

**DRAFT**  
**Bend Comprehensive Plan, Transportation System Plan and Bend Development Code Update**  
**01/10/22**

Prepared by:  
City of Bend Planning Division

**Note:**

Text in underlined typeface is proposed to be added

Text in ~~strike through~~ 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**

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**Chapter 7: Transportation Systems**

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**Bicycles, Pedestrians, and Complete Streets**

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**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.

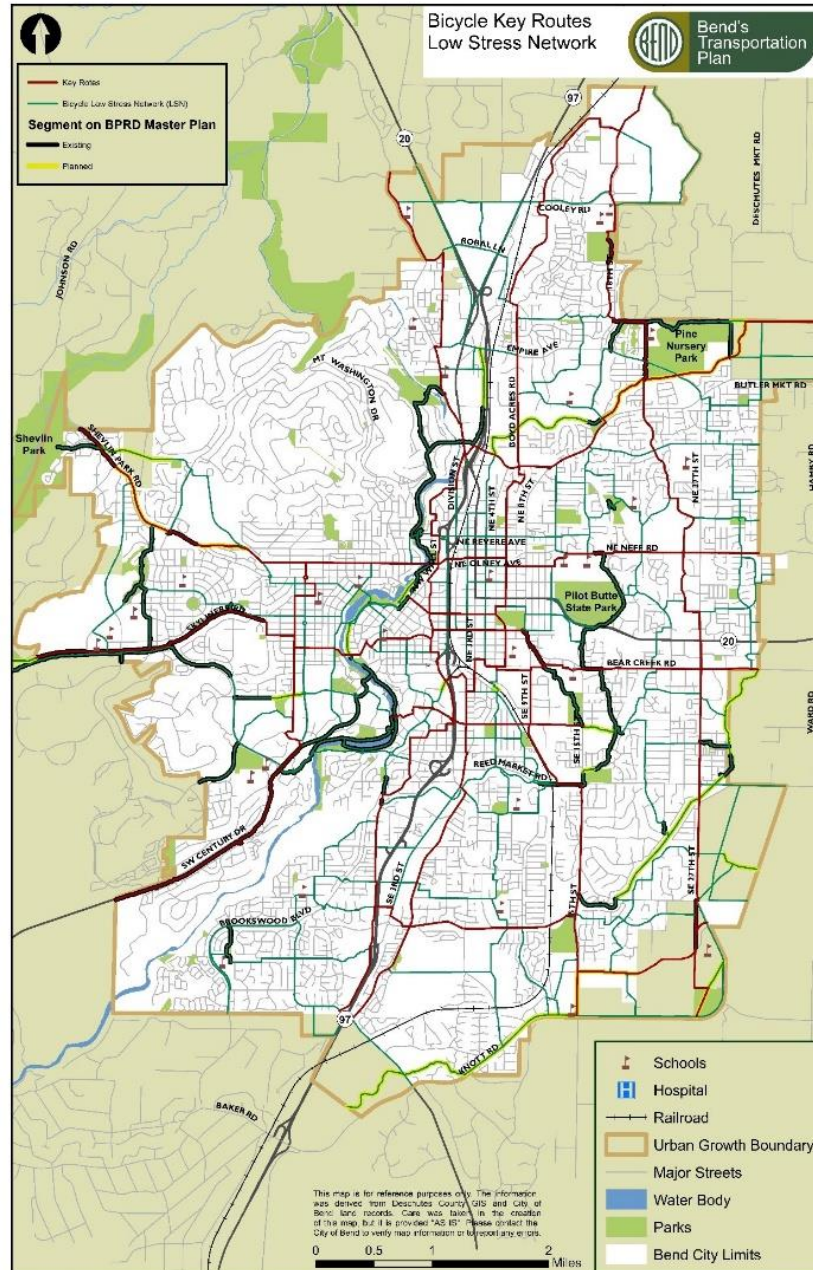
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Figure 7-2

