



CITY OF BEND

## Agenda

### Core Area Advisory Board

Thursday March 20, 2025

Council Chambers, 710 NW Wall Street Bend, OR

3:00 PM -5:00 PM PST

This meeting will be held in person for board members and via Zoom for members of the public.

**To Join via Computer:** <https://bendoregon-gov.zoom.us/j/84558430719?pwd=6WQCaaAxVR1IG63fefBF3xFkBQHIGf.1>

### You may call into the meeting

- United States Toll Free: 1-888-788-0099
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- Passcode: 707888

If you have **technical difficulties** connecting to the meeting, call 541-410-9341

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## 3:00 PM Core Area Advisory Work Session

### 1. Urban Renewal Advisory Board Formation

A general overview and background of Juniper Ridge and Murphy Crossing Urban Renewal Areas followed by a general discussion of scope of expanding Core Area Advisory Board to a broader Urban Renewal Advisory Board.

#### *Attachments:*

Core Area Tax Increment Finance Plan  
Juniper Ridge Urban Renewal Plan  
Murphy Crossing Urban Renewal Plan

### 2. Development Assistance Program

Staff presentation on existing site (development) assistance programs currently adopted by the Bend Urban Renewal Area and policy conversations regarding the anticipated program update.

#### *Attachments:*

Juniper Ridge Site Assistance Program  
Core Area Development Assistance Program.

### 3. 2<sup>nd</sup> Street Lighting

General discussion to reincorporate the installation of twenty (22) light poles in the 2<sup>nd</sup> Street Modernization and Enhancement Program.

#### **4. Preview of Draft 2025-2027 City Council Goals**

Informational session on the on the draft 2025-2027 City Council Goals. No Board discussion.

*Attachments:*

[Draft 2025-2027 City Council Goals](#)

#### **4:30 PM Call to Order**

##### **1. Roll Call**

##### **2. Public Comments**

*Members of the public are able to speak for a maximum of 90-seconds during this agenda item.*

##### **3. Approve Minutes**

November 7, 2024

January 23, 2025

##### **4. Consideration of Recommendation on 2025-2027 Core Area Tax Increment Finance Area Fund Budget**

Motion: I move to recommend the proposed 2025-2027 Core Area Tax Increment Finance Area Fund Budget to the Bend Urban Renewal Agency.

*Attachment:*

2025-2027 Summary Budget

##### **5. Board Member Future Interest or Good of the Order**

##### **6. Adjourn**

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#### **Accessible Meeting/Alternate Format Notification**



This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are

available upon advance request at no cost. Please contact the meeting organizer no later than 24 hours in advance of the meeting at [jtaylor@bendoregon.gov](mailto:jtaylor@bendoregon.gov), or fax 385-6676. Providing at least 2 days notice prior to the event will help ensure availability.

# Core Area Tax Increment Finance Plan

Adopted by the City of Bend

August 19, 2020

Ordinance No. 2379

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.



CITY OF BEND

BUILDING ON OUR PAST  
SERVING THE PRESENT  
SHAPING BEND'S FUTURE

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**Mayor**

Sally Russell

**Mayor Pro tem**

Bruce Abernethy

**City Council**

Barb Campbell  
Gena Goodman-Campbell  
Justin Livingston  
Bill Moseley  
Chris Piper

**Planning Commission**

Jeff Payne, Chair  
Joan Vinci, Vice-Chair  
Lindsey Hopper  
Suzanne Johannsen  
Carlos Salcedo  
Whitney Swander  
Scott Winters  
Sally Russell, Council Liaison

**City Manager**

Eric King

**Chief Financial Officer**

Sharon Wojda

**City Attorney**

Mary Winters

**Associate City Attorney**

Elizabeth Oshel

**Economic Development Director**

Carolyn Eagan

**Urban Renewal Manager**

Matt Stuart

**Planning Manager**

Brian Rankin

**Senior Planner**

Allison Platt

**Bend Urban Renewal Agency**

Justin Livingston, Chair  
Bruce Abernethy  
Barb Campbell  
Gena Goodman-Campbell  
Bill Moseley  
Chris Piper  
Sally Russell

**Urban Renewal Advisory Board**

Dale VanValkenburg, Chair  
Whitney Swander, Vice-Chair  
Robin Vora  
Bart Bowen  
Elise Jones  
Tim Page  
Dennis Pahlisch  
Adam Bledsoe  
Andrea Breault  
Craig Davis  
Jim Landin  
Sonja Porter  
Steve Porter

Ex-Officio appointees from the following  
Taxing Districts

Bend Park and Recreation District  
Bend La-Pine School District  
Cascade East Transit  
Central Oregon Community College  
Deschutes Library District

**Tax Increment Plan Consulting Team**

Elaine Howard Consulting, LLC  
Tiberius Solutions LLC

**Bend Core Area Project Consulting Team**

Angelo Planning Group  
Cascadia Partners  
ECONorthwest  
Walker Macy

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## TABLE OF CONTENTS

I.	DEFINITIONS.....	1
II.	INTRODUCTION.....	3
III.	MAXIMUM INDEBTEDNESS.....	7
IV.	PLAN GUIDING PRINCIPLES.....	8
V.	TIF AREA PROJECT CATEGORIES.....	11
VI.	TIF AREA PROJECTS.....	12
VII.	AMENDMENTS TO PLAN.....	18
VIII.	PROPERTY ACQUISITION AND DISPOSITION.....	19
IX.	RELOCATION METHODS.....	20
X.	TAX INCREMENT FINANCING OF PLAN.....	20
XI.	VALIDITY.....	21
XII.	ANNUAL REPORT.....	21
XIII.	RELATIONSHIP TO LOCAL OBJECTIVES.....	22
XIV.	LEGAL DESCRIPTION.....	38



## **I. DEFINITIONS**

“Agency” means the Bend Urban Renewal Agency, also called BURA. The Agency is responsible for administration of this Core Area TIF Plan and other TIF/ plans previously adopted in the City of Bend.

“Annual report” is the ORS 457.460 requirement for the production of an annual report that gets distributed to the taxing districts.

“Area” or “TIF Area” means the tax increment finance area established for this Plan pursuant to ORS 457, and described in Section XIV of the Plan, below, including the properties and rights-of-way located therein.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting a TIF plan.

“Board of Commissioners” means the Deschutes County Board of Commissioners.

“BURA” means the Bend Urban Renewal Agency, also called Agency. BURA is responsible for the administration of this Core Area TIF Plan and other TIF plans previously adopted in the City of Bend.

“City” means the City of Bend, Oregon.

“City Council” or “Council” means the Bend City Council.

“Comprehensive Plan” means the City of Bend Comprehensive Plan and its implementing ordinances, policies, and standards.

“Core Area Project” or “CAP” means the planning process undertaken in 2019/2020 by the City of Bend for the Bend Core Area.

“County” means Deschutes County, Oregon.

“Fiscal year” or “FYE” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a TIF area at the time of adoption. The county assessor certifies the assessed value after the adoption of a TIF area plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement from the assessor (frozen base).

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness. The maximum indebtedness for this Plan is \$195,000,000.

“Municipality” means any county or any city in the state of Oregon.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal.

“Plan” or “Core Area TIF Plan” means the official plan for the TIF Area pursuant to ORS 457.

“Planning Commission” means the Bend Planning Commission.

“Project(s)” or “TIF Project(s)” means any work or undertaking carried out under the Core Area TIF Plan.

“Report Accompanying Core Area TIF Plan” or “Report” means the official report that accompanies the Core Area TIF Plan pursuant to ORS 457.085(3).

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment finance area” or “TIF area” means a blighted area included in a TIF plan.

“Tax increment finance area plan” or “TIF plan” means a plan, as it exists or is changed or modified from time to time, for one or more TIF areas, as provided in ORS 457.

“Tax increment finance area project(s)” or “TIF area project(s)” or “project(s)” means any work or undertaking carried out under ORS 457.170 and ORS 457.180 in a TIF area.

“Tax increment finance area report” or “report” means the official report that accompanies the TIF plan pursuant to ORS 457.085(3).

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of a TIF plan.

“Tax increment revenues” means the funds allocated by the assessor to renewal TIF area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“URAB” means the Urban Renewal Advisory Board set up to help guide the planning process for the Core Area Project.

“Urban Renewal” means the statutory authority provided in ORS 457. In this Plan it is synonymous with TIF.

“Vulnerable” means populations including those who are economically disadvantaged, elderly, underrepresented racial or ethnic groups, uninsured individuals, survivors of abuse or trafficking, or those experiencing substance abuse, other addictions, mental health, and homelessness.

## **II. INTRODUCTION**

The Plan for the Area was developed for the Bend City Council with cooperative input from BURA and the community-based URAB. The Plan also includes input from the taxing districts through individual meetings with each taxing district, community engagement at two public open houses, in public meetings, and in hearings before the Planning Commission, BURA, City Council, and a public briefing with the Deschutes County Board of Commissioners. A full list of community outreach events and presentations is shown in Table 1.

Table 1 - Outreach

<b>Community Outreach Events/Presentations</b>	
<b>Event</b>	<b>Date</b>
Larkspur Neighborhood Association (NA) Annual Meeting	1/21/2019
Orchard NA Annual Meeting	1/29/2019
Southern Crossing NA Meeting	2/7/2019
Larkspur NA Board Meeting	2/18/2019
Urban Renewal Panel Discussion – Central Oregon Land Watch	3/21/2019
Old Bend NA Meeting	4/30/2019
Pop-Up: Box Factory	5/4/2019
Pop-Up: Grocery Outlet	5/6/2019
Affordable Housing Advisory Committee Presentation	5/8/2019
Pop Up: Boneyard Brewery	5/9/2019
Pop Up: Backporch Coffee	5/16/2019
Pop Up: Webskis/Webcyclery	5/20/2019
Pop Up: Humm Kombucha	5/23/2019
Speaker Event: Mary Hanlon	6/13/2019
Online Open House	6/15 to 7/13/2019
Open House - Bend High School	6/15/2019
Coldwell Banker Presentation	7/18/2019
City Club Presentation	8/15/2019
Urban Renewal/TIF & Affordable Housing Brownbag	9/18/2019
Bend Economic Development Advisory Board Presentation	10/1/2019
BURA/Council update	10/16/2019
Bend Park and Recreation District Board	11/5/2019
Central Oregon Community College Board	11/18/2019
Deschutes County Board of Commissioners	12/9/2019
Deschutes County Library Board	1/8/2020

Planning Commission	1/13/2020
Neighborhood Leadership Alliance Meeting	1/14/2020
Neighborhood Leadership Alliance Meeting	2/11/2020
River West NA Meeting	2/17/2020
Historic Landmark Commission	2/18/2020
Central Area Plan (CAP) Open House	2/20/2020
CAP Online Open House	2/20/2020 to 3/12/2020
Council update	4/15/2020
Bend Park and Recreation District Board	4/21/2020
Bend-La Pine School District Board	7/9/2020
Deschutes County Library Board	7/10/2020
Deschutes County Board of Commissioners	7/17/2020

Note on language: This Plan, wherever applicable and permissible, uses the term Tax Increment Finance or TIF rather than “urban renewal”. The term TIF is used consistently in other parts of the nation and does not evoke past practices of other urban renewal agencies throughout the country wherein minorities and vulnerable populations were displaced to clear the way for redevelopment. This Plan aims to avoid those connotations and has been created with intention to avoid those outcomes. Utilizing the term TIF does not affect the statutory authority of ORS 457, as it relates to this Plan.

### **A. Area Context**

The CAP study began in 2019 to create a common vision and implementation plan for a potential TIF area in Bend’s Core Area. In 2019 the City Council directed BURA to establish the URAB to serve as the advisory committee for the CAP process. The 18-member board, representing a broad cross-section of stakeholders and community members, met eight times between February 2019 and March 2020.

The community-driven process had active participation from URAB members, taxing districts, property and business owners, state agency partners, and City officials and staff. In addition to URAB meetings, the process included five “pop-up” outreach events at Bend Core Area businesses, two open houses, an online survey, and discussions with each of the taxing districts. Project staff also provided briefings and work sessions with the Planning Commission, BURA, and City Council. The timeline on this page summarizes the process to-date and shows the planned steps that will be conducted for adoption of the TIF Plan and Report.

Bend’s Comprehensive Plan describes Bend’s Core Area, referred to as the “central core,” as follows:

*The central core offers proximity to downtown, the Deschutes River, Mirror Pond, Juniper Park, many other smaller parks, and a variety of*

*regional destinations; a walkable street grid; neighborhoods with historic character; successful small neighborhood centers and corridors (2nd and 4th Streets, 8th and 9th Streets, Newport Avenue, Galveston Avenue, SW 14th Street); access to a high concentration of jobs by a variety of modes; and transit service.<sup>1</sup>*

The CAP study area includes four of the nine citywide “opportunities areas” that were identified in the 2016 Comprehensive Plan update. These opportunity areas are locations within the City where growth is encouraged, and include the Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood.

**B. Plan Overview**

The Guiding Principles of this Plan are intended to guide investment by BURA in the Area over the life of the Plan. Substantial Amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and ORS 457.085(2) requirements is shown in Table 2. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 2 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

**C. TIF Area Overview**

ORS 457 allows for the use of tax increment revenues, a financing source that is unique to TIF areas, to fund projects within an area to improve conditions that

impede development. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values within a TIF area from the time an area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects within an area and cannot exceed the maximum indebtedness amount set by a TIF plan.

The purpose of a TIF area is to improve specific areas of a municipality that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have property that is undeveloped or underdeveloped, old or deteriorated buildings, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, TIF area projects can include construction or improvement of streets, utilities, and other public facilities; assistance for development, rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The Area, shown in Figure 1, contains 637.15 acres. The Area meets the definition of a blighted area due to its infrastructure deficiencies, including deficiencies in the transportation system, sewer system, stormwater system, and water system. In addition, there are many underdeveloped properties within the Area. These blighted conditions are specifically cited in the ordinance adopting this Plan and described in detail in the Report.

The Report contains the information required by ORS 457.085(3), including:

- A description of the physical, social, and economic conditions in the area;
- The expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Area;
- The relationship between each Project to be undertaken and the existing conditions;
- The estimated total cost of each Project and the source(s) of funds to pay such costs;
- The estimated completion date of each Project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the Area; and
- A relocation report.

### **III. MAXIMUM INDEBTEDNESS**

Maximum indebtedness is a legal term for the total amount of money that can be spent on projects, programs, and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion, is \$195,000,000 (One Hundred Ninety Five Million Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness, or interest earned on bond proceeds.

## **IV. PLAN GUIDING PRINCIPLES**

The Guiding Principles of the Plan represent its basic intents and purposes. The Projects identified in Sections V and VI of the Plan are the specific means of meeting the guiding principles. The Guiding Principles were developed by URAB during the CAP planning process. The Guiding Principles will be pursued as economically as is feasible and at the discretion of BURA. They are not listed in any order of importance or priority.

- A. Create a place where you can live, work and play.** This area is transformed into a vibrant mixed-use city center where businesses thrive, people live, and there are community gathering spaces for people to enjoy and recreate.
- B. This plan leads to direct outcomes, it is implemented.** This plan does not sit on a shelf. It leads to feasible, implementable projects and outcomes both in the short and long term.
- C. This area removes barriers and connects the East and West sides of Bend.** This area breaks down physical and socio-economic barriers between the East and West sides of Bend such as US 97, US20, 3rd Street, and the railroad. It also removes north-south barriers such as Greenwood/US20, Franklin, and Revere. This area is full of attractive amenities that draw residents from all sides of Bend.
- D. Affordability is preserved.** This area has a supply and mix of housing types that are affordable to those of all income levels. Strategies to stabilize and maintain affordability for businesses and key services is a priority.
- E. This is a walkable area with a balanced transportation system.** This area is walkable, destinations and services are within an easy and comfortable walk, and you do not need a car to get around. The area provides comfortable transportation options for all users including those that drive in to the area and need to park, bicyclists, and transit users.
- F. Public investments incentivize and catalyze private development.** The appropriate public investments and timing have been identified to attract private investment and create an environment in which developers can thrive.
- G. The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.** Throughout the planning process, community members have a voice in the process to ensure this plan maintains Bend's charm. Project outcomes and trade-offs are developed to spread benefits evenly.
- H. This area incorporates sustainable and low impact development principles and practices.** Incentives are provided to encourage and promote sustainable solutions and low impact designs in order to enhance and protect the environment.

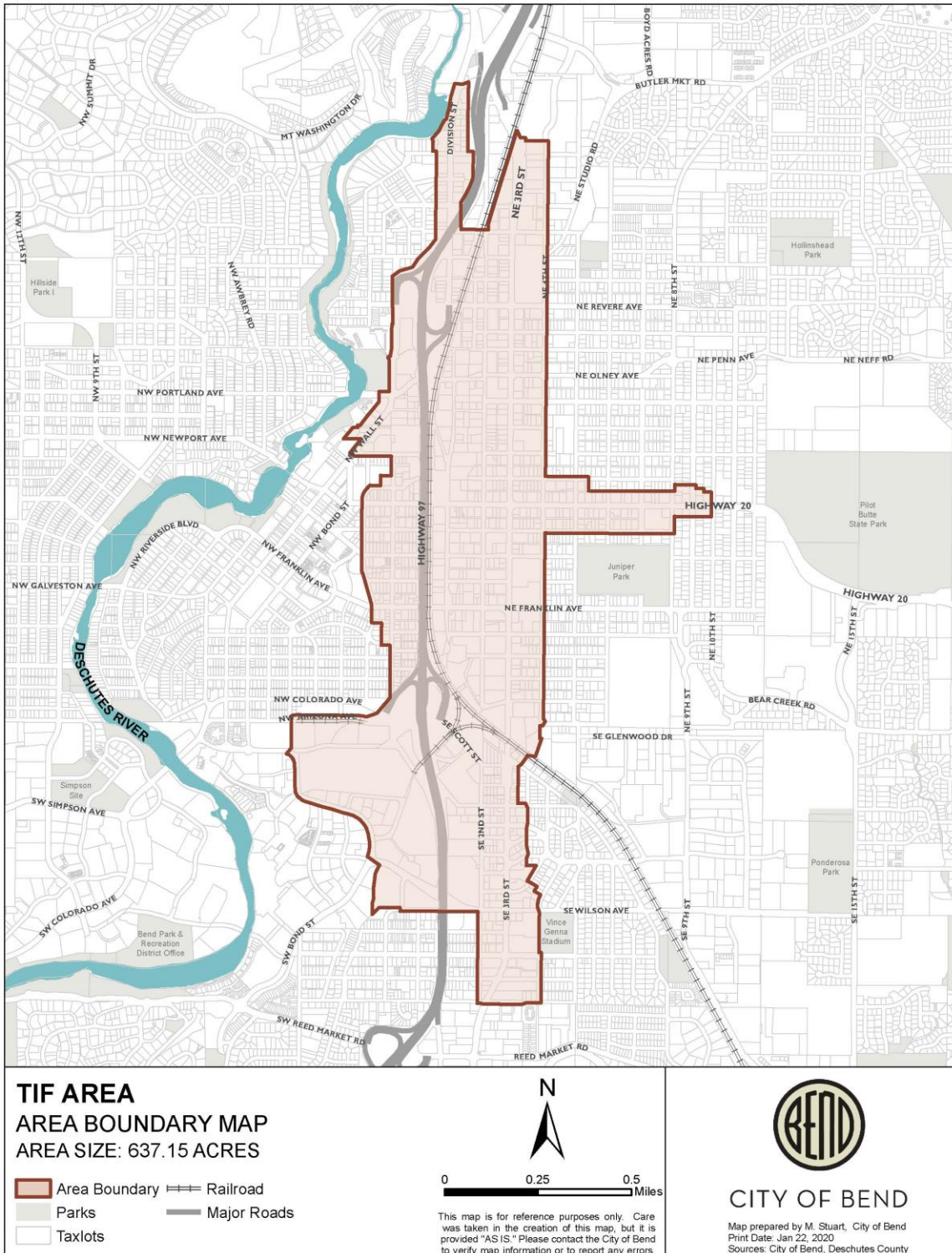


Table 3 shows the project categories and the Guiding Principles to which they relate:

Table 3 - Guiding Principle Matrix

Project Category	Guiding Principle
<p><i>Transportation, Streetscape, and Utility Infrastructure</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>C. This area removes barriers and connects the East and West sides of Bend.</p> <p>E. This is a walkable area with a balanced transportation system.</p> <p>F. Public investments incentivize and catalyze private development.</p>
<p><i>Affordable Housing Redevelopment and Development Assistance, Partnership, and Support</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>D. Affordability is preserved.</p> <p>F. Public investments incentivize and catalyze private development.</p> <p>H. This area incorporates sustainable and low impact development principles and practices.</p>
<p><i>Business Redevelopment and Development Assistance, Partnership, and Support</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>F. Public investments incentivize and catalyze private development.</p> <p>H. This area incorporates sustainable and low impact development principles and practices.</p>
<p><i>Open Space, Facilities, Amenities, and Wayfinding</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>E. This is a walkable area with a balanced transportation system.</p> <p>F. Public investments incentivize and catalyze private development.</p>
<p><i>Plan Administration, Implementation, Reporting, Planning Refinement, and Support</i></p>	<p>B. This plan leads to direct outcomes, it is implemented.</p> <p>G. The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.</p>

Figure 1 - TIF Area Boundary



Source: City of Bend

## **V. TIF AREA PROJECT CATEGORIES**

In relationship to the Guiding Principles described in the previous section, the Projects within the Area fall into the following categories:

- A. Transportation, Streetscape, and Utility Infrastructure***
- B. Affordable Housing Redevelopment and Development Assistance, Partnership, and Support***
- C. Business Redevelopment and Development Assistance, Partnership, and Support***
- D. Open Space, Facilities, Amenities, and Wayfinding***
- E. Plan Administration, Implementation, Reporting, Planning Refinement, and Support***

## **VI. TIF AREA PROJECTS**

TIF Area Projects authorized by the Plan are described below. No project currently includes a public building. If any project considered in the future proposes a public building, the public building criteria in ORS 457.010 and ORS 457.035 to 457.320 will need to be addressed at the time the project is considered. If a public building is proposed, and concurrence is provided by the taxing districts as described in ORS 457.089, then the project and the statutory requirements must be identified in the Plan through a Minor Amendment, as described in Section VII.

### ***A. Transportation, Streetscape, and Utility Infrastructure***

#### 1. Transportation

The following projects are intended to provide a more efficient and functional transportation system, aimed at enhancing public rights-of-way and attracting development and redevelopment in the Area by providing greater safety, increased system capacity and connectivity, and a more robust pedestrian and bicycle network.

Table 4 - Transportation Projects

Midtown Bicycle and Pedestrian Crossings	
Greenwood Avenue Undercrossing Sidewalk Widening	Widen US 97 undercrossing to include improved multimodal facilities.
Hawthorne Avenue Overcrossing	Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and US 97.
Franklin Avenue Undercrossing	Shared use path adjacent to roadway- Widen sidewalk paths under BNSF RR and US 97 to modernize design for roadside safety.
Intersection Improvements	Improve safety, access, and mobility for all users and implements improvements at key intersections in the Area.
3rd Street Railroad Undercrossing widening	Widen 3rd Street to 4-lanes under the BNSF RR, including complete street design from Emerson Avenue to Miller Avenue.
Sidewalk Infill	Improve pedestrian safety and connectivity throughout the Area by closing sidewalk gaps, including along key walking and biking routes.

Low Stress Bicycle Network	Implement various bicycle safety and connectivity projects throughout the Area.
Aune Street Extension from Bond Street to 3 <sup>rd</sup> Street	Two-lane extension of Aune Street to connect 3 <sup>rd</sup> Street and Bond Street. Includes intersection improvement at 3 <sup>rd</sup> Street and roundabout (RAB) at the intersection of Bond Street and Industrial Way.
Mobility Hubs	Citywide implementation of mobility hubs in coordination with Cascade East Transit (CET) and High Capacity Transit (HCT) routes.
Sisemore Street Extension	Construct street extension from Arizona Avenue to Bond Street.
Revere Avenue Interchange Improvements	ODOT coordination project to construct roadway upgrades and intersection improvement near the US 97/Revere Avenue interchange, including at the ramp terminals and adjacent Wall Street/Portland Avenue intersection.
Olney Protected Bicycle Lanes and US 97 Undercrossing	Provide protected bicycle lanes on Olney Avenue at US 97 undercrossing.
3 <sup>rd</sup> Street & Miller Avenue intersection improvements and 3 <sup>rd</sup> Street modifications	Study and construction of intersection improvements at 3 <sup>rd</sup> Street/Miller Avenue to address identified safety needs.
Olney Avenue Railroad Crossing Improvements	Upgrade the Railroad crossing to include dedicated sidewalks and low stress bicycle facilities.
Colorado Avenue/ US 97 Intersection	ODOT coordination project to construct roadway upgrades and intersection improvements near the Colorado/US-97 interchange; May include traffic signals or roundabout.
3 <sup>rd</sup> Street at Railroad to connect KorPine	3 <sup>rd</sup> Street underpass: Near term enhancements to walking and biking route.
Safety Improvements	Improve safety, access, and livability at key sites including the Colorado Avenue/US 97 improvements.
High Capacity Transit (HCT) (east-west and north-south)	Project would improve City infrastructure on HCT routes in coordination with CET. Project includes improving access to HCT stops within the Area and may also include street improvements at HCT stops.

## 2. Streetscape

Provide funds to support streetscape enhancements identified in the Core Area Urban Design Framework intended to provide an identity and a safe and effective multimodal transportation network within the Core Area TIF Area. These enhancements include but are not limited to wide sidewalks, curb bulb outs, decorative paving, lighting, landscaping, furnishings - planters, seating, bicycle amenities, curbing, on-street parking.

Examples of rights-of-way eligible for streetscape enhancements include but are not limited to:

- 2<sup>nd</sup> Street
- 3<sup>rd</sup> Street
- 4<sup>th</sup> Street
- Greenwood Avenue
- Franklin Avenue
- Division Street
- Hawthorne Avenue
- Aune Road
- Revere Avenue
- Wall Street
- Olney Avenue

## 3. Public Utility

The following public utility projects address sewer, stormwater, and water system infrastructure deficiencies in the Area.

Table 5 - Public Utility Projects

Sewer System Improvements	Support projects identified in the 2018 Sewer Public Facility Plan that are located within the Area, including the Drake Lift Station and Force Main and the Drake Downstream Trunk/2nd Street Trunk.
Stormwater System Improvements	Support projects identified in the 2014 Stormwater Master Plan that are located within the Area, including the costs associated with stormwater improvements for the Franklin Avenue and Greenwood Avenue Underpasses.
Water System Improvements	Support projects identified in the 2011 Water Master Plan that are located within the Area, including upgrading and replacement projects for the Norton/Olney Avenue, Revere Avenue, and Division Street.

***B. Affordable Housing Redevelopment and Development Assistance, Partnership, and Support***

Partner with and offer funds to support housing organizations and developers to create low income, transitional, and affordable housing opportunities. Project funds may be used for activities that support the development, redevelopment, or rehabilitation of transitional, low-income, and affordable housing projects, as well as for other facilities that support vulnerable populations.

Examples of eligible project activities include:

- Land acquisition/assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Other direct support for programming and projects

***C. Business Redevelopment and Development Assistance, Partnership, and Support***

1. Business Development and Redevelopment

Provide funds to partner with and offer funds to support redevelopment and new development projects that support businesses, including housing providers and transit operators within the Area.

Examples of eligible project activities include:

- Land acquisition and assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Funding for commercial and residential building rehabilitation and renovation programs and projects, including energy efficiency and accessibility upgrades, through public/private partnerships

- Market-rate housing and mixed-use commercial/residential development projects
- Contracting with design professionals
- Other direct support for programming and projects

## 2. Business Support and Enhancement

Provide and administer loans and grant programs to assist start-ups, existing local business owners, and property owners in developing, redeveloping, or rehabilitating property.

Examples of eligible project activities include:

- Improve older buildings to meet current code standards
- Assist in assessment and permitting
- Environmental review, mitigation, and remediation
- Feasibility assessment of development or redevelopment
- Assist in other improvements to allow for intensification of under-utilized sites
- Building façade improvements
- Building utilization assistance
- Landscaping enhancements and pedestrian amenities
- Professional engineering, architecture, landscaping, and other building and site design assistance
- Mechanical, electrical, and other building upgrades that will reduce emissions, support energy efficiency.
- Seismic, fire suppression, and other public safety improvements
- Other direct support for programming and projects

### ***D. Open Space, Facilities, Amenities, and Wayfinding***

Projects within this category are intended to support the Area as a vibrant mixed-use city center where businesses thrive, people live, and there are community gathering spaces for people to enjoy and recreate.

Projects may include, but are not limited to, the following:

- Parks, plazas, recreation sites, trails, and/or open space land acquisition
- Wayfinding and signage to create a clear Area identity
- Private art installation(s) grants and loans



### ***E. Plan Administration, Implementation, Reporting, and Support***

Provide funds for BURA to retain the services of City personnel or other independent professionals or organizations for activities such as:

- General staffing, and office or overhead expenses
- Management and oversight of an appointed advisory board
- Management and oversight of programs designed to support eligible projects
- Preparation of studies to inform project decisions such as the Midtown Crossings
- Preparation of market feasibility, transportation impacts analysis, or other technical or economic studies
- Preparation of design, architectural, engineering, environmental, landscape architectural, planning, platting, or other developmental documents, studies, or plans
- Providing special rehabilitation, restoration or renovation feasibility and cost analysis studies
- Providing appraisals for property acquisition and disposition
- Assisting in the preparation of the annual financial report required by this Plan and ORS 457
- Auditing, insurance, bond counsel, financing fees and other required administrative costs
- Any other powers granted by ORS 457 in connection with the implementation of this Plan

## **VII. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### ***A. Substantial Amendments***

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to BURA, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City, as required by ORS 457.120.

