

Section 5 of Ordinance 2271

Exhibit E

New Chapter 11 of the Bend Comprehensive Plan, Growth Management



Chapter 11: Growth Management





Adopted Amendments

EFFECTIVE DATE	ORD #	CHANGES
2016	NS-2271	Adopted chapter



BACKGROUND

Legal Context and Supporting Documents

Statewide Planning Goal 14 requires that cities establish and maintain Urban Growth Boundaries (UGBs) to provide land for urban development needs and to identify and separate urban and urbanizable land from rural land. The goal's purpose is: "To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside UGBs, to ensure efficient use of land, and to provide for livable communities".¹

Like the statewide goal, Bend's growth management planning, goals and policies are comprehensive. The City plans for how much and what types of land are needed for future growth and what the form of new development should be to ensure a livable community and enhance Bend's high quality of life.

Bend's Urbanization Report documents: (1) the capacity of land inside the UGB to accommodate growth, including measures intended to result in efficient use of land; and (2) the City's evaluation of potential locations for UGB expansions and the consideration of the four Goal 14 factors in reaching a proposed UGB expansion. The Urbanization Report is focused primarily on the legal and technical aspects of growth management in Bend. The Urbanization Report for growth to 2028 is adopted and incorporated as Appendix L of the Comprehensive Plan.

Bend's Urban Form Report describes the physical form of the city. Urban form provides a way to understand the relationships between land uses and between the natural and built environments that give meaning to the legal exercise of planning for growth within and expansions of the city. Urban form encompasses the physical shape and design of the city. The layout of Bend's streets, the location and design of homes and businesses, and the distances between destinations all affect the quality of life for residents and visitors. Urban form influences land values; where residents live, work, shop and relax; everyday travel choices; and whether commute trips can be made by walking or biking, using transit, or driving. Bend's urban form also directly affects natural systems such as air and water quality, wildfire risk, health, and diversity of plants and wildlife. The Urban Form Report is a non-regulatory document that supports the goals and policies in this chapter of the Comprehensive Plan. It is adopted as Appendix M of the Comprehensive Plan.

Community Context

Bend's identity and unique urban form stem from the city's regional context, beautiful natural setting, and growth over approximately 100 years. Bend is the largest urban area in Oregon east of the Cascade Mountains. The city is uniquely situated between the Cascade Mountain Range and Deschutes National Forest to the west, and high desert plains to the east. Bend's varied topography and abundant natural features are major influences in its existing urban form and identity as a city. In many ways, the city's

¹ OAR 660-015-0000(14)



rapid growth is a direct result of its natural and scenic resources and proximity to the outdoors. The city's physical and visual access to Mt. Bachelor, the Three Sisters, the buttes within the city (such as Awbrey Butte and Pilot Butte), Deschutes River, and Tumalo Creek provide defining contextual elements of the city's urban environment and community identity.

Bend's location in the high desert also means that the community is susceptible to wildfires. While wildfire risk and hazard have had only a modest impact on the city's urban form historically, as the city expands further into the Wildland-Urban Interface, strategies to minimize and mitigate wildfire hazard will become increasingly important (see Chapter 10 for more about wildfire risk and hazard).

In the built environment, key transportation facilities such as Highway 97 and Highway 20 as well as freight rail lines connect Bend with other major regional destinations but also create barriers to pedestrian and habitat connectivity, and shape an auto-oriented urban form along the adjacent land. Bend's trail system, on the other hand, is essential to creating connected neighborhoods because it provides recreation opportunities and active transportation options, and contributes to the economic vitality of the community. Its parks provide places to play, connect, and socialize; access to nature; and natural system functions.

The city's historic development patterns, including the historic downtown and adjacent neighborhoods, which were developed in the late 19th and early 20th centuries, create a vibrant core with a gridded street system and short block lengths that provide a pedestrian-oriented setting as well as iconic public spaces such as Drake Park. Later development through the mid- to late-20th century produced quiet, generally low-density suburban neighborhoods with winding streets, and busy commercial corridors along major roads. As the lumber and farming industries waned in importance and tourism and recreation grew, the nature of employment areas shifted, with the beginnings of redevelopment within the city's urban core, such as the Old Mill District.

Today, Bend is a city in transition. In the first two decades since 2000, Bend is increasingly becoming less of a town and more of a small *city*, as evidenced by:

- A 2016 resident population of over 80,000, expected to grow to over 115,000 by 2028;
- A growing role as the regional economic center for Central Oregon;
- Recent rapid growth - the 7th fastest growing metro area in the country in 2015;
- A resident plus visitor population that swells the city's population to over 100,000 (2016) at the height of the summer tourism season;
- A prosperous downtown with 3-4 story mixed use development and structured parking;
- The success of Northwest Crossing, where traditional neighborhood development, convenient access to shops, parks, schools, and trails, as well as pedestrian friendly streetscapes are central to the development concept;



- New development, redevelopment, and adaptive re-use in the Mill District, employment lands north of Century Drive, and other industrial and mixed-employment lands throughout the City;
- A significant growth in transit ridership since fixed route service was established in 2007;
- Oregon State University’s decision to establish the 4-year Cascades Campus in Bend;
- Public planning and investments in key infrastructure (e.g. the citywide sewer system) and urban amenities (e.g. Drake and Shevlin Parks, recreational amenities such as the Ice Skating Pavilion and reconstructed white water park on the Deschutes River, and Healy Bridge, to name a few);
- Housing affordability challenges; and
- The growth of the “makers” economy, such as craft brewing.

Bend's growth management strategies are intended to help make the transition described above from small town to city and contribute to maintaining Bend’s livability and desirability as the city grows and evolves.

Complete Communities

Key Ingredients

Complete communities have varied housing options and many of the essential services and amenities needed for daily living, including quality public schools, parks and open spaces, shops and services, all within a convenient walking or biking distance. Complete communities should also have convenient access to public transportation and employment areas.

Community Priorities

In Bend, and across the nation, residents and local officials are increasingly making walkability, mixed use and access to amenities a high priority. This trend will spur the growth and redevelopment of areas within Bend that are walkable and have many amenities and services close by. Research indicates that walkable and mixed use communities have higher property values, more opportunities for affordable housing, and also encourage greater bike, pedestrian, and transit use. An increased interest in complete communities is also expected to heighten demand for thoughtfully planned neighborhoods and employment districts in expansion areas where uses are knit together and accessible by a variety of travel modes. As land prices increase and demographic shifts increase demand and need for a greater variety of housing options, densities are expected to increase in newly-built neighborhoods and through modest amounts of infill and redevelopment in existing neighborhoods.



Bend's Central Core

Bend Central Core is a uniquely livable part of the city. 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. This blend of the “D” Variables (Density, Diversity, Design, and Destinations) is the foundation of the area’s livability and an important influence on travel behavior.



Rendering of 2nd Street and Greenwood Avenue. Redevelopment of the area results in walkable streets and 3- to 5-story commercial and mixed use buildings.

As described in Bend's Integrated Land Use and Transportation Plan, national research has shown that the “D” variables are highly influential on how much walking, biking, transit use, and linking of trips occurs – which reduces the need to drive.² This is important because the availability of transportation choices contributes to Bend's overall livability. It is also important because state law requires the City to reduce the reliance of the automobile. During the UGB Remand process (2014-2016), the City modeled vehicle miles traveled (VMT) per capita throughout the urban area under different growth scenarios as in indicator (required by the state) of reliance on the automobile. Predictably, the Central Core showed the lowest levels of VMT per capita, and the highest potential for “moving the needle” toward relatively less VMT per capita through infill and redevelopment to focus growth and further increase the density and diversity of uses in this area.

² See Bend Integrated Land Use and Transportation Plan, which is an appendix to the Bend Transportation System Plan.



For all of the reasons described above, the Central Core is considered a particularly important part of the City’s growth management efforts. The success of Bend’s transition to more of an urban community will follow the continued growth, in appropriate areas, of the Central Core. It is important to note that placing a priority on growth within the Central Core does not mean that all areas should redevelop. In this context, “appropriate areas” means development and redevelopment on vacant lands, underutilized lands, and where development is designed to be compatible with adjacent, stable areas.



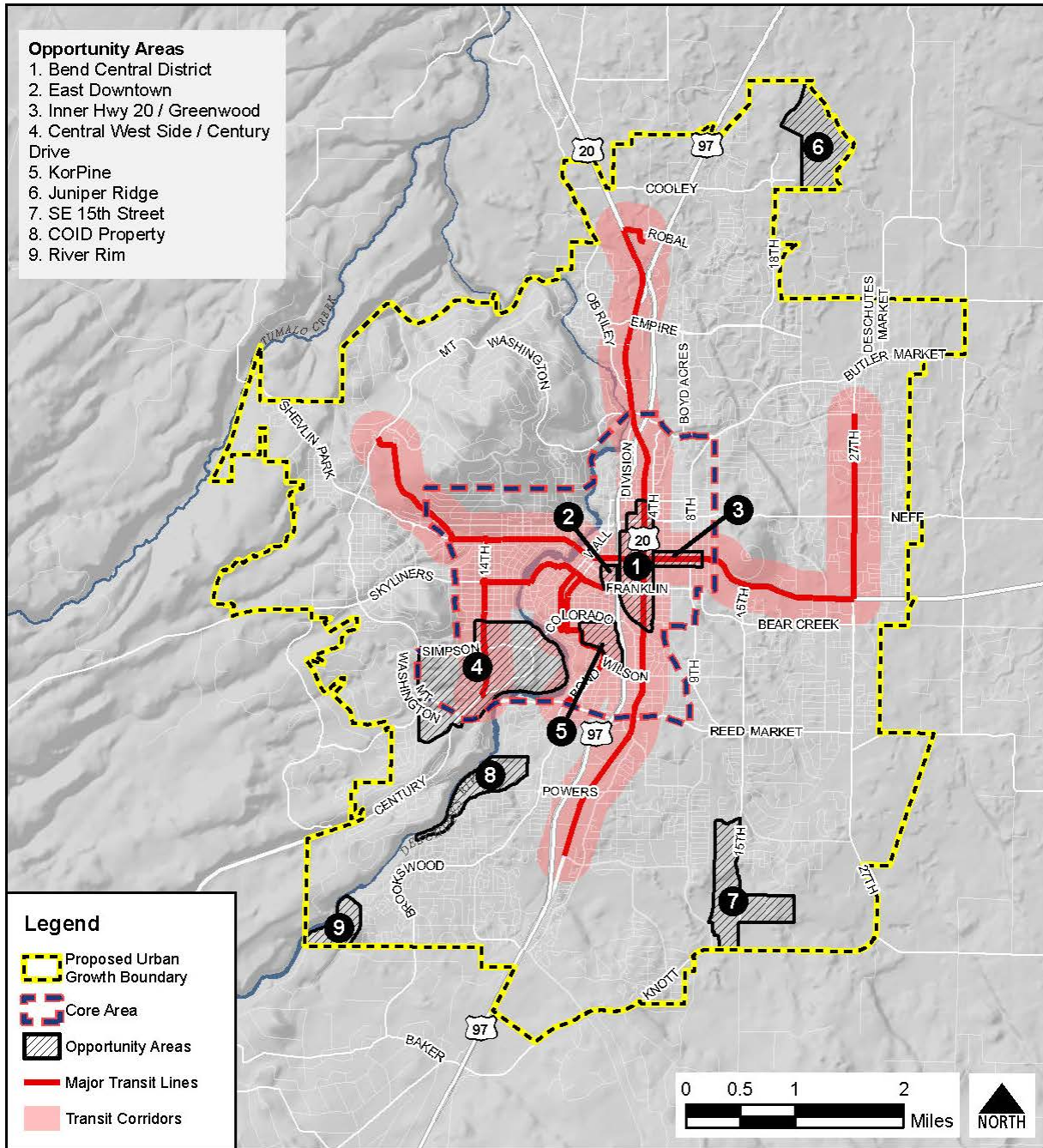
Aerial rendering of the Bend Central District with mixed use redevelopment and transitions to adjacent neighborhoods.

