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CITY OF BEND DEVELOPMENT CODE

Title 2 LAND USE DISTRICTS

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

~~Article XV. Shilo Master Planned Development~~

~~2.7.3300 Shilo Master Planned Development~~

~~2.7.3310 Purpose~~

~~The purpose of this article is to implement the Shilo Master Plan and the Bend Comprehensive Plan policies, and to create special standards for the residential and commercial areas within the Shilo Master Development Plan boundaries. The Master Plan standards and districts will:~~

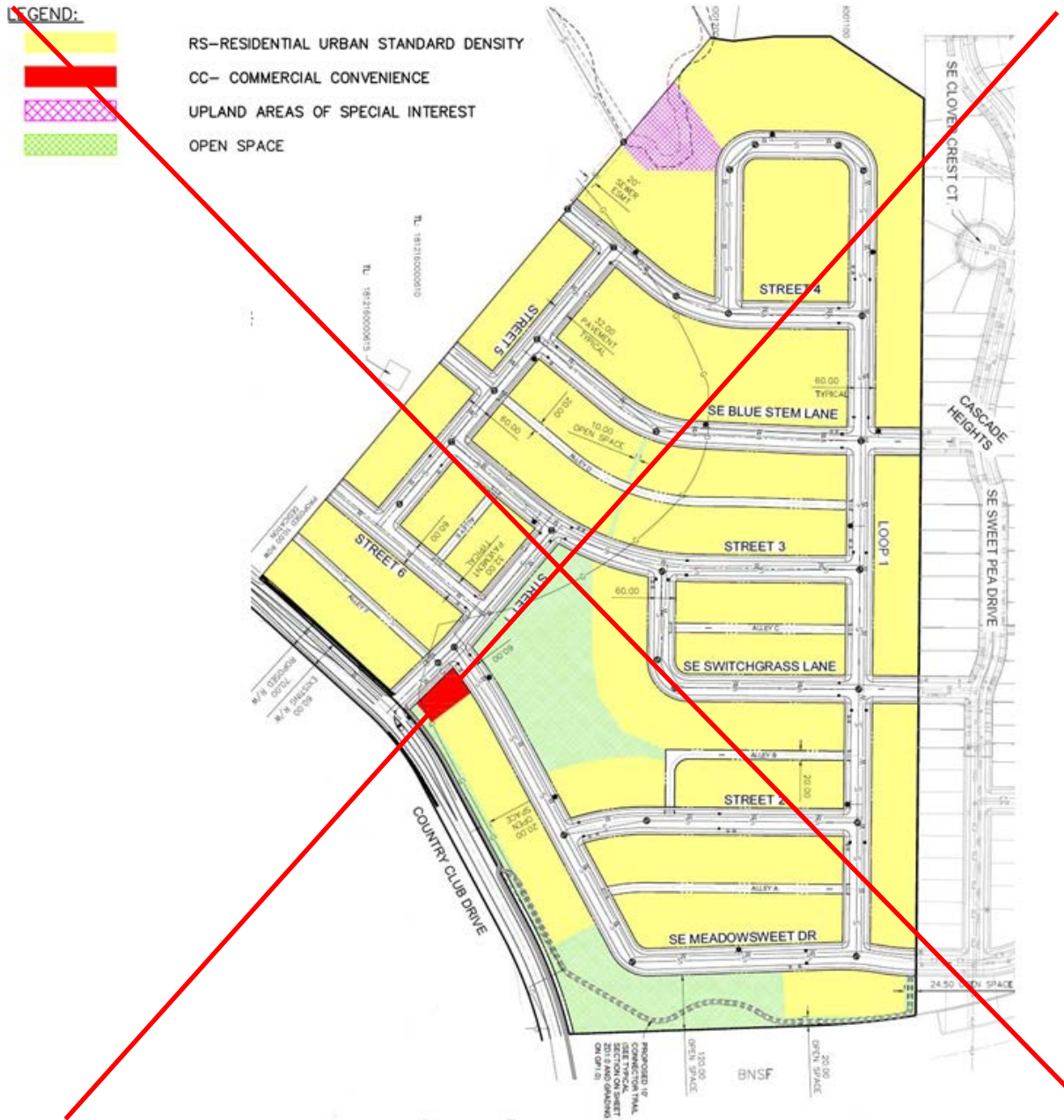
- ~~A. Provide housing types consistent with the RS Zone.~~
- ~~B. Protect ASIs and trees, to the extent possible.~~
- ~~C. Create an opportunity for a small convenience commercial area to serve the residential neighborhood.~~
- ~~D. Promote pedestrian and other multi-modal transportation options, including trails and separated sidewalks.~~
- ~~E. Create an interconnected system of public streets appropriate to the site.~~
- ~~F. Create streetscapes that will meet emergency access requirements and enhance pedestrian and bicycle access. [Ord. NS-2290, 2017]~~

~~2.7.3320 Applicability~~

~~The area regulated by the Shilo Master Plan is approximately 48 acres of land east of Country Club Drive, west of the Cascades Heights subdivision, and south of vacant lands abutting Murphy Road. The area contains one mapped Upland Area of Special Interest (ASI).~~

Figure 2.7.3320

Shilo Master Planned Development Districts



Note: Alleys are also shown, but subject to removal on a block-by-block basis as determined at the time of tentative plan approval, except for Alley H. Parking bays on Country Club Drive may be allowed north of Street 1 only, subject to infrastructure review.

