



**Bend CAP Part 2  
CAP-PAC Implementation Workshops  
Friday, May 18, 2007**

**Location: Barnes/Sawyer/DeArmond Rooms  
Deschutes County Building, 1300 NW Wall Street  
9:00 a.m. – 12:30 p.m.**

**Workshop Summaries**

***Objectives of the CAP-PAC Implementation Workshops***

- *Providing an update on the Plan vision, framework and outcomes*
- *Getting guidance on refining the Plan*
- *Getting ideas on carrying out the Plan*
- *Answering questions*

***1. Introduction, welcome and meeting objectives***

Dave Siegel began the implementation workshops by welcoming those in attendance and stating that the objectives of the workshop would be: 1) to give the Project Advisory Committee (PAC) an update on the Plan vision, framework and outcomes; 2) getting their guidance on refining the Plan; and, 3) getting ideas from the PAC on which actions would be most important to carrying out the Plan.

Dave also gave an overview of the City Council presentation on May 16<sup>th</sup> as well as the second Bend Public Workshop held Thursday evening, May 17<sup>th</sup>. Dave described how the implementation workshops would be organized into two sessions so members of the PAC and project team could examine a variety of issues in two of the three workshop stations: Transportation, Urban Design and Land Use, and Development and Redevelopment. After asking if there were any questions, Dave invited the PAC members to join discussions in an area of their interest. Many of the topics, ideas, and outcomes from the three different workshop stations were often similar and are summarized below.

## M E M O R A N D U M

Date: **February 16, 2007**  
To: **David Knitowski – City of Bend**  
From: **Dave Siegel, Shelley Holly, and Lauren Golden - Parametrix**  
Subject: **Bend Central Area Plan Part 2 January Public Open House Summary**  
cc:  
  
Project Number: **277-2395-053**  
Project Name: **Bend Central Area Plan Part 2**

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### Overview

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

- Inform interested members of the public about the planning project and objectives,
- Review the vision for 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 framework.

The Open House included a presentation and three workshop stations. Mayor Abernethy made opening remarks and welcomed the community. 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 station focused 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.

The project team provided several handouts, including:

- Workshop Agenda
- Project background information sheet
- Map of the Bend Central Area Plan study area
- Workshop Comment Form

The sign-in sheets recorded 31 attendees from the public at the Open House. Members of the project team in attendance included:

- David Knitowski, City of Bend-Long Range Planning

- Nick Arnis, City of Bend-Transportation Engineering
- Brian Shetterly, City of Bend-Long Range Planning
- John Russell, City of Bend Urban Renewal and Economic Development
- Jeff Datwyler, City of Bend Urban Renewal and Economic Development
- Lauren Golden, Parametrix
- Shelley Holly, Parametrix
- David Siegel, Parametrix
- Jennifer Mannhard, StastnyBrun
- Don Stastny, StastnyBrun
- Chris Zahas, Leland Consulting
- Leslie Hara-Shick, Hara Shick Architecture

### Key Findings and Conclusions

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.

### Detailed Public Comment

The project team collected public comment at each of the three workshop stations and on the comment forms. Below is a summary of the comments recorded at each workshop station and on the comment forms.

#### ***Community Development and Urban Form***

The Community Development and Urban Form workshop station structured their conversation around four broad questions:

- What are the districts of special character?
- What is the character of the streets & intersections?
- Where are there opportunities for open space & paths?
- What should the transitions be between development & residential areas?

Several members of the public commented on the character and design of the overall Central Area. Two people commented that the City should consider using zoning or other development incentives to encourage desired development. For example, one person suggested a mixed use zoning overlay to help integrate certain areas into the downtown core. Another person suggested creating “density hubs”, whereby the City encourages denser development while maintaining views and downtown character. Finally, an attendee commented that topography and natural features should be the natural distinction between land use zoning.

Two people said that the City should maintain the existing character of the Central Area. One person commented that the “funky” character of the area is positive, and should be maintained. Another person said that the green streets, landscaping, and industrial areas should be maintained.

A large part of the conversation on the Central area components focused on the area to the north of the downtown core. Several attendees stressed the importance of connecting the northern area to the river and to the downtown core. One person specifically suggested that Division Street could provide connectivity from the northern area, provided that greenscaping is added to the street. A second person recommended using trails and bike paths to connect the northern area to the downtown core. Another person more generally stated that the transportation system within the northern area and between the northern area and the rest of the Central Area should be improved. Attendees also commented on the uses and character of the northern area. Ideas included maintaining the historic character associated with the Pendleton Woolen Mill, creating a mixed use area, and adding a variety of destination businesses (e.g., small offices, warehouses).

Attendees at this workshop station had a few ideas on how to improve the Third Street area. Attendees would like for Third Street to have a boulevard feel with greenscaping, traffic calming, and pedestrian amenities. Others suggested that Fourth Street include low intensity office uses, which will help Third and Fourth Streets transition into the residential neighborhood east of the Central Area.

As for the southern area, attendees thought that connectivity and transitions between the area and the Mill District should be improved. Additionally, some attendees recommended that open space and green space should be added to the area.

### ***Access and Mobility***

The Access and Mobility workshop station structured their conversation around two broad questions:

- What transportation issues are most important when considering redevelopment of the Central Area?
- Where are there opportunities for additional pedestrian and bicycle facilities?

The discussion at the Access and Mobility station focused on the overall Bend Central Area, with a few comments specifically addressing the north and south sides. Attendees had several comments on street design, such as adding a one-way couplet that could use Third and Fourth Streets or Second and Third Streets and restricting left turns at Second Street along both Greenwood and Franklin due to safety reasons. Another attendee suggested adding sidewalk setbacks in place of curb tight design, where possible.

