

2.7.2000 Juniper Ridge Overlay Zone.

2.7.2010 Purpose.

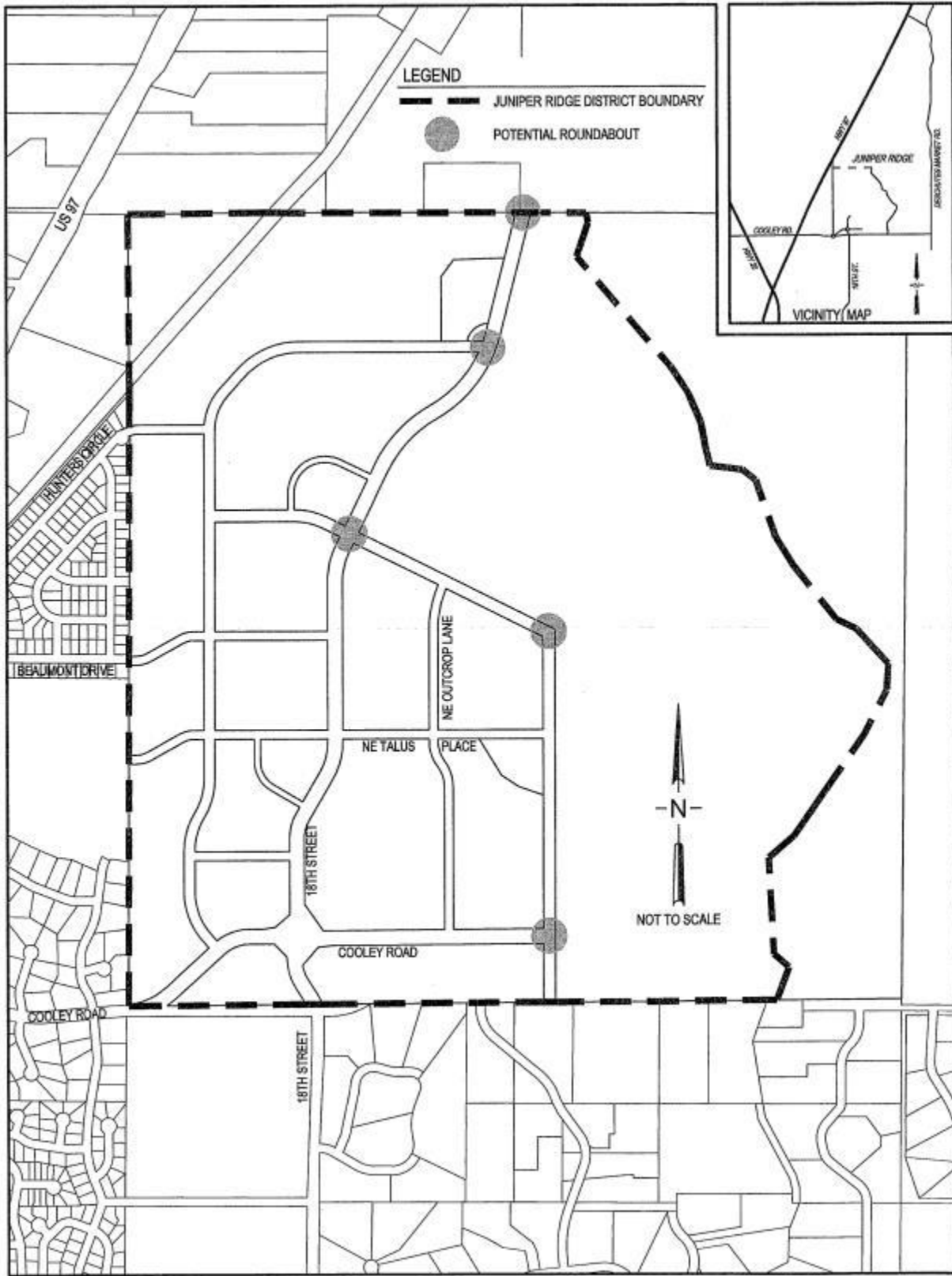
This chapter applies to all development within the Juniper Ridge Overlay Zone. The purpose of the Juniper Ridge Overlay Zone is to promote economical, sustainable, and reasonable growth in Juniper Ridge by creating unique overlay zoning sub-districts for residential, commercial, educational and industrial uses. [Ord. NS-2152, 2010; Ord. NS-2134, 2009; Ord. NS-2016, 2006]

2.7.2020 Implementation.

- A. The Juniper Ridge Overlay Zone consists of the area within the dashed line shown on Figure 2.7.2020, Juniper Ridge District Map.

Figure 2.7.2020

Juniper Ridge District Map



[Ord. NS-2152, 2010; Ord. NS-2134, 2009; Ord. NS-2016, 2006]

A. Purpose. The Juniper Ridge Employment Sub-District is a 306-acre area that is intended to promote economical, sustainable, and reasonable growth by allowing a mix of light industrial uses, offices for research and development, corporate and regional headquarters and accessory uses to serve the needs of these primary uses. The Employment Sub-District will:

- Provide a variety of employment opportunities.
- Promote efficient use of the land.
- Promote pedestrian and other multi-modal transportation options.
- Ensure compatibility of uses within the development and with the surrounding areas.
- Create an efficient, interconnected system of streets with standards appropriate to the intensity and type of adjacent use.
- Create safe and attractive streetscapes that will meet emergency vehicle access requirements and enhance pedestrian and bicycle access.

B. Applicability. The Employment Sub-District Overlay shall apply to all lands that are zoned Industrial Light (IL) and within the boundaries of the Juniper Ridge Overlay Zone depicted in Figure 2.7.2030.A. The standards of this section shall supersede those of the underlying zone unless no special standards within the sub-district are provided.

