

ORDINANCE NO. NS - 2434

AN ORDINANCE AMENDING BEND COMPREHENSIVE PLAN CHAPTER 7, TRANSPORTATION, TRANSPORTATION SYSTEM PLAN (TSP) CHAPTER 5, TRANSPORTATION PROJECTS AND PROGRAMS, AND BEND DEVELOPMENT CODE (BDC) CHAPTER 1.2, DEFINITIONS, CHAPTER 2.1, RESIDENTIAL DISTRICTS, CHAPTER 2.3, MIXED-USE ZONING DISTRICTS, CHAPTER 2.7 SPECIAL PLANNED DISTRICTS, REFINEMENT PLANS, AREA PLANS AND MASTER PLANS, CHAPTER 3.3, VEHICLE PARKING, LOADING AND BICYCLE PARKING, CHAPTER 3.4, PUBLIC IMPROVEMENT STANDARDS, CHAPTER 3.6, SPECIAL STANDARDS AND REGULATIONS FOR CERTAIN USES, CHAPTER 3.8, DEVELOPMENT ALTERNATIVES, CHAPTER 4.3, SUBDIVISIONS, PARTITIONS, REPLATS AND PROPERTY LINE ADJUSTMENTS, CHAPTER 4.5, MASTER PLANNING AND DEVELOPMENT ALTERNATIVES AND CHAPTER 4.7, TRANSPORTATION ANALYSIS.

Findings:

- A. The application was processed in accordance with Bend Development Code (BDC) 4.1.500. The City provided timely and sufficient notice of the legislative changes pursuant to Section 4.1.515 of the Bend Development Code.
- B. The City submitted a Notice of Proposed Amendment to the Oregon Department of Land Conservation and Development on November 17, 2021.
- C. Notice of the January 10, 2021, Planning Commission public hearing was printed in the Bend Bulletin on December 19, 2021, emailed to the neighborhood associations on December 14, 2021, and mailed to the neighborhood associations on December 15, 2021. A notice of the February 2, 2022, City Council public hearing was printed in the Bend Bulletin on January 9, 2022, emailed to the neighborhood associations on January 5, 2022 and mailed to the neighborhood associations on January 6, 2022.
- D. On December 13, 2021, the Planning Commission held a work session and discussed the amendments.
- E. On January 10, 2022, the Planning Commission held a public hearing on Project Number PLTEXT20210834, and began deliberation. The Planning Commission voted to recommend that the City Council approve the proposed text amendments in Exhibit A.
- F. On January 19, 2022, the City Council held a work session and discussed the amendments.
- G. The City Council held a public hearing on February 2, 2022, to accept evidence, receive public testimony, and consider the Planning Commission's recommendation. After considering the evidence, testimony, and Planning Commission's recommendation, as well as the planning staff presentation, the City Council finds that the amendments satisfy the criteria for approval contained in Section 4.6.200 of the Bend Development Code and that the amendments to the Bend Comprehensive Plan, Transportation System Plan and Bend Development Code should be approved.

Based on these findings, THE CITY OF BEND ORDAINS AS FOLLOWS:

Section 1. The Bend Comprehensive Plan, Transportation System Plan and Bend Development Code are amended as depicted in attachment Exhibit A.

Section 2. In addition to the findings set forth above, the City Council adopts and incorporates the findings in Exhibit B.

First Reading: February 2, 2022

Second reading and adoption by roll call vote: February 16, 2022

YES: Mayor Sally Russell
Mayor Pro Tem Gena Goodman-Campbell
Councilor Barb Campbell
Councilor Melanie Kebler
Councilor Anthony Broadman
Councilor Megan Perkins
Councilor Rita Schenkelberg

NO: none

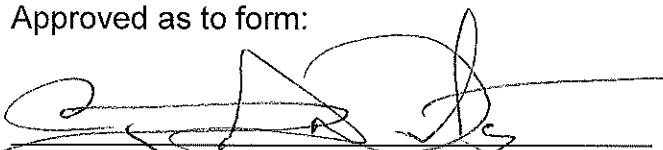

Sally Russell, Mayor

Attest:



Robyn Christie, City Recorder

Approved as to form:



Mary A. Winters, City Attorney

Exhibit A

DRAFT

Bend Comprehensive Plan, Transportation System Plan and Bend Development Code Update
February 2, 2022

Prepared by:
City of Bend Planning Division

Note:

Text in underlined typeface is proposed to be added

Text in ~~strikethrough~~ typeface is proposed to be deleted

***Indicates where text from the existing code has been omitted because it will remain unchanged.

Staff comments are ***bold and italicized***

Amend the following throughout the BDC and CP:

Rename Master Planning and Development Alternatives to Master Plans

BEND COMPREHENSIVE PLAN

Chapter 7: Transportation Systems

Bicycles, Pedestrians, and Complete Streets

7-45 The City will establish a network of low stress bikeway facilities (level of traffic stress 1 or 2; See Bikeway Design Guideline) as shown on the bicycle Low Stress Network Map, to provide connections to schools, parks, and other destinations, as well as cross-City travel. It will accommodate small-wheeled vehicles, including shared micromobility transportation solutions, within local regulation and legal requirements. Implementation will focus on the key routes shown on the bicycle Low Stress Network Map. The routes

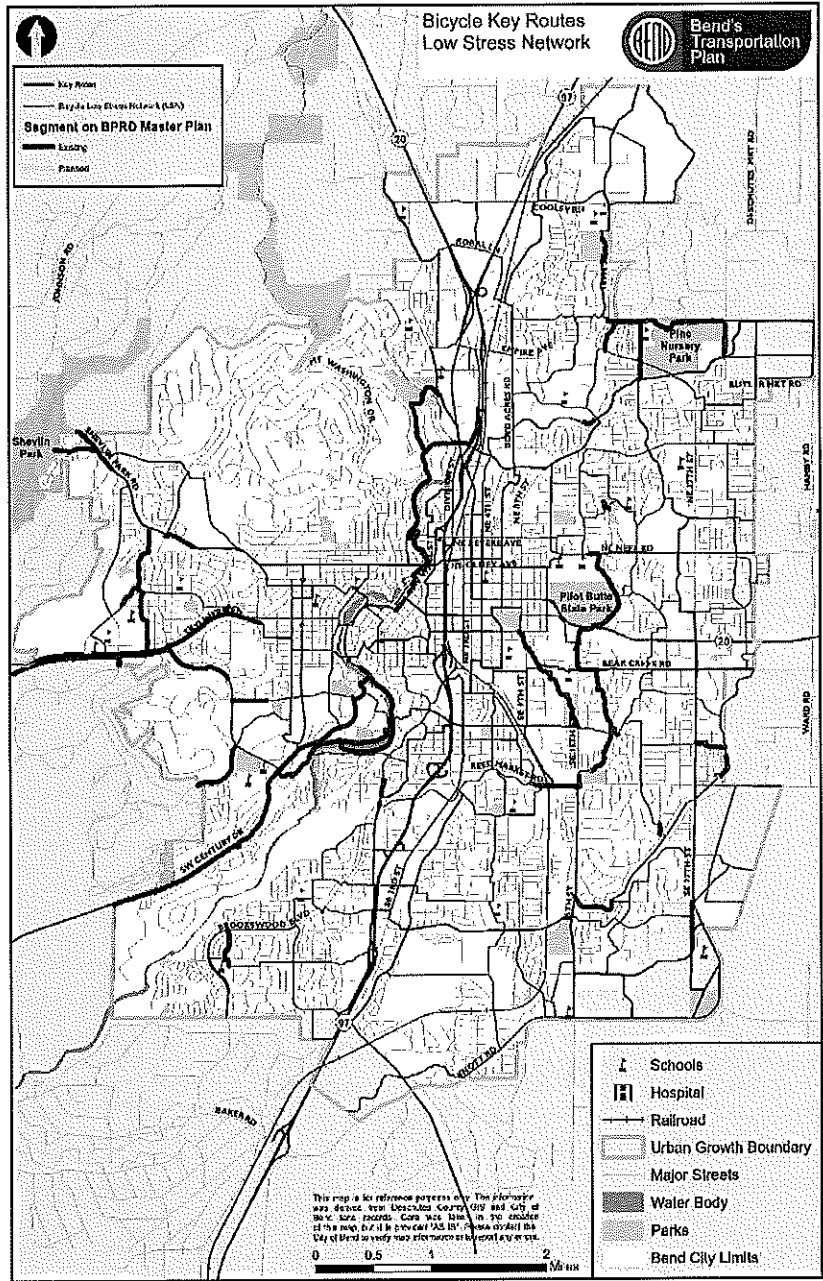
depicted should be considered general in nature. Flexibility should be permitted during the development and design of private lands and transportation construction projects to locate these to align with streets, fit the context of the natural terrain, to minimize grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, and/or to consider right-of-way extents and any other topographic or geographic barriers or issues.

Figure 7-2

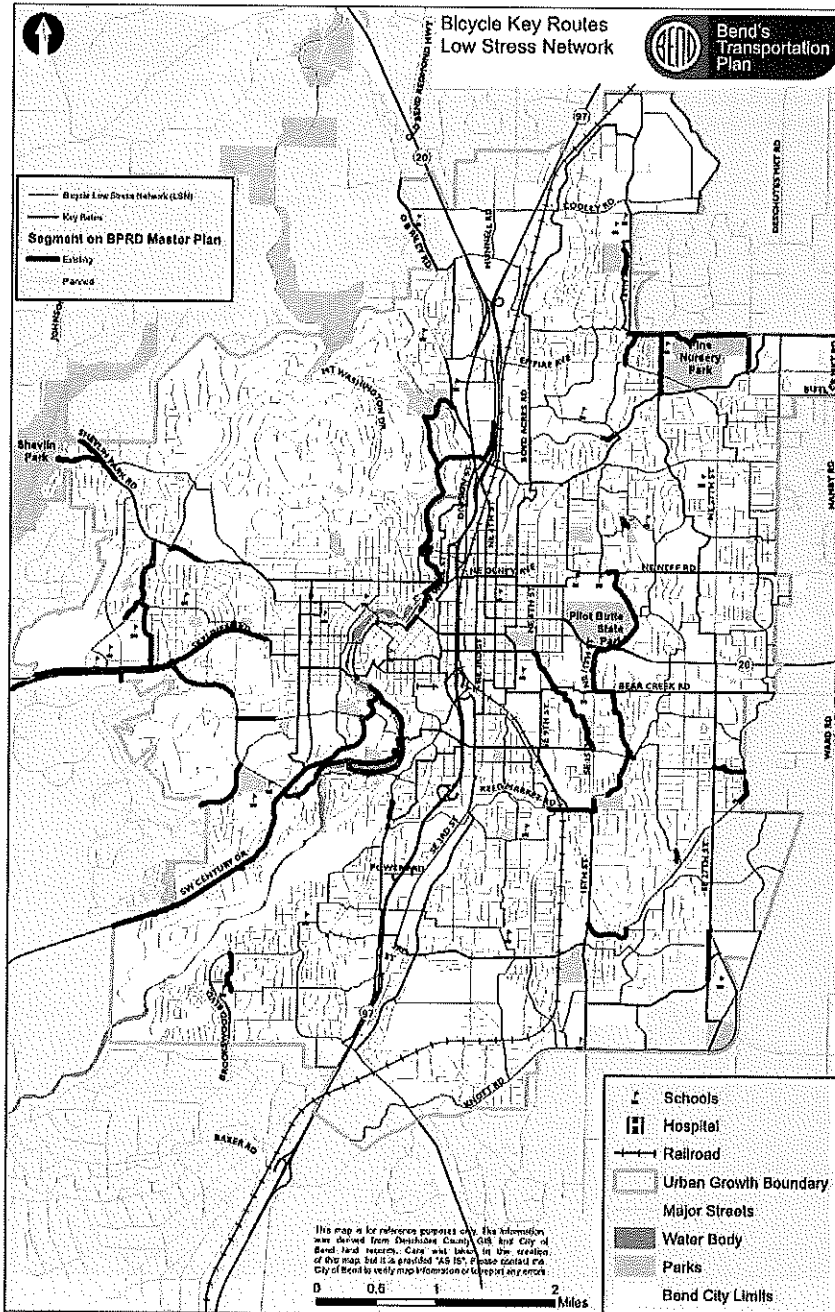
Key Walking and Bicycling Routes and Low Street Network Map

(Update Figure 7-2, Bicycle Key Routes Low Street Network to show correct routes in Juniper Ridge Overlay Zone and Stevens Ranch)

Delete Following Map



Add the Following Map



Note: Any TSP and CP map that illustrates a proposed low stress route may be updated administratively by staff upon the adoption of a master plan and/or construction/completion of that route that follow the adopted alignments and/or as-built alignments, as much as practical, and shall not constitute a land use decision.

