

## Article XXIX. Caraway Master Planned Development

### 2.7.4810 Purpose.

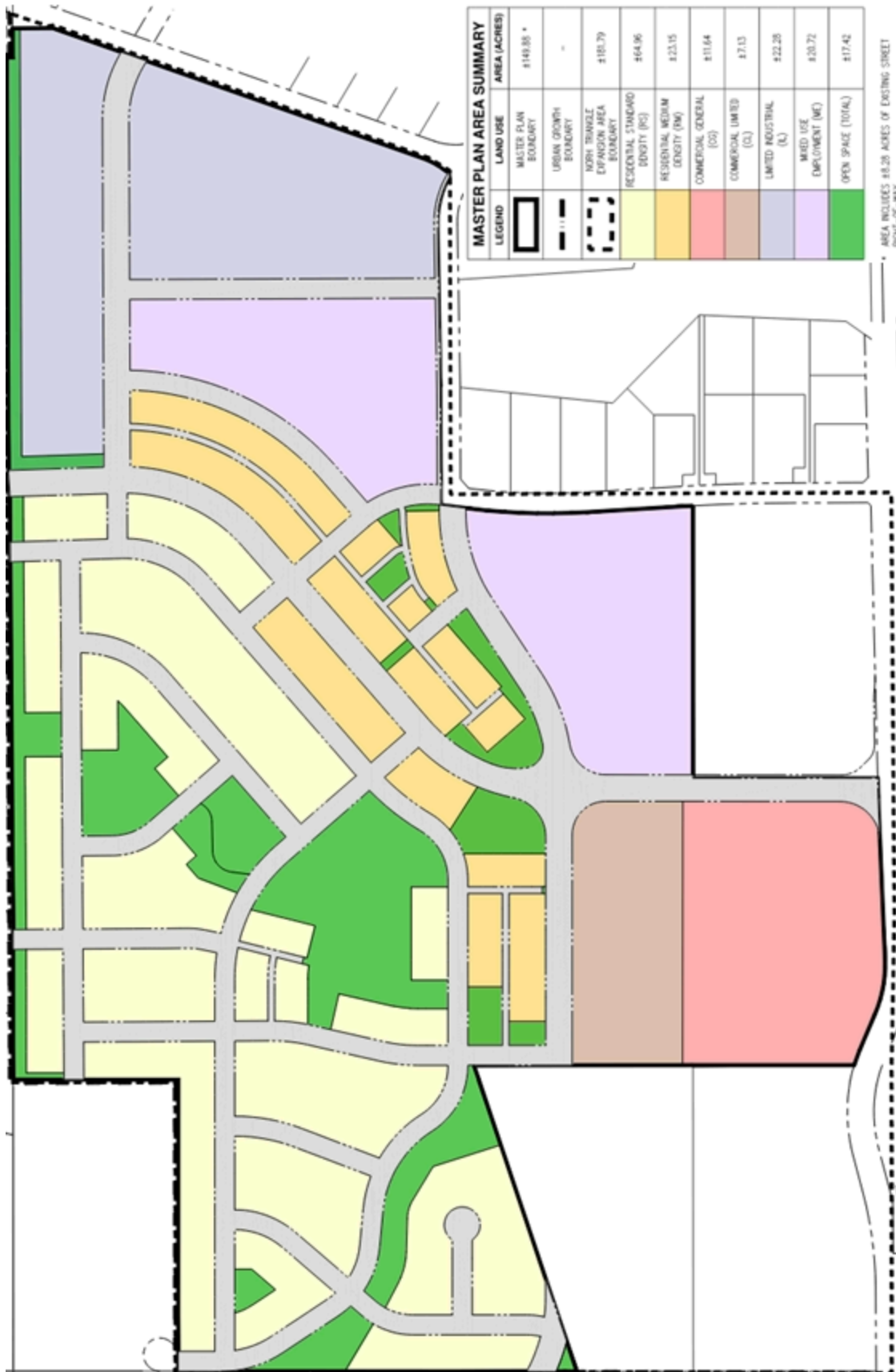
The purpose of the Caraway Master Planned Development is to implement the policies of Chapter 11, Growth Management, of the Bend Comprehensive Plan (BCP) regarding the North Triangle Expansion Area, and to create a new, innovative, mixed-use community that sets the stage for future urban growth within the Expansion Area. The development standards will:

- A. Create the opportunity for a complete community with housing in close proximity to employment and commercial services that are scaled to serve the frequent needs of neighborhood and area residents.
- B. Implement BCP Policy 11-145 by providing a proportional share of the minimum amount of housing and mix of housing required for the North Triangle Expansion Area.
- C. Provide a mix of housing types for owners and renters of multiple lifestyles and income levels, including deed-restricted affordable housing and workforce housing.
- D. Establish design standards for streets and blocks in order to create safe, functional, and attractive streetscapes.
- E. Create safe, attractive, and efficient pedestrian routes and other multi-modal transportation options.
- F. Preserve open space for a neighborhood-scale park, trail system, multiple pocket parks, and other community amenities. [Ord. NS-2486, 2023]

### 2.7.4820 Applicability.

The Caraway Master Planned Development standards apply to the property identified in Figure 2.7.4820. The special standards of the Master Plan supersede the standards of the underlying zones and other applicable standards of the Bend Development Code. Where there is a conflict between the provisions of the Caraway Master Plan and those of the underlying zone or other portions of the Development Code, the provisions of this district will control. The final determination of the zone or district boundary will be established at the time of subdivision platting and right-of-way dedication.

#### Figure 2.7.4820. Caraway Master Plan



[Ord. NS-2486, 2023]

### **2.7.4830 Definitions.**

- A. "Lot line, front" means the property line abutting a street or open space tract.
1. "Primary front lot line" means the shortest front lot line abutting a street or open space. If there is more than one such lot line of equal length, then the applicant or property owner must choose which lot line is to be the primary front lot line.
  2. "Secondary front lot line" means all other front lot lines except the primary front lot line. [Ord. NS-2486, 2023]

### **2.7.4840 Review.**

The following review procedures are applicable to uses and structures within the Caraway Master Planned Development:

- A. Single-unit dwellings, accessory dwelling units, townhomes, duplexes, triplexes, and quadplexes are subject to BDC [4.2.400](#), Minimum Development Standards Review. BDC [4.2.500](#), Site Plan Review, and BDC [4.2.600](#), Design Review, do not apply. A minimum development standards review application is not required; however, compliance with BDC [4.2.400](#), Minimum Development Standards Review, is required and will be verified through the building permit process.
- B. All other uses are subject to BDC [4.2.500](#), Site Plan Review, or BDC [4.2.600](#), Design Review, pursuant to BDC [4.2.200](#). [Ord. NS-2486, 2023]

### **2.7.4850 Residential Zoning Districts.**

- A. *Permitted Uses.*
1. All uses listed as permitted in the underlying zone are permitted. All uses listed as conditionally permitted in the underlying zone are conditionally permitted.
- B. *Setbacks.*

**Table 2.7.4850.B. Setbacks**

	<b>Primary Front</b>	<b>Secondary Front</b>	<b>Rear</b>	<b>Side</b>
RS, RM	10 ft.* ...	8 ft.* ...	5 ft.**/** .....	5 ft., except 8 ft. when side abuts an alley*** .....