Several attendees stressed the need for the City to coordinate with other governmental programs, such as American with Disabilities Act, Safe Routes to Schools, and Rails to Trails. Other attendees commented on the inter-relationship of transportation and land use decisions in the overall area. For example, one person said that the City should consider the effect of a new performing arts center on streetscape. Finally, one person said that there should be a better understanding of the long-term purpose and function of the Parkway.

The two main topics related to the north side included pedestrian connections and how to minimize the Parkway and Railroad as barriers. As for pedestrian connections, some attendees stressed the importance of improved connections from the Westside to the Central Area. Other attendees stated that better east/west connections are needed.

The attendees raised several questions about how to minimize the Parkway and Railroad as barriers, including:

- Can they, including their function and operations, be improved?
- How do you get across them?
- How do you address bottlenecks?
- Can you raise the railroad?

Focusing on the south side, attendees commented that the City should address the need for connectivity at the following locations:

- The area around Colorado and Industrial
- Between downtown and the Old Mill District, which should be a clear and natural connection
- East/west connections at the south end of the study area, particularly over to Third Street. Connectivity in this area should include bicycle and pedestrian connections and consider using some of the smaller existing streets.

### ***Land Use and Development***

The Land Use and Development workshop station structured their conversation around three broad questions:

- Where are high priority redevelopment areas located?
- What type of character should the districts have?
- How can redevelopment capture the character of Bend?

The conversation at the Land Use and Development station primarily focused on preferred land uses and along Third Street. In general, the attendees at this workshop station agreed that changing the uses and urban feel along Third Street would be difficult. Some attendees agreed that although the uses along Third Street could change, the uses will likely remain light industrial and general commercial because existing businesses and property owners lack incentives to relocate or redevelop their land, and it is difficult to site office space and residential in this area because of existing zoning and the character of the street. However, a few attendees commented that the City could improve Third Street by adding streetscaping and access to businesses.

A few people commented on the preferred zoning for particular areas. Comments included:

- The Railroad District should be zoned mixed employment.

- With regard to the Wall / Bond couplet through the Old Bend Neighborhood, any zoning changes such as neighborhood commercial would have to be “corner store” scale.
- Three story mixed-use with professional offices along Greenwood is possible.

Two people commented that ODOT should remove the Highway 20 designation from Greenwood Avenue, east of Third Street. They stated that this would make the area much more pedestrian friendly and would invite the amenities needed to attract development to this area.

Two people specifically commented on the need for City incentives for development in the Third Street area. One person said that the City should give parking incentives for transit-oriented development. Another person suggested that the City should give incentives that would encourage large businesses to relocate outside of downtown if they don't need to be in close proximity to the Central Business District.

One person commented on the difficulty of permitting a mixed use development in the Mixed Employment Overlay along Third Street (it was later determined in conversations with city staff that the area surrounding Third Street is not within a Mixed Employment Overlay). The person stated that the City, not the property owner, should conduct the City-required traffic and environmental studies to permit mixed use development.

A few people noted the importance of the Third Street intersections with Greenwood Avenue and Franklin Avenue as gateways to downtown. Attendees said that the City should add streetscaping and landscaping to these intersections.

Finally, one person encouraged the project team to consider commuter rail along the railroad.

### ***Comment Forms***

Two people completed and returned comment forms. The questions and responses are listed below.

1. What obstacles would need to be removed in order to achieve this vision? What opportunities should be examined?

- The Central Area should not “look like” the West side of the river.

2. The Central Area Vision identified the Third Street Corridor as a new, higher density, mixed-use neighborhood. What types of building designs and streetscape elements would you like to see in this district?

- No comments.

3. Are there any opportunities to enhance the community design and the connections between the Historic Downtown Core and the residential neighborhoods to the north and south of it?

- Division Street north of Revere Avenue to Butler Market Road is an important corridor, but is not currently properly designed for bicycles and pedestrians.
- Emphasize the two access points into the Lakeside neighborhood. The character of the Lakeside neighborhood is changing because of investment.

4. What are the transportation options for more effectively connecting the Third Street Corridor and surrounding neighborhoods with the Historic Downtown Core and the larger Central Area?

- Use bicycle lanes and footpaths.

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- Visually appealing streets are important.
- Light rail.

5. Are there opportunities for additional pedestrian and bicycle access to connect the Third Street Corridor and surrounding neighborhoods with the larger Central Area?

- The City should have plenty of public bike parking and bike trails that are separate from the roads.

6. Which district in the Central Area do you think is the most important to focus on first: Historic Downtown Core, Third Street Corridor, North Central Residential Area, or South Central Residential Area? What type of neighborhood would you like that district to become?

- Third Street with three-story residential abutting the street.
- Highway 20/97 corner as a gateway.
- It is important to have urban design elements, but do not over design. Not every street needs to be over designed.

7. What are the most important characteristics any new development should consider to preserve the character of the Bend Central Area?

- Good design.
- Historic character.
- Modern awareness of smart growth principles.
- Mixed residential/retail/commercial.
- Areas that discourage vehicle use by having alternatives like light rail.

## ***2. Transportation Implementation Session***

There was a general consensus that the analysis of 3rd Street needs to address specific problem areas and should consider such evaluation criteria for assessing improvements as:

- o Retail, residential and office impacts
- o Impacts on pedestrian/bicycle circulation
- o Ease of implementation
- o Cost and cost-effectiveness
- o Right-of-way impacts
- o ODOT acceptance (traffic analysis, freight route)

One participant asked if the project team knew of comparable examples of couplets, particularly those with boulevards in between the one-way streets.

Another participant noted that 4th Street is beginning to transition from residential to office/commercial.

Mark Devoney of ODOT expressed concern about how alternatives get selected. He said property owners need to be contacted and the City needs to look at impacts to businesses along 3rd Street that could lose traffic volume exposure.