TRANSPORTATION SYSTEM PLAN

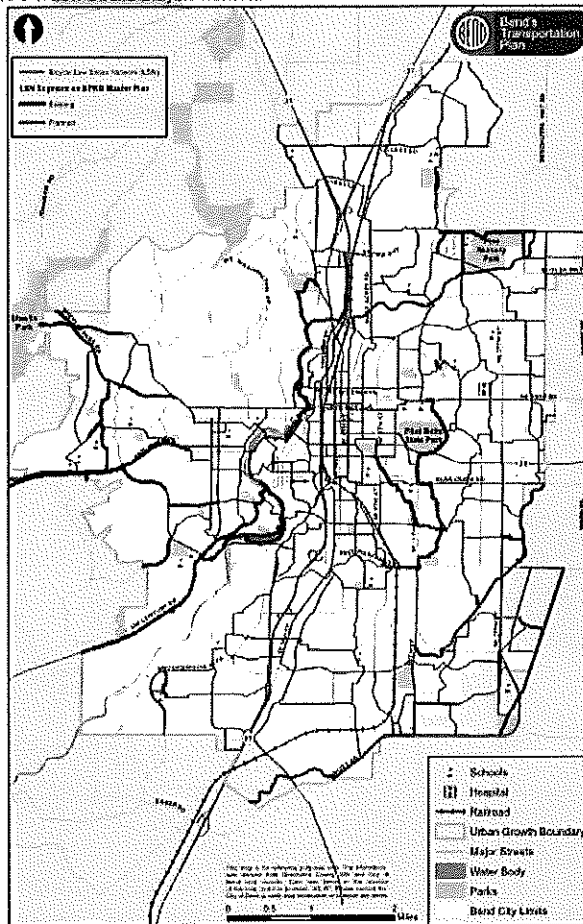
Chapter 5

Transportation Projects and Programs

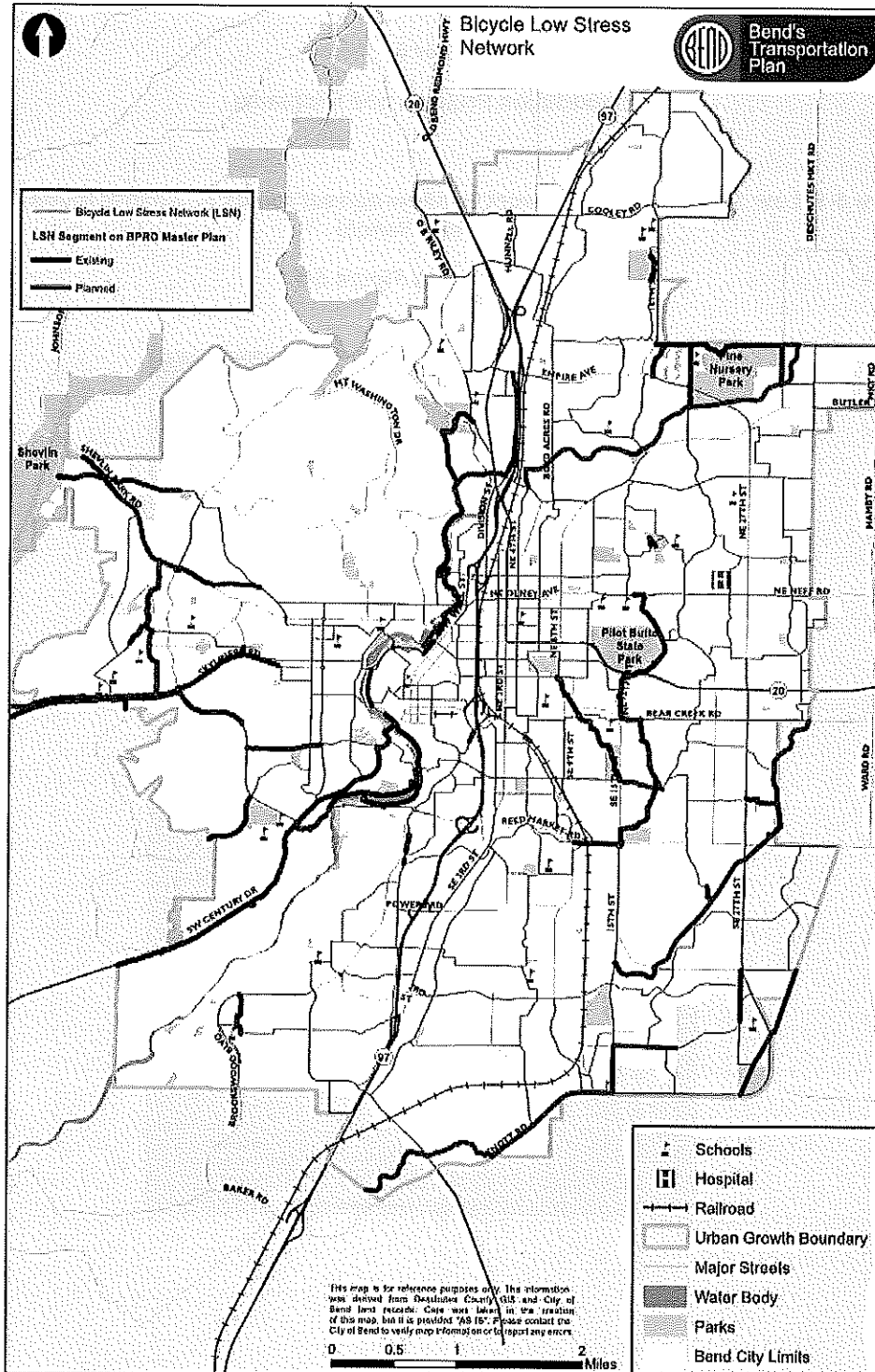
(Update Figure 5-1, Low Stress Bicycle Network to show correct routes in Juniper Ridge Overlay Zone and Stevens Ranch)

Delete Following Figure 5-1

Figure 5-1. Low Stress Bicycle Network



Add Following Figure 5-1



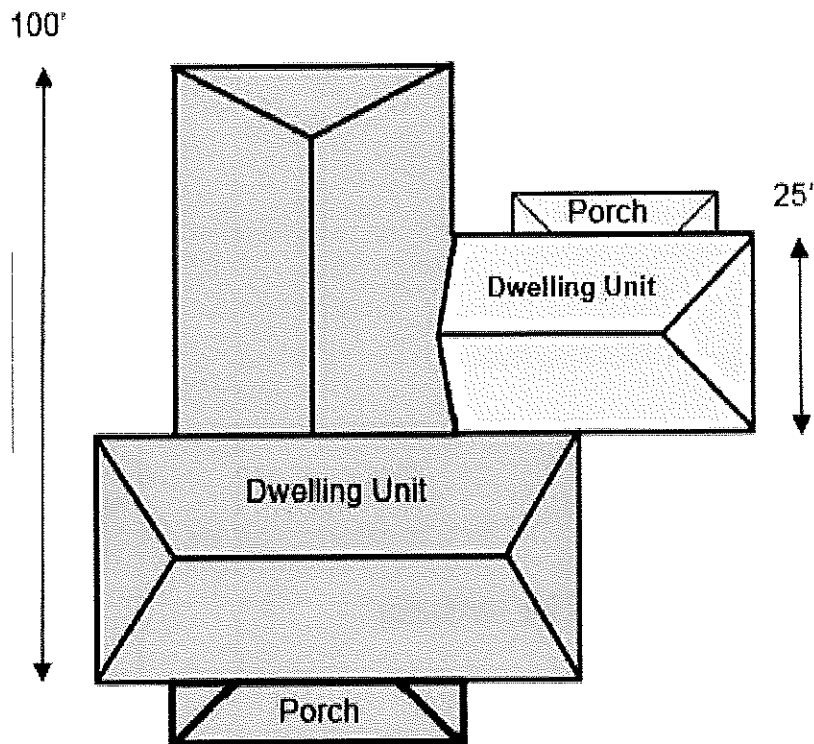
BEND DEVELOPMENT CODE

Chapter 1.2

DEFINITIONS

Attached is used in the BDC with different meanings. For accessory dwelling units, duplexes, triplexes and quadplexes attached dwelling unit means dwelling units attached by one of the following options as shown in the following figure. The shared or attached wall must be the wall of an enclosed interior space of a dwelling unit and may include the walls of attached garages, and does not include porches, patios, decks or stoops.

- a. A dwelling unit must share a common wall for at least 25 percent of the length of another dwelling unit; or
- b. The entire length of one elevation of a dwelling unit must be attached to another dwelling unit.



Floor area means the area measured in feet of horizontal deeked space intended to be a floored surface contained within a building or portion thereof, measured inside of the external walls, including slab-on-grade and exclusive of vent shafts, and courts and basements. When calculating floor area, stairs are counted once unless the area under the stairs is part of the dwelling unit's floor plan, in which case the stairs are counted twice. Portions of the floor area with a sloped ceiling measuring less than five feet from the finished floor to the finished ceiling are not considered as contributing to the floor area.

Chapter 2.1

RESIDENTIAL DISTRICTS (UAR, RL, RS, RM-10, RM, RH)

2.1.100 Purpose, Applicability and Location.

2.1.200 Permitted and Conditional Uses.

2.1.300 Setbacks.

2.1.400 Repealed.

2.1.500 Lot Area and Dimensions.

2.1.600 Residential Density.

2.1.700 Maximum Lot Coverage and Floor Area Ratio.

2.1.800 Building Height.

2.1.900 Architectural Design Standards.

2.1.950 Design Standards (Triplex, Quadplex and Townhome).

2.1.1000 Multi-Unit Residential Districts (RM, RH).

2.1.1100 Other Design Standards.

2.1.600 Residential Density.

C. Density Calculation.

1. Maximum housing densities are calculated as follows:

- c. Where ~~no new streets will be created~~ existing streets abut the proposed development site, the area of up to 30 feet of the abutting ~~right-of-way~~ street width multiplied by the site frontage shall be added to the area subject to maximum housing density. *(Allows private streets to be counted and clarifies when a new development includes both existing and new streets, that the existing ROW can be counted towards density.)*

2.1.950 Design Standards (Triplex, Quadplex and Townhome).

C. Front Door Orientation Standards. The following front door orientation standards are required for lots and parcels with frontage onto a public or private street. For triplexes and quadplexes, these standards are only required to be met for one of the dwelling units. The entrance must either:

1. Face the street;
2. Be at an angle of up to 45 degrees from the street;
3. Face a common open space that abuts the street and is abutted by dwellings on at least two sides; or
4. Open onto a porch. The porch must be at least 20 square feet in area & have at least one entrance facing the street or have a roof. A covered walkway or breezeway is not a porch.
5. Exemptions to Orientation Standards.
 - a. Triplexes, quadplexes and townhomes created by a conversion of an existing dwelling unit.
 - b. Dwelling units located on the flag portion of a flag lot.

**Chapter 2.3
MIXED-USE ZONING DISTRICTS (ME, MR, PO, MU, and MN)**

2.3.200 Permitted and Conditional Uses.

**Table 2.3.200
Permitted and Conditional Uses
(Other uses in Table 2.3.200 remain unchanged)**

Land Use	ME	MR	PO	MU	MN
Residential					
Two- and three-family housing Duplexes, Triplexes and Quadplexes * <i>(Need to add quads since multi-family is 5 or more units)</i>	L [see subsection (C)(1) of this section]	P	L [see subsection (C)(1) of this section]	P	P

Key to Districts

ME = Mixed Employment
MR = Mixed-Use Riverfront
PO = Professional Office
MU = Mixed-Use Urban
MN = Mixed-Use Neighborhood

Key to Permitted Uses

P = Permitted
N = Not Permitted
C = Conditional Use
L = Limited as specified in subsection (C) of this section

* Special standards for certain uses subject to BDC Chapter 3.6 and BDC 2.1.900.

**Chapter 2.7
SPECIAL PLANNED DISTRICTS, REFINEMENT PLANS, AREA PLANS AND MASTER PLANS**

Article II. NorthWest Crossing Overlay Zone

2.7.320 Districts.

B. Standard Density Residential District.

6. Lot Requirements.

~~e. Lot Coverage.~~

~~i. On lots 6,000 square feet or greater, the maximum lot coverage for buildings shall be 35 percent.~~

~~ii. On lots that are less than 6,000 square feet, the maximum lot coverage for buildings shall be 50 percent.~~

(RS Standards for lot coverage will apply)

Article XI. Juniper Ridge Overlay Zone

2.7.2000 Juniper Ridge Overlay Zone.

2.7.2010 Purpose.

2.7.2020 Implementation.

2.7.2025 Juniper Ridge Overlay Zone Standards

2.7.2030 Employment Sub-District.

2.7.2040 Reserved for Future Sub-District.

2.7.2050 Reserved for Future Sub-District.

2.7.2060 Reserved for Future Sub-District.

2.7.2070 Large Tract Industrial Land Divisions.

Article XI. 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 a unique overlay zone consisting of sub-districts that encourage employment-based commercial and industrial uses, and compatible residential, per the 2016 Bend Comprehensive Plan.

2.7.2025. Juniper Ridge Overlay Zone Standards.

A. The following standards apply to the Juniper Ridge Overlay Zone:

1. Block Length and Perimeter. Figure 2.7.2025.A depicts the interconnected, multi-modal transportation network for Juniper Ridge Overlay Zone. Therefore, the block length and perimeter standards of BDC 3.1.200 are not applicable in the Juniper Ridge Overlay Zone. If during development review it is determined that the street alignments shown in Figure 2.7.2025.A cannot be met due to topography, natural features or other development-related barriers, any development approval for such areas must provide walkways or access ways in conformance with the provisions of BDC 3.1.300, Multi-Modal Access and Circulation. *(Relocated from 2.7.2030.F.2)*
2. Access Standards. Due to large block sizes and large lot sizes, multiple access points to each lot in Juniper Ridge Overlay Zone will be permitted, including accesses to higher order transportation facilities, as long as the standards of this section are met. The following additional access standards supersede the vehicular access management standards of BDC Chapter 3.1.
 - a. The City may require directional restrictions (i.e., right-in/right-out only) for driveways onto arterials and collectors 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. Directional restrictions will be determined in compliance with BDC Chapter 4.7, Transportation Analysis.
 - b. Lots may have multiple street access points, so long as minimum access spacing requirements are met and the total number of access points does not exceed three.
 - c. The City may require shared access.
 - d. Alternate access may be approved by the City Engineer if operations and safety of the public road system and AASHTO intersection sight distances are maintained as demonstrated in compliance with BDC Chapter 4.7, Transportation Analysis.

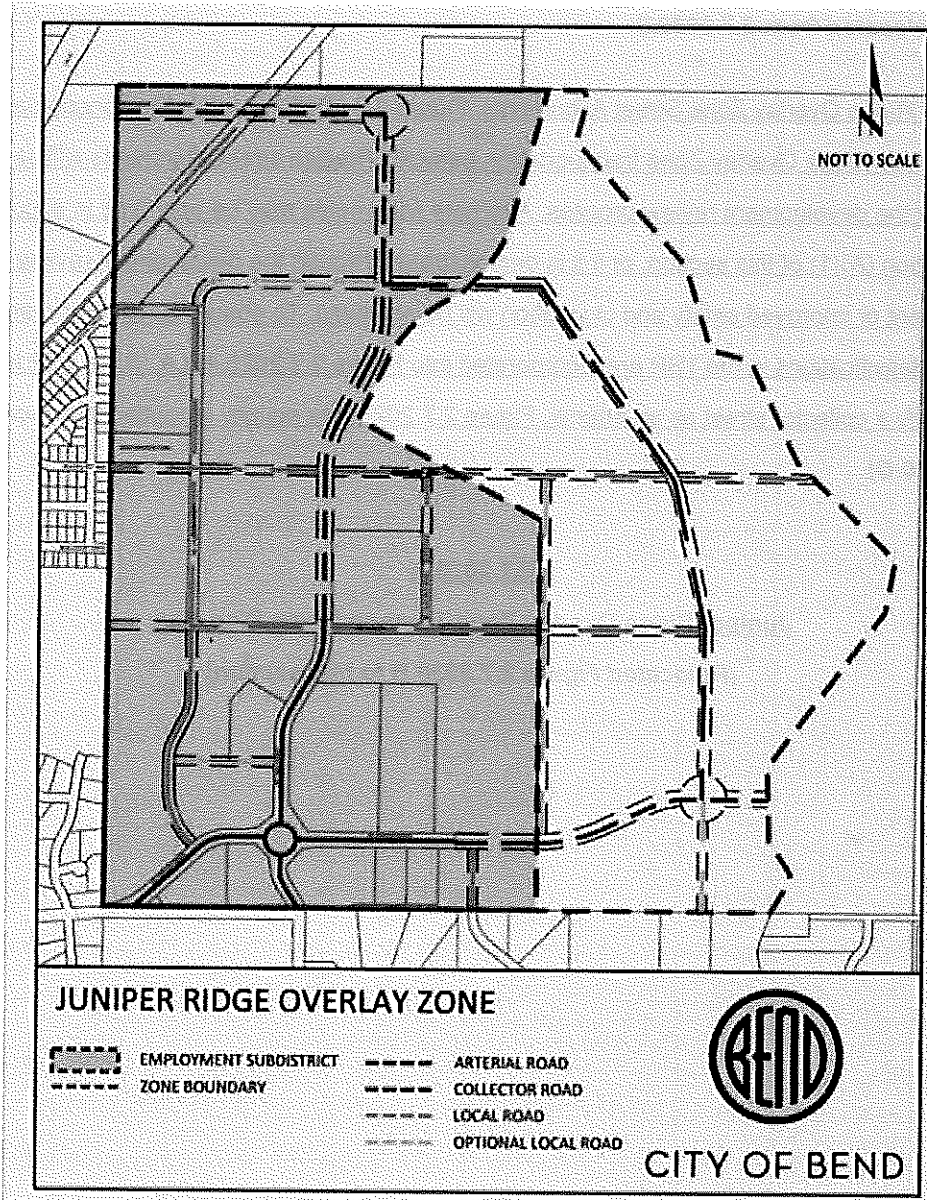
(Relocated from 2.7.2030.I)

