 28<sup>th</sup> Open House

Dave provided an overview of the previous evening's open house, noting that there were approximately 60 people in attendance...about 8 of them affiliated with the project (consultant team, City staff and officials, PAC members). Dave indicated that, following the initial presentation, attendees examined the exhibits on display and talked with representatives of the consultant team and City staff. Attendees were invited to ask questions, to provide comments on the easels and comment forms provided for this purpose, and to just talk and become more familiar with the project.

Comments received were very supportive of the Draft Central Area Plan. A general summary of the comments received includes the following:

- There were some questions regarding the prospect of taller buildings, how they might impact the “feel” of downtown Bend, and how they might transition to adjacent neighborhoods.
- There was support for the concept of “gateways” that would help define entryways into the Historic Downtown core and other Central Area neighborhood districts.
- There was broad support for the “reinvention” of 3<sup>rd</sup> Street, and the plan to transform it from an auto-dominated commercial strip to a boulevard with a tree-lined median



# Bend Central Area Plan

featuring a series of higher-density, mixed-use, pedestrian-friendly neighborhood centers connected to the Historic Downtown Core by effective east-west connecting streets, particularly the Plan's designated "great streets": Franklin; Greenwood/Newport; and Portland-Olney.

- The concept of facilitating the distribution of future levels of traffic through the downtown (and particularly the new Bend Central neighborhood district) by use of the "grid" formed by a one-way couplet system (2<sup>nd</sup> Street and 4<sup>th</sup> Street) and the aforementioned improved east-west connections was well-supported. There were, however, general concerns about the future volumes of traffic the future would bring to the Central Area; this was coupled with support for transit, increasing the ability to get around using all modes of transportation, and for additional parking.

Robin Lewis provided her thoughts regarding the concept of the traffic "engine" that is proposed to facilitate the movement of traffic through a grid of north-south and east west streets, indicating that this seemed to be understood by those in attendance.

### 3. Comments and Suggestions Regarding "Regulatory Recommendations Memorandum"

Dave Siegel and Don Stastny provided an overview of the draft Regulatory Recommendations Memorandum to the PAC, noting that it had been sent electronically to the PAC prior to the meeting for their review. Dave distributed a one-page summary overview of the memo's major recommendations.

The PAC asked whether the Central Business zone was being proposed for expansion, and Dave indicated that it had. David Knitowski distributed copies of a map showing the proposed new zoning designations and the expanded reach of the CB zone.

The PAC was most interested in the proposed guidance for how the height of new buildings would be handled and how issues of transitioning or buffering would be accommodated.

There was discussion regarding whether or not the market ought to be the primary determining factor for how high buildings would be. Doug Knight indicated that the potential allowance of buildings up to 20 stories in height might be too much of a major change in the short term; other opinions, some in agreement, others not, were expressed. The PAC and the Project Team discussed this, and discussed the various aspects and implications of how (perhaps) a phased implementation approach might be considered; one that might allow buildings up to 10 stories (for example) for an initial period of time, or until a particular performance standard or milestone had been achieved. Don indicated that this is certainly an approach the City may wish to examine and pursue, should they think it best to do so.

Don Stastny discussed a potential approach for how building heights, relationship of buildings to the block, and transitions between blocks and from the "reinvented" 3<sup>rd</sup> Street



Corridor to the Historic Downtown Core along the three east-west “great streets” might be accommodated, one based upon the size of the average floor area proposed or allowed by the size/configuration of the property in question. He also discussed having shorter buildings being oriented towards the street frontages, with the taller buildings being constructed in the middle to ensure transition in scale and a more pedestrian-friendly feel. He indicated the importance of retaining the pedestrian friendliness between Portland and Franklin Ave along east-west streets, particularly the great streets of Portland-Olney, Greenwood-Newport, and Franklin.

Don and Dave indicated that the Project Team would take this discussion to heart and consider how best to recommend it be addressed in the Central Area Plan, its technical appendices and recommended changes to the City’s land use regulatory tools.

