

# **JUNIPER RIDGE URBAN RENEWAL PLAN**

**August 29, 2005**

**City of Bend**

*JUNIPER RIDGE URBAN RENEWAL PLAN*

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## *JUNIPER RIDGE URBAN RENEWAL PLAN*

### **I. Introduction**

The Juniper Ridge Urban Renewal Plan (the “Plan”) contains goals, objectives and projects for the development of the Juniper Ridge Urban Renewal Area (the “Area”). The Area, shown in Figure 1, is divided into two Sub-Areas. Sub-Area A includes an estimated 513 acres of vacant, City-owned property commonly referred to as Juniper Ridge Phase 1 (“Juniper Ridge”).

Properties north and south of Cooley Road and adjacent to Highway 97 are also within Sub-Area A. In total, Sub-Area A encompasses 558.4 acres of property within the City’s Light Industrial (IL), Commercial Highway (CH) and Residential Urban Standard Density (RS) zoning districts. Sub-Area B, located north and south of Cooley Road, west of Highway 97 and east of Highway 20, encompasses an estimated 142.93 acres of property within the City’s Mixed Employment (ME) and CH Districts. The two Sub-Areas are connected by Cooley Road.

The Plan will help facilitate the implementation of the Juniper Ridge Phase I Site Public Facilities Plan (the “Public Facilities Plan”). The stated purpose of the Public Facilities Plan is, “To establish a framework for identifying how necessary urban services, including water, sanitary sewer, stormwater drainage, transportation and parks will be developed as the area urbanizes.” A detailed assessment of water, sewer, surface water management and transportation systems within Juniper Ridge, including existing conditions, future needs and goals, policies and recommended action measures, is provided in the Public Facilities Plan.

The purpose of the Plan is to use the tools provided by urban renewal to overcome obstacles to the development and ensure the highest and best use of properties within the Area. These tools include tax increment financing (see Section IX), which uses the property taxes resulting from growth in property value within the Area to finance urban renewal improvement projects and programs. Urban renewal also allows for the purchase and sale of land for development as part of a public/private development partnership.

The Plan is administered by the Bend Urban Renewal Agency (“Agency”) which was established by the City Council of the City Bend as the City’s Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council.

The Plan has a duration of thirty years (see Chapter X). The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$41,250,000.

**II. Goals and Objectives**

The goals of the Plan represent its basic purposes. The objectives for each goal generally demonstrate how the goals are to be achieved. The urban renewal projects called for in Chapter IV of the Plan are the specific means of meeting the objectives.

***LAND USE***

**Goal 1: Support the Development of High Quality Employment Uses Within the Area**

Stimulate a broad mix of compatible employment and recreational uses within the Area, including commercial, light industrial, research and development and public open space uses.

Objectives:

1A: Assist in the financing of public transportation and utility improvements to serve the Area.

1B: Work with developers, industrial brokers, local and regional economic development agencies, and the Oregon Economic and Community Development Department (OECDD) in marketing properties within the Area.

1C: Promote business development that creates high paying jobs and a range of employment opportunities.

1D: Provide opportunities for retail and service commercial uses that serve local workers and visitors, thereby reducing commutes outside of the Area and offering conveniences that will make the Area a more desirable destination for prospective employers and workers.

**Goal 2: Preserve and Enhance the Area's Natural Assets**

Promote development that preserves and enhances the Area's natural assets.

Objectives:

2A: Integrate landscaping features and streetscape amenities into the design and development of the Area to create a livable, visually appealing, pedestrian friendly environment.

2B: Develop public open space and parks that preserve the Area's natural amenities while creating opportunities for recreational use.

***TRAFFIC AND TRANSPORTATION***

**Goal 3: Improve Traffic and Transportation**

Implement transportation improvements that will increase access to vacant and underutilized properties.

Objectives:

3A: Develop street improvements, including arterials, collectors and local roads, to provide adequate access and traffic circulation within the Area.

3B: Develop transportation improvements that connect the Area to Highways 97 and 20 to provide adequate access to the Area.

3C: Concurrent with the development and upgrade of arterial and collector roads, provide bikeways, sidewalks and traffic calming facilities to promote multimodal access and safety.

***PUBLIC UTILITIES***

**Goal 4: Provide Public Utilities**

Provide sewer, water and surface water management infrastructure adjacent to and within the Area that will facilitate the timely and complete development of the Area.

