

Cedar Hills Cedar Mill Community Plan

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Ordinance and Plan Amendment History

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Tax lot	Action
Ord. No. 263	6/28/83		Community Plan created
Ord. No. 264	6/28/83		Community Plan created
Ord. No. 265	6/28/83		Community Plan created
Ord. No. 278	12/27/83		Revisions to Plan
Ord. No. 279	12/27/83		Revisions to Plan
Ord. No. 280	12/27/83		Revisions to Plan
Ord. No. 292	5/21/85		Revisions to Plan
Ord. No. 293	5/21/85		Revisions to Plan
Ord. No. 294	5/21/85		Revisions to Plan
Ord. No. 346	10/24/89		
Ord. No. 369	9/25/90		
N/A-map error	11/91	1S1 1, 1S1 2, 1S1 3	Should be INST not IND
B.C. 3041	3/12/92	1S1 10	Annexed to Beaverton
92-183-PA	5/20/92	1S1 3 BBTL 100, 300, 400, 700	Change from R-25 + to INST
Ord. No. 410	9/15/92	1N1 34BC TL 4400	Change from R-15 to CBD
91-412-PA	10/13/92	1N133CA TL 1100	Change from IND to CBD
92-108-PA	10/13/92	1S1 3BTL 100	Removal of Significant Water Area and Wetland Designation
B.C. 3012	10/22/92	1S1 10	Annexed to Beaverton
Ord. No. 418	7/27/93		Apply Interim Light Rail Station Area Overlay District
Ord. No.420	10/27/92		Changes to General Design Elements 1 & 2.
A-Eng. Ord. No. 420	10/27/92		Corrected text inaccuracy in the 'General Design Elements' section as portrayed in adopted A-Eng. Ord. 420
B.C. 3199	7/29/93	1S1 10	Annexed to Beaverton

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Tax lot	Action
Ord. No. 450	6/28/93		Realignment of 112th Avenue
94-276-PA	9/7/94	1N1 33DC TL3400	Change from R-5 to NC
94-457-PA	12/7/94	1S1 11AD TL2200	Change from CBD to GC
94-468-S	3/3/95	1N121D	Plan Development Application Approval NC area brought into the Bethany Community
95-070-PA	6/7/95	1N1 33BB TL 6901	Change from INST to OC
Ord. No. 471	10/31/95		Creation of "Major Transit Stop Areas"
96-230-PA	6/19/96	1S1 1CB	Change from R-5 to INST
Ord. No. 480	9/27/96		The Relationship of Comprehensive Plan Elements
B.C. 3618	11/6/96	1S1 5	Annexed to Beaverton
B.C. 3653	11/14/96	1N1 36	Annexed to Portland
N/A-map error	8/12/97	1S1W2 portion of TL 1501	Should be R-5, not INST
N/A-map error	10/30/97	1S1W4BD TL 3500	Should be R-5, not R-9
B.C. 3644	6/30/97	1S1 1, 1S1 2, 1S1 11, 1S1 12	Annexed to Beaverton
Ord. No. 484	11/28/97		Changes to the Community Plan relating to Light Rail Station Area, Land Use Districts map, Transportation Circulation maps, Street Corridor map, Arterial Access & Ped. System Designations, Significant Natural Resources maps, text amendments regarding Subareas and ASCs
N/A-map error	12/10/97	1S1 11CA TL 1300 & 1400	Should be R-5, not OC (office Commercial)
B.C. 3802	11/30/97	1S1 10DC	Annexed to Beaverton
97-235-PA	12/3/97	1N1 33CB TL100	Changed from IND to INST
Ord. No. 526	11/27/98		Removes land from Area of Special Concern 10, amends the Transportation Circulation Designations, "Peterkort Property Master Plan Areas" map, amends the design element text for the Barnes-Peterkort & Westhaven Subareas, removes Interim Light Rail Station Area Overlay District (See ORD. 418 above), Permitted/Prohibited uses in Transit Oriented Districts.
98-544-PA	1/20/99	1S 19 TL 503, 511	Change parcel from IND to TO:EMP.
4042	3/31/99	1N1 33CA	Annexed to Beaverton
3977	6/30/99	1S1 10CC 200,300	Annexed to Beaverton
4073	12/3/99	1S19800,510	Annexed to Beaverton

