



L A P I N E

O R E G O N

CITY OF LA PINE CITY COUNCIL AGENDA

September 20, 2018

5:00 p.m. Special Work Session

6:00 p.m. End-of-Year Community Celebration

La Pine Senior Center

16450 Victory Way, La Pine, Oregon 97739

A. Special Work Session – 5:00 p.m.

1. Call to Order
2. Establish Quorum
3. Pledge of Allegiance
4. Added Agenda Items
Any matters added to the Agenda at this time will be discussed during the “Other Matters” portion of this Agenda or such time selected by the City Council.
5. Public Comments
6. Continued Discussion with Sustainable City Year Program Staff
7. Other Matters: This item concerns any matters that were added to the Agenda under the Added Agenda Items portion of this Agenda.
8. Public Comments
9. Staff Comments
10. Council Comments
11. Mayor’s Comments
12. Adjourn Meeting

B. End-of-Year Community Celebration – 6:00 p.m.

Draft Agenda

La Pine End of Year Event La Pine City Hall September 20, 2018

5:00 - 5:55 pm	City Council work session
6:00 - 7:30 pm	SCYP La Pine end of year event
6:00 pm	Guests arrive, poster review
6:10 pm	Program begins Remarks <ul style="list-style-type: none">• Welcome, SCYP La Pine overview (Cory, Megan)• Recognize visitors (Cory)
6:25 pm	Project/Class Descriptions; individuals present 2-3 summaries (Cory, Megan, Katie)
6:45 pm	Closing remarks (Cory), continue poster review
7:30 pm	Event concludes

Report to the City of La Pine
Sustainable City Year Program 2018
Sustainable Cities Initiative
University of Oregon
September 20, 2018

Prepared for Cory Misley, La Pine City Manager

Prepared by Megan Banks, Sustainable City Year Program Manager and
Katie Fields, Sustainable Cities Initiative Graduate Employee

The City of La Pine partnered with the Sustainable City Year Program (SCYP) during the winter and spring terms of the 2017-2018 academic year. The partnership afforded students and faculty at the University of Oregon the opportunity to develop recommendations for projects identified by the city as part of their coursework. The outcomes of these classes are detailed in individual reports. This report presents a comprehensive overview of class findings and next steps based on priorities identified during a special work session with the La Pine City Council on July 12, 2018 as well as subsequent conference calls between SCYP staff and City Manager Cory Misley.

DRAFT

High Priority: Urban Renewal

Urban renewal, both short- and long-term, is a high priority item for the La Pine city council. The fiscal year 2018-19 budget includes allocation specifically focused on the types of improvements recommended by SCYP. The council seeks to have specific plans for improvements developed by fall/winter of this year. Class findings from the urban renewal project focus in the short-term on a storefront improvement program and a two-phase minor enhancement plan and in the long term on redevelopment of the ODOT property at 51487 US 97.

Storefront Improvement Program

The council emphasized that identifying grants and partnerships to fund a storefront improvement program is essential. Furthermore, progress on developing the program is also dependent upon finalization of design and branding standards. La Pine residents will have an opportunity to weigh in on these standards during an open house meeting on July 24, 2018. The city is targeting fall for finalization of standards.

In addition to identifying funding sources, several of the recommended steps outlined by SCYP can be put into action ahead of finalizing design standards. Conducting outreach to local businesses to assess interest and concerns, generate enthusiasm for the program, and consider elements to be incorporated in the application process should begin immediately. This may begin with creating a list of businesses, developing an outreach schedule, and assigning responsibilities for conducting and documenting conversations. In addition to executing this outreach plan, facilitating public comment at urban renewal board meetings is an important component of developing program criteria.

Once community outreach, design standards, and funding sources are finalized, the application can be formally developed and distributed to businesses. In addition to the application itself, SCYP recommends a proactive approach to promote the program including direct communication to business owners inviting them to apply. SCYP recommends conducting consultation meetings with applicants prior to submission and review of applications to discuss questions, expectations, eligibility, and costs to ensure the city and the applicant are in alignment on a project vision.

The city is committed to running a pilot of the storefront improvement program this winter and has internal capacity to accomplish the necessary tasks for implementation.

