



**WELCOME**

**THE MEETING WILL BEGIN MOMENTARILY**

.....

**SOUTHEAST AREA PLAN ADVISORY COMMITTEE**

**JULY 30, 2020**



# VIRTUAL MEETING GUIDELINES

## Meeting space

Change your **Video Layout** to control where you view video participants and panels on your screen.

Choose **Floating Panel View** to position any panel where you want it - even on a second monitor.

Access the **Meeting Info** to get details about the meeting.

Meeting controls hide when you're not using them and then re-appear when you move your cursor.

**Meeting Info Panel:**  
Quarterly Analytic Visualizations  
Host: Catherine Sims  
URL: <https://companywebex.com/remote/123>  
Meeting number: 955 123 456  
Video address: [stan.compan@webex.com](mailto:stan.compan@webex.com)  
Audio connections:  
US Toll 1-555-123-4567  
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## VIRTUAL MEETING GUIDELINES




- You will be on mute when you first join the meeting. Please mute yourself when you are not speaking.

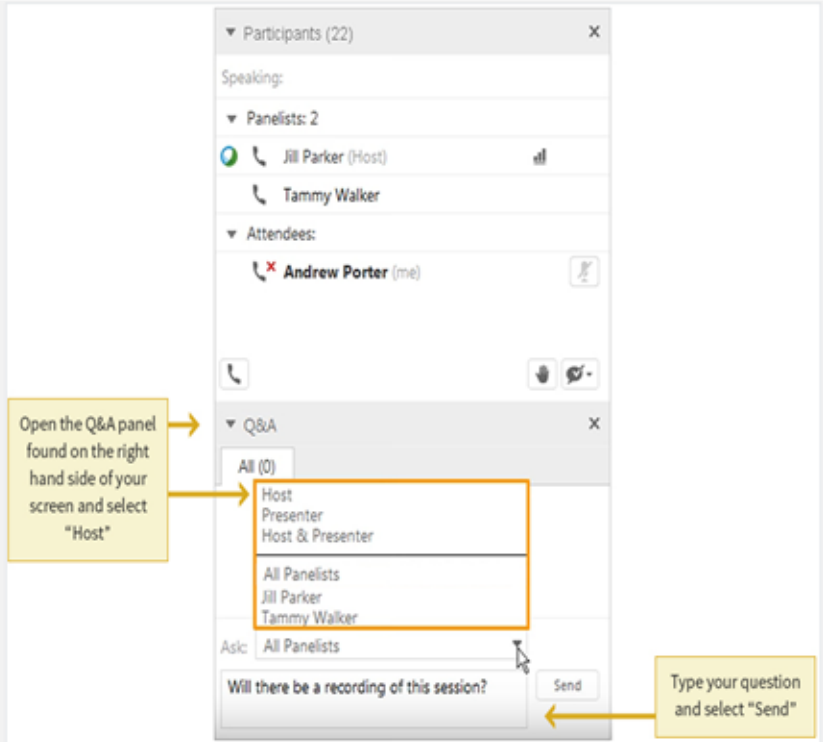


- Note, if there is excessive background noise, staff may mute you.
- State your name before speaking.
- The meeting will be recorded and part of the public record.

# VIRTUAL MEETING GUIDELINES



- Raise hand function for straw polls.
- To access the raise hand function, click on the participants icon; 
- In the participants pane, look at the bottom right corner and click on the hand icon to raise/unraise your hand.
- If you are having technical difficulties during the meeting, please use the chat function to send a message to the host.





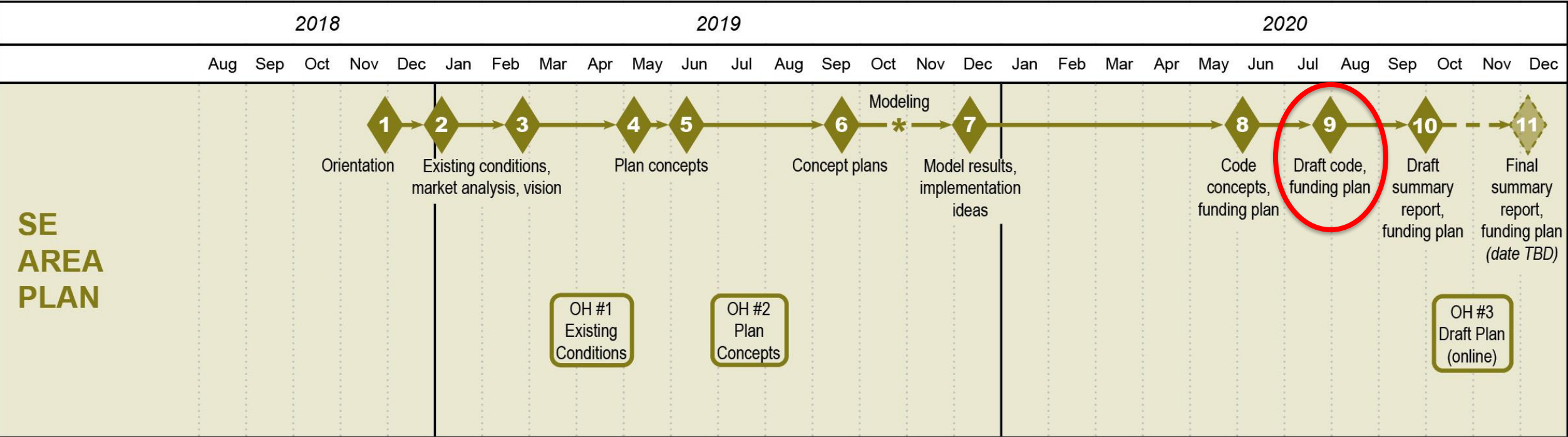
**WELCOME**

**ROLL CALL, CONFLICT DECLARATIONS**

**PUBLIC COMMENT**



# WHERE WE ARE IN THE PROCESS



SE  
AREA  
PLAN





## FUNDING PLAN (PART 3)

## FRAMING FOR THIS AGENDA ITEM



- The Funding Plan is coming together, responsive to new factors:
  - City making headway to complete Transportation strategy and updating cost estimates
  - Sewer projects, funding expanded to include DSL property
  - Coordinating with Avion to better identify water infrastructure needs, including cost estimates and possible locations, for SEAP and DSL
- New factors influencing Funding Plan:
  - A developer and team developing a proposed master plan for the DSL property on 27<sup>th</sup> and Stevens Road
    - Opportunity to potentially share certain transportation, sewer, and water projects and costs
  - Pahlisch Homes submitted proposed master plan for Easton project (JL Ward property on 15<sup>th</sup>)
    - This development will be responsible for certain infrastructure improvements instead of SEAP



