

**From:** Tom Gugg  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Comment - Core Area Project  
**Date:** Tuesday, March 19, 2019 9:01:06 PM

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Hello,

I'm writing to raise an issue that I think will make a huge difference in the success of the proposed Core Area improvements: silencing excessive noise from train horns at railroad crossings near and within the districts that comprise this area. In my opinion, this will not be a successful residential and business district if trains are allowed to continue blasting horns at all hours and days while moving through the central part of Bend. Two crossings that should be addressed immediately are crossings at Reed Market near 9th St., and Wilson near 9th St. It's possible to establish a Quiet Zone that includes these railroad crossings and crossings further north that generate loud horn blasts morning/noon/night.

ODOT defines a Quiet Zone this way:

'A Quiet Zone is one or more crossings in a corridor where the FRA (Federal Railroad Administration) has authorized the railroad to discontinue the regular sounding of the train horn at the public crossing in that corridor.' See this website: <https://www.oregon.gov/ODOT/RPTD/Pages/Whistle-Noise.aspx>

Quiet Zones are established via a cooperative effort between the local government (City of Bend), ODOT, and FRA. City of Bend would most likely have to pay for any upgrades required to enable establishment of a Quiet Zone that covered close-in railroad crossings that currently generate excessively loud train horns throughout the central eastside of Bend. This has been done successfully in Portland, both in the Pearl District and at the southern edge of the rapidly redeveloping Eastside Industrial District, specifically - a busy railroad & MAX crossing at SE Division St. and SE 8th Ave. It can, and should, be done in Bend too!

Train horns are not strictly an east side issue. I have been amazed sometimes at how loud the horns can be even downtown - it all depends on which way the wind is blowing. Silencing train horns will be a major quality of life enhancement for residents and visitors alike. This Urban Renewal Advisory Board seems like the perfect vehicle to embrace, adopt, and pursue the silencing of train horns in or near Central Bend. Specifically, it could be incorporated into at least 4 of the Overview bullet points on the Core Area Project web page (<https://www.bendoregon.gov/government/departments/growth-management/coreareaimplementation>). These are (with my comment inserted after each):

- Identify programs and projects for the area, including streetscape improvements, public spaces, gateways, affordable housing, or art and beautification programs.
  - Reduction of noise pollution seems to fit here
- Determine location, phasing, and costs for necessary infrastructure (sewer, water, storm water and transportation) to support potential development and redevelopment of the area.

- Cost to reduce noise pollution seems to fit here (costs would be any upgrades required to these railroad crossings).
- Develop funding strategies, incentives, and other implementation tools, such as urban renewal, to achieve the vision for the area and encourage public-private partnerships.
  - Figuring out how to cover cost of noise pollution reduction seems to fit here
- Identify any needed code amendments or zoning changes if necessary to achieve the vision for this area.
  - This would be a multi-agency effort - any regulatory changes needed seem to fit here

Now is the time to undertake the effort to reduce this unnecessary source of very loud noise pollution throughout the central part of Bend. It's unlikely that a better opportunity will present itself in the future. Silencing train horns will go a long way to improving interest and investment in this area from developers and residents alike.

I am happy to help research this issue further or be an advocate for this effort in any way possible. Thanks for your consideration.

Sincerely,

Tom Gugg  
635 SE 6th St., Bend 97702  
503-327-4674

**From:** Aaron Gifford  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Urban Renewal Advisory Board Public Comment Submission  
**Date:** Wednesday, March 27, 2019 3:20:49 PM

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Hello Urban Renewal Advisory Board members,

I have been reviewing the agenda for the Urban Renewal Advisory Board meeting on April 2nd and I had some comments and hoped to get some clarification regarding "Draft Low Stress Bicycle Network" map that shows up on page 29 of the PDF doc and is labeled page 15 in the document. <https://www.bendoregon.gov/home/showdocument?id=40939>

The map is a bit confusing because there are many areas on it like Hawthorne, 1st, 4th south of Olney, 6th and 12th streets that don't even contain defined bike lanes, but are marked on the map as already "low stress". I had to look up some details on how "Low Stress" is defined to understand more about how the map could contain so many green "Low Stress" lines, when the reality of the bicycle commuting experience in Bend feels anything but low stress.

Researching around I came across this document: <http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/> In section C it defines "For bikes in mixed traffic (Table 5) (LTS version 1.0)" and says that any road less than two lanes where the speed limit is up to 25 mph may be considered LTS 1 or 2 once several key factors are taken in to consideration.

The website identifies these key factors in determining low stress biking:

1. Street width (number of through lanes). For example, if a street has 2 through lanes per direction plus a central two-way left turn lane, it has 4 through lanes. Note that traffic volume is not in input (though, of course, it affects traffic stress indirectly because streets with higher traffic volumes have more lanes). Auxiliary left turn lanes and central, 2-way turn lanes do not affect traffic stress. Right turn lanes affect traffic stress through criteria for intersection approaches (see Table 5).
2. The reach of the bike lane from the curb. That is the combined width of the parking lane, bike lane, and any buffers. Where the reach is great, cyclists can ride without worrying about being doored by cars on their right or hit by cars on their left. Where the reach is limited, cyclists have to balance the hazard of moving cars on the left with the hazard of potential dooring on the right.
3. Prevailing traffic speed. In cities in which speed limits are closely aligned with actual traffic speeds, speed limit can be used. In such a situation, speed limit 25 (for example) typically means traffic typically goes at a speed under 29 mph. If speed limit is not closely aligned with actual traffic speeds (for example, the same speed limit is used on narrow streets where traffic routinely goes 25 mph and on highway-like avenues where traffic goes 40 mph), then it is not appropriate to use speed limit; instead, use a measure that approximates what the speed limit would be if it reflected actual speeds.
4. Bike lane blockage frequency. If a bike lane is so frequently blocked, as is often the case in commercial areas, that cyclists are routinely forced to merge into a through traffic lane, then the bike lane offers little protection from traffic.

**Item 1:** Most streets in Bend are one lane of traffic in each direction so they are able to avoid the LTS 3 designation outright and I see on the map areas like Revere and Franklin west of 4th

are marked as as needing improvement. Any street without a defined bike lane allows switching to the more generous definition in Table C that ostensibly only checks posted speed limit.

**Item 2:** Here is where their definition really starts to fall down for the bulk of the roads in Bend in my opinion. There is no bike lane, so the bikes are expected to integrate with the flow of traffic. But they are constantly at threat from fast drivers moving by on their left and the potential for opening car doors on their right. There are very few bike lane less side streets in Bend that aren't filled with street parked cars that make the travel lanes narrower and threaten bikers with opening doors and that force them to take evasive maneuvers in to traffic to avoid the risk.

**Item 3:** While the posted limit on side streets is 25 mph, the large amount of neighborhood cut through traffic and lack of speed enforcement, means that the actual speeds on many roads are much higher. Narrow streets and double sided street parking means cars often don't have enough room to even pass by each other in oncoming lanes, which leads to even more erratic driving.

**Item 4:** As mentioned above extensive on street parking means there are frequent blockages along the sides or roads that force bikers and pedestrians to constantly weave between parked cars to try and avoid the high speed traffic on the streets. Officially bikers might be expected to "take the lane" and ride down the middle of the street with the flow of traffic. But aggressive drivers, high street speeds and high traffic volume on many streets can -make this a pretty daunting proposition.

Looking at the Draft Low Stress Bicycle Network map I would guess that majority of the roads marked "Currently low-stress" are side streets with no bike lanes, especially in the central district. Where I am guessing the LTS designation was given based on criteria similar to Table C in the linked definition document?

**I am wondering if the above four criteria were taken in to account when making the "Low Stress" designation or were they streets given their rating purely on the posted speed limit and lack of bike lanes?**

Im my opinion calling these roads "Low Stress Level 1" which is usually given to completely stand alone bike paths is a poor indicator of the actual level of stress and danger for riders on the streets and serves to falsely make the bike commuting network look much safer and more complete than the reality on the ground.

I will also add that pedestrians also face many of the same challenges on these side streets where lack of sidewalks and heavy on street parking often forces them to to walk in the middle of the road.

Thank you,  
Aaron Gifford

**From:** Jacob Onat  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** My vision for the BCD - Public Comment  
**Date:** Saturday, March 30, 2019 11:52:24 AM  
**Attachments:** [PastedGraphic-1.tiff](#)  
[PastedGraphic-2.tiff](#)

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Hello,

I own some commercial real estate on 1st Street, and have a vested interest in making sure this central area continues to grow. I purchased the old "Central Oregon Locavore" building about two years ago and spent strenuous amounts of time and energy making sure I remodeled the space according to the future plan; being located on the **“creative side of the tracks”**. The building was initially a cinder block facade, a sloped lot with minimal parking, and old interior accents. The entire space was re-designed by myself and constructed with hints of modernism while also being heavily influenced by art and creativity. I was told by the city that by rezoning my property (needed in order to open a retail storefront), I would strike up the UGB standards, which at this time were early for this area. I rezoned the space from Industrial to Mixed Employment, and by doing so was allotted much leeway in the design. I was told that my initial design would lead the way for future reconstruction and re-development. I would love to see the area follow through with creative design in regard to new development/reconstruction as well as see a few other things that would heavily contribute to the aesthetics in the area;

1.) **New Paving;** 1st Street is currently extremely run down and has pot-holes every hundred-or-so feet. FedEx and Miller Lumber have multi-ton trucks constantly delivering inventory and over time it has deteriorated the roads and left the street a liability to drive on. I have called a few times to get pot-holes filled, but unfortunately the street is far past being salvageable. Prior to the re-zone we did, I was told by the planning department the street would get 4” of new gravel and new paving on top. This was also confirmed by Jon Skidmore and I was told would take place in 2019-2020. This would completely change the look/accessibility of the area!

2.) **Improved Landscaping;** Currently BNSF hold a majority of the un-landscaped parts of this street. It is left dry and littered with trash; hopefully we can reach out to them and ask for some more upkeep/improved landscaping. The City of Bend could also require businesses to implement some sort of landscaping requirements/introduce landscaping in certain parts of the street. Introduction of landscaping, whether it be trees, brush, or patches of grass/native species, would create a more usable and welcoming feeling; rather than the current "industrial concrete feel”.

3.) **Property Maintenance;** Many of the buildings on 1st street have peeling facades, barbed wire fencing, or are left completely abandoned with boarded up windows (Mission Linen owned property); **Fencing** could be resolved by requiring (if not already done) business’ to have sufficient insurance on their inventory, inhibiting the need for creating an "industrial prison like" feel in the area. **Facade/Aesthetics** could be addressed with some sort of requirement for property upkeep or standard. Fresh paint, signage requirements, etc. almost similar to a HOA requirement. Abandoned buildings should be covered from view with something as simple as privacy fencing and maybe even required to adhere to a timeline of improvements. We want a welcoming and warm invitation for bicyclist, pedestrians, or people who use the street to go around the traffic when the railway creates congestion.

4.) **Signage/Street Lights;** Many people mention that the street is scary or abandoned looking at night. More street lighting or signage facing greenwood would create a more inviting feel rather than a late night industrial alley feel. We also tried to contribute to this with our marquee lighting sign! I think better signage would create a sense of landmarking. “The Makers District” should be heavily pushed for recognition and the creative/artsy aspect should be tied into that.

Sincerely,  
-Jacob Onat

Here are some before/after photos of my property remodel/BCD contribution;





**From:** David Anthes  
**To:** [Urban Renewal Advisory Board](#)  
**Cc:** [Nicole Vulcan](#); [Lisa Van Dell](#); [Moey Newbold](#)  
**Subject:** Public Comment about the Bend Central District  
**Date:** Sunday, March 31, 2019 8:32:59 AM

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For some overall comments, I would just like to say that a redevelopment of this area presents a great opportunity for this town to build on it's reputation as a livable city.