\* Garages and/or carports must maintain a minimum front setback of 20 feet.

\*\* Garages and/or carports that access an alley must have a driveway with a minimum length of 18 feet.

\*\*\* When multi-unit buildings containing five or more units or nonresidential uses abut a detached single-unit dwelling or duplex on land designated RS, any side or rear setback abutting the RS land must increase one-half foot for each foot by which the building height exceeds 20 feet. Where a fractional number results, the number may be rounded down to the nearest whole number.

1. Setback exceptions in the underlying zone apply.

C. *Lot Area and Dimensions.* Lot areas and lot dimension standards for residential uses are listed in the following table. Lot area and dimensions exceptions for affordable housing, see BDC [3.6.200\(C\)](#).

**Table 2.7.4850.C. Lot Areas and Dimensions in Caraway by Housing Type and Zone**

Residential Use	Zone	Minimum Lot Area	Lot Width/Depth
Single-Unit Detached Dwellings	RS	2,700 sq. ft.	Minimum width: 30 ft. at front property line Minimum lot depth: 50 ft.
	RM	2,500 sq. ft.	Minimum width: 30 ft. at front property line Minimum lot depth: 50 ft.
Duplexes, Triplexes, and Quadplexes	RS	Duplex: 2,700 sq. ft. Triplex: 4,000 sq. ft. Quadplex: 4,000 sq. ft.	Duplexes: Minimum width: 30 ft. at front property line Minimum lot depth: 50 ft. Triplexes and Quadplexes: Minimum width: 40 ft. at front property line Minimum lot depth: 50 ft.
	RM	None	Minimum width: 30 ft. at the front property line Minimum lot depth: 50 ft.
Townhomes	RS	Average minimum lot or parcel size: 1,500 sq. ft. for each unit	Minimum width: 20 ft. at front property line Minimum lot depth: 50 ft.
	RM	None	Minimum width: 30 ft. at front property line Minimum lot depth: 50 ft.
Multi-Unit Dwellings (5+ Units)	RS	Not applicable	Not applicable
	RM	None	Minimum width: 30 ft. at front property line Minimum lot depth: 50 ft.

Exceptions:

1. Except for townhomes, corner lots or lots where a side lot line abuts an alley must be at least four feet more in width than the minimum lot width required in the zone.
2. Frontage on a public street or open space tract is required. Lots where open space tracts provide the only frontage must take access from a rear alley, and the property line fronting open space must be considered a front property line.
3. Other exceptions permitted in the underlying residential district are also permitted.

D. *Residential Density and Housing Mix.* Based on the zoning implementing the required land use designations in the North Triangle, the Caraway Master Plan must ensure capacity for a minimum of 401 housing units, including at least 67 townhomes, and 106 multi-unit, duplex, triplex, and/or quadplex units. Of the minimum 401 housing units, at least 77 must be deed-restricted affordable housing units, as defined in BDC Chapter [1.2](#).

E. *Maximum Lot Coverage.* The following maximum lot coverage standards apply to all development within the residential districts as follows:

**Table 2.7.4850.D. Residential Lot Coverage**

Residential Zone	Lot Coverage
Standard Density Residential (RS)	50% for lots with 2+ story single-unit detached dwellings and/or 2+ story accessory structures
Medium Density Residential (RM)	55% for lots with single-story single-unit detached dwellings and single-story accessory structures 60% for lots with townhomes, duplexes, triplexes, quadplexes, and multi-unit

F. Floor area ratio does not apply to any uses.

G. *Maximum Building Height.*

1. Buildings within the RS District may be no more than 35 feet in height.
2. Buildings within the RM District may be no more than 40 feet in height.

H. *Additional Standards for Townhomes.* Townhomes not accessed by an alley must comply with the following standards:

1. Townhomes located on lots that meet the minimum width requirement for detached single-unit homes are not subject to BDC [3.6.200\(D\)](#), but must comply with the following standards:
  - a. Driveway approaches must be separated by a minimum of seven feet.

- b. Driveway approaches must not exceed 20 feet in width.
2. The maximum combined garage door width facing the street is 55 percent of the total building width. As shown in Figure 2.1.950.B, the maximum combined garage door width facing the street may be up to 65 percent of the total building width if the front door entrance is within 10 feet of the longest street-facing wall of the dwelling unit.
- I. *On-Site Surface Water Drainage.*
1. On-site surface water drainage may be addressed in the following ways. Alternatives may be approved by the City Engineer:
    - a. Roof drainage originating from residential properties may be conveyed to a public street and/or public storm drain collection and disposal system by subsurface piping, or curb weepholes, as approved by the City Engineer during permit review.
    - b. Roof drainage originating from residential properties may be commingled with drainage originating from public streets and/or alleys and conveyed to a non-UIC system located within a private tract to be owned by a homeowners' association with a stormwater maintenance agreement (SWMA) between the homeowner's association (HOA) and the City outlining operational and maintenance responsibilities. The City may allow for commingled drainage to be conveyed to a non-UIC system located in the public right-of-way if deemed appropriate by the City and maintenance agreements are executed between the homeowners' association and the City.
    - c. Roof and surface drainage originating from residential properties may be conveyed to a private storm drain collection and disposal system located in a private tract or easement. Private drainage systems will not be permitted within dedicated right-of-way or public utility easements unless otherwise approved by the City Engineer during right-of-way permit review. If approved by the City Engineer, a SWMA between the HOA and the City must be recorded.
    - d. Private drainage facilities must be contained within the same or previous subdivision phase, or a stormwater easement must be provided for the stormwater facilities.
    - e. City stormwater easements must be provided for public drainage facilities located on private property.
    - f. A homeowners' association must be responsible for installing and maintaining any required landscaping in private facilities located in a private tract.
    - g. Surface water drainage from nonresidential lots must be maintained on individual property. Storm facilities in the right-of-way must be designed and tested in accordance to City of Bend standards and Central Oregon Stormwater Manual (COSM) guidelines.
    - h. A stormwater maintenance agreement, prepared and recorded by the City, must be recorded with the final plat of the subdivision phase.

J. *Fences*. On lots with more than one street frontage, only one front setback area restriction applies relative to the three and one-half feet fence height restriction in BDC [3.2.500\(C\)](#). The fence along the nonfront designated area must not exceed six feet in height from the area subject to the front setback to the rear property line. [Ord. NS-2486, 2023]

## **2.7.4860 Commercial General.**

- A. Where no special standards are provided, the applicable standards of the CG Zone apply.
- B. *Permitted Uses*.
  - 1. All uses listed as permitted in the underlying zone are permitted. All uses listed as conditionally permitted in the underlying zone are conditionally permitted.
  - 2. Live-work townhomes.
  - 3. Kennel with or without overnight boarding enclosed in a building. [Ord. NS-2486, 2023]

## **2.7.4870 Mixed Employment.**

- A. Where no special standards are provided, the applicable standards of the ME Zone apply.
- B. *Permitted Uses*.
  - 1. All uses listed as permitted or conditionally permitted in the underlying zone are permitted.
  - 2. Affordable housing as described in ORS [456.270](#) to [456.295](#).
    - a. A minimum 50-year affordability duration and compliance with Policy 5-20 is required for the 77 units required to satisfy BCP Policy 11-146.
    - b. The limitations on new residential uses in BDC [2.3.200\(C\)\(1\)](#) do not apply to affordable housing as described in ORS [456.270](#) to [456.295](#).
  - 3. Kennels with or without overnight boarding enclosed in a building.
- C. Maximum building height: 55 feet, exclusive of additional height bonuses allowed in BDC [2.3.300\(B\)](#). [Ord. NS-2486, 2023]

## **2.7.4880 Light Industrial.**

- A. Where no special standards are provided, the applicable standards of the IL Zone apply.