Substantial Amendments shall be processed in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

1. Add land to the Area, except for an addition of land that totals not more than 1% of the existing area of the Area;<sup>1</sup> or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

### ***B. Minor Amendments***

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by BURA by resolution.

The projects proposed in the Plan and Report are organized by project categories. If BURA determines that the allocation of funds within a project category should be adjusted based on needs within the Area, they may do so through a Minor Amendment.<sup>2</sup>

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<sup>1</sup> Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law, with increases beyond that amount requiring concurrence as stated in ORS 457. .

<sup>2</sup> Project costs may be impacted by grants, timing, cost savings, inflation, or other external forces unanticipated at this time but which may occur over the 30 year life of this Area.

## **VIII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is proposed to be acquired it will first be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(2)(g).

### ***A. Property acquisition for public improvements***

BURA may acquire property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

### ***B. Property acquisition for private development or redevelopment from willing sellers***

The Plan authorizes BURA acquisition of any interest in property within the Area that BURA finds is necessary for private redevelopment or development, but only in those cases where the property owner wishes to convey such interest to BURA. The Plan does not authorize BURA to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment or development. Property acquisition from willing sellers may be required to support development of Projects within the Area.

### ***C. Land disposition***

BURA will dispose of property acquired under Subsection A of this Section VIII for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. BURA may retain such property during the construction of the public improvement.

BURA may dispose of property acquired under Subsection B of this Section VIII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which BURA, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that BURA determines is reasonable.

## **IX. RELOCATION METHODS**

If BURA acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, BURA shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified in the Plan.

## **X. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the Projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues are annual property taxes imposed on the cumulative *increase* in assessed value within the Area over the total assessed value at the time the Plan is adopted, with the exception of property taxes for General Obligation (GO) bonds and local option levies. (Under current law, the property taxes for General Obligation (GO) bonds and local option levies approved after October 6, 2001, are not part of the tax increment revenues.)

### ***A. General description of the proposed financing methods***

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, Local Improvement Districts and Reimbursement Districts and
- Any other public or private source

Revenues obtained by BURA will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

### ***B. Tax increment financing***

The Plan may be financed, in whole or in part, by tax increment revenues allocated to BURA, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to BURA based upon the distribution schedule established under ORS 311.390.

### ***C. Duration***

BURA intends that it not collect tax increment revenues for the Area after FYE 2051. BURA shall not initiate any Projects in the Area unless BURA reasonably projects it will be able to pay for those Projects from the proceeds of indebtedness issued on or before FYE 2051, and from other funds available to BURA. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2051, and BURA shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that BURA reasonably projects it will receive on or before FYE 2051. BURA may issue refunding indebtedness that matures after FYE 2051, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

Between the 12<sup>th</sup> (twelfth) and the 16<sup>th</sup> (sixteenth) year of the Plan, BURA shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2051. BURA shall consult and confer with affected taxing districts regarding the results of this financial update and will consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

### ***D. Under-levy***

The Agency may determine to under-levy pursuant to ORS 457.455 notwithstanding any of the foregoing provisions.

## **XI. VALIDITY**

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

## **XII. ANNUAL REPORT**

BURA shall file an Annual Report in compliance with ORS 457.460.

### **XIII. RELATIONSHIP TO LOCAL OBJECTIVES**

ORS 457.085 requires that the Plan describe the relationship of the plan to definite local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Bend Comprehensive Plan, Bend Economic Development Advisory Board Strategic Plan, and the Bend Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how this Plan conforms to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. The language from the original document is in *italics*.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Bend Development Code described in subsection C of this Section XIII. The zoning designations are shown in Figure 3.

#### ***A. Bend Comprehensive Plan***

The analysis of how the Plan conforms to the Comprehensive Plan covers the most relevant sections, but may not cover every section of the Comprehensive Plan that relates to the Plan.

If the Comprehensive Plan policies identified in the Plan are updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment is completed in the future, this section of the Plan should be updated at that point.

Below are applicable Comprehensive Plan policies and statements of the Plan's conformance to Comprehensive Plan policies.

#### **Chapter 1 Citizen Involvement**

##### **Policies**

- 1-4 *The City and special districts shall work toward the most efficient and economical method for providing their services within the UGB.*
- 1-7 *The City will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.*
- 1-8 *The City and county will encourage infill and redevelopment of appropriate areas within the Bend Central Core, Opportunity Areas and Transit Corridors.*
- 1-15 *The City shall continue to use advisory committees in their planning process, members of which are selected by an open process, and who are widely representative of the community.*
- 1-16 *The City will use other mechanisms, such as, but not limited to, meetings with neighborhood groups, planning commission hearings, design workshops, and*

*public forums, to provide an opportunity for all the citizens of the area to participate in the planning process.*

**Finding:** The Plan conforms to Chapter 1 Citizen Involvement as there has been extensive citizen involvement in the preparation of the Plan (see Table 1). BURA created the URAB for the purpose of providing direct input on the creation of a common vision and implementation plan for Bend’s Core Area. The URAB was comprised of community members, business owners, developers, and taxing district representatives

In this process, the URAB had direct input on the urban design framework, needed circulation improvements, programs and projects for the area, location, phasing and cost for necessary infrastructure, funding strategies, boundaries for a TIF Area and provided a recommendation to BURA for the adoption of a TIF Plan and Report.

In addition to the URAB, BURA, along with City staff, met with representatives of the affected taxing districts to review the recommendations of the Plan. There were two (2) Open Houses to present information about the Plan and to provide opportunity for input from the general public. The City also met with other groups as identified the Introduction Section of this Plan (see Table 1).

### Chapter 3 Community Connections

#### Policies

- 3-7 *Sites for small neighborhood parks are not shown on the Land Use Plan Map, but the city shall encourage private or public parties to develop small neighborhood parks.*
- 3-8 *The City shall refer to the park district, for its review and recommendations, all development proposals that include or are adjacent to existing or proposed parks or trails.*

**Finding:** The Plan conforms to Chapter 3 Community Connections as the development of parks, plazas, recreation sites and/or open space land acquisition within the Area are eligible for funding, including but not limited to, by Bend Park and Recreation District. The City will continue to coordinate with the Bend Park and Recreation District on all development proposals that include or are adjacent to existing or proposed parks or trails.

### Chapter 5 Housing

#### Policies

- 5-7 *The City will continue to create incentives for and remove barriers to development of a variety of housing types in all residential zones, consistent with the density ranges and housing types allowed in the zones. This policy is intended to implement the City’s obligation under the State Housing Goal to “encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density”.*

- 5-9 *The City and County will support public and private non-profit and for-profit entities that provide affordable housing in Central Oregon.*
- 5-18 *The City will assist in identifying, obtaining and leveraging funding sources for the development of new housing for very low, low, and moderate - income residents, as determined by appropriate percentages of Area Median Family income in the Housing Needs Assessment.*
- 5-20 *When affordable housing development is required by City policy or code or to meet eligibility criteria for a City incentive program or a policy requirement, affordable housing means housing with a sales price or rental amount that is within the means of a household that may occupy moderate- and low-income housing. Unless otherwise specified, affordable housing must meet one of the thresholds defined below. Nothing in this policy prevents the city from providing support for housing at other levels of affordability.*
- *In the case of dwelling units for sale, affordable means housing in which the mortgage, amortized interest, taxes, insurance, and condominium or association fees, if any, constitute no more than 30 percent of such gross annual household income for a family at 80% of the area median income, based upon most recent HUD Income Limits for the Bend Metropolitan Statistical Area (Bend MSA).*
  - *In the case of dwelling units for rent, affordable means housing for which the rent and utilities constitute no more than 30 percent of such gross annual household income for a family at 60% of the area median income, based upon most recent HUD Income Limits for the Bend MSA.*
- 5-31 *Residential areas will offer a wide variety of housing types in locations best suited to a range of housing types, needs and preferences.*
- 5-38 *Medium-and high-density residential developments should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to the highest concentrations of population.*
- 5-42 *Schools and parks may be distributed throughout the residential sections of the community, and all types of dwelling units should have safe and convenient access to schools and parks.*
- 5-45 *Per the City's Transportation Systems Plan, the City will complete or connect priority walkways on routes to schools, parks, or commercial areas.*
- 5-46 *Bikeways shall be considered as a transportation element, and adequate facilities shall be provided as a part of new development.*
- 5-47 *Efforts will be made to extend trails, pedestrian ways, and bikeways through existing residential areas. Existing trails, pedestrian ways, and bikeways will be extended through new developments to allow further extension and promote alternative modes of travel.*



**Finding:** The Plan conforms to Chapter 5 Housing as there are projects, programs, and expenditures identified for Affordable Housing Redevelopment and Development Assistance, Partnership, and Support; and Business Redevelopment and Development Assistance, Partnership, and Support. In addition to the projects, programs, and expenditures under the affordable housing section of the Plan, the other Projects in the Plan that provide open space, facilities, amenities, wayfinding, business redevelopment and development assistance, and infrastructure improvements, including transportation connectivity, will help encourage the development and retention of housing in the Area.

### Chapter 6 Economy

- 6-1 *Bend's economic lands (commercial, industrial and mixed use) serve Bend residents and the needs of a larger region.*
- 6-2 *Bend is a regional center for health care, art and culture, higher education, retail, tourism, and employment. The economic land policies recognize Bend's role in the region, and the need to support uses that bolster the local and regional economy:*
  - Commercial and Mixed Use-designated lands support retail, tourism, and arts and culture uses to serve a local and regional role.*
- 6-3 *Investment in transportation, water, sewer, fiber, and other utility infrastructure should be prioritized to serve economic lands.*
- 6-4 *Infrastructure will be planned, designed and constructed to support continued economic growth and orderly development.*
- 6-25 *The city will encourage vertical mixed-use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.*
- 6-28 *The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all transportation modes.*
- 6-29 *New commercially designated areas are encouraged to develop with mixed-use centers to include housing, open space, commercial development, and other employment uses.*
- 6-30 *The City shall strive to retain and enhance desirable existing commercial areas and encourage property owners' efforts to rehabilitate or redevelop older commercial areas.*

**Finding:** The Plan conforms to Chapter 6 Economy as there are projects, programs, and expenditures identified for Business Redevelopment and Development Assistance, Partnership, and Support. In addition to the projects, programs, and expenditures under the business redevelopment and development section of the Plan, the other Projects in the Plan that provide housing support, open space, facilities, amenities, wayfinding, and infrastructure improvements, including transportation connectivity, will help encourage the development and retention of businesses in the Area.

## Chapter 7: Transportation Systems

### Objectives:

*To promote land use patterns that support fewer vehicle trips and shorter trip lengths*

*To ensure that future development, including re-development, will not interfere with the completion of Bend's transportation system*

- 7-30 *The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3<sup>rd</sup> Street, the Bend Parkway and the railroad.*
- 7-31 *The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.*
- 7-32 *Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.*
- 7-35 *The City's top priorities for pedestrian improvements are: identified in the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure. These projects will be identified and prioritized in the CIP.*
- 7-36 *Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.*

### **Public Transportation System**

- 7-44 *With the MPO, the City shall support the Cascades East Transit Service's public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.*
- 7-45 *The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.*
- 7-46 *To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.*

## **Street System**

- 7-48 *Streets shall be located, designed, and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel, and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.*
- 7-55 *The City Council shall involve the public, where appropriate, in the development and redevelopment of street designs prior to their construction.*

## **Safety**

- 7-75 *The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.*
- 7-78 *As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve safety of a road alignment.*

## **Bend Central District Plan**

- 7-83 *The City will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.*
- 7-86 *The City will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging use of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.*

## **Transportation Funding and Prioritization**

- 7-93 *The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.*

**Finding:** The Plan conforms to Chapter 7 Transportation as there are specific activities, identified for transportation infrastructure improvements including transportation connectivity in the Area. Establishing a TIF Area will provide new funding opportunities for the transportation projects within the Area. The Plan supports and conforms to the existing policies adopted and acknowledged by the current Comprehensive Plan Transportation System Plan (TSP).

## Chapter 8: Public Facilities and Services

- 8-2 *The city is the primary provider of sewage collection and treatment services for the City's service area under Statewide Planning Goal 11.*
- 8-13 *The City of Bend is the provider of water service for the City's service area under Statewide Planning Goal 11*

- 8-20 *The City of Bend is the stormwater utility for the city limits and urban growth boundary. As the utility, the City shall review its Stormwater Master Plan and Integrated Stormwater Management Plan as needed for compliance with changes in state or federal requirements and at least every five years.*
- 8-21 *The City will initiate funding options (e.g., SDCs, grants, low-income loans) for stormwater capital projects in accordance with applicable laws.*
- 8-38 *The City shall work to reduce transportation-related sources of water pollution, particularly in stormwater pollution. Any means and actions that result in a reduction in vehicle-miles-traveled would benefit congestion and reduce both air and water pollution.*

*General Policies*

- 8-47 *The City may consider funding mechanisms and agreements to address on-site and off-site improvements, modernization of existing infrastructure to City’s standards and specifications, and impacts to infrastructure inside the current City limits.*

**Finding:** The Plan conforms to Chapter 8 Public Facilities and Services as there are specific activities identified for infrastructure improvements including sewer, stormwater, and water improvements in the Area.

Chapter 10: Natural Forces

*Air Quality*

- 10-1 *The city will continue to work towards improving circulation and traffic flow through the city in order to reduce carbon monoxide levels.*

*Energy Conservation*

- 10-10 *The use of alternative energy sources should be encouraged.*

**Finding:** The Plan conforms to Chapter 10 Natural Forces as there are projects, programs, and expenditures identified for improving circulation and traffic flow in the Area. In addition, the mobility hubs could employ the use of alternative energy systems such as solar, or the inclusion of charging stations.

Chapter 11: Growth Management

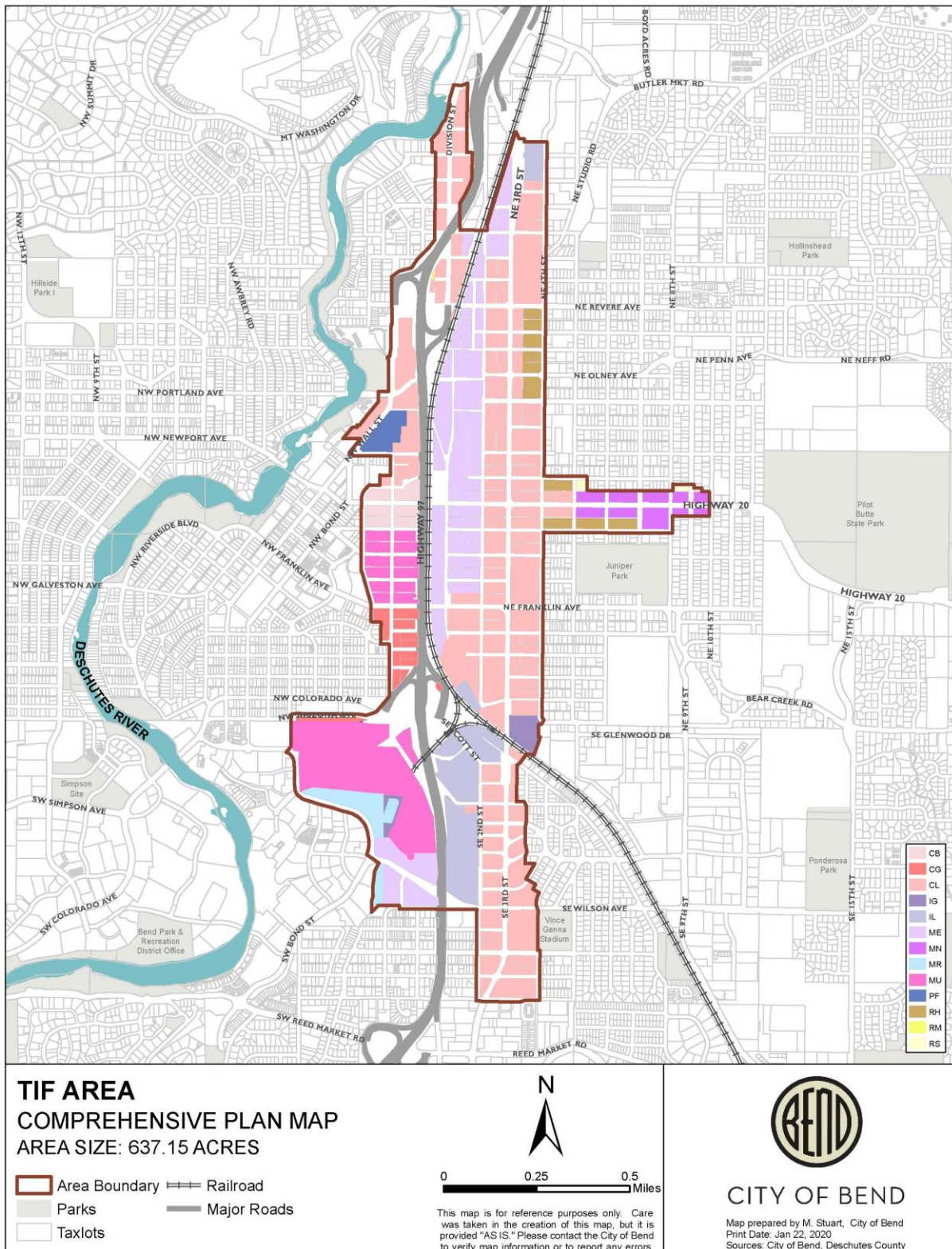
*Bend’s Central Core*

- 11-1 *The City will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.*
- 11-2: *The City will encourage infill and redevelopment of appropriate areas within Bend’s Central Core, Opportunity Areas and transit corridors (shown on Figure 11-1).*

- 11-4 *Streets in the Centers and Corridors, Employment Districts, Neighborhoods, and Opportunity Sites will have the appropriate types of pedestrian, biking, and transit scale amenities to ensure safety, access, and mobility.*
- 11-6: *The City will encourage vertical mixed use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.*
- 11-9 *The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all modes.*

**Finding:** The Plan conforms to Chapter 11 Growth Management as there are projects, programs, and expenditures identified for encouraging compact development, infill and redevelopment, constructing streets with appropriate pedestrian, bicycle and transit amenities, encouraging vertical mixed use development and encouraging development and redevelopment in commercial corridors that is transit-supportive, and offers safe and convenient access and connections for all modes in the Area.

Figure 2 - TIF Area Comprehensive Plan Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

## **B. Bend Economic Development Advisory Board Strategic Plan**

City code requires the Bend Economic Development Advisory Board (BEDAB) to create a three-year strategic plan, identifying projects and guiding the work of the city's nine-member board as it seeks to:

- Advocate: Provide input into City policy and procedures from a private sector perspective.
- Facilitate: Broker entrepreneurial support among existing community resources.
- Market: Brand and guide marketing efforts of Bend as "Open for Business."
- Coordinate: Organize and oversee City resources applied to economic development.

The following goal and strategy which was developed for the *2019-21 BEDAB Strategic Plan* is directly related to the Plan.

### Goal 2: Grow and develop a talented workforce

- Support policy that results in additional housing units

### Goal 3: Ensure an adequate supply of land for employment & residential uses

- Support policy that allocates funding for critical infrastructure investment

**Finding:** The Plan conforms to the Bend Economic Development Strategic Plan as there are projects, programs, and expenditures for creating additional housing units and infrastructure investment identified in the Area.

## **C. Bend Development Code**

The land uses in the Area will conform to the zoning designations in the *Bend Development Code*, including maximum densities and building requirements, and those provisions of the *Bend Development Code*, are incorporated by reference herein. The following zoning districts are currently present in the Area:

Central Business District (CB)  
Convenience Commercial District (CC)  
General Commercial District (CG)  
Limited Commercial District (CL)  
General Industrial (IG)  
Light Industrial (IL)  
Mixed Employment District (ME)  
Mixed-Use Neighborhood (MN)  
Mixed Use Riverfront District (MR)  
Mixed Use Urban (MU)  
Public Facilities (PF)  
High Density Residential (RH)  
Medium Density Residential (RM)

## Standard Density Residential (RS)

As the *Bend Development Code* is updated, the references to the Bend Development Code in this document will be deemed to incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment to this Plan is completed in the future, this section will be updated to match the current zoning designations. When any Project is undertaken, the provisions of the Bend Development Code in effect at the time of the Project will apply.

### **Section 2.1 – RESIDENTIAL DISTRICTS**

#### *Section 2.1.100 Purpose, Applicability, Location*

*Purpose. Residential Districts are intended to promote the livability, stability, safety and improvement of the City of Bend’s neighborhoods based on the following principles:*

- *Make efficient use of land and public services, and implement the Comprehensive Plan, by providing minimum and maximum density standards for housing.*
- *Accommodate a range of housing needs, including owner-occupied and rental housing.*
- *Provide for compatible building and site design at an appropriate neighborhood scale which reflects the neighborhood character.*
- *Reduce reliance on the automobile for neighborhood travel and provide options for walking and bicycling.*
- *Provide direct and convenient access to schools, parks and neighborhood services.*

*Standard Density Residential (RS) - The Standard Density Residential District is intended to provide opportunities for a wide variety of residential housing types at the most common residential densities in places where community sewer and water services are available. The residential density range in this district is 4.0 to 7.3 dwelling units per gross acre.*

*Medium Density Residential (RM) - The Medium Density Residential District is intended to provide primarily for the development of multifamily residential in areas where sewer and water service are available. The residential density range in the district is 7.3 to 21.7 units per gross acre and shall provide a transitional use area between other Residential Districts and other less restrictive areas.*

*High Density Residential (RH) - The High Density Residential District is intended to provide land for primarily high density multifamily residential in locations close to shopping and services, transportation and public open space. The density range of the district is 21.7 to 43.0 units per gross acre and shall provide a transitional use area between other Residential Districts and other less restrictive areas.*

### **Section 2.2. – COMMERCIAL ZONING DISTRICTS**

#### *Section 2.2.100 Purpose and Applicability*



*This chapter applies to all development in the Central Business District (CB), Convenience Commercial District (CC), Limited Commercial District (CL) and the General Commercial District (CG). Collectively, these districts are the City's Commercial Zoning Districts. The purpose of these zoning districts is to:*

- Allow a mixture of complementary land uses that may include housing, retail, offices, commercial services, and civic uses, to create economic and social vitality and to reduce vehicle miles traveled;*
- Develop commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians;*
- Provide flexibility in the location and design of new developments and redevelopment to anticipate changes in the market;*
- Reinforce streets as public places that encourage pedestrian and bicycle travel;*
- Provide roadway and pedestrian connections to residential areas;*
- Provide transitions between high traffic streets and neighborhoods;*
- Encourage efficient land use by facilitating compact, high density development and minimizing the amount of land that is needed for surface parking;*
- Facilitate development (land use mix, density and design) that supports public transit, where applicable;*
- Provide appropriate locations and design standards for automobile- and truck-dependent uses;*
- Provide both formal and informal community gathering places;*
- Maintain a distinct storefront character that identifies the Central Business District;*
- Connect the Convenience Commercial District to neighborhoods and other employment areas; and*
- Provide visitor accommodations and tourism amenities.*

#### *Section 2.2.200 Zoning District Locations and Characteristics*

*Central Business District (CB) - The Central Business District encompasses the historic downtown and central business district that has commercial and/or mixed-use development with a storefront character.*

*Convenience Commercial District (CC) - The Convenience Commercial District is adjacent and connected to the Residential District(s) it is intended to serve. Convenience Commercial uses are larger in scale and area than neighborhood commercial uses and provide for frequent shopping and service needs of nearby residents. The zone is intended to provide locations for a wide range of small and medium sized businesses and services as a convenience to the neighboring residential areas. New convenience commercial nodes shall develop as commercial centers rather than a commercial strip and be limited in size up to 5 acres.*

*Limited Commercial District (CL) - The Limited Commercial District provides for a wide range of retail, service, and tourist commercial uses in the community along highways or in new commercial centers.*

*General Commercial District (CG) - The General Commercial District provides a broad mix of commercial uses that have large site requirements, are oriented to the higher classification roadways and provide services to the entire City and surrounding area.*

**Section 2.3 – MIXED-USE ZONING DISTRICTS**

*Section 2.3.100 Purpose and Applicability*

*The Mixed-Use Districts are intended to provide a balanced mix of residential and employment opportunities to create focal points of activity in the form of mixed-use centers, nodes, or corridors. The Mixed-Use Districts support service commercial, employment, and housing needs of a growing community. The Mixed-Use District standards are based on the following principles:*

- Ensure efficient use of land and public services.*
- Create a mix of housing and employment opportunities.*
- Provide transportation options for employees and customers and reduce reliance on the automobile.*
- Provide business services close to major employment centers.*
- Ensure compatibility of mixed-use developments with the surrounding area and minimize off-site impacts associated with development.*
- Create economically successful mixed-use centers and transit corridors.*

*The Mixed-Use Districts, Mixed Employment (ME), Mixed-Use Riverfront (MR), Professional Office (PO), Mixed-Use Urban (MU), and Mixed-Use Neighborhood (MN), are identified on the City’s official Zoning Map. The districts serve distinctly different purposes as described below.*

*Mixed Employment District (ME) - The Mixed Employment Zone is intended to provide a broad mix of uses that offer a variety of employment opportunities. Where Mixed Employment Districts occur on the edge of the City, their function is more transitional in nature providing service commercial businesses and supporting residential uses in an aesthetic mixed environment. In this instance, when residential units are provided, the units shall be within easy walking distance to the commercial and employment uses.*

*Mixed-Use Riverfront District (MR) - The Mixed-Use Riverfront District is intended to implement the Comprehensive Plan policies for the creative redevelopment of mill site properties adjacent to the Deschutes River. It is intended to allow for a mix of uses that:*

- Provide a variety of employment opportunities and housing types;*
- Foster pedestrian and other non-motor vehicle activity;*
- Ensure functionally coordinated, aesthetically pleasing and cohesive site planning and design;*
- Ensure compatibility of mixed-use development with the surrounding area and minimize off-site impacts associated with the development; and*
- Encourage access to, and enjoyment of, the Deschutes River.*

*Mixed-Use Urban (MU) - The Mixed-Use Urban Zone is intended to provide opportunities for vibrant mixed-use centers and districts in areas with high-quality connectivity to and within the area. It is intended to allow for a denser level of development of a variety of commercial and residential uses than in surrounding areas with an emphasis on retail and entertainment uses at the street level. It is intended to provide for development that is supportive of transit by encouraging a pedestrian-friendly environment.*

*Mixed-Use Neighborhood (MN) - The Mixed-Use Neighborhood Zone is intended to provide neighborhood-scaled, pedestrian-oriented mixed-use centers and corridors with a range of residential, retail, service, and office uses that are compatible with adjacent development.*

## **SECTION 2.4 – INDUSTRIAL ZONING DISTRICTS**

### *Section 2.4.100 Purpose*

*The Industrial Districts are intended to accommodate a range of light and heavy industrial land uses. They are intended to segregate incompatible industrial developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:*

- *Provide for efficient use of land and public facilities and services.*
- *Provide transportation options for employees and customers.*
- *Locate business services close to major employment centers.*
- *Ensure compatibility between industrial uses and nearby commercial and residential areas.*
- *Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Bend Comprehensive Plan.*
- *Conserve industrial zoned lands for industrial uses.*

### *Section 2.4.200 Applicability and Location*

*General Industrial - This zone is intended to provide for the establishment of light and heavier industrial uses essential to the development of a balanced economic base in an industrial environment with a minimum conflict between industrial uses and nonindustrial uses.*

*Light Industrial - This zone is intended to provide for heavier commercial and light industrial uses with easy access to collector and arterial streets.*

## **SECTION 2.6 – PUBLIC FACILITIES**

### *Section 2.6.100 Purpose*

*The Public Facilities (PF) Zoning District is intended to provide area for buildings and facilities that are owned and operated by Federal, State, or local governments, public utilities, special districts, or nonprofit organizations which are used to provide governmental or public services. This zone also provides for school sites, public park*

and recreational facilities, natural areas, trails, wetlands, and similar types of open space owned and managed by a local government or special district.