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Tax lot	Action
3978	12/27/99	1S1	Annexed to Beaverton
Ord. No. 551	7/6/00		Amends the Community Plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan.)
Ord. No. 553	7/20/00		Amends the Community Plan relating to accessory dwellings.
Ord. No. 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).
Ord. No. 536	9/21/00		Amends the Cedar Hills-Cedar Mill Community Plan & Bethany Community Plan relating to the Cedar Mill Town Center.
Ord. No. 550	6/15/00		Amends the Cedar Hills-Cedar Mill Community Plan relating to NW 102nd.
04-144-PA	8/4/04	1N1 27CA (6400)	Plan designation change from NC to R9 residential for approximately 1.13 acres.
A-Eng. Ord. No. 588	10/29/02		Transportation planning
A-Eng. Ord. No. 609	10/28/03		Airport planning
A-Eng. Ord. No. 610	10/28/03		Transportation changes
Ord. No. 620	4/6/04		Removes the Interim Light Rail Station Area Overlay District
Ord. No. 631	10/26/04		Housekeeping & General Updates
Ord. No. 732	10/26/10		Housekeeping & General Updates
06-252-PA	8/2/06	1N1 27CA 200 (part), 301, 302	Change parcel from R-9 to INST
Clarification	4/22/08		Clarification of map and text regarding A.S.C. #12, as adopted by ORD. 536
A-Eng. Ord. No. 783	10/7/14		Transportation System Plan update removes Functional Classification Map
A-Eng. Ord. No. 799	9/22/15		Transportation System Plan Updates
A-Eng. Ord. No. 802	10/27/15		Adopts the Bonny Slope West Subarea into the CH-CM Community Plan
A-Eng. Ord. No. 809	8/16/16		Bonny Slope West updates, Local Wetland Inventory (LWI), ASCs 18 & 19 + map, Subarea Design Element clarifications

Cedar Hills – Cedar Mill Community Plan

The Relationship of the Comprehensive Plan Elements

The Cedar Hills-Cedar Mill 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 Cedar Hills-Cedar Mill Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Cedar Hills-Cedar Mill 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 Cedar Hills-Cedar Mill Community Plan is guided primarily by other Plan elements such as the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan.

Planning Context

The preparation of the Cedar Hills-Cedar Mill Community Plan represents a continuation of the county's long-standing involvement in comprehensive planning. In fact, the Cedar Hills-Cedar Mill 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 System 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 countywide development concept and the urban growth management policies.

The countywide 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 Cedar Hills-Cedar Mill 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 System Plan and the Unified Capital Improvement Plan. Standards and requirements of the Community Plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Community Development Code.

An inventory and discussion of natural resources is contained in Chapter 1 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.

For most of the Community Plan's subareas, an identification of neighborhood park-deficient areas has been made based on a one-half 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.

A different approach has been taken in the Bonny Slope West subarea, which was transferred from Multnomah County to Washington County in 2014, and added to the Community Plan in 2015. The parks provider, Tualatin Hills Park and Recreation District (THPRD), provided feedback that Bonny Slope West was a good candidate for one to two parks of approximately 1.5 to 2 acres, and identified optimal park site characteristics. Accordingly, the Bonny Slope West subarea includes a map and description of subarea-specific design elements, including Potential Park Areas.

Community Development Code

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

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

Transportation System Plan

The Transportation System Plan (TSP) 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 countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The TSP 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 TSP. New neighborhood routes may also be designated through the development review process. Standards and requirements of the TSP that are applicable to development applications, including, but not limited to, new development and land divisions, are specified in the CDC.

The local street system is designated on the community plans and 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 TSP and the requirements of this community plan, the requirements of the TSP 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

Planning Area

The Cedar Hills-Cedar Mill Community Planning Area is located in eastern Washington County, approximately 5 miles west of Portland's central business district. It is bounded generally on the east by the Washington/Multnomah County line, south by SW Canyon Road, west by SW Murray Boulevard and NW 143rd, and north by NW Thompson Road, the Multnomah County/Washington County line, and the Urban Growth Boundary (UGB).

This unincorporated area encompasses 10 square miles and contains a 1980 population of approximately 30,000 persons.

The existing plan of development for this area (POD #17) is 10 years old.

Land Use

Existing land uses in the planning area are predominantly low-density residential. Commercial activities in the community occur primarily in the Cedar Hills Shopping Center, along SW Canyon Road, at the SW Murray-NW Cornell Road intersection, and at the intersection of NW Barnes, NW Cornell and NW Saltzman Roads. Industrial development is dominated by the large Tektronix plant located in the southwest corner of the planning area.

The Cedar Hills-Cedar Mill planning area contains approximately 2,000 acres of currently vacant buildable land (i.e., undeveloped and not in 100-year floodplain or steep slopes; and excluding power line easements). Significant portions of vacant buildable land are located north of Highway 26. The area to the south of Highway 26 is generally developed.

