



**WELCOME!**

**SOUTHEAST AREA PLAN ADVISORY COMMITTEE**

**SEPTEMBER 26, 2019**



CITY OF BEND  
SOUTHEAST AREA PLAN



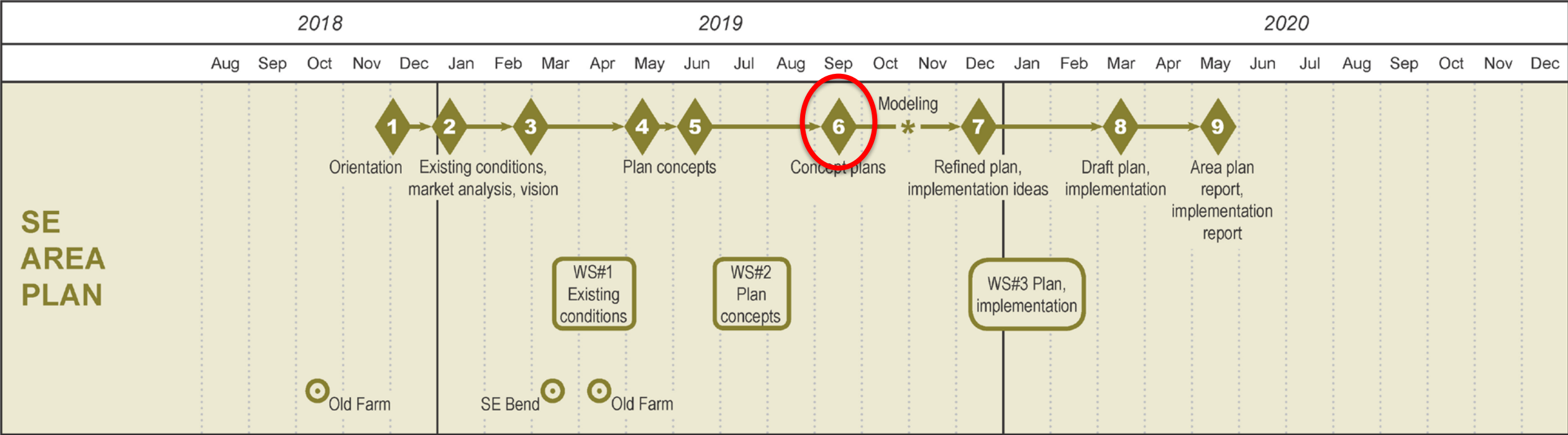
## **PUBLIC COMMENT #1**

# WHERE WE ARE IN THE PROCESS



## BEND TRANSPORTATION AND LAND USE PROGRAM

*Southeast Area Plan Work Plan and Process*



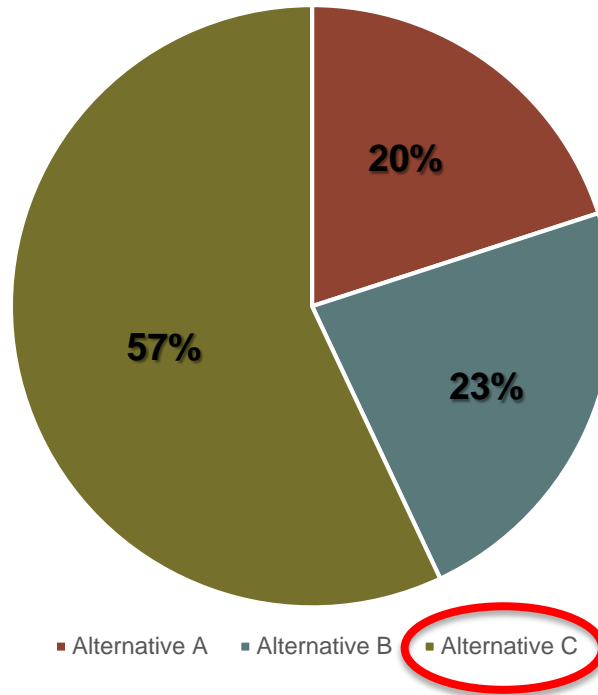


# FEEDBACK FROM OPEN HOUSE & SURVEY

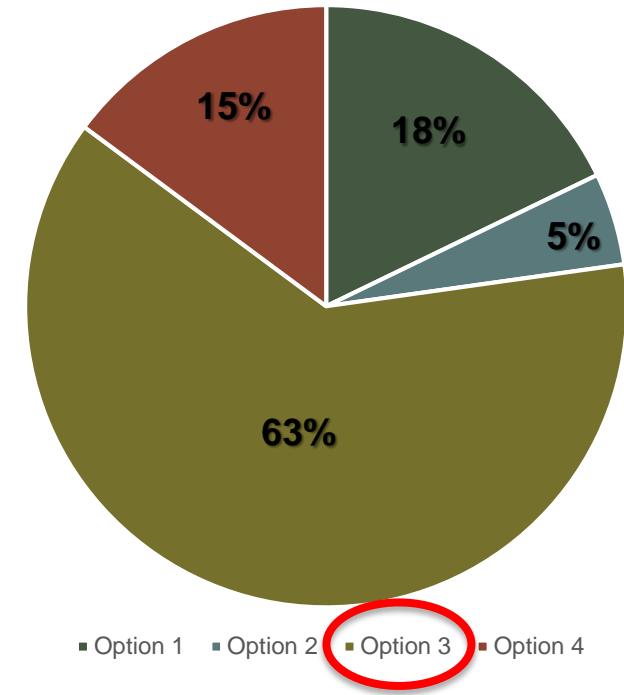


## COMBINED IN-PERSON & ONLINE RESULTS:

Land Use Plan Alternatives  
**Alternative C: 57%**



North/South Collector Options  
**Option 3: 63%**



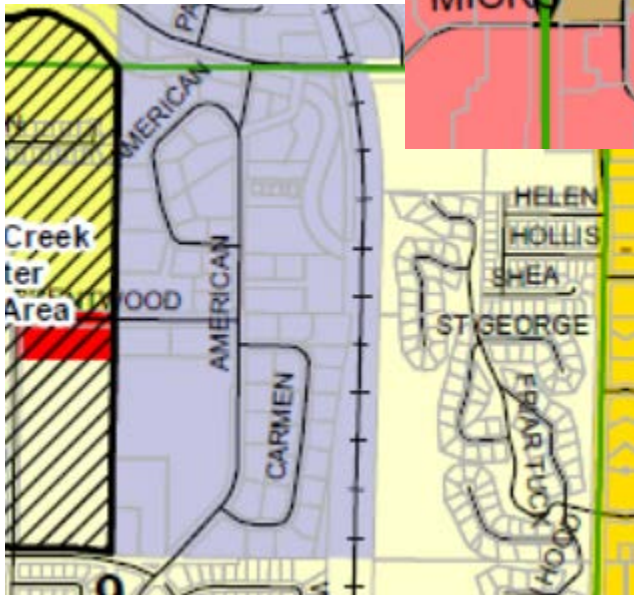
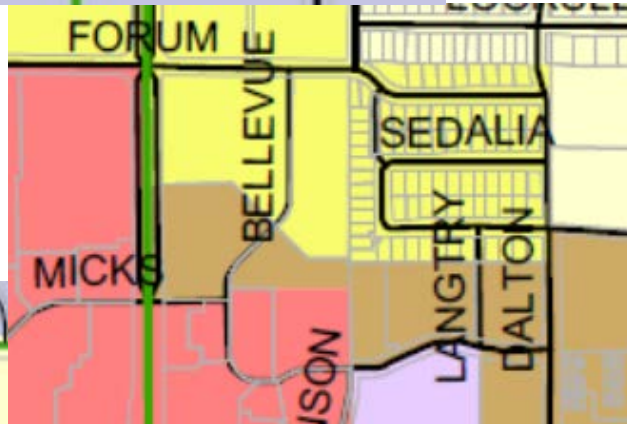
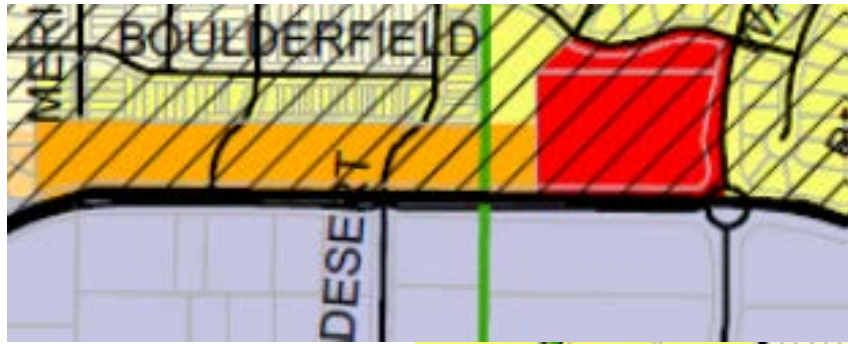


# LAND USE FIELD TRIPS

Three field trips conducted in August

Six stops

1. American Lane and Carmen Loop
2. Intersection of Bear Creek and 27<sup>th</sup>
3. Forum Drive and 27<sup>th</sup>
4. Empire between 18<sup>th</sup> and High Desert Lane
5. Empire and OB Riley Road
6. Northwest Crossing – Lolo and York,





