

BEND CENTRAL DISTRICT

SUMMARY OF REVITALIZATION POTENTIAL SPRING 2018



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EXECUTIVE SUMMARY

URBAN RENEWAL IN THE BEND CENTRAL DISTRICT + KORPINE: A WIN-WIN FOR BEND

The purpose of this booklet is to compile the relevant studies, technical information, and outreach efforts done to date regarding the Bend Central District opportunity area.

The City of Bend's Central Area Plan, Mixed-Use Multi-Modal Area Plan, and 2016 Urban Growth Boundary plan identified potential for compact redevelopment of the Bend Central District. The BCD Initiative has coordinated additional analysis of the existing conditions, potential development projects, transportation system, and public outreach.

Based on this analysis, the BCD Initiative Technical Advisory Group, along with 29 local stakeholders, recommend creating an urban renewal area in the Bend Central District and KorPine to unlock the potential for new housing and jobs in the heart of Bend.

The BCD Initiative retained GBD Architects to create this booklet and develop a density study that projects a potential number of new housing units allowed by the existing code if urban renewal projects were initiated.

This booklet summarizes the relevant information and makes it easily accessible for decision-makers to guide their policy-making. Each section of the booklet has an executive summary allowing quick review of the content and provides background information as needed.



KEY FINDINGS

- 1 POTENTIAL FOR 912 - 3,447 NEW HOUSING UNITS OVER THE NEXT DECADE
- 2 DEVELOPERS HAVE DONE PRO FORMA FOR 3 POTENTIAL VERTICAL MIXED-USE HOUSING/OFFICE BUILDINGS
- 3 PROJECT EFFICIENCY RECOMMENDATIONS COULD SAVE THE CITY OF BEND \$3 MILLION FROM CURRENT CIP SCHEDULE
- 4 86% OF PEOPLE WHO FREQUENT THE BCD DESIRE INCREASED CONNECTIVITY FOR SAFETY AND A GREATER SENSE OF COMMUNITY
- 5 URBAN RENEWAL PROJECTS WOULD IMPROVE THE LIVES OF EXISTING RESIDENTS WITHOUT RAISING TAXES
- 6 HOUSING THAT IS AFFORDABLE TO WORKING FAMILIES AND CLOSE TO PLACES OF EMPLOYMENT INCREASES A REGION'S ECONOMIC HEALTH
- 7 THE CITY OF BEND CAN DIRECT A PORTION OF THE MILLIONS OF DOLLARS THAT WOULD BE COLLECTED THROUGH TAX INCREMENT FINANCING TOWARD DEVELOPMENT, PRESERVATION, AND REHABILITATION OF AFFORDABLE HOUSING



BCD TECHNICAL ADVISORY GROUP MEMBERS

Al Tozer, Tozer Design, LLC

Ashley Evert, owner of Bend Three Sisters Inn & Suites

Craig Davis, Director Emeritus, GBD Architects

Dale Van Valkenburg, Director of Planning & Land Use, Brooks Resources Corporation

Jim Lord, Ashley & Vance Engineering

Joe Bessman, Transight Consulting

John Gilbert, Pacific Crest Affordable Housing

Kirk Schueler, President and CEO, Brooks Resources Corporation

Marcia Vallier, President, Vallier Design Associates, Inc.

Moey Newbold, Director of Urban Planning, Central Oregon LandWatch

Patrick Howard, Retired

Paul Dewey, Executive Director, Central Oregon LandWatch

Stacey Stemach, Stemach Design + Architecture

Steven Ames, NXT Consulting Group

Tom Atkins, former President, JT Atkins & Company Landscape Architecture & Planning





April 4, 2018

Dear Bend City Councilors,

We, the undersigned, support the community vision for the Bend Central District's transformation into a vibrant, healthy, and resilient mixed-use neighborhood with safe connections between east and west Bend.

The Bend Central District (BCD) is in the very heart of our growing city. Multiple planning efforts have revealed enormous untapped potential to provide more housing and jobs within close proximity to essential services and activities that make up a livable community including Juniper Swim & Fitness Center, Historic Downtown Bend, the Hawthorne Transit Center, the Maker's District, Bend Senior High School, Marshall High School, and more. Bend's population is expected to increase 45% by 2035, and with less than one resident per acre in the Bend Central District, there is great potential for new housing options here.

Currently there are many barriers within the BCD that discourage new investments in housing and serve as a block between the east and west sides of Bend. Many streets are unwelcoming and unsafe for customers, families, and potential residents. More than a decade of surveys by the Orchard District Neighborhood Association and the recent BCD Transformational Community survey show great desire for improved biking and walking routes and more residential and retail opportunities in this area.

An ideal tool to address these problems and fund solutions is to create an Urban Renewal Area in the BCD and nearby opportunity areas, which could fund projects and programs such as streetscapes and safe crossing improvements for people traveling by bike, foot, and car; placemaking and community gathering spaces; programs that support small businesses and makers with low-interest loans or façade upgrades; infrastructure needed to support vertical development; and/or funding for affordable housing – all without raising any taxes on anyone. These types of projects and programs would not only catalyze private development that would make housing available to future residents, but would also benefit current Midtown residents. Additionally, successful revitalization of the heart of Bend will provide more tax revenue for the city and other local jurisdictions over the long-term.

The planning, zoning, and basic infrastructure are already in place to set the stage for revitalizing the heart of Bend. Many other communities have experienced successful neighborhood revitalization through public-private partnerships. Now all that is necessary is for the City of Bend to take the lead with some key public investments, funded through an Urban Renewal Area.

We recommend Council move quickly to create an Urban Renewal Area in the Bend Central District, and would further recommend Council consider including the adjoining KorPine opportunity area within the same URA. We believe that a URA that encompasses these two opportunity areas will



help achieve the community's goals by funding symbiotic catalyst projects and capturing the benefits of public and private investments made in these areas. We pledge to fully engage with the City as it develops a transformational vision and implementation plan for this new Urban Renewal Area.

Sincerely,

123 Ramen*

Agricultural Connections*

Barrel Thief & Oregon Spirit Distillers*

BCD Initiative Technical Advisory Group:

Al Tozer (Tozer Design, LLC), Ashley Evert (BCD Landowner), Craig Davis (Director Emeritus, GBD Architects), Dale Van Valkenburg (Director of Planning & Land Use, Brooks Resources Corporation), Jim Lord (Ashley & Vance Engineering), Joe Bessman (Transight Consulting), John Gilbert (Pacific Crest Affordable Housing), Kirk Schueler (President and CEO, Brooks Resources Corporation), Marcia Vallier (President, Vallier Design Associates, Inc), Moey Newbold (Director of Urban Planning, COLW), Patrick Howard, Paul Dewey (Executive Director, COLW), Stacey Stemach (Stemach Design + Architecture), Steven Ames (NXT Consulting Group), Tom Atkins (former President, JT Atkins & Company Landscape Architecture & Planning)

Bend Area Habitat for Humanity/ReStore

Bend Three Sisters Inn and Suites*

Beth Jacobi Wellness, Acupuncture & Nutritional Therapy*

Brooks Resources Corporation

BTSI, Inc.*

Bunk + Brew

Central Oregon Association of Realtors

Central Oregon LandWatch

DE Rink Construction*

El Sancho Taco Shop*

The Environmental Center

High Desert Mural Festival

High Desert Section, Oregon Chapter of the American Society of Landscape Architects

Killian Pacific

Larkspur Neighborhood Association*

Laughing Planet Café*

The Maker's District*

Massage Solutions of Bend*

Midtown Yacht Club development group*

The Miller Lumber Company*

Natural Edge Furniture*

Orchard District Neighborhood Association*

Pacific Crest Affordable Housing

Stage Right Productions/2nd Street Theater*

Taylor Development*

*Business, landowner, or organization located in the Bend Central District

BCD

BEND CENTRAL DISTRICT

Vision for a Vibrant Neighborhood in the Heart of Bend

The Bend Central District (BCD) is in the very heart of our growing city. Multiple planning efforts have revealed enormous potential for new jobs and housing in this over-looked area due to its close proximity to essential services and activities. Bend's population is expected to increase 45% by 2035, and with less than one resident per acre in the Bend Central District, there is clear opportunity for revitalization.



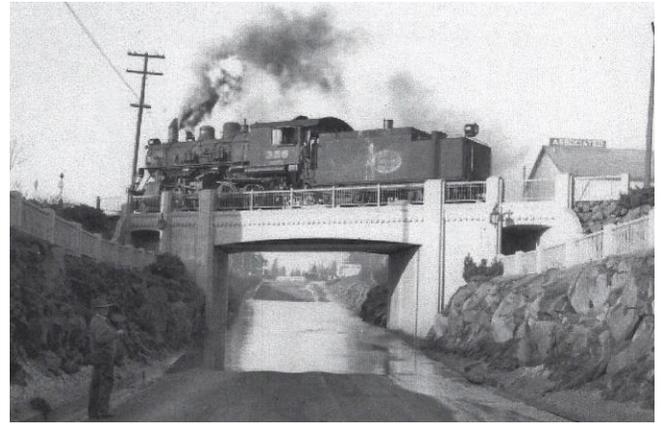
LOCATION KEY

- 1 BLOCKBUSTER
- 2 123 RAMEN
- 3 2ND STREET THEATER
- 4 COLIMA MARKET
- 5 TRANSIT STATION
- 6 OREGON SPIRIT DISTILLERS
- 7 SAFEWAY
- 8 LES SCHWAB TIRES

HISTORICAL IMAGES OF THE BCD



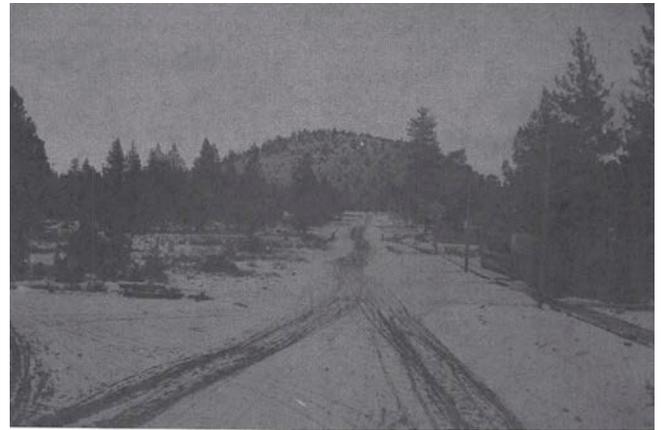
3rd Street Underpass



3rd Street Underpass



O'Donnell Field



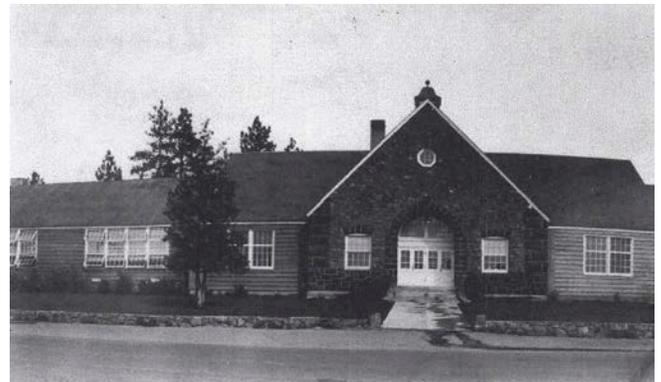
Heading East on Greenwood



Safeway 1965



Midget Drive In



H.E. Allen School



BCD GUIDING PRINCIPLES

Implement the community vision for the Bend Central District identified in the Central Area Plan and Multi-Modal Mixed Use Area Plan.

Catalyze vertical, mixed-use development that provides space for new housing and jobs within walking distance of community services, parks, schools, Hawthorne Station, Historic Downtown Bend, and other amenities.

Create safe, vibrant, and complete streets for people traveling through and within the district by foot, bike, car, transit, assisted mobility, etc.

Develop a fun and funky sense of place unique to the BCD that builds on the existing Maker's District, retains historical context and landmarks, and extends the "Bend Feel" with homegrown businesses, community gathering spaces, and mountain views.

Improve transportation connections through the heart of Bend and between districts by addressing barriers such as the BNSF Railroad, US 97 Parkway, and Third Street.

Establish a healthy, resilient, and connected urban neighborhood where people from a variety of socio-economic, cultural, and generational backgrounds thrive.

Create attractive, functional public spaces – green and civic – and nodes of activity that enhance quality of life for residents and visitors.

Encourage small-scale manufacturing, arts, culture, and entertainment as part of neighborhood revitalization as demonstrated in The Maker's District.

Demonstrate economical use of land, high-performance design, and contemporary building practices to ensure long-term efficiency.

Anticipate future needs for growing a strong economy by responding to market trends in housing, work spaces, transportation, and more.

Support the Historic Downtown Core's civic, cultural, and retail uses by providing a close-in location accommodating commercial, residential, and other uses demanded by Bend's rapid growth.

**BEND CENTRAL DISTRICT - URBAN RENEWAL DISTRICT
POTENTIAL DENSITY STUDY**

2/8/2018

TOTAL ACRES - BEND CENTRAL DISTRICT: 206
 TOTAL NUMBER OF BLOCKS 56
 NUMBER OF MAKERS DISTRICT BLOCKS 15
BLOCKS IN STUDY 56

CONSERVATIVE

	CITY BLOCKS	HOUSING UNITS PER BLOCK	PARKING SPACES	PERCENTAGE	NUMBER OF UNITS
LOW DENSITY	1	66	100	1.79%	66
MEDIUM DENSITY	6	99	100	10.71%	594
HIGH DENSITY	1	252	350	1.79%	252
TOTAL	8	417	550	14.29%	912

MODERATE

	CITY BLOCKS	HOUSING UNITS PER BLOCK	PARKING SPACES	PERCENTAGE	NUMBER OF UNITS
LOW DENSITY	3	66	100	5.36%	198
MEDIUM DENSITY	10	99	100	17.86%	990
HIGH DENSITY	4	252	350	7.14%	1008
TOTAL	17	417	550	30.36%	2196

AGGRESSIVE

	CITY BLOCKS	HOUSING UNITS PER BLOCK	PARKING SPACES	PERCENTAGE	NUMBER OF UNITS
LOW DENSITY	3	66	100	5.36%	198
MEDIUM DENSITY	15	99	100	26.79%	1485
HIGH DENSITY	7	252	350	12.50%	1764
TOTAL	25	417	550	44.64%	3447

PROFESSIONAL RECOMMENDATION BY GBD ARCHITECTS

STUDY: CAPACITY FOR NEW HOUSING

BEND CENTRAL DISTRICT - EXECUTIVE SUMMARY

The City of Bend has changed the zoning code requirements to allow mixed-use projects at higher densities and taller heights in the BCD. The Urban Growth Boundary adopted by the City of Bend in late 2016 estimated that the BCD could add 247 housing units to the Bend inventory through the 2028 planning period. However, analysis shows that the potential near-term housing capacity for the BCD is far greater than what was estimated.

This analysis uses a generic Bend City block with ground floor retail, housing above and the required parking spaces on site. It looks at redevelopment at two levels, four levels and six levels or low, medium and high-density redevelopment. The number of housing units generated in each scenario is then used to project the number of housing units that could be created in the district, based on the existing code, in a conservative, moderate and aggressive fashion across the entire district.

The most Aggressive Redevelopment projection assumes redevelopment of only 50% of the blocks within the BCD based on the existing code and zoning (which is still semi conservative). There is potential for nearly 3,500 housing units in the district. If you projected a full build-out with high density across all 56 blocks, the maximum number of units projected would be 14,112 units. This study was based on a generic 2 bedroom apartment unit. Unit mix and design could further affect the results.