Recently, the Cedar Hills-Cedar Mill area has been the subject of a number of private land development proposals. Of significance is the Peterkort development, located north of Sunset Highway between the Highway 217 and SW Cedar Hills Boulevard interchanges, which is proposed for intense urban use, including low and medium density residential, retail, and office commercial uses.

Natural Features

The topography of the planning area consists of low-lying Tualatin Valley floor extending upward, in the north and east, into the West Hills of Portland. Four major soil types cover much of the area: Cornelius and Kinton silt loam, Woodburn silt loam, Cascade silt loam, and Aloha silt loam. High water tables in association with these poorly drained soils and the area's topography necessitate careful attention to drainage as development occurs.

Several streams traverse the planning area, including Willow, Cedar Mill, Johnson, Beaverton, Golf, Sylvan, and Ward Creeks. North of Highway 26, drainage hazard areas have been identified in conjunction with the creeks. In the low-lying area south of Highway 26, two large flood plains have been mapped along Cedar Mill Creek and Beaverton Creek into which several of the smaller streams drain.

The most significant geologic feature in Cedar Hills-Cedar Mill is the Boring lava flow. The 1970 discovery of the lava tubes associated with the lava flow at the St. Vincent Hospital site, on SW Barnes Road, resulted in costly engineering and structural modifications to that project. Boring lava flow and lava tubes may exist elsewhere in the community. If so, the uneven basalt formation and depth to the bedrock may constrain development of some types of structures in the future.

Approximately 650 forested acres have been identified in the planning area. These wooded sites, of at least 5 acres in size, are particularly dominant in the area north of Highway 26 (Sunset Highway).

Transportation

Cedar Hills-Cedar Mill is crossed by two major highways which provide for the movement of people and goods both within the county and the region. These are Highway 26 and Highway 217. Arterial streets in the planning area, which feed into the regional routes include Cedar Hills Boulevard and Barnes, Cornell, Murray, Jenkins, Canyon and Walker Roads. Increasing traffic volumes on these and other facilities have caused congestion in some areas. A number of transportation facility improvements have been completed during recent years to address this problem (e.g., sections of Murray Boulevard and Barnes, Saltzman and Cornell Roads).

TriMet routes, including #20, 58, 59, 60, 62 and 89, serve the planning area. These and other transit lines are routed through the Sunset and Beaverton Transit Centers and connect with Westside Light Rail.

Some bikeway and sidewalk improvements have been completed as part of major roadway projects during recent years. Existing bicycle and pedestrian routes and existing and planned facilities in the planning area are identified in the Washington County Transportation System Plan (TSP). Future bikeway and pedestrian projects will be completed, either as part of larger projects or stand-alone projects, as TSP priorities and resources allow.

Services

Sewer service to the Cedar Hills-Cedar Mill area is provided by the Clean Water Services. Major trunks needed to serve the area at full development are largely in place, with the exception of the proposed Cedar Mill trunk. Construction of this line will help open up the northeast portion of the planning area to urban level development.

With the exception of an unserved 200-acre area between NW Burton and NW Saltzman Roads, the planning area is served by two water districts.

Tualatin Valley Highway Water District distributes water to most community residents and businesses. The remaining area is served by the West Slope Water District. Both systems purchase water from Portland and are sharing in the cost of a new 60" line being constructed from Powell Butte (Portland) into Washington County.

Washington County Fire District #1 serves the entire planning area. Three stations are located within the community at this time.

Cedar Hills-Cedar Mill is drained by six major basins: Willow Creek, Cedar Mill Creek, Beaverton Creek, Johnson Creek, Golf Creek, and Bronson Creek. Due to topography, a high water table, poorly drained soils, and continued urbanization, management of drainage in and around the planning area has become increasingly important. Drainage affecting the area is now managed through a variety of techniques and by a number of jurisdictions including the county, Drainage District #8, the City of Portland, and Clean Water Services.

Beaverton School District #48 serves nearly all of the planning area. Facilities located in Cedar Hills-Cedar Mill include 8 elementary, 2 intermediate, and 1 high school.

Most of the community lies within the boundaries of the Tualatin Hills Park and Recreation District (THPRD). THPRD owns and maintains 23 park/recreation sites in the planning area. At this time, nearly all of these sites are fully developed.

Community Plan Overview

Cedar Hills-Cedar Mill, located directly north of Beaverton and west of Portland city limits, is one of the more developed urban communities in unincorporated Washington County. Predominantly residential, this community provides workers and customers for businesses in Beaverton, Portland, and developing area to the east. Because several major roadways traverse the area, Cedar Hills-Cedar Mill also serves as a conduit through which significant numbers of regional work and shopping trips are made each day to and from other points in the county.

