



WELCOME!

URBAN RENEWAL ADVISORY BOARD

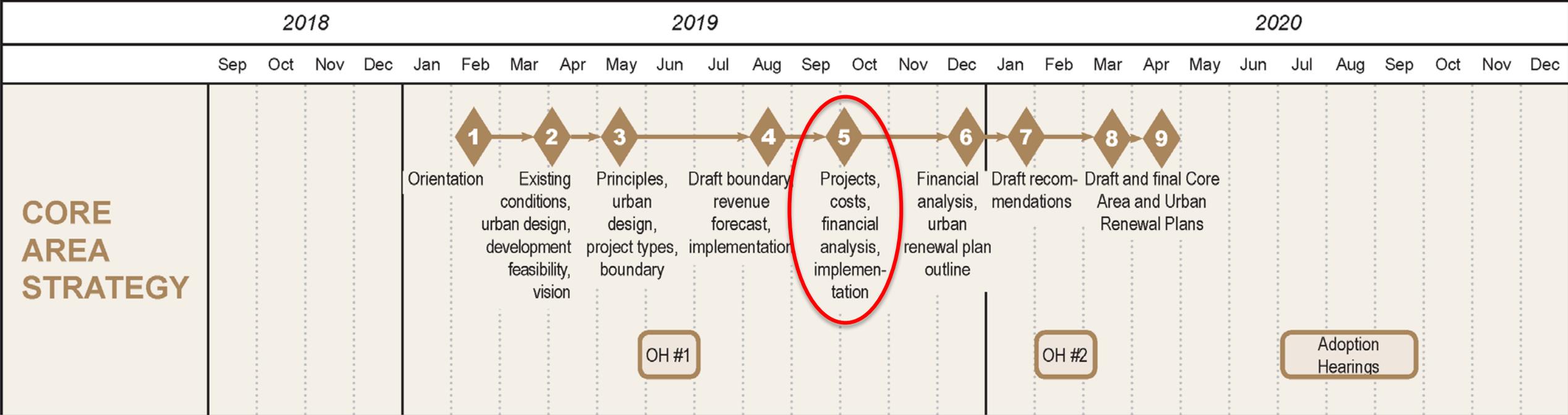
MEETING #5

OCTOBER 1, 2019



PUBLIC COMMENT

WHERE WE ARE IN THE PROCESS





CHANGES TO ORS 457 – URBAN RENEWAL



(12)(a) **“Public building”** means:

- (A) A fire station, police station, public library, public hospital, capitol building, school as defined in ORS 339.315, college, university, city hall or the residence of any state official elected by the state at large;
- (B) The grounds owned by a public body adjacent to a building described in subparagraph (A) of this paragraph;
- (C) The portion of any other building owned and prepared for occupation or occupied by an agency of the state or a municipal corporation as defined in ORS 297.405; or
- (D) A public art statue, sculpture, clock tower or bell tower.



(12)(b) **“Public building”** does not mean:

- (A) Property acquired by an urban renewal agency with the intent to redevelop or sell the property;
- (B) Property acquired by an urban renewal agency with the intent to lease the property for a taxable use;
- (C) Transportation infrastructure, including train stations, bus stations and public owned parking facilities that support taxable property;
- (D) Water or wastewater infrastructure facilities, including treatment facilities;
- (E) Tourism-related facilities as defined in ORS 320.300; or
- (F) Park and recreation facilities, including sports fields.



- In order to include a “**public building**” in a new Urban Renewal Plan, the Urban Renewal Agency must receive concurrence for the project by 3 of the top 4 taxing districts estimated to forgo the most property tax revenue.
 - Bend-La Pine School District
 - City of Bend
 - Deschutes County
 - Bend Park & Recreation District



TAX INCREMENT PROJECTIONS



Provide input to:

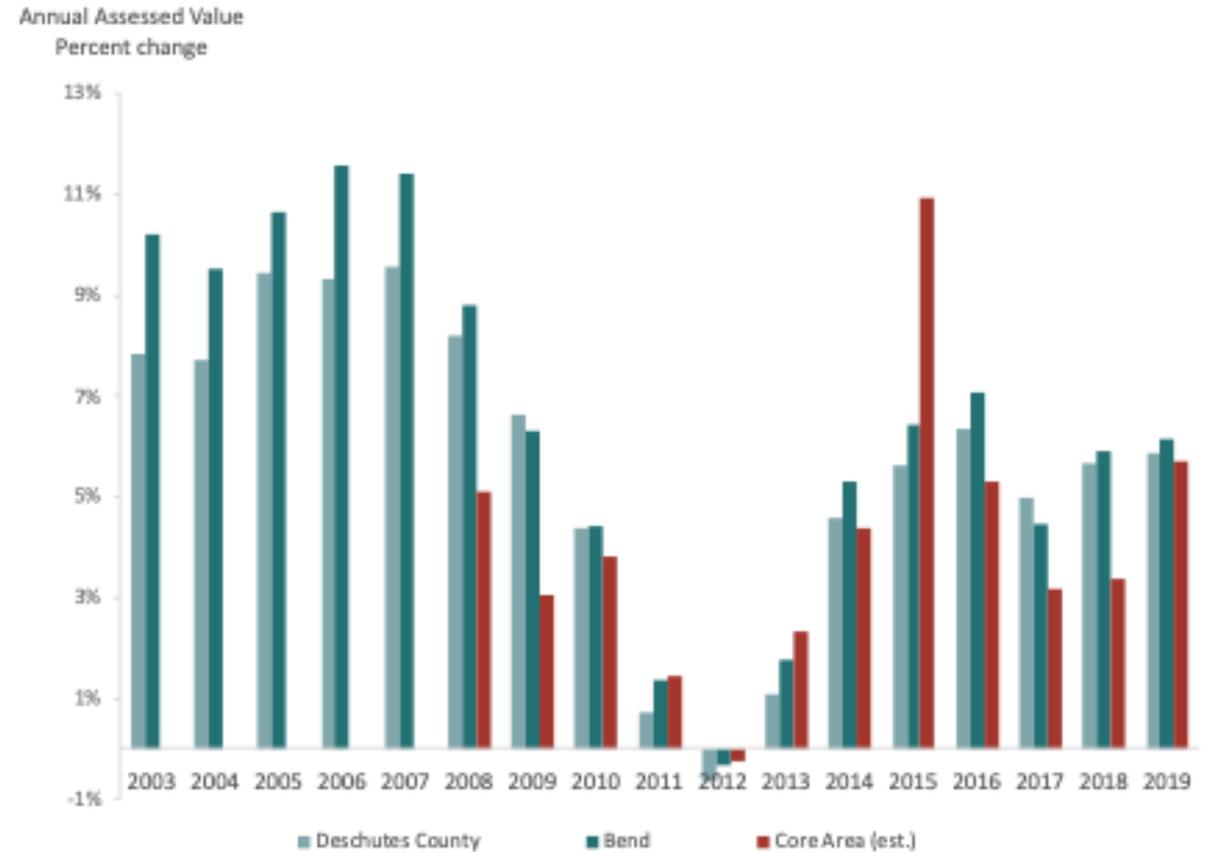
- Set reasonable expectations for project funding (estimates, not guarantees)
- Understand roughly how much growth it would take to fund projects
- Balance UR funding capacity against foregone revenue
- **Inform first draft of funding plan**



GROWTH SCENARIOS OVERVIEW

	Average Annual Growth Rate
Low (historical trend)	4%
Medium 1	5%
Medium 2	5.5%
High	6%

Percent Change in Assessed Value by Year:
Deschutes County, City of Bend, and Core Area