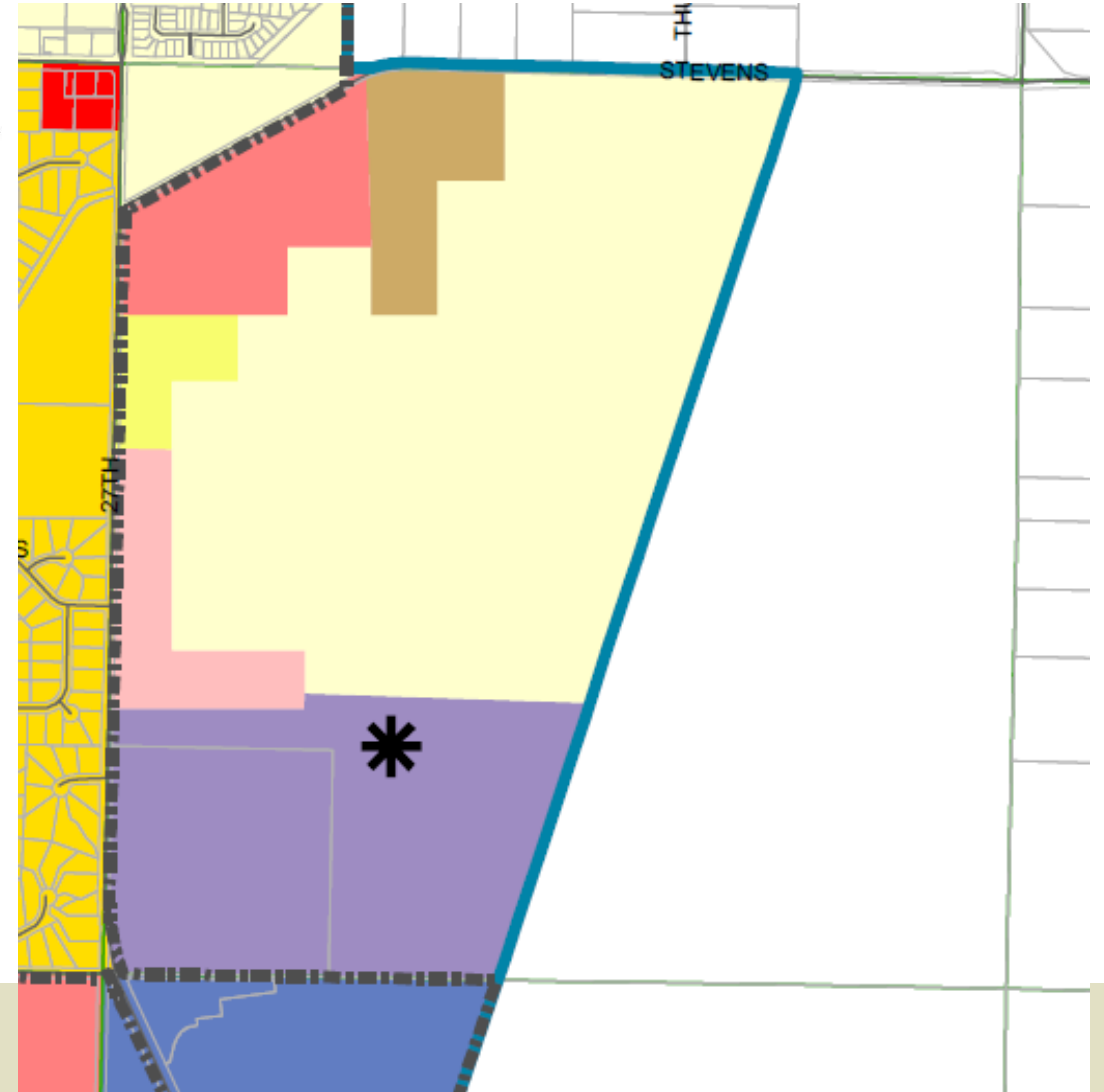




## Easton (Pahlisch Homes)

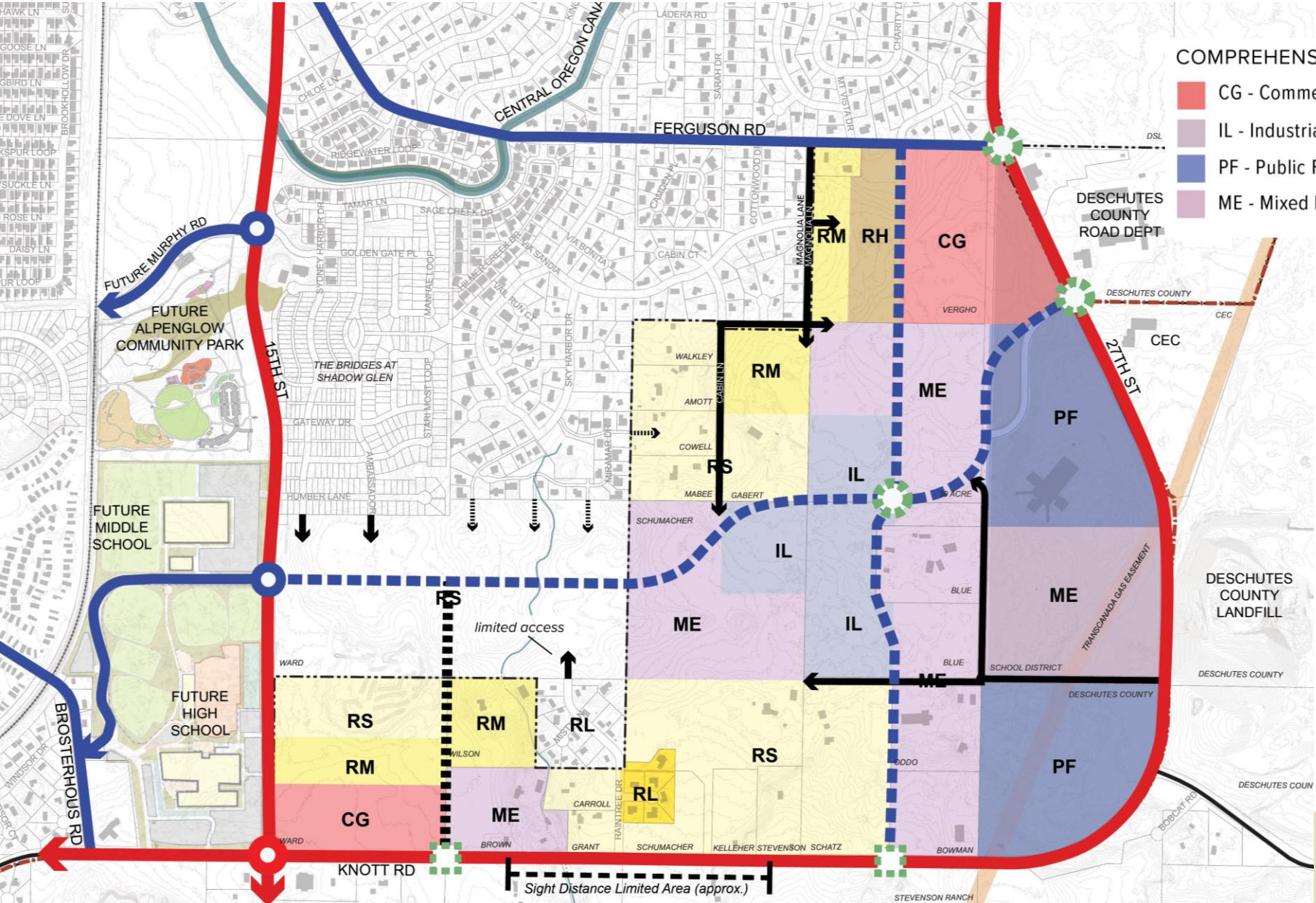


## DSL Property





# LAND USE AND TRANSPORTATION FRAMEWORK



## COMPREHENSIVE PLAN DESIGNATIONS

- CG - Commercial 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

- Existing Arterial
- Existing / Planned Collector
- Existing Framework Local
- Existing/Planned Roundabouts
- Proposed New 2- or 3-Lane Collector
- Proposed New 2-Lane Local or Collector
- Proposed 1-Lane Roundabout
- Proposed 2-Way Stop Controlled Intersection
- Local Street Extension
- Local Street or Path Extension (TBD during development review)





# TSP PROJECT COST LIST

Location	Mitigation	Estimated Costs
15th St / Ferguson Rd	Single Roundabout	\$3,700,000
27th St / Ferguson Rd	Single Lane Roundabout	\$3,700,000
China Hat Rd / Knott Rd	Single Lane Roundabout	Paid through Citywide TSDC <sup>(1)</sup>
Knott Rd / Country Club Dr	Single Lane Roundabout	Paid through Citywide TSDC
15th St / Reed Market Rd	Expand to a Multilane Roundabout	Paid through Citywide TSDC
Knott Rd / New Road #2	TWSC <sup>(2)</sup> improvements	\$100,000
Knott Rd / New Road #3	TWSC* improvements	\$100,000
27th St / Diamondback Ln	Single Lane Roundabout	\$3,700,000
Knott Rd / Brosterhous Rd	Single Lane Roundabout	Built by Others
Murphy Rd / Country Club Dr	Single Lane Roundabout	Murphy Corridor Project
27th St / Reed Market Rd	Multilane Roundabout	Built by Others
15th St / New Road #1	Single Lane Roundabout	Built by Others
East-West Collector	New Road	\$7,200,000
Local Framework Road	New Road	\$2,000,000
North-South Collector	New Road	\$8,700,000
East-West Collector/North-South Collector Roundabout	Single Lane Roundabout	\$3,700,000
Knott Rd/27 <sup>th</sup> St	Frontage Improvements	\$16,425,000
<b>TOTAL Costs<sup>(3)</sup></b>	-	<b>\$49,325,000</b>

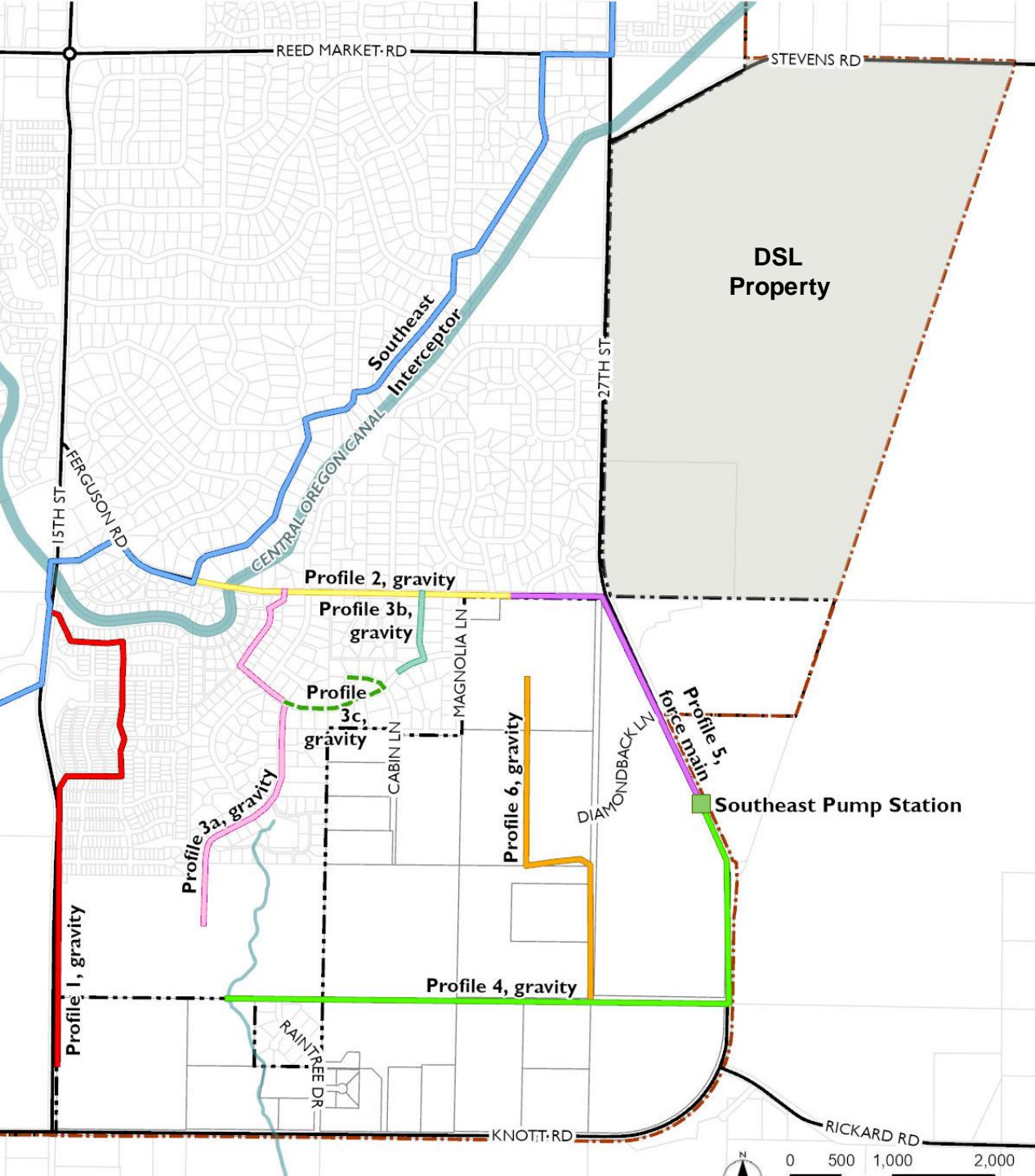
Source: Kittelson Associates.

