



MEETING AGENDA

URBAN RENEWAL ADVISORY BOARD

MEETING DATE: August 13, 2019

MEETING TIME: 12:00 PM to 3 PM

LOCATION: Bend Municipal Court – 555 NE 15th Street Bend, OR 97701

STAFF LIAISONS: Allison Platt, Senior Planner
Matt Stuart, Urban Renewal Project Manager

AGENDA

1. **Welcome and Introductions (5 min)** – Chair Dale Van Valkenburg
 - a. Approval of URAB 3 minutes
2. **Public Comment (10 min)** – Chair Dale Van Valkenburg
3. **Where We are in the Process (5 min)** – Joe Dills
4. **Community Engagement & Feedback Summary (10 min)** – Allison Platt
5. **Approval of Draft Urban Renewal Boundary (30 min)** – Lorelei Juntunen, ECONorthwest
 - a. Presentation and URAB discussion
 - b. Action: Approval of draft Urban Renewal boundary

This is an action item. URAB's approval of the draft Urban Renewal boundary establishes the geographic area that ECONorthwest will use for the technical Urban Renewal analysis. This is an important milestone; the team will rely on this boundary for an extensive amount of work. URAB will recommend a final boundary at a future meeting.

6. **Approach to Forecasting Urban Renewal Revenue (30 min)** – Lorelei Juntunen, ECONorthwest
 - a. Presentation and URAB discussion
 - b. Direction: Staff would like URAB's direction that the proposed methodology is reasonable for use in further analysis

This is an informational and directional item. Staff will present the methods and key assumptions (e.g. the growth of Assessed Value in the Core Area) that will drive the revenue projections, and ultimately establish the "budget" for the Urban Renewal-funded projects.

7. **Break (10 min)**



MEETING AGENDA

8. Implementation Framework (30 min) – Alex Joyce, Cascadia Partners

- a. Presentation and URAB discussion

This is an informational item. URAB will receive a presentation introducing a set of tools that can be considered to support implementation of the goals for the Core Area and complement the tax increment financing tool from the Urban Renewal district.

9. Early Implementation Recommended from Work to Date (35 min) – Allison Platt

- a. Presentation and URAB discussion: development code amendments – high level concepts for further detailing and discussion

URAB will have a discussion and provide direction on next steps for potential code amendment recommendations.

10. Ongoing Coordination (5 min) – Allison Platt

This agenda item is meant to provide regular updates on the work of ongoing City committees on topics of interest to URAB such as the Transportation System Plan and the work of the Affordable Housing Advisory Committee.

11. Public Comment (10 min)

12. Next Steps/Close

- a. Next URAB meeting – October 1, 2019, time and location TBD
- b. Adjourn

Please Note:

In addition to the packet materials for the above-listed agenda items, staff has prepared the following items and posted links to them on the project web site:

- [Urban Design Framework](#)
- [Development Code Audit](#)

Please contact Allison Platt, aplatt@bendoregon.gov, if you have any questions or comments regarding these documents.



Accessible Meeting Information

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats and CD Formats, or any other accommodations are available upon advance request. Please contact Allison Platt at aplatt@bendoregon.gov or 541-322-6394. Providing, at least, 3 days' notice prior to the event will help ensure availability.

Agenda Item No. 1:
Minutes from URAB #3,
May 14, 2019



MEETING MINUTES

URAB 3 MINUTES

MEETING DATE: May 14, 2019
MEETING TIME: 12:00 PM to 3 PM
LOCATION: Bend Municipal Court, 555 NE 15th Street
STAFF LIAISONS: Allison Platt, Senior Planner
Matt Stuart, Urban Renewal Project Manager

AGENDA

Roll Call: Dale Van Valkenburg, Bart Bowen, Elise Jones, Tim Page, Adam Bledsoe, Whitney Swander, Michelle Rhoads, Craig Davis, Jim Landin, Sonja Porter, Steve Porter, Zak Sundstein
Sharon Smith – Schools, Joe Viola - COCC, Sarah Bodo - Parks

Councilor Livingston

Welcome, Introductions – Chair Dale Van Valkenburg

- a. Review and approval of previous minutes
Minutes approved by consensus.

Conflict of Interest statements – Dale Van Valkenburg from Brooks Resources which owns property on Franklin Avenue. Adam Bledsoe from Compass Commercial, involved with properties in the study area. Both conflicts relate to their employers.

Public Comment – Chair Dale Van Valkenburg

Chris Redgrave – Promoting arts venues in community.

Erin Foote Morgan – representing Bend Town Center (Safeway), encouraged the board to prioritize transportation. She stated that Hawthorne Station is a center of blight in the area. She introduces several Hawthorne Station neighbors that also made statements:

- Andrew D – owns sandwich shop.
- Ken Fuller – public works director that helped create Hawthorne Station. Feels transportation is a success but Hawthorne Station is a failure. Was a bus stop. Needs to be upgraded, changed or rebuilt.

Richard Russ - Resident of old Bend. Serves on funding workgroup for transportation as well as other boards. Has experience in Portland. Projects there have used urban renewal dollars. Encouraged board to look at bus rapid transit. Big opportunities if federal government enacts a new transportation act. Think big.



MEETING MINUTES

Renee Mitchell – Scalehouse, represents the visual arts component of a potential art center. Encourages the board to consider performing arts center and visual arts center within the Core area.

Where We Are in the Process – Joe Dills, APG, Committee Facilitator

Prelude to first community open house which is scheduled for June 15th at Bend High School. Meetings 4 and 5 will be more quantitative and deeper into tax increment metrics.

Guiding Principles Closure

The edited Guiding Principles are in the packet.

Motion: Tim Page moved to adopt the Guiding Principles. Craig Davis seconded. All in favor.

Development Feasibility Follow-up – Alex Joyce, Cascadia Partners

This item will present further information on development feasibility, exploring the question: “If zoning constraints are reduced and public amenities are added to the area, how might that affect development feasibility?”

Brian Rankin: This item is follow up work to test out feasibility of multifamily housing. Council has identified housing as a priority.

b. Presentation and URAB discussion

Bend Central District Zoning

The Current Development Code assumes: All sites are great for mixed use which is an idealized vision. In reality, not all sites are good for retail. There are limited residential allowances in the code today. Townhouses are not allowed in certain areas, however, they are cost effective. Single use residential is currently not allowed. Apartments could be successful but not allowed especially on inner lots.

It was noted that most sites in the district are small.

Ground floor use requirement: Strict retail requirements may not be needed/used. Parking requirements are problematic too. Might want to look at SDC financing.

A summary of recommendations for the Bend Central District overlay include: Allow single-use buildings on interior or non-frontage lots. Expand Mixed Use parking reduction by reducing use requirements to 5%. Expand parking exemption to all ground floor uses on key frontages. Eliminate parking requirements for small sites (<12k), enable bike parking credits. Limit frontage setbacks, currently 5’.

Craig Davis: We should keep buildings retail-ready as opposed to require. Could convert later. Response: will look at this comment later. Yes, in certain areas, you can require the building be constructed to commercial standards but not in all areas.

CL & CG Zoning

These zones seem to have conflicting goals in that they have both suburban and urban components. Min 10’ setbacks up to 80’. Have suburban parking standards. Parking lots as big or bigger than building.

Mixed use: The analysis for this area looked at horizontal as well as vertical mixed-use. Recommendations for the CL/CG zones within the study area include: enable horizontal



MEETING MINUTES

mixed-use to allow single use buildings on existing lots, implement urban parking standards, reduce front setbacks and implement frontage standards to reduce 80' setback.

The Board was asked if they had further comments:

Michelle Rhoads: Supports reduction in parking requirements, incentivizing other modes of transportation or parking in surrounding neighborhoods. Response: have a parking strategy. Build efficient parking, bike parking, pick up and drop off zones to count toward parking reductions.

Sonja Porter: how has it been analyzed for snow and shadows and icing?

Adam Bledsoe: disassociate onsite parking with other parking in district. Could a group of developers create a parking lot and use as credits? Response: This is common practice. Will look into.

Sarah Bodo: Active corridors? Focus in on key streets and connection to downtown.

Elise Jones: Curious how far into future we are looking, 10 years? Response: The pro-forma analysis looked at conditions today and provides recommendations for how zoning could change in the near term.

Alex (Cascadia Partners) is working on creating a memo version. Email any comments to Allison.

Urban Design Framework – Ken Pirie, Walker Macy

The Urban Design Framework is a set of graphic descriptions and recommendations intended to help guide URAB's discussions about future development and investments in the area. It is a follow-up to the urban design analysis presented at the last meeting.

c. Presentation and URAB discussion

Developing initial thinking.

Goal: Develop vision/framework for how Core areas and the public realm could be redeveloped into a livable area. Be connected, walkable, vibrant, distinct, and sustainable.

Issue of lack of infrastructure and barriers to connectivity.

Introduces the idea of corridor hierarchies: System of connected inter-related complimentary corridors. Consistent elements to all – sidewalks, street trees, landscaping, active frontage, and lighting. The corridor hierarchies include:

- Two East/West spines - Hawthorne and Aune St. Hawthorne – connects downtown to Juniper Park with new parkway/railroad crossing. Would receive highest level of public realm improvements.
- Connected Grids (1st, 2nd, 4th, etc). Emphasis on 2nd street as key north-south connector. Would receive second highest level of investment.
- Multimodal edges (3rd, Greenwood, Olney, etc). Focused on improving the edges from the curb back.

d. Check in with URAB: Is this on the right track? Do you have changes or refinements to suggest?



MEETING MINUTES

Conceptual framework are we on right track? Good. Bart Bowen said the connector to Hawthorne is huge opportunity. Huge plaza on top. Dale Van Valkenburg mentioned interplay, timing of streets.

Dale Van Valkenberg: Desire for 2nd Street to connect to Old Mill/Korpine one day, is there any feasibility?

Question asked of when do you make spine investments? Response: Can be done incrementally along with adjacent development. Or use something as a catalyst - civic use, art center, etc.

Steve Porter: are there studies that show a successful strategy? Catalytic urban renewal. Matt cautioned about going out too far in front of market. Lorelei: creates a gathering place and momentum and energy. Another way is to build underlying infrastructure that allows sites to develop. Initial investments would give you a lot of bang for buck.

Craig Davis: overpass is a catalytic. Get connected to downtown.

Tim Page feels that obstacles going north and south are greater than east to west. Is there a way for Hawthorne to be built like Y to connect you to Hawthorne and Hill.

Michelle Rhoads mentioned public-private partnerships and how they play out for initial launch. Put big rocks in first.

- e. *Straw poll check-in on refinements and changes. With that direction, the team will prepare a final document.*

Are we on right track (raise hands)? Majority of members raised their hands.

Any concerns? Adam Bledsoe asked how do we make huge investments and protect them so they continue to remain safe places so they don't turn into area of blights. Sharon Smith mentioned that the key is enough people in the area. Living there so people are always around – a critical mass of people.

Bart Bowen mentioned another connection near Division. Response: Underpass already exists. Enhancing existing is less expensive than new construction.

Project Types and Priorities – Lorelei Juntunen, ECONorthwest

This item is a first discussion of potential priorities for urban renewal investments. Please see the memorandum in the packet. Staff will present the results of the pre-meeting on-line feedback from URAB members. As noted below, URAB will also discuss Core Area transportation projects that should be considered in the Transportation System Plan update.

- f. *Presentation – Overview and summary of on-line feedback received*

This exercise is meant to gather feedback on project types since the study area is large and there is a limited amount of money that urban renewal can contribute towards.

URAB Initial prioritization summary (non-binding):

- Transportation 26%
- Business and infill development/redevelopment 17%
- Infrastructure/utilities 15%



MEETING MINUTES

- Affordable housing 13%
- Public buildings and attractors 11%
- Parks/open space 10%
- Signage wayfinding and public art 8%

g. URAB discussion – why members prioritized the way they did.

Sharon Smith: chicken and egg for her. Doesn't know what is in the category without knowing projects. Felt awkward.

Dale Van Valkenburg: Transportation is priority. We need to solve connectivity barriers but all have merits.

Elise Jones: Gave equal weight to public buildings, parks and open space, affordable housing.

Whitney Swander: Emphasis on affordable housing and attractor space.

Michelle Rhoades: General awareness of connections between affordable housing and transportation.

Tim Page: Transportation, safe walking/biking routes. Moving people through areas is critical. Affordable housing issues in Bend. Mix of housing types, costs and people.

There was a question about open space/parks since Bend Park and Recreation Agency (BPRD) is a separate agency, not city. Parks have been developed in areas where population exist. BPRD has identified a park project in their Comprehensive Plan for the Central Area which includes park development only, but not land acquisition. Likes idea of a gathering space. Allison mentioned City has open space requirements for large properties that are subject to master planning.

Public comments received prior to the meeting will be combined with results from open house.

Question asked if this is an even spread? Lorelei stated it is pretty even. Lowest cost is signage, wayfinding, and public art which tend to be lower cost projects. Transportation investments are the most expensive typically. This demonstrates that the board has interest in full range of projects. Obviously priorities may shift when particular projects with associated costs are presented.

Question if there are case studies on whether to bring residential/housing into urban renewal areas – case study? Response: Pearl District in Portland. Hillsborough. Lake Oswego.

h. Check in: does today's discussion change your priorities? If yes, a brief "priority update" exercise will be done.

(incorporated above)

i. Transportation Projects – Allison Platt and City staff

Staff will give a brief presentation, followed by URAB discussion and direction on Transportation to identify projects to serve the Core Area to be considered for the Transportation System Plan (TSP). Prioritization will come later in the process for both groups. Please see the memo in this packet, and link to the on-line Storymap.

Transportation System Plan (TSP) – Karen Swirsky



MEETING MINUTES

The TSP is an element of Comprehensive Plan. The City is in the process of updating the plan and is one year into the project. Right now staff are in the process of developing “the universe of projects”. Over the next several months, the City with advisory committees will figure out how to prioritize projects to match funding sources and strategies. The goal is to complete the plan by Summer of 2020.

ODOT US 97 Parkway Plan – Rick Williams

ODOT is updating the U97 Parkway Plan and conducted an Existing conditions report. Now looking at future projects running through two other filters: 1. Financial feasibility and 2. Impact on surrounding areas, bikes, etc. Next screening in mid-June. List of projects at that point but not prioritized. Form core area have a hand full of bike/pedestrian and roadway crossing projects identified. Most near the Parkway but also Revere area interchange and at potential modifications to the Hawthorn/Lafayette right-in/right outs. Concentrating on mobility and safety.

CET 2040 Transit Master Plan – Andrea Breault

CET is six months into developing a 2040 Transit Master Plan. Have existing conditions memo done. Focus has been on short term implementation for new state funding dollars which includes increased frequency along north south corridor along 3rd Street as well as east west along Greenwood and Newport. Also introducing transit service into NE and SE. Will next focus on Mid and long range planning – focusing on capacity needs of Central Oregon.

There is a Bend specific deep dive (6 month plan) happening at same time as regional. Short term operational solutions about Hawthorne are being considered as well as long range planning. The CET Plan is scheduled to be adopted by COIC Board in Spring of 2020.

Staff presented the Interactive Transportation Storymap which includes transportation improvements in the Core identified through the Transportation System Plan. In addition, staff presented a list of transportation improvements that could be considered for the Core Area that have not already been identified through the TSP, but could have significant benefit for the area. This included a list of intersection/crossing improvements that were identified in the Mixed Use Multimodal Area (MMA) Plan for the Bend Central District.

- Intersection/Crossing improvements:
 - 2nd and 4th on Revere, Olney, Greenwood, and Franklin
 - 3rd St. and Hawthorne
 - 3rd St. and Clay Ave
 - 6th and 8th Streets on Greenwood
- Greenwood undercrossing/corridor improvements.
- Jaycee Park overcrossing (part of LSN)

What is missing? Anything that should be taken off? These projects could be recommended to CTAC to be added to the 2040 Citywide Transportation System Plan project list that will be modelled and considered during the funding prioritization work that CTAC will do in the Summer.



MEETING MINUTES

Dale Van Valkenburg: 2nd Street to Korpine and the railroad Y and Colorado. Is it being looked at? Anything feasible? Allison called BNSF. Did not get positive feedback. However, relocating the BNSF switch yards to outside of town has been thought about as part of the transportation plan.

Low stress network (LSN) key routes identified including **Jaycee Park overcrossing**. Any thoughts? Sharon Smith: seems don't need since have others. Steve Porter: how much demand? Why on list? Identified as part of low stress network. Tim Page sees value. Dale Van Valkenburg said already mentioned as part of low stress network so why does it need to be specified individually. It is called out as an individual project due to likely high cost. Does not seem a catalyzing type of project. Straw poll: advancement recommends to put it on TSP list. Any harm leaving on list? No. Staff recommending leave on as part of LSN only.

Supportive 7. Not supportive 0 Abstained: 1

Rest of list: 12 supportive, none opposed, no abstainers.

Will move forward list with comments/concerns about Jaycee overcrossing to include in LSN but not call out as its own specific project.

Potential Core Area transportation needs do not rise to the level of needing to be identified on the TSP project list since they have other ways of being implemented. These include:

- 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

Preliminary Urban Renewal Boundary – Lorelei Juntunen

This item is a first discussion of a potential Urban Renewal District boundary. Please see memorandum in the packet.

j. Presentation and URAB discussion

Deciding on a boundary is the most fundamental decision. Urban Renewal dollars can't be spent outside of the boundary. Nexus between need between catalytic investment and redevelopment potential. Multi-step process.

Timeline:

- Today – Preliminary boundary recommendation
- June 15th – public input
- August 13 - URAB initial boundary decision
- August/September - financial analysis
- Minor revisions if needed.



MEETING MINUTES

The consultant team provided a brief summary of all the sub areas and the reasons to include or not include each sub-area into an Urban Renewal boundary:

Greater East –

Builds on downtown

Opportunity to increase development potential

Opportunity to create a place to live, work and play

Bend Central District -

More development potential

Opportunity to remove barriers and improve connections

Opportunity to catalyze private development

Connect to Downtown

Opportunity to create a place to live, work and play

Greenwood -

Opportunity to create more walkable area

Opportunity to remove barriers, improve north/south connections, Opportunity to create a place to live, work and play

Potential drawback is ODOT jurisdiction over US20

Greater Korpine -

Opportunity to catalyze private development

Potential revenue generator

Wilson -

Opportunity to preserve affordability

Large residential area – lack of high redevelopment potential

Division -

Opportunity to support affordability

Opportunity to increase commercial development

Existing industrial areas have little redevelopment potential and unlikely to benefit from UR projects



MEETING MINUTES

Project Team Recommendation:

Every subarea had something to contribute and something it needs.

Exceptions:

- Division - chunk of area largely industrial and separated by rail. Recommended to exclude.
- Include additional commercial parcels near Rite Aid.
- Wilson subarea largely residential – Recommendation to exclude residentially zoned parcels
 - b. *Listing of refinements to the boundary (if any)*
 - c. *Closure vote on preliminary boundary to use for the purpose of sharing with the community, and, preparation of initial technical analysis*

Whitney Swander had a question regarding Wilson subtraction. Needs to remain affordable. Wants protections from gentrification. School district redistricting. Lots of instability. Don't want to further destabilize. Matt mentioned two examples of potential programs that could support affordable housing: Rehabilitation or preservation program or partnering with existing groups. Bend has a robust network of affordable housing partners. Looking at nexus. Rehab or new housing.

Sonja Porter mentioned she was involved in an urban renewal program that had a residential component and residents sued because the area was named as blighted.

Tim Page: what would affordable housing investment look like? Response: Acquisition for land trust, rehab loans. Utilizing existing partners.

Sharon Smith thinks it doesn't fit into plan. We have other affordable housing partners who do this.

Straw poll to subtract Wilson: Support: 9, Opposed: 0, Abstained: 1 - Tim wants more information.

Division: Partial removal from boundary. No one had comments/concerns with removing the recommended portion from Division.

Addition: Albertson's Rite Aid. Adam Bledsoe mentioned majority is Wagner Mall and Ford dealership. 2 landowners control much of area. He has talked to developer, not likely to change. 75% controlled by 2 landowners. Response: life of Urban Renewal Area is 20-30 years so could change in that timeframe.