DEVELOPMENT EXAMPLES



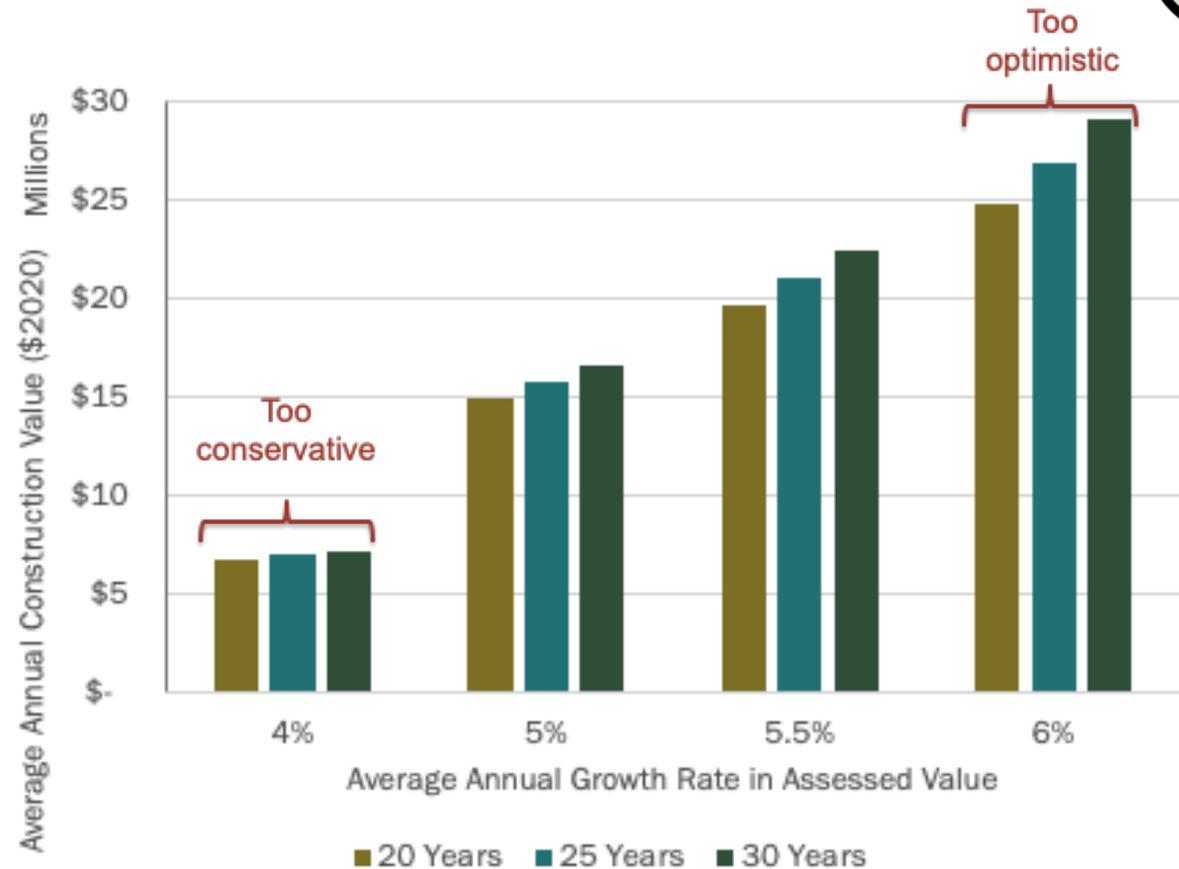
Development Example	Approx. Value of New Development
Major mixed use development: 200+ units over retail	\$45-50m
New commercial development (hotel, grocery, office; 35-70k GSF)	\$8-12m
Apartments: 90-100 units	\$18-20m
Townhomes: 4-6 units	\$0.8-1.2m



GROWTH SCENARIOS: NEW DEVELOPMENT REQUIRED



Development Example	Approx. Value of New Development
Major mixed use development: 200+ units over retail	\$45-50m
New commercial development (hotel, grocery, office; 35-70k GSF)	\$8-12m
Apartments: 90-100 units	\$18-20m
Townhomes: 4-6 units	\$0.8-1.2m



PRELIMINARY PROJECTIONS



Growth Rate	Duration	Average Annual Construction Value (2020\$)	Total Net TIF	MI	Capacity (2020\$)
4.0%	20-Year	\$6,800,000	\$59,700,000	\$50,700,000	\$32,500,000
4.0%	25-Year	\$7,000,000	\$99,600,000	\$84,600,000	\$54,200,000
4.0%	30-Year	\$7,200,000	\$154,200,000	\$130,900,000	\$83,900,000
5.0%	20-Year	\$15,000,000	\$80,100,000	\$68,000,000	\$43,600,000
5.0%	25-Year	\$15,800,000	\$136,600,000	\$116,000,000	\$74,400,000
5.0%	30-Year	\$16,700,000	\$216,400,000	\$183,700,000	\$117,800,000
5.5%	20-Year	\$19,700,000	\$91,300,000	\$77,500,000	\$49,700,000
5.5%	25-Year	\$21,100,000	\$157,600,000	\$133,800,000	\$85,800,000
5.5%	30-Year	\$22,500,000	\$252,600,000	\$214,500,000	\$137,500,000
6.0%	20-Year	\$24,900,000	\$103,300,000	\$87,700,000	\$56,200,000
6.0%	25-Year	\$26,900,000	\$180,400,000	\$153,200,000	\$98,200,000
6.0%	30-Year	\$29,200,000	\$292,800,000	\$248,600,000	\$159,400,000

Source: ECONorthwest and Tiberius Solutions calculations.

CONCLUSIONS AND WORKING DIRECTION



Growth Rate:

- 5% average annual growth reasonable, maybe a little conservative
- 5.5% optimistic but still plausible and aligns fairly well with growth projections
- **Does URAB prefer to be more conservative or ambitious in projecting growth?**

Duration:

- 25-30 years provides enough time to generate substantial funding for projects
- 30 years generates a much higher MI and funding capacity than 25 years, but doesn't increase funding capacity in the near-term
- **What is URAB's comfort with 30 year duration?**

Preliminary Recommendations:

- **New construction value** around **\$20 Million per year** which would result in **funding capacity** between **\$85 Million to \$100 Million** over a **25-30 year period**



URBAN RENEWAL BEST PRACTICES



- Project Determination:
 - Existing & Applicable Plans
 - Guiding Principles (Goals & Objectives)
 - General Project Categories & Descriptions
 - Redmond, OR
 - Corvallis, OR
 - Tigard, OR
 - General Project Category Funding



- Existing & Applicable Plans
 - “Projects should be inspired by these plans and documents.”
 - “Used as a basis for drafting goals and objectives.”
 - “Spur the desire for urban renewal as an implementation tool.”



CITY OF BEND
CORE AREA PROJECT



**EXISTING CONDITIONS & APPLICABLE
PLANS, PROJECTS, PROGRAMS**

Updated April 3, 2019



Accommodation Information for People with Disabilities

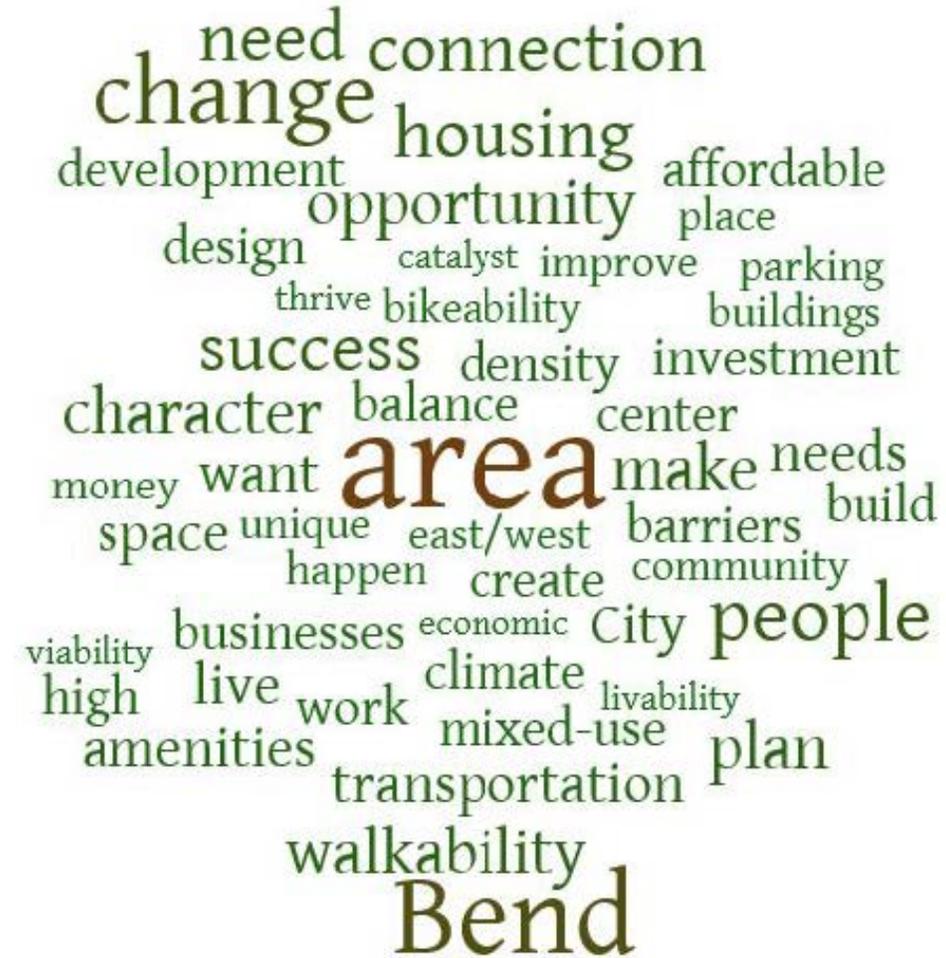
To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Allison Platt at aplatt@bendoregon.gov or 541-322-6394.

Growth Management Department

Core Area Project
April 2019



- Guiding Principles:
 - Serve as summarized focal points to assist in project identification and prioritization.
 - “Provide a clear identification of the desire to address the blight.”
 - “Help agency keep its focus as it begins accruing sufficient revenues.”





