

Aloha-Reedville-Cooper Mountain

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Ordinance # Plan Amendment	Adoption Date	Taxlot	Action
ORD. 263/264/265	6/28/1983		Community Plan created
ORD. 278/279/280	12/27/1983		Revisions
ORD. 292/293/294	5/21/1985		Revisions
ORD. 344	10/24/1989		Historic/Cultural and Progress Quarry
ORD. 367	9/25/1990		Functional Classification
ORD. 418	7/27/93		Apply Interim Light Rail Station Area Overlay District
B.C. 3114	7/29/93	1S22	Annexed to Hillsboro
B.C. 3243	10/21/93	2S1 5	Annexed to Beaverton
B.C. 3272	2/10/94	1S129 & 2S15	Annexed to Beaverton
B.C. 3273	2/10/94	2S1 5	Annexed to Beaverton
97-216-PA	6/15/94	1S1 18CB TL 1000	Changed from R/15 to R/24
97-216-PA	6/15/94	1S1 18CC TL 101	
B.C. 3374	9/22/94	2S1 5	Annexed to Beaverton
B.C. 3423	1/12/95	1S1 30	Annexed to Beaverton
MSD 95-612	8/4/95	1S2 11	Annexed to Urban Area
MSD 95-613	8/4/95	1S2 23	Annexed to Urban Area
B.C. 3509	8/24/95	1S1 30	Annexed to Beaverton
ORD. 471	10/31/95		"Creation of Major Transit Stop Areas"
95-395-PA	11/1/95	1S2 23D TL 1100	Change from AF-10 to INST
95-395-PA	11/1/95	1S2 26 TL 100	Change from EFC to INST
95-722-PA	2/21/96	1S2 12CD TL 5300,5400 5600,5700,5 800,5900	Amend the Functional Classification Map of the Washington County Transportation Plan to modify the alignment of SW Shaw St. at its intersection with 198 th Ave.
ORD. 480	9/27/96		"The Relationship of Comprehensive Plan Elements"
B.C. 3738	8/1/97	1S1 29BC	Annexed to Beaverton
B.C. 3828	6/30/98	2S15,2S1 5BA	Annexed to Beaverton
ORD. 526	11/27/98		Removes Interim Ligh Rail Station Area Overlay District (See ORD. 418 above)
4041	6/30/99	1S130DA 200,201	Annexed to Beaverton

4041	6/30/99	1S130AD 5800	
4041	6/30/99	1S119DD 300	
4050	8/19/99	2S1 05	Annexed to Beaverton
4040	12/31/99	1S1 32C 201	Annexed to Beaverton
4087	6/30/00	1S1 20 (multiple taxlots)	Annexed to Beaverton
ORD. 551	7/06/00		Amends the Community Plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan).
ORD. 552	8/24/00		Amends the Community Plan to comply with Metro's Regional Accessibility Policy (Title 6 of the Urban Growth Management Functional Plan).
00-426-PA	12/20/00	1S1 7CC (6000,6200, 6300,6301)	Change from R-24 (Residential District - 24 units per acre) to INS (Institutional District).
03-485-PA	1/21/04	1S1 7CC (5901)	Plan designation change from R-24 Residential to Institutional.
04-511-PA	2/2/05	1S1 18AC	Plan designation change from R15 to R24 for approximately 9.9 acres.
05-277-PA	9/7/05	1S1 7CC 6100 1S1 18 BA 600	Plan designation change from R5, R9 and R24 to INST for approximately .17 acres.
ORD 601 A-Eng	10/28/2003		Transportation changes.
ORD 649	11/24/05		Amended the Significant Natural and Cultural Resources map as well as the Subareas map to include the Jenkins Estate property.
ORD 653	5/4/06		Amends the Cooper Mountain Area subarea to describe the general location and planned uses for the Cooper Mountain Natural Area.
ORD 674	11/23/06		General Design Element 8 modified.
ORD 683 A-Eng	8/7/07		Text clarification of low residential density in the Community Plan Overview
ORD 776 A-Eng	11/21/13		Removal of the Mineral and Aggregate Overlay from the old Progress Quarry (Area is currently a developed Town Center) – Significant Natural and Cultural Resources map modified.
<u>ORD _____</u>	<u>_____</u>		<u>Amendments to implement the South Cooper Mountain Concept Plan. [holding language til ordinance 2015]</u>

ALOHA-REEDVILLE-COOPER MOUNTAIN COMMUNITY PLAN

THE RELATIONSHIP OF COMPREHENSIVE PLAN ELEMENTS

The Aloha-Reedville-Cooper Mountain Community Plan is one of a number of planning elements which in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the Aloha-Reedville-Cooper Mountain Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Aloha-Reedville-Cooper Mountain Community Plan is an area and site specific application of County Comprehensive Planning policy and a description of community development activities envisioned for the Planning Area. Implementation of the Aloha-Reedville-Cooper Mountain Community Plan is guided primarily by other Plan elements such as the Community Development Code, the Transportation Plan and the Unified Capital Improvement Plan.

PLANNING CONTEXT

The preparation of the Aloha-Reedville-Cooper Mountain Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Aloha-Reedville-Cooper Mountain Community Plan represents an update and rigorous re-examination of previous plans. The periodic updating of plans is necessary to ensure that the various plans respond to the current and anticipated circumstances of the County and the Planning Area. In addition to responding to local concerns, these plans respond to the planning concerns and requirements of the region and the state.

The County subscribes to the fundamental planning principle of creating plan elements through a public planning process which provides ample opportunity for citizen participation. Such a public planning process utilizes factual information and consideration of alternative courses of action which take into account social, economic, energy and environmental concerns.

The following are elements of the Washington County Comprehensive Plan:

- Comprehensive Framework Plan
- County Resource Document
- Community Plans
- Community Plan Background Documents
- Community Development Code
- Transportation Plan

Subsequent to the adoption of these plan elements, the County will begin work on the Unified Capital Improvement Plan.

COMPREHENSIVE FRAMEWORK PLAN

The Comprehensive Framework Plan is a policy document. Its function is to articulate the County's policy regarding the broad range of comprehensive planning and community development matters. Additionally, the Comprehensive Framework Plan contains strategies which are intended to guide the implementation of each policy directive.

A major function of the Comprehensive Framework Plan policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms.

Two central provisions of the Comprehensive Framework Plan have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a county-wide development concept and the urban growth management policies.

The county-wide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The County's urban growth management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

COMMUNITY PLAN

The unincorporated portion of the County within the metropolitan area regional Urban Growth Boundary and outside of city planning areas is divided into a number of Community Planning Areas. The Aloha-Reedville-Cooper Mountain Community Planning Area is one such planning area.

The policies and plan designations of the Comprehensive Framework Plan are applied in a site specific manner to the Community Planning Area. The result of this application is a Community Plan, composed of a Community Plan Map and Community Plan Text.

The Community Plan Map portrays a land use designation for each parcel of land in the planning area.

The Community Plan Text provides a written description of the Community Plan Map in order to specify the intent of the mapped designations. Additionally, the Community Plan Text includes Community Design Elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented. For certain areas specified by the Community Plan, the concept of Area of Special Concern is applied.

The designation of Area of Special Concern where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the Community Plan Text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an Area of Special Concern when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the Community Plan requires an Area of Special Concern to develop through a mandatory Master Planning-Planned Development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The Master Planning - Planned Development requirement is intended to provide the open space, density transfers and design flexibility necessary to achieve the dual objectives of preserving significant natural features or achieving the design objectives of the design elements and encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this Plan. Densities shall not be restricted to less than that authorized by the development standards.

The prescriptions of the Community Plan are augmented and implemented by the Community Development Code, the Transportation Plan and the Unified Capital Improvement Plan. Standards and requirements of the Community Plan and the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Development Code.

An inventory and discussion of natural resources is contained in Chapter I of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this Community Plan.

The Significant Natural Resources Map shows the location of the significant Goal 5 resources in the planning area.

An identification of neighborhood park deficient areas has been made based on ½ mile service area radius from existing park or school playground sites. Those portions of the planning area not within this service area are generally regarded as park deficient. On this Significant Natural Resources Map, a "P" has been placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not site specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis.

COMMUNITY DEVELOPMENT CODE

The chief function of the Code is to assist in the implementation of the various community plans and the Comprehensive Framework Plan. The Code is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The Code contains specific procedures and development standards necessary to assist in the implementation of the community plans. The Code addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use and aesthetic concerns. The Code also sets forth processes and procedures for review of specific development proposals, including public notice requirements. The Code also sets forth the standards and requirements of the Community Plan and the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions.

TRANSPORTATION PLAN

The Transportation Plan is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan.