Traffic, specifically cars, really affect the quality of life here in bend, from those needing to get around and get things done, to those dealing with traffic, noise and speed danger.

With that in mind, as a Bend resident, I would like to see any redevelopment prioritize some other ways to get around - including under/ overpasses for 97 and/ or Greenway, dedicated/ protected bike lanes, and if large scale redesign happens (please!) design features to make things more bike-able and walkable.

Everything is so close together in this area it's a great opportunity to showcase transport options like walking and cycling.

Thanks for your efforts toward this improvement.

David Anthes

**From:** René Mitchell  
**To:** [Matthew Stuart](#); [Urban Renewal Advisory Board](#)  
**Cc:** [Chris Redgrave](#)  
**Subject:** Central Oregon Center for the Arts + ScaleHouse Concept/Proposal  
**Date:** Monday, April 01, 2019 10:50:56 AM  
**Attachments:** [Urban Renewal Advisory Board Concept.pdf](#)

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Hello Matt —

Attached please find the Central Oregon Center for the Arts + ScaleHouse Concept/Proposal for a performing arts center and visual arts center in the Bend Central District for the Urban Renewal Advisory Board's review.

Chris Redgrave (cc: on this email) from Central Oregon Center for the Arts will be at the meeting tomorrow, as well as myself. We would like to respectfully request that we each have time for a few opening words (not to exceed the 3-5 minutes, of course).

Please let us know if you have any questions. Otherwise, we will see you tomorrow.

Much thanks-  
René Mitchell

April 1, 2019

Urban Renewal Advisory Board  
Attention: Matt Stuart  
710 NW Wall St.  
Bend, OR 97703

Dear Mr. Stuart:

Thank you for the opportunity to submit a development concept to the Urban Renewal Advisory Board for the Central District area of Bend. The following collaborative effort of ScaleHouse and Central Oregon Center for the Arts represents our preliminary proposal for the development of a combined visual and performing arts center.

This proposed campus of art and entertainment-related spaces, plus retail shops and community areas would provide broad returns on investment and new creative opportunities, including: 1) concentrated access to arts, theatre, music, dance, and associated educational programming for residents and visitors alike; 2) compelling motivation for expanded commercial redevelopment within the Central District; and, 3) dependable economic and cultural contributions to the already bustling vitality of Bend, Deschutes County and the greater region.

Each year organizations and events such as High Desert Museum, BendFilm, Sunriver Music Festival, Bend Design (produced by ScaleHouse), and TEDxBend attract thousands of visitors to our region with exceptional and culturally-relevant programming while providing educational, business, civic and social participation opportunities for our residents.

In fact, *Arts & Economic Prosperity 5: The Economic Impact of Nonprofit Arts and Cultural Organizations and Their Audiences in the Central Oregon Region (2015)*, reported:

- The total arts and culture expenditures in the region represented \$34.5M
- Event-related spending totaled \$24.7M (excluding the cost of admission)
- 968 full-time equivalent (FTE) jobs were supported by arts and culture, with
- \$18.52M Household Income Paid to Residents

ScaleHouse and Central Oregon Center for the Arts believe that our unique collaboration of bringing both a visual and performing arts center to this area will provide economies of scope and will create an arts and culture “campus” for artists and those who appreciate art.

Sincerely,  
Central Oregon Center for the Arts and ScaleHouse

## OVERVIEW

In the past 45 years, Bend and the greater Central Oregon region has seen growth of more than 509%. The U.S. Census Bureau recently reported that the Bend-Redmond metropolitan area is the fourth fastest growing area in America. Deschutes County is projected to have a population of more than 240,000 by 2025. As mentioned in the cover letter, in 2015, Arts and Culture non-profit groups in Central Oregon added over \$34.5 M to the economy. In addition, for-profit promoters and venues add several million dollars more annually. This value will continue to increase as the population grows.

The Bend area has a number of venues for performing arts including as examples:

- o **The Tower Theatre**
  - o Well-loved by its audiences
- o **The Les Schwab Amphitheater**
  - o Pleasant on a summer evening for an outdoor concert
- o **The Bend-La Pine School District**
  - o Several sizable halls (largest is Bend Senior High School at over 1200 seats)

While there are additional smaller venues scattered through the area at various churches, brew pubs and other small theater spaces, all are less than ideal in amenities for patrons, as many have challenges in serving performers and others are limited in their availability for the general public. Beyond constraints for performances, local and regional performing groups experience significant challenges trying to find rehearsal spaces and storage for instruments, costumes and props.

In addition, the Bend area has a number of small businesses promoting visual arts as galleries, on-site studios and retail spaces. With the growth in our community, there is a need for a larger visual arts venue to attract larger exhibitions and installations; open working studio space for artists to work on their own as well as collaborate with other artists; and classrooms and workshop space for educational programming for the community, as well as for local public and private K-12 schools.

The pace of growth has outstripped the capacity and availability of the venues available in the area for the many musicians, vocalists, actors, and other artists who live and perform here. The deficit of performance and gallery space limits the scope of local artist's productions. This also severely restricts the type and size of shows/exhibitions, acts and performances "on-tour" from appearing in our community. Additionally, the growth of special events such as TEDx, Bend Design (produced by ScaleHouse), and the Author! Author! lecture series are being constrained by the lack of adequately-sized venues.

A performing arts center coupled with a visual arts center will create multi-disciplinary contemporary arts center featuring visual art, performance, and film that celebrates local, national, and international artists.

## **THE OPPORTUNITY: BUILDING A MORE VIBRANT COMMUNITY THROUGH THE ARTS**

*“Community-based art centers offer programs for community members to create artwork through collaboration and interactions with others. Programs can focus on building community, increasing awareness of the value of the arts, developing creativity, or addressing common issues within a community.”*

*- Robert Wood Johnson Foundation, February 2016  
(Please see Appendix A for additional information)*

Redevelopment of the Central District of Bend that includes a world class “Center for the Arts” creates real opportunities for artists and performers, educators, patrons and the public alike. Such a center would provide a seven-day-a-week gathering place for artists and teachers to share their knowledge, vision and voice via exhibitions, installations, lectures, workshops, theatre, music, dance and all other manners of creative expression. In addition to performance and exhibition spaces, the center would include arts-related retail space plus flexible spaces for receptions meetings and community gatherings. Restaurants and food services provide for both daily dining and performance day concessions.

To address the training and improvement needs of both artists, performers and the public, space within the center would be dedicated to support arts education. Classrooms, rehearsal halls, art studios, costume and prop shops plus storage to support multiple groups. It is hoped that perhaps art galleris and/or music schools would choose to become anchor tenants within this space.

The multi-functional design of the center is the practical solution to the problem of many performing arts theaters — that is, sitting empty for long periods, which foregoes other commercial opportunities and ancillary revenue. Having long-term anchor tenants like restaurants, art retailers, and educational programs helps distribute facility overhead costs and makes venue rental more affordable for local and touring artists and professionals. Of course, more commerce, more jobs.

In addition, developing an environment that offers a constant variety of artistic, cultural and educational experiences creates not only a dynamic opportunity to inspire and unite our local community, but likewise, it would become another compelling attraction drawing industry and commerce to Bend from outside our area.

## OVERVIEW OF PROJECT SIZE

When considering the space needed for a center for the arts, research has been conducted into similar buildings across the United States. Additionally, a 2002 study (conducted by AMS Planning and Research on behalf of a Bend Performing Arts Center group active at that time) was used as a comparative baseline of space required.

Summary Estimate of Space Claim Center for the Arts	
Space Name	Approximate Area (Sq. Ft.)
Main Stage Theater with seating for 1350 patrons and backstage areas	24,500
Stage 2 Theater with seating for 650 patrons and backstage areas	18,000
BlackBox multi-purpose space with flexible seating for 200 patrons and backstage areas	5,000
Education Wing	12,500
Public Front of House including lobby, art galleries, offices, restrooms, coat rooms, food court, restaurants, retail. etc	27,500
Shared Back-of-House Services (storage, loading docks and other technical spaces)	7,500
<b>Total</b>	<b>95,000</b>

As it may be seen from the summary table, there are a number of spaces defined. The structure would be sizable, utilizing a large portion of a city block within the proposed Bend Central District area. Depending on its final site and other possible adjacent projects such as a city hall or library, perhaps a shared parking facility might be incorporated in the design. This is not unlike what was done in Eugene, Oregon with the Hult Center.

Due to the significant investment required for the total project it may be desirable to break the project into several phases. The first and least costly would be the construction of an educational wing containing classrooms for workshop space, art studios, rehearsal spaces and storage spaces that could support the needs of local musical bands, orchestras, arts education and theatre groups. This structure would then be connected to the theaters and arts gallery structure built as a second phase.

Of course, if all funds become available, it could be constructed as a single phase.

It should be noted that the 2002 AMS study identified the need for a multi-theater performing arts center in Bend of a similar size to the one described above nearly 18 years ago!

## FUNDING

When examining the issues related to constructing a performing arts center in Central Oregon, they inevitably return to money. According to a 2012 article from a New Orleans news website[1] the cost of a building a world class theater complex is among the highest on a per square foot basis in American construction estimating databases. Here are some contemporary examples from across the U.S.

<b>Venue</b>	<b>Year Built</b>	<b>Size (Sq Ft) and features</b>	<b>Construction Cost (\$)</b>	<b>Cost (\$) / Sq. Ft.</b>
<b>Tempe Center for the Arts</b> , Tempe, AZ	2007	80,000 Sq. Ft. 2 theaters (600 and 200) seats	~\$47M	~\$588
<b>Fisher Center for the Performing Arts</b> , Annandale-on-Hudson, NY	2003	110,000 Sq. Ft. 2 theaters (900 and 200) seats	~\$62M	~\$563
<b>Soka Performing Arts Center</b> Aliso Viejo, CA	2011	98000 Sq. Ft. 1032 seats	~\$58M	~\$592
<b>Wagner Noel Performing Arts Center</b> Midland, TX	2011	114,000 Sq.Ft. 1800 Seats	~\$74M	~\$649
<b>Francis Marion University Performing Arts Center</b> Florence, SC	2011	61,000 Sq. Ft. 2 theaters (849 and 100) seats	~\$33M	~\$541
<b>Gallo Center for the Arts</b> Modesto, CA	2007	84,000 Sq. Ft. 2 theaters (1248 and 440) seats	~\$47M	~\$559

Obviously, construction costs would be higher today. There are many models that might be used for funding construction costs, but it is believed that a public / private partnership may be the most successful. One example of a similar Oregon based project is The Patricia Reser Center for the Arts located in Beaverton, Oregon. It is currently being funded through a partnership of private and public dollars. Another example is the above-mentioned Gallo Center in Modesto, which has been both an artistic and financial success in its community.

*Please see Appendix B for overview of The Patricia Reser Center for the Arts.*

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[1] [http://www.nola.com/arts/index.ssf/2012/06/two\\_years\\_of\\_drew\\_brees\\_equals.html](http://www.nola.com/arts/index.ssf/2012/06/two_years_of_drew_brees_equals.html)

## **OPERATING COSTS AND GOVERNANCE**

Earned revenue through theater/gallery rentals, box office receipts and events programming can cover much of the cost of operation; however, these sources do not always cover 100 percent of the operating costs. As mentioned previously, the multi-venue, multi-tenant revenue model is intended to bridge gaps in the revenue stream. Any remaining shortfall in revenue from such a center is usually made up by endowments and grants. It is not uncommon that a dedicated non-profit foundation is established to operate a performing arts center and handle unrecovered costs via donations and grants on behalf of the community.