**SECTION 2.7.3200 BEND CENTRAL DISTRICT (BCD)**

The Bend Central District is intended to implement the goals and objectives for the creative redevelopment of the central Third Street Corridor and surrounding areas west to the Parkway and east to and including 4th Street as indicated below:

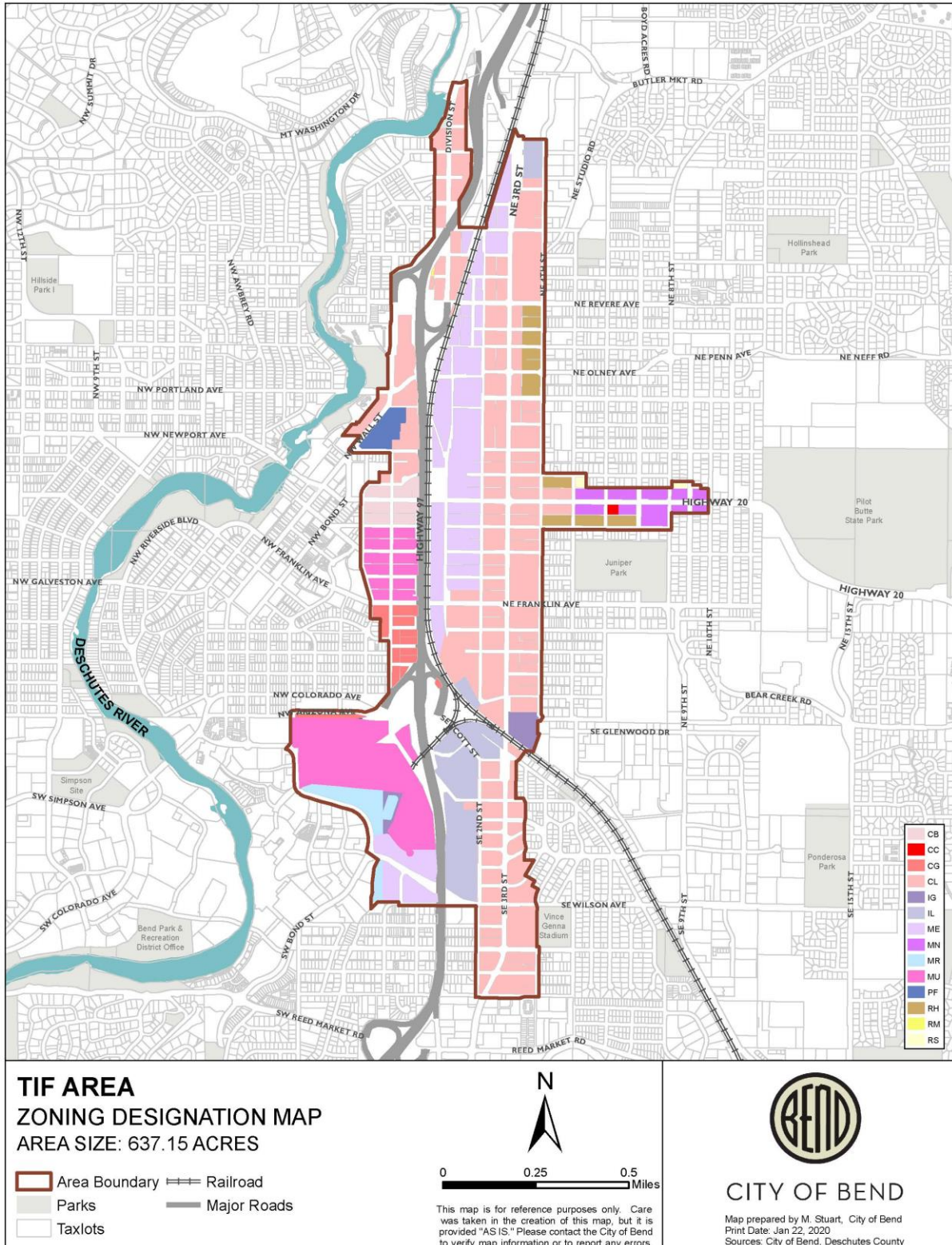
- A. Provide for a wide range of mixed residential, commercial and office uses throughout the area and, depending on the parcel and its surroundings, vertical mixed use (i.e., a mix of uses within the same building), with an emphasis on retail and entertainment uses at the street level.
- B. Provide a variety of residential development types and greater density of development, with a transition area adjacent to the existing residential neighborhood east of 4th Street.
- C. Provide for development that is supportive of transit by encouraging a pedestrian-friendly environment.
- D. Provide development and design standards that support the goals of the Plan.
- E. Limit development of low-intensity uses while allowing continuation of existing industrial and manufacturing uses.
- F. Provide reduced parking standards and encourage alternative parking arrangements.

The Bend Central District has distinctly different characteristics within the Bend Central District boundary. Subdistricts that recognize and support these characteristics are established as follows:

1. 1st/2nd Street Subdistrict. Applies to properties in the vicinity of 1st and 2nd Streets within the BCD and is intended to provide for a mix of office, higher density residential, live/work and small-scale retail uses while also allowing for continuation of existing light industrial/manufacturing uses in the area.
2. 3rd Street Subdistrict. Applies to properties in the vicinity of 3rd Street between Revere and Franklin Streets and is intended to provide a range of mixed uses including large-scale commercial, retail and limited residential uses.
3. 4th Street Subdistrict. Applies to properties in the vicinity of 4th Street within the BCD and is intended to provide a transition between the more intense central area and existing residential neighborhoods to the east.
4. South Subdistrict. Applies to properties south of Franklin Avenue along and between 2nd and 3rd Streets and is intended to provide a range of mixed uses including high density multifamily and office space above ground floor

**Finding:** The Plan conforms to the Bend Development Code as projects, programs, and expenditures proposed in the Plan conform to the requirements in the Bend Development Code and support the types of uses allowed in the zoning districts present in the Area.

Figure 3 - TIF Area Zoning Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

## **XIV. LEGAL DESCRIPTION**



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AKS Job #8010

OFFICES IN: BEND, OR - KEIZER, OR - TUALATIN, OR - VANCOUVER, WA

### **EXHIBIT A**

Core Area TIF Area  
Bend, Oregon

A tract of land and road rights-of-way located in the Northwest One-Quarter and the Southwest One-Quarter of Section 28, the Northeast One-Quarter and the Southeast One-Quarter of Section 29, the Northeast One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 32, and the Northeast One-Quarter, the Northwest One-Quarter and the Southwest One-Quarter of Section 33, Township 17 South, Range 12 East, the Northwest One-Quarter and the Southwest One-Quarter of Section 4, and the Northeast One-Quarter, the Northwest One-Quarter and the Southeast One-Quarter of Section 5, Township 18 South, Range 12 East, Willamette Meridian, City of Bend, Deschutes County, Oregon, and being more particularly described as follows:

Beginning at the northeast corner of Lot 19, Block 56 of the plat of "First Addition to Riverside", also being on the westerly right-of-way line of Hill Street (Assessor's Map 17.12.29DC);

1. Thence leaving said westerly right-of-way line, Northeasterly 128 feet, more or less, to the intersection of the easterly right-of-way line of Hill Street and the northwesterly right-of-way of US Highway 97 (Assessor's Map 17.12.29DD);
2. Thence along said northwesterly right-of-way line, Northeasterly 698 feet, more or less, to the westerly line of a 20.00 foot wide alley per the plat of "Riverside" (Assessor's Map 17.12.29DA);
3. Thence along said westerly line, and continuing along the westerly line of a 20.00 foot wide alley per the plat of "Orokla", and the northerly extension thereof, Northerly 1,246 feet, more or less, to the northerly right-of-way line of Lakeside Place (Assessor's Map 17.12.29AD);
4. Thence along said northerly right-of-way line, Westerly 50 feet, more or less, to the easterly line of Lot 10, Block 7 of said plat, also being the westerly line of Document Number 2015-49076 (Assessor's Map 17.12.29AD);
5. Thence along said westerly line, Northerly 181 feet, more or less, to the Ordinary High Water Line of the Deschutes River (Assessor's Map 17.12.29AD);
6. Thence along said Ordinary High Water Line, and continuing along the westerly right-of-way line of Division Street, Northerly 866 feet, more or less, to the northerly line of the westerly portion of the remainder of Exhibit B of Document Number 94-31211 (Assessor's Map 17.12.29AD);
7. Thence leaving said westerly right-of-way line, Easterly 113 feet, more or less, to the intersection of the easterly right-of-way line of Division Street and the northerly right-of-way line of Addison Avenue (Assessor's Map 17.12.29AD);
8. Thence along said northerly right-of-way line, Easterly 88 feet, more or less, to the westerly right-of-way line of Tweet Place (Assessor's Map 17.12.29AD);
9. Thence along said westerly right-of-way line, Southerly 986 feet, more or less, to the northerly right-of-way line of Xerxes Avenue (Assessor's Map 17.12.29AD);
10. Thence along said northerly right-of-way line, Easterly 80 feet, more or less, to the northerly extension of the easterly line of Lot 3, Block 4 of said plat of "Orokla", also

- being the westerly right-of-way line of US Highway 97 (Dalles-California Highway) (Assessor's Map 17.12.29AD);
11. Thence along said westerly right-of-way line, Southerly 762 feet, more or less, to the northerly right-of-way line of Vail Avenue (Assessor's map 17.12.29DA);
  12. Thence leaving said northerly right-of-way line, Southerly 379 feet, more or less, to the intersection of the easterly right-of-way line of US Highway 97 (Dalles-California Highway) and the northerly right-of-way line of Underwood Avenue (Assessor's Map 17.12.29DA);
  13. Thence along said northerly right-of-way line, Easterly 382 feet, more or less, to the easterly right-of-way line of 2nd Street (Assessor's Map 17.12.28CB);
  14. Thence along said easterly right-of-way line, Northerly 75 feet, more or less, to the easterly right-of-way line of the Burlington Northern Railroad (Assessor's Map 17.12.28CB);
  15. Thence along said easterly right-of-way line, Northerly 1,383 feet, more or less, to the southerly line of Parcel 1 of Partition Plat No. 2019-05 (Assessor's Map 17.12.28BC);
  16. Thence along said southerly line, and the easterly extension thereof, Easterly 548 feet, more or less, to the easterly right-of-way line of 4th Street (Assessor's Map 17.12.28BC);
  17. Thence along said easterly right-of-way line, Southerly 4,735 feet, more or less, to the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.33BC);
  18. Thence along said northerly right-of-way line, Easterly 610 feet, more or less, to the northerly extension of easterly line of Lot 3, Block 35 of the plat of "Center Addition to Bend" (Assessor's Map 17.12.33BD);
  19. Thence along said northerly extension and said easterly line, Southerly 200 feet, more or less, to the northerly line of a 20.00 foot wide alley per said plat of "Center Addition to Bend" (Assessor's Map 17.12.33BD);
  20. Thence along said northerly line, and the easterly extension thereof, Easterly 1,215 feet, more or less, to the easterly right-of-way line of 8th Street (Assessor's Map 17.12.33AC);
  21. Thence along said easterly right-of-way line, Northerly 95 feet, more or less, to the northerly line of Lot 9, Block 112 of the plat of "First Addition to Bend Park" (Assessor's Map 17.12.33AC);
  22. Thence along said northerly line, and the easterly extension thereof, Easterly 300 feet, more or less, to the easterly right-of-way line of 9th Street (Assessor's Map 17.12.33AC);
  23. Thence along said easterly right-of-way line, Southerly 50 feet, more or less, to the northerly line of Lot 10, Block 111 of said plat (Assessor's Map 17.12.33AC);
  24. Thence along said northerly line, Easterly 110 feet, more or less, to the easterly line of said Lot 10 (Assessor's Map 17.12.33AC);
  25. Thence along said easterly line, Southerly 50 feet, more or less, to the southerly line of Lot 17 of said Block 111 (Assessor's Map 17.12.33AC);
  26. Thence along said southerly line, Easterly 110 feet, more or less, to the westerly right-of-way line of 10th Street (Assessor's Map 17.12.33AC);
  27. Thence along said westerly right-of-way line, Southerly 350 feet, more or less, to the southerly line of Lot 25, Block 114 of said plat (Assessor's Map 17.12.33AC);
  28. Thence along said southerly line, and the westerly extension thereof, Westerly 520 feet, more or less, to the easterly right-of-way line of 8th street (Assessor's Map 17.12.33AC);
  29. Thence along said easterly right-of-way line, Southerly 245 feet, more or less, to the easterly extension of the southerly right-of-of-way line of Irving Avenue (Assessor's Map 17.12.33AC);
  30. Thence along said easterly extension, and said southerly right-of-way line, Westerly 1,825 feet, more or less, to the easterly right-of-way line of 4th Street (Assessor's Map 17.12.33CB);

31. Thence along said easterly right-of-way line, Southerly 2,667 feet, more or less, to the northerly right-of-way line of Alden Avenue, also being on the most southerly line of Block 12 of the plat of "Keystone Terrace" (Assessor's Map 17.12.33CC);
32. Thence leaving said northerly right-of-way line, Southwesterly 76 feet, more or less, to the most easterly corner of Document Number 2013-01571, also being on the northerly line of Deed Volume 224, Page 378 (Assessor's Map 18.12.04BB);
33. Thence along said northerly line, Westerly 38 feet, more or less, to the westerly line of said Deed (Assessor's Map 18.12.04BB);
34. Thence along said westerly line, Southerly 178 feet, more or less, to the southerly line of said Deed (Assessor's Map 18.12.04BB);
35. Thence along said southerly line, Easterly 32 feet, more or less, to the westerly line of Document Number 2017-44939 (Assessor's Map 18.12.04BB);
36. Thence along said westerly line, Southerly 272 feet, more or less, to the northeasterly right-of-way line of the Burlington Northern Railroad (Assessor's Map 18.12.04BB);
37. Thence leaving said northeasterly right-of-way line, Westerly 105 feet, more or less, to the intersection of the centerline of the Burlington Northern Railroad and the northeasterly extension of the southeasterly line of Lot 5, Block 186 of the plat of "Third Addition to Bend Park" (Assessor's Map 18.12.04BB);
38. Thence along said northeasterly extension and said southeasterly line, Southwesterly 150 feet, more or less, to the northeasterly right-of-way line of Railroad Street (Assessor's Map 18.12.04BB);
39. Thence leaving said northeasterly right-of-way line, Southwesterly 62 feet, more or less, to the westerly line of Lot 26, Block 186 of said plat (Assessor's Map 18.12.04BB);
40. Thence along said westerly line, and the southerly extension thereof, Southerly 518 feet, more or less, to the northerly right-of-way line of Miller Avenue (Assessor's Map 18.12.04BB);
41. Thence along said northerly right-of-way line, Easterly 110 feet, more or less, to the westerly right-of-way line of Heyburn Street (Assessor's Map 18.12.04BB);
42. Thence leaving said westerly right-of-way line, Southeasterly 67 feet, more or less, to the easterly line of Lot 5, Block 190 of said plat (Assessor's Map 18.12.04BB);
43. Thence along said easterly line, and the southerly extension thereof, Southerly 221 feet, more or less, to the northerly right-of-way line of Woodland Boulevard (Assessor's Map 18.12.04BC);
44. Thence leaving said northerly right-of-way line, Southerly 80 feet, more or less, to the intersection of the southerly right-of-way line of Woodland Boulevard, and a line that is parallel with and 15.00 feet westerly of the easterly line of Lot 2, Block 73 of the plat of "Bend Park" (Assessor's Map 18.12.04BC);
45. Thence along said parallel line, Southerly 91 feet, more or less, to the northerly right-of-way line of Lee Lane (Assessor's Map 18.12.04BC);
46. Thence leaving said northerly right-of-way line, Southerly 60 feet, more or less, to a point on the southerly right-of-way line of Lee Lane which bears westerly 43.00 feet, more or less, from the northeasterly corner of Lot 5, Block 74 of said plat (Assessor's Map 18.12.04BC);
47. Thence leaving said southerly right-of-way line, Southerly 100 feet, more or less, to a point on the southerly line of said Lot 5, also being the northwesterly corner of Document Number 89-33825 (Assessor's Map 18.12.04BC);
48. Thence along the westerly line of said Deed, Southerly 102 feet, more or less, to the northerly right-of-way line of Dell Lane (Assessor's Map 18.12.04BC);



49. Thence leaving said northerly right-of-way line, Southerly 69 feet, more or less, to the intersection of the southerly right-of-way line of Dell Lane, and a line that is parallel with and 27.00 feet westerly of the westerly line of Lot 3, Block 79 of said plat (Assessor's Map 18.12.04BC);
50. Thence along said parallel line, Southerly 100 feet, more or less, to the northerly line of Lot 20, of said Block (Assessor's Map 18.12.04BC);
51. Thence along said northerly line, Easterly 142 feet, more or less, to the northwesterly right-of-way line of Yew Lane (Assessor's Map 18.12.04BC);
52. Thence along said northwesterly right-of-way line, Southwesterly 249 feet, more or less, to the northwesterly extension of a line that is parallel with and 28.00 feet northeasterly of the southwesterly line of Lot 9, Block 80 of said plat (Assessor's Map 18.12.04BC);
53. Thence along said northwesterly extension and said parallel line, Southeasterly 160 feet, more or less, to the southeasterly line of said Lot 9 (Assessor's Map 18.12.04BC);
54. Thence along said southeasterly line, and the southwesterly extension thereof, Southwesterly 78 feet, more or less, to the southwesterly line of Lot 27, of said Block 80 (Assessor's Map 18.12.04BC);
55. Thence along said southwesterly line, Southeasterly 100 feet, more or less, to the westerly right-of-way line of 4th Street (Assessor's Map 18.12.04BC);
56. Thence along said westerly right-of-way line, Southerly 169 feet, more or less, to the easterly southeasterly corner of Lot 24, of said Block 80 (Assessor's Map 18.12.04BC);
57. Thence leaving said easterly southeasterly corner, Southeasterly 89 feet, more or less, to the intersection of the southerly right-of-way line of Wilson Avenue and the vacated centerline of 4th Street (Assessor's Map 18.12.04CB);
58. Thence along said vacated centerline, Southerly 570 feet, more or less, to the northerly right-of-way line of Roosevelt Avenue (Assessor's Map 18.12.04CB);
59. Thence along said northerly right-of-way line, Easterly 30 feet, more or less, to the northerly extension of the easterly right-of-way line of 4th Street (Assessor's Map 18.12.04CB);
60. Thence along said northerly extension, said easterly right-of-way line and the southerly extension thereof, Southerly 711 feet, more or less, to the southerly right-of-way line of Cleveland Avenue (Assessor's Map 18.12.04CC);
61. Thence along said southerly right-of-way line, Westerly 915 feet, more or less, to the southerly extension of the westerly right-of-way line of 2nd Street (Assessor's Map 18.12.05DD);
62. Thence along said southerly extension and said westerly right-of-way line, Northerly 1,290 feet, more or less, to the southerly right-of-way line of Truman Avenue (Assessor's Map 18.12.05DA);
63. Thence along said southerly right-of-way line, Westerly 1,100 feet, more or less, to the southerly extension of the westerly right-of-way line of Hill Street (Assessor's Map 18.12.05DA);
64. Thence along said southerly extension, Northerly 49 feet, more or less, to the southeasterly corner of Lot 12 of the plat of "Upper Terrace Phase II" (Assessor's Map 18.12.05A);
65. Thence along the southerly line of said Lot 12, Westerly 431 feet, more or less, to the westerly line of said Lot 12 (Assessor's Map 18.12.05A);
66. Thence along said westerly line, Northerly 711 feet, more or less, to the southerly right-of-way line of Wilson Avenue (Assessor's Map 18.12.05A);
67. Thence leaving said southerly right-of-way line, Northwesterly 210 feet, more or less, to the easterly southeasterly corner of Lot 13 of said plat, also being on the westerly right-of-way line of Bond Street (Assessor's Map 18.12.05AC);

68. Thence along said westerly right-of-way line, and continuing along the southwesterly right-of-way line of Bond Street, Northwesterly 2,233 feet, more or less, to the northwesterly corner of Lot 6 of the plat of "Northside Terrace" (Assessor's Map 18.12.05BA);
69. Thence leaving said northwesterly corner, Northeasterly 136 feet, more or less, to the easterly line of Lot 3, Block 1 of the plat of "Mill 'A' Area of Shevlin Center" (Assessor's Map 18.12.05BA);
70. Thence along said easterly line, Northerly 363 feet, more or less, southerly right-of-way line of Arizona Avenue (Assessor's Map 18.12.05BA);
71. Thence leaving said southerly right-of-way line, Northerly 100 feet, more or less, to the intersection of the northerly right-of-way line of Arizona Avenue and the easterly right-of-way line of Lava Road (Assessor's Map 17.12.32CD);
72. Thence along said northerly right-of-way line, Easterly 1,220 feet, more or less, to the westerly right-of-way line of US Highway 97 (Dalles-California Highway) (Assessor's Map 17.12.32DC);
73. Thence along said westerly right-of-way line, Northeasterly 275 feet, more or less, to the westerly right-of-way line of Hill Street (Assessor's Map 17.12.32DC);
74. Thence along said westerly right-of-way line, Northerly 742 feet, more or less, to the southerly right-of-way line of Georgia Avenue (Assessor's Map 17.12.32DC);
75. Thence along said southerly right-of-way line, Westerly 123 feet, more or less, to the southerly extension of the easterly line of Lot 11, Block 29 of the plat of "Park Addition to Bend" (Assessor's Map 17.12.32DC);
76. Thence along said southerly extension, said easterly line and the northerly extension thereof, Northerly 310 feet, more or less, to the northerly line of Lot 15 of said Block 29 (Assessor's Map 17.12.32DB);
77. Thence along said northerly line, Westerly 102 feet, more or less, to the easterly right-of-way line of Harriman Street (Assessor's Map 17.12.32DB);
78. Thence leaving said easterly right-of-way line, Westerly 41 feet, more or less, to the northeasterly corner of Lot 8, Block 29 of said plat, also being on the westerly right-of-way line of Harriman Street (Assessor's Map 17.12.32DB);
79. Thence along said westerly right-of-way line, Northerly 1,901 feet, more or less, to the intersection of said westerly right-of-way line and the westerly extension of the southerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
80. Thence leaving said intersection, Northeasterly 87 feet, more or less, to the intersection of the easterly right-of-way line of Harriman Street and the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
81. Thence along said northerly right-of-way line, Easterly 150 feet, more or less, to a line that is parallel with and 150.00 feet westerly of the easterly line of Block 8 of the plat of "North Addition to Bend" (Assessor's Map 17.12.32AC);
82. Thence along said parallel line, Northerly 140 feet, more or less, to a line that is parallel with and 140.00 feet northerly of the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
83. Thence along said parallel line, Easterly 150 feet, more or less, to the westerly right-of-way line of Hill Street (Assessor's Map 17.12.32AC);
84. Thence along said westerly right-of-way line, Northerly 274 feet, more or less, to the southerly right-of-way line of Lafayette Avenue (Assessor's Map 17.12.32AC);
85. Thence along said southerly right-of-way line, Westerly 519 feet, more or less, to the southeasterly right-of-way line of Wall Street (Assessor's Map 17.12.32AC);

86. Thence leaving said southeasterly right-of-way line, Northwesterly 80 feet, more or less, to the southeasterly corner of Lot 7, Block 1 of said plat, also being on the northwesterly right-of-way line of Wall Street (Assessor's Map 17.12.32AC);
87. Thence along said northwesterly right-of-way line, Northeasterly 253 feet, more or less, to the easterly northeasterly corner of Document Number 2009-01315 (Assessor's Map 17.12.32AC);
88. Thence along the northerly line of said Deed, Westerly 246 feet, more or less, to the westerly line of Document Number 2018-14686 (Assessor's Map 17.12.32AB);
89. Thence along said westerly line, Northeasterly 208 feet, more or less, to the northerly line of said Deed (Assessor's Map 17.12.32AB);
90. Thence along said northerly line, Easterly 65 feet, more or less, to the westerly line of Document Number 2018-14687 (Assessor's Map 17.12.32AB);
91. Thence along said westerly line, Northerly 30 feet, more or less, to the northerly line of said Deed (Assessor's Map 17.12.32AB);
92. Thence along said northerly line, Easterly 32 feet, more or less, to the westerly line of Document Number 2019-46106 (Assessor's Map 17.12.32AB);
93. Thence along said westerly line, and continuing along the westerly line of Document Number 2011-15782, and the northerly extension thereof, Northeasterly 570 feet, more or less, to the northerly right-of-way line of Portland Avenue (Assessor's Map 17.12.32AB);
94. Thence along said northerly right-of-way line, Easterly 144 feet, more or less, to the westerly right-of-way line of Wall Street (Assessor's Map 17.12.32AB);
95. Thence along said westerly right-of-way line, Northerly 1,672 feet, more or less, to the True Point of Beginning.

The above described tract of land contains 637 acres, more or less.

The Basis of Bearings for this description is per the Central Oregon Coordinates System (COCS).

5/4/2020



*Michael S. Kalina*



RENEWS: 6/30/21



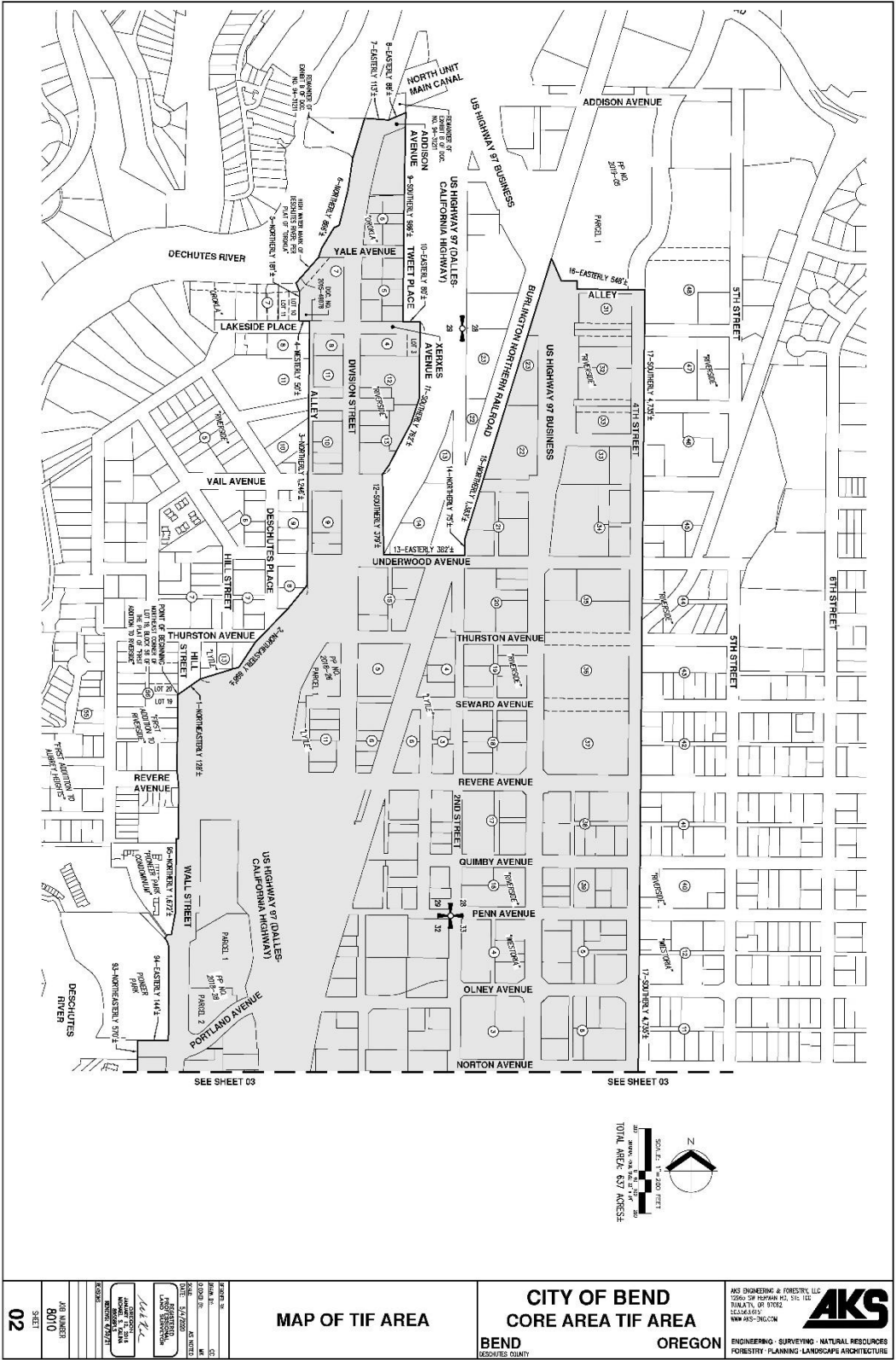
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**MAP OF TIF AREA COVER SHEET**

**CITY OF BEND**  
**CORE AREA TIF AREA**  
**BEND** OREGON  
DEUOBE COUNTY

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 1500 SW HOPKINS RD, SUITE 100  
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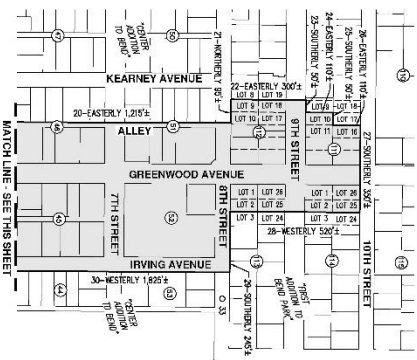




SCALE: 1" = 500' E.T.