- General Project Categories & Descriptions
 - Balance between specificity and flexibility.
 - Overly specific project descriptions can be problematic:
 - Require plan amendments when even small changes are needed.
 - Do not adjust well to changing:
 - Market conditions
 - Physical & Social conditions
 - Policy goals



- General Project Categories & Descriptions
 - Broad categories allow for flexibility to fund a range of projects.
 - Generally accompanied by detailed studies, reports, plans (i.e. Existing & Applicable Plans):
 - Provide justification for project budgets
 - Provide finding of economic feasibility



- Downtown Redmond Urban Renewal Plan:
 - 12th Amendment, adopted in 2011
 - 20-year period (2031)
 - Increased boundary by 102.7 acres
 - Maximum Indebtedness (MI) increased to ~\$120 million
 - No Project Categories
 - 18 Projects



- South Corvallis Urban Renewal Plan:
 - Adopted in 2018
 - Approved by voters in 2019 (over 80% in favor)
 - Area = 407.25 acres
 - Maximum Indebtedness (MI) = ~\$62 million
 - 5 Project Categories
 - 8 Projects



- Tigard Triangle Urban Renewal Plan:
 - Adopted in 2016
 - Approved by voters in 2017 (~68% in favor)
 - 35-year period
 - Area = 547.9 acres
 - Maximum Indebtedness (MI) = ~\$188 million
 - 6 Project Categories
 - 24 Projects



- General Project Category Funding

- Factors to consider:

- Impact on blight: The primary goal of urban renewal is to alleviate blight. The impact a project has on curing blight in the area should be in consideration.
- Return on investment: Another basic goal of urban renewal is to increase property values and generate the TIF revenues necessary to carry out urban renewal activities.



PRELIMINARY PROJECT CATEGORIES

PROJECT CATEGORIES – PRELIMINARY



- Transportation, Streetscape, and Utility Infrastructure
- Affordable Housing Re/Development Assistance, Partnership, and Support
- Business and Re/Development Assistance, Partnership, and Support
- Public/Open Space, Facilities, Amenities, and Installations
- Plan Administration, Implementation, Reporting, and Support

PROJECT CATEGORIES – PRELIMINARY



Transportation, Streetscape, and Utility Infrastructure

Project Type/Name	UR Funding Allocation	Estimated Funding Capacity
Transportation	50%	~\$37.0 to \$68.5 million
Streetscape		
Utility Infrastructure		



PROJECT CATEGORIES – PRELIMINARY



Affordable Housing Re/Development Assistance, Partnership, and Support

Project Type/Name	UR Funding Allocation	Estimated Funding Capacity
Re/Development Support	15%	~\$11.1 to \$20.5 million



Putnam Pointe Apartments in Downtown Bend

PROJECT CATEGORIES – PRELIMINARY



Business and Re/Development Assistance, Partnership, and Support

Project Type/Name	UR Funding Allocation	Estimated Funding Capacity
Re/Development Support	15%	~\$11.1 to \$20.5 million
Existing Business/Building Support & Enhancement		



4th Main Mixed-use Development – Hillsboro, OR

PROJECT CATEGORIES – PRELIMINARY



Public/Open Space, Facilities, Amenities, and Installations

Project Type/Name	UR Funding Allocation	Estimated Funding Capacity
Parks/Trails/Open Space	10%	~\$7.4 to \$13.7 million
Wayfinding & Signage		
Private Art Installations		



Gateway Regional Center – URA – Portland, OR

PROJECT CATEGORIES – PRELIMINARY



Plan Administration, Implementation, Reporting, and Support

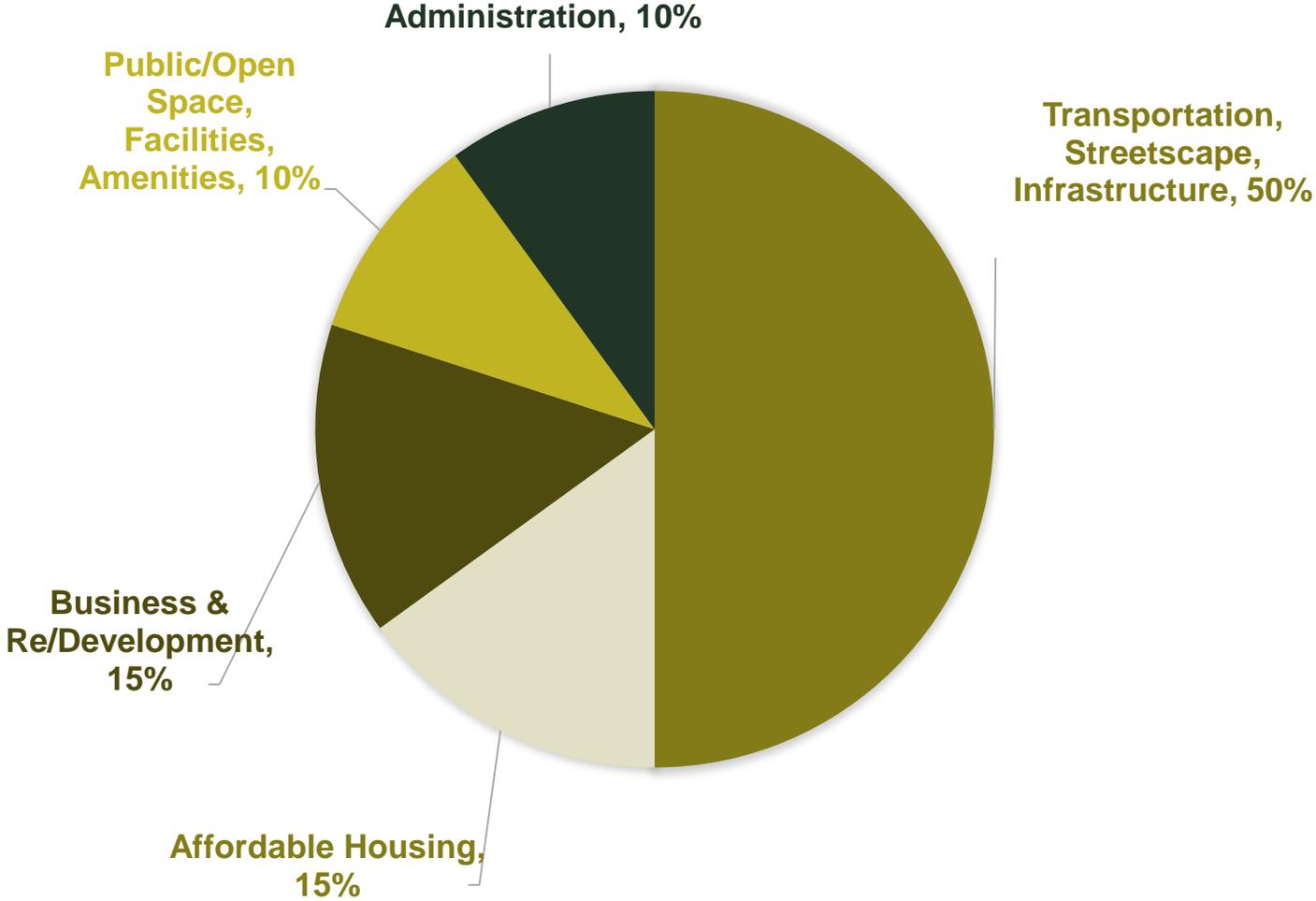
Project Type/Name	UR Funding Allocation	Estimated Funding Capacity
Administration	10%	~\$7.4 to \$13.7 million
Additional Planning & Studies		

PROJECT CATEGORIES – PRELIMINARY



Project Category	UR Funding Allocation	Estimated Funding Capacity
Transportation, Streetscape, & Utility Infrastructure	50%	~\$37.0 to \$68.5 million
Affordable Housing Re/Development Assistance, Partnership, & Support	15%	~\$11.1 to \$20.5 million
Business & Re/Development Assistance, Partnership, & Support	15%	~\$11.1 to \$20.5 million
Public/Open Space, Facilities, Amenities, & Installations	10%	~\$7.4 to \$13.7 million
Plan Administration, Implementation, Reporting, & Support	10%	~\$7.4 to \$13.7 million
	100%	~\$74 to \$137 million