# REFINED LAND USE PLAN







# LAND USE PLAN EVOLUTION

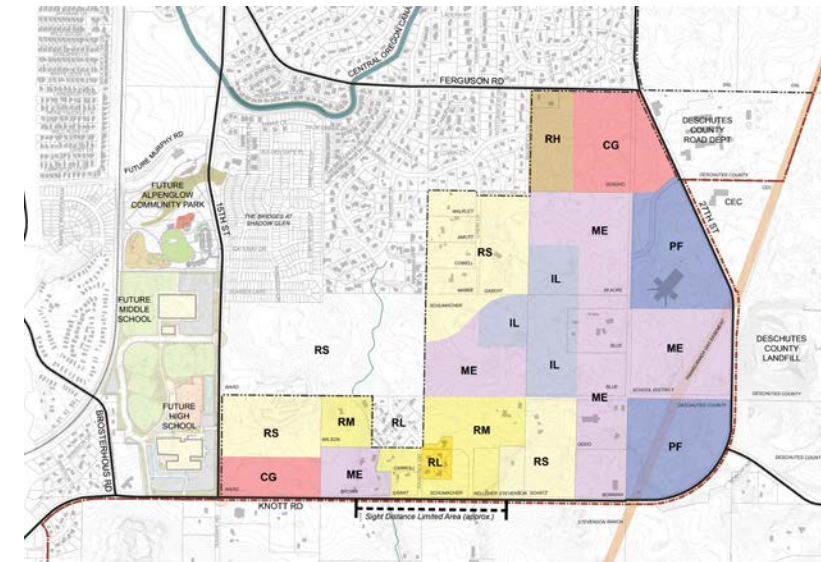
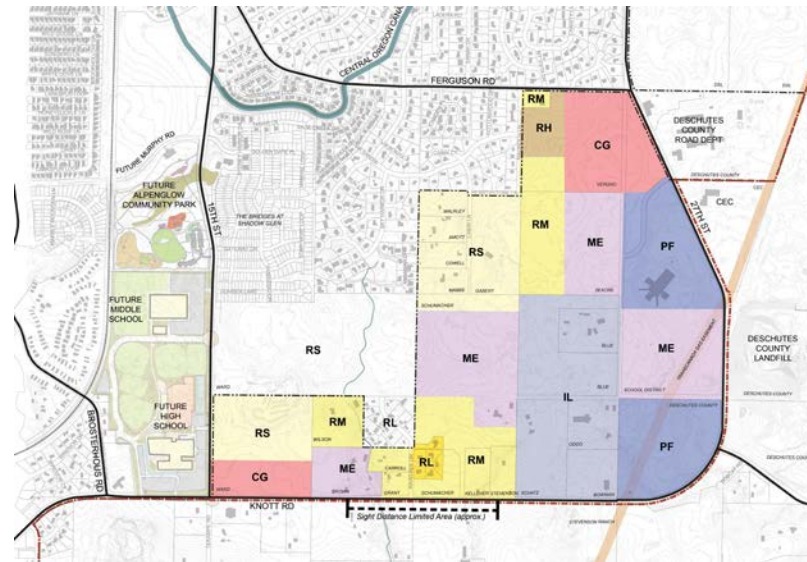
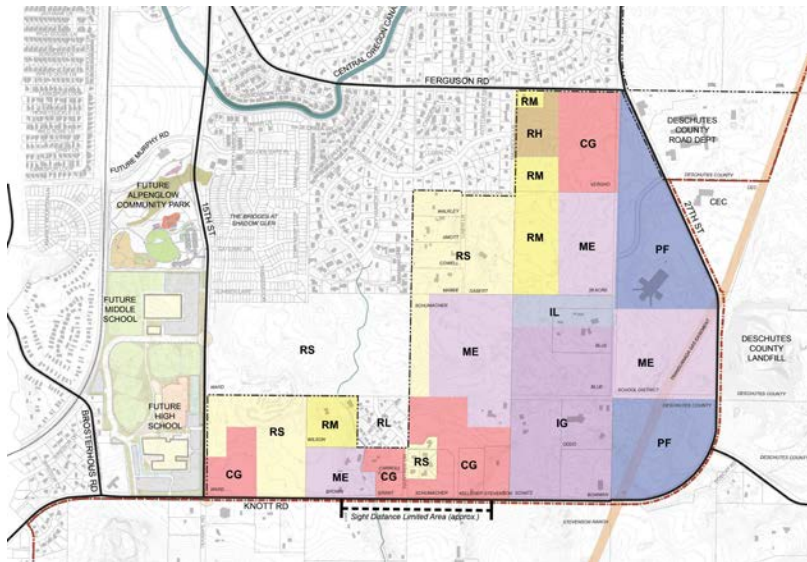
## COMPREHENSIVE PLAN DESIGNATIONS

- CG - Commercial General
- IG - Industrial General
- IL - Industrial Light
- PF - Public Facility
- ME - Mixed Employment
- RH - Residential Urban High Density
- RM - Residential Urban Medium Density
- RS - Residential Urban Standard Density
- RL - Residential Urban Low Density

**Alternative A:**  
Adopted in 2016 UGB expansion

**Alternative B:**  
Presented at SEAPAC #4 on May 2

**Alternative C:**  
Presented at SEAPAC #5 on June 6  
and Open House on July 11

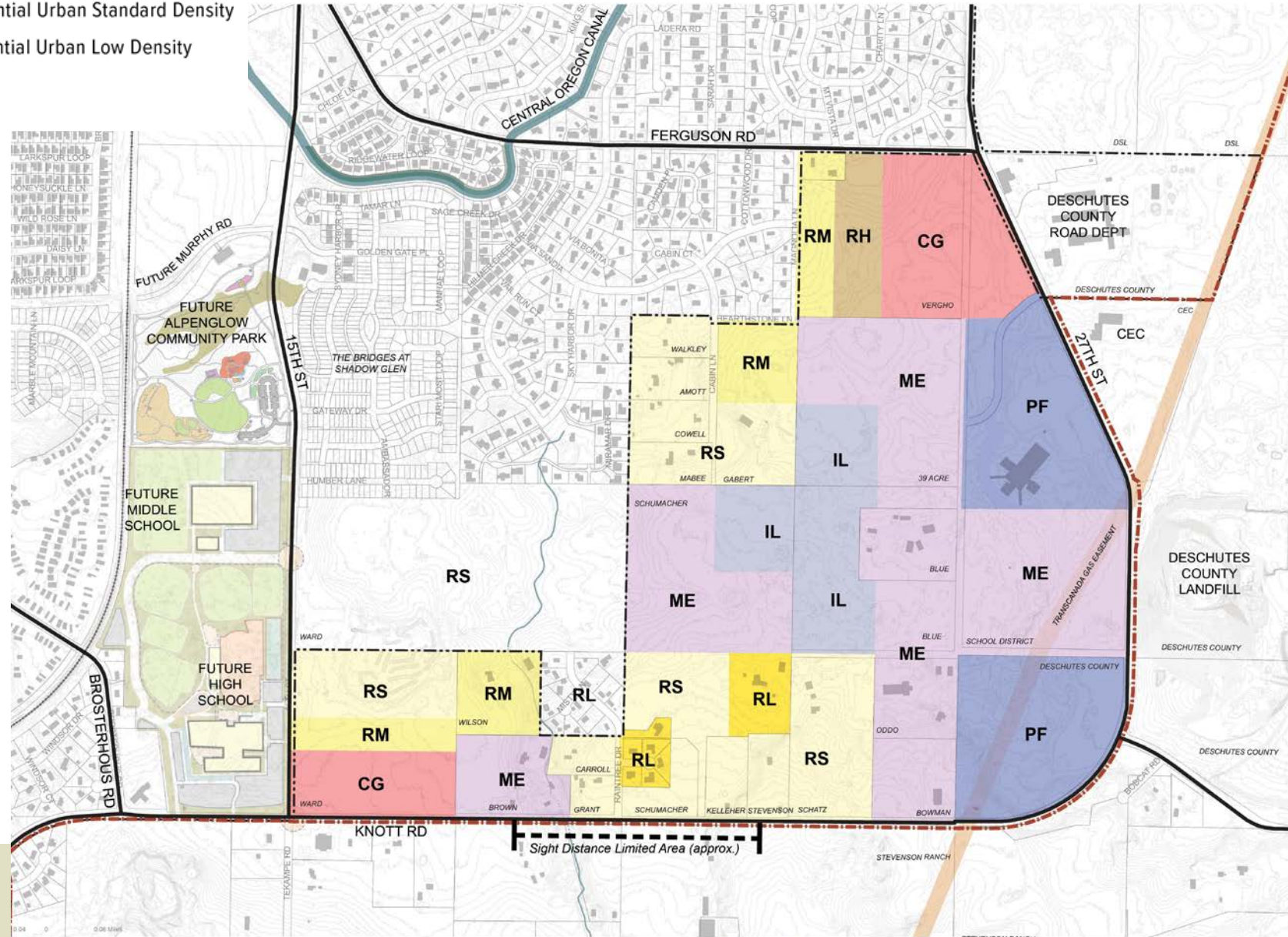




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# REFINED LAND USE PLAN: OPTION D