3. Juniper Ridge Overlay Zone Street Alignments. Figure 2.7.2025.A depicts the conceptual alignment of the Juniper Ridge Overlay Zone transportation network. Precise street alignments will be determined through the development review process. Alternate alignments may be approved in accordance with subsection (A)(1) of this section, or if it is demonstrated through the development review process that equivalent or improved safety and circulation will be achieved. To ensure consistency, amendments to street classifications in the TSP are incorporated into Figure 2.7.2025.A, i.e., if the TSP is amended to reclassify a collector street as an arterial, Figure 2.7.2025.A is equally amended. (Relocated from 2.7.2030.G)

2.7.2025.A

Juniper Ridge Overlay Zone Transportation Plan Map

(Relocated Figure 2.7.2030.B to this section)



4. Juniper Ridge Overlay Zone Street Cross-Sections. Figure 2.7.2025.B depicts the typical street cross-sections in the Juniper Ridge Overlay Zone. Alternative cross-sections that respond to site-specific circumstances may be approved by the City Engineer through the development review process. *(Relocated from 2.7.2030.H)*

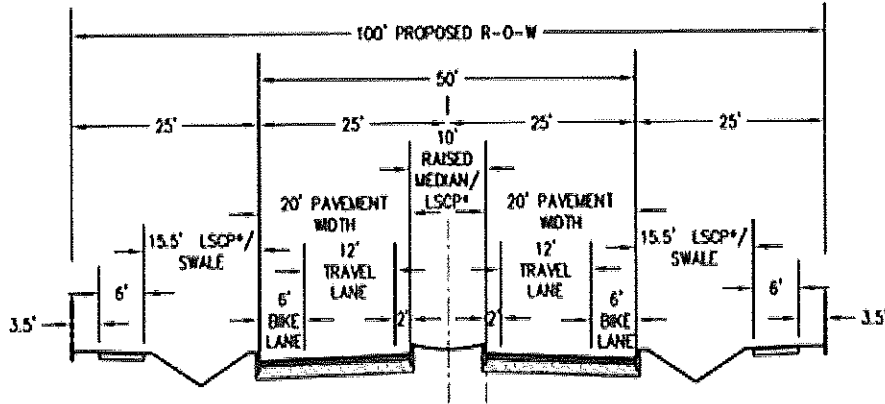
Figure 2.7.2025.B

Juniper Ridge Overlay Zone Street Cross-Sections

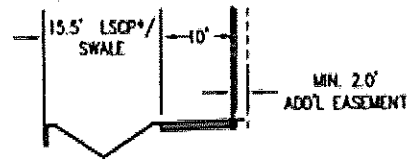
(Relocated and revised from 2.7.2030.C to this section)

Arterial Street - Three Lane

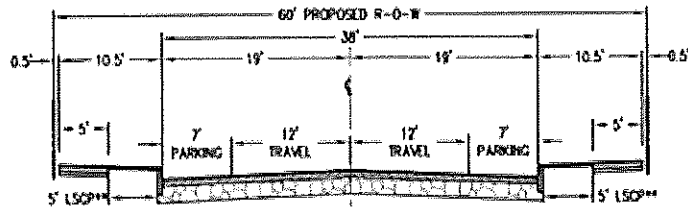
(Raised median only required in the Employment Sub-District)



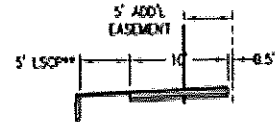
Multi-use path on Arterial Street



Local Street



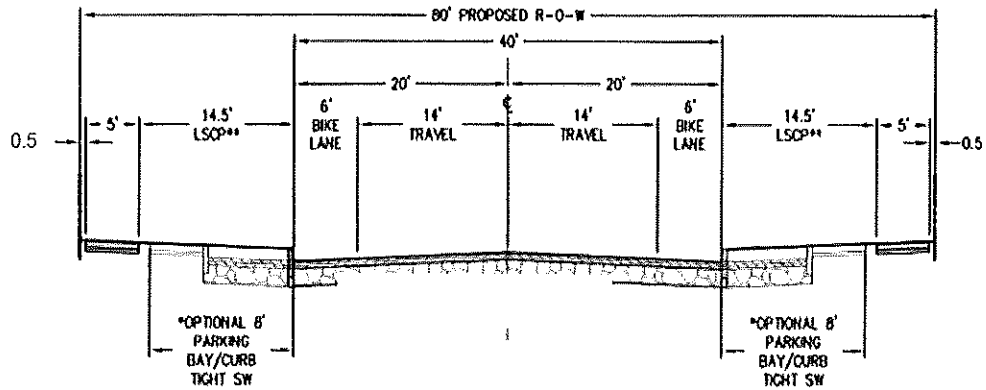
Multi-use path on Local Street



NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO PROVIDE ADEQUATE TRUCK TURNING AREAS

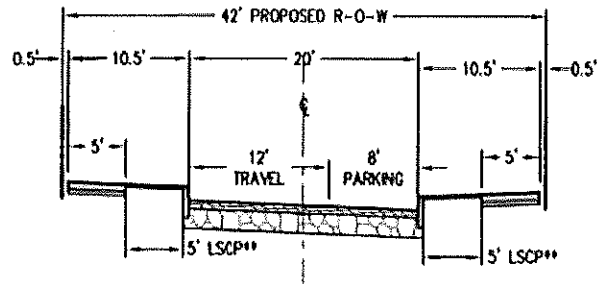
Collector Street



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

**LSCP = LANDSCAPE AREAS

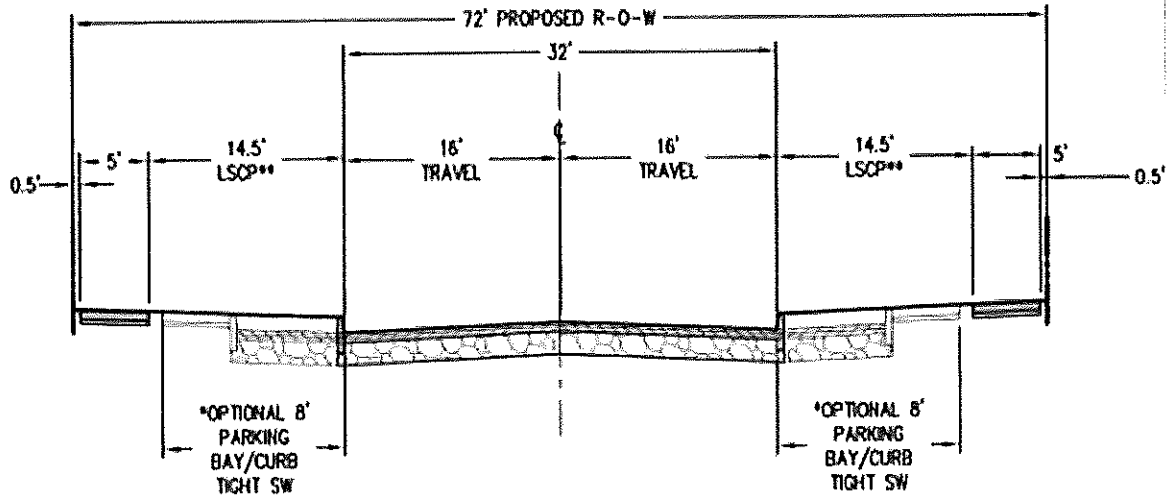
One-Way Park Boulevard



NOTE:

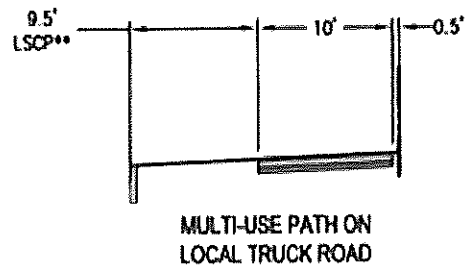
RESTRICT PARKING NEAR INTERSECTIONS TO PROVIDE ADEQUATE TRUCK TURNING AREAS

Local Truck Road



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

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2.7.2030 Employment Sub-District

E. Vehicle Trip Limit. Development within the Employment Sub-District is 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:

2. No land use application will 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.

- a. Exception: Lots, parcels, tracts and other units of land are not required to include a TIA when reviewed under subsection 2.7.2070(C)(1).

F. Development Standards.

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 must provide walkways or access ways in conformance with the provisions of BDC 3.1.300, Multi-Modal Access and Circulation.~~ ***(Relocated to 2.7.2025.A.1 since it applies to all of the Juniper Ridge Overlay Zone)***
3. 2. Parking and Loading Setback. Where the Employment Sub-District abuts a Residential Zone, any off-street parking and loading areas must be set back at least 30 feet from the abutting residential property line and the setback area must be landscaped a minimum of 30 feet to provide a buffer along the adjoining residential property. Landscaping must be maintained by the property owner and conform to the standards in BDC 3.2.200, Landscape Conservation, and 3.2.300, New Landscaping.
4. 3. Maintenance of Undeveloped Property. All undeveloped property on a developed site must 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. 4. Parking and Circulation. No vehicle circulation or parking except for access driveways is permitted within any minimum front setback area.
6. 5. Corner Lots and Through Lots. For buildings on lots with more than one street frontage or through lots, the minimum front setback standards in Table 2.7.2030.C must be applied to all street frontages. The maximum setback standard must be applied to only one of the frontages. Where the abutting streets are of different classifications, the maximum setback standard must be applied to the higher classification of street.

7. 6. Fencing and Screening. The standards and exceptions set in BDC 3.2.500, Fences and Retaining Walls, apply, unless otherwise specifically stated below.

~~G. 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 will be determined through the development review process. Alternate alignments may be approved in accordance with subsection (F)(2) of this section, or if it is demonstrated through the development review process that equivalent or improved safety and circulation will be achieved. 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. (Relocated to 2.7.2025.A.2 since it applies to all of the Juniper Ridge Overlay Zone)~~

~~H. Employment Sub-District Street Cross Sections. Figure 2.7.2030.C depicts 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. (Relocated to 2.7.2025.A.3 since it applies to all of the Juniper Ridge Overlay Zone)~~

~~I. 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 additional access standards supersede the vehicular access management standards of BDC Chapter 3.1.~~

~~1. The City may require directional restrictions (i.e., right-in/right-out only) for driveways onto arterials and collectors 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. Directional restrictions will be determined in compliance with BDC Chapter 4.7, Transportation Analysis.~~

~~2. Lots may have multiple street access points, so long as minimum access spacing requirements are met and the total number of access points does not exceed three.~~

~~3. The City may require shared access.~~

4. Alternate access may be approved by the City Engineer if operations and safety of the public road system and AASHTO intersection sight distances are maintained as demonstrated in compliance with BDC Chapter 4.7, Transportation Analysis.

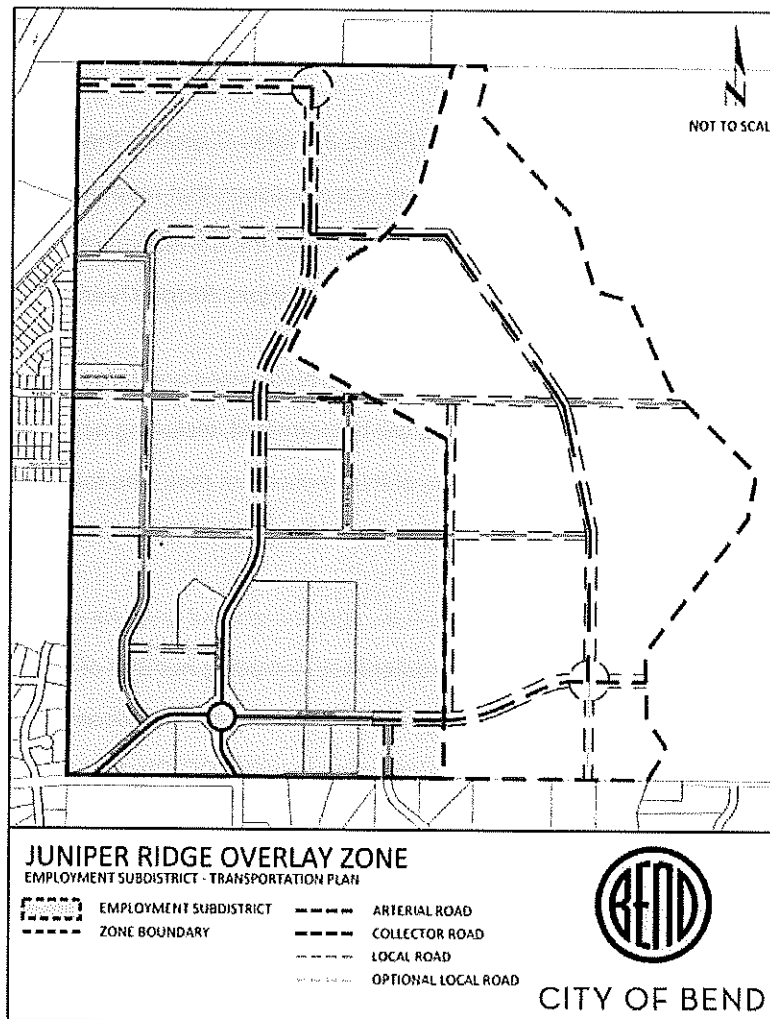
(Relocated to 2.7.2025.A.2 since it applies to all of the Juniper Ridge Overlay Zone)

Delete following Figure 2.7.2030.B

(Relocated to 2.7.2025.A)