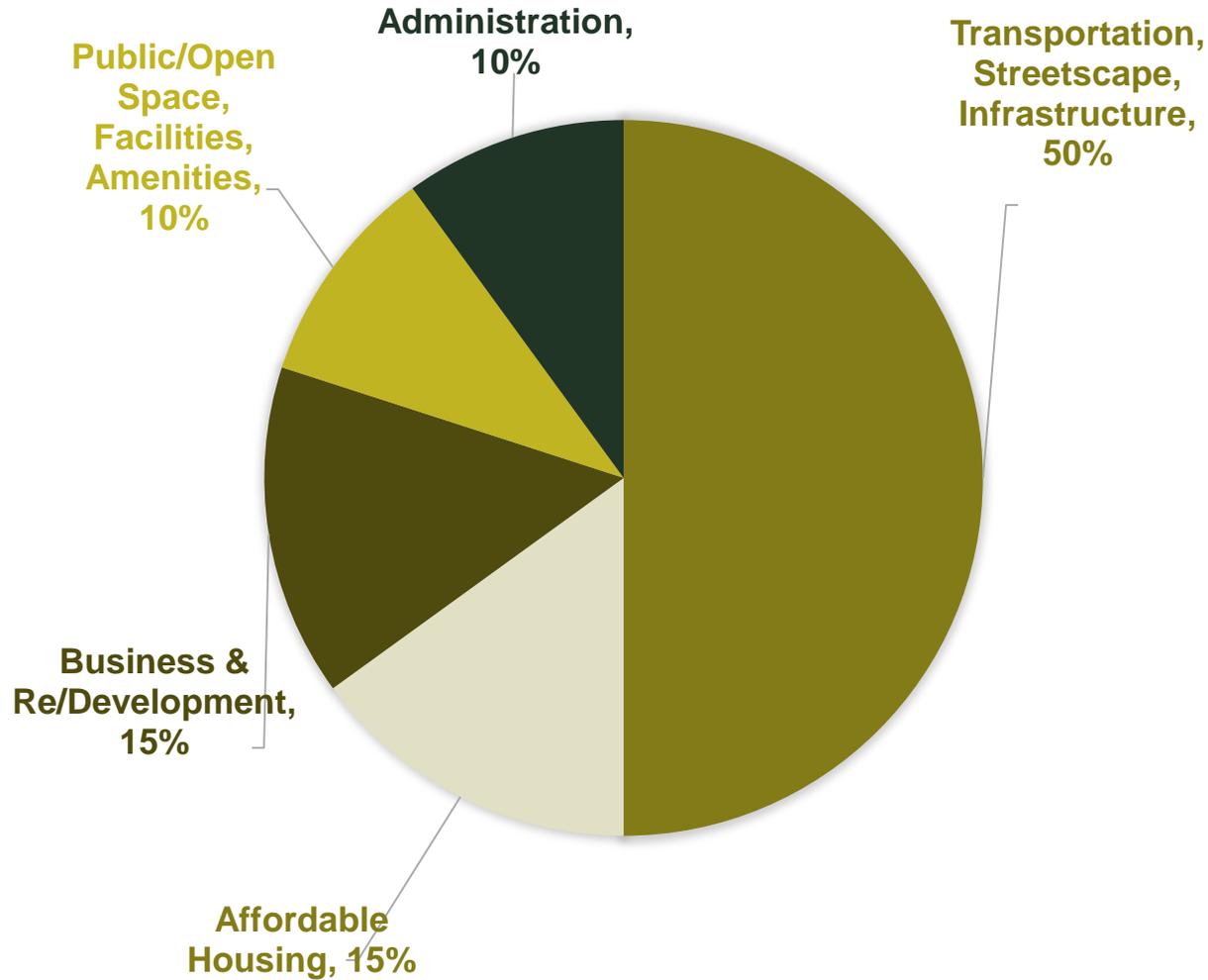
PROJECT CATEGORIES – PRELIMINARY



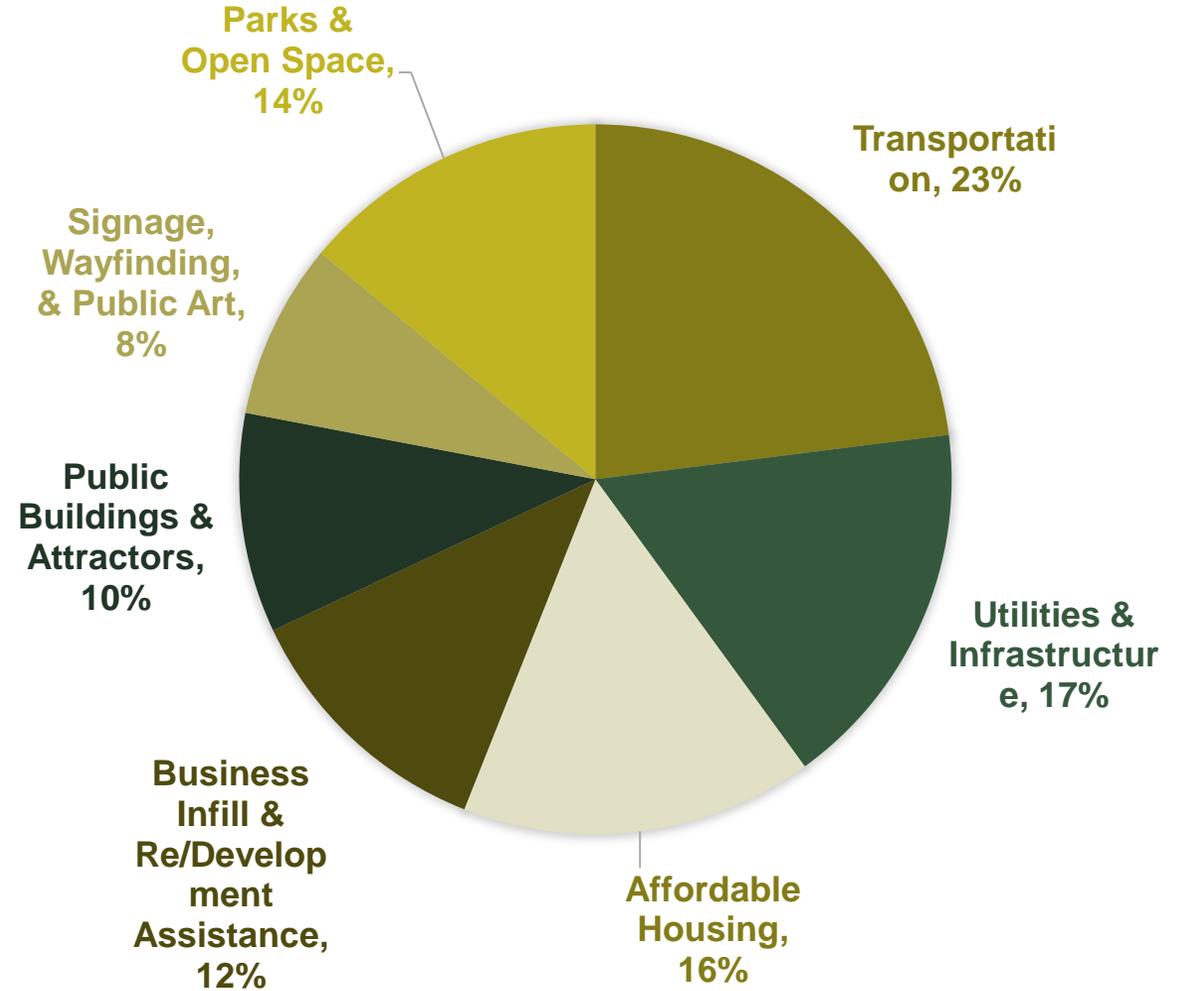


PROJECT CATEGORIES – PRELIMINARY

PROJECT CATEGORIES



OPEN HOUSE RESULTS





URBAN RENEWAL TRANSPORTATION STRATEGY

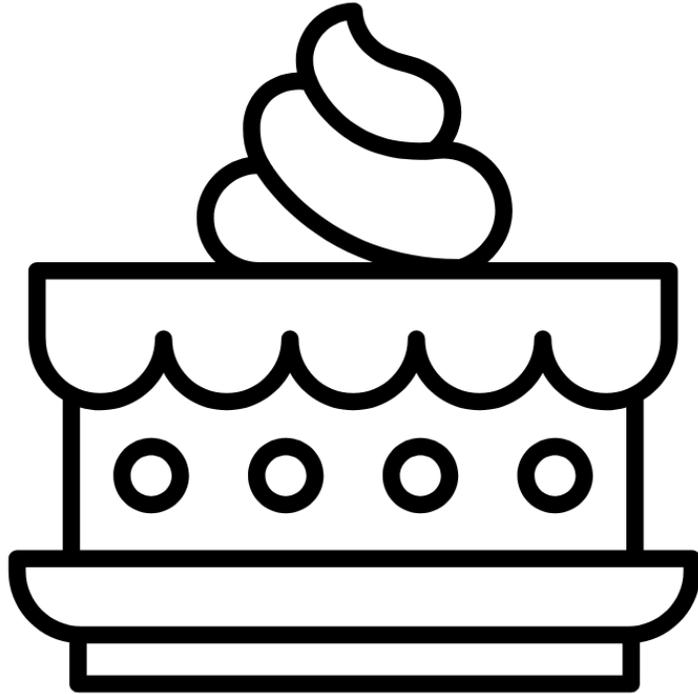
CORE TRANSPORTATION STRATEGY



The high-level items that the team would like to get input from URAB on through this conversation is the following:

- **"Icing" and "Cake"**: URAB should discuss how they want to allocate potential UR revenue between streetscape improvements and TSP level projects.
- **Focus areas/projects**: URAB should have a discussion to identify key priority areas and projects they feel are important to spur development/redevelopment and remove blight in the area.
- **Boundary adjustments**: Does URAB think the boundary should include any right of way to incorporate specific transportation projects?