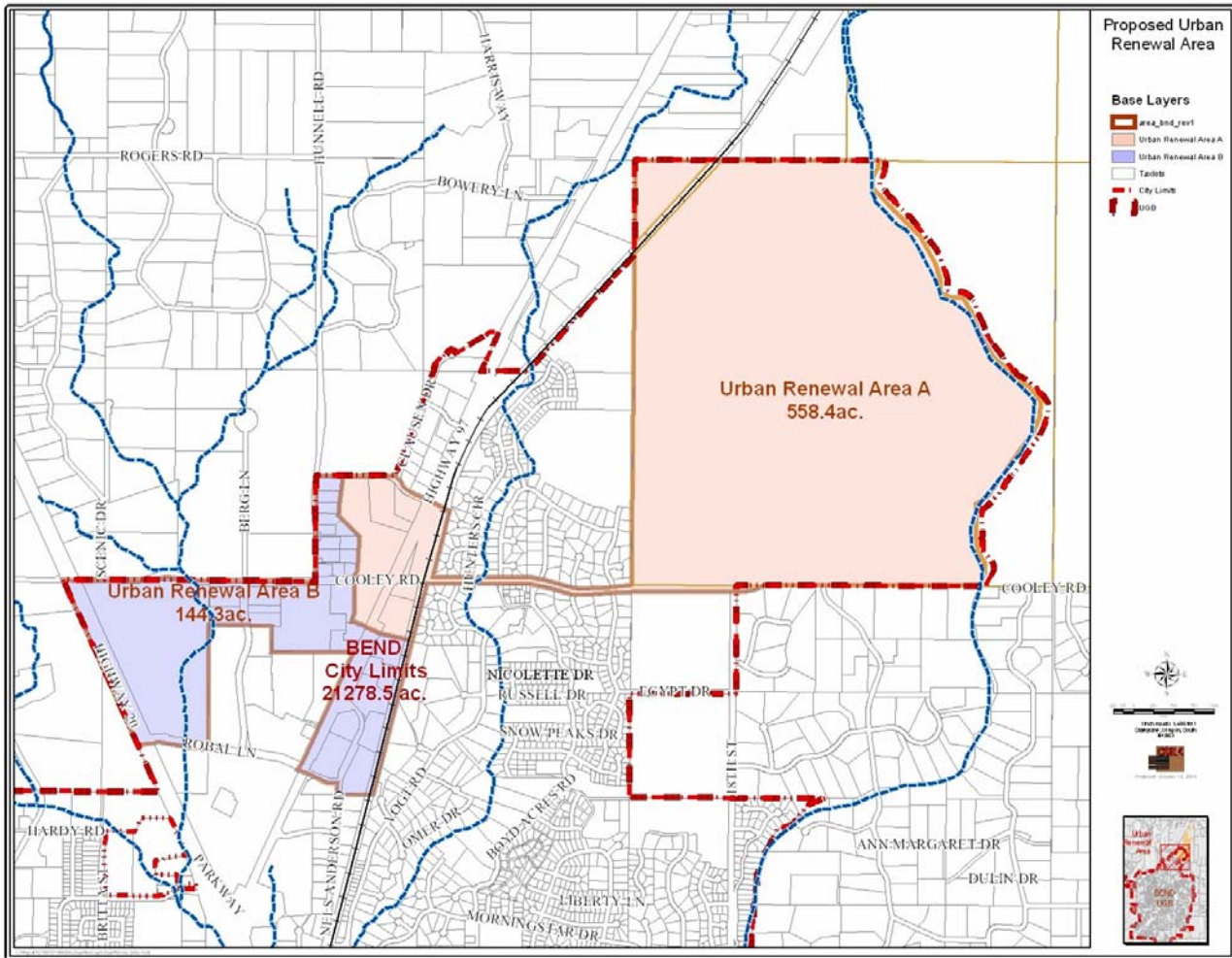
4A: Develop water, sanitary sewer and surface water management improvements as necessary to serve anticipated development within the Area.

4B: Participate in the cost of on- and off-site utility system improvements necessary to serve anticipated development within the Area.

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III. Map and Legal Description of Urban Renewal Area

Figure 1. shows the Urban Renewal Area boundaries. Exhibit A is a legal description of the Area. As noted in the Urban Renewal Report accompanying the Plan, the Area conforms to the size and assessed value limits contained in ORS 457.





**IV. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below and are shown in Figure 2.

**A. Public Improvements**

Public improvements identified in the Public Facilities Plan and authorized under the Plan include the design and construction of new arterial, collector and local roads and new connections with Highway 97 as well as street extensions, widening and realignment projects that will increase access to the Area and facilitate the development of vacant sites. As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs.

**Sub-Area A Projects**

Projects in Sub-Area A that may be undertaken under the Plan are:

**1. Transportation**

a) Highway 97 Interchange and Intersection Improvements

The Highway 97 Interchange and Intersection Improvements project will increase access to the Area through the provision of new interchanges and associated intersection improvements on both sides of Highway 97. The interchanges, which may be developed at Cooley Road/Highway 97 or other locations along US 97, will provide separate lanes and grades for turning movements to and from Highway 97 to accommodate the trips generated by anticipated development in Juniper Ridge and the broader Area.

b) Burlington Northern Santa Fe (BNSF) Railroad Grade Separation (Cooley Road)

This project consists of the design and construction of a new railroad bridge where the BSNF railroad intersects with Cooley Road.

c) Cooley Road Widening, Realignment and Improvements

The Cooley Road Widening, Realignment and Improvements project consists of widening Cooley Road to 4-lanes and realigning the existing roadway to connect it to the planned southwest entrance to Juniper Ridge. Additional project components include turn lanes, medians, sidewalks, bike lanes, lighting, landscaping and pedestrian crossings.

d) Roundabouts# on Cooley

The design and construction of new roundabouts at two intersection of Cooley Road is intended to calm traffic and create a safe environment for multi-modal commuters. The roundabout will feature landscaping and public art.

e) Cooley Road Extension

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The Cooley Road Extension project extends the existing Cooley Road east from Roundabout #1 to Deschutes Market Road. Additional project components include the design and construction of roundabouts, medians, turn lanes, bike lanes, sidewalks and pedestrian crossings as well as utilities and lighting.

f) 18<sup>th</sup> Street Extension

The 18<sup>th</sup> Street Extension project extends 18<sup>th</sup> Street, an existing north/south arterial, from Cooley Road to the Central Oregon Irrigation District (COID) canal. Additional project components include the design and construction of a median, turn lanes, bike lanes, sidewalks and pedestrian crossings as well as underground utilities and lighting.

g) New Collector Roads

The design and construction of an anticipated eight new collector roads in Sub-Area A will promote multimodal circulation and safety by collecting and distributing traffic from local roads to arterials.

h) New Local Roads

The provision of new local roads will facilitate direct access to properties in Juniper Ridge. While local roads will be funded by developers, participation in such costs is allowed under the Plan.