Figure 2.7.2030.B

Employment Sub-District Transportation Plan Map

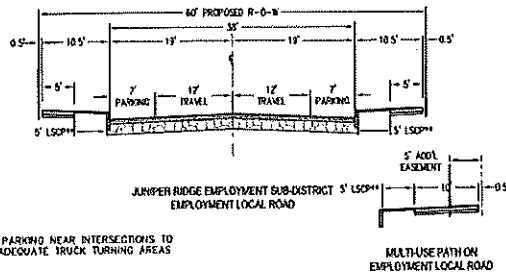
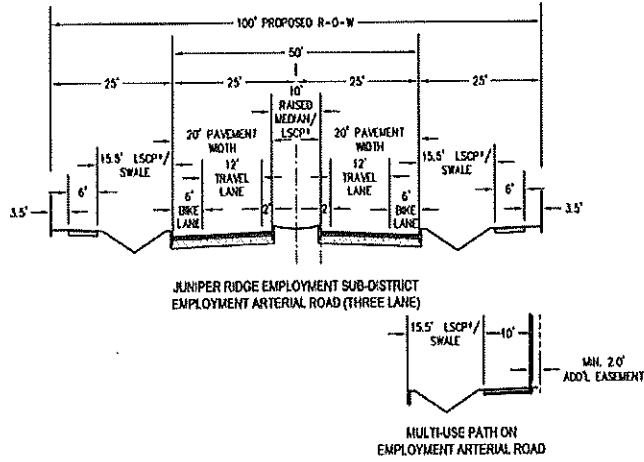


Delete following Figure 2.7.2030.C

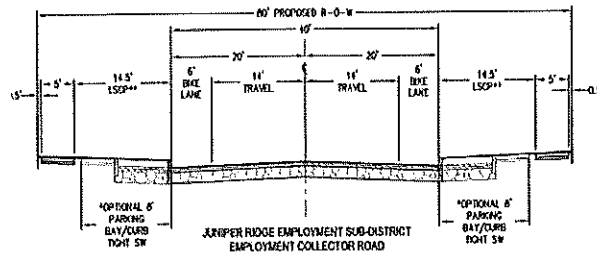
(Relocated to 2.7.2025.B)

Figure 2.7.2030.C

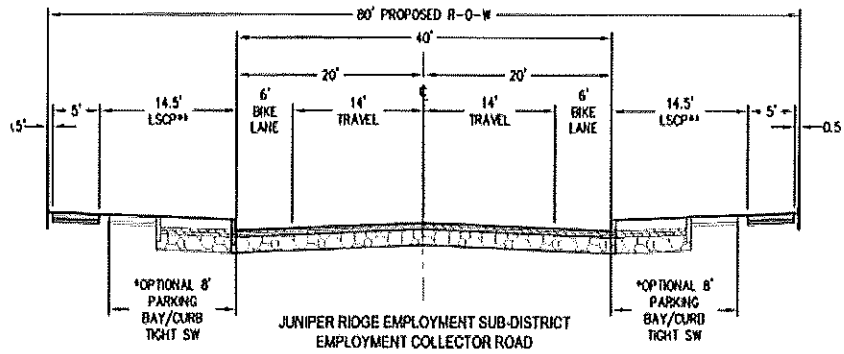
Employment Sub-District Street Cross-Sections



NOTE:
RESTRICT PARKING NEAR INTERSECTIONS TO
PROVIDE ADEQUATE TRUCK TURNING AREAS

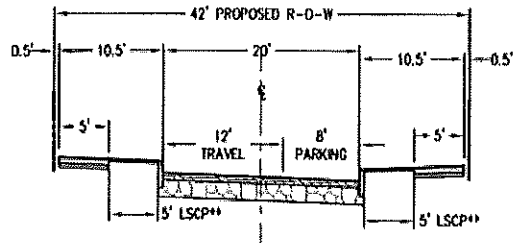


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BE STAGGERED SO PARKING BAYS ARE
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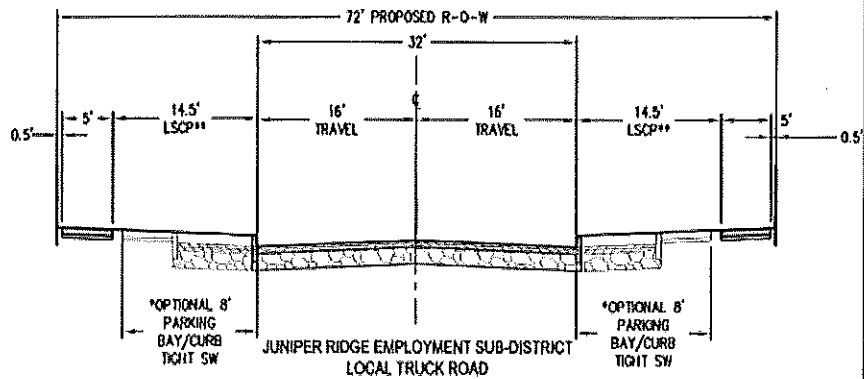
**LSCP = LANDSCAPE AREAS



JUNIPER RIDGE EMPLOYMENT SUB-DISTRICT
ONE-WAY PARK BOULEVARD

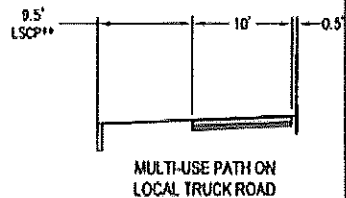
NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO PROVIDE ADEQUATE TRUCK TURNING AREAS



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

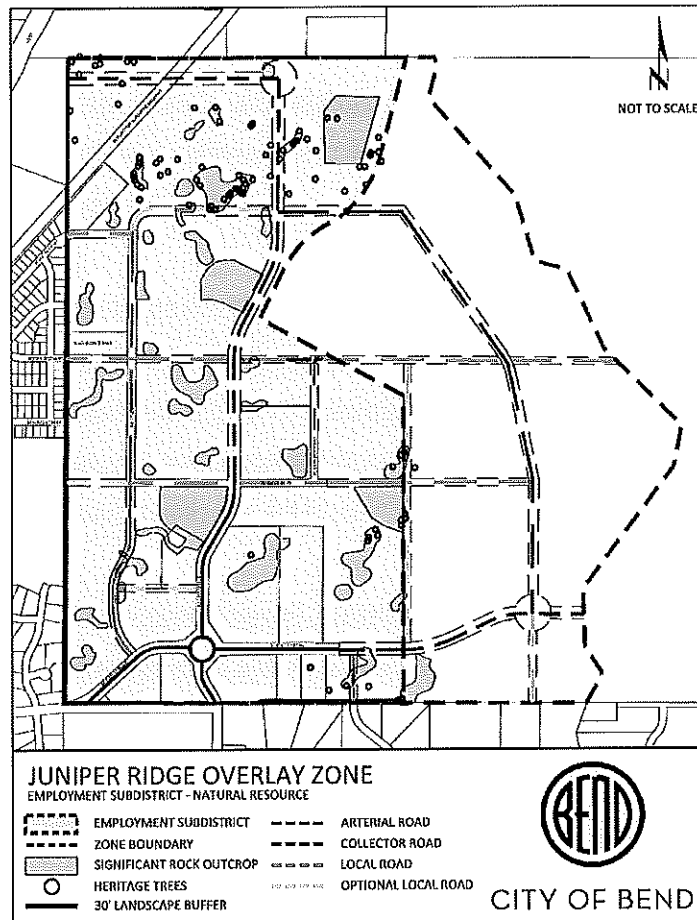
**LSCP = LANDSCAPE AREAS



J. G. Employment Sub-District Natural Resource Areas. Heritage trees, significant rock outcrops, and natural landscape buffers within the Employment Sub-District are identified in Figure 2.7.2030.D B, Employment Sub-District Natural Resource Identification Map. 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 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), if heritage trees and/or significant rock outcrops identified in Figure 2.7.2030. D B are preserved by a proposed development. The identification of heritage trees in Figure 2.7.2030. D B 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 B

Employment Sub-District Natural Resource Identification Map



2.7.2070 Large Tract Industrial Land Divisions

- A. Purpose.** The purpose of this section is to allow the creation of large tracts for separate ownership but not developable sites until further steps are taken as required in subsection 2.7.2070(C) of this section. It allows the basic pattern of collector and arterial streets to be established, and a demonstration that it is feasible to serve the site with urban facilities and services and meet other Code requirements.
- B. Applicability.** This section applies to lots, parcels, tracts and other units of land located in the Juniper Ridge Overlay Zone that are more than 100 acres in size and owned by the City of Bend.
- C. Review Procedures.** The following procedures apply to large tract industrial land divisions:
1. Step 1. The approval of a large tract tentative land division plan (Type II process) and large tract final plat (Type I Process) to create tracts 15 acres or larger in compliance with this section. Demonstration that adequate transportation, sewer and water is available is not applicable to this step. Step 1 is subject to the process set forth in subsections D through F of this section.
 2. Step 2. Upon recordation of the large tract final plat as required in Step 1, the following two procedural options may begin:
 - a. Option 1. The approval of a tentative land division plan (Type II process) and final plat (Type I Process) for the entire tract approved in Step 1 that creates new lots or parcels for development in compliance with BDC Chapter 4.3, Subdivisions, Partitions, Replats and Property Line Adjustments.
 - b. Option 2. The approval of a site plan review application (Type II process) for the entire tract that is a minimum of 15 acres in compliance with BDC Chapter 4.2, Minimum Development Standards Review, Site Plan Review and Design Review. Providing full infrastructure improvements for the entire tract is a component of the site plan review application. For purposes of this section, a tract is a lot or a parcel and must receive approval of the site plan review application before it is developable.
- D. Large Tract Tentative Plan Submittal Requirements.** An application for review under this section must include the following information, as deemed applicable by the Development Services Director:
1. General information and existing conditions in BDC 4.3.300 (B)(1) and (2).
 2. Information concerning the proposed large tract land division:
 - a. Location, names, width, typical improvements, cross-sections, bridges, culverts, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets within 150 feet.
 - b. Location, width, and purpose of all proposed easements or rights-of-way for utilities, bikeways, and access corridors, and relationship to all existing easements and rights-of-way within 150 feet.

- c. Location of at least one permanent bench mark within the existing or proposed subdivision, partition or replat boundary.
- d. Location, approximate area, and dimensions of each tract and proposed tract numbers.
- e. Location, approximate area, and dimensions of any tract proposed for public use, the use proposed, and plans for improvements or development thereof.
- f. Description and location of any proposed common area and community facility.
- g. Statement from each utility company proposed to serve the proposed land division or reconfiguration stating that each such company is able and willing to serve the proposed land division as set forth in the tentative plan. Each utility purveyor must be noted on the tentative plan.

E. Large Tract Criteria for Tentative Plan Approval. The Review Authority must not approve a tentative plan for a proposed large tract land division unless the Review Authority finds that the large tract land division will satisfy the following criteria of approval:

1. The proposal provides for the preservation of natural features and resources such as streams, lakes, natural vegetation, special terrain features, and other natural and historic resources to the maximum degree practicable.
2. The proposal allows for the development of adjacent property in accordance with the provisions of this code.
3. The proposal contributes to the orderly development of the Bend area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision, partition or replat.
4. Each tract is 15 acres or larger and abuts an arterial or collector street.
5. Arterials and collector streets comply with Figure 2.7.2025.A, Juniper Ridge Overlay Zone Boundary Map. Rights of way for arterial and collector streets within the proposed large tract land division area will be dedicated to the public, in a location approved by the City Engineer, with the final plat unless waived by the City.
6. The proposal meets the requirements of the Fire Code, adopted flood protection standards, and other adopted standards intended to protect against natural hazards.
7. Property lines are established along projected future rights of way and do not interfere with the ability for future land divisions of the larger tracts that are created or development of adjacent properties.

F. Large Tract Final Plat.

1. Filing Time Period Requirements. Except as provided for in this chapter, the applicant must prepare and submit to the City a final plat that is substantially in conformance with the approved tentative plan.
 - a. The final plat must be filed with the City within two years of the approval date of the tentative plan.

2. Large tract industrial final plats are subject to BDC 4.3.400 B, C, D, E, G, H and I.
3. Criteria for Final Plat Approval. Upon receipt by the Planning Division, the plat and other data must be reviewed by the Review Authority to determine that the following criteria have been met:
 - a. The large tract land division final plat is substantially the same as it appeared on the approved tentative plan, and all conditions of tentative plan approval have been or will be met.
 - b. That the final plat contains the following elements:
 - i. Streets and roads for public use are dedicated to the public without any reservation or restriction.
 - ii. Streets and roads held for private use and indicated on the tentative plan have been approved by the City.
 - iii. The plat contains provisions for dedication to the public of all streets, roads, bikeways, access corridors, parks, sewage disposal, and water supply system, if made a condition of the approval of the tentative plan.

Article XIV. Bend Central District

2.7.3200 Bend Central District (BCD).

2.7.3260 Special Street Standards.

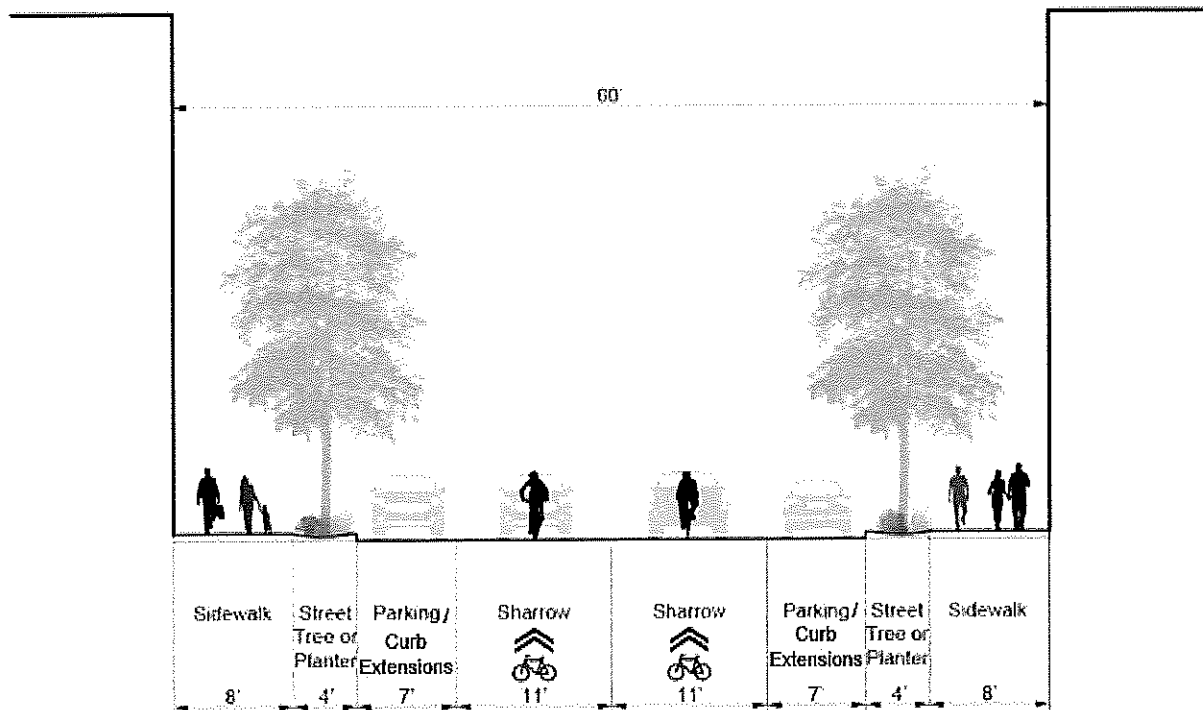
- A. The BCD has special street standards for streets inside the district. The intent of the special street standards is to develop complete streets that enable safe travel for all modes of travel including transit, motorists, pedestrians, cyclists and freight users. Where the existing street does not meet the standard right-of-way widths for locals, collectors, and arterials, dedication to increase the public right-of-way and improvements to meet the special street standards are required. The following special street standards supersede the standards in BDC 3.4.200(F):
 1. Figure 2.7.3260.A applies to 2nd Street north and south of Greenwood Avenue, 4th Street south of Greenwood Avenue and to all local streets in the BCD. If the right-of-way abutting a development site has a curb-to-curb (i.e., pavement) width narrower than 36 feet wide, the curb-to-curb width must be widened to 36 feet.

a. Exceptions.

