



CITY OF BEND

Core Area Advisory Board

March 19, 2024

Meeting Agenda

- Introductions
- Approve December Minutes

- CAAB Role & TIF Overview
- Goals for Today & 2024
- Elect New Chair/Vice Chair
- Development Incentives & MUPTE Update
- Break*
- Midtown Crossings
- CFEC Update
- CAAB Work Plan & Subcommittee Formations
- Public Comment



Urban Renewal 101

What is Urban Renewal?

- Authorized by ORS 457 and guided by Local Plan Document.
- Economic Development Tool
- Tax increment financing (TIF).
 - Not a new tax, uses division of taxes.
 - 3% annual growth and/or substantial improvements.
- Used to address the presence or prevention of blight.

"Areas that, by reason of deterioration, faulty planning, inadequate and improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health, or welfare of the community."



Who should TIF Benefit?

Shareholders: Overlapping Taxing Districts

Customers: Tax Rate Payers

Why Use Urban Renewal?

- Oregon has very limited tools in economic development and community investment.

25th in Economy

27th in Fiscal Health

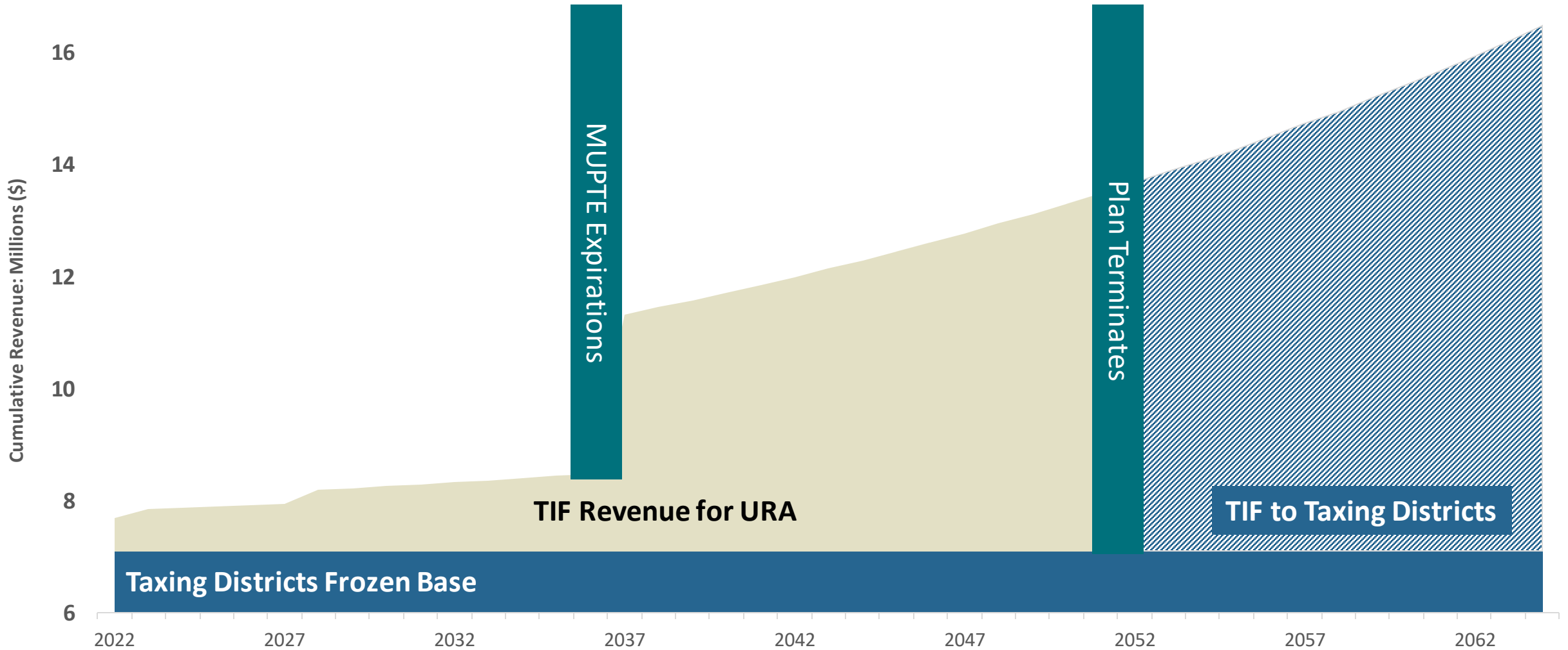
30th in Opportunity

(US News Rankings)

- Cities lack funds to contribute to these economic development efforts.
- Provides a funding source that allows statutory authority to address blight.



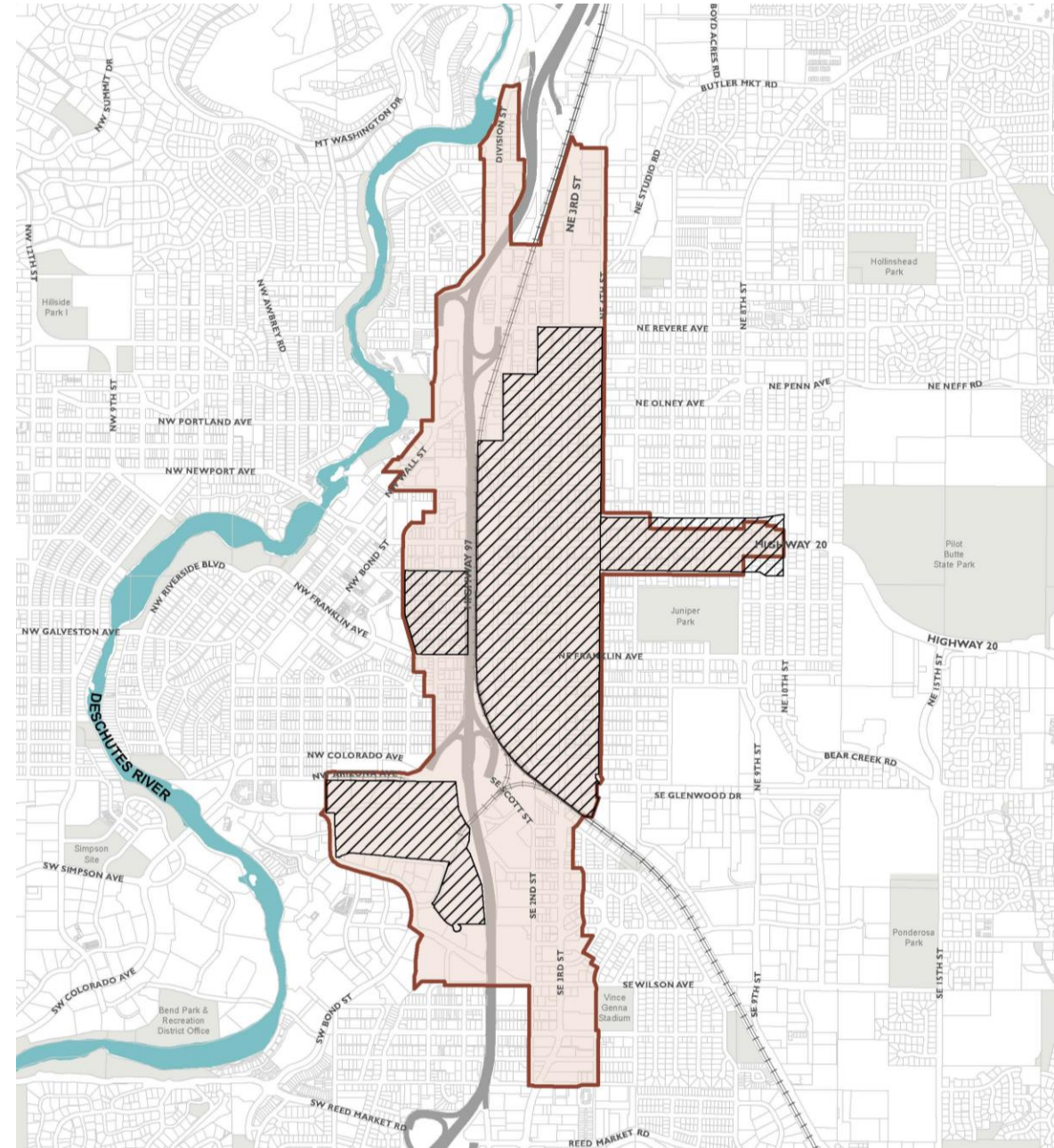
TIF Funding Generation (Core Area)



