

POLICY 18, PLAN DESIGNATIONS AND LOCATIONAL CRITERIA FOR DEVELOPMENT

It is the policy of Washington County to prepare community plans and development regulations in accordance with land use categories and locational criteria contained in the Comprehensive Framework Plan.

Implementing Strategies

The County will:

- a. Utilize the land use classifications for the community planning program characterized in this section as plan designations. In determining the appropriate land use designations for community land, the location criteria should be utilized. Through the preparation of Community Plans the application of the plan designations may deviate from the general characterizations of those designations. Such deviations shall be characterized in the Community Plans.
- b. Incorporate the plan designations characterized in this section into the Development Code as land use districts. A precise definition of the use types permitted within each district and their development standards shall be contained within the regulations. These regulations will be developed, with citizen input, concurrently with the development of the Community Plans.
- c. Require that open space areas required as a condition of approval through a development action preceding the effective date of this ordinance shall remain as such and cannot be developed except as may be provided by the Community Development Code.

Summary Findings and Conclusions

The basic building block for comprehensive planning is the land use scheme or pattern which provides for future population and employment growth. From this pattern public facilities and services are gauged and planned. In addition to the basic land uses of residential, commercial, and industrial, refinements within each major category are used to respond to community characteristics. Issues of compatibility, such as buffering, landscaping and access control will be addressed in the revised development regulation standards and through provision for appropriate administrative and public review procedures. In addition, these regulations will address the conditions under which certain uses or actions can be taken. All such regulations will be clear and objective.

For New Urban Areas described in Policy 43, a concept planning process (pursuant to Title 11 of the Metro Urban Growth Management Functional Plan) resulted in a more detailed plan for future capacity and infrastructure needs. In the New Urban Area represented by the North Bethany Subarea of the Bethany Community Plan, the predominant land use is residential, with non-residential areas designed to support the residential uses. Because of the more detailed plan, most of the non-residential uses allowed in pre-existing residential districts in the county (e.g., R-6, R-9, etc.) are not warranted. Consequently, an overlay district for the North Bethany Subarea Plan was created to distinguish the North Bethany Subarea as a predominantly residential community where the Subarea Plan represents a more refined level of community planning. North Bethany land use districts are based on pre-existing residential districts which have been modified to allow uses appropriate to the Subarea Plan.

The North Bethany Subarea Plan addresses issues of compatibility by following a template for a density transect. The transect calls for a gradual change of density that ranges from the highest densities at the core of the community to the lowest densities at the rural edge. The land use designations applied in the North Bethany Subarea are refined to reflect intended concept plan and community design objectives. In general, the applied districts represent a sub-set of the range of permitted uses in the broader, original districts (e.g., R-6, R-9, NC). This condition is indicated in the district nomenclature (for example, the R-6 designation specific to the North Bethany Subarea is indicated as “R-6 North Bethany,” or “R-6 NB”).

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Pursuant to Metro’s Urban Growth Management Functional Plan, minimum and maximum densities have been established in all residential districts, including the Transit Oriented Residential Districts. With respect to residential plan designations the following density ranges shall apply:

R-5	4 to 5 units per acre
R-6	5 to 6 units per acre
R-9	7 to 9 units per acre
R-15	12 to 15 units per acre
R-24	19 to 24 units per acre
R-25+	20 to 100 units per acre
TO:R9-12	9 to 12 units per acre
TO:R12-18	12 to 18 units per acre
TO:R18-24	18 to 24 units per acre
TO:R24-40	24 to 40 units per acre
TO:R40-80	40 to 80 units per acre
TO:R80-120	80 to 120 units per acre
R-6 NB	5 to 6 units per acre
R-9 NB	7 to 9 units per acre
R-15 NB	12 to 15 units per acre
R-24 NB	19 to 24 units per acre
R-25+ NB	20 to 50 units per acre
R-1 CM	0.5 to 1 units per acre

R-5

Characterization: This district primarily includes detached residences at a density of four to five units per acre. Attached units are permitted in this district only through a Planned Development process. Manufactured dwelling parks and subdivisions are not permitted in the R-5 district. A single manufactured home on a lawfully created parcel is permitted in the district. The Infill Policy (19) of the Comprehensive Framework Plan applies in this district.