- i. Any development site on a local street with frontage equal to or less than 40 percent of the block length that has an existing 30-foot-wide curb-to-curb may remain 30 feet wide and use the cross-section provided for in Figure 2.7.3260.B. Dedication of right-of-way is required.
- ii. Any portion of the 2nd Street right-of-way within the BCD that has an existing 40-foot-wide curb-to-curb width may remain 40 feet wide and use the 40-foot-wide curb-to-curb cross-section provided for in Figure 2.7.3260.C.

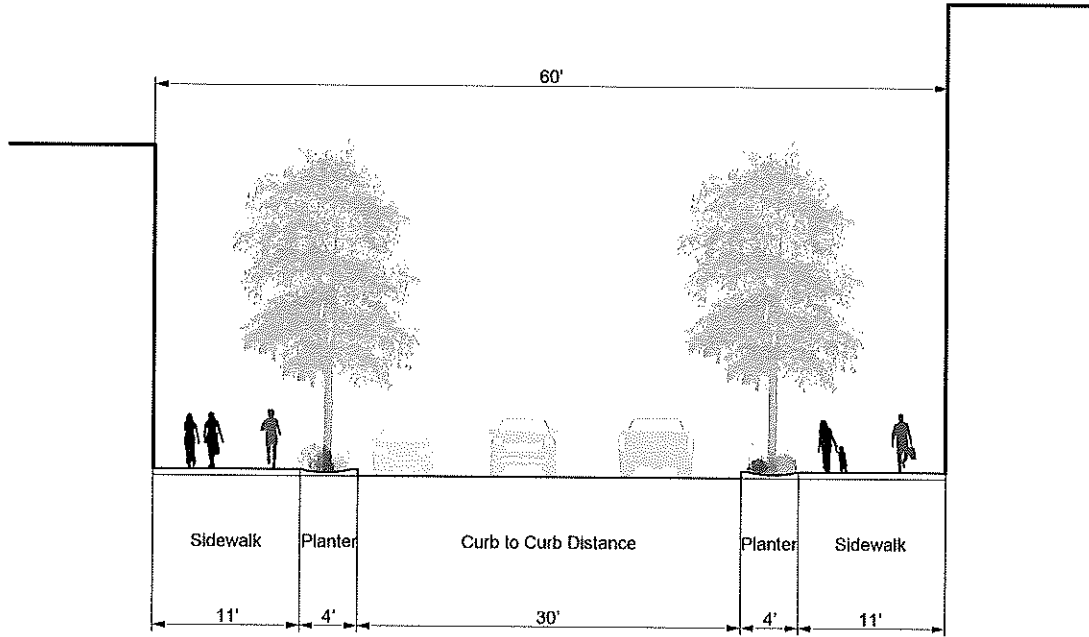
Figure 2.7.3260.A

Amended "Parking" in figure below to be "Parking/Curb Extensions"



Note: Sharrows are not required on local streets.

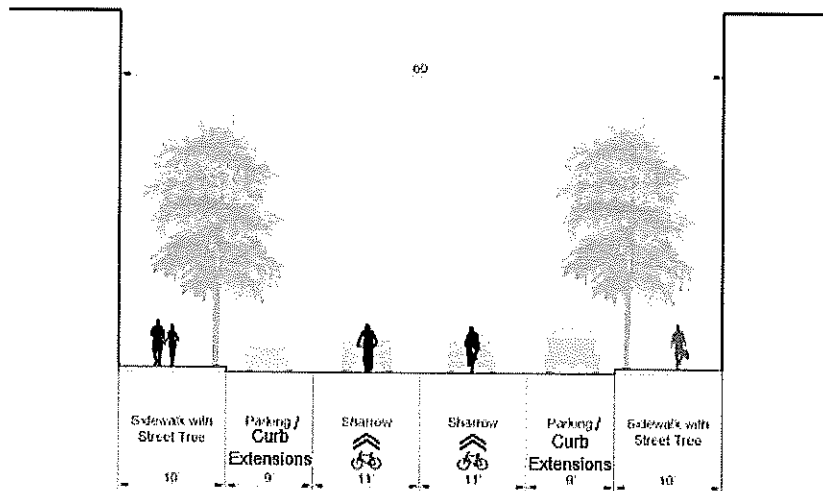
Figure 2.7.3260.B



2. Figure 2.7.3260.C applies to 4th Street north of Greenwood Avenue.

Figure 2.7.3260.C

Amended "Parking" in figure below to be "Parking/Curb Extensions"



Article XXIII. Easton Master Planned Development

2.7.4150 Residential Zoning Districts.

B. Setbacks.

1. Setback Exceptions.

a. ~~BDC 2.1.300(H), Residential Compatibility Standards, does not apply. (This section no longer exists)~~

b. ~~a.~~ Townhomes. Interior side setbacks are zero feet.

c. ~~b.~~ Architectural Features. The following architectural features are allowed to encroach into the front, side and rear setbacks by no more than two feet provided a minimum setback of three feet is provided from the property line: eaves, chimneys including fireplace enclosures and chimney chases, bay windows up to eight feet in width, window wells, and similar architectural features.

d. ~~c.~~ Front Setback Encroachments. The following may encroach into the front setback:

- i. An unenclosed covered or uncovered porch, patio, deck or stoop with a maximum floor height not exceeding 18 inches may be set back a minimum of six feet from the front property line, as long as it does not encroach into any easement. No portion of the structure may encroach closer than six feet to the front property line including the architectural features in subsection (B)(1)(~~eb~~) of this section.

e. ~~d.~~ Side and Rear Setback Encroachments. The following may encroach into side and rear setbacks:

Chapter 3.3
VEHICLE PARKING, LOADING AND BICYCLE PARKING

Table 3.3.300
Required Off-Street Vehicle Parking Spaces
(Other parking requirements remain unchanged in Table 3.3.300)

Minimum Requirement	
Residential	
All <u>multi-unit</u> residential uses within the CB and MU Zoning Districts	1 space per dwelling unit
Quadplex	RL: 2 parking spaces per quadplex development RS, RM and RH <u>All other zones</u> : 1 parking space per quadplex development <i>(Need to add a parking requirement for zones other than residential since quads are permitted in other zones.)</i>

Chapter 3.4
PUBLIC IMPROVEMENT STANDARDS

3.4.150 Waiver and Modification of Public Improvement Standards.

B. Criteria. The Review Authority, after considering the recommendation of the City Engineer, may waive or modify the standards of this title and the City of Bend Standards and Specifications based on a determination that (1) the waiver or modification will not harm or will be beneficial to the public in general; (2) the waiver and modification are not inconsistent with the general purpose of ensuring adequate public facilities; and (3) one or more of the following conditions are met:

11. Required street frontage improvements for individual single-family unit dwellings, manufactured dwellings, accessory dwelling units, duplexes, triplexes, quadplexes, townhomes and cottage developments could best be accomplished by planned area-wide improvements at a future date.
(Consistent with HB 2001)

3.4.200 Transportation Improvement Standards.

J. Special Setbacks.

3. Setback.

- a. Unless waived under BDC 3.4.150, all buildings or structures must be set back from planned future rights-of-way the minimum distance established in the applicable zoning district.
- b. Unless waived under BDC 3.4.150, the special setback from existing substandard width rights-of-way must comply with Table F.

Table F: Special Setback Standards

Street Classification	Additional Setback from Centerline of Street
Local Street	30 feet
Collector	40 feet
Arterial (Principal, Major, Minor)	50 feet

~~Note: The additional setback line shall be an assumed property boundary for the purpose of sidewalk construction.~~

Chapter 3.6

SPECIAL STANDARDS AND REGULATIONS FOR CERTAIN USES

- B. Accessory Dwelling Unit (ADU).** An accessory dwelling unit (ADU) is a small dwelling unit on a property that contains a single-unit dwelling unit as the primary use. The ADU may be attached, detached, or within a portion of an existing dwelling unit. The maximum density standards do not apply to ADUs due to their small size and low occupancy. The standards of this section are intended to control the size, scale and number of ADUs on individual properties to promote compatibility with abutting land uses. ADUs must comply with the following standards in addition to the standards of the applicable zoning district:

3. ADU Floor Area.

- a. The maximum floor area is 800 square feet.
- b. For purposes of measuring the ADU size in this subsection, floor area means the area measured in feet included inside the exterior surrounding walls of horizontal decked space intended to be a floored surface contained within the building or portion thereof, including slab-on-grade and exclusive of vent shafts and courts. When calculating floor area stairs are counted once unless the area under the stairs is part of the ADU floor plan, in which case the stairs are counted twice. Portions of the floor area with a sloped ceiling measuring less than five feet from the finished floor to the finished ceiling are not considered as contributing to the floor area.

Chapter 3.8

DEVELOPMENT ALTERNATIVES

3.8.800 Urban Dwelling Sites.

E. Permitted Uses.

1. Accessory dwelling units, townhomes, duplexes, triplexes, quadplexes and multi-unit.
2. Micro-unit developments are permitted as an Urban Dwelling Site in the CL, CG and ME Zoning Districts. (See BDC 3.8.200, Micro-Unit Developments.)

I. Parking. The minimum number of required off-street vehicle parking spaces is established below. The number of parking spaces provided by any particular use in ground surface parking lots must not exceed the required minimum number of spaces provided by Table 3.3.300, Required Off-Street Vehicle Parking Spaces, by more than 50 percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, do not apply toward the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.

1. Townhome, ~~duplex, triplex~~ and multi-unit residential: one space per dwelling unit.
2. Duplex & triplex: None. *(Consistent with underlying zone parking requirement)*
3. Quadplex: one space per quadplex development. *(Consistent with proposed underlying zone parking requirement)*
- 2.4. Micro-unit developments: one-half space per micro-unit. See BDC 3.8.200(I) for off-street parking requirements.
- 3.5. Affordable housing projects in accordance with BDC 3.6.200(C)(1) through (3): one-half space per affordable dwelling unit.

3.8.900 Cottage Cluster Developments.

K. Design Standards. Cottage clusters must meet the following design standards. No other design standards apply to cottage clusters unless noted in this section.

1. **Cottage Orientation.** Cottages must be clustered around a common courtyard and meet in compliance with the following standards (see Figure 3.8.900.K.2):
 - a. Each cottage within a cluster must either abut the common courtyard or must be directly connected to it by a pedestrian path.
 - b. A minimum of 50 percent of cottages within a cluster must be oriented to the common courtyard and must:
 - i. Have a front door entrance facing the common courtyard or have a front door entrance open to a covered porch that has an entry facing the common courtyard. A covered walkway or breezeway is not a porch.
 - ii. Be within 10 feet from the common courtyard, measured from an exterior wall of the cottage or covered porch to the nearest edge of the common courtyard; and
 - iii. Be connected to the common courtyard by a pedestrian path.
 - c. Cottages within 20 feet of a street property line may have their front door entrances facing the street or open to a covered porch that has an entry facing the street. A covered walkway or breezeway is not a porch.
 - d. Cottages not facing the common courtyard or the street must have their front door entrances facing a pedestrian path that is directly connected to the common courtyard or have their front door entrance open to a covered porch that has an entry facing a pedestrian path that is directly connected to the common courtyard.
2. **Common Courtyard Design Standards.** A minimum of sixty-five percent of the cottages within a cottage cluster development must share a common courtyard. ~~Each cottage cluster must share a common courtyard~~ in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards (see 3.8.900.K.2):
 - a. A cottage cluster development must contain a minimum of three & a maximum of 12 cottages per common courtyard.
 - b. The common courtyard must be a single, contiguous piece and separated from another common courtyard by a minimum of 10 feet.
 - c. Cottages must abut the common courtyard on at least two sides of the courtyard.
 - d. The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster.
 - e. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension.
 - f. The common courtyard must be developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities. Impervious

elements of the common courtyard must not exceed 75 percent of the total common courtyard area.

- g. Pedestrian paths must be included in a common courtyard. Paths that are contiguous to a courtyard count toward the courtyard's minimum dimension and area.
- h. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.

Title 4

APPLICATIONS AND REVIEW PROCEDURES

Chapters:

4.0 Applications and Review Procedures

4.1 Development Review and Procedures

4.2 Minimum Development Standards Review, Site Plan Review and Design Review

4.3 Subdivisions, Partitions, Replats and Property Line Adjustments

4.4 Conditional Use Permits

4.5 ~~Master Planning and Development Alternatives~~ Plans

4.6 Land Use District Map and Text Amendments

4.7 Transportation Analysis

4.8 Transportation and Parking Demand Management (TPDM) Plan

4.9 Annexations

Chapter 4.3

SUBDIVISIONS, PARTITIONS, REPLATS AND PROPERTY LINE ADJUSTMENTS

4.3.300 Tentative Plan.

- B. Informational Requirements. A tentative plan shall must be prepared by a professional land surveyor, a registered professional engineer or a registered landscape architect and contain the information listed below. Some information may be omitted from the tentative plan if it is provided in accompanying materials. No tentative plan shall will be considered complete unless all the required information is provided.

3. Information Concerning Proposed Subdivision, Partition or Replat.

- j. Statement from each utility company proposed to serve the proposed land division or reconfiguration stating that each such company is able and willing to serve the proposed subdivision as set forth in the tentative plan, and the conditions and estimated costs of such service. Each utility purveyor shall must be noted on the tentative plan.