## **2. Sewer**

a) South Sewer Trunk Line Extensions and Pump Station

Concurrent with the development of planned arterial and collector roads, this project will provide new sewer main extensions and a pump station south of Roundabout #1.

b) Sewer Trunk Line Extensions

Anticipated sewer infrastructure projects in Juniper Ridge include a new sewer main extension connection from Roundabout #1 to the McGrath Treatment Plant and a Level 4 Water connection from the McGrath Treatment Plant. Other on-site improvements may include but are not limited to new sewer mains extending from Cooley Road and Roundabout #1 to the eastern boundary of Juniper Ridge and north-south along the area's eastern boundary.

c) Sewer Pump Stations

Concurrent with the phased development of Sub-Area A, this project consists of the construction of new sewer pump stations.

## **3. Water**

a) Water Trunk Line Connections and Hydrants

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As planned arterial and collector roads and sewer improvements are constructed, this project will provide water trunk line connections and fire and water flow hydrants. Anticipated water infrastructure projects may include, but are not limited to, new water main extensions along the Cooley Road and 18<sup>th</sup> Street extensions to Roundabouts #1 and #2 and the COID canal.

### b) Piping of COID Canal and Irrigation Systems

This project consists of the piping and/or lining of the COID canal, which may be carried out as a regional water conservation measure. Irrigation water systems, including reservoirs, conveyance and watering devices, may also be constructed throughout Juniper Ridge.

## **4. Stormwater**

### a) Storm Water Controls and Irrigation Ponds

This project provides for the construction of irrigation ponds and other storm water controls to be located near the planned entrance to Juniper Ridge and other on-site locations.

## **5. Parks and Open Space**

### a) Public Open Space Areas

Currently, there are no formal parks and open space within Juniper Ridge. This project calls for the development of public open space at key areas identified in the Public Facilities Plan. These areas include the southwest corner of Juniper Ridge, an area adjacent to the North Point Neighborhood, and an area near the location of the waterfall along the COID canal.

### b) Linear Trail/ Greenway Network

Develop a linear trail/ greenway network that interconnects public open space uses. Specific project components may include pedestrian pathways, recreational trails and greenway buffers along the area's western edge, which will protect lands along the COID canal.

## **Sub-Area B Projects**

Projects in Sub-Area A that may be undertaken under the Plan are:

## **1. Transportation**

### a) Hunnell Road Extension

The Hunnell Road Extension project will extend Hunnell Road north from Cooley Road to the Urban Reserve Boundary. The extension, which will be classified as a collector, will serve as a frontage road for developing commercial properties in Sub-Area B. A new intersection and traffic

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roundabout will be constructed at Cooley Road and the terminus of the existing roadway.

b) Cooley Road Upgrade

In conjunction with the proposed widening of Cooley Road in Sub-Area A, this project calls for the upgrade of the existing Cooley Road to a 4-lane minor arterial between Highway 20 and the western boundary of Sub-Area A.

c) Sub-Area B Bicycle Lane Improvements

Complete planned bike lanes within Sub-Area B. Planned bike lanes will be developed on Cooley Road (Hwy 20 to Highway 97), Hunnell Road (Robal Lane to Cooley Road) and Robal Lane (Hwy 20 to Highway 97).

d) Sub-Area B Sewer Extensions

Proposed sewer extensions within Sub-Area B may include a new north-south sewer line along the proposed Hunnell Road Extension and an east-west line along Loco Road.

e) Sub-Area B Water Extensions

Proposed water extensions within Sub-Area B may include a new north-south water line along the proposed Hunnell Road Extension and a 12-inch water line along Cooley Road.

B. Assistance to Property Owners/Lessees for Rehabilitation, Redevelopment or Development

The Plan authorizes assistance to property and/or business owners, in making capital improvements to property within the Area which support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations by the Bend Urban Renewal Agency Board (the "Board") shall not be considered changes to the Plan.

**1. Property Development Loans and/or Grants and Technical Assistance**

Property to be improved will industrial or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties. Technical assistance, in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to the rehabilitation, development and redevelopment of property in the Area.

The Plan authorizes assistance to property and/or business owners, in making capital improvements to property within the Area which support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

Programs may include the following:

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- Loans and/or grants for property development and other improvements. Property to be improved may be industrial or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.
- Technical assistance, in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to development of property in the Area.

**2. Access and Utility Improvements/Grants and/orLoans**

Financial assistance may be provided to extend access and utilities to property within the Area where the such facilities have not otherwise been provided under the Plan.