Location Criteria: The R-5 District shall be applied to areas in Community Plans selected for low residential densities which are designated Urban in the 1973 Washington County Comprehensive Framework Plan, as amended and zoned RU-2, RU-4, or developed under the P-R district.

Generally, R-5 areas should not be located on major traffic routes. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include attached and detached residences (including manufactured dwellings), office and retail commercial, industrial, and institutional uses.

R-6

Characterization: This class of uses primarily includes detached residences and, with notice to surrounding property owners, attached dwellings and manufactured dwellings in manufactured dwelling parks and manufactured dwelling subdivisions. The R-6 district is intended to provide the opportunity for innovative design at relatively low densities in developing residential areas in which no predominant urban character has been established. Residences in this district shall occur at a density of five to six units per acre. The Infill policy (19) of the Comprehensive Framework Plan shall apply in this district.

Location Criteria: The R-6 district shall be applied to areas in community plans selected for the lowest residential densities which are not zoned RU-2, RU-3, RU-4, or developed under the PR zone, and which are designated Urban Intermediate by the 1973 Washington County Comprehensive Framework Plan, as amended.

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Generally, R-6 areas should not be located on major traffic routes. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences (including manufactured dwellings), retail and office, commercial, industrial and institutional uses.

R-9

Characterization: This class of uses includes detached and attached residences, mobile home parks, mobile home subdivisions, and appropriate accessory uses. These uses occur at a density of no more than 9 units per acre and no less than 7 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should generally be located close to, but not necessarily on, Collector and/or Arterial streets. They should be located away from intersections of Arterials and Collectors. This kind of location allows moderately good access to transit, reduces through traffic on local streets, and mitigates noise and air pollution impacts. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, retail commercial, office commercial, and industrial uses.

R-15

Characterization: This class of uses includes attached residences, mobile home parks and subdivisions and detached residences, and appropriate accessory uses. These uses will occur at a density of no more than 15 units per acre and no less than 12 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should be located on or near Neighborhood Routes and Arterials both to allow ready access to transit and discourage the use of local streets for through traffic. If residences are located at or near Collector-Arterial intersections, construction and design features to buffer the impact of noise and air pollution must be provided. This class of uses should not be located at the intersection of two Arterials unless particular care is taken to minimize potential environmental impacts.

If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, retail commercial, office commercial, and industrial uses, and mobile home parks and mobile home subdivisions.

R-24

Characterization: This class of uses includes attached residences, mobile home parks and subdivisions and detached residences in conjunction with Planned Developments, and appropriate accessory activities. These uses occur at a density of no more than 24 units per acre and no less than 19 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should be located on or near Collectors and Arterials. Through traffic access to residences in this district should not be provided from local streets. Locations on or near Transit Streets are desirable for these uses. Location of residences at or near Collector-Arterial and Arterial-Arterial intersections will require use of construction design techniques to reduce potential visual, noise, and air pollution impacts on occupants. If appropriate design features can protect the area from adverse impacts, adjacent land uses may include detached and attached units, mobile home parks and mobile home subdivisions, retail commercial, office commercial, and industrial uses.

R-25+

Characterization: This class of uses includes detached and attached residences, as well as mobile home parks and subdivisions in conjunction with Planned Developments and appropriate accessory uses. These uses may occur at densities of 25 units or more per acre and no less than 20 units per acre. The density may be increased to more than 25 units per acre when the standards specified in the R-25+ District are met (e.g., areas with high frequency transit service). When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should be located close to or within major employment or shopping areas. Measures should be incorporated in the project design to reduce potential adverse impacts of such locations on occupants. These uses should be located on or near Collectors or Arterial streets and Transit Streets. Through traffic access shall not be provided from local streets. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, mobile home parks and mobile home subdivisions, retail commercial, office commercial, and industrial uses.

