

Climate Friendly Areas Study



Executive Summary

March 2024



CITY OF BEND

Introduction

This is an executive summary of the City of Bend's Climate Friendly Areas Study. The full version can be found on the City of Bend's Growth Management Division's website.



Accommodation Information for People with Disabilities
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Colorado Ave. near KorPine

A Climate Friendly Area (CFA) is a neighborhood where residents can live, work, and meet most of their daily needs without the use of a vehicle.

In December 2023, the City of Bend completed the Climate Friendly Areas Study in response to the State of Oregon's Climate Friendly and Equitable Communities rules. These rules require cities in Oregon to study and designate CFAs within their boundaries.

The idea behind CFAs is that by changing land use patterns to encourage walking, biking, and taking public transportation, cities can reduce greenhouse gas emissions from cars. As our city grows, providing options for where we live and how we get around will play an important role in reducing traffic. For Bend, these changes may include allowing taller buildings and a higher concentration of multi-family homes (like apartments, townhomes, rowhouses or condos) in these areas. The City will also need to identify how it will make walking and biking easier in CFAs, including new and improved sidewalks and bike lanes in and around CFAs.

Climate Friendly Area (CFA) is a new term, but the idea of developing walkable neighborhoods with both businesses and homes (known as mixed-use neighborhoods) throughout Bend aligns with the City's plans for growth. Bend already has several existing neighborhoods that resemble what a CFA would look like – Downtown Bend, Northwest Crossing, and the Central Westside. The City of Bend does not develop land. However, it does regulate what gets built where through changes to the zoning code, which is how CFAs will be implemented. Changes in CFAs will not happen overnight and will take time to develop, likely over the next 20 to 30 years.



Crossing SW Wall Street - Downtown

What is in the CFA Study?

Maps of CFA Candidates

Detailed maps and analysis of the ten CFA candidates, or areas that could become CFAs. The CFA Study takes a broad look at areas in the city that have redevelopment potential. Not all of the candidates will be designated. Along with maps, the study estimates how much housing could be built in each CFA.

Methodology

An explanation of how the CFA candidates were identified, including detailed data analysis. Using citywide data on transportation, housing, employment, market feasibility, and policy, each CFA candidate was mapped, scored, and ranked.

Anti-Displacement Analysis

The term 'displacement' refers to the involuntary relocation of current residents, which can result from an increase in property values. Because CFA designation can increase property values, spatial analysis was performed for the entire city to identify areas most at risk. This analysis also contains a description of existing and future strategies to increase new and affordable housing.

Community Engagement Plan

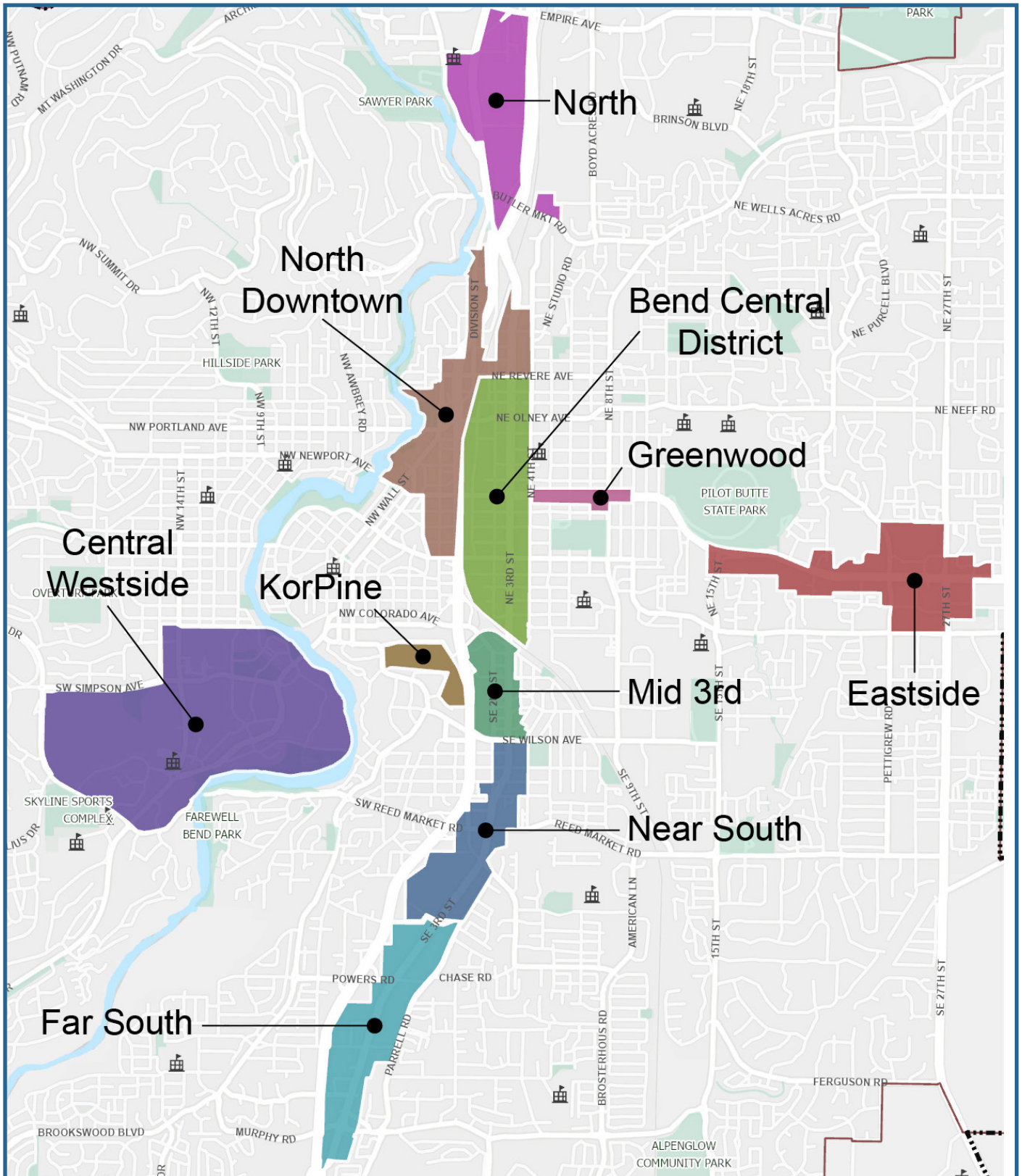
Community engagement for this project focused on reaching groups of people who historically have been left out of conversations about planning and land use. Methods included one-on-one interviews, a focus group, presentations to boards and commissions, summer pop-ups at community events, a work group, an online questionnaire, and webpage, and both an in-person and online open house. A community engagement plan for the project's next steps is included.

Scenarios, Next Steps, and Opportunities

Two possible scenarios for CFA designation were put forward in the study, and next steps are identified. The study also identifies other opportunities beyond CFA designation that could create accessible and complete neighborhoods citywide.

Where might CFAs go?

Ten CFA candidates were studied. These areas are currently zoned for businesses, multi-family homes, or a combination of the two.





Pedestrians on SW Bond Street

Key Takeaways

What do you need to know?

Not all of the CFA candidates will be designated.

The ten candidates encompass 1,600+ acres of land. Bend needs between 275-350 acres of CFAs, so it's unlikely that all the candidates will become CFAs now.

There was public support for more than one CFA, and for CFAs to be geographically distributed

Based on responses from engagement, the public would prefer to see what the study refers to as the "Varied CFA Scenario" which is detailed on page 9. Additionally, the public also supported raising building heights in certain locations.

