

Century West Neighborhood Association (CWNA) Forum - Notes

Tuesday, April 5th 2016

6:00 p.m. – 8:00 p.m.

Introduction: Chad Sage, President, Century West Neighborhood Association

- Thanks to Diane Wilcox for donation of the room
- Recognition of CWNA Board Members
- Promotion of CWNA contact page and membership signup
 - [Contact Information](http://www.centurywestneighborhood.com/contact-us.html) - <http://www.centurywestneighborhood.com/contact-us.html>
 - [CWNA Membership](http://www.centurywestneighborhood.com/membership.html) - <http://www.centurywestneighborhood.com/membership.html>

Presentations: Kelly Sparks (OSU-Cascades) & Russ Grayson (city of Bend)

- Presentation from OSU-Cascades: *Link to presentation -> ([PDF](#)) and ([Prezi](#))*
- Presentation from city of Bend: *Link to presentation -> ([PDF](#))*

Question & Answer Section

- Introductions of the panelists and process introduction by Erin Foote Marlow (Executive Director of Bend 2030)
 - Kelly Sparks (Associate Vice President, Finance & Strategic Planning, OSU-Cascades)
 - Russ Grayson (Community Development Services Director, city of Bend)
 - Nick Arnis (Director, Growth Management Department, city of Bend)
 - Ken Schofield (Bend Neighborhood Coalition)
 - Andrew Spreadborough (Executive Director, Central Oregon Intergovernmental Council)
 - John Skidmore (Assistant City Manager, city of Bend)
- How are you going to address traffic and parking concerns on the west side?
 - Central Westside Plan – considerations of a much larger area than the university; looked at transportation system integrated with all new development
 - 23-person advisory committee to talk about land use plan for the area; you must think about what is generating the trips; mixed use land designations are the preferred option from the community groups
 - Multifamily housing along corridors; transportation strategy to go along with the plan
 - Transportation plan going to council in April; did a number of studies in the Westside area; must manage with land use pattern and street scape
 - 14th Street and Galveston improvements example; improve what exists already and expand
 - You can either widen streets or make improvements to what exists
 - Widen streets impacts businesses on those streets; makes pedestrian travel more difficult
 - Metrics required for meeting city codes; mobility standards; mitigation procedures
 - OSU will meet all code requirements; collect system development charges – great transportation overlay district; collect impact fees and lead to improvements; more flexible
- How many cars does it take to “trip” the system for roundabouts and alert that improvements are needed?

- City has a 1:1 standard and there are certain improvements to bring the system back to standards;
- 800 vehicles per lane trip signal that improvements need to be made
- What does a failure mean?
 - Sitting through two rotations of a traffic signal equals an “F” level of service
- What are plans for expanding public transportation?
 - There has been an observed correlation between fuel prices and public transportation; higher fuel costs equals more public transit use.
 - 2011-2012 had a peak of public transportation use due to this factor.
 - Long-term Bend Transportation Masterplan – triggered over time and constrained by funding; how is a new transit system developed without a funding based?
 - Funding for public transportation currently comes from the federal government, city of Bend and the transit ridership.
 - Getting COCC, OSU, St. Charles together to work in a partnership model has been helpful.
 - Service expansion is in place, but need to build up the amenities (bus stops; real time bus data available on mobile devices)
 - Collaborative partnerships can help determine ideas for financing the system and tackling joint issues.
- What will the parking management plan be? What are the triggers that will necessitate more parking?
 - The OSU-C Parking Management Plan (PMP) is a part of the approval documents for the 10-acre site plan.
 - The university has been gathering data for the last four months regarding street parking around the site, including some of the streets mentioned in the forum tonight.
 - All staff, faculty and students will most likely be required to register their vehicles, and some form of technology or people power to detect OSU-C related street parking will be utilized.
 - If there is a measured impact and a trigger is present, the university will create more incentives/disincentives and other mitigation. If these mitigation measure do not solve the issue, then the university will work with the city for additional measures (e.g. additional parking)
 - The City is initiating a parking study around downtown and in other areas where it seems to be a problem.
 - Important to realize that the solution to parking is not always “add more parking.” An abundance of parking encourages more cars and potentially greater impacts.
 - A community member asked if the character of neighborhoods were going to change, and Russ responded that, like in any new development, the character would change.
 - It was brought up that one cannot compare High School traffic activity with university activity, as there are not as many “peak” trips times and, with having more amenities and events happening on campuses for longer hours, there is a different use of space during the day.
 - Council did not want to just jump in and engage in parking district conversations, rather the City will see how parking evolves as campus grows.
 - A town and gown committee is important to be able to discuss these impacts.