Conservative Redevelopment: 912 additional housing units

1 block low density	66 Units
6 blocks medium density	594 Units
1 block high density	252 Units

TOTAL	912 Units
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Moderate Redevelopment: 2,196 additional housing units

3 blocks low density	198 Units
10 blocks medium density	990 Units
1 block high density	1,008 Units

TOTAL	2,196 Units
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Aggressive Redevelopment: 3,447 additional housing units

3 blocks low density	198 Units
15 blocks medium density	1,485 Units
7 blocks high density	1,764 Units

TOTAL	3,447 Units
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LOW DENSITY

- 1.0 1 STORY HOUSING OVER 1 STORY RETAIL
66 UNITS / 100 SURFACE PARKING STALLS**

MEDIUM DENSITY

- 2.0 3 STORY HOUSING OVER 1 STORY RETAIL
99 UNITS / 100 SURFACE PARKING STALLS**

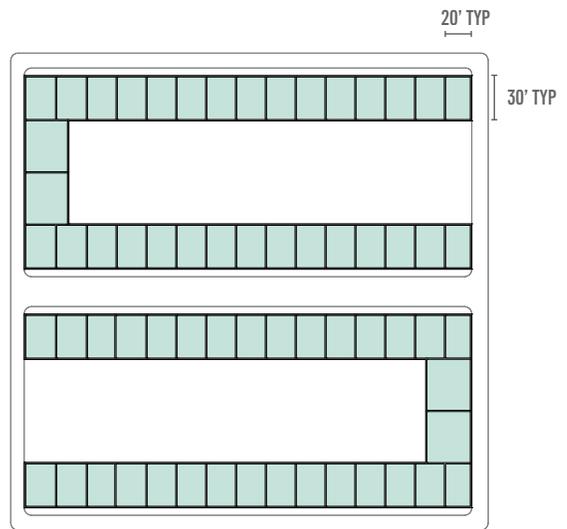
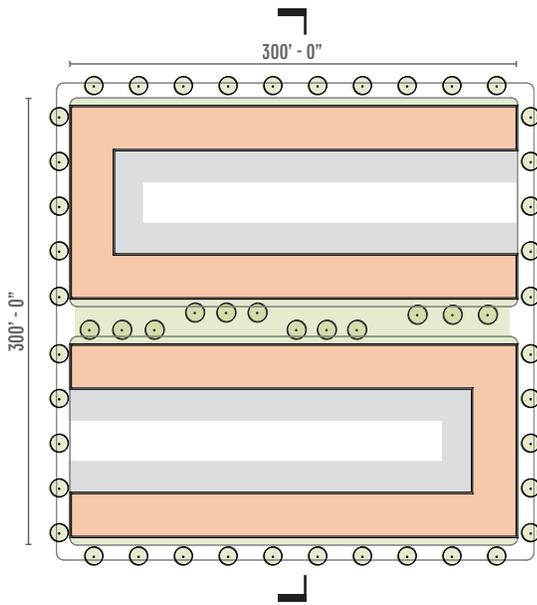
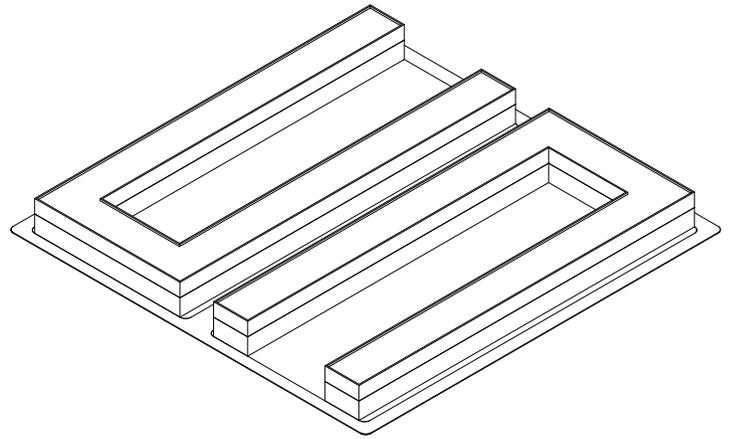
HIGH DENSITY

- 3.0 4.5 STORIES HOUSING OVER 1 STORY RETAIL + 2 STORIES
STRUCTURED PARKING (x2)
252 UNITS / 350 PARKING STALLS**

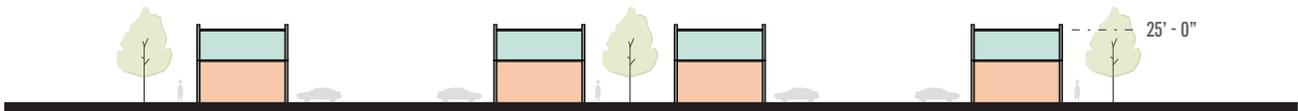
1.0 LOW DENSITY

1 STORY HOUSING OVER 1 STORY RETAIL
66 UNITS / 100 SURFACE PARKING STALLS

PARKING RETAIL HOUSING



GROUND FLOOR PLAN



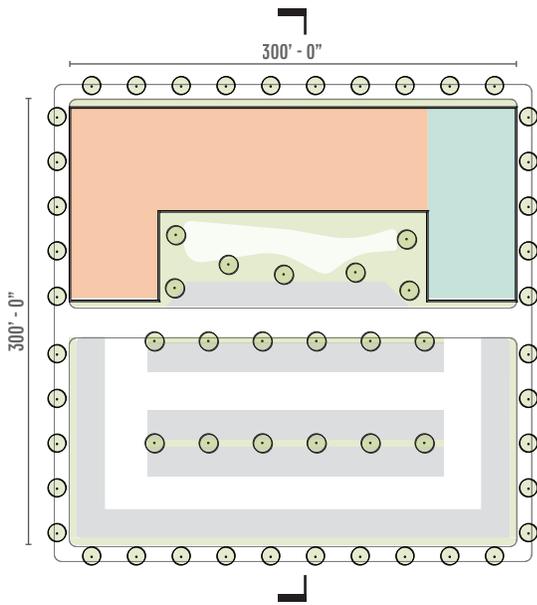
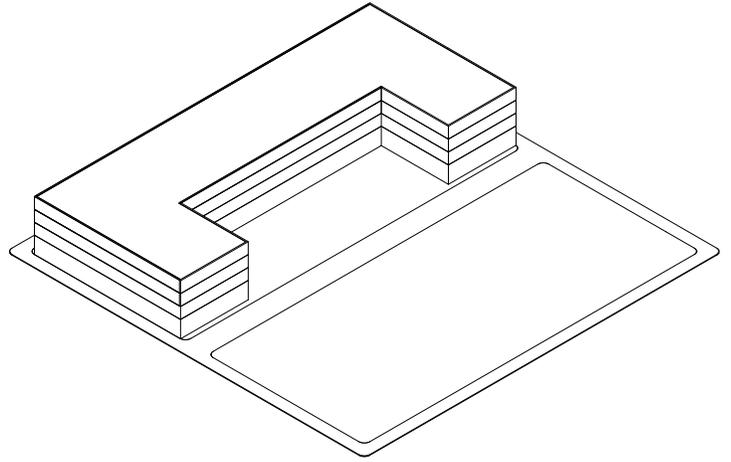
SECTION



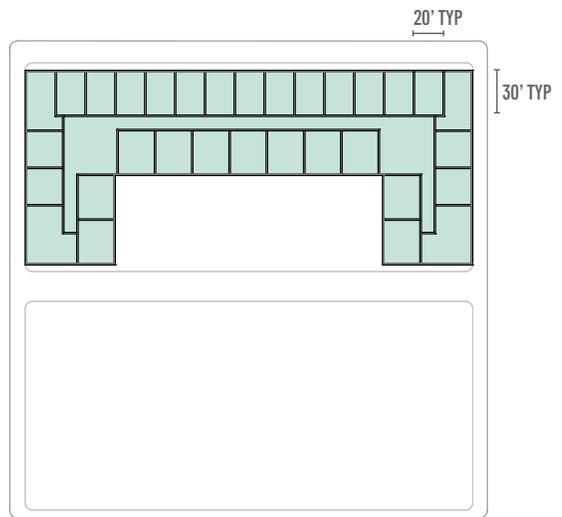
2.0 MEDIUM DENSITY

3 STORIES HOUSING OVER 1 STORY RETAIL
99 UNITS / 100 SURFACE PARKING STALLS

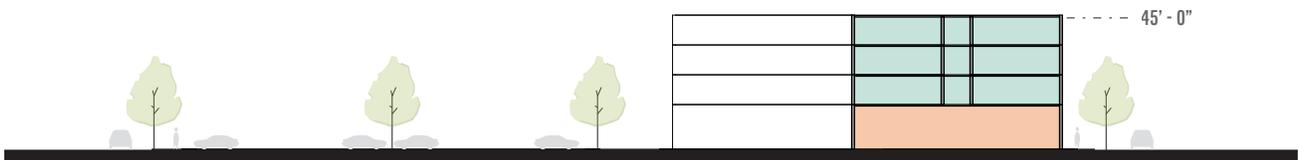
PARKING RETAIL HOUSING



GROUND FLOOR PLAN



TYPICAL UPPER FLOOR PLAN

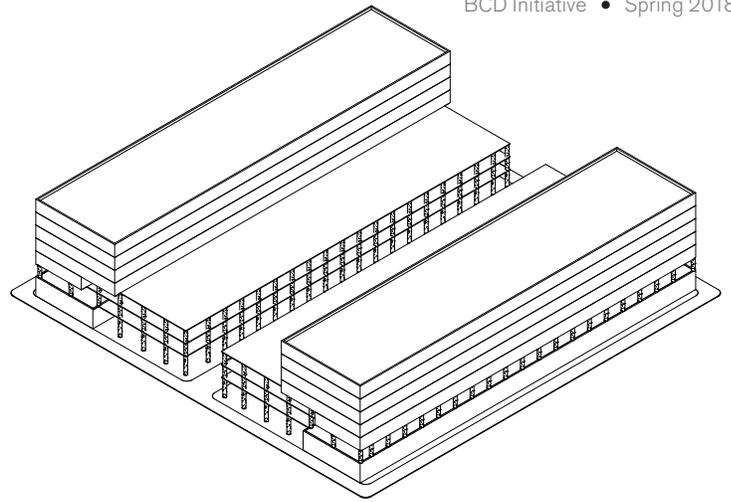


SECTION

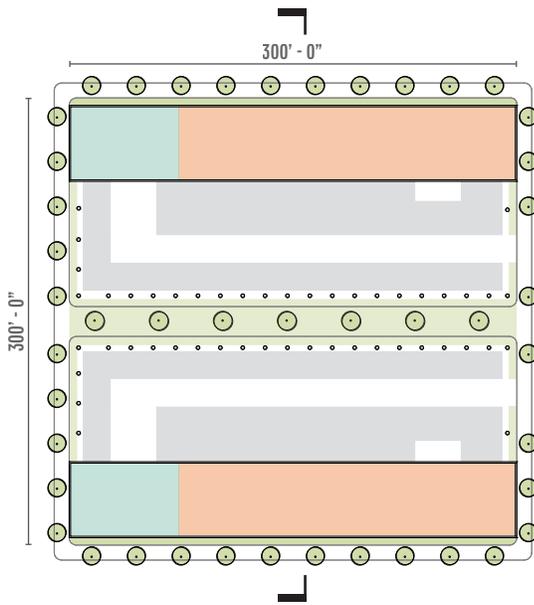


3.0 HIGH DENSITY

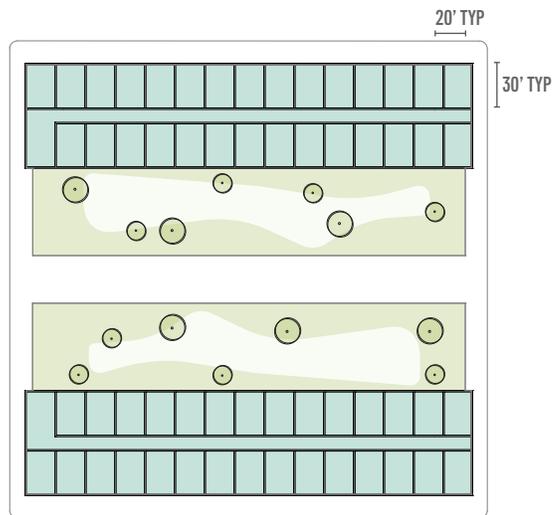
4.5 STORIES HOUSING OVER 1 STORY RETAIL +
2 STORIES STRUCTURED PARKING
252 UNITS / 350 STALLS STRUCTURE PARKING