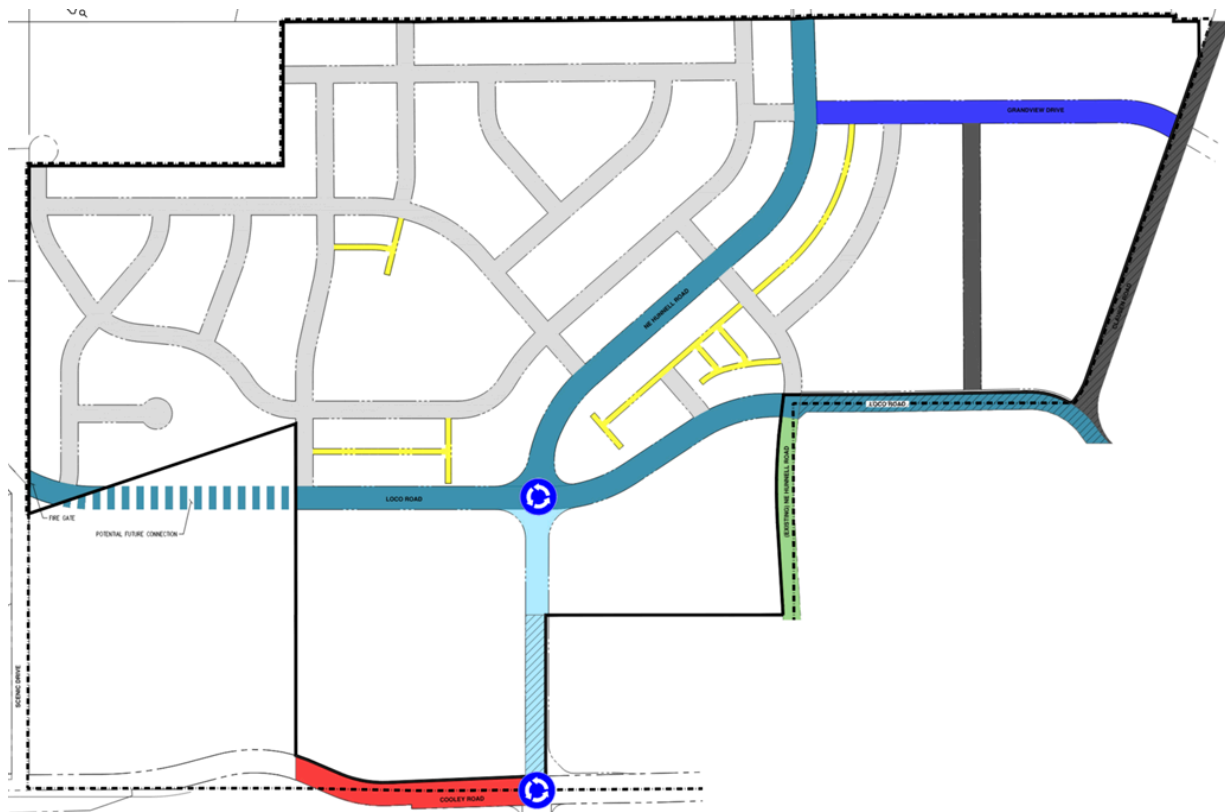
B. *Permitted Uses.* All uses listed as permitted or conditionally permitted in the underlying zone are permitted, and restaurant/food and beverage services are permitted when accessory to the primary industrial use and are limited to no more than 10 percent of the industrial development or 2,500 square feet (whichever is greater). [Ord. NS-2486, 2023]

### 2.7.4890 Special Street Standards.

A. Figure 2.7.4890 depicts the street type, tentative street location and alignment in the Caraway Master Planned Development and the standards to correspond to each street type. The precise street alignment will be established through the land division process. The Caraway Street Type Plan and Standards, Figure 2.7.4890, will be applied to the Caraway Master Planned Development as illustrated except when an alternate standard is permitted under this section or through the land division process.

B. Any City street standard adopted after the effective date of the ordinance codified in this article, which permits a lesser street standard, may be applied to the Caraway Master Planned Development during the land division process.

