



WELCOME!

URBAN RENEWAL ADVISORY BOARD

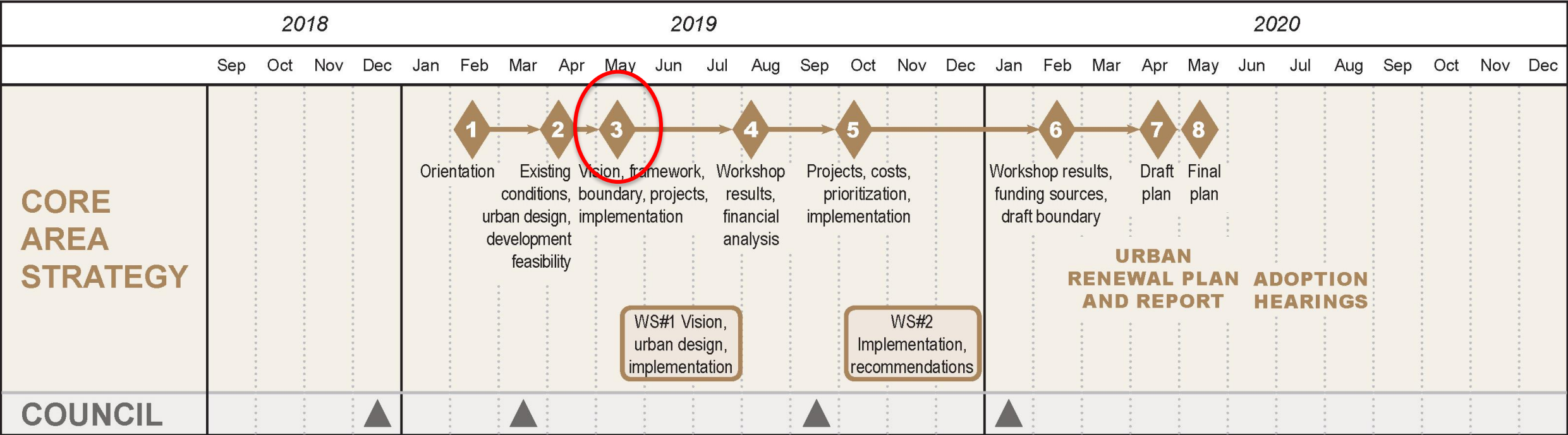
MEETING #3

MAY 14, 2019



BEND TRANSPORTATION AND LAND USE PROGRAM

*Core Area Project Work Plan and Process**



GUIDING PRINCIPLES

4/8/2019 UPDATE



- Create a place where you can **live, work and play**.
- This plan leads to **direct outcomes**, it is **implemented**.
- This area **removes barriers and connects the East and West** sides of Bend.
- **Affordability is preserved**.
- This is a **walkable area** with a **balanced transportation system**.
- Public investments **incentivize and catalyze private development**.
- **The planning process is transparent and open** to ensures that those affected by the decisions are involved in the process.
- The area incorporates **sustainable and low impact development principles and practices**.





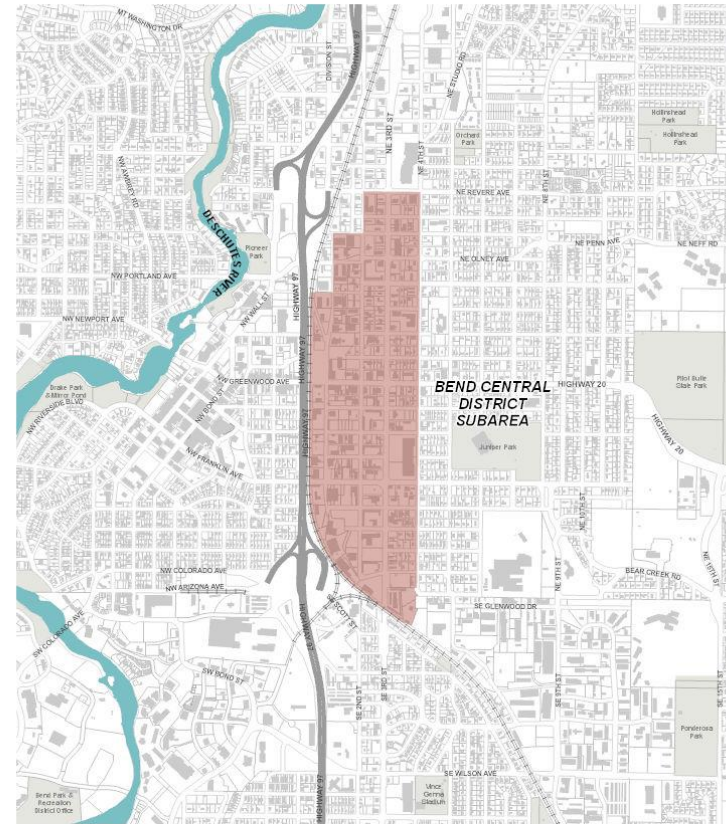
DEVELOPMENT FEASIBILITY FOLLOW-UP

ZONING AUDIT – BCD, CL, CG



Purpose:

- Council priority on reducing barriers for housing
- Feasibility Analysis pointed to zoning standards limiting redevelopment potential
- Tax Increment Financing (TIF) relies on new investment and new tax revenue to fund projects



BEND CORE AREA
BEND CENTRAL DISTRICT

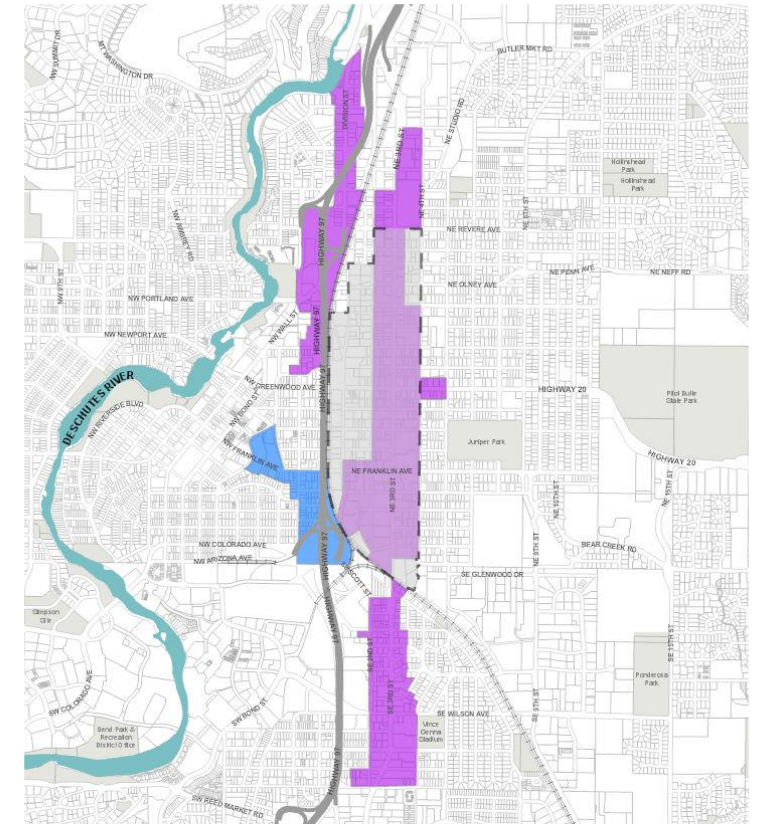
Building Footprints*
 Taxlots
 Parks
 Bend Central District Subarea

CITY OF BEND
 CORE AREA PROJECT

5/13/2019

* This data has not been verified by the City of Bend

0 0.1 0.2 0.4 Miles



BEND CORE AREA
BEND CENTRAL DISTRICT

ZONES CG AND CL
 ZONE CG
 CL

Bend Central District
 Building Footprints*
 Taxlots
 Parks

CITY OF BEND
 CORE AREA PROJECT

5/13/2019

* This data has not been verified by the City of Bend

0 0.13 0.25 0.5 Miles



- **Prescriptive Mixed-Use Requirements**

- Assumes all sites good for retail
 - Only non-residential uses allowed on ground floor
 - Required to be entire “ground floor equivalent”
 - Must be 20%+ to get MU parking reduction

- **Limited Residential Allowances**

- Townhomes not allowed on 1st/2nd, limited on 3rd
 - Permitting could allow for lower-cost owner-occupied live-work at relatively high densities
- Single-use residential not allowed
 - District is large, needs housing to activate
 - Consider allowing in interior lots



*“Residential uses that are not part of a mixed-use development are **prohibited.**”*

ZONING CODE AUDIT: BCD OVERLAY



- **Parking exemption for ground floor retail or restaurant only**
 - Expand exemption for all ground floor uses to encourage creative office, maker space?
- **Off-street parking on small sites challenging (nearly impossible)**
 - 1-to-1 for Residential
 - Mixed-use parking reduction requires at least 20% secondary use – small retail won't work
 - 1.5 / 1000 for Office