It was thought that the options with two-way traffic on 3rd Street would have less business impact/disruption, and that no right-of-way acquisition would likely be required.

Another participant suggested that a fourth option could be developed that would consider a one-way couplet using 3rd and 4th instead of 2nd and 3rd. It was pointed out that the option using 2nd as the southbound portion of the couplet would likely require more right-of-way along 2nd. Concern was also expressed about putting roundabouts in this corridor.

Three options for a potential couplet in this area were discussed. General conclusions about the three options seemed to be:

- Option 3, a couplet on 2<sup>nd</sup> Street and 4<sup>th</sup> Street with a main street boulevard on 3<sup>rd</sup> Street, would probably experience the greatest opposition.
- Option 2, a broader grid system utilizing east-west streets, would be easiest to implement but would make it hard to revitalize 3<sup>rd</sup> Street. Most traffic will likely continue to use 3<sup>rd</sup> Street.
- Option 1, a couplet on 3<sup>rd</sup> Street and 4<sup>th</sup> Street, would be best from a traffic flow perspective.

It was felt that each street in the study area should have its own character with design standards and general guidelines, with bicycle and pedestrian facilities on all streets (arterials and collectors) except along Wall and Bond Streets, or where volumes are low and shared use is viable.

Some concern was expressed about 10-foot lanes on 2nd and 4th Streets if these streets are going to be used by trucks. There should be at least one truck lane in each direction on these streets. It was noted that signal coordination along the couplet will be important.

It was felt that 1st Street might need to be improved under all scenarios and that the City might wish to consider improvements to 5th Street because of all the destinations along this street (e.g., community center, park, etc.).

The participants of the Transportation Implementation session offered comments on priorities and felt that widening the Greenwood and Franklin Avenue undercrossings to better accommodate bicycle and pedestrian users was very important. It was also suggested that the City consider a pedestrian/bicycle bridge over the railroad and parkway to a transit hub on the east side/Railroad District rather than an undercrossing.

The idea of an auto mall was also floated and it was suggested the City could facilitate this to free-up development opportunities in the Bend Central neighborhood district. Most participants felt the improvement of Division Street would be the lowest priority.

An evaluation matrix was prepared for each of the 3 couplet street conceptual options that were reviewed during the Transportation Implementation session:

	Option 1	Option 2	Option 3
Advantages	<ul style="list-style-type: none"> <li>• No advantages</li> </ul>	<ul style="list-style-type: none"> <li>• Disperses traffic</li> <li>• Easiest to implement in terms of total construction</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitates redevelopment of 3rd</li> <li>• Allows parking on 3rd</li> <li>• Easiest to stage for construction</li> </ul>
Disadvantages	<ul style="list-style-type: none"> <li>• Favors one street over another</li> </ul>	<ul style="list-style-type: none"> <li>• Fewest opportunities to improve 3rd</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts to residential area</li> <li>• Most expensive (e.g., most linear feet of roadway improvements)</li> </ul>

### ***3. Urban Design and Land Use Implementation Session***

The urban design discussion began with a brainstorming session on design-related elements that could act as catalysts for the Central Area Plan’s implementation. Suggestions are summarized below.

Many felt the way to jumpstart development within the Central Area would be to initiate zoning and development code changes, including new height limitations and a possible expansion of the CB zone. Implementation of special mixed-use zones with a special Design Review Committee for Bend Central was suggested.

One participant stressed that a transportation hub should be identified and preserved and the framework and standards should support this.

Another participant felt that it was important to encourage the development of an “artistic community” (district) along the railroad and suggested this could be done through a refinement plan or a zoning overlay.

Overall, it was thought that development and design guidelines should be applied in the Bend Central neighborhood to bring the buildings closer to the street.

A signature pedestrian bridge across the railroad and the Parkway at Hawthorne was identified as a design related catalyst project that might help jumpstart development within the Bend Central Area. The pedestrian bridge should be high enough to create a view of the mountains.

Discussion ensued about design themes and a “Bend Design Language” in which development could use artwork such as mountains, river, fish, and/or volcanoes to define Bend. This raised some concerns that it could create too many restrictions. Another participant offered that buildings should look like they have been here for years.

One participant suggested extending the design of the 3<sup>rd</sup> Street couplet concept to beyond the overpass to the south (over the rail road). This would incorporate 2nd & 3rd Streets or 2nd & 4<sup>th</sup> Streets as the north-south connections.

Other comments included a desire to incorporate the diverse geographical and geological aspects of Bend (water, mountains) into design, and a reiteration of the desire to create a public space such as Heritage Square.

There were several suggestions for improving the Franklin and Greenwood Avenue underpasses, including use of design elements to upgrade pedestrian undercrossings and consolidation of an aesthetic treatment to the Greenwood Avenue overpass / underpass addressed in CAP Part 1.

Participants felt that the City should develop a streetscape plan (w/details and illustrations) for this area.

#### ***4. Development and Redevelopment Implementation Session***

The Development and Redevelopment Implementation session addressed three aspects of catalyst projects:

1. Principles on how catalyst projects should effect the Central Area Plan;
2. Projects that will best promote the goals and vision of the Central Area Plan; and,
3. Priorities for the identified catalyst projects.

Discussions of these categories are summarized below:

#### **Principles**

It was felt that catalyst projects should reflect the Cap’s vision and should be solving a problem. The City should clearly identify the problem that is trying to be solved (e.g., 3rd Street, connectivity, etc.). Most people felt it was important to do something right away so the City could show visible, early successes.

Several people felt that public infrastructure and transportation is the best catalyst for development and that it would be hard to do anything without fixing 3rd Street. Reinventing 3<sup>rd</sup> Street would draw energy from downtown to 3rd Street, not just vice-versa.