TOTAL AREA: 637 ACRES

SHEET 03 LINE TABLE	
LINE	DESCRIPTION
01	EASTERN 1024
02	NORTHERN 1024
03	EASTERN 1024
04	NORTHERN 1024
05	WESTERN 2024
06	WESTERN 2024



<b>03</b>	<p><b>MAP OF TIF AREA</b></p>	<p><b>CITY OF BEND</b>  <b>CORE AREA TIF AREA</b>  <b>BEND</b> OREGON  <small>DEWETTE COUNTY</small></p>	<p><b>AKS</b>  <small>ENGINEERING &amp; FORESTRY, LLC</small>  <small>15000 SW HOPKINS RD, SUITE 100</small>  <small>PORTLAND, OR 97224</small>  <small>503.281.8888</small>  <small>WWW.AKS-ENG.COM</small></p> <p><small>ENGINEERING • SURVEYING • NATURAL RESOURCES          FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</small></p>
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**SHEET 04 LINE TABLE**

LINE	DIRECTION
1	SOUTHWESTLY 71°
2	SOUTHWESTLY 62°
3	SOUTHWESTLY 107°
4	SOUTHWESTLY 107°
5	SOUTHWESTLY 107°
6	SOUTHWESTLY 107°
7	SOUTHWESTLY 107°
8	SOUTHWESTLY 107°
9	SOUTHWESTLY 107°
10	SOUTHWESTLY 107°
11	SOUTHWESTLY 107°
12	SOUTHWESTLY 107°
13	SOUTHWESTLY 107°
14	SOUTHWESTLY 107°
15	SOUTHWESTLY 107°
16	SOUTHWESTLY 107°
17	SOUTHWESTLY 107°
18	SOUTHWESTLY 107°
19	SOUTHWESTLY 107°
20	SOUTHWESTLY 107°

<p>AKS ENGINEERING &amp; FORESTRY, LLC                  1500 S. WILSON AVENUE, SUITE 200                  BEND, OREGON 97702                  TEL: 531-325-5555                  WWW.AKS-ENG.COM</p>	<p><b>CITY OF BEND</b>  <b>CORE AREA TIF AREA</b>                  BEND OREGON  <small>DESIGNATED CITY</small></p>	<p><b>AKS</b>                  ENGINEERING • SURVEYING • NATURAL RESOURCES                  FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
<p>DATE: 5/17/2023                  DRAWN BY: JACOB                  CHECKED BY: JACOB                  SCALE: AS SHOWN</p>	<p><b>MAP OF TIF AREA</b></p>	<p>AKS NUMBER:  <b>8010</b>                  SHEET:  <b>04</b></p>

# **JUNIPER RIDGE URBAN RENEWAL PLAN**

**August 29, 2005**

**City of Bend**



*JUNIPER RIDGE URBAN RENEWAL PLAN*

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*JUNIPER RIDGE URBAN RENEWAL PLAN*

TABLE OF CONTENTS

<b>I.</b>	<b>Introduction</b>	<b>1</b>
<b>II.</b>	<b>Goals and Objectives</b>	<b>2</b>
<b>III.</b>	<b>Map and Legal Description of Urban Renewal Area</b>	<b>4</b>
<b>IV.</b>	<b>Urban Renewal Projects</b>	<b>5</b>
	A. Public Improvements	5
	B. Assistance to Property Owners/Lessees for Rehabilitation, Redevelopment or Development	8
<b>V.</b>	<b>Relationship to Local Objectives</b>	<b>10</b>
	A. Bend General Plan Policies	10
	B. Transportation System Plan Objectives and Policies	14
	C. City of Bend FY 04/05 Capital Improvement Plan Projects	17
<b>VI.</b>	<b>Proposed Land Uses</b>	<b>17</b>
	A. Light Industrial	18
	B. Commercial Highway	18
	C. Mixed Employment	18
<b>VII.</b>	<b>Property Acquisition and Disposition</b>	<b>20</b>
	A. Property Acquisition for Public Improvements	20
	B. Property Acquisition for Private Redevelopment	20
	C. Disposition of Land for Private Redevelopment	20
<b>VIII.</b>	<b>Relocation Methods</b>	<b>21</b>
<b>IX.</b>	<b>Tax Increment Financing of Plan</b>	<b>22</b>
	A. General Description of the Proposed Financing Methods	22
	B. Tax Increment Financing and Maximum Indebtedness	22
	C. Prior Indebtedness	23
<b>X.</b>	<b>Duration of Plan</b>	<b>24</b>
<b>XI.</b>	<b>Future Amendments to Plan</b>	<b>25</b>
	A. Substantial Amendments	25
	B. Council-Approved Amendments	25

*JUNIPER RIDGE URBAN RENEWAL PLAN*

<u>C. Minor Amendments</u>	<u>25</u>
<u>D. Amendments to the Bend General Plan and/or Zoning Ordinance</u>	<u>25</u>
<b><u>XII. Exhibit A - Legal Description of Renewal Area Boundary</u></b>	<b><u>26</u></b>

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

### **I. Introduction**

The Juniper Ridge Urban Renewal Plan (the “Plan”) contains goals, objectives and projects for the development of the Juniper Ridge Urban Renewal Area (the “Area”). The Area, shown in Figure 1, is divided into two Sub-Areas. Sub-Area A includes an estimated 513 acres of vacant, City-owned property commonly referred to as Juniper Ridge Phase 1 (“Juniper Ridge”).

Properties north and south of Cooley Road and adjacent to Highway 97 are also within Sub-Area A. In total, Sub-Area A encompasses 558.4 acres of property within the City’s Light Industrial (IL), Commercial Highway (CH) and Residential Urban Standard Density (RS) zoning districts. Sub-Area B, located north and south of Cooley Road, west of Highway 97 and east of Highway 20, encompasses an estimated 142.93 acres of property within the City’s Mixed Employment (ME) and CH Districts. The two Sub-Areas are connected by Cooley Road.

The Plan will help facilitate the implementation of the Juniper Ridge Phase I Site Public Facilities Plan (the “Public Facilities Plan”). The stated purpose of the Public Facilities Plan is, “To establish a framework for identifying how necessary urban services, including water, sanitary sewer, stormwater drainage, transportation and parks will be developed as the area urbanizes.” A detailed assessment of water, sewer, surface water management and transportation systems within Juniper Ridge, including existing conditions, future needs and goals, policies and recommended action measures, is provided in the Public Facilities Plan.

The purpose of the Plan is to use the tools provided by urban renewal to overcome obstacles to the development and ensure the highest and best use of properties within the Area. These tools include tax increment financing (see Section IX), which uses the property taxes resulting from growth in property value within the Area to finance urban renewal improvement projects and programs. Urban renewal also allows for the purchase and sale of land for development as part of a public/private development partnership.

The Plan is administered by the Bend Urban Renewal Agency (“Agency”) which was established by the City Council of the City Bend as the City’s Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council.

The Plan has a duration of thirty years (see Chapter X). The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$41,250,000.

**II. Goals and Objectives**

The goals of the Plan represent its basic purposes. The objectives for each goal generally demonstrate how the goals are to be achieved. The urban renewal projects called for in Chapter IV of the Plan are the specific means of meeting the objectives.

***LAND USE***

**Goal 1: Support the Development of High Quality Employment Uses Within the Area**

Stimulate a broad mix of compatible employment and recreational uses within the Area, including commercial, light industrial, research and development and public open space uses.

Objectives:

1A: Assist in the financing of public transportation and utility improvements to serve the Area.

1B: Work with developers, industrial brokers, local and regional economic development agencies, and the Oregon Economic and Community Development Department (OECDD) in marketing properties within the Area.

1C: Promote business development that creates high paying jobs and a range of employment opportunities.

1D: Provide opportunities for retail and service commercial uses that serve local workers and visitors, thereby reducing commutes outside of the Area and offering conveniences that will make the Area a more desirable destination for prospective employers and workers.

**Goal 2: Preserve and Enhance the Area's Natural Assets**

Promote development that preserves and enhances the Area's natural assets.

Objectives:

2A: Integrate landscaping features and streetscape amenities into the design and development of the Area to create a livable, visually appealing, pedestrian friendly environment.

2B: Develop public open space and parks that preserve the Area's natural amenities while creating opportunities for recreational use.

***TRAFFIC AND TRANSPORTATION***

**Goal 3: Improve Traffic and Transportation**

Implement transportation improvements that will increase access to vacant and underutilized properties.

Objectives:

3A: Develop street improvements, including arterials, collectors and local roads, to provide adequate access and traffic circulation within the Area.

3B: Develop transportation improvements that connect the Area to Highways 97 and 20 to provide adequate access to the Area.

3C: Concurrent with the development and upgrade of arterial and collector roads, provide bikeways, sidewalks and traffic calming facilities to promote multimodal access and safety.

***PUBLIC UTILITIES***

**Goal 4: Provide Public Utilities**

Provide sewer, water and surface water management infrastructure adjacent to and within the Area that will facilitate the timely and complete development of the Area.

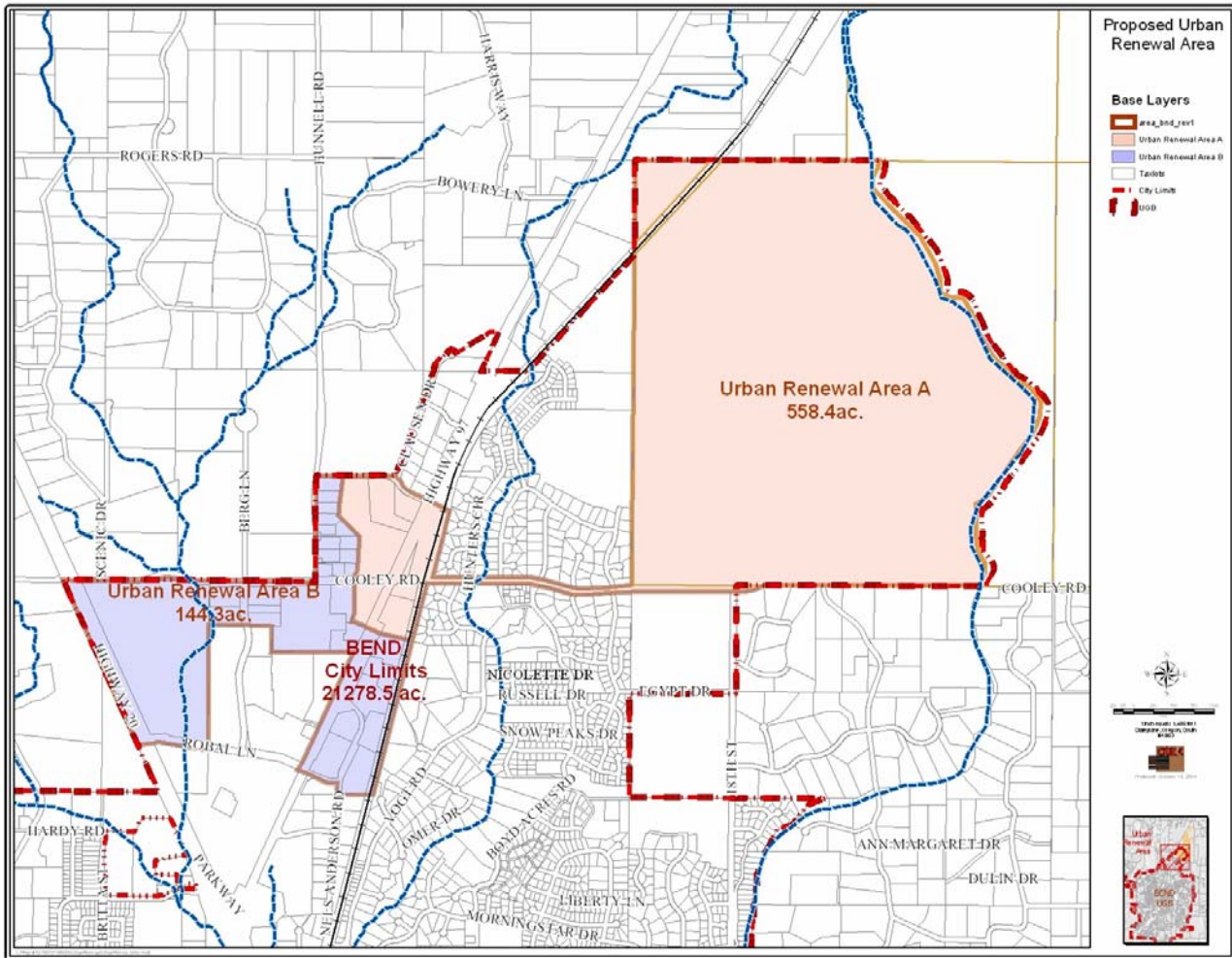
4A: Develop water, sanitary sewer and surface water management improvements as necessary to serve anticipated development within the Area.

4B: Participate in the cost of on- and off-site utility system improvements necessary to serve anticipated development within the Area.

JUNIPER RIDGE URBAN RENEWAL PLAN

III. Map and Legal Description of Urban Renewal Area

Figure 1. shows the Urban Renewal Area boundaries. Exhibit A is a legal description of the Area. As noted in the Urban Renewal Report accompanying the Plan, the Area conforms to the size and assessed value limits contained in ORS 457.



**IV. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below and are shown in Figure 2.

**A. Public Improvements**

Public improvements identified in the Public Facilities Plan and authorized under the Plan include the design and construction of new arterial, collector and local roads and new connections with Highway 97 as well as street extensions, widening and realignment projects that will increase access to the Area and facilitate the development of vacant sites. As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs.

**Sub-Area A Projects**

Projects in Sub-Area A that may be undertaken under the Plan are:

**1. Transportation**

a) Highway 97 Interchange and Intersection Improvements

The Highway 97 Interchange and Intersection Improvements project will increase access to the Area through the provision of new interchanges and associated intersection improvements on both sides of Highway 97. The interchanges, which may be developed at Cooley Road/Highway 97 or other locations along US 97, will provide separate lanes and grades for turning movements to and from Highway 97 to accommodate the trips generated by anticipated development in Juniper Ridge and the broader Area.

b) Burlington Northern Santa Fe (BNSF) Railroad Grade Separation (Cooley Road)

This project consists of the design and construction of a new railroad bridge where the BSNF railroad intersects with Cooley Road.

c) Cooley Road Widening, Realignment and Improvements

The Cooley Road Widening, Realignment and Improvements project consists of widening Cooley Road to 4-lanes and realigning the existing roadway to connect it to the planned southwest entrance to Juniper Ridge. Additional project components include turn lanes, medians, sidewalks, bike lanes, lighting, landscaping and pedestrian crossings.

d) Roundabouts# on Cooley

The design and construction of new roundabouts at two intersection of Cooley Road is intended to calm traffic and create a safe environment for multi-modal commuters. The roundabout will feature landscaping and public art.

e) Cooley Road Extension



### *JUNIPER RIDGE URBAN RENEWAL PLAN*

The Cooley Road Extension project extends the existing Cooley Road east from Roundabout #1 to Deschutes Market Road. Additional project components include the design and construction of roundabouts, medians, turn lanes, bike lanes, sidewalks and pedestrian crossings as well as utilities and lighting.

f) 18<sup>th</sup> Street Extension

The 18<sup>th</sup> Street Extension project extends 18<sup>th</sup> Street, an existing north/south arterial, from Cooley Road to the Central Oregon Irrigation District (COID) canal. Additional project components include the design and construction of a median, turn lanes, bike lanes, sidewalks and pedestrian crossings as well as underground utilities and lighting.

g) New Collector Roads

The design and construction of an anticipated eight new collector roads in Sub-Area A will promote multimodal circulation and safety by collecting and distributing traffic from local roads to arterials.

h) New Local Roads

The provision of new local roads will facilitate direct access to properties in Juniper Ridge. While local roads will be funded by developers, participation in such costs is allowed under the Plan.

## **2. Sewer**

a) South Sewer Trunk Line Extensions and Pump Station

Concurrent with the development of planned arterial and collector roads, this project will provide new sewer main extensions and a pump station south of Roundabout #1.

b) Sewer Trunk Line Extensions

Anticipated sewer infrastructure projects in Juniper Ridge include a new sewer main extension connection from Roundabout #1 to the McGrath Treatment Plant and a Level 4 Water connection from the McGrath Treatment Plant. Other on-site improvements may include but are not limited to new sewer mains extending from Cooley Road and Roundabout #1 to the eastern boundary of Juniper Ridge and north-south along the area's eastern boundary.

c) Sewer Pump Stations

Concurrent with the phased development of Sub-Area A, this project consists of the construction of new sewer pump stations.

## **3. Water**

a) Water Trunk Line Connections and Hydrants

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

As planned arterial and collector roads and sewer improvements are constructed, this project will provide water trunk line connections and fire and water flow hydrants. Anticipated water infrastructure projects may include, but are not limited to, new water main extensions along the Cooley Road and 18<sup>th</sup> Street extensions to Roundabouts #1 and #2 and the COID canal.

### b) Piping of COID Canal and Irrigation Systems

This project consists of the piping and/or lining of the COID canal, which may be carried out as a regional water conservation measure. Irrigation water systems, including reservoirs, conveyance and watering devices, may also be constructed throughout Juniper Ridge.

## **4. Stormwater**

### a) Storm Water Controls and Irrigation Ponds

This project provides for the construction of irrigation ponds and other storm water controls to be located near the planned entrance to Juniper Ridge and other on-site locations.

## **5. Parks and Open Space**

### a) Public Open Space Areas

Currently, there are no formal parks and open space within Juniper Ridge. This project calls for the development of public open space at key areas identified in the Public Facilities Plan. These areas include the southwest corner of Juniper Ridge, an area adjacent to the North Point Neighborhood, and an area near the location of the waterfall along the COID canal.

### b) Linear Trail/ Greenway Network

Develop a linear trail/ greenway network that interconnects public open space uses. Specific project components may include pedestrian pathways, recreational trails and greenway buffers along the area's western edge, which will protect lands along the COID canal.

## **Sub-Area B Projects**

Projects in Sub-Area A that may be undertaken under the Plan are:

## **1. Transportation**

### a) Hunnell Road Extension

The Hunnell Road Extension project will extend Hunnell Road north from Cooley Road to the Urban Reserve Boundary. The extension, which will be classified as a collector, will serve as a frontage road for developing commercial properties in Sub-Area B. A new intersection and traffic

*JUNIPER RIDGE URBAN RENEWAL PLAN*

roundabout will be constructed at Cooley Road and the terminus of the existing roadway.

b) Cooley Road Upgrade

In conjunction with the proposed widening of Cooley Road in Sub-Area A, this project calls for the upgrade of the existing Cooley Road to a 4-lane minor arterial between Highway 20 and the western boundary of Sub-Area A.

c) Sub-Area B Bicycle Lane Improvements

Complete planned bike lanes within Sub-Area B. Planned bike lanes will be developed on Cooley Road (Hwy 20 to Highway 97), Hunnell Road (Robal Lane to Cooley Road) and Robal Lane (Hwy 20 to Highway 97).

d) Sub-Area B Sewer Extensions

Proposed sewer extensions within Sub-Area B may include a new north-south sewer line along the proposed Hunnell Road Extension and an east-west line along Loco Road.

e) Sub-Area B Water Extensions

Proposed water extensions within Sub-Area B may include a new north-south water line along the proposed Hunnell Road Extension and a 12-inch water line along Cooley Road.

B. Assistance to Property Owners/Lessees for Rehabilitation, Redevelopment or Development

The Plan authorizes assistance to property and/or business owners, in making capital improvements to property within the Area which support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations by the Bend Urban Renewal Agency Board (the "Board") shall not be considered changes to the Plan.

**1. Property Development Loans and/or Grants and Technical Assistance**

Property to be improved will industrial or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties. Technical assistance, in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to the rehabilitation, development and redevelopment of property in the Area.

The Plan authorizes assistance to property and/or business owners, in making capital improvements to property within the Area which support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

Programs may include the following:

*JUNIPER RIDGE URBAN RENEWAL PLAN*

- Loans and/or grants for property development and other improvements. Property to be improved may be industrial or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.
- Technical assistance, in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to development of property in the Area.

**2. Access and Utility Improvements/Grants and/orLoans**

Financial assistance may be provided to extend access and utilities to property within the Area where the such facilities have not otherwise been provided under the Plan.

**V. Relationship to Local Objectives**

The Plan addresses local planning and development objectives contained in the Bend Area General Plan, Urban Area Transportation System Plan and Capital Improvement Plan. Adopted in November 1998 and last updated in 2005, the Bend Area General Plan identifies goals and policy objectives that will promote growth that is both sustainable and supportive of the community's desire to increase economic opportunities for local residents and maintain high standards of community livability.

In 2004, the City of Bend completed its Fiscal Year 04/05 Capital Improvement Program (CIP). The CIP identifies projects that address all modes of transportation as well as street maintenance, water, sewer and airport projects and provides a five year capital program schedule. Given that Juniper Ridge was not annexed to the City until 2005, the extent to which the Capital Improvement Program and other guiding plans specifically address needs in the area is limited. The CIP will be amended to reflect planned capital improvements in Juniper Ridge.

The Development Code provides a description of desired uses and development standards for the commercial, industrial and mixed-use employment districts in the Plan area. The most specific objectives to which the Plan responds are those contained in the General Plan, the Urban Area Transportation System Plan and the Capital Improvement Plan.

**C. Bend General Plan Policies**

The Bend General Plan contains goals and policies that address the City of Bend's long range planning and development objectives. Of particular relevance to the Plan are policy directives that address land use planning, economic development, public facilities and transportation needs in Bend's industrial and commercial districts. The Area is within the General Plan's Commercial Highway (CH), Mixed Employment (ME), Light Industrial (IL) and Residential Standard Density (RS) designations. The Plan authorizes financial assistance programs and transportation, public utilities, and parks and open space projects that will encourage development that is consistent with the General Plan's goals.

Chapter 3 *Community Connections* prescribes goals and policies intended to preserve and increase community livability in the face of rapid growth and change occurring in the City of Bend. The provision of "quality green spaces, natural areas, and creation sites through public and private park land throughout the community" is identified as a major goal. Additionally, the land transfer agreement between Deschutes County and the City of Bend requires a minimum of 10% of the Juniper Ridge property be kept in open space or park use.

*Community Connections* policies supported by the Plan include:

**Parks and Recreation facilities**

Policy 5: The Bend Metro Park and Recreation District, with support of the city and county, shall ensure and an equitable distribution of parks and open spaces throughout the District's jurisdiction.

## JUNIPER RIDGE URBAN RENEWAL PLAN

Chapter 6 *The Economy and Lands for Economic Growth* prescribes goals and policies that promote “quality economic growth and a diverse economy.” Goal statements supported by the Plan include:

- “Ensure an adequate supply of appropriately zoned land in Bend to provide for a full range of industrial, commercial, and professional development opportunities;”
- “Stimulate economic development that will diversify and strengthen economic activity and provide primary and secondary job opportunities for local residents;”
- “Improve the income levels of Bend residents;” and
- “Encourage more small neighborhood commercial developments and convenience commercial centers to reduce vehicle trips and trip lengths.”

Economic growth policies that are supported by the Plan’s goals and objectives and capital improvement projects include:

### Industrial Development

Policy 2: The city shall work to preserve prime industrial lands for industrial purposes.

Policy 3: The community shall attempt to diversify its industrial base.

Policy 9: Community efforts should be directed toward improving the general appearance of industrial areas so that they make a positive contribution to the environment of the community.

### Commercial Development

Policy 28: It is the intent of the Plan to allow commercial development adjacent to arterial streets and highways in areas designated for commercial development, provided that the developments access onto frontage roads or interior roads, and that access onto the highway or arterial will be limited. Points of access will be encouraged that provide for adequate and safe entrances and exits, and that favor right turns and merging over the use of traffic signals.

Chapter 7 *Transportation Systems* incorporates goals and policies from the City’s Transportation System Plan. *Transportation Systems* goal statements supported by the Plan include:

### Mobility and Balance

- “Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.”

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

### Efficiency

- “Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner;” and
- “Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.”

### Access

- “Provide all transportation modes access to all parts of the community.”

### Economic

- “Implement transportation improvements to foster economic development and business vitality.”

### Livability

- “Design and locate transportation facilities to be sensitive to protecting the livability of the community.”

### Safety

- “Design and construct the transportation system to enhance travel and safety for all modes.”

The Plan identifies multiple projects that will achieve the goals described above by providing safe and efficient access to the Area through upgrades to existing roadways and the construction of new arterials, collectors and local roads. In Sub-Area A, for example, the widening and realignment of Cooley Road and the design and construction of interchanges and related intersection improvements at Cooley Road/Highway 97, or other locations along US 97, are projects designed to promote connectivity and facilitate efficient multimodal access to the Area. Further, the provision of new collector roads and local roads within Juniper Ridge will facilitate multimodal connectivity and traffic circulation. The Transportation system planning policies prescribed in the General Plan are identical to those identified in Bend’s Transportation System Plan, addressed in the following sub-section.

Chapter 8 *Public Facilities and Services* identifies the City’s current and future needs with respect to the provision of sanitary sewer, water, storm drainage and other urban facilities and services. Goals supported by the Plan include:

- “To have public and private utility systems provide adequate levels of service to the public at reasonable cost;”

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

- “For the city, county, and special districts to cooperate in the provision of adequate urban services in an efficient and timely matter to support urban development;” and
- “To ensure that public services will not have negative impacts on the environment or the community.”

*Public Facilities and Services* policies that the Plan’s goals and objectives and capital improvement projects address include:

### Urban Sewer

- Policy 1: The city shall encourage development of serviced land prior to unserviced land or require the extension of sewer lines as part of any development within the UGB.

### Urban Water

- Policy 7: Within the urban planning area, public and private water systems should be consistent with city standards for construction and service capabilities.

### Storm sewer

- Policy 10: Dry wells, landscaping, retention ponds or storm drains shall be used for surface drainage control.
- Policy 12: Due to the lack of a defined drainage pattern for most of the urban area, development shall contain storm drainage on-site.

The Plan identifies several projects in Sub-Area A, including the extension of sanitary sewer and water mains along major roadways and the construction of irrigation ponds, sewer pump stations and a micro-package treatment plant, which will facilitate the provision of adequate public facilities and urban services concurrent with build-out of the Area.

Chapter 9 *Community Appearance* addresses the City’s goals to improve the image of the community and promote livability through development standards and planning activities that incorporate landscaping and beautification elements. Goals supported by the Plan include:

- “To make a concerted effort to improve the appearance of the community, particularly in the commercial, industrial and multifamily areas;” and
- “To significantly improve the appearance along the state highways and other transportation corridors as one means of recapturing the individual and distinct identity of the Bend area.”



### *JUNIPER RIDGE URBAN RENEWAL PLAN*

Many transportation projects outlined in the Plan incorporate landscaping and design elements. In addition, the Plan supports parks and open space and greenway projects that will help achieve the following *Community Appearance* policy objectives:

- Policy 10: The city shall develop designs for arterial and collector streets that include landscaped planter strips and medians. Such designs shall include trees in the planter and median strips when practical and safe.
- Policy 12: The city shall seek opportunities to relocate existing overhead utility lines underground in all parts of the community, and especially along the commercial corridors.

#### D. Transportation System Plan Objectives and Policies

Adopted in 2000, the stated purpose of the Bend Urban Area Transportation System Plan (TSP) is to “help guide the development of a transportation system that will meet the forecast needs of the Bend community to the year 2020. This plan provides a policy and plan framework that will continue to enable Bend to design a balanced transportation system for the near-term and the next twenty years. Strategies for planning and implementing a wide range of transportation components are addressed in the TSP including automobile, public transportation, bicycle and pedestrian travel.”

The Plan addresses the following objectives and policies identified in Section 6.9 of the TSP.

#### Section 6.9.4: Transportation System Management

##### *Objective*

- “Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways.”

*Transportation System Management* Policies supported by the Plan include:

- Policy 2: The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.
- Policy 3: The City and State shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.

*JUNIPER RIDGE URBAN RENEWAL PLAN*

Section 6.9.4: Pedestrian and Bicycle Systems

*Objectives*

- “To support and encourage increased levels of bicycling and walking as an alternative to the automobile,” and
- “To provide safe, accessible and convenient bicycling and walking facilities.”

*Pedestrian and Bicycle Systems* Policies supported by the Plan include:

Policy 5: The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.

Policy 6: Bike lanes shall be included on all new and reconstructed arterials and major collectors, and when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.

Section 6.9.6: Street System

*Objectives*

- “To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes;”
- “To provide a safe and efficient means to access all parts of the community;” and
- “To provide an attractive, tree-lined, pedestrian friendly streetscape sensitive to protecting the livability of the community.”

General *Street System* Policies supported by the Plan include:

Policy 1: Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.

*JUNIPER RIDGE URBAN RENEWAL PLAN*

- Policy 6: Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development.
- Policy 8: Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City and State.

*Arterial Street System* Policies supported by the Plan include:

- Policy 20: Appropriate facilities for bike, pedestrian and transit use shall be included in any road-widening project.
- Policy 25: Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse affects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.
- Policy 26: Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level or safety and carrying capacity on the arterial system.

*Safety Street System* Policies supported by the Plan include:

- Policy 34: As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as necessary to improve the safety of a road alignment.

The Plan's transportation projects directly address the TSP's goals to provide a safe and efficient means of moving people and goods while promoting high standards of community livability. Proposed upgrades to existing arterials and collectors, such as Cooley Road and 18<sup>th</sup> Street, and new construction projects, such as the planned network of collectors and local roads in Juniper Ridge, incorporate landscaping, bike lanes, sidewalks and streetscape elements that will create a visually pleasing environment and ensure the safety of multimodal users. The provision of new roadways within Sub-Area A

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

will facilitate multimodal access, transit access, and circulation as the phased build-out of Juniper Ridge occurs.

Projects funded either fully or partially by tax increment revenues may be leveraged to facilitate private investment in the Area. Tax increment revenues may also be leveraged for state and federal funding sources that require local governments to produce “matching funds.”

### E. City of Bend FY 04/05 Capital Improvement Plan Projects

The CIP identifies priority transportation and public infrastructure projects for a five-year period beginning in FY 04/05. The CIP aids in the implementation of broader goals and policy objectives outlined in the Bend Area General Plan, the TSP and other planning documents.

Unlike the General Plan and the TSP, the CIP does not contain detailed goals and policy objectives. However, it does score and prioritize transportation projects using a set of 10 fixed criteria, including public safety, protection of system operation, volume of traffic served, multi-modal benefits, relation to adopted plans and operating budget.