- Projects includes the new collector roads and roundabouts
- Team is reviewing cost ranges for roundabouts (costs shown are the high end)
- Team reviewing cost estimate for frontage improvements to Knott and 27<sup>th</sup>



- City reviewing projects needed for both SEAP and DSL property
  - Determine which area will construct/fund specific projects
  - Determine which projects' costs to be shared by SEAP and DSL
  - Certain roundabouts may be SDC creditable
- ODOT – Per Trip Fee
  - City preparing final proposal to ODOT for a per trip fee
  - Purpose is to ensure proportional share of funding for improvements on ODOT facilities – to address and meet State Transportation Planning Rule
- Revised cost estimates
  - City reviewing project costs estimates against recent development





# SEWER & WATER



## Sewer:

- MurraySmith (MSA) to expand their previous analysis to consider DSL and area north of Ferguson Road.
- Determine whether there are improvements/projects that could be cost-shared between three areas.

## Water:

- City is coordinating with Avion on possible water main alignment options through SEAP to serve both the SEAP properties and DSL to the NE.

## NEXT FUNDING STEPS



- Complete transportation and sewer analysis to revise project lists and costs for SEAP, DSL
- Determine best options for shared funding tools to fund backbone infrastructure
- Meetings with property owners later this fall
- Come back to SEAPAC at a future meeting with final infrastructure funding plan

## QUESTIONS FOR SEAPAC – ROUND ROBIN INPUT



- Reminder: we are taking more time with the funding plan
  - Need to get funding plan right
  - Working on plan, code amendments concurrently
- For owners, what are your current plans for your property?
  - What do we need to know to complete the Funding Plan?
  - What info do you need from the Funding Plan to inform your plans?
- What shared funding tools do you support using?
  - Fund multiple projects at one time – e.g. LID
  - Develop funds for projects as development occurs – Supplemental SDCs
  - Combination of tools, if needed





# HIGH DESERT PARK SITE AND PARK PLANNING



# Park Development Process

Presented By Sarah Bodo  
For the SEAP Advisory Committee  
July 30, 2020

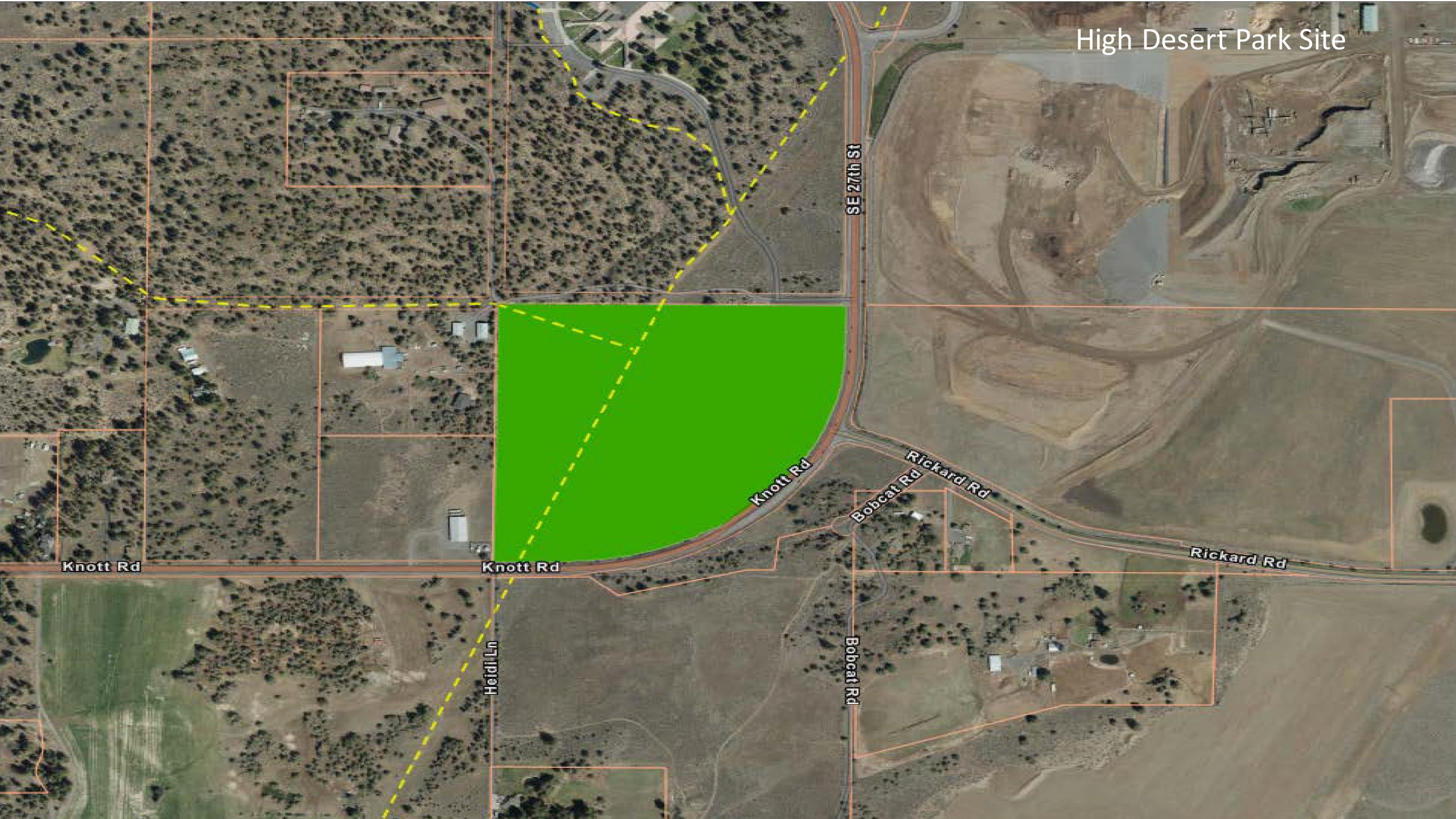
[www.bendparksandrec.org](http://www.bendparksandrec.org)