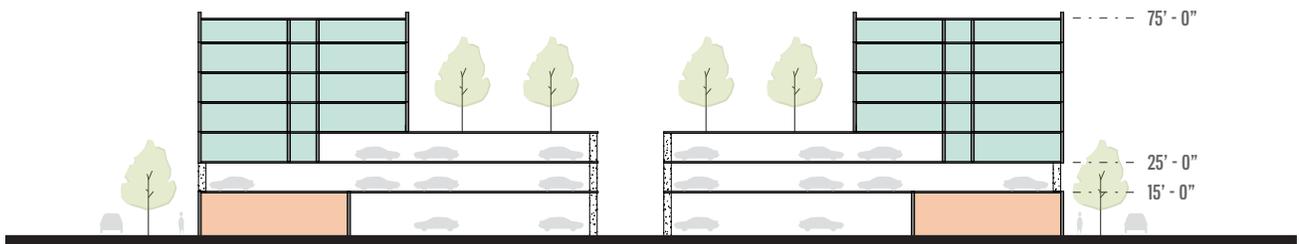
PARKING RETAIL HOUSING



GROUND FLOOR PLAN



TYPICAL UPPER FLOOR PLAN



SECTION





2nd & Franklin



Franklin Ave Underpass



Franklin Ave Underpass



Franklin Ave Underpass



2nd & Greenwood



2nd & Greenwood



3rd & Greenwood



3rd & Greenwood Intersection



3rd & Greenwood



2nd between Hawthorne & Irving



2nd & Greeley



2nd & Irving



2nd & Irving



2nd & Lafayette



2nd & Norton

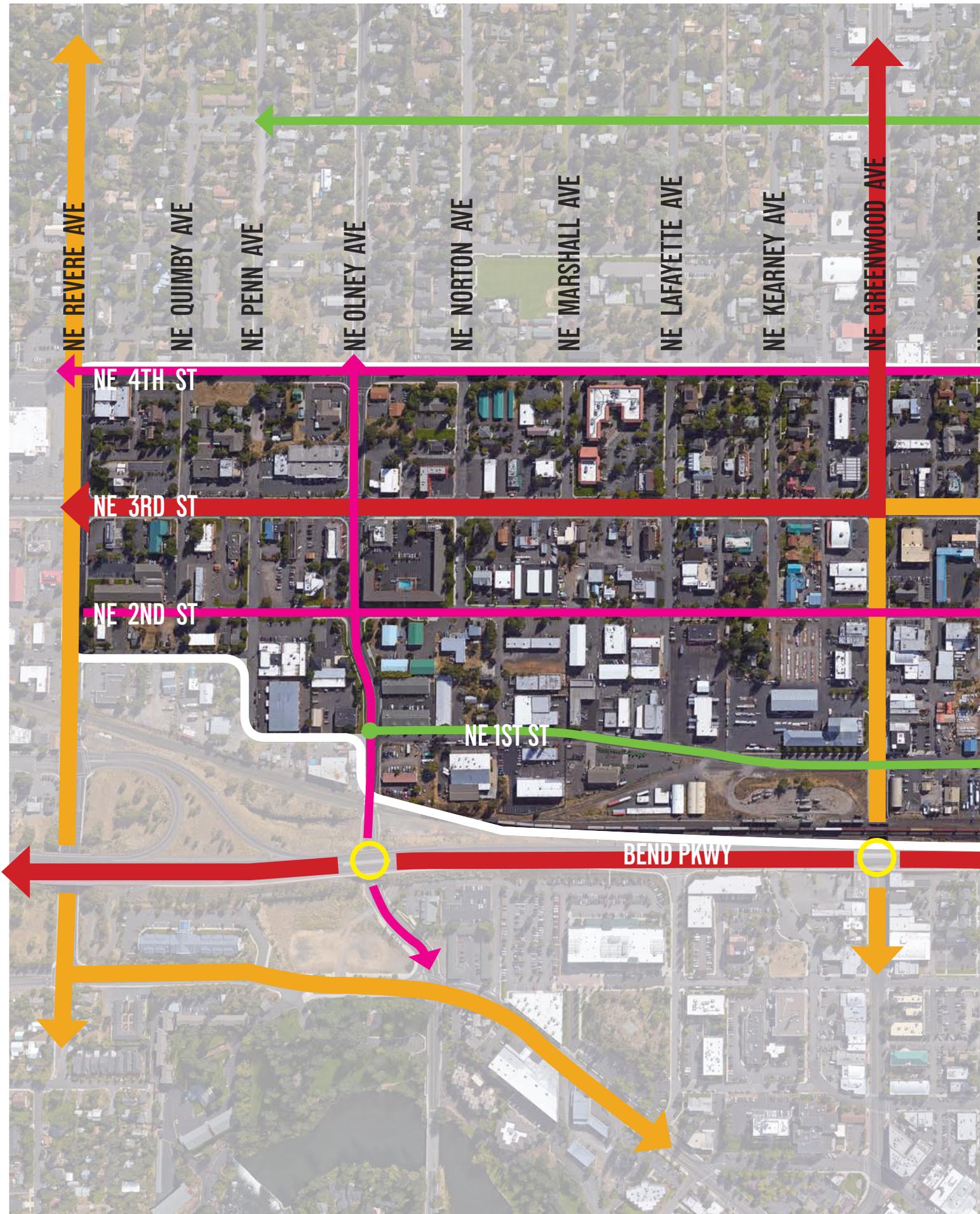


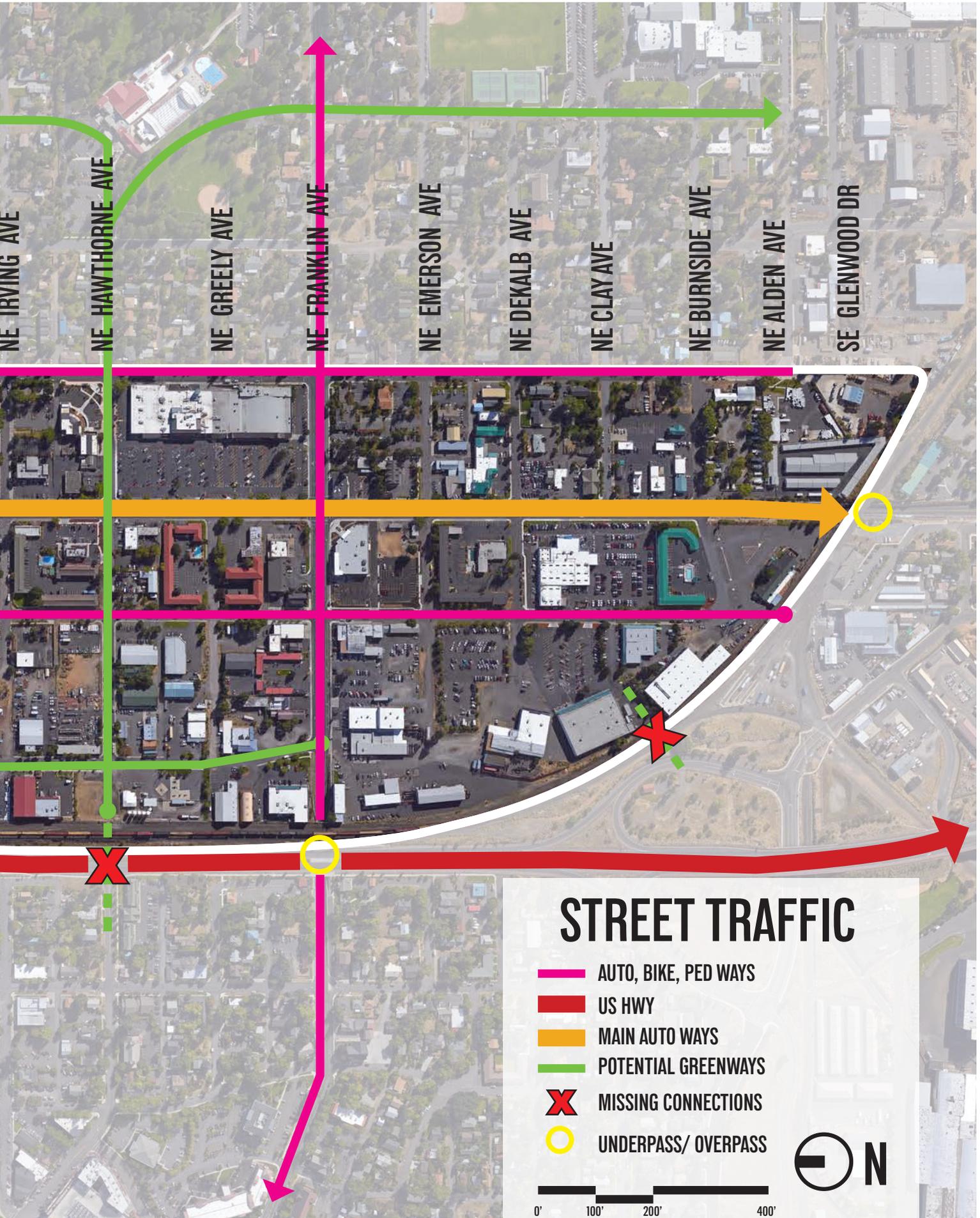
Alley in Bend

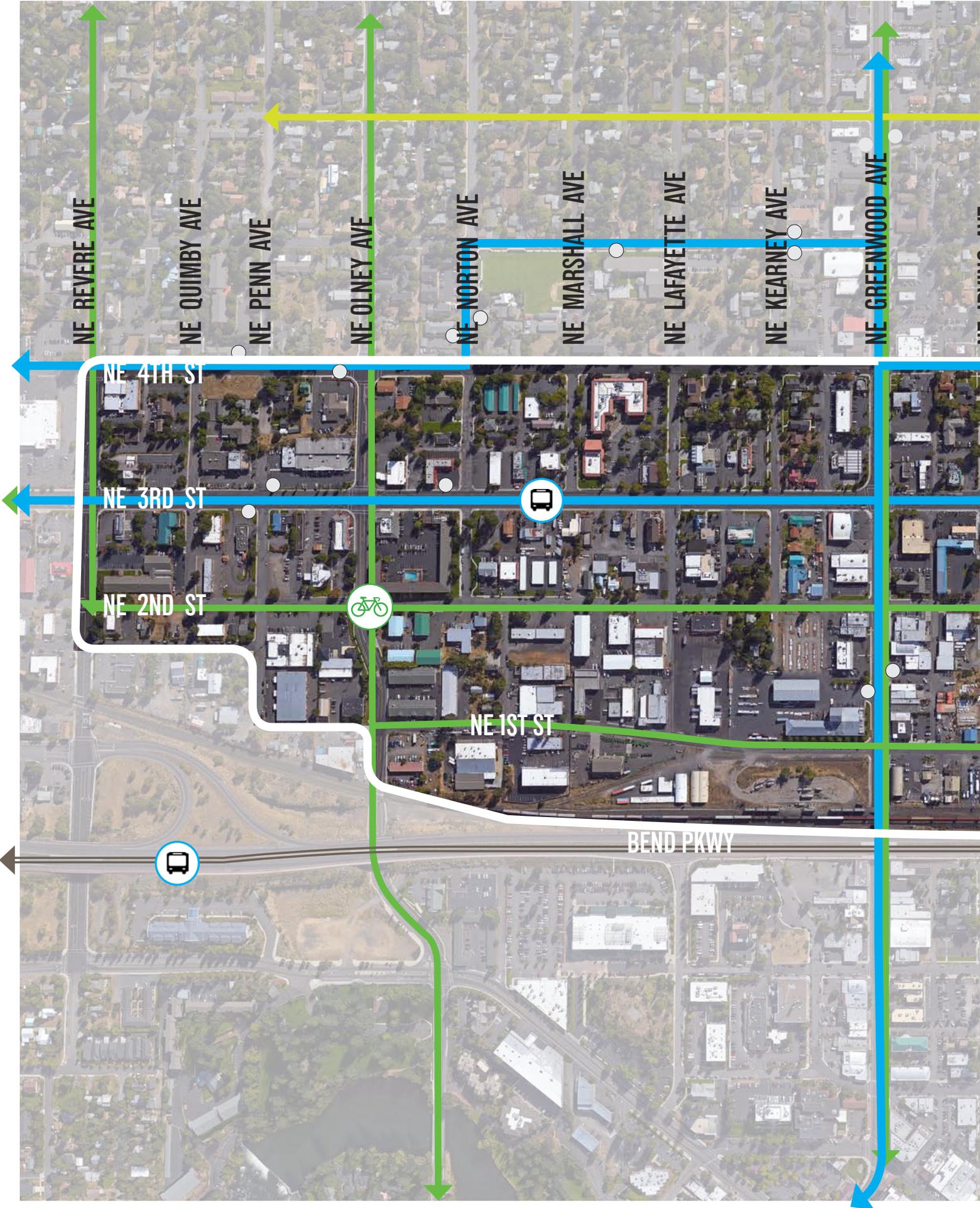
EXISTING CONDITIONS

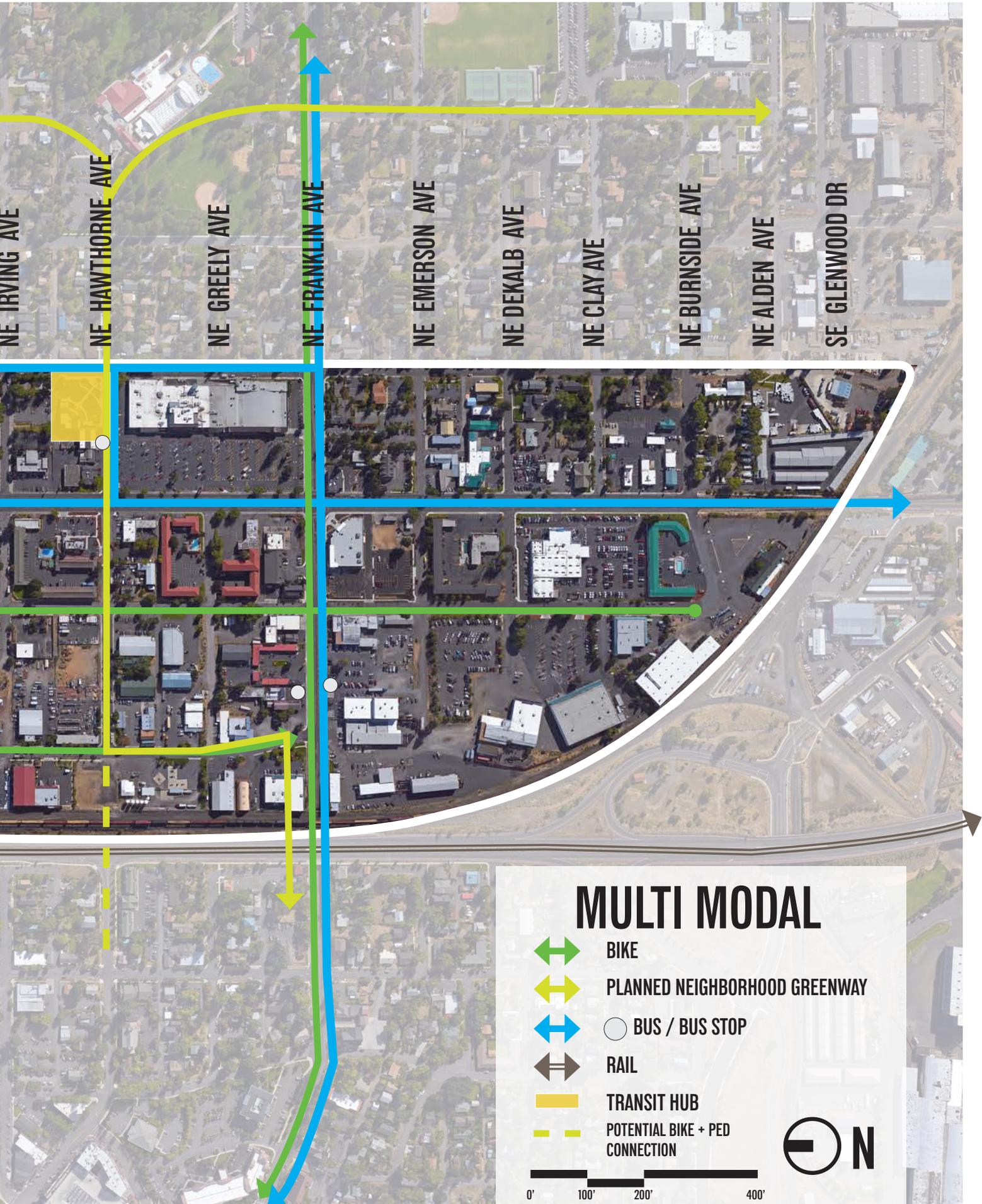
BCD MAPS

- STREETS
- MULTI-MODAL TRANSPORTATION
- GATEWAYS
- CATALYST SITES
- ENVIRONMENTAL CONTEXT
- OWNERSHIP









MULTI MODAL

- BIKE
- PLANNED NEIGHBORHOOD GREENWAY
- BUS / BUS STOP
- RAIL
- TRANSIT HUB
- POTENTIAL BIKE + PED CONNECTION







GATEWAYS

-  DISTRICT GATEWAY
-  POSSIBLE PED/ BIKE BRIDGE
-  NODES
-  MISSING CONNECTIONS





NE REVERE AVE

NE QUIMBY AVE

NE PENN AVE

NE OLNEY AVE

NE NORTON AVE

NE MARSHALL AVE

NE LAFAYETTE AVE

NE KEARNEY AVE

NE GREENWOOD AVE

NE 4TH ST

NE 3RD ST

NE 2ND ST

NE 1ST ST

BEND PKWY

RED OAKS SQUARE

PLATYPUS PUB

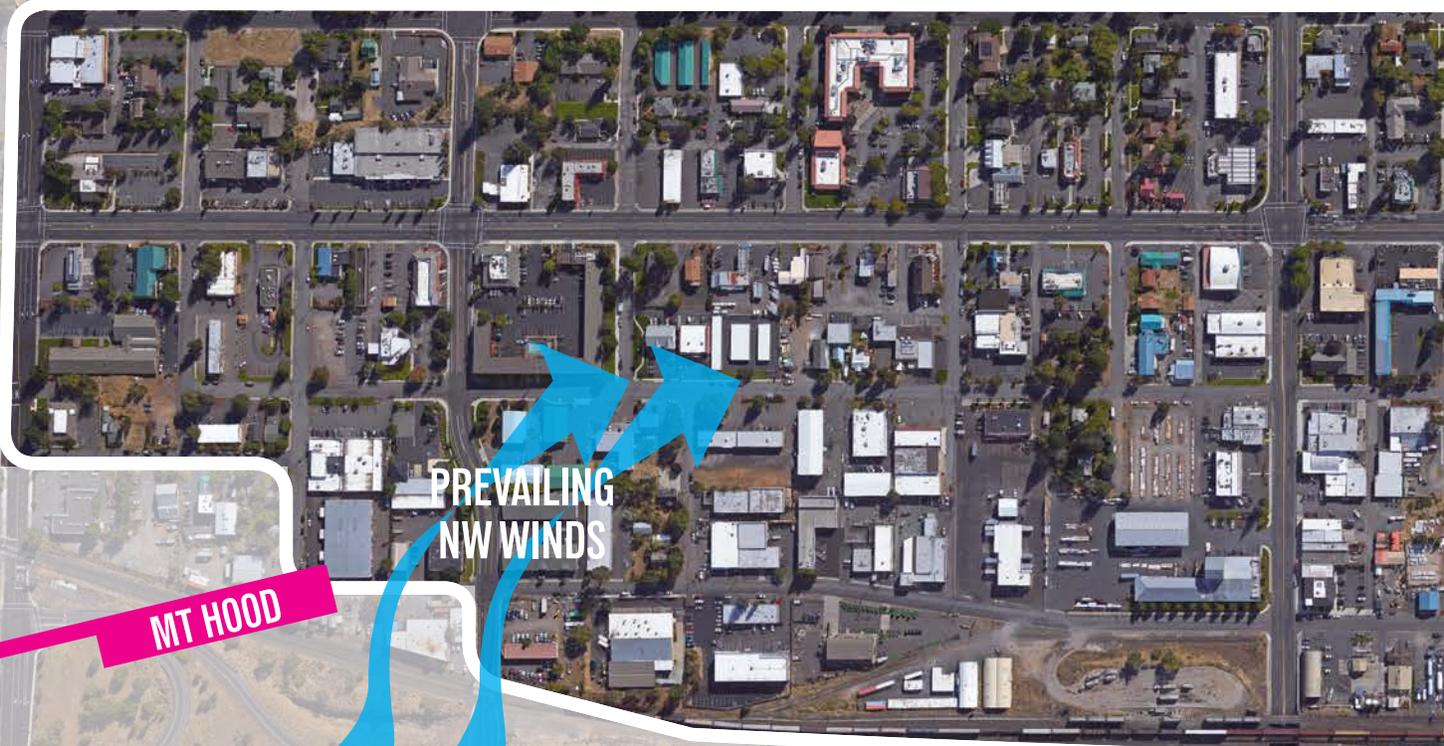
MILLER LUMBER

PIONEER PARK



AV. ANNUAL
PRECIPITATION
11.38 IN

PILOT BUTTE



PREVAILING
NW WINDS

MT HOOD

MT JEFFERSON

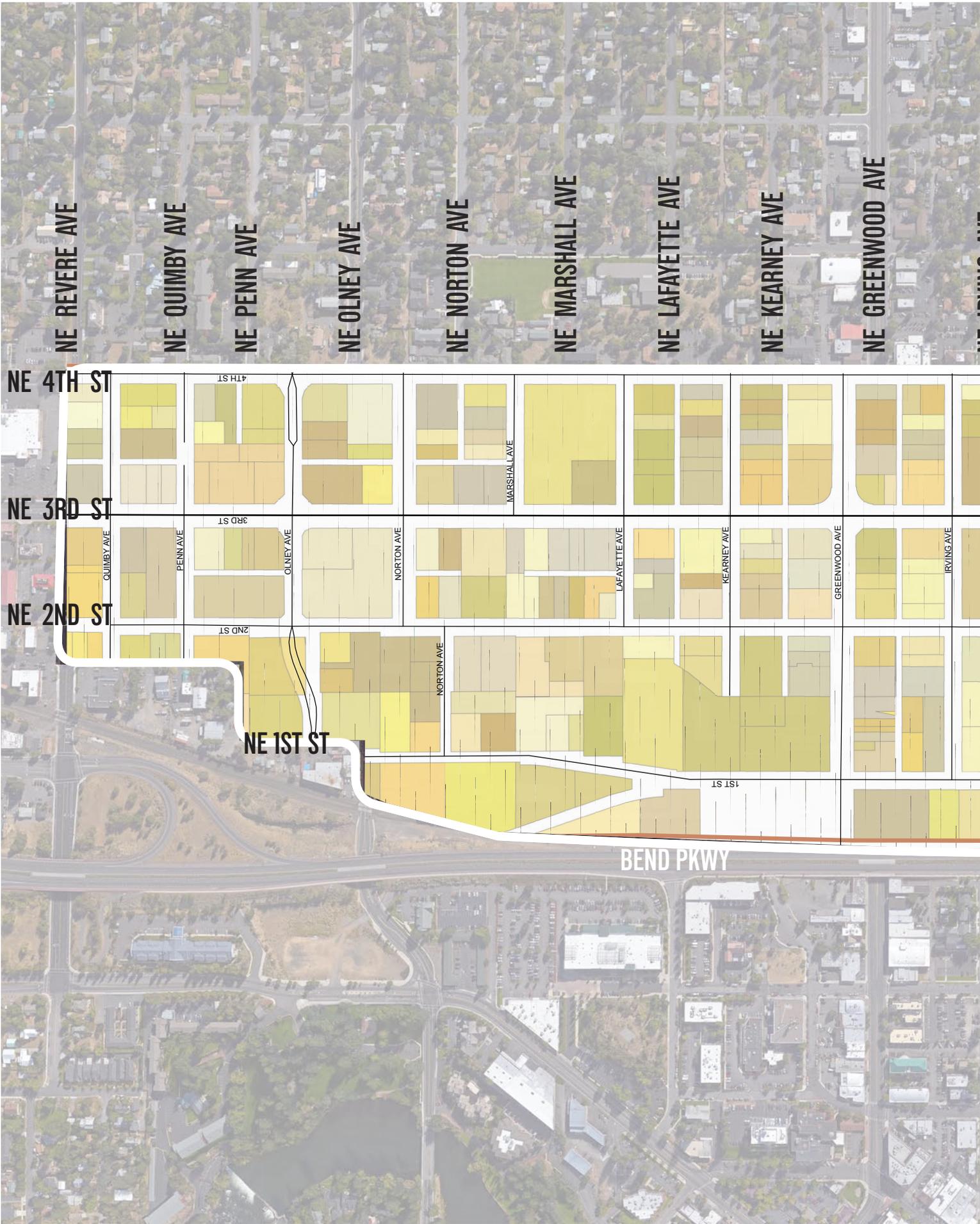
AUBREY BUTTE

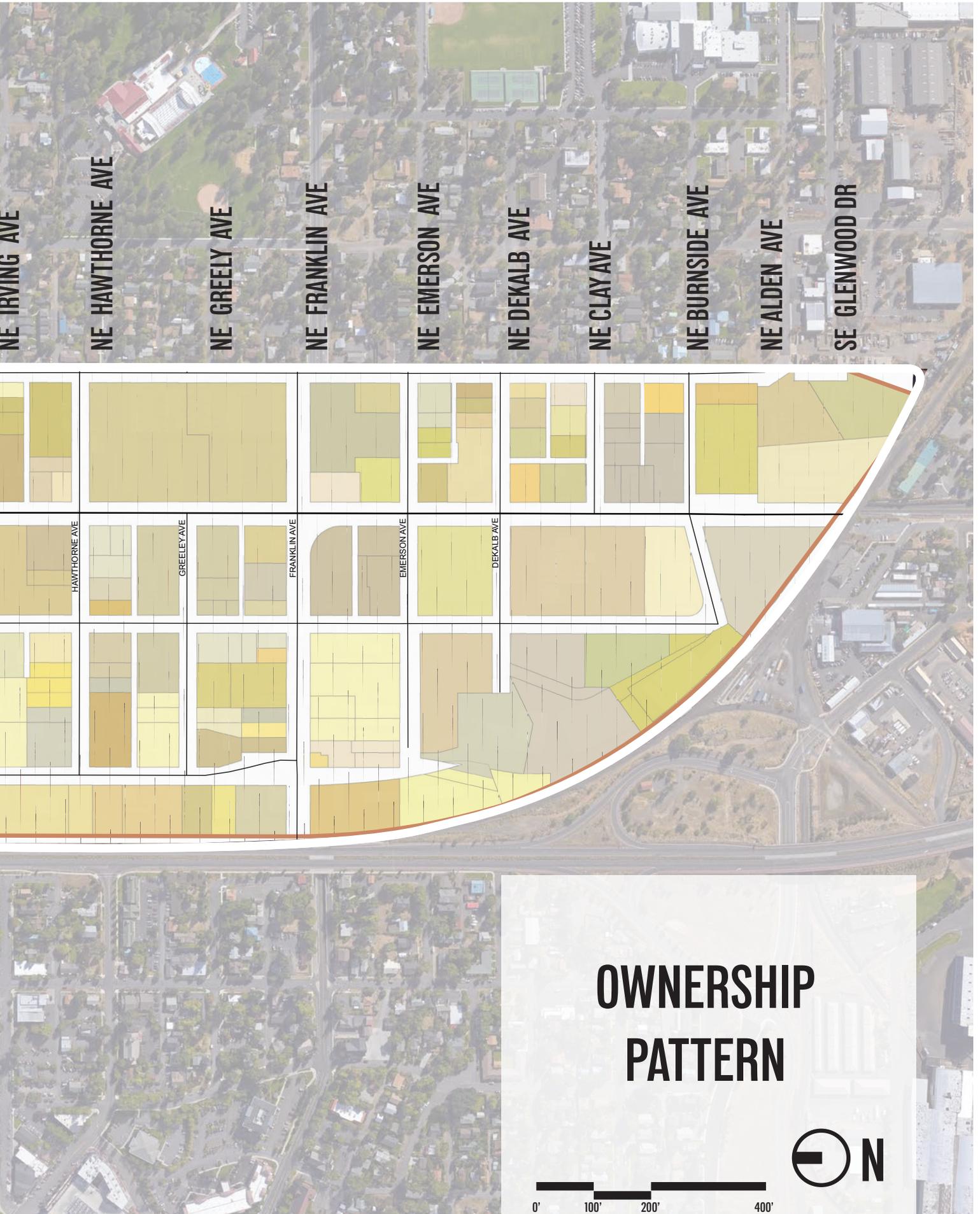
THREE SISTERS



DESCHUTES RIVER







POTENTIAL PROJECTS

CIVIC

Project concepts the City of Bend could initiate to promote mixed-use development