It will take more than just CFAs to create more walkable, mixed-use neighborhoods throughout Bend.

The CFA Study contains a list of 14 strategies that would complement the designation of CFAs and advance the goal of making it easier to get around without a vehicle. This list includes actions like adding flexibility in zoning so that residents in residential neighborhoods have the option to walk to small scale businesses. The addition of more homes in strictly commercial areas could help achieve the same goal.

According to the State's requirements, Bend needs between 275 - 350 acres of land designated as CFAs. That is roughly 1.2 - 1.5% of land in the City of Bend.

The study was shaped by community engagement centered around the voices of historically underserved community members.

The key themes that came out of the engagement were related to equity, including the importance of access to affordable housing, transportation options, and necessary services like grocery stores, medical services, and daycares.

This project is not over, and there will be more opportunities to provide feedback.

The CFA Study has been submitted to the State of Oregon for review, but the City has not yet made a final decision on which areas will become CFAs. Check the City's Climate Friendly Areas webpage for project news.

www.bendoregon.gov/government/departments/growth-management/climate-friendly-and-equitable-communities/climate-friendly-areas





Outreach in the parks

Scenarios and Next Steps

What's next?

The project team developed two potential scenarios for CFA designation to provide an efficient path forward. These scenarios were developed with a work group made up of members of the City's boards and commissions, who took an in-depth look at the rules and requirements related to CFAs.

The first scenario, not shown here, is known as the "Centralized CFA Scenario." This option condensed CFAs to the core of the city around the Bend Central District CFA candidate.

The scenario shown on this page, known as the "Varied CFA Scenario " is in line with the public's desire for multiple CFAs geographically

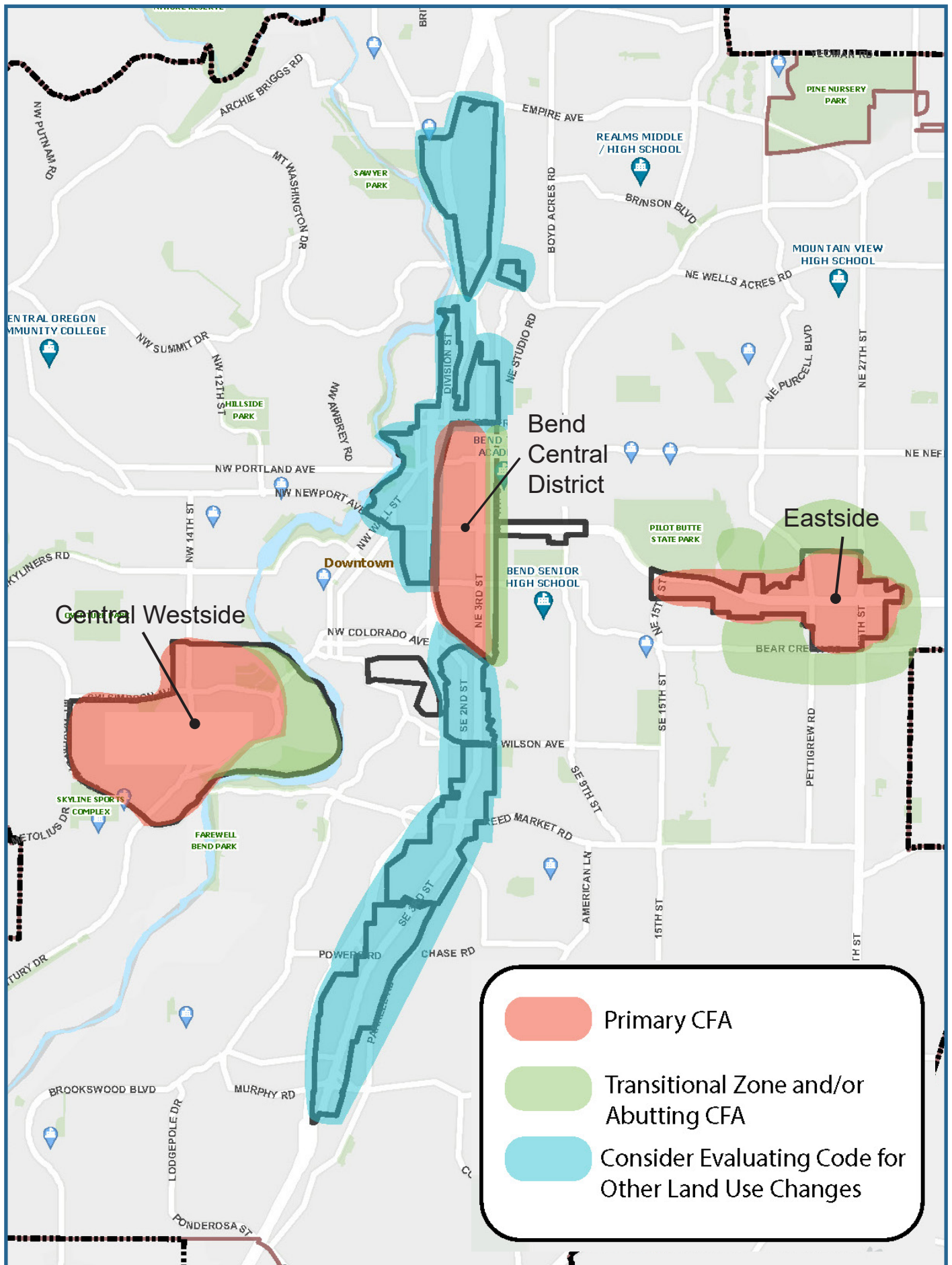
distributed throughout the city. In this option, the Eastside, Central Westside, and Bend Central District CFA candidates serve as CFAs. Transitional areas, or areas known as abutting CFAs, are shown in green. Areas in blue could be evaluated for zoning code changes to allow different types of development, such as multi-family homes or buildings with taller heights.

Prior to the final designation of CFAs by the City Council, additional outreach, refinement, and analysis of the areas will take place. The adoption of CFAs will take place by 2026, including public hearings before the Planning Commission and City Council.

Climate Friendly Areas Project Phasing



Varied CFA Scenario





Retail in the Bend Central District

Climate Friendly Area Candidates

This section includes detailed descriptions of each of the ten candidates. These areas were studied but not all of them will be designated as CFAs. There may be other land use changes in these areas in the future.

BEND CENTRAL DISTRICT



Bend Central District is an area adjacent to downtown that has been considered an essential part of the City's vision for future growth. As part of the 2016 Urban Growth Boundary Expansion, the area was identified as an Opportunity Area, or an area where new growth and development should be focused. The Core Area Plan, a special area plan for Bend Central District, was completed in 2020. The area is also part of the Core Area Tax Increment Financing (TIF) District.