The Core Area Tax Increment Finance District

Core Area TIF Area

- Adopted August 2020
- 637.15 Acres
- Maximum Indebtedness: \$195 million
- Total Funding Capacity (\$2020): \$111 million
- 2022 Revenue: \$587,000
- Plan end date: 2051



TIF Plan Components

Plan Goals

- Guiding Principles

Project Categories

- Broad “spending buckets”

Eligible Projects

- Full list of projects within each category
- Narrative descriptions

Amendments

- Minor (BURA), Substantial (BURA, Planning Commission, City Council)



Project Categories

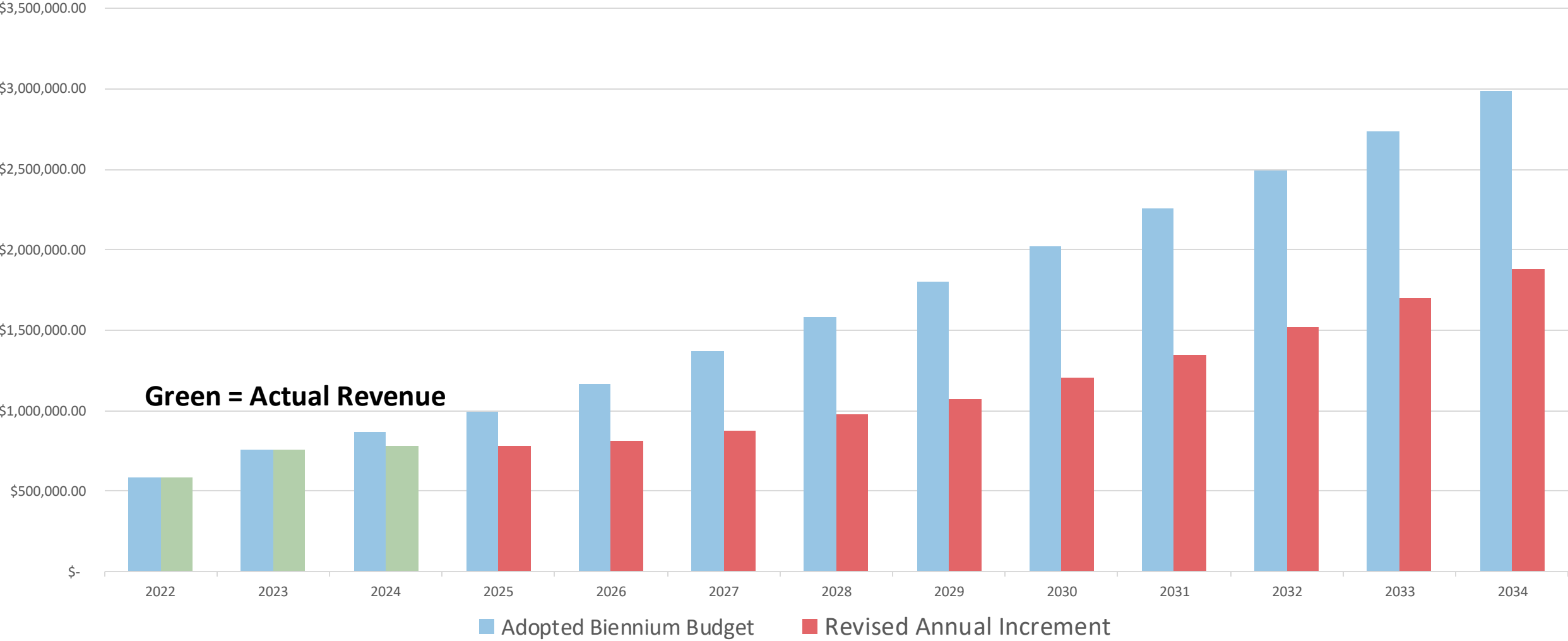
Allocations are not binding.

| Project Category | Report % Allocations | Project Allocations |
|--|----------------------|----------------------|
| Transportation, Streetscape, & Utility Infrastructure | 52% | \$100.5 Million |
| Affordable Housing Re/Development Assistance, Partnership, & Support | 18% | \$36.4 Million |
| Business & Re/Development Assistance, Partnership, & Support | 15% | \$28.6 Million |
| Public/Open Space, Plazas, Facilities, Amenities, & Installations | 10% | \$18.8 Million |
| Plan Administration, Implementation, Reporting, & Support | 5% | \$9.7 Million |
| | 100% | \$195 Million |



Biennium Budget vs Revised Annual Growth

10yr average 1.2%



Transportation Allocation

Legal, Administration Compliance

Reserves

Programs



Expected Outcomes of TIF Investments

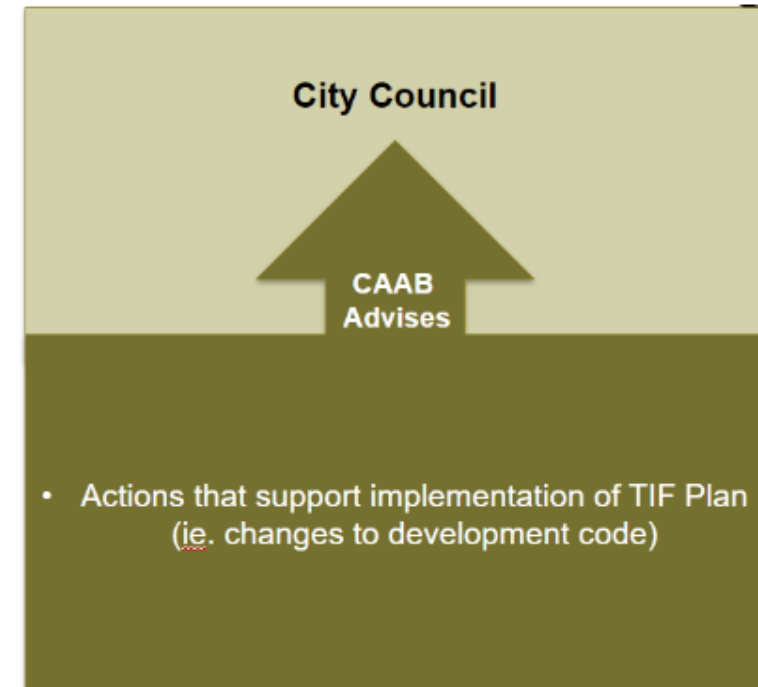
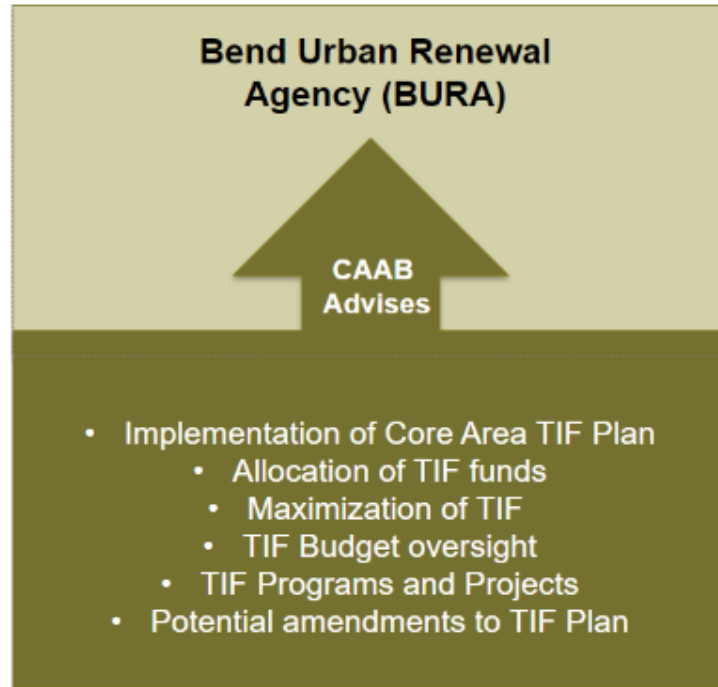
- **Primary: Ensure a financial return on all TIF investments.**
 - Aim for 2:1 return on all dollars spent over the life of the Plan.
 - Why?
 - Sound Investment Principle. More revenue more investing. Refrain from just “handing out money.”
 - Cultivate Trust. Taxing Jurisdictions expect a greater return of investment for the amount of time of forgone revenue.
- Address Blight and enhance “community welfare.”
- Achieve Plan projects in accordance with Comprehensive Plan
 - *While adapting to Community Needs.*