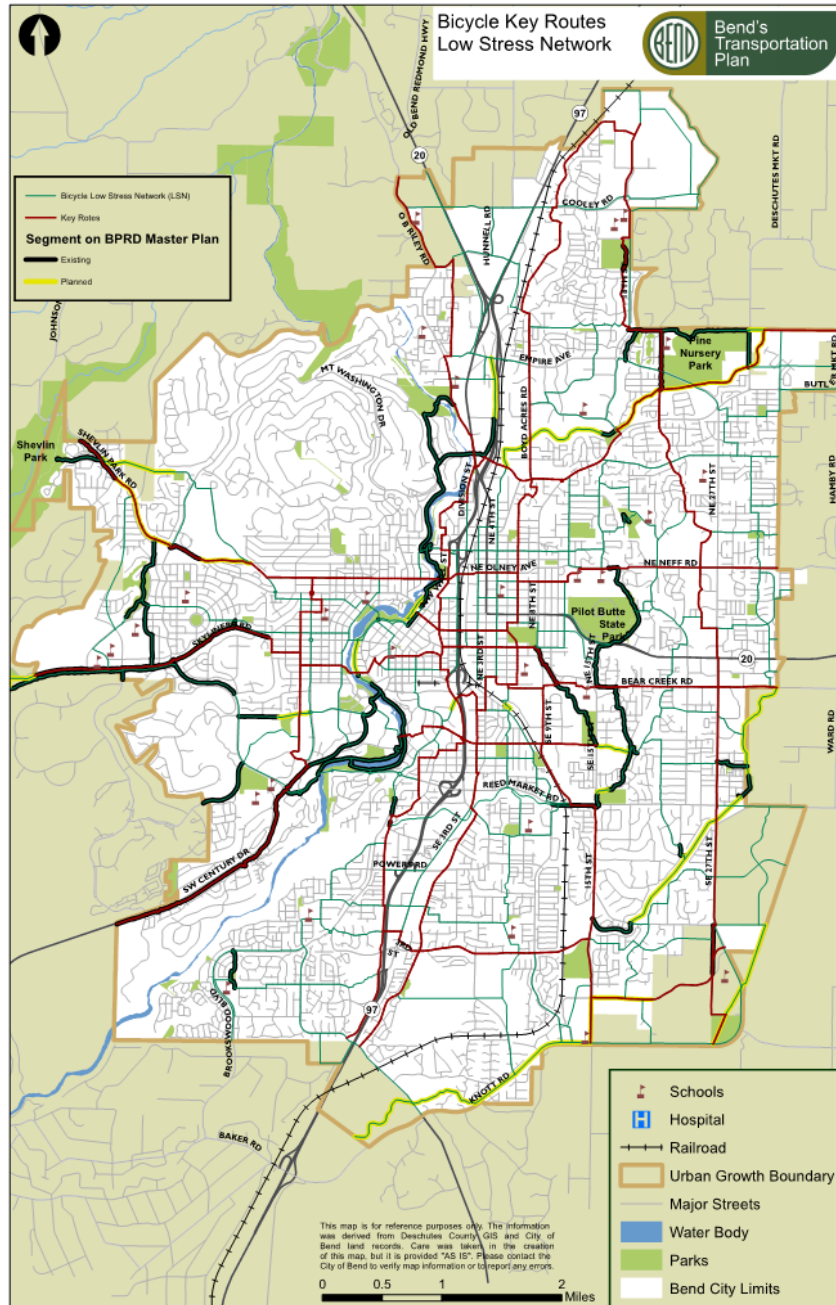
Key Walking and Bicycling Routes and Low Street Network Map

***(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.

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# TRANSPORTATION SYSTEM PLAN

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## Chapter 5

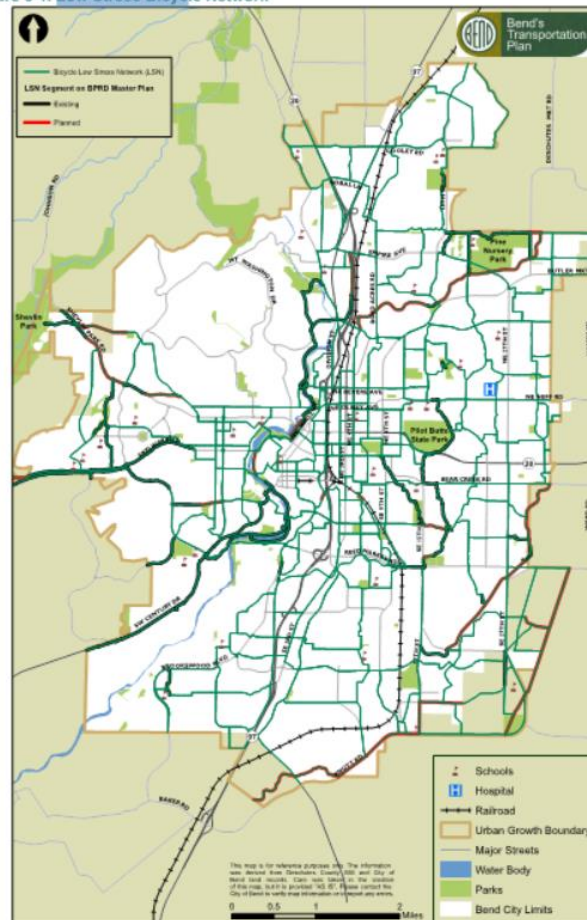
### Transportation Projects and Programs