C. Infrastructure Implementation. Development within the Employment Sub-District shall not occur unless adequate public facilities are in place to serve the property prior to occupancy.

D. Transportation Management Association (TMA). A TMA organized to operate in a manner that is consistent with the Transportation Demand Management goals and policies in the City's Transportation System Plan and [BDC Chapter 4.7](#) will be developed for the Employment Sub-District. All site development review applications within the Employment Sub-District that are subject to review under [BDC Chapter 4.2](#) shall demonstrate conformance with Employment Sub-District TMA program requirements.

E. Permitted and Conditional Uses. The land uses listed in Table 2.7.2030.A are allowed in the Employment Sub-District, subject to the provisions of this chapter. Only land uses that are specifically listed in Table 2.7.2030.A and land uses that are approved as "similar" to those in Table 2.7.2030.A may be allowed.

F. Limitations on Permitted Uses. Small-scale personal and professional service uses shall be limited to an aggregate area total within the Employment Sub-District not to exceed 30,000 square feet.

G. Determination of Similar Land Uses. Similar use determinations shall be made in conformance with the procedures in [BDC 4.1.1400](#), Declaratory Ruling.

Figure 2.7.2030.A

Employment Sub-District Map

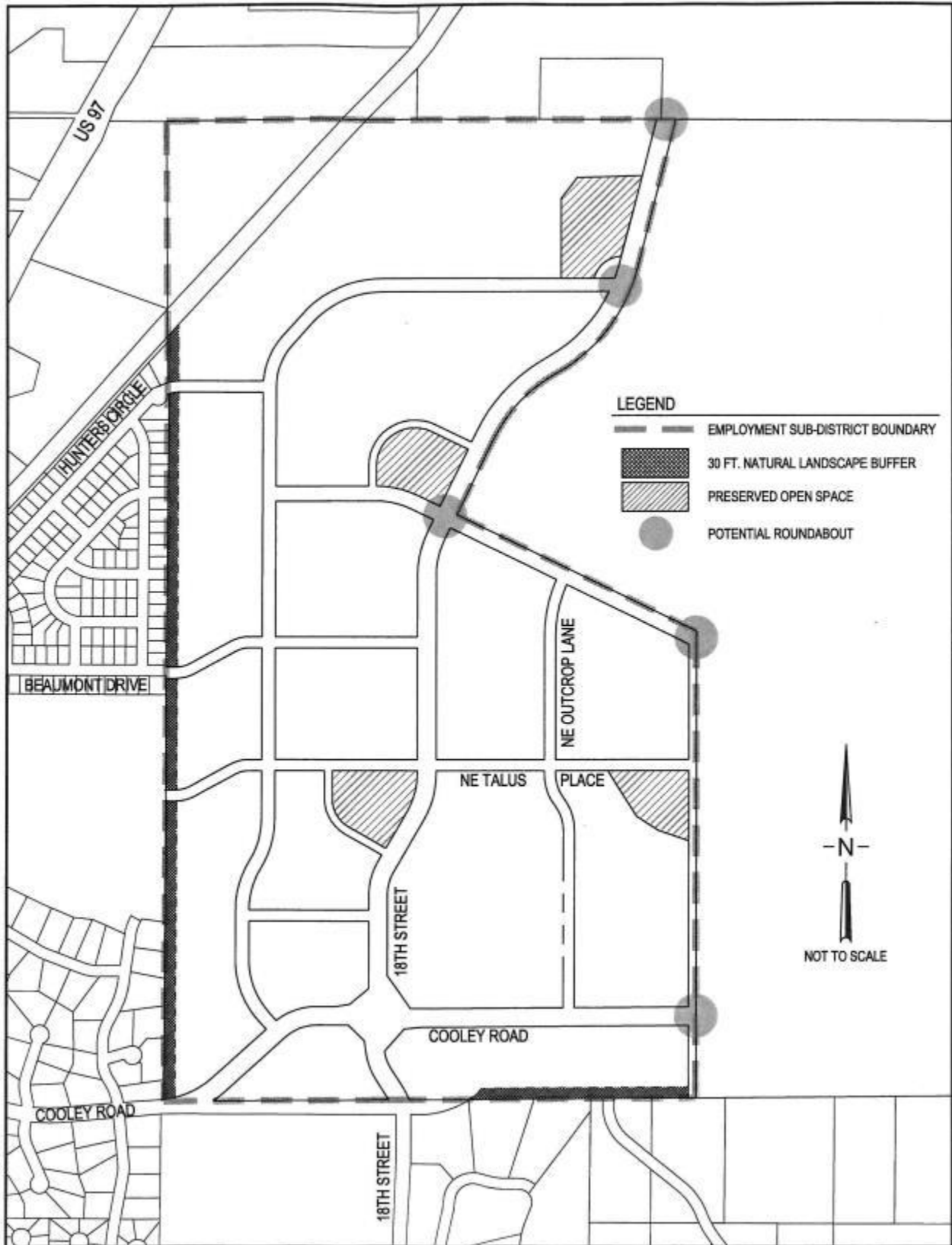


Table 2.7.2030.A Permitted Land Uses

| Land Use | Employment Sub-District |
|--|-------------------------|
| Light manufacturing, fabrication, assembly and repair with incidental sales associated with a permitted use | P |
| Heavy manufacturing, assembly and processing of raw materials and recycling | C |
| Wholesale distribution, warehousing and storage | P |
| Research and development facilities | P |
| Production office (e.g., IT support centers, biotechnology, software/hardware development, broadcast and production studios/facilities.) | P |
| Wholesale processing uses (e.g., dry cleaning, laundry) | C |
| Food and beverage processing and packaging | P |
| Medical and dental laboratories | P |
| <p>Small-scale personal and professional services</p> <ul style="list-style-type: none"> • Within a freestanding or multi-tenant building, up to 2,500 square feet of gross floor area (e.g., coffee shop/deli, dry cleaners, barber shops and salons, copy centers, banks, financial institutions, and similar uses)* shall be allowed • Within a freestanding or multi-tenant building, up to 10,000 square feet for child care, fitness center and similar uses shall be allowed when a site has frontage and/or direct access to an arterial or collector street | P |
| Corporate headquarters/regional corporate office | P |
| Trade, vocational, technical, professional, business schools including university programs serving industrial needs | P |
| Professional consulting services | P |
| Industrial and professional equipment and supply sales | P |
| Professional office accessory to a primary use, in the same building, up to 30% of the floor area of the primary use | P |
| *Utilities (above ground) | P |
| Public park and recreation facility (not including private open space) | C |