*play for life*



High Desert Park Site



SE 27th St

Knott Rd

Knott Rd

Knott Rd

Bobcat Rd

Rickard Rd

Rickard Rd

Heidi Ln

Bobcat Rd



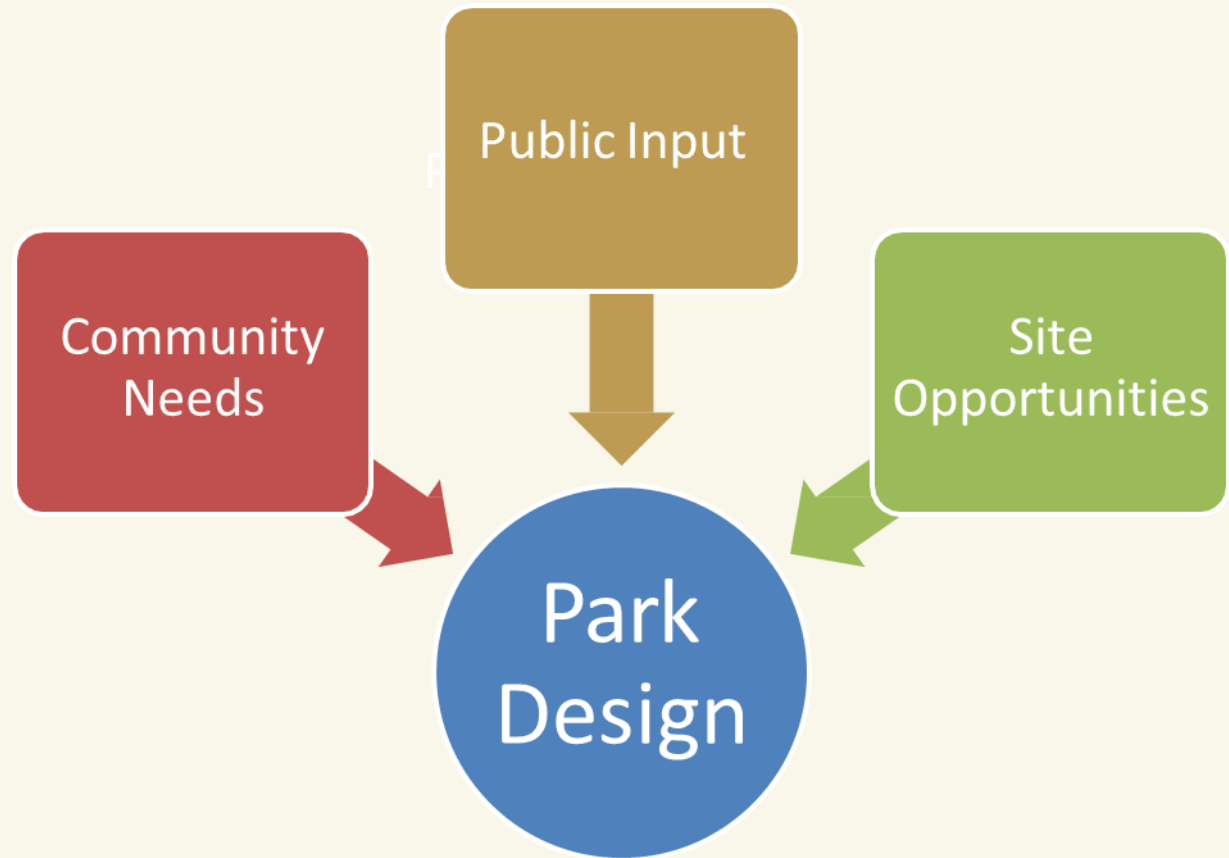
# Park Development Process

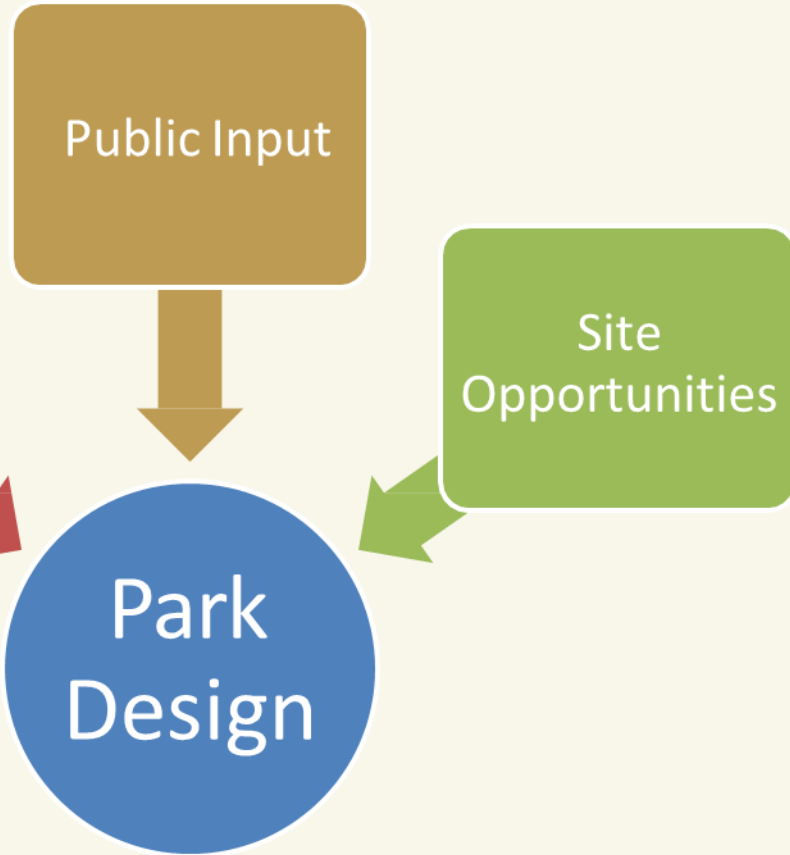
- When funding and staff resources available:
  - Planning and Research
  - Outreach
  - Master Planning
  - Design
    - Schematic Design
    - Design Development
    - Construction Documentation
  - Permitting and Construction

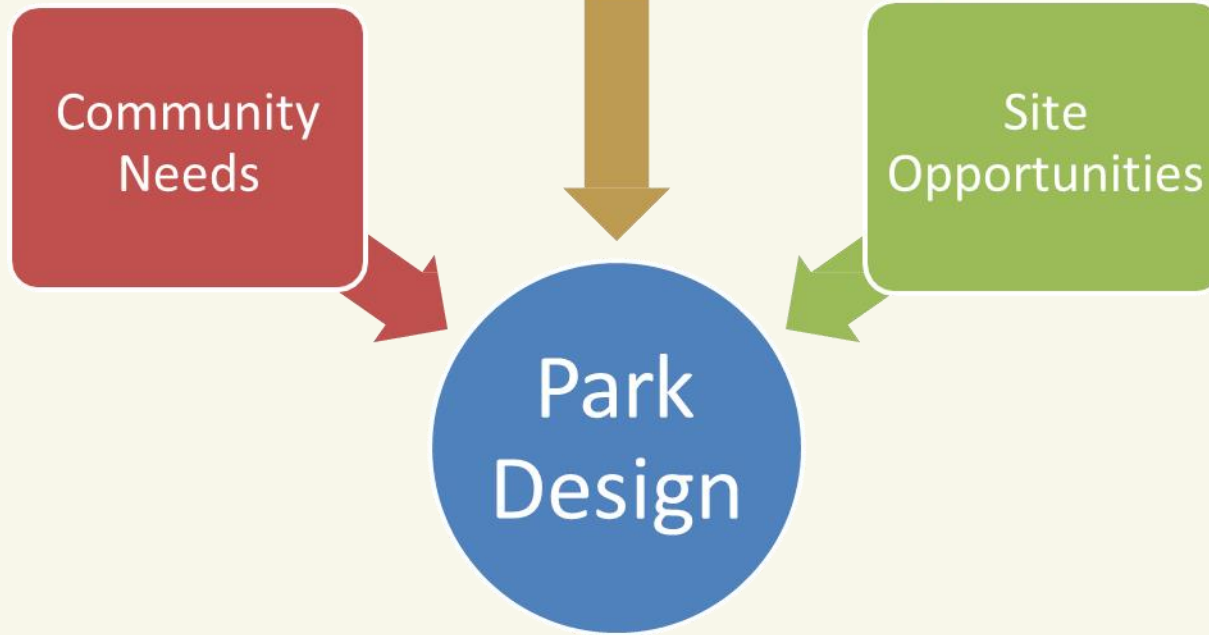


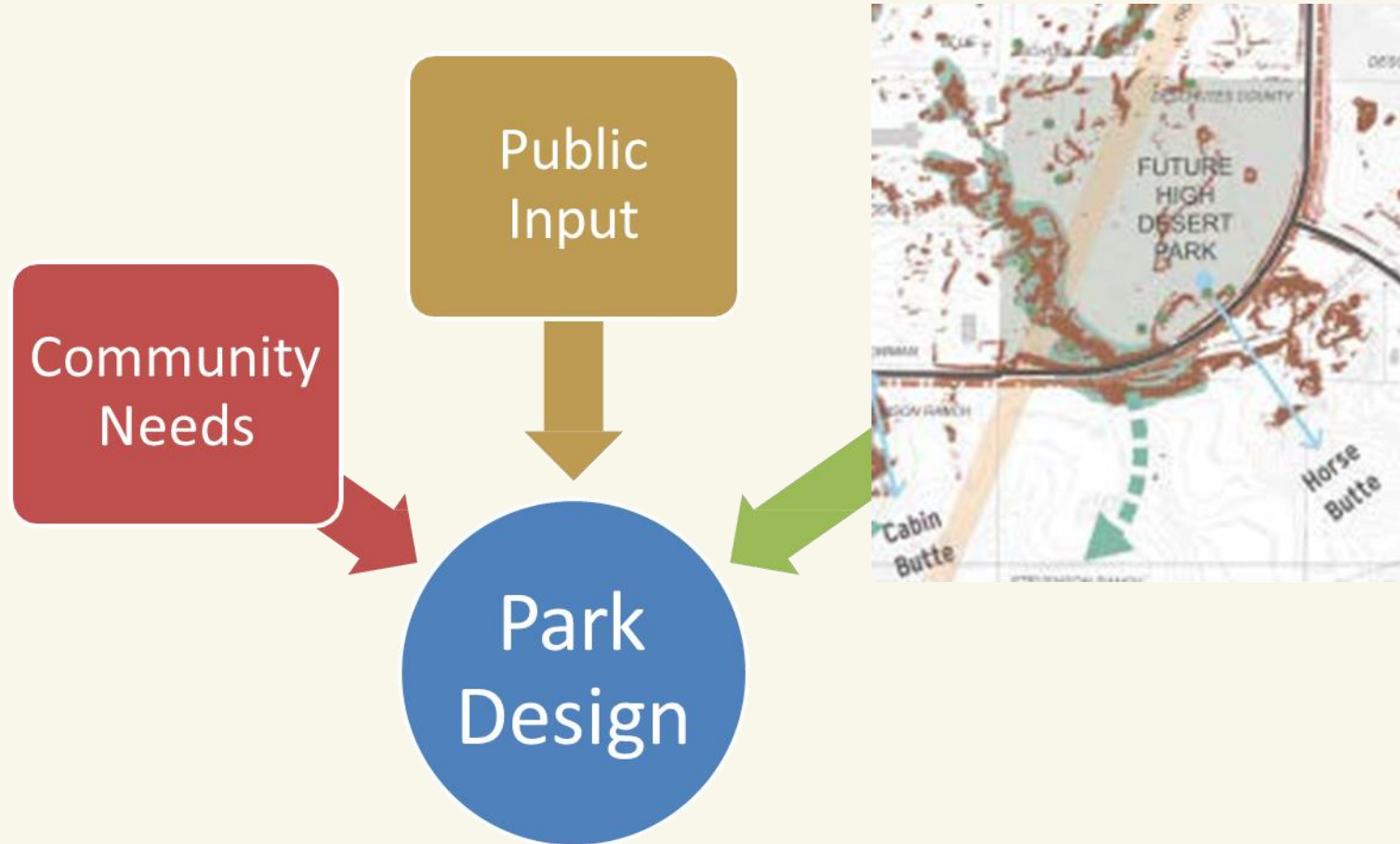
# Public Involvement Plan

- Scaled to the project
- Develop outreach goals, audience and methods











# Example: Alpenglow Park



# Sound and Lights



# Questions

[www.bendparksandrec.org](http://www.bendparksandrec.org)



*play for life*



# DRAFT CODE AMENDMENTS



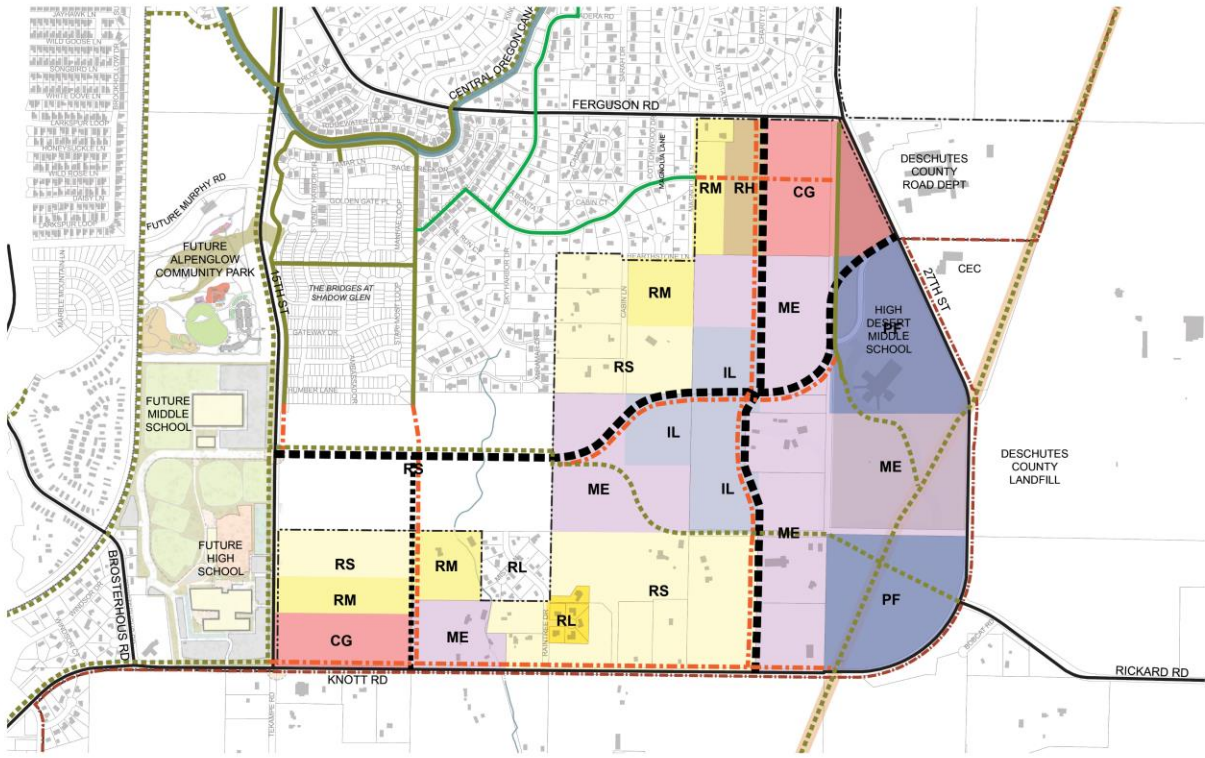


Code concepts reviewed at June SEAPAC Meeting:

- Comprehensive plan text and map amendments
- Allowed land uses in SEAP zoning districts
- Development standards
- Alternative Collector Standard
- Multi-use paths and trails in SEAP
- Latest work on integrating significant trees and rock outcrops in future development



# CODE AMENDMENTS

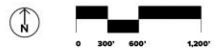


LAND USE,  
TRANSPORTATION,  
AND TRAIL CONCEPTS

<ul style="list-style-type: none"> <li> Existing Facility</li> <li> BPRD Multi-Use Path*</li> <li> Multi-Use Path</li> <li> 2- or 3-Lane Collector</li> <li> 2-Lane Local or Collector</li> <li> Low Stress Network Route</li> </ul>	<p>COMPREHENSIVE PLAN DESIGNATIONS</p> <ul style="list-style-type: none"> <li> CG - Commercial General</li> <li> IL - Industrial Light</li> <li> PF - Public Facility</li> <li> ME - Mixed Employment</li> <li> RH - Residential Urban High Density</li> <li> RM - Residential Urban Medium Density</li> <li> RS - Residential Urban Standard Density</li> <li> RL - Residential Urban Low Density</li> </ul>
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\*Trails identified in the BPRD Comprehensive Plan are referred to as multi-use paths in the City's development code

SUBJECT TO CHANGE  
7/10/2020  
Note: Multi-use paths  
can be incorporated into  
roadway design



For this meeting:

- Alternative Collector standard refinements
- Multi-use path/trail map (one change)
- Significant rocks and trees

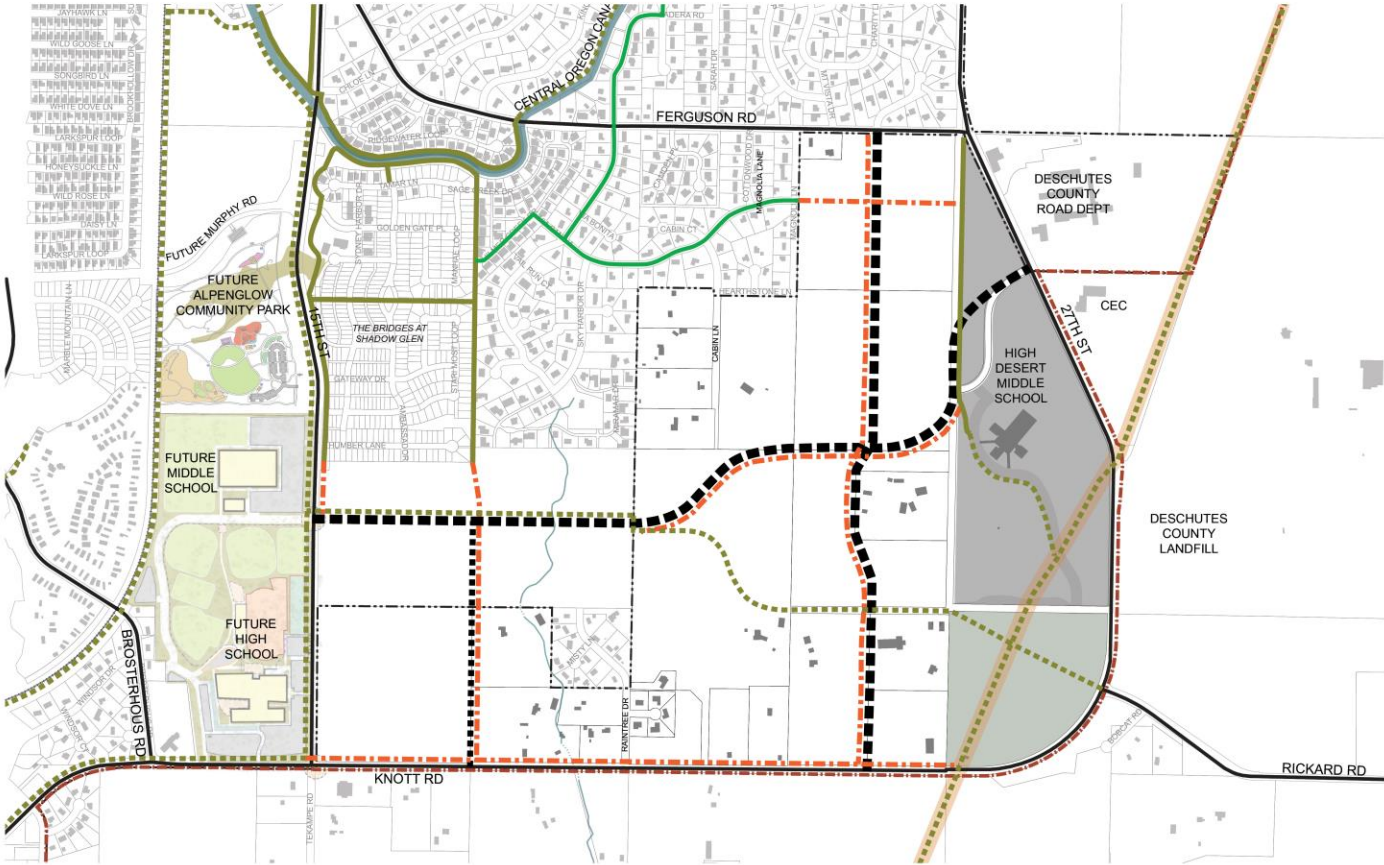
Zone-specific amendments:

- Residential Zones
- Light Industrial Zone
- Public Facilities Zone
- General Commercial Zone
- Mixed Employment Zone



## Multi-Use Path & Trail Map

Slightly modified to include Easton development's proposed location of multi-use path to north side of E-W collector



SOUTHEAST AREA PLAN  
MULTI-USE PATHS &  
BPRD TRAILS

- Existing Facility
- BPRD Multi-Use Path\*
- Multi-Use Path
- 2- or 3-Lane Collector
- 2-Lane Local or Collector
- Low Stress Network Route
- Existing City Boundary
- Urban Growth Boundary
- Tax Lots
- Railroad
- Piped Canal
- Canal
- TransCanada
- Natural Gas Pipeline

Note: Multi-use paths can be incorporated into roadway design

SUBJECT TO CHANGE  
7/10/2020



\*Trails identified in the BPRD Comprehensive Plan are referred to as multi-use paths in the City's development code