Support: All were supportive.

Suggested motion: Map as proposed moves forward as initial boundary for community feedback with staff flexibility to do minor refinements. Comes back for further discussion at next meeting. Provide staff with flexibility to do minor refinements. Right of way and tax exempt properties can be added in later, they will not impact financial analysis.

MOTION: Boundary recommended by project team (see above).

Craig Davis made motion. Elise Jones seconded. All in favor.



MEETING MINUTES

Public Comment – Chair Dale Van Valkenburg

Aaron Gifford – lives in Core Area. To make a cohesive area, people need a way to move through. Currently, streets don't go through. Advocated for helping to obtain land for Parks in the area.

Kathy Austin – ecstatic that there is consideration to amend zoning codes to make projects pencil. Encourage housing. Allow offsite parking. Municipal parking lot that could buy into. Maintain flexibility over time. Consider where Hawthorne and 2nd Street meet as a nexus. Housing is critical to revitalize areas.

Next steps/close

- d. Next event: Community Open House – June 15, 2019, 10 a.m. to Noon
Hosting a speaker the Thursday before.
- e. Next URAB meeting – August 13, 2019
- f. Adjourned at 2:51 pm

Agenda Item No. 4:
Community Engagement
and Feedback Summary



Core Area Project Community Engagement and Feedback Summary

PREPARED FOR: Urban Renewal Advisory Board
PREPARED BY: Allison Platt, City of Bend
Kyra Haggart, Angelo Planning Group
DATE: August 13, 2019

Executive Summary

The City has engaged approximately 2,000 community members through a variety of outreach strategies including direct mailers, online advertising, pop-up events, and in person and online Open houses. Below is a summary of what we've heard from the community to date regarding the Core Area Project (CAP).

- Transportation projects are the most requested types of projects in the area and the number one priority use of Urban Renewal funding.
- Of the Urban Renewal Advisory Board (URAB)'s Guiding Principles, the three most important to the community are:
 - Create a place where you can live, work and play.
 - This is a walkable area with a balanced transportation system.
 - This area removes barriers and connects the East and West sides of Bend.
- The Community would like Urban Renewal to support a balance of project types for the area including affordable housing, infrastructure, and placemaking investments such as business improvements, public spaces, and public art.
- There is a strong desire for transportation improvements in the Core area, particularly for projects that will enhance pedestrian and bicycle connectivity and safety, including undercrossing improvements, safe crossings, and sidewalk infill.
- There is overarching community support for the visions set forth for the six subareas through the Urban Design Framework.
- There is overarching community support for the proposed Urban Renewal Boundary, as recommended by URAB on May 14, 2019.
- There is strong community support for more housing options in the area.

Introduction

One of the primary objectives of the Core Area Project (CAP) is to create a common vision and implementation plan for the Core Area of the City (**Error! Reference source not found.**). Through this process, the City is working with property owners, area residents, and other stakeholders.

This report summarizes the outreach activities that have occurred to-date and provides a high-level analysis of the feedback received from nearly 500 community members through the following three venues:

1. Subarea Outreach Pop-Up Events
2. Community Open House #1
3. Online Open House #1

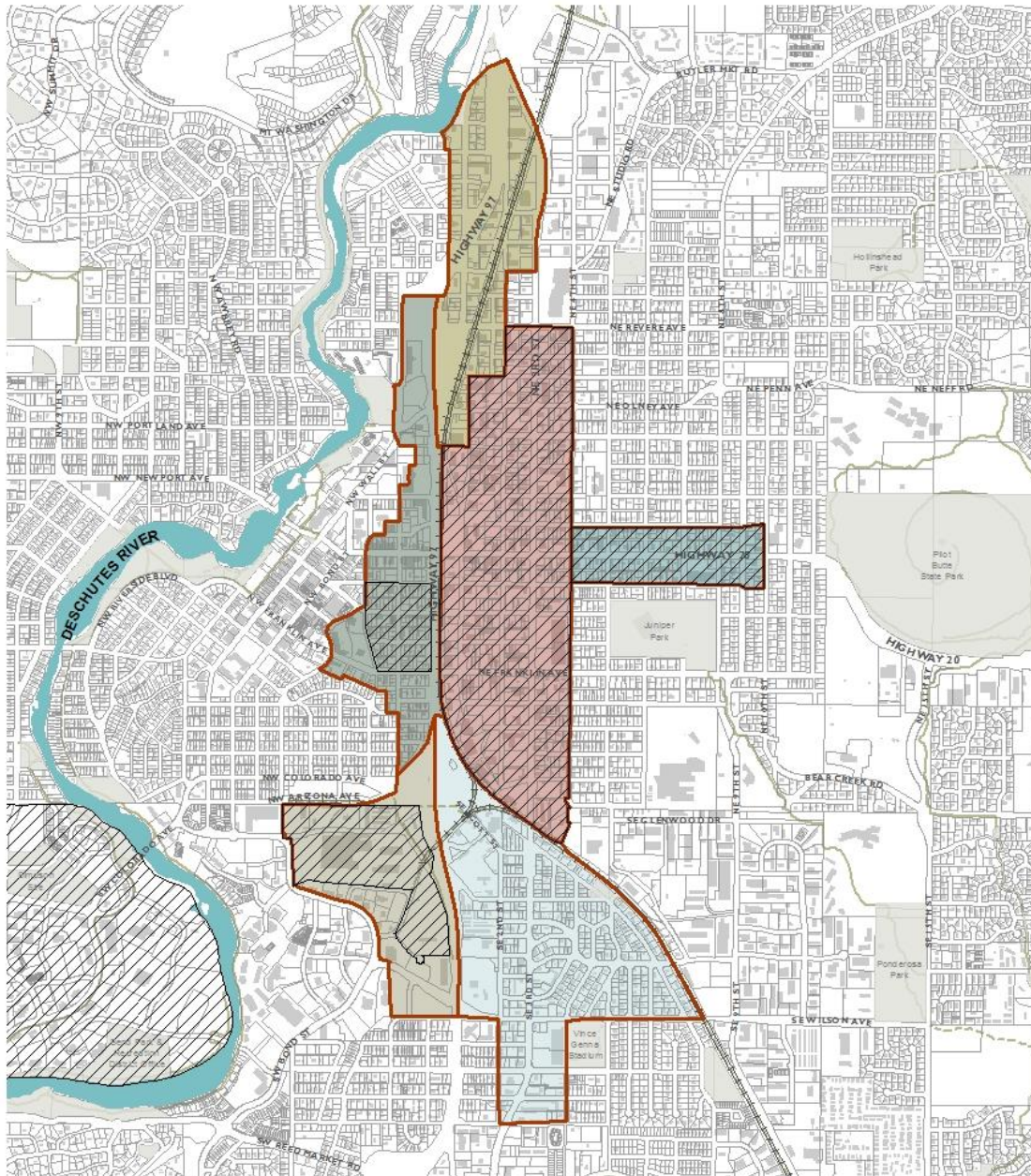
In addition to these various outreach events, basic project information and the project website details were sent by direct mail to approximately **1,500 addresses** including both property owners and residences within the project study area. Licensed businesses registered within the study area were also sent emails with project information.

Purpose of Outreach

The purposes of the various outreach events were to:

- Provide an introduction to the project and information about project activities and work conducted to-date.
- Raise the visibility and awareness of the project for the general public.
- Sign community members up on the Interested Parties email list to receive Core Area Project updates and recruit participation in the Community Open House.
- Provide an opportunity for feedback, both at the outreach events and afterwards during the online open house.

Figure 1. Core Area Project Boundary



BEND CORE AREA STUDY AREA



- Division Subarea
- Bend Central District Subarea
- Hwy 20/Greenwood Subarea
- Greater East Downtown Subarea
- Greater KorPine Subarea
- Wilson Subarea

- Core Area & Subarea Boundaries
- Opportunity Areas
- Building Footprints*
- Taxlots
- Parks

3/13/2019

*This information is not verified by the City of Bend

N

0 0.125 0.25 0.5 Miles

Subarea Outreach Pop-Up Events

Event Summary

Dates: May 4-23, 2019

Locations: 6

Attendance: More than 80 community members attended the pop-up events, 23 new people signed up for project updates, and staff received 42 project idea comments.

Format and Geographic Focus

The subarea outreach was conducted through “pop-up” events, which are a tabling-style informal event during which project staff set up a canopy, table, and a few displays at a public, often commercial location. The pop-ups were held during times when the location was typically busy with people (e.g. the Grocery Outlet during the after work rush). Several staff were present at each pop-up event to invite passers-by to learn about the project, attend the upcoming open house, and sign up for the Interested Parties email list.

The pop-ups were conducted over the course of approximately three weeks in May. They were scheduled to be close enough together so as to create a public “buzz” about them, but so that there were not more than two pop-up events in a given week. Six pop-ups were conducted in total, corresponding with each of the subareas. The venue, date and time for each subarea is listed in Table 1.

Table 1. Subarea Outreach Venues

Subarea	Venues	Dates
Bend Central District	Humm Kombucha, 1125 NE 2 nd Street	Thursday, May 23 from 4-6 p.m.
Korpine	Box Factory, 550 SW Industrial Way	Saturday, May 4 from 4-6 p.m.
Wilson	Grocery Outlet, 694-B SE 3 rd Street	Monday, May 6 from 4-6 p.m.
Greenwood	Backporch Coffee, 706 NE Greenwood Avenue	Thursday, May 16 from 8-10 p.m.
Division	Boneyard Brew Pub, 1955 NE Division Street	Thursday, May 9 from 4-6 p.m.
East Downtown	Webskis/Webcyclery (Old Stone Church, 157 NW Franklin Avenue	Monday, May 20 from 4-6 p.m.

Advertising and Outreach

The project team used the following techniques to notify community members about the pop-up events. All announcements were made available in English and Spanish.

- Media release sent to print, radio, and TV media
- Interested parties list email blast
- Social media (NextDoor, Facebook, Instagram, Twitter)
- Citywide activity calendar on the City of Bend website

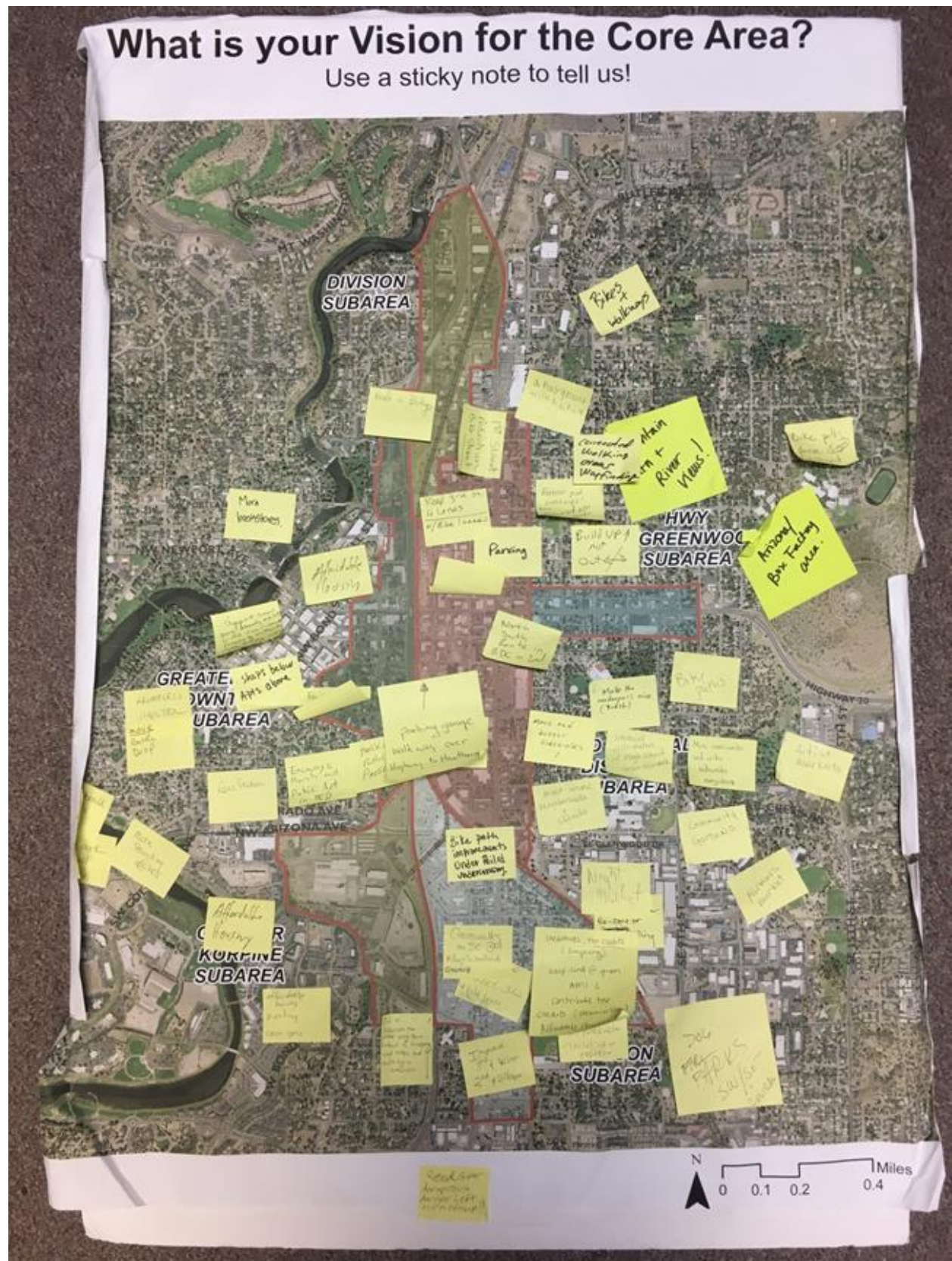
- Bend Current e-newsletter
- Neighborhood Association News e-newsletter

Summary of Feedback

At the pop-up events, staff had a map of the study area with sticky notes that community members could share comments to answer the question: “What is your vision for the Core Area?” After the six workshops, staff reviewed all 42 comments that were placed on the maps. The comments expressed the following desires for the Core Area:

- Transportation improvements
- More parks/open space
- Affordable housing
- Adequate parking
- Public spaces and development (mixed use or development similar to the Box Factory/Arizona Ave) that would encourage desirable businesses and amenities such as book stores, farmers markets, artist markets and public art/murals, etc.

The majority of the pop-up comments received were transportation based, 63% of those transportation comments were focused on pedestrian and bicycle improvement needs such as the need for more and better sidewalks, bike infrastructure, and better east-west walking/biking connections. Several of the comments focused specifically on the uncomfortable conditions, particularly for pedestrians and bicyclists, on both the Franklin Avenue and 3rd Street under crossings. Many transportation safety concerns were also mentioned in the SE 2nd and SE 3rd Street area of the Wilson subarea.



Community Open House #1

Event Summary

Date: Saturday, June 15, 2019

Time: 10:00 am – 12:00 pm

Location: Bend High School Commons, 230 NE 6th Street

Attendance: Approximately 36 community members attended the open house

Format of Outreach

Information about the following topics was presented on display boards, with staff available for discussion and to answer questions:

- Overview of the project scope, process, study area, and guiding principles
- Overview of what urban renewal is and examples of how it has been used locally in the past
- Summary of the Urban Design Framework
- Visions for each of the subareas in the Core Area
- Development feasibility analysis results
- Examples of the types of projects that urban renewal can pay for
- Update on current transportation projects and work happening in the Core Area
- Preliminary recommendation on the urban renewal boundary
- Kids Activity

The boards were organized into five stations:

1. Project Overview
2. Urban Design Framework
3. Development Feasibility
4. Project Types and Funding Priorities
5. Preliminary Boundary Recommendation

Open House Results and Discussion

Attendees of the open house were able to provide input on the project in several ways:

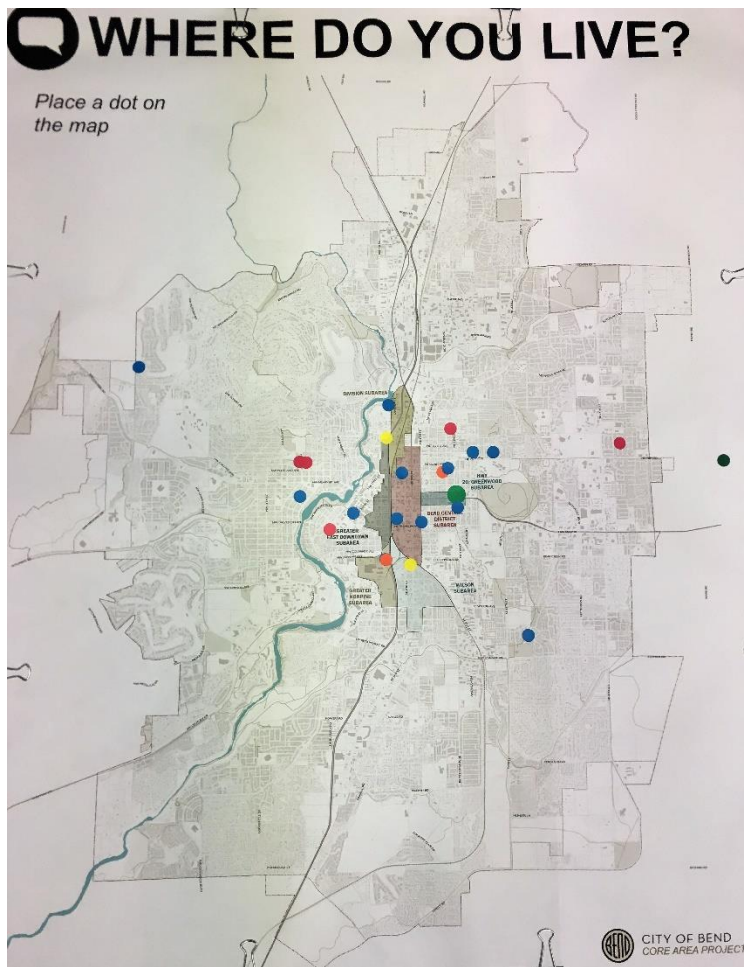
- Nine display boards included opportunities for attendees to provide topic-specific input by adding sticky dots or post-it notes.
- An interactive activity invited participants to distribute 20 beans (one bean represented \$5) into jars representing seven different types of projects that could be funded by urban renewal.
- Comment forms were available to gather input on anything that was not covered at the open house, and to offer feedback of the overall effectiveness of the open house.
- Staff were available at each display board station to have discussions with attendees, answer questions, and listen to input. In addition, a Spanish interpreter was available.

Engagement Boards

Where Do You Live?

A board at the entrance to the open house invited attendees to place a dot on a map of the City to indicate where they live. A total of 23 dots were placed on the map. The results are shown in Figure 2 below. Most of the participants identified their primary residence to be within or adjacent to the project study area with many participants coming from the Orchard District neighborhood.