#### 4. Final Comments on Draft Central Area Plan

Dave Siegel indicated that the Draft Central Area Plan had previously been presented for review by the CAP-PAC and the City staff, and that that a consolidated set of comments had been provided by City staff. Dave mentioned that the draft Plan is being distributed to the City Council and Planning Commission for their review prior to their September 10<sup>th</sup> joint work session. After the work session, the project consultants will take any direction and comments into account and will complete a final draft product for delivery to the City by the termination date of the contract, September 30<sup>th</sup>.

Although the time for comments on the draft Plan from the CAP-PAC to City staff had passed, the PAC was invited to provide any additional comments to City staff for consideration prior to the City’s approvals process anticipated to begin this fall.

#### 5. Continuing Role for the Central Area Plan Committee (CAP-C)

Brian Shetterly thanked the CAP-PAC for their participation in the development of Part 2 of the Central Area Plan. He indicated that those PAC members who had also been previously named to the Central Area Plan Committee (CAP-C) by the City Council would continue to work with the City to see the Plan carried through the processes for approval and implementation.

#### 6. Wrap up and Next Steps

Dave Siegel thanked the PAC for their participation, input and support over the past eight months, and invited the PAC to attend the joint work session of the City Council and Planning Commission on September 10, 2007 at 5:30 p.m. at the City Council chambers at City Hall. He reiterated that the final products would be provided by the consultant team to the City and to ODOT on September 30, and that the hearing and approval process would be occurring during the winter of 2007 – 2008. The meeting adjourned at noon.



# Bend Central Area Plan

## Project Team Attendees:

- City of Bend
  - David Knitowski
  - Brian Shetterly
  - Shannon Levine
  - Robin Lewis
- Consultant Team
  - Dave Siegel (Parametrix)
  - Don Stastny (StastnyBrun Architects)

## Project Advisory Committee Members:

*(Attendees in Bold)*

- Nick Arnis, City of Bend - Transportation
- David Boyd, ODOT Access Management Engineer
- Patrick Creedican, ODOT District Manager
- Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development
- Mark DeVoney, ODOT Contract Administrator
- Jeff Eager, Bend Central Area Planning Committee
- Ron Kidder, Design Interest
- Pat Kliwer, City of Bend – Historic & Cultural Resources
- **David Knitowski, City of Bend – Long Range Planning**
- **Paul Rheault, City of Bend – Public Works**
- **Brian Shetterly, City of Bend - Long Range Planning**
- John Russell, City of Bend – Bend Urban Renewal / Economic Development
- Tyler Deke, City of Bend - MPO
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- Charles Kettenring, ODOT Manager Rail
- James Lewis, Bend Central Area Planning Committee
- **Mary Louise Vidas, Bend Central Area Planning Committee**
- Kathy DeGree, Bend Central Area Planning Committee
- **Jack Holt, Bend Central Area Planning Committee**
- Jean Wood, Bend Central Area Planning Committee
- **Bob Thomas, Bend Central Area Planning Committee**
- **Doug Knight, Old Bend Land Use Chair**
- **Kathleen Combs, Orchard District Land Use Chair**
- Pam Hardy, Riverwest Land Use Chair
- Linda Crossman, City of Bend – Accessibility Manager
- Patrick Kesgard, Steve Scott Realtors



## **BEND CAP PART 2**

Project Advisory Committee Meeting #8  
Deschutes County Building – DeArmond Room  
1300 NW Wall St, Bend Oregon  
Wednesday, August 29, 2007 – 10:00 a.m. to 12:00 p.m.