- Projects & Programs concepts to be funded through TIF 35
 - » Improved connectivity across the parkway and railroad
 - » Affordable housing: development, rehabilitation, and preservation
 - » Economic vitality programs
 - » Streetscape upgrades for residential compatibility
 - » Necessary infrastructure upgrades, including upsizing the Drake Lift Station
 - » Civic amenities for a vibrant community
- Franklin Avenue Complete Streets Pilot Project 37
- Hawthorne Avenue Pedestrian Bridge 39

CIVIC

POTENTIAL URBAN RENEWAL PROJECTS

Concepts for use of urban renewal funding to encourage the Bend Central District's transformation into a vibrant, healthy, and resilient mixed-use neighborhood with safe connections between east and west Bend:

Improve Connectivity Across the Parkway and Railroad

- ◇ Franklin Underpass Improvements
- ◇ Greenwood Underpass Improvements
- ◇ Connection to Old Mill/Korpine Area
- ◇ Fixed Route Bus or Trolley
- ◇ Hawthorne Footbridge and Linkage Between Downtown and Transit Station

Affordable Housing

- ◇ Direct a portion of Tax Increment Financing dollars collected toward development, preservation, and rehabilitation of affordable housing

Economic Vitality

- ◇ Policies/Programs to Support Small Businesses and Manufacturing

Streetscape Improvements and Placemaking to Make the District More Residentially Compatible

- ◇ Intersection at 3rd & Hawthorne
- ◇ NE 1st Street
- ◇ NE 3rd Street
- ◇ Franklin Avenue Corridor
- ◇ NE 2nd Street
- ◇ NE 4th Street
- ◇ Greenwood Avenue

Infrastructure Upgrades Necessary to Facilitate Vertical Development

- ◇ Sewer projects, including upsizing the Drake Lift Station
- ◇ Stormwater
- ◇ Brownfield Remediation
- ◇ Undergrounding of Utilities

Civic Amenities for a Vibrant Community

- ◇ Plaza / Parks
- ◇ Smaller Footprint School
- ◇ Flexible, Multipurpose Community Gathering or Performance Space



FRANKLIN AVENUE AT HILL STREET (VIEW SOUTH)
EXISTING CROSS SECTION



FRANKLIN AVENUE AT HILL STREET (VIEW SOUTH)
PROPOSED CROSS SECTION



NE FRANKLIN AVENUE AT NE 2ND STREET (VIEW WEST)
EXISTING CROSS SECTION



NE FRANKLIN AVENUE AT NE 2ND STREET (VIEW WEST)
PROPOSED CROSS SECTION



FRANKLIN AVENUE AT 3RD STREET (VIEW SOUTH)
EXISTING CROSS SECTION



FRANKLIN AVENUE AT 3RD STREET (VIEW SOUTH)
PROPOSED CROSS SECTION

FRANKLIN AVENUE

COMPLETE STREETS PILOT PROJECT

The Franklin Avenue corridor is one of the most critical connections within the Bend Central District. In the near term, this corridor is likely to serve as the primary pedestrian and cyclist route between parks, schools, and the downtown core. It is recommended that planned City of Bend projects on the Franklin Avenue Corridor be combined and designed together using Complete Streets best practices to enhance project efficiencies.

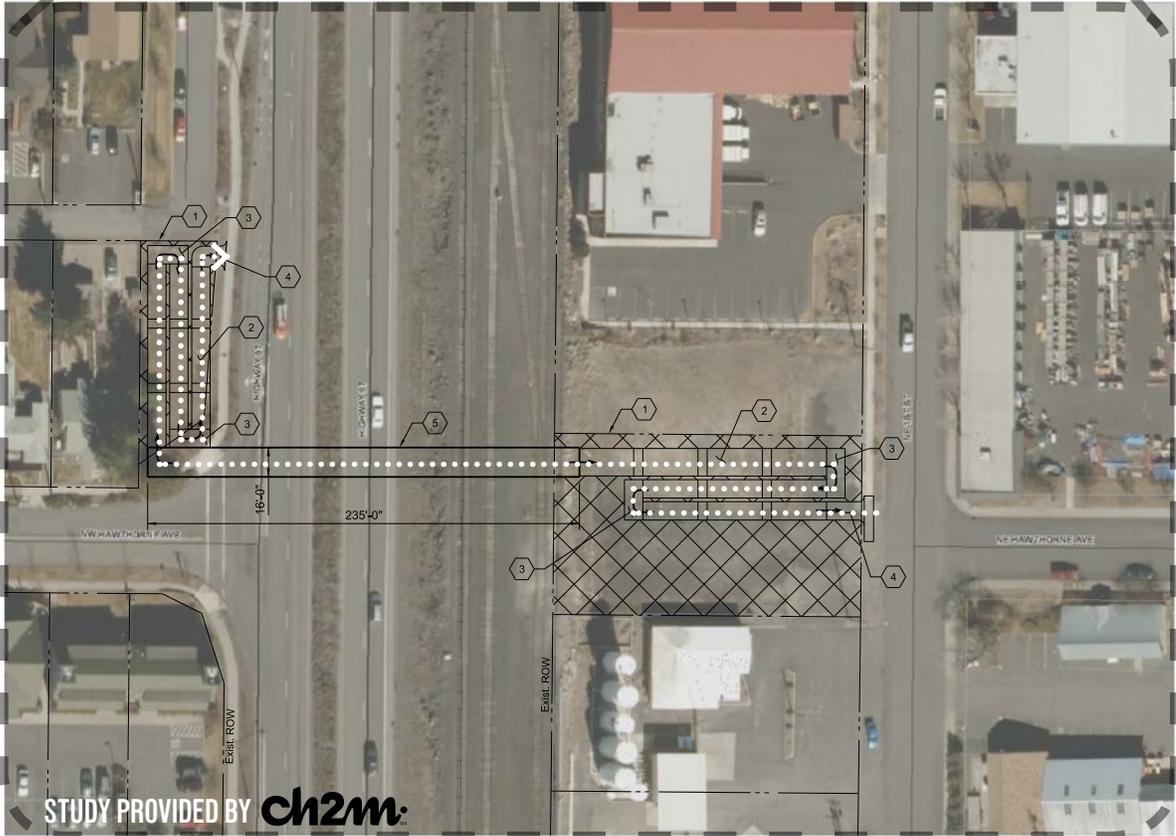
The section of Franklin Avenue between NW Hill Street and NE 5th Street could become a Complete Streets Pilot Project that serves all modes of travel safely while catalyzing residential development in the area, increasing foot traffic for local businesses, and improving public health. Recommended improvements include widening sidewalks, adding lighting and signage, creating a restructured approach to the underpass and improving feel inside the underpass, planting street trees, and improving stormwater catchment with design features, which could save the city \$2 - \$3 million in planned infrastructure costs.

See Appendix D & E



FRANKLIN AVENUE - 1ST STREET TO 5TH STREET
BCD - STREETSCAPES AND PLACEMAKING
SCALE 1:40

PEDESTRIAN BRIDGE STUDY



- KEY NOTES:**
- 1 ACQUIRE RIGHT-OF-WAY.
 - 2 INSTALL ACCESS RAMP.
 - 3 SWITCH BACK FOR ACCESS RAMP.
 - 4 CONNECT SIDEWALK TO ACCESS RAMP.
 - 5 INSTALL BICYCLE/PEDESTRIAN OVERPASS.

STUDY PROVIDED BY **ch2m**

CIRCULATION PLAN

HAWTHORNE AVENUE

POTENTIAL FUTURE CONNECTION ACROSS US 97 PARKWAY & RAILROAD

The City of Bend has identified a need for a pedestrian and bicycle crossing over the US 97 Parkway and BNSF Railroad at Hawthorne Avenue. It is a planned project in the 2017 Bend Integrated Land Use and Transportation Plan and was listed as a Priority B Bridge Capital Improvement in the 2017 Bridge Program Update. The estimated cost is \$6 million.

The current bicycle and pedestrian facilities connecting Downtown Bend and the Bend Central District are inadequate. The BCD Initiative's survey respondents expressed feeling unsafe and discouraged from walking or biking the short distance between these two key areas. Hawthorne and NE 1st Street is only ¼ mile from the heart of Downtown Bend, but the feel is completely different, making the BCD incompatible with residential development.

The amenities along Hawthorne Avenue in the Bend Central District include Juniper Park & Recreation Center, Hawthorne Station, a planned Neighborhood Greenway, and a Safeway grocery store. With a connection to downtown Bend, Hawthorne Avenue could become an attractive park or civic district. Since the crossing would be located in the center of Bend, a bridge here could also be an iconic gateway that signals to automobile drivers on the US 97 Parkway that they have arrived in Bend.

GBD Architects have reviewed a CH2M Hill study of the potential crossing, and provided pictures to demonstrate. GBD Architects recommends a pedestrian/bicycle bridge at Hawthorne Avenue to connect east and west Bend and catalyze developer projects such as those contemplated by Brooks Resources Corporation and Taylor Development.

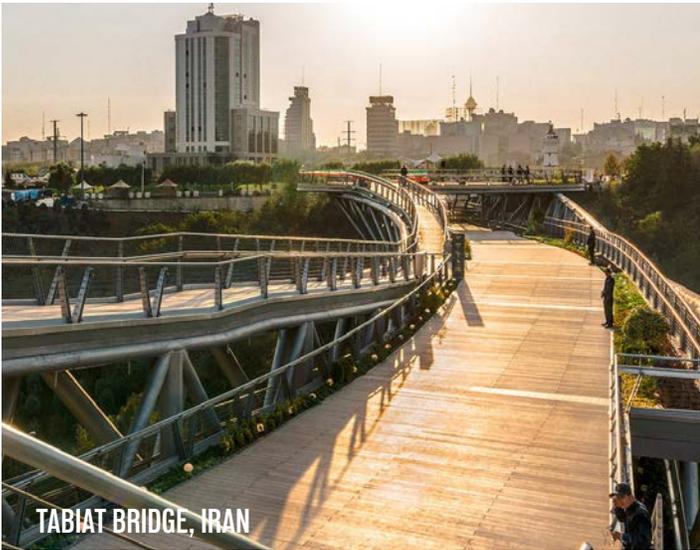
[See Appendix A - Hawthorne Study](#)



BEND, OR



CALGARY, CANADA



TABIAT BRIDGE, IRAN



BOSTANLI MAHALLESİ, TURKEY

PEDESTRIAN BRIDGE EXAMPLES



NEW YORK HIGH LINE



TRAIL BRIDGE



MARY AVE BRIDGE



NEW YORK HIGH LINE

POTENTIAL PROJECTS

DEVELOPER

Potential developments studied by local developers and possibly catalyzed by City of Bend civic projects

- Housing Development (45 units) on Franklin Ave by Brooks Resources 45
- Mixed-Use Development on Franklin Ave by Brooks Resources 45
- Housing Development (102 units) on Hawthorne Ave by Taylor Development 53
- Housing Development (100 – 130 units) in the KorPine site by Killian Pacific

DEVELOPER

ACACIA KOA



Study of a proposed mixed-use urban housing development prepared for Brooks Resources. This study represents concepts that could be developed in the BCD.

EXAMPLE PROPERTY 01



SITE: Example property is located at NE Franklin Ave and NE 2nd Street in the Bend Central District. There are views of Mt. Bachelor and Mt. Jefferson. It is within a 5 – 10 minute walk to an array of premier destinations and neighborhood amenities such as Downtown Bend, Deschutes Brewery, Crux Fermentation Project, Safeway grocery store, and Juniper Swim & Fitness Center.

Phase One Concept

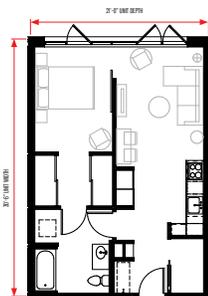
North half of site developed with 5 stories of wood frame construction over one level of concrete.

- Units: 45
- 1 BR: 25
 - 2 BR: 20
- Retail: 4,062 SF

Phase Two Concept

South half of site developed with 5 stories of wood frame construction over one level of concrete and connects to the core of Phase One allowing lobby and elevator to be shared.