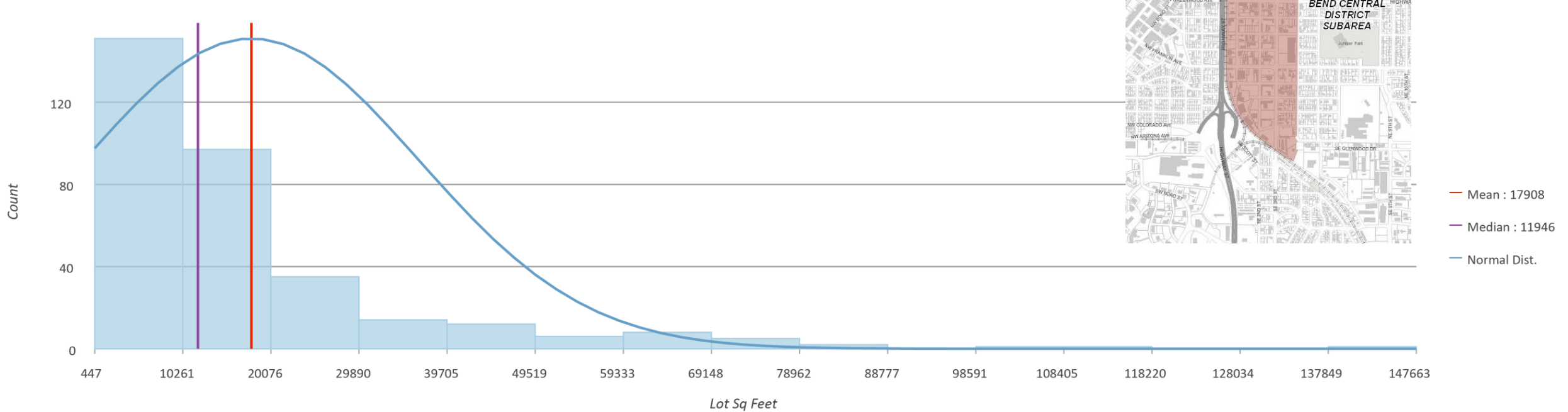




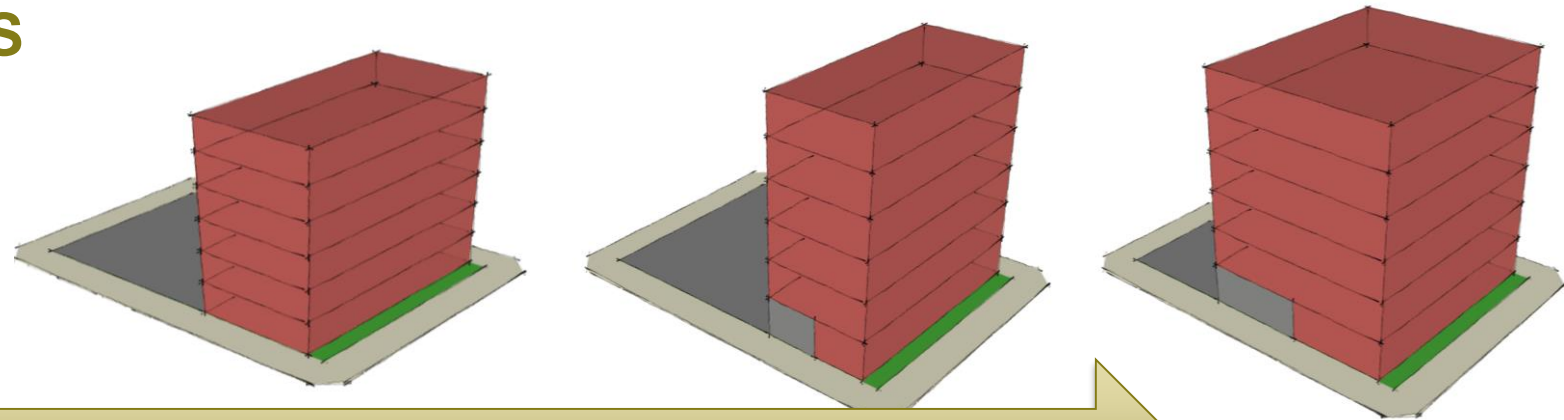
Most lots small - under 12,000 sq ft

- Analysis Lot
 - 7,000 square feet
 - \$30 / sq ft = \$210,000

Distribution of Lot Square Footage: Bend Central District



MIXED-USE STANDARDS SENSITIVITY TESTING BCD OVERLAY

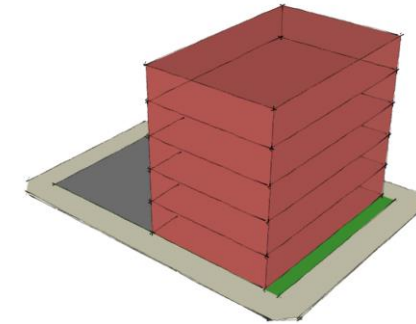
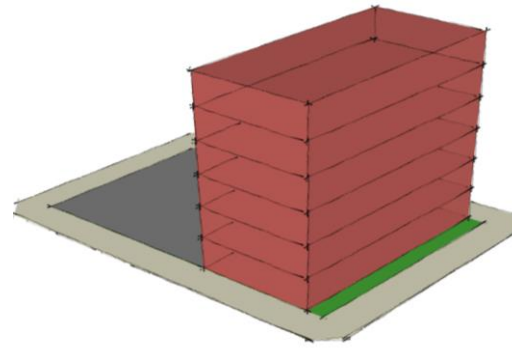


Building Characteristics	Existing Zone Standards	Loosen Ground Floor Use Req Only	+ Expand Parking Reductions	% Change
Building size (sf)	14,700	13,600	24,810	+69%
Ground Floor Equivalent & 20%+ 2 nd Use = Illogical building (ie- Conditional Use)	35%	32%	59%	+69%
	2,940 (20%) / 1 Floor Equiv.	1,124 (8%) / <1 Floor Equiv.	1,137 (5%) / <1 Floor Equiv.	-61%
	17	16	30	+76%
Parking (sf)	4,550 65% lot (surface)	5,865 (tuck-under , surface)	4,933 (tuck-under , surface)	+8.4%
Parking (spaces)	14 MU Parking Reduction - YES	18 MU Parking Reduction - NO	15 (Ground floor exempt, 0.5 per Unit)	+7%
18% Closer to Viable (\$385k in SDCs – Financing enables market feasible rents)	5.6%	5.1%	6.6%	+17.9%
	\$1,924 (\$3.18 / SF)	\$1,914 (\$3.16 / SF)	\$1,790 (\$2.96 / SF)	-7%



APARTMENT SENSITIVITY TESTING

ZONE: BCD OVERLAY



OBSERVATIONS:

- Retail not viable in most locations
- Mandate for mixed-use suppressing redevelopment
- Apartment nearly financial feasible
- Over 11% reduction in needed rents
- >\$300k in SDCs
- Financing reduces required rent to <\$1,500 per month or 23%

Building Characteristics	Existing Zone Standards	Allow Apartments	% Change
Building Floors	6	5	-17%
Building size (sf)	14,700	16,300	+11%
Building Lot Coverage	35%	47%	+86%
Retail (sf)	2,940 (20%) / 1 Floor Equiv.	0 (0%) / <1 Floor Equiv.	-
Residential (units)	17	23	+35%
Parking (sf)	4,550 (surface)	3,731 (surface)	-18%
Parking (spaces)	14 MU Parking Reduction - YES	11 (0.5 spaces per Unit)	-21%
Return (%) @ \$2.5 for 605 SF Avg Unit	5.6%	8.0%	+43%
Required Res Rent	\$1,924 (\$3.18 / SF)	\$1,704 (\$2.82 / SF)	-11.4%

ZONING CODE RECOMMENDATIONS: BCD OVERLAY



- **Allow single use buildings for interior / non-frontage lots**, including apartments and townhomes
- **Expand MU parking reduction** by reducing secondary use requirement to 5%
- **Expand parking exemption to all ground floor uses** for interior lots and “active ground floor” uses on key frontage streets
 - Encourage creative office, maker space, ADA-compliant residential
- **Eliminate parking requirements for small sites (<12k)**
 - Enable bike parking credits for larger sites
- **Limit “frontage” setbacks** to where wider sidewalks needed, not on side streets



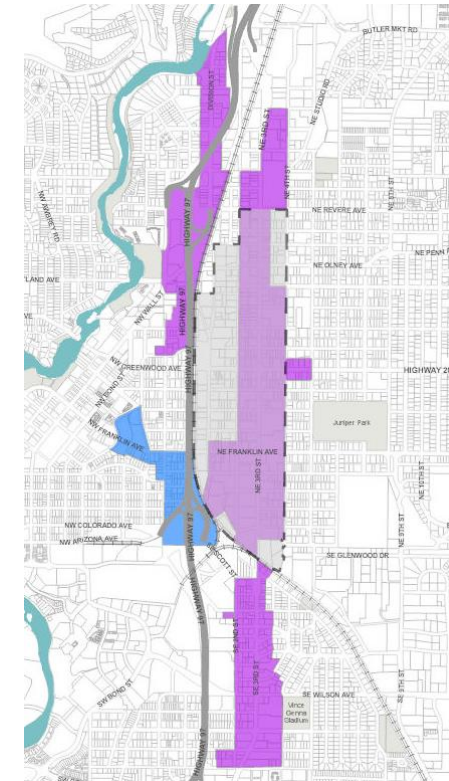
ZONING CODE AUDIT: CL & CG ZONES (OUTSIDE BCD)



- **Conflicting goals in zone**
 - Auto-oriented uses permitted by-right
 - Suburban parking standards and setbacks
 - Manufacturing over 5k sq ft prohibited in CG, conditional in CL – Breweries?
 - **HOWEVER** Mandates for mixed-use

“Residential uses shall be permitted in Commercial Districts **only** when part of a **mixed-use** development...”

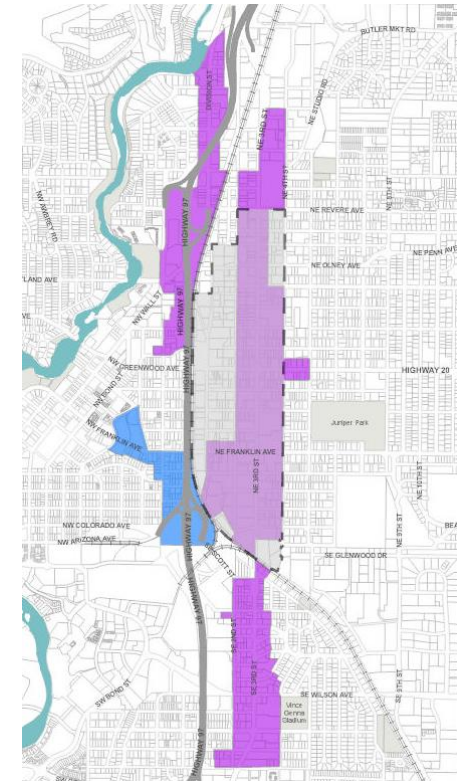
“The **commercial or public/institutional** uses shall occupy at least the floor area equivalent to **the entire ground-floor area** of the development.”