**V. Relationship to Local Objectives**

The Plan addresses local planning and development objectives contained in the Bend Area General Plan, Urban Area Transportation System Plan and Capital Improvement Plan. Adopted in November 1998 and last updated in 2005, the Bend Area General Plan identifies goals and policy objectives that will promote growth that is both sustainable and supportive of the community's desire to increase economic opportunities for local residents and maintain high standards of community livability.

In 2004, the City of Bend completed its Fiscal Year 04/05 Capital Improvement Program (CIP). The CIP identifies projects that address all modes of transportation as well as street maintenance, water, sewer and airport projects and provides a five year capital program schedule. Given that Juniper Ridge was not annexed to the City until 2005, the extent to which the Capital Improvement Program and other guiding plans specifically address needs in the area is limited. The CIP will be amended to reflect planned capital improvements in Juniper Ridge.

The Development Code provides a description of desired uses and development standards for the commercial, industrial and mixed-use employment districts in the Plan area. The most specific objectives to which the Plan responds are those contained in the General Plan, the Urban Area Transportation System Plan and the Capital Improvement Plan.

**C. Bend General Plan Policies**

The Bend General Plan contains goals and policies that address the City of Bend's long range planning and development objectives. Of particular relevance to the Plan are policy directives that address land use planning, economic development, public facilities and transportation needs in Bend's industrial and commercial districts. The Area is within the General Plan's Commercial Highway (CH), Mixed Employment (ME), Light Industrial (IL) and Residential Standard Density (RS) designations. The Plan authorizes financial assistance programs and transportation, public utilities, and parks and open space projects that will encourage development that is consistent with the General Plan's goals.

Chapter 3 *Community Connections* prescribes goals and policies intended to preserve and increase community livability in the face of rapid growth and change occurring in the City of Bend. The provision of "quality green spaces, natural areas, and creation sites through public and private park land throughout the community" is identified as a major goal. Additionally, the land transfer agreement between Deschutes County and the City of Bend requires a minimum of 10% of the Juniper Ridge property be kept in open space or park use.

*Community Connections* policies supported by the Plan include:

Parks and Recreation facilities

Policy 5: The Bend Metro Park and Recreation District, with support of the city and county, shall ensure and an equitable distribution of parks and open spaces throughout the District's jurisdiction.

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Chapter 6 *The Economy and Lands for Economic Growth* prescribes goals and policies that promote “quality economic growth and a diverse economy.” Goal statements supported by the Plan include:

- “Ensure an adequate supply of appropriately zoned land in Bend to provide for a full range of industrial, commercial, and professional development opportunities;”
- “Stimulate economic development that will diversify and strengthen economic activity and provide primary and secondary job opportunities for local residents;”
- “Improve the income levels of Bend residents;” and
- “Encourage more small neighborhood commercial developments and convenience commercial centers to reduce vehicle trips and trip lengths.”

Economic growth policies that are supported by the Plan’s goals and objectives and capital improvement projects include:

### Industrial Development

- Policy 2: The city shall work to preserve prime industrial lands for industrial purposes.
- Policy 3: The community shall attempt to diversify its industrial base.
- Policy 9: Community efforts should be directed toward improving the general appearance of industrial areas so that they make a positive contribution to the environment of the community.

### Commercial Development

- Policy 28: It is the intent of the Plan to allow commercial development adjacent to arterial streets and highways in areas designated for commercial development, provided that the developments access onto frontage roads or interior roads, and that access onto the highway or arterial will be limited. Points of access will be encouraged that provide for adequate and safe entrances and exits, and that favor right turns and merging over the use of traffic signals.

Chapter 7 *Transportation Systems* incorporates goals and policies from the City’s Transportation System Plan. *Transportation Systems* goal statements supported by the Plan include:

### Mobility and Balance

- “Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.”

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### Efficiency

- “Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner;” and
- “Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.”

### Access

- “Provide all transportation modes access to all parts of the community.”

### Economic

- “Implement transportation improvements to foster economic development and business vitality.”

### Livability

- “Design and locate transportation facilities to be sensitive to protecting the livability of the community.”

### Safety

- “Design and construct the transportation system to enhance travel and safety for all modes.”

The Plan identifies multiple projects that will achieve the goals described above by providing safe and efficient access to the Area through upgrades to existing roadways and the construction of new arterials, collectors and local roads. In Sub-Area A, for example, the widening and realignment of Cooley Road and the design and construction of interchanges and related intersection improvements at Cooley Road/Highway 97, or other locations along US 97, are projects designed to promote connectivity and facilitate efficient multimodal access to the Area. Further, the provision of new collector roads and local roads within Juniper Ridge will facilitate multimodal connectivity and traffic circulation. The Transportation system planning policies prescribed in the General Plan are identical to those identified in Bend’s Transportation System Plan, addressed in the following sub-section.

Chapter 8 *Public Facilities and Services* identifies the City’s current and future needs with respect to the provision of sanitary sewer, water, storm drainage and other urban facilities and services. Goals supported by the Plan include:

- “To have public and private utility systems provide adequate levels of service to the public at reasonable cost;”



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- “For the city, county, and special districts to cooperate in the provision of adequate urban services in an efficient and timely matter to support urban development;” and
- “To ensure that public services will not have negative impacts on the environment or the community.”

*Public Facilities and Services* policies that the Plan’s goals and objectives and capital improvement projects address include:

### Urban Sewer

- Policy 1: The city shall encourage development of serviced land prior to unserviced land or require the extension of sewer lines as part of any development within the UGB.