- Units: 45
- 1 BR: 30
 - 2 BR: 15
- Retail: 5,623 SF

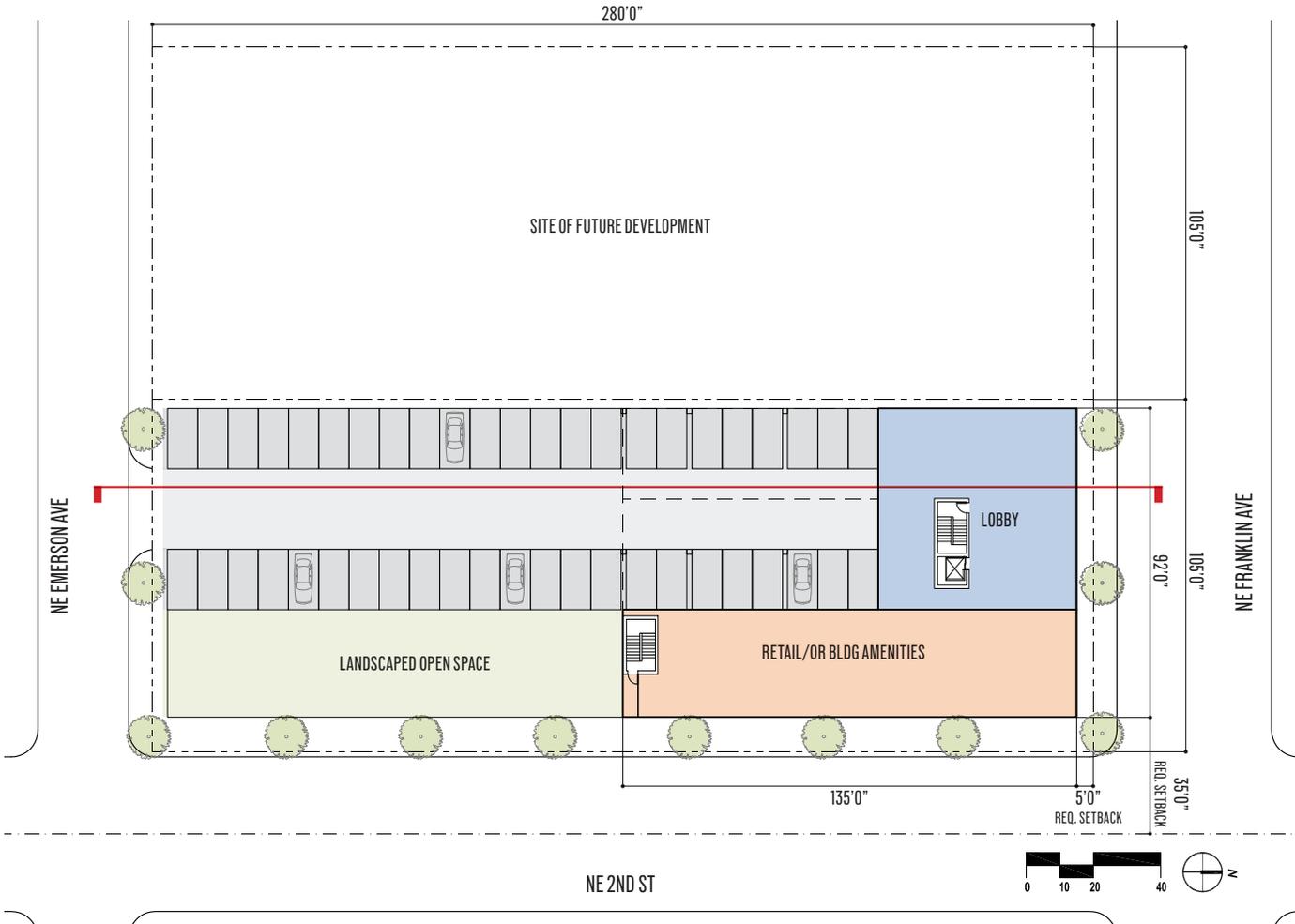


A

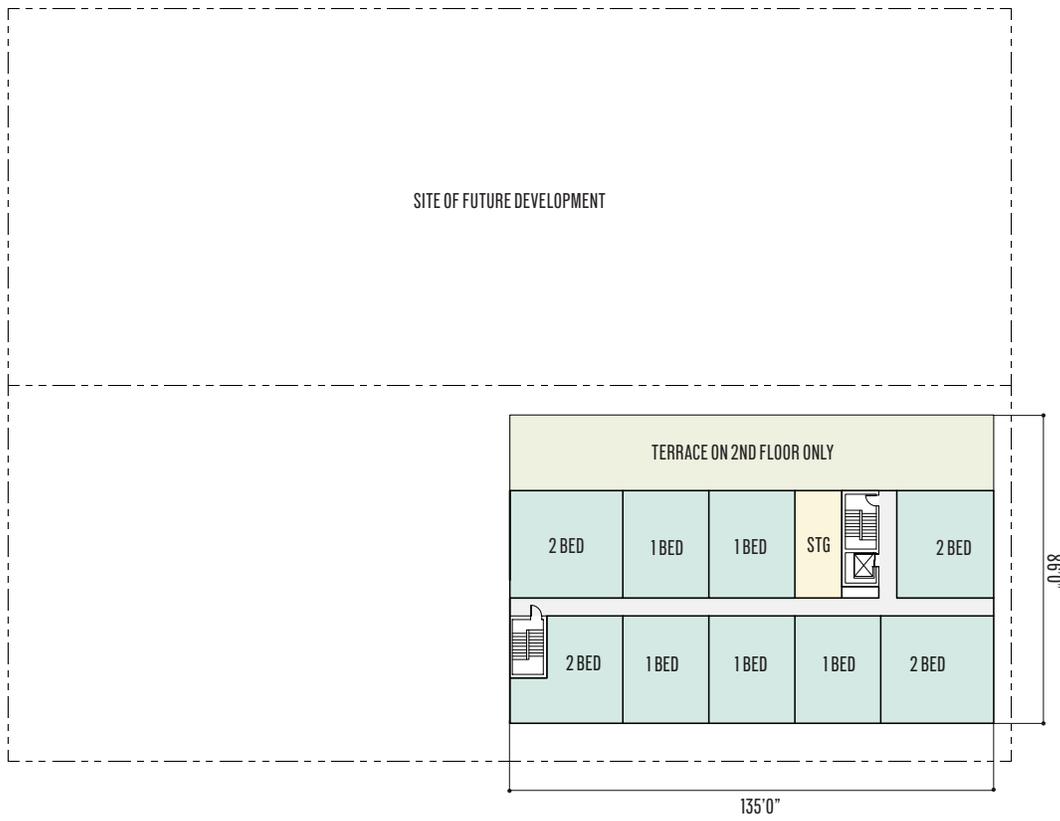
PREFERRED OPTION - PHASE 1

Phase 1 develops the northern half of the site, leaving the southern half available for future development. The project consists of 5 stories of wood frame construction over one level of concrete.

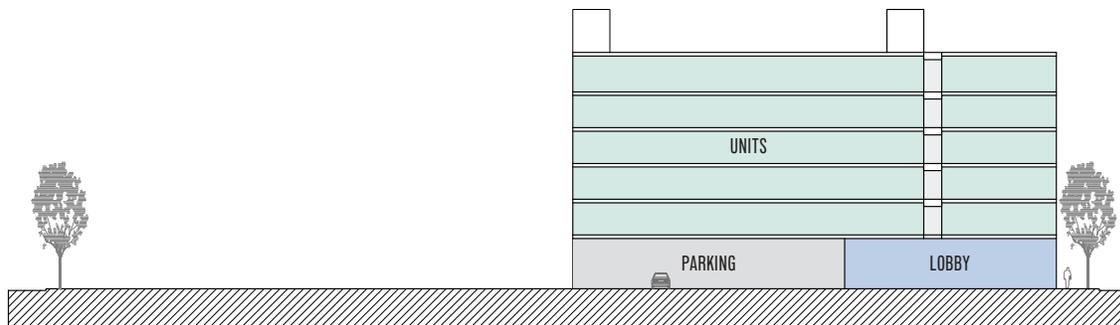
OVERALL		UNITS		PARKING	
STE AREA:	29,400	UNITS:	45	PARKING:	46
TOTAL GSF:	51,783	STUDIO:	0	RESIDENTIAL:	45
RESIDENTIAL:	45,756	1 BR:	25	RETAIL:	0
RETAIL:	4,062	2 BR:	20		
PARKING:	12,149				



GROUND FLOOR / SITE PLAN



FLOOR PLAN: LVL 2-6



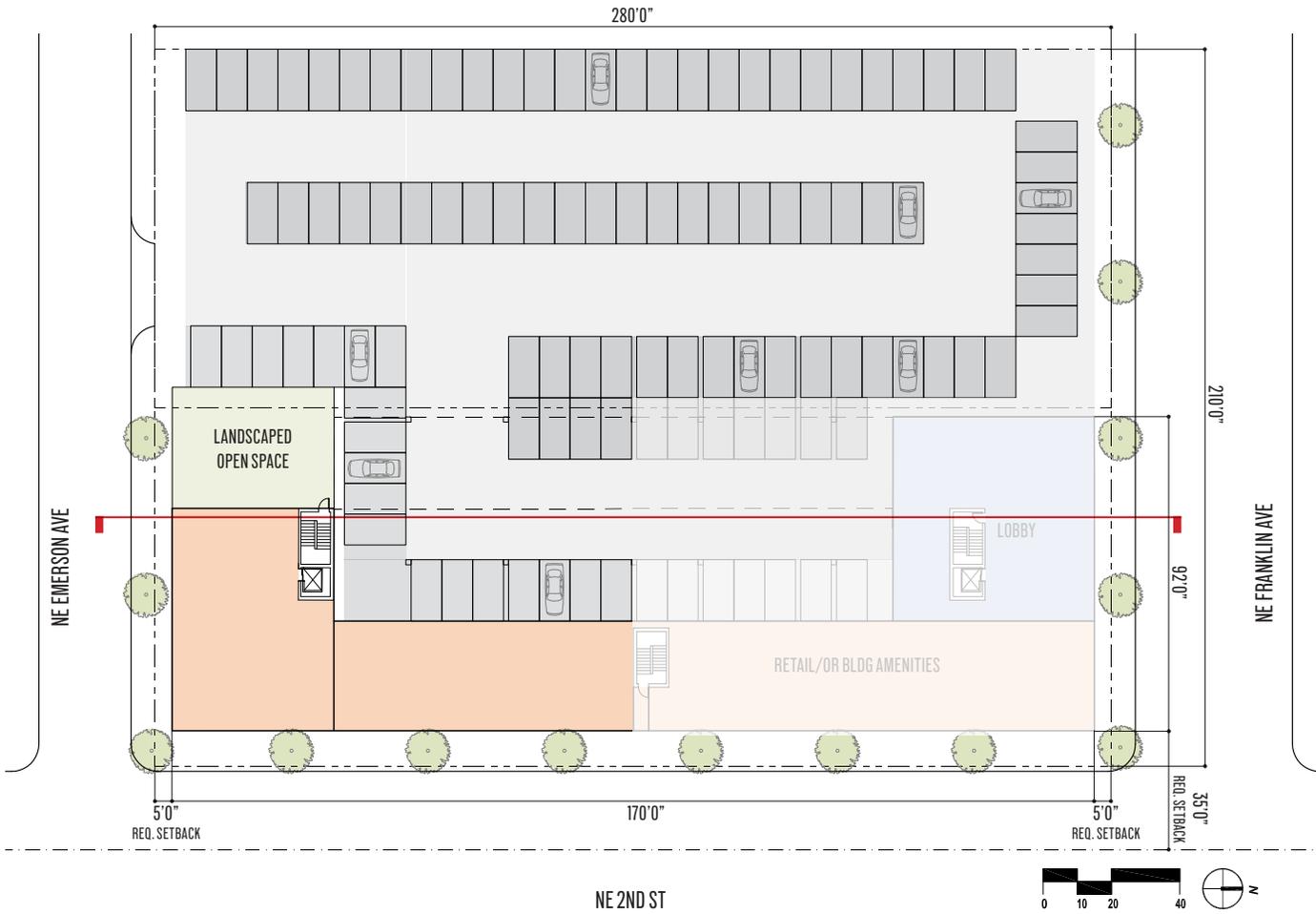
DIAGRAMMATIC BUILDING SECTION

A

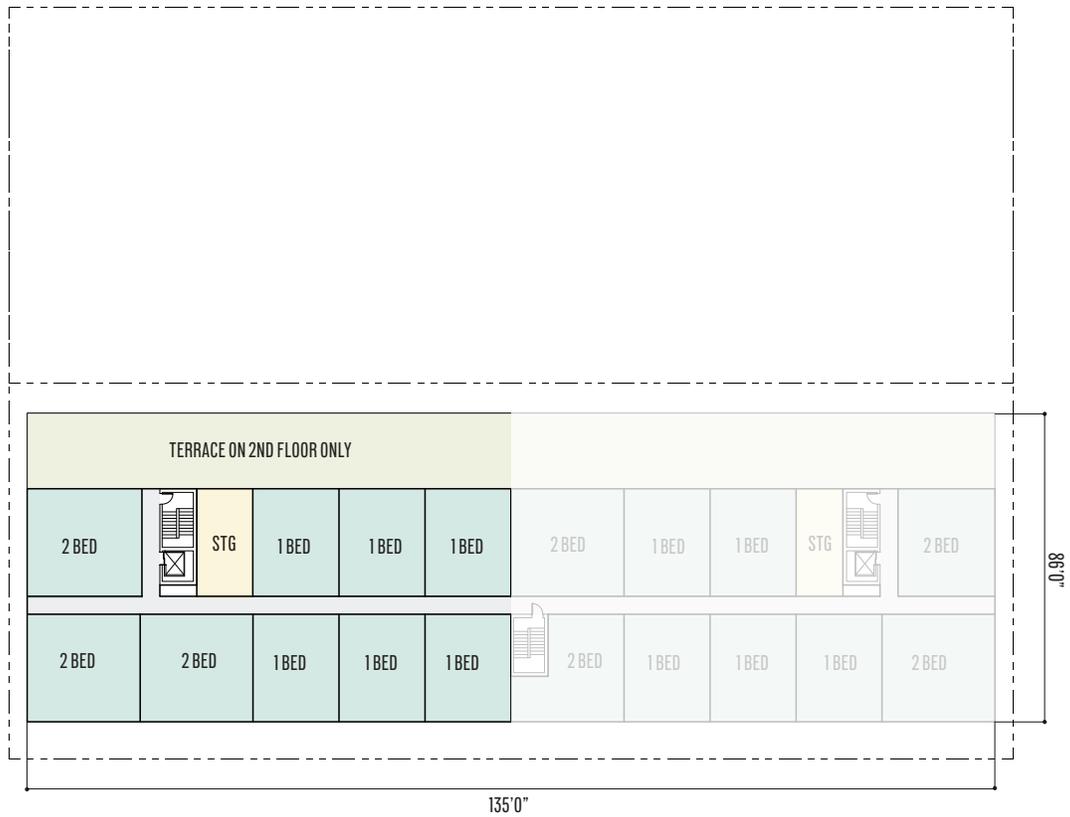
PREFERRED OPTION - PHASE 2

Phase 2 develops the southern half of the site. It consists of 5 stories of wood frame construction over one level of concrete and connects to the core of phase 1 allowing the lobby and elevator to be shared.

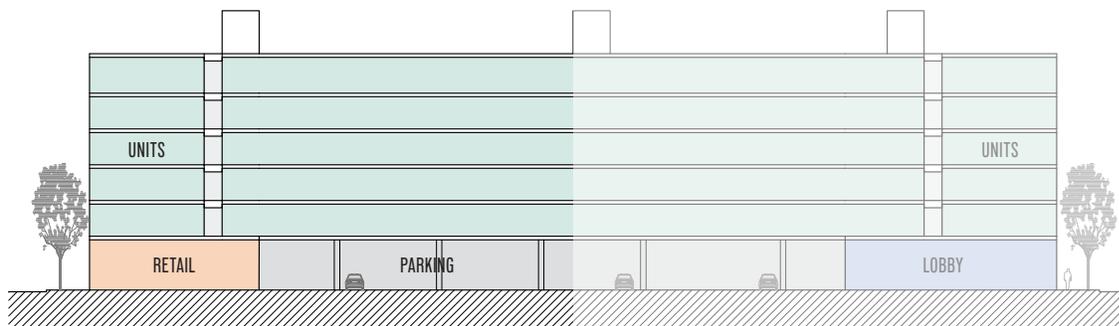
OVERALL		UNITS		PARKING	
STE AREA:	58,800	UNITS:	45	PARKING:	65
TOTAL GSF:	49,825	STUDIO:	0	RESIDENTIAL:	45
RESIDENTIAL:	41,862	1 BR:	30	RETAIL:	1
RETAIL:	5,623	2 BR:	15		
PARKING:	25,357				



GROUND FLOOR / SITE PLAN



FLOOR PLAN: LVL 2-6



DIAGRAMMATIC BUILDING SECTION

A

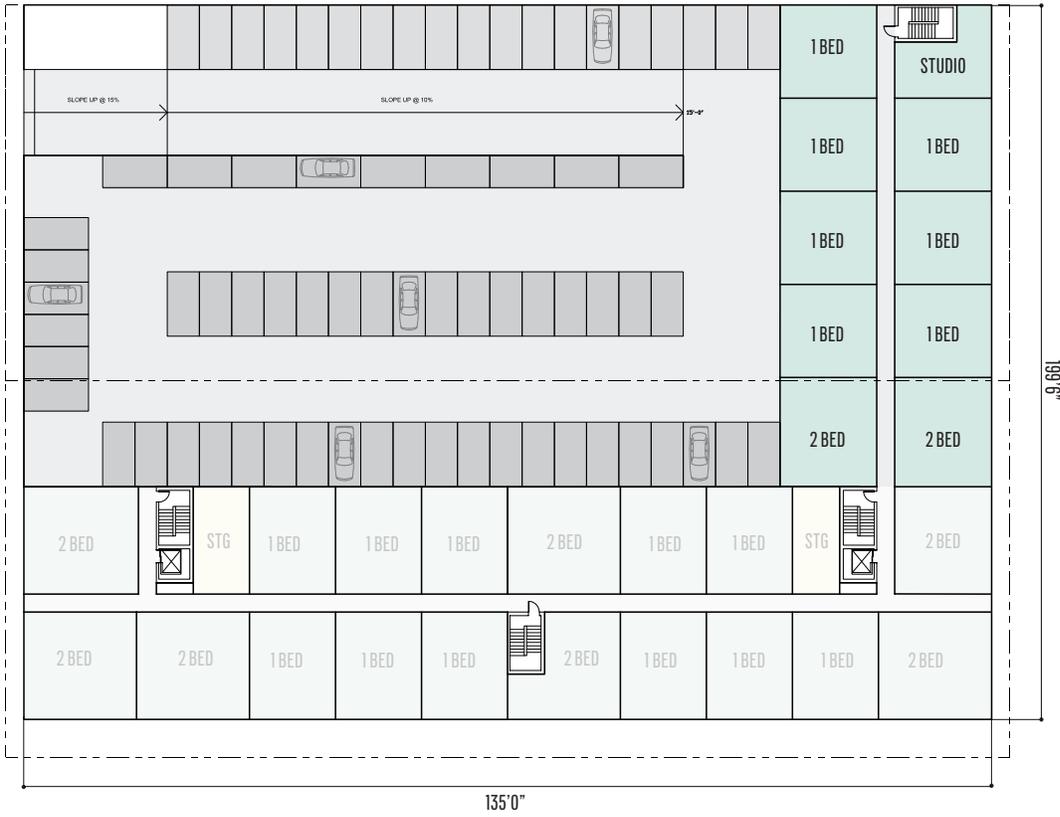
PREFERRED OPTION - PHASE 3

Phase 3 develops the surface parking to the west. A concrete parking structure will support the additional cars. It consists of 5 stories of wood frame construction over one level of concrete.