The Plan supports several projects that are components of the CIP’s Cooley Road (Highway 97 to 18<sup>th</sup>) transportation project, including:

- Build a full interchange at Cooley Road and Highway 97
- Build 2,800 feet of roadway, from 1,400 feet west of the Cooley Road/Highway 97 intersection to 1,400 feet east of the intersection
- Build a railroad over-crossing on Cooley Road
- Build R/W for project (approximately 40 R/W files)
- Build a canal over-crossing on Cooley Road.

## VI. Proposed Land Uses

Land uses within the Area are governed by the City of Bend Zoning Ordinance. The Zoning Ordinance establishes zoning districts that implement the Bend General Plan. The districts govern the allowed uses (including outright permitted uses and conditional uses) and contain development standards.

Currently, land in the Area is within the Urban Area Reserve 10 (UAR), Light Industrial (IL)<sup>1</sup>, Commercial Highway (CH) and Mixed Employment (ME) and Residential Urban Standard Density (RS) zoning districts. The purpose of the districts is described in the Development Code as follows:

---

<sup>1</sup> The current General Plan designation for Juniper Ridge Phase 1 is Light Industrial (IL). After the adoption of this Plan, it is anticipated that the City may amend the Zoning Ordinance to specify zoning provisions for Juniper Ridge.

## *JUNIPER RIDGE URBAN RENEWAL PLAN*

### F. Light Industrial

“The Industrial Districts are intended to accommodate a range of light and heavy industrial land uses. They are intended to segregate incompatible industrial developments from other districts, while providing a high-quality environment for businesses and employees.”

Industrial District standards are based on the following principles:

- “Provide for efficient use of land and public services;”
- “Provide transportation options for employees and customers;”
- “Located business services close to major employment centers;”
- “Ensure compatibility between industrial uses and nearby commercial and residential areas;”
- “Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan;” and
- “Conserve industrial zoned lands for industrial uses.”

Development in the IL District is subject to a minimum front yard setback of 10 feet, and minimum rear yard and side yard setbacks of 0 feet (except when abutting a residential use, the setbacks shall be 20 feet). A maximum lot coverage of 80% and maximum building height of 50 feet are prescribed.

### G. Commercial Highway

“The Commercial Highway District is intended to support infill and redevelopment along existing commercial corridors. Market area for uses in this district are highly variable, though emphasis should be given to automobile-dependent land uses – e.g., automobile sales and repair, warehousing and distribution; storage, servicing or repair of heavy equipment; drive-up facilities; gas service stations; etc.”

Development in the CH District is subject to a minimum front yard setback of 10 feet and minimum rear yard setback ranging from 0 feet for street access and 6 feet for alley access. A maximum building height of 45 feet is allowed.

### H. Mixed Employment

“The Mixed Use Districts are intended to provide a balanced mix of residential and employment opportunities. These mixed-use areas provide a transition between existing urban environments and both existing and future residential developments. The mixed-use districts support service commercial, employment, and housing needs of a growing community.”

Mixed Use District standards are based on the following principles:

- “Ensure efficient use of land and public services;”
- “Create a mix of housing and employment opportunities;”
- “Provide transportation options for employees and customers;”
- “Provide business services close to major employment centers;” and

*JUNIPER RIDGE URBAN RENEWAL PLAN*

- “Ensure compatibility of mixed-use developments with the surrounding area and minimize off-site impacts associated with development.”

Development in the ME District is subject to a minimum front yard setback of 10 feet, and minimum rear yard and side yard setbacks of 0 feet (except when abutting a residential use, the minimum setbacks shall be 15 feet). A minimum lot coverage of 50% and a maximum building height of 45 feet are prescribed.

**VII. Property Acquisition and Disposition**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

**I. Property Acquisition for Public Improvements**

Property may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain without amendment of the Plan. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are fully respected.

**J. Property Acquisition for Private Redevelopment**

Property may be acquired for resale or lease for private development by all legal means, including use of eminent domain. Property purchased by the Agency under the Plan shall be purchased at fair market value. Property owners may sell or otherwise convey property to the Agency at less than fair market value if such terms are agreeable to the Agency and the property seller.

Prior to acquisition of property for private redevelopment, the Plan must be changed by minor amendment to identify the property to be acquired and its intended disposition. Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are fully respected.

**K. Disposition of Land for Private Redevelopment**

Land sold or leased by the Agency for private redevelopment shall be sold or leased at its fair re-use value, which is the value at which the Agency determines such land should be made available in order that it may be used for the purposes specified in the Plan.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the urban renewal plan and to begin the building of their improvements within a period of time that the Agency determines is reasonable.

**VIII. Relocation Methods**

Where property is acquired under the Plan and the acquisition is through or under the threat of eminent domain, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.



**IX. Tax Increment Financing of Plan**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be both long-term and short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (“GO”) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

**L. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- Any other source, public or private.

Revenues obtained by the Board will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

**M. Tax Increment Financing and Maximum Indebtedness**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Board as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Board based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$41,250,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

*JUNIPER RIDGE URBAN RENEWAL PLAN*

N. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Board or the City of Bend in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

**X. Duration of Plan**

No projects may be commenced and no new indebtedness may be incurred after thirty years from the effective date of the Plan. Tax increment revenues may continue to be collected beyond this date, until it is found that deposits in the Agency's debt service fund are sufficient to fully pay principal and interest on indebtedness issued during the thirty years following the effective date of the Plan, either through direct payment of the indebtedness or by payment of principal and interest on bonds or notes issued to finance the indebtedness.

**XI. Future Amendments to Plan**

The Plan may be amended as described in this section.

O. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households within the City of Bend.

P. Council-Approved Amendments

Council-Approved Amendments consist solely of the following amendments:

- Material changes to the goals and objectives of the Plan.
- Addition or expansion of a project, which adds a cost in 2005 dollars of more than \$500,000 and which is materially different from projects previously authorized in the Plan.

Council-approved amendments require approval by the Agency by resolution and by the City Council, which may approve the amendment by resolution.

Q. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council-Approved amendments. They require approval by the Agency by resolution.

R. Amendments to the Bend General Plan and/or Zoning Ordinance

Amendments to the Bend General Plan and/or Zoning Ordinance that affect the Plan and/or the Area shall be incorporated within the Plan without any action required by the Agency or the City Council.

*JUNIPER RIDGE URBAN RENEWAL PLAN*

**XII. EXHIBIT A - LEGAL DESCRIPTION OF RENEWAL AREA BOUNDARY**

**EXHIBIT A  
JUNIPER RIDGE URBAN RENEWAL AREA  
DESCRIPTION**

August 20, 2005

A tract of land located in portions of Sections 9, 10, 15, 16 and 17, Township 17 South, Range 12 East, Willamette Meridian, City of Bend, Deschutes County, Oregon, said tract being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 10;  
thence along the north line of said Section 10, North 89°50'30" East, a distance of 490.28 feet to a point on the east sideline of a 20.00 foot wide access road easement along the east side of the Pilot Butte Canal;  
thence along said east sideline on the following fifty-three (53) courses:

South 03°21'01" West, a distance of 113.44 feet;  
South 20°27'09" West, a distance of 55.30 feet;  
South 33°15'36" West, a distance of 68.87 feet;  
South 17°43'05" West, a distance of 14.66 feet;  
South 02°39'22" West, a distance of 46.52 feet;  
South 25°13'29" East, a distance of 33.02 feet;  
South 46°47'36" East, a distance of 54.20 feet;  
South 38°25'10" East, a distance of 111.44 feet;  
South 45°18'20" East, a distance of 362.20 feet;  
South 39°53'59" East, a distance of 501.81 feet;  
South 24°54'31" East, a distance of 198.80 feet;  
South 18°59'52" East, a distance of 232.98 feet;  
South 01°12'26" West, a distance of 107.89 feet;  
South 11°19'19" East, a distance of 20.91 feet;  
South 45°01'50" East, a distance of 11.25 feet;  
South 78°50'48" East, a distance of 54.31 feet;  
North 87°12'37" East, a distance of 85.50 feet;  
South 84°48'39" East, a distance of 58.79 feet;  
South 56°06'00" East, a distance of 81.39 feet;  
South 40°53'09" East, a distance of 73.88 feet;  
South 22°21'00" East, a distance of 495.66 feet;  
South 30°05'42" East, a distance of 38.65 feet;  
South 37°04'19" East, a distance of 66.46 feet;  
South 39°16'28" East, a distance of 485.68 feet;  
South 62°37'03" East, a distance of 125.42 feet;

*JUNIPER RIDGE URBAN RENEWAL PLAN*

South 49°57'27" East, a distance of 89.27 feet;  
South 62°48'31" East, a distance of 52.22 feet;  
South 34°56'57" East, a distance of 88.38 feet;  
South 49°39'56" East, a distance of 59.95 feet;  
South 30°13'48" East, a distance of 111.15 feet;  
South 06°00'55" East, a distance of 64.46 feet;  
South 06°59'19" West, a distance of 66.93 feet;  
South 15°47'17" West, a distance of 173.18 feet;  
South 29°08'45" West, a distance of 117.18 feet;  
South 34°14'47" West, a distance of 324.27 feet;  
South 30°35'37" West, a distance of 196.22 feet;  
South 40°25'49" West, a distance of 196.90 feet;  
South 23°59'06" West, a distance of 49.96 feet;  
South 34°48'31" West, a distance of 97.48 feet;  
South 39°43'01" West, a distance of 228.36 feet;  
South 60°37'09" West, a distance of 67.23 feet;  
South 26°05'38" West, a distance of 34.90 feet;  
South 05°58'55" East, a distance of 190.16 feet;  
South 04°21'39" West, a distance of 128.19 feet;  
South 02°09'46" East, a distance of 119.35 feet;  
South 14°27'33" East, a distance of 70.65 feet;  
South 24°06'07" East, a distance of 33.32 feet;  
South 53°22'27" East, a distance of 55.82 feet;  
South 40°27'12" East, a distance of 61.72 feet;  
South 24°10'18" East, a distance of 65.40 feet;  
South 01°50'56" West, a distance of 73.58 feet;  
South 32°25'42" West, a distance of 161.21 feet;  
South 16°15'33" West, a distance of 51.64 feet to a point on the south line of said Section 10;

thence along said south line, South 89°43'46" West, a distance of 1779.76 feet to the south one-quarter corner of said Section 10;  
thence continuing along said south line, South 89°36'02" West, a distance of 1312.02 feet to the northeast corner of the northwest one-quarter of the northwest one-quarter of said Section 15;  
thence along the east line of said northwest one-quarter of the northwest one-quarter, South 00°00'47" West, a distance of 80.00 feet to the south line of Cooley Road;  
thence along said south line, South 89°36'02" West, a distance of 1312.13 feet to the east line of said Section 16;  
thence along said east line, South 00°05'49" West, a distance of 0.34 feet to the south line of Cooley Road;

*JUNIPER RIDGE URBAN RENEWAL PLAN*

thence along said south line on the following courses:

South 84°49'50" West, a distance of 516.00 feet;  
on the arc of a 965.00 foot radius curve right through a central angle of 25°01'53", a distance of 421.59 feet (chord bears North 82°39'14" West, a distance of 418.24 feet);  
North 70°08'17" West, a distance of 62.92 feet;  
on the arc of an 885.00 foot radius curve left through a central angle of 10°23'16", a distance of 160.45 feet (chord bears North 75°19'55" West, a distance of 160.23 feet) to the easterly line of Boyd Acres Road;

thence along said easterly line, South 27°39'40" West, a distance of 10.53 feet to a point on a line which is parallel with and 50.00 feet southerly of, when measured at right angles to, the center line of said Cooley Road;  
thence along said parallel line on the following courses:

on the arc of an 875.00 foot radius non-tangent curve left through a central angle of 09°13'45", a distance of 140.94 feet (chord bears North 85°21'20" West, a distance of 140.79 feet);  
North 89°58'13" West, a distance of 368.85 feet to the west line of Stacy Lane;

thence along said west line, North 00°01'47" East, a distance of 10.00 feet to the south line of Cooley Road;  
thence along said south line, North 89°58'13" West, a distance of 885.26 feet to the easterly line of the Burlington Northern Railroad right of way;  
thence along said easterly line, South 13°45'57" West, a distance of 2722.08 feet to the north line of "B.I.D. III", recorded as CS05241, Deschutes County Survey Records;  
thence along said north line, North 89°54'41" West, a distance of 456.12 feet to the west line of Nels Anderson Road;  
thence along said west line, North 03°24'17" East, a distance of 134.93 feet to the southerly line of Robal Lane;  
thence along said southerly line on the following courses:

North 86°35'43" West, a distance of 92.40 feet;  
on the arc of a 200.00 foot radius curve right through a central angle of 20°53'50", a distance of 72.94 feet (chord bears North 76°08'48" West, a distance of 72.54 feet);  
North 65°41'53" West, a distance of 217.08 feet to the easterly line of The Dalles-California Highway, U.S. Highway No. 97;

thence North 67°08'27" West, a distance of 130.04 feet to the intersection of the south line of Robal Lane with the westerly line of The Dalles-California Highway, U.S. Highway No. 97;

*JUNIPER RIDGE URBAN RENEWAL PLAN*

thence along said westerly line, North 24°18'45" East, a distance of 1613.28 feet to the north line of Partition Plat No. 1998-63, recorded as CS13485, Deschutes County Survey Records;

thence along said north line, North 89°59'10" West, a distance of 1014.19 feet to the east line of Lot 21, "Norwood Section No. 2", recorded as CS08634, Deschutes County Survey Records;

thence along said east line, North 00°00'47" West, a distance of 325.20 feet to the most northeasterly corner of said Lot 21;

thence along the north line of said Lot 21, South 89°55'15" West, a distance of 780.68 feet to the east line of said Section 17;

thence along said east line, South 00°01'27" East, a distance of 1557.96 feet to the southerly line of Robal Lane;

thence along said southerly line on the following courses:

North 78°48'44" West, a distance of 193.34 feet;

North 88°52'10" West, a distance of 101.12 feet;

North 81°27'03" West, a distance of 257.56 feet;

North 67°54'30" West, a distance of 37.60 feet;

on the arc of a 354.26 foot radius non-tangent curve left through a central angle of 15°07'52", a distance of 93.56 feet (chord bears South 86°08'50" West, a distance of 93.28 feet) to the easterly line of the Bend-Sisters Highway, U.S. Highway No. 20;

thence South 65°01'47" West, a distance of 200.00 feet to the westerly line of the Bend-Sisters Highway, U.S. Highway No. 20;

thence along said westerly line, North 24°58'13" West, a distance of 2323.22 feet to the north line of said Section 17;

thence along said north line, North 89°59'16" East, a distance of 1834.53 feet to the northeast corner of said Section 17;

thence along the south line of said Section 9, North 89°58'01" East, a distance of 1322.39 feet to the southwest corner of the southeast one-quarter of the southwest one-quarter of said Section 9;

thence North 00°07'33" West, a distance of 1321.19 feet to the northwest corner of the southeast one-quarter of the southwest one-quarter of said Section 9;

thence along the north line of said southeast one-quarter of the southwest one-quarter, North 89°58'25" East, a distance of 1048.68 feet to the easterly line of Clausen Drive;

thence along said easterly line, on the arc of a 180.06 foot radius non-tangent curve left through a central angle of 68°38'36", a distance of 215.72 feet (chord bears South 31°23'35" East, a distance of 203.05 feet);

thence continuing along said easterly line and easterly line extended, South 65°42'53" East, a distance of 558.99 feet to the easterly line of the Burlington Northern Railroad right of way;



*JUNIPER RIDGE URBAN RENEWAL PLAN*

thence along said easterly line, South 13°45'57" West, a distance of 862.53 feet to the north line of Cooley Road;

thence along said north line on the following courses:

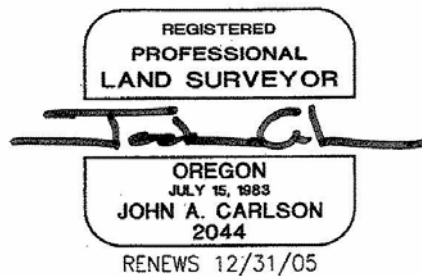
South 89°58'13" East, a distance of 1183.09 feet;  
on the arc of a 965.00 foot radius curve right through a central angle of 19°49'56", a distance of 334.02 feet (chord bears South 80°03'15" East, a distance of 332.36 feet);  
South 70°08'17" East, a distance of 62.92 feet;  
on the arc of an 885.00 foot radius curve left through a central angle of 25°01'53", a distance of 386.64 feet (chord bears South 82°39'14" East, a distance of 383.57 feet);  
North 84°49'50" East, a distance of 523.37 feet to the southwest corner of said Section 10;

thence North 00°01'27" East, a distance of 2644.32 feet to the west one-quarter corner of said Section 10;

thence North 00°01'07" East, a distance of 2644.29 feet to the northwest corner of said Section 10;

thence North 89°37'43" East, a distance of 2620.61 feet to the Point of Beginning.

Contains 714.76 acres, more or less.



# MURPHY CROSSING URBAN RENEWAL PLAN

City of Bend

August 20, 2008

## LIST OF PARTICIPANTS

Mayor: Bruce Abernethy

City Council/Urban Renewal Agency:

Bruce Abernethy  
Mark Capell  
Bill Friedman  
Chris Telfer  
Jim Clinton  
Peter Gramlich  
Linda Johnson

Planning Commission:

Cliff Walkey  
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City Staff liaison:

Eric King, City Manager

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Jerry Mitchell, Development Manager, Urban Renewal/Economic Development  
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Oregon Department of Transportation Liaison:

Gary Farnsworth, Local Area Manager

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## TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA	6
III.	OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES	7
IV.	URBAN RENEWAL PROJECTS	7
A.	Transportation Improvements	7
B.	Sewer Improvements	8
C.	Water System Improvements	9
D.	Park Development	9
E.	Affordable Housing Assistance Program	9
F.	Commercial Revitalization Loan Program	9
V.	PROPERTY ACQUISITION AND DISPOSITION	10
A.	Property Acquisition for Public Improvements	10
B.	Property Acquisition – From Willing Sellers	10
C.	Land Disposition	10
VI.	RELOCATION METHODS	11
VII.	TAX INCREMENT FINANCING OF PLAN	11
A.	General Description of the Proposed Financing Methods	11
B.	Tax Increment Financing and Maximum Indebtedness	12
C.	Prior Indebtedness	12
VIII.	FUTURE AMENDMENTS TO PLAN	12
A.	Substantial Amendments	12
B.	Council Approved Amendments	13

<b>C. Minor Amendments</b>	<b>13</b>
<b>D. Amendments to the Bend General Plan and/or Bend Development Code</b>	<b>13</b>
<b>IX. RELATIONSHIP TO LOCAL OBJECTIVES</b>	<b>14</b>

# MURPHY CROSSING URBAN RENEWAL PLAN

## **I. INTRODUCTION**

The Murphy Crossing Urban Renewal Plan (the “Plan”) is the culmination of years of study of the Murphy Crossing area, where access and circulation have been negatively affected by the location and configuration of the Bend Parkway. In the summer of 2001, the South Bend Parkway Refinement Study was started to explore future options for replacing the at-grade intersections in the area. This project looked specifically at the safety and function of the Bend Parkway. The purpose of the refinement study was to help develop a detailed improvement and management plan for the southern section of the Bend Parkway from Powers Road to Bend’s southern urban growth boundary. In 2003, the Oregon Transportation Commission (OTC) and the City of Bend selected Alternative H-Modified with Option 1 for the South Parkway Refinement. This alternative came with several conditions that needed to be satisfied prior to implementing the H-Modified Design. The conditions were:

- Select alignment for realigned Murphy Road to extend west to Brookwood Boulevard
- Select alignment for frontage road west of Parkway to connect Powers Road to Ponderosa Street
- Identify timing of right-in, right-out only for Ponderosa/China Hat/Highway 97
- Identify improvements needed on Powers Road between Third Street and Brookwood Boulevard
- Identify improvements needed on Brookwood Boulevard from Murphy Road to Powers Road
- Identify improvements needed on Parrell Road between Powers Road and China Hat Road and
- Select alignment for frontage road from Ponderosa Street south to Baker Road.

To meet those conditions, in March 2005, the City of Bend accepted a Transportation and Growth Management (TGM) Quick Response Grant for Murphy Crossing. Over a three month period, significant public input was sought through stakeholder and property owner interviews and public meetings. A preferred design alternative emerged from this public process. The preferred plan proposed a local street plan consistent with the OTC conditions and a land use plan that required new zoning designations within the study area. Based on the preferred alternative plan that came out of the study, the City Council authorized staff to proceed with the initiation and adoption of a refinement plan for the Murphy Crossing area in August of 2005. The Murphy Crossing Refinement Plan was adopted by the City Council in November of 2006.

The Murphy Crossing Urban Renewal Plan implements the decisions made through these years of study of the area. The Plan contains goals, objectives and projects for the development of the Murphy Crossing Urban Renewal Area (“Area”). The Area, shown in Figure 1, consists of approximately 230 acres of land in the vicinity of the southern convergence of the Bend Parkway and Southeast 3rd Street. The south westerly portion of the Area encompasses the Murphy Crossing Refinement Plan area

## MURPHY CROSSING URBAN RENEWAL PLAN

and the north easterly portion includes part of the Southeast 3rd Street commercial corridor.

The overall purpose of the Plan is to use tax increment financing to overcome obstacles to proper development of the Area by assisting with the funding of access and utility improvements, including the overcrossing of the Bend Parkway at Murphy Road and a system of local streets. Tax increment financing (see Section VII) generally means that the property taxes resulting from growth in property value within the Area can be used to finance improvement projects and programs in the Area.

The Plan will be administered by the Bend Urban Renewal Agency (“Agency”) which has been established by the City Council of the City of Bend. Major changes to the Plan, if necessary, must be approved by the City Council. The Plan is accompanied by an Urban Renewal Report (“Report”) that contains additional information.

The Plan is funded through borrowings. The amount Plan anticipates issuing the debt within the limits of the maximum indebtedness in twenty five years. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$52,600,000. Repayment of the debt is anticipated to take until FY 2033/2034 a period of 25 years.

### **II. GOALS AND OBJECTIVES**

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives.

#### **Goal 1: *ECONOMY***

**Convert underutilized land into productive developments that will provide jobs, housing and business to the Bend area.**

#### Objectives:

1A: Provide a variety of employment opportunities and housing types.

1B: Work with property owners to promote beneficial development of properties within the Area.

1C: Provide a commercial revitalization loan fund for the improvement of existing business properties within the Area.

1D: Provide an affordable housing assistance program to help stimulate affordable housing within the Area.

1D: Increase the supply of developed commercial, mixed use and residential land within the City of Bend, thereby maximizing the use of buildable lands within the UGB.

## MURPHY CROSSING URBAN RENEWAL PLAN

### **Goal 2:     *LAND USE***

**Help implement adopted plans to create an efficient and cohesive mixed-use development in the Area.**

#### Objectives:

2A: Support the location of new residential uses adjacent to the existing neighborhoods.

2B: Support the creation of opportunities for large-scale retail uses as well as community commercial and small scale businesses in selected locations to foster a mixed-use district.

2C: Support ensuring the compatibility of uses within the Area and within the surrounding neighborhoods and allowing a mixture of complementary land uses that may include housing, retail, offices, commercial services, and civic uses to create economic and social vitality and to encourage the linkage of vehicle trips.

2D: Make investments that promote efficient use of land and public services.

2E: Support the accommodation of a range of housing needs, including owner occupied and rental housing.

### **Goal 3:     *TRAFFIC AND TRANSPORTATION***

**Implement transportation improvements that will increase efficient access and circulation to and from the area and mitigate traffic impacts resulting from new development.**

#### Objectives:

3A: Create an interconnected system of streets following City standards appropriate to the intensity and type of adjacent use.

3B: Create safe and attractive streetscapes that will meet City emergency access requirements and enhance pedestrian and bicycle access.

3C: Provide sidewalks and streetscape improvements that promote multimodal usage, access and safety.

3D: Provide intersection and highway improvements for efficient traffic flow and safety.

3E: Construct street improvements as consistent with City and State standards.

3F: Reduce reliance on the automobile for neighborhood travel and provide options for walking and bicycling.

3G: Provide direct and convenient access to schools, parks and neighborhood services.



## MURPHY CROSSING URBAN RENEWAL PLAN

### **Goal 4:        *PUBLIC UTILITIES***

**Improve the public utilities within the Area.**

Objectives:

4A: Provide additional capacity for the sewer system through the development of the master-planned Southeast Sewer Interceptor.

4B: Upgrade the existing sewer system to accommodate projected increased flows.

4C: Upgrade regional storage and transmission facilities of water systems.

### **Goal 5:        *PARKS***

**Develop a public park in the Area.**

Objectives:

5A: Create a park to serve residents and workers in the community.

5B: Provide informal gathering places for the community.

### **Goal 6:        *ENHANCE THE PEDESTRIAN ENVIRONMENT ON STREETS***

**Create a streetscape environment that is safe and attractive for pedestrians and bicyclists.**

Objectives:

6A: Develop street improvements with features that promote pedestrian and other multi-modal transportation options.

6B: Develop a system of streetscape improvements that create a continuous and consistent pedestrian environment throughout the Area.

6C: Increase pedestrian safety and encourage more street level pedestrian activity in the Area. Create safer pedestrian crossings.

6D: Soften building edges, camouflage vacant lots and surface parking lots and create a safer and more attractive pedestrian environment.

### **Goal 7:        *PROMOTE A MIX OF RETAIL AND COMMERCIAL USES ORIENTED TO PEDESTRIANS***

**Promote development of a mix of service and office uses that benefit from and enhance the Area's pedestrian environment.**

Objectives:

## MURPHY CROSSING URBAN RENEWAL PLAN

7A: Encourage use and patronage of Area businesses by developing an inviting pedestrian environment.

7B: Encourage upgrading of existing businesses with an objective of orientation toward pedestrian activity.

7C: Encourage new development which caters to a pedestrian oriented environment.

**Goal 8:        *PUBLIC-CITIZEN INVOLVEMENT - ENCOURAGE INVOLVEMENT BY ALL CITIZENS, CORPORATE AND INDIVIDUAL TO KEEP THE CITY VITAL***

**Involve the public, both corporate and individual in the adoption and administration of the Plan.**

Objectives:

8A: Meet with neighborhood groups to both give an understanding of tax increment financing and to gain their input on proposed projects.

8B: Allow opportunity for public testimony throughout the consideration of the adoption of the Plan, and the consideration of any amendments to the Plan.

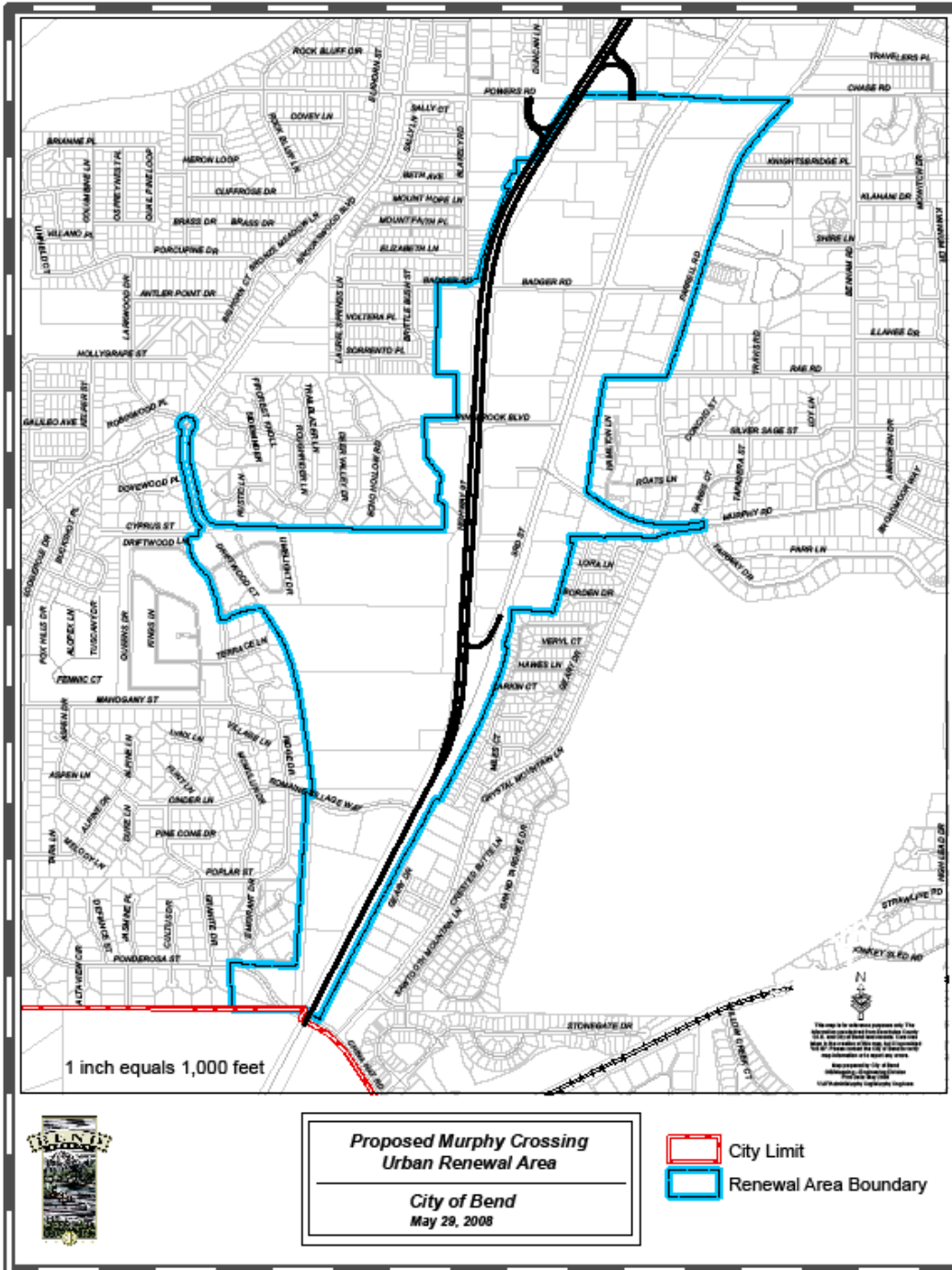
8C: Periodically consult with stakeholders and report to the Urban Renewal Agency for the ongoing administration of the plan.