Prepared from both the county-wide and community planning area perspectives, the Transportation Plan addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The Transportation Plan designates the major roadway system, and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the Transportation Plan. New neighborhood routes may also be designated through the development review process. Standards and requirements of the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Development Code.

The local street system is designated on the community plans and the Rural/Natural Resource Plan. New local streets and special area local streets are identified through the development review process or by amendments to the community plans or the Rural/Natural Resource Plan. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

In the event there is a conflict between the requirements of the Transportation Plan and the requirements of this community plan, the requirements of the Transportation Plan shall control.

UNIFIED CAPITAL IMPROVEMENT PLAN

Following the adoption of the Washington County Comprehensive Plan, the County will embark on a second phase of planning which will include the preparation of a Unified Capital Improvement Plan. The Unified Capital Improvement Plan will be coordinated with all urban service providers and will be the mechanism which the County will rely upon to direct future urban investments in public facilities and services in the urban portion of the County.

BACKGROUND SUMMARY

- *Background information in this summary, including population, service providers, etc. will be updated as part of the amendments to the Community Plan when it is brought forward during the next Ordinance season.*

PLANNING AREA

The Aloha-Reedville-Cooper Mountain Community Planning Area is located in eastern Washington County between the cities of Beaverton and Hillsboro. It is generally bounded on the east by the Beaverton city boundary, on the south by Scholls Ferry Road, on the west by the Urban Growth Boundary (UGB) and SW 219th Avenue, and on the north by SW Baseline Road, SW 185th Avenue and Beaverton Creek.

The Planning Area encompasses about 12.2 square miles, and had a 1980 population of 31,505. Most of the area lies in the relatively flat lowlands of the Tualatin Valley. The southern portion of the area includes part of Cooper Mountain, which rises to 797 feet at its highest point.

LAND USE

The total land area (excluding roads and unbuildable land) of the planning area is approximately 7,314 acres. Nearly fifty percent (50%) is developed with residential uses and approximately forty-one percent (41%) is vacant and buildable.

The community's residential development consists predominantly (94%) of single family neighborhoods. Multiple family residential development is generally limited to a few complexes located along SW Tualatin Valley Highway and SW Farmington Road.

Commercial uses in the planning area are generally either located along SW Tualatin Valley Highway or in shopping centers (Farmington Mall, 185th and Baseline). Commercial land along Tualatin Valley Highway consists primarily of small parcels that are not conducive to large scale development. This has, in the past, resulted in the rezoning of parcels at 185th and Farmington and 198th and Tualatin Valley Highway for neighborhood commercial centers.

Several light industries are located in the area, generally along the south side of Tualatin Valley Highway. The largest is the Intel Electronics Plant at 198th and Tualatin Valley Highway.

NATURAL FEATURES

Geologic formations underlying the planning area include marine sediments overlain successively by Columbia River Basalt and then sedimentary deposits of sand, silt and clay. Fault traces have been mapped along the northeast base of Cooper Mountain.

Some of the area's soils are characterized by a high water table, which lies within a few feet of the surface during the winter. Some area soils have low bearing strength and a potential for shrinking and swelling.

Periodic flooding problems in the planning area occur along Butternut Creek; just west of SW 170th Avenue between Farmington Road and Tualatin Valley Highway; and in some areas along Beaverton Creek.

Approximately 638 forested acres have been identified in the area, most on Cooper Mountain but also on Madrona Terrace located southeast of SW 170th Avenue and SW Davis Road and along Beaverton Creek. These areas provide wildlife habitat.

Ground water found in the underlying Columbia River Basalt was withdrawn at an excessive rate from the Cooper and Bull Mountain areas during the 1960's, causing a decline in the water table of as much as

8-10 feet per year. State designation of the area as a "critical ground water area" in 1977 brought a moratorium on new wells and limitations on pumping from municipal wells.

The Progress Rock Quarry, between SW Old Scholls Ferry and SW Scholls Ferry Roads and the Cobb, Karban, and Baker Quarries, just west of the planning area and south of SW Farmington Road, mine Columbia River Basalt which is crushed and used as a road base. Noise, truck traffic and dust associated with resource extraction operations can be a problem when residences are located nearby.

TRANSPORTATION

Most streets in the area have not been built to recommended design standards. While a number of significant transportation projects affecting this area have been completed during the last twenty years (e.g. 185th, Baseline, 170th, Westside Light Rail), numerous other transportation improvement projects have been identified as being needed in the Washington County ~~2020~~2035 Transportation Plan. Road maintenance projects by the ~~County~~ county have improved community road conditions somewhat.

The planning area is directly served by Westside Light Rail transit and Tri-Met bus service. Tri-Met also provides park and ride lots near Light Rail stations. Transit bus routes and frequencies are reviewed annually and modified as priorities and resources direct. (Tri-Met provides opportunities for area residents and local governments to participate in this process.)

The Transportation Plan also identifies a number of bicycle and pedestrian routes and existing and planned facilities in the planning area. Many bikeway and sidewalk improvements have been completed as part of major roadway projects during recent years (e.g. 185th, Farmington, Baseline). Future bikeway and pedestrian projects will be completed, either as part of larger projects or stand-alone projects, as Transportation Plan priorities and resources allow.

The Southern Pacific Railroad tracks follow an east-west path along the south side of Tualatin Valley Highway, through the community. Crossing guards and warning lights have been installed at all street crossings of the tracks except at SW 160th Avenue.

SERVICES

The planning area lies within Clean Water Services's Rock Creek service area excepting the southeast corner, which is within the Durham service area. The only portion of the planning area presently without sewer service is on Cooper Mountain. A portion of this area, located south of Gassner Road, drains north toward existing sanitary sewer lines and can be readily served by extensions of those lines. Another portion, defined at its northern end by a ridge that runs just north of SW Inglis Drive and SW Suncrest Lane, drains to the southwest and away from existing sewer service. Provision of public sewer to this area in the near- to mid-term is unlikely given topographical constraints and the cost of extending sewer from existing sewer lines. Construction of a trunk line that would serve the Scholls Ferry Road area has recently occurred, with financing through a local improvement district.

- *The inserted text is intended to capture one of the key findings of the planning work, which is that sewer service to the southern 2/3rds of the 2002 UGB expansion area requires significant infrastructure extension and investment, and is unlikely within the next 20+ years.*

Water service to most of the planning area is provided by the Tualatin Valley Water District which obtains water from City of Portland via a 60" main. Five of the District's fifteen reservoirs are in the planning area.

The Butternut Creek Drainage Basin was the subject of a recent study by the Army Corps of Engineers (1979) which proposed solutions to existing flooding problems.

With the exception of the Reedville area and a portion of the Cooper Mountain area, most of the planning area lies within the Tualatin Hills Park and Recreation District. The planning area contains approximately 84 acres of park land, either owned or used by the District. Approximately half this acreage is now undeveloped.

The planning area is served by three public school districts. Beaverton School District serves most of the Aloha area. The Reedville School District and the Hillsboro Union High School District serve the western portion of the planning area. Fire protection in the planning area is provided by Washington County Fire District #1. The District operates two stations in the community, one located at 209th and Blanton and the other on Cooper Mountain, at 175th Ave.(Reusser Rd.) and Weir Road.

➤ *To amend: The Fire District is Tualatin Valley Fire and Rescue.*

COMMUNITY PLAN OVERVIEW

The Aloha-Reedville-Cooper Mountain Community Plan has the following features:

1. The predominately residential character of the planning area is retained. Although existing industrial areas will remain primarily along Tualatin Valley Highway west of 188th Avenue most local employment opportunities will be provided in neighboring areas of Hillsboro, Beaverton and in the 185th East/West area. Most comparison shopping will also be done outside the planning area, although convenience shopping needs and some professional service needs will be satisfied.
2. More affordable housing opportunities are being created. Over half the new housing units built in the planning area in the future are planned to be attached. An increased opportunity to provide additional attached dwelling units should provide a greater range of housing choice.
3. As housing trends continue, the average density of the new housing will likely increase over the average density of existing housing. Yet, more than half of the vacant buildable residential land in the community is planned for development with low density housing at 5 or 6 units per acre.
4. Assuming that greater lot size allows for more design flexibility, some larger buildable lots in the Planning Area are designated for somewhat higher residential densities than is applied to surrounding properties.
5. It is assumed that if a planned residential density is significantly higher than the existing density, lot consolidation and redevelopment will likely occur in an area that has been partitioned into smaller lots. In some cases the plan highlights and mandates the consideration of more than single parcels at the site design stage of development planning.
6. The plan recognizes natural features such as slopes, flood-prone areas and scenic views. Streams, flood-prone areas, steep slopes, as well as power line easements and major streets, are sometimes used by the plan as buffers between different land uses and residential densities. The scenic view of Cooper Mountain is supported by planning for lower density residential development on the mountain which, in combination with the clustering of housing units, could preserve some of the stands of trees and open spaces appreciated by mountain residents and people who view the mountain from the valley.
7. Implicit throughout the Plan is the assumption that the policies in the Comprehensive Framework Plan will be implemented through the Community Development Code, the Transportation Plan, the Unified Capital Improvements Plan, and other functional plans. This is particularly important with regard to the county-wide growth management policies which mandate the provision of adequate urban services. Adherence to these policies is essential to creating the desired development pattern intended by the Plan and to preserving the livability of the planning area over time.