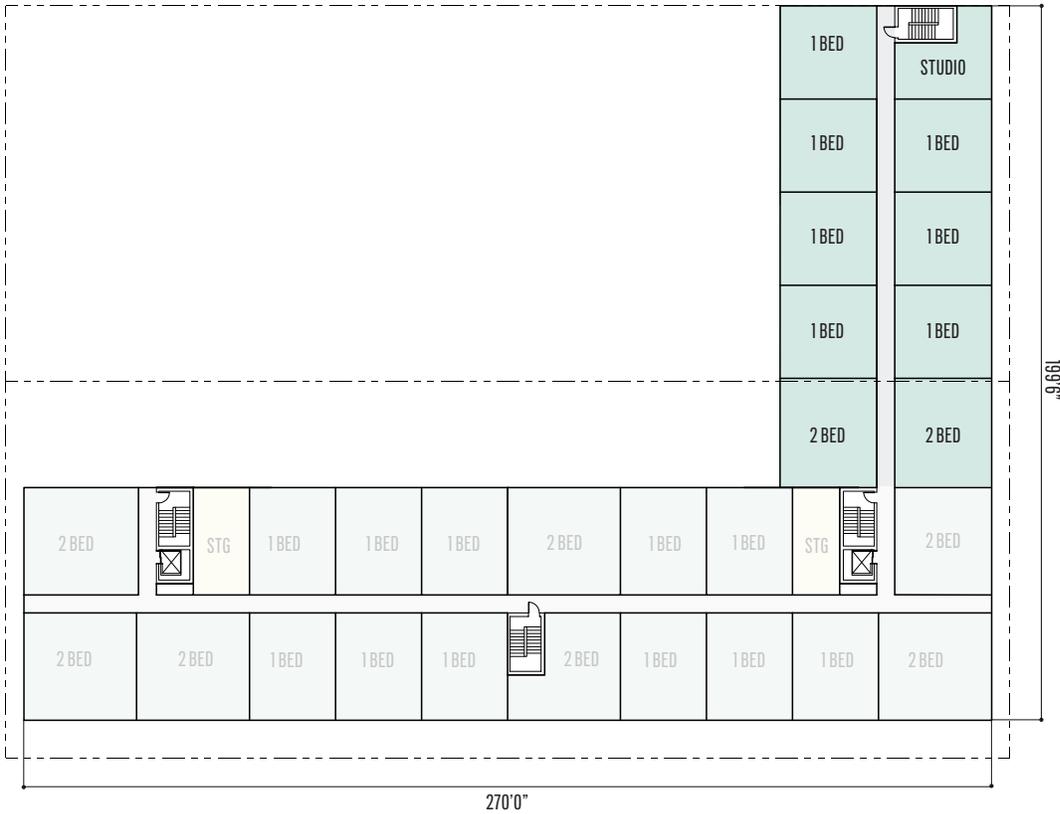
OVERALL		UNITS		PARKING	
STE AREA:	58,800	UNITS:	50	PARKING:	87
TOTAL GSF:	46,054	STUDIO:	5	RESIDENTIAL:	50
RESIDENTIAL:	39,928	1 BR:	35	RETAIL:	1
RETAIL:	6,126	2 BR:	10		
PARKING:	28,375				



GROUND FLOOR / SITE PLAN



FLOOR PLAN: LVL 2



FLOOR PLAN: LVL 3-6

DEVELOPER

1ST & HAWTHORNE

A Mixed-Use Urban Housing Development in the Orchard District Neighborhood of Bend's Central District

TODD AND LORRI TAYLOR



SITE: Example property is located at NE 1st Street and NE Hawthorne Ave in the BCD.



The proposed Hawthorne Avenue pedestrian and bicycle crossing would land nearby the proposed building, providing an excellent amenity for residents to easily access Downtown Bend and the Deschutes River.

GBD's analysis for the property owner provides the following five options for developing this site to add housing and mixed uses to the Bend Central District.

OPTION	UNITS	RETAIL SPACE
3-STORY TOWNHOUSE APARTMENT BUILDINGS	26	NONE
4-STORY APARTMENT BUILDING	40	3,750 SF
4-STORY APARTMENT BUILDING	44	5,000 SF
5-STORY APARTMENT BUILDING	93	5,000 SF
5-STORY APARTMENT BUILDING	99	5,000 SF

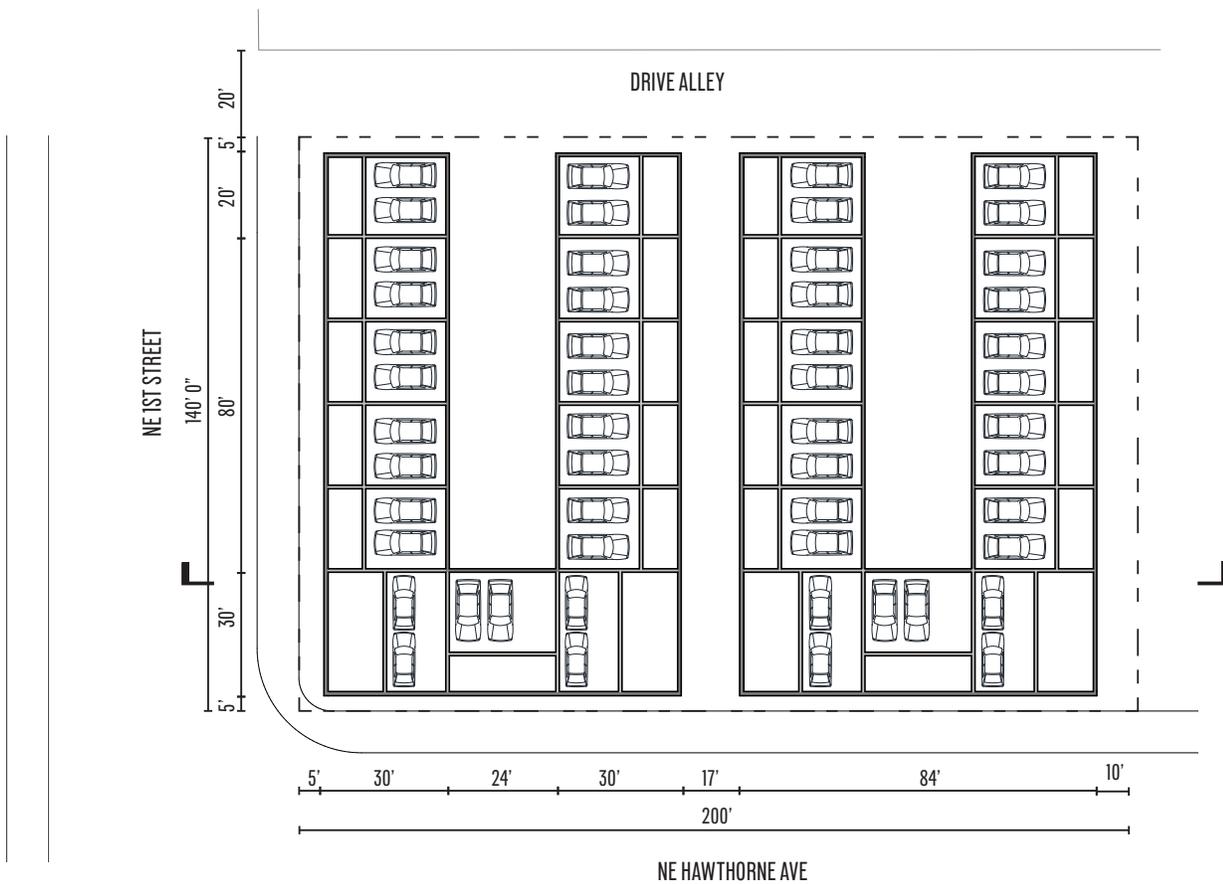


Built example of a similar building and unit. Not an architectural rendering of this project.

A OPTION A - LOW DENSITY

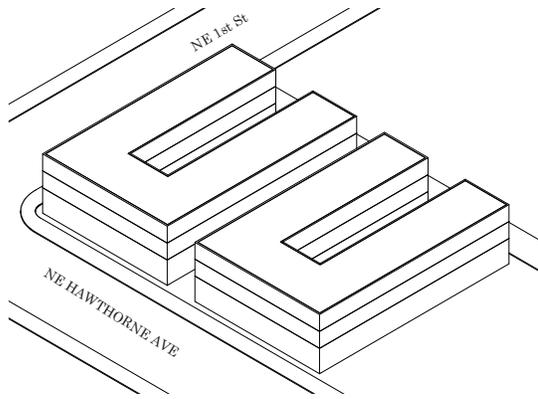
(2) 3-STORY TOWNHOUSE APARTMENT BUILDINGS, 26 UNITS, 26 (2) CAR GARAGES

OVERALL		UNITS		PARKING	
STE AREA:	28,000	UNITS:		PARKING:	
TOTAL GSF:	51,300	26		52 RESIDENTIAL:	
RESIDENTIAL:	51,300	2 BD:		52	
RETAIL:	0	26			



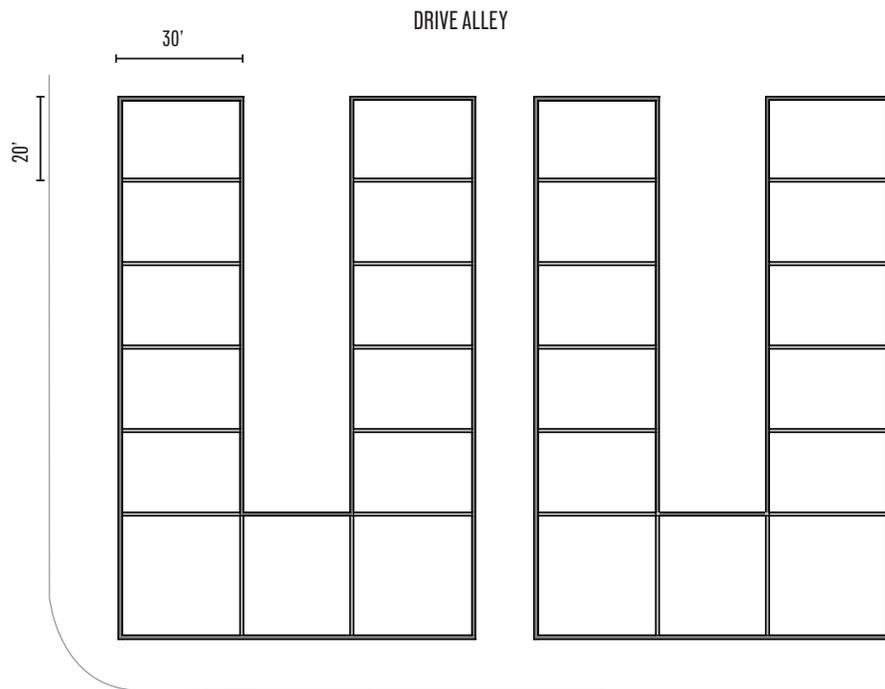
GROUND FLOOR / SITE PLAN



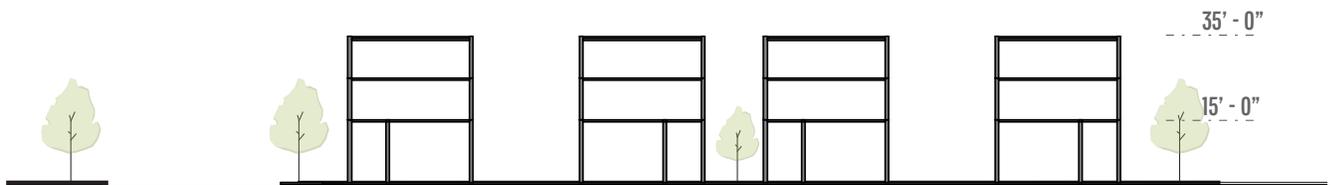


RETAIL READY
EXTERIOR AMENITY
HOUSING
CIRCULATION
PARKING

CONCEPTUAL MASSING



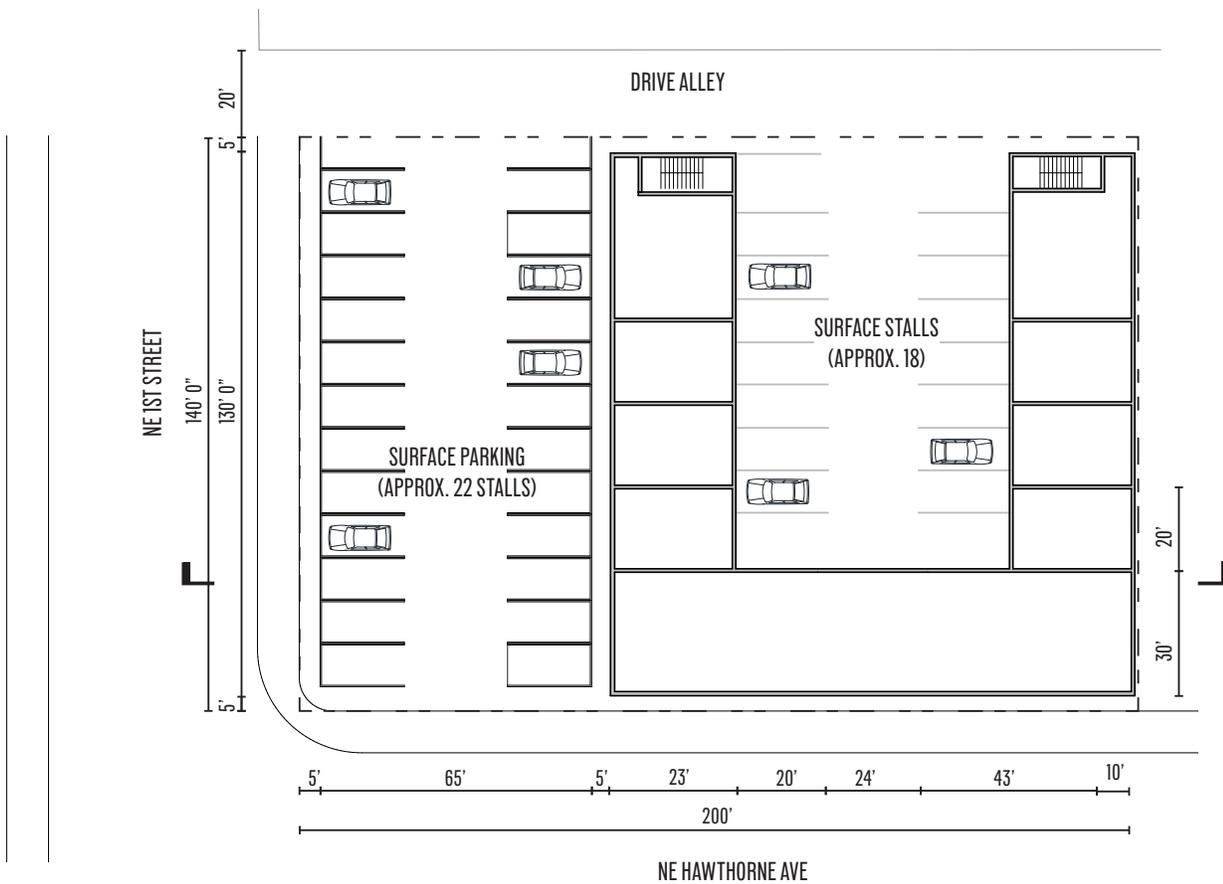
TYPICAL 2ND AND 3RD FLOOR PLAN



B OPTION B - MEDIUM DENSITY

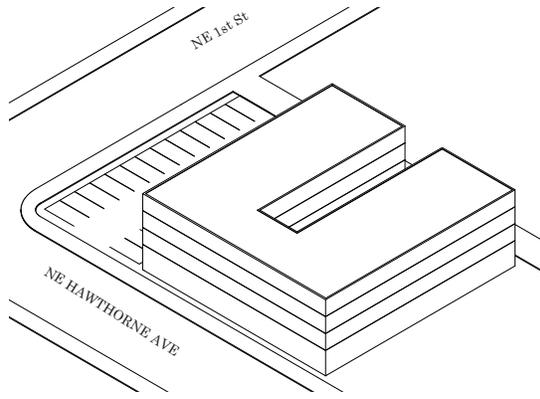
4-STORY APARTMENT BUILDING, 40 UNITS, 40 SURFACE PARKING STALLS, GROUND LEVEL RETAIL

OVERALL		UNITS	PARKING	
STE AREA:	28,000	UNITS:	PARKING:	
TOTAL GSF:	41,250	40	40	
RESIDENTIAL:	37,500	1 BD:	RESIDENTIAL:	
RETAIL:		40	40	
3,750			SURFACE:	40