A SIMPLE METAPHOR FOR A COMPLEX TOPIC



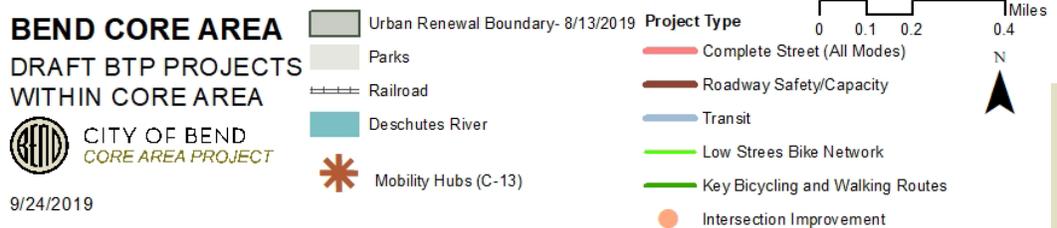
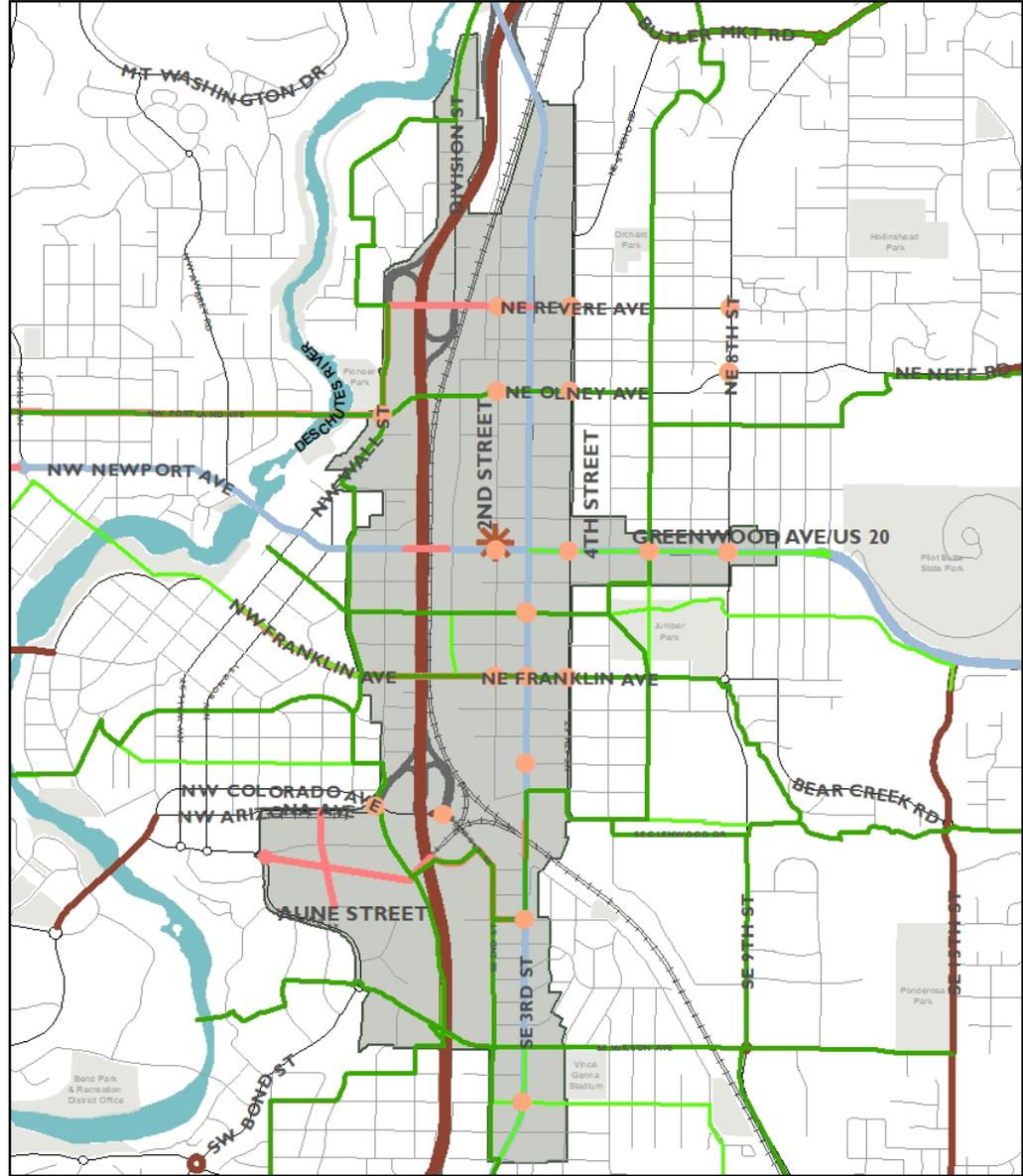
**"The Icing" or Streetscape Improvements
Estimated Costs: \$25-45 Million**

**"The Cake" or Transportation Plan Projects
Estimated Costs: \$100 Million**

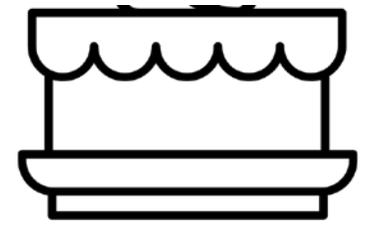
\$32 to \$68 Million

**of potential Urban Renewal Revenue
available for Transportation
(assuming 50% allocation)**

**Overcoming obstacles to development and reinvestment in
this area will require both a more functional transportation
system and a more appealing public realm.**



TSP IDENTIFIED PROJECTS ("THE CAKE")



- Safety
- Complete Street (Multi-modal)
 - Parkway-Related Projects
 - New Road Extensions
- Intersection Improvements
- Transit Enhancements
- Bicycle and Pedestrian Improvements
 - Key Walking and Bicycling Routes
 - Major under/overcrossing improvements
 - Low Stress Bicycle Network

Eligible for multiple funding sources such as TSDC's, GO Bond, User Fee, Urban Renewal and other funding sources identified by CTAC

STREETSCAPE IMPROVEMENTS ("THE ICING")



Placemaking improvements to implement the Urban Design Framework such as:

- Street trees and street furniture
- Pedestrian scaled lighting
- Wide sidewalks and special paving
- Curb extensions and safe crossings
- Landscaping and stormwater planters

Eligible for less funding resources (Urban Renewal and private development).

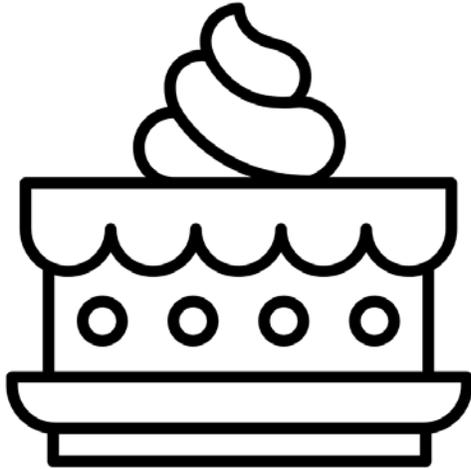
Requires adoption of updated street standards and specifications to be eligible for private development assistance.



ALLOCATING URBAN RENEWAL



Does URAB want to support a mix of key streetscape improvements (“icing”) and some transportation projects (“cake”), with an **emphasis on catalytic streetscape improvements?**



\$32 to \$68 Million

of potential Urban
Renewal Revenue available
(50%)

"The Icing" or Streetscape Improvements
Estimated Costs: \$25-45 Million

Potential UR Contribution: 50-70%
(\$16M-\$47)

"The Cake" or Transportation Plan Projects
Estimated Costs: \$100 Million

Potential UR Contribution: 30-50%
(\$10-\$34)

SPREAD VS. FOCUS INVESTMENTS



Spread: Create overall transportation "bucket" that can be spread among many transportation projects over the life of the Urban Renewal plan.

- Advantage (+): provides flexibility during implementation
- Disadvantage (-): less commitment to key projects

Focus: Identify a few key projects that significantly support development/redevelopment toward the area

- Advantage (+): signals clear priorities
- Disadvantage (-): risk of projects being dependent on Urban Renewal revenue

Recommendation to identify a **select number of projects to focus investment** and **spread investment among the rest.**

SPREAD & FOCUS- PRELIMINARY RECOMMENDATION



FOCUS	SPREAD
<ul style="list-style-type: none">• Priority streetscape improvements• Priority under/overcrossing improvements• New street connections	<ul style="list-style-type: none">• Other streetscape improvements• Portions of Bicycle and Pedestrian Key Routes/Low Stress Network• Transit enhancements• Safety• Intersection Improvements• Parkway Related Improvements

HOW MUCH & WHERE TO FOCUS PRIORITIES



There are two things to consider as URAB identifies priority projects for the area.

