



MEETING MINUTES

Core Area Advisory Board

Location: Council Chambers, 710 NW Wall Street Bend, OR

Date: February 19, 2026

Time: 3:00 p.m.

Facilitator: Jonathan Taylor

Livestream: [CAAB YouTube Link](#)

In Attendance

Corie Harlan, Dale Van Valkenburg, John Fischer, Katherine Austin, John Heylin, Steve Graham, Hank Kamakaala, and David Wilkerson

New Business

1. Public Comments

- a. Traffic Garden proposal (Bend-La Pine Schools): Michelle Rhodes (Active Transportation) requested CAAB support for designing and constructing a traffic garden in the Core Area, ideally integrated with the future Hawthorne Overcrossing landings/linear-park space. She noted desired program elements (roundabout feature to practice Bend-style intersections), preferred durable thermoplastic markings, and an approximate footprint of ~65–75 ft square (flexible layout). She also cited access advantages near Hawthorne Station for bus + bike trips. Board members expressed general enthusiasm and discussed potential siting (including under-bridge areas if headroom/safety are adequate).
- b. Neighborhood engagement: John Fischer shared that the 13 Neighborhood District Land Use Chairs recently convened their first summit and encouraged stronger two-way communication between advisory bodies and neighborhood associations; they intend to keep sharing CAAB agendas and updates with that citywide group.

2. Approval of Meeting Minutes

- a. January 15, 2026 Minutes: Motion to approve was made by Austin and seconded by Kamakaala; approved unanimously

3. Core Area Project Updates

4. Timber Yards Master Plan



- i. Status & Process: Developer submitted a Master Plan amendment; Planning Commission hearing targeted for March 9, 2026 with subsequent City Council action anticipated in April.
 - ii. Key changes summarized by staff:
 - Replace a planned east–west local street segment with a ped/bike open space tract; maintain overall network and open space minimums (dedicated by phase).
 - Phasing shift: Near-term build sequence expected east-to-west (initial focus on Phases E, F, G; Hooker Creek area [H & I] remains in operation for now). Roundabouts at Bond/Industrial and at Awbrey/“Aune/Ani” with full Industrial Way connection in first phase per the revised transportation mitigation plan.
 - Phase A site plan (250 DU + ~16k SF retail with podium parking) remains valid through Jan 2028; developer flexibility was emphasized (height up to 75’ allowed by master plan even without vertical mixed-use stacking).
 - iii. Board discussion: Several members voiced concern about reduced residential units and surface parking prevalence versus earlier, higher-density concepts; staff noted CAAB could later shape development assistance programs to better align outcomes with original aspirations.
- 5. Franklin Avenue & Hawthorne Overcrossing**
- i. Franklin Avenue: Next construction amendment would extend improvements west from 4th through the undercrossing to Harriman; Council check-in on closure/detour phasing slated for March 11, 2026; construction amendment likely June 2026 with utility prep work potentially in May.
 - ii. Hawthorne Overcrossing (ODOT-managed, federally funded):
 - Schedule: Design advancing through 2027; construction start targeted winter 2027/28.
 - Street-level concept: Based on open-house input, proceed with Hawthorne “Promenade Street”—one westbound travel lane + parking and a wide shared path with raised intersections/traffic-calming on the two blocks at each landing.
 - Centering the bridge & “People Street” (1st–2nd): Staff are evaluating centering the structure in the Hawthorne ROW and creating a car-free block between 1st and 2nd; temporary driveway accommodations may be needed until adjacent properties redevelop. Fire access solutions are being coordinated with Bend Fire.
 - Circulation study need (Irving/Greeley/First St): Because Hawthorne would restrict vehicles, staff requested CAAB concurrence to scope a targeted circulation/operations study for the super-block (Franklin–Greenwood–US97–3rd), including potential Irving/Greeley upgrades (urban standards, freight access, construction staging) and integration with parallel planning (City Hall siting, flexible public assembly/event space feasibility). CAAB expressed support for staff to develop a scope and return
 - Under-bridge/landing areas: Staff will hold late-April design charrettes (budget-dependent) to explore activation/linear-park concepts beneath and



adjacent to the bridge; 2–3 CAAB representatives will participate (selection to be randomized due to high interest).

1. Overview of the Bend Urban Renewal Agency (BURA) Fiscal Policies.
 - a. Agenda item deferred to a future meeting to preserve time for the Hawthorne discussion. (The presentation deck in the packet outlines legal frameworks—ORS 279 procurement, ORS 294 Local Budget Law, GASB/GAAP/GFOA—and key policy concepts such as debt issuance practices and DSCR considerations.)
2. **High-Value Map Discussion**
 - a. Purpose: Identify priority geographies and data layers for the “High-Impact Property Map” to guide (a) targeted development assistance programs and (b) a property acquisition strategy for BURA.
 - b. Reference layers reviewed (from staff maps)
 - i. Base: Real Market Improvement-to-Land Value Ratio < 0.50 (capacity for incremental value/TIF growth).
 - ii. Tax-Exempt properties (constraints on TIF generation; notable owners include USFS, Bend-La Pine SD, Deschutes County, City).
 - iii. Recent public/private investments > \$1M (Olney, 2nd St, Greenwood Quick-Build, Wilson/3rd, etc.).
 - iv. Lease rates < 50% (CoStar) as a proxy for vacancy; retail ~4%, industrial ~4%, commercial ~7% in 2025
 - v. Industrial buildings built pre-1993 (adaptive reuse/seismic/obsolescence opportunities).
 - c. Board direction / emerging consensus:
 - i. Geographic focus: Narrow near-term Level-1 priority to the inner BCD “box” generally bounded by Greenwood–2nd (and parallel frontage streets)–Franklin–Hawthorne, with particular attention to parcels fronting Hawthorne/2nd/Franklin corridors where public investments will be visible and catalytic.
 - ii. Layer weighting: Use the Improvement-to-Land < 0.50 layer as the primary screen (TIF potential), with secondary considerations for existing/committed public investments and frontage/placemaking potential along the noted corridors.
 - iii. Use of the map: Apply the prioritized map to (a) tier development incentives (e.g., higher grant/rebate/SDC support in Level-1 areas; lower in Level-4) and (b) identify candidates for strategic acquisition/assemblage and potential land write-downs (consistent with URA best practices). Staff highlighted funding limits (~\$8.9M over next 5 years; portions already programmed for Franklin, acquisition/open space, and incentives) and the trade-offs between infrastructure vs. direct project catalysis
 - iv. Parks coordination: Staff noted planned coordination with BPRD on park search areas proximate to Hawthorne; the alignment looks favorable relative to CAAB’s focus area.
 - d. Next steps: Staff will return in April 2026 with a final High-Impact Property Map for adoption and will use it to draft Development Assistance and Property Acquisition recommendations to BURA in the following months.



3. Staff Update and Adjournment

- a. Franklin phasing update to Council on March 11, 2026 (staff).
 - b. coped circulation/operations study for the Hawthorne super-block (Irving/Greeley/First St) to be developed and brought back to CAAB.
 - c. High-Impact Property Map – final to CAAB in April for adoption.
 - d. Coordination with BPRD on park search areas in/around the Hawthorne corridor.
 - e. March special meeting: CAAB agreed to hold a short March session to (a) review the first Core Area grant application (M&J Tavern, Greenwood) and (b) approve formation of two subcommittees (Development Assistance; Property Acquisition).
April meeting to be moved from the 16th to the 23rd, schedule permitting.
 - f. Adjournment: The Chair concluded the meeting after completing the High-Value Map discussion and staff updates.
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