One participant suggested thinking ahead to providing for connections to Juniper Park and another indicated that the 3rd Street reinvention needs to include “Bend” character.

There was a suggestion that the Bend Central neighborhood district should be a place for affordable housing for workers to walk to downtown from Hawthorne.

Several participants felt that the City should change the current zoning because its too limited and won’t accommodate vision.

### **Catalyst Projects**

Several catalyst projects or activities that would encourage redevelopment in the Central Area were suggested. These include:

- Land assembly
- Formation of an urban renewal district
- Formation of an LID or BID/EID (business improvement district/economic improvement district)
- A “Gateway” treatment for Greenwood/overpass
- A relocation assistance program to help reorient uses to achieve vision
- Auto-mall concept...create mutually supportive environment
- Expansion of the CB zone / district
- Construction of centralized parking structures
- Parking regulation & incentives
- Building a Hawthorne Avenue connection to the Historic Downtown Core
- Bike routes separate from roads
  - Enhance, complete to riverfront trail
  - Connect destinations / attractions
- Pocket parks, green spaces, buffers – link to storm water needs
- Locating a Performing Arts Center in the Central Area, not Juniper Ridge

### **Project Priorities**

The latter part of the discussion turned to catalyst project priorities. There were different views as to which projects should have the highest priorities.

Some participants felt that redeveloping 2nd Street and its cross streets could be done soon without waiting for the full 3<sup>rd</sup> Street traffic refinement study. Others felt that working on the Historic Downtown Core and 3<sup>rd</sup> Street would promote greater momentum. It was thought that downtown core improvements will catalyze and intensify opportunities and implementing projects east of Lava will help set the stage for more intense development east of the Parkway.

Some participants felt that Greenwood Avenue east of the Parkway and the intersection of Greenwood Avenue and 3rd Street would be a logical starting place.

It was noted that identifying “receiving areas” for business relocation from 3<sup>rd</sup> Street and the Bend Central neighborhood district early in the process would be key to allowing the 3<sup>rd</sup> Street reinvention.

Overall, it was felt that actions should be focused in higher-priority districts. It was acknowledged that access and circulation improvements and land assembly in the northern neighborhoods is needed, but not a high priority. It was felt that the northern area to the east of the Parkway could be a “receiving area” in the interim.

## ***5. Closing***

David Siegel thanked everyone for their input and noted that the next Bend CAP PAC meeting would be on Friday, June 8<sup>th</sup>.



## **BEND CAP PART 2**

### **Public Workshop on the Draft Central Area Plan**

Deschutes County Building

1300 NW Wall St, Bend Oregon

Thursday, May 17th, 2007 – 5:30 p.m. to 7:30 p.m.

### **Workshop Summary**

#### **Attending:**

##### City Representatives:

- City Council: Mayor Bruce Abernethy
- Dept. Public Works: Nick Arnis, Robin Lewis
- Dept. Community Development: Brian Shetterly; David Knitowski, Shannon Levine
- Dept. Economic Development: Jeff Datwyler

##### Oregon Dept. of Transportation:

- Mark Devoney

##### Consultant Team:

- David Siegel, Project Manager (Parametrix)
- Shelley Holly, Deputy Project Manager (Parametrix)
- Anne Sylvester, Transportation Lead (Parametrix)
- Don Stastny, Design Lead (StastnyBrun Architects)
- Chris Zahas, Economic Analysis Lead (Leland Consulting Group)

##### Public:

- Approximately 18 non-staff individuals

##### Agenda:

- 5:30 p.m. Registration
- 6:00 p.m. Welcome by Bruce Abernethy, Mayor of Bend
- 6:10 p.m. Overview and Expectations
- 6:30 p.m. Interactive Open House and Public “Tour de Plan”
- 7:30 p.m. Coming Attractions and Next Steps

## Workshop Summary

Mayor Abernethy welcomed the attendees and set the stage with an overview of the Central Area Plan and why it was important to ensure that the community determined how growth should be accommodated in this area over the course of the next 20-30 years.

Project Manager Dave Siegel (consultant team, Parametrix) welcomed the open house attendees to the second of three public events associated with the Central Area Plan. Dave gave an overview of the evening's agenda and then gave a presentation on the Draft Central Area Plan.

Following the presentation, Dave Siegel, Don Stastny, Brian Shetterly and Mark DeVoney responded to a few questions from the attendees. Dave noted that the periphery of the room was lined with graphics demonstrating the transportation, urban design, land use and redevelopment aspects of the project. The attendees were invited to examine the exhibits on display and to talk with representatives of the consultant team and City staff. Large note pad flip charts were provided throughout the room to allow attendees to provide comments. Comment sheets were also available for participants to complete and return to the project team.

Comments on the Draft Central Area Plan were varied and included the following suggestions:

- One participant suggested moving Highway 20 to get through traffic off of 3rd Street and configuring an Eastside Bypass. There was a concern that as long as Highway 20 turns left at Greenwood Ave the proposed couplet concept may not work.
- A participant suggested that a centerpiece such as a representation of a volcano or Three Sisters should be used at any roundabouts at the gateways.
- Another participant suggested changing Minnesota Avenue to a pedestrian walkway going from the waterfall all the way through to connect to a plaza. The plaza should be similar to Pacific Plaza.
- There was a preference from some participants to limit heights to 3-5 stories.
- There were concerns with the lack of parking and a suggestion that drivers could park near the rail road tracks and use a shuttle system.
- Someone proposed a different architectural scheme for each street (i.e.: Jazz Neighborhood Street).
- One participant felt the Portland Road bridge should be more pedestrian friendly.
- There were concerns about speeding traffic in neighborhoods around Florida Avenue.
- Some people felt there was a lack of open space in the Historic District.