- **Where:** Which projects/focus areas are critical to achieving the vision for the area, spurring development, and/or addressing blight?
- **How much:** How much Urban Renewal revenue does URAB want to recommend contribute to projects?
 - **In near-term (years 0-10), urban renewal revenue will be limited**

Recommended Third Priority

- Connects emerging district (Division) to Downtown/ BCD
- Supports both North- South connectivity & East-West connectivity

PRELIMINARY RECOMMENDATION - HOW TO FOCUS INVESTMENT

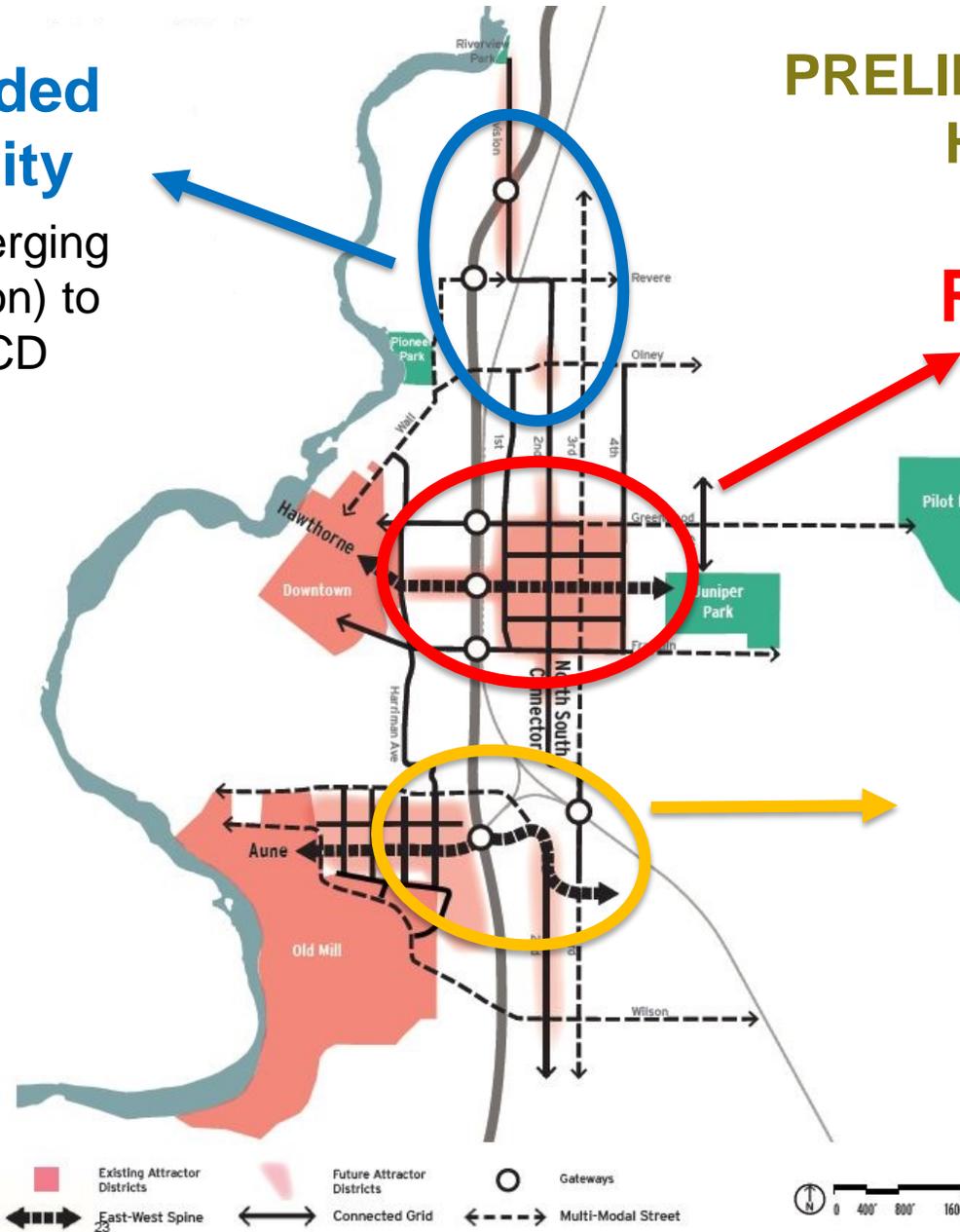


Recommended Priority Area

- Connects Bend Central District (BCD) to Downtown and Juniper Park
- "Core" of the Core
- East-West connectivity

Recommended Secondary Priority

- Connect Old Mill/KorPine to BCD/Wilson
- Supports both North- South connectivity & East-West connectivity
- Connects existing and emerging districts



RECOMMENDED PRIMARY FOCUS AREA & PROJECTS



BTP Projects ("Cake")

1. Greenwood undercrossing
2. Hawthorne Ped/Bike Crossing + Key Route improvements
3. Franklin undercrossing + Key Route improvements
4. Intersection Improvements
5. Mobility Hub + Transit Enhancements



Streetscape ("Icing")

1. Greenwood (Downtown to 10th Street)
\$2.5 - \$4.5 Million
2. Hawthorne (Downtown to Juniper)
\$1- \$4.6 Million
3. Franklin Avenue (Harriman to 4th)
\$300,000-\$700,000
4. N-S Streets (1st, 2nd, 3rd, 4th)
\$3M- \$6Million
5. E-W Local streets (Greeley, Irving)
\$1.3- \$3.2 Million

RECOMMENDED SECONDARY FOCUS AREA & PROJECTS



BTP Projects ("Cake")

1. 3rd Street Undercrossing
2. 3rd Street Key Route (Route 7)
3. Aune extension
4. Sisemore extension
5. 3rd/Miller Safety Improvements
6. US97/Colorado Intersection
7. Key Routes/Low Stress Network (2nd Street, Wilson Avenue)



Streetscape ("Icing")

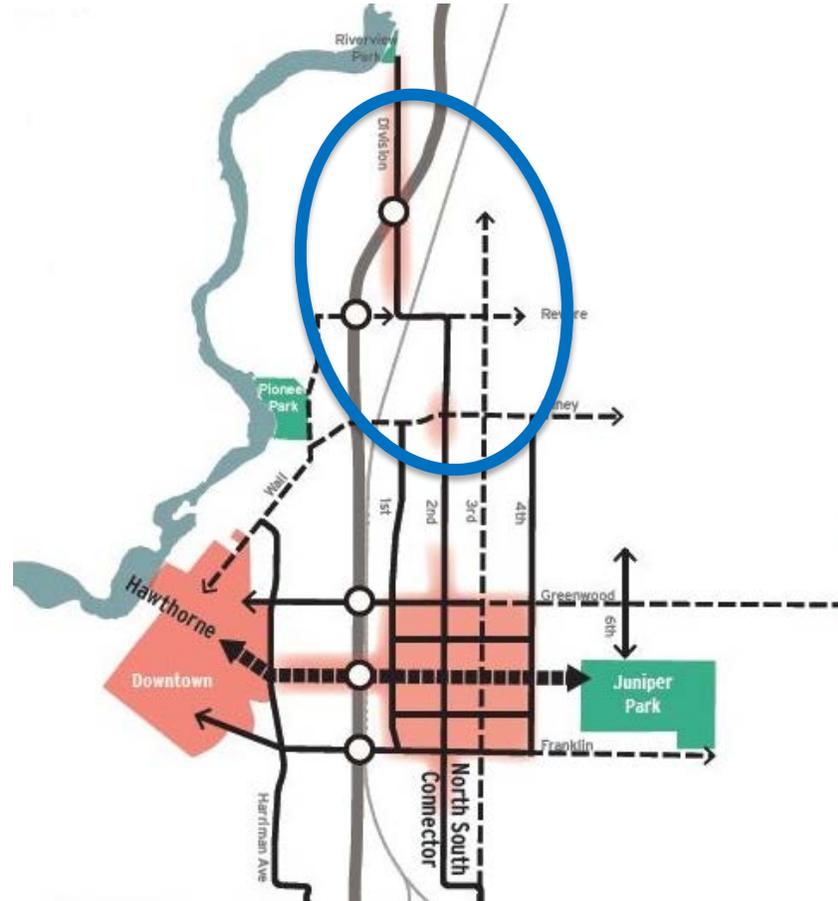
1. Aune (in addition to BTP costs)
Up to \$2 Million
2. 3rd Street (Franklin to Wilson)
\$2-3 Million

RECOMMENDED THIRD FOCUS AREA & PROJECTS



BTP Projects ("Cake")

1. Revere Avenue interchange
2. Olney Key Route and ped/bike railroad and parkway undercrossing improvements
3. Intersection Improvements



Streetscape ("Icing")