The Central Core area is shown on Figure 11-1. The “boundary” on this figure is illustrative only. The Central Core is a planning concept – its applicability to specific development and policy implementation needs to be interpreted on a case-by-case basis.

“Growing up” in appropriate areas within the Central Core, as well as transit corridors and opportunity areas, is a goal for Bend because these areas already have (or will have) the base infrastructure, population density, and urban amenity “completeness” that is needed for their success. They offer the best opportunities to reverse the growth of vehicle miles traveled per capita and increase walking, biking, transit, and linked trips by automobiles.



Figure 11-1: Core Area, Transit Corridors, and Opportunity Areas



Data Source: Deschutes County GIS (2014)





Opportunity Areas

During the UGB Remand planning process (2014 to 2016), the City evaluated the efficient use of existing urban land through the lens of “opportunity areas”. Opportunity areas are locations within the City that are appropriate to focus new growth due to their location, zoning (existing or planned), amount of vacant or underdeveloped land, and/or proximity to urban services. Each opportunity area will serve a unique role in the City’s future – some are vacant land and will develop primarily through private sector initiative; others are redevelopment opportunities and will require a partnership of private sector investment and City support or investment.

Bend’s opportunity areas are summarized below – please see the Urbanization Report for more detailed descriptions of the opportunity areas. The Opportunity Areas are shown on Figure 11-1.

- Bend Central District – opportunity for the 3rd Street commercial strip to transition to a mixed use corridor



Rendering of 3rd Street in the Bend Central District. Public and private investments in streetscape improvements support all modes of travel. New commercial and mixed use buildings revitalize the district.

- East Downtown – long-term opportunity for an extension of the downtown
- Inner Highway 20 – long-term opportunity for a walkable, mixed use corridor



Growth Management

- Century Drive Area – a key part of the Central Westside Plan, the siting of OSU’s new four-year Cascades campus offers an opportunity to create a new mixed use center anchored and supported by the new institutional employment district.



Rendering of 14th Street / Century Drive near Commerce Avenue. Public and private investments will create a new mixed use center with “complete” streets.

- KorPine – opportunity to transform an industrial area into a vibrant urban mixed use district
- Inner Highway 20 / Greenwood Ave – opportunity to shift to a more walkable mixed use corridor
- Juniper Ridge – opportunity for a future industrial and professional office employment district



- 15th Street Ward Property – As the largest vacant residentially-designated property in Bend, this area offers an opportunity to create a new complete neighborhood including a local commercial center, a variety of housing options, parks and a school



Rendering of 15th Street north of Knott Road. New development provides local commercial services, a variety of housing opportunities, and “complete” streets.

- COID Property – long term opportunity for a new neighborhood adjacent to the Deschutes River
- River Rim – opportunity for an environmentally-sensitive new neighborhood adjacent to the Deschutes River



Bend’s Urban Form

Urban form encompasses the physical shape and design of a city, comprising both natural and built environments. The layout of Bend’s streets, location and design of homes and businesses, and distances between destinations all inform the city’s urban form and directly affect the quality of life for residents. Urban form influences land values; where residents live, work, shop and relax; everyday travel choices; and whether commute trips can be made by walking or biking, using transit, or driving. Urban form “typologies” are used in Bend’s growth management planning to provide a standardized system for organizing and classifying different development patterns around the city. The typologies help capture the current mixture of land uses and create a palette to describe the desired future urban form of Bend; however, they are intended to be descriptive rather than regulatory.

The typologies are broadly organized into Centers and Corridors, Employment and Mixed Use Districts, and Neighborhoods. These are summarized in brief below, along with diagrams for each category. These are followed by a combined diagram illustrating Bend’s future urban form (Figure 11-5). The diagrams are not regulatory – they are visual tools that capture the City’s growth concept and intentions for expansion areas as well as infill and redevelopment areas. For additional description of the typologies and how they were developed, see the Urban Form Report in Appendix Y.

Centers and Corridors

Bend’s commercial areas take the form of one of two general shapes: (1) Centers, which are focal areas of commercial or mixed uses at an intersection, or contained within one to three blocks; or (2) Corridors, which follow a distinctly linear shape of commercial uses, typically along a busy street. The Centers and Corridor typologies vary in the intensity of commercial development and also the scale of area they serve. There are four different types of commercial centers and corridor typologies in Bend, summarized below. Centers and corridors include pedestrian-oriented and transit-supportive design within the Central Core, Opportunity Areas, and transit corridors.

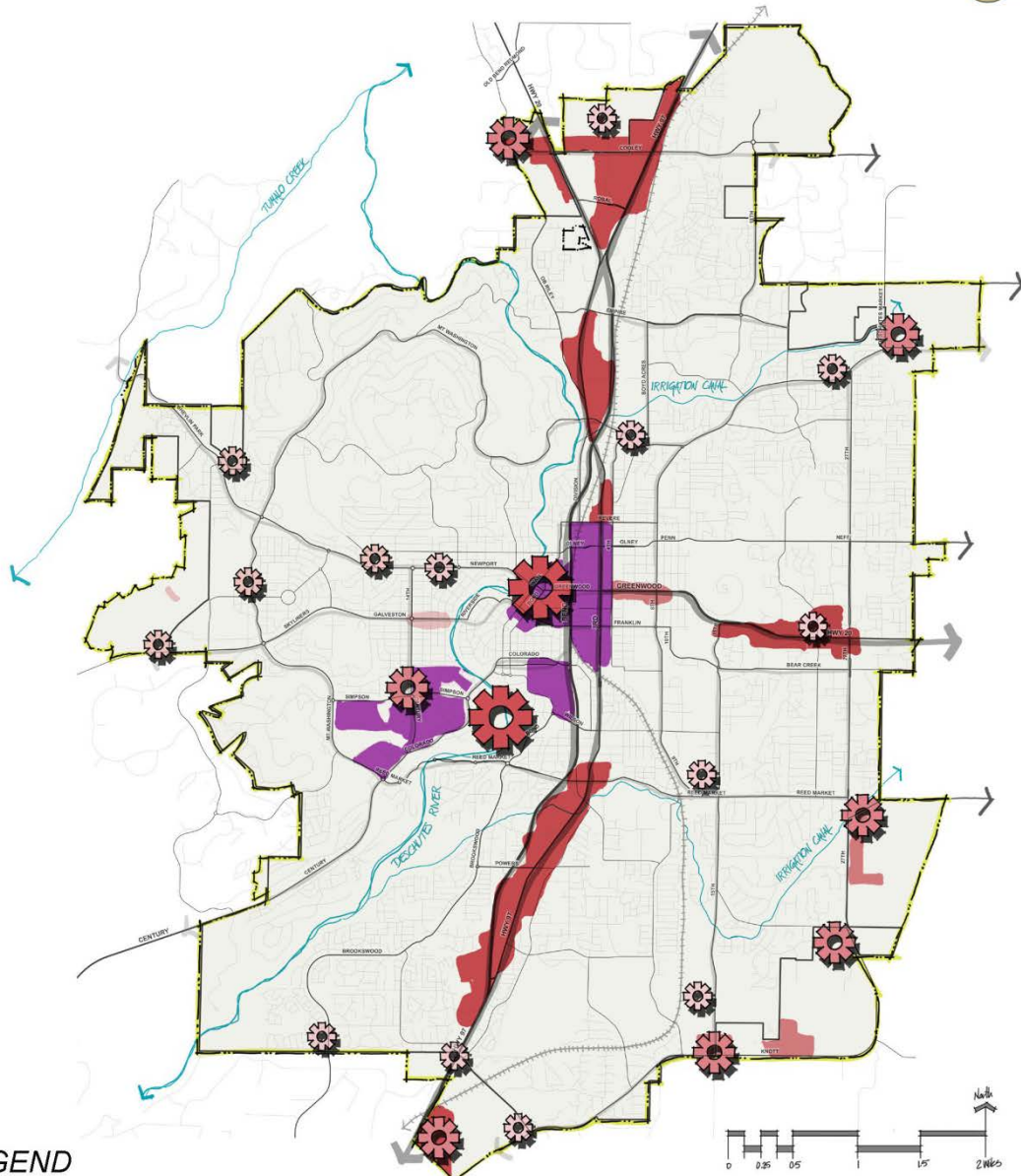
Center or Corridor Type	Characteristics
Urban Mixed Use Center or District	Serve the entire city/region. Hubs of commercial, employment, and community services. Relatively high development densities. Often include mixed use development.
Major Commercial Corridor	Located along major transportation routes. Primarily commercial uses that thrive on high visibility and accessibility. May include mixed-use development.
Community Commercial Center or Corridor	Serve surrounding neighborhoods. Provide a range of retail, service, and/or office uses, and may include mixed-use development.
Local Community Center or Corridor	Smaller centers or corridors with small-scale retail and local services. Generally surrounded by neighborhoods. May include mixed-use development.



Figure 11-2: Centers and Corridors Future Urban Form Diagram

BEND FUTURE URBAN FORM DIAGRAM CENTERS AND CORRIDORS

This diagram is conceptual, non-regulatory, and subject to change.

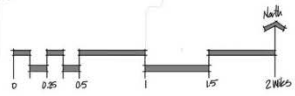


LEGEND

- City Limits
- Urban Growth Boundary
- River/Stream
- Rail Road
- Major Arterial/Highway
- Minor Arterial
- Street Network
- Non-Centers and Corridors

Centers and Corridors

- Urban Mixed Use Center
- Community Comm. Center
- Local Commercial Center
- Major Commercial Corridor
- Community Comm. Corridor
- Local Commercial Corridor
- Mixed Use District





Employment Districts

Employment Districts are areas where the predominant uses are offices, industrial uses, or major institutions. Retail may be present but is a relatively minor use. Bend's Employment Districts support a diverse range of jobs and industries, and vary mainly in their primary function and the mix of employment uses. There are four different typologies of Employment Districts in Bend, summarized below. Employment Districts include pedestrian-oriented and transit-supportive design within the Central Core, Opportunity Areas, and transit corridors, and where noted below.