Core Area Advisory Board Role

CAAB's Role

- An advisory board to BURA on the Core Area TIF Plan
- Maximize TIF Investments
- Has the ability to make recommendations directly to City Council on actions that support implementation of the Plan.
- CAAB's work plan (based on budget/resources) should primarily focus on Plan implementation



CAAB Role in alignment with Work Plan

- Review revenue updates and annual performance reports to provide oversight on Core Area TIF Budget
- Review Business Assistance applications and provide funding recommendations to BURA (annually)
- Make recommendations to improve incentive programs to support Core Area including Business and Development Incentives
- Sounding board for projects & policies that would impact Core Area as directed by Council (development code audit, CFEC grant, etc)



Role of Chair & Vice Chair



Check-ins with staff to prepare CAAB meeting agendas and guide board



Speak on behalf of CAAB recommendations at BURA and City Council meetings



Facilitate CAAB meetings including public comment period

Goals Roundtable

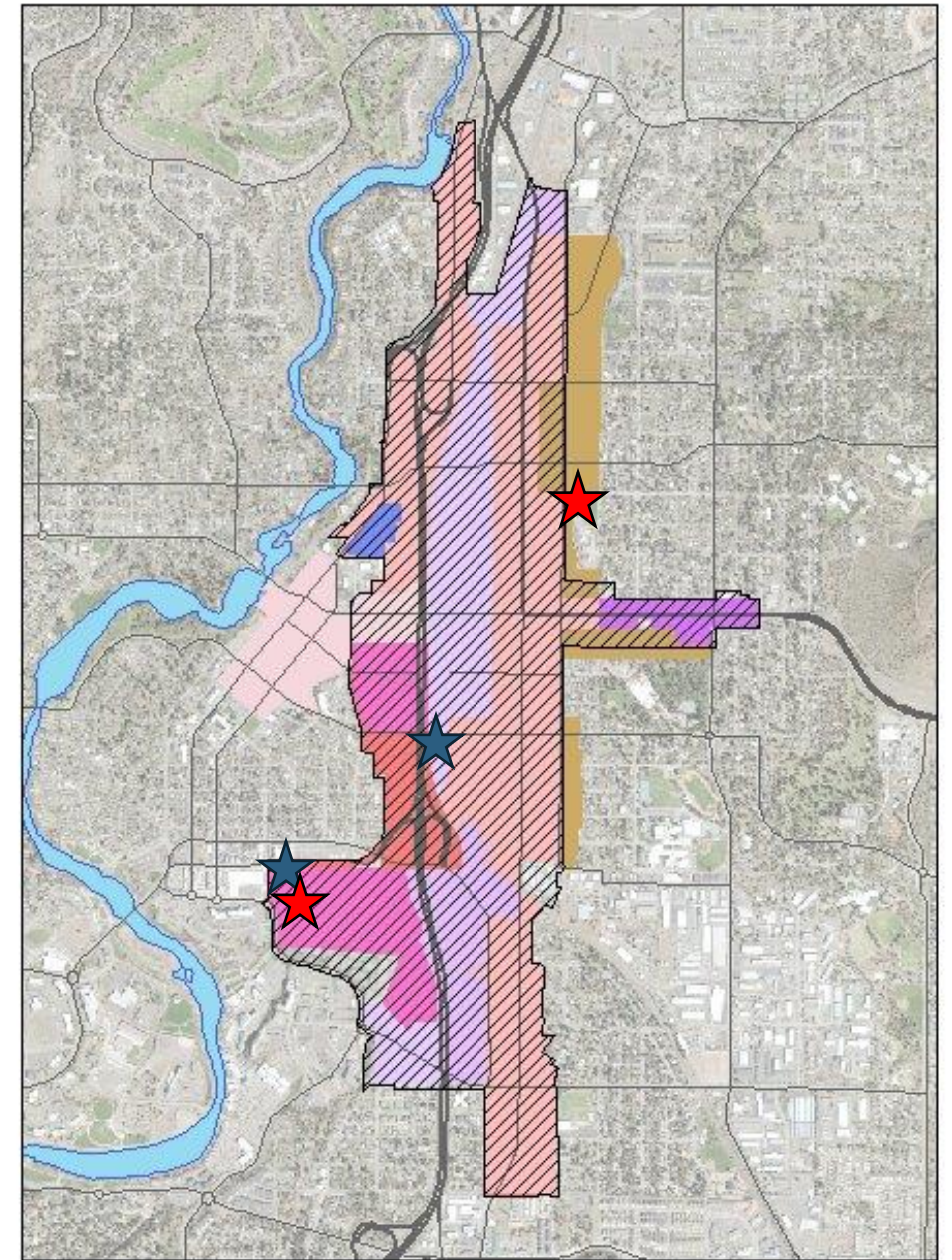
What are your goals for today and the year ahead?

Elect Chair & Vice Chair

Development Incentives

MUPTE Update

- Four projects have applied for MUPTE, three of which are in the Core Area
 - **Platform, 105 NE Franklin Ave- approved**
 - **Jackstraw, 310/350 SW Industrial Way- approved**
 - ***Timber Yards Phase A (Everpine), 175 SW Industrial Way (in review)***
 - *Penn Avenue Micro-Units (in review)*
- In February, City Council paused the program and is not accepting any new MUPTE applications until a comprehensive evaluation of all city tax incentives was completed



★ Approved

★ In Review



INCENTIVES PROJECT



Midtown Crossings



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Midtown Multimodal Connections and Streetscaping Contract

Garrett Sabourin

March 19, 2024

Background

- Planning: Core Area/Central District, Transportation System Plan
- Funding: 2020 General Obligation Bond, Bend Urban Renewal
- Recent Studies:
 - 2022 Greenwood & Franklin Corridor
 - 2022 Midtown Feasibility Study
- Council Worksessions:
 - October 2022 – Midtown Funding priority recommendations and synergy projects bundled
 - August 2023: Hawthorne federal and state funding update
- April 2023: Findings supporting alternative contracting method for Midtown



Image: Midtown Feasibility Study Project Limits

Scope

City Midtown Project (Current Contract Approval)

- Greenwood Quick-Build: 100% Design and Performance Monitoring
- 2nd Street – 100% Design (BURA funded)
- Franklin Corridor – Alternatives Analysis
- Hawthorne Concept Refinement (prior to ODOT initiating design)
- Synergy opportunities: Water and Stormwater

State Administered Midtown Projects

- Hawthorne Overcrossing: Harriman St to Second Street (\$24.5M in Federal Grant and State Funds; recent \$5.7M Federal Bill TBD)
- Greenwood Ave: 2nd to 4th (All Roads Transportation Safety (ARTS) funds)