- Can you address specific solutions for problematic roundabouts (e.g. 14th/Simpson; Reed Market/Brookwood); what happens in ten years? Long term plans even with current issues?
 - A backup at an intersection or roundabout doesn't mean, by definition, that it is failing
 - There is a plan to open up the roundabout at 14th/Simpson.
 - As mentioned earlier, funding is an issue for improvements, as there is just not enough money for it in all areas right now.

- How can you plan for and/or anticipation transportation to and from campus? How many do we anticipate the parking usage on campus?
 - OSU-C will be looking again at where students currently live in UGB and beyond. A majority of the current enrollment (roughly 1000 students) already live near campus.
 - The university is shooting for an aggressive percentage of total students living on campus. The goal will be to create housing types that are interesting to a number of student demographics, but the question will be whether the university can afford to do it. Another question the university is pursuing is, can OSU-C build in relationships for 3rd party partnership for building on the lot.
 - For the 2016-17 academic year, the new residence hall will be at about 30-60% occupancy, with the building at full occupancy in 3-5 years. It will take some time for others to recognize that OSU-C is now a residential campus.
 - The City of Bend doesn't dictate the percentage of housing the university will build; rather, OSU-C will bring in options for residency in their plans.
 - One major improvement will occur with the CWP, which will allow land use pattern to change to allow for multiuse to encourage construction near the campus for things like student housing, commercial spaces, etc. This will support both the community and the campus.
 - Ken mentioned that the University overlay zone proposed by community members would deal with nearby zoning questions related to the university.
 - Community member Bill Bernardy also clarified that university overlays allows the campus to meet the needs of the university closer to campus, which could relax certain requirements for development, and result in less need for parking. This could also preserve the existing neighborhoods away from campus and help with the nationwide "stealth dorm" issues at popped up at end of the recession.
 - John talked about Bend having an 80% to 20% split of single family and multifamily; currently a very sub-urban development.
 - New policies reflect more of an urbanization; more multifamily offerings would narrow the gaps of the above split. A university district conversation is definitely happening, along with the question of "what does the town and gown committee look like." Importance here is that this structure is set up correctly and the time is taken to iron out the details.

- Light Industrial lands are being changed to a different type? Will people have a chance to weigh in on this?
 - John talked about the area developed along Simpson as currently more of an industrial park, but zoning changes would alter this into more of a mixed use urban type of zone. The UGB committee has been working on this along with recommendations from studies, etc.

