

[Below is a copy of an email memo from Pauline on 8/16/2022 regarding a proposed code amendment. The 78-page amendment will be a second document.]

Good morning,

I emailed the following email and attachment yesterday; however, several were returned so I am resending this morning. Sorry if repetitive.

The City of Bend is proposing amendments to the Bend Comprehensive Plan, Transportation System Plan (TSP) Figure 5-1 and Bend Development Code (BDC). The proposed amendments are primarily to provide consistency between the BDC and the recently adopted TSP and updated City of Bend Standards and Specifications. In addition, the proposed amendments include house-keeping amendments in other sections of the code for consistency and clarity.

The following highlights the proposed amendments:

Bend Comprehensive Plan: Update *Figure 7-2, Bicycle Key Routes Low Stress Network* and update Policy 9-6.

Transportation System Plan: Update *Figure 5-1, Low Stress Bicycle Network*

Bend Development Code.

Chapter 1.2, Definitions: Update definitions for consistency with the TSP.

Chapter 2.1, Residential Districts: Update use table to include Mobility Hubs and clarify setbacks.

Chapter 2.2, Commercial Zoning Districts, Chapter 2.3, Mixed-Use Zoning Districts, Chapter 2.4, Industrial Zoning Districts, Chapter 2.6, Public Facilities Zoning District, Chapter 2.7, Special Planned Districts, Refinement Plans, Area Plans and Master Plans: Update use tables to include Mobility Hubs.

Chapter 3.1, Lot, Parcel and Block Design, Access and Circulation: Update street connectivity and formation of block standards and add a discretionary track, update alley access standards for new lots and parcels and for existing lots and parcels, and update multi-modal access and circulation standards.

Chapter 3.2, Landscaping, Street Trees, Fences and Walls: Clarify stormwater facility landscaping.

Chapter 3.3, Vehicle Parking, Loading and Bicycle Parking: Add residential parking for commercial and mixed-use zones and repeal on-street parking design standards since they are located in the City of Bend Standards and Specifications.

Chapter 3.4, Public Improvement Standards: Update when public improvements are needed, update the waiver and modification of public improvement standards section, update the transportation improvement standards to be consistent with the TSP and City of Bend Standards and Specifications and prohibit new private streets.

Chapter 3.5, Other Design Standards: Add a new section 3.5.600, On-Site Drainage.

Chapter 3.6, Special Standards and Regulation for Certain Uses: Amendments to ADUs, townhomes, duplexes, triplex and quadplexes, add a new subsection for Mobility Hubs and clarify parking stall dimensions and requirements for short-term rentals.

Chapter 3.8, Development Alternatives: Amendments to Mid-Block Developments, Flag Lots, T-Courts, Cottage Housing Developments and Cottage Cluster Developments.

Chapter 4.2, Minimum Development Standards Review, Site Plan Review and Design Review: Amendments to Minimum Development Standards Review and Site Plan Review.

Chapter 4.3, Land Divisions and Property Line Adjustments: Amendments to Expedited Middle Housing Land Divisions for compliance with SB 458 and to clarify when evidence in the form of a written statement must be provided by a design professional licensed in the state of Oregon.

Chapter 4.5, Master Plans: Clarity that the open space requirement can't be completely fenced off and not available to the public if it is going to count towards the 10% requirement.

Chapter 4.7, Transportation Analysis: Amendments for consistency with the TSP

Chapter 5.1, Variances: Add variance criteria for vehicular access and/or on-site circulation standards.

Chapter 5.2, Nonconforming Uses and Developments: Clarify that additions that comply with the BDC are allowed if they are not increasing the nonconformity

We would appreciate your feedback on the proposed amendments by September 2, 2022. If you have any questions, please let me know. Thank you for your time to review this package of amendments.

Thank you,

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Community and Economic Development Department

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