Employment District Type	Characteristics
Higher Education	Educational institutions and campuses such as Central Oregon Community College and Oregon State University. May include on-campus housing. Typically pedestrian-oriented and transit-supportive.
Medical	Focused on uses including hospitals, medical offices, and other related facilities, such as St. Charles Medical Center and the surrounding uses. Residential uses are generally limited to group homes with some multi-family development (e.g. senior living).
Industrial or Professional Office	Uses include manufacturing, industrial and office uses. Typically depend on automobile and truck access. Few or no residential uses.
Mixed Employment	Mix of office uses, manufacturing and light industrial uses such as creative and flexible work spaces, as well as some retail and community services. May include mixed-use development.

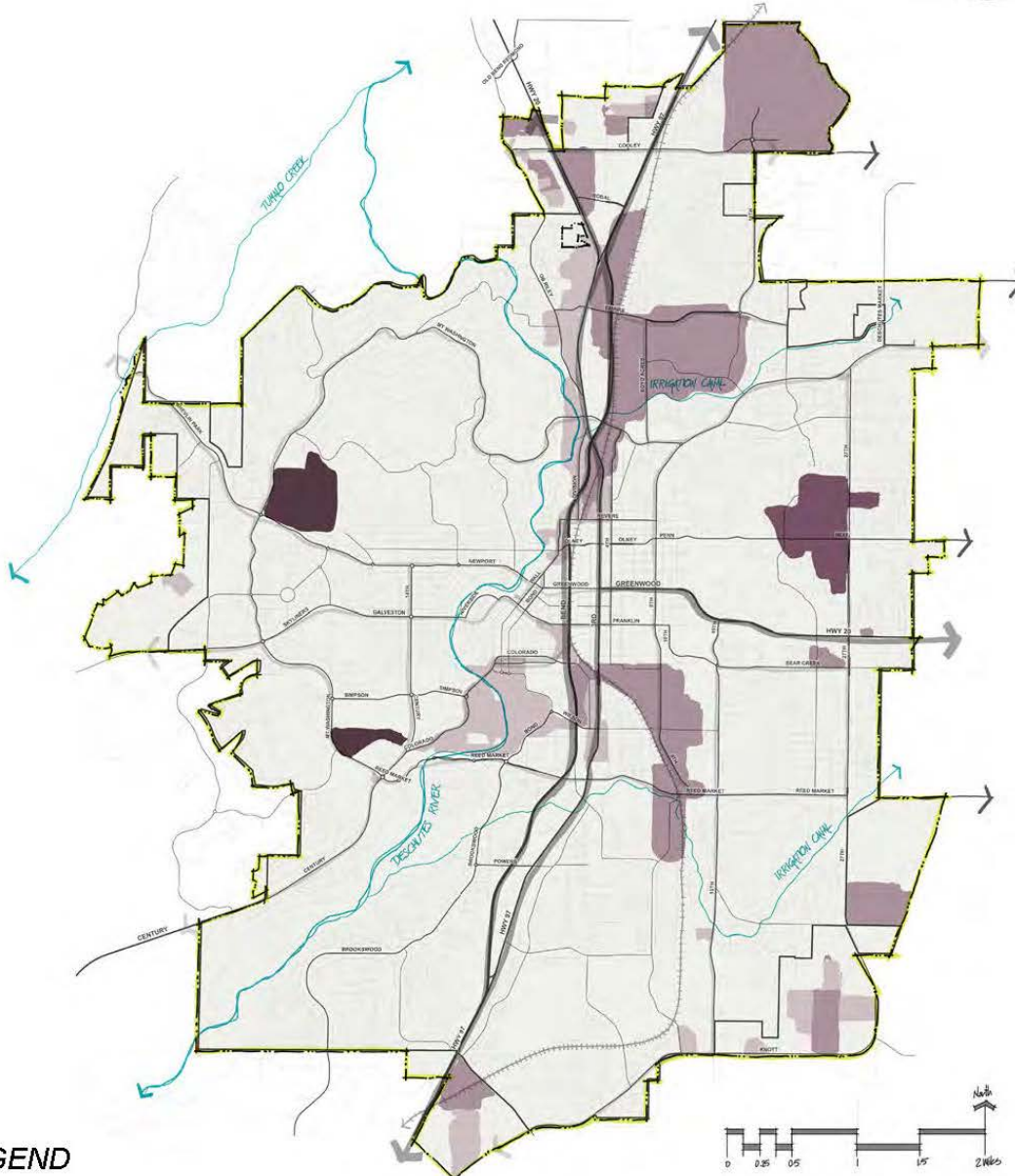


Figure 11-3: Employment Districts Future Urban Form Diagram

BEND FUTURE URBAN FORM DIAGRAM

EMPLOYMENT DISTRICTS

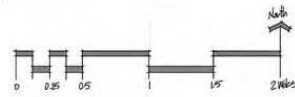
This diagram is conceptual, non-regulatory, and subject to change.



LEGEND

- City Limits
- Urban Growth Boundary
- River/Stream
- ==== Rail Road
- Major Arterial/Highway
- Minor Arterial
- Street Network
- Non-Centers and Corridors

- Employment Districts**
- Higher Education
 - Medical
 - Industrial/Professional Off.
 - Mixed Employment





Neighborhoods

Neighborhood typologies are based on a range of factors including mix of housing types, permitted density (dwelling units per acre), block layout, connectivity and proximity to amenities such as parks and schools. Bend has a wide variety of neighborhoods. Five existing neighborhood typologies have been identified, and are summarized below. Neighborhoods may include pedestrian-oriented design, and can be transit-supportive where transit is available or planned.

Neighborhood Type	Characteristics
Early Bend	These neighborhoods have a close association with the early development of Bend, such as Drake Park Historic District and other neighborhoods platted early in Bend's history that may not have a historic designation. Historic buildings and architecture that may have unique cultural or historic value. Neighborhood streets form a tight grid pattern.
Traditional	Typically developed with a grid street pattern. Some mix of housing types, but moderate overall densities. Often have commercial nodes or corridors within walking distance. May be older neighborhoods such as Bend's "Midtown" and inner west neighborhoods or new development such as Northwest Crossing.
Mixed Suburban	Moderate residential densities with a mix of housing types, including some multifamily, duplex/triplex and/or single family attached housing. Local street patterns may be meandering rather than a grid layout.
Single Family Suburban	Largely single family detached homes at low to moderate densities. Local street patterns may be meandering rather than a grid layout.
Large Lot	Primarily single family detached homes on large lots. Local streets often curve to follow natural features, with long driveways or private drives.
Transect	This typology provides a transitional residential development pattern from urban to rural using a variety of housing types integrated with the surrounding natural landscape to minimize the impact on sensitive eco-systems, wildlife and to reduce the risk of wildfire.



Figure 11-4: Neighborhoods Future Urban Form Diagram

BEND FUTURE URBAN FORM DIAGRAM NEIGHBORHOODS

This diagram is conceptual, non-regulatory, and subject to change.