### **Meeting Agenda**

1. Welcome and Introductions
2. Comments from August 28<sup>th</sup> Open House
3. Comments and suggestions on “Regulatory Recommendation Memo”
4. Final Comments on Draft CAP Document
5. Continuing role for the Bend CAP Committee
6. Next steps
  - a. Planning Commission/City Council Briefing September 10, 2007
  - b. Products to the City on September 30, 2007
  - c. Hearing and approval process – Winter 2007/2008



**Project Advisory Committee Members:**

- Nick Arnis, City of Bend - Transportation
- David Boyd, ODOT Access Management Engineer
- Patrick Creedican, ODOT District Manager
- Jeff Datwyler, City of Bend – Bend Urban Renewal / Economic Development
- Tyler Deke, City of Bend – MPO
- Paul Rheault, City of Bend – Public Works
- Devin Hearing, ODOT Planner
- Mark DeVoney, ODOT Contract Administrator
- Jeff Eager, Bend Central Area Planning Committee
- Ron Kidder, Design Interest
- Pat Kliewer, City of Bend – Historic & Cultural Resources
- Robin Lewis, City of Bend – Transportation
- David Knitowski, City of Bend – Long Range Planning
- Brian Shetterly, City of Bend - Long Range Planning
- John Russell, City of Bend – Bend Urban Renewal / Economic Development
- Bruce Ronning, Bend Metro Park & Rec. District
- Steve Jorgensen, Bend Metro Park & Rec District
- Joel McCarroll, ODOT Traffic Engineer
- Charles Kettinger, ODOT Manager Rail
- James Lewis, Bend Central Area Planning Committee
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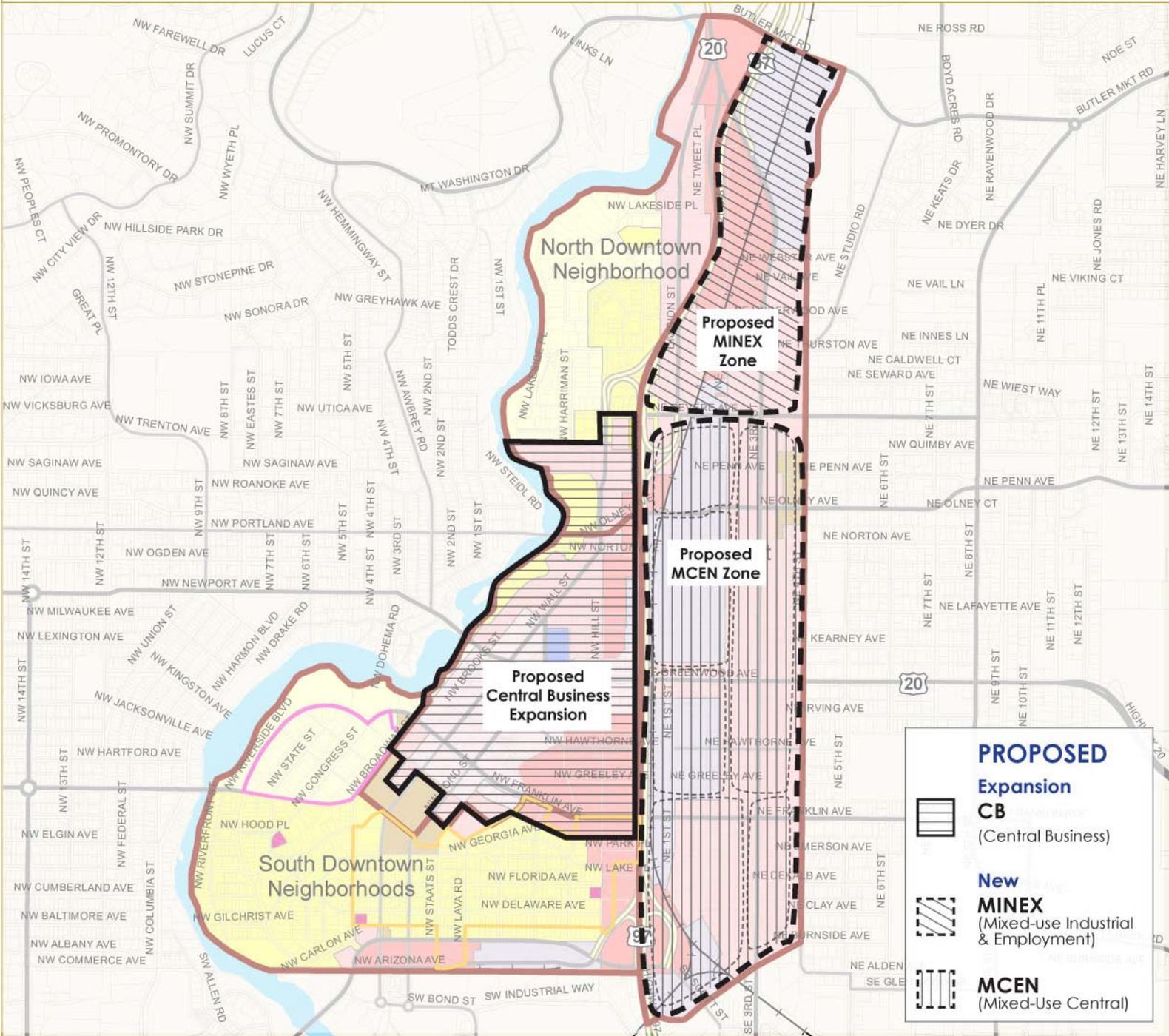
**Attachments:**