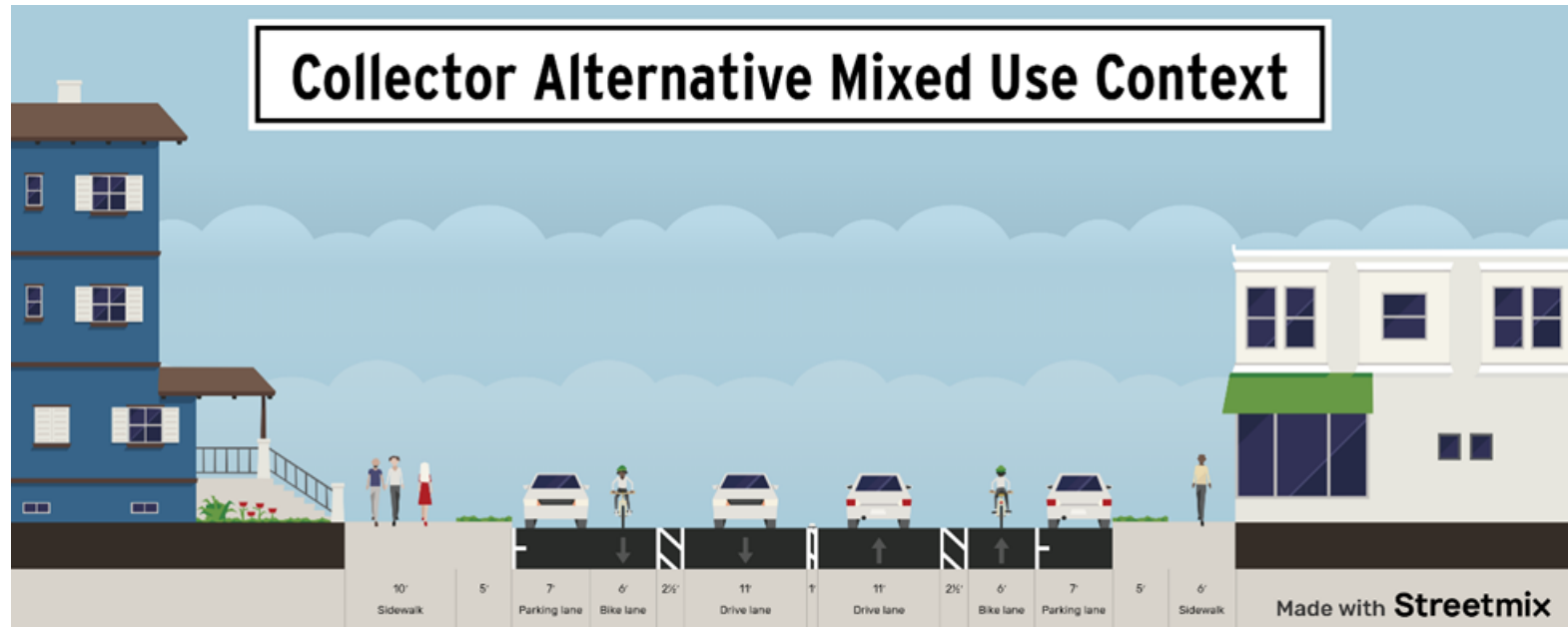


# ALTERNATIVE COLLECTOR STANDARDS



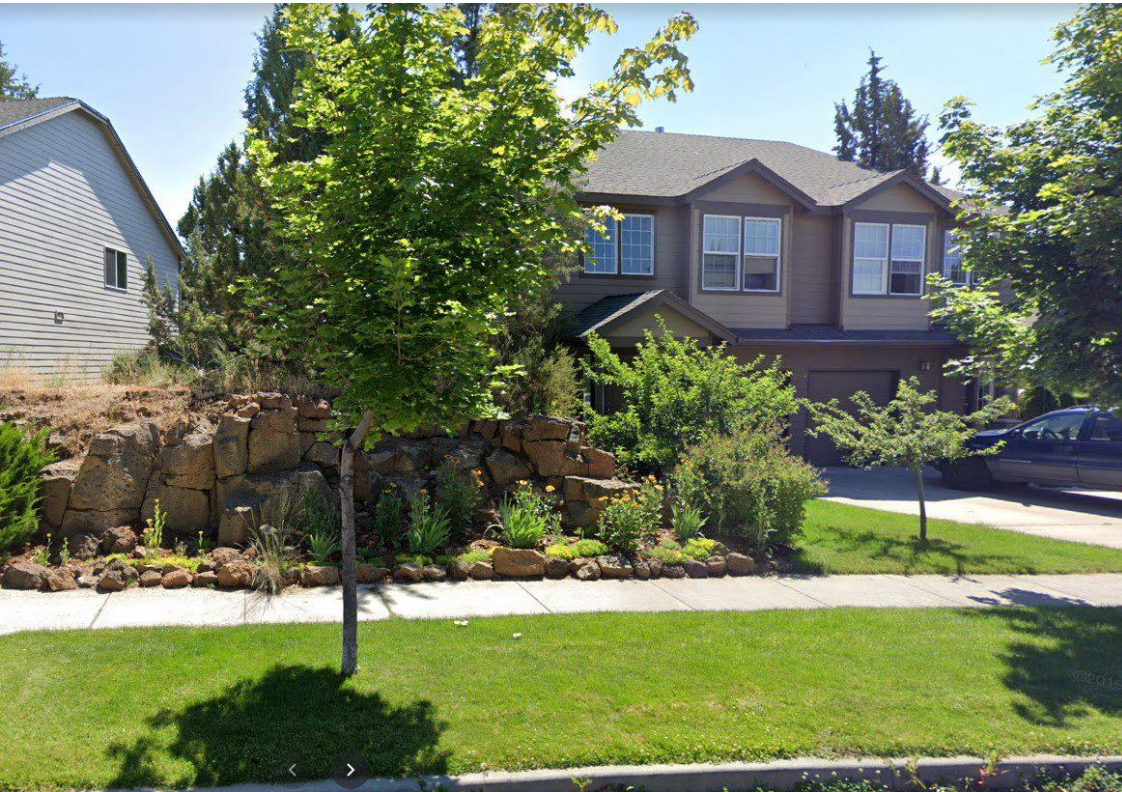
- Proposed alternative collector standards that are context sensitive to various land uses:
  - Residential
  - Employment
  - Mixed-use

Minimum Right of way	Minimum travel lane width	Planter strips	Minimum Left-Turn Lane/Median Island Width (2)	Maximum Grade	Direct Site Access (3)	Sidewalks Both Sides (4)	Curbs
80'	11' / 11.5'	4' to 6'	13'/10'	6%	Yes	6' to 8''	Yes





# INTEGRATING NATURAL FEATURES INTO DEVELOPMENT



Integrating significant rock and tree features into future development will help achieve SEAPAC's goal to create a **sense of identity** and to **preserve the natural landscape**.

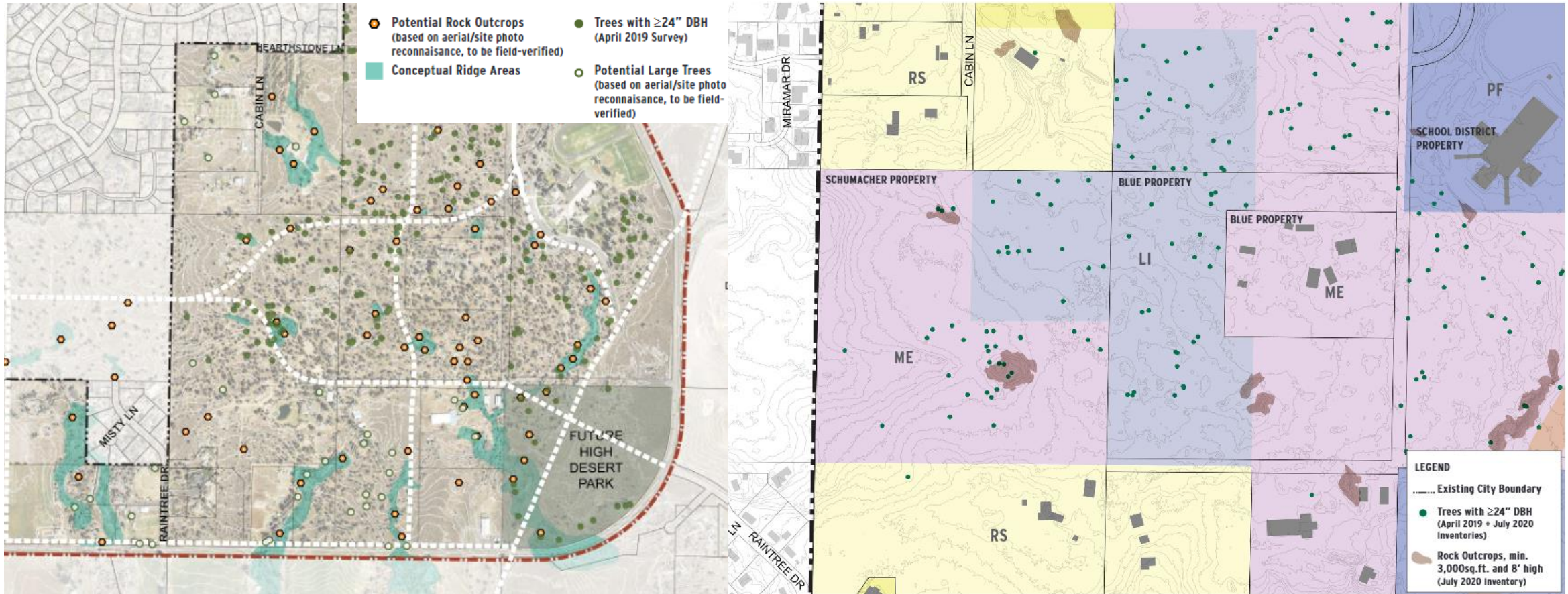




# FIELD WORK/SITE STUDY RESULTS



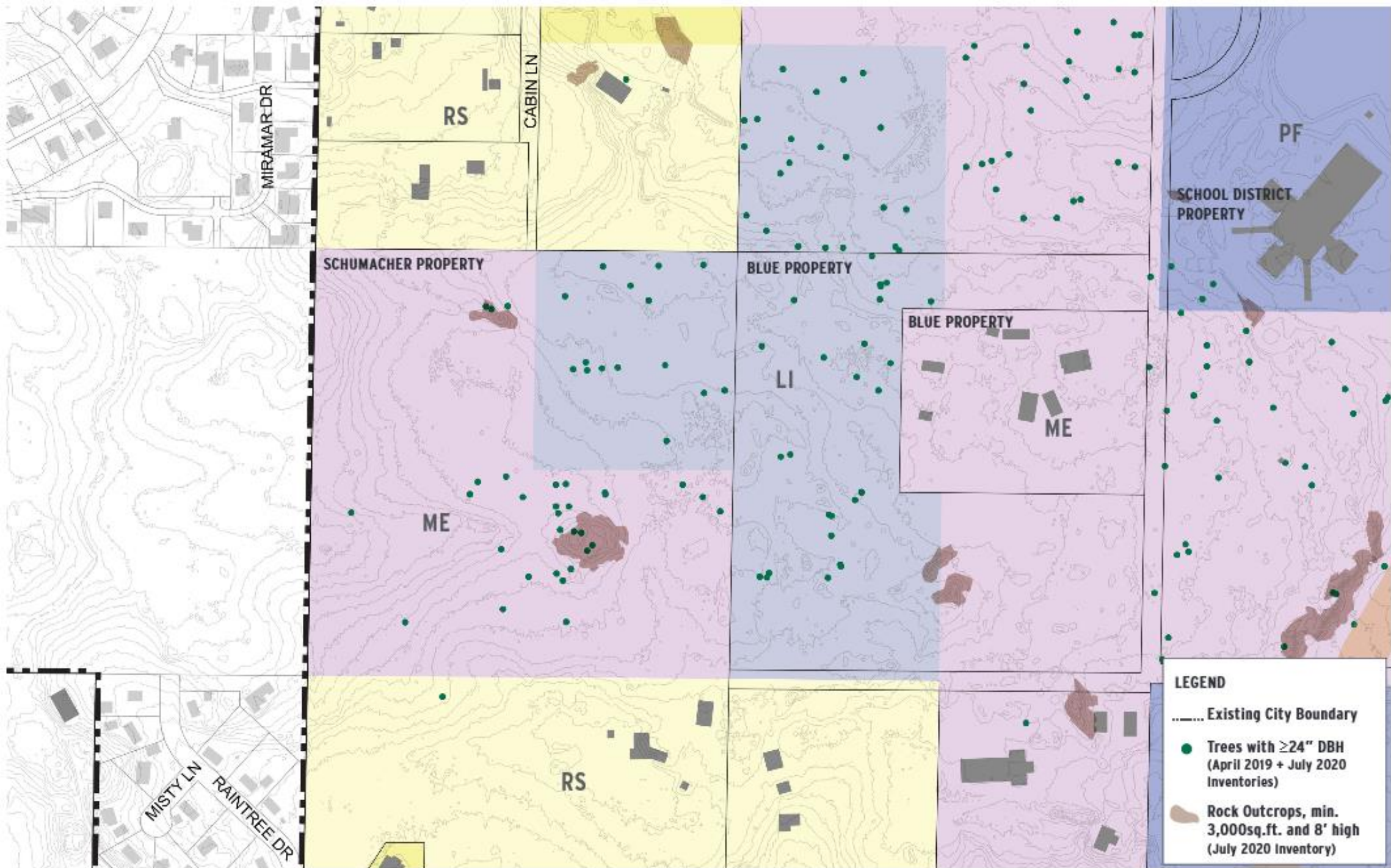
- Staff field verified rock outcrops on several properties (Schumacher, BLPD, BPRD, Oddo, Blue/Granacki, and Gabert)
- Used collector application to map size and note features to determine indicators of significance