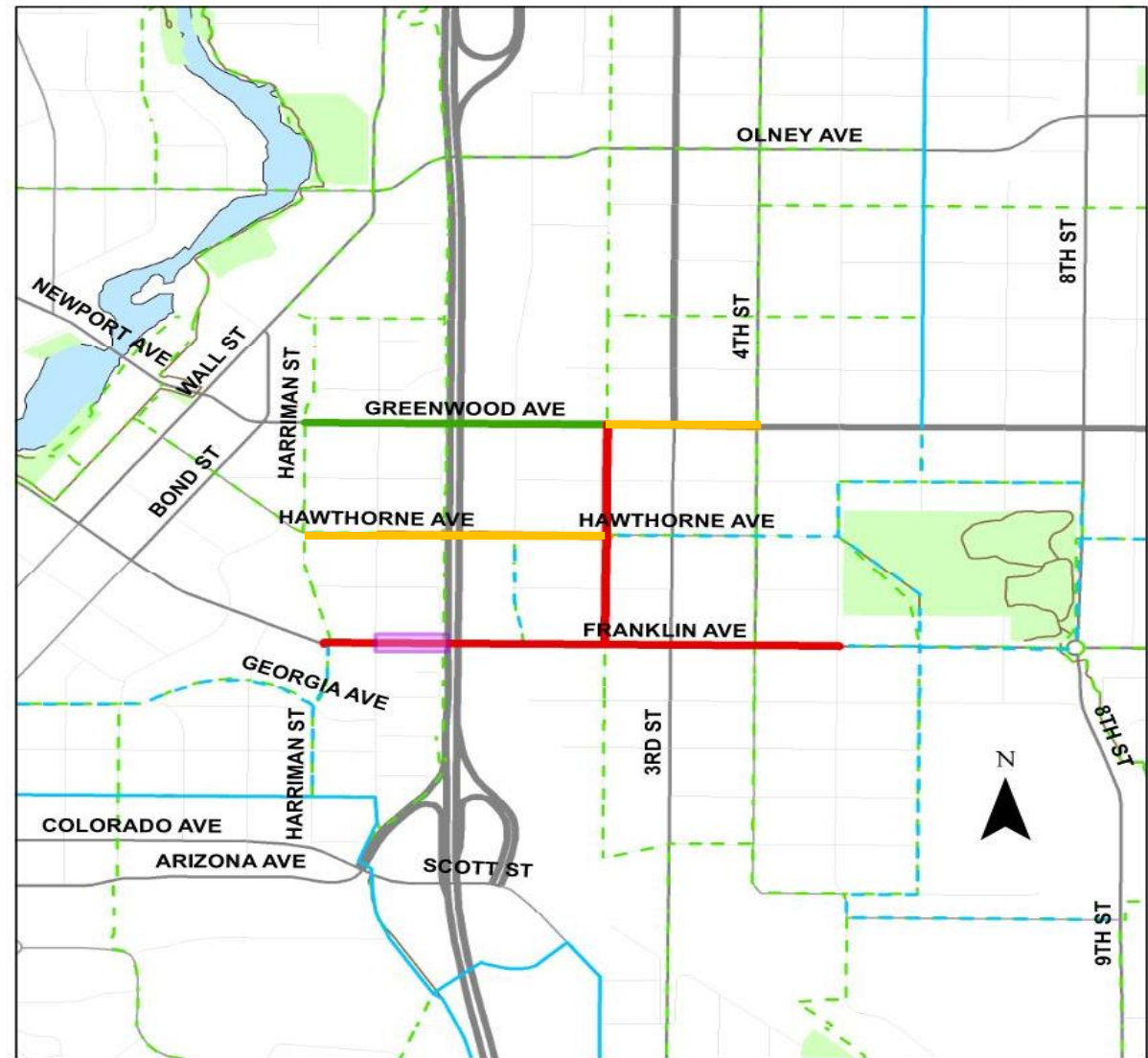
Future Council Reviews (PDB)

- Future amendments: Construction packages (GMPs) and Franklin Corridor Design Services
- February 2023: Owner's Representative & Construction Administration Support

GMP = Guaranteed Maximum Price



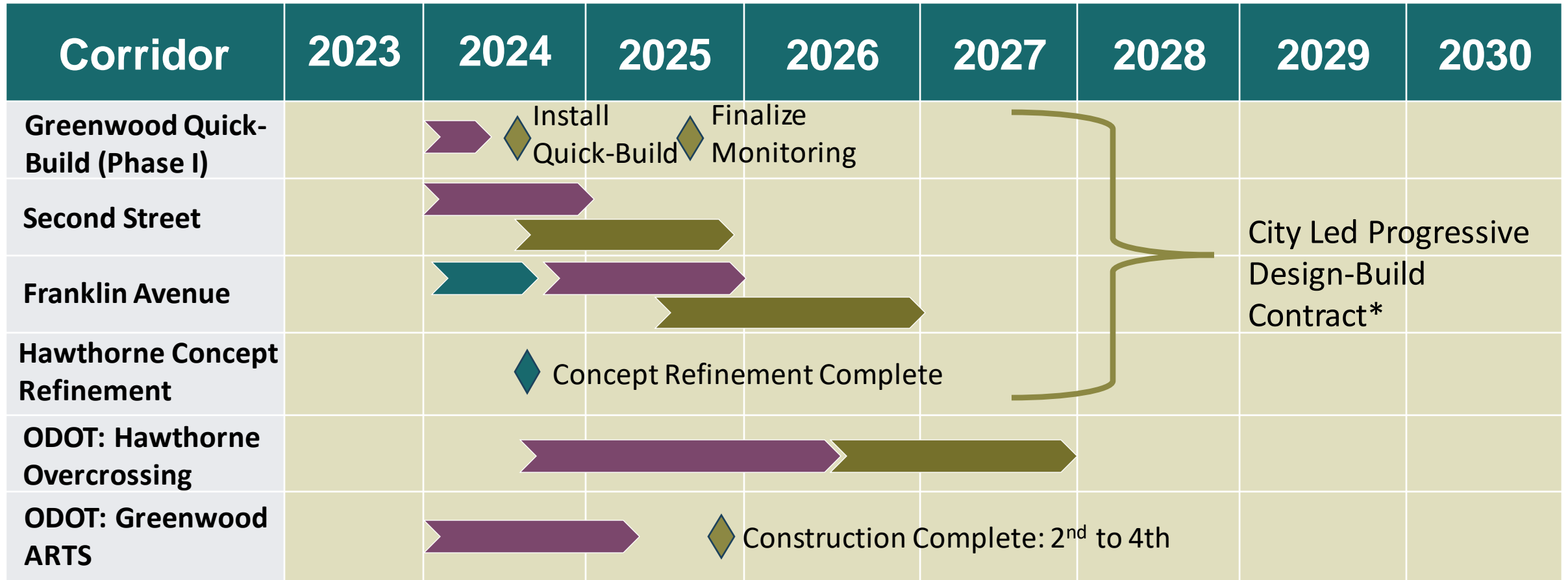
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Legend

| | | |
|-------------------------|--|-----------------|
| Add Bike Facilities | Neighborhood Greenways Not Built (Phase IV) | Parks |
| Design and Construction | Built | Deschutes River |
| Quick Build | Planned Low Stress Network | |
| ODOT Administered | Existing Paths/Trails | |

Project Schedule



*First open house for Greenwood April 9, 2024. Tentative for others: Hawthorne May 2024, Franklin/2nd May/June 2024

Budget

| PROJECT BUDGET BY FUND ² | AMOUNT |
|---|---------------------|
| 2020 GO Bond | \$12,970,000 |
| BURA CORE ¹ | \$9,300,000 |
| Water | \$1,332,000 |
| Transportation (CSFRF) | \$2,018,870 |
| Stormwater | \$6,250,000 |
| Total Project Budget^{2,3} | \$31,870,870 |

¹ Total amount reflects funding identified in the 5-year CIP for 2nd Street, Franklin Corridor, and Hawthorne Overcrossing contributions

² The following project numbers from the 5-year CIP are included as part of the overall project budget: 1GFAI, 1GGAU, 1GHAO, 1BCA2, 1RFGU. Updates to happen in June 2024.

³Total amount reflects \$10M of funding identified in the 5-year CIP for the Hawthorne Overcrossing. Funding amounts will be updated following project cost estimate refinement.

| CURRENT CONTRACTS | AMOUNT |
|------------------------------|--------------------|
| Conсор North America, Inc | \$249,591 |
| K&E Excavation, Inc | \$2,443,428 |
| Current Project Total | \$2,693,019 |

2nd Street

Conceptual Rendering

- FY 25 Budget Update
- Public Feedback/Design Process
- Construction Timeline
- Future Considerations
 - Lighting
- Franklin & Greenwood Coordination
 - ODOT (Greenwood)
 - 2025 (Franklin)



Hawthorne Overcrossing Funding

| Grant Program | Awarding Agency | Amount | Matching Amounts (local/state funds) | Obligation Req's | Scope Restrictions |
|------------------------------|-----------------|--------------|--|---|--|
| Oregon Community Paths | State | \$962,963 | 30% of project cost in non-federal funds (\$412,698) | 3 years from agreement date | Planned for right of way, permitting and site clearing (per application) |
| Lottery Bonds Bill (HB 5030) | State | \$5,000,000 | Non- Federal Match Funds | TBD upon official notification of fund transfer | Overcrossing or corridor design and/or construction |
| RAISE | Federal | \$19,560,000 | 20% of project cost in non-federal funds (\$4.89M) | Obligated by Sept 2027; Expended by Sept 2032 | Overcrossing/Bridge |
| GO Bond CIP | Local | \$302,698 | Non-Federal Match Funds | N/A | N/A |

TOTAL: \$25,825,661

March '24 Update: \$5.7M Federal Bill

| Project Phase Allocations | AMOUNT |
|---|--------------|
| Design, Environmental, Permitting, administration | \$5,072,229 |
| Right of Way Acquisition | \$1,068,783 |
| Construction | \$19,684,649 |