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

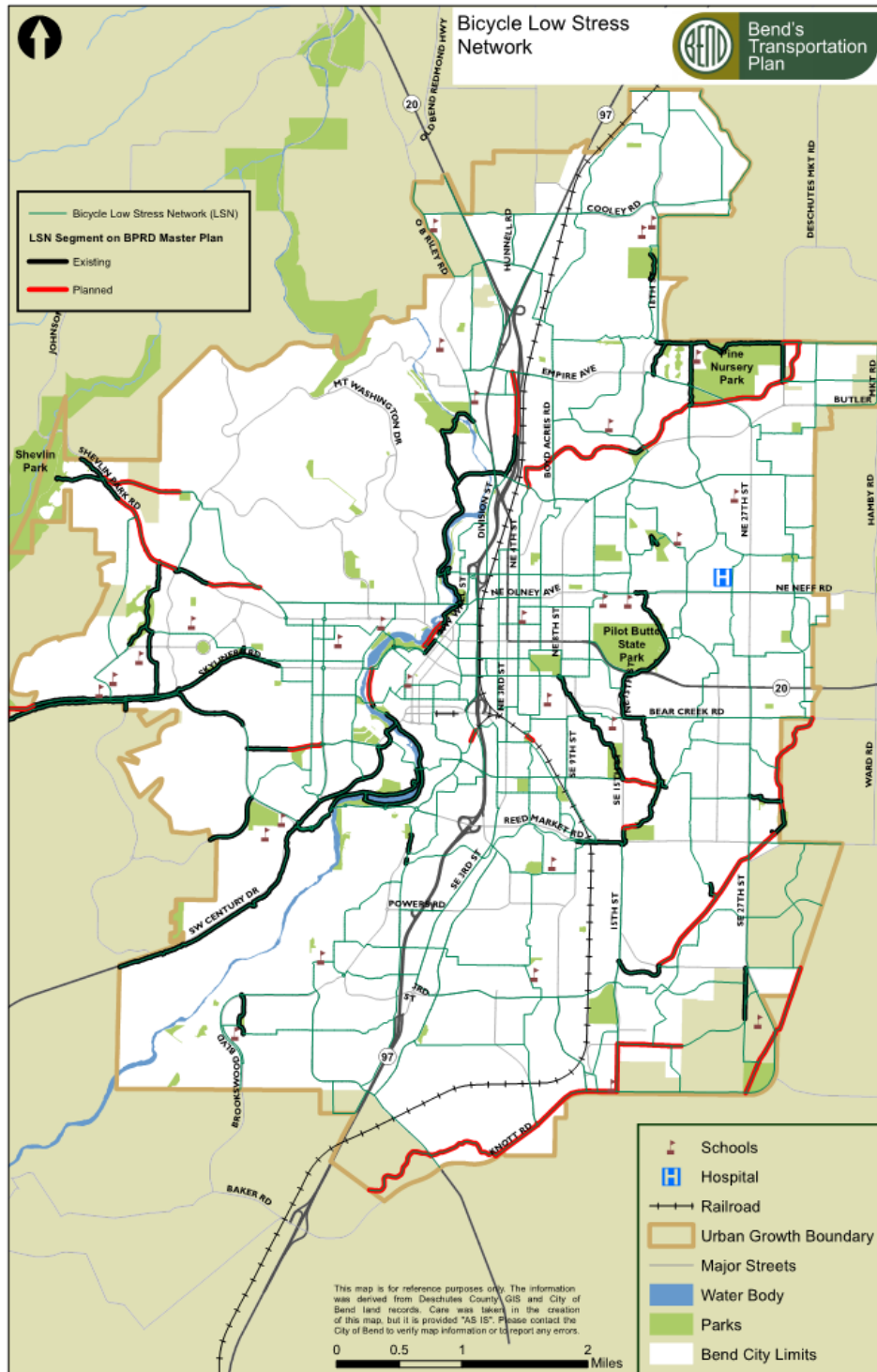
*Delete Following Figure 5-1*

Figure 5-1. Low Stress Bicycle Network





Add Following Figure 5-1



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## BEND DEVELOPMENT CODE

### Chapter 1.2

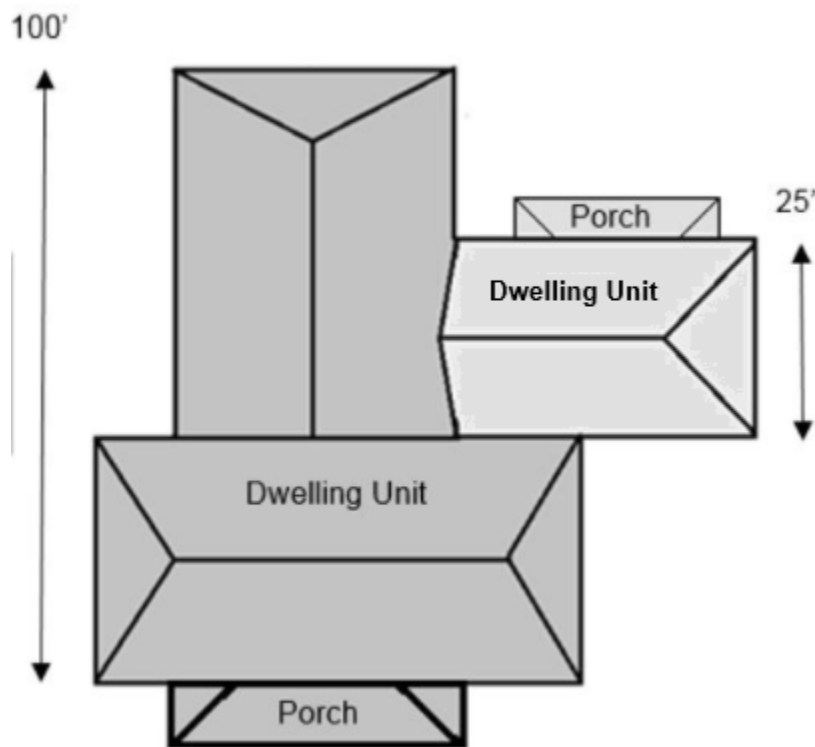
#### DEFINITIONS

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**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.



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**Floor area** means the area measured in feet of horizontal ~~decked~~ 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.

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## Chapter 2.1

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

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#### 2.1.600 Residential Density.

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#### C. Density Calculation.

1. Maximum housing densities are calculated as follows:

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- 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.)***

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#### 2.1.950 Design Standards.

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**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.

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

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### 2.3.200 Permitted and Conditional Uses.

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

Land Use	ME	MR	PO	MU	MN
<b>Residential</b>					
<del>Two- and three-family housing</del> <u>Duplexes, Triplexes and Quadplexes</u> * <b><i>(Need to add quads since multi-family is 5 or more units)</i></b>	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

#### Key to Permitted Uses

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

Table 2.3.200

Permitted and Conditional Uses

*(Other uses in Table 2.3.200 remain unchanged)*

Land Use	ME	MR	PO	MU	MN
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MN = Mixed-Use Neighborhood

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

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Chapter 2.7

SPECIAL PLANNED DISTRICTS, REFINEMENT PLANS, AREA PLANS AND MASTER PLANS

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Article II. NorthWest Crossing Overlay Zone

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2.7.320 Districts.