Future development in Cedar Hills-Cedar Mill is planned to provide more shopping and employment opportunities within the community. This will reduce the numbers and lengths of trips residents must make and foster the development of the balanced, well-serviced community prescribed in the Comprehensive Framework Plan.

The plan directs future medium and high density residential development toward three general areas: northwest, central, and east. Each area is crossed by both Arterial and Collector streets and each contains a significant amount of vacant buildable land in relatively large parcels.

Proposed low-medium and medium density residential uses in the northwest portion of the planning area were chosen in order to capitalize on the presence of two Arterials, two Collector streets, and several large vacant buildable lots. In addition, the proposed arrangement of land uses around the NW Saltzman-NW Thompson intersection, including a Neighborhood Commercial (NC) site, helps to build a residential community. This is especially evident when viewed in combination with similar proposed land uses north of NW Thompson Road in the Bethany community.

The center of the planning area is proposed for a mix of residential densities, along with commercial and office uses. Included in this area is the land owned by the Peterkort family, located north of Sunset Highway between the Highway 217 and SW Cedar Hills Boulevard interchanges.

Medium density housing on the Peterkort property is located to serve as a buffer between new low density residential uses on the north and the office and retail uses designated in the south adjacent to Sunset Highway.

West of the Peterkort property, high density residential is suggested for a large area between NW Cornell and SW Barnes Roads. This density already has been established by existing apartment and condominium complexes and fits in well with the array of retail and service establishments in the adjacent Cedar Mill shopping area. The flood plain and resultant open space will help create a desirable living environment.

In the far eastern portion of the planning area, medium density residential uses are shown on the plan map in the vicinity of the SW Barnes-SW Miller Road intersection. The plan map also introduces a new Neighborhood Commercial area at that junction. Underlying this land use arrangement is the objective of creating smaller, cohesive, serviced residential communities within the planning area. By providing opportunities for shopping in the middle of a medium density neighborhood, residents may be less likely to drive to existing and proposed Community Business Districts in Cedar Hills, Cedar Mill, and the Peterkort property. Because of this, increases in already heavy traffic using Barnes Road might be reduced as new development occurs.

In areas outside the three just described, increased residential densities are suggested only for those lands which seem appropriate. For example, an area encompassing large-sized residential lots located near a Collector is a good location for increased density if the land is also relatively free from steep slopes or drainage hazards. There are several such cases in Cedar Hills-Cedar Mill. Frequently, lots in these areas already are developed with detached homes. Further development of the land in these situations

will, of course, be contingent upon such things as the desire of the landowner to seek infill development on part of a lot and the physical characteristics of the lot itself.

South of Sunset Highway, on both the east and west sides of Highway 217, the pattern of low density residential development is well established. Few opportunities exist for the introduction of medium or high density housing. The Community Plan recommends increased density in this sector of the planning area only in locations which are adjacent to major transportation routes and shopping areas.

Employment centers in Cedar Hills-Cedar Mill include the Sunset Science Industrial Park, the Tektronix campus, and several office complexes in the vicinity of the Cedar Hills Shopping Center. The Community Plan includes these operations as well as an undeveloped office commercial area on the Peterkort property.

Implicit throughout the Cedar Hills-Cedar Mill Community Plan is the assumption that policies in the Comprehensive Framework Plan (CFP) will be implemented through the Community Development Code and the Transportation, Capital Improvements, and other functional plans. This is particularly important with regard to the countywide growth management policy, which mandates the provision of adequate services before development is permitted. Adherence to this policy is critical to preserving the livability of the planning area over time.

Community Design

Presented below are first, a set of general implementation prescriptions for the Community Plan and second, a characterization or explanation of plan intent for each of ten general subareas of Cedar Hills-Cedar Mill. Following each explanation are design elements and, as appropriate, prescriptions for nine Areas of Special Concern identified on the Community Plan Map.

The Tualatin Hills Park and Recreation District (THPRD) Master Plan identifies several locations in Cedar Hills-Cedar Mill as desired sites for future park or recreation facilities. These areas are also addressed under the appropriate subarea sections, along with several other potential open space opportunities. These generalized future park and open space locations are included in the text and on the Significant Natural Resources Map to trigger a notice to the THPRD or other appropriate agencies early in the development review process. Early involvement of THPRD and others will assure that there is adequate time to secure the site if it is so desired at the time.

General Design Elements

1. In the design of new development, floodplains, 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 accept, define, or separate areas of differing residential densities and differing planned land uses;
 - b. preserved and protected consistent with the provisions of the Community Development Code 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 specified in the Community Development Code 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. Trees located within a Significant Natural Resource area shall not be removed without first obtaining a development permit for tree removal as provided for within the Community Development Code. A permit shall not be required for tree removal from powerline rights-of-way, public parks and playgrounds or mineral and aggregate sites.
4. Significant historical and/or 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. All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access thorough or along the development and connect adjacent developments and/or shopping areas, schools, public transit and park and recreation sites.