Table 2.7.2030.A Permitted Land Uses

| Land Use | Employment Sub-District |
|---|-------------------------------------|
| Wireless and broadcast communication facilities | See BDC Chapter 3.7 |

Key to Permitted Uses

P = Permitted

C = Conditional Use

* In conformance with [BDC 2.4.800](#), Special Development Standards.

H. Vehicle Trip Limit. Development within the Employment Sub-District shall be limited to a maximum of 2,220 p.m. peak hour vehicle trips that will be allocated consistent with the terms of Intergovernmental Agreement No. 27115 and phased in accordance with the following mitigation table:

Table 2.7.2030.B Mitigation Improvements

| PHASE | P.M. PEAK HOUR TRIPS | MITIGATION IMPROVEMENT |
|-------|----------------------|--|
| 1 | 700 | Empire Avenue/18th Street Roundabout |
| | | Empire Avenue/US-97 Northbound Ramp Terminal |
| | | Empire Avenue/US-97 Southbound Ramp Terminal Third Street to US-97 |
| 2 | 600 | US-97 Improvements between Nels Anderson and Bowery Lane |
| 3 | 580 | 18th Street Corridor Improvements Cooley Road to Empire Avenue |
| 4 | 340 | US-97 Southbound Improvements Empire Avenue to Butler Market Road |
| | | Purcell Street Extension Cooley Road to Yeoman Road |

1. The Vehicle Trip Limit shall be the considered the Employment Sub-District Transportation Mitigation Plan and shall apply to all land use applications that propose development that will generate peak hour vehicle trips. A p.m. peak hour trip is defined as a trip occurring between 4:00 p.m. and 6:00 p.m., as further defined by the Institute of Transportation Engineers Trip Generation Manual.
2. No land use application shall be deemed complete unless it includes a Traffic Impact Analysis (TIA) that complies with the City of Bend standards for preparing a TIA identified in [BDC Chapter 4.7](#), and includes an evaluation of Transportation Demand Management Measures (TDM) that will minimize peak hour vehicle trips generated by the proposed development.
3. The City shall provide written notification to ODOT when a land use application is deemed complete at least 20 days before a decision is issued.
4. Peak hour vehicle trip allocations are committed upon City approval of the proposed land use action and will expire consistent with [BDC 4.1.1310\(B\)](#).
5. Land use applications in any phase that propose development that will generate peak hour trips that (a) exceed the peak hour trip thresholds identified in Table 2.7.2030.B, Mitigation Improvements, prior to the construction of local street

improvements, or (b) prior to the execution of a Cooperative Improvement Agreement for the construction of improvements on State highway facilities, or (c) exceed the cumulative total vested peak hour vehicle trips for the phase in which the application is submitted, may be approved only if they meet the requirements of OAR [660-012-0060](#).

The City shall not grant site plan approval for any development proposal that exceeds a cumulative site total of 2,050 peak hour trips until all Phase 4 mitigation improvements identified in Table 2.7.2030.B, Mitigation Improvements, are constructed or agreed to be constructed in Cooperative Improvement Agreement(s) or Development Agreement(s).

I. Development Standards.

Table 2.7.2030.C Development Standards

| | |
|--|--|
| Maximum Building Height | 65 feet |
| Minimum Front Yard Setback | 10 feet |
| Maximum Front Setback on Primary Street Frontage | 30 feet |
| Minimum Primary Street Frontage | 50 feet |
| Minimum Side Yard Setback | 0 feet (100 feet when abutting a Residential Zone) |
| Minimum Rear Yard Setback | 0 feet (100 feet when abutting a Residential Zone) |
| Maximum Building Coverage | 50 percent of total lot area |

J. Additional Development Standards.

1. Off-Street Parking and Loading. Off-street parking and loading spaces shall be provided as required in [BDC Chapter 3.3](#), Vehicle Parking, Loading and Bicycle Parking. All off-street parking or loading areas and access drives shall be paved and continually maintained.
2. Block Length and Perimeter. Figure 2.7.2030.B depicts the interconnected, multi-modal transportation network for the Employment Sub-District. Therefore, the block length and perimeter standards of [BDC 3.1.200](#) are not applicable in the Employment Sub-District. If during development review it is determined that the street alignments shown in Figure 2.7.2030.B cannot be met due to topography, natural features or other development-related barriers, any development approval for such areas shall provide walkways or access ways in conformance with the provisions of [BDC 3.1.300](#), Multi-Modal Access and Circulation.
3. Parking and Loading Setback. Where the Employment Sub-District abuts a Residential Zone, any off-street parking and loading areas shall be set back at least 30 feet from the abutting residential property line and the setback area shall be landscaped a minimum of 30 feet to provide a buffer along the adjoining residential property. Landscaping shall be

maintained by the property owner and shall conform to the standards in [BDC 3.2.200](#), Landscape Conservation, and 3.2.300, New Landscaping.