There are a number of governance models for such facilities. To cite three examples:

- Portland's major venues like Keller and Schnitzer are publicly owned by Metro Portland, operation is handled by a non-profit called "Portland'5".
- Boise's Morrison Center sits on land at Boise State University. BSU handles day to day operations, while a volunteer organization mans the theater during performances while a separate foundation manages funds to offset costs of use by local groups.
- Eugene's Hult Center is owned and operated by the City of Eugene, that subsidizes operations through taxes.

## **TIMING: A PHASE PROJECT APPROACH**

A project of this magnitude will require significant planning and careful evaluation of all stakeholder needs to be successful. We see the following phases occurring during the life of the project:

### Feasibility Study Phase (2019)

In the coming months, funding will be sought for a new feasibility study to update the study that was conducted in 2002. The intention of the new study will be to re-validate community demographics and desire for such a project, confirm that the scope and size are appropriate for the market and establish credibility from a nationally recognized consultancy in support of long-term fundraising goals.

### Community Engagement and Detailed Design Phase (2019-2020)

With a completed feasibility study in hand, one effort will be to communicate the results to the community and build a coalition of support from both public and private stakeholders in the community.

In parallel with the community engagement work, an architectural design study and detailed cost estimate would be prepared so that appropriate capital campaign goals can be set.

### Site Location (2020-2021)

With design requirements and costs identified, an appropriate site for the project can be finalized for the project. At that point all necessary zoning and permitting issues can be planned for.

### Capital Campaign (2019-2022)

It is anticipated that once the community engagement process has been started, it may be that private individuals or entities may come forward with seed pledges, grants or other initial funding towards construction. Based upon the situation and the degree to which both public and private funds are to be raised, a capital campaign will be created to fund the remainder of the construction needs. If public funds are an option, bond measures or similar government revenue appropriations may also play a role.

### Construction (2022-2025)

Assuming all funding is secured, and a suitable site is identified, it is likely that construction could take two to three years to complete. If a decision is made to build the center in several stages, the timing might be extended.

## **ORGANIZATION(S) OVERVIEW**

### ScaleHouse

Founded in 2013, ScaleHouse is a member-supported non-profit arts organization that produces year-round events, including talks and workshops, exhibitions and performances, and the annual Bend Design conference. ScaleHouse believes that our shared future presents complex challenges and opportunities, not just benefiting from creativity but requiring it. ScaleHouse is working to convene diverse thinkers and promote collaboration through visual arts, performing arts, architecture & design, film & storytelling, and conceptual arts & activism, in order to catalyze the kind of creative synthesis that's impossible in isolation. ScaleHouse is for artists, creative thinkers, civic and business leaders, scientists and engineers, teachers and students, concerned citizens—anyone who feels a responsibility to help shape the future through creativity. ScaleHouse is committed to programming that's accessible yet provocative, extraordinary yet inclusive, and always with an eye toward a better future for all of us.

*Please see Appendix B for a timeline of ScaleHouse programming and activities.*

### COCA Overview

Central Oregon Center for the Arts (COCA), was founded in 2017 by a group of interested local citizens with the purpose to offer our talents and leadership to develop and create a set of world-class performing arts venues to serve the cultural needs of the thriving Central Oregon community. In February 2019, COCA began the process of gaining Oregon non-profit corporation status.

In the past year, COCA has been researching many options for the development of a performing arts center that includes both and educational and fine arts components. Meetings with a number of key stakeholders in the community have had positive responses. As our concepts share many common threads with ScaleHouse, we are now standing along with them to promote this concept to the community.

## **APPENDIX A**

Robert Wood Johnson Foundation

Community arts programs are a suggested strategy to increase social support and develop social capital throughout communities (NEA-Strategic plan 2014, Kelaher 2013, Lewis 2013a, Jones 2010, Stuckey 2010). Available evidence suggests community arts programs and creative activities can improve mental health for participants (Leckey 2011, Kelaher 2013), including delinquent youth (Rapp-Paglicci 2011). Such programs may also promote community involvement (Chung 2009). However, additional evidence is needed to confirm effects.

Community arts programs may improve health outcomes and increase community connections among older adults (Hallam 2012, Phinney 2014). A study of Porch Light, a Philadelphia-based mural art project, suggests that residents are more likely to perceive high levels of neighborhood cohesion and trust, and less likely to stigmatize individuals with mental illness in neighborhoods with participatory art projects (Tebes 2015).

Creative extracurricular activities such as music, dance, drama, and visual arts, frequently part of community arts programs, can improve self-confidence and self-esteem, and increase positive behaviors among participating children and adolescents (Bungay 2013).

## **APPENDIX B**

The Patricia Reser Center for the Arts will be a world-class multidisciplinary arts center in central Beaverton and it will enhance the cultural and economic vitality of Beaverton, Washington County and the greater region by providing more access to arts, entertainment, and educational programming for residents and visitors. It will be an arts and entertainment destination drawing from far and wide; a home for a variety of touring programs, professional performances, and a much-needed rental resource to regional arts groups. The Center will offer educational and family programming in the visual and performing arts, and will host business, civic and social events.

This vision has been built from the ground up through an intentional partnership of public and private champions. The project is led by the City of Beaverton and a capital campaign to raise the remaining funds for the center is being led by the Beaverton Arts Foundation. Groundbreaking is anticipated at the end of 2019 upon completion of fundraising goals.

On July 17, 2018, the Beaverton Arts Foundation announced a pledge of \$13 million to the project. With this exciting news also came the official name of the facility, the Patricia Reser Center for the Arts. This transformative pledge made possible by Pat Reser, through the Reser Family Foundation, is an investment that provides nearly one-third of the \$46 million needed to build the center.

Another \$21.9 million has already been identified from public sources, including a land donation and a new city Transient Lodging Tax (TLT). In total, eighty percent of the cost to build the Patricia Reser Center for the Arts has already been identified through public and private philanthropic investment.

## **APPENDIX C**

### ScaleHouse History

In 2013, a small group of enthusiastic Central Oregon professionals saw a need for a new kind of local nonprofit arts organization. Inspired by a number of innovative and forward-thinking businesses, nonprofits, artists, architects, and others outside the region. The founders created ScaleHouse, a member-supported, non-profit arts organization with a three-fold mission: 1) to be an incubator for creative collaborations, 2) to inspire people find real-world solutions to the complex problems our communities face, and 3) to attract more resources and diversity to Central Oregon.

In 2014, ScaleHouse launched a series of events featuring innovative thinkers and doers from widely-diverging fields whose interdisciplinary thinking and practices spurred event-goers to think in new ways about the world around them. These workshops included Animated Gif Made Easy with John Whitten, Visual Storytelling with Daniela Molnar, Near and Far with Stephanie Gervais, and MC Escher Printmaking Workshop with Matthew Letzelter.

In 2015, ScaleHouse launched the region's first design conference featuring today's most innovative thinkers with talks and interactive workshops on how innovative, creative, design thinking addresses life's most important questions. The event is for creative thinkers of all types—designers, entrepreneurs, educators, civic leaders, students, trade professionals, and anyone eager to help shape the future through creative collaboration.

In 2016, ScaleHouse produced the High Fiber Arts Symposium, a two-day event celebrating the cutting edge of traditional craft, with speakers, hands-on workshops, demos, a pop-up marketplace, a fashion runway show, and networking with other fiber artists.

2018, in partnership with OSU-Cascades, ScaleHouse launched ScaleHouse Voices, a series of talks with visiting artists of diverse disciplines, exploring ideas and techniques, practice and process, creativity and culture:

- Ka'ila Ferrel-Smith, on the ways water shapes, connects, and inspires us,
- Shawn Small & Daniel Steinle of Ruckus Composites, on the role of design in conservation,
- Rick Silva, on exploring wilderness through digital art,
- Pat Clark & Jim O'Connor, on the history and future of water in Oregon.

This year, ScaleHouse Voices continues with:

- Lisa Congdon: Illustrator, hand letterer, world traveler, author and teacher
- Caroline Pfister: Writer, musician, filmmaker, storyteller, non-profit director
- John Houck: Photographer, painter, filmmaker, architect, software engineer

In addition, ScaleHouse inspires people to find real-world solutions to the complex problems our communities face, such as:

2016

ScaleHouse partnered with Stacey Stemach, Rachel Stemach, ML Vidas, Bridget McGinn who developed and facilitate an activity at the Bend Design called “The Housing Game.” This activity was an interactive, educational game that invited participants step into the shoes of planners and developers trying to create affordable housing in Bend. Participants not only came to better understand the thorny issues facing such people, but they devised potential solutions to Bend’s housing dilemma. The “Housing Game” went on to conduct workshops with the City of Bend’s Planning Committee.

2017

The Stemach team along with with Moey Newbold from Central Oregon Landwatch enhanced the Bend Design challenge with “The Missing Middle.” This activity was an interactive, educational game that invited participants to look at how to enhance the center of town via transportation, maintaining its culture and affordability. Central District leaders continue to use the challenge in working with groups to identify solutions for their district.

2018

Bend Design expanded to a three-day event, adding a Saturday hands-on session, Bend Design for Good, which united design thinkers with organizations confronting the most pressing challenges in our region. The Design Charrette findings were presented to the City of Bend Planning Staff and will be presented to the City Council Budget Committee in January 2019.

**From:** Erin Foote Morgan  
**To:** [Urban Renewal Advisory Board](#)  
**Cc:** [Matthew Stuart](#); [Dale Van Valkenburg](#); [Whitney Swander](#); [Chris Edmonds](#)  
**Subject:** Testimony for April 2 URAB meeting  
**Date:** Monday, April 01, 2019 11:27:08 AM  
**Attachments:** [Transit Facilities Matter.pdf](#)  
[Hawthorne Avenue Neighbors request action 1.22.19.pdf](#)  
[Testimony--Inclusion of transit station in project list.pdf](#)

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Hi Matt,

Hope you are having a wonderful weekend.

Attached are three items for inclusion in public testimony to the Urban Renewal Advisory Board for its April 2 meeting:

- Testimony from Hubbell Communications to URAB
- Letter from Hawthorne Avenue Neighbors to COIC and Bend Police Department
- One-page handout on transit station needs in Bend and Central Oregon

Thank you so much for sending it all on and hope to meet you in person sometime soon!  
Erin

**Erin Foote Morgan | Bend Director | Hubbell Communications**

**Serving Central Oregon and the East Cascades**

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# Hubbell

## COMMUNICATIONS

Dale Van Valkenburg, Chair  
Whitney Swander, Vice-Chair  
Urban Renewal Advisory Board  
710 NW Wall St.  
Bend, OR 97701

March 29, 2019

RE: URBAN RENEWAL FUNDING FOR MODERN TRANSIT HUB

Dear members of the Urban Renewal Advisory Board,

Thank you for the opportunity to deliver this testimony on behalf of the Hawthorne Avenue Neighbors, a group of residents and merchants living and working in the area adjacent to Hawthorne Station. I appreciate the opportunity to share with you our desire for a robust transit system supporting the Bend Central District, as well as our concerns regarding the inadequate and unsafe conditions present today at Hawthorne Station.

We strongly support the vision and goals of the City of Bend's urban growth boundary plan, which has identified the Bend Central District as an opportunity area where high-density affordable and market rate housing options, as well as a vibrant commercial and retail zone could flourish. Urban renewal funding has tremendous potential to achieve this vision and we are hopeful that your current feasibility work will be successful in identifying tax increment financing as a viable option for supporting the goals of the urban growth boundary plan.

