

**P L A N N I N G   C O M M I S S I O N  
T R A N S M I T T A L  
M E M O R A N D U M**



CITY OF BEND

Meeting Date: October 10, 2022

File Numbers: PLSPD20220167, Gateway North Major Employment Master Plan  
PLCPMA20220195, Application to Remove ASI #25 from Gateway North Site

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**SUBJECT:** Powell Development Co. has submitted a Type III quasi-judicial application for a Major Employment Master Plan for the 52-acre Gateway North site, and a Comprehensive Plan Map Amendment and Zoning Map Amendment to remove Upland Area of Special Interest #25 from the Gateway North site.

**PROPOSAL/ISSUE:** The master plan has been reviewed for compliance with the criteria for an Employment Master Plan as set forth in BDC 4.5.400. The proposed Employment Master Plan allows horizontal mixed-use development across the site, including multi-unit residential, commercial, and employment uses. If approved by the City Council, the Master Plan will be codified as a special planned district within BDC Chapter 2.7.

**LOCATION:** The subject property is located at the north edge of Bend. It is bounded by Hwy 20 to the west, Cooley Road to the north, Robal Lane to the south, and commercially zoned properties to the east between the subject property and Hunnell Road.

**BACKGROUND:** Employment Master Plans allow the City to permit a variety of commercial and/or industrial development types, designs, or arrangements that may not be allowed under traditional zoning regulations, and to facilitate the build-out of large employment centers. The Gateway North site is zoned Mixed Employment (ME), and designated ME on the Comprehensive Plan Map. This zoning designation provides for a broad mix of employment uses and mixed-use development. While residential uses are allowed in the ME zone under certain circumstances, limitations and possible conditional use permits for residential uses result in an additional layer of permitting that is unnecessary when a site's development is governed by a Master Plan.

The Gateway North Master Plan will provide at least 380 dwelling units, which is the equivalent of the Medium Density Residential (RM) zone's minimum density of 7.3 dwelling units per acre if applied across the entire 52-acre Gateway North site; A total of 422 multi-unit dwellings are planned. This leaves room in the southern and eastern portions of the Gateway North site for commercial uses. Proposed commercial and employment uses include an approximately 188,000 square foot Costco Warehouse store with accessory fuel station and car wash uses. The Costco store will also include a tire service center as well as a Market Delivery Operations (MDO) warehouse delivery center, which supports the company's online order processing and "last mile" delivery services. Three retail pads for retail sales, a drive-through restaurant, and a standard restaurant are also proposed.

**DISCUSSION:** Planned transportation improvements adjacent to and within the site, as well as the internal circulation system, will support the proposed residential and commercial uses while also improving the connectivity and functionality of existing transportation facilities on the north side of Bend. The proposed transportation improvements include:

- o US Hwy 20: The applicant has coordinated with the Oregon Department of Transportation (ODOT) through a public-private partnership to provide future improvements to US Hwy 20, which will include multi-lane roundabouts at both Cooley Road and Robal Lane. The developer will contribute \$5.5 million for the roundabouts. A shared-use path along the highway will also be provided.
- o Cooley Road: Along the site's northern frontage, Cooley Road will be improved with a 52-foot paved roadway, including 11-foot travel lanes, 13-foot center turn-pocket, and 6-foot buffered bike lanes. In addition, a 12-foot planter strip and a 10-foot multi-use pathway that will be installed on the south side of the road.
- o Robal Lane: Along the site's southern frontage, Robal Lane will be improved with a 50-foot paved roadway, including 11-foot travel lanes, 12-foot center turn-pocket, and 6-foot buffered bike lanes. A 10-foot multi-use pathway will be incorporated along the property frontage.
- o New Collector: A new east-west collector running through Gateway North is proposed that will connect US Hwy 20 with two proposed north-south local street corridors, as well as Hunnell Road further east. This 51-foot wide road will include 6-foot bike lanes and 8-foot sidewalks.
- o Local Roads 'A', 'B', and 'C': Three new local roads are also proposed within Gateway North. Local Road 'C' will be constructed to a 36-foot-wide asphalt width, while Locals Roads 'A' and 'B' will be constructed to 32 feet asphalt width. All local roads will have 6-foot sidewalks.