Figure 2. Results of the "Where Do You Live?" Board



Guiding Principles

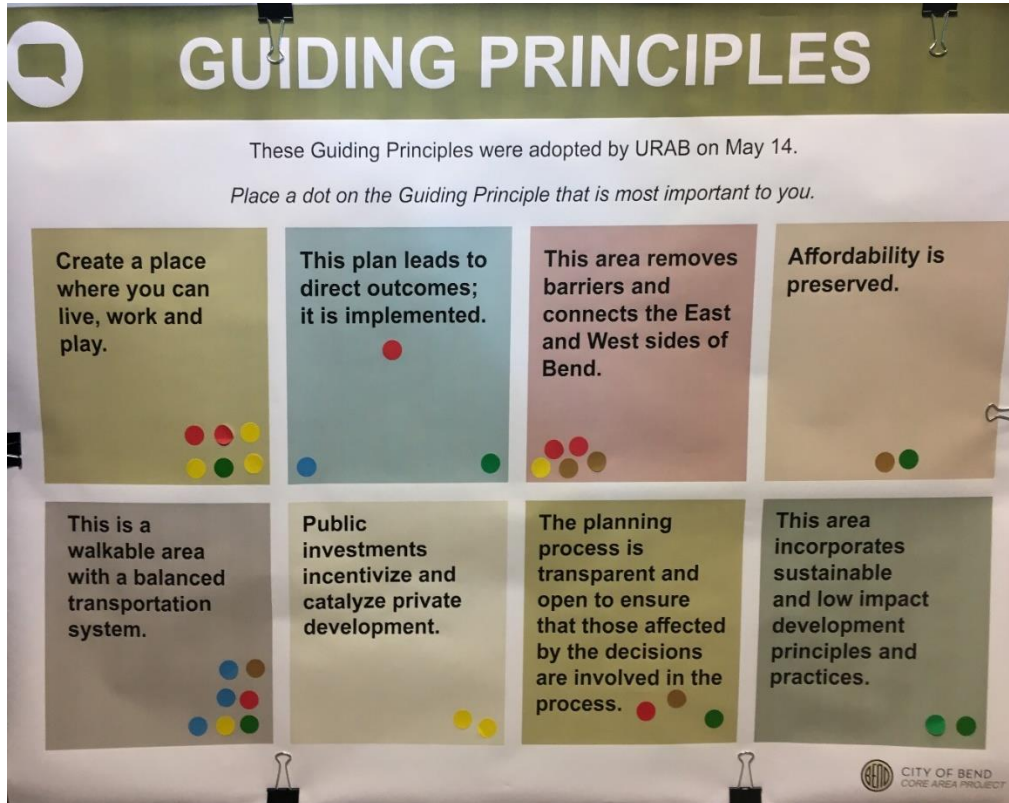
A board at the Project Overview station invited attendees to place a dot on the guiding principle that is most important to them. A total of 30 dots were placed on the board, and distributed as follows:

- This is a walkable area with a balanced transportation system. – 7 dots
- Create a place where you can live, work and play. – 6 dots
- This area removes barriers and connects the East and West sides of Bend. – 5 dots
- This plan leads to direct outcomes; it is implemented. – 3 dots
- The planning process is transparent and open to ensure that those affected by the decisions are involved in the process. – 3 dots
- Affordability is preserved. – 2 dots

- Public investments incentivize and catalyze private development. – 2 dots
- This area incorporates sustainable and low impact development principles and practices. – 2 dots

The results of the exercise are shown in Figure 3 below.

Figure 3. Results of the Guiding Principles Board

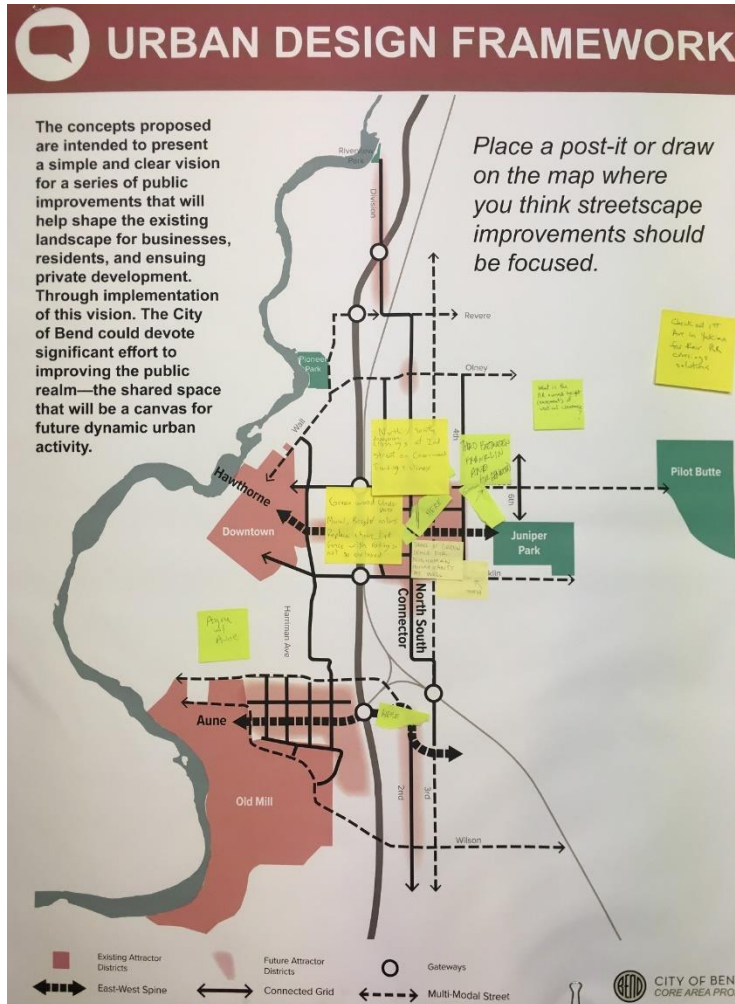


Urban Design Framework

A board at the Urban Design Framework station invited attendees to place a post-it or draw on the map of the core area where they think streetscape improvements should be focused. A total of 9 post-its were placed on the map. The results are shown in Figure 4 below. Comments included:

- Agree with Aune east/west spine
- Greenwood: mural, bright colors, replace chain link fence with railing, feels too enclosed
- North/south pedestrian crossings at 2nd and on Greenwood, Franklin, and Olney
- Focus streetscape improvements in Hawthorne Core
- Focus streetscape improvements on 3rd
- Focus streetscape improvements on 3rd between Franklin and Greenwood
- Check out 1st Street in Yakima for their railroad crossing solutions
- Think of green space for nonhuman inhabitants as well in the Core/Hawthorne area

Figure 4. Results of the Urban Design Framework Board



Subarea Visioning

A board at the Urban Design Framework station invited attendees to place a post-it on a map of the core area and its subdistricts, with the vision for each subarea listed, to respond to the following questions:

- Do you agree, disagree, or have a different vision for these subareas?
- What do you like about these areas now?
- What do you want to see in the future?

A total of 12 post-its were placed on the map. The results are shown in Figure 5 below. Comments included:

Division (2 comments)

- Agree (2)

Bend Central District (5 comments)

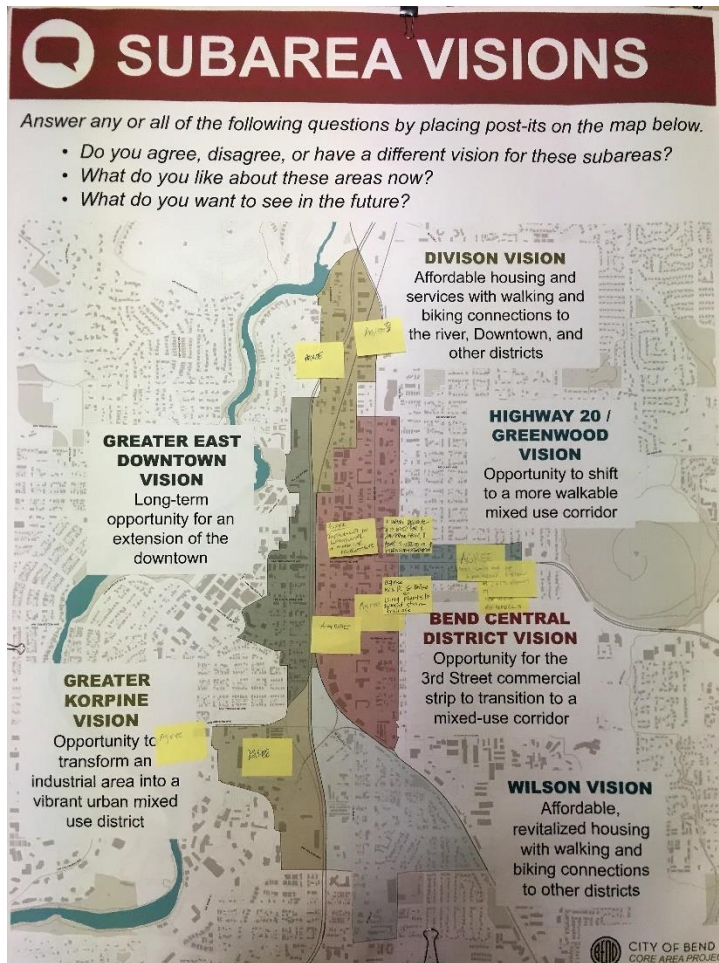
- If Urban Renewal funding is used for a Hawthorne Spine, funding is needed to improve Hawthorne Station
- Improvements in infrastructure + mixed-use development
- Walk, bike and use plants to amend storm drainage

Inner Highway 20/Greenwood (3 comments)

- Agree, more walk and bike access
- Agree, slow cars down
- Agree, additional height for remodels

No comments were received regarding the Wilson or East Downtown subareas.

Figure 5. Results of the Subarea Visions Board



Planning for the Future

A board at the Development Feasibility station invited attendees to place a post-it on a map of the core area to respond to the following questions:

- Do you have plans to do something different with your property?
- If so, what do you want to be able to do?

Specific comments the team heard included:

- Eliminate parking maximums

Project Types Activity

A board at the Project Types and Funding Priorities station invited attendees to distribute 20 beans (one bean represented \$5) into jars representing seven different types of projects that could be funded by urban renewal in order to gauge community priorities.

A total of 28 community members participated in the activity. The results are listed below, in order of most to least beans:

- Transportation: 158 (28%)
- Affordable Housing: 101 (18%)
- Utilities & Infrastructure: 88 (16%)
- Business Infill & Redevelopment/ Redevelopment Assistance: 66 (12%)
- Public Buildings & Attractors: 60 (11%)
- Signage, Wayfinding, & Public Art: 45 (8%)
- Parks & Open Space: 41 (7%)

What Projects Do You Want to See?

A board at the Project Types and Funding Priorities station invited attendees to place a post-it or draw on the map of the core area projects that they think are important. A total of 12 post-its were placed on the map. Comments included:

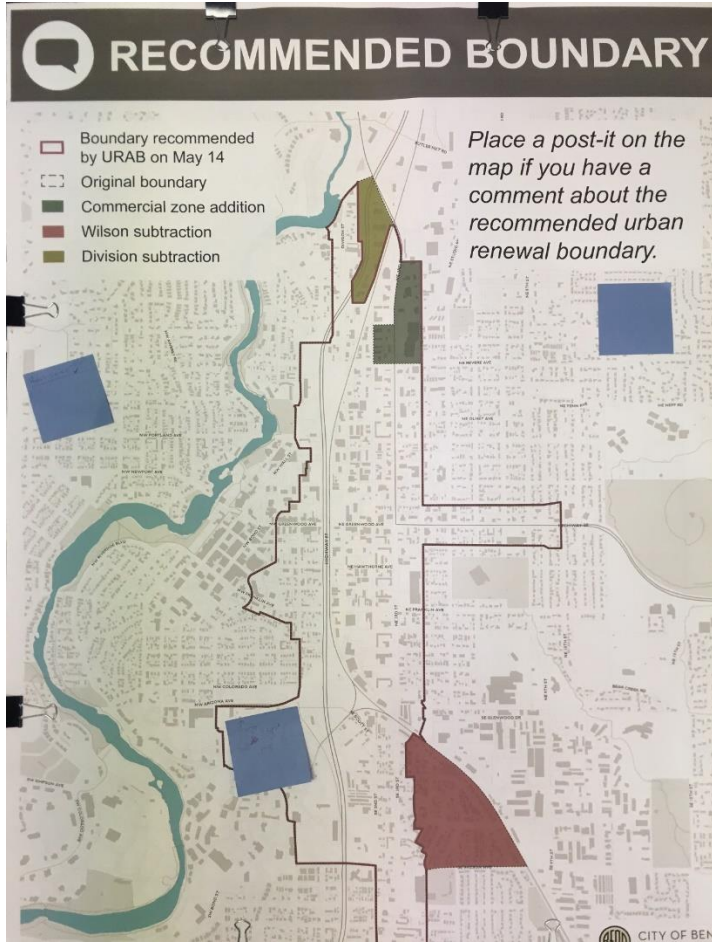
- Traffic connection between US 97 and Bond Street through the KorPine site
- Traffic connection between US 97 and 3rd Street between Scott Street and Miller Avenue
- Crosswalk at 3rd Street on Underwood Avenue
- Pedestrian railroad overpass bridge on Underwood Avenue
- Community garden/sunny patch near the Deschutes River south of Underwood Avenue
- Pedestrian easement on Underwood Avenue to the river
- Greenway path/trail on Underwood Avenue to connect west/east
- Another downtown with a civic center at KorPine
- Bike connection path from Juniper Park to downtown
- East-west multimodal connections on Hawthorne across US 97
- Focus on school kids walking to school or riding bikes
- Traffic calming and landscaping along 3rd and US 97
- Project underpass on Greenwood
- Traffic calming and landscaping along Greenwood
- North/south bike corridor to Crux area
- Aune extension

Recommended Boundary

A board at the Preliminary Boundary Recommendation station invited attendees to place a post-it on the map of the recommended core area boundary if they have any comments. A total of three post-its were placed on the map. The results are shown in Figure 6 below. Comments included:

- Looks good!- Four (4) attendees agreed with recommended boundary
- Include “spike strip” into boundary (referring to the former railroad right of way parcel just south of Arizona Avenue and north of the the KorPine site)

Figure 6. Results of the Recommended Boundary Board



Kid's Activity

A kid's corner was set up to encourage younger attendees to engage with the project. There were several kids present at the Open House that used markers and crayons to decorate their vision of the Aune Street underpass. Drawings included a "Historic Bend" gateway sign, star shaped lighting, an owl mural, a waterfall, bike path, and safe areas to host activities such as a lemonade stand.



KIDS ACTIVITY



Use markers or crayons to decorate the Aune Underpass with your vision!



Online Open House #1

Dates Available: June 15 - July 13, 2019
Participants: Approximately 373 community members participated in the online open house

Purpose of Outreach

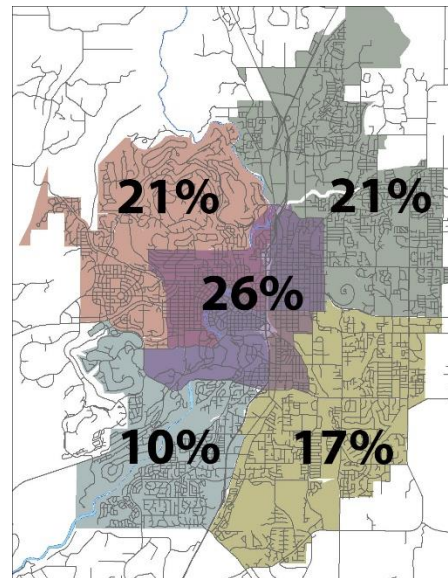
The online open house and survey was conducted as a parallel effort to the in-person open house held on June 15, 2019 and was available online for 4 weeks. The online event was intended to provide an alternative method for engaging community members who were unable to attend the in-person event, and to gather feedback from the broader community. The purpose and content of the online open house mirrored that of the in-person open house.

Participant Demographics

Participants were asked to share their age and where they live to help inform the project team about participant demographics. In total, 373 participants completed the online survey.

Where in Bend do you live generally?

- Bend’s Core- 26%
- NW Bend- 21%
- NE Bend- 21%
- SE Bend- 17%
- SW Bend- 10%
- Other- 5%

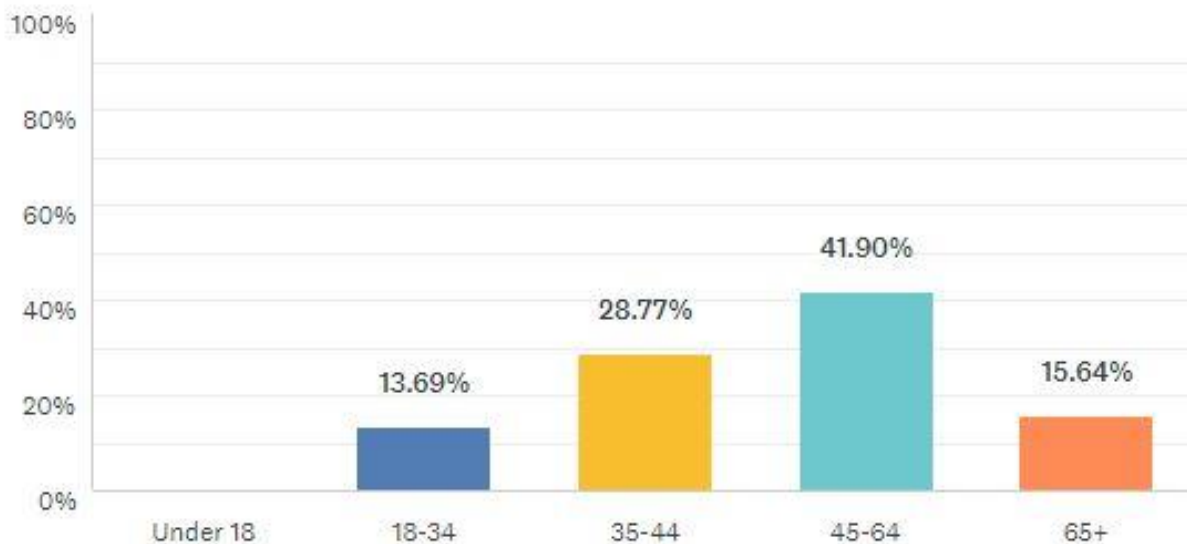


There was a fairly even geographic spread between participants across the City, with the majority of respondents (26%) from the Core area of the city.

In addition, 5% of respondents reported living in other areas including Tumalo, Deschutes River Woods, just outside of City limits, and Redmond.

What is your age?

The majority of survey respondents (41.9%) were between the ages of 45 and 64 years. The second highest group of respondents were between the ages of 35 and 44 years. There were no respondents under the age of 18 years.



Do you own or plan to own property within the study area?

Approximately 28% of respondents own or plan to own property within the study area. However, the majority of respondents (71%) do not currently own or plan to own property within the study area.

Online Open House Results and Comments

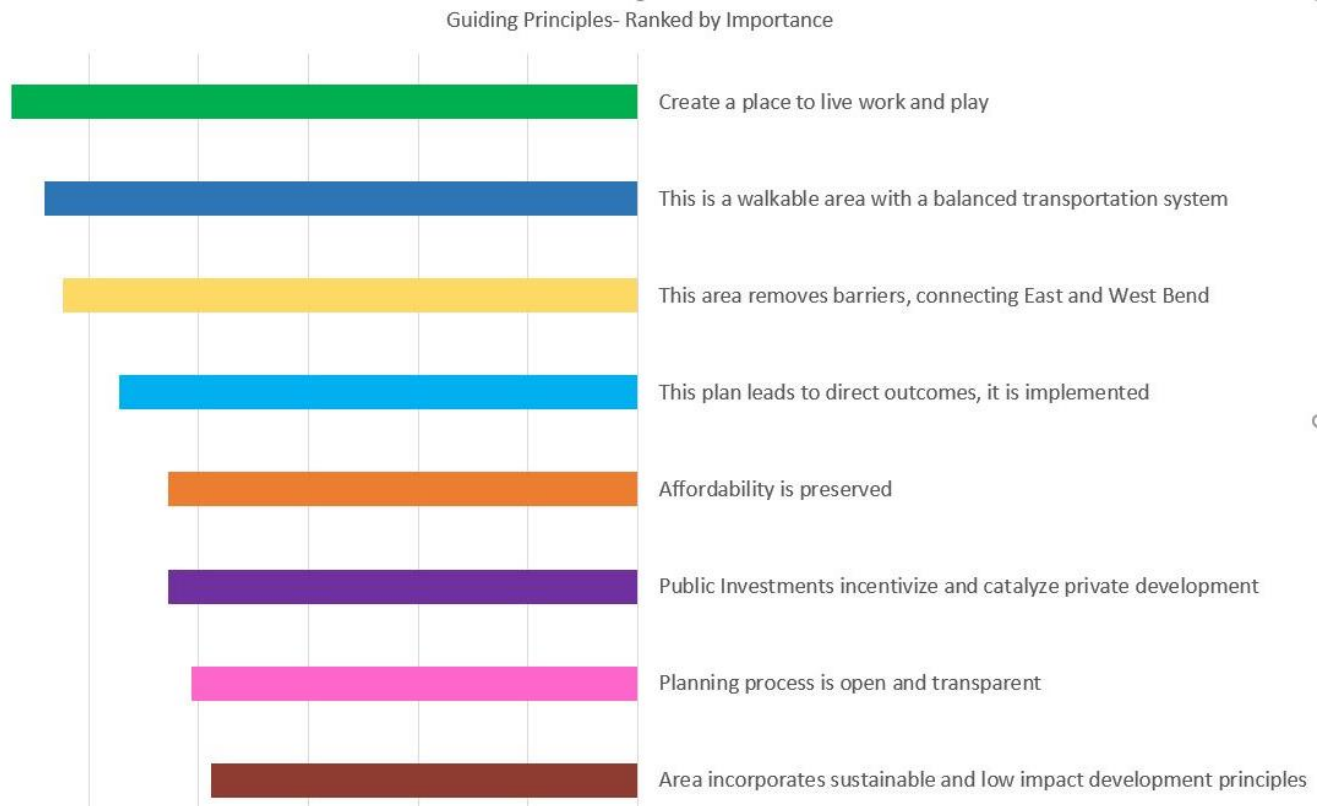
Guiding Principles

The Urban Renewal Advisory Board (URAB) adopted a set of Guiding Principles at their May 14, 2019 meeting. Survey respondents were asked to rank the importance of each guiding principle on a scale of 1 to 8. The Top 3 Guiding Principles identified by online respondents, matched the results of the in person open house:

- **Create a place to live, work and play**, 77 respondents identified as most important.