The application of Plan designations to the Aloha-Reedville-Cooper Mountain Community Plan Map was guided by locational criteria in the Comprehensive Framework Plan. These criteria essentially say that the appropriate use for a property is determined by (1) its proximity to major traffic routes, street intersections and transit service; and (2) compatibility with adjacent land uses. The locational criteria also address the appropriate size for and distance between the various kinds of commercial centers.

The land use pattern planned for the Aloha-Reedville-Cooper Mountain area focuses most development in corridors along Tualatin Valley Highway and Farmington Road. The highest intensity land uses such as high density residences, stores and industries occur near the major street intersections of 185th and Tualatin Valley Highway, 185th and Farmington, and Kinnaman and Farmington. This land use pattern reflects existing land use commitments, proximity to major employment centers, and the high degree of access to surrounding areas offered by these major traffic routes.

Areas in between and north and south of these corridors are generally planned for lower density residential use, although larger properties on ~~arterials~~ Arterials or Collectors, and properties at major street intersections such as Baseline and 219th, Hart/Bany and 170th, and Scholls Ferry Road, Old Scholls Ferry Road, and Murray Boulevard, are planned for higher density residences, because of good accessibility and/or proximity to major employment centers.

The primary community business district in the planning area extends east-west along the north side of the highway between 170th and 209th. The location of this Aloha-Reedville commercial area is intended to take advantage of the exposure offered by the highway. A secondary Community Business District is located at the intersection of Farmington and Kinnaman Roads, and includes the existing Farmington Mall complex.

Neighborhood Commercial areas are dispersed throughout the community to allow for ease of access to convenience shopping for area residents. These neighborhood shopping facilities also serve in some cases as a neighborhood focus ~~in some cases~~. They are generally located more than a mile apart, to reduce overlap in market areas.

COMMUNITY DESIGN

This section addresses concerns relating to the design of development in the Aloha-Reedville-Cooper Mountain Planning Area.

General Design Elements:

The general design elements listed below pertain to development in the Aloha-Reedville-Cooper Mountain Planning Area as a whole.

1. In the design of new development, flood plains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. preserved and protected to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. where appropriate, interconnected as part of a park and open space system.
2. Master Planning-Primary Use or Planned Development procedures and standards shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.
3. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider whenever feasible.
4. Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Resource Management Overlay District contained in the Community Development Code.
5. Portions of the Planning Area are currently outside the boundaries of the Tualatin Hills Park and Recreation District. Residents and property owners in these areas should seriously consider

annexing to the Tualatin Hills Park and Recreation District in order to assure the acquisition, development, and maintenance of a park and recreation system.

- *Compliance with Title 11 likely requires that property owners in the 2002 UGB expansion area be required to annex to Tualatin Hills Park and Recreation District prior to development. This section will be amended accordingly prior to ordinance adoption.*
6. Trees located within a Significant Natural Resource area shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds, or mineral and aggregate sites.
 7. All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access through or along the development and connect adjacent developments and/or shopping areas, schools, public transit, and park and recreation sites.
 8. Pedestrian/bicycle pathways identified in the County's Transportation Plan and this community plan shall be included in the design of road improvements that are required of new developments to meet the County's growth management policies.
 9. The County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.
 10. Noise reduction measures shall be incorporated into all new developments located adjacent to ~~arterial~~-Arterial or Collector streets or rock quarries. Noise reduction alternatives will include vegetative buffers, berms, walls and other design techniques such as insulation, set backs, and orientation of windows away from the road.
 11. Where the impact of noise and lighting associated with commercial development does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.
 12. New development within the Planning Area shall be connected to public water and sewer service; except as specified in the Community Development Code.
 13. New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation Plan or the Aloha-Reedville-Cooper Mountain Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
 14. Maintenance of existing housing and neighborhoods in the community shall be encouraged through public financial assistance where appropriate (e.g., Federal Community Development Block Grant funds) and through consistent enforcement of the Community Development Code.
 15. New access onto ~~arterial~~-Arterial and Collector streets shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible. T.V. Highway Corridor subarea design elements shall apply in that subarea (as defined in Design Element 1 of that subarea).
 16. Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.

17. Much of the Aloha-Reedville- Cooper Mountain Planning Area has been partitioned into relatively small lots that may be difficult to develop individually. In such situations significantly higher residential densities are sometimes planned, in part to encourage lot consolidation and redevelopment. If lot consolidation is not accomplished, the applicant for a development permit for a land division or structure shall be required to prepare a site plan for the subject lot and all abutting lots, showing building locations, parking, auto and pedestrian circulation, and landscaping. This site plan shall comply with County design standards, and shall demonstrate that the proposed development does not preclude further development on the abutting lots at the maximum permitted density.
18. Establishment of the entire width of power line rights-of-way as public access open space shall be encouraged. At a minimum, however, a sufficient amount of open space allowing for a continuous pedestrian/bicycle corridor along the length of each right-of-way shall be dedicated for public use unless determined to be inappropriate through the development review process.
19. Many existing residential developments in the plan area were developed under the Planned Residential (PR) District or through the Planned Unit Development (PUD) process. In several cases approvals secured through the PR or PUD process sanction densities and unit types which would otherwise be prohibited by the plan designation. Such developments shall be considered to be conforming to the plan designation with respect to density, unit type, lot size and dimension standards if such provisions were sanctioned by a previous PR or PUD approval. Where feasible, all residences which are remodeled or rebuilt shall be brought into conformance with all applicable development standards except density, lot area and lot dimension standards.
20. Citizen participation in future Aloha-Reedville-Cooper Mountain Community transportation planning shall be encouraged through CPO representation on CAC (Citizen Advisory Committee) and TAC (Technical Advisory Committee) groups.
21. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

SUBAREAS

The planning area can be divided into subareas that are distinguished by the similar types of land uses planned within each area. Presented below are (1) a characterization of plan intent for each of six general subareas of the Aloha-Reedville-Cooper Mountain Planning Area, and (2) following each subarea characterization, a set of design elements applicable to development on properties in these subareas. Included within the design elements are prescriptions for Areas of Special Concern identified on the plan map.

NORTH RESIDENTIAL AREA

This area is generally bounded on the north, east and west by the planning area boundary and on the south by Johnson Street. The area is almost entirely residential, with the exception of a few institutional uses (schools, parks and churches) and one Neighborhood Commercial center.

The Neighborhood Commercial center (Baseline Mall) is located at the intersection of two arterial roads, Baseline and 185th. It serves much of this subarea, as well as areas to the north and east, and is over a mile and a half from any other existing or planned Neighborhood Commercial center or Community Business District.

Next to the Neighborhood Commercial center, but away from the intersection, is an existing R-24 residential development. Vacant property between these residences and the surrounding low density residential development at up to 15 units per acre, thereby providing a transition between lower and higher densities. This pattern is generally followed throughout the subarea with higher density uses planned for properties fronting on or near major streets such as Baseline, 185th, 219th and to a lesser extent, Johnson and 197th/198th, decreasing to lower densities as the distance from arterials and collectors increases.

It is projected that considerable employment generating industrial development will occur to the north and west of the intersection of 219th and Baseline. A Neighborhood Commercial site is also designated near the intersection by the East Hillsboro plan. Therefore, medium density uses are planned near this intersection and to the east along the south side of Baseline.

Design Elements:

1. To preserve wildlife habitat and wetland attributes the Beaverton Creek and Willow Creek drainageways, including the immediately adjacent riparian zone, shall be retained in their natural condition in keeping with the provisions of the Community Development Code.
2. The drainageway and adjacent riparian zone running from a point just west of 201st to the Beaverton Creek drainageway shall be retained in its natural condition in keeping with the provisions of the Community Development Code.
3. The drainageway and adjacent riparian zone running from 211th Avenue to Baseline Road shall be retained in its natural condition in keeping with the provisions of the Community Development Code.

Area of Special Concern No. 1: Properties in this area are planned for residential development at R-15 densities. Many of these parcels may be too small to allow for an optimal project design when developed at these densities unless they are consolidated or developed under a joint site plan.

Therefore, the development strategy prescribed by general design element No. 17 shall be strictly applied in this area. In addition, because of the proximity of this property to the low density (R-6) residential area to the south, special consideration shall be given to the design of projects at the interface of differing densities.