As you build toward a cohesive plan, we encourage you to consider the role that a vibrant transit system, with modern and welcoming facilities, could play in the overall success of redevelopment efforts in the Bend Central District and, in fact, our entire region. An active, well-used transit station could serve as a key touchpoint to the success of your additional efforts around streetscapes, housing and commercial redevelopment. In fact, viable transit is among the most important amenities that a renewed Bend Central District could offer new residents, providing opportunities for improved and expanded public transit that make urban living possible.

And as our region grows, expanding transit is a high priority to alleviate congestion, support economic development, higher education offerings, provide equitable livability for those without vehicles or who are disabled, and to help keep the impacts of tourism on our transportation system low. The current station is deeply inadequate to serve these needs.

Neighbors near the transit center are also voicing legitimate concerns about safety for riders, bus drivers, and other vehicles on the narrow Hawthorne Avenue where the existing transit center is located. (Please see the attached letter from Hawthorne Avenue Neighbors to Central Oregon Intergovernmental Council and the Bend Police Department for more information.) As buses pull on and off the street, pedestrians cross the street to access the bus stops and local traffic moves through the street to get to the neighboring businesses and homes. Sidewalks to the area are incomplete, making

travel difficult for people with disabilities who must sometimes enter the street to access the station. The chaos and confusion in such a tight space makes conditions dangerous for everyone.

Safety concerns are not limited to pedestrians, bicyclists and motorists. The placement of the transit station between Third and Fourth streets means that buses are sharing space and lanes with freight transit frequently serving the Safeway, Ace Hardware and liquor store. This frequently results in confusion and conflict between drivers, makes it unnecessarily difficult for local businesses to move goods in and out, and poses a significant safety risk for riders exiting buses that may not see large trucks moving by them. Modern, well-designed transit centers have dedicated lanes to ensure safety for riders, bus drivers, freight and motorists alike and prevent this type of scenario.

We envision a future Bend with a vibrant urban core supported by a robust transit system that lowers our carbon footprint, increases safe and accessible use of transit, and allows choice riders to get from point A to point B without having to own or get into a vehicle. We truly believe that this vision is not only possible, but something you are in the position to achieve. We are quickly becoming a city that matches Salem or Eugene in population and regional influence, and our citizens deserve a transit center consistent with similar infrastructure provided by those cities.

We urge you to identify a modern transit station as a possible project worthy of the power of urban renewal funding in the Bend Central District.

Thank you so much for your time,

A handwritten signature in black ink, appearing to read 'EFM', with a long horizontal flourish extending to the right.

Erin Foote Morgan  
Bend Director, Hubbell Communications  
[erin@thinkhubbell.com](mailto:erin@thinkhubbell.com)  
541-420-8603

# Hawthorne Avenue Neighbors

P.O. Box 2221, Bend, Oregon 97709  
hawthorneavenueneighbors@gmail.com

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Andrea Breault  
Central Oregon Intergovernmental Council  
334 NE Hawthorne Avenue  
Bend, Oregon 97701

Jan. 22, 2018

Mike Landolt  
Bend Police Department  
555 NE 15<sup>TH</sup> St  
Bend, OR 97701

CC: COIC executive director, COIC board of directors, COIC transportation staff, Bend City Council, Bend City Manager, Bend Police Chief, Bend Business Advocate, Bend Economic Development Advisory Board

Dear Ms. Breault and Mr. Landolt,

We, the Hawthorne Avenue Neighbors, write to you today to express our gratitude to Central Oregon Intergovernmental Council and the Bend Police Department for meeting with our group on Dec. 5, 2018. In this productive meeting, property owners, merchants and nearby residents were able to share their concerns related to traffic flow, crime and nuisance activity in the area of Hawthorne Avenue and Third and Fourth Streets and discuss possible short and long-term solutions. (These concerns and the solutions are attached at the end of this letter for reference.)

For many of us, this corner of Bend has been home to our businesses for twenty years or more—back when COIC's building was the Cascade Natural Gas building, and long before it was a transit station. Many of us remember hearing the news in 2006 that a transit station would be located adjacent to our businesses, and welcoming the idea. We knew then, just as we know now that transit means access and opportunity that can change lives. We thought this station could mean positive change for our businesses, too, by bringing more customers to our neighborhood, and giving our employees and residential neighbors more transportation choices.

This station has changed our lives, but now, 12 years on, we feel that for the most part, the change has not been for the better. Instead the location of the station has become a deterrent for customers and over time crime and nuisance behaviors have increased dramatically, causing safety and security concerns for our employees and residential neighbors. This is why we are so deeply grateful to COIC and the Bend Police Department for meeting with us and being willing to create new action plans to address traffic flow, safety and security issues in our neighborhood.

An underlying issue to many of the problems, is that Hawthorne Station is not adequate to accommodate the activities that must naturally occur there. We know that transit services must keep expanding to support our growing city, but already the uses at this station spill over onto our properties in ways that are not fair or safe. We thank Andrea for sharing that COIC is aware that this site is not ideal and that a new station likely must be secured within the next decade. We want to do our best to urge COIC and the City of Bend to work hard to provide our community—as soon as possible—with a transit station that supports the exciting developments in our town, such as the new university, more vibrant urban centers and increasing employment opportunities. Bend deserves to have the kind of modern transit stations that other Oregon cities our size, such as Salem or Eugene have already achieved.

In the meantime, here are a few of the specific reasons that the Hawthorne Avenue Neighbors feel that Bend's current transit station creates unfair and unsafe conditions. For starters, until recently,

Hawthorne Station's bathrooms did not remain open for all transit operation hours, forcing people to use the facilities at our businesses. And, unfortunately, we have heard recent reports that the bathrooms are, again, sometimes being locked in the evenings. The station is a non-smoking campus, sending riders and bus drivers onto our properties to smoke cigarettes under our overhangs and near our doorways. There aren't enough parking spots available at the transit station for people wishing to leave their cars and ride the bus, or space to pick up riders and so frequently our parking lots are filled with vehicles associated with the transit center, preventing our own customers from accessing our parking lots.

CET bus drivers often use our parking lots as turn arounds or places to park while waiting for their next trip. In some cases, our driveways have been completely blocked by buses, meaning distribution trucks cannot access our loading zones and customers cannot reach our businesses without frustration. Delivery trucks attempting to reach the businesses in Bend Towne Center often must try to squeeze through large buses parked on both sides of 4<sup>th</sup> Street and Hawthorne Avenue, or re-route and find another way to access the property. This cramming of the streets makes it very difficult to see oncoming traffic. And on Hawthorne between Third and Fourth, we truly anticipate that someone will be seriously injured as people, bikes, buses, cars and delivery trucks all try to navigate the same narrow streets.

At the same time that activity from the station has dramatically affected our properties and businesses, we have experienced a strong uptick in the instances of crime and nuisance activity. We do not fault transit riders or COIC for this increase, but we are aware that these increasing safety and security challenges are related to the location of facilities in our neighborhood such as the bottle drop and the transit station. Drug use, drug deals, theft, property damage, trespass, assaults, people locking themselves in our bathrooms—all of these activities are common occurrences on our properties. To date some of us have invested tens of thousands of dollars on new lighting, security systems, security guards, and tearing out landscaping that's conducive to nuisance activity as we attempt to protect employees, customers and property.

It is for all these reasons that we are so grateful to COIC and the Bend Police Department for being willing to work with us to find both immediate and long-term solutions. We write to you today to formally ask COIC, the Bend Police Department and the City of Bend to work with us to turn the lists of possible solutions that we developed on Dec. 5 into action plans that can be monitored, reviewed for progress and revised to improve conditions.

We know that we have an important role to play in being good partners, too, and look forward to continuing to work together to improve transit facilities in Bend and ensure safety and economic vibrancy in this important commercial area of Bend.

Thank you,

Bob Bobosky, Bend Towne Center  
Andrew Burzynski, Denture In  
DeeDee Burzynski, Denture In  
Tad Burzynski, Denture In  
Julia Carda, Everyday Brain Fitness  
Andrew Deenik, New York City Sub Shop Inc.  
Sandra Dickinson, Pizazz Hairstyling  
Ashley Evert, Bend Three Sisters Inn and Suites  
Dusty Harris, Ace Hardware  
Brad Hester, Bend Family Dentistry  
Karen Joss, Joss Property Services  
Mark Merrick, 3<sup>rd</sup> Street Beverage  
Stacey Sabin, Bend Family Dentistry  
Petie Thom, Hutch's Bicycles  
Jerry Williams, The UPS Store

# COMMUNITY MEETING INPUT

Dec. 5, 2018 at Central Oregon Intergovernmental Council

## OVERVIEW

On December 5<sup>th</sup>, approximately twenty “Hawthorne Avenue Neighbors” gathered at the COIC office to meet with Andrea Breault of COIC and Mike Landolt of the Bend Police Department. The meeting was the first time many residents and businesses owners in the area of Hawthorne Avenue and Third and Fourth Streets had been able to express their concerns with staff from these agencies. The conversation was highly productive and focused on finding solutions. The following is a list of the concerns and action items discussed by participants, COIC and the Bend Police Department.

## TRAFFIC-FLOW CONCERNS

- Congestion is a major issue on these streets. Buses and vehicles on both sides of the road make it very difficult to travel through the area
- Minor traffic accidents occur due to congestion
- Traffic speeds on 4<sup>th</sup> Street
- Buses parking near stop signs causes cars to pull out into intersections to see oncoming traffic
- Business parking lots are used by idling vehicles and sometimes buses, making it difficult for customers to access businesses
- Buses frequently block the entrance to Bend Towne Center on Hawthorne Avenue
- Buses use the Bend Towne Center parking lot to access Hawthorn or to turn around
- This is a very busy block, with pedestrians, bikers, cars, delivery trucks and buses all trying to navigate to use the congested streets
- There is a high level of concern that someone will be seriously injured

## SAFETY AND NUISANCE CONCERNS

- Non-patrons using bathrooms, especially when Hawthorne Station bathrooms are locked. Sometimes people lock themselves in bathrooms for several hours.
- People disturbing trash cans at homes and businesses to throw away trash or drug paraphernalia
- Hawthorne Station is non-smoking, so people move to other nearby properties to smoke cigarettes and vape
- There is a frequent issue of people sleeping in the landscaping, on the roofs, in the closets inside buildings or near garbage dumpsters of nearby properties
- Panhandling
- Employees being accosted in parking lots
- Staff safety a strong concern and many businesses now have a policy that employees do not leave alone at night
- Littering
- People defecating on private properties
- Drug use on properties and hypodermic needles being left behind

## BUSINESS EXPENSES INCURRED

- Customers have been lost because they are afraid or uncomfortable to visit
- Bend Towne Center has had to hire a security company at very high expense
- Bend Towne Center has had to add a gate to prevent buses from using the side lot as a turn around

- New lighting has been added by Bend Towne Center, Three Sisters Inn and Hutch's bicycles
- An older tree was cut down to prevent drug use and cigarette smoking at the corner of the Bend Towne Center parking lot
- Businesses are considering moving away, even knowing that it will be a high cost to do so. Those tenant spaces may become more difficult to lease
- Security cameras have been installed at many businesses
- Businesses have had to remove landscaping so people cannot hide in the bushes
- Commercial property values are declining

### **RECOMMENDED SOLUTIONS**

- Hawthorne Station needs a location more conducive to its uses
- COIC could partner more closely with the City of Bend streets department to add painting to streets noting where people and bus drivers should and shouldn't park
- Bus drivers smoking on adjacent properties can be reduced
- Buses can be prevented from using the Bend Towne Center parking lot
- Make the transit station location a bigger part of the Bend Central District conversation
- Mini-hubs for transit around the city could be a better solutions rather than a hub and spoke system
- Better security after hours and more duties noted within the scope of security guards
- Look at other parts of the community where similar challenges have been addressed and model successes that occurred there
- Increase police presence
- Possible urban renewal investments in new transit station
- Begin better documenting issues through photos and notes, and tracking what times of day they occur

### **OTHER AFFECTED STAKEHOLDERS**

- Cascades Disposal
- Bend Bottle Drop
- Other nearby residents
- Juniper Swim and Fitness Center staff

### **ACTION ITEMS**

- Send summary of these notes to everyone involved
- Send bus station map to stakeholders noting where buses should and shouldn't be
- Generate spreadsheet that captures cost and expenses for businesses and share with the Bend Economic Development Advisory Board
- Send times when extra patrol is needed to Bend Police Department
- Business owners need to begin documenting crimes
- Business owners need to keep contacting the police



# TRANSIT FACILITIES MATTER

## MEETING THE REGION'S NEEDS

### RELIEVE PRESSURE ON ROADS

A whopping 20 new people move to Central Oregon every day. In Bend we expect a population of 120,000 by 2030. Growth puts new strain on already congested roads. We need high-quality transit facilities and services that attracts choice riders to help reduce congestion.<sup>1</sup>

### BUILD THE ECONOMY

Economists predict Central Oregon will lead the state in job growth over the next decade—with as much as 58 percent growth. To support economic development we will increasingly need transit that is capable of moving the workforce with speed and reliability.<sup>2</sup>

### SUPPORT HIGHER EDUCATION

Most OSU-Cascades and COCC students live in the region and commute to class. Cost, congestion, and limited campus parking are top reasons students need transit. But for it to work, they need routes leading straight to campus, reducing transfer times.<sup>3</sup>

### KEEP TOURISM IMPACTS LOW

Though most traffic is local<sup>4</sup>, we can reduce trips on our roads by providing real transit options for visitors. To make a difference our system must be networked so well with other transportation options and key commercial centers that visitors feel confident leaving their car at home.