4. Maintenance of Undeveloped Property. All undeveloped property on a developed site shall be either left in a natural state, or landscaped and continually maintained according to the requirements and standards in [BDC 3.2.200](#), Landscape Conservation, and 3.2.300, New Landscaping.

5. Prohibition of Nuisance Activities. All development shall be designed and constructed so that operation of the uses on the property will not create a nuisance or hazard on any adjacent property or right-of-way from noise, vibration, heat, glare, dust, or odorous, toxic or noxious matter.

6. Parking and Circulation. No vehicle circulation or parking except for access driveways shall be permitted within any minimum front yard setback area.

7. Corner Lots and Through Lots. For buildings on lots with more than one street frontage or through lots, the minimum front yard setback standards in Table 2.7.2030.C shall be applied to all street frontages. The maximum setback standard shall be applied to only one of the frontages. Where the abutting streets are of different classifications, the maximum setback standard shall be applied to the higher classification of street.

8. Fencing and Screening.

a. Perimeter Fencing. Lot perimeter fencing is only permitted within the Employment Sub-District under the conditions set forth in Table 2.7.2030.D, Fencing and Screening Conditions.

b. Standard Fencing. Standard nondecorative fencing may be installed in areas not visible from street rights-of-way or adjoining properties within the Employment Sub-District. Standard fencing also may be used as specified in Table 2.7.2030.D. A minimum quality of standard fencing shall be black vinyl-coated chain link.

c. Upgraded Fencing. Upgraded fencing shall be provided as specified in Table 2.7.2030.D. Upgraded fencing is intended to provide limited security, discourage trespass, and provide an informative demarcation between uses (e.g., public/private, institutional/private/public, etc.). Design considerations for upgraded fencing shall include:

- Simplicity as opposed to excessive ornamentation.
- Low maintenance/ease of landscape maintenance on each side.
- Respect for the design theme of established development on adjacent parcels.
- A clear relationship to the building's architecture.
- Consideration of a standard design where a large property shares a common boundary with several smaller properties.

d. Architectural Screen Walls. Architectural screen walls shall be used to screen service and loading areas; above-ground utilities such as transformers and generators, exterior material and equipment storage areas, work yards, and trash and/or recycling areas. Architectural screen walls may be used to screen other on-site amenities such as private patios and employee break areas. Architectural screen walls shall be integrated into the overall building architectural statement, employing materials and colors drawn from the building design palette. The size of an area enclosed by an architectural screen wall shall be the minimum necessary to accommodate the facility or operation that is to be screened.

e. Fencing and Screening on Steep Slopes. Properties with more extreme variations in topography (e.g., substantial slopes adjacent to relatively flat areas) shall employ fencing and/or screening design approaches that are thoughtfully integrated with the site's unique characteristics while fulfilling the overall functional intent of these features. Stair-step fence profiles shall be avoided.

Table 2.7.2030.D Fencing and Screening Conditions

| Condition | Subcondition | Required Treatment (Minimum Standard) |
|--|--|---------------------------------------|
| Property line adjacent to a public right-of-way | Improved right-of-way | Upgraded Fencing |
| | Unimproved right-of-way | No requirement prior to development |
| Property line adjacent to the railroad line across the northwest corner of the site | | Standard Fencing |
| Property line on the west and south perimeter of Juniper Ridge Employment Sub-District | Adjacent to residential zoned property | Standard Fencing |
| | Adjacent to commercial zoned property | Upgraded Fencing |
| | Adjacent to permanent open space | Upgraded Fencing |
| | Adjacent to public facility zoned property | Standard Fencing |

Table 2.7.2030.D Fencing and Screening Conditions

| Condition | Subcondition | Required Treatment (Minimum Standard) |
|---|--|--|
| Property line shared between two abutting lots | When properties share a common property line | No fencing allowed if it interferes with shared access/parking; Upgraded Fencing if it does not interfere with shared access/parking; Architectural Screen Wall if exterior loading or storage |
| Property line adjacent to a park or open space | | Upgraded Fencing |
| Property line on the east perimeter of the Employment Sub-District | Adjacent to Residential or mixed-use | Upgraded Fencing |
| | Adjacent to higher education land uses | Upgraded Fencing |
| Fencing/screening around a loading or exterior storage area | Visible from right-of-way | Architectural Screen Wall |
| | Not visible from right-of-way | Standard Fencing |
| Screening around a trash and/or recycling enclosure or exterior storage | | Architectural Screen Wall |
| Fencing around a secure parking lot | Visible from right-of-way | Upgraded Fencing |
| | Not visible from right-of-way | Standard Fencing |

K. Employment Sub-District Street Alignments. Figure 2.7.2030.B, the Juniper Ridge Employment Sub-District Transportation Plan Map, depicts the conceptual alignment of the Sub-District transportation network. Precise street alignments shall be determined through the development review process. Alternate alignments may be approved in accordance with subsection (J)(2) of this section, or if it is demonstrated through the development review process that equivalent or improved safety and circulation will be achieved. The final multi-use path alignment shall be established prior to either the associated land division or Site Development Review, whichever occurs first. To ensure consistency, amendments to street classifications in the TSP are incorporated into Figure 2.7.2030.B, i.e., if the TSP is amended to reclassify a collector street as an arterial, Figure 2.7.2030.B is equally amended.

L. Employment Sub-District Street Cross-Sections. Figures 2.7.2030.C.1 and 2.7.2030.C.2 depict the typical street cross-sections in the Employment Sub-District. Alternative cross-sections that respond to site-specific circumstances may be approved by the City Engineer through the development review process.

M. Employment Sub-District Access Standards. Due to large block sizes and large lot sizes, multiple access points to each lot in the Employment Sub-District will be permitted, including accesses to higher order transportation facilities, as long as the standards of this section are met. The following access standards supersede the vehicular access management standards of [BDC Chapter 3.1](#).