Minor Enhancements

Many elements of the storefront improvement plan dovetail with the two-phase minor enhancement plan proposed by SCYP. One possible approach to implementing minor enhancements is to prioritize public safety upgrades at or near the businesses selected for the storefront improvement plan. This would help to minimize disruption by limiting concurrent construction on multiple sites. However, businesses selected for the storefront improvement program may not necessarily be located in close proximity to the minor enhancement areas.

As the first phase of the minor enhancements program, SCYP identified areas primarily along Huntington Road, 3rd Street, and William Foss Road for sidewalk improvements, additional streetlights, crosswalks, parking, and bicycle racks. The second phase of the minor enhancement plan focuses on the downtown area bounded by 1st Street on the north, 2nd/Main Street on the south, Huntington Road on the east, and Morson Street on the west including the La Pine Library and La Pine Park and Recreation District building. This portion of the program includes trees and flowers, street benches, canopies and gazebos, trash and recycling cans, pet stations

Like the storefront improvement program, the minor enhancement program is somewhat dependent on finalization of branding and design standards. Because the storefront improvement program is currently in a more advanced stage with financial and staffing resources allocated for its rollout, decision-making about rollout of the minor enhancement plans should be contingent upon siting of storefront improvements rather than vice versa.

Regardless of the timeline and siting of implementation, facilitating public comment through meetings and surveys at all stages of the project timeline will help to ensure a smooth, transparent process. Future outreach about design standards and urban renewal planning should include some information about the potential extent of each phase and location involved in the minor enhancement plan.

In addition to seeking grant and matching funding, the city may elect to issue available monies from internal sources such as the street fund for minor enhancement projects.

Medium Priority: Transit Site City Center Building

The council is interested in pursuing construction of a city center building on the ODOT property. Architecture students at the University of Oregon have prepared conceptual designs for such a structure that incorporate elements of the SCYP passive solar studies.

Parking lot plans for the transit center are likely to move forward well before building construction is approved. Construction is anticipated to begin in summer 2019. This phase of the project will include parking, plaza, restrooms, and bus shelters.

The city council emphasized that lot design and construction should account for the possibility of future inclusion of a building on the site in order to minimize overall costs. The council will need to make additional decisions about the intended function(s) of a building on the site. An open house meeting is scheduled for October 2018, and one goal of this meeting is to solicit public input on the purpose of a building on the site.

The city has not allocated staffing or budget to finalize design and construction of a structure on the site for the foreseeable future. The city may be able to allocate a portion of the budget in future years toward this project, but supplemental funding sources are likely necessary to make the project feasible. Applications for rural transit improvement grants that could help fund the project are due in February. Grant funding is critical to completion of the parking lot phase of the project. Any details about later phases for the project will help guide the application process.

If city budget allocation is a major component of project funding, 2020 is likely the earliest date that funds for the City Center building would be available.

Medium priority: Bike and Pedestrian Pathways

SCYP identified a number of bicycle and pedestrian transportation options that the city of La Pine may pursue as standalone projects or in conjunction with minor enhancement phases. Furthermore, a number of funding and partnering opportunities may increase the feasibility of these endeavors. Depending on which projects the council decides to pursue, funding sources may include Safe Routes to Schools, Travel Oregon, and Oregon Department of Transportation grants. Potential partners include (but are not limited to) the La Pine Chamber of Commerce, La Pine Park and Recreation District, and Bend-La Pine Schools.

In order to identify the most appropriate sources of funding and partnership, the city council will need to review and prioritize SCYP class proposals. These proposals correspond to a range of priorities including bicycle tourism in La Pine and the surrounding area, connections to additional transportation opportunities, safety upgrades, and marketing campaigns. Specifically, SCYP suggests the following improvements:

- Create additional in-town signage
- Incorporate bollards/safety upgrades/lane painting on US 97
- Construct off-street/buffered lanes along Huntington Road and Burgess Road/Finley Butte Road
- Fully connect bicycle routes between schools and neighborhoods
- Paint lanes on 3rd and 4th streets
- Upgrade sidewalks for ADA compliance at central station site
- Establish bike bulletin at transit center
- Collaborate with Bend/Sunriver on regional bike lane/trail network (signage, branding, information)
- Develop recreational connections to Paulina Lake/Newberry Crater Monument, Sunriver, Deschutes River, La Pine State Park, and the Cascade Lake Highway

Additional SCYP projects:

Medium priority: Industry Analysis

SCYP conducted analysis for attracting and retaining industry and workforce assets in La Pine in collaboration with the Economic Development for Central Oregon (EDCO). Further discussion with EDCO is necessary to build out plans for future steps and resource requirements. SCYP and EDCO staff will meet at the end of July 2018 to review the current strategic plan and develop metrics for evaluation.