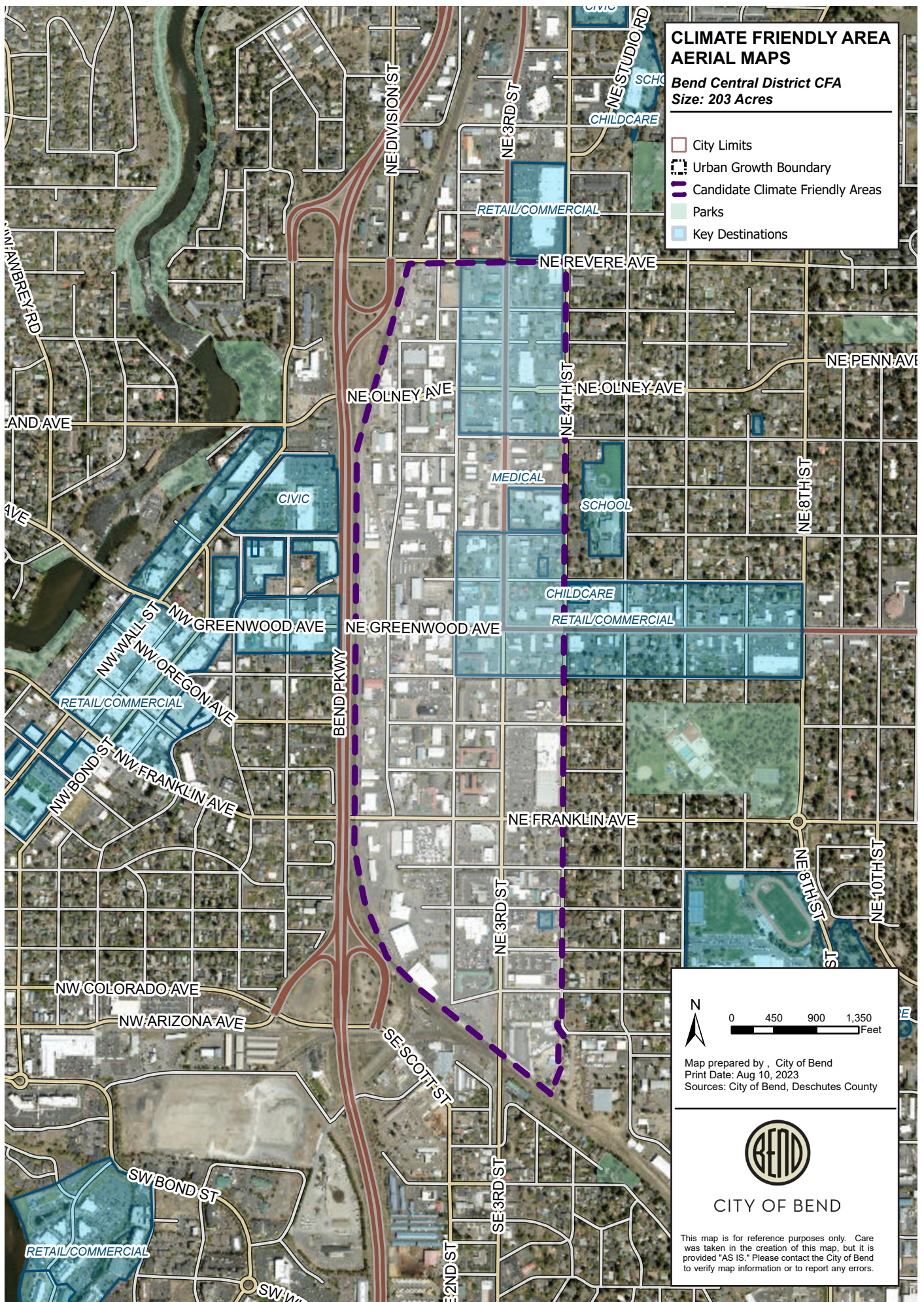
Despite the area's proximity to downtown and the Old Mill District, the Bend Central District is isolated from these areas by physical barriers including Highway 97, BNSF railroad tracks, and 3rd Street. Though barriers exist and there are gaps in the bike and pedestrian network, the urban form is geared towards multi-modal travel with a gridded street network and relatively small block size. Both Greenwood, Franklin, and 3rd Street are serviced by bus lines. 3rd Street is lined with small businesses, strip commercial, and some larger stores like Safeway. Currently, there are only 35 housing units in the Bend Central District, but a few large-scale, mixed-use projects have received planning approval.

STRENGTHS

- Strong internal connectivity and close proximity to downtown
- Development may be financially feasible in the future
- The Core Area has investments and incentives that may support new development
- Bend Central District was highly favored in community outreach

WEAKNESSES

- There is a small area in the south that poses risk of displacement; mitigation strategies may be necessary
- Significant pedestrian barriers are present including Highway 97 and the railroad tracks
- In need of additional amenities like public spaces, parks, bike lanes, and sidewalks



CENTRAL WESTSIDE



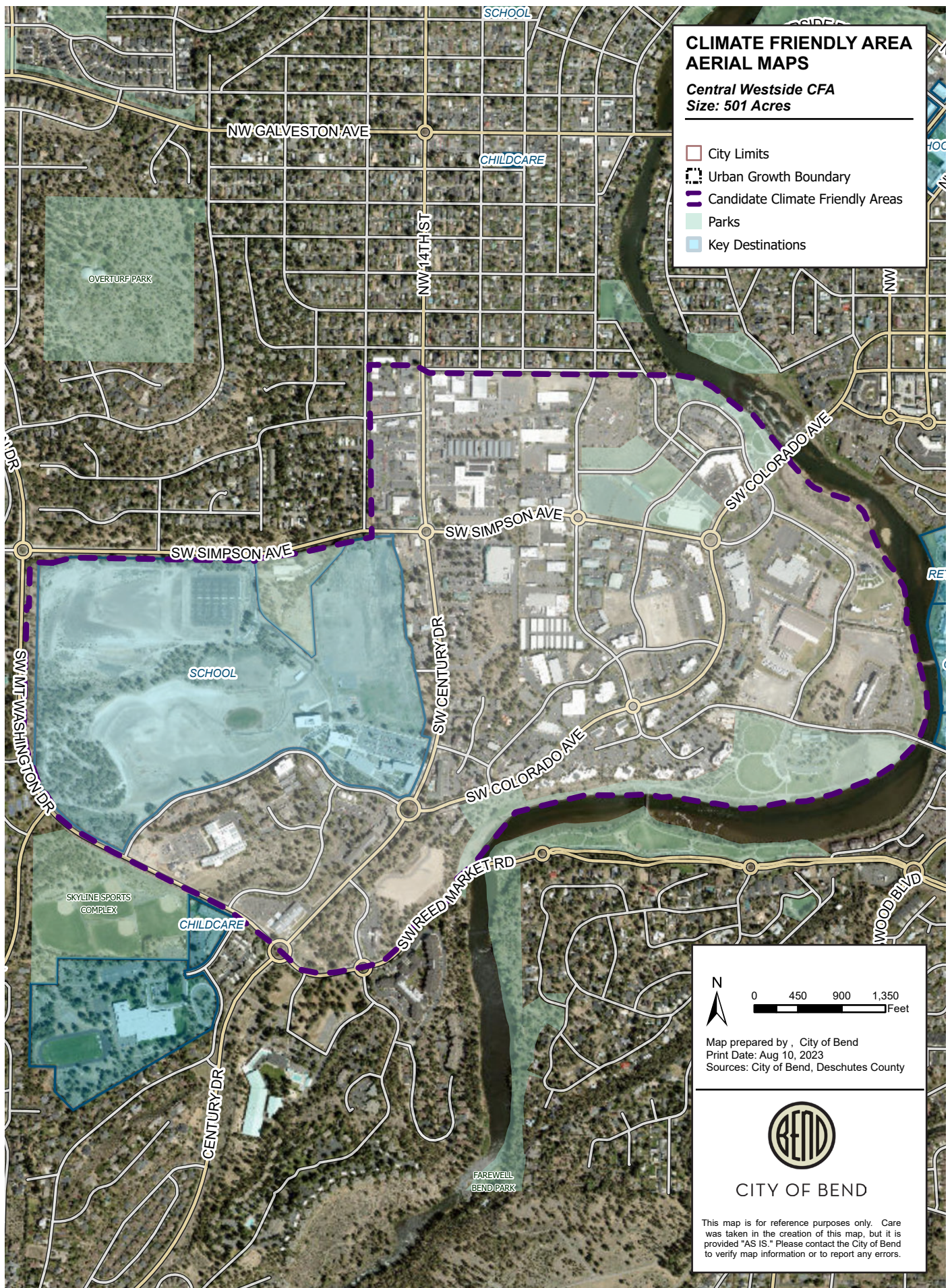
The Central Westside is an area located southwest of downtown Bend and across the river from the Old Mill District. It was identified as an Opportunity Area during the 2016 Urban Growth Boundary expansion and was rezoned. The area includes the Oregon State University (OSU) Cascades campus. The campus has an approved master plan with several subdistricts. Though portions of the master plan area are currently vacant, the campus is in the process of developing and phasing out their master plan. The Central Westside is home to several recent developments including The Hixon, which is the tallest building in Bend to date at six stories.