# MURPHY CROSSING URBAN RENEWAL PLAN

## II. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1 shows the Area boundaries. The legal description of the Area is attached as Appendix A.

Figure 1. Area Boundaries



### III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

An outline of major urban renewal project activities is as follows:

- Transportation improvements to increase circulation from, to and within the Area.
- Preliminary engineering study for future transportation improvements.
- Provision of sanitary sewer to the Area to allow for development.
- Upgrading of the water infrastructure in the Area.
- Assistance in construction of a public park to serve the Area.
- Streetscape improvements along 3rd Street.
- Affordable Housing Assistance Program.
- Commercial Revitalization Loan Program.

### IV. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan consist of (a) public improvements that are described below, and (b) the implementation of financing programs to encourage private investment in the Area. Public improvements authorized under the Plan include transportation, water, and sanitary sewer infrastructure projects. Except for the priority of the Transportation Improvements (Section IV.A below), the actual scope, budget and priorities for public improvement projects will be decided by the Agency as it administers the Plan.

Transportation improvements will upgrade and expand existing roadways to increase access into, out of and within the Area, facilitate the development of vacant lands, accommodate increased levels of traffic as future development occurs, and provide for safety. To promote neighborhood livability and increase multimodal connectivity, transportation projects may include sidewalks and streetscape improvements. To prepare for future transportation projects in the Area, preliminary engineering studies may be conducted. Water and sanitary sewer improvements will prepare the Area for future development.

As shown in the Report, urban renewal funds may be combined with existing and future sources of funding to pay for project costs.

The projects under transportation improvements are listed in priority and phasing order.

#### A. **Transportation Improvements**

##### 1. *Local Streets West of Bend Parkway*

The local streets west of the Bend Parkway include Murphy Road from the overpass (see project 2 below) west to the Brookwood

## MURPHY CROSSING URBAN RENEWAL PLAN

Road roundabout and a new street from the central roundabout north to Murphy Road.

2. *Murphy Overcrossing of Parkway*

This includes an overpass on Murphy Road and a realignment of Murphy Road east of Parkway and a new street from Ponderosa Road north to the central roundabout.

3. *Frontage Road(s)*

This improvement includes construction of Frontage Road from Murphy Road north to Pinebrook Road and from Pinebrook Road north to Badger Road.

4. *Parkway Improvements*

Parkway improvements include a 3rd Street flyover ramp (a ramp which goes over the top of the Parkway), a southbound off ramp and a northbound on ramp

5. *3rd Street Corridor Improvements*

- a. 3rd Street improvements from Pinebrook Road to Powers Road consist of streetscape improvements including sidewalks, landscaping, parking bays, median treatments and street lighting.
- b. Intersection improvements at 3rd Street and Powers Road and streetscape improvements including street lighting, sidewalks, bike lanes, landscape strips.
- c. Intersection improvements at Powers/Parrell/Chase roads and improvements to the street connections to city standards from Chase Road to Brosterhous Road.
- d. Improvements to Parrell Road from Chase Road to Murray Road to modernize Parrell Road and meet city standards.

6. *Murphy Road Overcrossing*

- a. The Murphy Road overcrossing from Brosterhous Road to 15<sup>th</sup> Street consists of constructing a three lane bridge over the Burlington Northern Santa Fe Railroad tracks including a roundabout intersection improvement at Brosterhous Road and 15<sup>th</sup> Street.

### **B. Sewer Improvements**

1. Provide additional capacity for the sewer system through the development of the master-planned Southeast Sewer Interceptor.

## MURPHY CROSSING URBAN RENEWAL PLAN

2. Upgrade the existing sewer system to accommodate projected increased flows.

### **C. Water System Improvements**

1. Upgrade regional storage and transmission facilities of Avion Water Company including a 16-18 inch transmission main from Avion's existing reservoir to the urban renewal area.
2. Upgrade the facilities of Roats Water Company. This upgrade will be facilitated by the upgrade to Avion's line as Roat's line is interconnected.

### **D. Park Development**

1. Provide assistance with the construction costs for the development of a neighborhood park in the Area.

### **E. Affordable Housing Assistance Program**

1. Establish a loan/grant fund for assistance in the development of affordable housing. Specific programs and rules and regulations for the administration of loan/grant funds will be developed, with public input, to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

### **F. Commercial Revitalization Loan Program**

1. Establish a loan program for the improvement of existing business properties within the Area. A specific program and rules and regulations for the administration of loan funds will be developed, with public input, to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

**V. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

**A. Property Acquisition for Public Improvements**

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain, without amendment to the Plan. Acquisition procedures will comply with applicable state or federal law. In all cases, good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures. The exact property description and schedule for acquisition of land for a public improvement project will be determined based on the timing of the construction of the public improvement. Approval of an acquisition by the City or Agency, as the case may be, will automatically incorporate the subject property into this Plan as a “property to be acquired.”

**B. Property Acquisition – From Willing Sellers**

The Plan authorizes the Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment.

**C. Land Disposition**

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The Agency may retain such property during construction of the public improvement. The schedule for disposition of land for a public improvement project will be consistent with the timing of the commencement or completion of construction of the public improvement, .

The Agency may dispose of property acquired under Subsection B of this Section V by conveying any interest in property. The schedule for disposition of land acquired under Subsection B of this Section V will be determined by the Agency when the Agency determines the acquisition is necessary pursuant to Section V.B above. These determinations may be made by Resolution of the Agency.

Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations

## MURPHY CROSSING URBAN RENEWAL PLAN

on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

### **VI. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state or federal law. Prior to any acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

### **VII. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation ("GO") bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

#### **A. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners, including but not limited to assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.



## MURPHY CROSSING URBAN RENEWAL PLAN

### **B. Tax Increment Financing and Maximum Indebtedness**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is Fifty Two Million Six Hundred Thousand Dollars (\$52,600,000). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

### **C. Prior Indebtedness**

Any indebtedness permitted by law and incurred by the Agency or the City of Bend in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

## **VIII. FUTURE AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### **A. Substantial Amendments**

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing is provided to individuals or households within the City of Bend as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and .115.

## MURPHY CROSSING URBAN RENEWAL PLAN

### **B. Council Approved Amendments**

Council Approved amendments consist solely of amendments which result in:

- Material changes to the goals and objectives of the Plan; or
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved amendments require approval by the Agency by resolution and by the City Council by ordinance.

### **C. Minor Amendments**

Minor Amendments are amendments that are not Substantial or Council Approved Amendments in scope. Minor Amendments require approval by the Agency by resolution.

### **D. Amendments to the Bend General Plan and/or Bend Development Code**

Amendments to the Bend General Plan and/or Bend Development Code that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

**IX. RELATIONSHIP TO LOCAL OBJECTIVES**

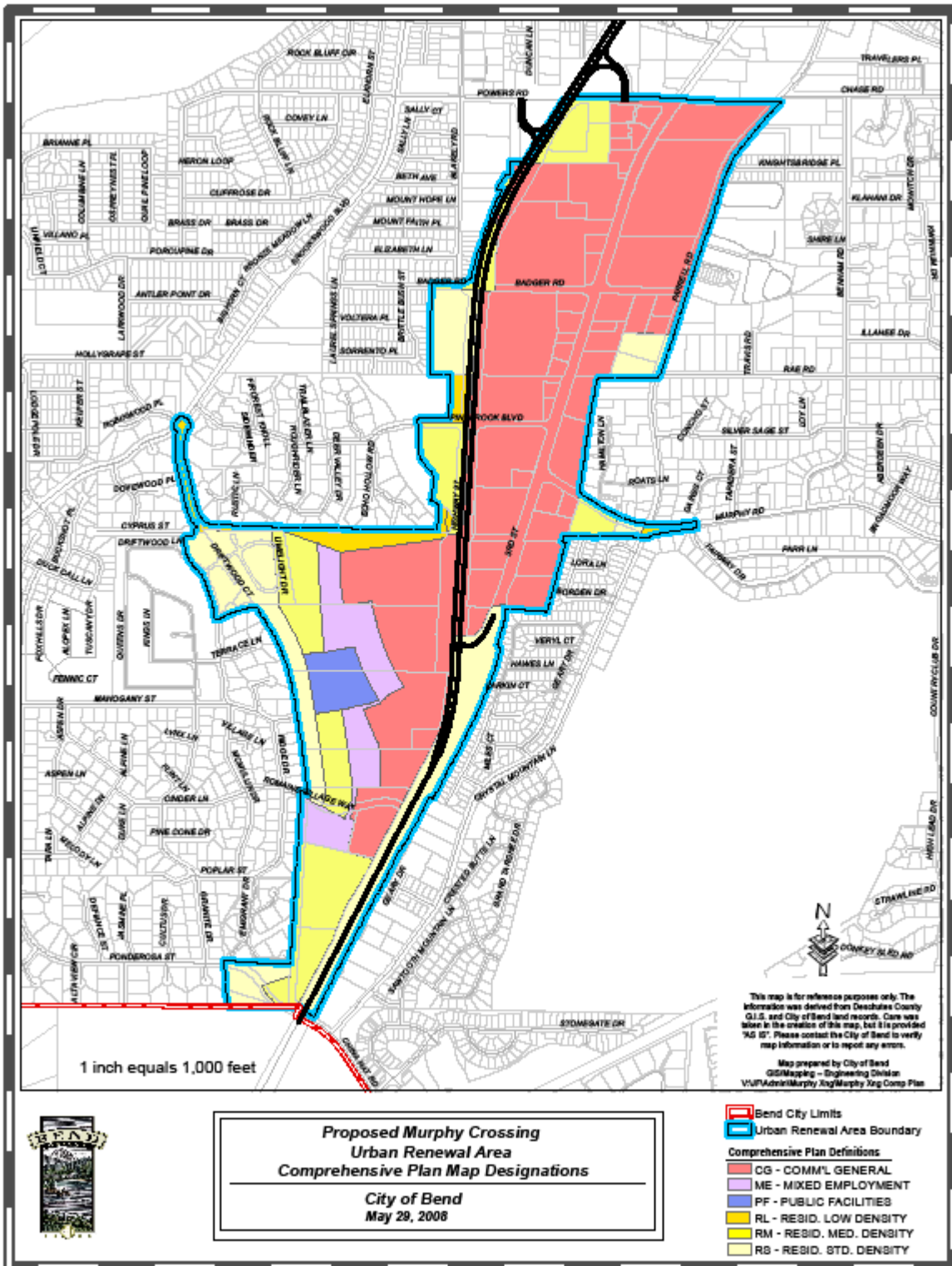
The Plan relates to local planning and development objectives contained within the City of Bend's Comprehensive Plan, Development Code, Vision 2030 Strategic Plan, and Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document that the proposed Plan relates to and an explanation of how the Plan relates to these goals and policies.

**A. Bend Area General Plan (Comprehensive Plan)**

The Bend Area General Plan (General Plan) is the City's comprehensive plan. It is a guide for making land use decisions regarding future development within the Urban Growth Boundary and the Urban Reserve area. The General Plan's goals and policies provide a framework for decisions that are consistent with the physical characteristics, goals, and resources of the community. The basic aim of the General Plan is to organize and coordinate complex interrelationships between people, land, resources, and facilities to meet the future needs of the citizens and to protect the livability of the community. The General Plan consists of a General Plan text and a map. The General Plan map designates the parcels in the Murphy Crossing Urban Renewal Area as Urban Low Density Residential (RL), Urban Standard Density Residential (RS), Urban Medium Density Residential (RM), Mixed Employment (ME), Public Facilities (PF) and General Commercial (CG). The Plan is consistent with the General Plan Map. See Figure 2 General Plan and Zoning Designations of Proposed Murphy Crossing Urban Renewal Area.

# MURPHY CROSSING URBAN RENEWAL PLAN

**Figure 2. Bend General Plan and Zoning Designations of Proposed Murphy Crossing Urban Renewal Area**



## MURPHY CROSSING URBAN RENEWAL PLAN

### 1. Conformance with the General Plan Map

*The Plan relates to and is in conformance with the General Plan map. The proposed projects are all in compliance with the General Plan Map.*

### 2. Conformance with the General Plan Text

The General Plan Text consists of information, exhibits, goals and policies. The city adopted an updated comprehensive plan in December of 1998.

At the end of each chapter are policies that address issues discussed in the chapter. The General Plan sets forth general goals and policies to help guide future growth. Below are the plan goals and policies which are applicable to this urban renewal plan.

## **Chapter 1 – Plan Management and Citizen Involvement**

### Community Goals / Page 1-1

The goals set forth below provide guidance for improving the character and quality of the Bend area as growth occurs.

- Neighborhoods – Create and preserve attractive neighborhoods for living.

*The Plan relates to and complies with the standards set forth in the General Plan.*

- Natural Beauty and Heritage – Protect and enhance Bend's natural beauty noting especially the trees, rocks, rivers, views, sounds and historic structures.

*The creation of a park within the Area will help to protect and enhance Bend's natural beauty.*

- Quality Economic Growth – Assure the opportunity for a stable, vital and diverse economy while sustaining its environment / ecological support systems.

*The Plan provides for improvements which will encourage economic growth for the Area.*

- Diversity of quality living options – Assure the opportunity for a wide variety of housing and neighborhoods within a community diverse in education, income, employment and recreation opportunities.

*The Plan relates to and will comply with the established zoning mix, which will allow a variety of single family, multi-family apartments and condominium housing in close proximity to recreational activities. The Affordable Housing Assistance Program will help stimulate the development of this housing.*

## MURPHY CROSSING URBAN RENEWAL PLAN

- Transportation Options Appropriate to Bend – Foster transportation systems that provide opportunities for all practical modes to facilitate the livability of neighborhoods and the community.

*The street system layout for the Area provides easy circulation in all directions including connections to the state highway system. The east/west sidewalk system will connect to the city's planned trail system to provide easy access to the river trails. Bicycle lanes will be provided on the Murphy Road overcrossing ensuring safe access to 3rd Street.*

- Public / Civic Involvement – Encourage involvement by all citizens, corporate and individual, to keep the city vital and the Plan an “evolving vision”.

*The Plan provides opportunity for public comment and input. In addition, the Murphy Crossing Refinement Plan was a very public process which began in 2005 with the plan adopted in August of 2006. The Refinement Plan laid the framework for the activities to be undertaken in the Plan.*

### *Policies / Page 1-7 and 1-8*

Policy #4. New developments shall pay to extend planned sewer, water and transportation facilities to and through the property if the development occurs prior to the scheduled construction of those facilities shown in the capital improvement plan.

*New development will comply with this Section of the General Plan. If new development occurs prior to the scheduled construction of those facilities in the Capital Improvement Plan, new development will pay for the extensions.*

Policy #5. The city and the county will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.

*The Plan relates to these standards. The section of the Area west of the Parkway is an underdeveloped area of the community that is ripe for re-development. This portion of the Area will provide increased density in support of the General Commercial and Mixed Employment uses. Residents in the surrounding neighborhoods will be able to walk to the new service commercial uses rather than drive into the 3rd Street corridor for their day-to-day needs. Inclusion of the land east of the Parkway will encourage dense development, reducing car trips and facilitating non-automobile travel.*

Policy #15. The city shall continue to use advisory committees in their planning process, members of which are selected by an open process, and who are widely representative of the community.

*The Plan envisions the use periodic consultation with stakeholders for the Area, especially in relation to proposed Plan amendments.*

## Chapter 2 – Natural Features and Open Space

Goals / Page 2-1 and 2-2

Although the following goals clearly are intended to apply to the 1978 identified Areas of Special Interest, it is equally important to preserve stands of trees and rock features on large development parcels where practical. The following goals will help ensure the livability of Bend.

- To preserve interesting and distinct geologic formations and areas of natural vegetation;
- To shape the urban development and provide visual relief from developed land;
- To soften the appearance of street corridors with planter and median strips; to encourage environmental awareness so that citizens will become stewards of our natural areas; and
- To support the coordinated efforts of public agencies, private organizations and individuals to preserve and enhance the area's natural features and open space.

*The Plan will provide assistance in developing infrastructure which will provide incentives for development of vacant land with considerable existing tree cover of ponderosa pine and juniper and small rock outcroppings. They are not protected as areas of special interest.*

Policy #17. The Bend Metro Park and Recreation District shall acquire park sites and open space lands where possible to establish pedestrian, bikeway and greenway linkages between parks, open spaces, neighborhoods and schools.

*The Area contains a four acre park site that has been identified by the Bend Metro Park Recreation District as a future park site that will meet the needs of the Area and will comply with the Parks Master Plan. A portion of the park improvements may be funded through the Plan.*

## Chapter 3 – Community Connections

Goals / Page 3-1

The topics in this chapter deal with history, culture, parks and recreation, and public education. The following goals are applicable to the proposed Plan area.

- To expand the number and variety of cultural and artistic venues held downtown and elsewhere in the community.

## MURPHY CROSSING URBAN RENEWAL PLAN

- To provide quality green spaces, natural areas and recreation sites through public and private park land throughout the community; and
- To coordinate the development of future park and school sites to serve the expanding urban area population.

*The Murphy Crossing District will be a new lifestyle center in the southwest quadrant of town and will attract new community events including arts and entertainment. As stated above, the proposed Plan may assist in the funding of improvements for a 4 acre park in the Area. This site has been coordinated with the Bend Metro Park and Recreation District. The park will serve the existing neighborhood as well as the new multi-family / commercial neighborhood.*

### **Chapter 5 - Housing and Residential Lands**

A common theme repeated by the citizens of Bend is the overwhelming desire to keep our neighborhoods livable. It is a goal of the General Plan to provide a variety of housing types to meet the needs of citizens with particular concern for safety, affordability, open space and sense of community. A well planned transportation system that connects our neighborhoods to schools, parks, shopping and employment is an important factor in building and maintaining a sense of community.

The proposed Plan provides a transition of uses placing the more intense commercial uses adjacent to the Bend Parkway. A variety of local road connections link the existing and planned residents to the commercial service area and planned park.

Policy #1. Future development and local development standards shall recognize and respect the character of existing areas.

Policy #3. The development of infill areas may, as an alternative to the standard subdivision review process, proceed through a public involvement process that would allow the maximum flexibility of design and provide for neighborhood participation.

Policy #4. Private and public nonresidential uses are necessary and should be permitted within residential areas for the convenience and safety of the people. Such facilities shall be compatible with surrounding developments, and their appearance should enhance the area.

Policy #5. Of necessity, nonresidential uses will have to abut residential areas in different parts of the community. In these instances, any nonresidential use shall be subject to special development standards in terms of setbacks, landscaping, sign regulations and building design.

Policy #11. Residential areas shall offer a wide variety of housing types in locations best suited to each housing type.



## MURPHY CROSSING URBAN RENEWAL PLAN

*The Area is an ideal location to provide a variety of housing types that will complement the emerging commercial development. The Area will include sites for new service commercial uses and future transit corridors. A new commercial center will provide needed service in close proximity to existing residential neighborhoods. The adopted Murphy Crossing Refinement Plan places the higher density residential near the commercial development to the east while providing transitional densities to the west between the existing neighborhood and the future development. These features are consistent with the General Plan policies on housing and residential lands. This Plan has projects which will provide for infrastructure which will encourage the development of residential neighborhoods. The Plan relates to and conforms with this section of the General Plan.*

Policy # 24. Accessory dwellings to a single-family home may be allowed in new subdivisions or Planned Unit Developments, provided that the maximum General Plan density is not exceeded.

Policy #27. When new commercial centers are created in developing residential areas, the city and county may allow up to 20 acres of medium-density residential housing within one-eighth of a mile of the commercial center.

Policy #28. Existing low-density residential areas that are adjacent to commercial or mixed-use development at the commercial corridor may be re-designated for medium-density development.

*The development plans for the Area will be required to comply with these policies.*

Policy #29. Medium and high density residential development shall be located where they have good access to arterial streets and be near commercial services, employment and public open space to provide the maximum convenience to the highest concentration of population.

Policy #35. Efforts shall continue to complete or connect existing walks along routes to schools, parks, or commercial areas.

Policy #37. Efforts shall be made to extend trails, pedestrian ways, and bikeways through existing residential areas.

Policy #39. Residential local streets shall be developed whenever practical to increase connectivity within and between neighborhoods.

*The Plan provides a street circulation system that links the existing neighborhood with the new commercial district and provides safe pedestrian connections to the*

## MURPHY CROSSING URBAN RENEWAL PLAN

*developing commercial services. The added street connectivity also provides enhanced pedestrian access to nearby parks and trails.*

Policy # 44. All residential areas shall be provided with community water and sewer services and other facilities necessary for safe, healthful, convenient urban living consistent with the density of development.

Policy #45. Residential development shall be coordinated with other land use elements and community facilities, which are consistent with projected housing densities.

Policy #46. Electric power, telephone, and cable TV distribution and service lines shall be located underground in new developments. Efforts shall be made to place existing utility lines underground in established residential areas.

*The Area is already served by community water and sewer. As the undeveloped portion of the Area develops, City sewer service will be extended. Water service is provided by private water companies. There is an existing facilities plan for the Murphy Crossing Refinement Plan area. Other essential utilities such as electricity, telephone and gas are also available. The Plan relates to and complies with this section of the General Plan.*

### **Chapter 6 - The Economy and Lands for Economic Growth**

Bend's continued growth has put a burden on the existing commercial districts to provide adequate lands for new jobs and services. Sufficient land is needed to promote quality economic growth and assurance of a diverse economy.

Policy #22. The city shall strive to retain and enhance desirable existing commercial areas and encourage property owner's efforts to rehabilitate or redevelop older commercial areas.

Policy #24. All commercial developments shall be subject to special development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights, parking areas, and design review.

Policy #27. Commercial developments that abut residential zones or residential uses shall be subject to special setback and screening provisions.

Policy #30. An area south of Murphy Road on the west side of Highway 97 has been marked for highway commercial with a flexible "sawtooth" boundary. This area shall be approved for development only when a system of frontage road and limited access control is created that will protect the capacity and safety of Highway 97 and South 3rd Streets.

Policy #31. It is the intent of the [General] Plan to allow commercial development adjacent to arterial streets and highways in areas designated for

## MURPHY CROSSING URBAN RENEWAL PLAN

commercial development, provided that the developments access onto frontage roads or interior roads, and that access onto the highway or arterial will be limited. Points of access will be encouraged that provide for adequate and safe entrances and exists, and that favor right turns and merging over the use of traffic signals.

*The basis of the Murphy Crossing Refinement Plan was to identify and resolve transportation related design issues in the South Parkway area. All access to and from any Murphy Crossing development will be via internal and parallel facilities. The Plan's supports commercial development opportunities along 3<sup>rd</sup> with street and intersection improvements Street supports this section of the General Plan.*

### **Chapter 7 – Transportation Systems**

Goals:

- Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.
- Provide a variety of practical and convenient means to move people and goods within the urban area.
- Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner.
- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.
- Implement transportation improvements to foster economic development and business vitality.
- Design and locate transportation facilities to be sensitive to protecting the livability of the community.
- Design and construct the transportation system to enhance travel safety for all modes.

*The Plan implements the Murphy Crossing Refinement Plan which took into account the Transportation Goals of the General Plan. The proposed public improvement projects address transportation deficiencies in the Area and follow the recommendations of the adopted Murphy Crossing Refinement Plan. The land to the east of the Murphy Crossing Area will be developed with the above goals as guiding principals.*

## MURPHY CROSSING URBAN RENEWAL PLAN

### Transportation and Land Use Policies:

Policy #1. Medium and high-density residential developments shall be located where they have good access to arterial streets and be near commercial services, employment and public open space to provide the maximum convenience to high concentrations of population.

*The proposed projects within the Area facilitate the development of a street network. This network will encourage the development of medium and high density residential units which will have access to arterial streets and be near commercial services, employment and open space.*

Policy #6. The City shall continue to explore mixed use zoning as one of the land use patterns that will promote fewer vehicle trips and shorter trip lengths.

*The proposed public improvement projects within the Area will help facilitate the development of mixed use zoning parcels.*

### Pedestrian and Bicycle Systems:

Policy #6. Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the Transportation Systems Plan. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas.

*Bike lanes will be included on all new Minor Arterials and Major Collectors in the Area that are built as projects under the Plan.*

Policy #7. Property tight sidewalks shall be included on both sides of all new streets except where extreme slopes, severe topographical constraints, or special circumstances exist. Landscape strips shall separate curbs and sidewalks on new and reconstructed roads. Sidewalks shall be added to all existing arterial and collector streets to fill the gaps in the pedestrian system.

*The Plan relates to this section of the General Plan and the specifications in the Murphy Crossing Refinement Plan. The construction of roads in the Area will include these features as required in the Murphy Crossing Refinement Plan.*

### Street System:

Policy #1. Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.

*The Plan relates to this section by ensuring that the streets are located, designed and constructed to meet their planned function and provide space for*

## MURPHY CROSSING URBAN RENEWAL PLAN

*adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate).*

Policy #25. Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse affects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.

*The proposed special roadway cross section standards for Murphy Road in the Murphy Crossing Refinement Plan include landscaped medians that incorporate left-turn refuge lanes. Streets built as projects under the Plan will be built to these standards.*

Policy #26. Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level of safety and carrying capacity on the arterial street system.

*The Plan provides for construction of a frontage road, which will be classified as a major collector, on the west side of the Bend Parkway between Powers Road and Baker Road, all as provided in the adopted Murphy Crossing Refinement Plan .*

### **Chapter 8 – Public Facilities**

#### Goals 8.1

Adequate public facilities are the key to stable urban development. The goals below provide general guidance for maintaining and improving the level and quality of urban services as growth occurs in Bend. The citizens and elected officials wish:

- To have public and private utility systems provide adequate levels of service to the public at reasonable cost;
- For the city, county, and special districts to cooperate in the provision of adequate urban services in an efficient and timely manner to support urban development;
- For new development to pay its fair share of the cost of major facilities needed to support development;
- To ensure that public services will not have negative impacts on the environment or the community; and

## MURPHY CROSSING URBAN RENEWAL PLAN

- To locate and operate public buildings and other public facilities to best serve the needs of the residents.