ZONING CODE AUDIT: CL & CG ZONES (OUTSIDE BCD)



- **Minimum 10' front setbacks**
 - Up to 80 feet allowed if no on-street parking
 - Appropriate within Study Area?
- **Suburban Parking Standards**
 - Bedroom-based residential parking standards discourages family-sized units
 - 1 / 200 Sq Ft - Restaurants and bars
 - **Twice as much parking area as restaurant area**
 - 1 / 350 Sq Ft – Retail and Office
 - 1-to-1 parking area to building area
 - On-street Credit for only 50% of requirement



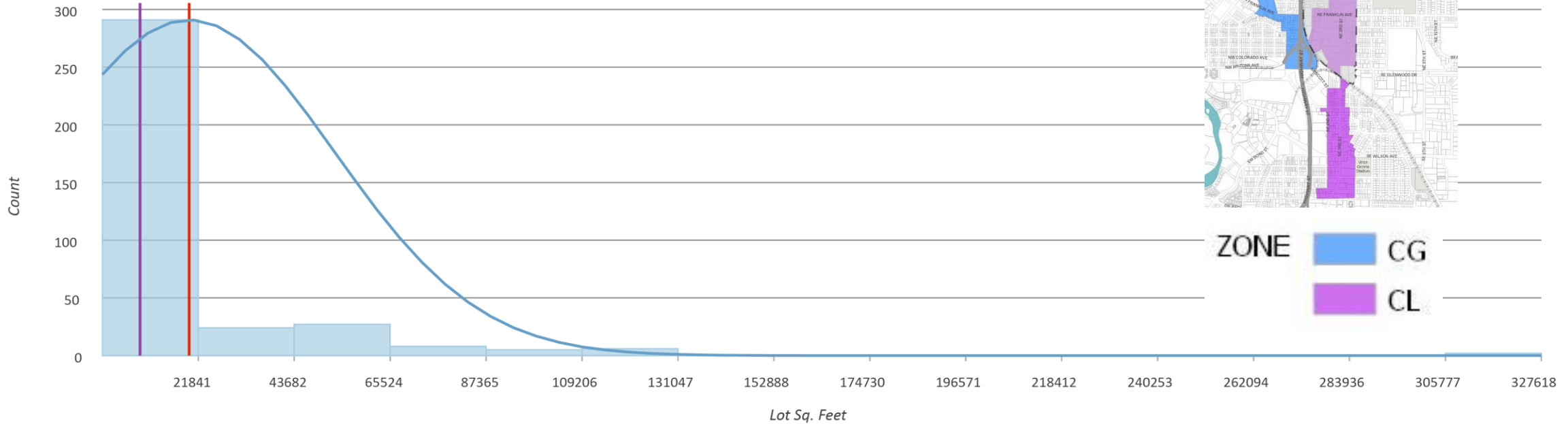


ZONING AUDIT – CL & CG (OUTSIDE OF CBD)

Most Lots Medium - under 20,000 sq ft

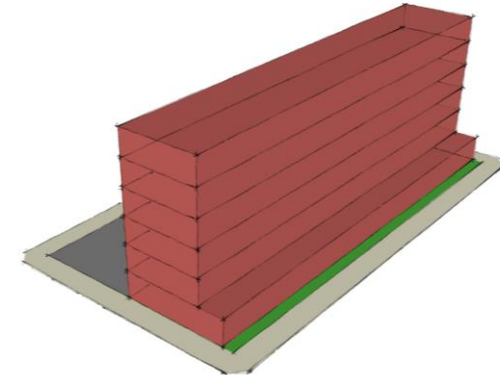
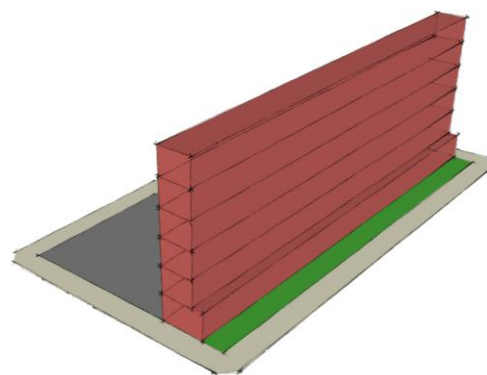
- More very large lots
- Analysis Lot
 - 20,000 square feet
 - \$30 / sq ft = \$600,000

Distribution of Lot Size in CG and CL Zones Outside the BCD



SENSITIVITY TESTING

ZONE: CG/CL ZONE DISTRICTS (OUTSIDE OF BCD)



OBSERVATIONS:

- Suburban parking standards make vertical mixed-use infeasible
 - Particularly when restaurants included
- 10' minimum front setback results in more suburban development pattern
- Mandated retail in mixed-use limits ability for "horizontal mixed-use"

Building Characteristics	Existing Zone Standards	Proposed Changes	% Change
Building Floors	6	6	
Building size (sf)	18,686	45,616	+144%
Building Lot Coverage	19%	48%	+153%
Retail (sf)	3,924 (21%) / 1 Floor Equiv.	1,254 (3%) / <1 Floor Equiv.	-68%
Residential (units)	21	57	+171%
Parking (sf)	16,107 – 81% of parcel (surface)	14,298 (tuck-under, surface)	+2%
Parking (spaces)	43	44 (0.75 spaces per Unit)	
Front setback (ft)	10	5 (Expanded Sidewalk)	-50%
Return (%) @ \$2.2 for 605 SF Avg Unit	0.3%	2.1%	600%
Required Res Rent	\$2,205 (\$3.65 / SF)	\$1,880 (\$3.11 / SF)	-15%

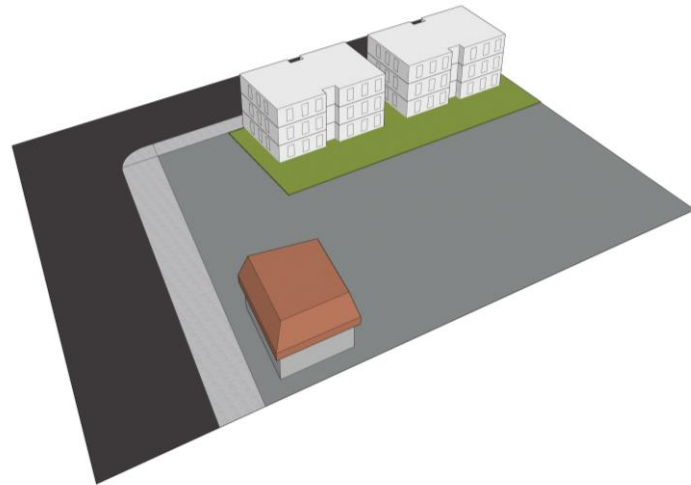


HORIZONTAL MIXED-USE SENSITIVITY TESTING

ZONE: CG/CL ZONE DISTRICTS (OUTSIDE OF BCD)

OBSERVATIONS:

- Allow horizontal mixed-use
- Stand-alone apartments can take advantage of existing, large parking lots
- Very cost effective, wood frame construction
- Easier to finance

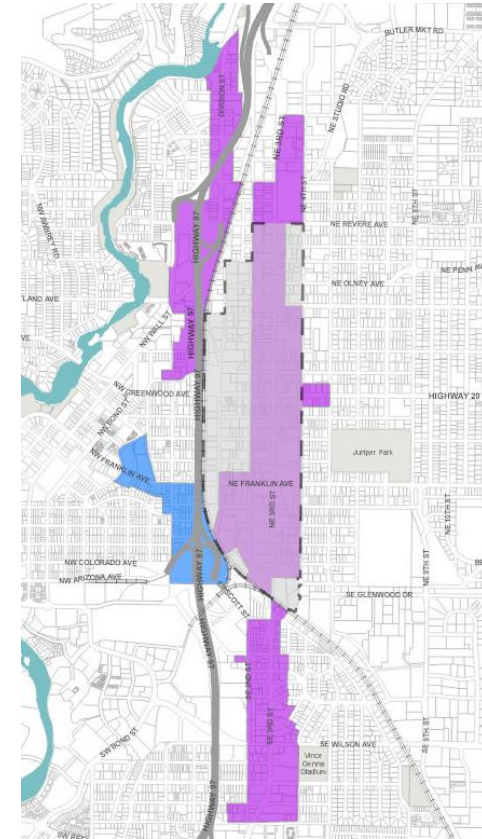


Building Characteristics	Apartment – Horizontal Mixed-Use
Building Floors	4
Building size (sf)	40,000
Residential (units)	56
Parking (spaces)	0 New – Use Existing Lot
Return (%) @ \$2.2 for 605 SF Avg Unit	10%
Required Res Rent	\$1,500 (\$2.50 / SF)

ZONING CODE RECOMMENDATIONS: CG / CL ZONE DISTRICTS (OUTSIDE OF BCD)



- **Enable horizontal mixed-use**
 - Allow single use buildings on existing lots
- **Implement urban parking standards**
 - Residential: 0.75 per Unit
 - Commercial: 1 per 1000
 - Allow on-street parking to count up to 100%
 - Allow bike parking credits: 4-for-1 trade
- **Reduce front setback to 5'**
 - For additional sidewalk – not landscaping
 - Flexible setbacks for horizontal mixed-use
- **Implement frontage standards** to reduce allowed 80' setback