The circulation system in this area shall be designed to prevent the possibility of traffic flowing from the higher density area south through the low density area on local and neighborhood route streets. All traffic flow from the higher density area should be directed to Baseline Road or 219th Avenue.

Area of Special Concern No. 2: Properties in this area are planned for residential redevelopment at R-15 densities. Many are too small to be efficiently developed at the planned densities unless they are consolidated or developed under a joint site plan. Additionally, many of the streets serving the area are substandard and may be inadequate to handle traffic from development at the planned densities. This area also abuts several existing low density residential developments.

Given all these concerns: (1) general design element No. 17 shall be strictly applied here; (2) the County growth management policies shall be applied to the review of developments in the area so as to assure that the cumulative impact of development in the area is considered when reviewing each individual development; and (3) special care shall be given to the design of higher density residential projects that abut existing low density residential areas.

TUALATIN VALLEY HIGHWAY CORRIDOR

This area extends along the length of the Tualatin Valley Highway as it passes through the planning area. The area's boundaries are generally Johnson Street on the north and Blanton Street on the south, although the area extends further south near the intersection of the Tualatin Valley Highway and 185th Avenue. Most of this area is planned for more intensive development such as stores, offices, industries and higher density residences.

The most intensive development is concentrated in the Community Business District (CBD) along Tualatin Valley Highway. The district extends in an east-west direction on the north side of the highway between 170th and 209th.

To the immediate south of the CBD, properties fronting on 185th Avenue are designated Office Commercial to buffer nearby residential areas from traffic impacts. Properties along the south side of Tualatin Valley Highway, south of the Southern Pacific right-of-way, are generally designated either high density (25 or more units per acre) residential or industrial, depending on existing development commitments.

Neighborhood Commercial sites are located at the 198th and Shaw intersection and the 219th and Tualatin Valley Highway intersection. Commercial development on these sites, which are over a mile from other neighborhood commercial areas, is designed to serve residences planned on surrounding properties.

With the exception of existing subdivisions, much of the area between Alexander and Johnson Streets is planned for higher density residences due to the proximity to the Community Business District and good traffic and transit access. The eastern portion of this corridor between 160th and the Beaverton city limits contains large, undeveloped parcels which are designated for higher density residential uses. These parcels have good access to Tualatin Valley Highway and area close to a large Tri-Met park and ride facility which is currently scheduled for construction.

This should offer excellent access to public transit. Additionally, this portion of the corridor is very close to the St. Mary's property, where future development will generate considerable employment. Existing employment-intensive industries such as Tektronix, Floating Point Systems, Nike, and the St. Mary's Regional Park site are also nearby.

Design Elements:

1. ACCESS MANAGEMENT PLAN

- a. **PROJECT AREA:** This design element and design elements 2 and 3 for this subarea shall apply only in that portion of the Tualatin Valley (T.V.) Highway Corridor subarea defined as follows: That area bordered by 170th Ave. on the east and 209th Ave. on the west; the Southern Pacific R.O.W. on the south extending to the south side of the Alexander Street R.O.W. on the north; including the contiguous CBD area north of Alexander Street adjacent to 185th Ave.; and also that area bordered by and including 209th Ave. on the east to 219th on the west, the Southern Pacific R.O.W. on the south to the northern terminus of the commercial and industrial designated area south of SW Johnson Street on the north.
- b. **ACCESS STANDARDS:** The following access standards shall be defined as an Access Management Plan. The intent of this plan is to promote safety and facilitate traffic flow by consolidating access points yet provided direct individual or shared access to all existing parcels. The access standards shall remain in effect until the completion of a T.V. Highway Preliminary Engineering Analysis including County Board of Commissioners action on a preferred improvement alternative.

The ultimate access spacing standard is 360' between access points in the 45 m.p.h. zones and 240' in the 35 m.p.h. zones on T.V. Highway. An intermediate standard of 150' between access

points is provided in order to assure direct or shared access to those narrow parcels of less than 360' or 240' respectively in width.

- c. **IMPLEMENTATION PROCEDURE:** The application of this design element shall be triggered by land use actions meeting the definitions of New Development or Redevelopment. The terms New Development and Redevelopment are used only in the context of access control and internal block circulation. Permits for site or structure improvements may be issued but only when the criteria for New Development or Redevelopment are met shall the process of Development Review (formerly known as Design Review) consider access control and internal block circulation.

New Development is defined as: any change or changes on the parcel producing a 25% increase in projected driveway vehicle trips to and from T.V. Highway at A.M. or P.M. highway peak hours and for which there has not previously been a completed Development Review. When more than one parcels are assembled identifying a new property configuration and use, the new parcel will be defined as New Development if Development Review has not been previously completed.

Redevelopment shall be defined to occur if any of the following conditions are met for parcels which previously have completed Development Review: 1) Projected additional 200 A.M. or P.M. roadway peak hour vehicle trips. This shall be in accordance with the current ITE Trip Generation Manual; 2) Any change in land use designation; 3) There is a 100% increase in driveway volume; or 4) more than one parcels are assembled identifying a new property configuration and use.

- d. **APPLICATION OF STANDARDS:** Except as stipulated under ORS 374.310, ORS 36.320 and OAR Chapter 734 - Division 50 (Highway Division) the following standards shall apply along T.V. Highway on land designated for commercial, industrial or higher density residential (R-24 and R-25+) use. These standards shall be applied consistently through the Development Review process in a manner that reflects highway safety, the location of the site, the nature of the business proposed, the design of the site, proposed and existing buildings on the site, and buildings on adjacent properties with approved site plans. At the time of Development Review, CPO #6 and ODOT will receive from Washington County Land Use and Transportation Department a copy of all development applications with designs for review and comment.

- 1) Single Family Residence

Driveway access to all existing single family residences on T.V. Highway shall be honored pursuant to ORS 374.

- 2) Non-residential Shared Access for Minimal Spaced Parcels

Except where operational or safety problems are identified through a T.V. Highway traffic circulation study provided by the property owner and acceptable to ODOT, direct access to properties with less than 150' along T.V. Highway shall be shared with adjacent properties.

Lots with frontage equal to or greater than 150' along T.V. Highway shall be permitted individual direct access. For such properties, single driveways are preferred except where physical, safety or economical constraints require additional driveways. For lots on T.V. Highway this will be determined through the ODOT accepted traffic circulation study.

- 3) Non-residential Direct Access and Shared Access for Parcels with Frontages Equal to or Greater Than Shown for T.V. Highway Above (2)

Lots with frontage equal to or greater than the amounts shown above (2) on T.V. Highway shall be permitted individual direct access. The maximum practicable driveway spacing will be sought. For such properties, single driveways are preferred except where physical, safety or operational constraints require additional driveways. On T.V. Highway this will be determined through the ODOT accepted traffic circulation study. Existing or assembled lots with frontage equal to or greater than 240' in the 35 m.p.h. zones or 360' in the 45 m.p.h. zones on T.V. Highway shall be permitted individual direct access in compliance with the ultimate standard spacing or as modified through an ODOT accepted traffic circulation study.

Adjacent properties along T.V. Highway that together are equal to or greater than the 240' in the 35 m.p.h. zones and 360' in the 45 m.p.h. zones may share access when the adjacent properties trigger the New Development review and when adjacent property owners agree. Driveway location determination will be made through an ODOT accepted traffic circulation study.

All accesses that have received Development Review approval since the adoption of Development Review provisions by Washington County in 1973 shall be preserved except as may be modified by Oregon Administrative Rule Chapter 734, Division 50 - Highway Division.

In addition, no additional joint use of any such approved driveways will be required (i.e., no change in existing conditions of access) except when Redevelopment as defined above occurs.

4) Lots with Previous Development Review Approval and not Redeveloping

All accesses that have received Development Review approval since the adoption of Development Review provisions by Washington County in 1973 shall be preserved except as may be modified by Oregon Administrative Rule Chapter 734, Division 50 - Highway Division. In addition, no additional joint use of any such approved driveways will be required (i.e., no change in existing conditions of access) except when Redevelopment as defined above occurs.

5) Access Points Within 200' of Major Signalized Intersections

Since access points within 200' of major signalized intersections can have a significantly adverse effect on T.V. Highway traffic flow, it is desirable to minimize new access points within the parameters listed above. On New Development or Redevelopment, approved access shall be located at the greatest distance from the intersection on site parcels along the T.V. Highway within the findings of an ODOT approved circulation study.

6) Properties Adjacent to Those with Prior Development Review

On those sites where all adjacent properties have received Development Review approval, shared access shall not be required unless agreed to by an adjacent property owner, or when either adjacent property triggers Development Review by meeting the criteria of New Development or Redevelopment.