*The Plan envisions new development primarily in the Murphy Crossing Refinement Area. The Murphy Crossing Refinement Plan Area is within two private water service areas.*

*The north half of the site is served by Roats Water System and the south is served by Avion. Both service providers have franchise agreements with the City for operation inside the city limits. The City's franchise agreement requires that new water line construction and other system improvements meet city fire flow requirements and other standards for delivery. To comply with this requirement, meet the forecasted demand, prevent any degradation in service to existing customers and serve large commercial customers in the urban renewal area, Avion Water Company will need to construct a new water transmission main from their existing reservoir, north beside US 97 to the south end of the urban renewal area. The new water main also will allow the Roats water system to meet the city's requirement in the north part of the urban renewal area, since the two systems are interconnected. The Plan includes funding for assistance to complete this construction.*

*Several years ago the City constructed a mainline sewer through the north half of the Murphy Crossing Refinement Plan area in order to eliminate a failing septic system in Romaine Village. The mainline system is a gravity sewer. The City Engineering Division prepared a Master Sewer Plan for Murphy Crossing. All areas of the Murphy Crossing Refinement Plan area can be served with gravity sewer as indicated in the Murphy Crossing Refinement Plan.*

*Financing of improvements in the Area will be a combination of financing methods potentially including but not limited to tax increment financing, systems development charges and local improvement districts. These methods require developers to share in the cost of the included major facilities.*

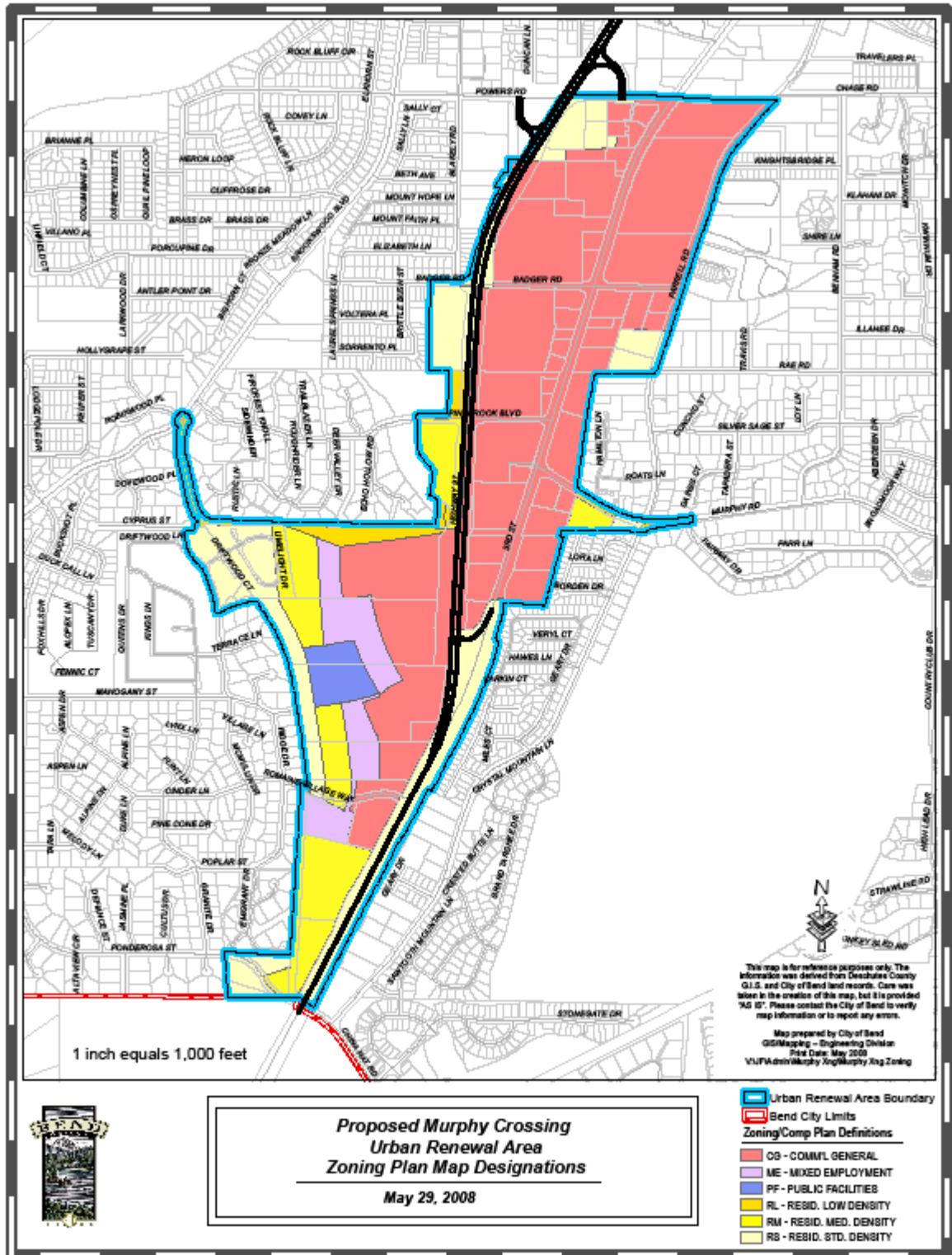
*The Plan relates to this section of the Bend General Plan by providing sewer and water improvements.*

### **B. Bend Development Code**

The City of Bend Development Code establishes zoning districts to control land use throughout the city and regulates development standards within these established use districts. The proposed Area includes a large portion of sprawling commercial development in the north, and a large section of multi-zoned vacant land in the south. Specifically, the proposed Area contains General Commercial, Mixed Employment, Public Facilities, Residential Low Density, Residential Medium Density and Residential Standard Density zones.

# MURPHY CROSSING URBAN RENEWAL PLAN

Figure 3. Zoning



## MURPHY CROSSING URBAN RENEWAL PLAN

### *Murphy Crossing Refinement Plan Overlay:*

*General Commercial (CG):* This district is the main district in the area east of the Parkway. It is also located primarily between the Bend Parkway and the north/south frontage road. The General Commercial District provides for a mix of commercial uses with large site requirements and smaller-scale service commercial uses that can provide a pedestrian-oriented street frontage.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The Plan will help facilitate development of the properties within this zone by providing required public improvements.*

*Mixed Use (Mixed Employment) (ME):* The Mixed Employment District is applied to areas of Murphy Crossing adjacent to primary commercial streets, to provide opportunities for a variety of smaller-scale, pedestrian-oriented commercial uses located in ground floor street frontages, with residential uses and offices above. Residential units may be located on the ground floor when adjacent to other multi-family housing. The residential density for the residential component of mixed-use projects shall not exceed 21.7 units per gross acre.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The Plan will help facilitate development of the properties within this zone by providing required public improvements.*

*Public Facilities/Open/Park Space (PF):* The Public Facilities Zone is intended to provide for facilities owned and operated by public entities. Such facilities include but are not limited to schools, parks, libraries, and police and fire stations.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The Plan proposes assistance for park development.*

*Multifamily Residential (Residential Medium Density) (RM):* The Multifamily Residential overlay located within the central plan area provides a transition between the new standard density single family homes and the more intense commercial development along the easterly portion of the refinement plan area. The density range within the central core shall be 10 to 21.7 units per gross acre. Multifamily Residential development is also located at the north and south ends of the Area along the Parkway. The density range within these areas shall be 7.3 to 15 units per gross acre.



## MURPHY CROSSING URBAN RENEWAL PLAN

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The development of a street network within the area will help encourage residential development.*

*Single Family (Residential Standard Density) (RS):* In the west portion of the Area, this zoning is located along the western boundary of the refinement plan area and predominately north of Romaine Village Way. This area provides a transition between the existing Low Density Residential (RL) housing and the new Murphy Crossing development. The minimum lot size within the RS zone will be 6000 sq ft. with a minimum lot depth of 100 feet when lots abut existing RL development. Homes may be clustered or attached as zero lot line to provide maximum preservation of existing trees.

In the east portion of the Area, there is a small area of RS zoning just north of Rae Road and another area south of Powers Road east of the Parkway.

*Single Family Low Density Residential (RL):* This zoning is located primarily in the west portion of the Area, just north of Pinebrook Boulevard and just south of the northern boundary on the west side. The RL district consists of large urban residential lots that are served with a community water system and DEQ permitted community or municipal sewer systems. The residential density range in this district is 1.1 to 2.2 dwelling units per gross acre.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for the RS and RL zoning districts. The development of a street network within the Area will help encourage residential development west of the Parkway. Development plans do not interfere with the RS zoned properties on the east side of the Parkway. The Plan will relate to and comply with the standards developed in the Murphy Crossing Refinement Plan for the RS and RL zoning districts.*

Remainder of Area Zoning (Outside of Murphy Crossing Refinement Plan Area):

*Low Density Residential:* The Low Density Residential District consists of large urban residential lots that are served with a community water system and DEQ permitted community or municipal sewer systems. The residential density range in this district is 1.1 to 2.2 dwelling units per gross acre.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The*

## MURPHY CROSSING URBAN RENEWAL PLAN

*development of a street network within the Area will help encourage residential development.*

*Standard Density Residential:* The Standard Density Residential District is intended to provide opportunities for a wide variety of residential housing types at the most common residential densities in places where community sewer and water services are available. The residential density range in this district is 2.0 to 7.3 dwelling units per gross acre.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The development of a street network within the Area will help encourage residential development.*

*Medium Density Residential:* The Medium Density Residential District is intended to provide primarily for the development of multiple family residential housing in areas where sewer and water service are available. The residential density range in the District is 7.3 to 21.7 units per gross acre and shall provide a transitional use area between other residential districts and other less restrictive areas.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The development of a street network within the Area will help encourage residential development.*

*General Commercial District:* The Convenience Commercial District is adjacent and connected to the residential district(s) it is intended to serve. Convenience Commercial uses are larger in scale and area than neighborhood commercial uses and provide for frequent shopping and service needs of nearby residents. New Convenience Commercial nodes shall develop as commercial centers rather than a commercial strip and be limited in size up to 5 acres.

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. In the area east of the Parkway, loan assistance may be able to provide upgrading of properties within the Area.*

*Each of these districts contain specific development standards, intended to promote site planning and design that consider the natural environment, maintain the required dimensional standards while promoting energy conservation, privacy, safe and efficient parking areas, and improve the general living environment and economic life of a development.*

## MURPHY CROSSING URBAN RENEWAL PLAN

*The proposed Plan is consistent with the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the development of underdeveloped commercial mixed-use and residential land, thereby providing employment and housing opportunities, which will in turn encourage full utilization of adjacent parcels.*

### **C. Transportation System Plan**

The purpose of the Bend Urban Area Transportation System Plan (TSP) is to help guide the development of a transportation system that will meet the forecast needs of the Bend community. This plan provides policy and a plan framework that will enable Bend to design a balanced transportation system for the near-term and the next twenty years. Strategies for planning and implementing a wide range of transportation components are addressed in the TSP including automobile, public transportation, bicycle and pedestrian travel.

The TSP classifications for the roads within the area are:

Expressway:	Bend Parkway
Principal Arterial:	Highway 97 / 3 <sup>rd</sup> Street
Minor Arterial:	Brookwood Boulevard Murphy Road
Major Collector:	Ponderosa Street Lodgepole Drive Parrell Road Powers Road New Collector in the Murphy Crossing Refinement Plan
Local:	New local streets in the Murphy Crossing Refinement Plan area

*The Plan supports and implements the components of the Transportation Systems Plan. The Plan proposes to construct the street infrastructure necessary for the development of the Area.*

The section of the TSP which relates specifically to the Area is on page 109 of the Bend General Plan, which includes the TSP, under the heading: Expressway Descriptions: The Bend Parkway. (see following section)

### **D. South Bend Parkway Refinement Study and Murphy Crossing Refinement Plan**

In the summer of 2001, the South Bend Parkway Refinement Study was started to explore future options for replacing the at-grade intersections. The purpose of the refinement study was to help develop a detailed improvement and management plan for the southern section of the Bend Parkway from Powers

## MURPHY CROSSING URBAN RENEWAL PLAN

Road to Bend's southern urban growth boundary. The South Bend Parkway Refinement Study encompassed City of Bend and State of Oregon transportation facilities. The study area extended from just north of Powers Road to just south of the Baker Road interchange with US Highway 97. The study area also extended from Brookwood Boulevard on the west to Parrell Road on the east. A joint Oregon Department of Transportation (ODOT) and City of Bend project development team evaluated thirteen long-term alternatives, including a no-build, for the study. Of the twelve build alternatives, three were selected (Alternatives A, H and H-Modified) by the project development team to forward as alternatives to be further analyzed. All of the build alternatives included these features:

- Construct an interchange at Powers Road;
- Close the Badger Road connection to the Parkway;
- Restrict or close the Pinebrook Boulevard connection;
- Murphy Road realigned to the south and connected to Brookwood Boulevard;
- Ponderosa Street / China Hat Road intersection converted to right-in/right-out with acceleration lanes;
- New Roundabout at the intersection of Brookwood Boulevard and the extension of Murphy Road; and
- Powers Road widened to four lanes between Brookwood Boulevard and 3rd Street.

The recommended alternative was H-Modified with Option 1, and includes the features listed above, plus the following:

- Directional fly-over from southbound 3rd Street to southbound US Highway 97;
- Southbound off-ramp from the Bend Parkway to the frontage road; and
- Northbound loop on-ramp from 3rd Street to the Bend Parkway

In 2003, following years of public meetings, the OTC and the City of Bend selected Alternative H-Modified with Option 1 for the South Parkway Refinement. The selection of this alternative came with several conditions that needed to be satisfied prior to implementing the plan. Below are the conditions:

- Select the alignment for the realigned Murphy Road to extend west to Brookwood Boulevard;
- Select the alignment for the frontage road west of the Parkway to connect Powers Road to Ponderosa Drive;

## MURPHY CROSSING URBAN RENEWAL PLAN

- Identify the timing of the right-in/right-out configuration for Ponderosa Drive / China Hat Road and US Highway 97;
- Identify the improvements needed on Powers Road between 3rd Street and Brookwood Boulevard;
- Identify the improvements needed on Brookwood Boulevard from Murphy Road to Powers Road;
- Identify the improvements needed on Parrell Road between Powers Road and China Hat Road; and
- Select the alignment for the frontage road from Ponderosa Drive south to Baker Road.

To meet those conditions, in March 2005, the City of Bend initiated the Murphy Crossing Refinement Plan. Over a three month period of time, extensive public input was received including stakeholder and property owner interviews and two public meetings. From this public process a preferred design alternative emerged. The preferred plan proposed a local street plan consistent with the OTC conditions and a land use plan required new zoning designations within the study area. Based on the preferred alternative plan that came out of the Murphy Crossing Refinement Plan, the City Council authorized staff to proceed with the initiation and adoption of a refinement plan for the Murphy Crossing area in August 2005. Several adjoining properties expressed interest in becoming part of the refinement plan area. These properties complemented the refinement plan area and were incorporated into the plan. Staff proposed to create a refinement plan overlay for approximately 102.75 acres. The plan included a Zoning Map and General Plan Map amendments to re-designate the existing Urban Low Density Residential (RL), Urban Standard Density Residential (RS) and Highway Commercial (CH) zoning to Urban Standard Density Residential (RS), Urban Medium Density Residential (RM), Mixed Employment (ME) and General Commercial (CG). The proposal also required a Text Amendment to the Zoning Ordinance to add the new Murphy Crossing Refinement Plan, an amendment to the City's Transportation System Plan text and the Transportation System Plan Map to locate the Murphy Road over-crossing alignment and the frontage road alignment.

The Murphy Crossing Refinement Plan was adopted by City Council on November 15, 2006.

Concurrent with the Murphy Crossing project is a project led by ODOT called the Interchange Area Management Plan (IAMP). The State will adopt a management plan for the south end of the Bend Parkway that will accommodate the land uses designated in the Murphy Crossing Refinement Plan. As part of the IAMP, access within the planned area will be evaluated to determine if capacity and function will affect the level of service of the Bend Parkway. Ultimately the Murphy Crossing Refinement Plan will be acknowledged by the OTC in conjunction with the IAMP.

## MURPHY CROSSING URBAN RENEWAL PLAN

The City also has completed the Murphy Road Corridor Plan, which was accepted by City Council in November 2007 and recommends a three lane cross-section from Parrell to Brosterhaus with medians and roundabouts at the major intersections. Council also recommended a bridge over the railroad from Brosterhaus to 15<sup>th</sup> St. with a roundabout at 15<sup>th</sup> St.

Murphy Road from Third Street west to Brookwood Boulevard is an 80 foot section. This street will have two travel lanes divided by a 12 foot partially landscaped median with turn pockets. The north side will have a 5 foot sidewalk that meanders through a landscaped strip. The south side will have a 12 foot urban sidewalk with street trees placed in tree wells. Bike lanes will be located on both sides of the road.

*The Plan relates to the components of the TSP in the Bend General Plan, the South Bend Parkway Refinement Study, the Murphy Crossing Refinement Plan the Interchange Area Management Plan and the Murphy Road Corridor Study by implementing those documents. The Plan proposes to assist in the facilitation of the construction of the street infrastructure necessary for the development of the Area, providing employment and housing opportunities and services for the residents of Bend.*

## EXHIBIT A

City of Bend  
Murphy Crossing Urban Renewal Area  
August, 2008

### Legal Description – Urban Renewal Area

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A tract of land situated in Sections 8, 17, and 18, Township 18 South, Range 12 East of the Willamette Meridian, Deschutes County, Oregon, said tract being more particularly described as follows:

**BEGINNING** at the Southeast corner of Lot 32, Badger Crossing Phases I and II, in the Southwest quarter of said Section 8;

1. Thence Northerly along the East line of Badger Crossing Phases I and II and its Northerly extension 766 feet, more or less, to the South line of High Desert Village, said South line being also the North right-of-way line of Badger Road;
2. Thence Easterly along said South Line to the Southeast corner of Lot 15, High Desert Village;
3. Thence Southeasterly in a straight line, crossing Blakely Road, to the Southwest corner of Lot 1, Blakley South;
4. Thence Northeasterly along the Southerly line of said Lot 1, 91.41 feet, more or less, to the Southeast corner thereof, said corner being on the Westerly right-of-way line of Bend Parkway;
5. Thence Northeasterly along the Easterly line of Blakley South and said Westerly right-of-way line to the Northeast corner of Lot 9, Blakley South;
6. Thence continuing Northeasterly along the Westerly right-of-way line of Bend Parkway to a point on the South line of that tract of land described in Statutory Bargain and Sale Deed recorded as Document 2007-15330 in the records of Deschutes County, said point lying a perpendicular distance of 75.00 feet Westerly of the centerline of Bend Parkway Unit 3C, as shown on Sheet 15 of Deschutes County Survey CS 14250;
7. Thence continuing Northeasterly, parallel with and 75.00 feet Northwesterly of said centerline, to the North right-of-way line of Powers Road, platted as 30.00 feet wide in the plat of Blakley Heights;
8. Thence Easterly along said right-of-way line and its Easterly extension to the Easterly right-of-way line of Parrell Road;
9. Thence Southwesterly along said Easterly right-of-way line to the Westerly extension of the North line of Lot 1, South Briar;
10. Thence, continuing along said Easterly right-of-way line, Easterly along said extension 11.91 feet, more or less, to the Northwest corner of said Lot 1;

## EXHIBIT A

11. Thence Southwesterly along the Westerly line of said Lot 1, the Westerly line of Knightsbridge Place, and the Westerly line of Lot 35, South Briar to the Southwest corner of said Lot 35;
12. Thence Westerly along the Westerly extension of the South line of said Lot 35, 10.50 feet, more or less;
13. Thence, continuing Southwesterly along the Easterly right-of-way line of Parrell Road (being also the West line of Tract 11, Ward's Tracts), 335 feet, more or less, to the Southwest corner of said Tract 11;
14. Thence, continuing Southwesterly along the Easterly right-of-way line of Parrell Road to its intersection with the South right-of-way line of Rae Road, being a point on the South line of Section 8, T.18S., R.12E., W.M.;
15. Thence Westerly along said South section line to the Northeast corner of that tract of land described in Statutory Warranty Deed recorded as Document 88-26635 in the records of Deschutes County;
16. Thence Southwesterly along the Easterly line of said tract 972.31 feet, more or less, to the North right-of-way line of Murphy Road (formerly Hamilton Road);
17. Thence proceeding Southeasterly, Easterly, and Northeasterly along said North right-of-way line to the Northerly extension of the Easterly right-of-way line of Fairway Drive;
18. Thence Southeasterly along said Northerly extension 60 feet, more or less, to the intersection of the Easterly right-of-way line of Fairway Drive and the Southerly right-of-way line of Murphy Road;
19. Thence Southwesterly along the Southerly right-of-way line of Murphy Road to its intersection with the North line of the SW 1/4 of the NE 1/4 of Section 17, T.18S., R.12 E., W.M., said intersection being on the Northwesterly line of Lot 1, Block 3, Wildwood Park;
20. Thence Westerly along the North line of the SW 1/4 of the NE 1/4 of said Section 17, and continuing Westerly along the North line of the SE 1/4 of the NW 1/4 of said Section 17 to the Northwest corner of Lot 21, South Village;
21. Thence Southwesterly along the Westerly line of South Village to the Southwest corner thereof, said Southwest corner being on the North line of Golfside Park P.U.D.;
22. Thence Westerly along said North line to the Northwest corner of Lot 18, Golfside Park P.U.D., said corner being on the Easterly right-of-way line of US Highway 97 Business (3<sup>rd</sup> Street);
23. Thence Southwesterly along the Westerly line of Golfside Park P.U.D. and the Westerly line of South Deerfield Park to the most Westerly corner of Lot 32, South Deerfield Park;
24. Thence, continuing along the Southeasterly right-of-way line of US Highway 97, Northwesterly to an angle point and thence Southwesterly to the Northerly right-of-way line of China Hat Road;



## EXHIBIT A

25. Thence Northwesterly in a straight line to the intersection of the South line of Section 18, T.18S., R.12E., W.M. and the Westerly right-of-way line of The Dalles - California Highway (US Hwy 97);
26. Thence Westerly along the South line of said Section 18 to the Southeast corner of Lot 2, Block 1, Goldenrain;
27. Thence Northerly along the East line of Goldenrain 323.71 feet, more or less, to the Northeast corner of Lot I, Block 1, Goldenrain, said corner being on the South right-of-way line of Ponderosa Street;
28. Thence Northerly in a straight line across Ponderosa Street to the Southwest corner of Frontier West, said corner being on the North right-of-way line of Ponderosa Street;
29. Thence Easterly along said right-of-way line to its intersection with the South Line of Lot 1, Block 1, Frontier West;
30. Thence Easterly along said South line, and continuing along the South line of Frontier West 324.42 feet, more or less, to the Southeast corner of Frontier West;
31. Thence Northeasterly along the East line of Frontier West, and continuing along the East line of Romaine Village Unit 3, to the North right-of-way line of Romaine Village Way as surveyed in CS 09651, Deschutes County Survey Records;
32. Thence Southeasterly along said right-of-way line 69.09 feet, more or less, to the Southeast corner of that Lot Line Adjustment as surveyed in CS 09651, Deschutes County Survey Records, said Southeast corner being on the East line of the Old Brooks Scarlon Logging Road;
33. Thence Northerly along said East line, being the East line of the tracts surveyed in said CS 09651, and continuing along the East line of Mahogany Street and the East line of Block 12, Romaine Village Unit 6 to the Northeast corner of Lot 18, said Block 12;
34. Thence Southwesterly along the North line of said Lot 18, 140.72 feet, more or less, to the Northwest corner thereof, said corner being on a curve to the right of radius 45.00 feet on the right-of-way line of Crystal Lane;
35. Thence along said curve and said right-of-way line 67.05 feet, more or less, to the point of tangency and the Northeast corner of Lot 16, Block 12, Romaine Village Unit 6;
36. Thence Southwesterly along the Northerly line of said Lot 16 and its Southwesterly extension to the West right-of-way line of Driftwood Lane;
37. Thence Northerly and Northwesterly along said west right-of-way line to a point lying due South of the beginning of the East cul-de-sac curve (radius = 50 feet) on the South right-of-way line of Cyprus Street;
38. Thence due North to the beginning of said cul-de-sac curve;
39. Thence, proceeding to the left along said curve and said South right-of-way line to the South line of Lot 15, Block 4, Larkwood Estates;
40. Thence Easterly along said South line to the Southeast corner of said Lot 15;

## EXHIBIT A

41. Thence Northerly along the East line of Larkwood Estates to the most Northerly corner of Lot 1, said Block 4;
42. Thence Northwesterly in a straight line across Brookwood Boulevard to the most Easterly corner of Lot 13, Block 1, Larkwood Estates;
43. Thence Northeasterly in a straight line across Larkwood Drive to the most Southerly corner of Lot 5, Block 2, Larkwood Estates;
44. Thence Southeasterly in a straight line across Brookwood Boulevard to an angle point in the West line of Block 9, Pinebrook Phase III, said angle point lying 144.38 feet (platted distance) Southwesterly from the Southerly right-of-way line of Pinebrook Boulevard;
45. Thence Southerly along the Westerly line of Pinebrook Phase III to the Southwest corner thereof;
46. Thence Easterly along the South line of Pinebrook Phase III, and continuing along the South line of Pinebrook Phase II to the Southerly extension of the East line of Lot 6, Block 8, Pinebrook Phase II;
47. Thence Northerly along said Southerly extension and said East line and along the northerly extension of said East line to a point on the most Easterly line of Pinebrook Phase II, being also the most Easterly line of Norman H. Symons Park;
48. Thence Northerly along said most Easterly line and its Northerly extension to the North right-of-way line of Pinebrook Boulevard, as platted in Pinebrook Phase I;
49. Thence Easterly along said North right-of-way line to the Southeast corner of that tract of land designated as Parcel 1 in deed recorded as Document 95-40651 in the records of Deschutes County;
50. Thence Northerly along the East line of said tract to the Northeast corner thereof and the South line of Section 8, T.18S., R.12E., W.M.;
51. Thence Westerly along said South line to the Southeast corner of Lot 32, Badger Crossing Phases I and II and the **POINT OF BEGINNING**.



RENEW'S: 7/01/10  
SIGNED: 8-15-08

# Core Area Development Assistance Program

## PURPOSE

This policy establishes program criteria and parameters for administering a property tax increment grant program provided by the Bend Urban Renewal Agency (BURA) for the Core Area Tax Increment Finance (TIF) Area. The Core Area Development Assistance Program provides matching grants or loans to offset development costs for housing and mixed-use (commercial/residential) projects.

## ELIGIBILITY

Property owners developing a new project or redeveloping an existing building with a housing and/or mixed-use (residential/commercial) project. Projects that are eligible for the grant must:

- Be located within the Core Area Tax Increment Finance Area
- Project site must include construction, renovation, or rehabilitation of residential units
- Comply with all applicable City of Bend standards, and is a permitted or conditional use in the zone.

Eligible uses of funds include:

- Land acquisition and assembly
- Environmental review, mitigation, and remediation
- Pre-development assistance including contracting with design professionals
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements required as a condition of approval for the development
- Building rehabilitation (energy efficiency, accessibility upgrades)
- Vertical development costs for housing and mixed-use commercial/residential development
- Upgrades to major public infrastructure including sewer, water, streetscapes, or sidewalks required as a condition of approval for the development
- Permit fees & System Development Charges (SDCs)

Public buildings, as defined by ORS 457.010(12), are not eligible for development assistance.



# EVALUATION SCORING

Applications will be reviewed by a scoring team comprised of three Core Area Advisory Board (CAAB) members without any potential conflicts of interest, as defined in Oregon law, and up to two BURA members. The subcommittee will meet in a public meeting to review applications and make recommendations for funding awards to BURA. BURA has the ultimate authority to approve funding awards for the Development Assistance Program. The following evaluation scoring will support application reviews by the scoring team prior to recommending any allocation of funding awards to BURA.

Individual bullets listed under each scoring evaluation criteria are intended to demonstrate a variety of metrics that could be used to determine how the project meets the intent of the overall scoring criteria (ie. each bulleted item is not intended to equate to a certain number of points).

## 1) CATALYTIC POTENTIAL: Project has catalytic potential (0-25pts)

- Project is likely to spur other redevelopment efforts.
- Based on the construction value estimate of the project, the project will generate a higher tax value/acre (and therefore higher levels of tax increment revenue) relative to other applications. Reduced revenues caused by an applicant's intent to utilize the Multiple Unit Property Tax Exemption (MUPTE) Program will be taken into consideration.
- More catalytic potential is considered for project located in a higher risk market area (east of Bend Parkway and/or north of Revere Avenue)
- Project is located in the Bend Central District as defined by **Bend Development Code 2.7.3205**
- Projects located within two blocks of other planned investments (Franklin Avenue, 2nd Street, Hawthorne Avenue, Greenwood Avenue, major private developments)
- Project is likely to be completed (receive Certificate of Occupancy) within the next two years, as identified by the applicant or in the reviewer's assessment.
- Improvements are likely to last 10 or more years, as identified by the applicant or in the reviewer's assessment.

## 2) COMMUNITY BENEFIT: Project benefits the community (0-25pts)

- Design elements of the project that will provide community benefit are included into the project such as energy efficient/green building features, improvements that benefit people walking, biking, rolling, and/or using transit, active ground floor uses, and/or open space/plazas.
- Housing projects that:



- i. Are mixed-income and will include rental levels that serve a variety of income levels
  - ii. Include Affordable Housing units (80% Area Median Income or less for dwelling units for sale and 60% AMI or less for dwelling units for rent)
  - iii. Include Middle Income Housing units (120% Area Median Income or less)
  - iv. Include Transitional housing
- For mixed-use projects, project will include priority uses including:
  - i. Customer facing businesses (ie. Public facing businesses such as retail; not office)
  - ii. Food and/or beverage
  - iii. Entertainment/art
  - iv. Childcare
  - v. Makers (art, craft, design, or production related businesses including but not limited to artisanal foods, baked goods, brewing, decorative arts, glassblowing, pottery, printmaking, textiles, traditional crafts, reuse, and woodcrafting)

**3) PROJECT NEED:** Project has need for financial assistance to overcome project challenges (0-25pts)

- Project funds will be used to overcome specific challenges of the site or project (ie. environmental remediation, infrastructure challenges/costs, small and/or constrained site, accessing capital, etc) and funds are needed.
- Funding need will be evaluated based on both on & offsite cost information provided by the applicant for costs associated with anything above and beyond minimum or standard site development. The scoring team may also evaluate other funding sources the applicant is using to fund the project (ie. additional grant or financial assistance programs) to evaluate need.

**4) EQUITABLE OUTCOMES:** Project beneficiaries are a priority (0-25 pts)

- At least one person on ownership or on the ownership of the development team identifies as at least one of the following:
  - i. Black, Indigenous, and/or Person of Color (BIPOC)
  - ii. Lesbian, Gay, Bisexual, Transgender, Queer and/or Questioning, Intersex, Asexual, Two-Spirit (LGBTQIA2S+)
  - iii. Veteran
  - iv. Person with a disability
  - v. Woman
- Residential rental levels will include units that will be rented at affordable and/or middle-income rental rates (up to 120% Area Median Income) including transitional housing.
- Mixed-use projects will include the following priority uses:



- Small businesses (10 or less employees)
- Local businesses (headquarters are or will be located in Core TIF Area)
- Businesses with 50% or more ownership by the following identities or whose business or group mission is to serve the following identities:
  - Black, Indigenous, and/or Person of Color (BIPOC)
  - Lesbian, Gay, Bisexual, Transgender, Queer and/or Questioning, Intersex, Asexual, Two-Spirit (LGBTQIA2S+)
  - Veteran
  - Person with a disability
  - Non-English Speaking
  - Non-citizens
  - People of lower socioeconomic status (<80% Area Median Income)

## **APPLICABILITY**

This policy pertains to projects selected for Development Assistance by BURA. All projects shall be reviewed and deemed eligible by City staff in conformance with this program policy and the Core Area Tax Increment Finance Plan and shall be approved for reimbursement by BURA.

