WELCOME!

SOUTHEAST AREA PLAN ADVISORY COMMITTEE

MAY 2, 2019
WHERE WE ARE IN THE PROCESS

BEND TRANSPORTATION AND LAND USE PROGRAM
Southeast Area Plan Work Plan and Process

2018
- Aug
- Sep
- Oct
- Nov
- Dec
- Jan
- Feb
- Mar
- Apr
- May
- Jun
- Jul
- Aug
- Sep
- Oct
- Nov
- Dec

2019
- Modeling

2020
- Draft plan implementation
- Area plan report, implementation report

SE AREA PLAN

1. Orientation
2. Existing conditions, market analysis, vision
3. Plan concepts
4. WS#1 Existing conditions
5. WS#2 Plan concepts
6. Concept plans
7. Refined plan, implementation ideas

Old Farm

Old Farm

WS#3 Plan, implementation
DRAFT LAND USE CONCEPTS
WALKABLE NEIGHBORHOODS

Principles for Walkable Neighborhoods:

• New development creates recognizable neighborhoods with distinct identities.

• There is a robust network of sidewalk and trail connections within and between neighborhoods.

• Parks and schools are easily accessible for all neighborhoods by a network of safe, comfortable pedestrian connections.

• Neighborhoods provide walkable access to services, shopping, and other destinations.

• Open spaces, natural areas (such as significant trees and rock outcrops) and wildlife habitat and corridors are preserved where possible.
EXAMPLES OF WALKABLE NEIGHBORHOODS

NORTHWEST CROSSING
Bend, OR

SUNNYSIDE VILLAGE
Happy Valley, OR
LOCAL LAND USE PRECEDENTS - RESIDENTIAL

Standard Density

NW High Lakes Loop

Medium Density

Nova Loop

High Density

Westridge Avenue

NW Galveston Avenue

NW Labiche Lane

NW Crossing Drive
LOCAL LAND USE PRECEDENTS – MIXED EMPLOYMENT

NW Mount Washington Drive

NW Charbonneau Street

Archie Briggs Road

NW York Drive
LOCAL LAND USE PRECEDENTS – COMMERCIAL

SW Century Drive

NW Charbonneau Street

NW Crossing Drive

NW Milwaukee Avenue
LOCAL LAND USE PRECEDENTS – INDUSTRIAL

SW Division Street

NW York Drive

American Lane

SE Textron Drive
### PARTICIPANTS IN THE OWNER/STAKEHOLDER MEETINGS

<table>
<thead>
<tr>
<th>Owner/Stakeholder Meetings</th>
<th>Round 1</th>
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<tbody>
<tr>
<td>West Area</td>
<td>Christen Brown, Jody Ward, Dixon Ward, Dean Wise, Steve Wilson</td>
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<tr>
<td>Central Area</td>
<td>Bruce and Donna Hubbert, John Stevenson, Al Eastwood and Jim Moran for Blue/Granacki, Lynette Blue</td>
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<tr>
<td>East/North Area</td>
<td>Jeff Reed, Dennis Cowell, Ralph Mabee, Steve Walkley</td>
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<table>
<thead>
<tr>
<th>Owner/Stakeholder Meetings</th>
<th>Round 2</th>
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<tbody>
<tr>
<td>West Area</td>
<td>Jody Ward, Dean Wise, Shawn Wilson (Damian met with Steve Wilson before this meeting)</td>
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<tr>
<td>Central Area</td>
<td>Bruce and Donna Hubbert, Al Eastwood and Jim Moran, Wayne Schatz, Brent Kelleher, Sandy Schumacher, Jacob Schumacher, Jim Dillman</td>
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<tr>
<td>East/North Area</td>
<td>Dennis Cowell, Cal Gabbert</td>
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SLOPE ANALYSIS

- 0 - 5 % Slope
- 5 - 10 % Slope
- 10 - 15 % Slope
- 15+ % Slope
EXISTING LAND USE DESIGNATIONS AND PROPOSED REFINEMENT AREAS

**Draft Refinements:**

1. Rotate existing RS designation perpendicular to Cabin Lane, adjacent to existing residential land uses. Extend ME designation west along property line.

2. Change existing IG designation to IL to remove split zone and better align with recommendations from the Market Analysis.

3. Shift CG designation to fill the southern 12 acres of the parcel, adjacent to Knott Road. Consider adding RH adjacent to the CG at 15th Street and Knott Road.

4. Redesignate northern corner of school property to CG to create a neighborhood shopping center with frontage on 27th Street.

5. See Sheet 2 for options.
DRAFT REFINED LAND USE DESIGNATIONS

COMPREHENSIVE PLAN DESIGNATIONS
- CG - Commercial General
- IG - Industrial General
- IL - Industrial Light
- PF - Public Facility
- MN - Mixed Neighborhood
- ME - Mixed Employment
- RH - Residential Urban High Density
- RM - Residential Urban Medium Density
- RS - Residential Urban Standard Density
- RL - Residential Urban Low Density
DRAFT REFINED LAND USE DESIGNATIONS – OPTIONS FOR CENTRAL KNOTT ROAD AREA

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DRAFT TRANSPORTATION CONCEPTS
TRANSPORTATION ISSUES

- Traffic on Knott Road and 27th Street exceeds the posted speed limit.
- Limited sight distance due to two ridges on Knott Road creates safety concerns, particularly for turning movements around Raintree Drive.
- Existing arterials and collectors need to be upgraded to the City's urban standards, including construction of sidewalks and bike lanes.
- Need for new east-west and north-south collectors running through the area to support new neighborhoods and connect 15th Street to Knott Road, Ferguson Road, and 27th Street.
- Steep topography and basalt rock outcrops may present challenges for new road construction.
- Future collectors should, where possible, follow lot lines and limit impacts to future development.
SLOPE ANALYSIS

- 0 - 5% Slope
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- 15+ % Slope
1. Proposed east-west collector alignment provides an additional connection from 15th Street east to 27th Street and avoids areas with steepest topography and the TransCanada pipeline.

2. Proposed north-south neighborhood collector extends south from Ferguson Road at Magnolia Lane and connects to Knott Road west of the High Desert Park site.

3. Possible roundabout locations mitigate high-speed issues throughout the area and improve turning movements at intersections.

4. A network of framework local streets provide low volume connections through neighborhoods.

5. Proposed right-in/right-out/left-in intersection concept at Raintree Drive and Knott Road improves safety of turning movements in the sight distance limited area.
Trail Principles:

- Paved multi-use trails are recreational and also serve an important role in providing low-stress active transportation options.

- A robust network of trails and pedestrian crossings will provide safe, comfortable pedestrian and bicycle access to key destinations such as parks and schools.

- New trails will be developed to fit with the natural landscape, and where possible, preserve significant natural features such as trees and rock outcrops and wildlife corridors.

- The multi-use trail network is supported by the sidewalk network on low-stress low volume framework local streets.

- Where possible, trails will connect to the larger regional trail network.
Next meeting: June 6