Suggestions collected on the comment sheets included:

- One person felt that the study area boundary should be changed to include the Pine Avenue and 3rd Street intersection while another felt the Division Street Commercial and the Industrial and Employment Districts should be combined.

- Suggested district names included: Mirror Pond District, Historic District, Old Mill, Downtown, Bend Central, and Old Downtown.
- Bend's skyline in 2030 should contain some high rise buildings, some new urbanism, and a sculpture park at the north end.
- There should be mid-rise buildings along 3<sup>rd</sup> Street; and the tallest buildings should be close to the Parkway.
- The future of 3<sup>rd</sup> Street should include a tree-lined, pedestrian and bike friendly environment with plazas and parks in key locations. Children's and artist's parks should be included.
- The Greenwood Avenue and 3<sup>rd</sup> Street intersection should be like Columbus Circle in Washington, D.C. It should include retail and low-rise residential and have a more open feel, almost like the center of a compass for the city. Another participant felt that there should be larger, taller buildings at each corner to create a gateway to Downtown.
- The Franklin Avenue and 3<sup>rd</sup> Street intersection should feel like a gateway and like you're entering a district. One participant felt this would be a great place for a large green roundabout. Retail was also suggested for this intersection.

Four comment sheets were filled out by Open House attendees; these have been scanned and appended to this summary document. The event concluded at 7:15 p.m.

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Attachment

Open House comment forms



# Bend Central Area Plan

## Public Workshop Comment Form

*Please share your thoughts regarding re-inventing 3rd St. and improving connections and circulation through the Central Area.*

● = Excellent

◐ = Good

○ = Not so good

	Achieves vision for re-inventing 3rd St. Commercial Strip	Transportation: Provides good circulation and connections	Provides Development and Redevelopment Opportunities	Rank (1 is the highest and 3 is the lowest)	Comments
Third Street Concept 1	○	○	○		
Third Street Concept 2	○	○	○		THIS IS BEST. CORPLETS HAVE FAILED ALL OVER. 1ST + 2 <sup>ND</sup> STREETS DONT NEED AUTOS IN ORDER TO BE REVITALIZED.
Third Street Concept 3	○	○	○		

## Additional comments:

### Central Area Neighborhood Districts

1. Mistaken identity. Are there any boundary changes you would suggest to better identify the Central Area's districts?

NO.

2. So what's in a name? What names do you think best reflect the identities of the Central Area's neighborhood districts?

### City Form

1. It's 2030 and you're driving into Bend after a long vacation! What does the skyline of Bend's Central Area look like?

~~THE TALLEST BUILDINGS BETWEEN~~  
BUILDINGS 6 STORIES TALL. ~~HERE~~ →  
TALLER THAN 6 STORIES CAN BE OK.,  
BUT HUMAN SCALE CAN BE LOST.

2. Imagine running into a former neighbor or co-worker on 3<sup>rd</sup> St. in the future. What kind of open space would best suit a "lets catch-up" conversation? What other activities do you envision in the open spaces of Bend's Central Area?

3. What kind of "character" do you envision for the following intersections:

- 3<sup>rd</sup> Street and Greenwood Avenue?

LARGER, TALLER BUILDINGS ON EACH CORNER,  
ESPECIALLY THE TWO WESTERN CORNERS

- 3<sup>rd</sup> Street and Franklin Avenue?

DITTO

CREATING A GATEWAY  
TO DOWNTOWN BEND.



Thank you for your time!



# Bend Central Area Plan Public Workshop Comment Form

Please share your thoughts regarding re-inventing 3rd St. and improving connections and circulation through the Central Area.

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	Achieves vision for re-inventing 3rd St. Commercial Strip	Transportation: Provides good circulation and connections	Provides Development and Redevelopment Opportunities	Rank (1 is the highest and 3 is the lowest)	Comments
Third Street Concept 1	○	○	○	2	
Third Street Concept 2	◐	◐	◐	1	
Third Street Concept 3	◑	◑	◑	3	

*a great blvd. where 3rd is*

## Additional comments:

### Central Area Neighborhood Districts

1. Mistaken identity. Are there any boundary changes you would suggest to better identify the Central Area's districts?

*Maybe combine the Division Commercial + industrial & employment to create a sense of connecting vibrant commercial with potential large employers (industrial)  
Technically, it's all commercial.*

2. So what's in a name? What names do you think best reflect the identities of the Central Area's neighborhood districts?

*I'm not sure if I'm supposed to pick from what's presented or offer new ideas.*

*"Bend Central" reflects the 3rd St. corridor well.*

*"Historic Downtown" - Is the area still "historic" with so much new development - maybe "old downtown"*

### City Form

1. It's 2030 and you're driving into Bend after a long vacation! What does the skyline of Bend's Central Area look like?

*Higher, but not like you're driving through a tunnel of buildings. More like San Diego's Balboa Park/Gaslamp district, or Chico's Esplanade/Promenade.*

2. Imagine running into a former neighbor or co-worker on 3<sup>rd</sup> St. in the future. What kind of open space would best suit a "lets catch-up" conversation? What other activities do you envision in the open spaces of Bend's Central Area?

*Larger, park or plaza areas in key locations.*

3. What kind of "character" do you envision for the following intersections:

- 3<sup>rd</sup> Street and Greenwood Avenue? *an over/under pass - just kidding - a more open feel - almost like the center of a compass for the city*
- 3<sup>rd</sup> Street and Franklin Avenue? *feeling that you're entering a "district"*



Thank you for your time!