# OPTION D – LAND USE DESIGNATION ACRES

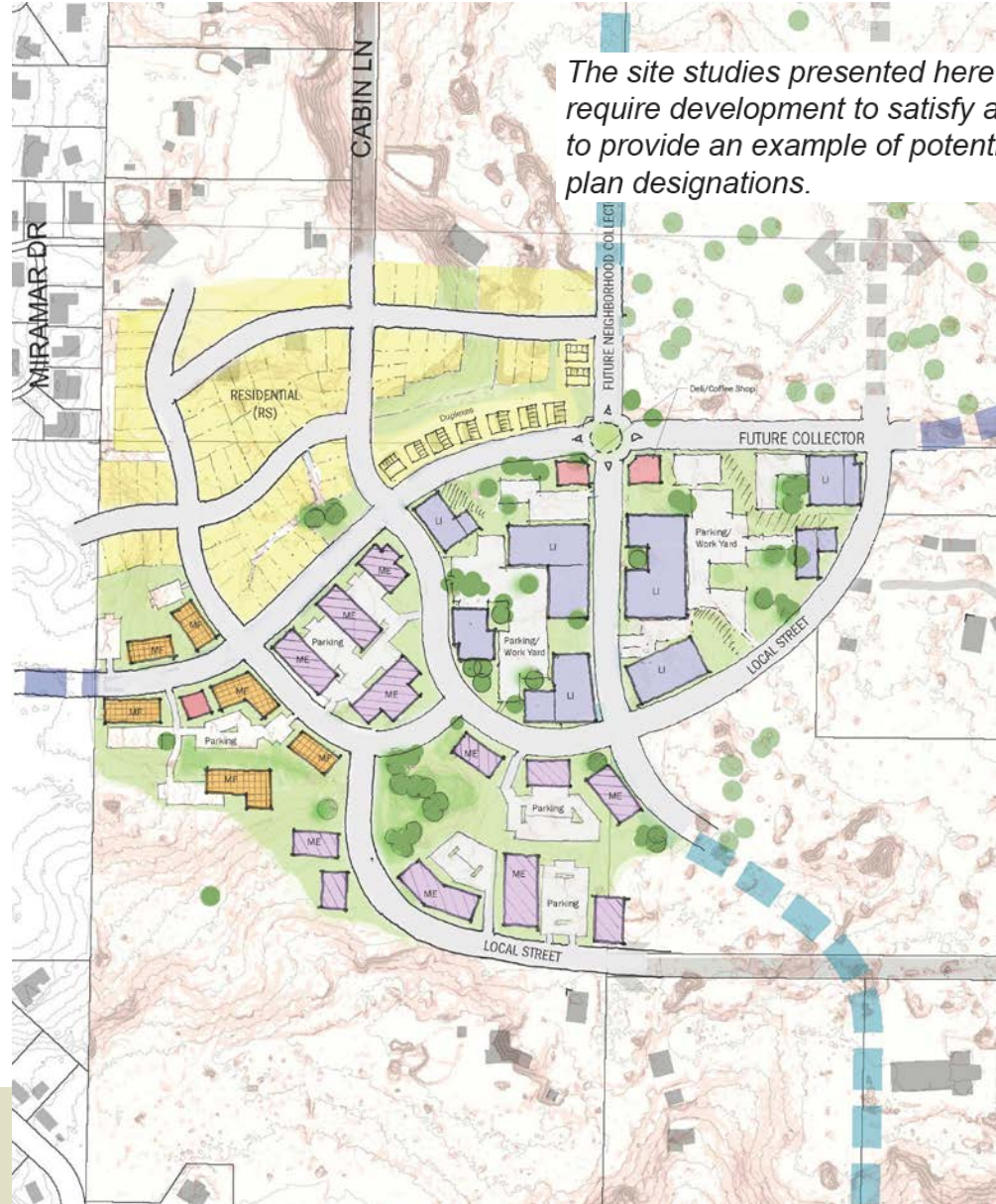


LAND USE DESIGNATION	COMPREHENSIVE PLAN GUIDANCE (GROSS ACRES)	OPTION D CAPACITY (GROSS ACRES)
<b>RESIDENTIAL (RL, RS, RM, RH)</b>	<b>122</b>	<b>153</b>
<i>Low Density Residential (RL)</i>	<i>n/a</i>	<i>10</i>
<i>Standard Density Residential (RS)</i>	<i>77</i>	<i>97</i>
<i>Medium Density Residential (RM)</i>	<i>36</i>	<i>36</i>
<i>High Density Residential (RH)</i>	<i>9</i>	<i>10</i>
<b>COMMERCIAL (CG)</b>	<b>67</b>	<b>43</b>
<b>INDUSTRIAL (IL, IG)</b>	<b>76</b>	<b>38</b>
<b>MIXED EMPLOYMENT (ME)</b>	<b>103</b>	<b>140</b>
<b>PUBLIC FACILITIES (PF)</b>	<b>75</b>	<b>66</b>

# School District Property



# Light Industrial/ Mixed Employment Area



# SITE STUDIES



*The site studies presented here are illustrative only. They do not require development to satisfy a certain design. They are intended to provide an example of potential development with the proposed plan designations.*



# Southwest Town Center/ Ward Opportunity Site



# SITE STUDIES



# Northeast Town Center



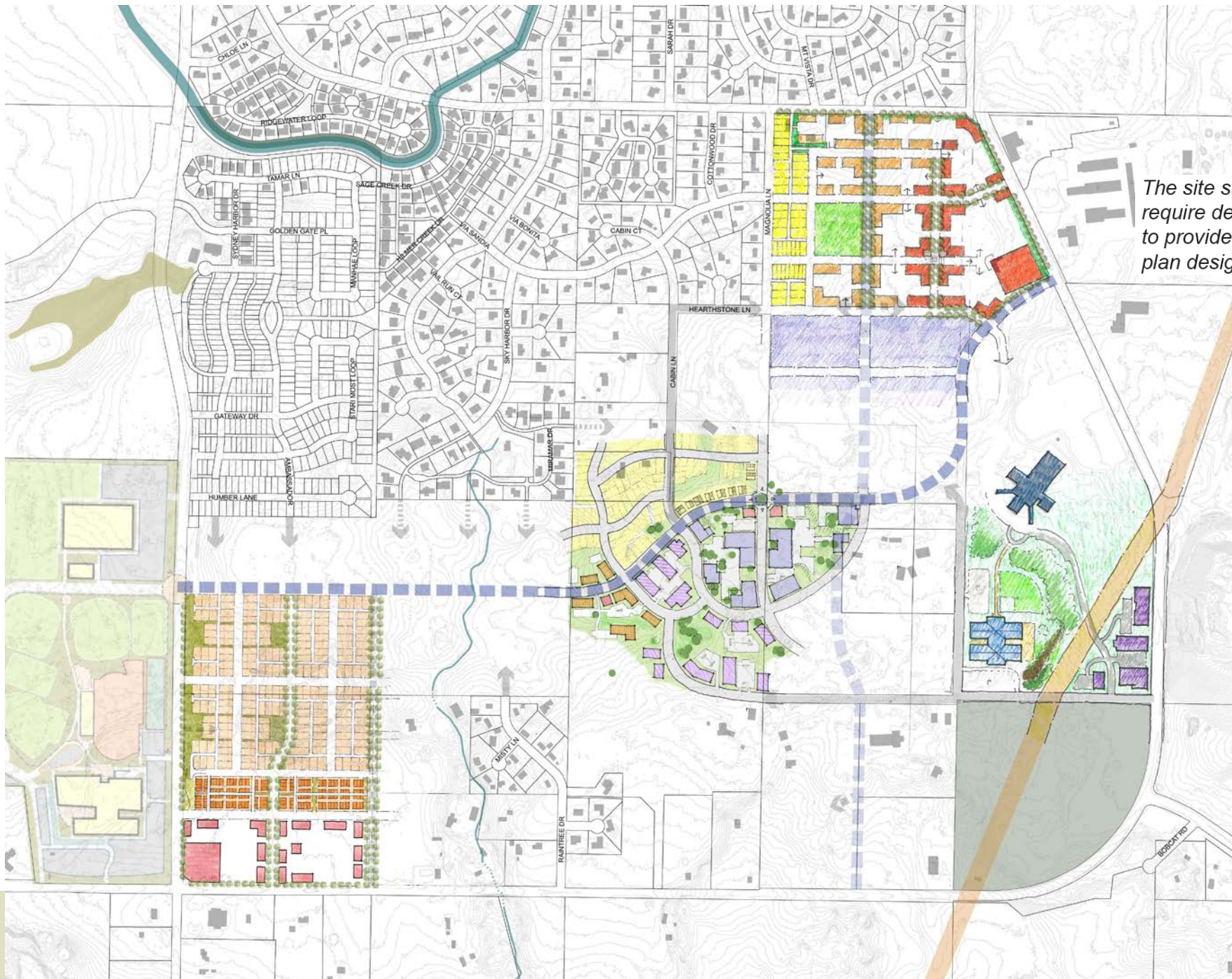
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# COMPOSITE MAP