Before field verification

After field verification





**LEGEND**

- ..... Existing City Boundary
- Trees with  $\geq 24''$  DBH (April 2019 + July 2020 Inventories)
- Rock Outcrops, min. 3,000sq.ft. and 8' high (July 2020 Inventory)



# EXAMPLE NON-SIGNIFICANT ROCK OUTCROPS





# SIGNIFICANT ROCK OUTCROPS



## Definition:

- Rocks or clusters of naturally occurring lava rocks
- Have at least one point with a height of 8 feet or higher than surrounding terrain
- Greater than 3,000 sq ft in area





# EXAMPLE SITE STUDY



Proposed regulations are attainable based on site study.





# OPEN SPACE



Proposed regulations are compatible with open space requirements.

# TEAM RECOMMENDATION: TREE PRESERVATION



- Existing standards (BDC Section 3.2.200) continue to apply
- Require 50% of trees >24" DBH to be preserved with some exceptions
- Count towards landscaping & open space
- Additional incentives:
  - Reductions of setbacks up to 30%
  - Reduction of required on-site parking up to 15%
  - Increased lot coverage up to 20%
  - Reduced landscape coverage up to 10%
  - Allow reduced lot sizes to preserve individual significant trees or tree groves





# TEAM RECOMMENDATION: ROCK OUTCROPS



1. Reduced landscape requirements when existing rock outcrops are incorporated into the development's landscaping.
2. The required preservation of significant rock outcrops, with specified exceptions.
  - Maximum area to preserve: 3% of total parcel size
  - Locations to be provided during development review.
  - Additional incentives:
    - Reductions of setbacks up to 30%
    - Reduction of required on-site parking up to 15%
    - For public facilities, an increase in maximum parking by 15%
    - Increased lot coverage up to 20%
    - Reduced landscape coverage up to 10%
    - Reduced landscaping requirements for plant ground cover
  - Exceptions:
    - Where public/shared infrastructure can't be sited elsewhere; if minimum density is not achievable



## SEAPAC DISCUSSION: COLLECTOR/TRAILS/ NATURAL FEATURES



- Use the “raise hand” feature if you have a question or comment
- Straw poll: If you support the proposed concepts for collectors and natural features, please click the raise hands feature.

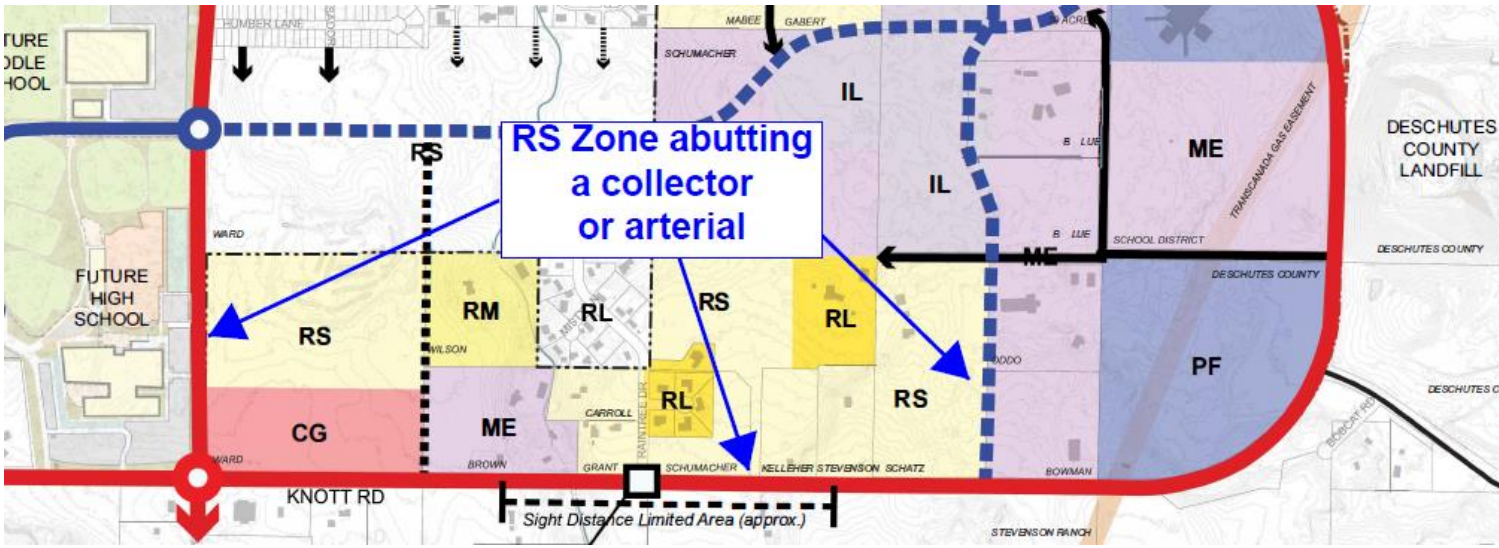




# Residential Zones

- Alley Access/Street Orientation
  - SEAPAC #8 – Heard concerns with marketability and livability of residential on collectors and arterials.
  - Existing code already requires alley access for residential lots fronting arterials or collectors.
  - Limited area of applicability in SEAP.

*Team Recommendation:* No additional access or orientation standards.



# CODE AMENDMENTS – LIGHT INDUSTRIAL (IL) ZONE



## *Design Standards*

### *Team Recommendation:*

- Require primary building entries to be emphasized with architectural features
- Encourage use of durable, quality materials and exterior design detailing



# CODE AMENDMENTS – LIGHT INDUSTRIAL (IL) ZONE



## ***Parking***

- Prohibiting parking from being located between the primary structure and front property line, when abutting a Collector.

## ***Setbacks***

- *Team Recommendation:* Based on feedback from SEAPAC, reviewed the existing setbacks and buffering requirements and recommending no changes to the existing code.
- Existing Setbacks:
  - *Front:* 10' minimum. *Rear and Side:* none, except when abutting a residential zone then 20' with additional setbacks for structures over 35'.





# CODE AMENDMENTS – PUBLIC FACILITIES (PF) ZONE



## Public Facilities (PF) Zone:

### *Team Recommendation:*

Based on the feedback from SEAPAC #8, the project team proposes to keep amphitheaters and ball fields with lighting as conditional uses in the PF Zone.



## Automobile-Oriented and Automobile-Dependent Uses – Drive-Throughs

- *Team Recommendation:*
  - Prohibit drive-through lanes between buildings and street.
  - Require drive-through facilities to be oriented away from the street.
  - Prohibit standalone parking (to achieve recommendations above),



Drive-through  
lane and  
window  
Interior to site



# COMMERCIAL (CG) ZONE – DRIVE THROUGHS



- Auto-oriented site design.
- Drive-through lane located between the street & building.
- Pick-up window oriented to the street.

- Pedestrian-oriented site design.
- Drive-through lane and pick up window located behind building, oriented to site interior.





# CODE AMENDMENTS – COMMERCIAL (CG) ZONE



## Automobile Services and Gas Stations

- *Team Recommendation:*
  - Min. 10' landscape buffer (3' high mature vegetation w/ in 3 yrs) between all onsite vehicular circulation areas and the street.
  - Locate primary building (i.e. gas station convenience store) adjacent to the street (at the 10' min./max. building setback)
  - Include a street-oriented pedestrian entrance.