- **This is a walkable area with a balanced transportation system**, 41 respondents identified as most important.
- **This area removes barriers and connects the East and West sides of Bend**, 62 respondents identified as most important.

The graphic below demonstrates the prioritization of the eight Guiding Principles using a weighted average of respondent's feedback.



How would you spend Urban Renewal funding?

Community members were asked how they would prioritize spending \$100 of Urban Renewal funding amongst seven project categories. After averaging the results, it was found that online respondents identified transportation as the highest priority and would split Urban Renewal funding in the following way:

- Transportation, 23%
- Utilities & Related Infrastructure, 17%
- Affordable Housing, 15%
- Parks and Open Space, 15%
- Business Infill & Redevelopment Assistance, 12%
- Public Buildings & Attractors, 10%
- Signage, Wayfinding, and Public Art, 8%

When combining these results with in person feedback and previous public comment responses, it was found that the community supported a distribution of Urban Renewal funding as shown in Figure 7.

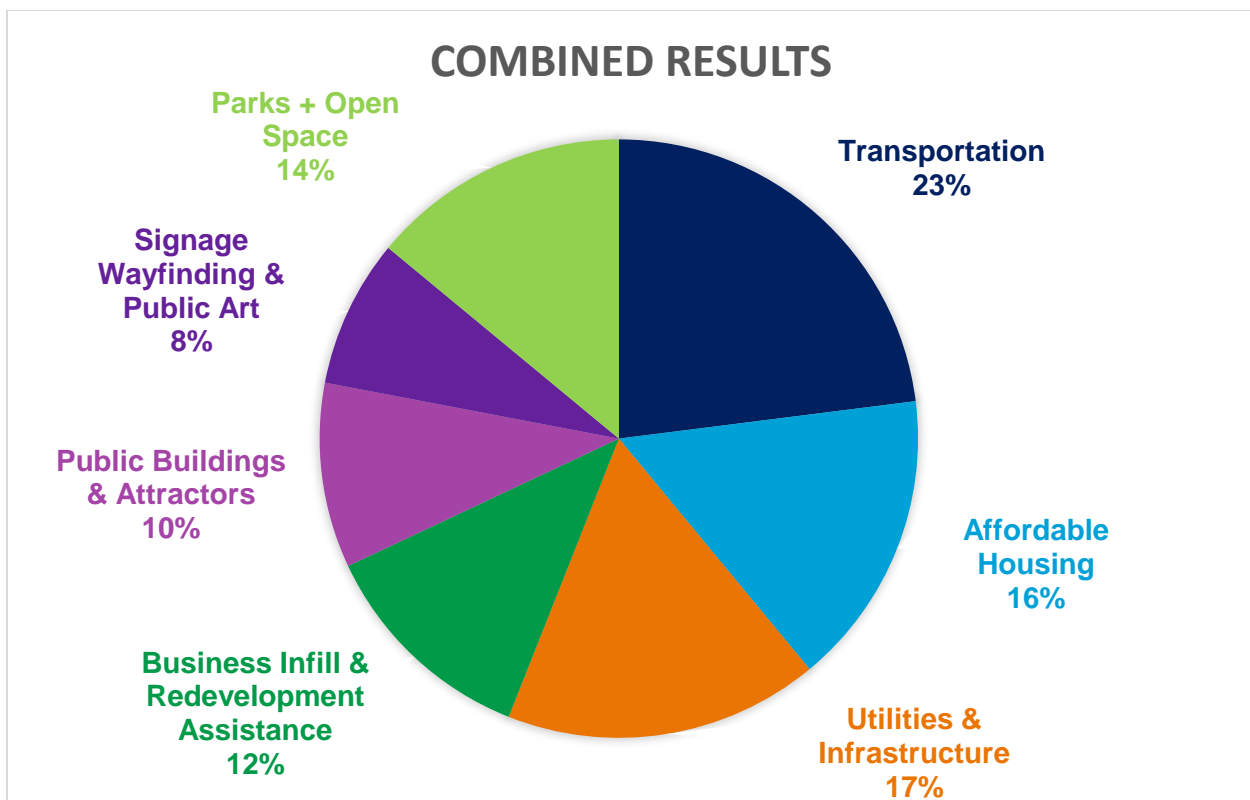


Figure 7. Combined Community Results for Urban Renewal Funding Distribution

Project Ideas

Community members were asked to share specific project ideas for the Core Areas of Bend. The majority of the 239 project idea comments received were transportation related- with a strong desire for a balanced transportation system that considered the needs of vehicles, bicyclists, pedestrians, and transit riders. The majority of transportation comments were supportive of improvements to enhance safety, walkability and bikeability of the area; **49% of all project idea comments mentioned support for improved bicycle and pedestrian facilities in the area.**

Project ideas were placed into categories to help understand overarching themes within project idea comment. These categories include:

- **Transportation (80% of all online comments):** Included project ideas that supported transportation improvements such as safety, bicycle and pedestrian facilities, over/underpasses, transit, as well as concerns related to traffic and congestion.
 - **Bicycle & Pedestrian:** 49% of all comments identified project ideas that were supportive of enhanced bicycle and pedestrian facilities in the area.
 - **Balanced Transportation:** 22% of all comments mentioned support for projects that would result in a balanced transportation system that balanced the need of all users.
 - **Over/Underpasses:** 20% of all comments mentioned project ideas specific to enhancing existing or building new overpasses or underpasses to cross the parkway and railroad.
 - **Transit:** 6% of comments were supportive of enhanced transit in the area.

- **Congestion/Traffic:** 3% of comments mentioned specific concerns with traffic and congestion in the area and a desire for wider roadways, turning lanes, or more traffic lanes.
- **Placemaking (32% of all online comments):** Includes project ideas such as streetscape improvements, public/civic spaces, parks/green space, public art, and other placemaking improvements.
 - **Public/Civic spaces:** 12% of all comments included project ideas that were supportive of public or civic spaces in the area such as a public plaza/square for a farmers market, government buildings, and music/art venues for indoor and outdoor entertainment.
 - **Parks/Green Space:** 10% of all comments mentioned a desire for parks and green space in the area such as a central park, open space, and pocket parks.
- **Mixed-use development and business improvement (38% of all online comments):** Includes comments supportive of mixed-use development providing a variety of housing and employment opportunities in the district.
 - **Housing:** 24% of comments mentioned a desire for more housing opportunities in the area.
 - **Mixed-use:** 10% of comments specified a desire for mixed-use development in the area.
 - **Business Assistance:** 8% of comments mentioned project ideas that would provide business support, creation and expansion opportunities such as development of increased office space, façade improvement programs, and live/work opportunities.
- **Affordable Housing (18% of all online comments):** Includes comments with a specific desire for affordable housing options within the area, including workforce housing options.
- **Parking (11% of all online comments):** Includes project ideas and needs specific to support parking needs in the area such as the creation of a parking district, construction of a parking garage, ensuring parking for access to businesses and more.
- **Sustainability (2% of all online comments):** Includes project ideas supporting sustainability practices in the area such as energy efficiency, solar, and storm water practices.

Where to prioritize streetscape improvements?

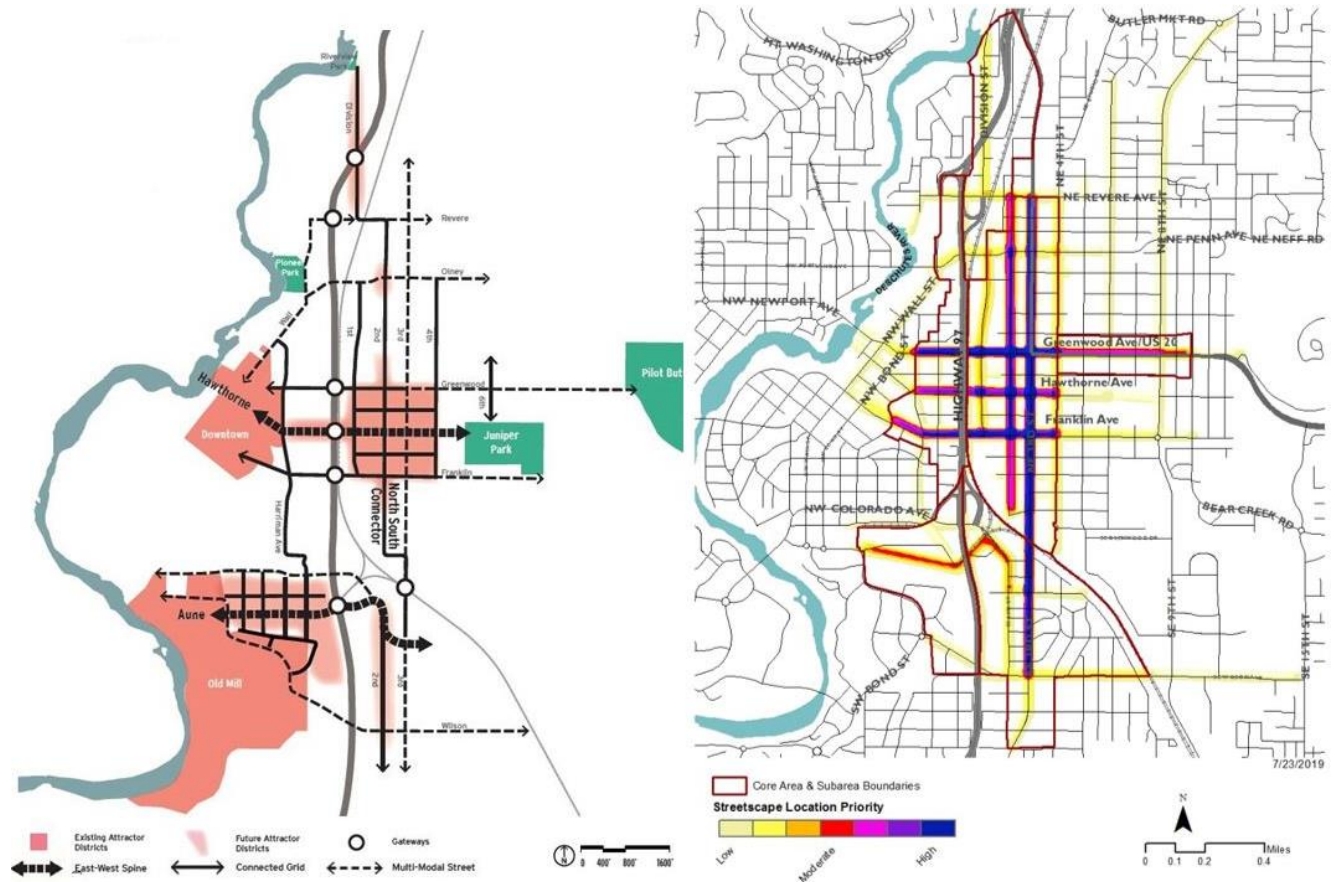
Community members, after reading information about the proposed Urban Design Framework for the area, were then asked where they would focus or prioritize streetscape improvements such as street lighting, wider sidewalks, and street trees within the study area.

A heat map was created from survey responses which is depicted in Figure 8 and included in Appendix A. Areas that show up as yellow on the map represent areas where a small number of respondents identified streetscape improvement needs, areas in orange to red color represent areas where a moderate number of respondents identified a desire for streetscape improvements; areas depicted with a purple and blue color are areas that had the highest number of respondents identify streetscape improvement needs.

The heat map demonstrates a general consensus and support for the Urban Design Framework. Many members of the community agreed with an emphasis on both the Hawthorne and Aune corridors for east-west connectivity as well the need for a north south connection such as 2nd Street and 3rd Street. One thing that was highlighted in the community's comments was

an emphasis on the Greenwood, Franklin and 3rd Street corridors, particularly undercrossing improvement needs and a desire for safe crossings of 3rd Street.

Figure 8. Heat Map of Survey Responses to Streetscape Improvement Question



Subarea Visions

Overall, the majority of respondents were supportive of the visions set forth for the subareas in the Urban Design Framework and Comprehensive Plan. Comments received specific to each subarea can provide further context as URAB makes future policy decisions about the Urban Renewal boundary and project prioritization.

Division subarea: Affordable housing and services with walking and biking connections to the river, Downtown, and other districts

- 124 respondents **agreed** with the proposed vision for the Division subarea
- 4 respondents **disagreed or had concerns** with the proposed Division subarea vision
 - Desire for more emphasis on auto-oriented transportation options in this area
 - Concern that “affordable” housing and services should not be isolated to this area and that it should be mixed-income
 - Concern that this area could not be affordable due to high property values

Overarching themes that emerged from comments:

- Desire for more businesses and housing in the area.
- Desire for placemaking to enhance safety and clean up the area.
- Desire for increased parking options.
- Desire for enhanced and safer transportation access to the area by all modes.

“I would like to see the Division subarea to become more welcoming. Right now it looks a little run down. With the exception of people specifically going to Boneyard, it seems to be mostly a cut through for people. A mix of updated housing and businesses with more inviting streetscape and perhaps a lower speed limit would make this area feel more like a neighborhood.”

Wilson subarea: Affordable, revitalized housing with walking and biking connections to other districts

- 121 respondents **agreed** with the proposed vision for the Wilson subarea.
- 4 respondents **disagreed or had concerns** with the proposed vision for Wilson.
 - Desire to focus investment in the Bend Central District.
 - Desire to create mixed income areas and not isolate affordable housing to one area of the City.
 - Recognition that “affordable” and “revitalized” could be conflicting goals.

Overarching themes that emerged from comments about the Wilson subarea included:

- Lack of connectivity of the Wilson area to nearby destinations (such as Old Mill) and need for better access for all users to/from the area.
- Recognition of the likelihood that investment or enhancements to this area could price existing renters out of the area.
- Support for missing middle housing and multifamily housing as well as improving opportunities for home ownership.
- Desire to add live/work opportunities.

Greater East Downtown subarea: Long-term opportunity for an extension of Downtown

- 114 respondents **agreed** with the Comprehensive Plan’s vision for the East Downtown subarea.
- 6 respondents **disagreed or had concerns** with the East Downtown vision.
 - Desire to enhance/focus investments into the existing downtown or to the east side of the parkway
 - Desire to preserve quieter and charming character of this district

Overarching themes that emerged through comments:

- Strong desire to enhance connectivity to this area from the east side (especially on Greenwood Avenue)
- Recognition/desire to connect and integrate the area into the existing downtown.
- Concern that parking solutions will need to be identified for this area.

Bend Central District subarea: Opportunity for the 3rd Street commercial strip to transition to a mixed-use corridor

- 116 respondents **agreed** with the Comprehensive Plan’s vision for the Bend Central District.

- 4 respondents **disagreed or had concerns** with the vision.
 - Concern that 3rd Street will likely continue to function as a high traffic roadway that supports auto-oriented users.

Overarching themes that emerged through comments:

- Desire to not only focus on the 3rd Street corridor
- Support for safety improvements and housing/mixed-use development of the area.
- Desire for enhanced connectivity, access, and safe multi-modal options to and within the district.
- Desire to create a place where you can live, work, and play.

Inner Highway 20/Greenwood subarea: Opportunity to shift to a more walkable mixed-use corridor

- 116 respondents **agreed** with the Inner Highway 20/Greenwood vision.
- 4 respondents **disagreed or had concerns** with the vision.
 - Concern that snow deters people from walking and automobiles should continue to dominate access needs in the area.
 - Recognition that Greenwood is a state highway and will need to continue to carry high speed traffic and that increasing pedestrian and bicycle activity on this corridor could cause conflicts.

Overarching themes that emerged through comments:

- Recognition that US20/Greenwood is a state highway and crucial east-west arterial that will need to continue to provide capacity for vehicular traffic.
- Desire to provide multi-modal options and safety improvements to enhance connectivity to and through this area.
- Desire to integrate and connect this area to adjacent neighborhoods, downtown, and Juniper Park.
- Desire for additional destinations (businesses, neighborhood services) and better access to those destinations especially from adjacent neighborhoods

Inner Highway 20/Greenwood
"I like the variety of retail, but the presence of speeding traffic on the Highway 20 corridor prevents me from stopping on occasion."

Greater KorPine subarea: Opportunity to transform an industrial area into a vibrant mixed use district

- 98 respondents **agreed** with the Comprehensive Plan vision for the area.
- 2 respondents **disagreed or had concerns** with the vision for the area.
 - Desire to allow industrial businesses that do not pose environmental hazards to mix with residential uses (live/work).

Overarching themes that emerged through comments:

- Desire to integrate and connect this area to destinations such as the Old Mill, Downtown and future Bend Central District.
- Desire to re-open Industrial Way/Aune Street as a through road.
- Desire for green, open space and public gathering areas.

- Desire to maintain mountain views.
- Desire for this area to maintain a Bend character as it develops with housing and local, creative businesses.

Development Plans

Respondents who indicated that they owned or planned to own property within the study area were asked to share development plans they may have. Approximately 67 respondents identified that they owned property within the study area.

Of the applicable comments received, the majority of respondents that owned property indicated a desire to keep the existing residential nature of their home in the area. Some respondents noted specific desires to enhance access to nearby destinations with a desire for sidewalks and landscaping. About 15 respondents noted an interest in developing an additional dwelling unit (ADU) on their existing property.

Approximately 21 respondents noted an interest in developing mixed-use projects in the area. Most comments that were supportive of developing in the area noted a desire to develop mixed-use buildings including restaurants, office, retail and housing, including cottage housing, multifamily, live/work units, and affordable housing. Two comments specifically noted a desire for less stringent parking requirements. Other comments included desire to allow music/concerts in the area, enhancing business facades, as well as ensuring financial feasibility of their development ideas.