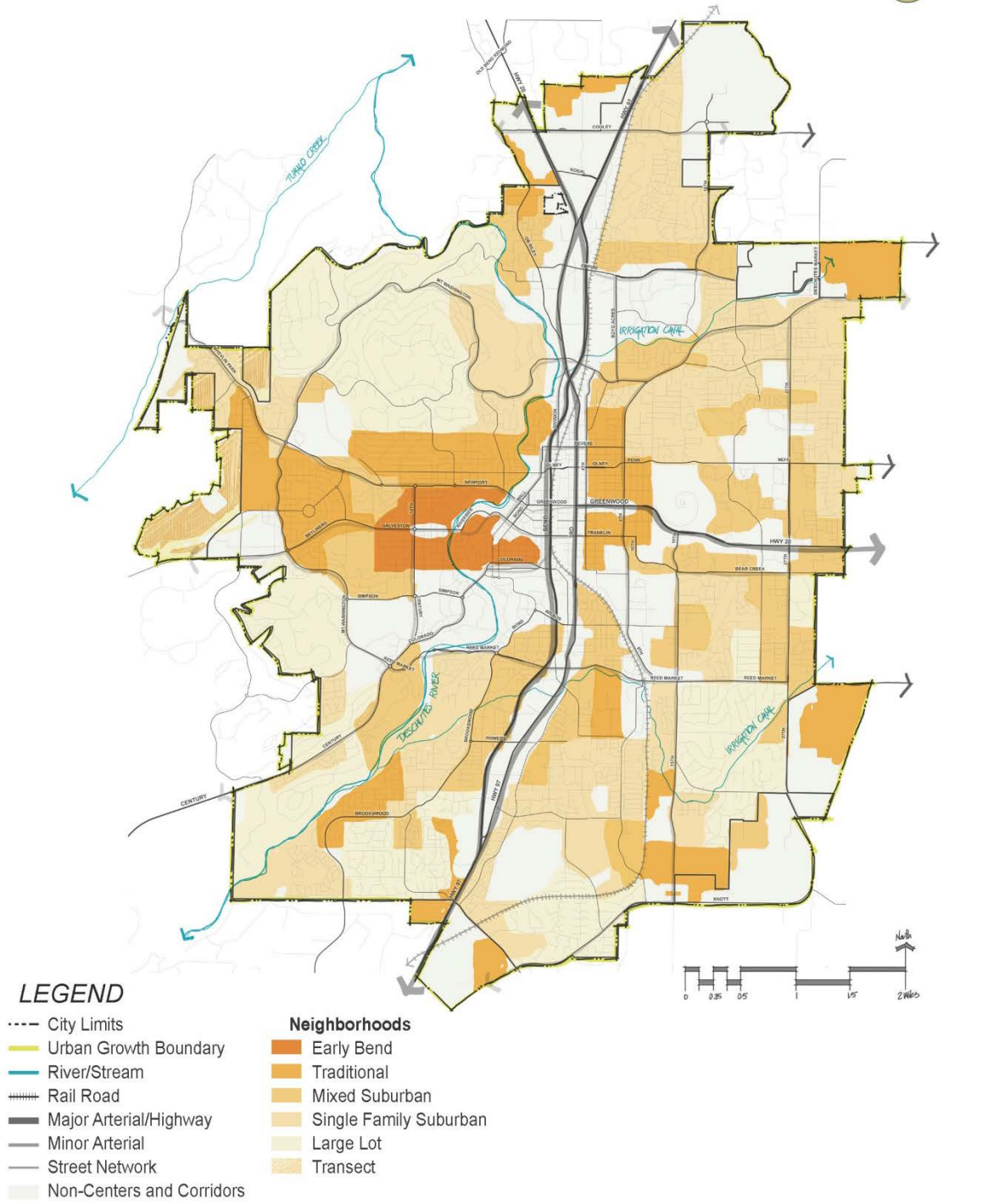
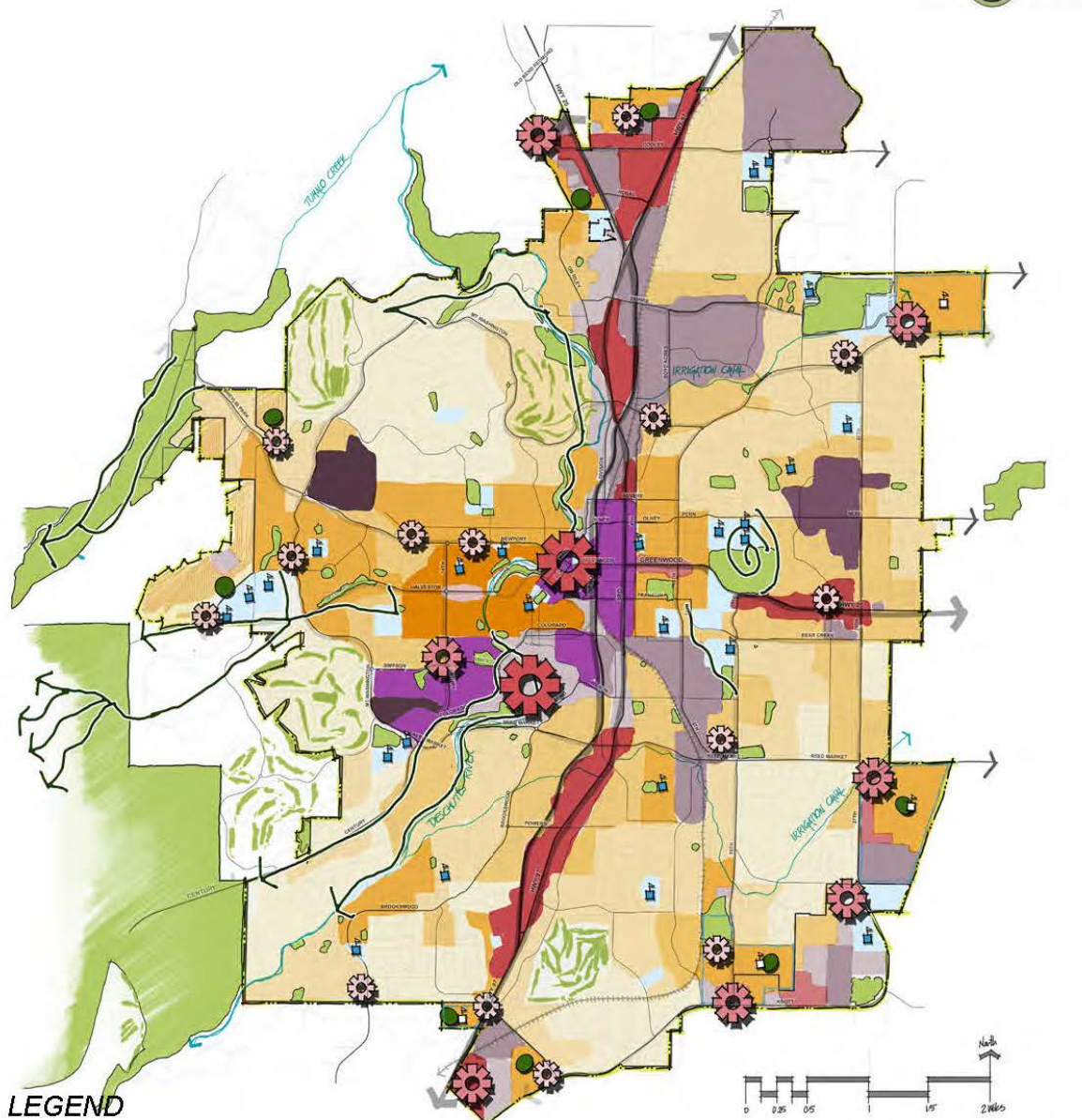




Figure 11-5: Combined Illustrative Diagram of Future Urban Form

BEND FUTURE URBAN FORM DIAGRAM

This diagram is conceptual, non-regulatory, and subject to change.



LEGEND

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> --- City Limits — Urban Growth Boundary — River/Stream — Rail Road — Principal Arterial / Expressway — Arterial — Park/Open Space — Deschutes National Forest — Trails ● Potential Future Park/Open Space Area | <p>Neighborhoods</p> <ul style="list-style-type: none"> Early Bend Traditional Mixed Suburban Single Family Suburban Large Lot Transect | <p>Centers and Corridors</p> <ul style="list-style-type: none"> Urban Mixed Use Center Major Commercial Corridor Community Comm. Center Community Comm. Corridor Local Commercial Center Local Commercial Corridor Mixed Use District | <p>Employment Districts</p> <ul style="list-style-type: none"> Higher Education Medical Industrial/Professional Off. Mixed Employment <p>Public Facilities</p> <ul style="list-style-type: none"> Public Facilities Existing Schools Potential Future Schools |
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Providing for Forecast Growth

The City is required to provide enough suitable land to accommodate 20-year land needs each time the UGB is evaluated in order to meet the requirements of Goals 9 and 10 for Employment and Housing land, respectively. As noted at the beginning of this Chapter, Bend's Urbanization Report presents an analysis of where and how Bend's future growth will be accommodated through growth on vacant land, infill/redevelopment, and UGB expansion. In order to ensure that the City's available land can accommodate the growth projected, the City has adopted "efficiency measures" in the Development Code, which are supported by policies in this Chapter as well as the Housing and Employment Chapters. Key components of the efficiency measures include minimum densities for each urban residential plan designation (and the corresponding zoning district), increased minimum densities for large master plan sites, and eliminating barriers to efficient development, such as overly restrictive lot size requirements in medium- and high-density zones.

Area Planning Tools

The City has a number of tools and processes available to refine planning for specific areas. They include master plans, a development review tool used to guide the development of larger properties; and City-initiated planning efforts for specific geographic areas, such as refinement plans and special planned districts. Master plans are requested by property owners and approved as quasi-judicial land use decisions. City-initiated Area Plans are initiated by the City Council (sometimes at the request of property owners) and are adopted as legislative land use decisions. Additional area planning tools may be developed in the future to respond to specific needs.

In this chapter, the term "Area Plans" is used to encompass the full range of tools available for refinement of land uses, infrastructure and public facilities, and development regulations for specific geographic areas. Area planning can also be used as a tool for new growth in expansion areas to ensure that development is coordinated and efficient. Several types of area planning tools are described in the development code. Policies guiding area planning generally and master plans in particular are provided in the policy section of this Chapter.



Goals

The following goal statements describe the future urban form and growth aspirations of the community and serve as the foundation for policy statements in this chapter. The citizens and elected officials of Bend wish to:

- Encourage the city’s evolution from small town to livable city, with urban scale development, amenities, and services in appropriate locations, while preserving and enhancing the natural environment and history of the community;
- Use Bend’s existing urban land wisely, making efficient use of land inside the boundary, with infill and redevelopment focused in appropriate areas within the Central Core, along transit corridors, and in key opportunity areas (see Figure 11-1);
- Create new walkable, mixed use and complete communities by leveraging and complementing land use patterns inside the existing boundary and using expansion to create more complete communities;
- Locate jobs in suitable locations, where there is access to transportation corridors, larger parcels, and good visibility for commercial uses;
- Plan Bend’s infrastructure investments for the long term;
- Meet state requirements for growth management and the UGB while achieving local goals;
- Lay the groundwork for the future growth of Bend by taking into consideration the context of lands beyond the UGB;
- Utilize best practices (e.g. cluster development, transect planning) in appropriate locations to reinforce the City’s urban form, reduce risk of wildfire, and recognize natural features that present “hard edges” for urbanization; and
- Implement an overall strategy to “*Wisely grow up and out*”.

Policies

General Growth Management Policies

(See related policies in Chapter 1, *Plan Management and Citizen Involvement* and Chapter 10, *Natural Forces*.)

- 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).



- 11-3** The City will ensure that development of large blocks of vacant land makes efficient use of land, meets the city's housing and employment needs, and enhances the community.
- 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.
- 11-5** The City will adopt strategies to reduce wildfire hazard to lands inside the City and included in the Urban Growth Boundary. These strategies may, among others, include the application of the International Wildland-Urban Interface Code with modifications to allow buffers of aggregated defensible space or similar tools, as appropriate, to the land included in the UGB and annexed to the City of Bend.

Policies for Centers and Corridors

(See related policies in Chapter 6, *Economy*.)

- 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.
- 11-7** The existing pattern of commercial plan designations shown on the Comprehensive Plan Map along arterial and collector streets including Newport Avenue and Galveston Avenue will not be extended into residentially designated areas unless approved through an Area Plan.
- 11-8** New commercially designated areas are encouraged to develop with mixed-use centers to include housing, open space, commercial development, and other employment uses.
- 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.
- 11-10** The City will encourage the development of Neighborhood Commercial centers. Such centers should be scaled to serve the frequent needs of the residents of the neighborhood.
- 11-11** Unless otherwise approved through an Area Plan, new Convenience Commercial Comprehensive Plan designations should be limited to five acres and should be one mile from another commercial Comprehensive Plan designation.

Policies for Employment Districts

(See related policies in Chapter 6, *Economy*.)

- 11-12** New employment districts with a mix of Plan designations such as commercial, industrial, and mixed employment may be created along Highway 97, Highway 20, and O.B. Riley Road.
- 11-13** The City will periodically review existing development and use patterns on industrial and commercial lands. The City may consider modifying



Comprehensive Plan designations and Zoning to better respond to opportunities for redevelopment and revitalization of employment lands in underutilized areas.

Policies for Residential Areas and Neighborhoods

(See related policies in Chapter 5, *Housing*.)

