



City of Bend

Affordable Housing Committee Advisory Board

I would like to raise awareness of opportunities for improvement towards affordable housing development in Bend, Oregon.

1) % Growth cost savings for Affordable developers along arterials currently placed on the fiscally constrained SDC Project List. (PZ 20-0726)

PROPOSAL #1:

Many Affordable homeownership builders are quickly becoming developers as a result of the inability to purchase land at the current market rates and still build affordable homeownership opportunities. Smaller developments are required to Generate a Traffic Feasibility Report (TFR) while larger developments must generate a more extensive Traffic Impact Analysis (TIA). Developments with a TIA requirement are allowed two options.

- 1) Provide a Payment-in-lieu for their percentage of the cost, or
- 2) Complete the Qualified Public Improvements (QPI) with the potential total cost available for reimbursement through transportation SDC credits.

These options are unavailable for smaller developments and have a large effect on many affordable homeownership developments, which submit a TFR. They are required to improve the arterial on which their development fronts. In addition, ordinance NS-2161on Page 11, subsection (2)(C), states that SDC credits may not be transferred to another property and must be used only for the subject development, unless you are the school district.

This creates a hardship for small affordable homeownership developers. The option to provide a payment-in-lieu for a street improvement of a major arterial would have the potential to expedite affordable homeownership opportunities in the developing region.

An alternative solution might include, a modification to NS-2161 allowing affordable developers to be reimbursed with cash for the Growth percentage of QPI projects would provide an incentive for larger developers to partner with smaller affordable homeownership developers and provide more affordable housing units within upcoming larger developments.

Jacob Clark

Bend-Redmond Habitat for Humanity

Jacob Clark





REFERENCE DOCUMENTS

Page 24 of Land Use Decision PZ 20-0726:

"With regards SE 27th Street, a designated major arterial in the Bend Urban Area Transportation System Plan (TSP), the existing roadway improvements within this section of SE 27th Street are substandard. In order to improve SE 27th Street abutting the subject property to minimum improvement conditions, SE 27th Street would need to be widened to 42 feet of pavement width with curb installation along the property frontage per City of Bend standards and specifications. The applicant has proposed to dedicate 20 feet of right of way along the property's frontage so as to bring the total street right-of-way width to 100 feet as required and to construct property tight sidewalks along the SE 27th Street frontage. But the applicant contends that to improve the remainder of their frontage of less than 240 feet along this roughly one mile segment of substandard roadway is neither efficient nor warranted by this proposed development. Should the City find that frontage improvements beyond the proposed right-of-way dedication and sidewalk construction are warranted, the applicant has requested permission to make a financial contribution or payment in lieu of construction for the SE 27th Street road pavement widening requirement. The applicant references the nearby Big Sky Village subdivision (PZ-17-0894) which approximately 300 feet to the south of the proposed 27th Street Subdivision and was platted in September 2019 in which the Big Sky Village subdivision made a payment in lieu of widening the pavement on 27th Street abutting their property. Per Engineering Division comments in response to this request to not widen 27th Street, the widening of the payement along 27th Street abutting the subject property is the preferred option as opposed to a payment in lieu of the road widening costs. In regards to Big Sky Subdivision, that subdivision was a size that triggered a Traffic Impact Analysis (TIA) and not just a Traffic Analysis Memo (TFR). The possible option to provide a payment in lieu of minimum construction requirements is only an option for subdivisions that trigger a Traffic Impact Analysis (TIA). That is not an option permitted for smaller subdivisions subject to a Traffic Analysis Memo (TFR)."

NS 2161, page 11, (2.)(c.)

Credits for the Cost of Qualified Public Improvements shall not be transferable from one property to another but may be used for future phases of development, redevelopment or change in use of the property. For property owned by the Bend LaPine School District, "property" includes all properties owned by the Bend LaPine School District within the same High School attendance boundary.