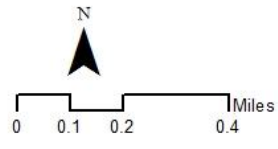
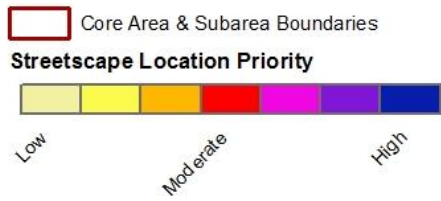
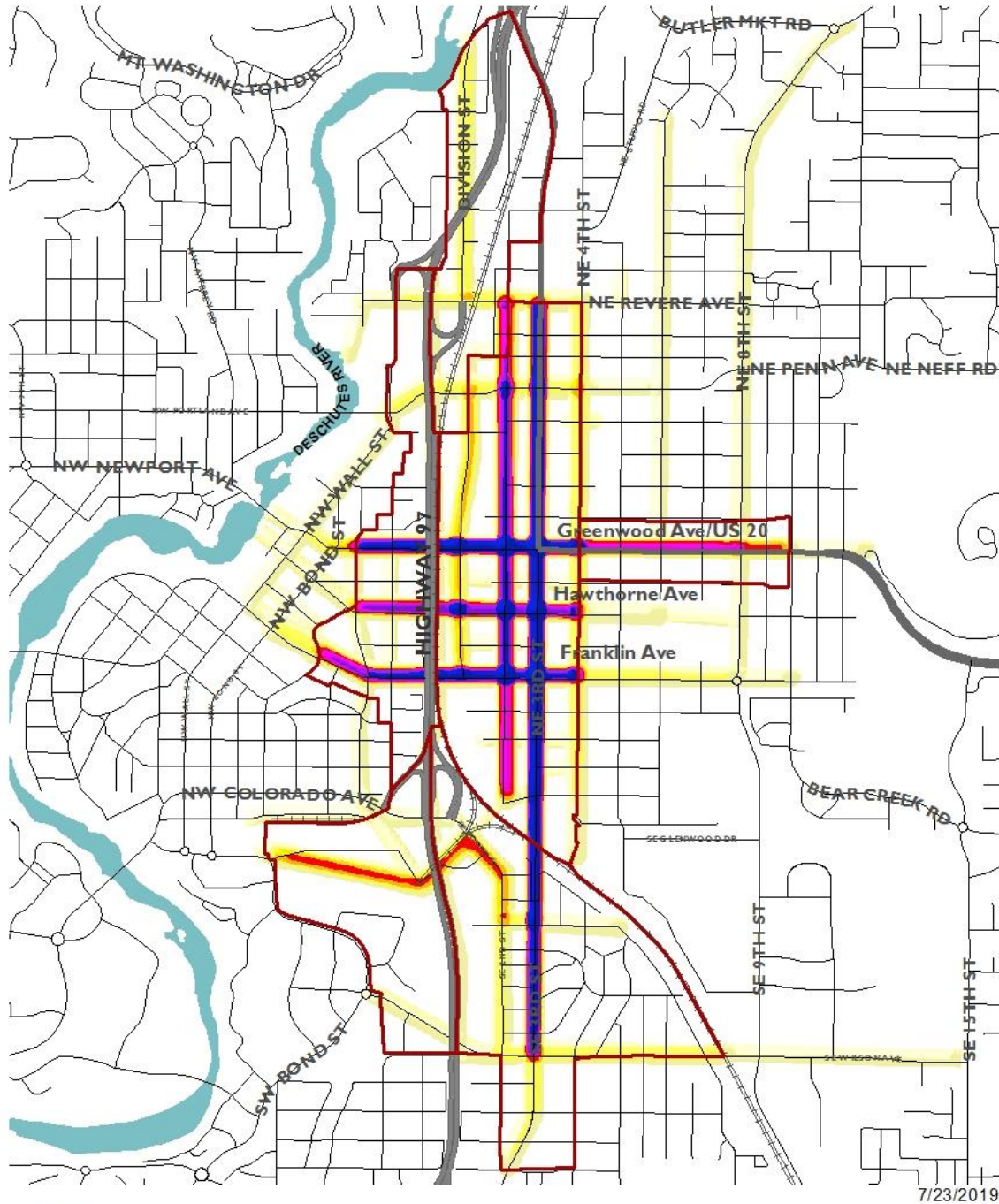
Urban Renewal Boundary

About 47% of survey respondents had comments on the boundary. Of those comments, **the majority (61%) agreed with the boundary** recommended by URAB at their May 14, 2019 meeting.

A small percentage (9%) advocated for a bigger boundary while 7% advocated for a smaller, more focused boundary. Those advocating for a bigger boundary suggested expanding the boundary east to Pilot Butte along US20/Greenwood, expanding the Divison subarea to the Deschutes River Trail along Revere Avenue, and incorporating the former railroad right of way parcel near Arizona Avenue. Those advocating for a more focused boundary indicated a clear desire to focus primarily on the Bend Central District subarea. There was some concern about the need to include the KorPine subarea due to its existing desirability and market potential. Some respondents (3%) indicated a desire to stick with the original boundary and 8% advocated to keep the Wilson subarea in specifically.

Reasons noted for keeping the Wilson subarea in included a sense that the area felt blighted and could benefit from improvements. Alternatively, there were several community members that voiced support specifically for removing the Wilson subarea in their support for the recommended boundary.

Appendix A: Streetscape Priority Heat Map



7/23/2019

Agenda Item No. 5:
Urban Renewal
Boundary Analysis



Urban Renewal Boundary Analysis

PREPARED FOR: Urban Renewal Advisory Board
 COPY TO: Project Team
 PREPARED BY: Lorelei Juntunen and Becky Hewitt, ECONorthwest; Matt Stuart, City of Bend
 DATE: August 6, 2019

Introduction

At the last meeting (May 14, 2019), Bend's Urban Renewal Advisory Board (URAB) discussed a preliminary boundary for the potential new Urban Renewal Area (URA) in Bend's Core Area (Figure 1). The Project Team shared the preliminary boundary at a community open house on June 15th. This memorandum summarizes the public input to date on the preliminary boundary and describes the Project Team's recommended refinements to create a proposed Draft Urban Renewal Boundary for URAB consideration.

Public Feedback on Preliminary Boundary

About 47% of survey respondents had comments on the preliminary boundary. Of those comments, the majority (61%) agreed with the boundary recommended by URAB at their May 14, 2019 meeting.

A small percentage (9%) advocated for a bigger boundary while 7% advocated for a smaller, more focused boundary. Those advocating for a bigger boundary suggested expanding the boundary all the way to Pilot Butte along US 20/Greenwood, expanding the Division sub-area to the Deschutes River Trail via Revere Avenue, and incorporating the former railroad right of way parcel near Arizona Avenue. Those advocating for more focused boundaries indicated a clear desire to focus primarily on the Bend Central District region. There was some concern about the need to include the KorPine sub-area due to its existing desirability and market potential. Several respondents (3%) indicated a desire to stick with the original boundary and 8% advocated to keep the Wilson sub-area in specifically.

Based on community feedback, the project team recommends remaining with the boundary recommended by URAB on May 14, 2019 with the below proposed refinements.

Proposed Refinements to the Boundary

The Project Team has identified a number of suggested refinements to the boundary. The proposed Draft Boundary is shown on Figure 2, with zoom-ins identifying specific refinements on Figures 3 through 5. The rationales for each of the refinements are summarized below.

Proposed Additions

- **Right-of-way (multiple locations).** Because transportation improvements are likely to be an important part of the project list and projects must be physically within the boundary in order to receive urban renewal funding, the Project Team recommends including additional right-of-way around the exterior of the preliminary boundary. Other adjustments to include

additional right-of-way may be made later in the process without impact to the financial analysis, as right-of-way is tax-exempt.

- **A.1 (Figure 3)—IBEX facility parcel:** The initial recommended boundary split the current IBEX facility parcel in two, removing the building portion of the site from the area. The parcel currently has split zoning, with both MR (Mixed Riverfront) and ME (Mixed Employment) on portions of the parcel. Both of these zones allow for a mix of uses and a higher intensity of development than is currently present on the site. Split tax lots also create challenges for urban renewal administration. The Project Team recommends including the full parcel in the Draft Boundary.
- **A.2 (Figure 3)—Rail right-of-way along NW Arizona Avenue:** The preliminary boundary did not include the former rail road right-of-way located along NW Arizona Avenue, but was noted during public feedback as a potential site for redevelopment. The area also may be needed to provide a connection to the KorPine Opportunity Area from NW Arizona Avenue. The Project Team recommends including this rail right-of-way in the Draft Boundary.
- **B.2 (Figure 4)—County Administration facility complex:** The preliminary boundary did not include the entire County Administration facility complex. The facility complex currently includes a large asphalt parking area which has the potential to be redeveloped and provide infrastructure and services for the area (e.g.: parking, social services). As members of this board and the public have expressed a desire for urban renewal to participate in such services to better serve the area overall, the Project Team recommends including the entire County Administration facility within the Draft Boundary. (The property is tax-exempt and will not have an impact on the maximum indebtedness calculation.)
- **C.1 (Figure 5)—NE 4th Avenue commercial/industrial property:** The preliminary boundary was based on the zoning boundary in this area. As with A.1 (referenced above), this area has a split zoning between IL (Light Industrial) and CL (Commercial Limited). Only a portion (1 parcel, ~0.78 acres) of the use/user was included in the preliminary boundary. The use/user also occupies the adjacent 4 parcels and ~3.09 acres, which is currently being used as a utility provider's storage yard and maintenance facility but may be a potential redevelopment site/opportunity that could benefit and contribute to future urban renewal projects. The Project Team recommends including the full site in the Draft Boundary.

Proposed Subtractions

The properties included in the boundary should have a clear connection to the projects in the plan and should focus on the properties that are “blighted.” Including fully developed properties that do not have blight conditions and do not have a clear connection to the projects in the plan may open the URA up to criticism.¹ The project team recommends removing a number of developed properties that do not have a clear connection to the improvements envisioned in the urban design framework, as described below.

- **B.1 (Figure 4)—NW Franklin Avenue at NW Lava Road:** The preliminary boundary included an area between NW Franklin Avenue & NW Oregon Avenue, and NW Lava Road & NW Harriman Street. However, this area was previously identified specifically in the Central Bend Urban Renewal Program (Downtown) as an area for “Prime New or Redevelopment Potential” and has been fully developed per the existing CG (Commercial General) zoning standards since; including a hotel and office buildings. Redevelopment is unlikely within the assumed timeframe of the proposed Urban Renewal Plan. The Project Team recommends removing this area from the Draft Boundary.

¹ Association of Oregon Redevelopment Agencies, “Best Practices for Urban Renewal Agencies in Oregon,” January 2014, page 34.

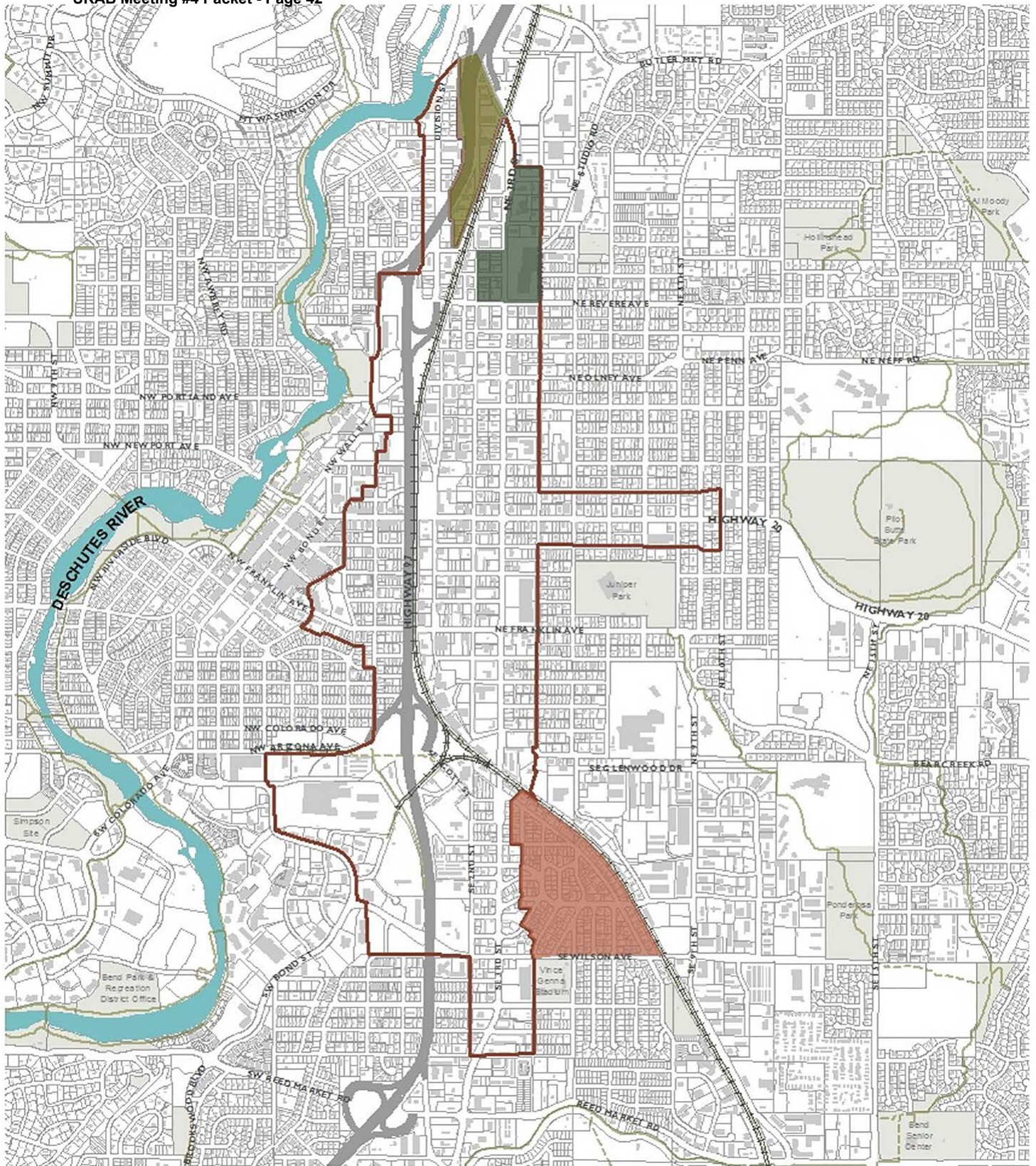
- **B.3 (Figure 4)—Areas zoned for single family residential development:** The preliminary boundary included parcels zoned for single family residential use near Greenwood Avenue. Urban renewal investments are meant to spur urban redevelopment, but areas that are developed with and zoned for single family or low-density residential development are less likely to redevelop to urban density or generate substantial increases in taxable value. In addition, because urban renewal is intended to spur change and redevelopment, being included in an urban renewal area may cause concern for current residents. The project team recommends removing existing single family residential zoned properties fronting along NE Kearney Avenue between NE 5th Street and NE 10th Street; and south of Hwy 20 along NE 8th Street, NE 9th Street, and NE 10th Street from the Draft Boundary.

The Project Team's recommended Draft Urban Renewal Boundary based on these proposed refinements is shown in Figure 6.

Action Requested and Next Steps

The Project Team requests that the URAB discuss the proposed refinements, adjust them if needed, and approve a Draft Urban Renewal Boundary to advance to the next steps of the process.

URAB's recommended Draft Boundary will be used to calculate funding capacity and determine which projects are eligible for urban renewal funding. While minor adjustments to pick up right-of-way or additional tax-exempt parcels can be made later in the process, major adjustments or the addition/subtraction of taxable property will require additional analysis and may have schedule and budget implications for the project.

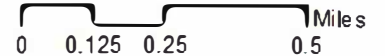


**BEND CORE AREA
BOUNDARY
RECOMMENDATION**

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



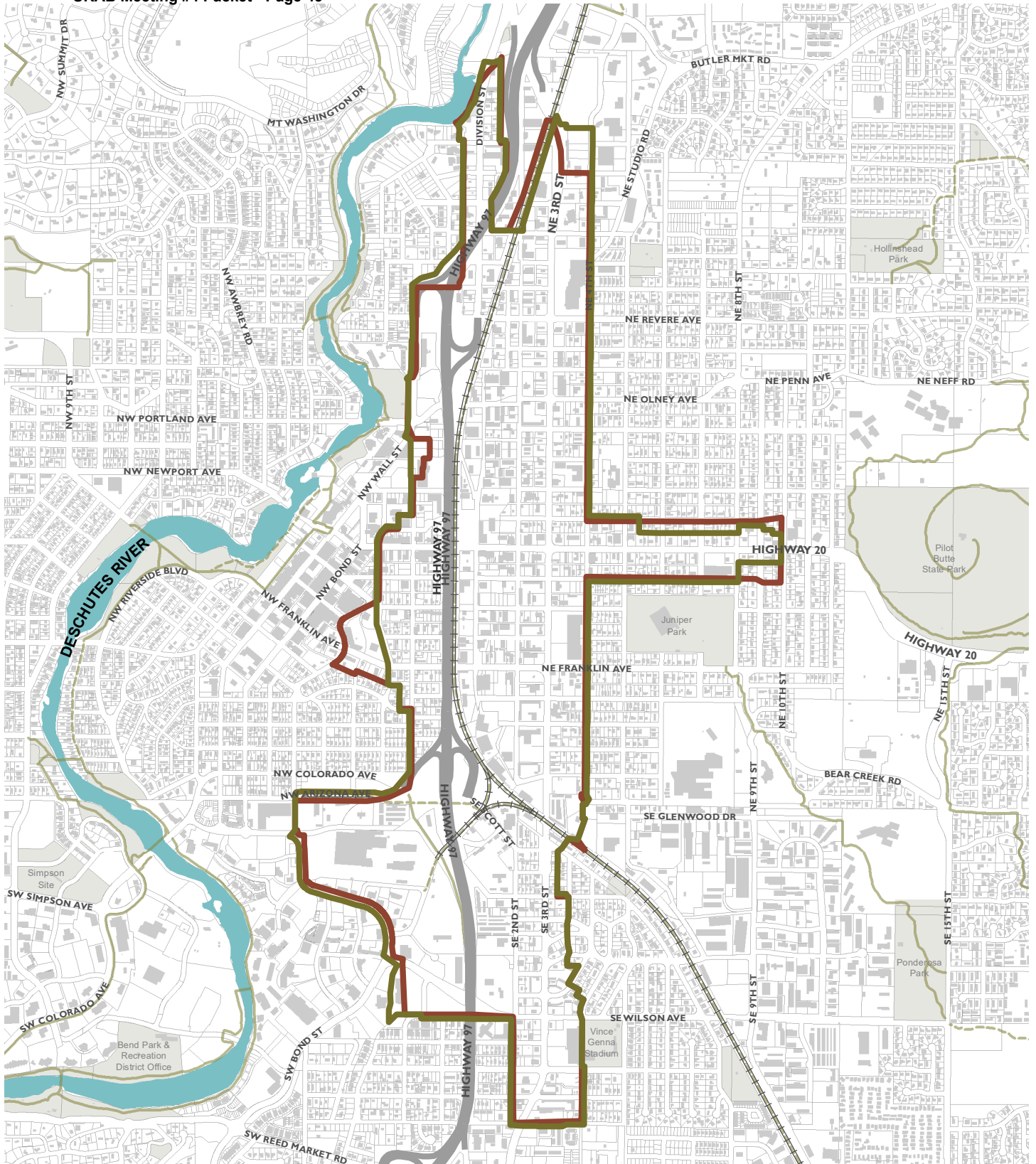
* This data has not been verified by the City of Bend



5/1/2019



FIGURE 1



BEND CORE AREA - FIGURE 2
 URAB BOUNDARY
 ADJUSTMENT RECOMMENDATION

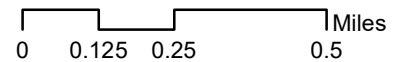
- UR Boundary Adjustment
- UR Initial Boundary - 5/14/19