Low-medium priority: Senior Center Strategic Planning

The senior center operates under the guidance of its board and staff separately from the city. The city council is open to engaging with the senior center on specific projects and programs identified by the senior center.

Low priority: Community Engagement

Many elements of best practices from the SCYP community engagement project are incorporated into details of other sections of this report. The city is open to prioritizing public event attendance and outreach by staff and council members. Changes impacting social media are a lower priority.

Low priority: Newberry Country Trail

This project is primarily contained within the La Pine Chamber of Commerce and is therefore a low priority for the city council. Opportunities may exist for collaboration, especially pertaining to bicycle and pedestrian planning.

Fall 2018	Winter 2018-2019	Spring 2019	Summer 2019
<ol style="list-style-type: none"> 1. Identify priority projects (city council, parks and recreation) based on student report recommendations 2. Consider opportunities to dovetail alternative transportation planning with urban renewal 3. Conduct outreach to potential partner organizations to pool resources and pursue grant opportunities <ol style="list-style-type: none"> a. Chamber of Commerce – in-town bike paths, marketing b. LPRD – in-town bike paths c. Bend-La Pine Schools – safety improvements/connections to schools d. Bend/Sunriver – regional bike trails 	<ol style="list-style-type: none"> 2. Evaluate funding capacity from ODOT <ol style="list-style-type: none"> a. Highway 97 upgrades 3. Allocate budget for priorities identified in fall 2018 <ol style="list-style-type: none"> a. Buffered lanes at Huntington, Burgess, and Finley Butte Roads b. Sidewalk upgrades c. Lanes on 3rd and 4th Streets 	<ol style="list-style-type: none"> 1. Prepare application for Travel Oregon mid-size grant (due in June) <ol style="list-style-type: none"> a. In-town/regional bike trails 2. Identify likely sources of matching funds for Safe Routes to Schools <ol style="list-style-type: none"> a. 12% local match required b. Safety upgrades/connections 	<ol style="list-style-type: none"> 1. Prepare application for Safe Routes to Schools funding

Multi-Use and Pedestrian Connectivity

Goals

- Assess opportunities for multi-use and bicycle paths in the La Pine Community
- Develop recommendations to foster safety and access for cyclists

Outcomes

- Specific street and intersection redesigns including proposed connections for local routes
- Possible revisions to development code language
- Potential amenities such as water stations, "fix-it" stations, and bike routes

Existing Opportunities

- Oregon-specific bicycle friendly business programs
- National employer reward programs that facilitate employee bicycling

Next Steps

- Prioritize projects
- Apply for Travel Oregon, Safe Routes to Schools, and ODOT funding opportunities

Class Information

- Bicycle Transportation
- Planning, Public Policy, and Management 438/538, Spring 2018
- Instructor: Marc Schlossberg
- Community Lead: Cory Misley (City Manager)

Summary

Students examined a variety of challenges related to bicycle transportation from different perspectives and explored possible solutions. Project areas included multi-use paths and other ways to make auto-centric streets more bike friendly; safe routes to school opportunities; bicycle tourism - both internal to La Pine and extended to regional opportunities; how the transit center connects to other amenities; and marketing materials/campaigns related to biking. The purpose of this project was to provide the city with information about developing bicycle transportation opportunities that are safe, connected, and comfortable for all types of users in La Pine. Specific recommendations:

- Create additional in-town signage
- Incorporate bollards/safety upgrades/lane painting on US 97
- Construct off-street/buffered lanes along Huntington Road and Burgess Road/Finley Butte Road
- Fully connect bicycle routes between schools and neighborhoods
- Paint lanes on 3rd and 4th streets
- Upgrade sidewalks for ADA compliance at central station site
- Establish bike bulletin at transit center
- Collaborate with Bend/Sunriver on regional bike lane/trail network (signage, branding, information)
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