



## Responses to Public Questions, April 2, 2015

### **Q. Why are you studying the Central Westside of Bend?**

- A. The Central Westside of Bend has been experiencing rapid changes over the past several years. To avoid “piece meal” development and to plan for the future investments in the community, the City applied for and obtained a Transportation and Growth Management (TGM) from the state.

### **Q. How was the project area determined?**

- A. A general area on the west side of Bend was submitted as part of the TGM grant application. It was important to include as many of the public and private development projects within the study area as possible. The project team refined the Central Westside area and drew the land use boundary to include the projects listed below:

- OSU-Cascades
- Park Pavilion
- Deschutes County Demolition Landfill
- Galveston Avenue
- 14<sup>th</sup> Street streetscape improvements

A transportation impact boundary was drawn in recognition that any changes to land use inside the project area are likely to affect transportation facilities outside of the area.

### **Q. How was the Community Advisory Committee selected?**

- A. All City committees formed to advise city representatives must be appointed by the City Council. To form our Community Advisory Committee, the City advertised and provided public outreach asking applicants to apply using the City’s form for a period of one month. Approximately 40 people applied. A subcommittee of City Staff and Planning Commissioners went through the applications and selected the broadest possible range of interests and backgrounds. We were particularly interested in people who represented other interest groups, owned businesses in the area, or had other special interests in the area. We also tried to reach a broad range of ages. The list of candidates was then forwarded to the City Council for final approval.

### **Q. What kinds of issues are being discussed?**

- A. The project will study possible changes to land use in the area to make neighborhoods more complete, to help the transportation system function better, and to use land more efficiently. The aim of the project is to identify a desired future land use pattern for the Central Westside area, along with the necessary transportation infrastructure to support walking, bicycling, driving, and transit, and how to fund it.

### **Q. How is the project dealing with livability issues such as vacation rentals, noise, and parking?**

- A. The project is meant to focus on a broader vision for the Central Westside area. We are very aware that some residents in the area are concerned over these single issues; however, other efforts are being made to address them.
- Vacation rentals. The City has a task force which is dealing with the vacation rental issue and has made recommendations to the City Council.
  - Noise. Excessive noise is an enforcement issue. The general City Code sets the criteria and enforcement penalties for noise violations.
  - Parking. Parking is a challenging and complicated issue. The City plans to conduct an extensive parking study of the Galveston Avenue and 14<sup>th</sup> Street corridors as a follow-on to the Central Westside Plan. The study will analyze parking use, need, and possible management techniques.

**Q. What about the OSU-Cascades Campus?**

A. OSU-Cascades has a City-approved land use application for a 10-acre parcel located on the southwest corner of the Colorado/14<sup>th</sup> Street roundabout. That approval was appealed and is currently under consideration by the Land Use Board of Appeals. For the purposes of this project, we are assuming OSU or some similar institutional use on the 10-acre parcel owned by OSU as well as the 47-acre surface mine directly to the west of the OSU-owned parcel. While we understand that this situation is not settled, it is a reasonable assumption upon which to proceed, and can always be modified if circumstances change.

**Q. How is this work being coordinated with the Urban Growth Boundary (UGB) project?**

A. The Technical Advisory Committees (TAC) working on the Bend UGB identified nine locations throughout the City, as Opportunity Areas. The Central Westside was one of the opportunity areas identified in part because of the OSU Cascades Campus site. This also means that the UGB TAC determined that there is the potential to add employment and/or residential development to the area. The work done by the UGB TAC is a starting point and it is expected that the Central Westside Plan CAC and the public process will refine it considerably.

**Q. How will citizen comments be addressed?**

A. All comments will be posted on the website. As appropriate (i.e. where the question pertains to an aspect of the Central Westside Plan), answers to questions will also be posted. To the extent that we can, we will direct questions on other topics to the proper department of the City.

**Q. How does the Central Westside Plan fit into the other projects in the area and city-wide?**

A. Coordination with the UGB work is addressed above. There are a number of other project ongoing, planned, or under discussion for the project area. These are summarized on a graphic that is posted on the Central Westside Plan project website. It is part of the consultant's scope of work to coordinate the Central Westside Plan with other projects.

**Q. How will existing traffic and future traffic be analyzed?**

A. The City has a great deal of information about existing and future traffic (under current zoning) patterns throughout the study area. In general, the Central Westside area experiences traffic "spikes" during morning and evening commute hours such as the morning school rush periods. In the twenty year traffic estimates the Newport, Galveston and Colorado corridors approach traffic capacities. Capacity is measured roughly by the ratio of the road size and the number of vehicles at the 5-6pm time of day. The scenarios selected by the CAC and the public will be first modeled for their financial and planning implications using the Envision Tomorrow model. The selected scenario will be modeled using the City's Transportation Demand Management Model, which will identify traffic related deficiencies.

**Q. How will parking be addressed?**

A. The City understands that parking is an important issue for the community. Parking needs are determined by the land use pattern, along with the community's desires for certain types of development. For example, mixed use and main street styles of development provide opportunities to share and manage parking, thus diminishing the needs for each individual use to have a stand-alone parking lot. The City intends to follow the Central Westside Plan with a directed study of parking along Galveston Avenue and 14<sup>th</sup> Streets, which will likely result in a detailed parking management plan for the area.

**Q. How will the Central Westside Plan be implemented?**

A. It is expected that the results of the Central Westside Plan will require changes to the City's General Plan and zoning map, and land use code. Changes to the General Plan, zoning and land use codes will require extensive public notice and involvement.