7) Non-residential - Provisions of Access Easements for Internal Circulation Between Adjacent Properties

Land owners will provide access easements for internal circulation between adjacent properties within a block where feasible. Feasibility shall be determined during the Development Review process considering such factor as on-site existing and proposed building(s), parking and driveway locations, existing adjacent building(s), parking and

driveways on adjacent parcels, natural constraints, and approved adjacent site plans. It is the intent to this internal access system to ultimately provide for interconnecting vehicular circulation via private driveways supportive of property development plans and to remove short local trip making from the T.V. Highway. When internal circulation is determined to be feasible under the above criteria, the design of on-site parking and circulation patterns for New Developments or Redevelopments shall attempt to accommodate future easements across adjacent property lines.

No operational or physical changes will be required of any property which is not a part of the application beyond that which was previously determined during the New Development or Redevelopment review specifically applicable to that property.

Additionally, on existing developments which have received Development Review approval, the requirement for internal circulation easements shall preserve the same numbers of parking spaces on-site and same internal circulation pattern unless mutually agreed upon by the affected property owners.

Compliance with this design element shall not cause non-compliance with parking requirements on those properties that have previously received Development Review approval.

2. T.V. HIGHWAY IMPROVEMENTS

The improvements to the facilities defined below shall be as described. In addition, ODOT shall be requested to undertake a preliminary engineering study of the T.V. Highway to determine possible need for and appropriate placement of: additional travel lane(s), traffic signal(s), and bicycle path(s). The study will be requested to be included in the 1987-1992 ODOT Six Year Highway Improvement Program. The engineering study will be recommended to start no later than fiscal year 1988.

- a. T.V. HIGHWAY - CENTER MEDIAN: All medians will remain painted for use as a vehicle storage and turn lane where possible. This painted median will be the same elevation plane as the adjacent highway driving surface.
- b. T.V. HIGHWAY - PARKING: On-street parking will not be allowed along the north side of the highway between SW 170th and SW 219th Ave. ODOT will be requested to sign the no parking section.

3. TRANSIT IMPROVEMENTS

The Access Management Plan includes a map which prescribes recommended locations of and general design for transit improvements. This shall be utilized through the Development Review Process in determining final site designs.

4. RIPARIAN/DRAINAGEWAY AREAS

The drainageway and adjacent riparian zone running between Alexander Street and Sandra Lane shall be retained in its natural condition in keeping with the provisions of the Community Development Code.

Area of Special Concern No. 3: This area is contiguous with Area of Special Concern No. 2, and shares similar design and development issues. These issues are magnified here because the planned densities are higher (R-15 and R-24 designations) and the points of interface with existing low density residential developments are more numerous. Given these same concerns, the design elements applied to Area No. 2 shall also be applicable here.

Area of Special Concern No. 4: Properties within this area are planned for redevelopment to a residential density of up to 24 units per acre. Since much of the area consists of relatively small lots, general design element No. 17 shall be strictly applied here.

Area of Special Concern No. 5: Properties within this area are primarily designated for higher density residential development at up to 24 units per acre. Due to the large number of small parcels in the area, general design element No. 17 shall be strictly applied here.

Area of Special Concern No. 6: This area is planned for redevelopment to Office Commercial uses. Due to problems with lot depth and access management, the following design elements shall apply in this area.

- a. A maximum building height limited to 35 feet.
- b. Access shall be from adjacent local streets or combined driveways, to reduce traffic conflicts on 185th.

Area of Special Concern No. 7: This area has the potential to be a well-designed, higher density residential neighborhood. To accomplish this:

- a. Abutting lots must be consolidated or jointly planned for development, consistent with general design element No. 17.
- b. The extension of Blanton Street from 160th to Farmington, as conceptually described on the plan map, shall be assured through the development review process as the area develops. This will provide internal circulation within the area.
- c. Pedestrian circulation within new development shall allow access to the park and ride facilities on Tualatin Valley Highway.
- d. Open space, pedestrian and bikeway facilities shall be established within the power line right-of-way in conjunction with the development of adjacent properties.
- e. Pedestrian access shall be assured across Tualatin Valley Highway to development and park facilities north of the highway.

CENTRAL RESIDENTIAL AREA

This area lies between the Tualatin Valley Highway and Farmington Road corridors and is generally bounded on the east by 160th Avenue and by the properties to the west of 209th Avenue. The area is transected by several arterial and Collector roads, including 160th, 170th, 185th, 198th, 209th and Kinnaman. The properties to the west of 209th Avenue, between McInnis Lane and Rosedale Road, were added to the Regional Urban Growth Boundary in 2002. This area is designated Future Development - 20 Acres (FD-20) and is approximately 200 acres in size. The predominant land use is agricultural and residences on small acreage.

Residences east of 185th tend to be older than those west of 185th. Many are located on larger lots which have good redevelopment potential. Because of proximity to Farmington Road, Tualatin Valley Highway, the Aloha Community Business District, Farmington Mall and the St. Mary's property, these larger, unplatted properties are given a slightly higher density residential designation (R-9) than under the previous plan of development.

Most of the area west of 185th is planned to remain low density residential (R-5 or R-6 designations), reflecting its present character and lotting pattern as well as its greater distance from activity centers and transportation corridors. The exceptions to this are the large properties along 209th and 198th that are designated for low-medium or medium (R-9 or R-15 designations) density residential development because of their direct access to a Collector or arterial street.

The properties west of 209th Avenue shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Design Elements:

1. The portion of Butternut Creek between 209th Ave. and the eastern property line of the Butternut School grounds is probably the most significant wildlife habitat and wetland area in the planning area. Because of this significance, this portion of the creek, including all adjacent riparian vegetation and stands of mature trees, should be acquired by the public through purchase or land dedication in association with the development process. In any case, this area shall be retained in its natural condition in keeping with the provisions of the Community Development Code.

FARMINGTON ROAD CORRIDOR

The Farmington Road corridor angles diagonally across the planning area in a west/southwest direction. Farmington is an arterial with some transit service.

Some properties along Farmington are already developed with higher intensity uses including the Farmington Mall, a few convenience stores, several apartment projects, two mobile home parks, Mountain View Middle School, and three churches. The Jenkins Estate, operated by Tualatin Hills Park and Recreation District (THPRD), is located southwest of the intersection of Farmington Road and 209th Avenue. Transportation access and public transit service make many properties in this corridor, including most developable and redevelopable properties up to one-quarter mile north and south of Farmington, suitable for higher intensity use.

The Community Plan map shows three Neighborhood Commercial centers located along Farmington at its intersections with 170th, 185th, 195th and 209th Avenues. All of these are located approximately one mile from other commercial areas, with the exception of the Neighborhood Commercial properties at 185th and Farmington, which are about a quarter mile from the Farmington Mall.

Other undeveloped or underdeveloped properties along or near Farmington, but away from major intersections, are appropriately designated for residential development at up to 15 or 24 units per acre. The highest densities occur close to commercial centers, especially around Farmington Mall and the planned Neighborhood Commercial center at Farmington and 156th. The latter is also close to a park and ride facility (see the characterization of the Tualatin Valley Highway corridor), and a major employment center (St. Mary's property/Tektronix/Floating Point Systems/Nike).

The area to the west of 209th Avenue, between Farmington Road and Rosedale Road, was added to the Urban Growth Boundary in 2002 and is designated Future Development - 20 Acres (FD-20). The area is approximately 45 acres in size. The predominant land use is residential/agricultural on small acreage. The area shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Design Elements:

1. Publicly owned access to Winterborne Park from the residential area west of the park is presently possible at only one point off of 196th Avenue. This access traverses a drainage detention area, and becomes almost impassable when the area is wet. Public access to the park from the adjacent neighborhood must be improved before or in conjunction with the development of tax lot 1400 on map 1S2 24AC.
2. To ensure compatibility of all new and existing development on the site, no development permit for a structure or land division shall be issued for the property designated Neighborhood Commercial at approximately 156th and Farmington (tax lot 400 on map 1S1 17AC) until a master plan-site analysis for the entire site is approved by the County.
3. The Johnson Creek drainage running between Tualatin Valley Highway and Farmington Road, including all adjacent riparian land and stands of mature trees, shall be retained in its natural condition in keeping with the provisions of the Community Development Code.
4. The portion of the Johnson Creek drainageway and the adjacent riparian zone running between Farmington Road and the Beaverton city limits shall be retained in its natural condition in keeping with the provisions of the Community Development Code.
5. The portion of the Butternut Creek drainageway and the adjacent riparian zone running north of Farmington road on lot 100 of Tax Map 1S1 18CA shall be retained in its natural condition in keeping with the provisions of the Community Development Code.