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B. Standard Density Residential District.

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6. Lot Requirements.

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~~c. 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)*

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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.**

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**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.

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**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.

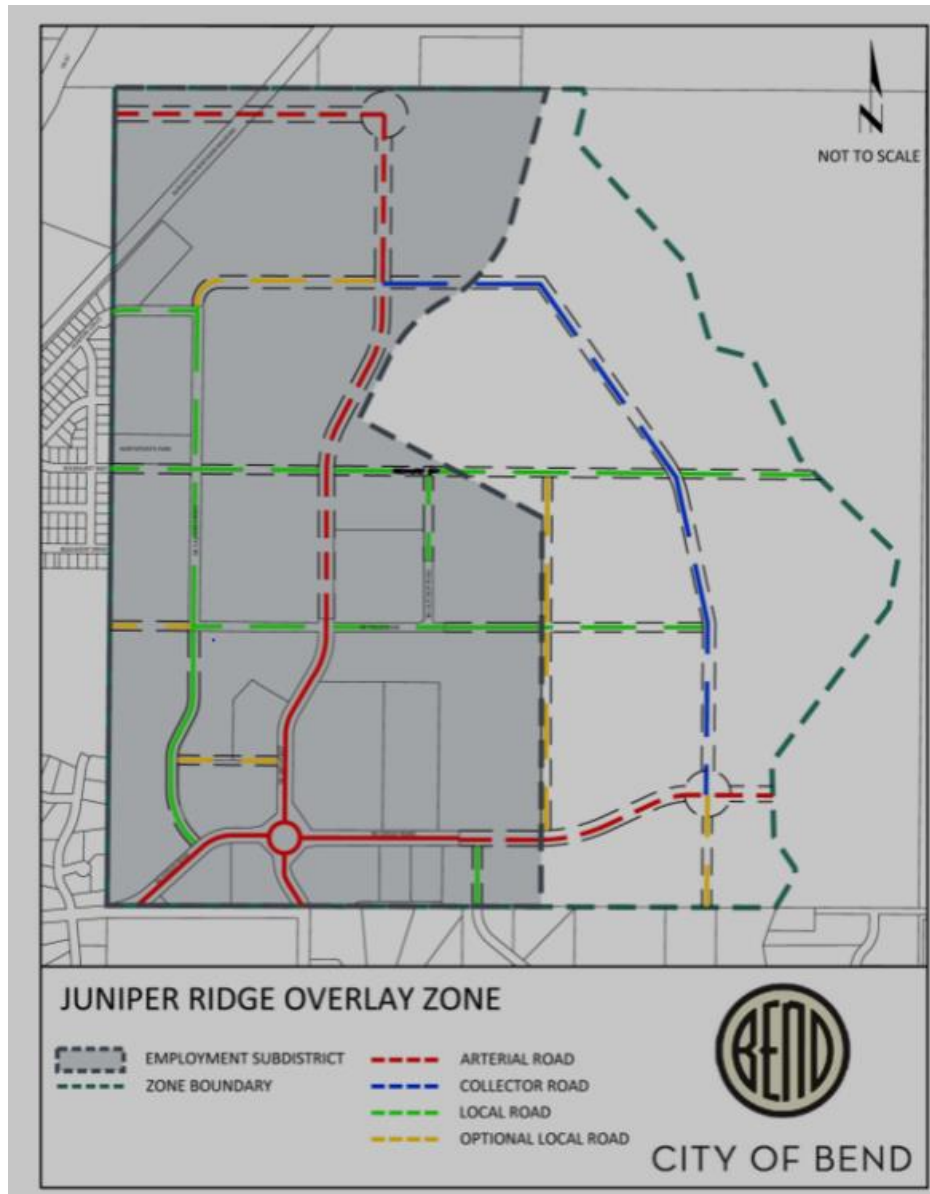
*(Relocated from 2.7.2030.I)*

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)*

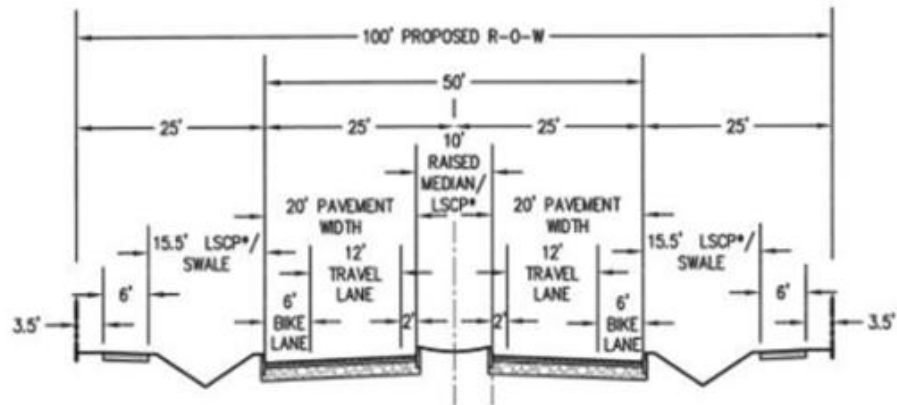
**Figure 2.7.2025.B**

**Juniper Ridge Overlay Zone Street Cross-Sections**

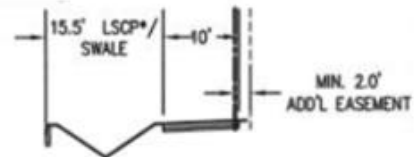
***(Relocated and revised from 2.7.2030.C to this section)***