~~H. Subdivisions, Partitions, Replats and Property Line Adjustments within the Urban Holding Districts (UH-2 1/2 and UH-10). The following standards shall apply to all subdivisions, partitions, replats and property line adjustments within the Urban Holding Districts (UH-2 1/2 and UH-10) where development is permitted in conformance with Table 2.1.1100.B. New residential development shall not exceed the allowed density of the zone as identified in Table 2.1.1100.A.~~

- ~~1. Development Options. In order to preserve the urbanizable land within the Urban Holding Zones to the greatest extent practical prior to master planning and/or rezoning, new development involving a subdivision, partition, replat or property line adjustment shall conform to the following development standards listed below.~~

- a. ~~New subdivisions, partitions and replats shall develop as a Cluster Development. **Cluster Development** is defined as a residential development pattern consisting of smaller lots not to exceed one-half acre in size, which abut one another and whereby one single-family home is permitted on each lot consistent with the overall maximum density for the area of the original land division. The larger parent parcel is retained for redevelopment and the overall development after the property is rezoned. Cluster development will allow for more efficient use of the land and preserve the greatest potential for redevelopment in the future.~~
- b. ~~New lots and parcels or lots and/or parcels adjusted through property line adjustment in an Urban Holding Zone shall meet the lot requirements below:~~

~~Minimum lot size: 15,000 sq. ft.~~

~~Maximum lot size: 0.5 acre~~

~~Minimum lot width: 60 feet~~

~~Minimum lot depth: 100 feet~~

~~Example: A 40-acre property in the UH-10 could be subdivided into four lots consistent with the allowed density. The Cluster Development provision will require the development of three small lots with a maximum size of one-half acre and the remaining parent parcel. Cluster Development will allow one single-family home to be constructed on each lot. The lots would be served with an on-site sewage disposal system.~~

- c. ~~A "shadow plat" or redevelopment plan is required prior to approval of the subdivision, partition or replat.~~
- d. ~~No further land division can occur on the parent parcel until the property is rezoned with an urban zoning designation and an approved development plan.~~
- e. ~~Exceptions. Properties which are 20 acres or larger and have a Framework Plan designation for future economic use shall be permitted to apply for a two lot partition where the parcel size for one lot is a minimum of five acres. No further land division can occur on the parent parcel until the property is rezoned with an urban zoning designation and an approved development plan.~~

(Deleted this section since Urban Holding Districts (UH-2 1/2 and UH-10) don't exist.)

- f. H. Special Regulations for Lands Abutting the Surface Mining District. If the subdivision, partition or replat adjoins the SM Zone, the existence and location of such zone shall be entered on plat for the lots or parcels created by the subdivision, partition or replat.

4.3.400 Final Plat

F. Criteria for Final Plat Approval. Upon receipt by the Planning Division, the plat and other data shall be reviewed by the Review Authority to determine that the following criteria have been met:

1. The subdivision, partition or replat as shown is substantially the same as it appeared on the approved tentative plan, and all conditions of tentative plan approval have been or will be met.
2. That the final plat contains the following elements:
 - a. Streets and roads for public use are dedicated to the public without any reservation or restriction.
 - b. Streets and roads held for private use and indicated on the tentative plan have been approved by the City.
 - c. The plat contains provisions for dedication to the public of all streets, roads, bikeways, access corridors, parks, sewage disposal, and water supply system, if made a condition of the approval of the tentative plan.
 - d. ~~Explanations of all common improvements required as conditions of approval of the tentative plan are recorded and referenced on the plat.~~

Chapter 4.5

MASTER PLANNING AND DEVELOPMENT ALTERNATIVES PLANS

4.5.100 Master Plan General Provisions.

C. Uses. The uses are the same as those permitted within the zoning district except as follows:

1. Density transfers may be permitted as part of a major community master plan 20 acres or larger, or as part of a major employment or major institutional master plan in an opportunity area that is 20 acres or larger; however, the density must comply with the density standards in BDC 4.5.2.000(E)(3);
2. Uses in the zoning district may be modified and may prohibit uses or include new uses not permitted in the zoning district may be allowed when consistent with the Bend Comprehensive Plan designation's characteristics; and
3. Private recreational facilities and private open space areas in compliance with BDC 4.5.200 (E)(4) are permitted as part of a community master plan.

Chapter 4.7

TRANSPORTATION ANALYSIS

4.7.200 Applicability.

- A. Applicability. An applicant must submit a Transportation Facilities Report and follow the steps in BDC 4.7.300 when a proposed development involves one or more of the following applications:
1. Subdivision application;
 2. Site Plan Review application, ~~except for a triplex~~; (*Site Plan Review is not required for a triplex*)
 3. Master Plan;
 4. Bend Comprehensive Plan map amendment;
 5. Other development proposals as determined by the City Engineer that do not include needed housing (e.g., commercial, industrial and institutional development proposals).

**EXHIBIT B
FINDINGS OF FACT
BEND COMPREHENSIVE PLAN, TRANSPORTATION SYSTEM PLAN AND BEND
DEVELOPMENT CODE (BDC) UPDATE
AMENDMENT PLTEXT20210834**

I. PROCEDURAL FINDINGS:

(1) PUBLIC NOTICE AND COMMENTS.

Notice of the amendments was provided to the Department of Land Conservation and Development (DLCD) on November 17, 2021. On October 28, 2021, staff emailed the draft to the Bend Development Code Update Group for their review. A notice of the January 10, 2022, Planning Commission public hearing was printed in the Bend Bulletin on December 19, 2021 and, and was emailed on December 14, 2021, and mailed to the neighborhood associations on December 15, 2021. A notice of the February 2, 2022, City Council public hearing was printed in the Bend Bulletin on January 9, 2022, emailed to the neighborhood associations on January 5, 2022 and mailed to the neighborhood associations on January 6, 2022.

(2) PROPOSAL: Amendments to Comprehensive Plan Chapter 7: Transportation Systems and to Transportation System Plan Chapter 5, Transportation Projects and Programs and to BDC Chapters 1.2 Definitions, 2.1 Residential Districts, 2.3 Mixed-Use Zoning Districts, 2.7 Special Planned Districts, Refinement Plans, Area Plans and Master Plans, 3.3 Vehicle Parking, Loading and Bicycle Parking, 3.4 Public Improvement Standards, 3.6 Special Standards and Regulations for Certain Uses, 3.8 Development Alternatives, 4.3 Subdivisions, Partitions, Replats and Property Line Adjustments, Chapter 4.5, Master Planning and Development Alternatives and 4.7 Transportation Analysis.

II. CRITERIA OF APPROVAL:

- (1) The Bend Comprehensive Plan
- (2) Bend Development Code
 - (a) Chapter 4.6, Land Use District Map and Text Amendments;
Section 4.6.200(B), Criteria for Legislative Amendments

III. APPLICABLE PROCEDURES:

- (1) Bend Development Code
 - (a) Chapter 4.1, Land Use Review and Procedures

IV. FINDINGS REGARDING COMPLIANCE WITH APPLICABLE CRITERIA:

**CONFORMANCE WITH CITY OF BEND DEVELOPMENT CODE, CHAPTER 4.6,
LAND USE DISTRICT MAP AND TEXT APMENTS**

4.6.200 Legislative Amendments.

A. Applicability, Procedure and Authority. Legislative amendments generally involve broad public policy decisions that apply to other than an individual property owner. These include, without limitation, amendments to the text of the comprehensive plan and map, Development Code and changes in the zoning map not directed at a small number of properties. They are reviewed using the Type IV procedure in accordance with Chapter 4.1, Land Use Review and Procedures and shall conform to Section 4.6.600, Transportation Planning Rule Compliance. A Legislative Amendment may be approved or denied.

FINDING: The recommended amendments to the text of the Bend Comprehensive Plan, Transportation System Plan and BDC involve broad public policy rather than application to an individual property owner. Therefore, the Legislative Amendment Procedures of this section are the appropriate procedures for this review.

B. Criteria for Legislative Amendments. The applicant shall submit a written narrative which explains how the approval criteria will be met. A recommendation or a decision to approve or to deny an application for a Legislative Amendment shall be based on all of the following criteria:

1. The request is consistent with the applicable State land use law;

FINDING: The amendments are consistent with the applicable State land use law. In particular, they satisfy Goal 1: Citizen Involvement and Goal 2: Land Use Planning, Goal 9: Economic Development and Goal 10: Housing.

Goal 1, Citizen Involvement, is satisfied by following the City's acknowledged text amendment process that includes a Planning Commission public hearing, followed by a City Council public hearing.

FINDING: On October 28, 2021, staff emailed the draft to the Bend Development Code Update Group for their review. On December 13, 2021, the Planning Commission, along with members from the Bend Economic Development Advisory Board (BEDAB) held a work session and discussed the amendments.

A notice of the January 10, 2022, Planning Commission public hearing was printed in the Bend Bulletin on December 19, 2021, and was emailed on December 14, 2021 and mailed to the neighborhood associations on December 15, 2021. A notice of the February 2, 2022, City Council public hearing was printed in the Bend Bulletin on January 9, 2022, emailed to

the neighborhood associations on January 5, 2022 and mailed to the neighborhood associations on January 6, 2022.

On January 10, 2022, the Planning Commission held a public hearing and recommended approval of the amendments to the City Council.

Therefore, Goal 1 has been met.

Goal 2, Land Use Planning, requires a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDING: The Goal is met because the City followed the land use planning process and policy framework established in the City's acknowledged Comprehensive Plan and BDC as a basis for the decisions and actions related to the new regulations regarding the use of land and to assure an adequate factual base for these decisions and actions. The amendments will be adopted by the City Council after a public hearing. Multiple opportunities were provided for review and comment by citizens and affected governmental units during the preparation of this ordinance.

Goal 2 specifically states that minor plan changes should be based on special studies or other information, which will serve as the factual basis to support the change. The public need and justification for the particular change should be established.

On December 19, 2018, the City Council approved a Resolution (No. 3143) that re-established the Juniper Ridge Management Advisory Board (JRMAB) which included seven members (and two alternates) with expertise in real estate, finance, industrial land development, economic development, business, and other fields relevant to the development of Juniper Ridge. The Council tasked the Board with a list of specific tasks related to the future development of the City-owned industrial site and business park, including the development of a 24-month work plan for review, consideration, and adoption by Council. This work plan is intended to include:

- A vision, land disposition strategy, and framework plan for Juniper Ridge for Council consideration and adoption.
- Review and recommend amendments and changes, as needed, to existing Juniper Ridge documents including the Employment Sub-District use table, CC&Rs, design guidelines, intergovernmental agreements, etc., after appropriate legal and planning review and any required consent of parties to existing agreements.
- An in-depth plan for the implementation on an approved Juniper Ridge vision and framework plan, including a subdivision plan timed to coincide with the construction timeline for the North Interceptor Sewer line.

The overarching goal of the JRMAB was to identify barriers to development within the Juniper Ridge Overlay Zone, and make recommendations to Council to alleviate in

order to further subdivide and encourage employment based commercial and industrial development, as adopted in the 2016 Bend Comprehensive Plan.

Between June 2019 and October 2020, the Juniper Ridge Management Advisory Board met a total of eleven times to review and develop a work plan for Council. During a Council work session on November 4, 2020, the JRMAB presented the work plan, which detailed recommendations into three (3) phases.

Phase II, as supported by a market feasibility analysis from ECONorthwest and acknowledging the City's capacity to develop, recommended a development approach that limits City's involvement in physical development outside of major infrastructure, and recommends the sale of parcels of approximately 20-50 acres in size to potential private developers. This would be accomplished by:

- Solidifying a land disposition strategy that focuses on establishing infrastructure priorities;
- Reconfiguration of BDC Section 2.7.2000 – Juniper Ridge Overlay Zone, to support large tract platting and development; and,
- Reducing the applicable area of BDC Section 2.7.2030 – Employment Sub-District, the Juniper Ridge Design Guidelines, and the Covenant, Conditions, and Restrictions for Juniper Ridge Employment Sub-District (CC&Rs).

On November 18, 2020, the City Council adopted the work plan and directed staff to take action to implement and advance recommendations. The amendments implement part of Phase II by creating a Large Tract Industrial Land Division process for Juniper Ridge.

The package of amendments is justified and will provide a public benefit since they will help foster development in the Juniper Ridge Overlay Sub-District. While not directly related to the Juniper Ridge Code changes, the amendments also include various house-keeping amendments to the Comprehensive Plan, Transportation System Plan and BDC for consistency and clarity. Therefore, the amendments are justified and needed, and compliance with Goal 2 is met.

Goal 3, Agricultural Lands, Goal 4, Forest Lands, and Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces. Goals 3 and 4 are not applicable because there are no Agricultural or Forest Lands in the City. Goal 5 is not applicable because these amendments do not affect any regulation that implements Goal 5 and the City's acknowledged regulations implementing Goal 5 remain in effect with no change in applicability.

Goal 6, Air, Water and Land Resources Quality is not applicable because the City's acknowledged regulations implementing Goal 6 remain in effect with no change in applicability.

Goal 7, Areas Subject to Natural Hazards is not applicable because the City's acknowledged regulations implementing Goal 7 remain in effect with no change in applicability.

Goal 8, Recreational Needs requires the City to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts. This goal is not applicable as the amendments have no effect on the availability of or access to recreational opportunities.

Goal 9, Economic Development, is implemented through Oregon Administrative Rule (OAR) Division 9, which is intended to ensure that each jurisdiction maintain an adequate land supply for economic development and employment growth.

FINDING: Juniper Ridge holds much promise for the future of Central Oregon's economy. The relatively flat land, adjacent to a state highway, and accessible to workers from the community of Bend, Redmond, and beyond presents an ideal location for a variety of businesses. Although, historically luring new development to Juniper Ridge has been challenging. Much needed infrastructure like the North Interceptor has limited the amount of new development in recent years. But with that project underway, and in the face of other employment areas within the City of Bend reaching their development capacity, Juniper Ridge is readier than ever to accommodate new growth.

The amendments create a large tract industrial land division processes for Juniper Ridge. This type of land division review process will help accommodate the unique needs of industrial developments on large sites. The proposed amendments will apply to lots, parcels, tracks and other units of land located in the Juniper Ridge Overlay Zone that are more than 100 acres in size and owned by the City of Bend. The proposed land division review process will establish the basic pattern of collector and arterial streets, and require a demonstration that it is feasible to serve the site with urban facilities and services and meet other Code requirements.

The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken including an additional land division and/or site plan review application.

In addition to creating the large tract tentative land division process, the amendments will allow the block length and perimeter requirements, access standards, street alignments, and cross sections to apply to all of Juniper Ridge and not just the Employment Subdistrict for additional flexibility.

Therefore, the amendments will help support and maintain an adequate land supply for economic development and employment growth.

Therefore, Goal 9 is met.

Goal 10, Housing, requires provisions to provide for the housing needs of citizens of the state. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

FINDING: According to the Bend Housing Needs Analysis, Bend is planning for growth of about 38,500 people between 2008 and 2028, requiring nearly 16,700 new dwelling units. Bend's housing needs are changing and key demographic changes are occurring in Bend and across the nation. Baby Boomers may need affordable housing or may choose to downsize their housing, resulting in greater demand for small single-family dwellings, cottages, accessory dwelling units, townhomes, apartments, and condominiums and growth in Millennial households will increase the need for affordable housing for renters and homeowners such as: small single-family dwellings, cottages, accessory dwelling units, duplexes, townhomes, garden apartments, and apartments.

The following amendments provide consistency, clarity and flexibility for needed housing:

1.2, Definitions: Amend definition for "attached" to clarify what attached means for accessory dwelling units, duplexes, triplexes, and quadplexes. Amend the definition for "floor area" to clarify that it includes slab-on-grade. The same amendment is proposed for ADUs in BDC 3.6.200.B.