6. The Neighborhood Commercial site at the southwest corner of 195th Avenue and Farmington Road shall not be allowed direct access to Farmington Road. Access shall be taken only from 195th Avenue and the point of access shall be at the maximum distance possible from the intersection.

Area of Special Concern No. 8: The properties in this area are planned for residential development at up to 15 or 24 units per acre. Since several are too small to be efficiently developed individually general design element No. 17 shall be strictly applied here.

Area of Special Concern No. 9: To ensure compatibility of all new and existing development in the Community Business District at Farmington and Kinnaman (a.k.a. the Farmington Mall), a master plan-site analysis for the entire site shall be completed and approved by the County prior to land division or issuance of development permits for structures.

COOPER MOUNTAIN AREA

This is generally a lower density residential area south of the Farmington Road corridor. It includes Cooper Mountain and areas around its base, as well as the majority of Jenkins Estate, a facility operated by Tualatin Hills Park and Recreation District (THPRD). It is bounded on the east by Beaverton and on the south by the Regional Urban Growth Boundary (UGB). Several major streets traverse the area, including 155th, 170th and 185th Avenues, and Hart, Bany, 175th Ave. (Reusser Rd.) and Rigert Roads. Other roads on the east flank of the mountain, including Nora/Beard, Satterberg and Weir Road, are planned for improvement, realignment or extension.

In 2002, Metro expanded the UGB to include approximately ~~509-510~~ acres south of Gassner Road. The predominant land use of this area is single family residences ~~on small acreage~~, as well as agricultural and forestry uses. The southeast corner of the area includes ~~property Metro purchased through its Greenspaces Program, which will be developed in accordance with the master plan created for the a portion of Cooper Mountain Natural Area-Nature Park. The properties in this area are designated Future Development – 20 Acres (FD-20) and will maintain this designation until the planning for this new urban area is complete. Planning for the 2002 UGB additions was undertaken in 2013-2015 as part of the South Cooper Mountain Concept and Community Plan process, which also considered the Urban Reserve Area to the south and a 2011 UGB expansion area north of Scholls Ferry Road which was annexed to the City of Beaverton in 2013.~~ The planning for this area ~~was conducted to~~ shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan. Extensive outreach within the 2002 UGB expansion area was undertaken as part of the planning effort, and informed the land use designations that have been applied in this area.

➤ *Updates to this section are intended to capture, very briefly, the process that addressed planning for the 2002 UGB expansion area.*

The Cooper Mountain Natural Area Master Plan was developed by Metro and adopted by the Metro Council in December 2005. The master plan was subsequently adopted by the Washington County Board of Commissioners in 2006. The natural area, which is a regional park, is located on the southwest slope of Cooper Mountain, south of Kemmer Road and east of Grabhorn Road. The natural area offers views of the Tualatin River Valley and Chehalem Mountains, interpretive facilities, ADA-accessible trail loops, hiking trails, and trails available for equestrian use. Approximately 89 acres of the park is inside the urban growth boundary and is designated Future Development 20 Acre District (FD-20). The remaining 144 acres is rural land designated Agriculture and Forestry 20 Acre District (AF-20) and is outside the boundary of the Aloha-Reedville-Cooper Mountain Community Plan. The Rural/Natural Resource Plan was amended to apply the State and Regional Park Overlay District only to the rural portion of the natural area.

The Community Plan map designated most of the area within this Community Plan in 1983 for low density residential development (R-5 or R-6 designations). This was done because the area is some distance from Arterials and employment centers and has steep slopes in some locations which make access and development somewhat difficult. A portion of the 2002 UGB expansion area has been designated for very low density residential development (R-1 Cooper Mountain designation). This was done because that portion of the 2002 UGB expansion area is nearly fully developed with 1- to 2- acre lots, and because the area is unlikely to have access to urban services (specifically, sanitary sewer service) in the near- to mid-term for several decades at least.

➤ *The text added above is intended to provide the overview of, and rationale for, the designation of the southern 2/3rds of the 2002 UGB expansion area.*

Two Neighborhood Commercial sites are located in this subarea to serve as focal points for neighborhood activity and to provide close convenience shopping opportunities. One is located at the southeast corner of 165th Avenue and Hart Road, near the intersection of Hart/Bany and 170th. This site was previously sanctioned for Neighborhood Commercial use when the Summercrest Planned Unit Development was

approved. Another Neighborhood Commercial site is planned at the intersection of Nora/Beard Road and 155th Avenue. Both sites are over a mile from each other and from similar commercial areas.

Large uncommitted properties near these neighborhood commercial sites are designated for residential development at up to 9, 15 or 24 units per acre to allow for greater housing choice in the area. Future residents will be close to convenience shopping facilities and major roads. Therefore, they will have less need of using their autos for shopping. When residents choose to drive, they will not need to travel on local streets through existing neighborhoods.

Design Elements:

1. There are several large forested areas on the north slope of Cooper Mountain which are traversed by small streams and have significance as wildlife habitat. These are also outstanding scenic features, as viewed from the valley floor to the north. The natural character of these forested areas shall be retained through careful development of properties which include them. Open space created in these forested areas through the Master Planning Process should be contiguous. Streams and adjacent riparian land in these forested areas shall be retained in their natural condition in keeping with the provisions of the Community Development Code. Exceptions may be allowed for the establishment of regional stormwater detention facilities.
2. The portion of the Johnson Creek drainageway and the adjacent riparian zone running northerly from Davis Road to the Beaverton City Limits shall be retained in its natural condition in keeping with the provisions of the Community Development Code.
 - *This element may need to be updated based on changes to the Beaverton City Limits. A tributary of Johnson Creek extends into the northeast corner of the 2002 UGB expansion area. Additional language may be appropriate here to address that area, given the planned 185th connection road alignment that would run close to those headwaters.*
3. The forested hill south of Davis Road between 170th and 155th Avenues is an outstanding scenic feature, as viewed from the surrounding area, and also offers outstanding views of the surrounding area from the power line right-of-way which traverses the top of the hill. To preserve the scenic attributes, the following shall apply to the area:
 - a. Development of the area shall occur in a manner which preserves the forested appearance of the hill while allowing judicious cutting of trees and development where this appearance will not be significantly affected.
 - b. Open space created in the forested area through the Master Planning Process should be contiguous;
 - c. The powerline right-of-way segment between Davis Road and Burntwood Street shall be protected as a scenic corridor, with size, scope and appropriate restrictions on development being formulated through the Master Planning process; and
 - d. Roads that are to be built on the hill in association with development may intersect scenic points on the power line right-of-way or where trees have been removed. At these points, as determined through the Master Planning Process, turn out facilities shall be constructed as part of the road improvement.
4. Several outstanding scenic views exist at points along roads traversing Cooper Mountain. To preserve these views, the viewshed of these scenic points shall be determined through the Master Planning Process. The location and design of structures built within this viewshed shall not obscure the scenic view. Additionally, road turn out facilities shall be constructed at the scenic view point in conjunction with improvements to bring the road up to County standards.

5. The outstanding scenic view offered from the 2.5 acre parcel located at the northwest corner of the intersection of Gassner Road and 185th Avenue (1S2 25 T.L. 102) should be preserved. Prior to the approval of any development permit for the site, the County will work with the Tualatin Hills Park and Recreation District to explore possible acquisition of the site for a park.
 - *It appears that this parcel has been developed. This element may need to be updated accordingly.*

6. Master Planning - Planned Development shall be required on land located at the northwest corner of the intersection of 175th Ave. (Reusser Rd.) and Kemmer Road (1S1 30C T.L. 100). Emphasis shall be placed on preservation of the scenic views from the southeast corner of the site through establishment and dedication of a minimum of 15% of the site as public open space.
 - *It appears that this parcel has been developed. This element may need to be updated accordingly.*

7. The character of the wildlife habitat located at the northwest corner of Weir Road and 155th Avenue shall be preserved to the maximum extent feasible, while allowing for its development. Open space established through the Master Planning Process should be offered for dedication as a park and wildlife preserve. Public open spaces created through the Development Process should be contiguous wherever feasible.

8. To ensure compatibility between new development and surrounding existing residential development, developers of the Neighborhood Commercial site designated at the southeast corner of 165th Avenue and Hart Road (tax lot 200 on map 1S1 20CC) shall be required to prepare a master plan-site analysis prior to any land division or issuance of development permits. Development planned for the site shall meet the following criteria:
 - a. building appearance shall be compatible with the appearance of surrounding residences through the use of similar building materials;
 - b. signs shall be low profile, ground mounted (maximum height of four feet);
 - c. outdoor lighting shall be directed away from surrounding properties. Noise shall be controlled, particularly at night. If noise and lighting cannot be adequately controlled at night, hours of operation shall be limited.