The pedestrian-bicycle system is especially important in providing a link between existing and planned high density residential areas along Barnes Road with the transit center at Highway 26-217. This system may include off right-of-way segments.

6. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider wherever feasible.

7. 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.
8. Bicycle parking facilities shall be required as a part of all commercial, institutional and residential developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.
9. In the design of road improvements that are required of new developments to meet the county's growth management policies, pedestrian/bicycle pathways identified in the county's Transportation System Plan shall be included.
10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials and Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks, and orientation of windows away from the road.
11. Where the impact of noise and lighting associated with commercial or industrial uses on adjacent residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.
12. New development shall dedicate right-of-way for road extensions and alignments as indicated in Washington County's Transportation System Plan or Community Plans. New development shall also be subject to conditions set forth in the county's growth management policies during the development review process.
13. New access onto Arterials and Collectors 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.
14. The following shall apply to all Planned Developments (PDs), whether required in this Plan or chosen by the developer, when the subject property is located adjacent to areas which have a lower density Plan designation:

All means available in the Community Development Code shall be considered in preparing the master plan in order to effect a transition from planned lower density areas to higher density development on the subject property. Taking into account the size and other features and limitations of the subject property, such means shall include:
 - a. Applying the height restriction of the adjacent district along the perimeter of the Planned Development as prescribed in the Community Development Code;
 - b. Buffering and screening; and
 - c. Taking advantage of terrain, existing vegetation, and identified Significant Natural Resources to locate structures and required open space such that the privacy and character of adjacent neighborhoods are protected as far as possible.
15. 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.
16. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

Subareas

Willow Creek

Now largely in low density and agricultural use, the Willow Creek subarea is proposed for increased residential densities. Neighborhood Commercial activities were also planned for the southwestern section of Area of Special Concern No. 1, near NW Saltzman and NW Thompson Roads in the community plan as originally adopted.

Design Elements

1. Willow Creek - its tributaries and immediately adjacent riparian zone, shall be retained in their natural condition in keeping with the provisions of the Community Development Code.
2. In order to maintain the open space and wildlife attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Willow Creek flood plain and drainage hazard area as open space if allowable densities can be accommodated elsewhere on the site.
3. Retention of trees shall be encouraged, particularly when existing stands of trees can be used to lessen the impact of new attached unit development on adjacent neighborhoods.
4. Direct access from new development on individual lots onto NW Saltzman, NW Thompson, and NW 143rd shall be prohibited unless no alternatives exist. Access standards are included in the Community Development Code.

Area of Special Concern No. 1. A two-acre (maximum) Neighborhood Commercial center shall be provided in the vicinity of the Saltzman-Thompson intersection as depicted on the plan map. The location of this Neighborhood Commercial area (formerly tax map and lot number 1N128 / 100) was allowed to be moved if it was developed under the Master Planning-Planned Development process. It is worth noting that Thompson Road bisected the parcel resulting in approximately 15 acres of the parcel being located north of Thompson Road and within the Bethany Community Plan.

In 1994, master plan approval was granted (Casefile 94-468-S/P/V/DHA/W/DFR) for tax lot 100, which included a two-lot partition and the transfer of the two-acre commercial area to the new parcel 1, located north of Thompson Road. Consequently, the planned Neighborhood Commercial area moved from the Cedar Hills-Cedar Mill Community Plan to the Bethany Community Plan.

The Willow Creek ponds, south of NW Thompson Road and east of NW Saltzman Road, shall be incorporated into the site plans of any future development proposals in order to preserve the wildlife and wetland attributes of the site.

Residential development on the remainder of this site should be designed to access Thompson and Saltzman Roads, both Arterials, from Local or Neighborhood Route Streets.

Area of Special Concern No. 2. This property shall be developed through the Master Planning-Planned Development process. Ultimate development of the property may include a two-acre neighborhood commercial area to serve surrounding residents. The location of this commercial site should be at least 3/4 mile from other planned or existing neighborhood commercial areas. Vehicular access to the Neighborhood Commercial site should not be provided from a Local street.

Pedestrian/bicycle paths through this property shall include connections to the Bluffs Park and Terra Linda Park and School. The Transportation System Plan for Cedar Hills-Cedar Mill includes the

realignment of NW Saltzman Road across portions of this property. The right-of-way for the realignment shall be dedicated before development permits for land divisions or structures will be issued for any portion of the site, in accordance with the growth management policies.