2.1.950, Design Standards: Make it clear only one front door of a triplex or quadplex must be orientated to the street (*Note: This amendment is similar to what was required prior to the amendments adopted for HB 2001 and provides additional flexibility for triplexes and quadplexes*) and to exempt front door orientation requirements for dwelling units on a flag portion of a flag lot.

Table 2.3.200 Mixed-Use Districts Use Table: Add quadplexes as a use. A quadplex was allowed prior to the amendments adopted for HB 2001; however, it was inadvertently left out with the HB 2001 amendments.

Chapter 2.7, Article II. NorthWest Crossing Overlay Zone: Delete lot coverage requirement and use the standards in the RS District. This amendment is needed for consistency.

3.8.800, Urban Dwelling Sites: Add quadplexes as a permitted use and add a quadplex parking requirement (1 parking space per quadplex development). A quadplex was allowed prior to the amendments adopted for HB 2001; however, was inadvertently left out with the HB 2001 amendments. Also, the parking requirement for duplexes and triplexes is needed to be consistent with the parking requirement of the underlying zone.

3.8.900, Cottage Cluster Developments: Allow a portion of cottages to front a street and not a common courtyard. This amendment allows more flexibility for cottage cluster developments.

The proposed amendments continue to provide opportunities to build needed housing that was identified in the Bend Housing Needs Analysis acknowledged in the December 2016 Urban Growth Boundary Expansion. The amendments will continue to allow quadplexes in the mixed-use districts and with an urban dwelling site. The amendments provide flexibility, consistency and clarity for needed housings and help meet the needs identified in the Housing Needs Analysis.

Therefore, compliance with Goal 10 is satisfied.

Goal 11, Public Facilities and Services, requires the City to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The amendments will not result in the need to adjust or amend existing policies or projects in the City's adopted facility plans. Therefore, compliance with Goal 11 is satisfied.

Goal 12, Transportation, requires the City to provide and encourage a safe and convenient and economic transportation system. The amendments to the Comprehensive Plan include revising Policy 7-45 for low stress network routes and updating Comprehensive Plan Figure 7-2: Key Walking and Bicycling Routes and Low Stress Network Map and Transportation System Plan and Figure 5-1: Low Stress Bicycle Network to reflect the adopted collector/arterial routes and low stress routes in Juniper Ridge and Stevens Ranch Master Planned Development.

The amendments are needed for consistency and therefore do not affect the functional classification of any street. The amendments will have no measurable impacts on the amount of traffic on the existing transportation system; therefore, the amendments do not cause a "significant effect" under ORS 660-012-0060. Therefore, compliance with Goal 12 is satisfied.

Goal 13, Energy Conservation is not applicable because the City's acknowledged regulations implementing Goal 13 remain in effect with no change in applicability.

Goal 14, Urbanization, requires the City to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The amendments do not encourage sprawl or lower than targeted densities, or uncoordinated development. The management of the City's land use inventories is unaffected by these amendments and therefore, the City's long standing acknowledgment of compliance with Goal 14 is maintained.

Goal 15, Willamette River Greenway, Goal 16, Estuarine Resources, Goal 17, Coastal Shorelands, Goal 18, Beaches and Dunes, and Goal 19, Ocean Resources are not applicable to the BDC amendments.

Based on the above discussion, the amendments to the Bend Comprehensive Plan, Transportation System Plan and BDC are consistent with the statewide planning goals and therefore comply with the requirement that the amendments be consistent with state land use planning law.

Because the amendments are limited in scope, there are no other Administrative Rules applicable to this amendment. Likewise, there are no other applicable Oregon Revised Statutes that are criteria applicable to these amendments (Note, consistency with the Transportation Planning Rule (TPR) is discussed further in this document).

2. The request is consistent with the applicable Bend Comprehensive Plan goals and policies;

FINDING: The “goals” established in the Comprehensive Plan express the desires of the residents of Bend as the City progresses into the future. The “goals” are generally carried out through “policies,” which are statements of public policy. The following Goals and Policies are applicable:

**Chapter 1: Plan Management and Citizen Involvement
Goals:**

- **Plan and Sustain a Strong Diverse Economy**
Bend has a good supply of serviced land planned for employment growth that supports the City's economic development goals, provides a range of diverse jobs and industries, and supports innovation. Employment areas, large and small, have excellent transportation access. Opportunities are created for a stable, vital and diverse economy while sustaining Bend’s environment/ecological support systems.
- **Promote Public and Civic Involvement**
Encourage involvement by all citizens, corporate and individual, to keep the city vital and the Plan an “evolving vision”.
- **Create Clear and Consistent Implementing Ordinances.** Implement the plan through effective, clear and consistent ordinances and language that reflect the intent of the vision.

FINDING: As set forth in the City’s Comprehensive Plan, Chapter 1, a community goal is to “Promote Public and Civic Involvement” by “Encouraging involvement by all citizens, corporate and individual, to keep the city vital and the Plan an “evolving vision”.

In 2018, City Council approved a resolution that re-established the Juniper Ridge Management Advisory Board (JRMAB) and provided the Board with a list of specific tasks related to the future development of the City-owned industrial site and business park in Juniper Ridge, including the development of a 24-month work plan for review, consideration, and adoption by Council. Between June 2019 and October 2020, the JRMAB met a total of eleven times to review and develop a work plan for Council for Juniper Ridge. During a Council work session on November 4, 2020, the JRMAB presented the work plan, which detailed recommendations into three (3) phases which was subsequently approved on November 18, 2020 by Council.

Phase II, as supported by a market feasibility analysis from ECONorthwest and acknowledging the City's capacity to develop, recommended a development approach that limits City's involvement in physical development outside of major infrastructure, and recommends the sale of parcels of approximately 20-50 acres in size to potential private developers. This would be accomplished by:

- Solidifying a land disposition strategy the focusses on establishing infrastructure priorities;
- Reconfiguration of BDC Section 2.7.2000 – Juniper Ridge Overlay Zone, to support large tract platting and development; and,
- Reducing the applicable area of BDC Section 2.7.2030 – Employment Sub-District, the Juniper Ridge Design Guidelines, and the Covenant, Conditions, and Restrictions for Juniper Ridge Employment Sub-District (CC&Rs).

The amendments implement part of Phase II by creating a Large Tract Industrial Land Division process for Juniper Ridge. The amendments are the result of citizen involvement and support economic development in Juniper Ridge.

While not directly related to the Juniper Ridge Overlay Zone changes, the code update also includes various house-keeping amendments to the Comprehensive Plan, Transportation System Plan and BDC for consistency and clarity and they are effective and clear.

Policies

Citizen Involvement

1-15. The city shall continue to use advisory committees in their planning process, members of which are selected by an open process, and who are widely representative of the community.

1-16. The city will use other mechanisms, such as, but not limited to, meetings with neighborhood groups, planning commission hearings, design workshops, and public forums, to provide an opportunity for all the citizens of the area to participate in the planning process.

FINDING: In 2018, City Council approved a resolution that re-established the Juniper Ridge Management Advisory Board (JRMAB) and provided the Board with a list of specific tasks related to the future development of the City-owned industrial site and business park in Juniper Ridge, including the development of a 24-month work plan for review, consideration, and adoption by Council. Between June 2019 and October 2020, the JRMAB met a total of eleven (11) times to review and develop a work plan for Council for Juniper Ridge. During a Council work session on November 4, 2020, the JRMAB presented the work plan, which detailed recommendations into three (3) phases which was subsequently approved on November 18, 2020 by Council. Part of the Phase II recommendations support large tract platting and development in Juniper Ridge.

Staff emailed the amendments to the Bend Development Code Update Group on October 18, 2021. The group includes, but is not limited to, community members comprised of architects, lawyers, developers, land use planners, and engineers and staff from COBA, Oregon LandWatch and Bend Park and Recreation District and representatives from City recognized neighborhood associations. On December 10, 2021, the Planning Commission along with members from the Bend Economic Development Advisory Board (BEDAB) held a work session to discuss the amendments.

Notice of the amendments was provided to the Department of Land Conservation and Development (DLCD) on November 17, 2021. A notice of the January 10, 2022, Planning Commission public hearing was printed in the Bend Bulletin on December 19, 2021 and, and was emailed on December 14, 2021 and mailed to the neighborhood associations on December 15, 2021. A notice of the February 2, 2022, City Council public hearing was printed in the Bend Bulletin on January 9, 2022, emailed to the neighborhood associations on January 5, 2022 and mailed to the neighborhood associations on January 6, 2022. On January 10, 2022, the Planning Commission held a public hearing and recommended approval of the amendments to the City Council.

Therefore, compliance with Chapter 1 has been met.

Chapter 5: Housing and Residential Lands

Goals:

- Promote more flexibility in development standards to balance the need for more efficient use of residential land and preservation of natural features.

FINDING: The amendments add a parking requirement for quadplexes (1 parking space per quadplex development) for zones other than residential since quadplexes are allowed in other zones. The parking requirement is consistent with the quadplex parking requirement for the RS, RM and RH zones. The parking amendments for quadplexes will provide more efficient use of land for residential uses.

5-17 The City will monitor parking needs for residential uses and set parking requirements to the lowest standards that will meet the community's needs in order to reduce land utilized for parking, reduce the cost of housing development, and encourage a more walkable development pattern.

FINDING: The HB 2001 amendments (Ordinance 2423) adopted parking requirement for quadplexes for the Low Density Residential (RL) District, Standard Density Residential (RS) District, Medium Density Residential (RM) District and High Density Residential (RH) District which are all zones primarily for residential uses; however, parking requirements were inadvertently not included for zones that are primarily for development of a mix of employment, or a mix of employment and residential uses such as the Mixed-Use Riverfront (MR) District, Mixed-Use Urban (MU) District and Mixed-Use Neighborhood (MN) District. Since quadplexes are allowed in zones not primarily for residential uses, the amendments include one parking space per quadplex development which is consistent with the current parking requirement for the RS, RM and RH Districts. In addition, for consistency the residential parking requirement for the CB and MU Districts will only apply to multi-unit developments since plexes provide lower parking requirements citywide.

In addition, quadplexes were allowed as part of an Urban Dwelling Site prior to the adoption of the HB 2001 amendments (Ordinance 2423); however, were inadvertently not included as a permitted use with the adoption of the HB 2001 amendments. The amendments add quadplexes back as a permitted use as part of an Urban Dwelling Site along with the parking requirement of one space per quadplex development. Also, the amendments to Urban Dwelling Sites reduce the parking requirement for duplexes and triplexes to none to be consistent with their parking requirement citywide.

The amendments will provide more opportunities for quadplexes citywide and reduce the land needed for parking which helps reduce the cost of the development and encourages a more walkable development pattern.

Therefore, compliance with Chapter 5 has been met.

Chapter 6: Economy

Goals:

- Promote a vital, diverse and sustainable economy, while enhancing the community's overall livability.
- Ensure an adequate supply of appropriately zoned land for industrial, commercial, and mixed-use development opportunities.
- Strengthen Bend's position as a regional economic center.

- Create more opportunities in Bend for jobs that pay a higher than median wage.

FINDING: The amendments implement part of the JRMAB's Phase II recommendations for a large tract platting and development process for Juniper Ridge. This type of land division review process will help enable the sale of property for future industrial uses. The proposed amendments will apply to lots, parcels, tracks and other units of land located in the Juniper Ridge Overlay Zone that are more than 100 acres in size and owned by the City of Bend. The proposed land division review process will establish the basic pattern of collector and arterial streets, and require a demonstration that it is feasible to serve the site with urban facilities and services and meet other Code requirements. The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken including an additional land division and/or site plan review application. The large tract platting process will help strengthen Juniper Ridge's position as a regional employment center.

Policies

General Policies

6-2 Bend is a regional center for health care, art and culture, higher education, retail, tourism, and employment. The economic land policies recognize Bend's role in the region, and the need to support uses that bolster the local and regional economy:

- o The Medical District Overlay Zone provides economic lands for a variety of health care and related services to a population much larger than the City of Bend.
- o Commercial and Mixed Use-designated lands support retail, tourism, and arts and culture uses to serve a local and regional role.
- o Public Facility and Special Plan Districts support higher education to serve Bend residents and the needs of the region.
- o Industrial and Mixed Employment-designated land located at Juniper Ridge has a local and regional role.

FINDING: The 2016 Urban Growth Boundary ("UGB") expansion process designated Juniper Ridge as an "opportunity area" within the existing City boundary as a location suitable for development to help meet the City's needs for local and regional, long term industrial and employment development. The amendments support this "opportunity area" by creating a large tract land division review process to help enable the sale of property for future industrial uses. The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken including an

additional land division and/or site plan review application. Therefore, the amendments help further the development of the Juniper Ridge Overlay Zone as a local and regional employment center.

6-4 Infrastructure will be planned, designed, and constructed to support continued economic growth and orderly development.

FINDING: The proposed amendments will apply to lots, parcels, tracks and other units of land located in the Juniper Ridge Overlay Zone that are more than 100 acres in size and owned by the City of Bend. The proposed large tract land division review process will establish the basic pattern of collector and arterial streets, and require a demonstration that it is feasible to serve the site with urban facilities and services and meet other Code requirements. The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken including an additional land division and/or site plan review application which will require infrastructure improvements consistent with the Bend Development Code.

6-6 Employment lands for Bend's target sectors will be provided and protected to promote expansion of existing businesses and attract new businesses.

FINDING: The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken. This type of land division review process will help accommodate the unique needs of industrial developments on large sites. Therefore, the amendments will help promote development and attract new businesses in the Juniper Ridge Overlay Zone.

6-9 The City will prioritize providing an adequate number of suitable industrial sites while also providing a variety of commercial sites.

FINDING: The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are. This type of land division review process will help provide new industrial sites in the Juniper Ridge Employment Sub-District.

Industrial Development

6-16 The Juniper Ridge District inside the Bend UGB will be used to help meet the long-term need for future industrial and employment development.

FINDING: One of the goals of the JRMAB was to identify barriers to development within the Juniper Ridge Overlay Zone, and make recommendations to Council to alleviate barriers in order to further subdivide and encourage employment based commercial and industrial development, as adopted in the 2016 Bend Comprehensive Plan. The amendments as supported by the JRMAB will help foster

development interest, address interest from businesses that may need to relocate to Juniper Ridge due to infrastructure improvements, and will help initiate the sale of existing property.

6-17 At least 30% of the total net buildable area of the portion of Juniper Ridge District inside the UGB should be reserved for sites of ten acres and larger in size.

FINDING: The City of Bend has commitments within the portion of the Juniper Ridge District inside the Urban Growth Boundary to maintain space for one 50 acre large lot industrial parcel and to ensure at least 30% of the total net buildable area is reserved for sites of ten acres or larger. These requirements are detailed in Chapter Six of the Bend Comprehensive Plan.

In all of Juniper Ridge, approximately 45.43 acres are currently in platted lots at 10 acres or more. Approximately 181 acres within the Employment Subdistrict are unplatted and available for platting in sites 10 acres or larger. Approximately 203 acres are outside the Employment subdistrict and available for platting in sites 10 acre or larger. Based on these numbers, there is at least 30% of the land in Juniper Ridge available for platting in lots 10 acres or larger. There is also land available for a 50 acre industrial tract.