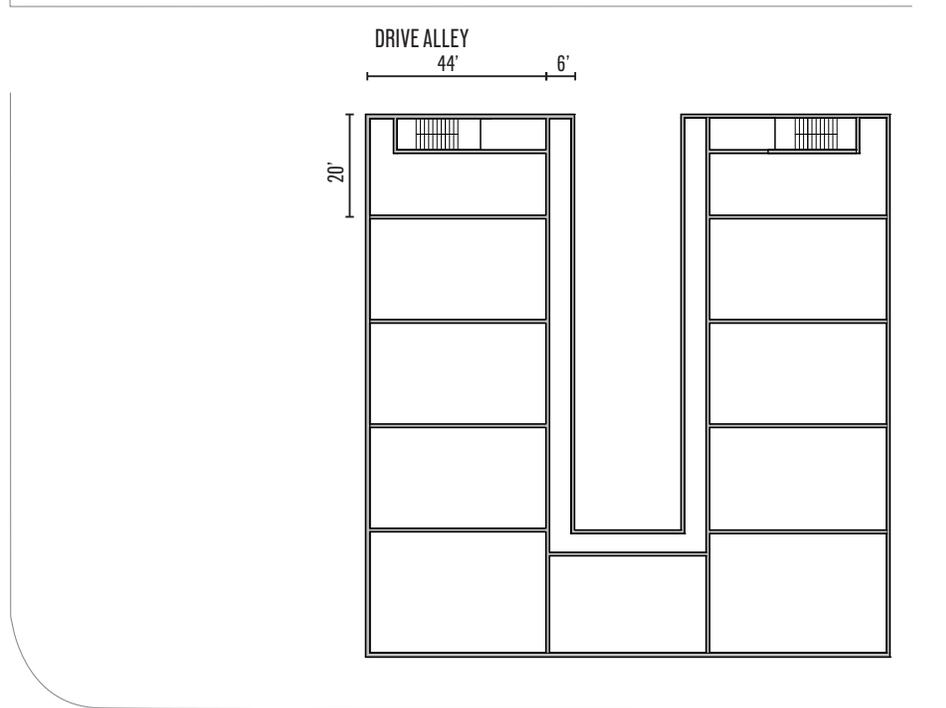
GROUND FLOOR / SITE PLAN



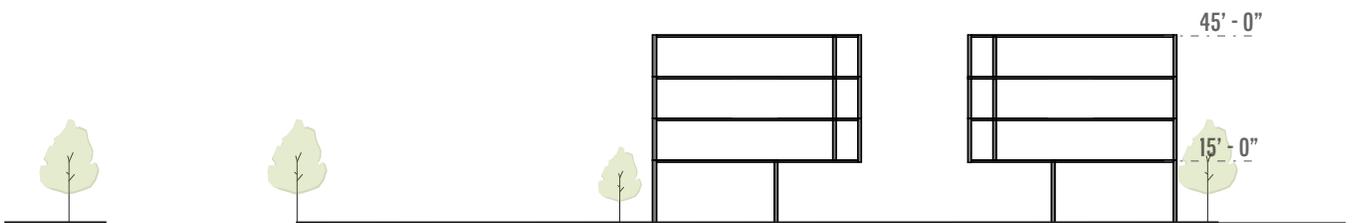


- RETAIL READY
- EXTERIOR AMENITY
- HOUSING
- CIRCULATION
- PARKING

CONCEPTUAL MASSING



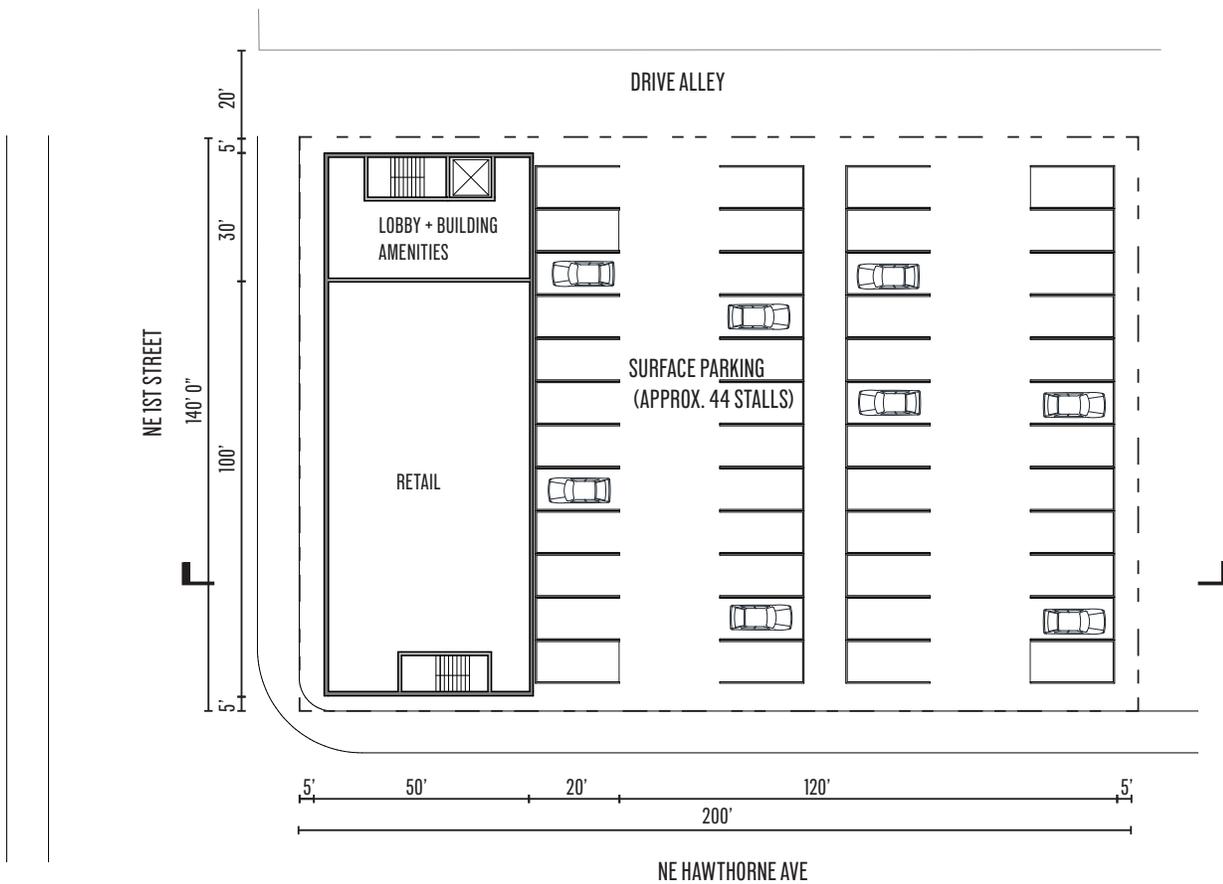
TYPICAL UPPER FLOOR PLAN



C OPTION C - MEDIUM DENSITY

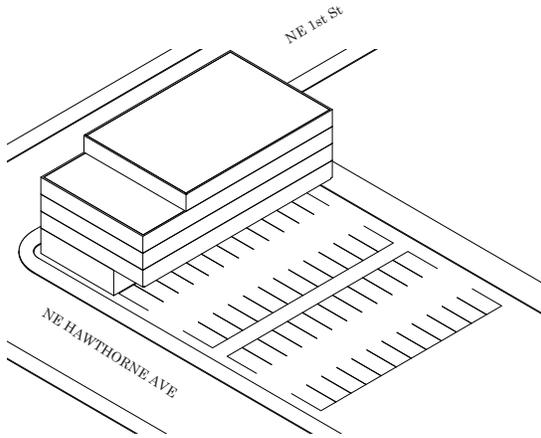
4-STORY APARTMENT BUILDING, 44 UNITS, 44 SURFACE PARKING STALLS, GROUND LEVEL RETAIL

OVERALL		UNITS	PARKING
STE AREA:	28,000	UNITS:	PARKING:
TOTAL GSF:	60,000	44	44
RESIDENTIAL:	36,400	1 BED:	RESIDENTIAL:
RETAIL:		44	44
5,000			RETAIL:



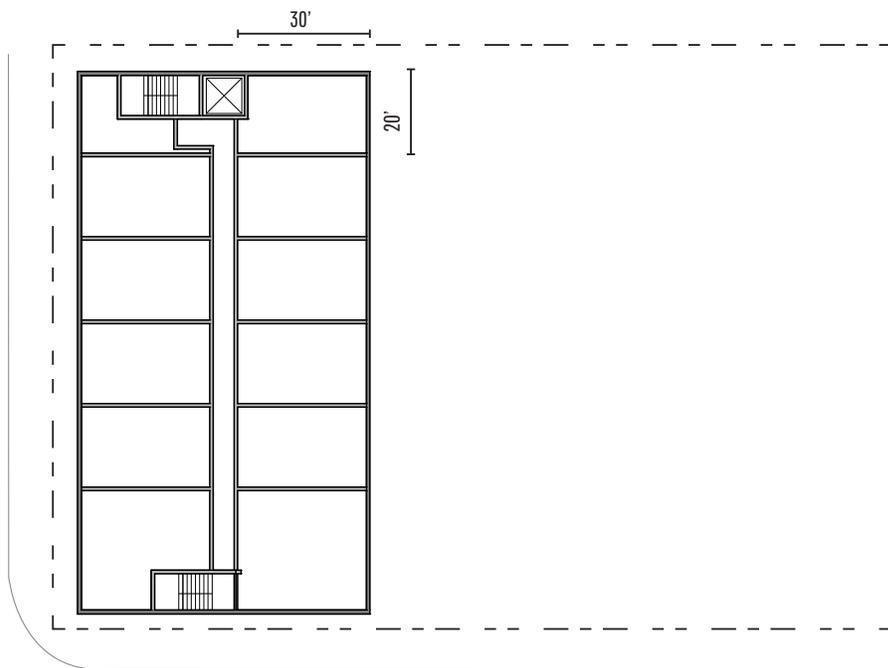
GROUND FLOOR / SITE PLAN



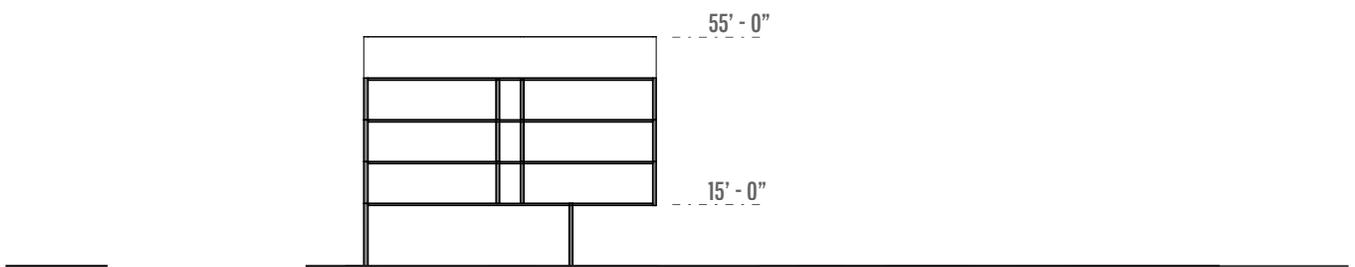


- RETAIL READY
- EXTERIOR AMENITY
- HOUSING
- CIRCULATION
- PARKING

CONCEPTUAL MASSING



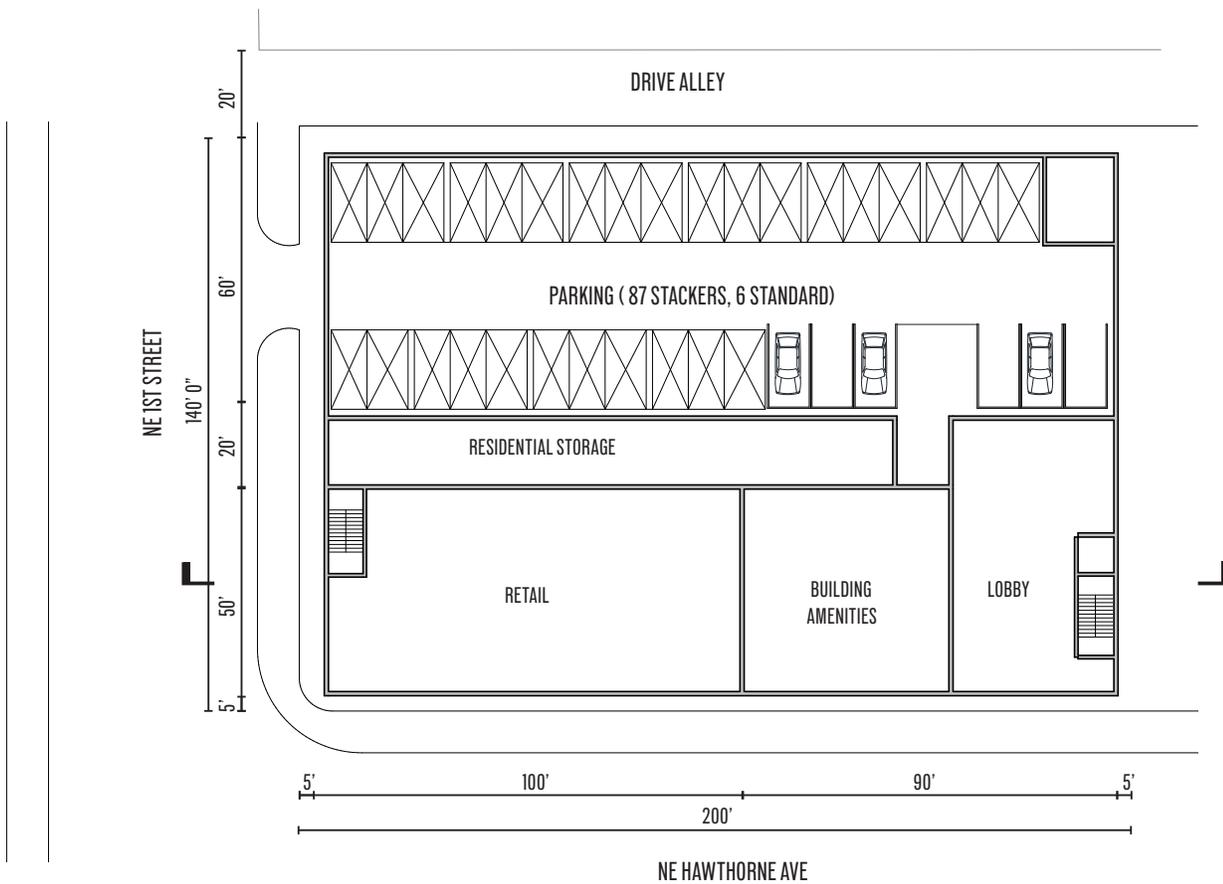
TYPICAL UPPER FLOOR PLAN



D OPTION D - HIGH DENSITY

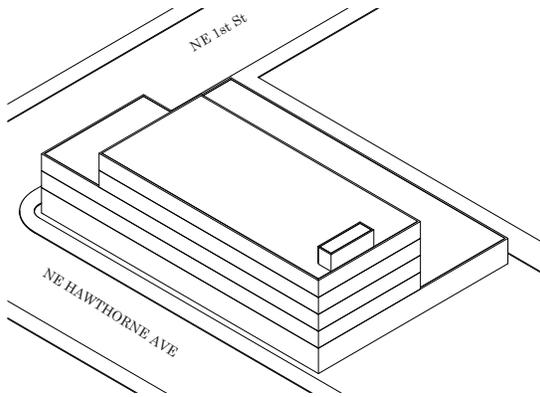
5-STORY APARTMENT BUILDING, 99 UNITS, 93 PARKING STALLS, GROUND LEVEL RETAIL

OVERALL		UNITS	PARKING
STE AREA:	28,000	UNITS:	PARKING:
TOTAL GSF:	66,500	93	93
RESIDENTIAL:	41,300	1 BED:	RESIDENTIAL:
RETAIL:		93	93
5,000			RETAIL:



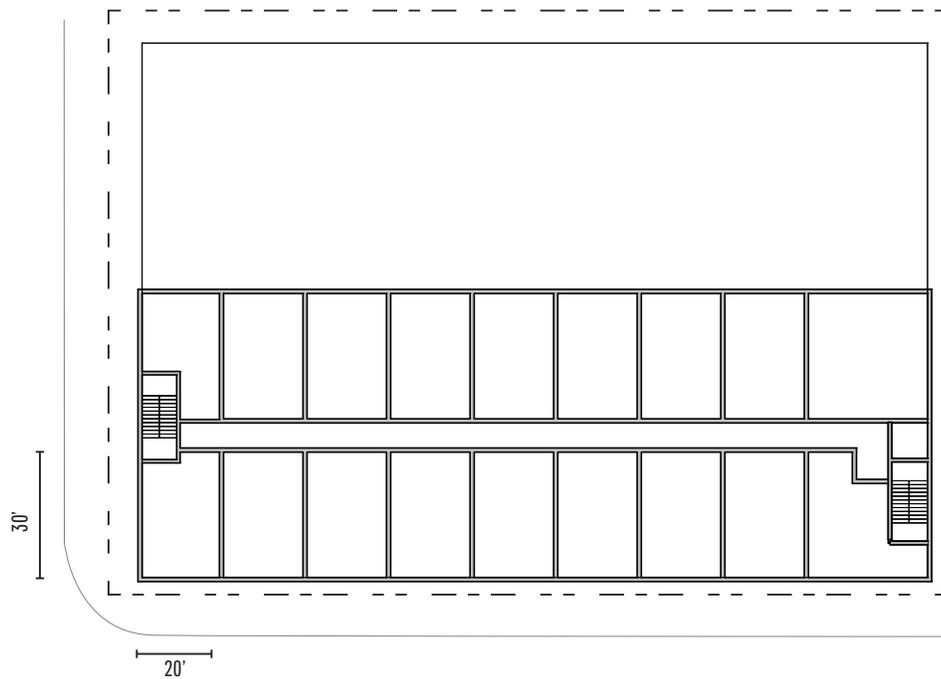
GROUND FLOOR / SITE PLAN



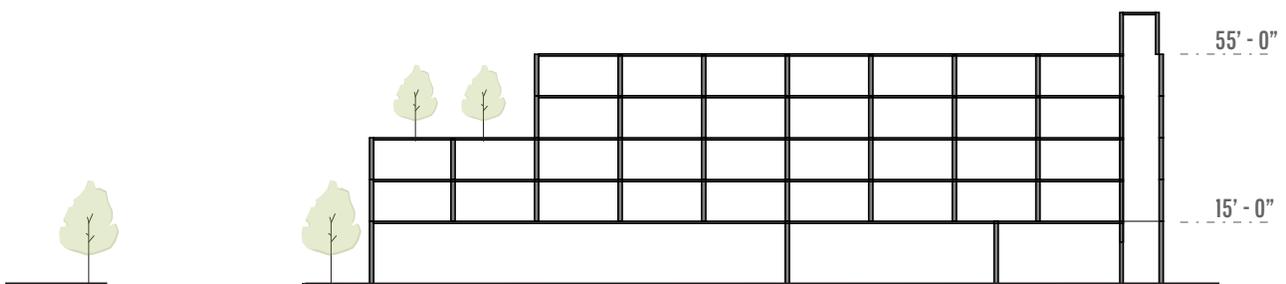


RETAIL READY
EXTERIOR AMENITY
HOUSING
CIRCULATION
PARKING

CONCEPTUAL MASSING



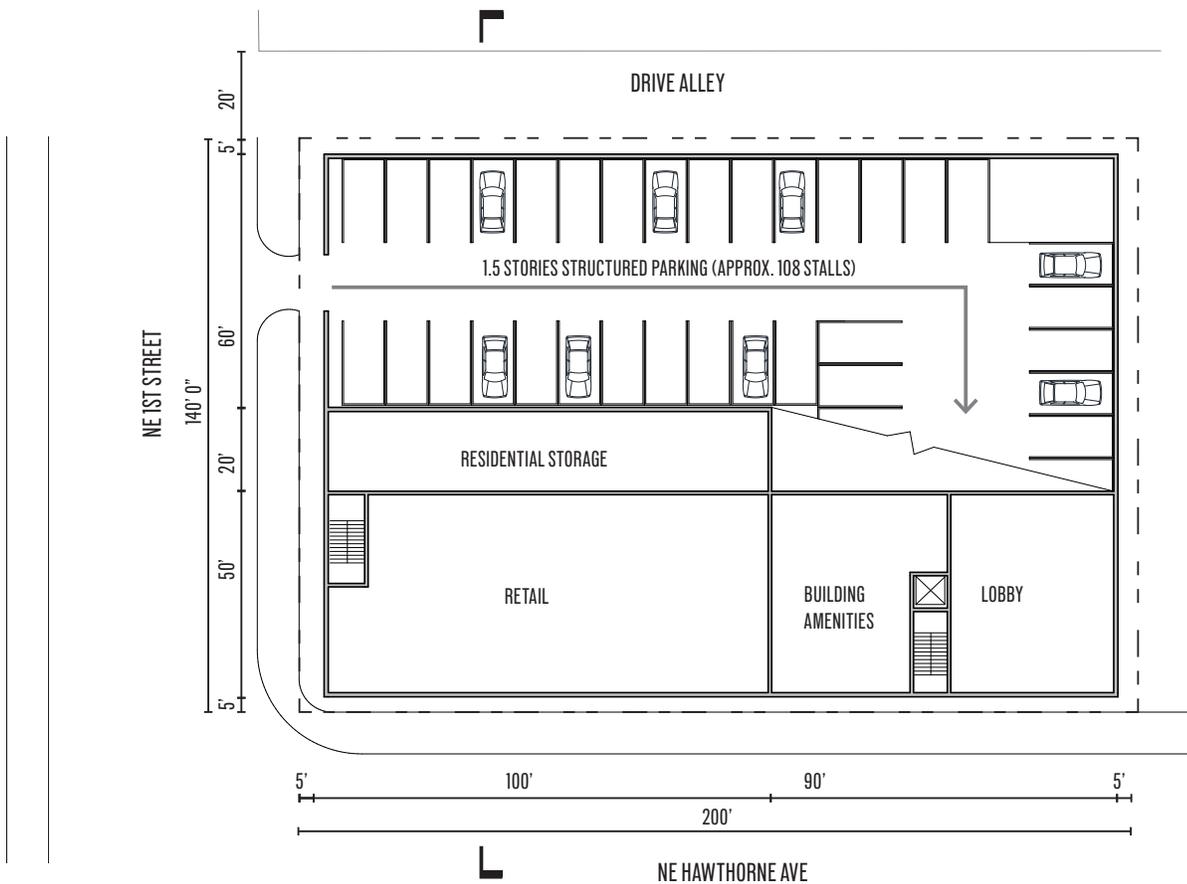
TYPICAL UPPER FLOOR PLAN



E OPTION E - HIGH DENSITY

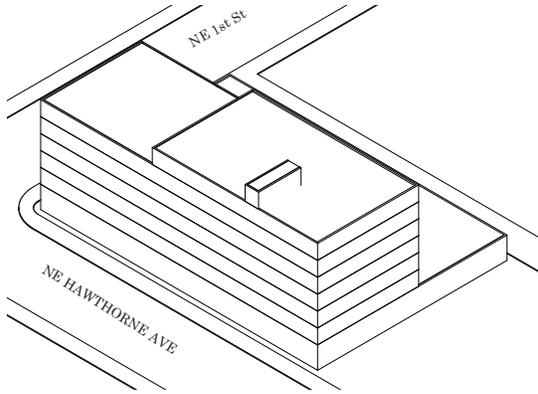
7-STORY APARTMENT BUILDING, 102 UNITS, 108 PARKING STALLS BELOW GRADE, GROUND LEVEL RETAIL