STRENGTHS

- Low risk for displacement
- Development may be financially feasible in the future
- The Central Westside has incentives that may support new development
- The Central Westside was favored in community outreach

WEAKNESSES

- No local incentives for development
- High land values could create barriers for affordable housing
- May not need the support of CFA designation and investment because the area already has ongoing urban development as well as public and private investment



EASTSIDE



The Eastside CFA candidate is located around the intersection of Greenwood and 27th Street on the east side of Bend. Within this area Greenwood Avenue is designated as US Highway 20, which is under Oregon Department of Transportation jurisdiction. The proposed boundary generally follows the boundary of the General Commercial (CG) and Mixed Employment (ME) zoning districts, which currently allow residential as part of a mixed-use development, but do not currently allow standalone residential.

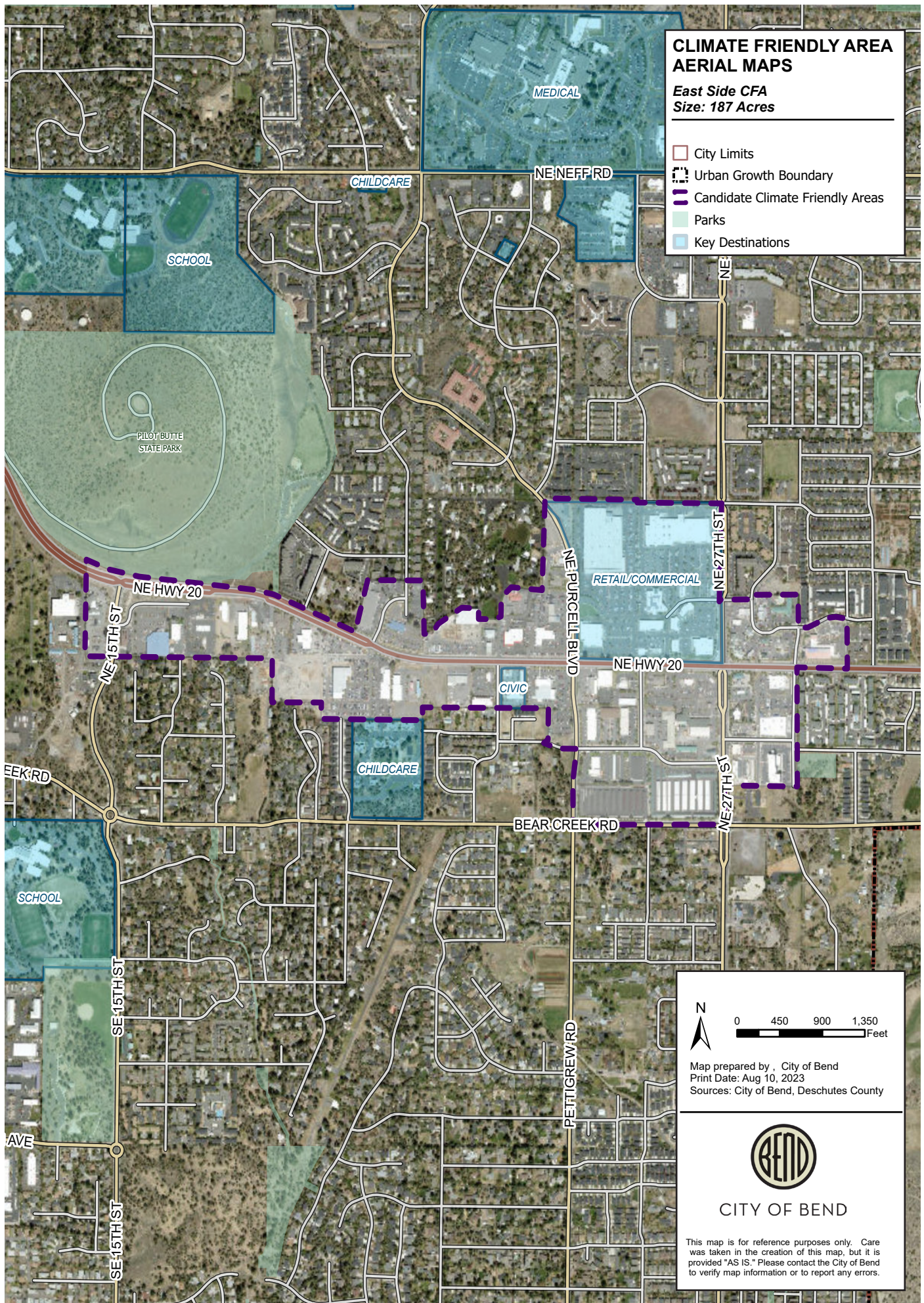
The area is home to auto dealerships and big box stores such as Safeway and Whole Foods, which have large surface area parking lots. The Eastside also contains strip commercial buildings and is surrounded by a significant amount of recently developed housing. The intersection of two major arterials is a barrier to pedestrians, and the auto-oriented development patterns make walking and biking in this area difficult.

STRENGTHS

- Close to Bend's largest employer, St. Charles Medical Center
- The Eastside has incentives that may support new development
- The Eastside was the most favored CFA candidate by the public
- Lower land values could make housing more affordable

WEAKNESSES

- Current form is highly auto-dependent and includes wide arterials and large parking lots. The transition to a CFA-friendly development will take time
- High risk of displacement; mitigation strategies may be necessary
- High density development is not currently financially feasible here, but three-story apartments might be
- US Highway 20 and 27th Street serve as significant barriers



FAR SOUTH



The Far South CFA candidate is bounded between Highway 97 and 3rd Street. The development pattern is primarily big box stores that are set back from the street, including Walmart, Albertsons, and the Bend Factory Stores. Closer to the street are strip commercial developments. Many of the lots in this area are large compared to the rest of Bend, with a number of them in the 6-12 acre range. The area is zoned for commercial and residential as part of mixed-use developments, but does not allow standalone residential.