1. Minimum Access Spacing.

- a. Access points on local streets shall be a minimum of 10 feet apart as measured from edge of driveway to edge of driveway.
- b. Access points on collector streets shall be a minimum of 300 feet apart as measured from centerline of access to centerline of access.
- c. Access points on arterial streets shall be a minimum of 300 feet apart as measured from centerline of access to centerline of access.

2. Additional Access Standards.

- a. Driveways onto arterials and collectors may have directional restrictions (i.e., right-in/right-out only) depending on the roadway's characteristics, including number of lanes, queuing at nearby intersections/driveways, and locations of signals or roundabouts, and locations of conflicting accesses.
- b. Directional restrictions will be determined by the City Engineer after a review of the Transportation Impact Analysis provided by the applicant.
- c. Crossing of the multi-use path by driveways shall not be allowed unless there are no other access options for the site. If allowed, a driveway access crossing a multi-use path shall be constructed to provide shared access to adjacent property, when applicable.
- d. Driveways shall not be located within 300 feet of an intersection.
- e. Only one access is permitted per street frontage (including shared access); however, lots may have multiple street access points, so long as minimum access spacing requirements are met.
- f. The centerlines of driveways are required to align across arterials and collectors to minimize conflicting turning movements and allow for adequate turn storage.

g. Shared access may be required, in order to comply with these access requirements. All access driveways on local truck roads shall provide shared access to adjacent property to the extent practicable.

3. Exceptions to the Access Standards of This Section. Alternate access may be approved by the City Engineer if all of the following criteria are met:

- a. The minimum access spacing standards of this section cannot be met.
- b. Shared access with an adjoining property cannot be established.
- c. Access to the roadway at the proposed location is critical to the function of the development on the property.
- d. Operations and safety of the public road system is maintained for a minimum analysis period of 15 years as demonstrated in a Transportation Impact Analysis, including an assessment for the 95 percent queue. The queuing between the proposed driveway and an intersection shall not overlap.
- e. On arterial and collector streets, directional turn restrictions are applied.
- f. AASHTO intersection sight distances are available at the proposed access point.