Draft Regulatory Recommendation Memo



# BEND CENTRAL AREA PLAN

## Proposed New Zones & CB Expansion



**PROPOSED**

**Expansion**  
**CB**  
 (Central Business)

**New**  
**MINEX**  
 (Mixed-use Industrial & Employment)

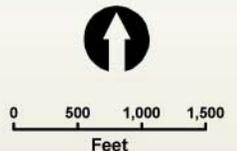
**MCEN**  
 (Mixed-Use Central)

### Zoning


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**Data Source(s):**  
 City of Bend, NAIP, Parametrix

**Geographic Data Standards:**  
 Projected Coordinate System:  
 State Plane - Oregon South  
 Units: US Foot



**Parametrix**



# Bend Central Area Plan

## Overview of Recommended Land Use Regulatory Changes

### City Form

1. Expand the Central Business District so it includes all areas referred to as Historic Downtown Core District, as well as the commercial areas north to Revere Avenue west of the Bend Parkway. This will facilitate the unification of the “core” of the Central Area through urban design and development.
2. Adopt new zones to offer maximum development flexibility within the Bend Central and the Industrial and Employment Districts and provide incentives for redevelopment.
3. Implement the proposed Bend Central Performance Guidelines for new development in the Historic Downtown Core, Bend Central, and the Industrial and Employment Districts to ensure that quality development occurs consistent with the Central Area Vision, and ensures appropriate transitions with surrounding areas.
4. Strengthen current buffering mechanisms between existing residential neighborhoods and the Historic Downtown Core, Bend Central and the Industrial and Employment Districts.

### Defined Neighborhood Districts

1. Define and strengthen the identity of smaller sub-areas within Central Area neighborhood districts.
2. Adopt the six Central Area Plan district identities into the Bend Area General Plan.
3. Adopt new flexible mixed-use zones for the Bend Central and the Industrial and Employment Districts into the Bend Area General Plan and Development Code.
4. Apply a Central Area Plan Development Performance Guidelines overlay zone to the Central Business District, Bend Central, and the Industrial and Employment District.
5. Develop neighborhood plans for the Northern Central Neighborhood, the Division Commercial District, and the Southern Central Neighborhood.

### 3<sup>rd</sup> Street Reinvention / Bend Central Revitalization

1. Complete a 3rd Street transportation refinement plan to further develop the 2<sup>nd</sup> / 4<sup>th</sup> Street couplet concept and the planned reinvention of 3<sup>rd</sup> Street.
2. Implement Bend Central Performance Guidelines.
3. Amend the TSP to reflect the 2<sup>nd</sup> / 4<sup>th</sup> Street couplet configuration.\*
4. Amend the TSP to reflect cross section recommendations and designations of “Great Streets.”\*
5. Amend setbacks, sidewalks, and planter strip requirements to reflect Great Streets and the proposed couplet.\*
6. Incorporate design standards that encourage “green street” techniques.
7. Revise development standards to encourage shared parking and parking districts. Allow in-lieu of fees for required parking within the Bend Central District.

\* These changes or amendments are dependent on the results of the 3rd Street transportation refinement plan.