**Figure 2.7.4890. Caraway Street Type Plan and Standards**



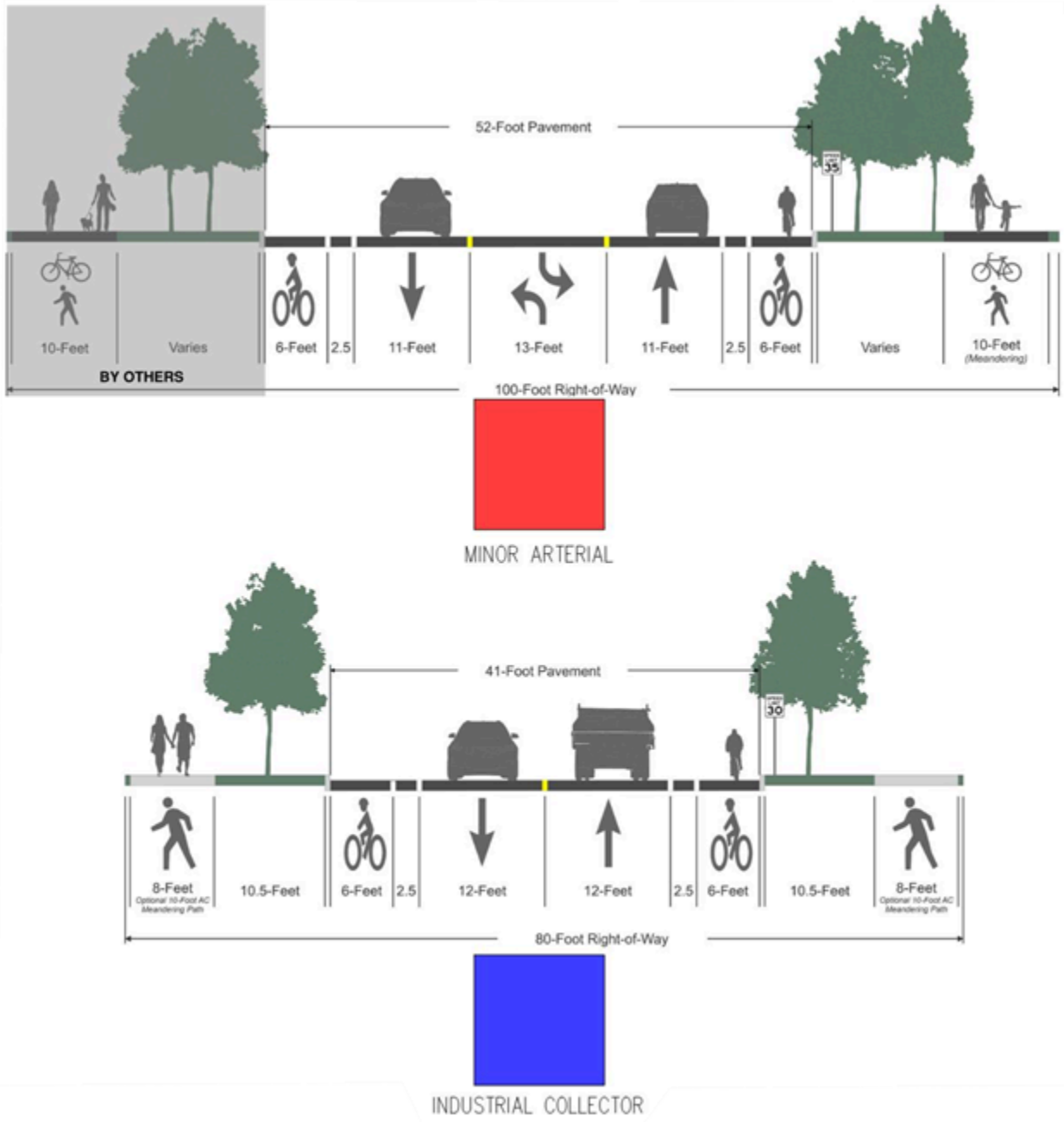
STREET LEGEND AND SPECIFICATIONS									
LEGEND	STREET TYPE	ROW	PAVEMENT	TRAVEL LANE	BIKE LANE	PARKING	PLANTER	MULTI-USE PATH	SIDEWALK
	MINOR ARTERIAL	100 FT	52 FT	11 FT	6 FT	-	12 FT *	10 FT (MEANDERING)	-
	RESIDENTIAL COLLECTOR	80-84 FT	55 FT	10.5 FT	5 FT	8 FT	5.5 FT	8 FT**	-
	INDUSTRIAL COLLECTOR	80 FT	41 FT	12 FT	6 FT	-	10.5 FT	8 FT**	-
	COMMERCIAL COLLECTOR	80 FT	51 FT	11 FT	6 FT	-	5.5 FT	8 FT	-
	RESIDENTIAL LOCAL	60 FT	32 FT	16 FT	-	-	7 FT	-	6 FT
	RESIDENTIAL LOCAL - MODIFIED	60 FT	36 FT	10 FT	-	8 FT	5 FT	-	6 FT
	COMM/INDUSTRIAL LOCAL	60 FT	36 FT	18 FT	-	***	5 FT	-	6 FT
	PUBLIC ALLEY	20 FT	19 FT	9.5 FT	-	-	-	-	-

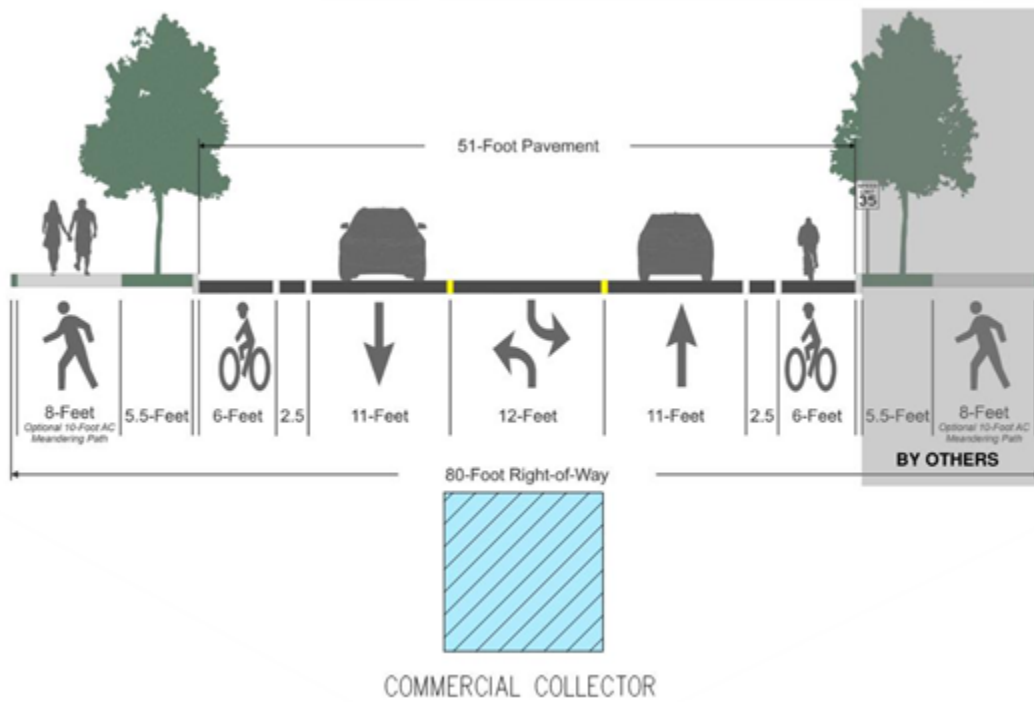
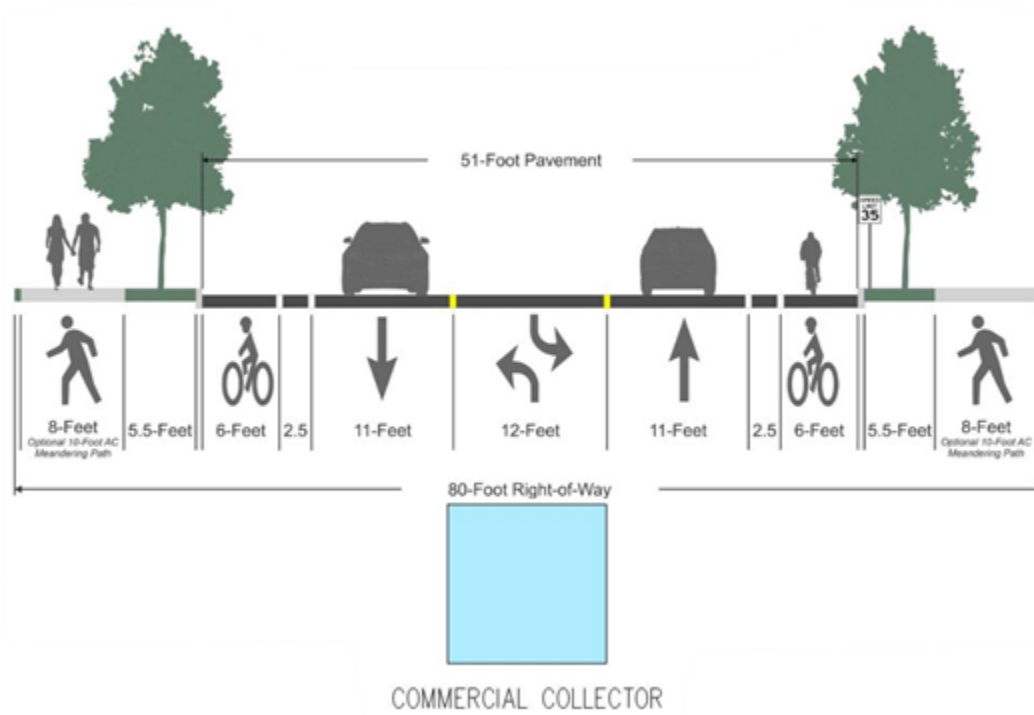
\* Varies 12 - 13.5 feet