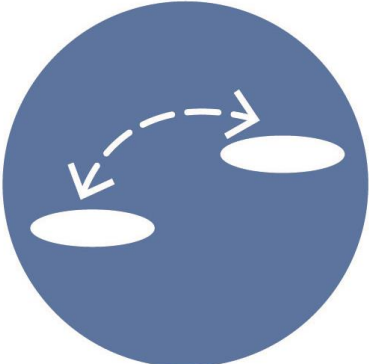
URBAN DESIGN FRAMEWORK

MAY 14, 2019

WALKER | MACY



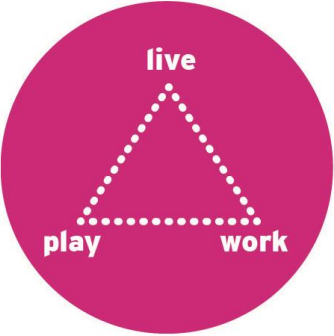
CONNECTED



WALKABLE



VIBRANT



DISTINCT

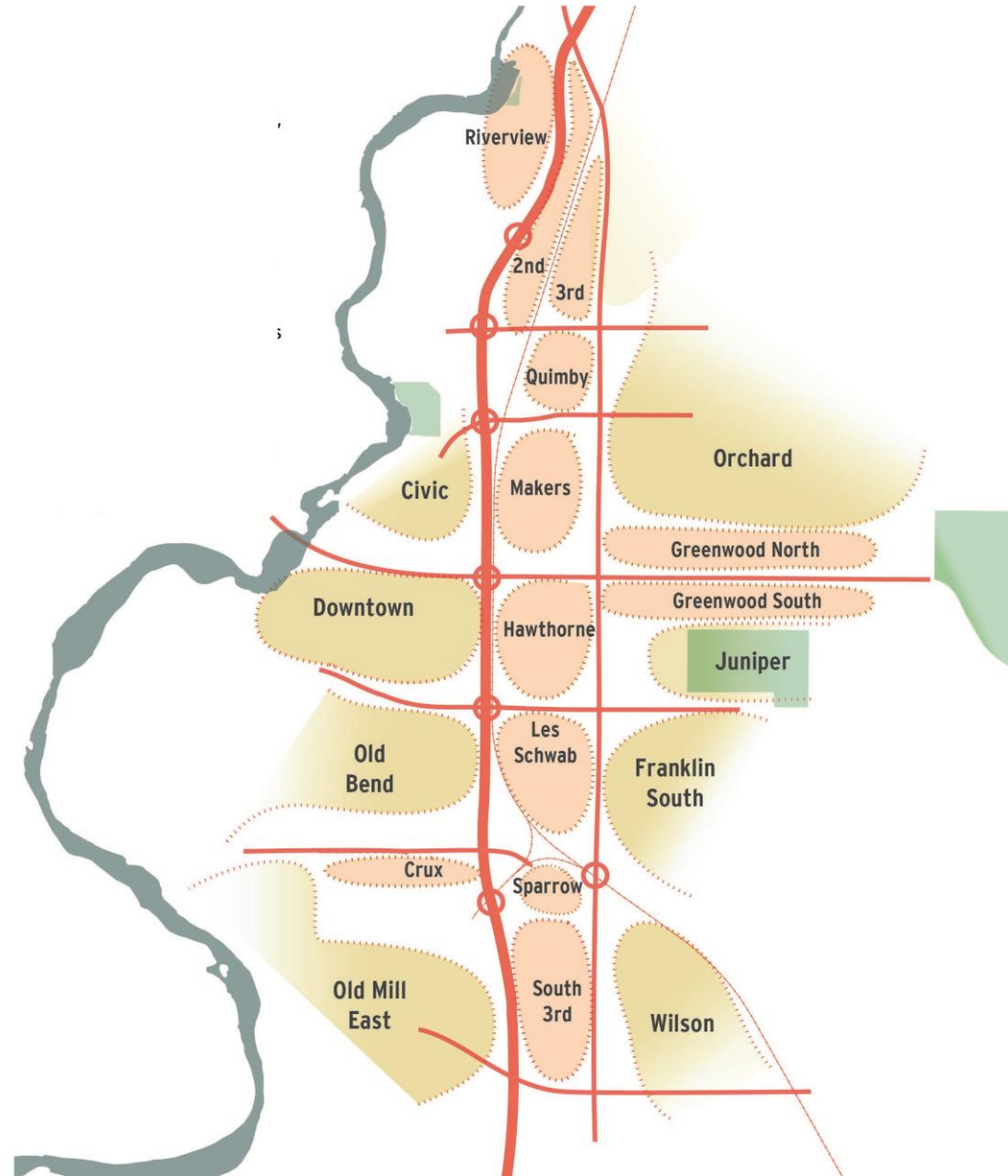


SUSTAINABLE

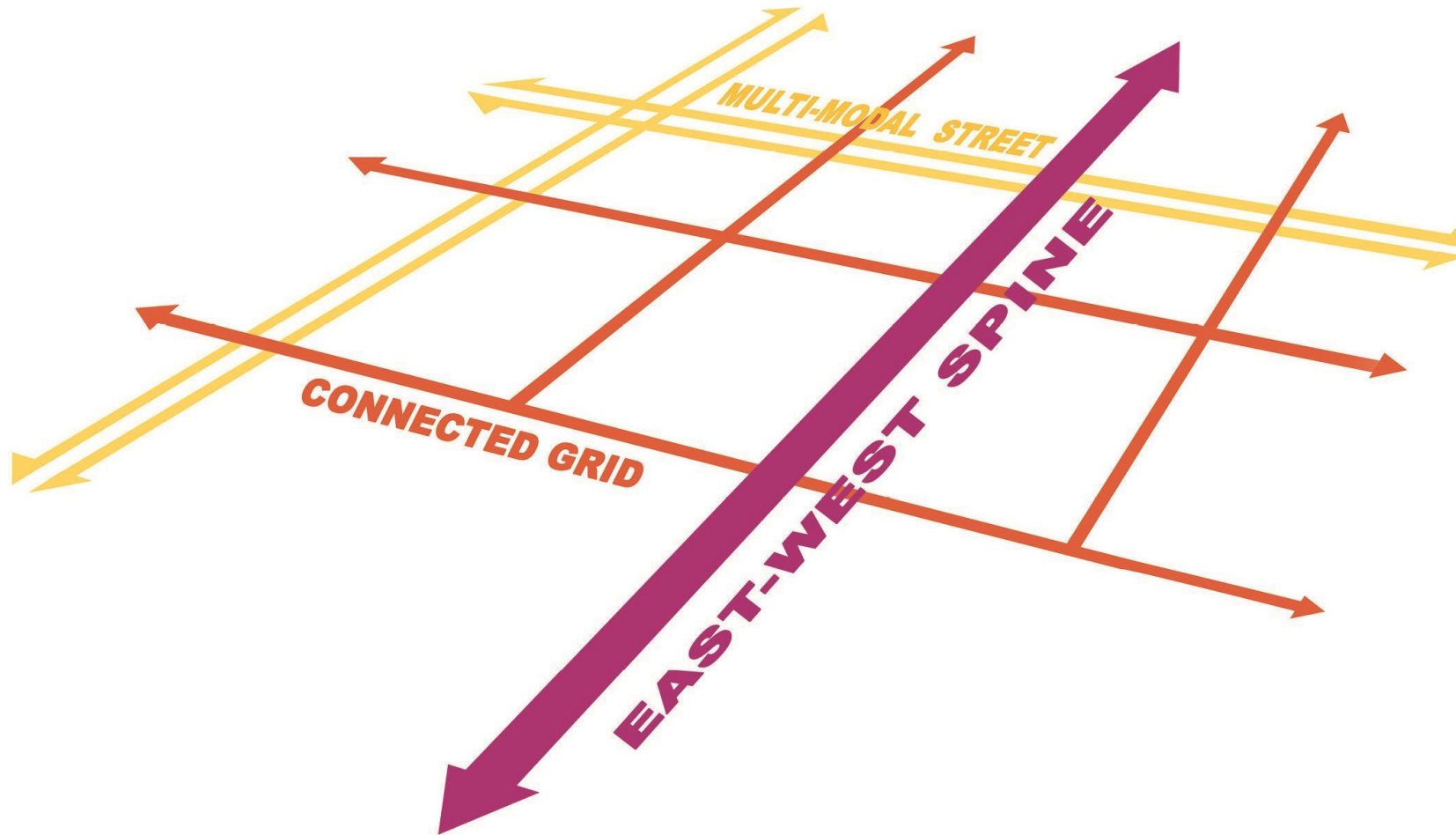




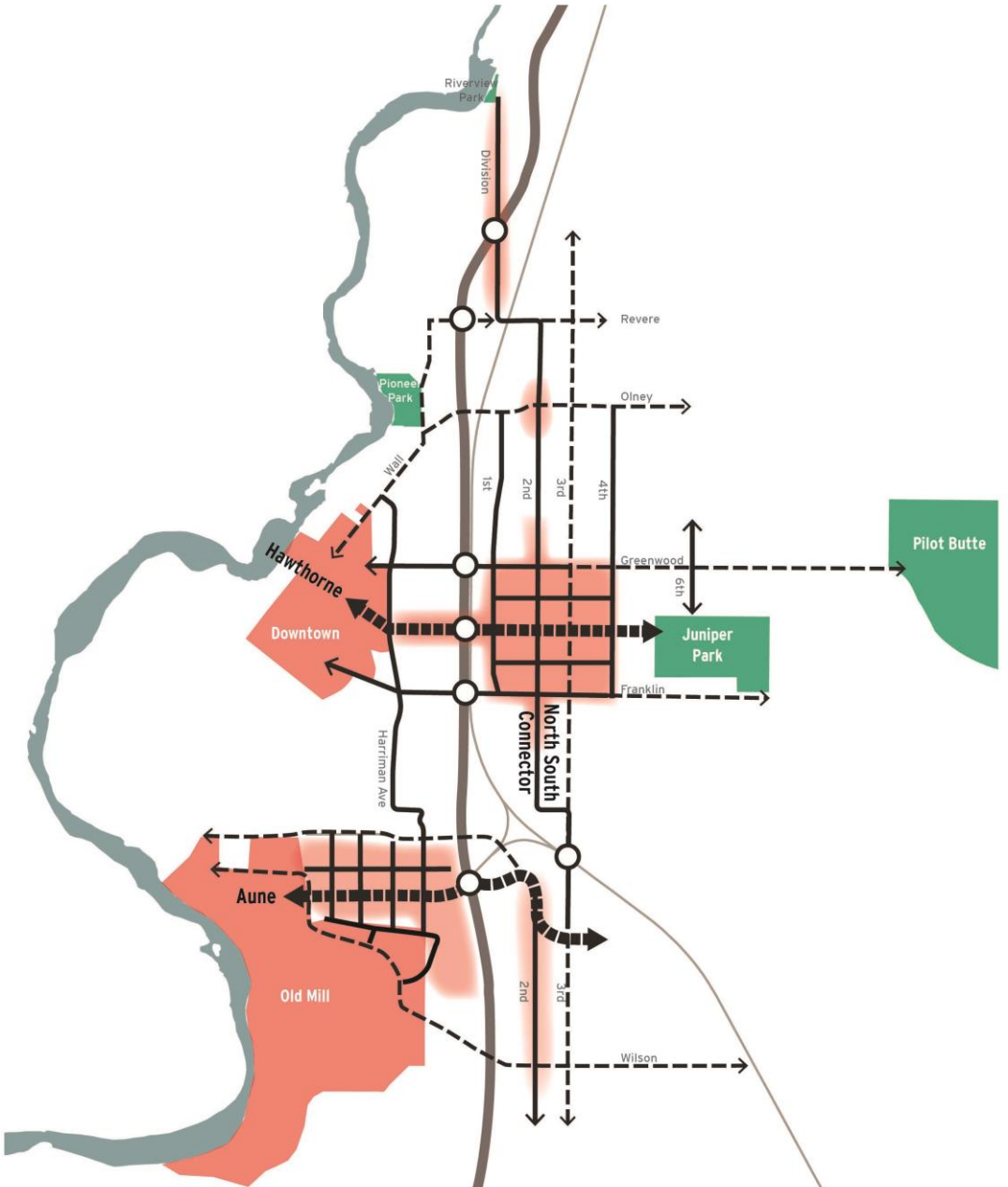
EXISTING CONDITIONS



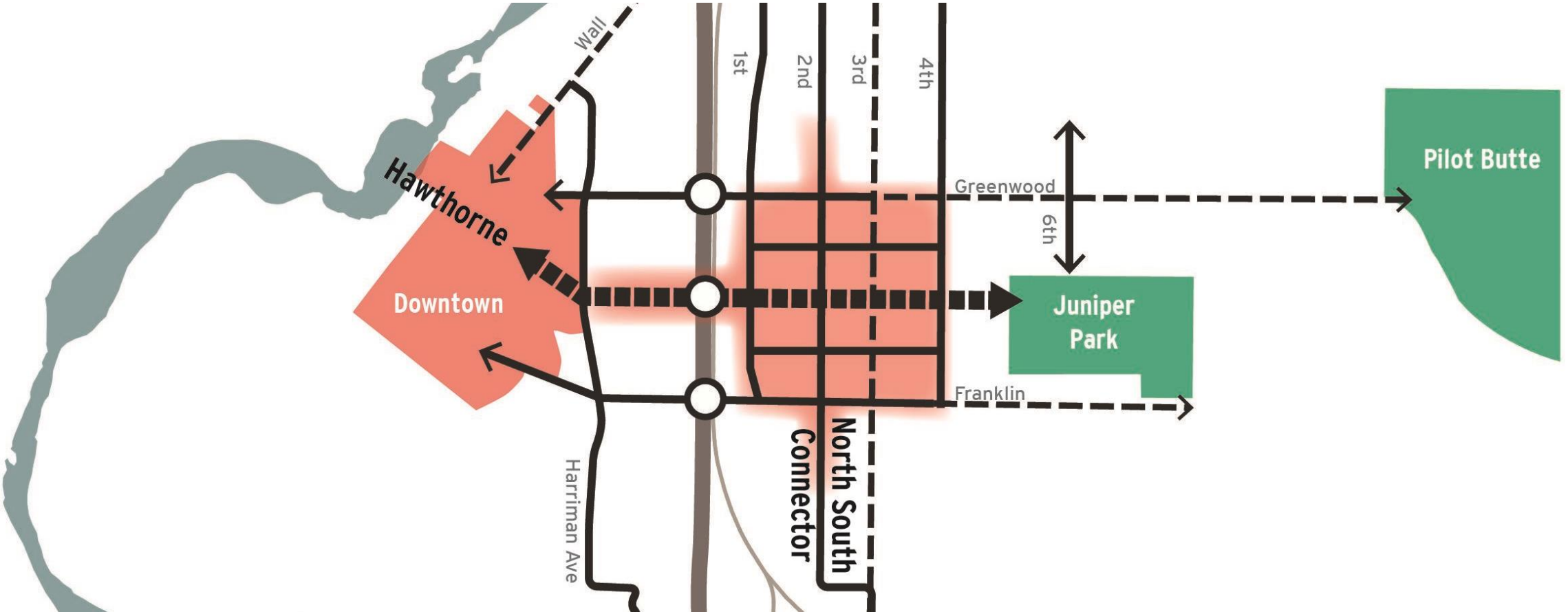
CORRIDOR HIERARCHY



URBAN DESIGN FRAMEWORK



URBAN DESIGN FRAMEWORK



CONSISTENT STREETScape



CORRIDOR HIERARCHY



		East-West Spine	Connected Grid	Multi-Modal Street
STREETSCAPE	Street Trees	●	●	●
	Build / Repair Sidewalks	●	●	●
	Widest Sidewalks	●		
	Special Paving	●		
	Unique Furnishings	●		
	Public Art	●		
	Wayfinding Signage	●		
	Undergrounding Utilities	●		
	Curb Extensions	●	●	
	Pedestrian Scale Lighting	●	●	
	Enhanced Bus Stops		●	●
	Landscape Buffers from Roadways			●
	ROADWAYS	Stormwater Planters	●	●
On-street Parking		●	●	
Temporary Uses/Parklets			●	
Low-Stress Bike Routes		●	●	● *
Mid-block Crossings				● *
Improved Under/Over Crossings		●		●
Opportunities for Roadway Redesign		●	●	
BUILDINGS	Active Building Frontage	●	●	●
	Outdoor Dining/Drinking	●	●	

* Where identified as LSN route

EAST-WEST SPINE



Wide sidewalks



Special paving, wayfinding



Outdoor dining, visual interest, special paving



Evening activity



Unique street furnishings



Distinctive landscape, special lighting

CONNECTED GRID



Curb extensions, pedestrian-scale lighting, on-street parking