## Arterial Street - Three Lane

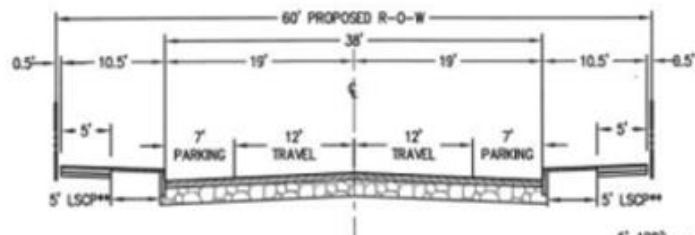
(Raised median only required in the Employment Sub-District)



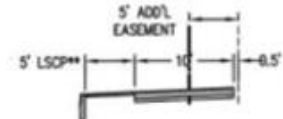
Multi-use path on Arterial Street



## Local Street



Multi-use path on Local Street

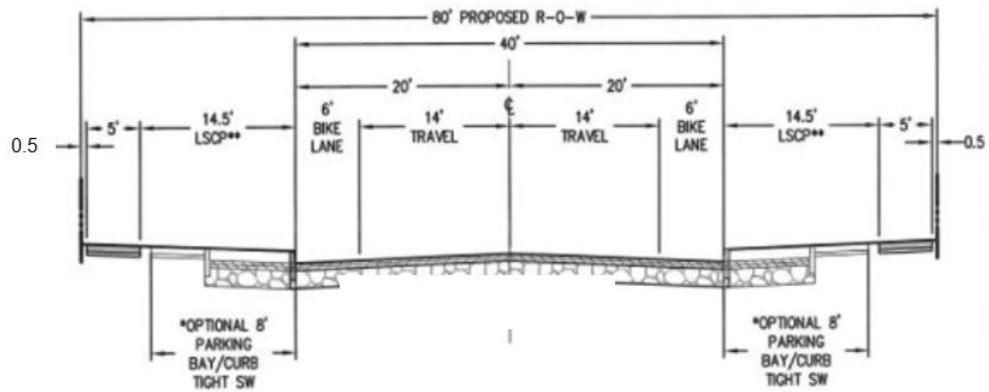


NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO  
PROVIDE ADEQUATE TRUCK TURNING AREAS