- What is OSU-C's role in dealing with students who aren't being very good neighbors? Role in monitoring behavior?
 - The student code of conduct is enforced on and off campus.
 - However, there are privacy laws that protect student behavior, so the university cannot report out on individual student actions or university responses.
 - Community partnership plan will develop mechanism to report situations.
 - The university will work with code enforcement and Bend Police Department for matters affecting livability.
 - OSU-C just hired a public safety director.
 - Like Corvallis, there is a live-on requirement for 1st year students.
 - Additionally, programmatically the university provides opportunities for student to learn how to become a good citizen, how to be a member of the community (both their residential hall community and in the greater community), community service opportunities to connect with neighbors, and additional expansions to the program this year with more engagement on and off campus.
 - There will also be a programmatic emphasis on transitioning to off-campus housing and into housing within Bend.
 - Kelly Sparks talked about a program (as an example) she participated on at another university in which administrators went door to door to extend neighborhood greetings to all the surrounding community and talk about establishing good communication and relations better students and homeowners in the area.
 - One key point is recognizing that it's not just a university responsibility to address concerns in the community, but a collaborative effort to get to know neighbors and talk about and address issues that may arise.
 - OSU-C will work with code enforcement on how we will work with city and violations
 - Russ talked about how livability works with code enforcement, police, policy makers, and many other factors, but points out that the code enforcement group is not the livability group for the city and cannot address every non-code related situation that pops up.
 - John (Skidmore) discussed that adverse impacts arise and must be dealt with regarding any development, and OSU-C has shown to be very willing participant in the discussion when some developers may just initially start the discussion and then, when the project is complete, leave it to the property owner.
 - John also brought up a situation anecdotally regarding situations between University of Colorado - Boulder and the City of Boulder that arose in the 1990's, but a concerted effort between the two and new partnerships led to diminished issues. He recognizes that it's better to build this relationship up in the beginning of a process and looking at the future positives of the university developing and growing.
 - Ken (Schofield) did bring up that while we can look forward to the positives, the time to get organized is now so that mistakes of Boulder are not replicated (Ken gave the example of decibel level concerns by some community members with current city policies).

- Federal guidelines in occupancy rates were mentioned earlier. Can you clarify what this is?
 - City does not have a definition of "family" (certain number of related members in a household) in development code because of legal challenges of varying degrees.
 - With a university overlay, one could look at the number of folks in housing units and potentially apply some new definitions.

- Are there fire code issues with 8-10 people living in a single family house? Fire code is more about ingress and egress, not on occupancy of the home.
- For OSU-C, there is a [1st year student live-on requirement](#); all first year students (regardless of where they may arrive from) must apply for housing and then apply for an exception.
- Creating new housing options to attract students beyond the first year
- What are the actual solutions to the traffic problems (continuation question from earlier)?
 - City is in need of revenue for projects; there are currently more needs than city has money for.
 - Rather than being able to build new roads/roundabouts/etc. in all locations of need, the city is using land use management to help with potential traffic concerns, which can be achieved with greater use of mixed use zoning (e.g. mixed use allows for a blending of homes, store fronts, businesses, etc., so there is potentially less need for longer-distance travel to resources).
 - A list of improvements have been developed with the Central Westside Plan.
- With the new hotel coming on the corner by the Bend Bulletin offices, how does this impact traffic?
 - This new hotel is a brand of Best Western.
 - The developer will be required to conduct a traffic study to analyze impact per requirements from the city and follow all code and policy as any other developer.
- Will there be a roundabout for Metolious Drive/Mt. Washington Drive?
 - Yes there is one planned; funded by additional impact fees from developers.
 - Impact fees are paid by developers to pay for improvements, but there is also the option to build the transportation improvements with the development itself (this process is already happening with development around Bend).
 - OSU-C has no set plans on entries and exits to campus yet (this will come in the upcoming design process), but the University is on board with supporting traffic plans in whatever way makes sense.
- Will there ever be another grocery store addition to the west side?
 - Market of Choice will open up in the summer.
 - The challenge is that for a grocery store to deem it feasible to enter a neighborhood, they need to need to get the “rooftop” numbers to support the store.
 - For OSU-Cascades, this fall will necessitate the delivery of food boxes to campus until the dining facility is open.
 - All OSU-C students living in student housing are required to have meal plan, so a large convenient store option is not feasible right now, but will be looked at as the campus grows. There will be a variety of “grab-and-go” options for students at the 10-acre campus.
- What is the timeline for the creation of town and gown committee?
 - The City is not sure on timeline right now, but conversations have begun with City Council member (Sally/Doug/Jim), and interest in the project is gathering momentum.

CONCLUSION OF FORUM