Figure 2.7.2030.B

Employment Sub-District Transportation Plan Map

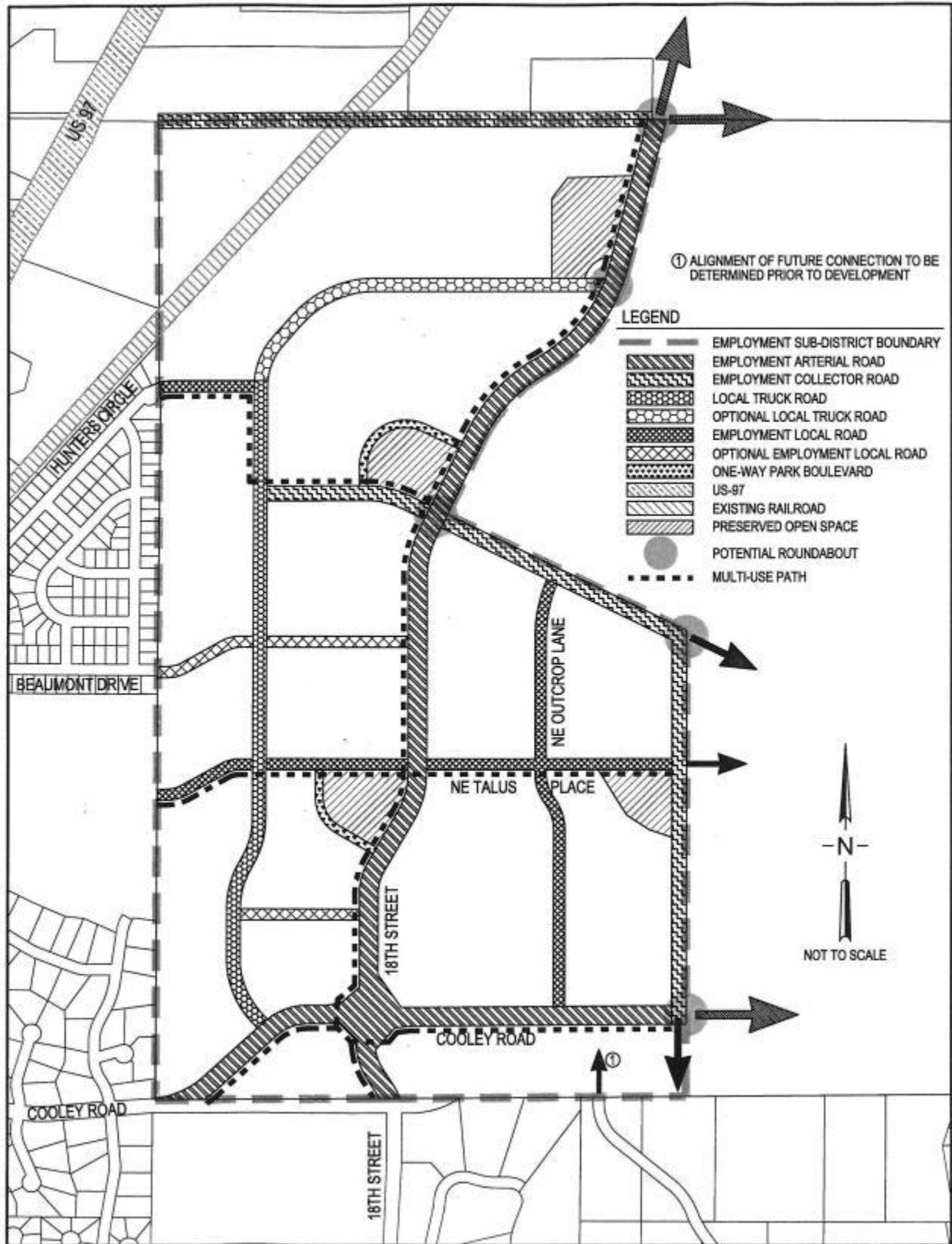


Figure 2.7.2030.C.1

Employment Sub-District Street Cross-Sections

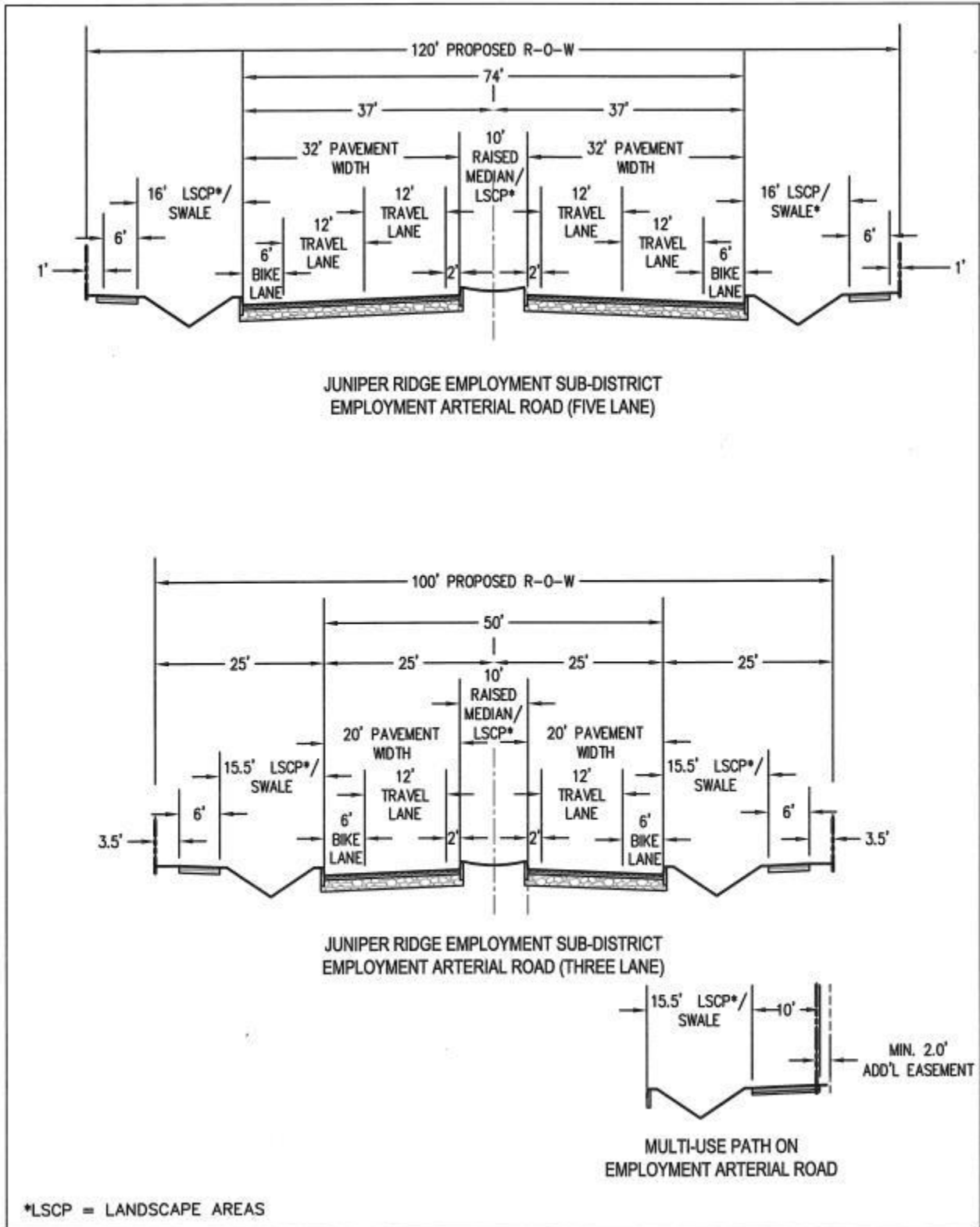


Figure 2.7.2030.C.2

Employment Sub-District Street Cross-Sections

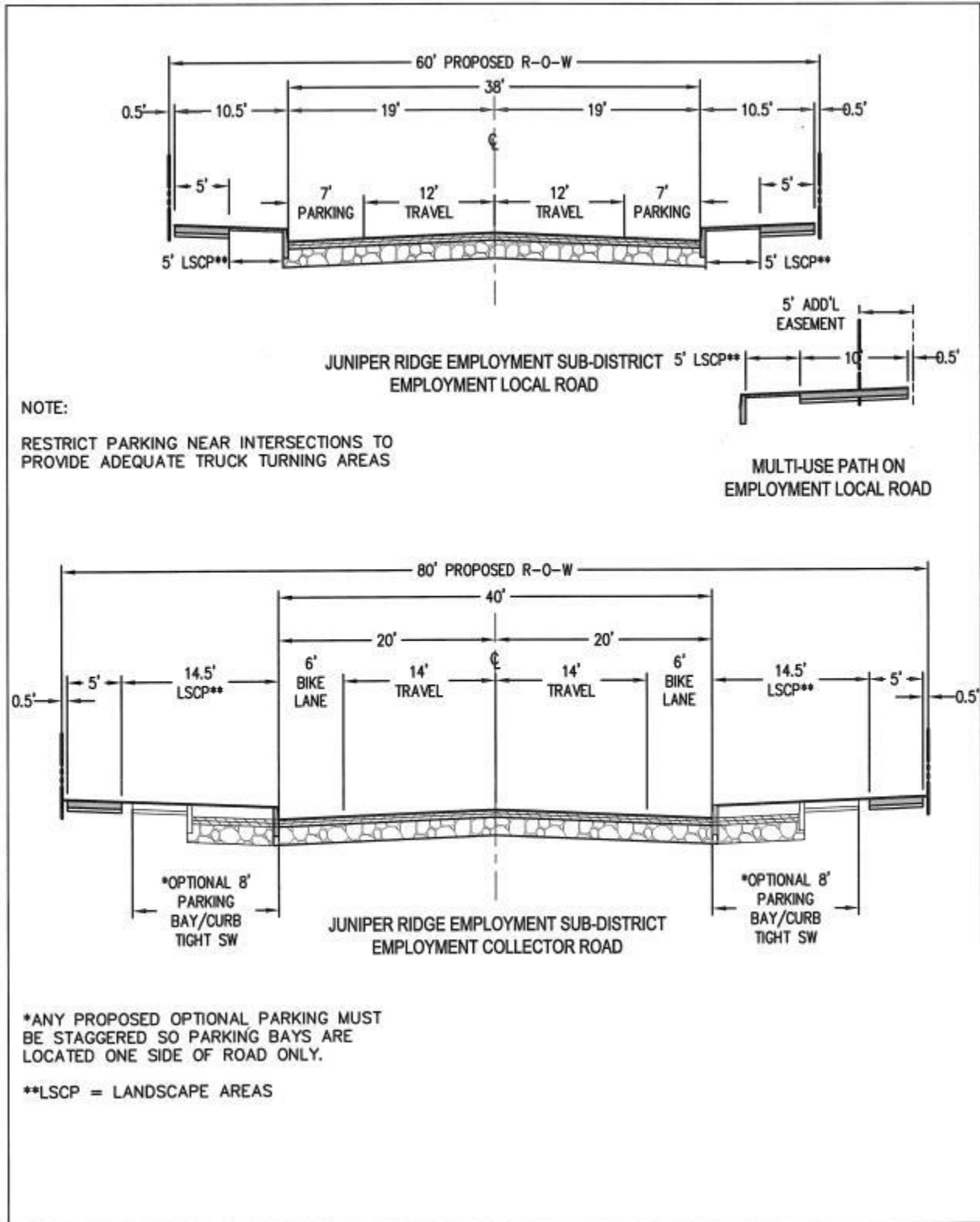
