

**North Bethany Concept Plan  
Evaluation Criteria  
February 21, 2007**

Draft

Goals	Evaluation Criteria
<p><b>INTEGRATION WITH GREATER BETHANY</b> – The North Bethany urban area will be well integrated with existing surrounding areas.</p>	<ol style="list-style-type: none"> <li>1. Vehicular, walking and biking connections between North Bethany and the surrounding area are direct, convenient and safe.</li> <li>2. Amenities and services in North Bethany are complementary to those in existing Bethany, as indicated by scale, type and location of amenities and services.</li> <li>3. Land uses, densities, and design treatments north of Springville Road promote a good transition between existing Bethany and future development in North Bethany.</li> <li>4. The plan provides connections to, and synergistic land uses near, the Portland Community College Rock Creek Campus.</li> <li>5. Land uses are arranged to minimize impacts to adjacent rural uses.</li> </ol>
<p><b>A COMMUNITY OF DISTINCTION</b> – North Bethany will be distinguished by its variety and affordability of housing, mix of uses, walkable streets, quality schools, community gathering places and focal points, multi-modal transportation connections, variety of green spaces, family friendly character, and to attract a diversity of residents.</p>	<ol style="list-style-type: none"> <li>1. The goal itself will be used to provide an overall qualitative assessment of the alternatives.</li> </ol> <p>Additional criteria for this goal:</p> <ol style="list-style-type: none"> <li>2. The plan promotes good urban design.</li> <li>3. The plan provides a variety of housing as indicated by the number and percentage of housing in total and in each neighborhood.</li> <li>4. The plan provides affordable housing choices. <i>[Note: This criterion will be refined as affordable housing strategies are defined during the process.]</i></li> <li>5. Residential development is organized into clearly identifiable neighborhoods that are compact, pedestrian-friendly, and mixed-use where appropriate.</li> <li>6. Centers (districts) are focal points of the community; all areas in neighborhoods are located within a five minute walk of their neighborhood center.</li> <li>7. Any commercial/retail locations are sited for success, with good visibility and easy access.</li> </ol>

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	<ol style="list-style-type: none"> <li>8. Corridors connect the community’s neighborhoods along boulevards, trails, streams and parkways.</li> <li>9. Civic sites and public spaces are prominently sited to reinforce their iconic and functional role in the community.</li> </ol>
<p><b>TRANSPORTATION CHOICES –</b> Multi-modal choices for walking, biking, driving and transit will be provided, connected and integrated with North Bethany’s design and the larger regional transportation system.</p>	<ol style="list-style-type: none"> <li>1. The plan is consistent with regional performance standards as indicated by an evaluation of key gateway locations.</li> <li>2. The plan is consistent with, but not limited by, regional and county connectivity standards and street design guidelines.</li> <li>3. The plan includes an adequate hierarchy of streets that service different functions (e.g., arterials, collectors, neighborhood routes and local streets) as indicated by a street system that provides opportunities for through-travel on arterial streets and local access to community destinations on neighborhood routes and local streets.</li> <li>4. The plan provides a broad range of transportation choices (walking, biking, transit, driving).</li> <li>5. The plan links transportation choices (walking, biking, transit, driving).</li> <li>6. A continuous and frequent network of streets, both local and regional, disperses traffic instead of concentrating it only onto arterials.</li> <li>7. There is a connected pattern of blocks and streets that facilitate good access by emergency service providers, avoid or minimize impacts to natural areas, and contribute to a walkable community.</li> <li>8. The plan’s street system, design and land use pattern support high frequency public transit.</li> <li>9. The public transit, pedestrian and bike network provides direct and convenient access to key destinations, including safe routes to schools.</li> <li>10. All public streets provide for a high quality pedestrian and biking experience.</li> <li>11. Evaluate transportation impacts to the greater Bethany study area and equitably</li> </ol>

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	mitigate as appropriate.
<p><b>INTEGRATION WITH URBAN AND NATURAL AREAS</b> - A variety of parks, protected open spaces and water quality facilities will result in a designed and coordinated system that is integrated with the urban fabric.</p>	<ol style="list-style-type: none"> <li>1. The types, locations, and amount of parks and community gathering areas respond to the broader community context and are consistent<sup>1</sup> with Tualatin Hills Park and Recreation District standards.</li> <li>2. The plan incorporates a range of park sizes and types.</li> <li>3. The range of park types is distributed as equitably as possible among North Bethany's neighborhoods.</li> <li>4. Trails and corridors help define and connect neighborhoods and districts.</li> <li>5. Natural resource areas are consistent with the Tualatin Basin/County's Goal 5 program.</li> <li>6. The plan includes opportunities for non-regulated resource areas to be protected.</li> <li>7. Natural or open space areas are within a five-minute walk of all residences.</li> <li>8. The plan allows opportunity for vegetated corridors to be a continuous stream network of relatively uniform width.</li> <li>9. The plan provides for sustainable, system-based stormwater management solutions such as regional stormwater management, low-impact development practices, and use of natural watershed features.</li> <li>10. Stormwater quantity is managed by the floodplains and wetlands associated with the natural stream systems.</li> <li>11. Stormwater quantity and quality facilities are consistent with Clean Water Services policies and standards.</li> <li>12. Existing floodplains and drainage hazard areas are preserved in a manner consistent with Washington County Development Code.</li> <li>13. The plan provides and supports habitat-friendly design and development practices.</li> </ol>

<sup>1</sup> Allowing the option to increase LOS beyond the THPRD standards.

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<p><b>FINANCIALLY FEASIBLE AND EQUITABLE</b> – Needed infrastructure will be financially feasible and provided in an equitable and cost-effective manner.</p>	<ol style="list-style-type: none"> <li>1. The goal itself will be used to provide a criterion for qualitative and quantitative assessment of the alternatives. This goal applies more to the Finance Plan than the Concept Plan alternatives.</li> </ol>
<p><b>A LIVABLE LONG-TERM FUTURE</b> – The North Bethany Concept Plan will plan for long-term livability of the surrounding area, including consideration of future growth.</p>	<ol style="list-style-type: none"> <li>1. The goal itself will be used to provide a criterion for an overall qualitative assessment of the alternatives. In particular, issues related to governance, livability, economic viability, sustainable treatment of natural resource areas, impacts to existing services, the rural-urban interface, and the larger transportation system will be considered.</li> <li>2. Housing choices and service should be flexible to reflect future demographic and market trends. <i>[Note: This criterion will be refined as affordable housing strategies are defined during the process.]</i></li> </ol>
<p><b>CONSENSUS, INVOLVEMENT, AND PARTNERSHIPS</b> – The planning process involves partners with stakeholders, citizens and service providers to produce a community supported concept plan that addresses community issues and concerns, and meets applicable state, regional, county and community planning objectives.</p>	<ol style="list-style-type: none"> <li>1. The goal itself will be used to provide a criterion for an overall qualitative assessment of the alternatives.</li> </ol>