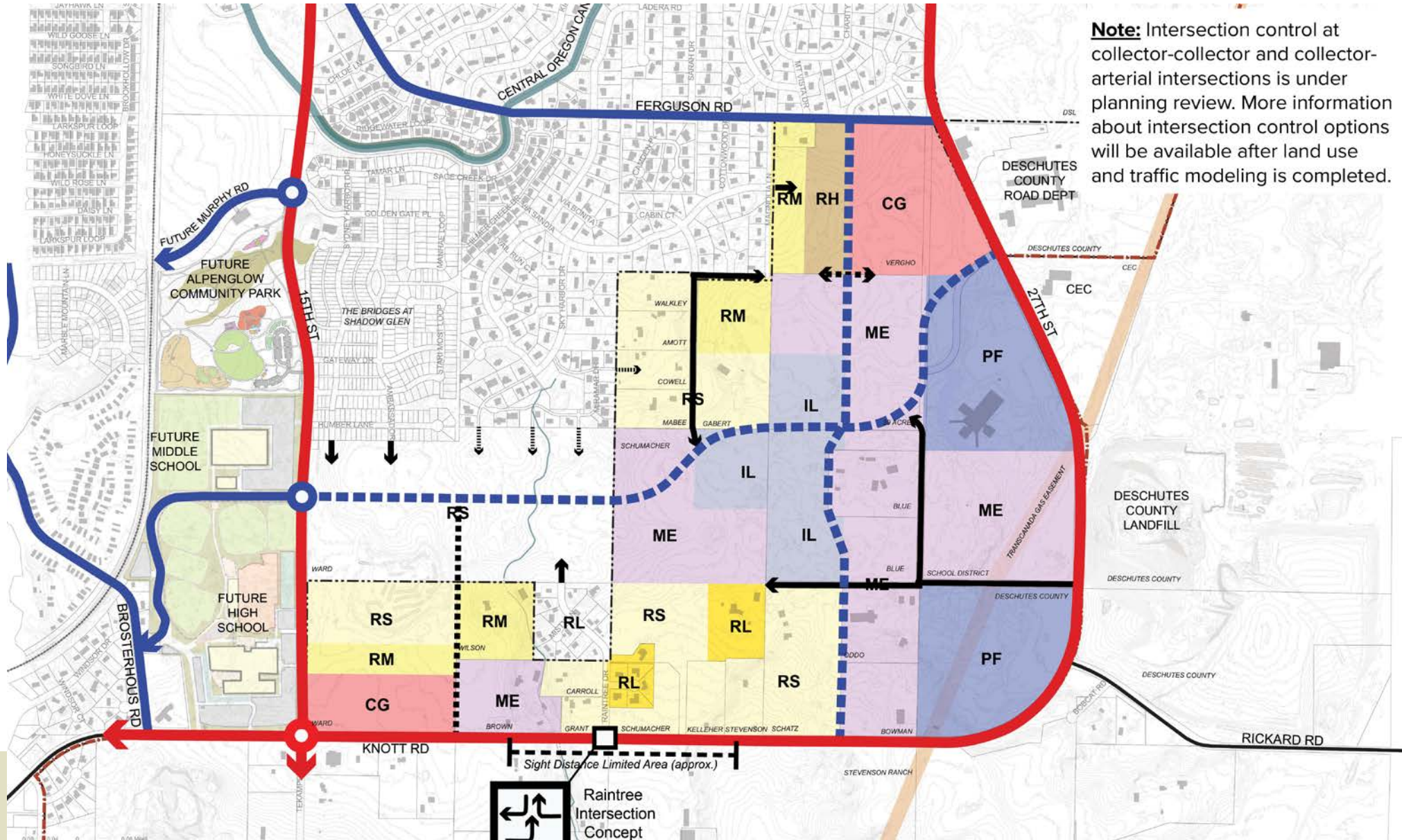


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# LAND USE AND TRANSPORTATION CONCEPTS



**Note:** Intersection control at collector-collector and collector-arterial intersections is under planning review. More information about intersection control options will be available after land use and traffic modeling is completed.

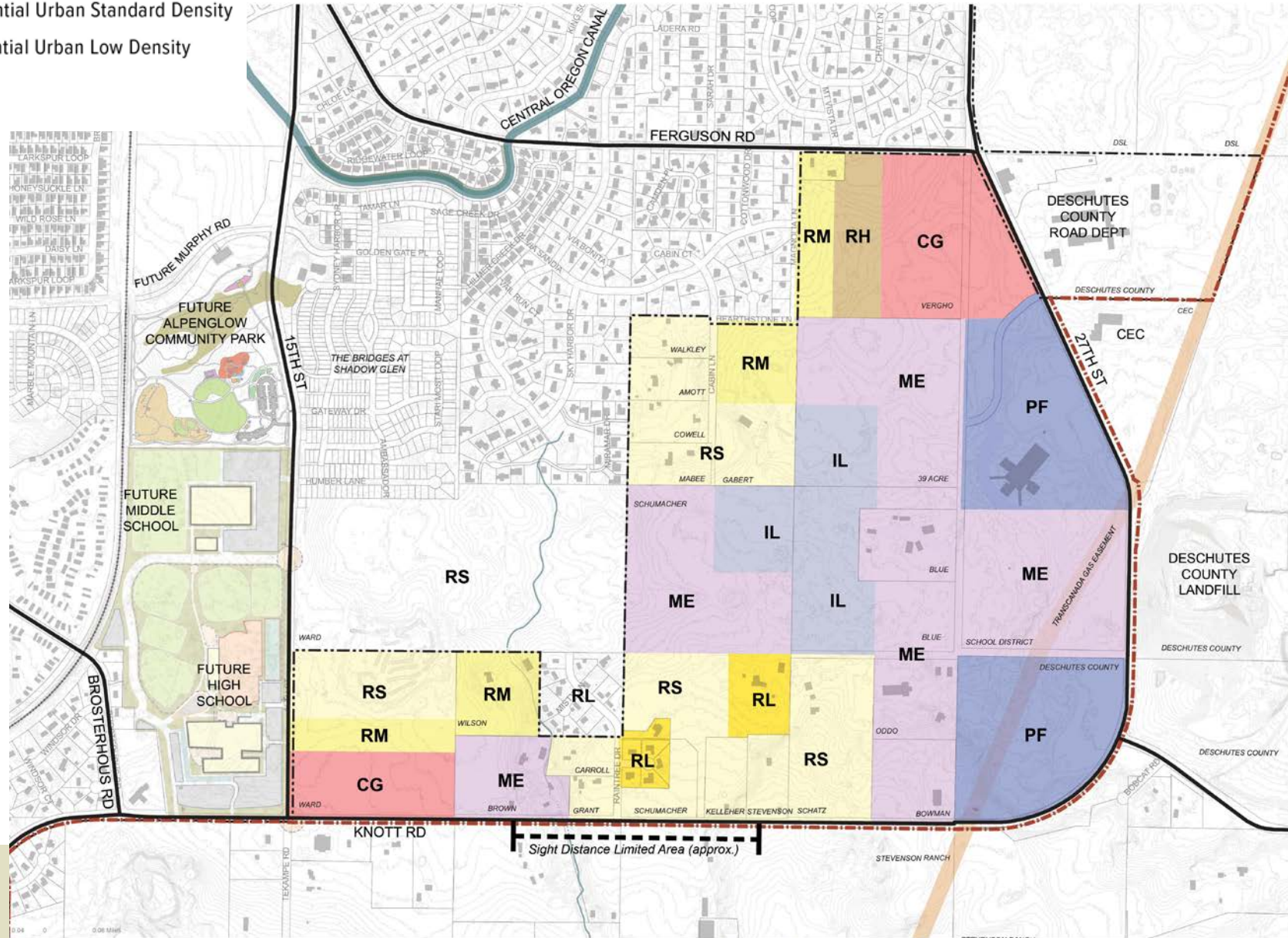




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# REFINED LAND USE PLAN: OPTION D