Neighborhood Commercial (NC)

Characterization: This district provides for small to medium-sized shopping facilities, including food markets, up to 35,000 square feet in gross floor area, and limited office use. Food markets with between 35,000 and 50,000 square feet in gross floor area may be allowed in the district consistent with quasi-judicial public review procedures and criteria established in the Community Development Code.

The intent is to provide for the shopping and service needs of the immediate urban neighborhood and as such should be readily accessible by car and foot from the surrounding neighborhoods. The scale, operation and types of uses permitted in this district are in keeping with the neighborhood character and the capacity of public facilities and services. The principal tenant is likely to be a food market.

Location Criteria: The precise location of these uses should be jointly determined by market factors and the community planning process. Generally, they should be located at Collector and or Arterial intersections and at intervals a mile apart. These uses may be grouped on sites of up to 10 acres.

Community Business (CBD)

Characterization: Commercial centers in this district are intended to provide the community with a mix of retail, service and business needs on a medium to large scale within a mixed use planned development. Medium and high density residential uses, as well as various office and institutional uses, may be permitted. As the need for regional shopping centers is adequately provided for in existing or planned facilities, the location of any new regional scale shopping centers or major department stores larger than 50,000 square feet, must undergo public review and demonstrate need. Commercial activities within this district occur almost entirely within enclosed buildings.

Location Criteria: The exact location of CBD sites should be jointly determined by market factors and the community planning process with consideration of existing land use patterns. Generally, a Community Business District location should be at an Arterial intersection and on a transit route. The distance between a Community Business District and any other commercial center should be between 2 and 5 miles depending on market area and population density.

General Commercial (GC)

Characterization: This district is intended to provide for uses which serve the traveling public and to provide for those commercial establishments which require large sites, a high degree of visibility and controlled auto access off major streets. This district recognizes the existing commercial development pattern of some areas in the County while discouraging the future growth of the strip commercial land use pattern. This is to be accomplished by limiting access and narrowing the permitted use list to truly auto or tourist oriented activities.

Location Criteria: Limited to existing locations or areas specifically designated in the community planning process.

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Office Commercial (OC)

Characterization: The purpose of this district is to provide for office complex development to house professional, institutional, medical, dental, governmental and other office business uses. The intent is to accommodate increasing office space needs in organized complexes, ranging in size and intensity from small to high rise development, depending on site characteristics. Office commercial developments are employee intensive. Certain accessory commercial uses to serve the employees of the complex and high-density residential uses may be permitted through a Planned Development process.

Location Criteria: This district may be used to buffer commercial and residential, commercial and industrial or residential and industrial uses. The precise location of these uses should be determined by the community planning process taking into account the population and employment projections. Generally, office commercial uses should be located at Collector and Arterial intersections for visibility and auto access. The availability of pedestrian and transit access is also of great importance.

Industrial

Characterization: The intent of this district is to provide sites for all types of industrial uses, to recognize and regulate existing industrial sites, and to provide the regulatory framework for future industrial development. Low impact, light manufacturing uses are permitted outright while those with hazardous, noxious, unsightly or other potential negative impacts may be permitted with more extensive review and conditions to minimize potential conflicts with surrounding uses.

While the main intent of this district is to provide for industrial uses with minimal commercial use of industrially designated lands, a mix of office, retail commercial, and light industrial uses may be permitted through an industrial park procedure.

Location Criteria: Generally the industrial district should be applied to relatively flat areas, with few different ownerships (and full urban services). Adequate access to a major highway, public transportation facilities and, in some cases, rail should be considered, as well as proximity to the labor market. The location should allow integration of the facility into the community while minimizing land use conflicts. Special light industrial uses have more particular needs, which can be met through industrial park type development.