Potential Park/Open Space/Recreation Area A - Saltzman-Willow Creek

Good opportunity exists in this subarea for development of a neighborhood park of 3-5 acres. A desirable general location is indicated on the Significant Natural Resources Map. The flat terrain and good north-south orientation here indicates a favorable location for tennis courts. Park land could be set aside as part of a master development plan for the underlying parcel. Annexation of the area to the THPRD is recommended to assure park development and maintenance.

Access to the park should be from NW Saltzman, local streets in the Bluffs area, and from appropriate new Local streets resulting from future residential development in the subarea. Coordination between THPRD, the county, and the property owner should coincide with the review of any proposed development for the underlying parcel.

Potential Park/Open Space/Recreation Area B - North of the Bluffs

The area north of the Bluffs is characterized by steep slopes and woods and includes the Willow Creek Drainage Hazard Area. Some of this area also has been identified as being park deficient. Opportunity exists here for development of open space with pedestrian/bicycle paths to connect the Bluffs and perhaps potential park Area A. The area is currently outside THPRD boundaries and should, therefore, be annexed to the district concurrent with development. This area, including the existing Bluffs park, is not easily accessible to the public. The development of the underlying parcels and surrounding lands will result in new local streets that should permit access to the open space. NW Thompson and local streets in the Bluffs would also provide access.

Bonny Slope – The Bluffs

The lotting pattern in the Bonny Slope area consists of both large and long rectangular lots, which will be suitable for additional development when full services become available. The predominant land use at present is detached residential. While the Plan retains a low density residential designation throughout much of this subarea, increased R-9 densities are indicated for a number of parcels located along Collector and Arterial Streets.

Non-residential uses included in the Plan in Bonny Slope are the park and small commercial area at the Thompson-South Road intersection. School District #48 owns some land west of NW South Road but has no immediate plans for use of the site.

With the exception of a small Neighborhood Commercial area near the corner of NW McDaniel and NW 119th, no significant alteration is proposed to the present low density residential pattern in the southern portion of this area. Residential densities in the R-9 range are proposed for a small area adjacent to NW McDaniel Road, between NW 113th and NW 119th where lot sizes would permit such infilling.

Design Elements

1. Pedestrian/bike paths in this area shall provide connections to the Bonny Slope and Bluffs Parks, the neighborhood commercial area at the Thompson-South Road intersection and the neighborhood commercial site near NW McDaniel and NW 119th.
2. A new neighborhood commercial site is located near the corner of NW McDaniel and NW 119th. No increase in the Neighborhood Commercial area shall be granted through the quasi-judicial Plan Amendment process. Commercial activities should be those which serve the daily needs of surrounding residential areas, such as a convenience food store, laundromat, barber/beauty shop, etc. Motor vehicle access shall be provided to these activities from NW McDaniel.

Terra Linda

Vacant buildable land adjacent to NW 143rd Avenue is proposed for residential densities in the R-15 range. This pattern has already been established by existing apartment and condominium complexes in the vicinity of Terra Linda Park and School. The large parcel of vacant buildable land located between NW 130th and NW Saltzman is planned for low density (R-5) residential use. The low density development pattern now existing between the two areas mentioned above is left intact. No neighborhood commercial is recommended for the Terra Linda subarea because of its proximity to the Cedar Mill shopping area.

Design Elements

1. Pedestrian/bike access shall be provided to Terra Linda Park and School.
2. Direct access from new attached unit developments to NW 143rd, a Collector, will be discouraged if alternatives exist. A suitable alternative would be any Neighborhood Route or Local street.
3. Through traffic use of NW 131st shall be discouraged, particularly after the realignment of NW Saltzman is completed. Use of NW 131st as part of the county's bicycle path network shall continue.

Area of Special Concern No. 12. The intent of this area of special concern is to consider, and in some cases, require additional pedestrian, bicycle and transit design elements along Arterial roads within the Cedar Mill Town Center. An objective is to develop Arterials in this area as an integrated whole, considering the inter-relationship among land uses, the auto travelway, and pedestrian, transit and bicycle needs.

- a. Subsection "a" applies to Cornell Road between Dale and Barnes Road. This is considered a portion of the Main Street for the Cedar Mill Town Center. Cornell Road shall be built as a 3 lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. The design speed shall be no greater than 35 miles per hour. Alternate pavement treatment for crossings, a raised landscaped center median, and, as appropriate, smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

Project Development for this section of Cornell Road shall follow the public involvement guidelines identified in RO 93-124. Public Involvement for Large Projects along this section of the roadway shall utilize a Citizen Advisory Committee.