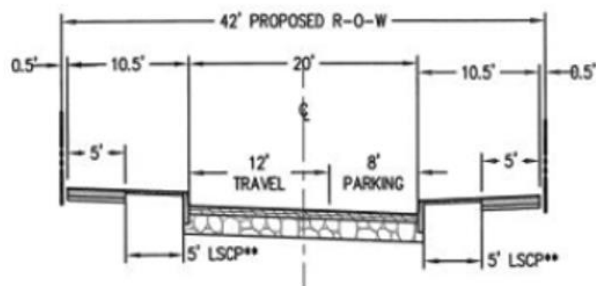
### Collector Street



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

\*\*LSCP = LANDSCAPE AREAS

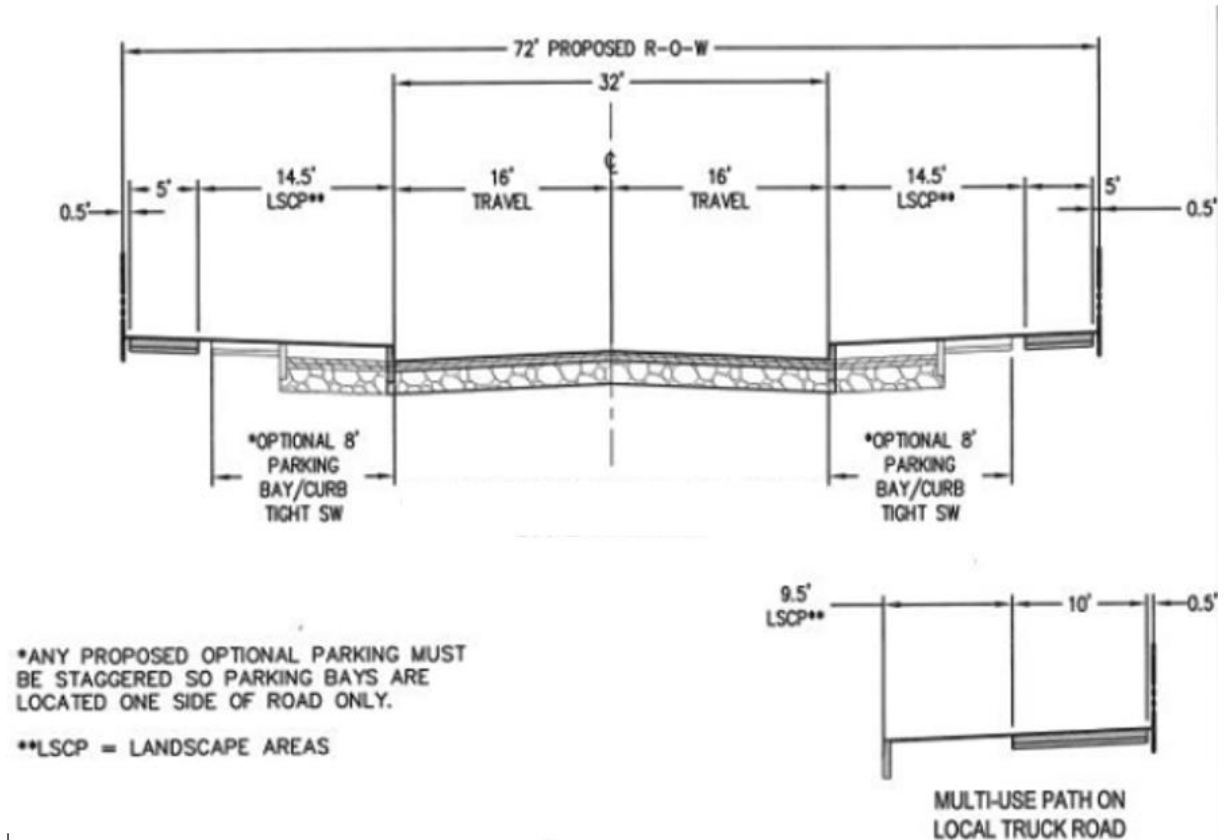
### One-Way Park Boulevard



#### NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO PROVIDE ADEQUATE TRUCK TURNING AREAS

## Local Truck Road



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### 2.7.2030 Employment Sub-District

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- 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).

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F. Development Standards.

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~~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 setback 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.~~

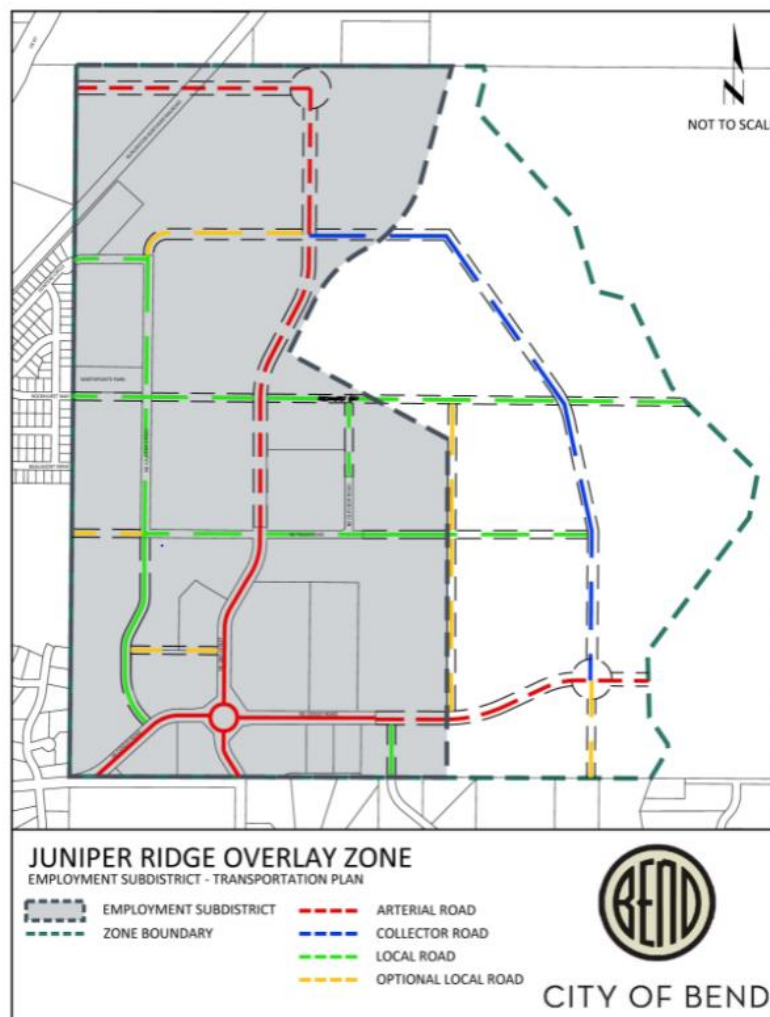
*(Relocated to 2.7.2025.A.2 since it applies to all of the Juniper Ridge Overlay Zone)*