Safe bike travel (sharrow)



Opportunities for temporary uses



Opportunities for special street conversions



Mid-block crossing, curb extensions, stormwater treatment

MULTI-MODAL STREET



Active frontage setback from busy road



Stormwater treatment



Landscape buffers and street trees



Comfortable bus stops



Mid-block crossings



Sidewalks buffered by street trees

OVERPASSES



Bold colors help wayfinding



Green and well-lit



Accessible



Iconic form



Markers at each end



Iconic for Parkway drivers

UNDERPASSES



Active



Fun



Well-lit



Bright murals



Safe, open, visible



UNDERPASS EXAMPLE: AUNE



Gateway signage + graphics



Welcoming public art + Lighting



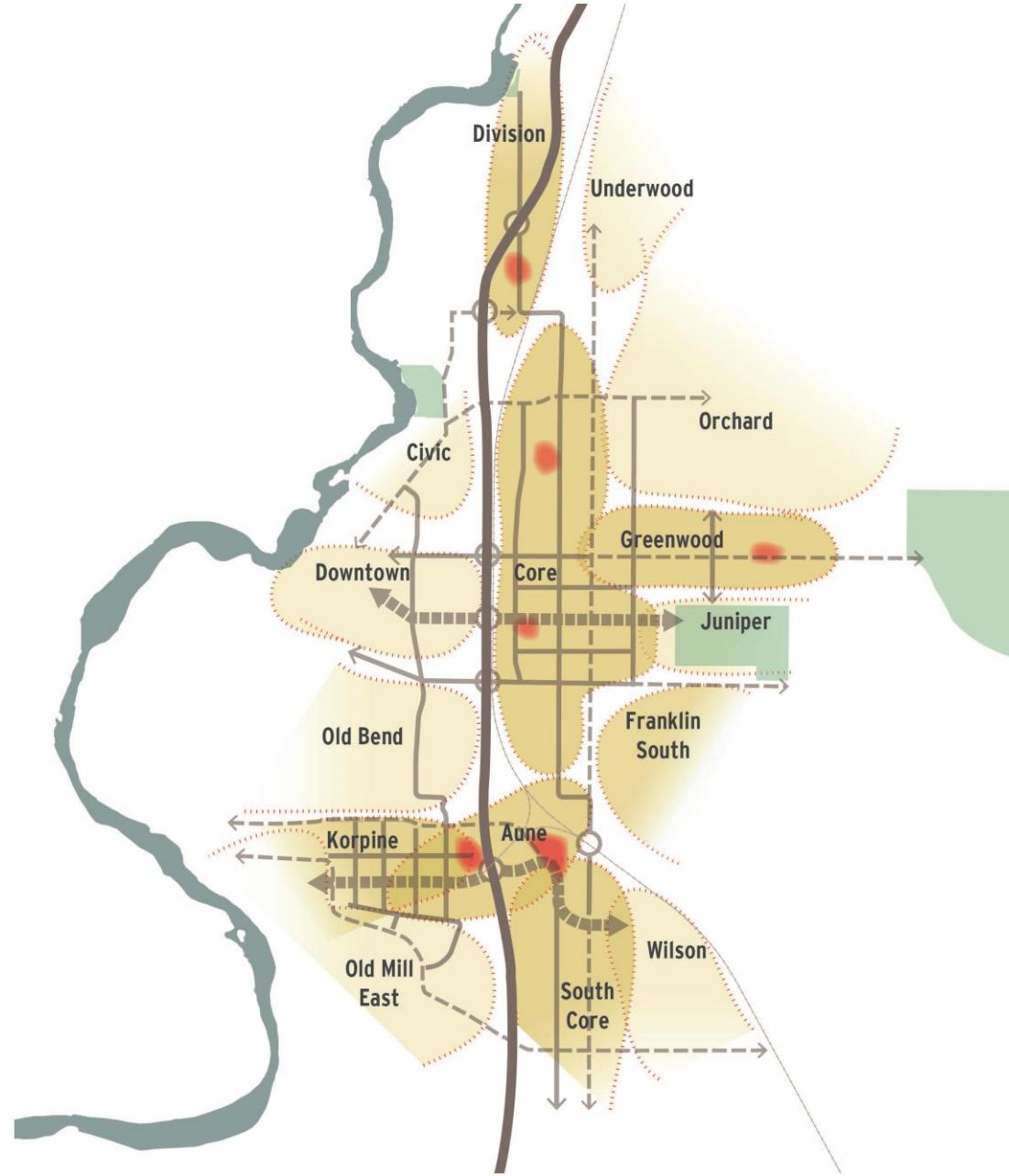
Landscape, wayfinding, seating



Wide passage with views across and ample space for biking + walking



POTENTIAL DISTRICTS





QUESTIONS AND DISCUSSION



PROJECT TYPES AND PRIORITIES



- Premises
 - The study area is very large
 - There are potentially many, many projects to consider
 - It will be helpful in future meetings to have a sense of priorities set at a high level
- Therefore...
 - A first prioritization exercise has been created based on Project Types

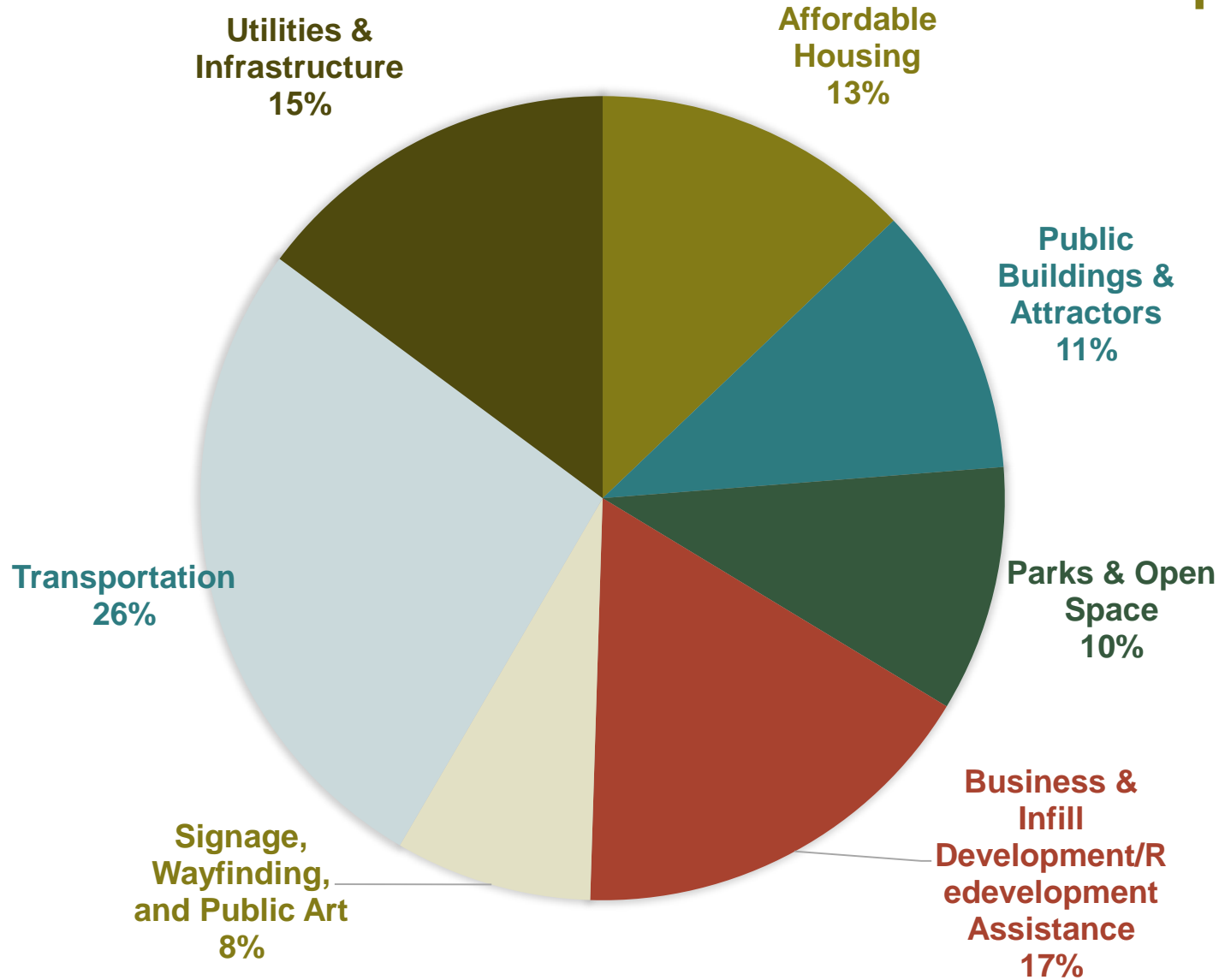


- Transportation
- Utilities & Related Infrastructure
- Parks and Open Space
- Signage, Wayfinding, and Public Art
- Public Buildings and Attractors
- Affordable Housing
- Business and Infill
Development/Redevelopment
Assistance