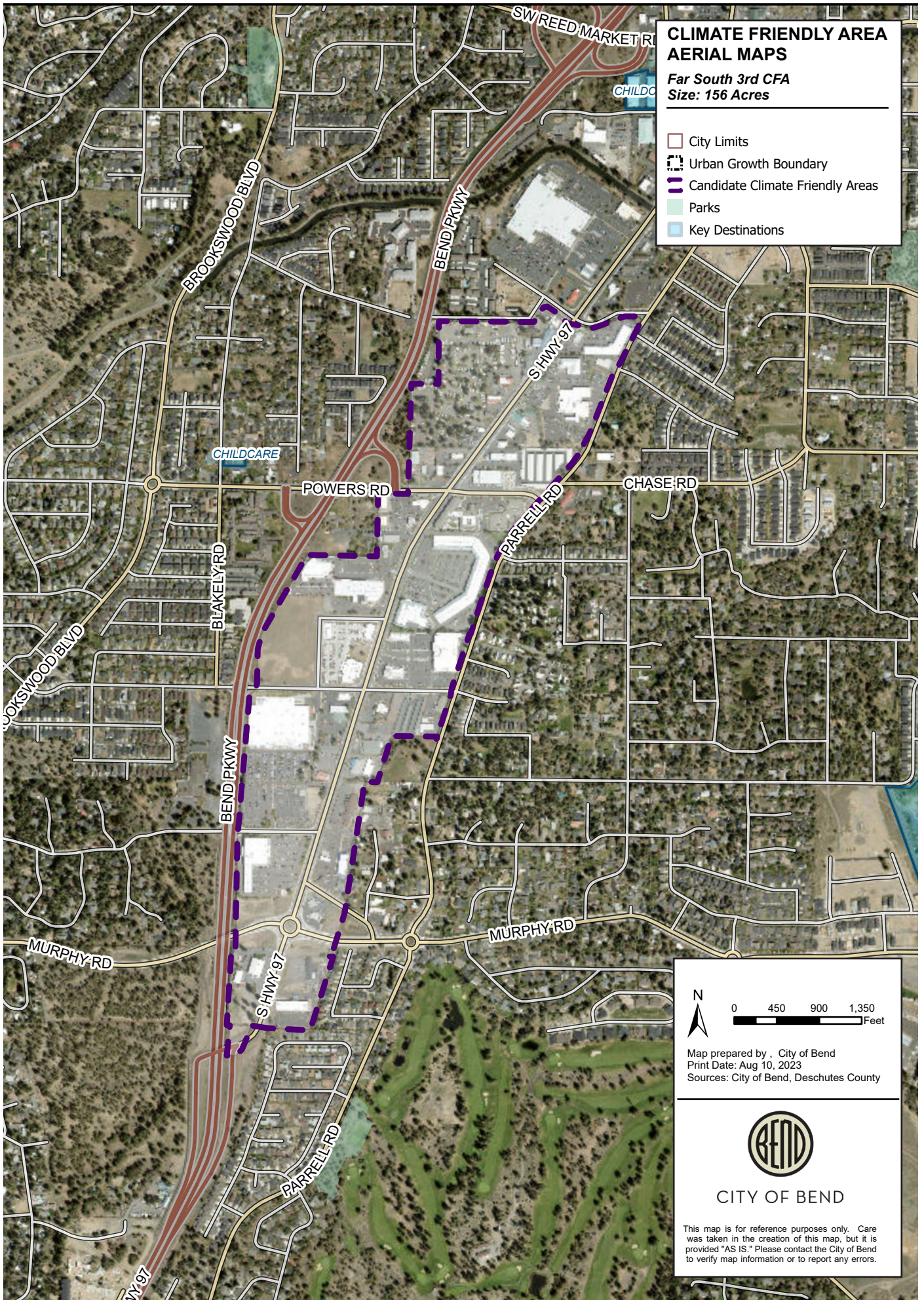
The area is bisected by 3rd Street, a major arterial. There are not many safe crossing points for pedestrians along the corridor, and at times intersections with crosswalks are more than a quarter mile apart. The area benefits from a bus line, which runs on 3rd Street.

STRENGTHS

- Low land values could support affordable housing if standalone residential were allowed
- The Far South CFA candidate has incentives that could support new development
- The Far South candidate is one of the only existing commercial opportunities in the south of Bend

WEAKNESSES

- Development is not financially feasible in current market conditions
- High risk of displacement; mitigation strategies will be necessary
- Highway 97 and 3rd Street serve as significant barriers
- The Far South area was not favored by the public



CLIMATE FRIENDLY AREA AERIAL MAPS

Far South 3rd CFA
Size: 156 Acres

- City Limits
- Urban Growth Boundary
- Candidate Climate Friendly Areas
- Parks
- Key Destinations



Map prepared by , City of Bend
Print Date: Aug 10, 2023
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.

GREENWOOD



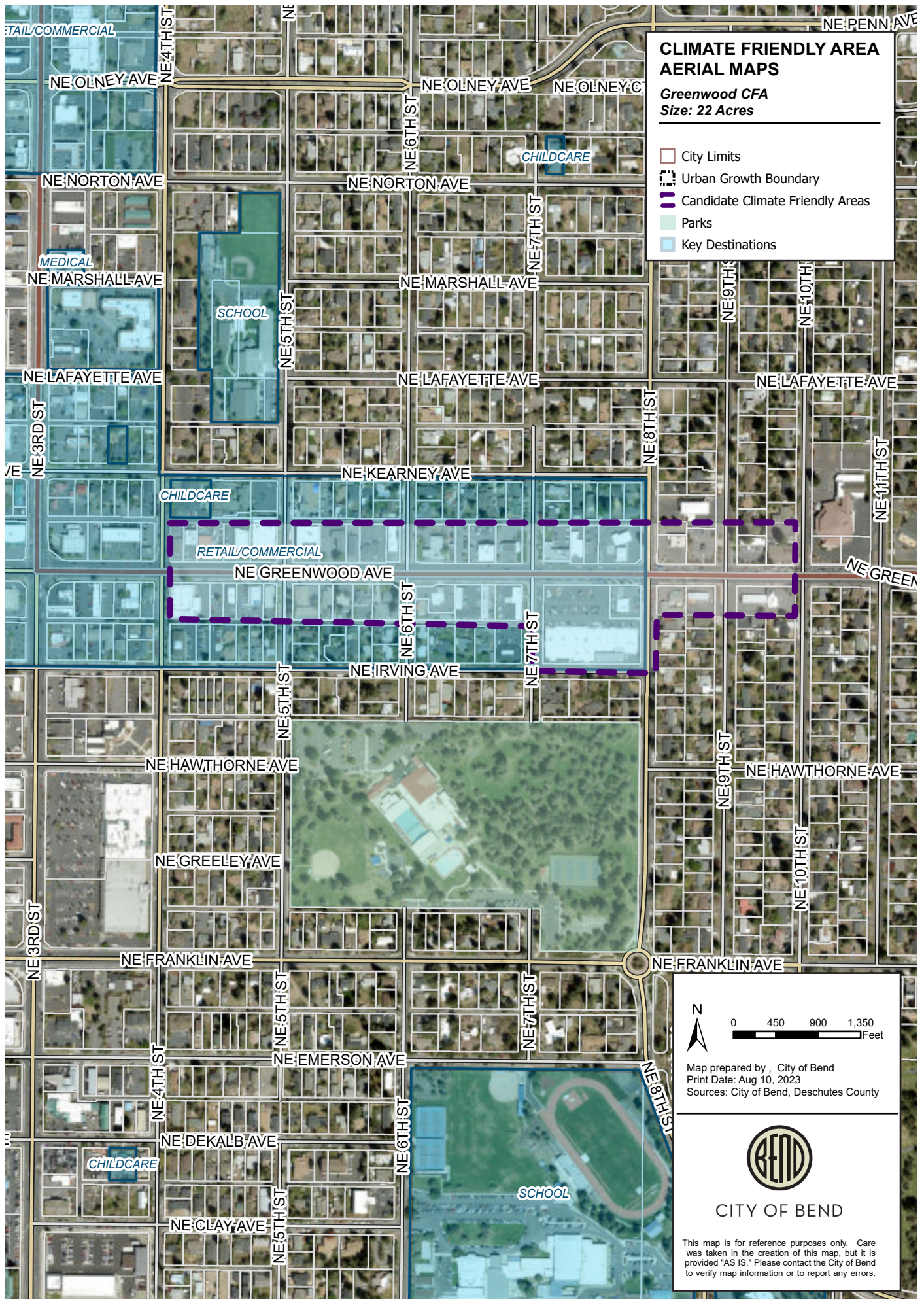
The Greenwood CFA candidate is a small area located along Greenwood Avenue east of the Bend Central District. It was identified as an Opportunity Area in the 2016 Urban Growth Boundary expansion, and was primarily rezoned for mixed-use development. The corridor has the opportunity to serve as a transition from the higher intensity development of the Bend Central District to the lower intensity of the east side. The area's block lengths are small and though Greenwood Avenue serves as a pedestrian barrier, the neighborhoods to the north and south of the corridor are more walkable due to their gridded, intersection-heavy layout.