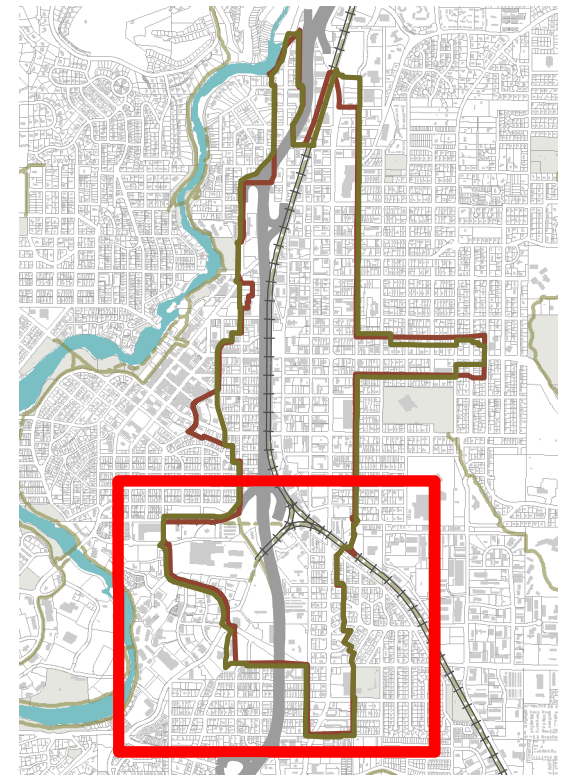
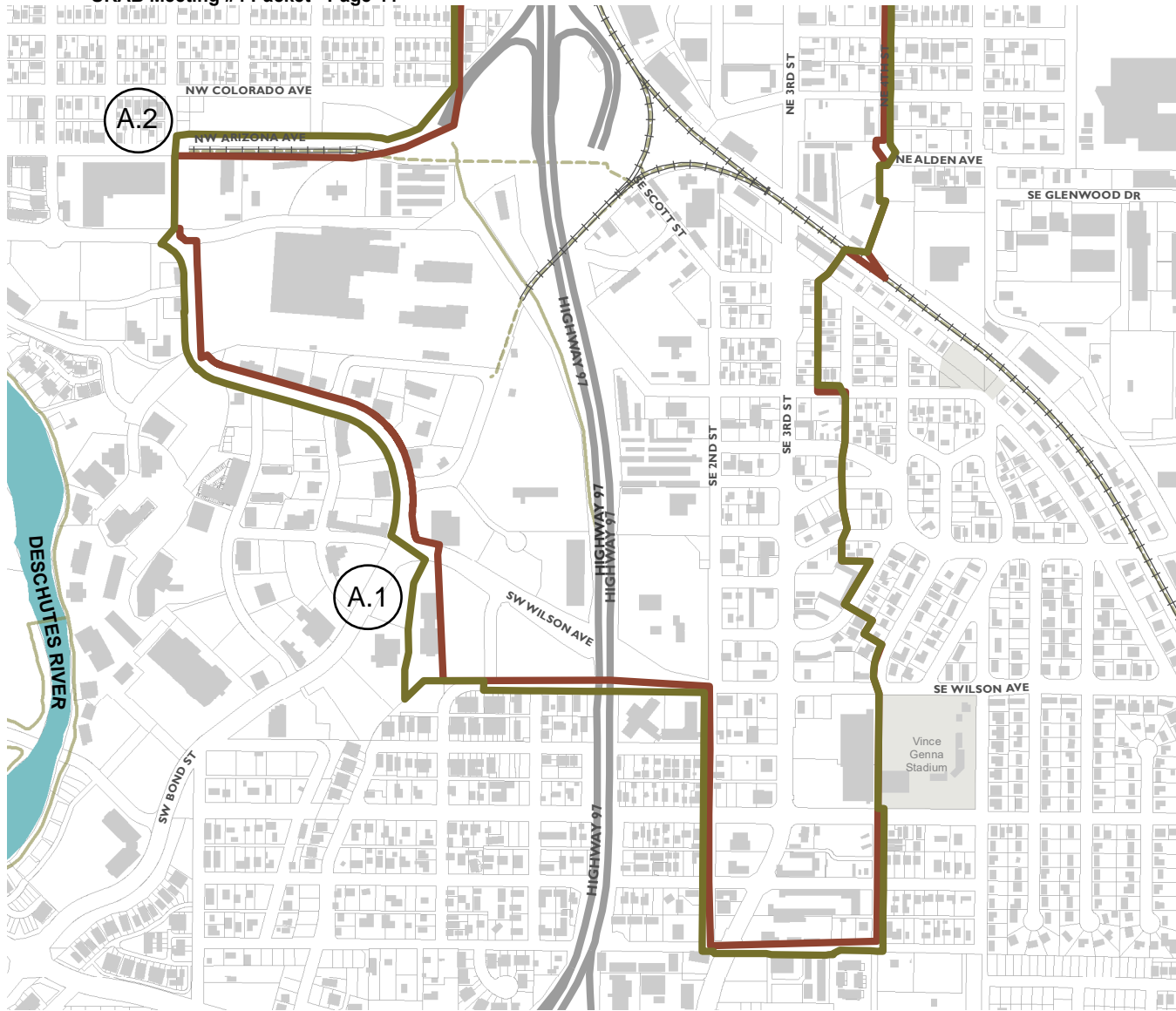
- Taxlots
- Parks
- Building Footprints*

7/24/2019








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





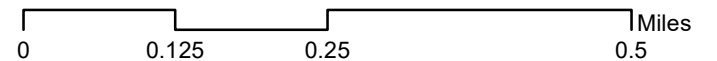
BEND CORE AREA - FIGURE 3
 URAB BOUNDARY ADJUSTMENT
 RECOMMENDATION - AREA A

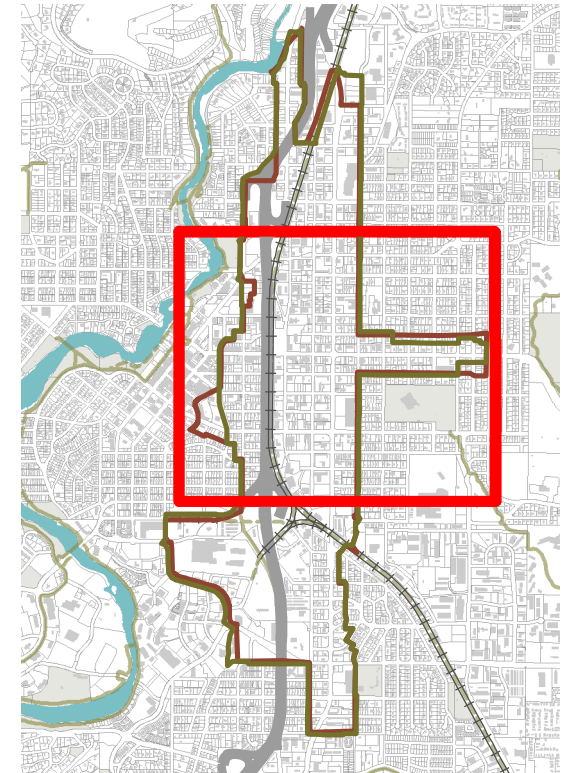
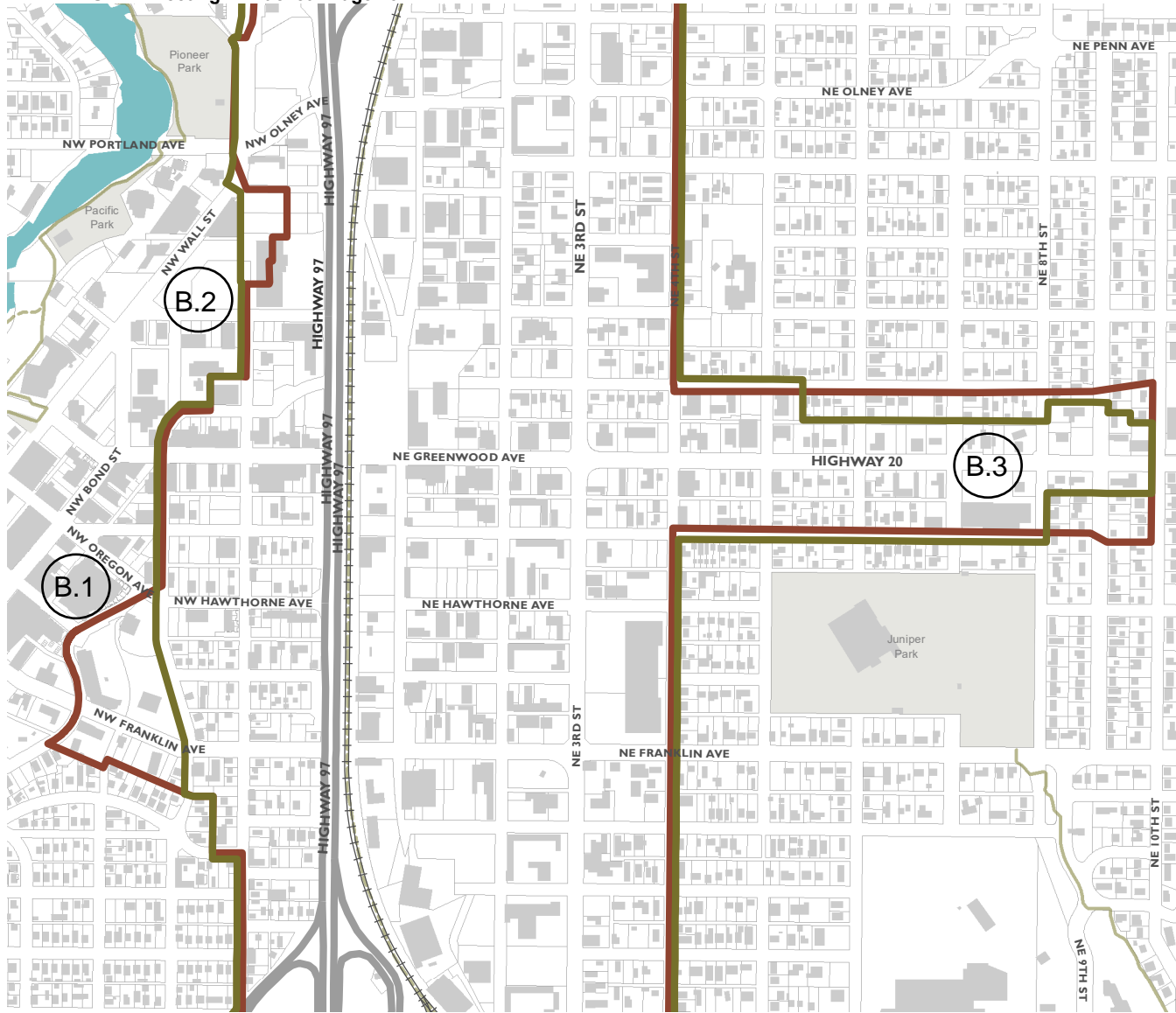
-  UR Boundary Adjustment
-  UR Initial Boundary - 5/14/19
-  Taxlots
-  Parks
-  Building Footprints*

7/24/2019



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





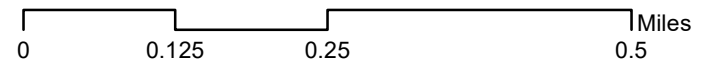
BEND CORE AREA - FIGURE 4
 URAB BOUNDARY ADJUSTMENT
 RECOMMENDATION - AREA B

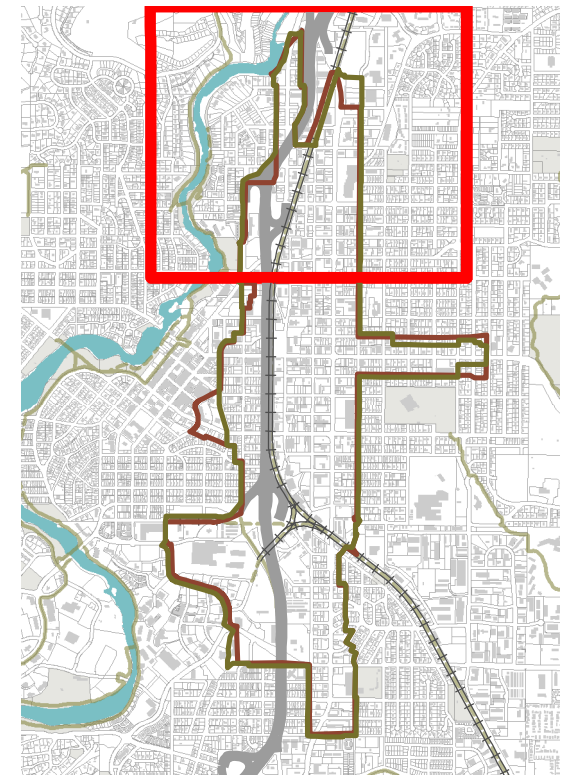
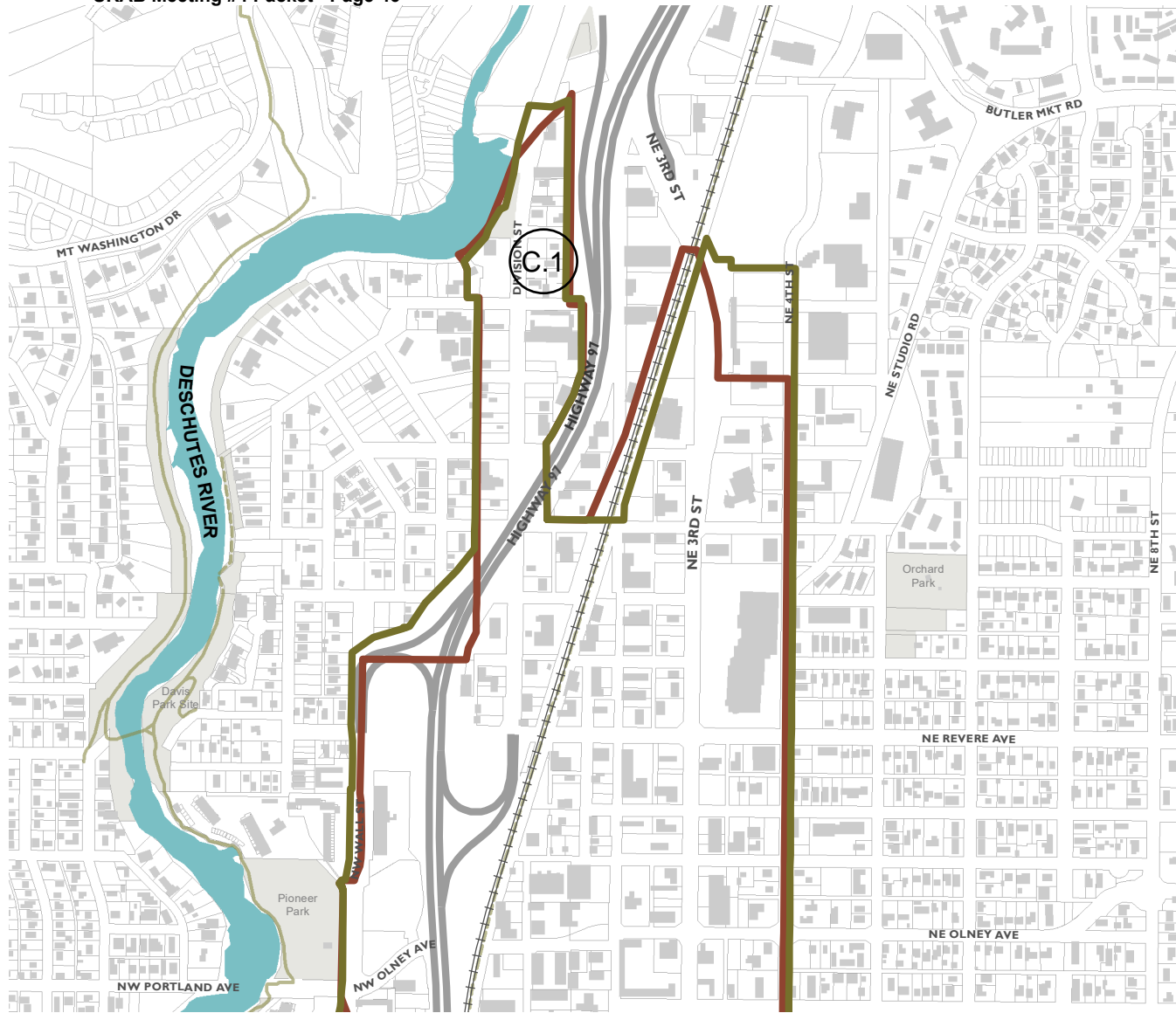
- UR Boundary Adjustment
- UR Initial Boundary - 5/14/19
- Taxlots
- Parks
- Building Footprints*

7/24/2019








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





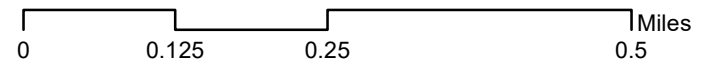
BEND CORE AREA - FIGURE 5
 URAB BOUNDARY ADJUSTMENT
 RECOMMENDATION - AREA C

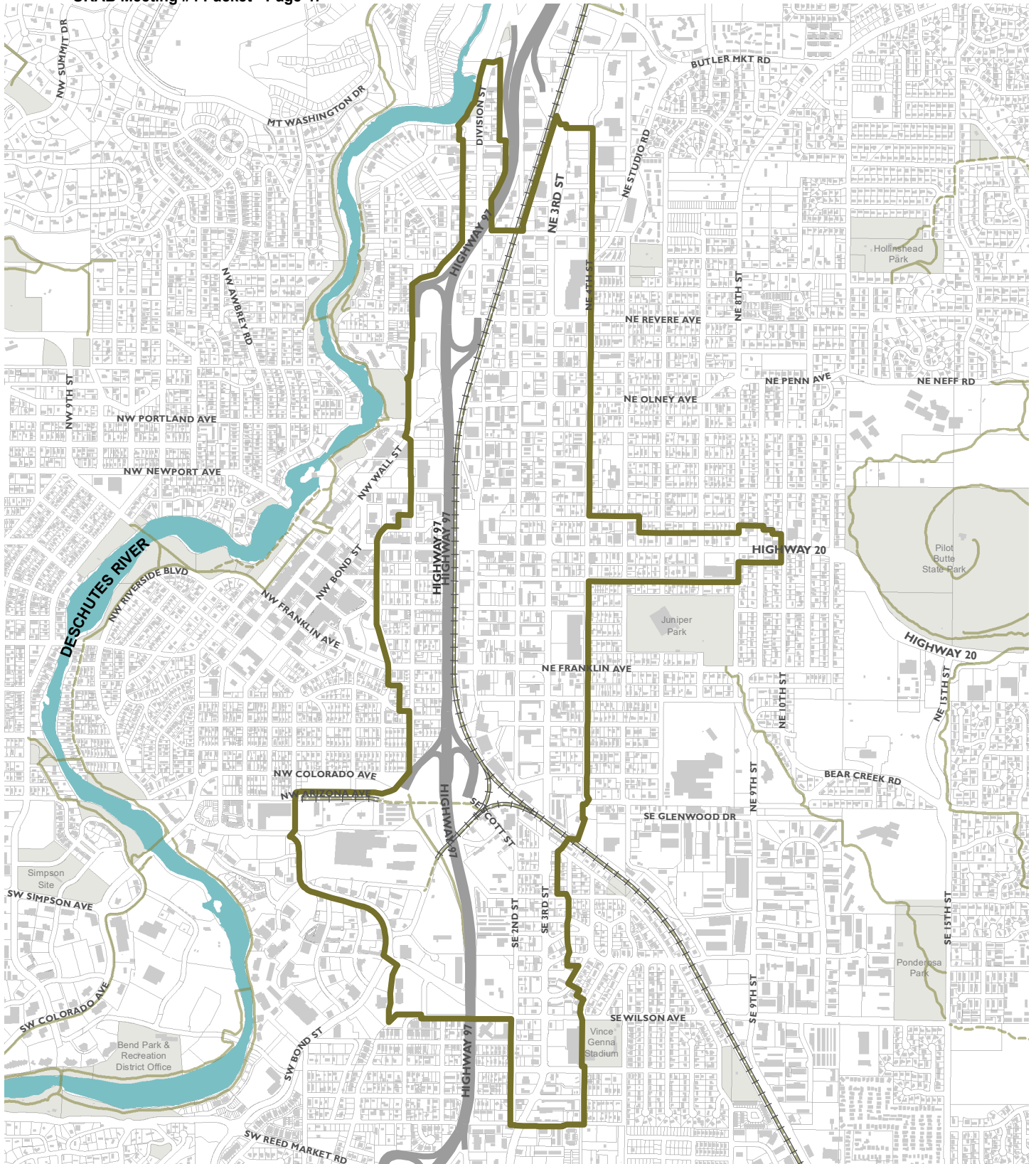
-  UR Boundary Adjustment
-  UR Initial Boundary - 5/14/19
-  Taxlots
-  Parks
-  Building Footprints*

7/24/2019



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





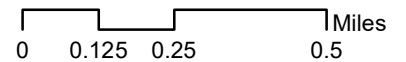
BEND CORE AREA - FIGURE 6
 URAB BOUNDARY
 ADJUSTMENT RECOMMENDATION

- UR Boundary Adjustment
- Taxlots
- Parks
- Building Footprints*

7/24/2019



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



Agenda Item No. 6:
Approach to Forecasting
Urban Renewal Revenue
in Bend's Core Area



Approach to Forecasting Urban Renewal Revenue in Bend's Core Area

PREPARED FOR: Bend Urban Renewal Advisory Board
COPY TO: Project Team
PREPARED BY: Lorelei Juntunen, ECONorthwest; Becky Hewitt, ECONorthwest; Nick Popenuk, Tiberius Solutions
DATE: August 2, 2019

Introduction

This memorandum provides the Urban Renewal Advisory Board (URAB) with background and context for understanding urban renewal revenue projections. This information will help set the stage for future URAB discussions and decisions.