### Urban Water

- Policy 7: Within the urban planning area, public and private water systems should be consistent with city standards for construction and service capabilities.

### Storm sewer

- Policy 10: Dry wells, landscaping, retention ponds or storm drains shall be used for surface drainage control.
- Policy 12: Due to the lack of a defined drainage pattern for most of the urban area, development shall contain storm drainage on-site.

The Plan identifies several projects in Sub-Area A, including the extension of sanitary sewer and water mains along major roadways and the construction of irrigation ponds, sewer pump stations and a micro-package treatment plant, which will facilitate the provision of adequate public facilities and urban services concurrent with build-out of the Area.

Chapter 9 *Community Appearance* addresses the City’s goals to improve the image of the community and promote livability through development standards and planning activities that incorporate landscaping and beautification elements. Goals supported by the Plan include:

- “To make a concerted effort to improve the appearance of the community, particularly in the commercial, industrial and multifamily areas;” and
- “To significantly improve the appearance along the state highways and other transportation corridors as one means of recapturing the individual and distinct identity of the Bend area.”

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Many transportation projects outlined in the Plan incorporate landscaping and design elements. In addition, the Plan supports parks and open space and greenway projects that will help achieve the following *Community Appearance* policy objectives:

- Policy 10: The city shall develop designs for arterial and collector streets that include landscaped planter strips and medians. Such designs shall include trees in the planter and median strips when practical and safe.
- Policy 12: The city shall seek opportunities to relocate existing overhead utility lines underground in all parts of the community, and especially along the commercial corridors.

#### D. Transportation System Plan Objectives and Policies

Adopted in 2000, the stated purpose of the Bend Urban Area Transportation System Plan (TSP) is to “help guide the development of a transportation system that will meet the forecast needs of the Bend community to the year 2020. This plan provides a policy and plan framework that will continue to enable Bend to design a balanced transportation system for the near-term and the next twenty years. Strategies for planning and implementing a wide range of transportation components are addressed in the TSP including automobile, public transportation, bicycle and pedestrian travel.”

The Plan addresses the following objectives and policies identified in Section 6.9 of the TSP.

#### Section 6.9.4: Transportation System Management

##### *Objective*

- “Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways.”

*Transportation System Management* Policies supported by the Plan include:

- Policy 2: The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.
- Policy 3: The City and State shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.

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Section 6.9.4: Pedestrian and Bicycle Systems

*Objectives*

- “To support and encourage increased levels of bicycling and walking as an alternative to the automobile,” and
- “To provide safe, accessible and convenient bicycling and walking facilities.”

*Pedestrian and Bicycle Systems* Policies supported by the Plan include:

Policy 5: The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.

Policy 6: Bike lanes shall be included on all new and reconstructed arterials and major collectors, and when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.

Section 6.9.6: Street System

*Objectives*

- “To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes;”
- “To provide a safe and efficient means to access all parts of the community;” and
- “To provide an attractive, tree-lined, pedestrian friendly streetscape sensitive to protecting the livability of the community.”

General *Street System* Policies supported by the Plan include:

Policy 1: Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.

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- Policy 6: Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development.
- Policy 8: Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City and State.

*Arterial Street System* Policies supported by the Plan include:

- Policy 20: Appropriate facilities for bike, pedestrian and transit use shall be included in any road-widening project.
- Policy 25: Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse affects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.
- Policy 26: Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level or safety and carrying capacity on the arterial system.

*Safety Street System* Policies supported by the Plan include:

- Policy 34: As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as necessary to improve the safety of a road alignment.

The Plan's transportation projects directly address the TSP's goals to provide a safe and efficient means of moving people and goods while promoting high standards of community livability. Proposed upgrades to existing arterials and collectors, such as Cooley Road and 18<sup>th</sup> Street, and new construction projects, such as the planned network of collectors and local roads in Juniper Ridge, incorporate landscaping, bike lanes, sidewalks and streetscape elements that will create a visually pleasing environment and ensure the safety of multimodal users. The provision of new roadways within Sub-Area A

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will facilitate multimodal access, transit access, and circulation as the phased build-out of Juniper Ridge occurs.

Projects funded either fully or partially by tax increment revenues may be leveraged to facilitate private investment in the Area. Tax increment revenues may also be leveraged for state and federal funding sources that require local governments to produce “matching funds.”

### E. City of Bend FY 04/05 Capital Improvement Plan Projects

The CIP identifies priority transportation and public infrastructure projects for a five-year period beginning in FY 04/05. The CIP aids in the implementation of broader goals and policy objectives outlined in the Bend Area General Plan, the TSP and other planning documents.

Unlike the General Plan and the TSP, the CIP does not contain detailed goals and policy objectives. However, it does score and prioritize transportation projects using a set of 10 fixed criteria, including public safety, protection of system operation, volume of traffic served, multi-modal benefits, relation to adopted plans and operating budget.

The Plan supports several projects that are components of the CIP’s Cooley Road (Highway 97 to 18<sup>th</sup>) transportation project, including:

- Build a full interchange at Cooley Road and Highway 97
- Build 2,800 feet of roadway, from 1,400 feet west of the Cooley Road/Highway 97 intersection to 1,400 feet east of the intersection
- Build a railroad over-crossing on Cooley Road
- Build R/W for project (approximately 40 R/W files)
- Build a canal over-crossing on Cooley Road.