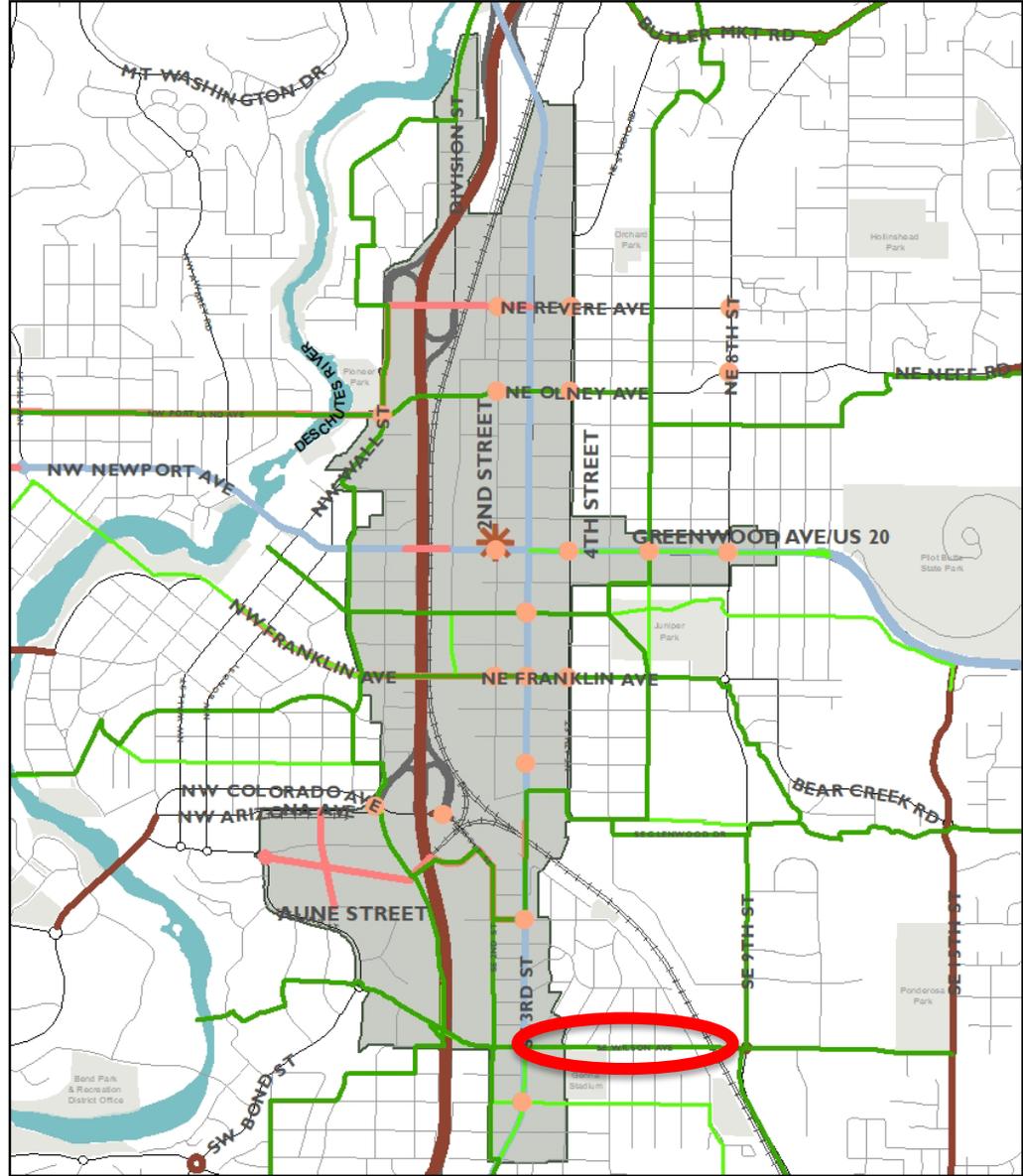
1. Division Street (Revere to Park)
\$1-3 Million
2. Revere/Wall/Olney (Downtown to 4th Street)
\$1.5-\$2 Million

POTENTIAL BOUNDARY ADJUSTMENT



URAB asked staff to bring back the following item for further discussion:

- Include or don't include Wilson Key Route up to the railroad tracks into the UR area boundary
- Project Cost: \$930,000
 - Identified as near-term priority by CTAC
 - Potential for project to be covered with alternative funding sources identified by CTAC



BEND CORE AREA
DRAFT BTP PROJECTS WITHIN CORE AREA

CITY OF BEND
CORE AREA PROJECT

9/24/2019

Urban Renewal Boundary- 8/13/2019	Project Type
Parks	Complete Street (All Modes)
Railroad	Roadway Safety/Capacity
Deschutes River	Transit
Mobility Hubs (C-13)	Low Streets Bike Network
	Key Bicycling and Walking Routes
	Intersection Improvement

0 0.1 0.2 0.4 Miles

N

URAB PRELIMINARY DIRECTION



Does URAB agree to the following recommendations. Project Team will use URAB input to develop the finance plan.

- **"Icing" and "Cake":** Does URAB agree to allocate Urban Renewal revenue to both TSP/Cake and Streetscape/Icing projects with an emphasis on streetscape improvements?
- **Focus areas and project priorities:** Does URAB agree to the focusing investments on a select number of priority projects and spreading investments among the rest?
 - Are there projects that URAB believes are important to spurring development/redevelopment and removing blight in the area?
- **Boundary adjustments:** Does URAB think the UR boundary should include any right of way to incorporate specific transportation projects? (ie. Wilson Avenue Key Route to 9th Street)



ALLOCATING URBAN RENEWAL REVENUE IN THE EARLY YEARS

“NEAR-TERM” PROJECTS – PRELIMINARY PRIORITIES



- Existing Business & Building Support/Enhancement
 - Improvement Grant/Loan Programs
 - Façade, Building Safety, Energy Efficiency
- Private Art & Mural Grant/Loan Programs
- Wayfinding & Signage Program Development/Implementation
- Streetscape Enhancements
- Housing/Mixed-Use/Affordable Re/Development Assistance
 - 2-3 “Major” Development Projects

WORKING RECOMMENDATIONS FOR FINANCE PLAN



- For forecasting revenue, what is URAB's direction regarding the growth rates and plan durations to be used to complete the financial analysis?
- Does the Project Team's initial allocation of funds among project categories feel right or need refinement?
- Does URAB support the transportation funding recommendations?
 - Which transportation projects (or types of projects) should be the focus for UR funding?
- Do the Project Team's initial recommendations for funding priorities in the early years (0-5 years, when revenue is limited) feel right or need refinement?



"URAB agrees that the formation of an Urban Renewal District in the Core Area would have significant benefit in helping to achieve the vision and goals for the area."

Staff would like to convey URAB's answer to this question in upcoming meetings with BURAC/City Council, the taxing districts, and others.



DEVELOPMENT CODE AMENDMENTS



URAB directed staff to look at development code amendments that reduce barriers to development/redevelopment, particularly for housing. This included recommendations that would:

1. Allow for more housing by relaxing prescriptive mixed-use requirements
2. Simplify and reduce parking requirements, particularly for small lots
3. Maximize buildable space for private development while balancing public needs



Staff evaluation is organized in tables that explore the following:

- 1. Zoning audit recommendation:** Recommendations made and documented in zoning code audit.
- 2. Bend Development Code (BDC) Section:** Location of specific language that would be modified in the BDC.
- 3. Current regulation:** Language of the current BDC provision/regulation.
- 4. Policy implications:** Discussion about tradeoffs (pros and cons) and potential impacts.
- 5. Proposed Recommendation:** Working recommendations, subject to comment by URAB and refinement as they are reviewed in further public processes.