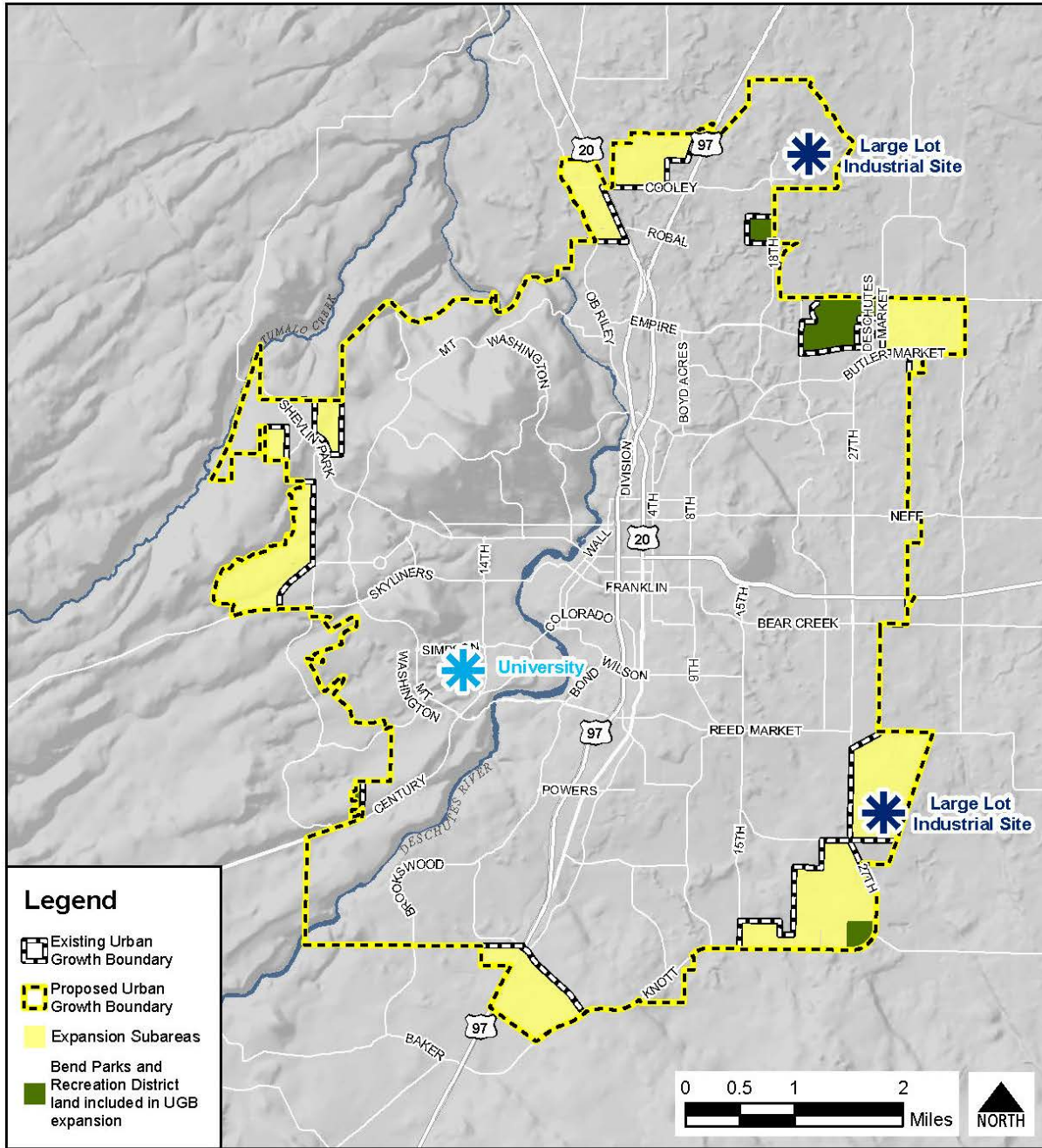
- 11-14** The City will support re-designation of suitable areas that are within a 1/4 mile walk to transit corridors from a lower density designation to a higher density designation, where plan amendment criteria are otherwise met.
- 11-15** Neighborhood Commercial shopping areas may be located within residential districts and have development standards that appropriately limit their scale and recognize their residential setting.
- 11-16** 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.
- 11-17** 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. The School District and Park District facilities plans will determine the location and size of needed schools and parks.

Policies for Special Site Needs

- 11-18** The City has identified a need for a special site for a university as part of the Urban Growth Boundary Process. At this time, Oregon State University is developing plans for a Bend campus. If OSU's plans are approved by the City, their campus will meet this identified need. The campus site currently being developed is between Century Drive, Mt. Washington Drive and Simpson Avenue (see Figure 11-3). Further expansions of the university within this area of the City are also being considered. Such a designation for this area does not preclude land uses other than institutional.
- 11-19** The City has identified a need for two large lot (at least 50-acre) industrial sites for targeted industries specified in the EOA. This need will be met through the opportunity for one large lot industrial site in the eastern portion of Juniper Ridge and one large lot industrial site on the DSL property (see Figure 11-3).
- 11-20** Subsequent area planning for properties that are identified as meeting a special site need shall include regulations to protect the site for the identified use. The regulations will be consistent with the Regional Large Lot Industrial Land provisions for Crook, Deschutes and Jefferson Counties in Oregon Administrative Rules, Chapter 660, Division 24. The regulations will be consistent with the model code prepared as part of the 2011 Regional Economic Opportunities Analysis.



Figure 11-3: Special Sites



Legend

- Existing Urban Growth Boundary
- Proposed Urban Growth Boundary
- Expansion Subareas
- Bend Parks and Recreation District land included in UGB expansion



Disclaimer: Site specific location of special sites is subject to refinement through area planning and land use review.

Data source: Deschutes County GIS (2014)

- Streams/Rivers
- Roads/Highways



General Area Planning Policies

- 11-21** Area Plans are intended to coordinate development and provide flexibility to tailor land use regulations and/or transportation and infrastructure plans to respond to area- or site-specific conditions.
- 11-22** The city will establish development codes to provide a variety of approaches to area planning in order to further the development of complete communities, unique developments which implement comprehensive plan policies, and provide for adequate public infrastructure.
- 11-23** The City may require Area Plans prior to development in UGB expansion areas.
- 11-24** Where Area Plans propose land uses that are inconsistent with the adopted plan designation(s), a plan amendment must be approved prior to or concurrent with adoption of the Area Plan.
- 11-25** An Area Plan that includes residentially designated land may prescribe residential density limits on specific properties that differ from the density range provided for in the Comprehensive Plan. However, the average density of housing within each residential plan designation in the plan area must remain within the range established by the adopted comprehensive plan map designations and applicable Comprehensive Plan policies, including applicable density bonuses or transfers. Deviation from this range requires approval of a plan amendment prior to or concurrent with the Area Plan that creates consistency between the plan designations and the average densities within each plan designation in the area plan. Certain areas, including large master plan sites and UGB expansion areas are subject to additional policies in this Chapter and/or additional standards in the development code regarding residential densities.
- 11-26** Area Plans for land within UGB expansion areas shall comply with the policies of this chapter. There is flexibility to refine the spatial arrangement of plan map designations provided that identified land and housing needs are still met. Where specific expansion area policies identify acreages of specific plan designations or general categories of plan designations (e.g. commercial) are identified, compliance is defined as providing the required acreages of gross buildable land to the nearest acre. Where expansion area policies identify a required minimum housing capacity and mix, compliance is defined as providing no less than the required number of units and providing the housing mix specified to the nearest percentage point (e.g. 37%).
- 11-27** Where changes are proposed to the arrangement of plan designations, the proposed arrangement must comply with the relevant policies of this Chapter.
- 11-28** Some UGB expansion areas have identified preliminary needs for schools and parks. The need and location for schools and parks is determined by the facility planning of the School District and Park



District. The School Attendance Areas and Park Service Areas may change and the Area Plans for the UGB expansion areas should take into account any updated school and park needs when the plan is prepared.

Master Planning Policies

- 11-29** The City will provide a mechanism in the development code for property owner-initiated master plans. The development code shall specify approval criteria and procedures for such master plans.
- 11-30** Master plans in expansion areas are subject to policies 11-56 to 11-131 of this chapter.
- 11-31** The purposes of master plans are to:
 - o promote and facilitate coordinated development and efficient use of land;
 - o provide a process to consider future development on larger sites and to analyze future demand on public facilities; and
 - o provide an opportunity for innovative and creative development while providing long-term predictability for the applicants, surrounding neighborhoods, and the entire community.
- 11-32** The City will provide the opportunity for master plans to proceed under clear and objective standards where the applicant does not seek to deviate from the standards of the development code, the adopted zoning map, or Comprehensive Plan map.
- 11-33** Residentially designated land within master plans must meet higher minimum density standards than established for the residential plan designations generally and must provide for a variety of housing types. The City will set appropriate standards in the Development Code for housing mix and density for master plans in each residential zone/plan designation. Such standards will ensure minimum densities and minimum housing mix that are no less than those listed in Table 11-1.



Table 11-1. Residential Master Plan Minimum Density and Housing Mix

Residential District	Implementing Zone(s)	General Density Range*	Master Plan Minimum Density *	Master Plan Minimum Housing Mix**
Urban Low Density	Residential Low Density (RL)	Min: 1.1 Max: 4.0	2.0	10%
Urban Standard Density	Residential Standard Density (RS)	Min: 4.0 Max: 7.3	5.11	10%
Urban Medium Density	Residential Medium Density (RM)	Min: 7.3 Max: 21.7	13.02	67%
	Medium-10 Density Residential (RM-10)	Min: 6.0 Max: 10.0	6.0	67%
Urban High Density	Residential High Density (RH)	Min: 21.7 Max: 43.0	21.7	90%

* Density is expressed as dwellings per gross acre. See Bend Development Code for methodology to calculate minimum and maximum densities.

** Housing mix is expressed as the minimum percent of units that must be single-family attached townhome, duplex/triplex and/or multifamily residential units. See Bend Development Code for definitions of housing types.

- 11-34** Where a specific expansion area policy specifies a required overall housing mix for a given area, the total housing mix specified in policy shall apply in addition to the mix by plan designation listed in Table 11-1.
- 11-35** Master plans are required for developments over 20 acres unless otherwise specified in the Development Code. Properties in UGB expansion areas where a master plan is required are shown on Figure 11-4.
- 11-36** Where an approved City-initiated Area Plan exists, the City may find that some or all elements of a required master plan have been addressed and satisfied if they are already addressed by the Area Plan.
- 11-37** Approval of a City-initiated Area Plan that encompasses one or more properties over 20 acres (including abutting land in common ownership) does not exempt such properties from master plan requirements.

City-Initiated Area Plan Policies

- 11-38** The City may initiate Area Plans for neighborhoods, UGB expansion areas, opportunity areas within the city, or other discrete geographic areas.



- 11-39** Area Plans may be initiated by the City Council at its own initiative or at the request of property owners, if the owners agree to bear the cost of creating the plan. The City may, at its discretion, assist with some or all of the cost of creating an Area Plan initiated at the request of property owners.
- 11-40** The area to be included in a City-initiated Area Plan, and the scope, shall be approved by the City Council by resolution.