**Delete following Figure 2.7.2030.B**

***(Relocated to 2.7.2025.A)***

**Figure 2.7.2030.B**

**Employment Sub-District Transportation Plan Map**

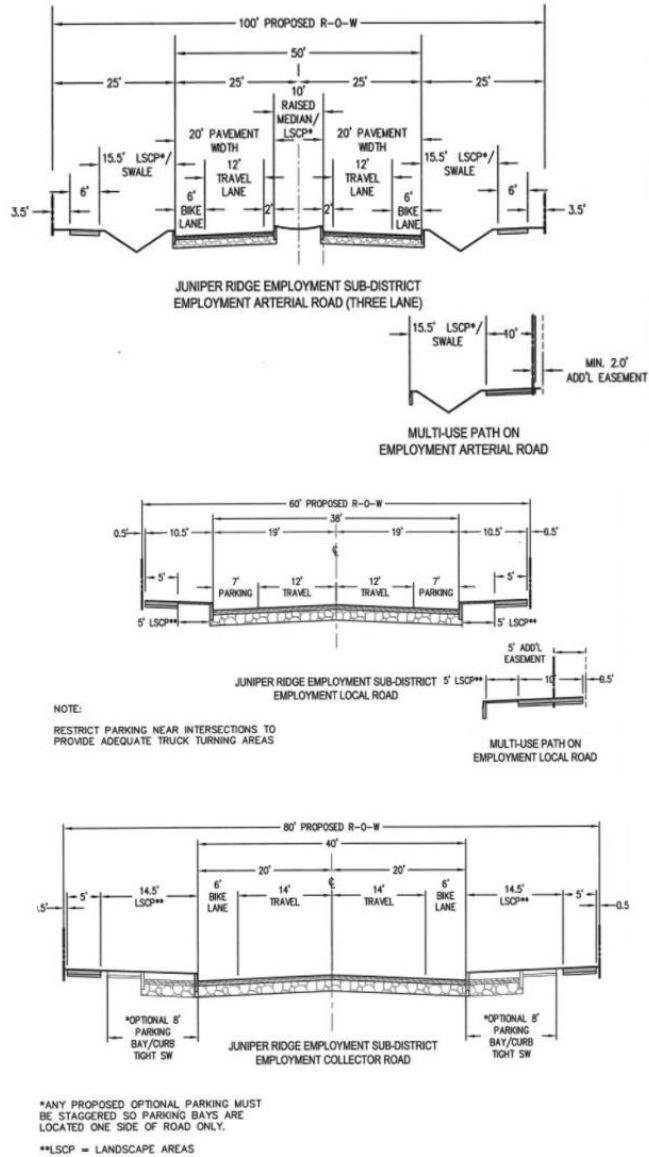


Delete following Figure 2.7.2030.C

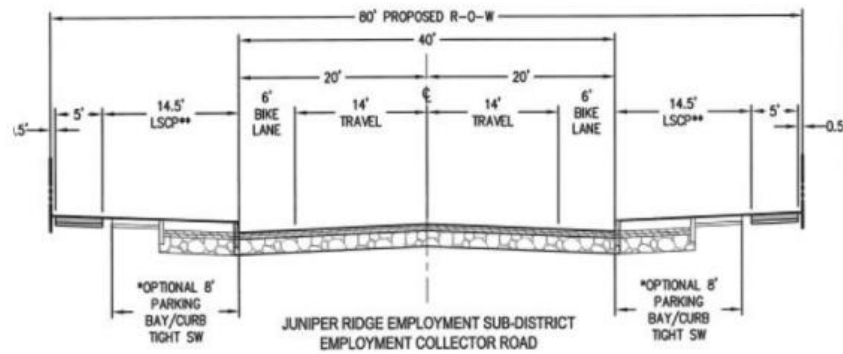
(Relocated to 2.7.2025.B)

~~Figure 2.7.2030.C~~

~~Employment Sub-District Street Cross-Sections~~

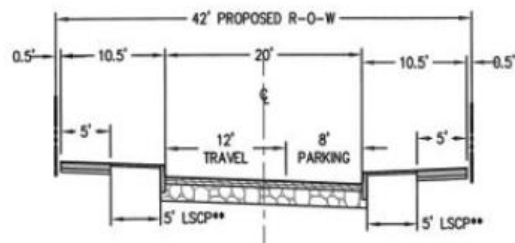






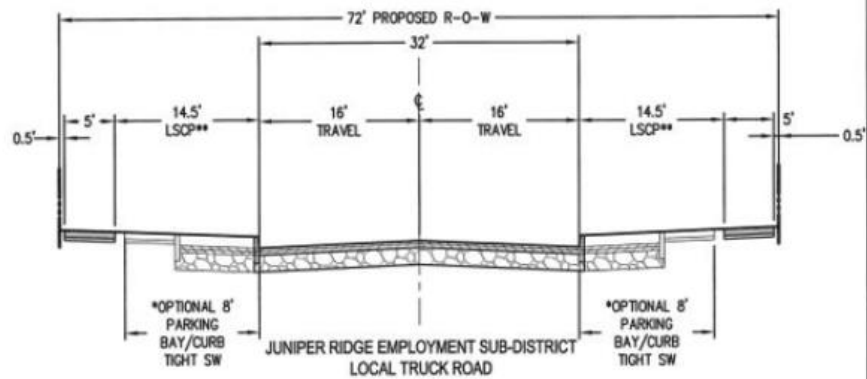
\*ANY PROPOSED OPTIONAL PARKING MUST BE STAGGERED SO PARKING BAYS ARE LOCATED ONE SIDE OF ROAD ONLY.

\*\*LSCP = LANDSCAPE AREAS



NOTE:

RESTRICT PARKING NEAR INTERSECTIONS TO PROVIDE ADEQUATE TRUCK TURNING AREAS



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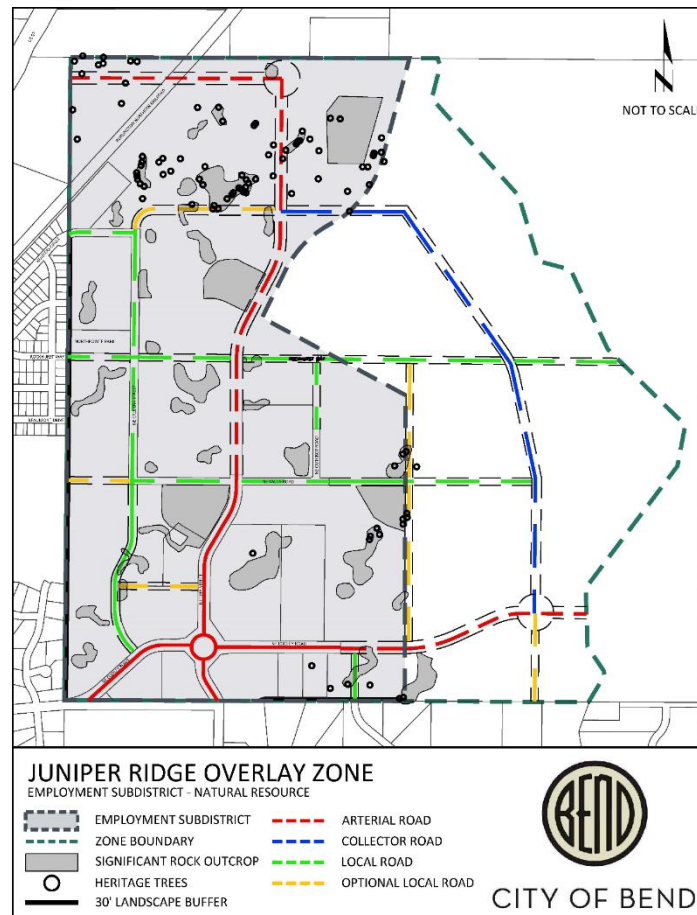
\*\*LSCP = LANDSCAPE AREAS



✚ 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.