Special Industrial District (SID)

Characterization: The purpose of the Special Industrial District Overlay is to permit development through a process which allows the market to demonstrate the actual demand for various parcel sizes over time while preserving large lots for potential single large industrial users. The overlay is to be applied to large acreage industrial sites with few ownerships or limited land assembly problems, with few if any development constraints, which are suitable for large concentrations of specialized light industrial activities and related uses.

These specialized types of industry have the following characteristics:

1. Have relatively large numbers of employees per acre as well as large numbers of employees per firm.
2. Utilize highly skilled and technical labor in the manufacture or assembly of final products of small unit size or research-type development in office based atmosphere. Precision is often of such importance that these industries do not tolerate noise, pollution, substantial emissions or vibration usually associated with heavy industrial uses.
3. Require locations near major thoroughfares.

Location Criteria: The criteria used in determining suitable locations for such uses in the community planning process are as follows:

1. A minimum site size of fifty (50) acres and preferably site sizes of 100 to 200 acres or more.
2. Vacant buildable land as determined by the availability of services to or on the site and available service capacity to meet the needs of industrial development of the site. Any pre-existing development on the site must be compatible with the uses and intent of this district.

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3. Little, if any, natural constraints such as:
 - a) Slope in excess of 5 %
 - b) Flood plain
 - c) Unsuitable soils
4. Few separate ownerships and large contiguous lots which are not platted or subdivided into small parcels.
5. Access to an arterial.
6. Compatible and preferred surrounding land uses as listed below in order of preference:
 - a) High technology uses, industrial parks and campus industrial development
 - b) Light industrial
 - c) Forest, rural
 - d) Suburban residential
 - e) Commercial - services and offices

Application of Overlay:

1. Within the Industrial District, a contiguous area of largely undeveloped land of 50 or more acres may be designated "Special Industrial District" (SID) on the community plan map. Areas are considered contiguous even if separated by streets, roads, easements and natural features.
2. The SID overlay may be applied through the community planning process or through a plan amendment process may be initiated by the County or property owners.
3. Upon consideration of the application of a Special Industrial District Overlay to a particular piece of property, the location criteria and policies of this Plan shall be considered.

Future Development 20 Acre District (FD-20)

Characterization: The FD-20 District shall be applied to land added to the Regional UGB by Metro during or after June 1999 through a Major or Legislative Amendment. The FD-20 District is intended to protect and retain for future urban density development lands which are predominantly in limited agricultural, forest or residential use. Pursuant to Section 3.07.1110.C. of Metro's Urban Growth Management Functional Plan (UGMFP), the minimum lot area for the creation of new parcels shall be 20 acres. These properties shall remain FD-20 until any appeals regarding the Metro UGB amendment have been finalized and the planning requirements of Title 11 of Metro's UGMFP have been completed and adopted by ordinance.

Future Development 10 Acre District (FD-10)

Characterization: The FD-10 District is applied to the unincorporated portions of some city active planning areas for cities that are the only available source of urban services. After June 1999, this District may not be applied to properties added to the Regional Urban Growth Boundary through a Major or Legislative Amendment due to Metro's minimum parcel size requirement of 20 acres. The FD-10 District is intended to protect and retain for future urban density development those lands within adopted city urban growth boundaries which are predominantly in limited agricultural, forest, or residential use, and recognizes the desirability of encouraging and retaining such limited interim uses until such lands are annexed to the City for urban level development. The FD-10 designation applies only to lands added to the urban growth boundaries surrounding Banks, Gaston and North Plains and to lands added to the Regional UGB through a Locational or Minor Adjustment.

Location Criteria: The FD-10 District shall be applied to unincorporated portions of the active planning areas of those cities that are the only available source of urban services within the unincorporated active planning areas. After June 1999, the FD-10 District shall only be applied to the unincorporated portions inside the urban growth boundaries of the cities of Banks, Gaston and North Plains. The FD-10 District may be applied to properties added to the Regional Urban Growth Boundary through a Locational or Minor Adjustment. The Future Development Areas Map in Policy 41 identifies the FD-10 properties within unincorporated Washington County.