- URAB will have an initial discussion of revenue projection methodology and implications at Meeting #4 on August 13, 2019 (based on this memo).
- Following Meeting #4 and URAB's decision on the Urban Renewal Area (URA) boundary, the Project Team will estimate funding capacity of the property in that boundary given a range of growth scenarios.
- At URAB Meeting #5 (tentatively scheduled for October 1, 2019), the team will seek confirmation of the appropriate assumptions and the initial funding estimate that results from those assumptions.

Summary

Growth in property value within the URA boundary generates an "increment" of property tax revenue that is used to pay for urban renewal projects. This is referred to as Tax Increment Financing (TIF). The tax increment collected over the life of the plan determines how much can be spent on projects (called the "Maximum Indebtedness" or MI). MI is one of the key pieces of the Urban Renewal plan. If projections are overly conservative and revenues exceed expectations, the planned projects can potentially be funded sooner, but no additional projects can be funded without a substantial amendment to the plan. If projections are overly optimistic and revenues fall short of expectations, it will take longer to deliver the projects than expected, leading to potential criticism or concern, especially from affected taxing districts.

There are many unknowns in projecting future development. Because of this uncertainty, TIF revenues are often projected using an assumed growth rate for taxable property value rather than detailed property-specific assumptions. The assumed growth rate is typically somewhat higher than historical trends, but depends on the area's overall development potential. (Areas that are currently vacant create greater uncertainty for future revenues because there is little increase in property value until development occurs.)

In selecting appropriate growth projections, the important thing is to set expectations in a way that is reasonable but not so conservative that the URA cannot fund the projects needed to spur investment.

Urban Renewal Revenue Generation: A Primer

Urban renewal is a statutorily authorized tool used by many Oregon jurisdictions to fund investments in redevelopment and infrastructure. Urban renewal revenues are generated from increases in assessed value (AV) of property within an urban renewal area after it is formed. While the urban renewal area is active, other taxing jurisdictions' revenue from that area remains largely fixed, and the tax revenue from the increase in assessed values goes to the urban renewal area to pay for projects that help to spur new investment.

An increase in AV can result from increasing property value of existing development, from major investments in existing properties, or from new development. There are a few key legal standards that govern how those changes translate to AV growth:

- **Increase in AV for existing development:** "The Oregon Constitution limits the rate of growth of property value subject to taxation. The limit is based on a property's maximum assessed value (MAV). MAV can't increase by more than 3-percent each year, unless there are changes to the property, such as the addition of a new structure, improvement of an existing structure, or subdivision or partition of the property."¹ While major improvements to a property are often captured by the tax assessor, more modest upgrades may not result in an increase in the MAV.²
- **AV of new development:** New development creates new AV, but not at its full market value. The initial AV for new development is set based on the average ratio between Real Market Value (RMV) and AV for that type of property within the county. For Deschutes County, these ratios currently range from roughly 55 to 65% for residential, commercial, and multifamily development.

Revenue projections are an important starting place for understanding an urban renewal area's capacity to invest in projects, but additional analysis is needed to account for inflation and borrowing costs. Urban renewal plans must establish a "maximum indebtedness", or spending limit, which may not be exceeded without amending the plan. That maximum indebtedness number (or MI) must be achievable given projected revenues.

Approach to Projecting Revenues

AV Growth

Because of the complexity and uncertainty inherent in predicting the timing, extent, and nature of investments across many private properties with different property owners, TIF estimates are typically not based on specific property-by-property projections unless there is detailed information available about what development is expected and when it is likely to occur for properties throughout the proposed URA. Instead, the typical approach is to project an average annual growth rate (AAGR) in AV based on historical averages and expected trends.

AV will almost always grow by at least 3% per year, even with little new development, due to Oregon's limits on taxable value (discussed above). As a result, the projected AAGR will almost always be at least 3%. Typically, we project an AAGR somewhat higher than the historical average for the area, based on the assumption that the urban renewal investments will be effective in spurring private development at a level beyond what has occurred in the past. When there is good reason to do so, we sometimes make assumptions about growth being faster or

¹ Oregon Department of Revenue, "How property taxes work in Oregon," <https://www.oregon.gov/DOR/programs/property/Pages/property-taxes.aspx>, accessed July 10, 2019.

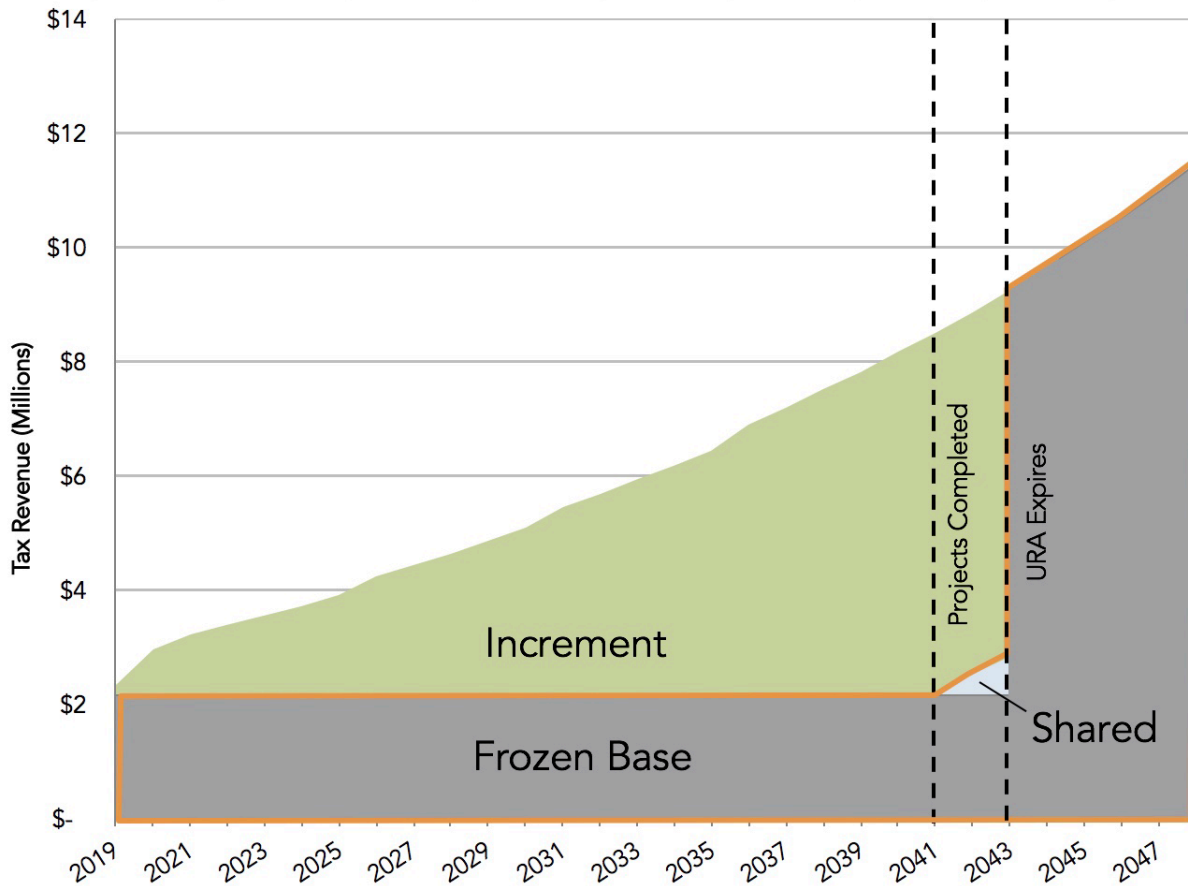
² Improvements to a property can increase the MAV if they increase the value of the property by more than \$10,000 in any one year or \$25,000 within any consecutive five years. (Oregon Department of Revenue, "Real Property Assessment and Taxation," April 2014, https://www.oregon.gov/dor/forms/formspubs/real-property-assessment_303-670.pdf, accessed July 10, 2019.)

slower during different periods (e.g. to account for tax abatement programs or approximations of when more and less development is likely to occur).

Translating AV Growth to Revenues

Forecasting growth in AV is only the first step in determining the MI of an urban renewal plan. The growth in AV above the “frozen base” creates the “increment.” The taxes on that increment become the TIF revenues, as shown in Figure 1.

Figure 1: Tax Increment Finance Revenue Illustration



The cumulative amount of annual TIF revenues over the desired duration of the URA provides one measure of financial capacity. However, to translate that number into MI, we need to account for interest on debt-funded projects. The MI is required by statute to be stated in nominal (i.e., year-of-expenditure dollars), thus to truly understand the financial capacity of a new URA, it is helpful to adjust the MI for inflation and present it in real terms (i.e. constant 2019 dollars).

Based on our experience with other URAs across Oregon, we have found that the MI often ends up being approximately 85% of cumulative net TIF, and that funding for projects in constant 2019 dollars is typically equal to about 64% of MI. Thus, we assume that for every \$1 of TIF revenue generated (year-of-expenditure dollars), the URA would have the capacity to fund \$0.54 of projects (constant 2019 \$).

Plan Duration

As illustrated in Figure 1, the longer an urban renewal district is collecting TIF, the more TIF can be collected, and the more funding is available for projects. On the other hand, a longer duration

also means more years in which the overlapping taxing districts are forgoing revenues, even if thresholds for revenue sharing have been met. This is especially true because the increment is larger in later years, which causes a disproportionate impact on the MI. This creates trade-offs between ability to fund projects and impact to overlapping taxing districts.

The duration of the plan is used in the financial calculations to establish the MI, but it is not necessarily adopted as part of the plan. Best practice is to let the MI serve as the limiting factor on plan duration rather than specifying a final date for either issuing or repaying debt in the plan, to allow for some flexibility if revenues grow slower than expected. Typically, jurisdictions want URAs to be active for 20 to 30 years, though it can take longer to repay the debt.³

Reference Points: Historical Growth Rates

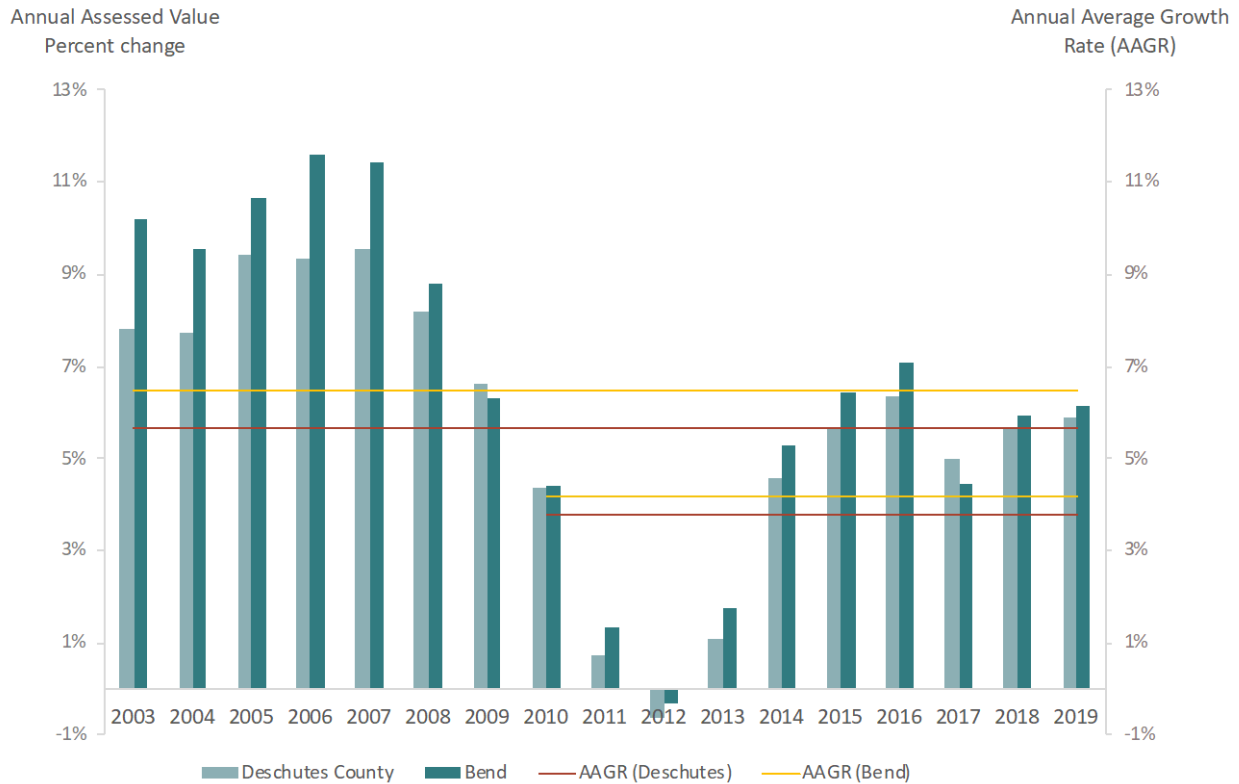
Historical trends provide context for thinking about future growth rates. The most readily available data about growth in property value over time is for the City of Bend and Deschutes County overall. This data is presented below. However, because the trend in the study area may have differed from the overall trend city- or county-wide, the Project Team will also gather available data about trends in AV growth within the Draft Boundary once it is approved, which is scheduled for URAB Meeting #4 on August 13th.

City of Bend and Deschutes County

Based on data obtained from the Deschutes County Assessor, we have calculated the growth rates in assessed value each year between 2002 and 2019 for the City of Bend and Deschutes County. The average annual growth rates over that entire period as well as just between 2010 and 2019 are shown in Figure 2 and Table 1. Both City and County saw very high growth (over 5% annually) from 2003 to 2009, with much slower growth during the recession years of 2010-2013. Growth rates have been back above 5% in recent years in both the City and the County overall.

³ Association of Oregon Redevelopment Agencies, "Best Practices for Urban Renewal Agencies in Oregon," January 2014.

Figure 2. Annual Growth Rate History, City of Bend and Deschutes County, 2002-2019



Source: ECONorthwest and Tiberius Solutions calculations based on data from Deschutes County Assessor.

Table 1. Historical Average Annual Growth Rates, City of Bend and Deschutes County, 2002-2019

	AAGR 2002-2019	AAGR 2010-2019
Deschutes County	5.7%	3.8%
City of Bend	6.5%	4.2%

Source: ECONorthwest and Tiberius Solutions calculations based on data from Deschutes County Assessor.

Next Steps

Following URAB’s decision on the URA boundary, the Project Team will calculate the total current AV within the boundary (this will provide the basis for our estimate of the “Frozen Base” at the time of Plan adoption, which is anticipated to occur in fall of 2020). The team will then estimate the funding capacity of the Plan given a range of assumptions. We anticipate providing estimates of funding capacity under “Low”, “Medium”, and “High” growth scenarios, as described below.

- **Low:** Based on historical growth rates. We anticipate this number will fall between 3.5% and 4.5%, but will refine this based on additional historical AV data specific to the boundary if possible.
- **Medium:** Based on experience with other jurisdictions and professional judgement, a reasonable “middle of the road” growth rate assuming some increase above historical growth rates. We anticipate this number may be between 5% and 6.5%.
- **High:** Based on an optimistic assessment of the redevelopment potential of the area. We will need to do additional analysis once we have the data for the proposed boundary in order

to determine an appropriate upper bound for the growth rate.⁴ We anticipate this number may be above 7%.

We will also test several options for plan duration (20, 25, and 30 years).

Table 2 illustrates the type of information that the Project Team will provide in preparation for URAB Meeting #5.

Table 2: Example TIF Projection Results Matrix

	Low	Medium	High
AV Growth Rate	A%	B%	C%
Approximate Average Annual RMV of New Development (\$2019, millions)			
Approximate Funding Capacity (\$2019, millions) by Plan Duration			
20 years			
25 years			
30 years			

At URAB Meeting #5 (tentatively scheduled for October 1, 2019), the Project Team will ask the URAB to recommend a growth scenario and plan duration that balances funding for projects, reasonable growth expectations, and impacts to overlapping taxing districts. This recommendation will not be final, but will inform project prioritization by setting an approximate total budget.

⁴ Note that there are also statutory limitations (ORS 457.190) on MI based on the area's frozen base that could constrain the upper limit of the TIF projections. The Project Team will consider these limitations in setting the high growth scenario.

Agenda Item No. 9:
Early Implementation
Action

Early Implementation Action

PREPARED FOR: Urban Renewal Advisory Board (URAB)

PREPARED BY: Allison Platt, Senior Planner

DATE: August 6, 2019

Summary

This memo is intended to introduce an **Early Action Recommendation** that could be included as part of an Implementation Plan for the Core Area Project (CAP). This memo introduces high-level recommendations based on staff analysis of Core Area work to date. These recommendations are guided by the following documents, included in Agenda Packet Item #9:

- **Urban Design Framework (UDF)**: The UDF presents a clear vision for public improvements that will help move the Core Area toward the more urban and walkable character envisioned by the Comprehensive Plan. It introduces concepts and recommendations for corridor hierarchies, place making, and public realm investments.
- **Zoning Audit**: The audit is a market driven assessment of the current zoning standards to determine if any of those standards may be limiting investment and redevelopment and preventing the area from achieving citywide goals, particularly new housing construction. The audit analyzes existing zoning within the Bend Central District (BCD) Overlay and Commercial zones and recommends updates.

This **Early Action Recommendation** fits within the 2019-2021 City Council Goals and could be implemented in the short term (winter-summer 2020). This is an opportunity to advance certain project objectives before this project concludes in summer of 2020.

Recommendation: Pursue development code amendments to reduce barriers to development/redevelopment within the study area, particularly for housing.

Both the Development Feasibility Analysis, presented at URAB #2, and the Zoning Audit identified barriers to development and redevelopment in both the Bend Central District overlay and the Commercial General (CG)/Commercial Limited (CL) zones within the CAP study area. Staff would like URAB to provide a high level recommendation to staff on whether or not to pursue development code amendments to reduce the identified barriers to development/redevelopment, particularly for housing.

A summary of the recommendations from the Zoning Audit are included in Appendix A of this document. The following three themes emerged from the Zoning Audit recommendations:

1. Amendments that allow for more housing by relaxing prescriptive mixed-use requirements.

- URAB could designate the streets where they would like to maintain commercial ground floor use requirements and consider allowing single-use residential buildings on these non-frontage streets. The Urban Design Framework can help guide this conversation.

2. Amendments that simplify and reduce parking requirements, particularly for small lots.

- URAB could consider amendments to parking requirements while taking into consideration comprehensive parking management for the area.

3. Amendments that maximize buildable space for private development while balancing public needs such as streetscape needs for the area.

- URAB could consider amendments to setbacks and public easement requirements that preserve the right of way and streetscape vision for the area as envisioned in the Urban Design Framework.

Why: The City Council has identified a desire, as part of their 2019-2021 Council Goals, to audit the Bend Development Code to identify barriers in constructing needed housing, including mobility and parking standards. URAB could make code amendments recommendations to Bend Urban Renewal Agency (BURA)/City Council as part of this process. City Council could then provide direction to the Planning Commission on whether to pursue development code changes.

Crafting specific changes to the Bend Development Code is a detailed and often time-consuming process. In order to keep URAB’s meetings and project schedule on track, it is recommended that URAB have a discussion at their August 13 meeting on whether to pursue code amendments for this area and if so, provide high level direction on the types of amendments they would like to see.

The UDF, developed as part of the CAP, can guide recommendations to code changes that affect requirements for land use, setbacks, and easements, as well as implementing the proposed corridor hierarchy.