# Bend Central Area Plan Public Workshop Comment Form

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	Achieves vision for re-inventing 3rd St. Commercial Strip	Transportation: Provides good circulation and connections	Provides Development and Redevelopment Opportunities	Rank (1 is the highest and 3 is the lowest)	Comments
Third Street Concept 1	◐	○	○		
Third Street Concept 2	●	●	●		<i>Put 'main st' idea in the concept.</i>
Third Street Concept 3	◐	◐	◐		<i>like the 'main st.' concept</i>

## Additional comments:

### Central Area Neighborhood Districts

1. Mistaken identity. Are there any boundary changes you would suggest to better identify the Central Area's districts?

*Should go North to include  
Epicure / 3<sup>rd</sup> intersection + effects of 97/20  
reference most plan.*

2. So what's in a name? What names do you think best reflect the identities of the Central Area's neighborhood districts?

### City Form

1. It's 2030 and you're driving into Bend after a long vacation! What does the skyline of Bend's Central Area look like?

*new  
urbanist*  
*Some high rise  
green space  
walkable*

2. Imagine running into a former neighbor or co-worker on 3<sup>rd</sup> St. in the future. What kind of open space would best suit a "lets catch-up" conversation? What other activities do you envision in the open spaces of Bend's Central Area?

*Sculpture Park at No End  
"gateway"  
walk + bike - ped. friendly  
tree lined streets + sidewalks  
"Bend re-invented"*

3. What kind of "character" do you envision for the following intersections:

- 3<sup>rd</sup> Street and Greenwood Avenue? - *Columbus Circle in DC - large open, core business + or transit center*
- 3<sup>rd</sup> Street and Franklin Avenue? *Large green Roundabout*



Thank you for your time!



# Bend Central Area Plan Public Workshop Comment Form

Please share your thoughts regarding re-inventing 3rd St. and improving connections and circulation through the Central Area.

● = Excellent

◐ = Good

○ = Not so good

	Achieves vision for re-inventing 3rd St. Commercial Strip	Transportation: Provides good circulation and connections	Provides Development and Redevelopment Opportunities	Rank (1 is the highest and 3 is the lowest)	Comments
Third Street Concept 1	○	○	○	2	
Third Street Concept 2	○	○	○	3	
Third Street Concept 3	◐	◐	◐	1	provide flex, l.o.f

We need city govt (Council/union) to unite (cut out the infighting) and trying to "please all the people;" make the hard decisions and pass the Central Area Plan to implementation.

(Please see reverse)

## Additional comments:

### Central Area Neighborhood Districts

1. Mistaken identity. Are there any boundary changes you would suggest to better identify the Central Area's districts?
2. So what's in a name? What names do you think best reflect the identities of the Central Area's neighborhood districts?

1. Mirror Pond District      4. Downtown  
2. Historic District  
3. Old Mill

### City Form

1. It's 2030 and you're driving into Bend after a long vacation! What does the skyline of Bend's Central Area look like?

mid-rises along the 3<sup>rd</sup> st corridor (4-6 stories)

2. Imagine running into a former neighbor or co-worker on 3<sup>rd</sup> St. in the future. What kind of open space would best suit a "lets catch-up" conversation? What other activities do you envision in the open spaces of Bend's Central Area?

- children's parks  
- Arts parks

3. What kind of "character" do you envision for the following intersections:

- 3<sup>rd</sup> Street and Greenwood Avenue?

Retail combine w/ low-rise residential

- 3<sup>rd</sup> Street and Franklin Avenue?

Retail      "      "      "

Thank you for your time!





## **BEND CAP PART 2**

**Public Open House “Presenting the Draft Plan”**  
Deschutes County Building  
1300 NW Wall St, Bend Oregon  
Tuesday, August 28th, 2007 – 5:30 p.m. to 8:00 p.m.

### **Open House Summary**

#### **Attending:**

##### City Representatives:

- City Council: Councilor Bill Friedman; Councilor Peter Gramlich
- Dept. Public Works: Paul Rheault; Robin Lewis
- Dept. Community Development: Brian Shetterly; David Knitowski, Shannon Levine; Rick Root
- Dept. Economic Development: Jeff Datwyler

##### Oregon Dept. of Transportation:

- Mark DeVoney

##### Consultant Team:

- David Siegel, Project Manager (Parametrix)
- Don Stastny, Design Lead (StastnyBrun Architects)

##### Public:

- Approximately 53 non-staff individuals (sign-in sheets scanned and attached)

#### **Agenda:**

1. Welcoming Remarks: Councilor Bill Friedman
2. Overview Presentation: David Siegel, Parametrix
3. Questions
4. Open House

#### **Summary of Open House:**

Councilor Friedman welcomed the attendees and set the stage with an overview of the Central Area Plan and why it was important to ensure that the community determined how growth should be accommodated in this area over the course of the next 20-30 years.

Project Manager David Siegel (consultant team, Parametrix) welcomed the open house attendees to the third and final public event associated with the Central Area Plan prior to its being forwarded to the City for consideration and approval. Dave Siegel and Don Stastny provided an overview presentation regarding:

- the purpose of the Central Area Plan;
- the community's vision and desired outcomes, approved by the City Council;
- the components of the Plan and how they were developed;
- the three "Big Ideas" around which the Plan was centered;
- the Draft Plan and the projects and actions needed to carry it out over time; and
- the recommended strategy for programming implementation actions.

Following the presentation, David Siegel, Brian Shetterly and David Knitowski responded to a few questions from the attendees. The attendees were invited to examine the exhibits on display and to talk 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 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.

Eight Open House attendees completed comment sheets; these have been scanned and appended to this summary document. The event concluded at 8:00 p.m.