A legislative plan amendment shall be necessary in order to increase the proposed number of lanes on this portion of Cornell to more than 3 lanes.

The right-of-way for this section shall be 90 feet. For land development actions, buildings along this section of Cornell shall be setback at least four feet from the edge of ultimate ROW.

For land development actions, the following shall be required: 12-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- b. Subsection “b” applies to Murray Road between Sherry Street and Cornell Road. For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- c. Subsection “c” applies to Barnes Road between Saltzman and where it intersects the Johnson Creek wetland (approximately 2000 feet southeast of the Barnes/Saltzman intersection). For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- d. Subsection “d” applies to Barnes Road between Saltzman and Cornell. This is considered a portion of the Main Street for the Cedar Mill Town Center. This section of Barnes shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees in tree wells, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 12-foot sidewalks with street trees in tree wells, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 86 feet.

- e. Subsection “e” applies to Cornell Road between Barnes and the eastern boundary of the Teufel Property. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. However, sidewalks may be 5 feet wide on the north side of Cornell east of 119th Avenue. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 90 feet. Between Barnes and 123rd, buildings shall be setback at least four feet from the right-of-way.

- f. Subsection “f” applies to Saltzman Road between Barnes and just south of Kearney Street. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale

street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- g. Subsection “g” applies to the extension of 119th on the Teufel property between Cornell and Barnes. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. The ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan.
- h. Subsection “h” applies to Cornell Road between Dale and 143rd. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

Cedar Mill West

This subarea is composed of the Sunset Science Industrial Park and the Cedar Mill business district. The Plan connects the east and west portions of the Cedar Mill business district, presently separated by several homes along Cornell Road. The connection is made through placing the Community Business District designation on the existing detached dwellings. This will permit the conversion of these dwellings to retail or office uses and will thus provide incentives to owners to redevelop the area when the Cornell Road location becomes unsuitable for low density residential use. Commercial uses are planned for the whole of the triangle of land surrounded by NW Barnes, NW Cornell and NW Saltzman Roads.

The Office Commercial district is applied to several lots located west of the Cedar Mill CBD, across Cornell Road from Sunset High School, which already are undergoing a transition from residential to office commercial use.

Design Elements

1. Direct access from individual businesses in the Community Business District (CBD) area onto Cornell, Murray, and Barnes Roads shall be limited. Consolidated or shared access will be required prior to the issuance of a development permit for land divisions or structures located adjacent to these Arterials unless demonstrated to be infeasible.
2. To assure a comprehensive review of a proposed expansion of the commercial portion of this subarea into nearby residential areas, plan amendments proposed to apply a commercial district (Community Business District, Office Commercial, General Commercial, or Neighborhood Commercial) to properties presently in residential districts shall be considered for this subarea only through the legislative process.

Area of Special Concern No. 12. The intent of this area of special concern is to consider, and in some cases, require additional pedestrian, bicycle and transit design elements along Arterial roads within the Cedar Mill Town Center. An objective is to develop Arterials in this area as an integrated whole, considering the inter-relationship among land uses, the auto travelway, and pedestrian, transit and bicycle needs.

- a. Subsection "a" applies to Cornell Road between Dale and Barnes Road. This is considered a portion of the Main Street for the Cedar Mill Town Center. Cornell Road shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. The design speed shall be no greater than 35 miles per hour. Alternate pavement treatment for crossings, a raised landscaped center median, and, as appropriate, smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

Project Development for this section of Cornell Road shall follow the public involvement guidelines identified in RO 93-124. Public Involvement for Large Projects along this section of the roadway shall utilize a Citizen Advisory Committee.

A legislative plan amendment shall be necessary in order to increase the proposed number of lanes on this portion of Cornell to more than 3 lanes.

The right-of-way for this section shall be 90 feet. For land development actions, buildings along this section of Cornell shall be setback at least four feet from the edge of ultimate ROW.

For land development actions, the following shall be required: 12-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- b. Subsection “b” applies to Murray Road between Sherry Street and Cornell Road. For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- c. Subsection “c” applies to Barnes Road between Saltzman and where it intersects the Johnson Creek wetland (approximately 2000 feet southeast of the Barnes/Saltzman intersection). For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- d. Subsection “d” applies to Barnes Road between Saltzman and Cornell. This is considered a portion of the Main Street for the Cedar Mill Town Center. This section of Barnes shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees in tree wells, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 12-foot sidewalks with street trees in tree wells, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 86 feet.

- e. Subsection “e” applies to Cornell Road between Barnes and the eastern boundary of the Teufel Property. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. However, sidewalks may be 5 feet wide on the north side of Cornell east of 119th Avenue. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 90 feet. Between Barnes and 123rd, buildings shall be setback at least four feet from the right-of-way.