**Building would be located 10' min/max from street**

**Missing street-oriented pedestrian entrance**

**10 ft landscaped setback, would need to be min. 3' in height.**

# CODE AMENDMENTS – COMMERCIAL (CG) ZONE



## Automobile Services and Gas Stations



**Building located 10' min/max from street**

**Street-oriented pedestrian entrance**



**10 ft landscaped setback/buffer would be required**

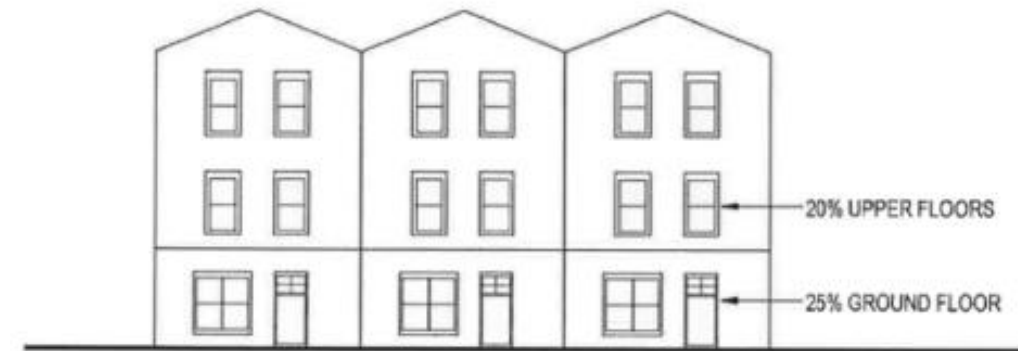






## Standalone Residential Uses in the CG Zone

- Team Recommendation: Allow for stand-alone Multifamily Residential, Townhomes, and ADUs.
  - Cannot be located on a “Shopping Street” or arterial
  - Min. density standards for the RH zone
  - Development and Design Standards:
    - 10’ min/max setback
    - Street orientation standards
    - Min. transparency requirements (25% ground floor, 20% upper levels)
    - Simple building articulation standards
    - Parking standards (1 space/unit, 0.5 parking space/affordable unit)
    - Open space requirement except when located within a ¼ mile of a public park



# CODE AMENDMENTS – COMMERCIAL (CG) ZONE

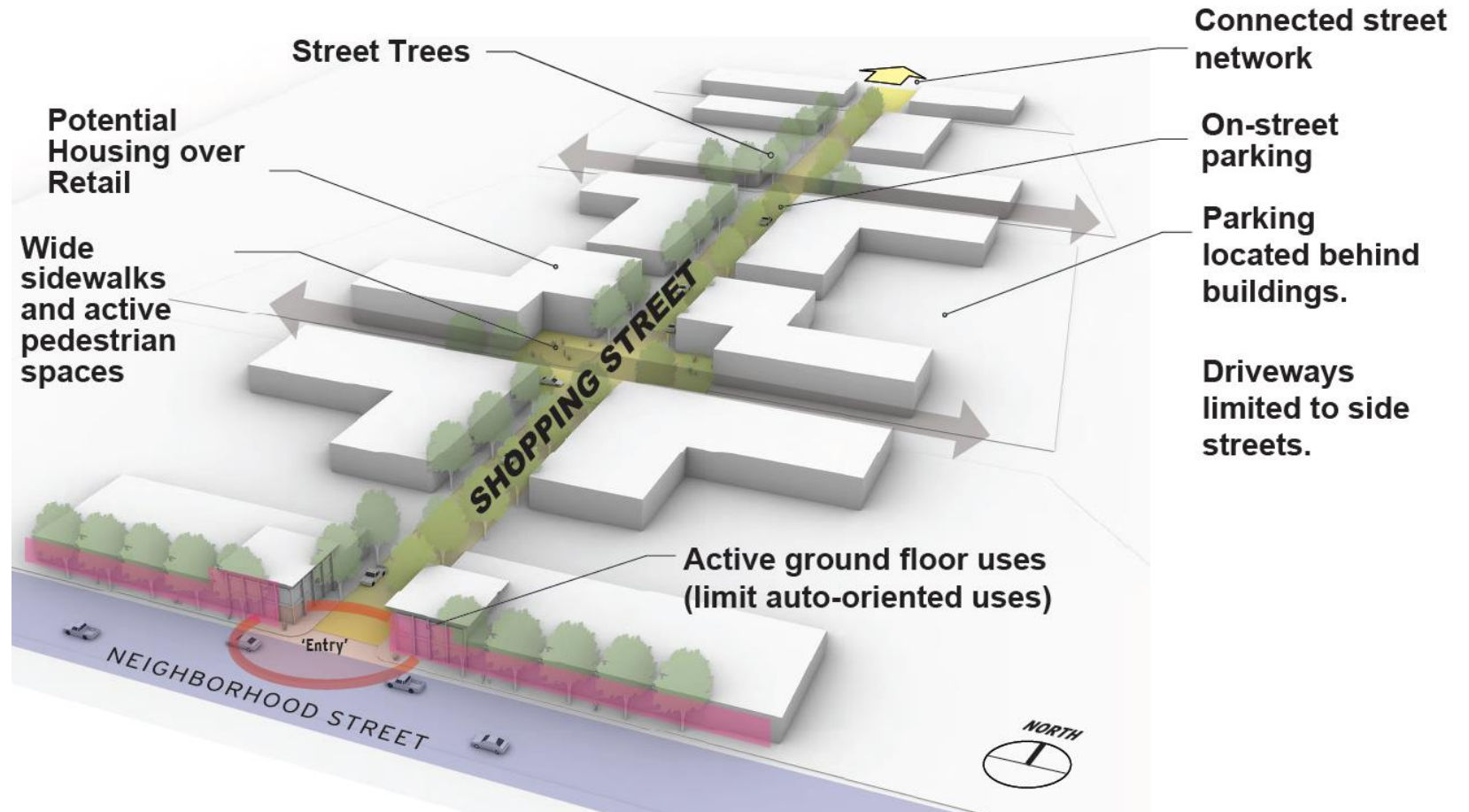


## “Shopping Streets”

Existing code requires a “shopping street” with specific pedestrian-oriented design standards (BDC 2.2.500.C.2).

Team Recommendation:

- Require a shopping street for properties 20 acres  $\geq$  with 10 acres  $\geq$  of CG.



# CG ZONE – SHOPPING STREET



## “Shopping Streets”

Team Recommendation (*continued*):

Additional design elements:

- 400’ min. length w/ ground floor commercial on both sides
- Prohibit driveways
- Locate parking behind buildings
- Prohibit certain uses:
  - Auto dependent and auto oriented retail sales and service
  - Drive-throughs
  - Standalone parking lots
  - Standalone residential
  - Commercial storage







## Marijuana Businesses in the CG Zone

- Team Recommendation:
  - No additional regulations for dispensaries and retailers (already regulated under BDC 3.6.300(P)(4)(d), including spacing from schools).
  - Prohibit marijuana wholesale, consistent with proposal for IL and ME zones.
  - Allow testing, research, and development facilities, consistent with other similar uses in the SEAP.



*Example of marijuana testing and research facility.*

# CODE AMENDMENTS – MIXED EMPLOYMENT (ME) ZONE



## ***Drive Through facilities in the ME zone***

- *Team Recommendation:* Eliminate conditional use permit requirement and apply same changes proposed for drive-throughs in CG zone.

## ***Marijuana Businesses in the ME zone***

- *Team Recommendation:*
  - No specific changes for dispensaries and retailers (already regulated in the BDC).
  - Prohibit marijuana wholesale (same as CG and IL zones)
  - Allow testing, research, and development, consistent with similar uses in the ME zone.

## ***Housing in the ME zone***

- Several types of housing currently allowed in the ME zone (BDC 2.3.200).
- New residential uses are limited (min. non-residential use size requirements, CU required in some circumstances, stand-alone residential not permitted).

### *Team Recommendation:*

- Live/work dwellings as permitted uses





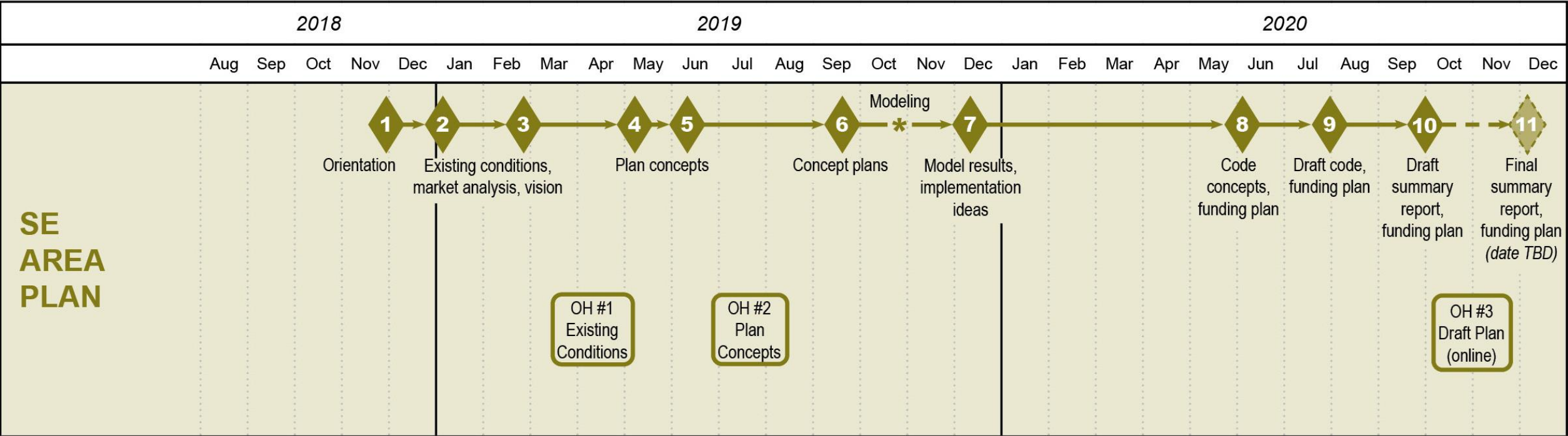
# ZONE-SPECIFIC CODE AMENDMENTS SUMMARY, DISCUSSION, AND VOTE



- **Residential Standard Density (RS) Zone:**
  - No changes to existing access/orientation standards.
- **Light Industrial (IL) Zone:**
  - Require emphasized entries; encourage quality materials and detailing; 10' front setback; parking on side or back.
- **Public Facilities (PF) Zone:**
  - No changes to existing permitted or conditional uses.
- **General Commercial (CG) Zone:**
  - Drive-Throughs: Apply standards to limit impact to pedestrians/streetscape
  - Service Stations: Apply standards for buffering, setbacks, and orientation
  - Stand-Alone Residential: Allow in certain locations; include density, development and design standards.
  - Shopping Streets: Require one in each CG area; minimum length; parking behind bldgs.; limit driveway access; limit auto-oriented uses.
  - Marijuana Businesses: Prohibit wholesale. No changes for dispensaries and retail or testing, research, and development.
- **Mixed Employment (ME) Zone:**
  - Drive-Throughs: Apply orientation and design standards; eliminate conditional use
  - Marijuana Businesses: Prohibit wholesale. No changes for dispensaries and retail or testing, research, and development.
  - Residential: Allow live/work dwellings as permitted uses.
- Straw poll: raise your hand if you support these code concepts for the team to use to prepare the draft code



# NEXT STEPS



Next meeting: Late September/Early October