FISCALLY CONSTRAINED SDC PROJECTS LIST





CHOIC A, FEBRUARY 5, 202

Fiscally-Constrained SDC Project List
Proposed Projects with Allocated Funding

Conidor	Control Name		•	Category	Need (2)	Description	Tarif	Noncount 6	Control of the contro	R
Collingo	BRINSON	BOYD ACRES ROAD	BUTLER MKT RD	۳l	0	Sidewalk Infill	800,000	- Common of	800.000 100%	100%
	HUNNEL RD	COOLEY RD.	ROBAL LANE	w	C	Sidewalk Infill	300,000		300,000	100%
	ROBAL LANE	HWY 20	HUNNEL	u	С	Sidewalk Infill	300,000		300,000	100%
	STUDIO RD	4TH ST., NE	BUTLER MARKET RD.	w	C	Curb, Sidewalk Infill	300,000	,	300,000	100%
14TH/CENTURY	14TH ST	ALBANY	SIMPSON	w u	B (Bike Lanes. Sidewalk Infill & ADA Ramps	3,800,000	2.611.769	1,188,231	31%
14TH/CENTURY	######################################	NEWPORT	ALBANY		0	Sidewalk Infill	2,200,000		2,200,000	100%
14TH/CENTURY	CENTURY DR	MT. WASHINGTON	UGB (2000)	w	c	Sidewalk Infill	2,000,000		2,000,000	100%
15th ST.	15TH ST	FERGUSON	KNOTT ROAD	w	C	Curb, Sidewalk Infill	4,200,000		4,200,000	100%
15TH ST.	15TH ST	REED MARKET	FERGUSON	w	С	Sidewalk Infill	400,000		400,000	100%
15th ST.	15TH ST	KNOTT INTERSECTION	N/A	4	A	Single Lane Roundabout	3,100,000		3,100,000	100%
15TH ST.	15TH ST	WILSON INTERSECTION	N/A	4	8	Single Lane Roundabout	3,100,000	2,430,189	669,811	22%
18TH ST.	18TH ST	YEOMAN	EMPIRE	w	A	Upgrade to 3-lane Arterial	1,600,000	975,887	624,113	39%
18TH ST.	18TH ST	COOLEY RD.	YEOMAN	w	8	Upgrade to 3-lane Arterial	6,200,000	3,512,123	2,687,877	43%
2/ IH ST. (N)	2/IHSI, NE	WELLS ACKES INT.	N/A	4 4	> >	Single Lane Roundabout	3,100,000	,	3,100,000	100%
27TH ST. (S)	27TH ST. SE	BEAR CREEK RD.	REED MARKET RD	2	> :	New 3- Lane Arterial	8,600,000	6.297.718	2 302 282	27%
2ND ST.	2ND ST	SCOTT	WILSON	w	С	Curb, Sidewalk Infill	600,000	, .	600,000	100%
2ND ST.	SCOTT AVE	PARKWAY ST.	SE 2ND.	w	С	Sidewalk Infill	600,000		600,000	100%
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	GREENWOOD INT.	N/A	9	В	Signal Modification	500,000	389,422	110,578	22%
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	HWY 97 (N)	EMPIRE (M)	9 49	0	Curb, Bike Lanes, Sidewalk Infill	500,000		500,000	100%
3RD ST. (S)	3RD ST. SE	FRANKLIN	WILSON	w (0 0	Curb, Sidewalk Infill	6.800,000		6.800,000	100%
3RD ST. (S)	3RD ST, SE	GREENWOOD	FRANKLIN	w	С	Curb, Sidewalk Infill	300,000		300,000	100%
3RD ST. (S)	3RD ST, SE	POWERS	MURPHY	w	С	Curb, Sidewalk Infill	900,000	,	900,000	100%
3RD ST. (S)	3RD ST, SE	FRANKLIN INT.	N/A	4	A	Signal Modification	500,000		500,000	100%
3RD ST. (S)	3RD ST, SE	POWERS INT.	N/A	4	A	Signal Modification	500,000		500,000	100%
3RD ST. (S)	3RD ST, SE	BADGER INT.	N/A	4 .		Signal Modification	500,000	363,109	136,891	27%
ATH ST	ATH ST NE	GREENWOOD	N/A	4 u	2 0	HAWK Signal	400,000		400,000	100%
ATH ST	ATH ST NE	ERANKIIN	GLENWOOD (ALDEN)		0 (Ourh Rike Janes Sidewalk Infill	3,400,000		3 600,000	100%
4TH ST.	4TH ST, NE	REVERE	GREENWOOD	w	C	Curb, Bike Lanes, Sidewalk Infill	4,500,000		4,500,000	100%
4TH ST.	4TH ST. NE	BUTLER MKT. RD.	REVERE	u	С	Curb, Bike Lanes, Sidewalk Infill	1,100,000		1,100,000	100%
4TH ST.	ALDEN/ GLENWOOD	4th St.	9TH ST.	w	С	Curb, Sidewalk Infill	300,000	,	300,000	100%
4TH ST.	4TH ST. NE	BUTLER MKT. INT.	N/A	. 4	· >	Single Lane Roundabout	3,100,000	1,395,000	1,705,000	55%
4TH ST	4TH ST. NE	REVERE INT	N/A	4 4	,	New Traffic Signal Deleted -	3 100 000	2 298 916	801 084	26%
8TH/9TH ST.	8TH ST, NE	REVERE	GREENWOOD	w	A	Bike Lanes, Sidewalk Infill & ADA Ramps	800,000	592,559	207,441	26%
8TH/9TH ST.	8TH ST, NE	BUTLER MKT. RD.	REVERE	w	С	Curb, Sidewalk Infill	5,600,000	,	5,600,000	100%
8TH/9TH ST.	8TH/9TH ST NE/SE	FRANKLIN	WILSON	w	С	Sidewalk Infill	200,000		200,000	100%
8TH/9TH ST.	9TH ST, SE	WILSON	REED MARKET RD.	ı w	C	Curb, Sidewalk Infill	600,000	,	600,000	100%
8TH/9TH ST.	8th St., NE	GREENWOOD	FRANKLIN			Curb, Sidewalk Infill	2,300,000		2,300,000	100%
8TH/9TH ST.	9TH ST, SE	WILSON INTERSECTION	N/A	4	Þ	Single Lane Roundabout	3,100,000		3,100,000	100%
9TH/12TH, NW	9TH, NW	TRENTON	NEWPORT	w	C	Sidewalk Infill	200,000		200,000	100%
9TH/12TH, NW	12TH, NW	SUMMIT AVE.	TRENTON	ı w	C	Sidewalk Infill	400,000	,	400,000	100%
AMERICAN LANE	AMERICAN LN	AMERICAN LN. (NEW)	BROSTERHOUS	, w	0	Curb, Bike Lanes, Sidewalk Infill	900,000	-	900,000	100%
BEAR CREEK	BEAR CY BD	NIVER CRUSSING	N/A		י ר	New bridge	100,000	1,300,000	1,500,000	1000
DEAN CAEEN	BEAR CA. NO	DIRSI.	rellignew	u	,	curb, bike canes, sidewalk infilii	1,100,000		1,100,000	T0078