Institutional (INST)

Characterization: This class of uses includes publicly owned facilities and lands (e.g., parks, schools, public open space, government offices), lands owned by utilities (power line easements), and uses serving the general public (e.g., hospitals and religious institutions).

Location criteria: Due to the diverse nature of these uses, an optimal location cannot be defined for the class. Instead, as these uses are needed, their location should be reviewed and determined through special studies or plans and the community planning process.

Interim Light Rail Station Area Overlay District

Characterization: The intent of this overlay district is to direct and encourage development that is transit supportive and pedestrian oriented in areas within approximately a one-half mile radius of planned westside light rail transit station sites pending the development and adoption of site specific station area plans. The purpose of this overlay district is to limit development during this interim period to that which has a sufficient (1) density of employees, residents or users, (2) number of trips serviceable by transit and (3) pedestrian oriented design so as to be supportive of light rail transit and pedestrian travel and reinforce the substantial public investment in westside light rail transit. *In the event of a conflict between the standards of this overlay district and the standards of other provisions of the Community Development Code, the standards of this overlay district shall control.*

Location Criteria: The Interim Light Rail Station Area Overlay District shall apply to lands within approximately one-half mile of light rail station sites, as shown on applicable community plan maps.

In identifying areas subject to this district, consideration shall be given to parcel size, ownership patterns, the existing transportation network, existing development patterns, development and redevelopment opportunities, the ability of pedestrian oriented design so as to be supportive of light rail transit and pedestrian travel and reinforce the substantial public investment in westside light rail transit.

Transit Oriented Districts

The land use districts described below are intended for application in station communities and town centers, and along main streets and corridors, as defined by the Metro 2040 Growth Concept. The land use and design provisions of these districts shall direct and encourage development that is transit oriented. Transit oriented development generally has the following characteristics:

- designed to encourage people to walk;
- contains a mix of land uses;
- density consistent with the type of transit service provided to the area;

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- interconnected to the street system;
- includes narrowed neighborhood streets; and
- designed to accommodate transit stops and access.

Each of the following transit oriented district addresses these characteristics through its land use and design provisions:

Transit Oriented Residential District, 9-12 units per acre (TO:R9-12)

The TO:R-9-12 District is a transitional district between existing low density subdivisions and higher density residential districts closer to LRT stations, regional and town centers and primary bus routes. Dwelling units in this district would be limited to single-family residences, duplexes, triplexes, fourplexes and townhouses or rowhouses. The minimum density in the district is 9 dwelling units per acre and the maximum density is 12 dwelling units per acre. Group residences such as nursing homes are allowed if located and designed to be compatible with surrounding residences, and if they have a minimum floor area ratio (FAR) of 0.35.

Transit Oriented - Residential District, 12-18 units per acre (TO:R12-18)

The TO:R12-18 District is generally applied to property beyond one-quarter mile of LRT stations, in regional and town centers, and along designated main streets and corridors. Developments in the district could include duplexes, triplexes, fourplexes, townhouses and rowhouses, and low rise apartments (1-3 stories). Single family residences may also be developed in the district on small lots, as long as the minimum density standard is met. The required minimum density for development in the district is 12 dwelling units per acre. The maximum allowed density is 18 dwelling units per acre.

As with the TO:R-9-12 District, group residences such as assisted living apartments and nursing homes are allowed if located and designed to be compatible with surrounding residences. For such developments, the minimum FAR is 0.5.

Transit Oriented Residential District, 18-24 units per acre (TO:R18-24)

The TO:R18-24 District is generally applied to property beyond one-quarter mile of LRT stations, in regional and town centers, and along designated main streets and corridors. Developments in the district could include duplexes/triplexes/fourplexes, townhouses and rowhouses, and apartments. Single family residences may also be developed in the district on small lots, as long as the minimum density standard is met. The required minimum density for development in the district is 18 dwelling units per acre. The maximum allowed density is 24 dwelling units per acre.