PROJECT TYPE RESULTS

RESULTS



- Transportation- 26%
- Business & Infill Development/ Redevelopment Assistance- 17%
- Utilities & Infrastructure- 15%
- Affordable Housing- 13%
- Public Buildings & Attractors- 11%
- Parks & Open Space- 10%
- Signage, Wayfinding, Public Art- 8%

TRANSPORTATION PROJECTS



The following planning processes are currently ongoing which all identify needs and projects within the Study Area in addition to this process:

- Transportation System Plan (City)
- ODOT US 97 Parkway Plan
- CET 2040 Transit Master Plan

TRANSPORTATION CORE AREA PROJECTS



QUESTIONS:

- Is there anything missing from this list that has not been identified through an existing planning effort?
- Is there anything that should be taken off the list?
- What projects should be recommended to CTAC to be added to the 2040 Citywide Transportation System Plan project list?
 - Projects on that list will be modelled and considered during the funding prioritization work that CTAC will do this summer.

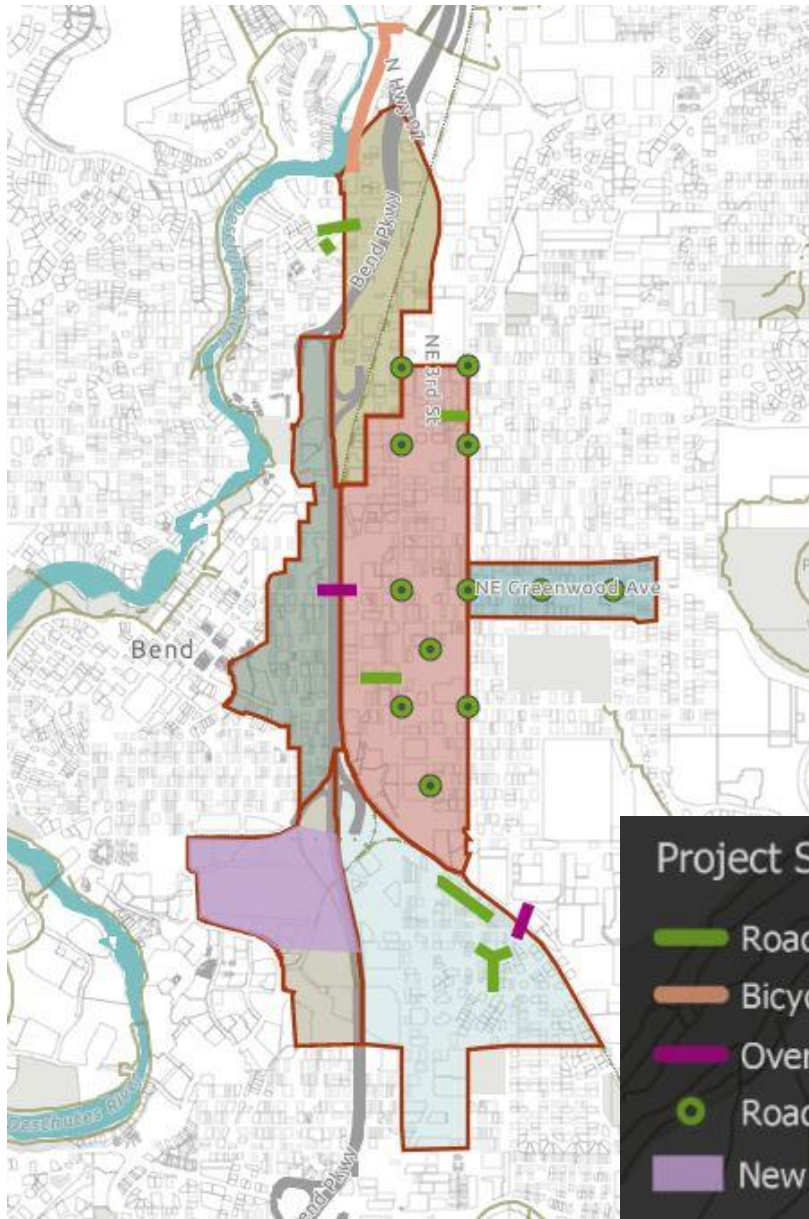


CORE AREA TSP LEVEL PROJECTS

- Intersection / Crossing improvements
 - 2nd Street & 4th Streets on Revere, Olney, Greenwood, and Franklin Avenue
 - 3rd Street & Hawthorne
 - 3rd Street & Clay Avenue
 - 6th & 8th Streets on Greenwood Avenue
- Jaycee Park overcrossing
- Greenwood undercrossing/corridor improvements

OTHER CORE AREA TRANSPORTATION NEEDS

- Parking district
- Shared parking/parking structure
- **Streetscape improvements**
- KorPine local street network/grid
- Division Street multi-use path
- Urban upgrades to unimproved roadways
- Railroad quiet zone designation for at grade crossings





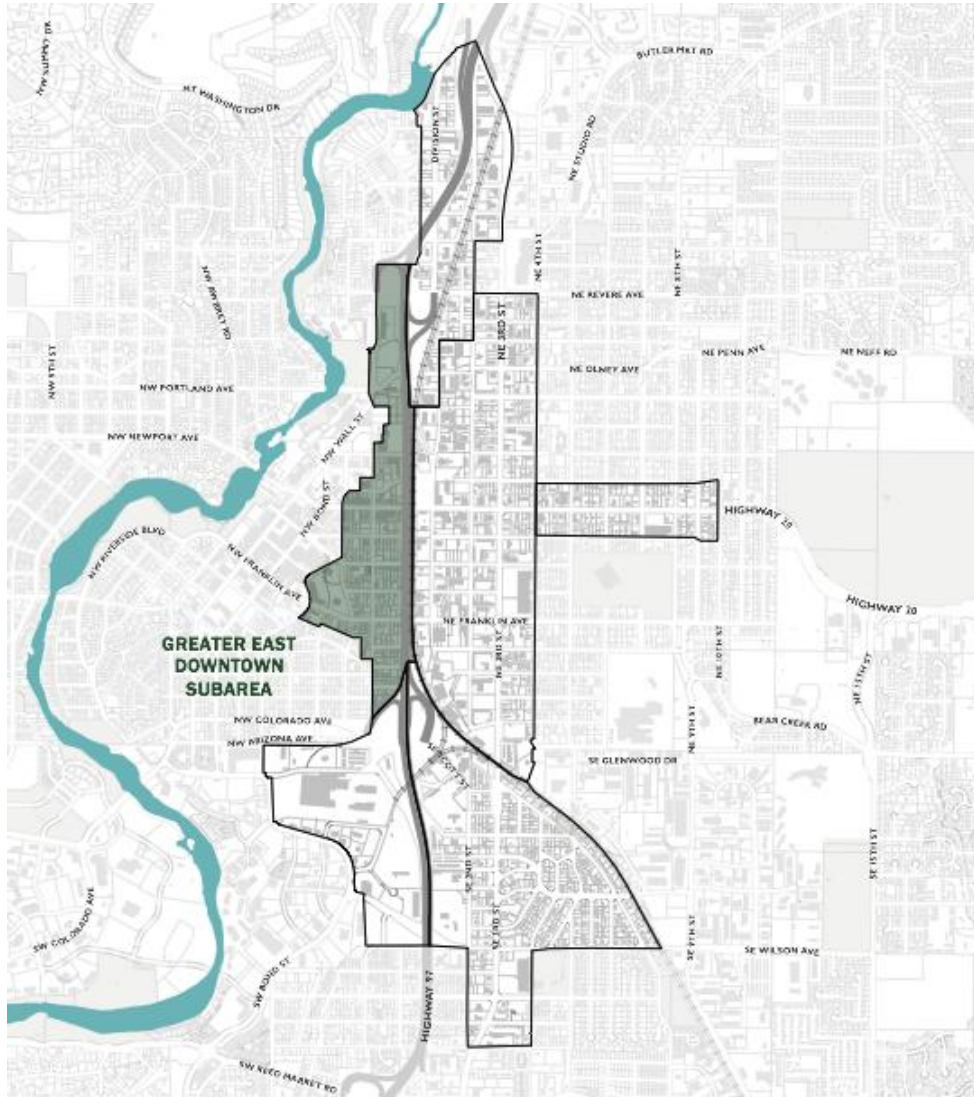
URBAN RENEWAL BOUNDARY ANALYSIS

SETTING THE BOUNDARY: PROCESS OVERVIEW



- Initial Boundary Guidance (memo in packet)
- **URAB Preliminary Boundary Recommendation: today!**
- Public Input on Boundary: June 15
- URAB Initial Boundary Decision: August 13
- Financial Analysis: August/Sept.
- Minor Boundary Refinements (if needed)