{Ord. NS-2290, 2017}

2.7.3340 Shilo Residential District

The purpose of the Shilo Residential District is to provide single-family dwellings with an interconnected pedestrian-friendly circulation system

~~surrounding a public park. Duplex lots may be an element of the residential development and, if so, they will be identified for individual lots by phase on each tentative plan.~~

- ~~A. Permitted Uses. Permitted uses are contained in BDC Table 2.1.200 for the Residential Standard Density Zone (RS).~~
- ~~B. Development Standards. The lot size and development standards of the RS Zone uses are contained in BDC Chapter 2.1.~~
- ~~C. Minimum Density. The minimum number of units within the Residential District of the Shilo Master Plan is 212 units. [Ord. NS 2290, 2017]~~

~~2.7.3350 Street and Pedestrian Standards~~

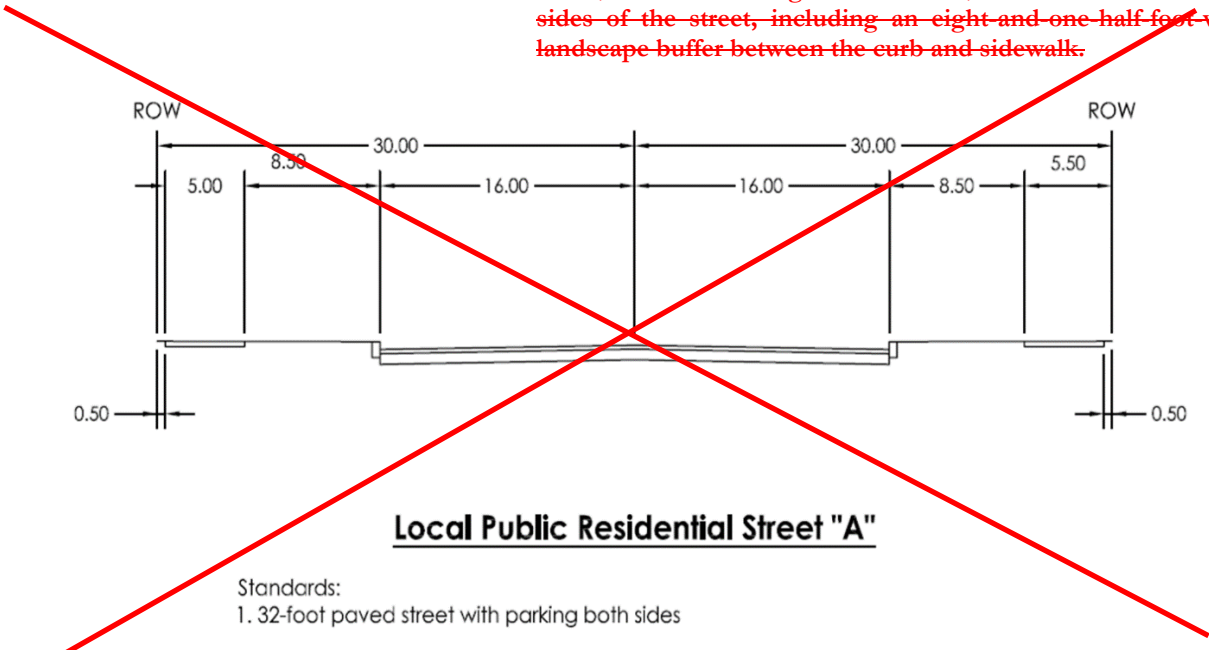
~~The Shilo Master Planned Development's internal roads will be public, constructed to the horizontal cross sections identified below. Sidewalks will be provided on all streets, separated from the roadway except where feasible to preserve trees. Street and pedestrian standards shall be consistent with the requirements of this code as set forth below, except that variations may be approved through the tentative plan review and/or site plan review processes to allow for meandering of sidewalks and variation in landscape buffer locations where necessary to preserve existing topography and trees.~~