Annexation Policies

- 11-41** Annexations will follow the procedural requirements of state law.
- 11-42** Annexations will be consistent with the Comprehensive Plan and applicable annexation procedures and approval criteria.
- 11-43** Requests for annexation must demonstrate how the annexed land is capable of being served by urban services for sanitary sewer collection, domestic water, transportation, schools and parks, consistent with applicable district facility plans and the City's adopted public facility plans.
- 11-44** Annexations will be consistent with an approved Area Plan where applicable. The Area Plan may be reviewed and approved concurrent with an annexation application.
- 11-45** The City may, where appropriate in a specific area, allow annexation and require area planning prior to development approval.
- 11-46** Land to be annexed must be contiguous to the existing City limits unless the property owners requesting annexation show and the City Council finds that a "cherry-stem" annexation will both satisfy a public need and provide a public benefit.
- 11-47** Compliance with specific expansion area policies and/or Area Plans will be implemented through master plan approval or binding annexation agreement that will control subsequent development approvals.
- 11-48** Existing rural infrastructure systems and urban systems (water, sewer, transportation, stormwater) serving annexed areas may be required to be modernized and constructed to the City's standards and specifications, as determined by the City.
- 11-49** The City may consider funding mechanisms and agreements to address on- and off-site improvements, modernization of existing infrastructure to the City's standards and specifications, and impacts to infrastructure inside the current City limits.
- 11-50** Properties over 20 acres (including adjacent property in common ownership) as of the adoption of the UGB expansion (shown on Figure 11-4) are subject to master plan requirements, regardless of property acreage upon annexation.



General UGB Expansion Policies

The following policies are intended as local policy guidance to evaluating alternative future UGB expansions in the context of meeting state laws and administrative rules and balancing the factors established in state regulations. The emphasis on “guidance” above recognizes that the City will define goals and evaluation criteria to be applied for each unique UGB expansion process.

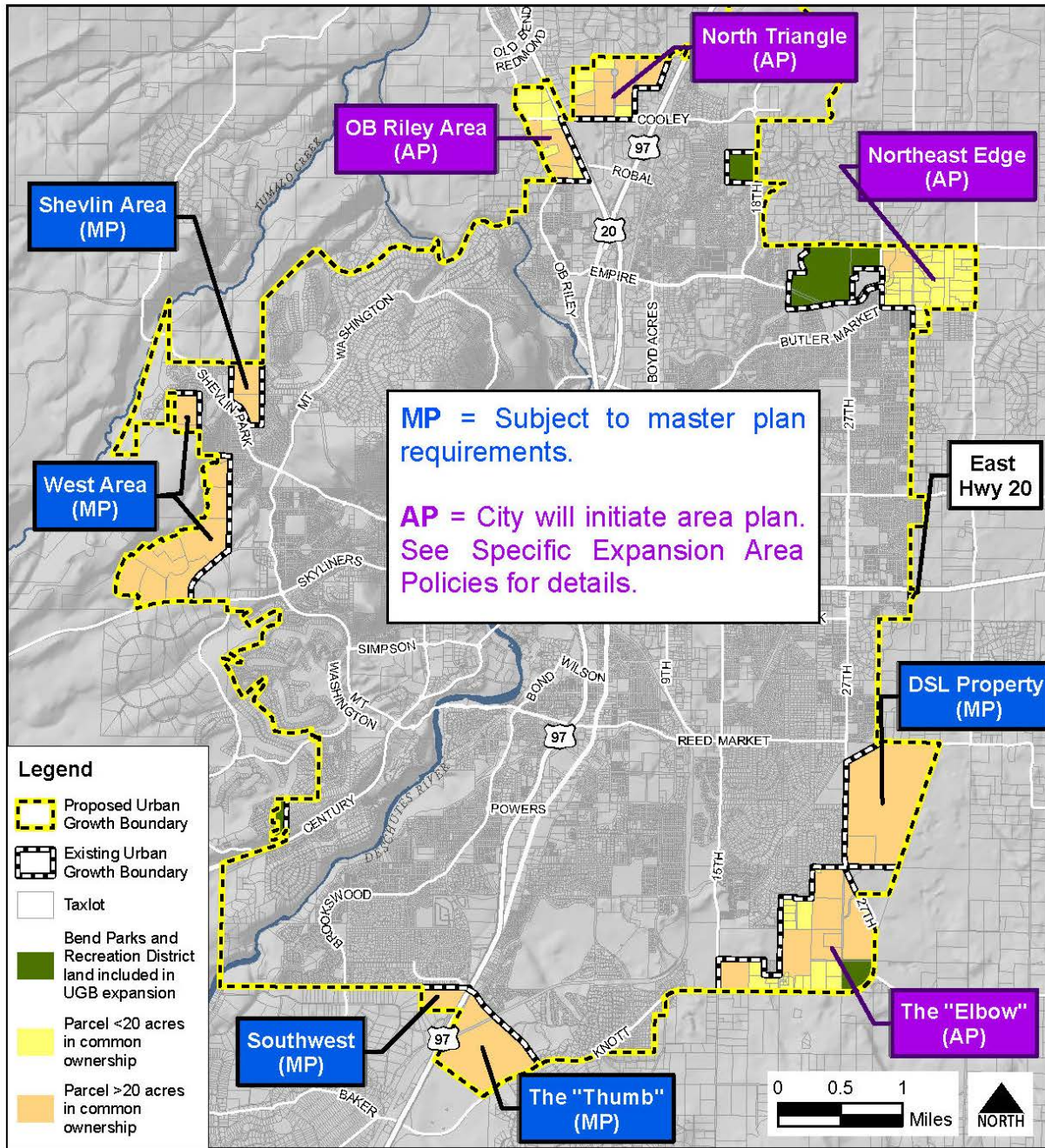
- 11-51** The City will consider the value of balancing and distributing UGB expansions geographically around the city consistent with State of Oregon laws and rules to distribute the benefits (and impacts) of growth and to provide more options for new neighborhoods.
- 11-52** The City will utilize new growth in expansion areas as a strategy to help make existing neighborhoods, centers, corridors, and employment districts inside the boundary more “complete” by: diversifying the housing mix; providing local commercial services and jobs; increasing transportation connectivity; and providing needed public facilities such as parks and schools.
- 11-53** The City will take into consideration the context of land beyond a single UGB expansion to inform the type and intensity of uses that are appropriate in each potential expansion area.
- 11-54** The City will consider applying the concept of a “transect” to appropriate areas. The transect is a series of zones that transition from urban to rural which can reduce the risk of wildfire and provide an appropriate transition from urban uses to national forest lands and other resource areas, such as wildlife habitat, that will not be urbanized within the long-range future.
- 11-55** The City will consider the relative ability of proposed expansion areas to address the city’s affordable housing needs in balancing the social and economic consequences of bringing alternative expansion areas into its urban growth boundary.

Specific Expansion Area Policies

Area-specific policies for land added to the UGB established in 2016 are intended to guide the development of Area Plans (including Master Plans) for expansion areas (see Figure 11-4). These areas are also subject to policies in this Chapter regarding urbanization and annexation.



Figure 11-4: UGB Expansion Subareas and Area Planning Requirements



Data source: Deschutes County GIS (2014)





Northeast – Butler Market Village:

- 11-56** The City will initiate an Area Plan for the Northeast – Butler Market Village area. The Area Plan will address policies 11-57 through 11-63. Prior to completion of the Area Plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application, which includes a framework level Area Plan for the rest of the subarea. Following adoption of the Area Plan, annexation and development of individual properties or groups of properties of any size, consistent with the Area Plan, may be approved.
- 11-57** Within the area identified on Figure 11-4, the central planning concepts are to: create a new, complete community as a node that sets the stage for additional urban growth in the future; and increase the mix of housing and land uses in the area to increase the completeness of the existing neighborhoods inside the UGB.



Rendering of Butler Market Road at Deschutes Market Road. Adjacent residential uses (existing and new) will be served by a new commercial center and improved streetscapes along Butler Market Road and Deschutes Market Road.



- 11-58** This area shall provide for a mix of residential and commercial uses, including 222 gross acres of residential plan designations and 22 gross acres of commercial plan designations (excluding existing right of way).
- 11-59** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 178 gross acres of RS, 21 gross acres of RM, and 16 gross acres of RH. Acreages exclude existing right of way. The acreage of RS includes roughly 14 acres for an elementary school site, which may be designated PF if a site has been acquired by the School District prior to completion of the Area Plan. Alternatively, the Area Plan may demonstrate that this area will provide capacity for a minimum of 1100 housing units, including at least 10% single family attached housing and at least 40% multifamily and duplex/triplex housing types. The Area Plan may include and rely on plan designations, zones, special plan districts, and/or other binding development regulations to demonstrate compliance with the specified mix and capacity.
- 11-60** The street, path and bikeway network shall provide connectivity throughout this area, connect to existing abutting local roads, and provide opportunities for connections to adjacent undeveloped land both inside and outside the UGB. The transportation network shall be consistent with the Bend Transportation System Plan.
- 11-61** Coordination with the Bend-LaPine School District is required in order to identify a suitable site for an elementary school within this area.
- 11-62** Coordination with Bend Park and Recreation District is required in order to address provision of parks and/or trails within this area.
- 11-63** Coordination with Central Oregon Irrigation District is required in order to address circulation and access issues related to the existing canals in this area and to identify opportunities for trails to be co-located with canal easements or right of way.

East Highway 20:

- 11-64** This area (identified on Figure 11-4) shall provide for affordable housing, consistent with policies 5-20 and 5-21 of the Housing Chapter of the Comprehensive Plan, as follows:
 - o The minimum number of affordable housing units shall be 100% of the housing units developed on the portion of the property shown on Figure 11-4.
 - o Guarantees, in a form acceptable to the City, shall be in place to ensure that affordable housing units will meet the affordability requirements for not less than 50 years.

DSL Property:

- 11-65** Master planning is required for this area. The master plan must be consistent with both master plan standards in the development code and policies 11-66 through 11-74, below.



Growth Management

- 11-66** The overall planning concept for the DSL property as identified in Figure 11-4 is for a new complete community that accommodates a diverse mix of housing and employment uses, including the potential for a large-lot industrial site.
- 11-67** This area shall provide for a mix of residential and commercial uses, including 163 gross acres of residential plan designations, 60 gross acres of residential and/or public facility plan designations, 46 gross acres of commercial plan designations, and 93 gross acres of industrial plan designations, including one large-lot industrial site. (Gross acreages exclude existing right of way.)
- 11-68** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 196 gross acres of RS, 9 gross acres of RM, and 19 gross acres of RH. Acreages exclude existing right of way. The acreage of RS includes roughly 21 acres for an elementary school site and up to 35 acres of parks and public open space, which may be designated PF if land has been acquired by the school or park district at the time of the master plan. Alternatively, the master plan may demonstrate that this area will provide capacity for a minimum of 1,000 housing units, including at least 11% single family attached housing and at least 41% multifamily and duplex/triplex housing types.
- 11-69** Subsequent planning for this area shall address preservation of at least 50 acres for a large lot industrial site in compliance with the policies in Chapter 6.
- 11-70** Coordination with the Bend-La Pine School District is required in order to identify a suitable site for an elementary school within this area.
- 11-71** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.
- 11-72** Coordination with other special districts and utility providers is required within this area.
- 11-73** Bat habitat should be mapped and protected from development, including a suitable buffer around any identified habitat areas in order to ensure their continued habitat value.
- 11-74** Trails should be provided along canal easements and through other open space wherever feasible.