### PROMOTE EQUITY

Transit is an essential service for a large portion of our population: Seniors, low-income families, households without cars, and people with disabilities all need a system that keeps them on the go with accessible transit services in close proximity.<sup>5</sup>



<sup>1</sup> According to Portland State University's Population Research Center

<sup>2</sup> According to data released in June 2018 by regional economist Damon Runberg and data reported by Sperling Best Places to live.

<sup>3</sup> According to OSU-Cascades and COCC enrollment data.

<sup>4</sup> According to ODOT traffic counts.

<sup>5</sup> According to Cascades East Transit ridership data.

# TRANSIT FACILITIES MATTER

## HAWTHORNE STATION ISN'T MEETING OUR NEEDS



### LACK OF ROOM TO GROW

We need more transit services to support our growing region, but the small site at Hawthorne Station is already struggling to serve our current hub and spoke system. Adjacent to a single-family neighborhood and shoehorned onto a small lot bordered by narrow streets, Hawthorne Station's operations already spill over. This station is inadequate to move our region's workforce, support activities on our higher ed campuses and attract choice riders and visitors whose use of transit will reduce congestion.

### SAFETY CONCERNS

The lack of nearby sidewalk network makes it difficult to safely access the station, and the tight quarters at Hawthorne Station mean buses, pedestrians, cars, delivery trucks and bicyclists all try to jockey for safe space on the same tight streets. Collisions are narrowly avoided every day.

### NOT FAIR

Hawthorne Station puts a great burden on its neighbors. Very little on-site parking for riders or buses, frequent blockages of nearby parking lots, a non-smoking campus and closed bathrooms at night all mean that nearby residents and businesses are frequently asked to provide shelter and facilities to support the transit station in ways that aren't fair.

## THE SOLUTIONS



Salem Transit Center



Eugene Transit Center



### SUSTAIN GROWTH BY BUILDING A MODERN STATION AT A NEW LOCATION

- ◆ Similarly sized communities in Oregon have already invested in facilities that allow their systems to grow and attract choice riders. Room for a large park and ride, dedicated space for buses, co-location with other transportation options, high-density housing and services: we can create the kind of facilities riders want to use.
- ◆ **Prioritize construction of a modern, high-quality transit station in the 2040 Transit Master Plan and fund it within 5 years.**

### ABANDON HUB AND SPOKE FOR A VIBRANT NETWORK OF MOBILITY HUBS

- ◆ The hub and spoke system doesn't work when the hub is weak. But we can create a vibrant transit system that reduces congestion through a network of mobility hubs—small centers of transportation where different modes of travel like walking, biking, car shares and transit all converge. Mobility hubs are the perfect answer for supporting high-use employment and commercial centers, and complete neighborhoods throughout the region.
- ◆ **Design a network of mobility hubs in partnership with employers, government, developers and commercial centers and fund it within 2 years.**



**SATZINGER DESIGN**

JAMES A SATZINGER AIA NCARB

**ARCHITECTURE**

ARCHITECT

1 April 2019

Urban Renewal Advisory Board  
City of Bend, Oregon

URAB Members:

In rethinking and rebuilding the Bend Core Area, emphasis should continue to be placed on the principles of Architecture 2030 and other sustainability guidelines, particularly pertaining to Site Planning and Landscaping, Solar Access, Multimodal Transportation options and the mitigation of Heat Island effects.

The Core Area's position affords multiple opportunities for linking the east and west sides of Bend, and therein establish a character all its own. Existing reports and analysis emphasize the need for pedestrian and bicycle routes to span the city, and creative solutions can be the initial form-giver for the CAP. The access points at Revere, Greenwood, Franklin, Colorado, Aune, Wilson, and proposed at Hawthorne should be the first improvements undertaken. Incentives to invest in district Urban Renewal accelerate when views are opened and enhanced, obstacles are removed, and a meaningful theme is established.

Begin by planning and designing attractive, welcoming and safe Multimodal Transportation underpasses at existing locations that include dedicated Walking and Bike Paths from the Core Area to Downtown, The Old Mill, River Parks and East Bend. Include Light Wells, Landscaping and Public Art installations and informative Maps and Signage. The Hawthorne Access should be a wide and gradually sloping overpass, and include a pocket park at each end. The seven East-West paths connect through the length of the Core Area as a continuous North-South Walking and Bike Path (using half the width of 2<sup>nd</sup> Street for example). This is now the organizing element, the form-giver for the Character of the Core Area around which other planning can evolve and grow – A series of Architecturally Unique and Functional Gateways, way makers, interconnected, that turn current Barriers into Opportunities for Neighborhood Identity and Connectivity.

Include the Railroad through the Bend Core Area in Multimodal Transportation planning. A Passenger Terminal with future links to Portland, California and points East via Rail can not be overlooked.

Respectfully Submitted,

James A. Satzinger, Architect  
Bend Section Director  
American Institute of Architects, Oregon Chapter

**From:** Ariel Scott  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Comment submission  
**Date:** Monday, April 01, 2019 4:10:48 PM

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## To the Urban Renewal Advisory Board

I am writing to express my concern about the excessive train noise in your area of focus and to propose that you consider establishing a quiet zone at the railroad crossings on Wilson and Reed Market Roads. While I understand this process is no small feat, I am concerned that the current sounding of train horns day and night hinders quality of life in this area in which you are investing so much, and I believe quiet zones could be one of the greatest improvements your group could make for the area's future.

As a resident of the Bend Central District and board member of the Larkspur Neighborhood Association, I appreciate your efforts and consideration of this important issue.

Ariel Siebe

Apologies for any typos you may find. iPhones love to autocorrect incorrectly.

**From:** Moey Newbold  
**To:** [Urban Renewal Advisory Board](#)  
**Subject:** Public Comment  
**Date:** Monday, April 01, 2019 4:12:21 PM  
**Attachments:** [BCD Initiative Latinx Outreach Report.pdf](#)  
[BCD SurveyReportFinal.pdf](#)  
[Coalition Letter to City Council FINAL.pdf](#)  
[BCD Report Stormwater Report.pdf](#)

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Dear Urban Renewal Advisory Board,

I'd like to submit the attached background documents and video into the record and hope they help to inform your decision making!

Video: How would Bend's Millennials design the Bend Central District?<https://youtu.be/EENu-WIMApA>

At the Bend Chamber's Young Professionals Summit in Bend, Oregon, we gave Millennials a chance to design a street in the Bend Central District. Each group received building blocks to create a street with the "urban feel" of their choice. Their visions for this underdeveloped area may surprise you!

Sincerely,  
Moey Newbold

---

**Moey Newbold**

Director of Urban Planning

**Central Oregon LandWatch**

541.647.2930 x801

[www.colw.org](http://www.colw.org)

# BCD INITIATIVE LATINO/A OUTREACH REPORT



5/10/18

Prepared by:

Gabriela Peden

Prepared for:

Central Oregon Landwatch

Project:

Bend Central District

## PURPOSE AND BACKGROUND

The purpose of this report is to inform Central Oregon Landwatch of the results I found within the Latino Community. Having experience working with the Latino Community I was hired to translate forms and engage to do outreach with the Latino community who has an impact by the Bend Central District area. In this report, I will have survey results, graphs, locations and groups of people who I had the opportunity to talk with.

## SURVEY OBJECTIVES

We recognize that people of color, immigrant and refugee communities, and low-income communities face barriers to participating in public processes. The Spanish survey allowed us to reach the Spanish speaking community via outreach and hear what some of their concerns and thoughts where. This survey gave us the opportunity to talk to many Latinos/a in our community who otherwise would have not participated in this project, by doing the outreach we were able to have a silent community heard.

## PARTICIPANTS AND LOCATIONS REACHED

Some of the locations I had the opportunity to visit and survey Latinos where:

- Los Panchitos Mexican Market
- COCC Bend Latino Club
- Mirror Pond Dry Cleaners
- Bend High Students
- Esta Bien Restaurant
- Latino Community Association Office

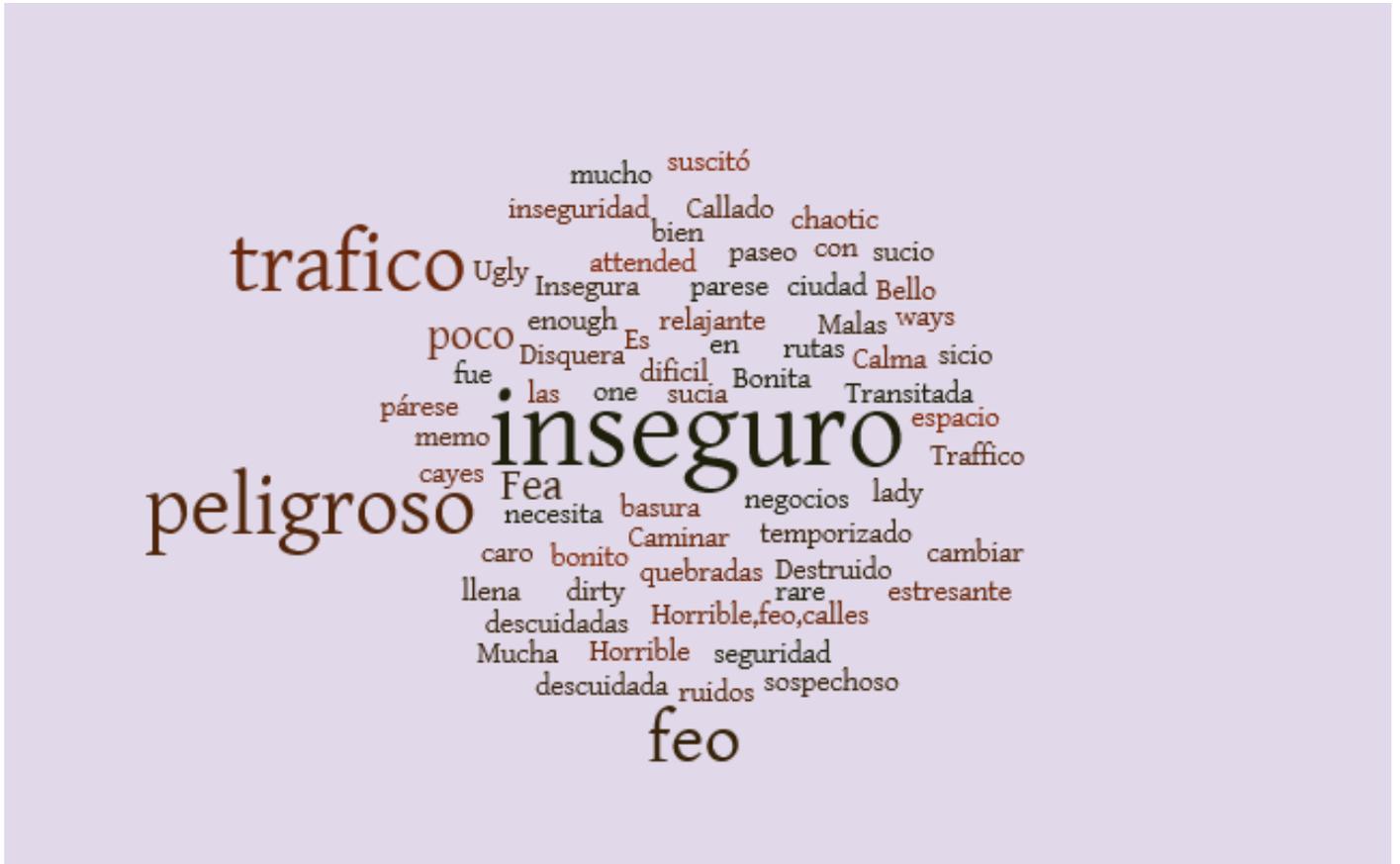
If this project continues I hope to be able to survey Latinos at Colima Market, Mission Linen and some of the housekeeping staff of the many hotels near the BCD area.