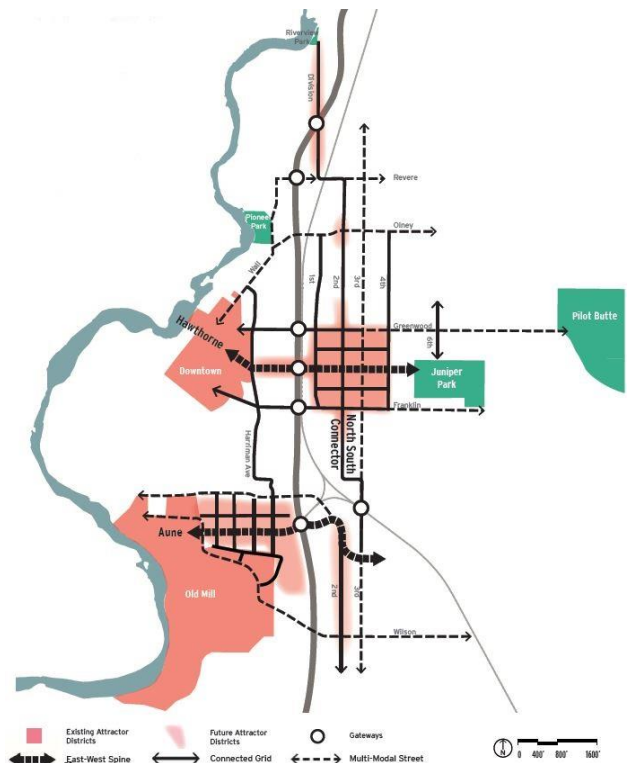
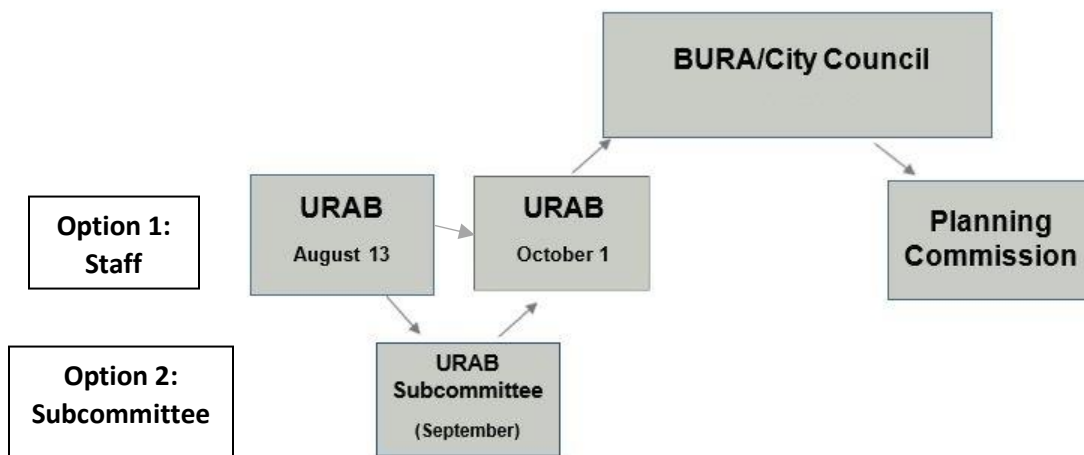


Figure 1. Urban Design Framework

Process: There are two options for process.

1. URAB could direct staff to formulate recommendations, which will be brought back at the next URAB meeting.
2. URAB could form a subcommittee to work with staff to form recommendations over the next two months and bring them back for URAB to review at a subsequent meeting.

Following either of these two options, URAB can then decide if they would like to forward any recommendations to BURA for consideration. Recommendations related to the development code would, ultimately, be reviewed by the Planning Commission. Development Code amendments require public hearings before the Planning Commission and City Council prior to adoption by a City Council ordinance.



Appendix A: Summary of Zoning Audit Recommendations

Bend Central District Summary of Zoning Audit Recommendations

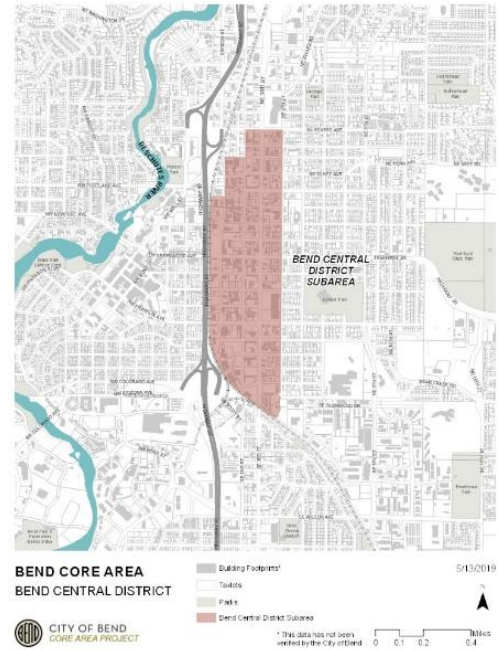
This is a summary of recommendations that URAB could consider recommending to BURA for further consideration that pertain to the Bend Central District Overlay.

Relax prescriptive mixed-use requirements to allow for more housing. This would include identifying where within the district to allow single use buildings and where to maintain commercial frontage standards for ground floor uses.

- Designate key main streets within the study area where active ground floor building frontages are deemed necessary on “main streets” such as Greenwood, Franklin, 3rd Street, and Hawthorne Avenue, as identified in the Urban Design Framework.
- Allow single use buildings, such as apartment buildings, creative office or “maker spaces” on lots or portions of lots not fronting these key main streets.
- Allow multi-unit buildings and townhomes on lots or portions of lots not fronting designated main streets.

Simplify and Reduce Parking requirements, particularly for small lots.

- Reduce the amount of secondary space required to be eligible for the mixed-use parking reduction to 5% from 20%
- Consider reducing residential parking requirements (currently 1 space per unit)
- Simplify the use-based parking requirements to a single non-residential use requirement of 1 space per 1,000 square feet
- Expand the 5,000 square feet of building parking exemption to include any ground floor use, not just retail and restaurant
 - Ground floor design guidelines should seek to maximize glazing (windows) and transparency (no reflective or tinting to enable viewing inside and out)
- Eliminate the parking maximums which cause unintended consequences and pose challenges for transitional land use types that are currently market-feasible
- Exempt the first 10,000 square feet of lot area from on-site parking requirements to encourage redevelopment on small lots and for smaller footprint projects for all uses



Maximize Buildable Space while balancing public needs such as streetscape needs for the area.

- Reduce the minimum front setback/easement, except on designated streets or sections of streets where the right of way is too narrow to accommodate the designated “complete street concept”.
 - Determine if a 5’ front setback/easement is necessary on all local streets within the Bend Central District
- Increase the maximum front setback allowance if the setback is used for enhanced pedestrian area and other active space that can support the businesses
- Explicitly and more clearly restrict inactive uses within the front setback, such as passive landscaping (unless used for stormwater management), storage areas etc.
- Eliminate the minimum lot width and let building code dictate the minimum (alternatively, reduce minimum lot width to 15’)
- Reduce or eliminate limitations on building size, particularly for Entertainment/Recreation and Retail Sales and Service uses.

Commercial Limited/Commercial General Summary of Zoning Audit Recommendations within Core Area

This is a summary of recommendations that URAB could consider recommending to BURA for further consideration that pertain to the CL/CG zones within the project study area.

Allow for more housing by relaxing prescriptive mixed use requirements.

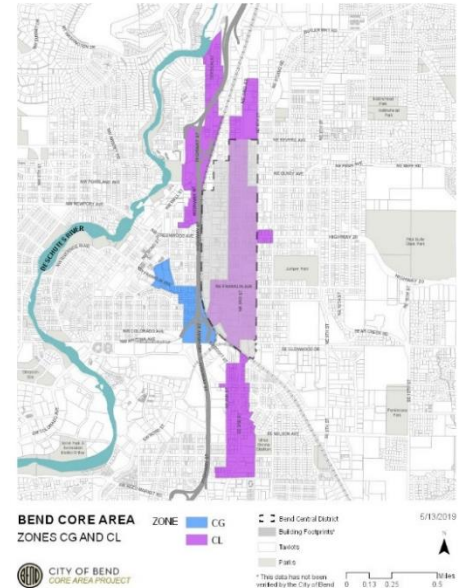
- Only require active ground floor building frontage uses on designated main streets (3rd Street, Division, Franklin Avenue)
- Allow single use buildings, such as apartment buildings, creative office, or “maker spaces” on lots or portions of lots not fronting these main streets
 - Horizontal mixed-use is technically allowed in the code today, but the requirement to have a “floor area equivalent” of commercial makes it very difficult to achieve, especially if you’re adding an apartment building to a site that already has retail, as this recommendation anticipates
- Allow multi-unit buildings and townhomes on lots or portions of lots not fronting designated main streets
- Eliminate the current residential ground floor limitations of 25% of the ground floor
- Allow up to 95% of the building square footage to be in residential use

Simplify and Reduce Parking requirements particularly for small lots

- Consider reducing residential parking requirements (currently 1 space per unit)
- Simplify the use-based parking requirements to a single non-residential use requirement of one space per 1,000 square feet
- Extend the ground floor parking exemption currently in the BCD Overlay (with recommended modifications) to the CL and CG Zones.
- Increase the on-street parking credit allowance to 100% from 50%
- Increase the mixed-use parking reduction incentive from 5% to 25%

Maximize Buildable Space while balancing public needs, such as streetscape needs for the area.

- Adopt commercial frontage standards that support more pedestrian friendly development patterns with a larger portion of buildings frontages closer to the street
- Reduce the minimum front setback requirements
- Allow flexible front setbacks if the setback is used for enhanced pedestrian area and other active space that can support the businesses



Agenda Item No. 10:
Ongoing Coordination



TSP Update

PREPARED FOR: Urban Renewal Advisory Board (URAB)
 PREPARED BY: Karen Swirsky, Senior Planner
 Allison Platt, Senior Planner
 DATE: August 6, 2019

Summary

The City of Bend is currently in the process of updating the Transportation System Plan (TSP). The following committees are overseeing this process including the:

- **Citywide Transportation Advisory Committee (CTAC)**
 - **Funding Work Group:** Small set of CTAC members
- **Transportation Steering Committee:** Consists of City Council, one Bend Planning Commissioner, a Deschutes County Commissioner, and a representative of the Oregon Department of Transportation.

The Steering Committee for Bend's Transportation System Plan has approved the 2040 Project List and Prioritization Criteria to move forward in the next phase of analysis. Detailed information can be found in the following documents and on the TSP webpage at bendoregon.gov/tsp:

- [Project and Program Prioritization Criteria](#)
- [Bend Transportation Plan 2040 Project List](#)

Over the next several months, these groups will meet to prioritize transportation projects and develop a funding plan and strategy to help guide Bend's transportation investments over the next 20 years. The goal is to adopt a 2040 Transportation System Plan in late spring/summer of 2020.

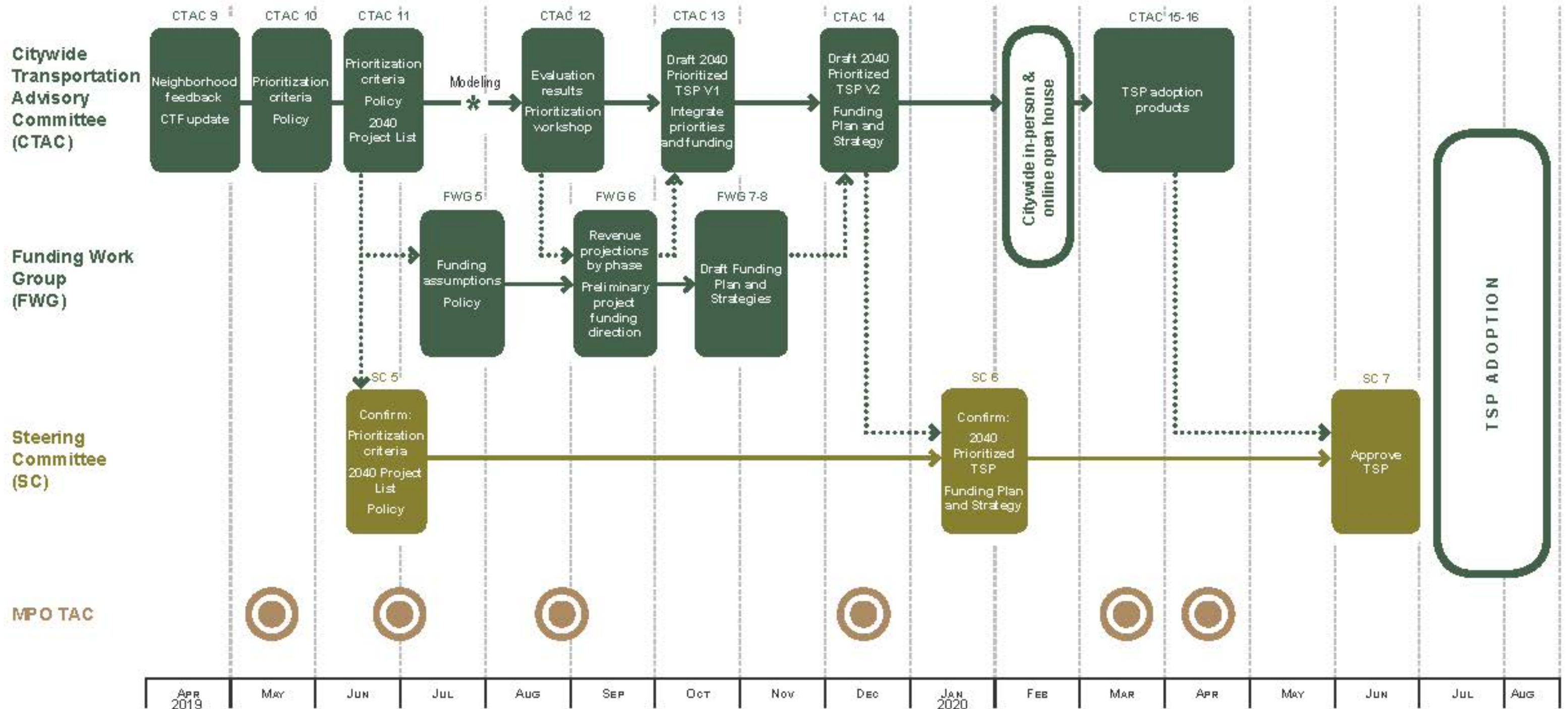
Urban Renewal Projects identified in an Urban Renewal Plan and Report must be consistent with the Comprehensive Plan. Since the TSP is a part of the Comprehensive Plan, transportation projects that are in consideration to be funded with Urban Renewal should therefore be consistent with the TSP. In addition, Urban Renewal financial forecasts may affect the TSP Funding Plan and Strategy. Therefore, the TSP project team is in close coordination with the Core Area Project team.

Below are upcoming meetings and milestones in the TSP process for URAB to keep in mind. In addition, a project schedule for the TSP is included on the next page.

- **CTAC #12 Meeting (August 28):** Evaluation results, prioritization workshop
- **Funding Work Group #6 (September 17):** Revenue projections by phase, preliminary project funding direction

BEND TRANSPORTATION PLAN

Phases 3-4 Work Plan and Process





ECONOMIC
DEVELOPMENT

M E M O R A N D U M

To: Urban Renewal Advisory Board

From: Lynne McConnell

Re: Affordable Housing

Date: 8/6/2019

The City's Council-appointed Affordable Housing Advisory Committee (AHAC) is composed of industry professionals representing a spectrum of housing and supportive services in Bend. The Committee was initially created to provide technical analysis and recommendations for funding to Council. However, as the housing crisis has expanded in scope, AHAC has been asked to provide a wide variety of policy recommendations to Council, ranging from the promotion of deed-restricted affordable housing to creation of middle-income and "missing middle" housing, developer incentives, funding strategies, surplus land disposition, fair housing, and various other mechanisms to address the shortage.

While it's very difficult to summarize all the work AHAC has proposed or is in development now, below is a summary of some of the major categories AHAC is working on currently including select examples for each category.

1. Code (including barrier removal, additional housing types, SDCs, etc.)
2. Incentives (height bonus, small homes, unit maximums, parking)
3. Funding/ financing options (deferred/ financing SDCs, infrastructure)
4. Policy (collaboration with other jurisdictions, permit process streamlining, SDCs)

The AHAC would be pleased to welcome URAB members to attend upcoming AHAC meetings, which take place on the 2nd Wednesday of each month from 3:00 – 5:00 in Council Chambers.

How is Affordable Housing defined in Bend?

Affordable housing, in Bend, is defined in the Comprehensive Plan and Bend Development Code as housing with a sales price or rental amount that is within the means of a household that may occupy moderate- and low-income housing. Affordable housing is considered “Affordable” if the interest, taxes, insurance, and condominium association fees constitute no more than 30% of the gross annual household income for a family at:

- 80% of area median income (AMI) for units for sale
- 60% AMI for units for rent

The City’s Affordable Housing program is focused on increasing the number of “affordable” units (<80% AMI); however, there is also interest and desire to increase the supply of “middle-income” housing (80-150% AMI). Affordable Housing in Bend is further depicted in Figure 1 below.

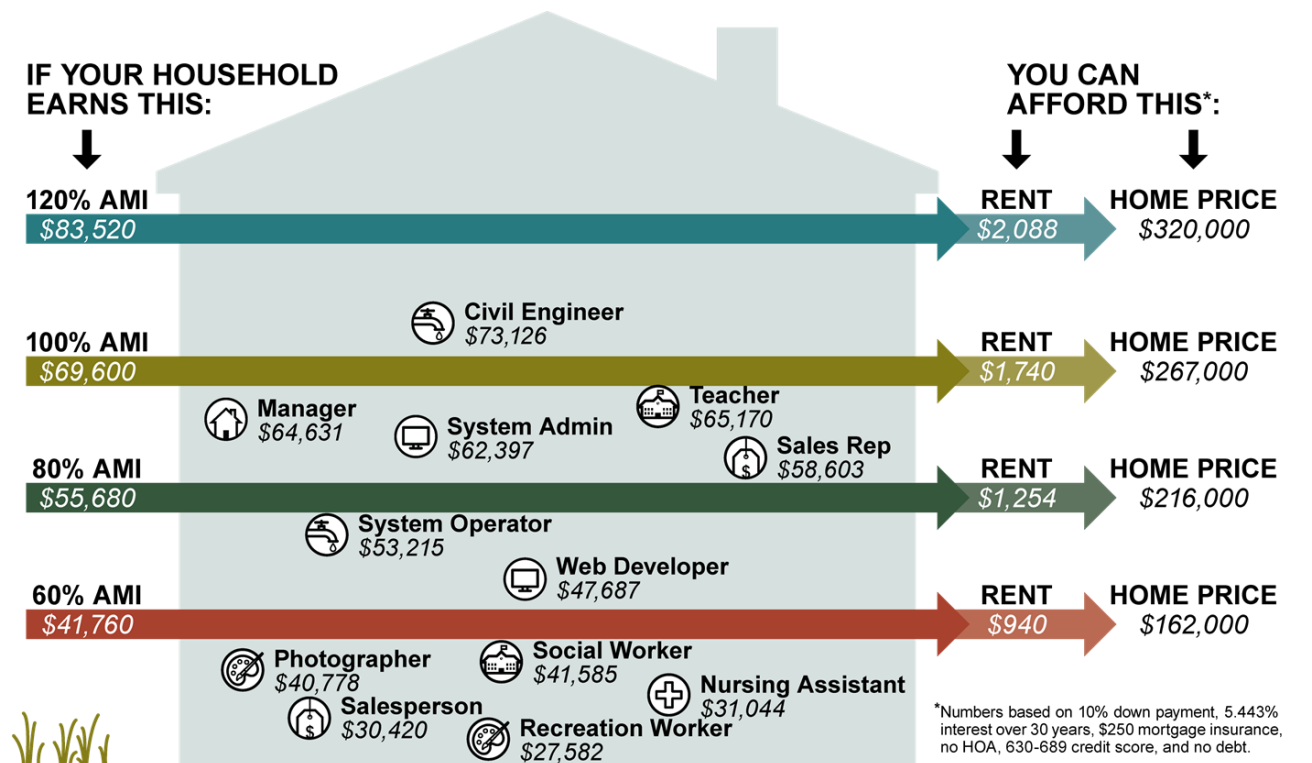


Figure 1. Affordable Housing in Bend