STRENGTHS

- The Greenwood CFA candidate has incentives that could support new development
- Greenwood was highly favored in community outreach as a secondary or abutting CFA

WEAKNESSES

- Development is not financially feasible in current market conditions
- Medium risk of displacement
- Current form is highly auto-dependent and Greenwood Avenue is a pedestrian barrier, but opportunities exist for bike and pedestrian improvements
- The Greenwood CFA candidate is small in size and does not add significant capacity
- Greenwood Avenue is under ODOT jurisdiction, so there are fewer opportunities for the City to make changes



KORPINE



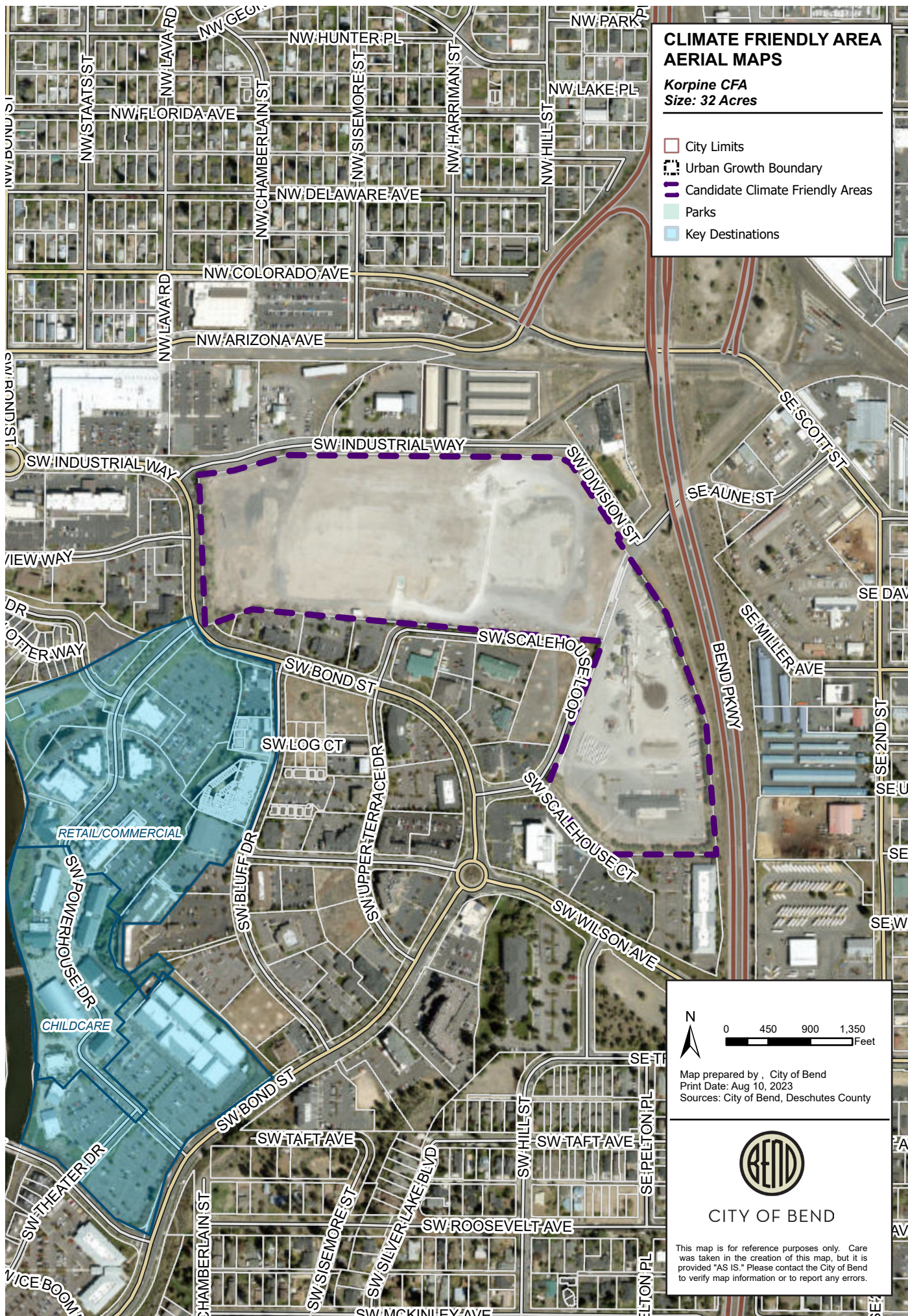
The KorPine CFA candidate is a single Mixed-Use Urban (MU) site located between downtown Bend and the Old Mill District. It was identified as an Opportunity Area during the 2016 Urban Growth Boundary expansion. The area has a master plan for development called Timber Yards, which was approved in 2023. Timber Yards is anticipated to provide 1,600 housing units, as well as a hotel, retail and office space. The project is anticipated to be completed in 10 years.

STRENGTHS

- Medium risk of displacement
- Area will be redeveloped in line with CFA-style development - designation will add capacity and be consistent with CFA standards

WEAKNESSES

- KorPine was not favored as highly as other CFA candidates during community outreach
- The area already has an approved master plan for a high density mixed-use development. CFA designation will not benefit the area's redevelopment.



MID 3RD



The Mid 3rd CFA candidate is located just south of the Bend Central District, and just east of KorPine. With the Timber Yards project underway and mixed-use projects planned for the Bend Central District, Mid 3rd could serve as a connection between the two areas. Some of the area is zoned for industrial development. The biggest change would be rezoning industrial land to allow housing and mixed-use.