Group residences such as nursing homes are allowed if located and designed to be compatible with surrounding residences. For such developments, the minimum FAR is 0.5.

Transit Oriented Residential District, 24-40 units per acre (TO:R24-40)

The TO:R24-40 District would be applied generally to properties within one-quarter mile of a LRT station, as well as along designated main streets and corridors, and in regional and town centers. With a minimum density of 24 dwelling units per acre and a maximum density of 40 dwelling units per acre, residential units in the district could include townhouses/rowhouses and low and mid rise apartments.

Local-serving retail uses may be conditionally allowed as secondary uses in the TO:R-24-40 District if oriented to serving adjacent residences and if located on the first floor of a multi-story building. Up to 10% of the total floor area of a project in this district, not exceeding 10,000 gross square feet, may be used for local-serving retail uses if these conditions are met.

For mixed use projects in the TO:R24-40 District, the minimum FAR is 0.65.

Transit Oriented Residential District, 40-80 units per acre (TO:R40-80)

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The TO:R40-80 District is intended for application to sites located within one-quarter mile of a transit center and possibly within designated regional and town centers, if needed services and facilities, including transportation facilities, have or will have adequate capacity and the density is compatible with adjacent land uses. With a minimum density of 40 dwelling units per acre and a maximum density of 80 dwelling units per acre, residential units in the district could include townhouses, rowhouses and apartments.

Office uses of various kinds would be allowed if located to allow shared parking with residences, limited to 50% of the total floor area of a mixed-use project or as specified in the applicable community plan. Retail uses may be allowed if oriented to serving adjacent residences and offices, and if located on the first floor of a multi-story building. Up to 10% of the total floor area of a mixed use project in this district, not exceeding 10,000 gross square feet, may be used for local-serving retail uses if these conditions are met.

For mixed use projects in the TO:R40-80 District, the minimum FAR is 1.0.

Transit Oriented Residential District, 80-120 units per acre (TO:R80-120)

The TO:R80-120 District is intended for application to sites located within one-quarter mile of a transit center and a regional center. With a minimum density of 80 dwelling units per acre and a maximum density of 120 dwelling units per acre, residential units in the district could include townhouses, rowhouses and apartments.

Office uses of various kinds would be allowed if located to allow shared parking with residences, limited to 25% of the total floor area of a mixed use project. Retail uses may be allowed if oriented to serving adjacent residences and offices, and if located on the first floor of a multi-story building. Up to 10% of the total floor area of a mixed use project in this district, not exceeding 10,000 gross square feet, may be used for local-serving retail uses if these conditions are met.

For mixed use projects in the TO:R80-120 District, the minimum FAR is 1.0.

Transit Oriented - Retail Commercial District (TO-RC)

The TO-RC District is primarily intended to provide the goods and services needed by people living and working in or near LRT station communities, regional and town centers, main streets and corridors. Uses in the district must be pedestrian oriented in design and function. Auto-oriented uses, such as motor vehicle service stations, may be allowed if appropriately designed, and in compliance with minimum FAR standards. Retail uses that market primarily to an area larger than a station community may also be allowed if located at least one-quarter mile from an LRT station or in a town center, or along a main street or corridor. Hotels, apartments, and town houses are also allowed on the upper floors of a building with first floor retail commercial uses.

In a station community, the minimum FAR in the TO-RC District is 0.5 within one-quarter mile of an LRT station, 0.35 between one-quarter mile and one-half mile from an LRT station, and 0.25 beyond one-half mile from an LRT station.

Transit Oriented - Employment District (TO-EMP)

The TO-EMP District may be applied to properties in station communities, regional and town centers, and along main streets and corridors. The TO-EMP District is intended to be predominantly for employment related activities. Manufacturing, research and development, and offices are allowed, as well as commercial uses, service businesses, indoor recreational facilities, service stations, and hotels, if supportive of other uses within the same development. Supporting uses can occupy no more than 25% of the total floor area in a TO-EMP District development. In a station community, the minimum FAR for development in the district is 0.5 within one-quarter mile of an LRT station, and 0.35 beyond.