RECOMMENDATION & NEXT STEPS

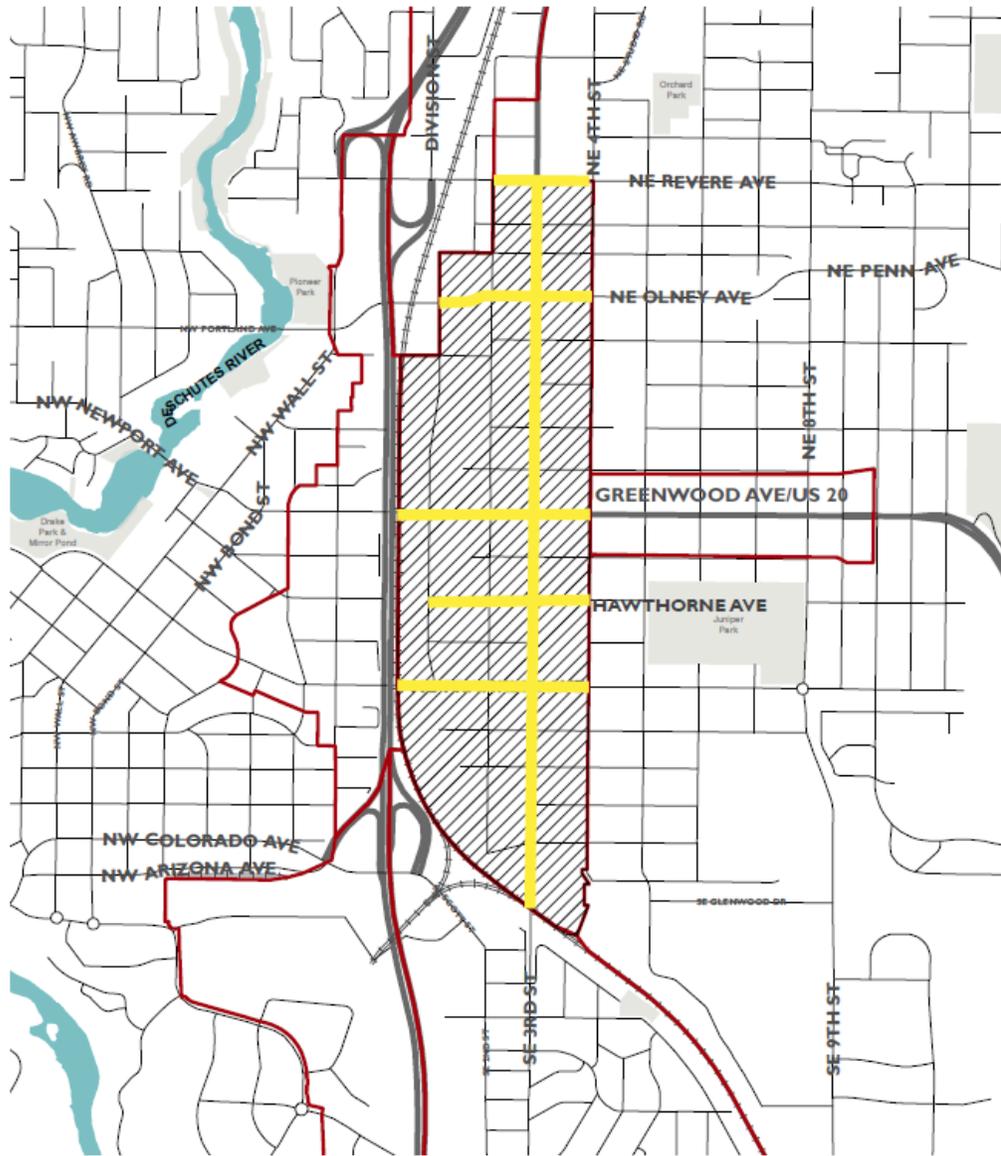


- Review staff evaluation and discuss recommendations
 - Staff will take note of comments and questions made by URAB
 - URAB does not need to approve all-of the detail in table
- Consider sending Bend Central District Recommendations to City Council for further direction.
- Consider including CL/CG recommendations into the Implementation Plan
 - Delaying CL/CG recommendations is appropriate, because the new Urban Renewal boundary has not yet been finalized.



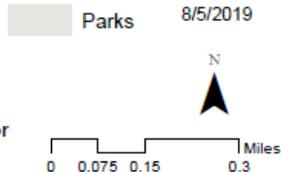
ALLOW FOR MORE HOUSING

- Identify where ground floor frontages should be constructed to accommodate commercial uses (high-visibility corridors) such as:
 - 3rd, Greenwood
 - Revere, Olney, Franklin, Division
 - Hawthorne
- On lots not fronting main streets, consider expanding uses to allow for townhomes, apartments, and other middle to high density housing (on ground floor)



BEND CORE AREA
BEND CENTRAL DISTRICT
MAIN STREETS

- Core Area & Subarea Boundaries
- Bend Central District
- Recommended "Main Streets" to preserve commercial ground floor



SIMPLIFYING & REDUCING PARKING

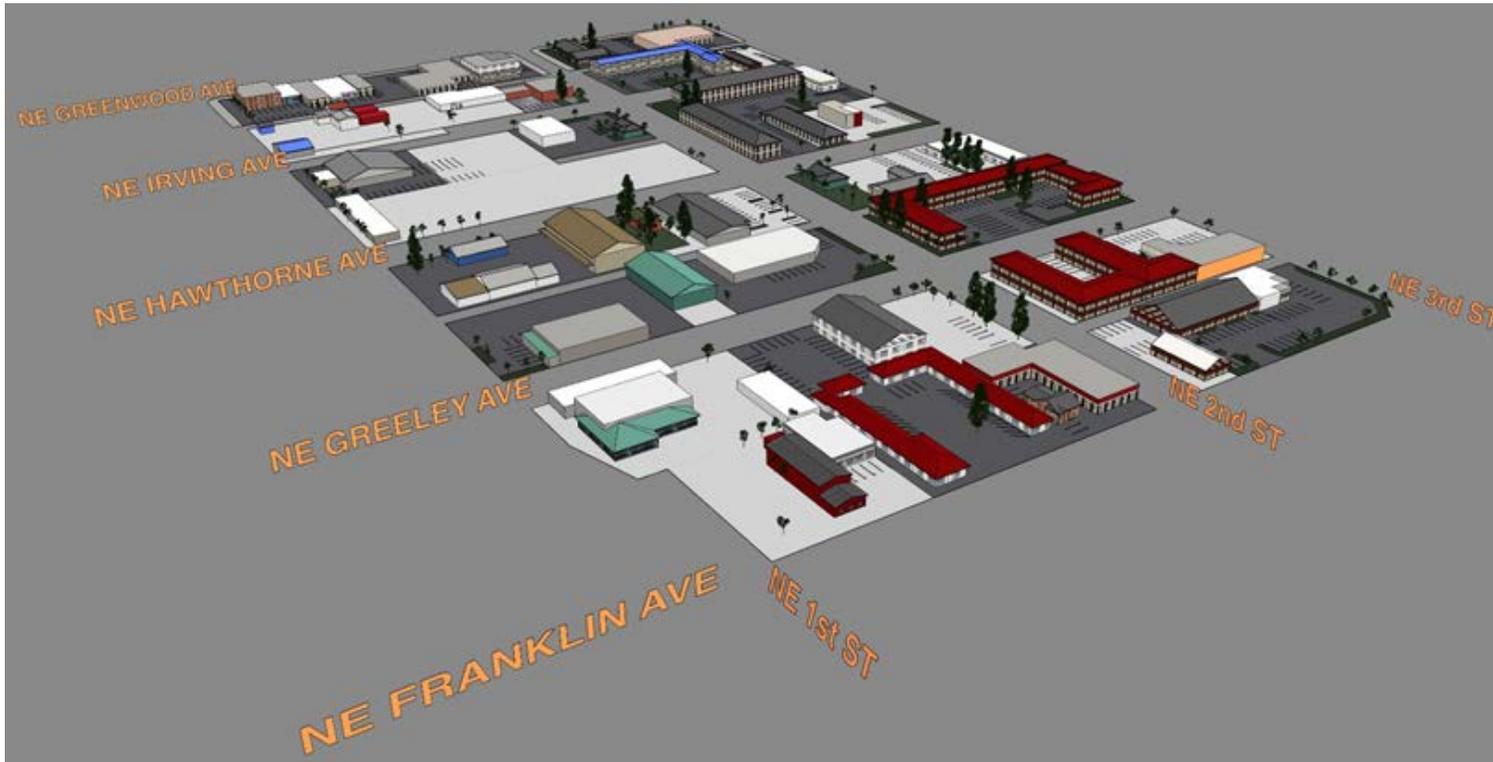


- Simplify the use-based parking requirements to a single non-residential use requirement of 1 space per 1,000 square feet
- Expand parking exemptions for all ground floor uses (not just retail/restaurant)
- Eliminate parking maximums
- Consider reducing residential parking requirements (currently 1 space per unit)
- Exempt the first 10,000 square feet of lot area from on-site parking requirements to encourage redevelopment on small lots and for smaller footprint projects for all uses

Specific metrics of these recommendations are under review by staff



PARKING ANALYSIS



Study area:

- Greenwood to Franklin (N-S)
- 1st to 3rd Street (E-W)

Existing Parking Supply (885)

- 143 on-street
- 742 on-site
- 885 total stalls

Existing utilization

- 23% on-street
- 24% on-site
- 33% total

Projected utilization and parking demand demonstrate on-street capacity is available in initial years (0-10).



PARKING ANALYSIS- KEY FINDINGS



- Required off-street parking is a significant limiting factor in what can be built under today's code particularly for housing development
- Updated standards could result in up to 4 times as many households in the 15-year timeframe
- Zoning audit parking recommendations offer opportunities to develop smaller lots that are currently unfeasible to develop under existing code
- There is opportunity to accommodate needed parking in on-street locations in the study area, particularly in the initial years (0-10 years)
- If these parking recommendations are considered, the City will likely need to take a more active role in managing parking within the district

MAXIMIZING BUILDABLE SPACE



- Reduce the minimum front setback/easement, except where needed to accommodate the designated “complete street concept”.
- Only require front setbacks to meet desired sidewalk width
 - 8' on non-main streets
 - 12' on main streets
- Increase the maximum front setback allowance if used for enhanced pedestrian area and other active space that can support the businesses
- Explicitly and more clearly restrict inactive uses within the front setback
- Reduce minimum lot width to 15'
- Eliminate limitations on building size for all uses.



“URAB recommends that the City amend the Bend Development Code to incorporate, within the Bend Central District:

- a. Recommendations that allow for more housing by relaxing prescriptive mixed-use requirements.**
- b. Recommendations that simplify and reduce parking requirements, particularly for small lots.**
- c. Recommendations that maximize buildable space for private development while balancing public needs such as creating walkable and attractive streets.”**



PUBLIC COMMENT