# REFINED TRANSPORTATION PLAN



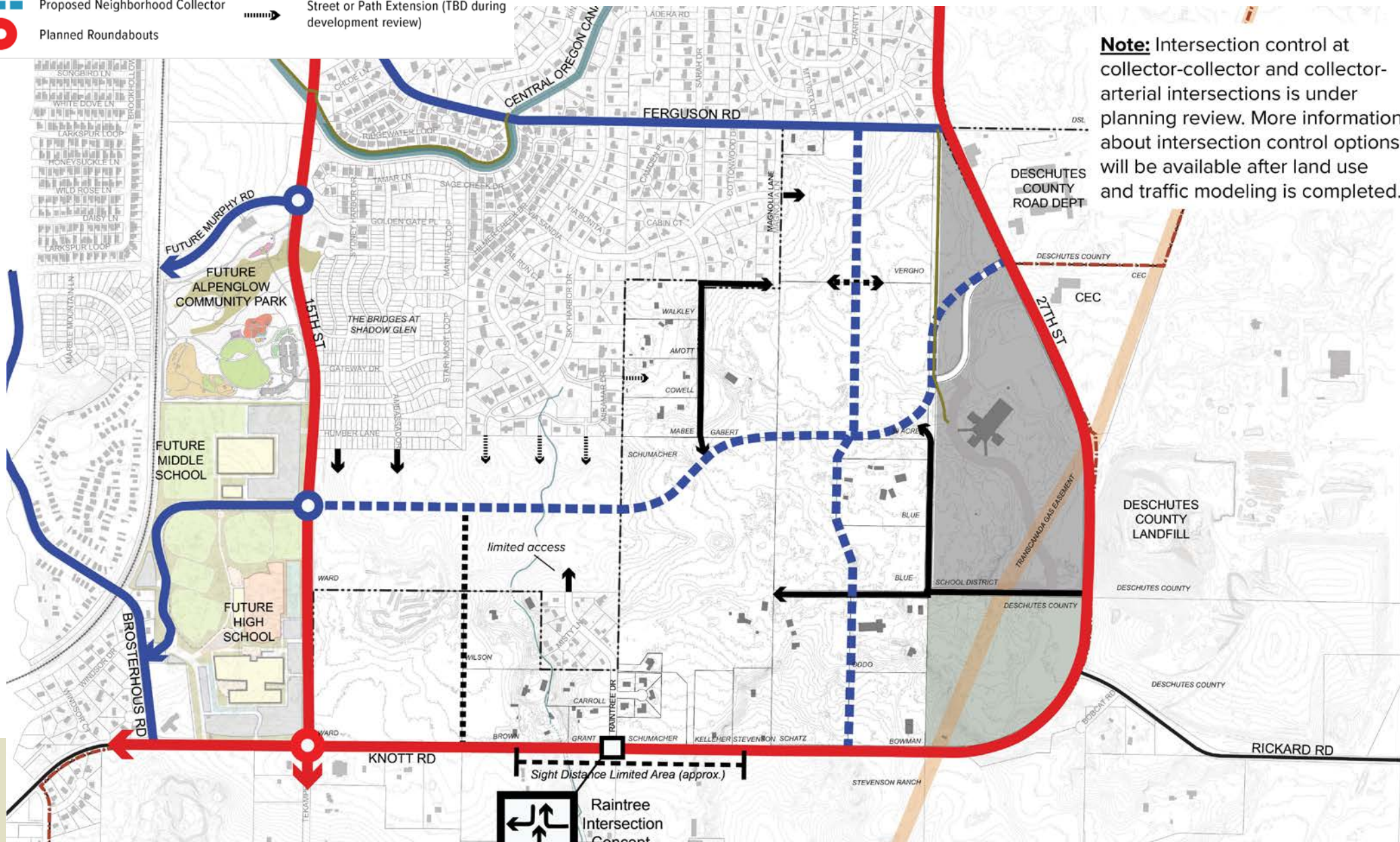




# STREETS PLAN

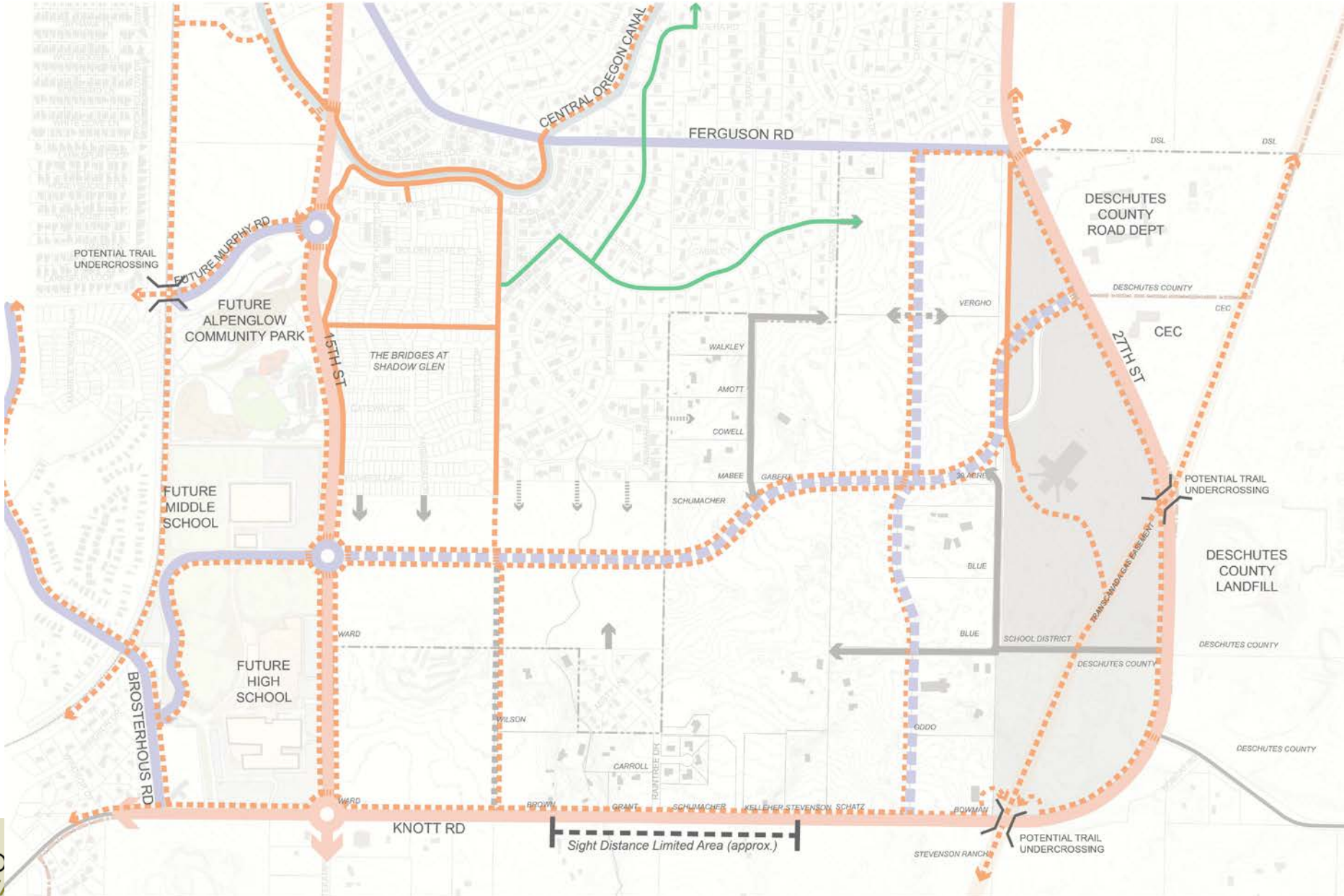
- █ Existing Arterial
- █ Existing / Planned Collector
- - - Proposed Collector
- · - · - Proposed Neighborhood Collector
- Planned Roundabouts
- Framework Local (Location TBD)
- Framework Local (Existing ROW)
- ➔ Street Extension
- ➔ Street or Path Extension (TBD during development review)

**Note:** Intersection control at collector-collector and collector-arterial intersections is under planning review. More information about intersection control options will be available after land use and traffic modeling is completed.





# TRAILS & GREENWAYS PLAN





# BEND'S TRANSPORTATION PLAN

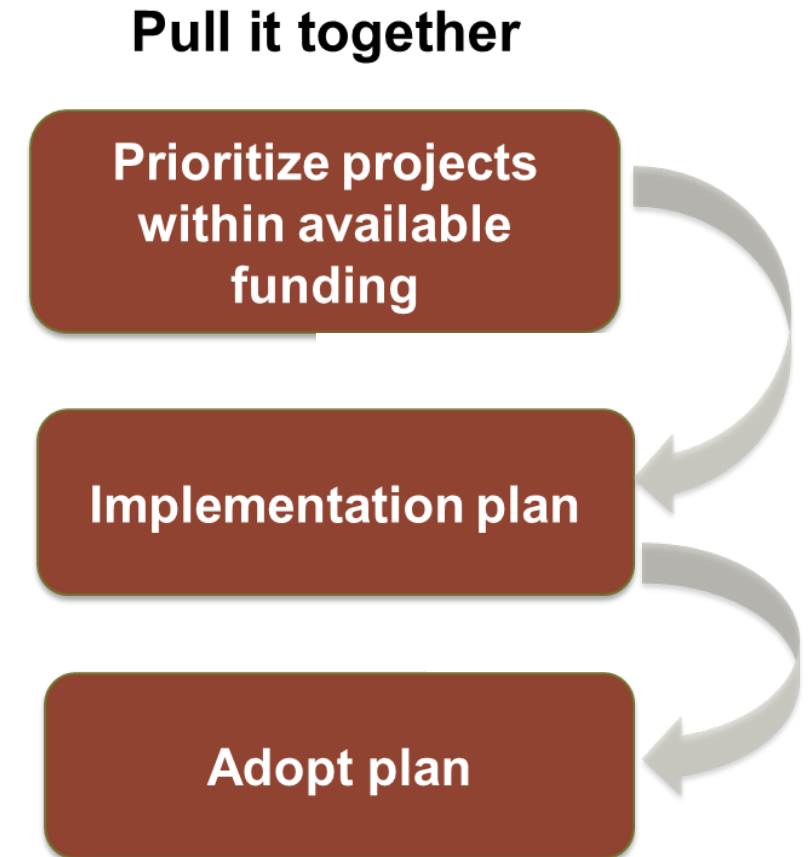
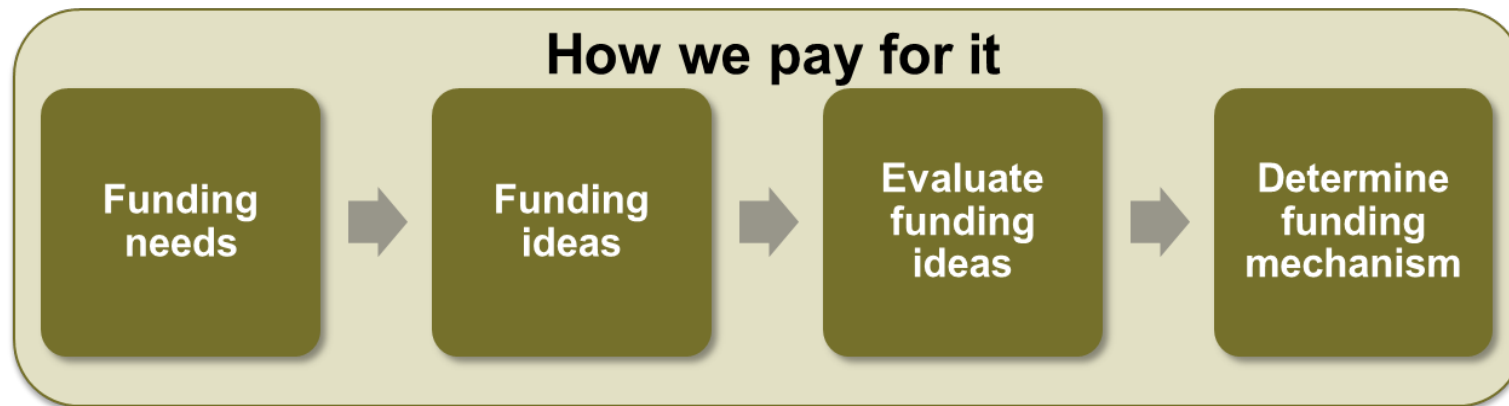
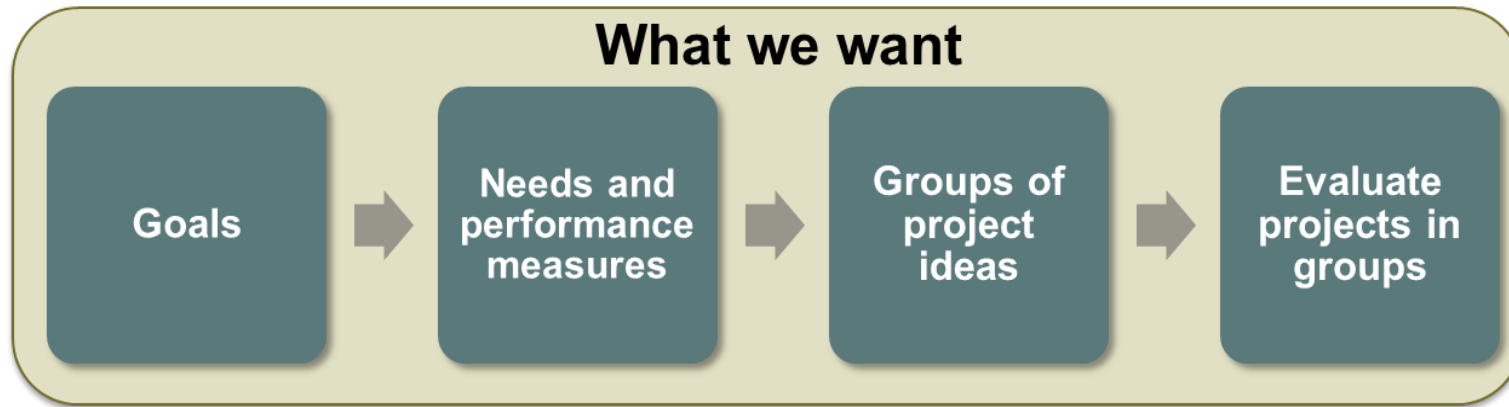
# WHAT IS A TRANSPORTATION PLAN?