Development in this district must be designed to support and encourage non-auto travel, whether for trips within an industrial campus or to off-site destinations. Public access within an employment area may be limited for security purposes.

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Transit Oriented - Business District (TO-BUS)

The TO:BUS District may be applied to properties in station communities, regional and town centers, and along main streets and corridors. The TO-BUS District is intended to be a mixed-use district, primarily for office uses, but with residences and retail also present, possibly with institutional uses such as religious institutions, post offices and libraries.

On properties specified in a community plan the amount of development dedicated to certain uses may be specified.

In a station community, the minimum FAR for development in the district is 1.0 within one-quarter mile of a transit center, and 0.5 in all other locations.

Plan Designations in the North Bethany Subarea

The following plan designations shall only be used in the North Bethany Subarea. Plan designations shall be located consistent with the North Bethany Subarea Plan of the Bethany Community Plan.

R-6 North Bethany (R-6 NB)

Characterization: The R-6 NB District is the lowest density district applied to lands in the North Bethany Subarea. It is intended to provide for larger lots at densities between five (5) and six (6) units per acre. Typical housing types include detached single family, duplexes, manufactured dwellings on individual lots, and accessory dwelling units.

Location criteria: The R-6 NB District is typically located along neighborhood routes or local streets. This designation is appropriate along an arterial or collector when that location is determined to be appropriate through the development of the North Bethany Subarea Plan. Adjacent land uses may include rural areas, medium density residential districts, institutional and community service uses. This designation is also appropriate along existing lower density residential development areas and in areas where densities are restricted (e.g., steep slopes).

R-9 North Bethany (R-9 NB)

Characterization: The R-9 NB District is a medium density residential district applied to lands in the North Bethany Subarea. The R-9 NB District is similar to the R-6 NB District, however, the R-9 NB District allows smaller single family residential lots. Densities range between seven (7) and nine (9) units per acre. Housing types include detached and attached single family dwellings, duplexes, and accessory dwelling units. Manufactured dwelling subdivisions and parks may also be located in the R-9 NB District.

Location criteria: The R-9 NB District is typically located along neighborhood routes or local streets. This designation may appropriate along an arterial or collector when that location is determined to be appropriate according to the North Bethany Subarea Plan. Adjacent land uses may include other medium or low density residential districts, institutional and community service uses.

R-15 North Bethany (R-15 NB)

Characterization: The R-15 NB District is a medium density district applied to lands in the North Bethany Subarea. This district is intended to provide a transition between lower and higher density land use districts. Uses in the R-15 NB District include attached single family dwellings, duplexes, triplexes, and other multi-family options, such as lower density apartments. In addition, manufactured dwelling subdivisions and parks and multi-family developments, such as apartments, may be provided. Densities range from twelve (12) units per acre to fifteen (15) units per acre.

Location criteria: The R-15 NB District should generally be located close to, but not necessarily on, a neighborhood route, collector or arterial. Adjacent land uses may include R-6 NB, R-9 NB and R-24 NB Districts, institutional and community service uses.

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R-24 North Bethany (R-24 NB)

Characterization: The R-24 NB District is a high density residential district applied to lands in the North Bethany Subarea. Uses in the R-24 NB District are primarily multi-family developments, such as apartments, and may include live-work units. Group care facilities may also be provided. Densities range from nineteen (19) to twenty-four (24) units per acre.

Location criteria: The R-24 NB District should be located near destinations such as commercial areas, parks, medium density districts and other high density districts. The R-24 NB District is typically located on or near a neighborhood route or collector. The R-24 NB District may also be located on a neighborhood route or local street on sites near a collector or arterial. Adjacent uses may include R-9 NB, R-15 NB and R-25+ NB, commercial, institutional and community service uses.