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Attachments (2):

1. Open House sign-in sheets
2. Open House comment forms

# Bend Central Area Plan

## Public Open House Registration - August 28, 2007

Name	Address	Phone	E-mail
David Heron	2724 NW Rainbow Ridge Dr	410-9283 <del>383-2</del>	dkheron@gmail.com
Bob Thomas	1801 NW Iowa Av	389-1257	F.Thomas@Sasthem.com
Wallace Karen Corwin	505 NW Floride	385-3606	Wallace and Karen @ BendBroadband.com
ML VIDAS	2328 NW Quinn Creek	318-7212	mvidas@bendbroadband.com
CHARLES W O'NEIL	38#2 NW IRVING AVE	389-4902	
BRET EVERT	20364 STRAWLINE RD	388-8226	evertebendbroadband.com
Suzanne Johnson	660 NW 3rd St.	410-1720	suzanne@benddentgroup.com
Kathleen Limbo	PO Box 1654	Bend	
Fritz Johnston		408-1033	fritz@bendbroadband.com

# Bend Central Area Plan

## Public Open House Registration - August 28, 2007

Name	Address	Phone	E-mail
Bob Bobosky	6770 SW Canyon Drive Portland OR 97225	503 292 8261	r.bobosky@comcast.net
Dave Webster	2055 NW Vicksburg Ave 97701	388-3147	dave@gravitybend.com
Glen Raymond	63371 Majestic Loop 97701	382-8743	
Carla Wigle	2473 NW Marken St #1	388 - 2490	carla@datastor.biz
RICHARD WHITTEMORE	102 NW GREEN WOOD 01	389-1410	
GARY & CHERYL FLAGMANN	534 NE IRVING #104 BEND 01	541-382-0551	eastwestone@aol.com
Bill Robie	2788 NW Colter Ave, Bend OR	848-8267	bill@coar.com
H Gene Huck #	PO Box 5232 Bend, Or	382-1414	
Keece Ellingson	1345 NW Wood St.	408-3119	
Samantha Gistler	" "	389-5800	Samantha.gistler@gmail.com
David + Alycia McDonald	22122 Neff Rd Bend 97701	480-8133	themcdonalds@clearwire.net
MIKE KIRKMAN	3257 SW GLACIER AVE. RDM 97756	420-0597	ASAPMIKE@FBCBEND.ORG
Darren Glazier	21330 Stevens Rd	977-5278	darren@stevlarsonproperties.com
Brett Harpham	920 NW Bend St. Suite 200	771-2705	brett@desertScape.com
Rick Hayes	19552 E. Campbell Rd Bend 97702	419-7776	rickhayes@sch-bend.com
JOHN HARRIS	220 SENeca RD EUSENB 97702	541-344-0621	JHARRI@RIMNET.COM

# Bend Central Area Plan

## Public Open House Registration - August 28, 2007

<u>Name</u>	<u>Address</u>	<u>Phone</u>	<u>E-mail</u>
KIP NABER	64720 COUNS RD, BEND, OR	382-1286	Kreber@westerville.com
NUNZIA TROUTMAN	106 5486 - Bend OR 97108	385-9177	
Kevin & Debby Black-Tomlin	63177 Eastway #9 97701	235 8176	
Dagmar Erikson	26 NW Shasta Pl. Bend	382-2409	mils_dagmar@hotmail.com
Lynne Shackel	202 NW Thurston Ave Bend	385-8692	
Pill Friedman	361 NE Franklin	382-7510	
PATRICK GISCAR	1345 NW WALK	389-5800	patrick@gisleringmt.com
George Thayer	2000 NW Truman Ave	388-3392	gthayer@bendbroadband.com
Bob Dempster	60580 Elkai Woods	312-1769	
PETER GRANMUCH	105 NW AULEN RD	677 5955	
Chris Melrose	839 NE 2nd St.	317-9111	chris@melroseconstruction.com
Robin Lewis	COB		
Gene K. Kuei	232 NE Fourth St.	389-4767	
Shirley Goldson	1244 down 12th st	389-2660	RWNA arnec@bendville.com
CINDY MELROSE	839 NE 2nd St	948 1505	

# Bend Central Area Plan

## Public Open House Registration - August 28, 2007

Name	Address	Phone	E-mail
Jim Prosser	1075 NE BLDG #14 A	3893761	JProsser@csirod.com
David Miller	1863 NW Vicksburg	382-1357	dmiller@bendcable
STEVEN RONCA	19930 McCLELLAN RD #2 BEND	382-8753	ronca@CagleMountainK.NET
RICHARD J. ROOT	710 W WELLS ST.	388-5576	rroot@ci.bend.or.us
JEFF DATWYLER	19407 Charleswood Ln. SW	302-4910	jdatwyler@ci.bend.or.us
PAUL RHEULT	575 NE 15TH ST.	317-3006	PRHEULT@CI.BEND.OR.US
Kiefer Tobin	60584 Elkai Woods Dr	617-0554	tobyto@bendbroadband.com
Sean Williams	920 NW Bond #200 BEND	306-7598	Sean@desertscape.com
Jerry Sherman	P.O. Box 338 Terrebonne 97760	382-3406	jerryhelp13@msn.com
JEAN MACIVIS	415 NE NORTON #14, BEND	788-7814	CASCADECOC@BENDASCE.COM
MARC WILSON	1600 SW 97th St	359-5056	
Anthony Albertazzi	1070 NW Bond #202	317-0231	a.albertazzi@bertazzi-law.com
Jon Skidmore	2570 NW Secagawa Ln Bend	<del>382</del> 350-3783	jonski@bendbroadband.com
Sean Wood	19433 Ironwood Circle	385-0707	sean.wood@mbicorp.com
Tim Elliott	42 NW Greeley AVE	383-3753	telliott@bendbroadband.com
Bruce Embs	3156 QUIET RIVER		



## Bend Central Area Plan Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Glad you keep working on it. I like many of the ideas.

~~Some~~ I am still concerned about the traffic backup from a left turn off 2nd Street ~~onto~~ onto Greenwood going across 3rd and 4th. Seems like heavy traffic for a people using 3rd Street and potential for traffic backup. - Underpass? Hwy 20 relocation across NE Bend would help.