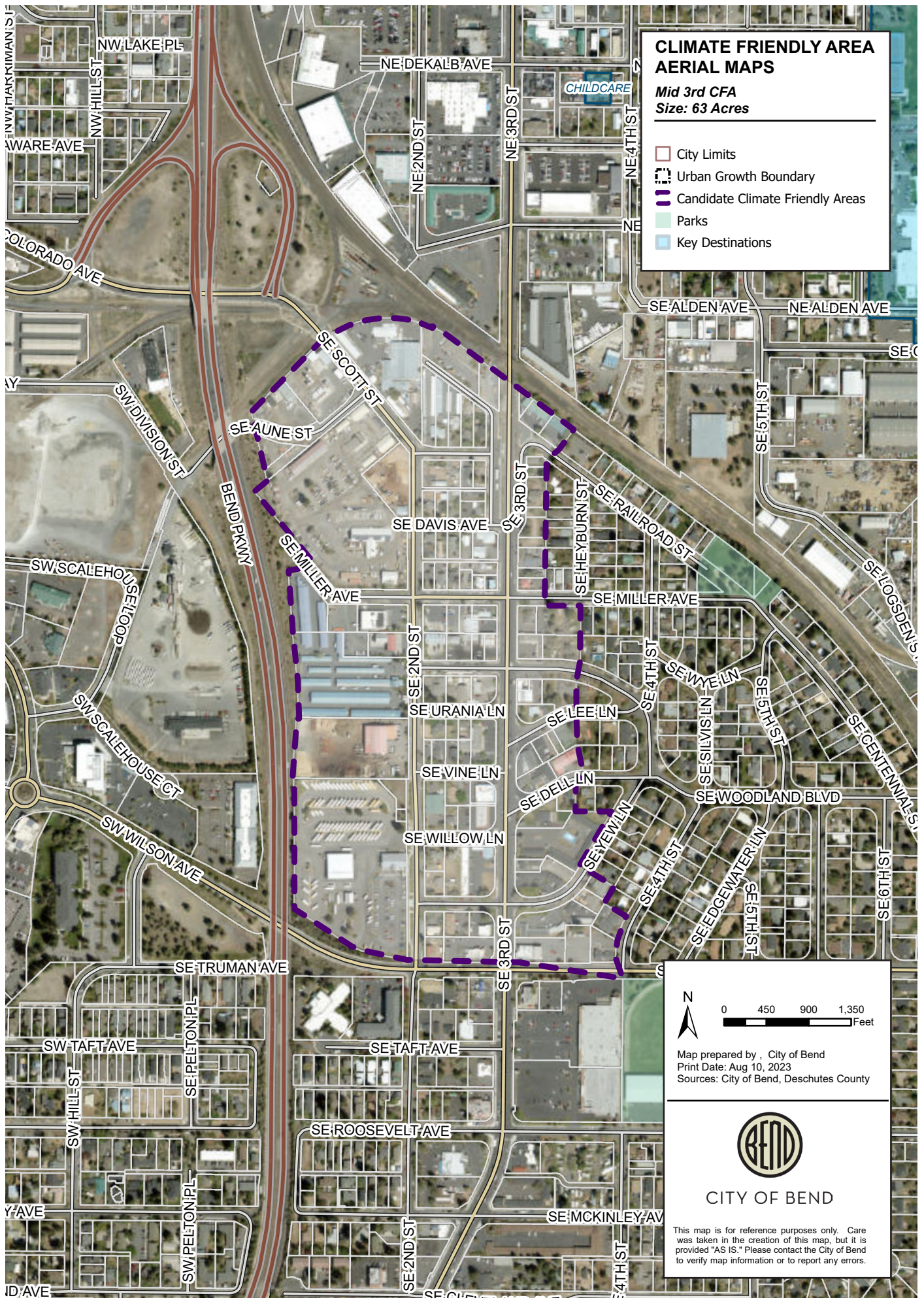
The 3rd Street corridor in this area is lined with small businesses and a number of motels. This area overlaps with the anti-displacement strategy area, and several of the motels in this area serve as housing for people experiencing homelessness. Similar to the Bend Central District, the Mid 3rd CFA candidate is gridded and has high intersection density, as well as access to transit. The area includes two roads that cross Highway 97 - SE Wilson Avenue and SE Aune Street.

STRENGTHS

- The Mid 3rd CFA candidate has incentives that could support new development
- The candidate is located between KorPine and the Bend Central District, which provide an opportunity for additional mixed-use development and connections
- Corridor is auto-oriented, but its small block size, intersection density, and proximity to other planned mixed-use neighborhoods provides opportunity

WEAKNESSES

- High risk of displacement; mitigation strategies may be necessary
- Some redevelopment is feasible in current market conditions but with a high degree of site specific variation



NEAR SOUTH



The Near South area is also located between Highway 97 and 3rd Street, but is further north and closer to downtown than the Far South CFA candidate. The area is still characterized by big box stores (like Fred Meyer) and strip commercial, but contains a larger variety of businesses than the Far South area. There are restaurants, hotels, car dealerships, grocery stores, and small businesses. Intersections with pedestrian crossings are more frequent on 3rd Street north of Reed Market Road. The area is zoned for residential as part of mixed-use developments, but do not allow standalone residential.

The area is well served by transit, with access to Cascade East Transit's South 3rd Street bus line and the 15th Street/Murphy Road line. The Canal Trail runs through the area, which provides an off-street connection to neighborhoods to the east and west.

STRENGTHS

- The Near South area has incentives that could support new development
- Along with the Far South CFA candidate, the Near South area is one of the only existing commercial opportunities in the southern part of Bend
- The Near South area is centrally located within Bend
- The Canal Trail offers a walkable and bikeable connection to the east and west

WEAKNESSES

- Development is not financially feasible in current market conditions
- High risk of displacement; mitigation strategies may be necessary
- Current form is highly auto-dependent and includes wide arterials and large parking lots. The transition to CFA-friendly development will take time
- The Near South area was not highly favored by the public

NORTH



The North CFA candidate is located between Highway 97, US Highway 20, OB Riley Road, and Empire Avenue. All of these roadways create significant pedestrian barriers, but the area was chosen as a CFA candidate in part because it has several large parcels that could be redeveloped in the future. The Bend River Promenade is a shopping mall with department stores, standalone restaurants and gas stations, and has a significant amount of parking. There could be opportunity to subdivide this property further considering that parking is no longer mandated by the Bend Development Code. Three industrial parcels across Highway 97 were included with this study area because of their size and proximity to the study area and to newer residential development.

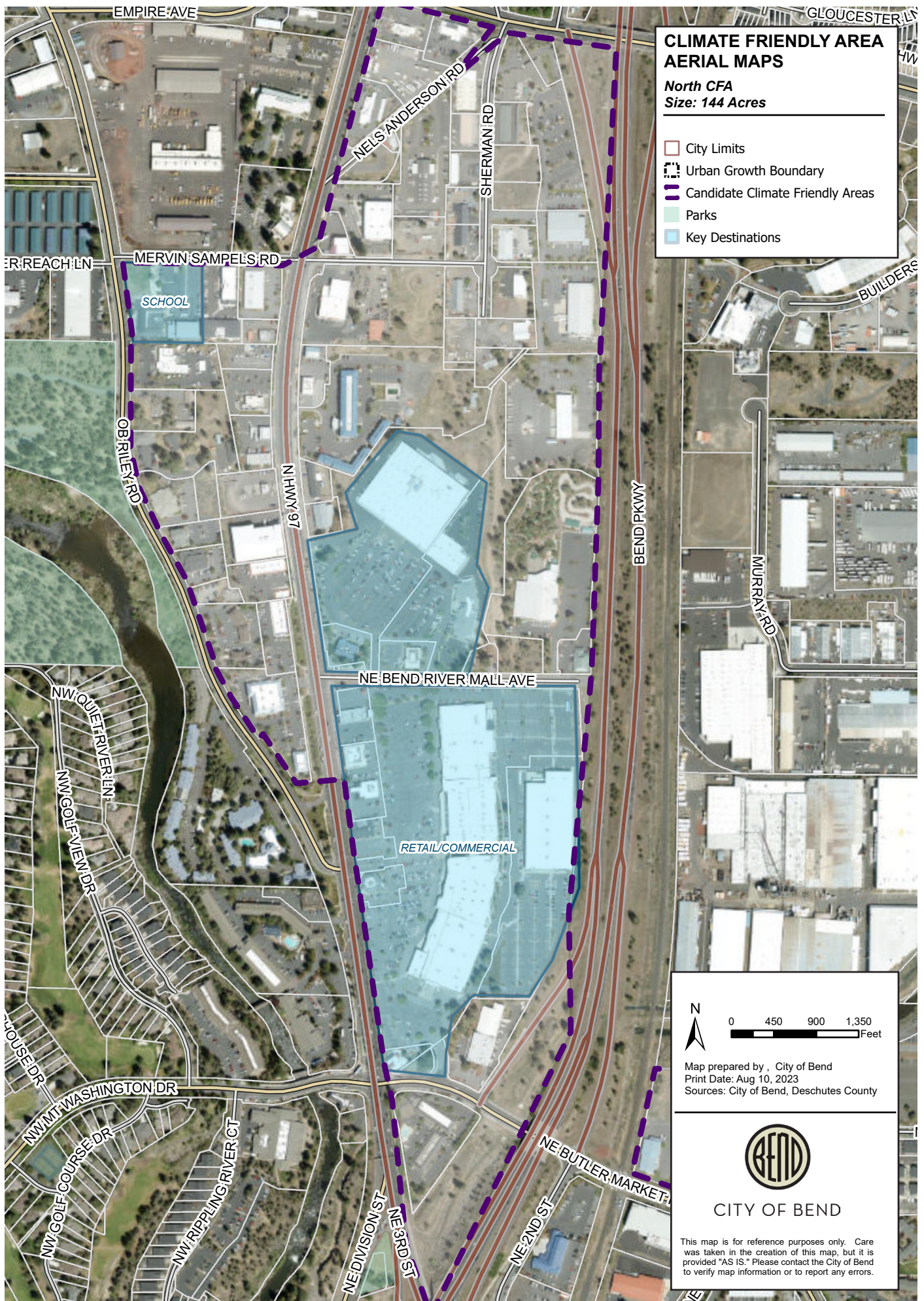
Despite the barriers, the North CFA candidate is located close to downtown Bend. The north side of Bend lacks walkable commercial and mixed-use areas, and the North CFA candidate could be an opportunity to change that.