R-25+ North Bethany (R-25+ NB)

Characterization: The R-25+ NB District is the highest density residential district applied to lands in the North Bethany Subarea. The R-25+ NB District is intended to provide dense, multi-family residential dwellings in densities ranging from twenty (20) to fifty (50) units per acre. Typical housing types within this district include apartments, senior housing, assisted living, student housing, and similar uses with reduced off-street parking needs.

Location criteria: The R-25+ NB District should be located adjacent to the commercial center to help shape a new community's center and provide shopping services within walking distance of residences. This district should be located on or near collectors or arterial streets. Through traffic access from local streets must be designed as a commercial street. Adjacent uses may include R-24 NB, commercial and community service uses.

Neighborhood Corner Commercial District (NCC NB)

Characterization: One NCC District site is planned for each neighborhood in the North Bethany Subarea; this is intended to function as a focal point for the neighborhood. The uses commonly found in the NCC District include small retail and service uses, such as a convenience store, day care facility, café, dry cleaner and professional office. Convenience stores, personal service uses and retail businesses are limited to 3,500 square feet of gross floor area in order to not detract from the more prominent NCMU District. Upper story residential dwelling units may also be provided.

Location criteria: Application of the NCC District is primarily limited to areas specifically designated in the community planning process. NCC sites are typically placed at visible locations, such as at the intersections of a neighborhood route, collector and/or arterial. The distance between a NCC use and any other commercial center should be between a one-quarter (1/4) mile and one (1) mile. Adjacent uses may include higher density residential districts and community service uses.

Neighborhood Commercial Mixed Use District (NCMU NB)

Characterization: There is one centrally-located NCMU District in the North Bethany Subarea Plan; it is intended to provide opportunities for community residents to meet daily needs within walking distance. The NCMU District allows for various commercial uses, personal service establishments and retail businesses, along with community gathering places. Typical development within the NCMU District includes retail businesses, office uses, banks, food markets, dry cleaners, day care facilities, and civic uses. The planned commercial program for the NCMU District stipulates size limitations and is intended to be subordinate to the nearby Town Center at Bethany Village. Upper story residential dwelling units may also be provided in the NCMU District.

Location criteria: The size and location of the NCMU District was determined through the community planning process, specifically on and near arterial streets, the Park Blocks and the west community park. Uses in the NCMU District shall be easily accessible from surrounding neighborhoods by foot, bike and car. Adjacent uses include high density districts, parks and community service uses. Under the Metro 2040 Concept, the NCMU area of North Bethany is designed to function as a Main Street.

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Institutional North Bethany (INST NB)

Characterization: This class of uses includes existing publicly owned facilities and lands (e.g., two future school sites owned by Beaverton School District, one future fire station site owned by Tualatin Valley Fire & Rescue), existing lands owned by utilities (e.g., power line easements), and existing uses serving the general public (e.g., cemetery, Bethany Presbyterian Church).

Location criteria: During the community planning process for development of the North Bethany Subarea Plan, the size and location of seven INST NB sites were determined based on the location of existing publicly owned lands, lands owned by utilities, and uses serving the general public. The use types included in this category are diverse in nature. Therefore, optimal location(s) for future uses in this class cannot be defined. Instead, as these uses are needed, their location should be reviewed and determined through special studies or plans and the community planning process.

Plan Designations in the Cooper Mountain Subarea

The following plan designation shall only be used in the Cooper Mountain Subarea.

R-1 CM

Characterization: This district primarily includes detached residences at a density between one (1) unit per acre and one (1) unit per two (2) acres. Attached units and manufactured dwelling parks and subdivisions are not permitted in the R-1 CM district. A single manufactured home on a lawfully created parcel is permitted in the district.

Location Criteria: The R-1 CM District shall be applied to existing low density rural residential neighborhoods developed at one (1) unit per acre or less within the Cooper Mountain Subarea. It shall only be applied to areas where the provision of urban services (such as sewer infrastructure) is impractical given topographical constraints, distance to existing service, or to areas where the land is fully committed to existing development and further infill is highly unlikely.