OVERALL		UNITS	PARKING
STE AREA:	28,000	UNITS:	PARKING:
TOTAL GSF:	140,220	102	108
RESIDENTIAL:	86,470	1 BED:	RESIDENTIAL:
RETAIL:		102	108
5,000			RETAIL:



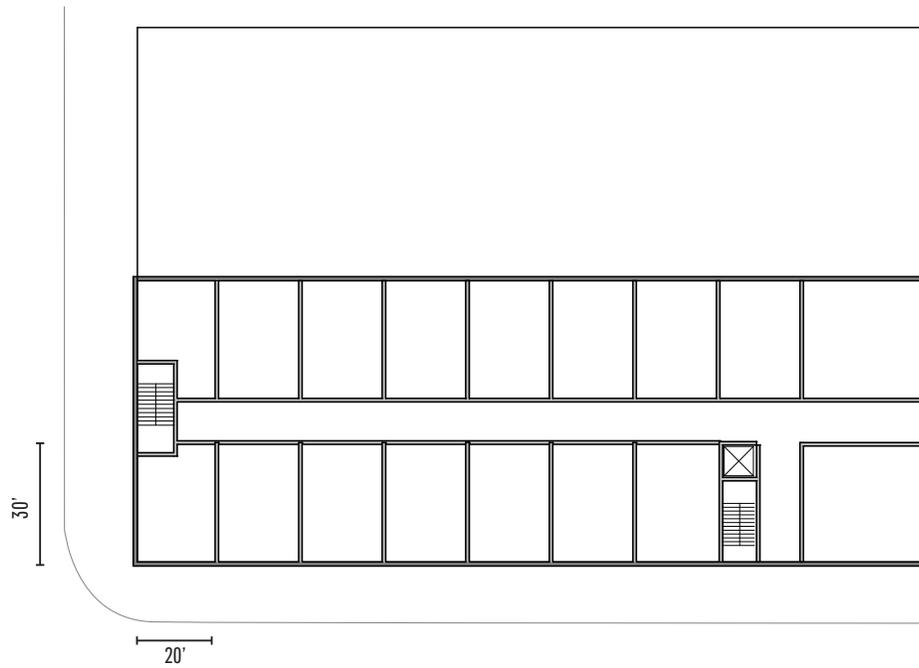
GROUND FLOOR / SITE PLAN



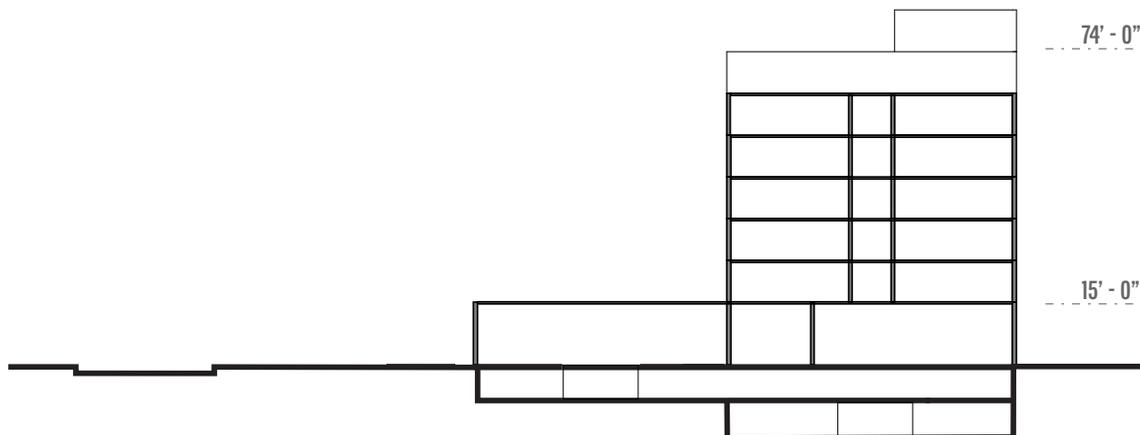


- RETAIL READY
- EXTERIOR AMENITY
- HOUSING
- CIRCULATION
- PARKING

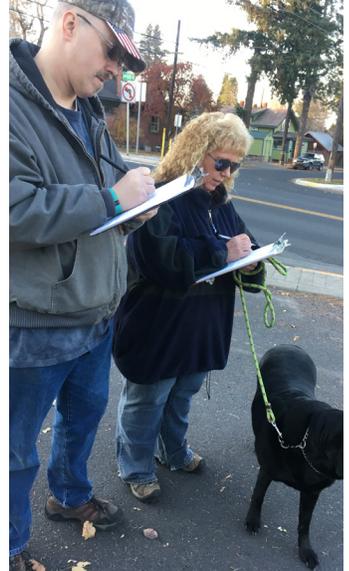
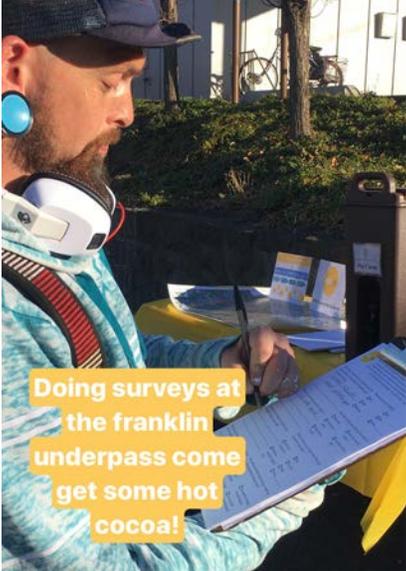
CONCEPTUAL MASSING



TYPICAL UPPER FLOOR PLAN



What would make the BCD better?



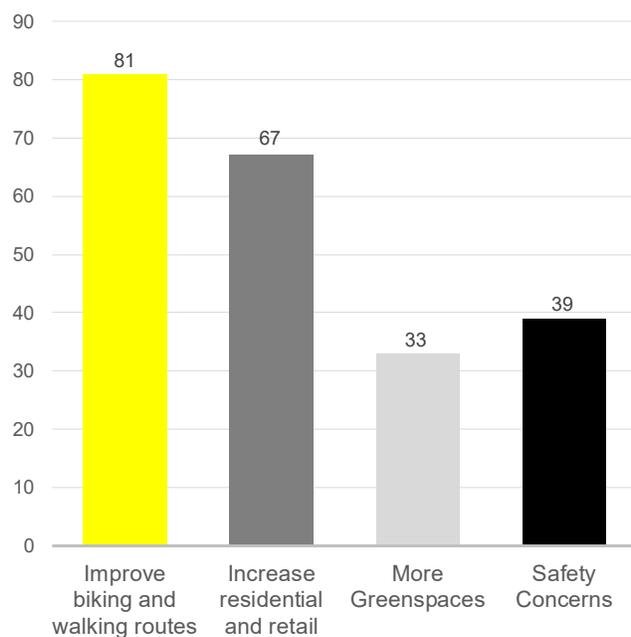
PUBLIC OUTREACH

BEND CENTRAL DISTRICT - EXECUTIVE SUMMARY

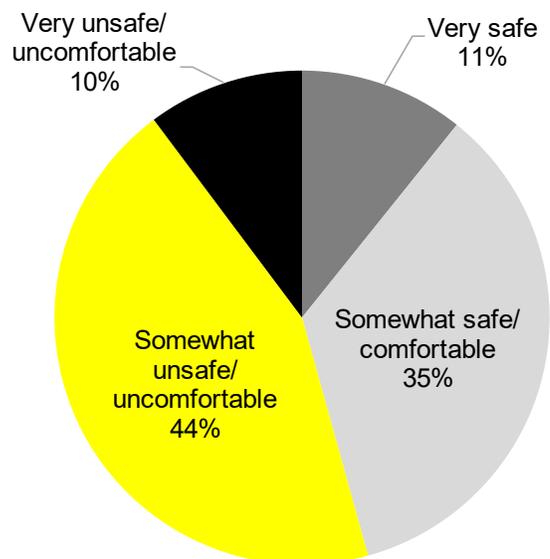
In a survey about the Bend Central District (BCD), people local to the area answered questions about how they use the district and what they would like to see in the future. Data pooled from 196 people indicated that the area currently has a commercial feel, with patrons accessing businesses largely via personal vehicles. People travel through the area but do not commonly live in the BCD or visit it as a destination. With the cost of single family homes continuing to rise, many people indicated that this location is ideal for high density residences mixed with shops and restaurants. Many noted that the area lacks the local businesses and accessibility for bikes and pedestrians that is common in other Bend neighborhoods. Increasing connectivity in the area by completing sidewalk routes and improving bike lanes for safety and a greater sense of community is a desire expressed by 86% of survey respondents. Similarly, improving connectivity to downtown and ameliorating safety concerns around the Franklin Avenue underpass is another desire expressed by survey participants. As Bend continues to grow, these insights of local residents provide a rich resource for guiding the next phase of transformation in the Bend Central District.

[See Appendix C - Directing Growth in the BCD: A Report on Survey Findings](#)

The BCD would be better if...



How safe or comfortable does walking or biking through the district make you feel?



STREETSCAPE SUBCOMMITTEE MEMBERS

JIM LORD, ASHLEY & VANCE ENGINEERING

JOE BESSMAN, TRANSIGHT CONSULTING

MARCIA VALLIER, PRESIDENT, VALLIER DESIGN ASSOCIATES, INC

**MOEY NEWBOLD, DIRECTOR OF URBAN PLANNING, CENTRAL
OREGON LANDWATCH**



TRANSPORTATION SAFETY & PROJECT EFFICIENCY RECOMMENDATIONS

BEND CENTRAL DISTRICT - EXECUTIVE SUMMARY

One of the major catalysts for redevelopment in the Bend Central District will be improvements to the transportation system. Streets are the City of Bend's greatest public asset, but current conditions are not compatible with residential development.

The BCD Streetscapes Committee recommends the City of Bend incorporate streetscape improvements, including reduction of impervious surfaces, into existing plans to repave streets within the district. This has the potential to trigger private investment in housing and jobs in this area and save up to \$3 million on planned stormwater infrastructure.

KEY RECOMMENDATIONS

» Improve Safety of the Franklin Avenue Corridor

The Franklin Avenue corridor between NE 5th Street to NW Hill Street is one of the most critical connections within the district and should be treated as a stand-alone segment. It is likely to serve as the primary pedestrian and cyclist route between neighborhoods, parks, schools, and the downtown core. There are several small projects planned for Franklin Ave in 2018, but improvements to the corridor should be addressed as a whole to create a



cohesive and complete street and enhance project efficiencies. It is recommended Franklin Avenue corridor be an early demonstration of an active, vibrant, and safe streetscape for all users. Using a 'Complete Streets' approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balances the needs of different modes, and supports local land uses, economies, cultures, and natural environments. In addition to streetscape upgrades, user safety of the Franklin underpass should be improved by updating the

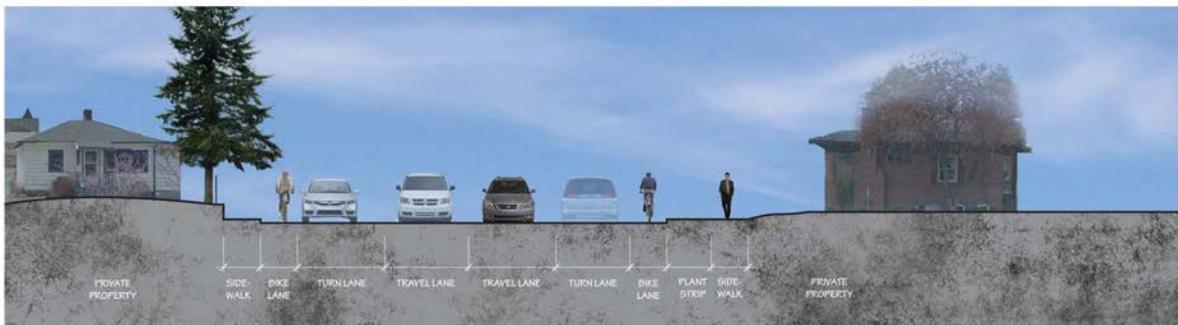
approach, adding lighting, signage, and safety features (see Appendix D for more detail on these recommendations). Stormwater efficiency can be gained by reallocating the eastbound lane to either landscaping or hardscaping (see Appendix E).

◇ Save Money and Fix Underpass Flooding

Making recommended improvements to the BCD's stormwater infrastructure coupled with a reduction of impervious surfaces will greatly reduce the volume of stormwater that floods the Franklin and Greenwood underpasses during large storm events. The City of Bend's Capital Improvement Plan lists improvements to both underpasses at an estimated cost of \$2 million to \$3 million, but a simple 15% reduction in asphalt paving that can be achieved through streetscape projects in the district would reduce the stormwater volume by 3 million gallons. The reduction in impervious surfaces plus the addition of effective stormwater collection and infiltration systems such as swales, pervious pavements, and dry well systems, could eliminate the flooding problem at the Franklin and Greenwood underpasses, saving the City of Bend \$3 million.



FRANKLIN AVENUE - 1ST STREET TO 5TH STREET
BCD - STREETSCAPES AND PLACEMAKING
SCALE 1:40



FRANKLIN AVENUE AT HILL STREET (VIEW SOUTH)
EXISTING CROSS SECTION



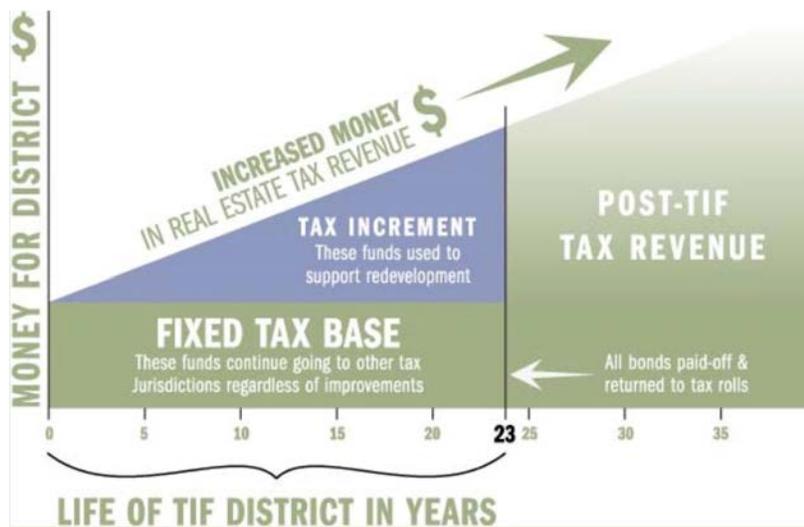
FRANKLIN AVENUE AT HILL STREET (VIEW SOUTH)
PROPOSED CROSS SECTION



URBAN RENEWAL + TAX INCREMENT FINANCING

BEND CENTRAL DISTRICT - EXECUTIVE SUMMARY

An ideal tool to address problems fund solutions is to create an Urban Renewal Area in the BCD and KorPine sites, which would allow tax increment financing (TIF) to fund projects and programs such as streetscapes and safe crossing improvements for people traveling by bike, foot, and car; placemaking and community gathering spaces; programs that support small businesses and makers with low-interest loans or façade upgrades; infrastructure needed to support vertical development; and/or funding for affordable housing – all without raising any taxes on anyone.



TIF captures the benefits of public and private investments made in an urban renewal area by directing increased money generated by rising property values toward urban renewal projects.

WIN-WIN FOR BEND

Create an urban renewal district in the heart of the city to accommodate growth and catalyze more housing and jobs without raising taxes on anyone.

INCREASED REVENUE	NEW HOUSING	MORE JOBS	CONNECTIONS
generate more value for all citizens by using land efficiently	potential for hundreds or thousands of new residences near downtown	create economic opportunities for locals and newcomers	break down barriers that currently block eastside neighborhoods