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#### **Article XIV. Bend Central District**

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##### **2.7.3200 Bend Central District (BCD).**

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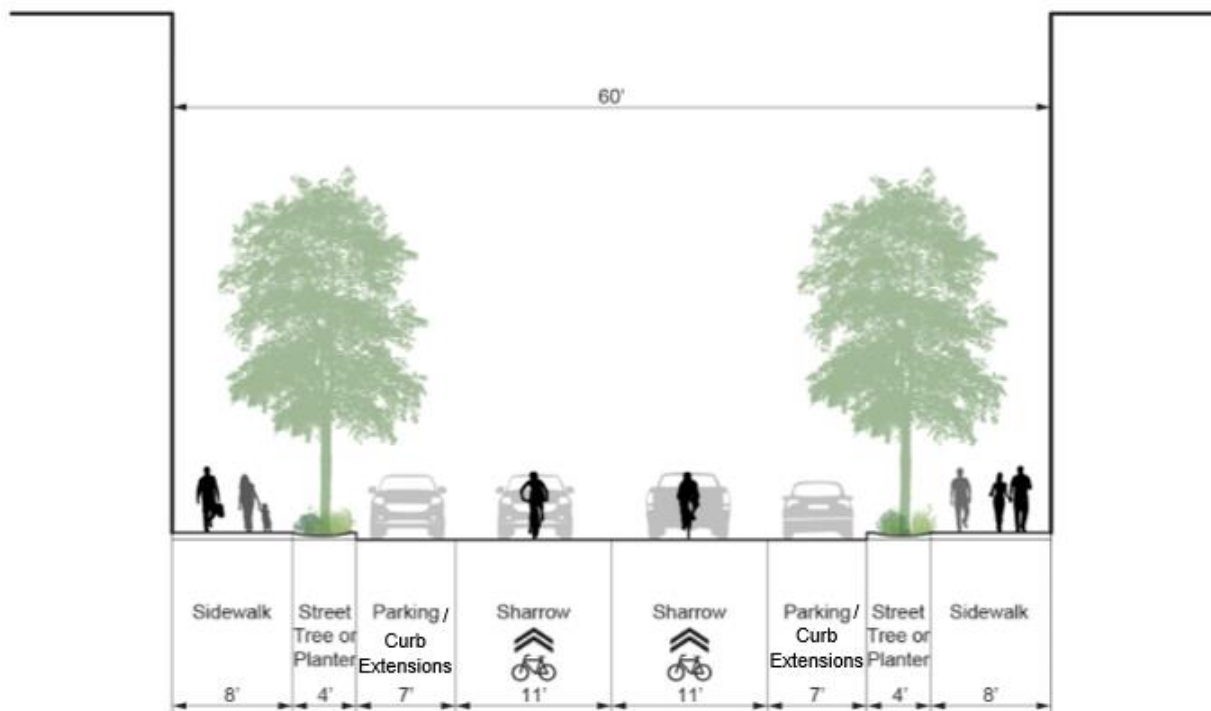
##### **2.7.3260 Special Street Standards.**

- 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.



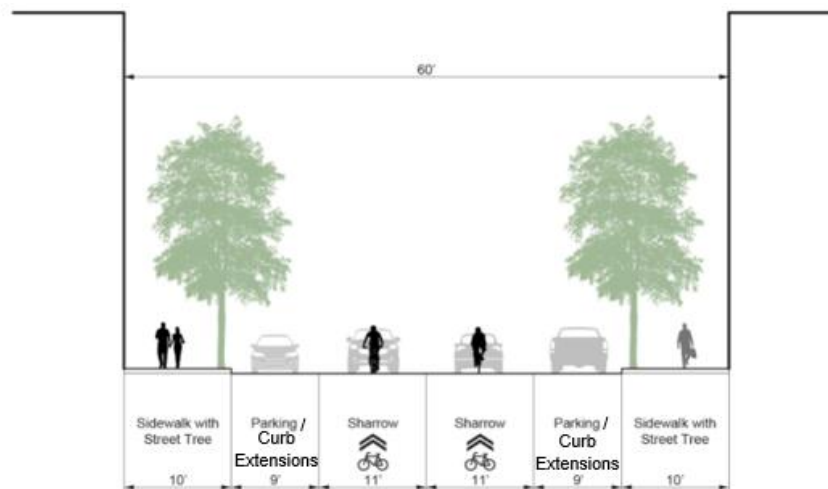
**Figure 2.7.3260.B**



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”*



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## Article XXIII. Easton Master Planned Development

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### 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	
<b>Residential</b>	
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  <del>RS, RM and RH</del> <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.

3. Quadplex: 1 per quadplex development.

~~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.)**

4. 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**

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#### **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~~ 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).

\*\*\*