## **PAYMENT**

Award amounts shall not exceed \$750,000. BURA will provide assistance in the form of reimbursements to selected projects.

Recipients must enter into a Grant or Loan Agreement with BURA prior to the disbursement of funds. The Development Agreement will include the total amount project costs, total amount of financial assistance to be reimbursed, the estimated reimbursement amounts, the estimated payment schedule, and the remedies for BURA in the event that the recipient fails to meet the terms and conditions of the Development Agreement. The Development Agreement will require that awarded funds be utilized within 24 months of executing the Development Agreement to ensure timely use of funds.

## **MODIFICATIONS**

Under extraordinary conditions and after all other project funding has been secured, BURA may approve modification of the above terms (such as payment terms, reimbursement process, and/or maximum grant amount) to accommodate a project's specific needs. Modification of these terms will



be the exception rather than the rule. In such cases, the applicant must provide sufficient evidence that the standard reimbursement requirements and terms would cause undue hardship to the applicant or the project. Approval or denial will be in the sole discretion of BURA.



**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 [corearea@bendoregon.gov](mailto:corearea@bendoregon.gov) or 541-388-5580; Relay Users Dial 7-1-1.



**BEND URBAN RENEWAL AGENCY  
(BURA)**



***JUNIPER RIDGE URBAN RENEWAL***

**CITY OF BEND**

**Application Instructions**  
**for**  
**Development Assistance**

**Additional copies are available from:**

**City of Bend  
Economic Development Department  
Matt Stuart  
Urban Renewal Manager  
mstuart@bendoregon.gov  
Phone: 541-323-5992**



# ***Table of Contents***

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## **1. Application Process**

## **2. Review Process**

## **3. Program Overview**

- 3.1 BURA Objectives
- 3.2 Eligible Activities
- 3.3 Ineligible Activities
- 3.4 Eligible Applicants

## **4. BURA Goals and Objectives**

- 4.1 Juniper Ridge Urban Renewal Plan Goals
- 4.2 BURA Policy on Development Assistance

## **5. Evaluation Criteria**

- 5.1 Juniper Ridge Urban Renewal Plan Goals and Objectives
- 5.2 General Criteria

## **6. Rules and Requirements for Recipients**

- 6.1 Written Agreements
- 6.2 Record-Keeping and Reporting Requirements
- 6.3 Other Requirements

## **7. Required Application Contents**

## **8. Other Information**

## **9. Application Submission Instructions**

### **Attachments**

Form A Project Summary Form

# 1. Application Process

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The following application process applies to the award process for the JUNIPER RIDGE DEVELOPMENT ASSISTANCE program. BURA will review applications on a first come first serve basis, and BURA reserves the right to amend, alter, or terminate the JUNIPER RIDGE DEVELOPMENT ASSISTANCE program at any time.

<b>Step 1:</b>	Submit application to BURA staff for completeness check – Matt Stuart at <a href="mailto:mstuart@bendoregon.gov">mstuart@bendoregon.gov</a>
<b>Step 2:</b>	Upon completeness, staff reviews application and responds to applicant with questions or comments to be addressed.
<b>Step 3:</b>	Staff prepares recommendation and sets public meeting date with BURA for presentation and discussion.
<b>Step 4:</b>	BURA to issue approval or denial of application and provide staff direction to prepare Development Agreement for approval.
<b>Step 5:</b>	BURA and Applicant sign Development Agreement
<b>Step 6:</b>	Applicant has three (3) years following the execution of Development Agreement to obtain Certificate of Occupancy or request an extension.

More detailed information about the application and process is contained in the following section.

## 2. Review Process

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The following process will be used in BURA's review and selection for the JUNIPER RIDGE DEVELOPMENT ASSISTANCE program.

1. Staff will review each application initially for completeness based on the requirements of this application form, whether the project is eligible for DEVELOPMENT ASSISTANCE under the JUNIPER RIDGE URBAN RENEWAL PLAN, and whether the project is already utilizing incentive assistance from the Bend Enterprise Zone (E-zone) – administered by Economic Development of Central Oregon (EDCO).
2. Applications will then be reviewed and evaluated in further detail by Urban Renewal staff. The evaluation criteria that will be used by staff in reviewing Applications are contained in Section 5.

During the application review period, applicants may be invited to deliver a virtual presentation on their project application to staff and/or BURA. If invited, applicants will be allowed approximately five (5) minutes to present their applications, followed by a five (5) minute question and answer session.

3. Staff's recommendations will be forwarded to BURA for final approval of the JUNIPER RIDGE DEVELOPMENT ASSISTANCE application.
4. BURA will finalize and approve funding decisions for the JUNIPER RIDGE DEVELOPMENT ASSISTANCE application and direct staff to proceed with the Development Agreement, if awarded.
5. If action by an applicant requires that the application be amended, any costs associated with the amendment, including legal notice and public hearing costs, will be the responsibility of the applicant.

### **3. Development Assistance Overview**

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This section provides general information regarding the JUNIPER RIDGE DEVELOPMENT ASSISTANCE Program and the types of activities that are eligible for funding. For more detailed information on the JUNIPER RIDGE DEVELOPMENT ASSISTANCE PROGRAM and eligible activities, please contact the Urban Renewal Manager.

#### **3.1 Objectives**

Funding from this source shall only be spent for commercial and/or industrial development projects evaluated pursuant to the priorities established through the Juniper Ridge Urban Renewal Plan.

#### **3.2 Eligible Activities**

All funding from this program must be targeted for commercial and/or industrial development projects.

Basic Eligible Activities:

JUNIPER RIDGE DEVELOPMENT ASSISTANCE can support eligible activities associated with commercial and/or industrial development projects completely within the boundary of the Juniper Ridge Urban Renewal Area, including.

- Acquisition of real property by purchase
- Construction, reconstruction, and rehabilitation of existing facilities
- Grading, clearing, and other activities related to preparing a site for development
- Construction of necessary on-site and off-site infrastructure related to preparing a site for development

#### **3.3 Ineligible Activities**

In general, activities that are not specifically identified as eligible, or are not listed as eligible expenses per ORS 457, are considered to be ineligible. The following activities are specifically identified as activities that are not eligible for the JUNIPER RIDGE DEVELOPMENT ASSISTANCE. Please contact the Urban Renewal Manager for more information on ineligible activities.

- Acquisition, construction, or reconstruction of a Public Building, as defined in ORS 457.0410(12), or buildings for the general conduct of government
- General government expenses
- Purchase of construction equipment, fire protection equipment, furnishings and personal properties
- Operating and maintenance expenses

#### **3.4 Eligible Applicants**

Applications will be accepted from property owners, private sector for-profit developers, and/or qualified business organizations.

# 4. Juniper Ridge Development Assistance Program Goals and Objectives

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The JUNIPER RIDGE DEVELOPMENT ASSISTANCE applicant must be consistent with the program goals outlined in the Juniper Ridge Urban Renewal Plan and the BURA Policy for Development Assistance.

## 4.1 Juniper Ridge Urban Renewal Plan

All activities funded through the JUNIPER RIDGE DEVELOPMENT ASSISTANCE program must be consistent with Goal 1, Goal 2, Goal 3, and Goal 4, of the Juniper Ridge Urban Renewal Plan:

- Goal 1: Support the Development of High Quality Employment Uses within the Area – Stimulate a broad mix of compatible employment and recreational uses within the Area, including commercial, light industrial, research and development, and public open spaces.**
  
- Goal 2: Preserve and Enhance the Area’s Natural Assets – Promote development that preserves and enhances the Area’s natural assets.**
  
- Goal 3: Improve Traffic and Transportation – Implement transportation improvements that will increase access to vacant and underutilized properties.**
  
- Goal 4: Provide Public Utilities – provide sewer, water and surface water management infrastructure adjacent to and within the Area that will facilitate the timely and complete development of the Area.**

## 4.2 BURA Policy on Development Assistance

BURA shall provide assistance in the form of reimbursements to selected projects other than those falling under the definition of a Public Building (ORS 457.010(12)). Property tax increment reimbursements related to the Development Assistance Program shall be made in annual installments following verification of receipt of property tax payments by the County Assessor.

Reimbursement recipients shall enter into a Development Agreement with BURA prior to the disbursement of funds. The Development Agreement shall include the total amount project/development costs, total amount of financial assistance to be reimbursed, timeframe of Certificate of Occupancy and County Assessor certification, the estimated annual reimbursement amounts, the estimated payment schedule, and the remedies to be employed by BURA in the event that the reimbursement recipient fails to meet the terms and conditions of the Development Agreement.

Following execution of the Development Agreement, BURA staff will verify costs and assessed values with both the recipient and County Assessor on an annual basis to ensure compliance with the terms of the Development Agreement through its entirety.

Terms of the development agreement shall be as follows:

- Monetary value of development assistance does not exceed ten percent (10%) of total development costs associated with project.
- Property tax increment reimbursement is not eligible for disbursement until Certificate of Occupancy is received and new development has been certified by the County Assessor;
- If the value of development assistance requested is less than fifty thousand dollars (\$50,000), reimbursement can occur following completion and approval of the related tasks.
- Annual reimbursement payments do not exceed seventy-five percent (75%) of the yearly increased property tax increment value, as certified by the County Assessor.

- Projects may be subject to Bureau of Labor Industries Prevailing Wage (ORS 279C.838(C)), and applicants are responsible for making its own independent determination of whether prevailing wage applies.

Under extraordinary conditions, BURA may approve modification of the above terms to accommodate a project's specific needs. Modification of these terms will be the exception rather than the rule. In such cases, it shall be the responsibility of the project applicant to provide sufficient evidence – as determined by staff – that the standard reimbursement requirements and terms would cause undue hardship to the applicant or the project. Potential modifications include:

- Reimbursements for projects other than those falling under the definition of a Public Building (ORS 457.010(12)) may be negotiated for annual reimbursement payments exceeding the amount specified in Section 2, if it can be shown that such terms would cause undue hardship to the applicant or would preclude the successful implementation and/or completion of the project.

## **5. Evaluation Criteria**

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The evaluation criteria outlined in this section have been developed to be consistent with priorities of the Juniper Ridge Urban Renewal Plan. All applications will be reviewed using these criteria.

### **5.1 Juniper Ridge Urban Renewal Plan Goals and Objectives**

Only those projects addressing Goals 1, 2, 3, and 4, identified in the Juniper Ridge Urban Renewal Plan (listed in Section 4.1 above), where/when applicable, will be considered for JUNIPER RIDGE DEVELOPMENT ASSISTANCE. Please review the Juniper Ridge Urban Renewal Plan goals and objectives to ensure that your project is consistent with these goals and objectives before submitting an application.

### **5.2 General Criteria**

In reviewing and evaluating applications, staff will seek to address the following:

- Projects that successfully maximize utilization of outside (non-JUNIPER RIDGE DEVELOPMENT ASSISTANCE) financial assistance and services.
- Projects that demonstrate a lack of financial feasibility without the award of the JUNIPER RIDGE DEVELOPMENT ASSISTANCE.
- Projects that demonstrate a capital investment for the Area.
- Projects that support high quality employment.
- Projects that are clearly defined and realistic in scope, location, need, budget, and goals.
- Projects that can demonstrate readiness to be implemented in a timely manner once the JUNIPER RIDGE DEVELOPMENT ASSISTANCE is awarded.
- Projects that will have a sustainable long-term impact
- Projects that have strong neighborhood/community support
- Projects that have not received incentive assistance through the Bend Enterprise Zone (E-zone) – administered by Economic Development of Central Oregon (EDCO).

# 6. Rules and Requirements for Recipients

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Applicants awarded JUNIPER RIDGE DEVELOPMENT ASSISTANCE by BURA (also referred to as “recipients”) will be required to comply with all regulations and record-keeping requirements governing the use of JUNIPER RIDGE DEVELOPMENT ASSISTANCE. Applicable regulations and requirements are summarized below.

Recipients will be responsible for satisfying these requirements, documenting how the requirements are being satisfied, and reporting to BURA on how these requirements are being satisfied.

## 6.1 Written agreements

Each recipient will be required to enter into a Development Agreement with BURA that requires compliance with (1) all JUNIPER RIDGE DEVELOPMENT ASSISTANCE terms applicable to the project, (2) the Application, and, (3) any modifications and conditions imposed by BURA. This agreement must be signed and executed prior to the disbursement of any funds. Every effort will be made by BURA to have contracts developed and ready for execution within a timely manner following BURA approval and award.

## 6.2 Record-Keeping and Reporting Requirements

Recipients will be required to maintain accurate records documenting the financial requirements are being satisfied.

For all projects, recipients will be required to maintain records and documentation including, but not limited to:

- Documentation showing the amount of yearly Tax Increment generated by the project, over the property tax amount at time of approval, as certified by the County Assessor.
- Documentation showing the requested payment amount does not equal more than seventy-five percent (75%) of the yearly Tax Increment generated by the project for that given year, as certified by the County Assessor.
- Documentation demonstrating the amount of monetary assistance approved by BURA, less than what has been previously paid.
- Information on how the project continues to meet the goals of the Juniper Ridge Urban Renewal Plan.

## 6.3 Other Requirements

In addition to the record-keeping and reporting requirements outlined above, JUNIPER RIDGE DEVELOPMENT ASSISTANCE recipient projects may also be subject to other requirements. The following is a brief summary of additional requirements that may apply to each project. The descriptions are very brief and do not provide all of the information that recipients will need in order to satisfy the requirements. Recipients shall be solely responsible for complying with these and any other applicable requirements, and shall be responsible for obtaining all of the information necessary to satisfy these requirements.

**Employment and Contracting:** Recipients may not discriminate in employment and must make efforts to provide training and employment opportunities.

**Flood Insurance:** JUNIPER RIDGE DEVELOPMENT ASSISTANCE may not be provided in a Federal Emergency Management Agency (FEMA) designated special flood area unless specific precautions are undertaken.

**Lead-Based Paint:** JUNIPER RIDGE DEVELOPMENT ASSISTANCE rehabilitation and construction activities must comply with 24 CFR Part 35 and Section 401 (b) of the Lead-Based Paint Poisoning Prevention Act.



**Labor Standards:** Construction Activities may subject to Bureau of Labor Industries Prevailing Wage (ORS 279C.838(C)) (recipients are responsible for making their own independent determination of applicability), and the Contract Work Hours and Safety Standards Act dependent upon other funding in the project.

**Debarred, suspended, and ineligible contractors and recipients:** JUNIPER RIDGE DEVELOPMENT ASSISTANCE cannot be provided to debarred, suspended, or ineligible contractors, subcontractors or recipients.

**Conflict of Interest:** JUNIPER RIDGE DEVELOPMENT ASSISTANCE recipients must comply with procurement requirements found at 2 CFR 200.317-326 and with any other applicable conflict-of-interest provisions.

**Acquisition and Relocation:** Acquisition, rehabilitation, and/or demolition activities may be covered by the Uniform Relocation Act and/or Section 104 (d) of the Housing and Community Development Act.

## **7. Required Application Contents**

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Applications for funding must contain the following information in the order presented below. Applicants are expected to provide the requested information in a clear and concise manner. BURA reserves the right to reject any applications that do not contain all of the information outlined below.

If your organization is seeking funding for more than one project, a separate project application must be submitted for each project. If your organization is submitting more than one project application, please indicate your project funding priorities in each application.

### **1. Table of Contents**

### **2. Completed Project Summary Form (*Form A*)**

### **3. Project Description**

Please provide a brief description of the following:

- The type and use of the development being proposed.
- How your project will address the goals of the Juniper Ridge Urban Renewal Plan.
- The Capital Investment required to make the development project successful.
- The number of jobs anticipated with the development.
- The ways in which your project will have a long-term impact for the Juniper Ridge Urban Renewal Area.

### **4. Project Timeline**

Please provide a timeline of the anticipated construction schedule and when Certificate of Occupancy is anticipated to be obtained for the entire project, or if phased, each phase of the project.

### **5. Property and Project Information**

Please attach a map showing the project's location within the Juniper Ridge Urban Renewal Area. If the project involves a specific site or a physical structure, include details about the site or structure, such as the size of the site, the floor area, the number and size of buildings, the project amenities, the condition of any existing structures, and any proposed alterations to the site or structures.

### **6. Financial Information**

Please provide the following financial information:

- A detailed line item budget describing the total project cost, including consideration of inflationary factors, associated with the project.
- A funding source line item form showing secured and potential sources of funding, including other federal and state grants and loans, in addition to traditional financiers. Attach letters of funding commitment from sources, if available.
- A description of the assumptions used to determine the total project cost, including the sources consulted and how costs were determined.
- A detailed line item of the anticipated tax increment to be generated by the project for a period of ten years (10) following the Certificate of Occupancy.
- A statement regarding the applicant's ability to proceed with the project without the requested JUNIPER RIDGE DEVELOPMENT ASSISTANCE, or with a JUNIPER RIDGE DEVELOPMENT ASSISTANCE award less than your requested amount.
  - For construction projects, please provide a detailed pro forma to demonstrate

### **7. Project Feasibility and Readiness**

Please provide the following information regarding project feasibility and readiness:

- A description of the applicant's capacity to complete the project, including its experience in implementing and managing activities similar to the proposed project. If capacity is achieved through partnerships with or utilization of other organizations or agencies, describe the nature and status of these partnerships.
- A description of neighborhood and/or community support for the project. Attach letters of support or other evidence of neighborhood/community support, if available.
- A description of the applicant's readiness to proceed with the project. For example, if the construction of the property is involved, is the property currently in the applicant's control? Is staff currently available to work on the project, or is the applicant ready to proceed with hiring consultants, contractors, or other necessary staff?
- A description of any land use processes (such as a zone change or a conditional use permit) the project will require and what steps, if any, have been taken to address these issues.

**8. Applicant Information**

Please provide the following information about the applicant:

- Background, mission, and development history. (Please limit to one (1) page)
- A brief description of the applicant's financial stability as it pertains to the applicant's capacity to successfully complete the project, including a brief financial history and primary funding sources.
- A list of key personnel that will be assigned to this project and their job titles and qualifications.

**9. Other information**

Please attach any other statistical data, applicable experience of the applicant, or other material you believe will assist BURA in its review of your application.

## 8. Other Information

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Please review the following points for important information about BURA's JUNIPER RIDGE DEVELOPMENT ASSISTANCE program, including the rights and responsibilities of BURA and the recipients with regard to the application and award process.

- BURA reserves the following rights with regard to the application and review process:
  - Applications that do not contain all of the information required may be rejected immediately.
  - BURA reserves the right to fund projects at a level that is less than the amount requested.
  - BURA reserves the right to waive irregularities or deficiencies in an application if BURA determines that such a waiver is in the best interest of BURA.
  - BURA may request an interview with or supplemental written information from an applicant concerning any deficiencies or ambiguities in an application. If an applicant fails to provide supplemental information within the time stated in the request, BURA may refuse to consider the application.
  - BURA reserves the right to make such investigation it deems appropriate to determine whether an applicant is qualified to provide the services. If an applicant fails to cooperate with an investigation, or if an applicant provides false, misleading, or incomplete information, BURA may further to consider the application.
  - In cases of doubt or differences of opinion concerning the interpretation of this application, BURA reserves the exclusive right to determine and interpret the intent, purpose and meaning of any provision in this application, which determination and/or interpretation shall be binding to the applicant.
- Applicants are cautioned not to make any assumptions as to the implied meaning or intent of any part of the application. Applicants should request clarification if needed. Every request for information or clarification must be submitted in writing to BURA staff.
- Applicants selected for funding will be required to obtain adequate insurance covering workman's compensation, bodily injury, property damage, or automobile liability, depending on the nature of the project. Selected applicants will also be responsible for obtaining any necessary licenses and for complying with all applicable federal, state and municipal laws, codes and regulations.
- Applications selected for funding will become part of the Development Agreement between BURA and the recipient. Each recipient will be required to carry out the specified activity in the manner described in the funding application, and to meet all of the obligations contained therein. Any modifications to the project or the way in which the activity is carried out will require prior approval from BURA and a modification to the Development Agreement.
- Projects must receive a Certificate of Occupancy within three (3) years of the Development Agreement's execution. The applicant may request additional time to obtain the Certificate of Occupancy in the form of an extension for a period of one (1) year. The applicant may only request an extension a total of two (2) times. BURA reserves the right to withdraw the award in the event that an applicant fails to meet this requirement.
- In the event of non-compliance with any applicable federal, state or local laws, codes, or regulations, BURA's agreement with the recipient may be terminated or suspended in whole or in part.

- Any applicant (including any entity that has or had family or business ties or obtains an ownership interest in the project or property) who is in default on any funding agreement or reporting requirements with BURIA, or is not in compliance with any zoning, planning or building division requirements, regardless of site will not be eligible for funding through this program.

## 9. Application Submission Instructions

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- Email one (1) official application to:

Matt Stuart  
Urban Renewal Manager  
mstuart@bendoregon.gov  
(541) 323-5992

- One official signed application must be submitted in a **non-write protected Adobe.pdf** or in **MS Word Format**.

### **Questions?**

If you have any questions about the application or the application process, please contact BURA staff – Matt Stuart at 541-323-5992 and [mstuart@bendoregon.gov](mailto:mstuart@bendoregon.gov).

**FORM A**

**BURA  
JUNIPER RIDGE DEVELOPMENT  
ASSISTANCE Program  
Application**



**CITY OF BEND**

**PROJECT SUMMARY FORM**

<b>Project Name:</b>	_____
<b>Project Location:</b>	_____
<b>Project Description:</b>	_____ _____ _____
<b>Total Project Cost</b>	\$ _____
<b>Funds Requested:</b>	\$ _____
<b>Tax Increment Generated Over 10-year Period</b>	\$ _____
<b>Applicant (Organization)</b>	_____
<b>Address:</b>	_____
<b>City, State &amp; Zip:</b>	_____
<b>Contact Person:</b>	_____
<b>Phone Number:</b>	_____
<b>Email Address:</b>	_____
<b>Signature:</b>	_____ <b>Date:</b> _____

**Minutes  
Core Area Advisory  
Board Thursday,  
November 7  
Council Chambers, 710 NW Wall Street Bend,  
OR 3-5pm PST**



CITY OF BEND

This meeting will be held in person for board members and via Zoom for members of the public.

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**3pm Core Area Advisory Board Meeting**

**Roll Call**

Present: Corie Harlan, Elisa Cheng, Alyssa Heim, Dale Van Valkenburg, Alayne Fardella, John Heylin.

Ex Officio: Sara Odendahl, Sharon Smith, Rachel Colton, Doug Pigman, Megan Perkins

**1. Approve Meeting Minutes**

Member Valkenburg moved to approve August 15 and September 30 meeting minutes.

The voice vote passed: 6-0

Yes: Harlan, Cheng, Heim, Valkenburg, Fardella, Heylin.

**2. 2025-2027 City Council Goals**

CAAB discussion ensued on CAAB accomplishments from the past year and was summarized into a document to summarize the discussion which included the following notes:

CAABS 2024 accomplishments:

1. Distributed funds through Business Assistance Grants (staff to add specific \$ & impact amounts)
2. Initiating Midtown Crossings Projects
  - a. Hawthorne is fully funded, primarily through grants
  - b. Greenwood pilot is complete
  - c. 2<sup>nd</sup> Street has started construction
  - d. Franklin Corridor is being designed.
3. Started to identify barriers to adaptive re-use projects in the Bend Central District.
4. Supported Council consideration of the TIF Housing Affordability & Employment Growth Policy
5. City secured grant for people street planning and additional evaluation of the Juniper to Drake Park Case Study.



**6. Approved an annual performance metric report (2023 Annual Report)**

**Council Goal Ideas:**

1. Spur development & unlock infill development opportunities
  - a. Identify and adopt code changes to remove barriers to adaptive re-use projects in the BCD to help spur private development in the Core Area
  - b. Attract housing development and support policy to support housing infill (in coordination with City's housing programs) through legislative priorities (infrastructure & housing asks)
2. Midtown Crossings
  - a. Build midtown crossings projects on time and in budget
  - b. Include beautification on Greenwood, Parkway median, Franklin-more trees
  - c. Council to advance vision for how we connect to Hawthorne Ave (Juniper to Drake Park connections)
3. Focus on enhancing sense of safety in the Bend Central District (BCD)
  - a. Clean-ups, lighting, security.
4. Create a clear roadmap for BCD's transformation
  - a. From current use as a social service hub to planned civic uses (while ensuring a continuation of social services)
  - b. Facilitate community connection on east and west sides of the Hawthorne Bridge.
  - c. How to create a complete community (housing, parks, civic/business uses)
  - d. Identify a BCD Park location
5. How can Core Area goals be integrated into City's Economic Development Strategy (infrastructure, target sectors, incentives, etc.)

**Bend Urban Renewal Agency (BURA) Ideas**

1. Investments that will generate more revenue for the Core Area
2. Encourage development through investment strategy
3. Market/developer surveys to inform incentives development

**Process Ideas**

Joint meetings with BEDAB and AHAC to identify shared goals/synergies.

Member Valkenburg moved to use today's document and submit to City Council for their Goal Setting Process. Alyssa Heim seconded the motion.

The voice vote passed 6-0

Yes: Harlan, Cheng, Heim, Valkenburg Fardella, Heylin

Meeting adjourned 4:20pm

For a recording of this meeting click on the link below:

[November 7, 2024](#)

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**Minutes**

**Core Area Advisory Board**

**Thursday, January 23,**

**2025**

**Council Chambers, 710 NW Wall Street Bend, OR**

**3-5pm PST**

This meeting will be held in person for board members and via Zoom for members of the public.



CITY OF BEND

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**4:30pm Core Area Advisory Board**

**Meeting Roll Call**

**Election of Chair and Vice Chair of Core Area Advisory Board**

**MOTION: Katherine Austin: I nominate Corie Harlin to continue as Chair.**

Dale seconded

Ayes-Janes, Dawn, Katherine, Dale, John Heylin, Hank

Nayes-0

Nomination passes.

**MOTION: Katherine Austin: I nominate Dale to be Vice Chair.**

Hank Seconded

Ayes-Janes, Dawn, Katherine, Dale, John Heylin, Hank

Nomination passes

Meeting adjourned 4:36pm

For a recording of this meeting click on the link below:

[January 23, 2025.](#)

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**THE CORE AREA TAX INCREMENT FINANCE PLAN**

The Core Area was established in 2020. The investment categories of the Plan Area are infrastructure systems, affordable housing, business development, and open space. Revenue is derived by standard tax growth, new development, and associated bonds.

**Table 1. Historical & Projected Growth**

	2022	2023	2024	2025	2026	2027
Assessed Value Growth	--	2.70%	0%	3.8%	2%	2%

**Figure 1. 2025 Tax Increment Generation**



**Standard Tax Growth**

This growth results from a maximum 3% increase in taxable assessed value, established by Ballot Measure 50.

**Utility Assessments**

Known as centrally assessed properties, these are assessments on certain transportation, communication and energy properties. Assessments are conducted by the Oregon Department of Revenue.

**New Development**

New development assessed at the established change per property ratio by the County assessor. These valuations occur when substantial investments occur on an identified parcel.

**PLAN AREA CHALLENGES**

**Increased Costs**

Project costs are coming in substantially higher than forecasted. Available funds through 2027 may be readjusted to accommodate future overages from Agency funded projects.

**Stalled Development**

Significant delays with private development, estimated over \$250 million dollars, is occurring in the Core Area. Causes include higher construction costs and financing rates

**Competing Community Priorities**

The Area is experiencing competing needs and demands associated with private development, area infrastructure challenges, and houseless services.

**FUNDING THE AREA**

The total anticipated funding for the Core Area through 2027 is estimated to be \$9 million. Funding will be derived from two sources – bond revenue and tax increment. The bond is anticipated to be 57% of the total revenue sources.

**2025-2027 PLAN INVESTMENTS**

**Affordable Housing**

TIAHA Program  
Homeownership Study\*

**Infrastructure**

Franklin Undercrossing

**Beautification & Enhancement**

Facade Improvement Grant  
2nd Street Streetscape

**Business & Land Development**

Land Capacity Assessment\*  
Site Assistance Program  
Site Specific Program

**Entrepreneurial Development**

Neighborhood Market Study\*  
Small Business Loan Study\*  
Build Catalyst Fund\*

**Administration**

Advisory Body Update\*

\* Denotes proposed programs.

**2025-2027 RECOMMENDED BUDGET**

	2023-2025	2025-2027
Personnel Services	\$ 294,946	\$ 126,400
Materials and Services	\$ 1,115,785	\$ 2,828,700
Capital Outlay	\$ 3,999,928	\$ 3,990,000
Transfers Out	\$ 211,200	\$ 273,600
Debt Service		\$ 986,000
<b>TOTAL</b>	<b>\$5,621,859</b>	<b>\$8,204,700</b>

**MAJOR CHANGES:**

1. Staff allocation now evenly distributed among all urban renewal areas.
2. Increases in development, project, grant assistance programs (dependent on development).
3. First annual debt service payment will begin in December 2025.

**2025-2030 RECOMMENDED CAPITAL IMPROVEMENT PROGRAM**

	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30
1BCA2 – 2 <sup>nd</sup> Street					
1GRAI – Midtown Crossings	\$1,490,000				
1BBCD – South BCD Improvements	\$2,500,000				
<b>TOTAL</b>	<b>\$3,990,000</b>				

**MAJOR CHANGES**

1. Hawthorne Crossing now removed.
2. Identified infrastructure projects in the South Bend Central District: 1<sup>st</sup> Street and South BCD Sewer.