## VI. Proposed Land Uses

Land uses within the Area are governed by the City of Bend Zoning Ordinance. The Zoning Ordinance establishes zoning districts that implement the Bend General Plan. The districts govern the allowed uses (including outright permitted uses and conditional uses) and contain development standards.

Currently, land in the Area is within the Urban Area Reserve 10 (UAR), Light Industrial (IL)<sup>1</sup>, Commercial Highway (CH) and Mixed Employment (ME) and Residential Urban Standard Density (RS) zoning districts. The purpose of the districts is described in the Development Code as follows:

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<sup>1</sup> The current General Plan designation for Juniper Ridge Phase 1 is Light Industrial (IL). After the adoption of this Plan, it is anticipated that the City may amend the Zoning Ordinance to specify zoning provisions for Juniper Ridge.

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F. Light Industrial

“The Industrial Districts are intended to accommodate a range of light and heavy industrial land uses. They are intended to segregate incompatible industrial developments from other districts, while providing a high-quality environment for businesses and employees.”

Industrial District standards are based on the following principles:

- “Provide for efficient use of land and public services;”
- “Provide transportation options for employees and customers;”
- “Located business services close to major employment centers;”
- “Ensure compatibility between industrial uses and nearby commercial and residential areas;”
- “Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan;” and
- “Conserve industrial zoned lands for industrial uses.”

Development in the IL District is subject to a minimum front yard setback of 10 feet, and minimum rear yard and side yard setbacks of 0 feet (except when abutting a residential use, the setbacks shall be 20 feet). A maximum lot coverage of 80% and maximum building height of 50 feet are prescribed.

G. Commercial Highway

“The Commercial Highway District is intended to support infill and redevelopment along existing commercial corridors. Market area for uses in this district are highly variable, though emphasis should be given to automobile-dependent land uses – e.g., automobile sales and repair, warehousing and distribution; storage, servicing or repair of heavy equipment; drive-up facilities; gas service stations; etc.”

Development in the CH District is subject to a minimum front yard setback of 10 feet and minimum rear yard setback ranging from 0 feet for street access and 6 feet for alley access. A maximum building height of 45 feet is allowed.

H. Mixed Employment

“The Mixed Use Districts are intended to provide a balanced mix of residential and employment opportunities. These mixed-use areas provide a transition between existing urban environments and both existing and future residential developments. The mixed-use districts support service commercial, employment, and housing needs of a growing community.”

Mixed Use District standards are based on the following principles:

- “Ensure efficient use of land and public services;”
- “Create a mix of housing and employment opportunities;”
- “Provide transportation options for employees and customers;”
- “Provide business services close to major employment centers;” and

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- “Ensure compatibility of mixed-use developments with the surrounding area and minimize off-site impacts associated with development.”

Development in the ME District is subject to a minimum front yard setback of 10 feet, and minimum rear yard and side yard setbacks of 0 feet (except when abutting a residential use, the minimum setbacks shall be 15 feet). A minimum lot coverage of 50% and a maximum building height of 45 feet are prescribed.

**VII. Property Acquisition and Disposition**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

I. Property Acquisition for Public Improvements

Property may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain without amendment of the Plan. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are fully respected.

J. Property Acquisition for Private Redevelopment

Property may be acquired for resale or lease for private development by all legal means, including use of eminent domain. Property purchased by the Agency under the Plan shall be purchased at fair market value. Property owners may sell or otherwise convey property to the Agency at less than fair market value if such terms are agreeable to the Agency and the property seller.

Prior to acquisition of property for private redevelopment, the Plan must be changed by minor amendment to identify the property to be acquired and its intended disposition. Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are fully respected.

K. Disposition of Land for Private Redevelopment

Land sold or leased by the Agency for private redevelopment shall be sold or leased at its fair re-use value, which is the value at which the Agency determines such land should be made available in order that it may be used for the purposes specified in the Plan.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the urban renewal plan and to begin the building of their improvements within a period of time that the Agency determines is reasonable.



**VIII. Relocation Methods**

Where property is acquired under the Plan and the acquisition is through or under the threat of eminent domain, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

**IX. Tax Increment Financing of Plan**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be both long-term and short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (“GO”) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

**L. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- Any other source, public or private.

Revenues obtained by the Board will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

**M. Tax Increment Financing and Maximum Indebtedness**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Board as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Board based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$41,250,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

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N. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Board or the City of Bend in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

**X. Duration of Plan**

No projects may be commenced and no new indebtedness may be incurred after thirty years from the effective date of the Plan. Tax increment revenues may continue to be collected beyond this date, until it is found that deposits in the Agency's debt service fund are sufficient to fully pay principal and interest on indebtedness issued during the thirty years following the effective date of the Plan, either through direct payment of the indebtedness or by payment of principal and interest on bonds or notes issued to finance the indebtedness.

**XI. Future Amendments to Plan**

The Plan may be amended as described in this section.

O. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households within the City of Bend.

P. Council-Approved Amendments

Council-Approved Amendments consist solely of the following amendments:

- Material changes to the goals and objectives of the Plan.
- Addition or expansion of a project, which adds a cost in 2005 dollars of more than \$500,000 and which is materially different from projects previously authorized in the Plan.

Council-approved amendments require approval by the Agency by resolution and by the City Council, which may approve the amendment by resolution.