9. In recognition of the difficulty in providing public sewer infrastructure and the established development pattern of the southern portion of the 2002 UGB expansion area, development at higher urban densities shall not be required in this area.
 - *To facilitate wildlife movement through the developed areas of Cooper Mountain adjacent to the Cooper Mountain Nature Park, a design element may be appropriate that would apply within a certain distance of the Nature Park that would encourage habitat-friendly landscaping and design, such as use of native vegetation, tree retention, and shielding of outdoor light fixtures. Measures would likely need to be voluntary rather than regulatory, as these issues are not presently regulated for single-family development.*
 - *If above is developed, language for potential new resource preservation area adjacent to Stonecreek Drive may be developed for this document.*

Area of Special Concern No. 10: This area includes Cooper Mountain School and properties to its south and east which are designated for residential development at up to 9 units per acre. To mitigate any potential adverse impacts of development in this area on adjacent development and public facilities, the following shall be applied:

- a. Development shall be buffered from the low density residences to the east in the Summercrest development by retaining and, if necessary, supplementing, the existing conifers along the east

property line of tax lot 5800 on map 1S1 19. Consideration shall also be given to dedicating the strip of land containing these trees to the Tualatin Hills Park and Recreation District, to provide pedestrian access from the Hart Road area to Summercrest Park, and to ensure adequate maintenance of the trees.

- b. To prevent an excessive amount of traffic on local streets in the Summercrest development, vehicular access from development on tax lot 5800 on map 1S1 19 to SW Hargis road shall be prohibited except for emergency purposes.
- c. Consideration shall be given to requiring, as a condition of development approval, dedication of land from tax lots 5800, 6100 and 6101 on map 1S1 19 to the Tualatin Hills Park and Recreation District for the enlargement of Summercrest Park. The land dedication from these lots should total at least four acres.
- d. Pedestrian and bicycle access to Cooper Mountain School is currently dangerous due to the lack of sidewalks and bikeways along the Collector roads serving the neighborhood (170th, Hart/Bany and Rigert). Vehicular egress from the school parking lot is also dangerous due to limited sight distance on 170th. Continuation of development in this neighborhood may exacerbate these problems, and may continue to overburden its Collector roads, which are currently substandard. These problems must be addressed, in compliance with the County growth management policies and general design element No. 8, before additional development occurs in this neighborhood. The egress problem at Cooper Mountain School should be solved by regrading 170th at the top of the hill on which the school is located, and combining the school parking lot ingress and egress at the highest point.

Area of Special Concern No. 11: This area includes the northern portion of the 2002 UGB expansion area between 190th Avenue and Grabhorn Road, which is designated for residential development at up to 6 units per acre. Many of these parcels may be too small to allow for an optimal project design when developed at these densities unless they are consolidated or developed under a joint site plan. To mitigate any potential adverse impacts of development in this area on adjacent development and public facilities, the following shall be applied:

- a. The development strategy prescribed by general design element No. 17 shall be applied in this area.
- b. Due to the proximity of this area to the very low density (R 1 CM) residential area to the south, special consideration shall be given to the design of projects at the interface of differing densities.

➤ *Application of this potential design element is tentative and under additional review by Washington County*

- c. Street connections to Miller Hill Road, Inglis Drive, and Heightsview Drive shall be required as a condition of development approval on tax lots 1100 and 1101 on map 1S2 25. Consideration shall be given to the use of traffic calming measures to reduce speeds and discourage cut-through traffic on these roads.

- d. Connections to existing local streets shall be provided to the extent possible upon development.

➤ *Area of Special Concern #11 applies to the area north of the ridge between 190th Avenue and Grabhorn Road. It is intended to address lot size transition and compatibility between existing lots south of the ridge and new lots north of the ridge in the R-6 district and to improve local street connectivity through this area.*

➤ *The above standards are tentative and may not merit Area of Special Concern Status.*

Area of Special Concern No. 12: This area includes a portion of the 2002 UGB expansion area between Kemmer Road and Gassner Road and between 190th Avenue and Mayberry Place. A future arterial road connection is planned to run through this area, connecting from Kemmer Road to 185th Avenue at Gassner Road. This area is also designated for residential development at up to 5 units per acre. Many of these parcels may be too small to allow for an optimal project design when developed at these densities unless they are consolidated or developed under a joint site plan. In consideration of these factors, the following shall be applied:

- a. A corridor for the new arterial road right-of-way shall be preserved as development occurs, until the land is acquired for right-of-way. New buildings other than accessory structures shall not be located within the mapped refinement area corridor shown on the TSP.
- b. The development strategy prescribed by general design element No. 17 shall be applied in this area.

➤ *Area of Special Concern #12 applies to the area through which the future connection to 185th Avenue is planned to run. The standards are intended to preserve a corridor for the future road, so that no new homes will be affected by future right-of-way acquisition for the road.*

SCHOLLS FERRY ROAD AREA

This area is not contiguous to the rest of the planning area. It is bounded on the north by Beaverton, on the west by the Regional Urban Growth Boundary (UGB) and on the south by the Bull Mountain Planning Area. In 2002, a small area north of Scholls Ferry Road and west of SW Loon Drive was added to the UGB.

Properties in the area have excellent access by way of Scholls Ferry and Old Scholls Ferry Roads and Murray Boulevard, to the north, east and west. A planned extension of Murray Boulevard through the subarea and on to the south should improve access in that direction.

The major potential constraints to development are relatively rugged topography in some locations and the existing rock quarry in the middle of the area, which may require special design considerations by those developing abutting residential properties.

Easy access, particularly to commercial and industrial areas to the east in Beaverton, makes this a good location for higher density residential uses. The highest densities in this area (up to 24 units per acre) are planned east of the B.P.A. power line easement. Medium density residential development (up to 15 units per acre) is planned further to the west, because of the site constraints, and the greater distance from Beaverton. Residential development at up to 9 units per acre is planned on properties north of Old Scholls Ferry Road, due to more limited access and steeper slopes. The properties added to the UGB in 2002 are designated Future Development - 20 Acres (FD-20). They will maintain this designation until the planning for this new urban area is complete. The planning shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Design Elements:

1. Review of land partitioning and structural development proposals for areas within one half mile of rock quarries (existing and proposed) shall include 1) measurements of noise or anticipation of noise from such development or impacting such development and 2) appropriate mitigation measures which ensure that the future land uses meet Oregon Department of Environmental Quality noise standards. Conditions to development, such as requirements for berms, walls and other buffers shall be applied to the approval of new development when appropriate.
2. The drainage and adjacent riparian zone (Summer Creek) between Scholls Ferry and Old Scholls Ferry Roads and east of the power line right-of-way shall be retained in its natural condition, except for approved alterations to control stream siltation and uses allowed by the Community Development Code.

Where previous forestry management has established a practice of intermittent maintenance, thinning and harvesting of vegetation, including commercial forest harvesting, such forest management practices may continue.

3. To prevent excessive traffic flow onto local streets east of 135th Avenue in Tigard, a connection between the existing southerly terminus of Murray Blvd. and 135th shall not be completed until the entire right-of-way for the extension of Murray to 99W is defined and improvements are scheduled.

TRANSPORTATION

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Aloha/Reedville/Cooper Mountain area, are contained in the adopted Washington County 2020 Transportation Plan.

ROADS

The Washington County ~~2020-2035~~ Transportation Plan and this plan prescribe significant improvements and changes to the existing road system in the Aloha-Reedville-Cooper Mountain Planning Area. These include widening and rebuilding roads to a standard appropriate to their designated functional classifications, and connecting, extending or realigning certain roads as prescribed in the Washington County Transportation Plan. These improvements and changes are intended to respond to existing deficiencies in the road system, including gaps in north-south arterials, and changes in the traffic flows that are projected to occur. Major changes are briefly described below. ~~Additional information is included in the Preliminary County Transportation Plan.~~

Roadway projects identified as needed during the next 20 years are listed in the Technical Appendix of Washington County's 2020 2035 Transportation Plan's Technical Appendix. In the Aloha/Reedville/Cooper Mountain area, some roadways needing improvement during that time include 209th Avenue, 185th Avenue, 175th Avenue, Kinnaman and Farmington Roads, Tile Flat and Grabhorn Roads, and Johnson Street. Specific locations of new roads, realignments and road extensions identified in the Plan will be determined as part of a refinement plan, and/or the land and project development processes.

- *The addition recommended here is to reflect a key recommendation from the Concept Plan process: the new arterial connection from 175th to 185th.*
- *The Transportation Functional Classification map will be updated to be consistent with the TSP update and the current Community Plan boundary.*

TRANSIT

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. The plan assumes that public transit service to the community will be improved generally, with greater frequency of service and better intra-community and inter-community access. The plan assumes that bus service will be provided to properties along arterials and collectors that are planned for higher density residences. This includes higher density residential areas planned near the intersection of Baseline and 219th, and between Old Scholls Ferry and Scholls Ferry Roads. Transit policies, strategies, facilities and services are identified in the Washington County ~~2020-2035~~ Transportation Plan. These are implemented over time by TriMet in coordination with regional and local governments and service providers, including Washington County, as resources and priorities direct.