The submitted Master Plan proposes deviations to the development standards that would otherwise apply to the Gateway North site. These include:

- Exempting the site from the City's maximum block lengths and perimeters;
- Exempting commercial and residential uses from the size and floor area limits of the ME zone.
- For all uses fronting streets that do not allow on-street parking, the maximum front setback is increased from 80 feet to 100 feet;
- For retail sales and service uses in excess of 50,000 sq. ft. on a property with three or more frontages, only one building elevation must be at or within the maximum front setback, provided 100% of the elevation is at or within the maximum setback;
- For multi-unit residential accessory uses or structures, such as clubhouses or leasing offices, the maximum allowed front setback will be increased from 80 feet to 150 feet;
- Auto-dependent retail sales and service uses, including both primary and accessory uses, will be exempt from all minimum and maximum setback standards;
- For general trade retail trade and services uses over 100,000 square feet, the minimum number of off-street parking spaces is proposed to be one space per 250 sq. ft. of gross floor area instead of one space per 350 sq. ft. of gross floor area;
- Deviations from the minimum number of bicycle parking spaces;
- A 10-foot building height increase, from 45 feet to 55 feet;

- A deviation from the City's commercial design standards, so that the building's exterior walls do not need to be designed with windows totaling a minimum of 10% of the wall area for walls that can be viewed from public streets, provided that varying building colors, materials, and architectural features are incorporated into the design;
- For retail sales and service uses in excess of 50,000 sq. ft., a deviation from the City's commercial design standards to allow a building's roof to include flat roof components in excess of 30% along building elevations visible from streets, provided a combination of stepped parapets, freestanding structures or attached trellis structures, and landscaping are provided along the elevation; and
- A deviation from the City's "shopping street" standards.

There is a remaining portion of an Upland Area of Special Interest (ASI) within the property surrounding a rock outcropping, identified as ASI #25. The Gateway North Master Plan shows a new road being constructed through the Upland ASI. Although some limited public roadway construction is allowed within an ASI, the applicant seeks to resolve the ASI conflict by removing its remaining 1.77-acre portion of Upland ASI #25 from the Comprehensive Plan Map and the Zoning Map. This ASI originally contained 4.8 acres. In 2009, the Bend City Council approved a similar application which reduced the size of ASI #25 by approximately 2.3 acres, to 2.5 acres. The remaining portions of ASI #25 have minimal natural or environmental value, and removing an approximately 1.77-acre portion of ASI #25 from the applicant's property would facilitate the development of the site as intended by the ME Plan Map and Zoning Map designations.

The Rodgers Canal traverses the east side of the property. This open ditch canal is still being used by Swalley Irrigation District to deliver irrigation water to the properties north of the site. This developer will need to coordinate with Swalley Irrigation District to pipe the canal.

**COMMUNITY OUTREACH PROCESS:** Powell Development Co. hosted a virtual public meeting for the Gateway North Master Plan on September 29, 2021, and another virtual public meeting for the proposed Upland ASI removal on October 27, 2021. On August 30, 2022, three "Notice of Proposed Development" signs were posted along US Hwy 20, Cooley Road, and Robal Lane. The City sent a Post-Acknowledgement Plan Amendment (PAPA) notice to the Oregon Department of Land Conservation and Development (DLCD) on September 1, 2022. On September 19, 2022 the City mailed notice of the initial Planning Commission public hearing to residents and surrounding owners of record of property within 500 feet of the site, and to the Boyd Acres Neighborhood Association representative. There will two public hearings - one before the Planning Commission on October 10, 2022, and another before the City Council once the Commission issues a recommendation to the Council. At the time the Staff Report was written, no public comments in opposition to the proposed Major Employment Master Plan had been received in response to the public hearing notice.

**ATTACHMENTS:**

- Staff Reports
- Proposed Development Code Text