- State-required element of the Comprehensive Plan
- Investment & management plan for Bend the next 20 years



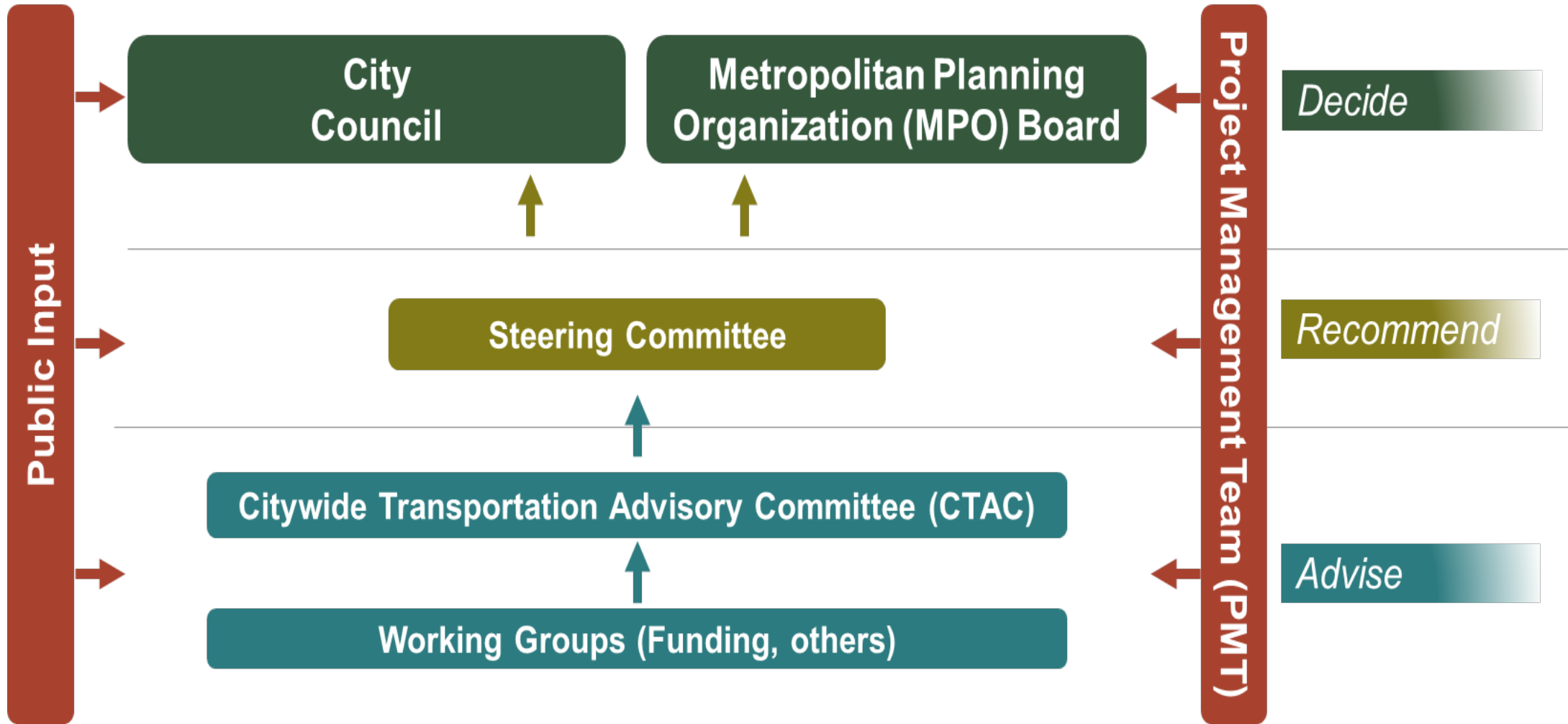
# TRANSPORTATION PLAN PROCESS







# DECISION MAKING



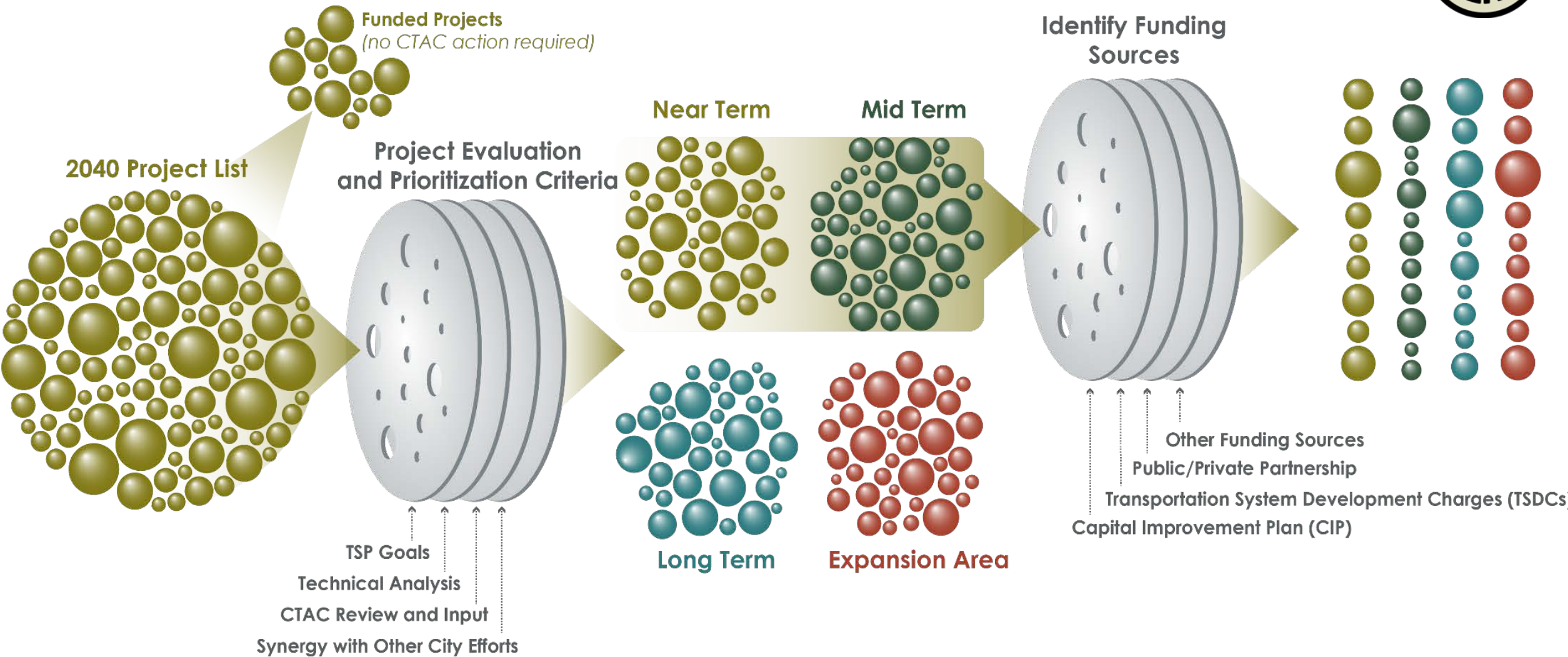
## THE 2040 PROJECT LIST: THE “UNIVERSE OF PROJECT”