STRENGTHS

- Low risk of displacement
- The North CFA candidate has incentives that could support new development
- Medium score in community outreach
- Large parcels under uniform ownership could foster redevelopment
- There are subdivision opportunities among the large parcels, especially those with large parking lots

WEAKNESSES

- High density development is not currently financially feasible here, but three-story apartments may be
- Highway 97 and US Highway 20 serve as significant barriers



NORTH DOWNTOWN



The North Downtown CFA candidate includes a combination of areas that are adjacent to downtown Bend. Directly north of downtown is the Wall Street corridor near the Deschutes River. It is currently home to several offices, strip commercial, and government uses like the Deschutes County Courthouse and the Deschutes County administrative building. The area also contains Pacific Park and Pioneer Park, which have trails that provide Deschutes River access. The North Downtown CFA candidate also contains an area south of Greenwood Avenue known as East Downtown. East Downtown was identified as an Opportunity Area in the 2016 Urban Growth Boundary expansion and is zoned for mixed-use development.

North Downtown also extends across Highway 97 and includes the area just north of the Bend Central District. While this area isn't zoned for mixed use like the Bend Central District, it possesses many of the same strengths, like proximity to downtown and walkability. Additionally, the Division Street corridor to the north is a commercial corridor with retail and services. When travelling south and exiting off US Highway 20, Division Street serves as the primary entryway to downtown Bend.

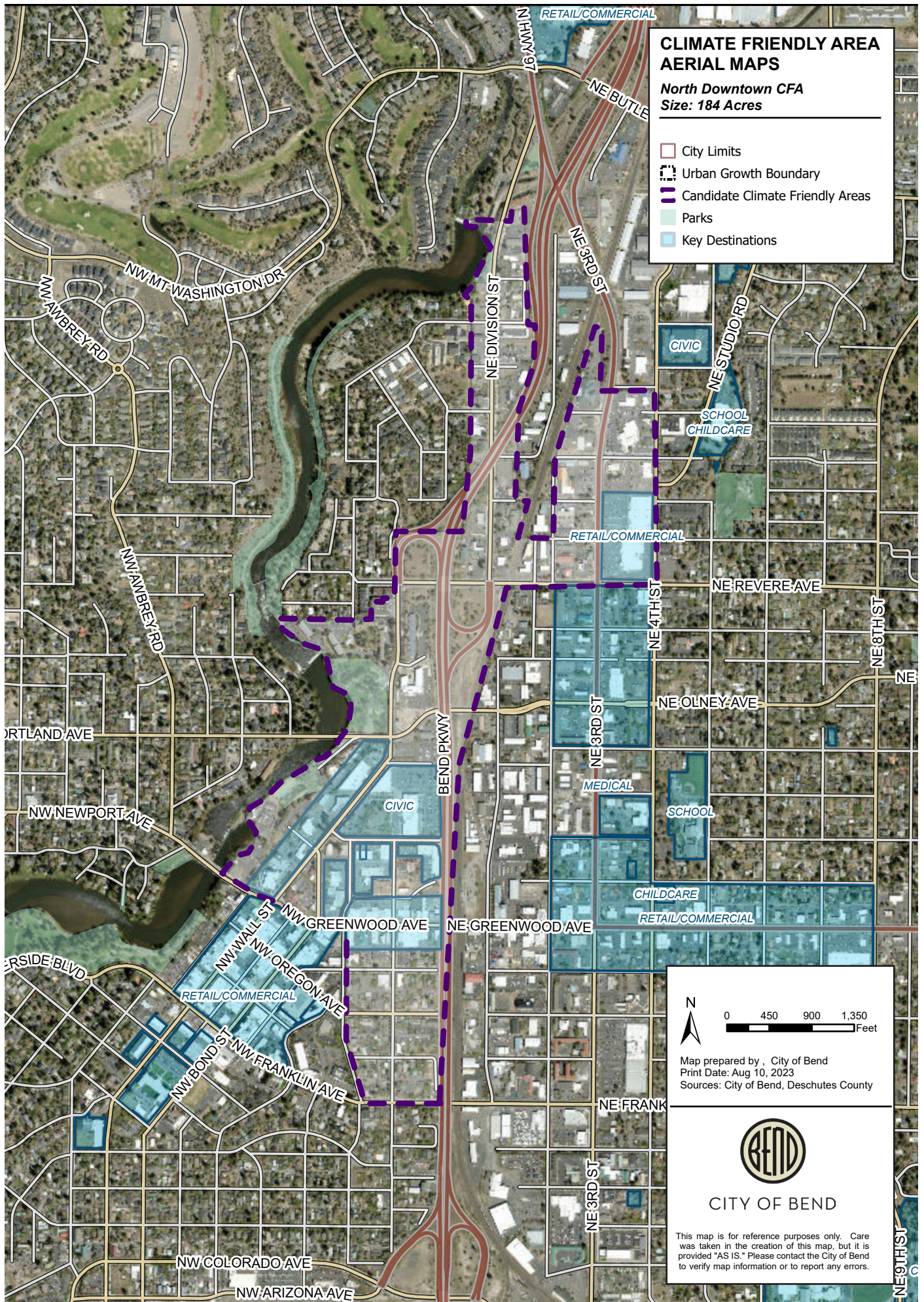
Since North Downtown contains so many different and distinct areas that are all contiguous, it is made up of six different zoning districts, ranging from industrial to mixed-use. The area could benefit from more cohesive planning. Development here has the potential to extend the vibrancy of downtown.

STRENGTHS

- The North Downtown CFA candidate has incentives that could support new development
- Medium score in community outreach
- Low displacement risk
- Centrally located and walkable

WEAKNESSES

- Some redevelopment is feasible in current market conditions but with a high degree of site-specific variation
- Highway 97, an interchange, and the BNSF railroad all serve as significant pedestrian barriers
- Lack of cohesion throughout area





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