

PROJECT #: 19755 SIMPSON AVENUE

SUBJECT: PRE-APPLICATION

FROM: KAREN SWENSON, SENIOR PLANNER

DATE: SEPTEMBER 1, 2021 (UPDATED NOVEMBER 10, 2021)



COMMUNITY
DEVELOPMENT

General Site Comments

1. The subject property contains 7.12 acres with varied topography.
2. Comp Plan – RM; Zoning – RM
3. Bisected by two rights-of-way (18th Street – developed; 17th Street – undeveloped but contains a water main) and abuts Simpson Avenue to the south and Mt Washington Drive to the west.

Zoning & Development Standards

4. Density range for the RM zone is 7.3 – 21.7 dwelling units / gross acre. An affordable housing density bonus is available per BDC 3.6.200.C.4. The following residential types are NOT be subject to maximum density standards: ADUs, duplexes, triplexes, quadplexes, townhomes, cottage cluster developments, and multi-unit affordable housing. All of the units in the multi-unit housing development must be affordable to be exempt from density standards. Otherwise the density bonus in BDC 3.6.200.C.4 applies.
5. The maximum building height in the RM zone is 40 feet. An affordable housing height bonus is available for quadplexes and multi-unit housing:

b. Building Height Incentive. An increase in building height not to exceed 10 feet above the height of the underlying zone may be allowed for quadplexes and multi-unit housing when the additional units gained by the height increase are affordable housing units.

Please note: ** When multi-unit residential or nonresidential uses abut one or more dwelling units in the RS District, the setback abutting the RS District must increase one-half foot for each foot by which the building height exceeds 20 feet. Where a fractional number results, the number may be rounded down to the nearest whole number. (A portion of the property to the north is zoned RS.)

6. The maximum lot coverage in the RM zone is 60 percent for townhomes, duplexes, triplexes, quadplexes and multi-unit developments. The maximum lot coverage is 45% for all other lots or parcels with 2+ story single-unit detached dwellings, accessory structures and non-residential uses. An affordable housing exception is available for single-unit detached dwellings:

c. Lot Coverage Exception. For affordable housing developments where 50 percent or more of the dwelling units are deemed affordable in conformance with subsection (C)(1) of this section, the entire development may develop with a 50 percent lot coverage.

7. The minimum lot area and dimension in the RM zone is based on the unit type*:

Unit Type	Minimum Lot Size	Minimum Lot Width and Depth	Exceptions
Single-Family Detached Dwelling	2500 sq. ft.	Width: 30 ft. at the front property line Depth: 50 ft.	Corner lots must be 5 ft wider than minimum lot width (except for townhomes)
Duplex, Triplex & Quadplex	Duplex: 2,500 sq. ft. Triplex: 4,000 sq. ft. Quadplex: 4,000 sq. ft.	Width: 30 ft. at the front property line Depth: 50 ft.	Development Alternatives: See BDC Chapter 3.8
Townhomes	Average minimum lot or parcel size: 1,500 sq. ft. for each unit	Width: 20 ft. at the front property line Depth: 50 ft.	
Multi-unit development (more than 4 units)	None	Width: 30 ft. at the front property line Depth: 50 ft.	

An affordable housing exception exists for affordable housing developments:

d. Lot Area and Dimensions Exception. For affordable housing developments where 50 percent or more of the dwelling units are deemed affordable in conformance with subsection (C)(1) of this section, the required lot area and dimensions for the proposed lots or parcels may be reduced up to 20 percent for the entire residential development. For affordable housing developments where less than 50 percent of the dwelling units are deemed affordable in conformance with subsection (C)(1) of this section, the required lot area and dimensions for the proposed affordable housing dwelling units' lots or parcels may be reduced up to 20 percent.

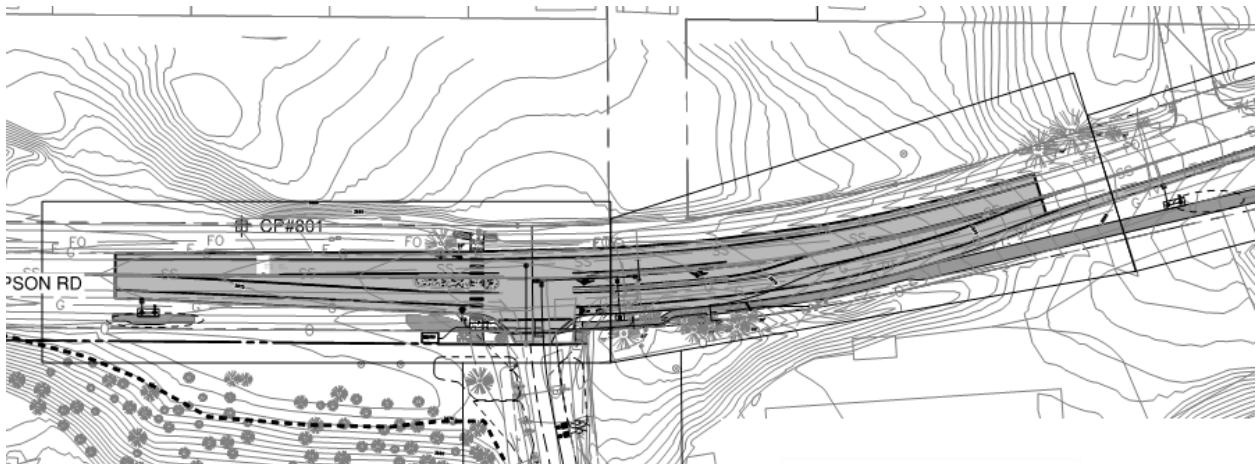
8. Parking requirements:

- Detached single-unit – 2 spaces/unit
- Townhomes – 1 space/unit
- Duplex/triplexes - no minimum parking

- Quadplexes - 1 space for the whole quadplex
 - Affordable units – 1 space/unit (special population developments and senior developments - 0.5 parking spaces per affordable dwelling unit).
 - Market rate multi-unit developments – based on number of bedrooms/unit
 - Studio/1 bdrm – 1 space/unit
 - 2 bdrm – 1/5 spaces/unit
 - 3+ bdrm – 2 spaces/unit
9. Vehicular access must be taken 17th or 18th Street, not Simpson Avenue.
10. If 17th Street is realigned, a require a right-of-way vacation application would be required, but no payment of the appraised land value would be required since equivalent right-of-way would be dedicated.
11. See BDC 3.8 regarding Development Alternatives, including micro-units, small unit development, cottage housing and shared courts. Some of these alternative types of developments have different lot size, dimensions, parking and other requirements. See this link for the HB 2001 updates to this chapter (pg. 87-107): <https://www.bendoregon.gov/home/showpublisheddocument/51070/637686063180730000>. The adopted code should be posted to the City’s website by mid-November:
<https://www.codepublishing.com/OR/Bend/#!/BendDC03/BendDC0308.html#3.8>
12. Setbacks: 10 ft front setback, 5 ft side and rear setbacks (see note above about additional setbacks for buildings abutting RS zone with existing dwelling units.
13. Landscaping: 15% of multi-unit and micro-unit developments must be landscaped. Other types of residential developments are exempt.
14. See BDC 3.1.300 for multi-modal access and circulation requirements (See BDC 3.1.300).
15. See bike parking requirements in BDC 3.3.600. Multi-unit and micro-unit developments (5+ units) require 1 covered bike parking spaces per unit.
16. Middle housing (ADUs, duplexes, triplexes, quadplexes, townhomes and cottage clusters) are reviewed during the building permit process, which does not require public notice. Subdivisions and multi-unit developments are reviewed under the Type II Site Plan Review, which do require public notice; staff aims to issue Type II decisions within 60 days of the submittal of a complete application.

Engineering Comments

1. Streets - It will be requirement that the frontage of the property on Simpson Ave be curbed. This will require the installation of stormwater facilities.
2. Streets – Any existing sidewalk along the property frontage that is damaged or out of conformance with City standards and PROWAG will need to be replaced.
3. Streets - No parking or direct driveway access will be permitted from Simpson Ave, having an arterial street classification.
4. Streets - The Oregon State University (OSU) just constructed a northern entrance offset from 17th Street's right of way. The work was done under permit BP20-1905-INFR. With the improvements comes a couple difficulties in developing the property:
 - a. The frontage was recently paved in the proximity of the OSU entrance on Simpson Avenue (see figure below). By the City's design standards, there is a 5-year moratorium on the asphalt requiring the entire "new" roadway to be repaved if cut. There are very few exceptions to this standard. If it is just road widening, the City might be able to work with you with saw cuts at the property line. If you are saw cutting for services or mains, this restoration requirements could be expensive for the development. For an affordable housing project, the City could consider cuts into the bike lane only to access a sewer manhole, but not the travel lane, without the need for full restoration. More information on the sites development might help to determine the need for restoration requirements.



5. Streets – 17th Street will need to be developed with curb on both sides and property tight sidewalk. The existing street section must be extended to Simpson Ave.
 - a. If full access is to be granted to 17th Street, the right of way must be shifted west to align with OSU's north entry road. OSU constructed a median across the 17th Street right of way for their turn pocket into their

site, providing only right in right out turning movements from 17th Street onto Simpson Ave.

- b. If the right of way is realigned, there is a water main in 17th that may or may not need to be realigned with the street. The City may potentially consider a proposal to leave the water main in place within an easement but that will reduce the developable area of the eastern portion of the property. Otherwise, the main would need to be relocated within the new right-of-way.
6. Sewer – There is sewer available down the centerline of Simpson Avenue. There is no known capacity issues that the City is aware of at this time. The topography precludes extending a sewer main from Forest Ridge Avenue. A sewer analysis will be required with development of the site prior to land use application to verify.
7. Sewer – One sewer service per taxlot. If these blocks are maintained as individual lots, or additional lots are create through subdivision/partition, you would have multiple services permitted to service your development. A sewer tap(s) would need to be brought from Simpson under a right of way permit.
8. Water – Water is available in Mt. Washinton Drive, 18th Street and 17th Street. There is no water in Simpson Avenue. Water will likely needed to be constructed in Simpson Ave to loop the water systems for not only getting domestic water service to the sites but also providing fire protection. For affordable housing, the City may consider looping the water line from 17th Street to 18th Street through an alley, but this may not help fire flows. There are no hydrants in the vicinity that would provide sufficient protection for the block. A water analysis will be required with the development of the site prior to land use application to verify pressures and flows in the area.
9. Water - One water service per taxlot. If these blocks are maintained as individual lots, or additional lots are create through subdivision/partition, you would have multiple services permitted to service your development.