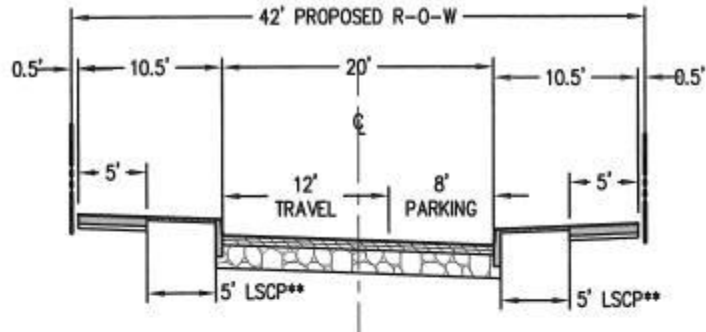


Figure 2.7.2030.C.3

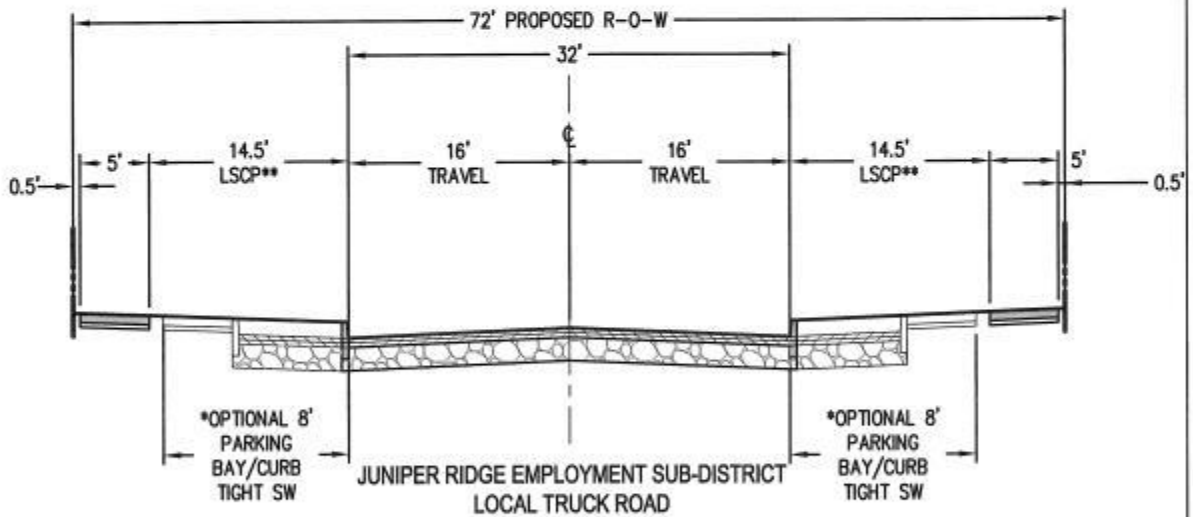
Employment Sub-District Street Cross-Sections



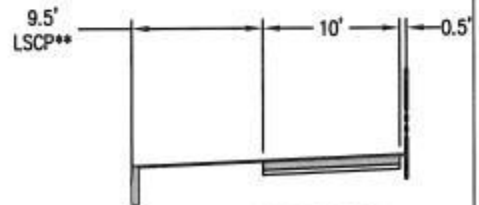
JUNIPER RIDGE EMPLOYMENT SUB-DISTRICT
ONE-WAY PARK BOULEVARD

NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO
PROVIDE ADEQUATE TRUCK TURNING AREAS