- Baseline Projects (from adopted plans)
- Connectivity, Capacity, and Safety Projects for all modes
- Operations & Maintenance
- Studies & Programs
- Key Pedestrian & Bicycle Routes
- Staff Recommendations
- CTAC Revisions



# PRIORITIZATION PROCESS



# SE AREA TRANSPORTATION PLAN PROJECTS



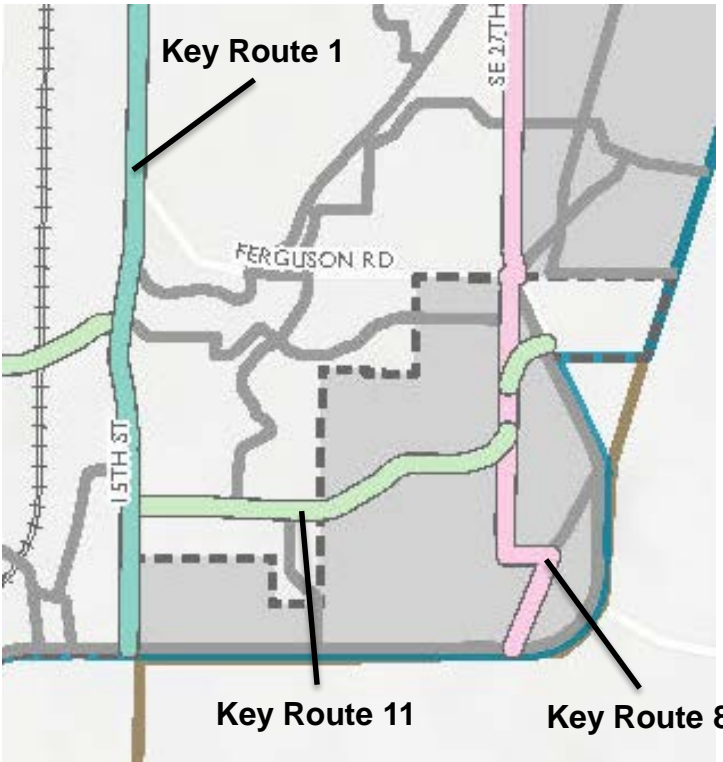
## Expansion Area Driven Projects



## Mid-Term Priorities



## Key Walking and Biking Routes





# SOUTHEAST AREA TRANSPORTATION PLAN PROJECTS



- **Short-term (Years 0-10)**

- ✓ US 97/Powers Rd Interim improvements
- ✓ US 97/Murphy Rd NB on-ramp & SB off-ramp
- ✓ Key Biking & Walking Routes 1 (15<sup>th</sup> St); 8 (27<sup>th</sup> St); & 11 (Murphy Rd/15<sup>th</sup>/E-W collector)

- **Mid-term (Years 11-15)**

- ✓ 15<sup>th</sup> St safety & capacity improvements
- ✓ Reed Mkt Rd/15<sup>th</sup> St intersection safety & capacity improvements
- ✓ Upgrade of Knott Rd from rural to urban standards (under consideration)

- **Long-term (Years 16-20+)**

- ✓ 27<sup>th</sup> St upgrade from Bear Creek Rd to Ferguson Rd

- **Expansion Area (timing driven by development)**

- ✓ New N-S and E-W collectors



## FUNDING CHALLENGES



- Federal and State funding is limited, variable, and generally declining
- Fuel tax is declining (vehicle efficiency) and not keeping up with inflation
- Limitations on property taxes and general fund revenues
- No dedicated usage fee (like water or wastewater have)
- Local funding sources are uncertain – some sources must be approved by public vote, others fluctuate with the economy and are restricted in usage.
- Property taxes are not enough, especially in Bend

**Transportation is very difficult to fund.**

# FUNDING WORK GROUP: MOST SUITABLE TOOLS



Funding mechanisms tied to the use of transportation systems	Funding mechanisms tied to land value capture	Other funding mechanisms
Seasonal fuel taxes	Urban renewal funding	General Obligation bonds
County vehicle registration fee	Local improvement districts (LID)	Transportation System Development Charge (TSDC) increases
Transportation Utility Fees (TUF)		Targeted sales tax (food & beverage)
* Requires City or County vote		

# DRAFT EXPANSION AREA FINANCIAL POLICY



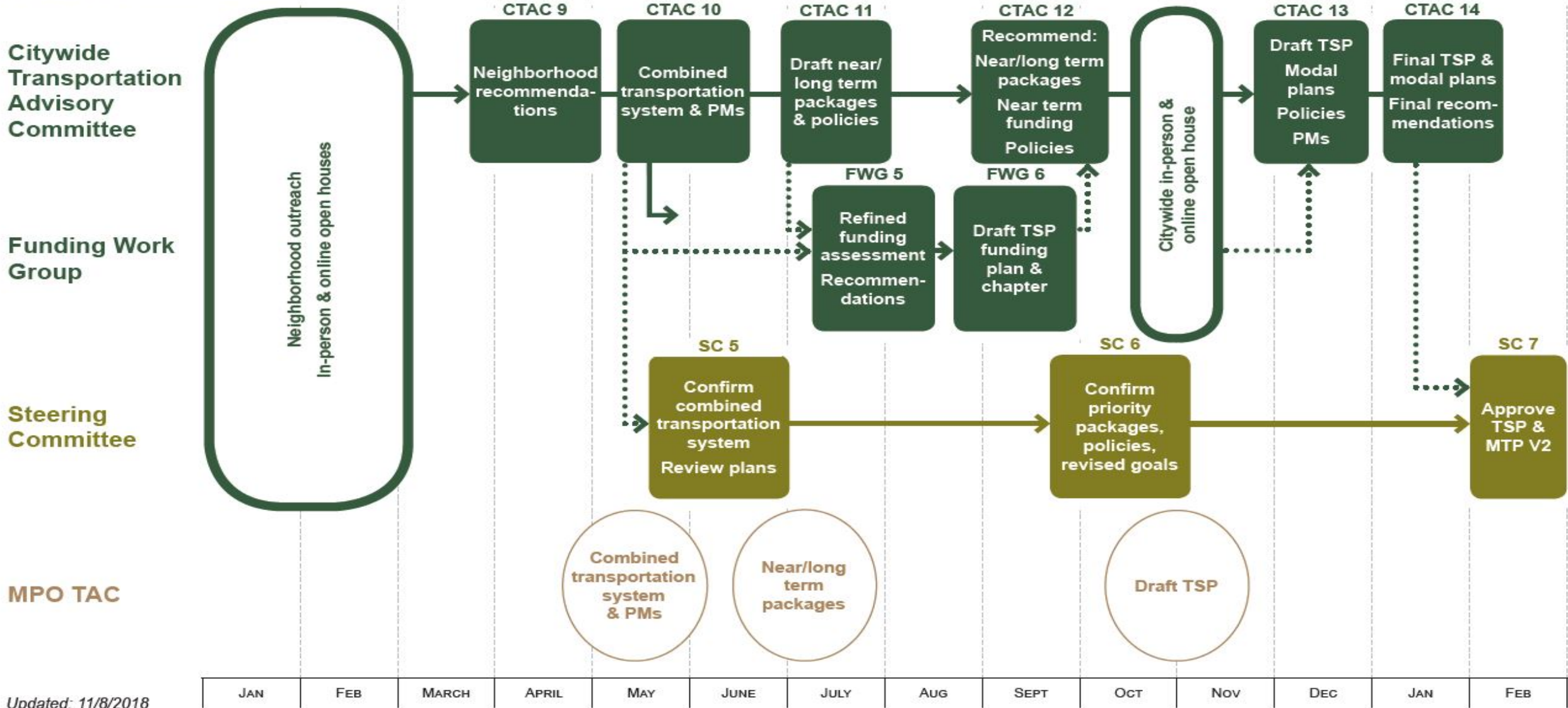
**F-9.** Funding for transportation infrastructure in Expansion Areas, as identified in the 2016 UGB expansion, will be determined either before or upon area plan and or master plan approval (unless exempted), and must be established prior to or concurrently with annexation. Transportation and infrastructure funding agreements will be memorialized for each expansion area property or properties in a development agreement, as part of master plan or area plan approval, and/or annexation. City/private developer cost sharing may be based on the following:

- Construction and modernization of existing infrastructure to City standards and specifications;
- The investment in transportation infrastructure helps solve existing transportation safety, capacity, or other apparent functional issue within the existing City limits;
- There is an opportunity for local, state and/or federal grants to leverage the private investments and provide partnerships;
- Other factors as determined by the City Manager.



# BEND TRANSPORTATION PLAN

## Phase 2-3 Work Plan and Process



Updated: 11/8/2018

QUESTIONS?