~~Figure 2.7.3350~~

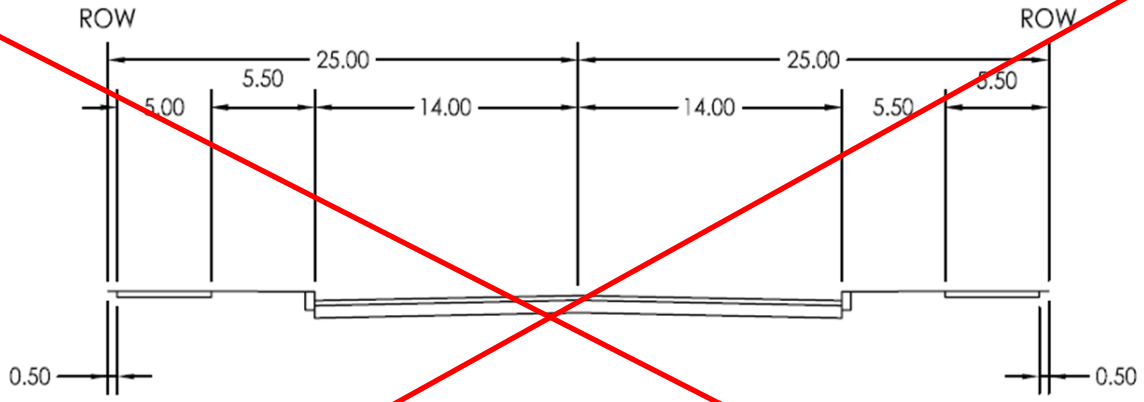


A.—Public Road Standards.

- ~~1.—Residential Street “A.” Two-way travel road 32 feet in width in a 60-foot-wide right-of-way, with parking on both sides. Sidewalks will be a minimum of five feet in width on both sides of the street, with an eight and one-half foot-wide landscape buffer between the curb and sidewalk. Sidewalk location may meander, with a variable width landscape buffer to fit the need given trees, topography, and drainage, and potentially for driveway access for lots without alley access.~~
- ~~2.—Commercial. Streets adjacent to the commercial lot will be consistent with local public residential street “A.” Two-way travel, standard curbing and sidewalks, five feet in width on both sides of the street, including an eight and one-half foot-wide landscape buffer between the curb and sidewalk.~~



- ~~3.—Residential Street “B.” Two-way travel road 28 feet in width, with parking on one side in a 50-foot-wide right-of-way. Sidewalks will be a minimum of five feet in width on both sides of the street, with an eight foot-wide landscape buffer between the face of the curb and sidewalk. Sidewalk location may meander, with a variable width landscape buffer to fit the need given trees, topography, and drainage, and potentially for driveway access for lots without alley access.~~

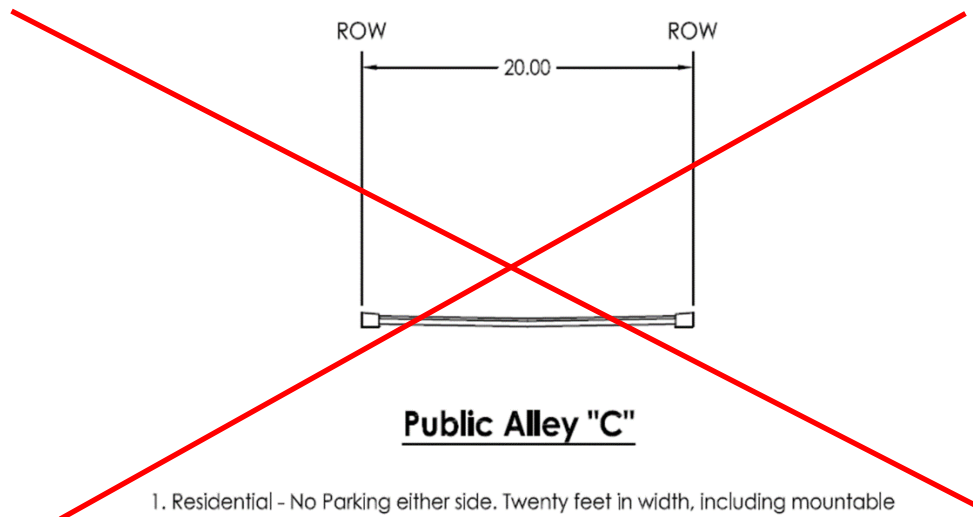


Local Public Residential Street "B"

Standards:
1. Parking one side.

B. Public Alley Standards:

1. ~~Residential. No parking either side. Eighteen feet of paved surface in width with one-foot low-profile curbs each side, generally an inverted crown to assist with best drainage practices.~~



Public Alley "C"

1. Residential - No Parking either side. Twenty feet in width, including mountable curb. Generally inverted crown to assist with best drainage practices.

1. ~~Connector Trail. The connector trail from Country Club Road through the open space to the eastern property boundary must be located on private property abutting the east side of the Country Club right-of-way and north of the railroad right-of-way.~~

~~The trail must be a minimum of 10 feet in width within a 20-foot wide public access easement. The final alignment of this trail will be determined through the land division process. The trail must be designed and constructed to conform to PROWAG guidelines or other guidelines as approved by the City Engineer. [Ord. NS-2290, 2017]~~