The Elbow:

- 11-75** The City will initiate an Area Plan for the Elbow area. The Area Plan will address policies 11-76 through 11-84. Prior to completion of the Area Plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application which includes a framework level Area Plan for the rest of the subarea. Following adoption of the Area Plan, annexation and development of individual properties or groups of properties of any size, consistent with the Area Plan, may be approved.



- 11-76** This area, as identified in Figure 11-4, is intended to provide for employment uses to take advantage of good transportation access on Knott Road and 27th and existing city streets (and future improved access with the Murphy Extension) with a mix of residential uses providing a compatible transition from the employment lands to existing neighborhoods to the west. This mix of uses is also intended to increase the completeness of the existing low density neighborhoods.
- 11-77** This area shall provide for a mix of residential, commercial and industrial uses, including 122 gross acres of residential plan designations, 67 gross acres of commercial plan designations, 76 gross acres of industrial designations, 103 gross acres of mixed employment plan designations, and 75 gross acres of public facilities (excluding existing right of way).
- 11-78** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 77 acres of RS, 36 acres of RM, and 9 acres of RH (excluding existing right of way). Alternatively, the Area Plan may demonstrate that this area will provide capacity for a minimum of 820 housing units, including at least 17% single family attached housing and at least 47% multifamily and duplex/triplex housing types. The Area Plan may include and rely on plan designations, zones, special plan districts, and/or other binding development regulations to demonstrate compliance with the specified mix and capacity.
- 11-79** The alignment of a new collector street between 15th Avenue and 27th Avenue / Knott Road shall be determined in coordination with the City, consistent with the Transportation System Plan.
- 11-80** Subsequent planning for this subarea shall address funding for the Murphy Road extension from Brosterhous to 15th Avenue.
- 11-81** The street, path and bikeway network shall provide connectivity throughout this area, connect to existing abutting local roads, and provide opportunities for connections to adjacent undeveloped land inside the UGB. The transportation network shall be consistent with the Bend Transportation System Plan.
- 11-82** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.
- 11-83** Coordination with the Bend-La Pine School District will occur during area planning within this subarea.
- 11-84** Coordination with other special districts and utility providers is required within this area.

The Thumb:

- 11-85** Master planning is required for this area. The master plan must be consistent with both master plan standards in the development code and policies 11-86 through 11-91, below.



Growth Management

- 11-86** The planning concepts for the Thumb, which is depicted in Figure 11-4, include: a new complete community; provision of needed local commercial services to serve the Thumb and existing neighborhoods to the north; inclusion of industrial and other employment uses near the railroad line to take advantage of good proximity to Highway 97 and Knott Road, and, creation of an attractive southern gateway to Bend.
- 11-87** This area shall provide for a mix of residential and commercial uses, including 44 gross acres of residential plan designations, 86 gross acres of commercial plan designations, 60 gross acres of industrial designations, and 31 acres of mixed employment plan designations (excluding existing right of way).
- 11-88** In order to provide sufficient housing capacity, the residential plan designations shall include 35 gross acres of RS, 7 gross acres of RM, and 2 gross acres of RH (excluding existing right of way). Alternatively, the master plan may demonstrate that this area will provide capacity for a minimum of 270 housing units, including at least 15% single family attached housing and at least 37% multifamily and duplex/triplex housing types.
- 11-89** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.
- 11-90** Coordination with the Bend-La Pine Schools District is required during area planning for this subarea.
- 11-91** Coordination with other special districts and utility providers is required within this area.

Southwest:

- 11-92** Master planning is required for this area. The master plan(s) must be consistent with both master plan standards in the development code and policies 11-93 through 11-99 below.
- 11-93** Within the area identified on Figure 11-4, the central planning concepts are to: provide affordable housing opportunities; increase the mix of housing and land uses in the area to increase the completeness of the existing neighborhoods inside the UGB; and provide compatible transitions to adjacent development.
- 11-94** This area shall provide for a mix of residential and commercial uses, including 26 gross acres of residential plan designations, 8 gross acres of residential and/or public facility plan designations, 3 gross acres of commercial plan designations, and 2 gross acres of mixed use plan designations (excluding existing right of way).
- 11-95** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 14 gross acres of RS, 14 gross acres of RM, and 5 gross acres of RH. Acreages exclude existing right of way. The acreage of RM includes roughly 8 acres for an elementary school site, which may be designated PF if land has been acquired by the



school district at the time of the master plan. Alternatively, the master plan may demonstrate that this area will provide capacity for a minimum of 240 housing units, including at least 16% single family attached housing and at least 60% multifamily and duplex/triplex housing types.

- 11-96** This area (identified on Figure 11-4) shall provide for affordable housing, consistent with policies 5-20 and 5-21 of the Housing Chapter of the Comprehensive Plan, as follows:
- o The minimum number of affordable housing units shall be 125 housing units or 25% of all housing units approved by the City, whichever is greater.
 - o Affordable housing units shall be affordable to households earning up to 30% of the area median income.
 - o Guarantees, in a form acceptable to the City, shall be in place to ensure that affordable housing units will meet the affordability requirements for not less than 50 years.
- 11-97** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.
- 11-98** Coordination with the Bend-La Pine Schools District is required during area planning for this subarea.
- 11-99** Coordination with other special districts and utility providers is required within this area.

West Area:

- 11-100** Master planning is required for this area. The master plan(s) must be consistent with both master plan standards in the development code and policies 11-101 through 11-108, below.
- 11-101** For the West Area, shown on Figure 11-4, the central planning concepts are to: provide a limited westward expansion that complements the pattern of complete communities that has begun with Northwest Crossing due to the existing concentration of schools, parks, commercial and employment lands; and create a transect from higher densities along Skyline Ranch Road to lower density and open space along the western edge in this area which approaches National Forest land and park open spaces, in order to provide buffers for wildlife and wildfire.
- 11-102** This area shall provide for a mix of residential and commercial uses, including 321 gross acres of residential plan designations, 7 acres of commercial plan designations, and 14 gross acres of mixed employment plan designations (excluding existing right of way).
- 11-103** This area shall provide capacity for a minimum of 870 housing units and a maximum of 967 housing units, including at least 9% single family attached housing and at least 21% multifamily housing types (including duplex and triplex). The required minimum of 870 housing units represents 90% of the maximum allowed number of units.

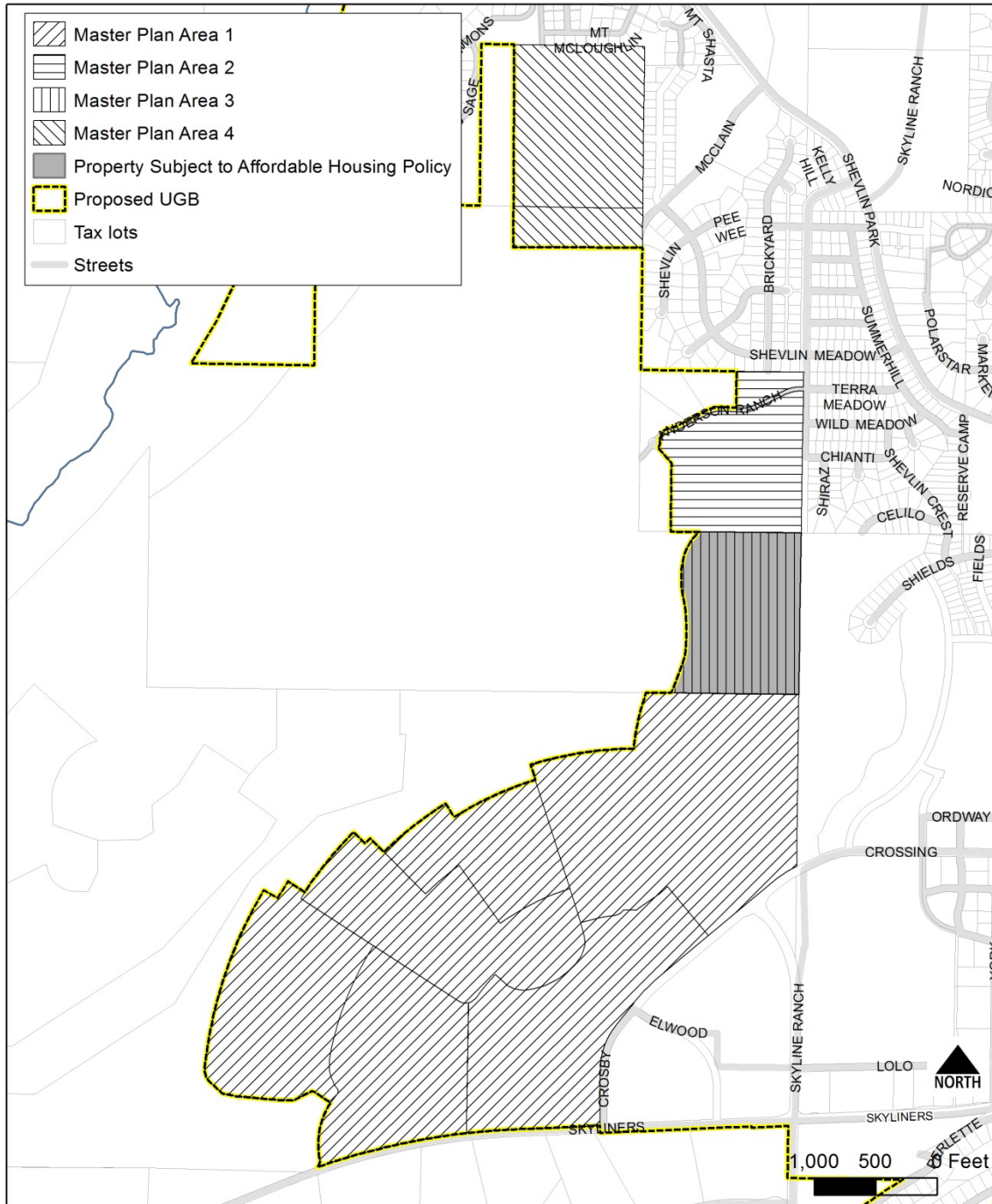


11-104 In the absence of an approved Area Plan for this subarea as a whole, each property included in the 2016 UGB expansion in this subarea (see Figure 11-5 below) shall provide the maximum number and mix of units specified below. The minimum required units (total and by housing type) is 90% of the specified maximum.