Q. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council-Approved amendments. They require approval by the Agency by resolution.

R. Amendments to the Bend General Plan and/or Zoning Ordinance

Amendments to the Bend General Plan and/or Zoning Ordinance that affect the Plan and/or the Area shall be incorporated within the Plan without any action required by the Agency or the City Council.

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**XII. EXHIBIT A - LEGAL DESCRIPTION OF RENEWAL AREA BOUNDARY**

**EXHIBIT A  
JUNIPER RIDGE URBAN RENEWAL AREA  
DESCRIPTION**

August 20, 2005

A tract of land located in portions of Sections 9, 10, 15, 16 and 17, Township 17 South, Range 12 East, Willamette Meridian, City of Bend, Deschutes County, Oregon, said tract being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 10;  
thence along the north line of said Section 10, North 89°50'30" East, a distance of 490.28 feet to a point on the east sideline of a 20.00 foot wide access road easement along the east side of the Pilot Butte Canal;  
thence along said east sideline on the following fifty-three (53) courses:

South 03°21'01" West, a distance of 113.44 feet;  
South 20°27'09" West, a distance of 55.30 feet;  
South 33°15'36" West, a distance of 68.87 feet;  
South 17°43'05" West, a distance of 14.66 feet;  
South 02°39'22" West, a distance of 46.52 feet;  
South 25°13'29" East, a distance of 33.02 feet;  
South 46°47'36" East, a distance of 54.20 feet;  
South 38°25'10" East, a distance of 111.44 feet;  
South 45°18'20" East, a distance of 362.20 feet;  
South 39°53'59" East, a distance of 501.81 feet;  
South 24°54'31" East, a distance of 198.80 feet;  
South 18°59'52" East, a distance of 232.98 feet;  
South 01°12'26" West, a distance of 107.89 feet;  
South 11°19'19" East, a distance of 20.91 feet;  
South 45°01'50" East, a distance of 11.25 feet;  
South 78°50'48" East, a distance of 54.31 feet;  
North 87°12'37" East, a distance of 85.50 feet;  
South 84°48'39" East, a distance of 58.79 feet;  
South 56°06'00" East, a distance of 81.39 feet;  
South 40°53'09" East, a distance of 73.88 feet;  
South 22°21'00" East, a distance of 495.66 feet;  
South 30°05'42" East, a distance of 38.65 feet;  
South 37°04'19" East, a distance of 66.46 feet;  
South 39°16'28" East, a distance of 485.68 feet;  
South 62°37'03" East, a distance of 125.42 feet;

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South 49°57'27" East, a distance of 89.27 feet;  
South 62°48'31" East, a distance of 52.22 feet;  
South 34°56'57" East, a distance of 88.38 feet;  
South 49°39'56" East, a distance of 59.95 feet;  
South 30°13'48" East, a distance of 111.15 feet;  
South 06°00'55" East, a distance of 64.46 feet;  
South 06°59'19" West, a distance of 66.93 feet;  
South 15°47'17" West, a distance of 173.18 feet;  
South 29°08'45" West, a distance of 117.18 feet;  
South 34°14'47" West, a distance of 324.27 feet;  
South 30°35'37" West, a distance of 196.22 feet;  
South 40°25'49" West, a distance of 196.90 feet;  
South 23°59'06" West, a distance of 49.96 feet;  
South 34°48'31" West, a distance of 97.48 feet;  
South 39°43'01" West, a distance of 228.36 feet;  
South 60°37'09" West, a distance of 67.23 feet;  
South 26°05'38" West, a distance of 34.90 feet;  
South 05°58'55" East, a distance of 190.16 feet;  
South 04°21'39" West, a distance of 128.19 feet;  
South 02°09'46" East, a distance of 119.35 feet;  
South 14°27'33" East, a distance of 70.65 feet;  
South 24°06'07" East, a distance of 33.32 feet;  
South 53°22'27" East, a distance of 55.82 feet;  
South 40°27'12" East, a distance of 61.72 feet;  
South 24°10'18" East, a distance of 65.40 feet;  
South 01°50'56" West, a distance of 73.58 feet;  
South 32°25'42" West, a distance of 161.21 feet;  
South 16°15'33" West, a distance of 51.64 feet to a point on the south line of said Section 10;

thence along said south line, South 89°43'46" West, a distance of 1779.76 feet to the south one-quarter corner of said Section 10;  
thence continuing along said south line, South 89°36'02" West, a distance of 1312.02 feet to the northeast corner of the northwest one-quarter of the northwest one-quarter of said Section 15;  
thence along the east line of said northwest one-quarter of the northwest one-quarter, South 00°00'47" West, a distance of 80.00 feet to the south line of Cooley Road;  
thence along said south line, South 89°36'02" West, a distance of 1312.13 feet to the east line of said Section 16;  
thence along said east line, South 00°05'49" West, a distance of 0.34 feet to the south line of Cooley Road;

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thence along said south line on the following courses:

South 84°49'50" West, a distance of 516.00 feet;  
on the arc of a 965.00 foot radius curve right through a central angle of 25°01'53", a distance of 421.59 feet (chord bears North 82°39'14" West, a distance of 418.24 feet);  
North 70°08'17" West, a distance of 62.92 feet;  
on the arc of an 885.00 foot radius curve left through a central angle of 10°23'16", a distance of 160.45 feet (chord bears North 75°19'55" West, a distance of 160.23 feet) to the easterly line of Boyd Acres Road;

thence along said easterly line, South 27°39'40" West, a distance of 10.53 feet to a point on a line which is parallel with and 50.00 feet southerly of, when measured at right angles to, the center line of said Cooley Road;  
thence along said parallel line on the following courses:

on the arc of an 875.00 foot radius non-tangent curve left through a central angle of 09°13'45", a distance of 140.94 feet (chord bears North 85°21'20" West, a distance of 140.79 feet);  
North 89°58'13" West, a distance of 368.85 feet to the west line of Stacy Lane;

thence along said west line, North 00°01'47" East, a distance of 10.00 feet to the south line of Cooley Road;  
thence along said south line, North 89°58'13" West, a distance of 885.26 feet to the easterly line of the Burlington Northern Railroad right of way;  
thence along said easterly line, South 13°45'57" West, a distance of 2722.08 feet to the north line of "B.I.D. III", recorded as CS05241, Deschutes County Survey Records;  
thence along said north line, North 89°54'41" West, a distance of 456.12 feet to the west line of Nels Anderson Road;  
thence along said west line, North 03°24'17" East, a distance of 134.93 feet to the southerly line of Robal Lane;  
thence along said southerly line on the following courses:

North 86°35'43" West, a distance of 92.40 feet;  
on the arc of a 200.00 foot radius curve right through a central angle of 20°53'50", a distance of 72.94 feet (chord bears North 76°08'48" West, a distance of 72.54 feet);  
North 65°41'53" West, a distance of 217.08 feet to the easterly line of The Dalles-California Highway, U.S. Highway No. 97;

thence North 67°08'27" West, a distance of 130.04 feet to the intersection of the south line of Robal Lane with the westerly line of The Dalles-California Highway, U.S. Highway No. 97;



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thence along said westerly line, North 24°18'45" East, a distance of 1613.28 feet to the north line of Partition Plat No. 1998-63, recorded as CS13485, Deschutes County Survey Records;

thence along said north line, North 89°59'10" West, a distance of 1014.19 feet to the east line of Lot 21, "Norwood Section No. 2", recorded as CS08634, Deschutes County Survey Records;

thence along said east line, North 00°00'47" West, a distance of 325.20 feet to the most northeasterly corner of said Lot 21;

thence along the north line of said Lot 21, South 89°55'15" West, a distance of 780.68 feet to the east line of said Section 17;

thence along said east line, South 00°01'27" East, a distance of 1557.96 feet to the southerly line of Robal Lane;

thence along said southerly line on the following courses:

North 78°48'44" West, a distance of 193.34 feet;

North 88°52'10" West, a distance of 101.12 feet;

North 81°27'03" West, a distance of 257.56 feet;

North 67°54'30" West, a distance of 37.60 feet;

on the arc of a 354.26 foot radius non-tangent curve left through a central angle of 15°07'52", a distance of 93.56 feet (chord bears South 86°08'50" West, a distance of 93.28 feet) to the easterly line of the Bend-Sisters Highway, U.S. Highway No. 20;

thence South 65°01'47" West, a distance of 200.00 feet to the westerly line of the Bend-Sisters Highway, U.S. Highway No. 20;

thence along said westerly line, North 24°58'13" West, a distance of 2323.22 feet to the north line of said Section 17;

thence along said north line, North 89°59'16" East, a distance of 1834.53 feet to the northeast corner of said Section 17;

thence along the south line of said Section 9, North 89°58'01" East, a distance of 1322.39 feet to the southwest corner of the southeast one-quarter of the southwest one-quarter of said Section 9;

thence North 00°07'33" West, a distance of 1321.19 feet to the northwest corner of the southeast one-quarter of the southwest one-quarter of said Section 9;

thence along the north line of said southeast one-quarter of the southwest one-quarter, North 89°58'25" East, a distance of 1048.68 feet to the easterly line of Clausen Drive;

thence along said easterly line, on the arc of a 180.06 foot radius non-tangent curve left through a central angle of 68°38'36", a distance of 215.72 feet (chord bears South 31°23'35" East, a distance of 203.05 feet);

thence continuing along said easterly line and easterly line extended, South 65°42'53" East, a distance of 558.99 feet to the easterly line of the Burlington Northern Railroad right of way;

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thence along said easterly line, South 13°45'57" West, a distance of 862.53 feet to the north line of Cooley Road;

thence along said north line on the following courses:

South 89°58'13" East, a distance of 1183.09 feet;  
on the arc of a 965.00 foot radius curve right through a central angle of 19°49'56", a distance of 334.02 feet (chord bears South 80°03'15" East, a distance of 332.36 feet);  
South 70°08'17" East, a distance of 62.92 feet;  
on the arc of an 885.00 foot radius curve left through a central angle of 25°01'53", a distance of 386.64 feet (chord bears South 82°39'14" East, a distance of 383.57 feet);  
North 84°49'50" East, a distance of 523.37 feet to the southwest corner of said Section 10;

thence North 00°01'27" East, a distance of 2644.32 feet to the west one-quarter corner of said Section 10;

thence North 00°01'07" East, a distance of 2644.29 feet to the northwest corner of said Section 10;

thence North 89°37'43" East, a distance of 2620.61 feet to the Point of Beginning.

Contains 714.76 acres, more or less.