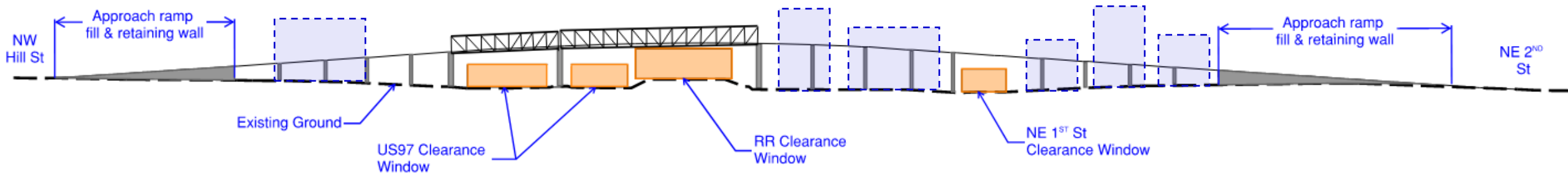
Hawthorne Refinement Check-Ins:

Feb 21: Confirm 3 bridge types to advance to concept development

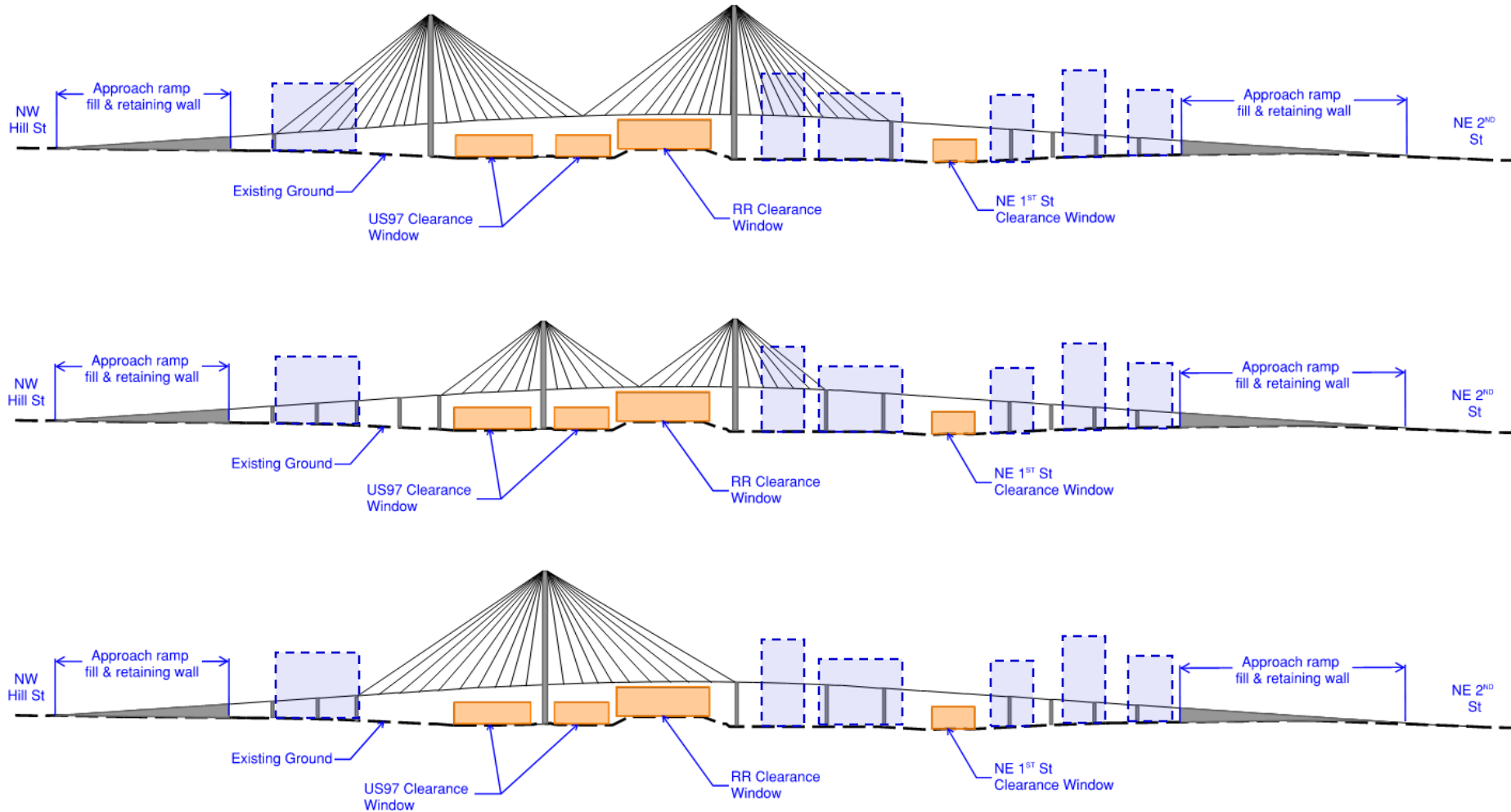
April 17: Preview 3 bridge concepts prior to community survey

June 20: Present public feedback and select preferred alternative

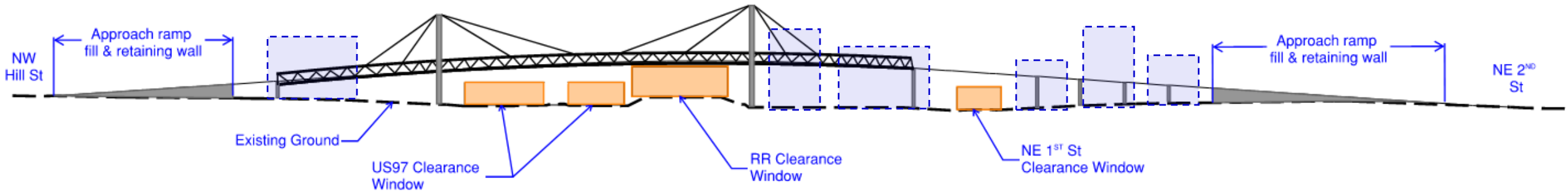
Bridge Type: Steel Truss



Bridge Type: Cable Stayed



Bridge Type: Extradosed



Questions?



Image: Blumenauer Pedestrian Bridge, Portland OR



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Climate Friendly & Equitable Communities

Climate Friendly Areas

Growth Management Division
Community and Economic Development

March 19, 2024



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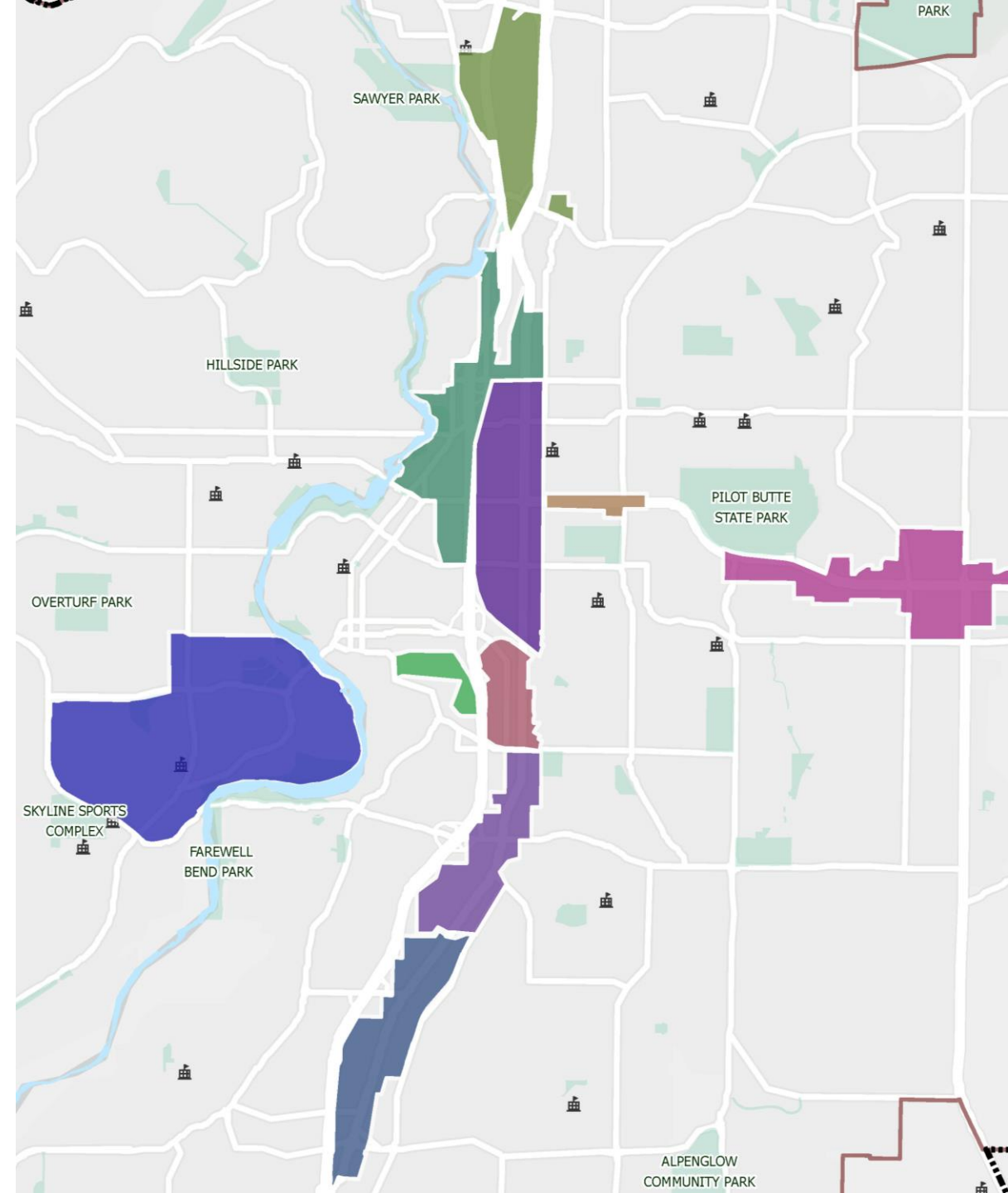
What are Climate Friendly Areas?