SUBAREA HIGHLIGHTS: GREATER EAST DOWNTOWN



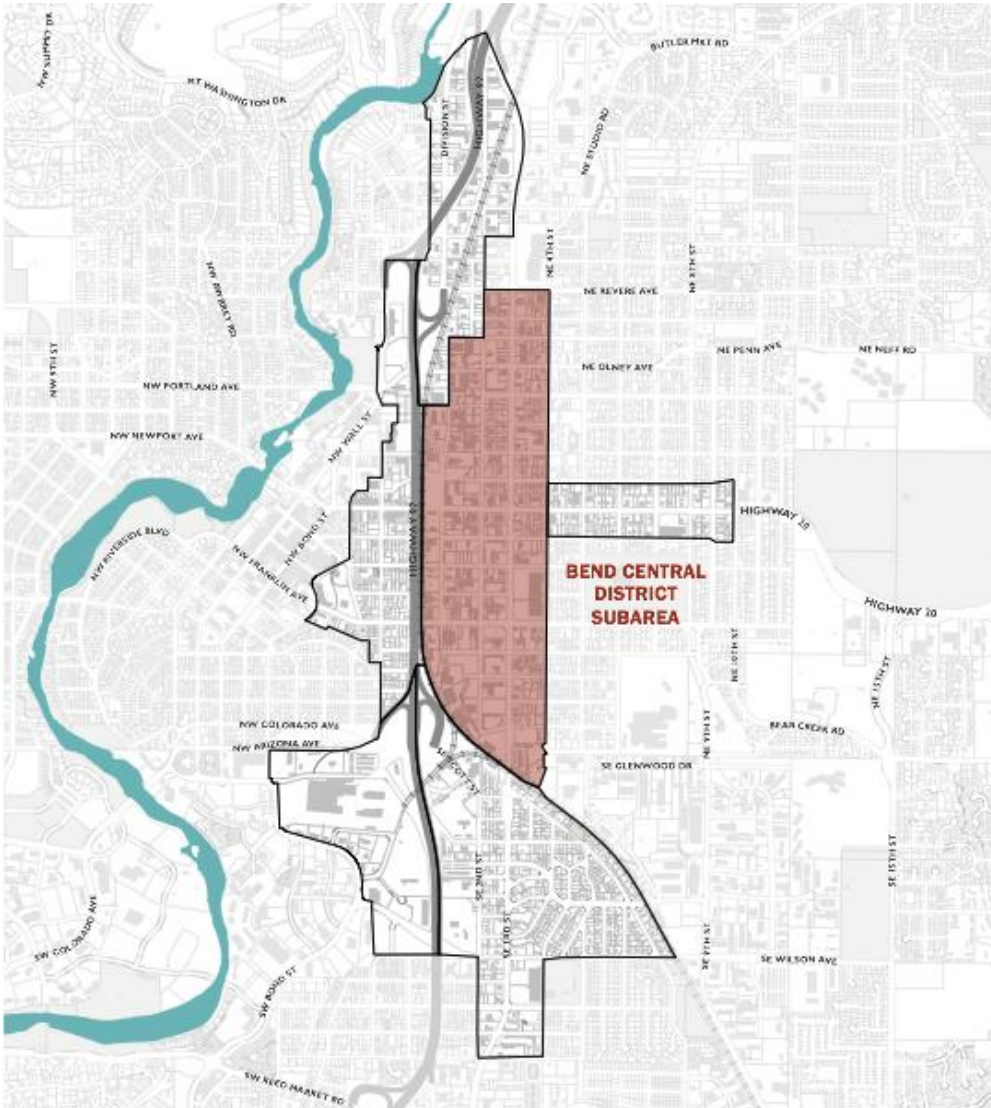
Key reasons to include:

- Builds on downtown
- Opportunity to increase development potential
- Opportunity to create a place where people can live, work, and play

Potential drawbacks:

- Few locations with high development potential under existing zoning & market conditions

SUBAREA HIGHLIGHTS: BEND CENTRAL DISTRICT



Key reasons to include:

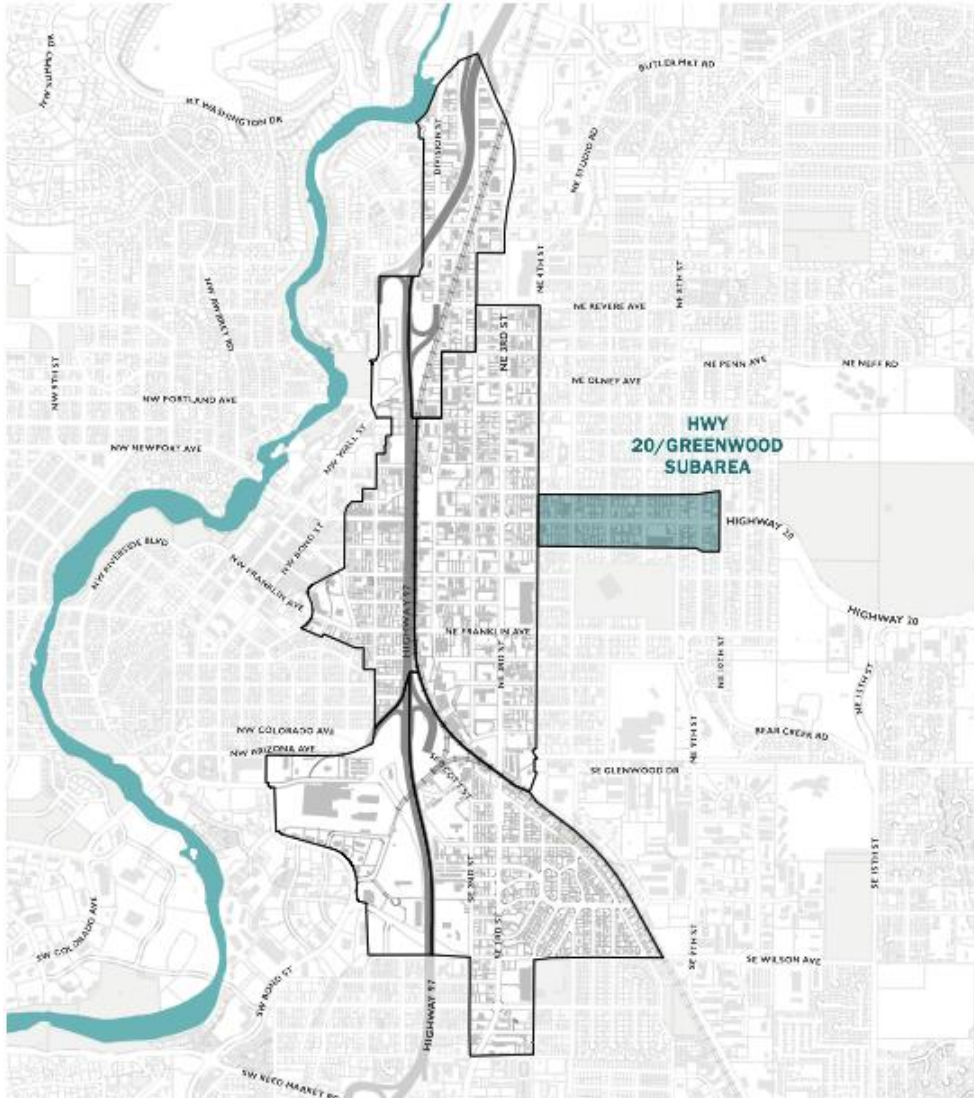
- More development potential if placemaking improves
- Opportunity to remove barriers and improve connections
- Opportunity to catalyze private development
- Opportunities to better connect area to downtown & improve synergies between the two areas
- Opportunity to create a place where people can live, work, and play

Potential drawbacks:

- Mostly small-to-medium parcel sizes
- Existing auto-oriented and industrial users



SUBAREA HIGHLIGHTS: GREENWOOD



Key reasons to include:

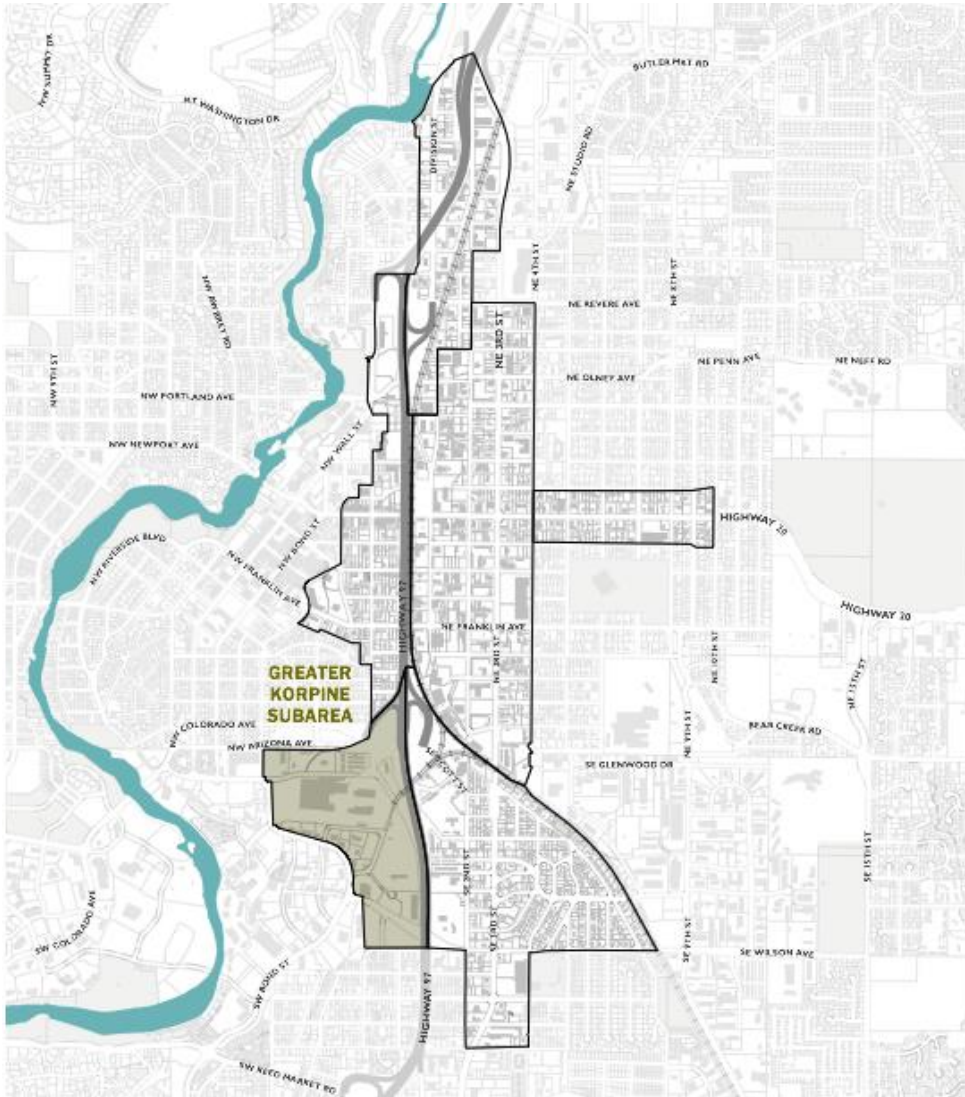
- Opportunity to create a more walkable area
- Opportunity to create a place where people can live, work, and play
- Opportunity to remove barriers and improve north-south connections
- More development potential if placemaking improves

Potential drawbacks:

- ODOT jurisdiction over Hwy 20
- Mostly small parcels



SUBAREA HIGHLIGHTS: GREATER KORPINE



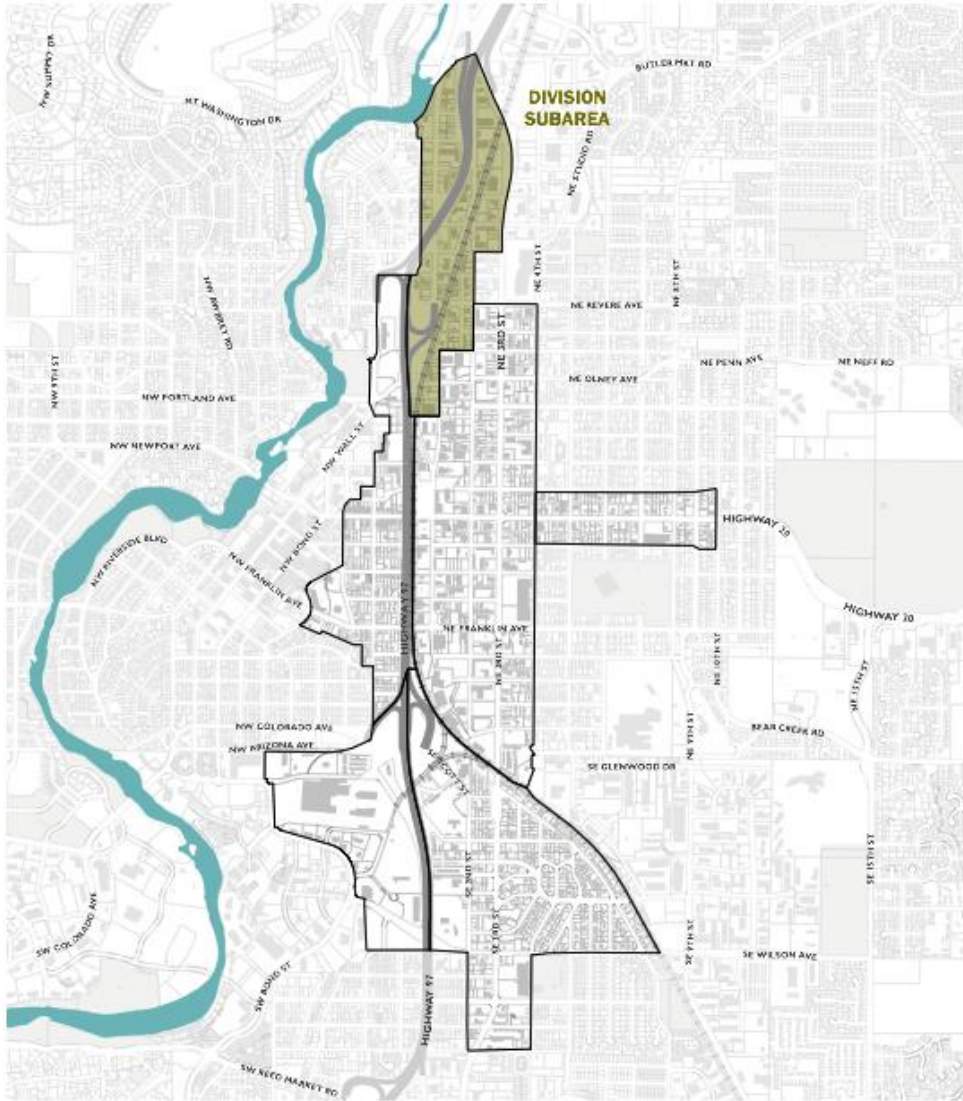
Key reasons to include:

- Opportunity to catalyze private development
- Opportunity to create a place where people can live, work, and play
- Opportunity to remove barriers and improve east-west connections

Potential drawbacks:

- Perception of benefitting a few major developers and property owners

SUBAREA HIGHLIGHTS: DIVISION



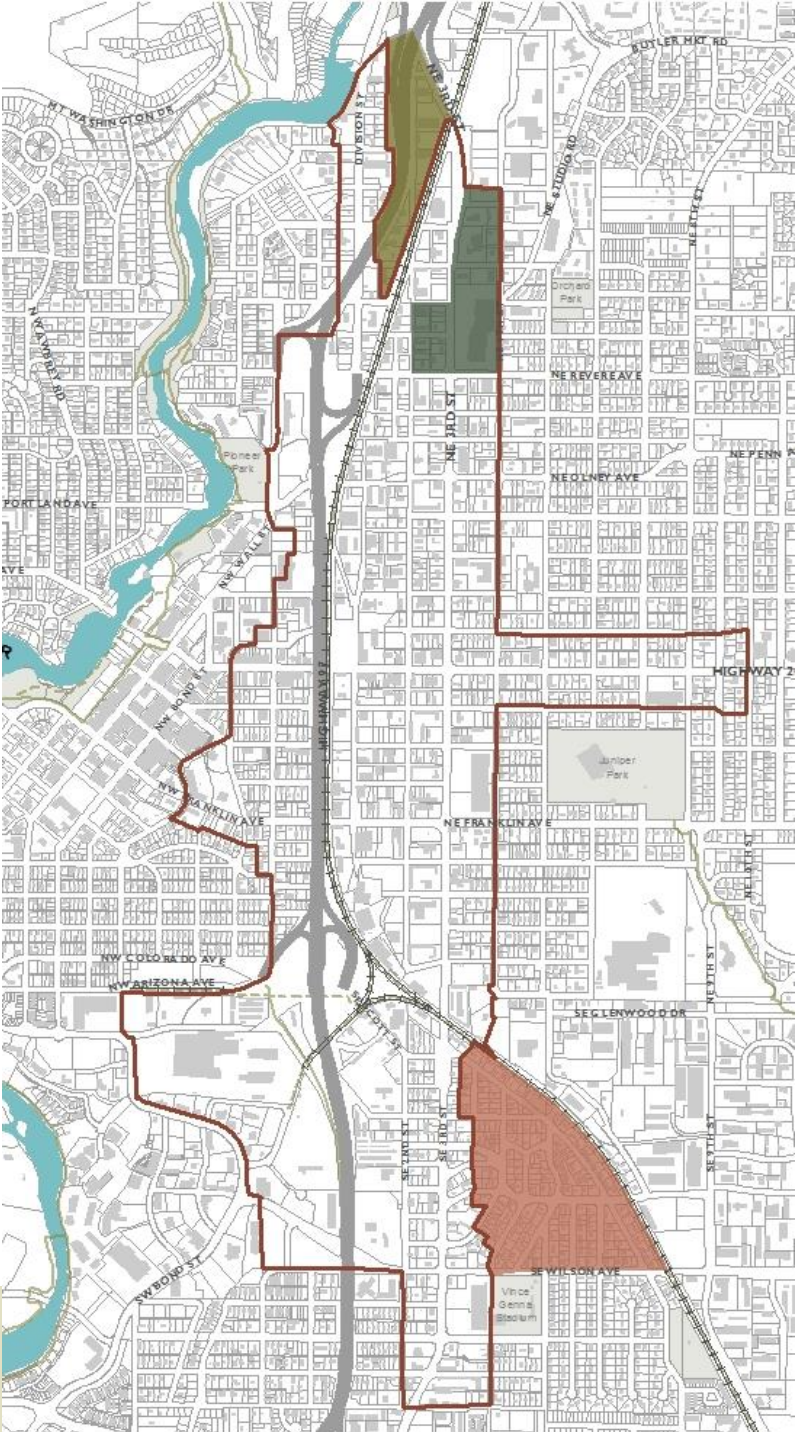
Key reasons to include:

- Opportunity to support affordability
- Opportunity to improve walkability
- Opportunities for increased development feasibility in commercial areas

Potential drawbacks:

- Some parts of the subarea are isolated
- Existing industrial areas have little redevelopment potential and are unlikely to benefit from potential UR projects

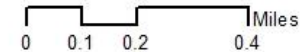
PROJECT TEAM BOUNDARY RECOMMENDATION



- Recommended Boundary
- Additional Commercial
- Wilson Subtraction
- Division Subtraction
- Taxlots
- Parks
- Building Footprints*

* This data has not been verified by the City of Bend

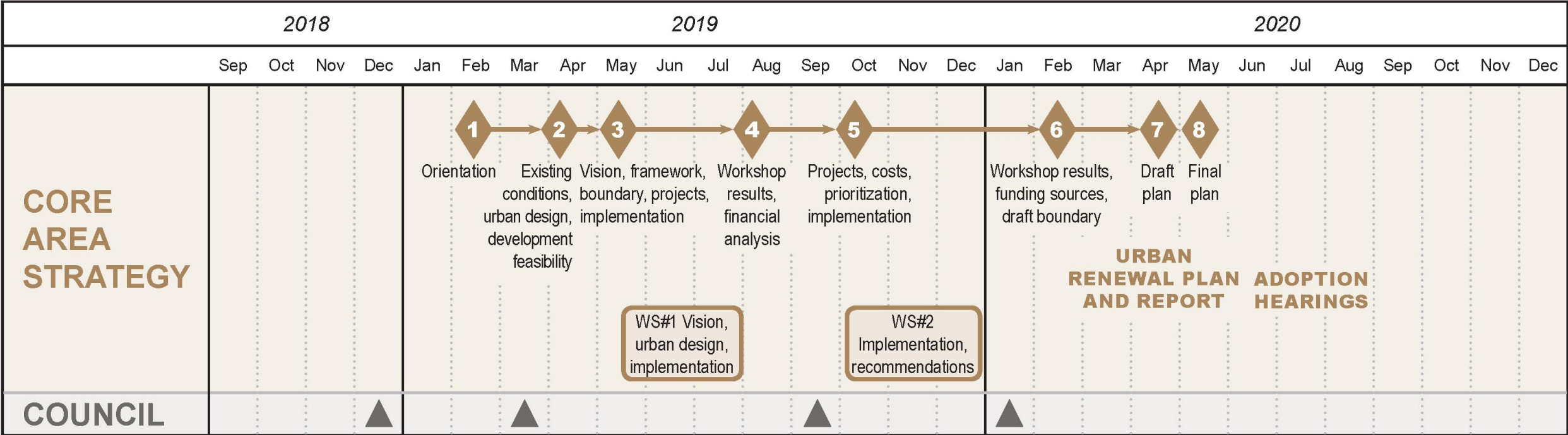
5/1/2019





BEND TRANSPORTATION AND LAND USE PROGRAM

Core Area Project Work Plan and Process*





- Next URAB
 - Tuesday, August 13 Noon- 3 p.m.
 - Location TBD
- Community Workshop (Open House)
 - Saturday, June 15 10 a.m.- Noon
 - Bend High School Commons
- Stormwater Drainage & Density Workshop
 - Trinity Episcopal Church, St. Helens Hall
 - Speaker Wednesday, May 29 6:30-8 p.m.
 - Workshop Thursday, May 30 8:30 a.m.-4:30 p.m.