- o Master Plan Area 1: 650 housing units, including at least 60 single family attached units and at least 142 multifamily and duplex/triplex units.
- o Master Plan Area 2: 65 housing units, including at least 12 single family attached units.
- o Master Plan Area 3: 136 housing units, including at least 16 single family attached units and at least 59 multifamily and/or duplex/triplex units.
- o Master Plan Area 4: 116 housing units.



Figure 11-5: West Area Master Plan Areas and Affordable Housing Policy Applicability



11-105 Master Plan Area 3, identified on Figure 11-5, shall provide for affordable housing, consistent with policies 5-20 and 5-21 of the Housing Chapter of the Comprehensive Plan, as follows:

- o The minimum number of affordable housing units shall be 20% of all multifamily and duplex/triplex housing units approved by the City.



- o Guarantees, in a form acceptable to the City, shall be in place to ensure that affordable housing units will meet the affordability requirements for not less than 50 years.
- 11-106** The master plan process shall be used to establish appropriate development regulations to implement the transect concept, measures to make the development and structures fire resistant, and RL plan designation densities within this area while providing for a mix of housing types and clustering developed areas to provide for open space preservation.
- 11-107** Coordination with Bend Park and Recreation district is required in order to address provision of parks and trails within this area.
- 11-108** Coordination with the Bend-La Pine Schools District is required during area planning for this subarea.

Shevlin Area:

- 11-109** Master planning is required for this area. The master plan must be consistent with both master plan standards in the development code and policies 11-110 through 11-115, below.
- 11-110** The concepts for the Shevlin area, shown on Figure 11-4, are to promote efficient land use and neighborhood connectivity by filling in a “notch” in the prior UGB with compatible residential development; help complete adjacent neighborhoods with small, neighborhood-scale commercial services; and avoid development in sensitive areas nearer to Tumalo Creek.
- 11-111** The master plan process shall be used to establish appropriate development regulations to implement the transect concept, measures to make the development and structures fire resistant, and RL plan designation densities within this area while providing for a mix of housing types and clustering developed areas to provide for open space preservation.
- 11-112** This area shall provide for a mix of residential and commercial uses, including 60 gross acres of residential plan designations and 8 gross acres of commercial plan designations (excluding existing right of way).
- 11-113** This area shall provide capacity for a minimum of 162 housing units and a maximum of 200 housing units, including at least 10% single family attached housing and at least 21% multifamily and duplex/triplex housing types.
- 11-114** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.
- 11-115** Coordination will occur with the Bend-La Pine School District during area planning for this area.

**OB Riley area:**

- 11-116** The City will initiate an Area Plan for the OB Riley area. The Area Plan will address policies 11-117 through 11-121. Prior to completion of the Area Plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application which includes a framework level Area Plan for the rest of the subarea. Following adoption of the Area Plan, annexation and development of individual properties or groups of properties of any size, consistent with the Area Plan, may be approved.
- 11-117** The OB Riley area, shown on Figure 11-4, is intended to provide for a mix of employment uses to take advantage of good transportation access, while also including residential uses to ensure a complete community and provide a transition to existing urban residential areas to the south. The OB Riley area will also provide an attractive northern gateway into Bend.
- 11-118** This area shall provide for a mix of residential and commercial uses, including 28 gross acres of residential plan designations, 47 gross acres of commercial plan designations, 41 gross acres of industrial designations, and 21 gross acres of mixed employment plan designations (excluding existing right of way).
- 11-119** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 27 gross acres of RS and 3 gross acres of RM. Alternatively, the Area Plan may demonstrate that this area will provide capacity for a minimum of 125 housing units, including at least 10% single family attached housing and at least 20% multifamily and duplex/triplex housing types. The Area Plan may include and rely on plan designations, zones, special plan districts, and/or other binding development regulations to demonstrate compliance with the specified mix and capacity.
- 11-120** The street, path and bikeway network shall provide connectivity throughout this area and connect to existing abutting local roads.
- 11-121** Coordination with Bend Park and Recreation district is required in order to address provision of parks and/or trails within this area.

North Triangle:

- 11-122** The City will initiate an Area Plan for the North Triangle area. The Area Plan will address policies 11-123 through 11-131. Prior to completion of the Area Plan, annexations in this area must be a minimum of 40 contiguous acres and be the subject of a master plan application. Following adoption of the Area Plan which includes a framework level Area Plan for the rest of the subarea, annexation and development of individual properties or groups of properties of any size, consistent with the Area Plan, may be approved.
- 11-123** The concept for this area, shown on Figure 11-4, is to provide for a mix of uses, including residential development to balance the mix of

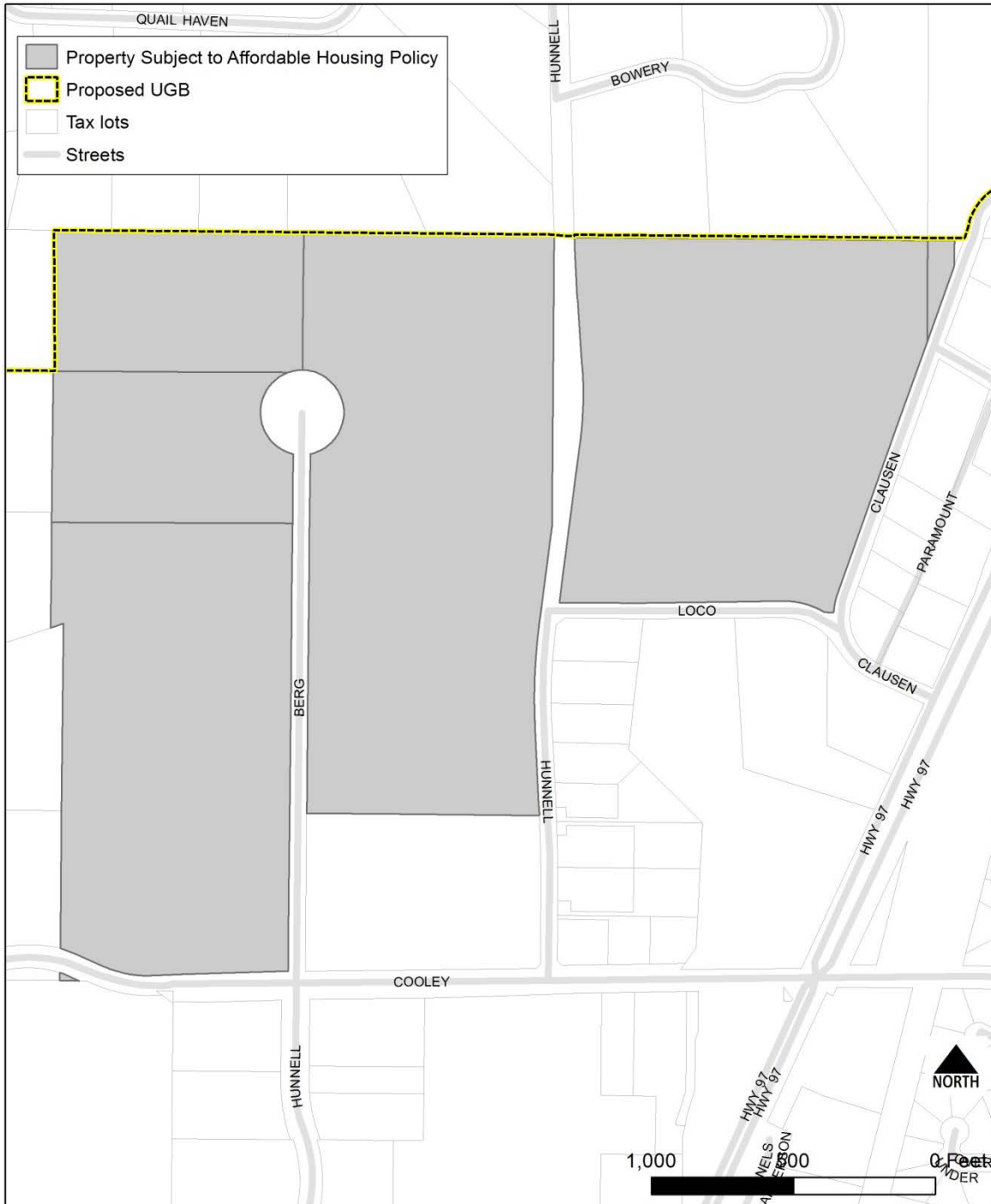


employment uses in this area and provide a transition to existing rural residential areas to the north.

- 11-124** This area shall provide for a mix of residential and commercial uses, including 86 gross acres of residential plan designations, 40 gross acres of commercial plan designations, and 22 gross acres of industrial designations, and 26 gross acres of mixed employment plan designations (excluding existing right of way).
- 11-125** In order to provide sufficient housing capacity and mix, the residential plan designations shall include 60 gross acres of RS, 21 gross acres of RM, and 5 gross acres of RH. The acreage of RM includes 3 to 4 acres for a neighborhood park site, which may be designated PF if a site has been acquired by the Bend Park and Recreation District prior to completion of the Area Plan. Alternatively, the Area Plan may demonstrate that this area will provide capacity for a minimum of 510 housing units, including at least 13% single family attached housing and at least 42% multifamily and duplex/triplex housing types. The Area Plan may include and rely on plan designations, zones, special plan districts, and/or other binding development regulations to demonstrate compliance with the specified mix and capacity.
- 11-126** The properties identified on Figure 11-6, below, shall provide for affordable housing, consistent with policies 5-20 and 5-21 of the Housing Chapter of the Comprehensive Plan, as follows:
- o The minimum number of affordable housing units shall be 25% of all housing units approved by the City on each property.
 - o Guarantees, in a form acceptable to the City, shall be in place to ensure that affordable housing units will meet the affordability requirements for not less than 50 years.
- 11-127** As an alternative to meeting the requirements of Policy 11-126, affordable housing, consistent with policies 5-20 and 5-21 of the Housing Chapter of the Comprehensive Plan and the requirements below, may be implemented within the North Triangle as a whole through an area plan, with prior written consent of affected property owners and guarantees in a form acceptable to the City.
- o The minimum number of affordable housing units shall be 77.
 - o Guarantees, in a form acceptable to the City, shall be in place to ensure that affordable housing units will meet the affordability requirements for not less than 50 years.



Figure 11-6: Properties subject to policy 11-126



11-128 Buffering measures are required between industrial uses and abutting residential within and adjacent to this area.

11-129 The street, path and bikeway network shall provide connectivity throughout this area and connect to existing abutting local roads. Circulation plans for this area shall be coordinated with ODOT.



Growth Management

- 11-130** Coordination with the Bend Park and Recreation District is required to identify a suitable site for a neighborhood park within this area.
- 11-131** Coordination with other special districts and utility providers is required within this area.