- A Climate Friendly Area (CFA) is intended to be an area where people can live, work, and meet most of their daily needs without the use of a vehicle
- CFAs should be in urban centers, and in areas with sidewalks, bike lanes, and transit
- CFAs must allow a mix of housing and businesses, including multi-family residential



CFA Candidates

- Identified 10 CFA Candidates based on underlying zoning, existing plans, and Opportunity Areas
- CFA Candidates total 1,600+ acres
- Analyzed and compared each area on:
 - Connectivity (sidewalks, bike lanes, and transit)
 - Opportunity (housing and employment density)
 - Displacement risk
 - Federal, state, and local supportive policies
 - Market feasibility
 - Community engagement

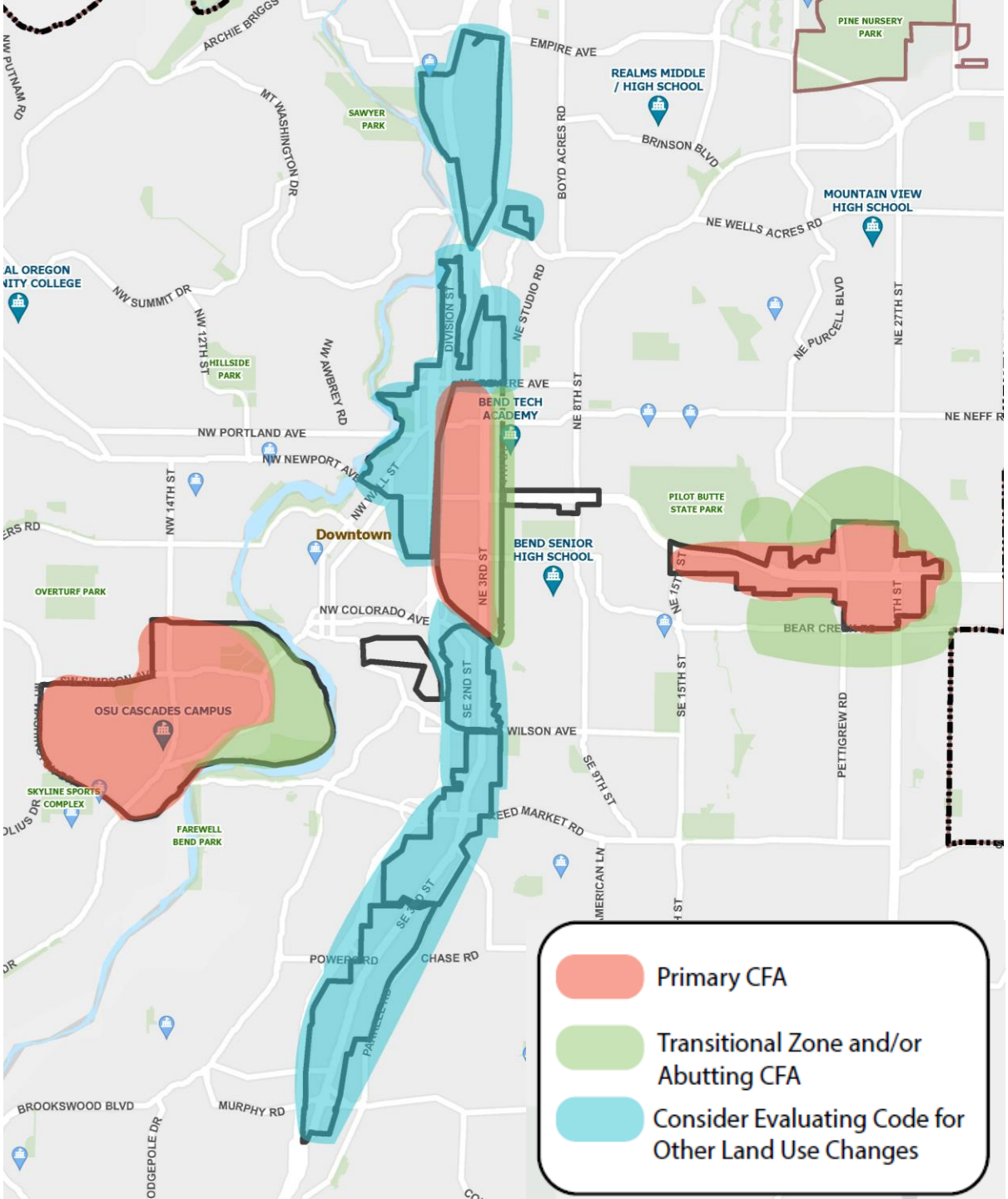


Types of CFAs

- **Primary CFA** – Building heights up to 85 feet tall, residential density of 25 units per acre. Sidewalk and bike lane gaps must be filled
- **Secondary CFA** – Building heights up to 50-85 feet tall, residential density of 15 units per acre. Sidewalk and bike lane gaps must be filled
- **Abutting CFA** – Flexible zoning. Capacity can be counted towards CFAs but zoning is not required to change