## SURVEY METHOD:

I had both a paper and online Spanish survey available. I did one on ones as well as group presentations to two of the locations listed above. I surveyed 68 people and was able to get 26 email contacts of people who wanted more information of the changes that are happening with the BCD project.

## SURVEY RESULTS

The first question in the survey asks, what three words comes to your mind when you think of BCD? Out of all the responses the main words where traffic, insecure, dangerous and ugly. With these results, we can see that people are not currently comfortable with BCD. Many employees and students who have to use this area are going to their places of employment and school in fear that they will be in an accident. A student who comes from Redmond to COCC mentioned how he takes the back road to COCC to have to avoid the Bend Central District area and he is just one of many.



## BCD initiative Latino/a outreach report

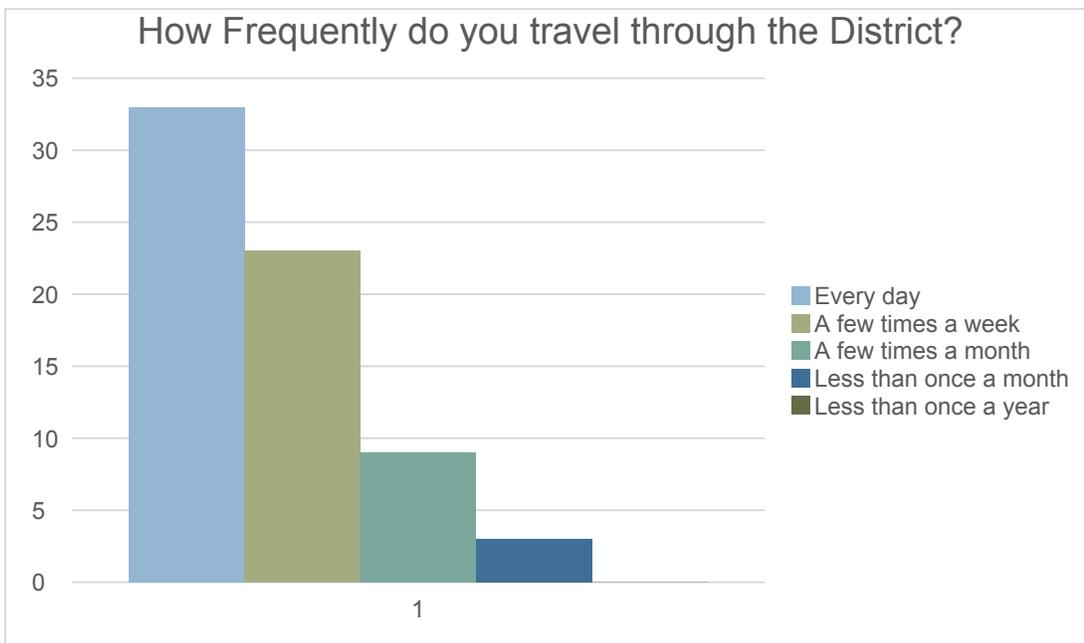
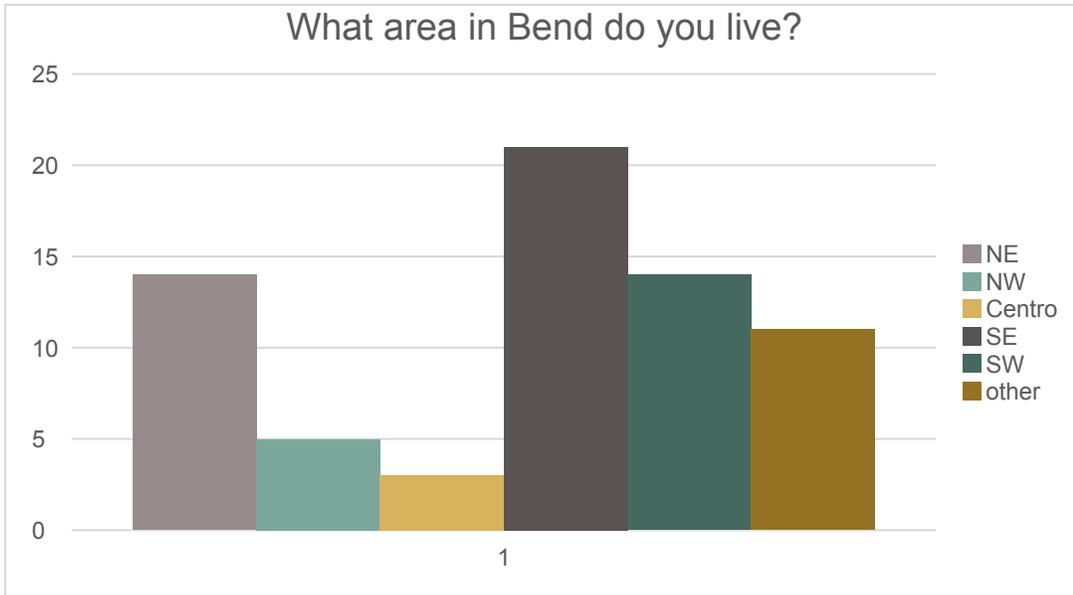
The second question in the survey asks; what would make the Bend central District area better? With the word cloud generated below we can see that the main words are safety, streets, sidewalks, and walking. I had the opportunity to talk to many students that attend Bend high and many of them expressed the fear they have when they have to walk through these streets early in the morning to school especially in the wintertime when it is dark. They do not feel safe since many of the streets do not have actual sidewalks for them to use. This is a barrier and a safety concern for them and their families.



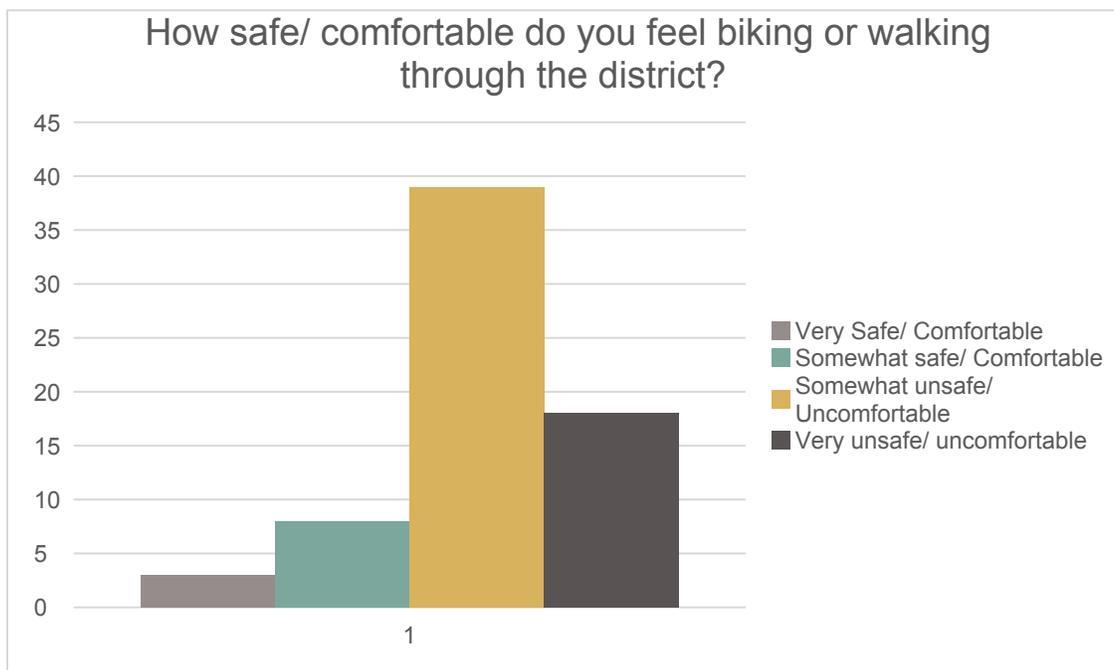
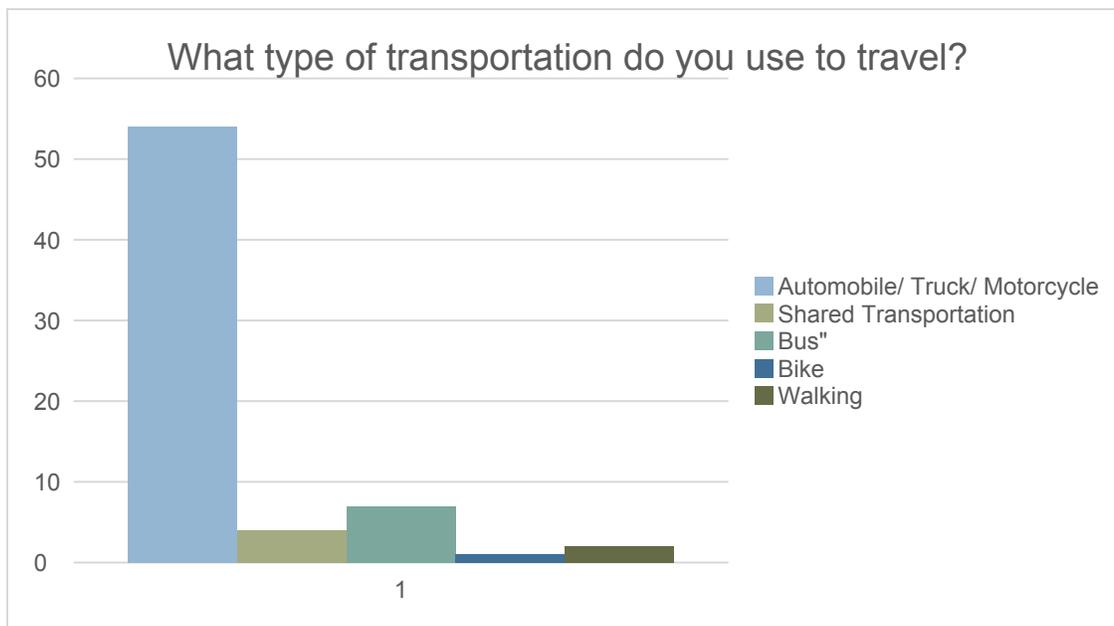
The other two questions that required filling in a response were also answered with very similar responses. The community responded that they would feel more comfortable biking or walking in the area if it was safer, if there was more transit police, more crosswalks and wider streets. When asked what would encourage them to live in the Central district area most responses were; if it was affordable or cheaper, accessible, safer and walking distance to schools.