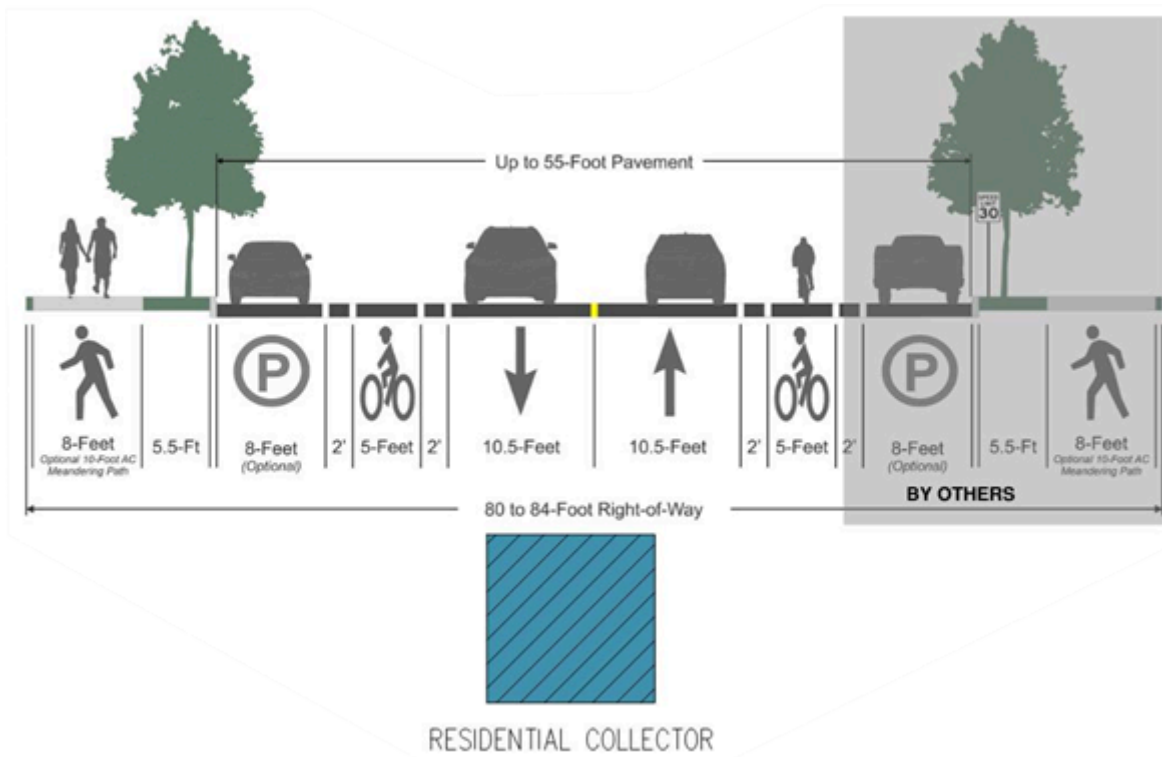
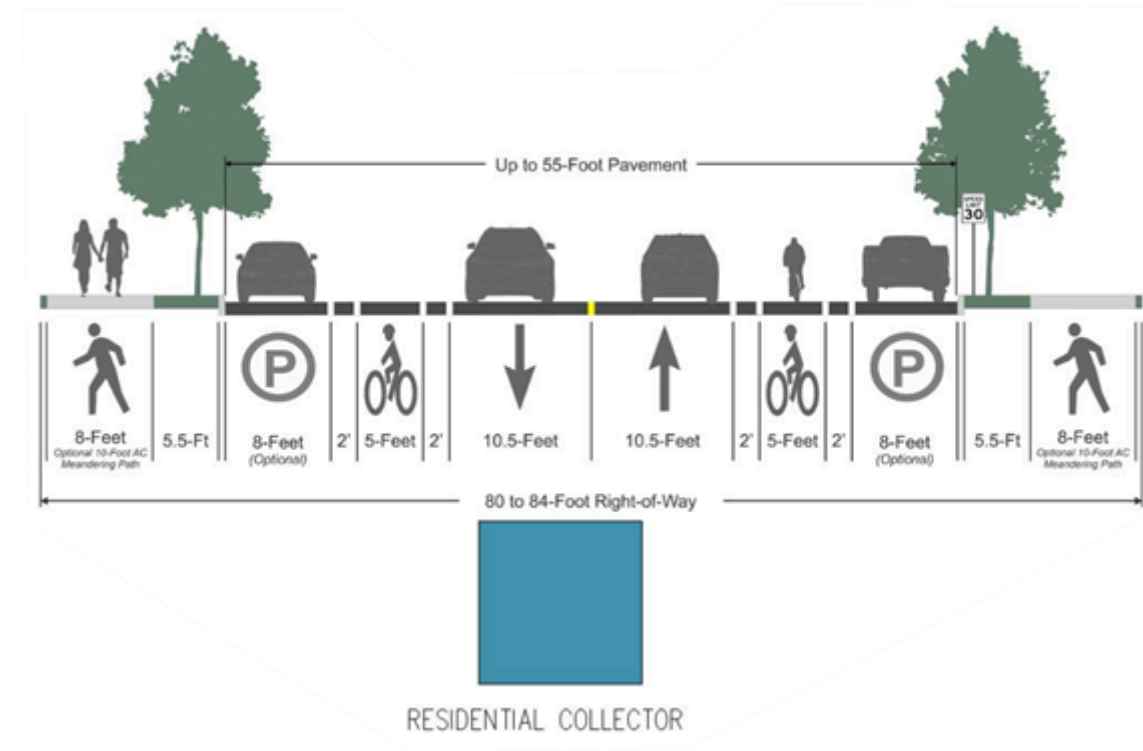
\*\* Optional 10-foot meandering path