Varied CFA Scenario

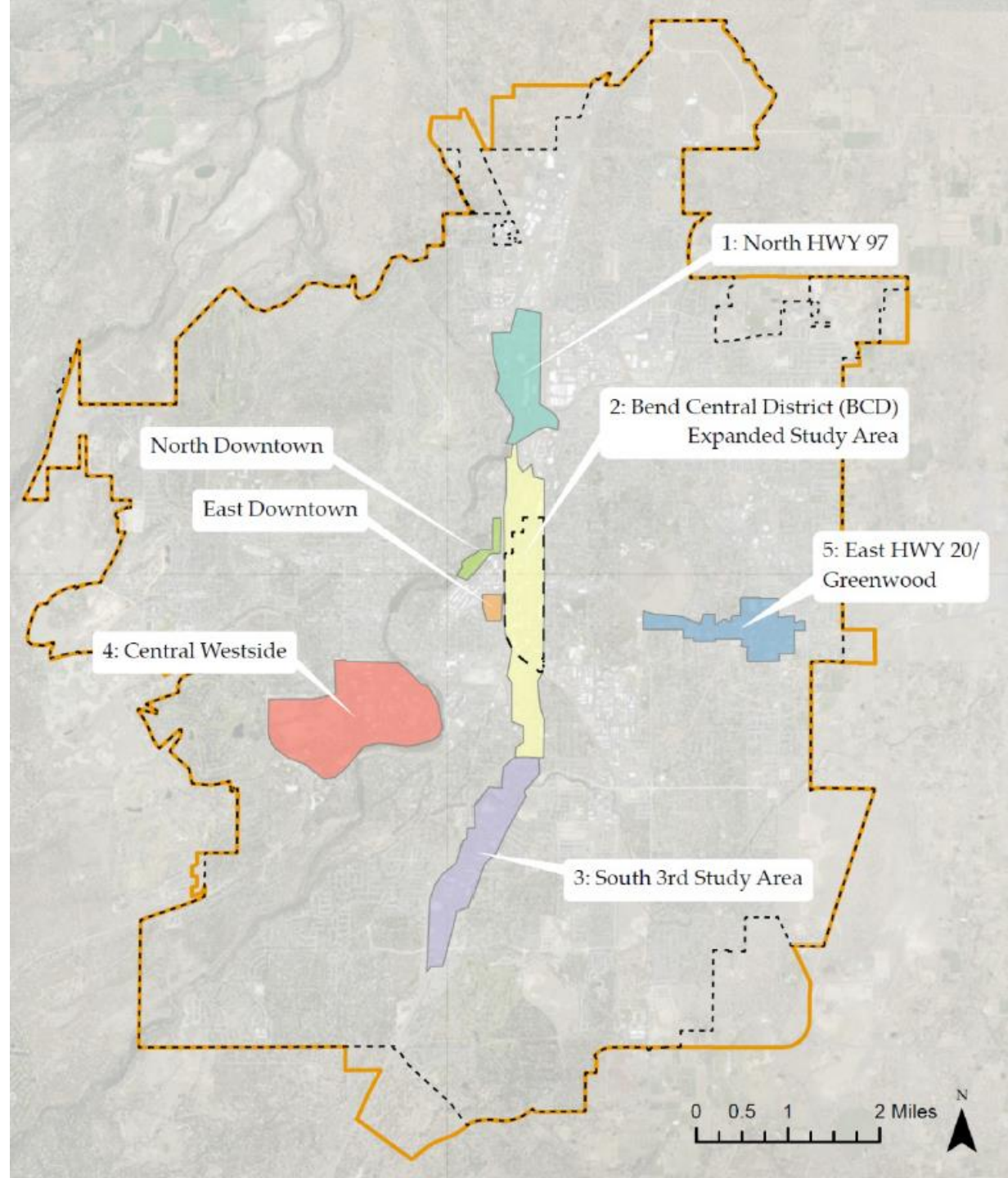


CFA Market Study

(Completed in June 2023)

Takeaways specific to the Core Area:

- “BCD Expanded” can support several building types on low-cost sites, including 6-story mixed-use buildings
- The only area that performed higher than BCD was the Central Westside
- BCD has zoning that is largely compliant with CFA requirements, so designation will not cause significant change
- BCD can support residential buildings with less parking, which makes development cheaper



CFA Timeline

Climate Friendly Areas Project Phasing

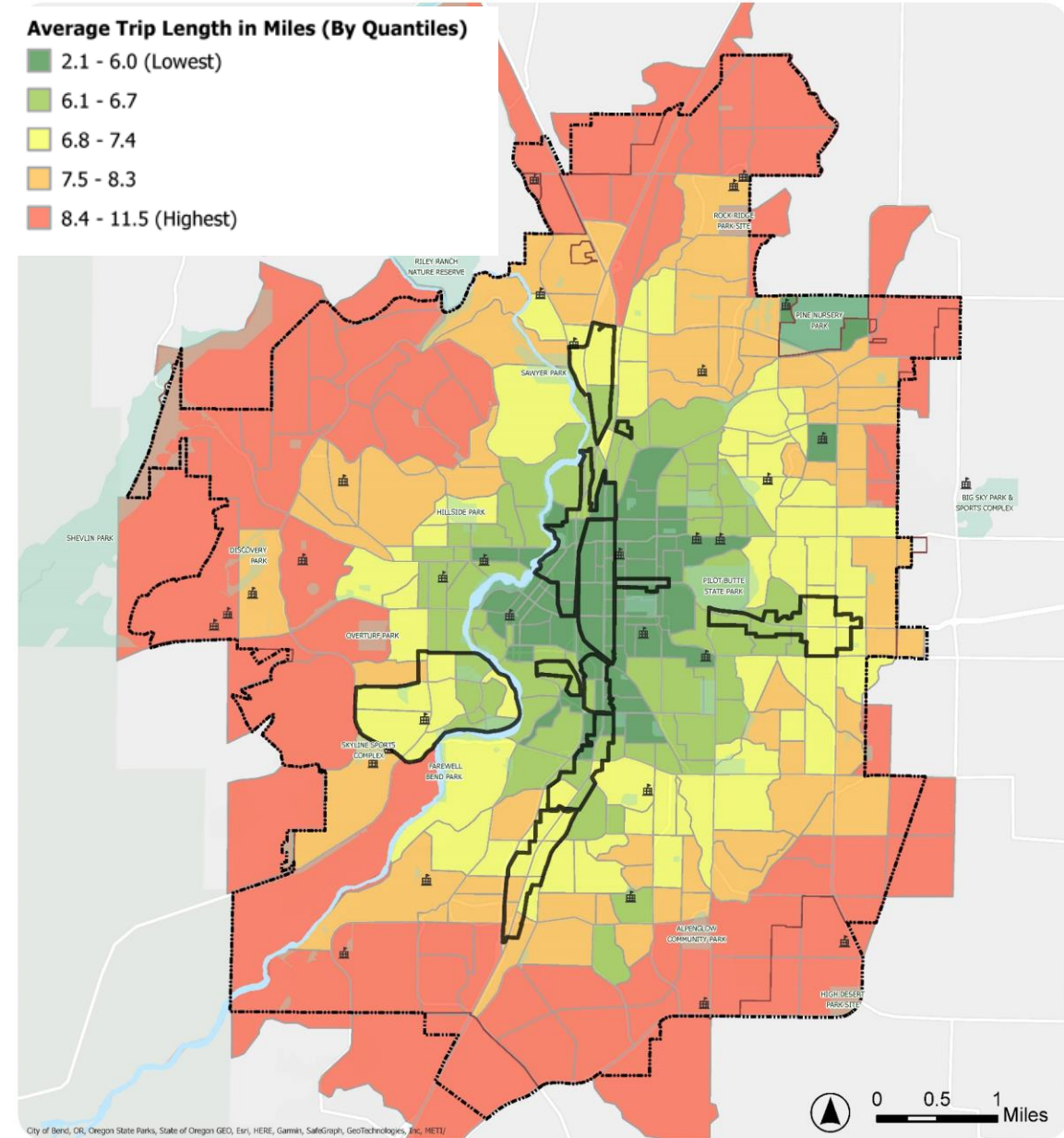


CFA Performance Measures

City will need to measure and report relative to targets:

- Per capita Vehicle Miles Travelled
- Number of affordable housing units in CFAs
- Number of existing and permitted units in CFAs relative to the rest of Bend
- Percentage of retail and service jobs and dwelling units in CFAs
- Percentage of collector and arterial streets in CFAs with bike and pedestrian facilities with Level of Traffic Stress 1 or 2
- Percentage of transit stops, collector and arterial roads in CFAs and underserved neighborhoods with safe pedestrian crossings
- Numbers of employees and households in commute options programs
- Percentage of City's transportation budget spent in CFAs
- Average parking fees in CFAs
- Share of City investments that support bicycle, pedestrian, micromobility and transit