Therefore, the amendments satisfy Chapter 6 since they will help promote a vital, diverse and sustainable economy.

Chapter 7: Transportation Systems

Goals

Increase System Capacity, Quality, and Connectivity for All Users (e.g., drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)

- Increase route choices and connections for all users
- Sidewalks: increase access and connectivity
- Bicycle facilities: increase total miles of bike routes/facilities
- Increase the number of people who walk, ride a bike, and/or take transit.

Ensure Safety for All Users

- Design and build facilities and routes that maximize safety for pedestrians and bicyclists

Steward the Environment

- Minimize the impacts of the transportation system on natural features.

FINDING: The amendments will apply the cross sections to all of the Juniper Ridge Overlay Zone and not just the Employment Subdistrict. As development occurs in the Juniper Ridge Overlay Zone, the streets will be constructed to the Juniper Ridge cross-sections which require on-street parking on certain streets, and bicycle facilities and sidewalks and/or multi-use paths to accommodate pedestrians and bicycles.

Safety

7-1 The City will balance safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.

FINDING: The amendments to Comprehensive Plan Policy 7-45 allow flexibility in the development and design of low stress network routes in order to locate them to align with streets, fit the context of the natural terrain, to minimize grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, and/or to consider right-of-way extents and any other topographic or geographic barriers or issues. Therefore, the amendment balance safety in the design and construction of low stress routes.

Mobility

7-9 The City will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collectors) to maintain public safety and future traffic carrying capacity, while preserving appropriate access to existing and future development.

FINDING: The access standards for the Employment Sub-district are being amended to apply to all of the Juniper Ridge Overlay District. Due to large block sizes and large lot sizes, multiple access points to each lot will be permitted, including accesses to higher order transportation facilities, as long as the standards of the section are met. Lots may have multiple street access points, so long as minimum access spacing requirements are met and the total number of access points does not exceed three. In addition, the City may require shared access. Alternate access may be approved by the City Engineer if operations and safety of the public road system, and AASHTO intersection sight distances are maintained as demonstrated in compliance with BDC Chapter 4.7, Transportation Analysis. In addition, the City may require directional restrictions (i.e., right-in/right-out only) for driveways onto arterials and collectors 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. Directional restrictions will be determined in compliance with BDC Chapter 4.7, Transportation Analysis. Therefore, the amendments will maintain public safety and access to future developments.

7-13 The City will design roadways to reflect the land use context as well as the roadway classification.

FINDING: The cross-sections and street alignments for the Employment Sub-district are being amended to apply to all of the Juniper Ridge Overlay Zone. Precise street alignments will be determined through the development review process. Alternate alignments may be approved in accordance with the block length and perimeter standards in Juniper Ridge, or if it is demonstrated through the development review process that equivalent or improved safety and circulation will be achieved.

Bicycles, Pedestrians, & Complete Streets

7-43 The City's policy is that all streets should be "complete streets." A complete street is one that is designed to allow everyone to travel safely and comfortably along and across the street by all travel modes. Arterials, collectors, and most local streets will have buffered sidewalks. Arterials, collectors, and select local streets will have facilities in compliance with the Low Stress Network and the Pedestrian Master Plan.

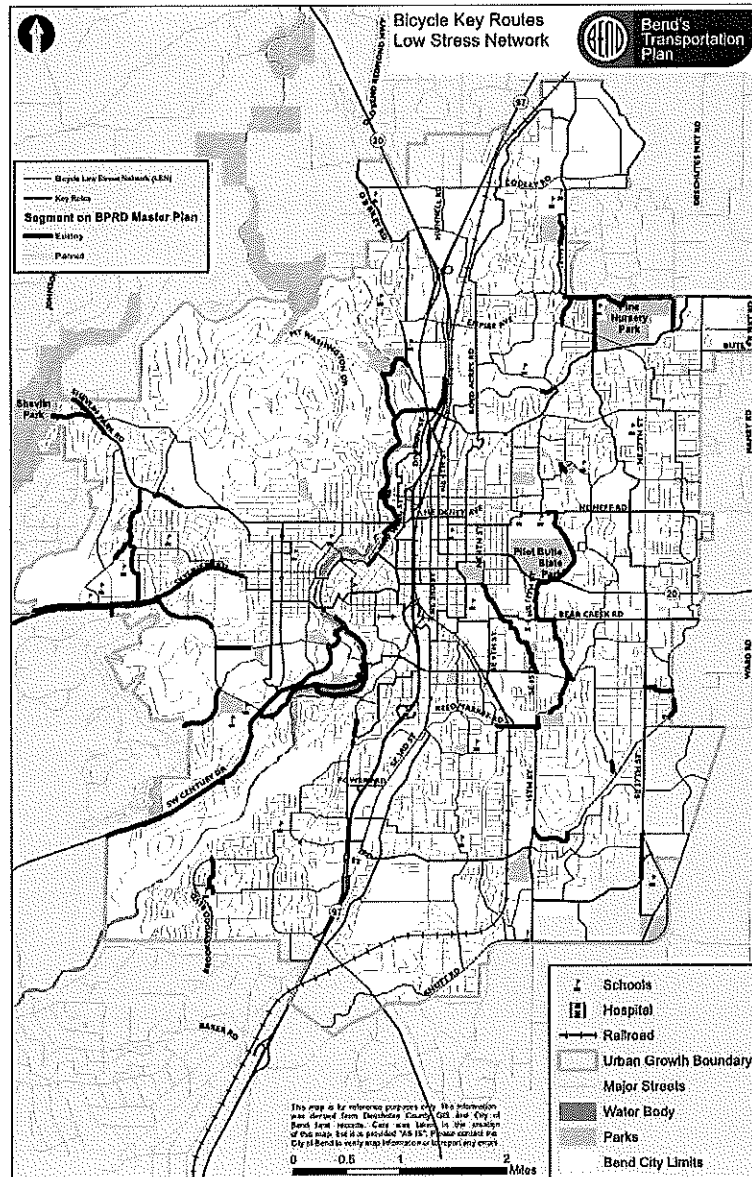
FINDING: As development occurs, the streets will be constructed to the Juniper Ridge cross-sections which require on-street parking on certain streets, and bicycle facilities and sidewalks and/or multi-use paths to accommodate pedestrians and bicycles.

7-45 The City will establish a network of low stress bikeway facilities (level of traffic stress 1 or 2; See Bikeway Design Guideline) as shown on the bicycle Low Stress Network Map, to provide connections to schools, parks, and other destinations, as well as cross-City travel. It will accommodate small-wheeled vehicles, including shared micromobility transportation solutions, within local regulation and legal requirements. Implementation will focus on the key routes shown on the bicycle Low Stress Network Map. **The routes depicted should be considered general in nature. Flexibility should be permitted during the development and design of private lands and transportation construction projects to locate these to align with streets, fit the context of the natural terrain, to minimize grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, and/or to consider right-of-way extents and any other topographic or geographic barriers or issues.**

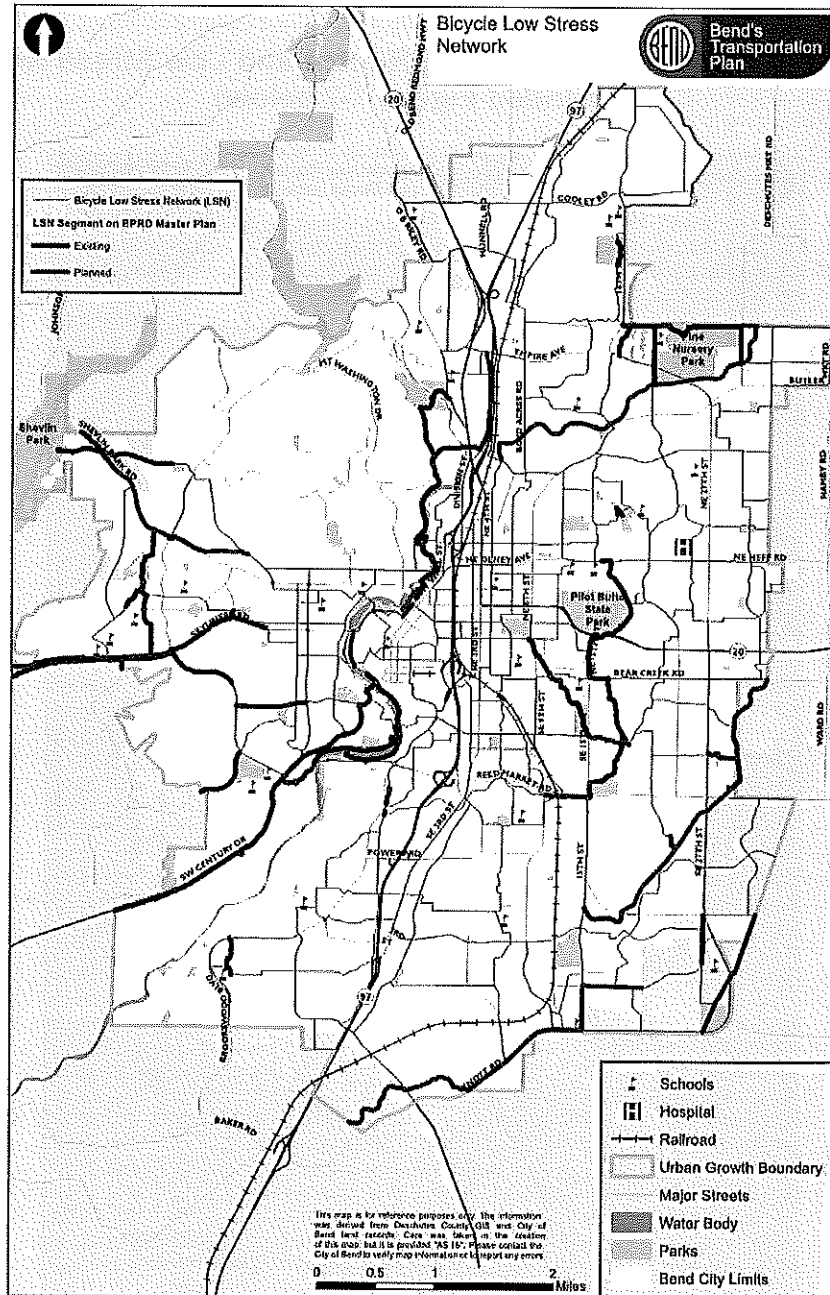
FINDING: According to the City's Transportation System Plan, low stress network means a system of connected low stress routes and infrastructure that allows cyclists of all abilities, including children, to comfortably and safely access their destinations. Examples includes bike lanes and multi-use paths, separated pathways and neighborhood greenways. The amendments to Comprehensive Plan Policy 7-45 (bold and underlined) allow limited modifications to the alignments and/or locations of low stress network routes that are shown on Comprehensive Plan Figure 7-2: Key Walking and Bicycling Routes and Low Stress Network Map and Transportation System Plan and Figure 5-1: Low Stress Bicycle Network that better reflect the need and safety for all users.

The amendments also update Comprehensive Plan Figure 7-2: Key Walking and Bicycling Routes and Low Stress Network Map and Transportation System Plan and Figure 5-1: Low Stress Bicycle Network to reflect the adopted collector/arterial routes and low stress routes in the Juniper Ridge Overlay Zone and Stevens Ranch Master Planned Development.

Figure 7-2. Key Walking and Bicycling Routes and Low Stress Network Map (Amended Figure 7-2 below)



(Amended Transportation System Plan Figure 5-1, Low Street Bicycle Network below)



Therefore, compliance with Chapter 7 has been met.

Chapter 11: Growth Management 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:

- 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);

FINDING: Chapter 11 identifies Juniper Ridge as an opportunity area for a future industrial and professional office employment district.

The amendments will help use Bend's existing urban land wisely, making efficient use of land in the Juniper Ridge Overlay Zone through creating a large tract platting process to enable the sale of property for future industrial uses. The amendments allow the creation of large tracts for separate ownership but not developable sites until further steps are taken including an additional land division and/or site plan review application. This will help strengthen Juniper Ridge's position for future industrial and professional office employment uses.

Policies for Special Site Needs

11-35 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).

FINDING: The City of Bend has commitments within the portion of the Juniper Ridge District inside the Urban Growth Boundary to maintain space for one 50 acre large lot industrial parcel and to ensure at least 30% of the total net buildable area is reserved for sites of ten acres or larger. These requirements are detailed in Chapter Six of the Bend Comprehensive Plan.

In all of Juniper Ridge, approximately 45.43 acres are currently in platted lots at 10 acres or more. Approximately 181 acres within the Employment Subdistrict are unplatted and available for platting in sites 10 acres or larger. Approximately 203 acres are outside the Employment subdistrict and available for platting in sites 10 acre or larger. Based on these numbers, there is at least 30% of the land in Juniper Ridge available for platting in lots 10 acres or larger. There is also land available for a 50 acre industrial tract.

Therefore, the amendments satisfy Chapter 11.

Based on the findings stated above, staff concludes that the amendments are consistent with the applicable Bend Comprehensive Plan Goals and Policies.

3. The applicant can demonstrate a public need or benefit for the proposed amendment.

FINDING: There is a public need and benefit for the amendments since they will remove barriers and enable the sale of property for future industrial uses in the Juniper Ridge Employment Overlay Zone.

The amendments to Comprehensive Plan Policy 7-45 allow flexibility in the development and design of Low Stress Network routes in order to locate them to align with streets, fit the context of the natural terrain, to minimize grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, and/or to consider right-of-way extents and any other topographic or geographic barriers or issues. The amendments provide a public benefit since they balance safety in the design and construction of low stress routes.

The other various amendments to the BDC are needed for consistency and clarity which provides a benefit to the public.

Therefore, the amendments to the BDC meet this criterion.

4.6.500 Record of Amendments.

The City Recorder shall maintain a record of amendments to the text of this Code and the land use districts map in a format convenient for public use.

FINDING: In the event the amendments are adopted by ordinance, the City Recorder will maintain a record of the amendments and the revised provisions will be included as part of the Comprehensive Plan, Transportation System Plan and BDC available to the public on the City's website.

4.6.600 Transportation Planning Rule Compliance.

When a development application includes a proposed comprehensive plan amendment or land use district change, or both, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060.

FINDING: The new text amends the Comprehensive Plan and Transportation System Plan Figures 5-1: Low Stress Bicycle Network and the BDC which is a functional

component of the Bend Comprehensive Plan and is an amendment to a land use regulation as noted in OAR 660-012-0060. The amendments are not tied to any one development application and do not affect the functional classification of any street. These amendments do not change allowable uses or change regulations that result in the generation of additional vehicle trips; therefore, the amendments will have no measurable impacts on the amount of traffic on the existing transportation system. Because of this, the text amendments do not cause a "significant effect" under ORS 660-012-0060.

V. CONCLUSIONS:

Based on the above Findings, the amendments meet all applicable criteria for adoption.