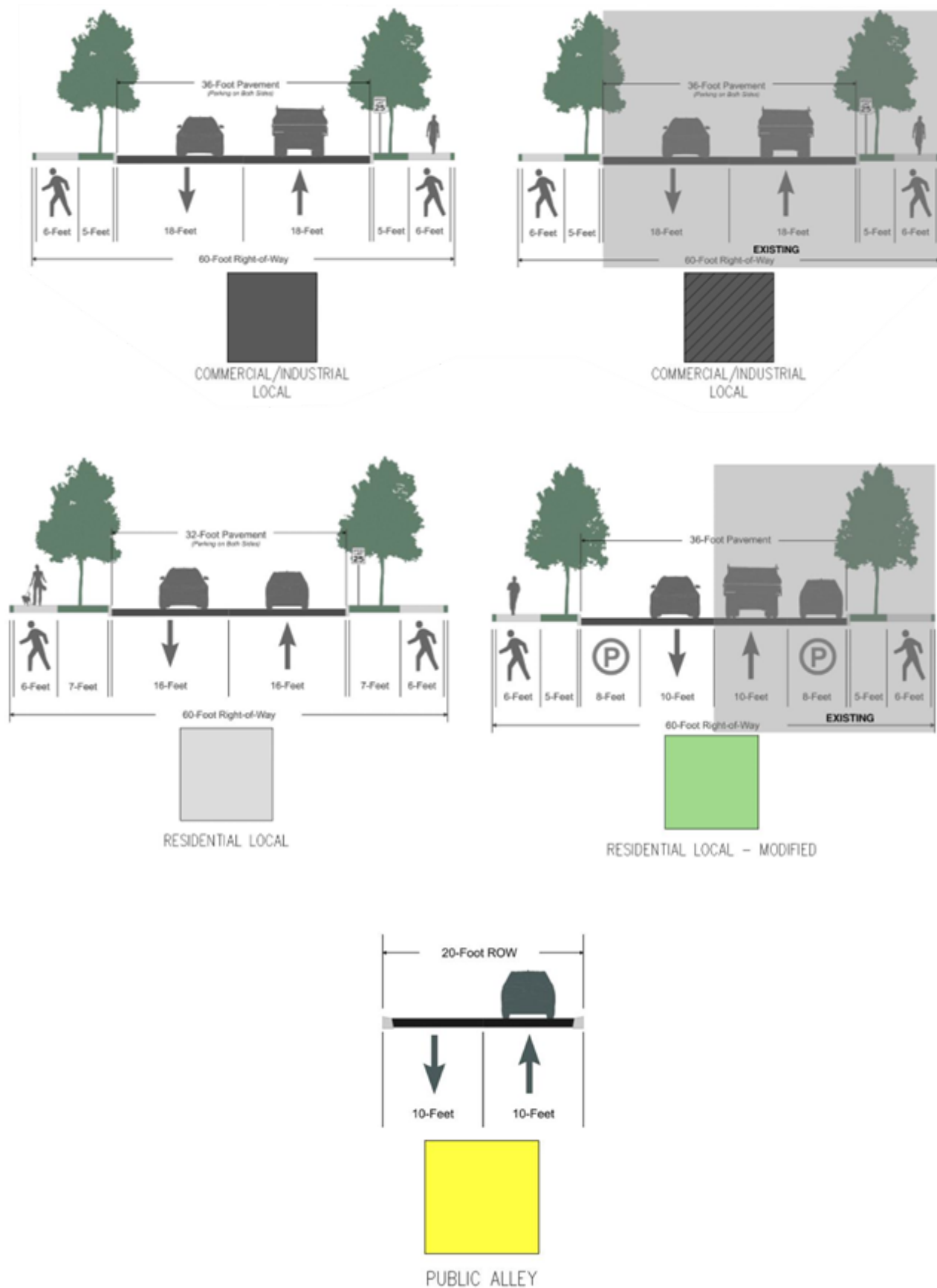
\*\*\* Optional parking on both sides

Hatching indicates a portion of street section is either existing or will be constructed by other as noted on the street section below.









[Ord. NS-2486, 2023]

## 2.7.4900 Transportation Mitigation Plan.

- A. *Applicability.* The following Transportation Mitigation Plan applies to all development within the Caraway Master Planned District. The Transportation Mitigation Plan is adopted and implemented pursuant to BDC [4.7.600\(D\)\(1\)](#).
- B. *Alternate Transportation Design Standards.* Transportation facilities within the Caraway Master Planned District must comply with the standards set forth in BDC [2.7.4890](#) and Figure 2.7.4890.
- C. *Transportation Mitigation.* The following transportation mitigation measures must be constructed pursuant to the deadlines set forth in Table 2.7.4900. The timing of the mitigation measures is tied to the phases depicted on Figure 2.7.4900; the phasing does not need to occur in any specific order.

**Table 2.7.4900.**

Trigger	Mitigation Requirement
All Phases	<ul style="list-style-type: none"> <li>• Dedicate and construct ROW per City standards for all included streets within the applicable phase. Roundabout dedications must follow engineered design plans.</li> <li>• During review of the right-of-way permits, plans must be provided to show how nearby residents reliant on existing County roads will have maintained access to Cooley Road. Access must accommodate vehicular, walking and cycling trips.</li> <li>• At all intersections with City of Bend arterials, collectors and roundabouts, luminaires must be constructed to illuminate the crossings. Where luminaires are within ODOT right-of-way, if applicable, an ODOT permit is required, and illumination levels are set by the ODOT Lighting Design Manual.</li> <li>• Where mid-block crossings for pedestrian/multi-modal users are proposed and approved by the City of Bend, the crossing(s) must be signed, striped and illuminated. Where applicable, curb extensions must be constructed at these crossings to narrow the road, prevent parking, and increase visibility.</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<ul style="list-style-type: none"> <li>• At all enhanced crossings (marked or crossings having median refuges), luminaires must be installed. The location of enhanced crossings will be determined during subsequent land use reviews.</li> <li>• Coordinate any required detours/closures with the City and ODOT, with the detour sequencing potentially altering the timing of required improvements.</li> <li>• Where dead end roads exceed 150 feet in length, a fire turnaround must be constructed in conformance to Oregon Fire Code. If the turnaround cannot be constructed within the available right-of-way, a temporary access easement must be recorded over the turnaround until the road is extended.</li> <li>• Each phase must identify compliance with Oregon Fire Code Appendix D addressing multiple ingress/ egress points.</li> <li>• Compliance monitoring will be required at the Cooley Road/Hunnell Road roundabout following: 1) submittal of site plan applications for commercial phases; and 2) following submittal of tentative plan application phases that contribute 50% (725 p.m. peak trips), 75% (1,088 p.m. peak trips) and 100% (1,451 p.m. peak trips) of the development’s allocated trips, or upon tentative plan application of the final phase. Monitoring of the roundabout performance will determine how the roundabout is functioning and if the construction of the slip lane(s) are needed.</li> <li>• A trip debit letter must be provided to the City of Bend at the time of each site plan review application, showing proposed deduction of allowable trips for the development from the maximum 1,451 p.m. peak trips. Exceeding the banked trips for the development will require</li> </ul>