....and more



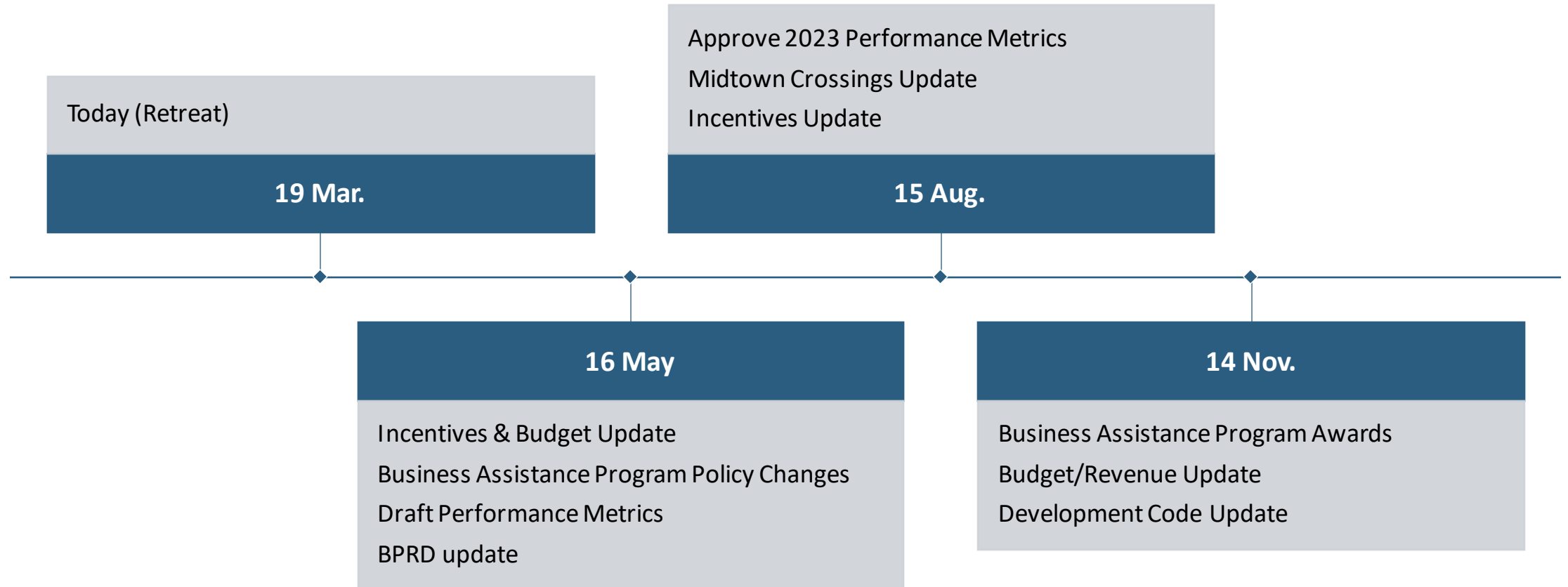
CAAB Work Plan

Formation of any new subcommittees

CAAB Work Plan & Schedule

- CAAB to meet quarterly.
 - May 16
 - August 15
 - November 14
- Today- recommendation to form two new CAAB subcommittees:
 - **Development Code subcommittee:** work on development code audit to evaluate barriers to adaptive re-use project in the Bend Central District
 - **Business Assistance Program subcommittee:** evaluate changes to the Business Assistance Program, potential to be used to do an initial review of applications.

CAAB Schedule



TENTATIVE CAAB SCHEDULE

| 2024 | | | | New Council & CAAB members | 2025 | | | |
|----------------------------------|---|--------|-----------|----------------------------|------|----|----|--|
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | |
| CAAB Meetings | March 19 | May 16 | August 15 | November 14 | | | | |
| Development Code Subcommittee | Stakeholder Outreach | May | Sept. | Oct. | | | | |
| Business Assistance Subcommittee | April | | | Oct. | | | | |
| CFEC Grant | CFEC Grant Project (CAAB engagement to be determined in public engagement plan for project) | | | | | | | |

Potential new project: BCD Code Audit

- Engage development community through stakeholder listening sessions
- Identify barriers to adaptive re-use projects in the Bend Central District development code
- Evaluate code amendments that could remove barriers to adaptive re-use projects
- Review recommendations with CAAB, stakeholders, and development community
- Propose code amendments for Council consideration

| 2.7.3220 Land Uses. 🔍 ↻ 📄 | | | | |
|--|----------------|------------|------------|-------|
| Land Use | 1st/2nd Street | 3rd Street | 4th Street | South |
| Commercial | | | | |
| Retail Sales and Service | P | P | P | P |
| Retail Sales and Service (Auto Dependent*) | N | N | N | N |
| Retail Sales and Service (Auto Oriented*) | N | C | N | N |
| *Medical Marijuana Dispensary and Marijuana Retailer | P | P | P | P |
| *Marijuana Wholesale (more than 75% of sales are wholesale) | P | P | C | C |
| *Marijuana Testing, Research and Development Facilities | P | P | P | P |
| Restaurants/Food and Beverage Services | | | | |
| - with drive-through* | N | C | N | N |
| - without drive-through | P | P | P | P |

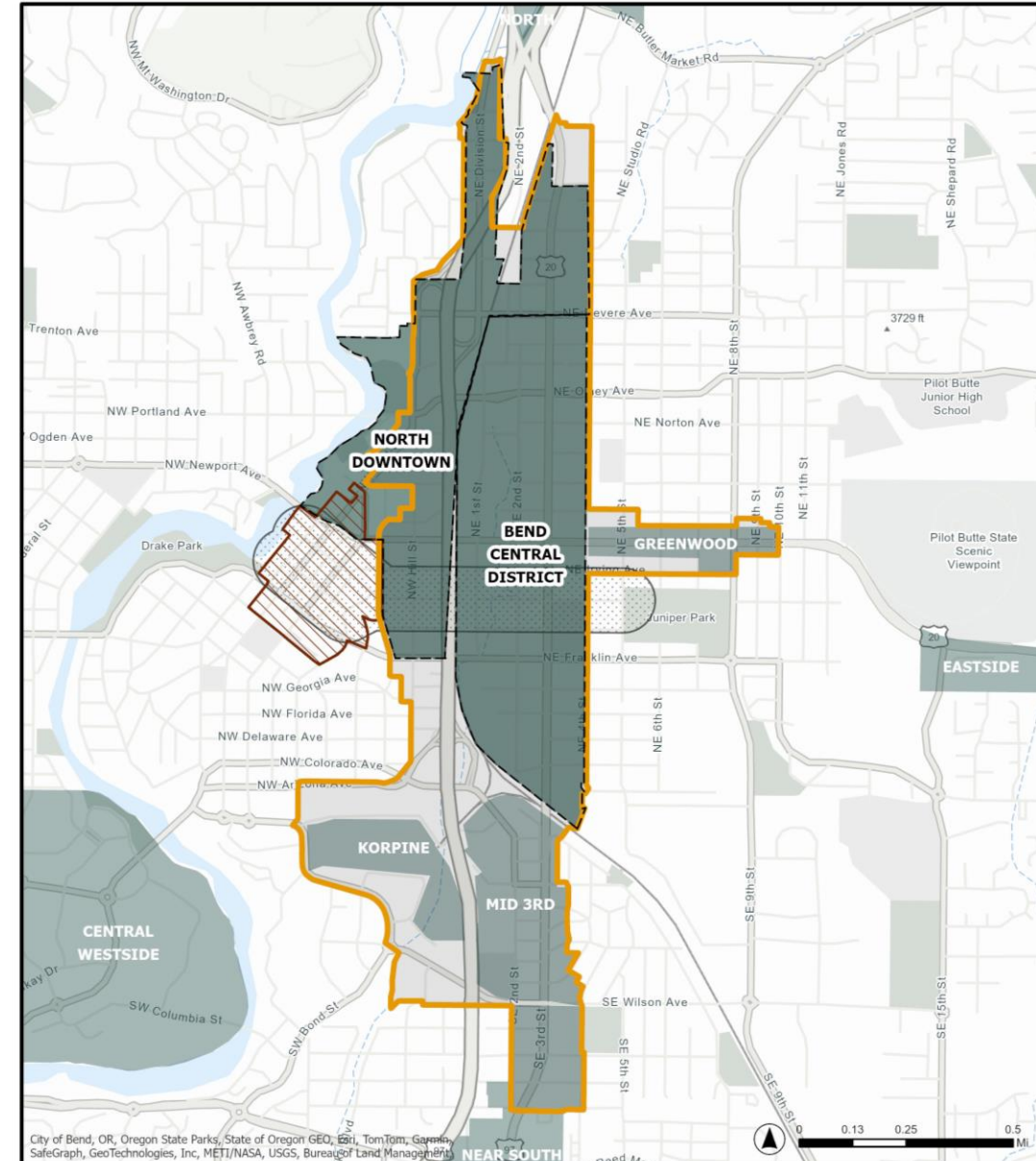
CFEC Grant Scope

- Multimodal gap analysis
- Low Car District Best Practices & Code Concepts
- Community Engagement
- Alternatives Analysis
- Transportation Analysis
- Implementation Plan

Schedule: May 2024 - May 2025



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CFA MOBILITY FRAMEWORK & LOW-CAR DISTRICT FEASIBILITY STUDY

MARCH 2024

- Core Area Tax Increment Financing (TIF)
- ▨ Downtown Economic Improvement District
- Candidate Climate Friendly Areas
- ▨ Multi-modal Route Study Area (400ft Buffer)

Map prepared by: City of Bend
Print Date: Mar 08, 2024
Sources: City of Bend, Deschutes County



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This map is for reference purposes only. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map information or to report any errors.

Public Comment

Please use the Raise Hand function and you will be called on.

If you are on the phone:

*9 to raise your hand

*6 to mute/unmute

Accommodation Information for People with Disabilities



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