## CHARTS:

These charts have the responses of the last four questions on the survey.



## BCD initiative Latino/a outreach report



In conclusion, we are certain that the people who travel through the district frequently are the ones closest to the issues and through the survey and outreach they have shared their concerns but many have also shared an interest in wanting to volunteer or participate in making these issues better.



April 4, 2018

Dear Bend City Councilors,

We, the undersigned, support the community vision for the Bend Central District's transformation into a vibrant, healthy, and resilient mixed-use neighborhood with safe connections between east and west Bend.

The Bend Central District (BCD) is in the very heart of our growing city. Multiple planning efforts have revealed enormous untapped potential to provide more housing and jobs within close proximity to essential services and activities that make up a livable community including Juniper Swim & Fitness Center, Historic Downtown Bend, the Hawthorne Transit Center, the Maker's District, Bend Senior High School, Marshall High School, and more. Bend's population is expected to increase 45% by 2035, and with less than one resident per acre in the Bend Central District, there is great potential for new housing options here.

Currently there are many barriers within the BCD that discourage new investments in housing and serve as a block between the east and west sides of Bend. Many streets are unwelcoming and unsafe for customers, families, and potential residents. More than a decade of surveys by the Orchard District Neighborhood Association and the recent BCD Transformational Community survey show great desire for improved biking and walking routes and more residential and retail opportunities in this area.

An ideal tool to address these problems and fund solutions is to create an Urban Renewal Area in the BCD and nearby opportunity areas, which could fund projects and programs such as streetscapes and safe crossing improvements for people traveling by bike, foot, and car; placemaking and community gathering spaces; programs that support small businesses and makers with low-interest loans or façade upgrades; infrastructure needed to support vertical development; and/or funding for affordable housing – all without raising any taxes on anyone. These types of projects and programs would not only catalyze private development that would make housing available to future residents, but would also benefit current Midtown residents. Additionally, successful revitalization of the heart of Bend will provide more tax revenue for the city and other local jurisdictions over the long-term.

The planning, zoning, and basic infrastructure are already in place to set the stage for revitalizing the heart of Bend. Many other communities have experienced successful neighborhood revitalization through public-private partnerships. Now all that is necessary is for the City of Bend to take the lead with some key public investments, funded through an Urban Renewal Area.

We recommend Council move quickly to create an Urban Renewal Area in the Bend Central District, and would further recommend Council consider including the adjoining KorPine opportunity area within the same URA. We believe that a URA that encompasses these two opportunity areas will



help achieve the community's goals by funding symbiotic catalyst projects and capturing the benefits of public and private investments made in these areas. We pledge to fully engage with the City as it develops a transformational vision and implementation plan for this new Urban Renewal Area.

Sincerely,

123 Ramen\*

Agricultural Connections\*

Barrel Thief & Oregon Spirit Distillers\*

BCD Initiative Technical Advisory Group:

*Al Tozer (Tozer Design, LLC), Ashley Evert (BCD Landowner), Craig Davis (Director Emeritus, GBD Architects), Dale Van Valkenburg (Director of Planning & Land Use, Brooks Resources Corporation), Jim Lord (Ashley & Vance Engineering), Joe Bessman (Transight Consulting), John Gilbert (Pacific Crest Affordable Housing), Kirk Schueler (President and CEO, Brooks Resources Corporation), Marcia Vallier (President, Vallier Design Associates, Inc), Moey Newbold (Director of Urban Planning, COLW), Patrick Howard, Paul Dewey (Executive Director, COLW), Stacey Stemach (Stemach Design + Architecture), Steven Ames (NXT Consulting Group), Tom Atkins (former President, JT Atkins & Company Landscape Architecture & Planning)*

Bend Area Habitat for Humanity/ReStore

Bend Three Sisters Inn and Suites\*

Beth Jacobi Wellness, Acupuncture & Nutritional Therapy\*

Brooks Resources Corporation

BTSI, Inc.\*

Bunk + Brew

Central Oregon Association of Realtors

Central Oregon LandWatch

DE Rink Construction\*

El Sancho Taco Shop\*

The Environmental Center

High Desert Mural Festival\*

High Desert Section, Oregon Chapter of the American Society of Landscape Architects

Killian Pacific

Larkspur Neighborhood Association\*

Laughing Planet Café\*

The Maker's District\*

Massage Solutions of Bend\*

Midtown Yacht Club development group\*

The Miller Lumber Company\*

Natural Edge Furniture\*

Orchard District Neighborhood Association\*

Pacific Crest Affordable Housing

Stage Right Productions/2nd Street Theater\*

Taylor Development\*

Third Street Beverage\*



# Directing Growth in the Bend Central District: A report on survey findings



CENTRAL OREGON LANDWATCH  
December 2017  
Prepared by Rachael Davee

## BACKGROUND INFORMATION

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The Bend Central District (BCD) is the area east of downtown bounded roughly by Revere Avenue on the north, 4th Street on the east, and the railroad on the south and west sides. The Bend City Council identified the BCD as an Opportunity Area in the new Urban Growth Boundary, which was implemented on December 6<sup>th</sup>, 2016. An Opportunity Area is a place with the capacity to grow and provide space for additional residences and businesses through redevelopment projects. A recent change to the area's zoning code now allows increased development density and encourages mixed-use structures that provide combined living and working space. Although the new code and zoning have been adopted, no significant action to initiate growth in this area has been taken. Central Oregon LandWatch started the BCD Initiative to help the city stay on target for this district's transformation by 2028 in order to help the city grow up rather than out, thereby reducing sprawl into important wildlife habitat and farmland.

To better understand the needs and opportunities for the BCD, LandWatch conducted surveys with nearly two hundred people (n=196) between September 17 and November 17, 2017 asking participants eight questions about the area. The surveys were administered on paper at several events: the BCD Initiative Launch Party; Bend Open Streets (both in the district); and Pints and Politics. Staff members and volunteers also conducted pop-up surveys in the district to intercept people as they used the local amenities including the Franklin Street underpass, El Sancho restaurant, and the Hawthorne transit station. The survey was conducted in locations that would include responses from a mix of socioeconomic strata. In total 196 people participated in the survey. The purpose of the public outreach process is to engage the people who would be impacted and/or benefited by changes to the Bend Central District so that their voices are represented as we advocate for the district's transformation. LandWatch believes the people who live near or travel through the district frequently are closest to the issues and therefore are experts in imagining solutions.

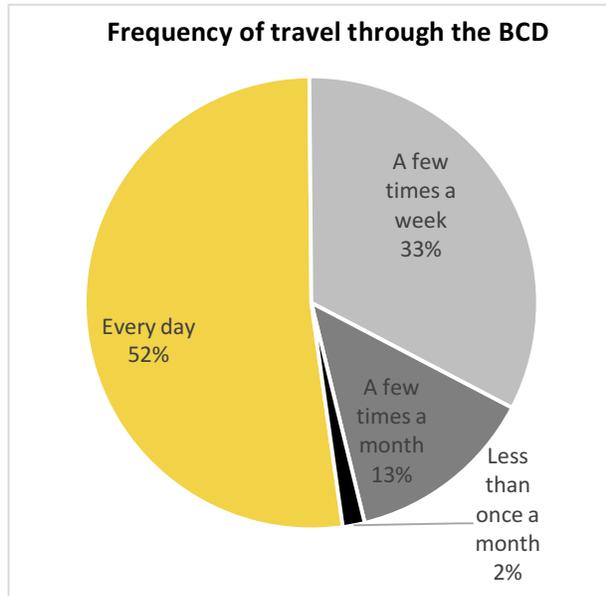
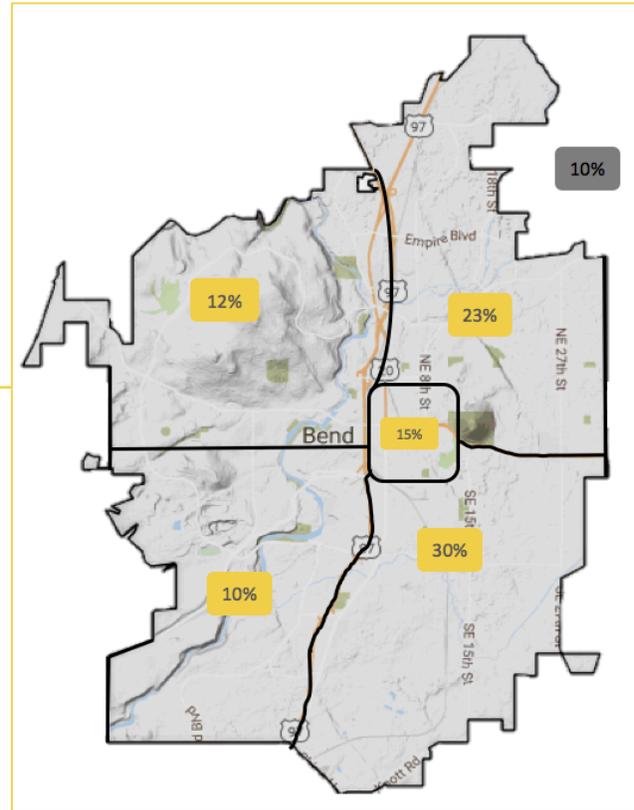


Additionally, LandWatch recognizes that people of color, immigrant and refugee communities, and low-income communities face barriers to participating in public processes. They are

developing a Latino/a Community Outreach Plan in partnership with Gabriela Peden, Latino Services Specialist, Deschutes Public Library to identify and implement strategies for creating effective public processes and forums that give the Latino/a community opportunities to fully participate in the BCD Initiative.

### SURVEY RESULTS

Ninety percent of survey respondents live in Bend, with a good distribution throughout the five identified regions of the city. The majority (53%) live east of Highway 97 and 10% live outside of the city. Responses from residents living in a mix of locations throughout the city is important for understanding issues that have been brought to our attention including access between east and west Bend and connectivity through the District on north-south routes.



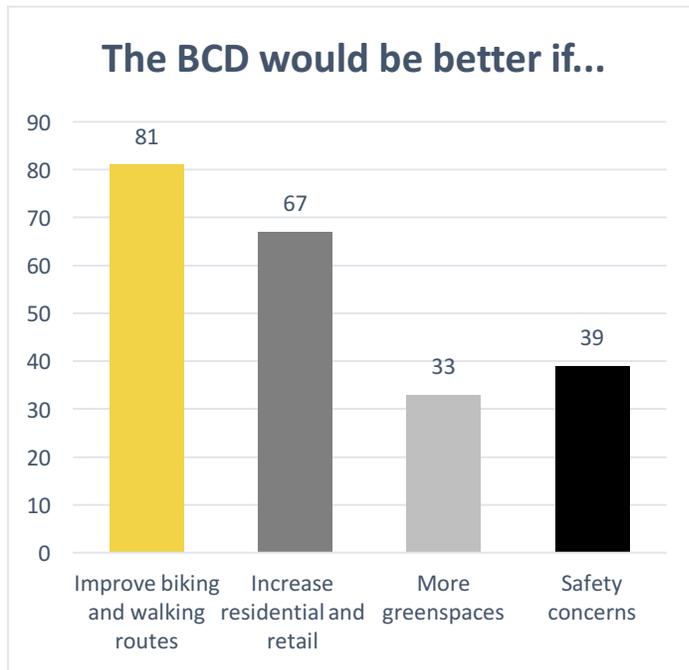
### Survey respondent's residence location by city quadrant

Over half (52%) of people surveyed travel through the BCD daily and 85% of the respondents are in the BCD multiple times a week. The high frequency of BCD use by respondents gives us confidence that the data collected in the survey is a reliable source of information about the area's needs.