JUNIPER RIDGE EMPLOYMENT SUB-DISTRICT
LOCAL TRUCK ROAD



MULTI-USE PATH ON
LOCAL TRUCK ROAD

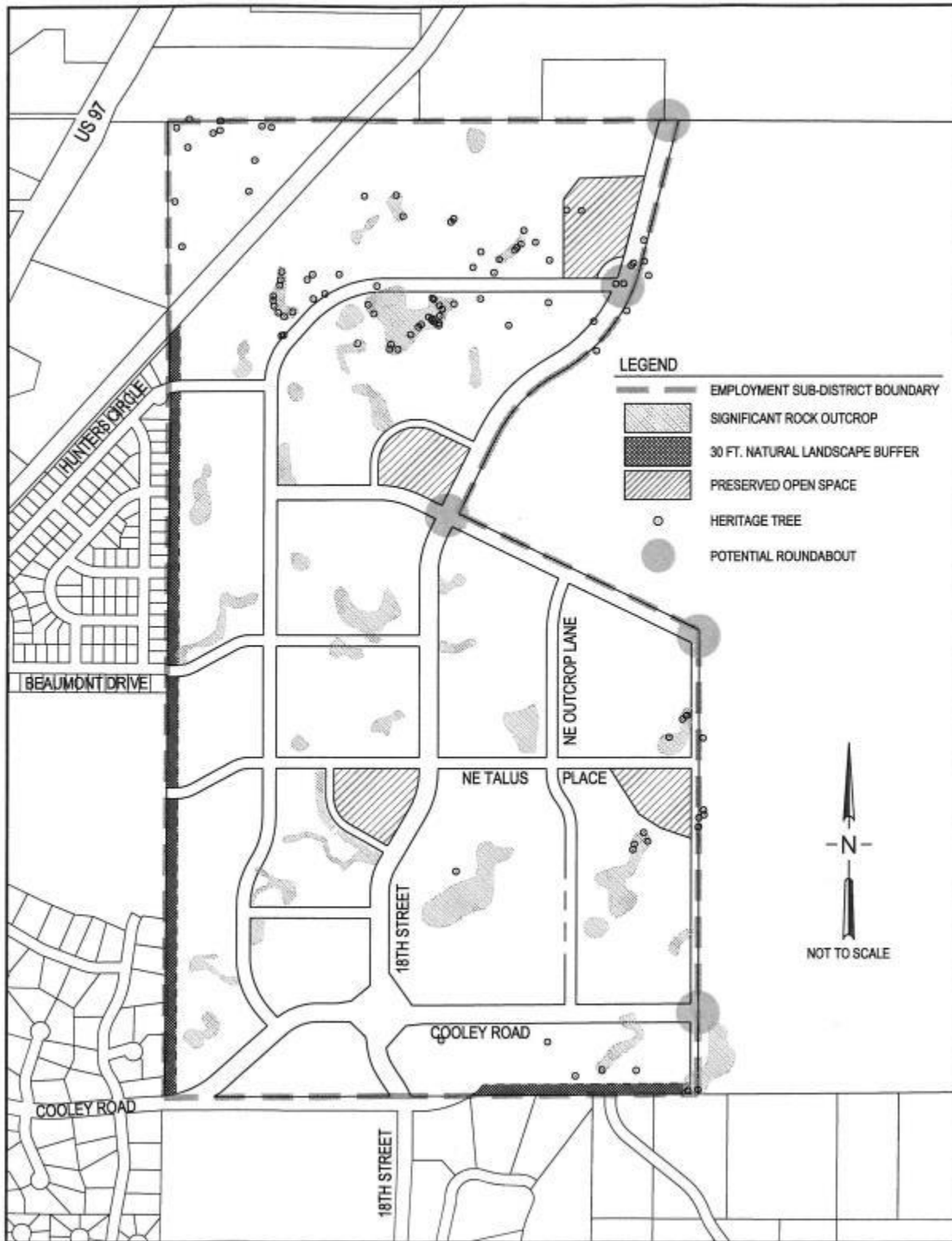
*ANY PROPOSED OPTIONAL PARKING MUST
BE STAGGERED SO PARKING BAYS ARE
LOCATED ONE SIDE OF ROAD ONLY.

**LSCP = LANDSCAPE AREAS

N. Employment Sub-District Natural Resource Areas. Heritage trees, significant rock outcrops, preserved open spaces and natural landscape buffers within the Employment Sub-District are identified in Figure 2.7.2030.D, Employment Sub-District Natural Resource Identification Map. Open space areas are required to be retained and no development will be allowed in them. Natural landscape buffers are required to be maintained with native landscaping or, if they are disturbed by adjacent site development, to be revegetated with native landscaping. Heritage trees and significant rock outcrops are defined in the Juniper Ridge Design Guidelines, Chapter 1.1, Key Site Attributes, and identified in Figure 2.7.2030.D. They are mapped solely with the intention of providing guidance to site design and site development, with the overall goal of preserving as many of these resources as is practicable. The City may allow one or more of the exceptions to development standards listed in [BDC 3.2.200\(D\)](#) (landscape conservation), if heritage trees and/or significant rock outcrops identified in Figure 2.7.2030.D are preserved by a proposed development. The identification of heritage trees in Figure 2.7.2030.D is based upon the Phase I: Juniper Ridge Ecological Site Assessment – Summary Report and Maps, prepared by Gene Hickman and Matt Shinderman, 2007.

Figure 2.7.2030.D

Employment Sub-District Natural Resource Identification Map



[Ord. NS-2303, 2018; Ord. NS-2158, 2011; Ord. NS-2152, 2010; Ord. NS-2134, 2009; Ord. NS-2016, 2006]