**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<p>further review of the remaining development and functionality of the affected intersections.</p> <ul style="list-style-type: none"> <li>• Location of site access driveways will be determined at time of site plan review.</li> <li>• The Swalley irrigation canal must be piped through each phase in accordance to Swalley Irrigation standards and in conformance to City of Bend standards where crossing right-of-way. A crossing agreement must be completed between the City of Bend and Swalley Irrigation prior to right-of-way permit approval to pipe the canal within the right-of-way.</li> <li>• A multi-use path, not less than eight feet paved width, must be constructed from Cooley Road to the north boundary of the Caraway development. Another multi-use path, not less than eight feet paved width, must be constructed to the western boundary of the master plan. The path must be within a public access easement if located outside of public right-of-way. The location of the paths will be determined during tentative plan review but will generally follow the open space tracts and park. Where the path crosses a higher order street, enhanced crossings (sign and striped and/or pedestrian refuge median installation) may be required and will be determined during tentative plan review.</li> </ul>
<p>Prior to Occupancy of Initial Phase</p>	<ul style="list-style-type: none"> <li>• If a connection from existing Hunnell Road at the UGB limits to Clausen Road can be provided within Caraway by December 31, 2024 (subject to timeline modification if approved by the Deschutes County Engineer), the County may alter the limits of the County’s in-progress Hunnell Road project (Loco Road to Tumalo Road improvements) to reduce, or eliminate, construction of the Hunnell segment within Caraway and support vacating the existing Hunnell Road ROW within Caraway. If a suitable</li> </ul>

**Table 2.7.4900.**

<b>Trigger</b>	<b>Mitigation Requirement</b>
	<p>connection cannot be provided within the necessary timeframe, the County will continue to retain the Hunnell ROW and may complete construction of Hunnell Road to Loco Road to a County roadway design standard within the existing ROW.</p> <ul style="list-style-type: none"> <li>• Until a single-lane roundabout is installed at the Cooley Road/Hunnell Road intersection, access from the Hunnell Road collector alignment will be limited to construction and/or emergency use only.</li> </ul>
Prior to Final Plat of IL1	<ul style="list-style-type: none"> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along Grandview Drive frontage.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along Hunnell Road frontage, connecting to the existing county Hunnell Road at the north property line.</li> <li>• Complete 3/4 street improvements along Clausen Road frontage.</li> </ul>
Prior to Final Plat of IL2	<ul style="list-style-type: none"> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along the Grandview Drive frontage.</li> <li>• Complete 3/4 street improvements along Clausen Road frontage.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along the Loco Road frontage.</li> <li>• 60-foot ROW dedication and completion of 3/4 street improvements along the frontage of the commercial/industrial local street connecting Loco Road and Grandview Drive.</li> </ul>
Prior to Final Plat of CG1	<ul style="list-style-type: none"> <li>• Construct a single-lane roundabout at Cooley Road/new Hunnell Road and dedicate necessary ROW for roundabout and future slip lane(s) prior to occupancy within CG1.</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<ul style="list-style-type: none"> <li>• 80-foot ROW dedication and completion of new Hunnell Road 3/4 street improvements to collector street standards per the community master plan street section.</li> <li>• Construct a mobility hub along the west side of Hunnell Road serving the adjacent commercial uses. Features may include a transit shelter, informational kiosk, bench, and pull-out area at least 75 feet long for use by CET or other shuttle/rideshare users as appropriate. The applicant must coordinate with the City and CET for final location and scope of the mobility hub.</li> <li>• Dedicate 50-foot ROW from centerline and complete 3/4 street improvements (if not already completed by Gateway North) along NE Cooley Road frontage to the adopted street standard codified under the Gateway North Master Plan (BDC <a href="#">2.7.4590</a>) prior to occupancy.</li> <li>• A multi-modal path must be constructed to create a connection between the park and open spaces north of Loco Road and Cooley Road and to continue the path from the Gateway North Master Plan.</li> <li>• An illuminated, striped and signed enhanced crossing of Cooley Road must be constructed to align with Road B or the public path/sidewalk proposed along the west property line of the gas station in the Gateway North Master Plan. Location of the multi-modal path (see above) and crossing will be determined at time of tentative plan or site plan review but must be aligned to prevent out-of-direction travel.</li> </ul>
<p>Prior to Final Plat of CL1</p>	<ul style="list-style-type: none"> <li>• Construct a single-lane roundabout at Cooley Road/new Hunnell Road and dedicate necessary ROW for roundabout and future slip lane(s).</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<ul style="list-style-type: none"> <li>• Complete all improvements listed for Phase CG1, excluding Cooley Road frontage, to provide a complete Hunnell Road corridor.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along Loco Road.</li> <li>• Construct a single-lane roundabout at Hunnell Road/Loco Road and dedicate necessary ROW for roundabout.</li> <li>• A multi-modal path, aligning with the requirement for CG1, must be constructed through the property to Loco Road, connecting to the open space and trail north of Loco Road. The path must be continuous from Cooley Road to the open space, constructed to City standards within a public access easement.</li> </ul>
<p>Prior to Final Plat of ME3</p>	<ul style="list-style-type: none"> <li>• Construct a single-lane roundabout at Cooley Road/new Hunnell Road and dedicate necessary ROW for roundabout and future slip lane(s).</li> <li>• Complete all improvements listed for CG1, excluding Cooley Road 3/4 frontage improvements.</li> <li>• Construct a single-lane roundabout at Hunnell Road/Loco Road and dedicate necessary ROW for roundabout.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along Loco Road, connecting it to the existing Hunnell Road.</li> <li>• Complete 3/4 street improvements along the existing Hunnell Road frontage.</li> <li>• Construct a raised median at the existing Hunnell Road/Cooley Road to restrict southbound movements to a right-in, right-out maneuver. Construct a signed, striped, and illuminated enhanced crossing at or in the vicinity of the intersection.</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
Prior to Final Plat of ME2	<ul style="list-style-type: none"> <li>• 80-foot ROW dedication and completion of Loco Road 3/4 street improvements along the southern frontage.</li> <li>• Complete existing Hunnell Road 3/4 street improvements on the western frontage.</li> <li>• 60-foot ROW dedication and completion of the commercial/industrial local street connecting Loco Road and Grandview Drive with 3/4 street improvements on the eastern frontage.</li> </ul>
Prior to Final Plat of ME1	<ul style="list-style-type: none"> <li>• 60-foot ROW dedication and completion of the commercial/industrial local street connecting Loco Road and Grandview Drive with 3/4 street improvements on the eastern frontage.</li> <li>• 80-foot ROW dedication and completion of 3/4 Grandview Drive street improvements along north frontage.</li> <li>• Prior to occupancy of any uses with access from Loco Road, complete the Hunnell Road/Loco Road single-lane roundabout.</li> </ul>
Prior to Final Plat of Phase 1	<ul style="list-style-type: none"> <li>• Construct a single-lane roundabout at Cooley Road/Hunnell Road and dedicate necessary ROW for roundabout and future slip lane(s) prior to occupancy of Phase 1.</li> <li>• Construct a single-lane roundabout at Loco Road/Hunnell Road and Cooley Road/Hunnell Road and dedicate necessary ROW for roundabout prior to occupancy within Phase 1.</li> <li>• Complete 3/4 street improvements (path on the west side, south of phase. Path both sides of the street within the phase limits) and 80-foot right-of-way dedication along Hunnell Road from Cooley Road north through Phase 1 boundary.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along Loco Road frontage adjacent to the Phase 1 boundary.</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<ul style="list-style-type: none"> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> </ul>
<p>Prior to Final Plat of Phase 2</p>	<ul style="list-style-type: none"> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> <li>• Complete 3/4 street improvements (path on the west side, south of phase. Path both sides of the street within the phase limits) and 80-foot right-of-way dedication along Hunnell Road from Cooley Road north through Phase 2 boundary.</li> <li>• Construct roundabouts at Loco Road/Hunnell Road and Hunnell Road/Cooley Road intersections.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> </ul>
<p>Prior to Final Plat of Phase 3</p>	<ul style="list-style-type: none"> <li>• Complete 3/4 street improvements (path on the west side, south of phase. Path both sides of the street within the phase limits) and 80-foot right-of-way dedication along Hunnell Road from Cooley Road to the Grandview Drive intersection.</li> <li>• Roundabouts at Loco Road/Hunnell Road and Hunnell Road/Cooley Road intersection must be constructed.</li> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> <li>• A safety and performance analysis must be performed at the intersection of Business 97 and Robal Lane.</li> </ul>