Contact Karen Swirsky, Senior Planner:

- 541-323-8513
- [kswirsky@bendoregon.gov](mailto:kswirsky@bendoregon.gov)

Visit the website:

- <https://www.bendoregon.gov/city-projects/transportation-system-plan>

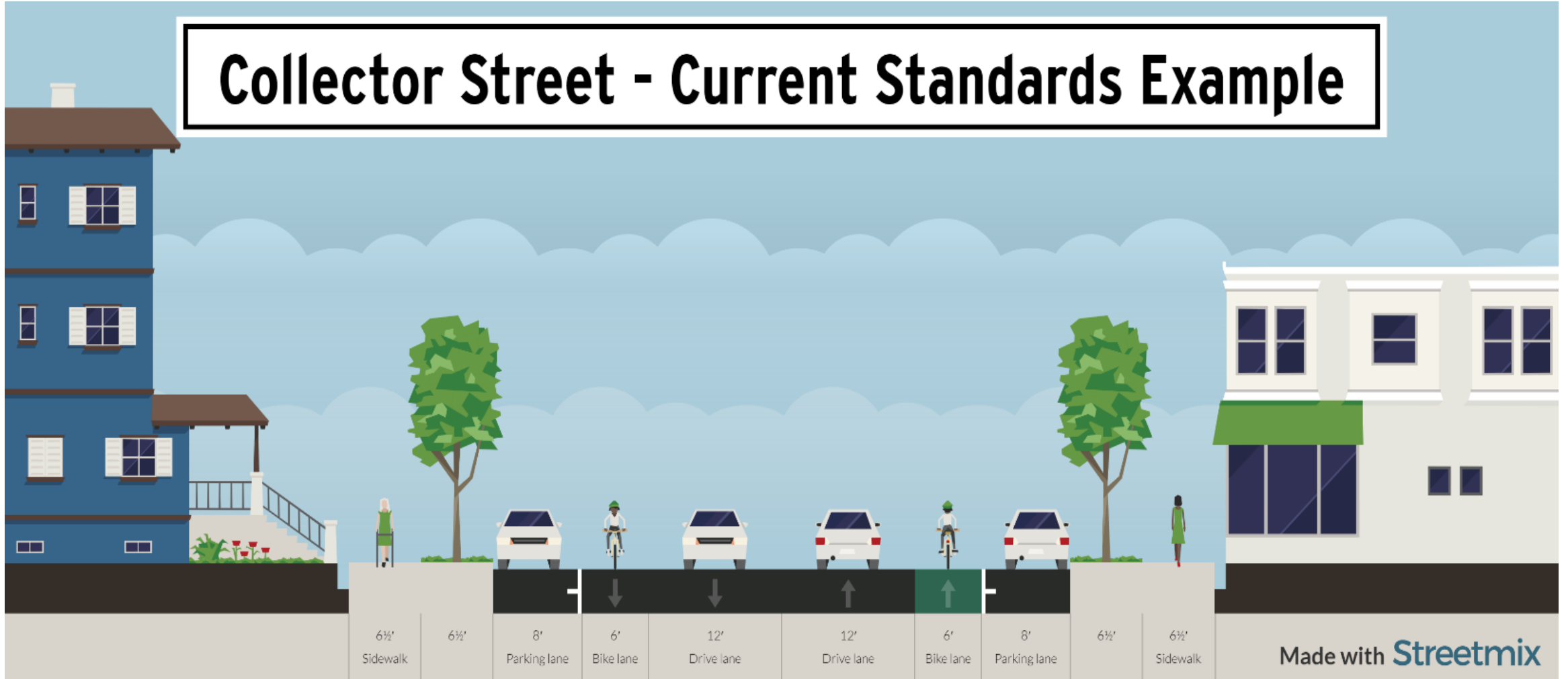


## ALTERNATIVE COLLECTOR STANDARD





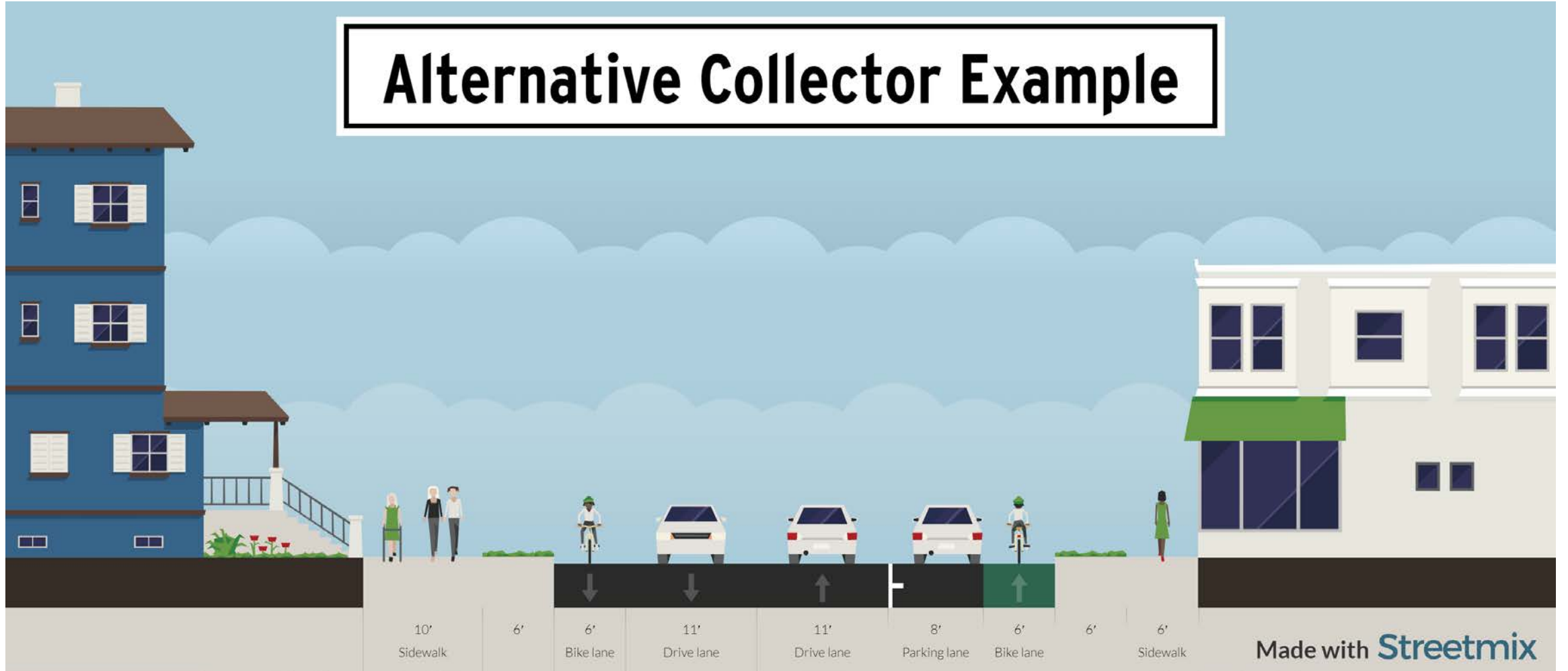
# Collector Street - Current Standards Example



# ALTERNATIVE COLLECTOR EXAMPLE



## Alternative Collector Example



# POTENTIAL DESIGN ELEMENTS FOR DISCUSSION



- Right of Way (ROW)
- Travel Lane Width
- Flex Elements
  - Sidewalk
  - Bike Lane
  - Multi-Use Path
  - Planting Strip
- On Street Parking
- Median/Turn Lane



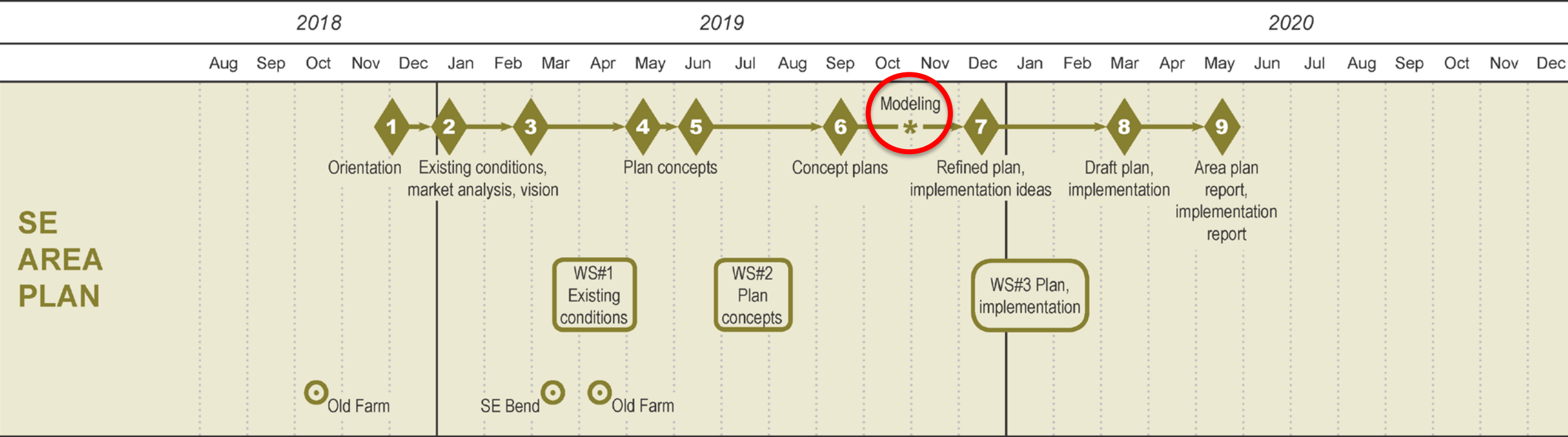




## PUBLIC COMMENT #2



# NEXT STEPS



**Next meeting: SEAPAC #7 on December 3, 2019**