Downtown could be enhanced further with more specific proposals for the Mirror Pond Gallery area and how Minnesota (Oregon!) opens into it - another opportunity for pedestrian street with art.

Area west of Wall Street between Newport and Revere needs more work. More riverfront potential.  
I don't think buildings in Bend should be > 5 stories.

Name: Robin Vora  
Address: 1679 NE Daphne Dr, Bend, OR 97701  
Phone: 541 318 4652 (don't sell # please)  
E-mail: \_\_\_\_\_



# Bend Central Area Plan

## Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

A truly wonderful Master Plan!! - Love It!!!

Some concerns:

Building Heights - you repeatedly refer to preserving the "sense of place" and a "sensitive treatment of building heights" - 20 story buildings will certainly adversely impact Bend's now dramatic mountain setting, also becomes a self-fulfilling prophecy

New 3<sup>rd</sup> Streets - will 2<sup>nd</sup> and 4<sup>th</sup> Streets become the new 3<sup>rd</sup> Streets, a 3<sup>rd</sup> street creates itself in most cities - i.e. Nevada Avenue in Colorado Springs

I heard that three traffic lanes are needed both North and South on 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> Streets combined. However a pedestrian-only 3<sup>rd</sup> street would be wonderful

We do own a commercial building - O'Hara's Styling Shoppe behind Dandy's Drive-In, actually on Norton

Name:

KIP NARBER

Address:

64720 COWINS ROAD, BEND, OR 97701

Phone:

(541) 382-1286

E-mail:

knarber@westertitle.com



## Bend Central Area Plan Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

I am concerned about plans to convert overhead utilities to underground. The area of direct interest to me is bounded by Hill, Greenwood and Hawthorne. Can this be done as a single project rather than by individual owners? This would enhance the appearance and value of the area.

Name: Anthony Albertazzi

Address: 1070 NW Bond St. Ste. 202 Bend 97701

Phone: 541 317-0231

E-mail: a.albertazzie@albertazzilaw.com 8/28/07



# Bend Central Area Plan

## Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Spend more time answering questions  
Tour exhibits w/ microphone  
and answer questions everyone  
can hear

Name: WUNZA TROUTMAN

Address: POB 5486 - Bend 97708

Phone: 385-9177

E-mail: \_\_\_\_\_



## Bend Central Area Plan Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Re the 2nd & 4th couplet concept -

I think this works from a traffic flow standpoint, and I agree that it could be key to reinvigorating 3rd St, which would be narrowed and made greener.

However - I don't equate 2nd and 4th St from an urban form standpoint. 2nd backs (almost) to the parkway and thus warrants taller, denser buildings & uses. Also, the presence of the railroad makes this area different - I could imagine green areas along with tall buildings and high densities on either side of the parkway. In this sense, 3rd St is the "mirroring line" for traffic flow on 2nd & 4th but the parkway is the mirroring line for urban form on Hill & 2nd.

Name: \_\_\_\_\_  
Address: Peter Braulic  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_



## Bend Central Area Plan Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Re the gateway concepts -

I totally agree that the Central Area needs gateways and architectural/urban highlights. Good work on this front.

One key gateway seems to be the on/off ramps to the parkway at Perlee. This may mean the "blue" north district residential neighborhood warrants a non-residential use in this area, provided the scale steps down to the West.

This gateway should motivate better development in the block along Wall St between Portland/Oregon and Wall/Breakwood, which is now a mess.

Name: \_\_\_\_\_  
Address: Peter Braum Ltd.  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_



# Bend Central Area Plan

## Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Re timing & prioritizing -

I think a highly visible project is instrumental in helping the public visualize the CAP & in motivating private, subsequent development. One parcel that seems to lend itself to this possibility is the old Bulletin site at Portland and Wall. Ties in with gateway concept and would likely have parties interested in bidding for ownership. The site is less complicated than 3<sup>rd</sup> St, as far as ownership, and certainly visible and important.

Name: \_\_\_\_\_  
Address: Peter Oranlid  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_



# Bend Central Area Plan

## Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

Great presentation! Nice  
Explanation + good plan.

Name: Jim Elliott  
Address: 42 NW Greeley Ave, Bend 97701  
Phone: 383-3755  
E-mail: telnetta@bendbroadband.com



# Bend Central Area Plan Public Open House Comment Form

*Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.*

WE WILL NOT SUPPORT ANY PLAN THAT DEVALUES OUR PROPERTY IN ANY WAY. We will support some changes that enhance our property's value.

We have owned this parcel since the 1970's and look forward to using it for our retirement, which we are not ready for now.

Since your planning description is so vague, we can not support what we're reading at the present time. We have had some generous offers for this property over the past few years, which we have turned down, as we have an excellent lessee since 1982.

*Gary M. Wilde*

Name: GARY WILDE

Address: 18048 MIDDLE ROCK CREEK LANE ARLINGTON, ORE 97812

Phone: 541-454-2995

E-mail: \_\_\_\_\_



# Bend Central Area Plan

## Public Open House Comment Form

Please share your thoughts below on key issues related to the Draft Bend Central Area Plan.

By what I understood of the plan I felt it to be a good plan. The only thing I don't understand is why the parkway was left out of redoing it also. How come there was no mention of the changes it will undertake in the next 20-30 years.

I would like to know more about this if any thing to know. As the parkway is a part of this central area too. And we have one house in the historic area and ~~one~~ one house in what you call the northern area. Both close to the parkway the northern area house even closest.

Thank you

Lynne Shackelford

Name: Simon's Lynne Shackelford

Address: 202 NW Thurston Ave Bend OR

Phone: (541) 385-8692

E-mail: None