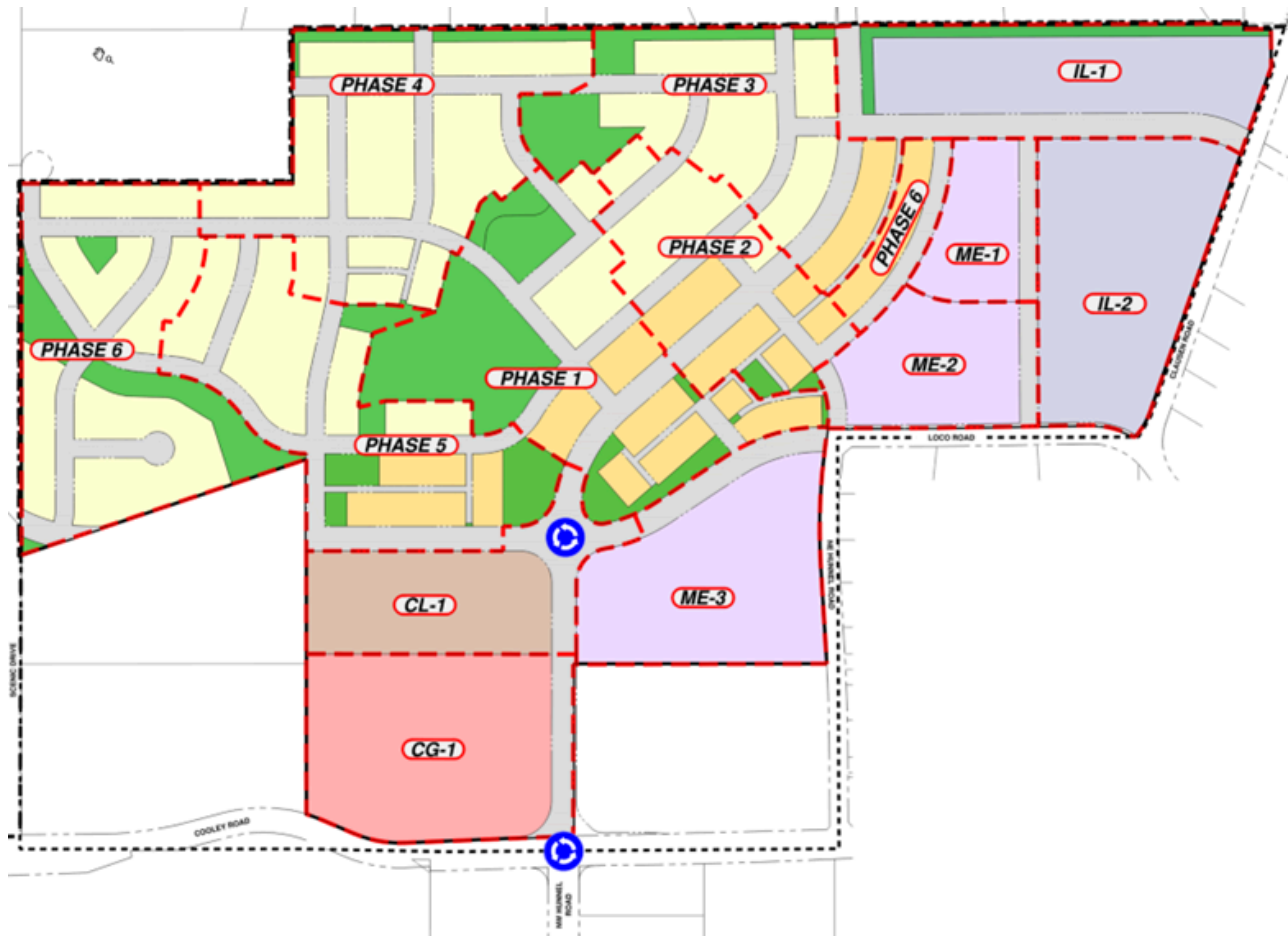
**Table 2.7.4900.**

<b>Trigger</b>	<b>Mitigation Requirement</b>
Prior to Final Plat of Phase 4	<ul style="list-style-type: none"> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> <li>• All improvements of Phase 1 – 3 must be complete to provide utilities and access for this phase.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> </ul>
Prior to Final Plat of Phase 5	<ul style="list-style-type: none"> <li>• Construct a single-lane roundabout at Cooley Road/Hunnell Road and dedicate necessary ROW for roundabout and future slip lane(s) prior to occupancy of Phase 5.</li> <li>• Construct a single-lane roundabout at Hunnell/ Loco Road and dedicate necessary ROW for roundabout prior to occupancy of Phase 5.</li> <li>• Complete street improvements along Hunnell Road from Cooley Road north through the Hunnell Road/Loco Road roundabout.</li> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> <li>• 80-foot ROW dedication and completion of 3/4 street improvements along the Loco Road frontage.</li> </ul>
Prior to Final Plat of Phase 6	<ul style="list-style-type: none"> <li>• 80-foot ROW dedication and completion of Loco Road frontage. The Loco Road and Scenic Drive intersection must be gated for emergency access only, until Scenic Drive is annexed and constructed to City standards.</li> <li>• Dedicate 60-foot right-of-way for local streets and 20-foot ROW for alleys, where applicable. Complete local street and alley construction, where applicable, within the phase limits.</li> </ul>

**Table 2.7.4900.**

Trigger	Mitigation Requirement
	<ul style="list-style-type: none"> <li>• Phase 5's conditions must be constructed prior to Phase 6.</li> <li>• Complete multi-modal path within public access easement through park/open space.</li> </ul>

**Figure 2.7.4900. Phasing Plan**



[Ord. NS-2486, 2023]

### 2.7.4910 Future Capacity Reservation.

The Caraway Master Plan reserves infrastructure capacity (sewer, water, and transportation) through and including November 3, 2038, for all site plan review and subdivision applications filed pursuant to the phasing plan



through November 3, 2038. Site plan review and subdivision applications submitted after November 3, 2038, will be subject to new utility and transportation analyses. [Ord. NS-2486, 2023]

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**The Bend Development Code is current through Ordinance NS-2488, passed December 20, 2023.**

Disclaimer: The city recorder's office has the official version of the Bend Development Code. Users should contact the city recorder's office for ordinances passed subsequent to the ordinance cited above.

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