Question 1 in the survey asked: **“What three words come to mind when you think about the BCD?”**. The responses were highly variable, but a couple of themes emerged. Some people giving words such as: opportunity; potential; and up-and-coming.

This indicates the future direction they hope to see in the area. Others were less optimistic in their adjectives referring to the District with words like: run down; out-of-date; ugly; and sprawl. The mix of feelings is more accurately reflected in subsequent questions, but this first question gives a good picture of the lack of identity and some of the challenges currently being

faced with many descriptors lamenting the lack of sidewalks, the din of traffic and the lack of access to other areas of the city.



Question 2 of the survey asked people to complete the statement: **“The Bend Central District would be better if...”** 172 people responded and most responded with multiple ideas about what they thought would improve the District. Most people (n=81) mentioned the need for bike lanes and sidewalks. People commented that the lack of pedestrian and bike infrastructure makes them feel unsafe. Respondents expressed a desire to see new and improved bike and walking routes that provide access both within the BCD and to other areas of Bend. While only 7 respondents specifically mentioned transit, their desire to have increased bus routes and expanded hours on

nights and weekends better transit services could be a component of plans to address the concerns about noise and safety associated with the high volume of vehicle traffic in the area. There is a desire for place-making through improved landscaping, more parks and venues to walk to and take dogs to (n=33) such as trail systems and walking routes away from traffic. These comments are reinforced by other responses expressing a desire for a more cohesive sense of community, stated generally as “community feel” (19%) or with specific visions like “model after other industrial districts that have made the shift (Whitaker in Eugene)”.

Another theme that emerged from the data in Question 2 was the desire to have more housing available in the BCD. That includes both affordable housing and mixed-use developments with places to live and work in close proximity to each other. Other people hope to see more retail and dining options become available in the area. This sentiment was reflected in responses hoping the area could “become the vibrant heart of Bend” and another person said the area would be better if “the aesthetics matched more closely the rest of the “vibe” in Bend”. Taken together 38% (n=67) of respondents stated the desire to see elements of a multiuse area that increases the available housing and retail options including bars/restaurants, local merchants and community event spaces.

Safety concerns were mentioned by 39 people (22%) for a variety of reasons including lack of good lighting on sidewalks and bike lanes, worry about high speed vehicles and safety due to the population of houseless people in the area. When asked specifically how comfortable people feel walking or riding bikes through the District more than half (54%) felt either somewhat unsafe or very unsafe and 35% of people felt somewhat safe while only 11% said they feel very safe.



Information from Question 3, **“What would encourage you to walk and bike through the District more often?”** is helpful for understanding the root causes of feelings of danger and discomfort mentioned above. From the 170 responses to this question the overwhelming themes that emerged are issues of access and safety due to a lack of bike lanes and sidewalks. This sentiment was expressed by 86% of survey respondents. Problems with existing sidewalks include fragmentation and the lack of crosswalks, making it difficult to travel in an east/west direction, in particular crossing 3<sup>rd</sup> Street. Sidewalks are not well lit and in winter can become impassable as snow builds up. Bike lanes currently exist along Third Street as a shared use roadway, although all but the most advanced bicycle commuters expressed safety concerns about using them in their in their current condition. Although 2<sup>nd</sup> and 4<sup>th</sup> Streets currently do not have bike lanes, they provide more comfortable North-South routes for bicyclists.

One of the big challenges for the area is the large number of vehicle users with 151 of the 188 (80%) respondents listing a car, truck or motorcycle as their primary mode of transportation through the District. If the area was more hospitable to multi-modal transportation options, respondents indicated they may be more willing to use shift away from driving as often.



**Sidewalks end abruptly or do not exist in many stretches of the BCD, forcing people to walk in the street or on private property. In the photo on the right the red line indicates where the sidewalk is missing and does not extend the length of the block.**

**Suggestions from respondents about specific locations to improve bike and pedestrian access**

East-west improvements:	Internal BCD improvements:
Improved underpass at Franklin Street	Better bike lanes on 3 <sup>rd</sup> Street
More crosswalks on 3 <sup>rd</sup> Street	Bike lanes on 2 <sup>nd</sup> and/or 4 <sup>th</sup> Streets
Pedestrian and bike overpass over railroad tracks and Highway 97	Widen bike lanes on 3 <sup>rd</sup> Street
Create additional passage at Hawthorne and/or Greenwood underpass	Bike lanes/sidewalks on Franklin

In addition to feedback about better routes and access points respondents said they would like for the area to be more aesthetically pleasing. This was expressed through comments about their desire for overall beautification through better landscaping and cleanup efforts. In particular the concrete at the Franklin Underpass is crumbling, there are many chain link and barbed wire fences and issues with vagrants urinating in the tunnel. Others said they desired more reasons for the BCD to be a destination, rather than just a place to travel through on the way to somewhere else. Attractions such as shopping, restaurants, parks, music venues and housing were mentioned.



**Crumbling concrete at the Franklin Street underpass and chain link fences with barbed wire are some of the aspects of the area survey respondents would like to see improved.**

As of 2014, there were only 122 residents in the BCD, but its proximity to downtown makes it a good location to increase housing density in response to the high price of homes and lack of multi-family housing units close to downtown.

To better understand what would attract people to live in the area we asked them to respond to the question: **“What would encourage you to live in the district if housing were available?”**. Ten percent of the respondents said they already live in the area and like the central location. The most glaring issue is that a lack of housing exists so more needs to be built to accommodate demand for housing in the center of town. This need could be addressed most efficiently by building multifamily apartments and condo buildings. Mixed-use buildings that

offer increased housing density with retail and businesses at the street level would provide the needed space to keep current businesses in the area while also providing additional space for new merchants.

People also expressed that in order to live in the BCD they would like it to have a greater sense of community. To achieve this people suggested more gardens and parks similar to what is available in west side neighborhoods. People are deterred from living in the area because of the high volume of vehicle traffic that creates noise and safety issues which they report gives them apprehension about biking or walking. The ability to comfortably reach downtown and travel within the BCD on foot and by bike is a feature that 37% of people said they would need in order to consider living in the area. Many people (26%) expressed the need to have more affordable housing and made comments about the need to take care of local residents and not have so many vacation rentals. Beautification efforts through streetscaping and improving existing infrastructure was also desired by survey respondents.

### CONCLUSIONS

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This data presented in this report is an analysis of survey data collected by Central Oregon LandWatch and provides information about ways in which future development in the Bend Central District can best serve the needs of the city’s growing population. The questions were designed to generate responses that explained in better detail the area’s known challenges, which include a lack of housing in the area and a paucity of safe cycling and walking routes.

Respondents provided a wealth of information reflecting their experience using the area. Many people see potential for the District to provide for the city’s needs, however, the current lack of amenities and the difficulty of navigating the area without a vehicle presents obstacles for the transition process. The BCD currently has a reputation for being dominated with cars and having an industrial feeling rather than a sense of community and livability. This survey captured responses from a critical population who live near the district and travel through it frequently. Data was collected from people across a range of socioeconomic backgrounds and who use the District both as a corridor and a destination. The majority of people surveyed feel unsafe riding their bikes along busy city streets and walking is difficult due to a lack of sidewalks and bike lanes. The BCD is close to downtown, but the feeling of the area is distinctly different, with national chain retailers and fewer people living in the area. The general consensus from the people surveyed is that the BCD needs to focus on to creating a community feel and a critical component of creating that is building biking and walking improvements for future residents and patrons of local businesses.

As Bend continues to grow we encourage decision-makers and developers to continue including citizens’ feedback about how they currently use the area and how they would like to use the area in the future to help guide the city’s growth.



37 NW Franklin Avenue  
Bend, OR 97703

(541) 647-1445

April 10, 2018

## Bend Central District

### Streetscapes –Infrastructure Considerations

#### Executive Summary Statement:

Improvements to the BCD's stormwater infrastructure coupled with a reduction of impervious surfaces will greatly reduce the volume of stormwater that floods the Franklin and Greenwood underpasses during large storm events. A simple 15% reduction in asphalt paving would reduce the stormwater volume by 3 million gallons. The reduction in impervious surfaces plus the addition of effective stormwater collection and infiltration systems such as swales, pervious pavements, and dry well systems, could eliminate the flooding problem at the Franklin and Greenwood underpasses, saving the City of Bend \$3 million.

Upgrades to the existing sanitary sewer and water mains within the BCD are also required. Timing these improvements with streetscape improvements, to extend for entire block lengths or beyond, will allow the City to realize a financial savings by not having to replace a street twice. It will also prevent piecemeal construction as smaller lots develop and create small pockets of improvements.

#### Stormwater Considerations:

The Bend Central District (BCD) is a 204-acre area in the center of Bend located east of downtown between the railroad tracks and NE 4<sup>th</sup> Street. The area is currently a mix of various uses including industrial, commercial, and residential. One common theme to the area, regardless of the land use, is the high percentage of impervious surfaces throughout the area. Aerial imagery reveals the BCD is covered primarily in asphalt and roofs, with very little green space. The area was primarily developed at a period when drill holes were used for stormwater management. Drill holes are typically 8-inch diameter shafts drilled 50 to 100-feet into the earth, allowing stormwater to infiltrate. Drill holes have a short life span, however, because they plug easily. The BCD generates a significant amount of stormwater runoff due to its high coverage of impervious surfaces. The existing stormwater system is antiquated and does not adequately contain and infiltrate large storm events.

Presently the majority of the stormwater runoff from the BCD flows into two low points: The Greenwood and Franklin underpasses. Both are known the flood during large storm events. The City of Bend's capital improvement plan (CIP) lists improvements to both underpasses. These improvements will likely include the installation of pumping stations and piping to discharge the stormwater from the underpasses. The estimated costs for these improvements is \$2 to \$3 million. As the BCD re-develops, could a dedicated approach to reducing stormwater runoff improve the flooding situation at the Greenwood and Franklin underpasses?

Most of the 204-acre BCD flows to the Franklin and Greenwood underpasses. The entire 204-acre basin generates approximately 10 million gallons of stormwater during a 100-year storm event. This volume of stormwater is not controlled by the antiquated and plugged drill holes located sporadically throughout the basin. Reducing the basin's impervious area coverage from 85% to 70% would reduce the 100-year storm event volume to 7 million gallons. Improvements to the existing stormwater system throughout the district would reduce this volume even further. These improvements could solve the flooding problem at the underpasses, and save the City of Bend \$3M in improvement costs.

**Utility Considerations:**

The BCD is currently served by old and undersized sanitary sewer and water mains, as well as overhead franchise utility lines (power, cable, phone). To support the larger mixed-use buildings allowed in the overlay zone, the sewer mains will need increases capacity, the water mains will need to be upsized, and the overhead utilities need to be buried. Due to lot size and varied ownership within the BCD, if these infrastructure lines are improved along developing lot frontages they will be installed at small incremental segments at a time. This method of improvement will also limit development, as required sewer capacities and fire flow rates will not be achieved until an entire segment is connected.

Installing the needed sewer and water upgrades, plus lowering the power lines, across the district in planned phases will allow the City to time the construction with needed and recommended street improvements, thus providing financial savings of only installing the street surface once, plus reduce the burden of having ongoing construction projects within the district.