BICYCLE AND PEDESTRIAN PATHWAYS

The plan assumes eventual development of all pedestrian and facilities identified in the Washington County ~~2020 2035~~ Transportation Plan. Generally, the Plan calls for bikeways along all arterial and collector roads in the area, as well as along major streams and in power line easements. The timing of pathway development will be determined by the availability of resources and the application of plan implementation priorities, as identified in the Transportation Plan and the Washington County Capital Improvements Program. The Cooper Mountain Regional Trail is planned to be built through the Cooper Mountain area, connecting from the Westside Trail to the Jenkins Estate.

- *The addition recommended here is to reflect a key bike/pedestrian component from the Concept Plan process: the Cooper Mountain Regional Trail.*

LOCAL STREET CONNECTIVITY

Local streets should provide routes for local trips to help keep through trips on collector and arterial streets. The aggregate effect of local street design impacts the effectiveness of the arterial and collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the arterial or collector network. To ensure that the local street system will provide a connected network that will support local travel needs, lands that have been determined to be of sufficient size and that are candidates for development or redevelopment, are identified on the Local Street Connectivity Map. The Local Street Connectivity Map indicates where, as part of development, 1) Local streets are required to connect to the existing system; 2) Where it is impracticable to provide a local street connection based on criteria in the Community Development Code, bicycle and pedestrian accessways are required instead.

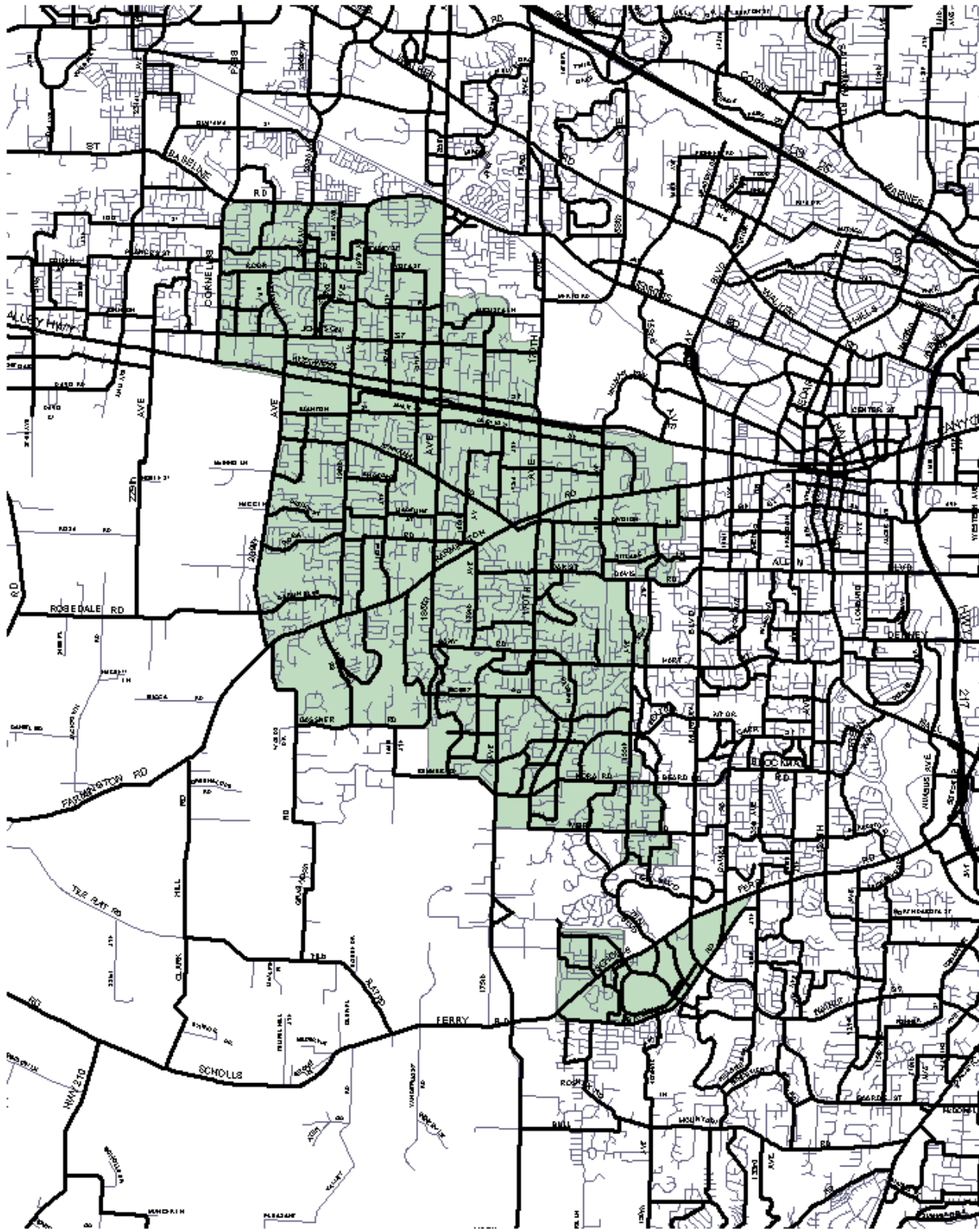
PEDESTRIAN CONNECTIVITY AREAS

Pedestrian connectivity areas are areas where pedestrian facilities are needed to improve local pedestrian connectivity. These are areas where the pedestrian facilities will connect neighborhoods and/or provide a more direct route for pedestrians to use. Each pedestrian connectivity area identifies the locations that are to be connected. The appropriate types of pedestrian facilities within these areas are sidewalks along streets, accessways, off-street trails, off-street pathways, or a combination of these facilities.

The pedestrian connectivity areas in this plan and their purpose are described below.

1. 106th Ave. Neighborhood (North): Connect this section of the neighborhood to the BPA Powerline Easement (future trail location) by constructing an off-street pathway from 160th Ave. to the BPA Easement.
2. 106th Ave. Neighborhood (South): Connect this section of the neighborhood to the BPA Powerline Easement (future trail location) by constructing an off-street pathway from 160th Ave. to the BPA Easement.
3. Arnold Park/185th Ave. Neighborhood: Connect Aloha Park Elementary School and Arnold Park to 185th by constructing an off-street pathway from 185th Ave. through Arnold Park to Aloha Park Elementary School.
4. 163rd Ave./Shelton Street Neighborhood: Connect 163rd Ave. to Shelton Street by constructing an off-street pathway.

For pedestrian connectivity areas with shaded parcels, the entirety of each parcel where the pedestrian facility may be provided across is shown. For other pedestrian connectivity areas, a particular type of facility and its location is identified. Through the development review process, the appropriate type of facilities to be provided in these areas and their location will be identified, except in those areas where a specific facility is shown. The required pedestrian facilities shall be constructed as part of the development of the affected properties.



- Community Plan Boundary
- Local Street
- Non-local streets and non-special area local streets.
The transportation functional classification for these streets and roads is designated in the Transportation Plan.

Transportation Functional Classification Map



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Distribution of Planned Land Uses

➤ *This table should be updated to match current conditions.*

Land Use Districts		Acres	Percentage
<u>Residential 1</u>	<u>R-1</u>		
Residential 5	R-5	1,949.51	37.52%
Residential 6	R-6	1,070.78	20.61%
Residential 9	R-9	816.32	15.71%
Residential 15	R-15	478.49	9.21%
Residential 24	R-24	252.10	4.85%
Residential 25+	R-25+	56.32	1.08%
Transit Oriented Residential 9-12	TO:R9-12		0.00%
Transit Oriented Residential 12-18	TO:R12-18		0.00%
Transit Oriented Residential 18-24	TO:R18-24		0.00%
Transit Oriented Residential 24-40	TO:R24-40		0.00%
Transit Oriented Residential 40-80	TO:R40-80		0.00%
Transit Oriented Residential 80-120	TO:R80-120		0.00%
Office Commercial	OC	25.41	0.49%
Neighborhood Commercial	NC	26.55	0.51%
General Commercial	GC	26.72	0.51%
Community Business District	CBD	134.57	2.59%
Transit Oriented Retail Commercial	TO:RC		0.00%
Transit Oriented Business District	TO:BUS		0.00%
Transit Oriented Employment District	TO:EMP		0.00%
Industrial	IND	88.81	1.71%
Institutional	INST	269.75	5.19%
Total		5195.33	100.00%