- f. Subsection “f” applies to Saltzman Road between Barnes and just south of Kearney Street. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- g. Subsection “g” applies to the extension of 119th on the Teufel property between Cornell and Barnes. The road shall generally include 12 foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. The ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan.

- h. Subsection “h” applies to Cornell Road between Dale and 143rd. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

Area of Special Concern 13 encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Murray Road.

Area of Special Concern 13 is substantially developed, but portions are anticipated to redevelop in the future. The intent of this area of special concern is to provide direction to the future development and redevelopment in the area, in addition to direction provided by applicable provisions of the Community Development Code.

As properties in the area develop or redevelop, the new development shall be designed to encourage walking, bicycling and transit use in the area. Consistent with design principles or standards of Section 431 of the Community Development Code, buildings shall be located to front on adjacent pedestrian streets, and designed to present front facades with a significant percentage of window space. Building entries shall be oriented to the adjacent pedestrian street if on-street parking is allowed in front of the building.

As the properties at the four corners of the intersection of Murray and Cornell redevelop, the new development shall be designed so that buildings are placed at the corner, with parking to the side or behind the building. Each corner building shall be at least two stories or twenty feet high. This same provision shall also apply to redevelopment of properties at the corners of the intersection of Murray and Science Park Drive.

Area of Special Concern No. 13a. This is the portion of Area of Special Concern 13 at the southeast corner of Murray and Cornell Roads. This is one of the core areas of the Cedar Mill Town Center. Properties in this area are designated TO:RC and are likely to redevelop in the future. Portions of this area are already developed with commercial uses, while other parts are developed with apartment buildings and single family dwellings. There are multiple property owners in the area. In order for these properties to redevelop in a cohesive and complementary manner, they will either have to be consolidated under fewer ownerships, or the owners of the properties will have to cooperatively plan for the area's overall redevelopment. To assure that cooperative planning of the area's overall redevelopment will occur, no development application for a property in the area, other than for a limited expansion (no more than 20 percent of existing floor area), shall be approved prior to approval of an overall Master Plan for all properties that are within ASC No. 13a. This overall Master Plan shall be agreed to by 50 percent of the property owners in the area and property owners in the area representing at least 50 percent of the acreage. ASC 13a shall also meet all of the requirements of ASC 13.

Regarding tax lots 1N133DB03700 and 01, the county shall not build the extension of Science Park between Murray and Joy prior to the year 2015. If prior to the year 2015, the owners of tax lot 1N133DB03700 or tax lot 1N133DB03701 or their successors want to sell their property (including contiguous parcels) to the county, the county shall negotiate to buy the property including the contiguous parcels to the extent permitted by law.

Area of Special Concern No. 14 encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Saltzman Road. This is one of the core areas of the Cedar Mill Town Center.

Area of Special Concern 14 is substantially developed, but portions are anticipated to redevelop in the future. The intent of this area of special concern is to provide direction to the future development and redevelopment in the area, in addition to direction provided by applicable provisions of the Community Development Code.

As properties in the area develop or redevelop, the new development shall be designed to encourage walking, bicycling and transit use in the area. Consistent with design principles or standards of Section 431 of the Community Development Code, buildings shall be located to front on adjacent pedestrian streets, and designed to present front facades with a significant percentage of window space. Building entries shall be oriented to the adjacent pedestrian street if on-street parking is allowed in front of the building.

This plan envisions that as properties in the area develop or redevelop, a "main street" commercial area will be established in the vicinity of the intersection of Dogwood Street and Saltzman Road. The plan assumes that Dogwood will be extended east of Saltzman to 123rd Avenue. Future development along both sides of this new section of Dogwood (between Saltzman and 123rd) shall be designed so that buildings are built to the back of the sidewalk along at least 90 percent of a development site's frontage on the street (excluding street, driveway and accessway intersections). Consistent with applicable Community Development Code provisions, at least one main building entrance shall be oriented to and visible from the street.

A building shall be located on at least three of the four corners of the intersection of Saltzman and Dogwood with parking to the side or behind the building. Instead of a building at the corner, a fourth corner (to be determined by which corner property owner chooses to develop it first) may be occupied by a public space complying with the Community Development Code standards for a common open space. Each corner building shall be at least two stories or twenty feet high. Similarly, two story buildings or

buildings that are at least 20 feet high shall be located at the corners of the following intersections, when properties at those locations redevelop:

- Saltzman and Cornell;
- 123rd and Cornell;
- Barnes and Cornell; and
- 129th and Cornell

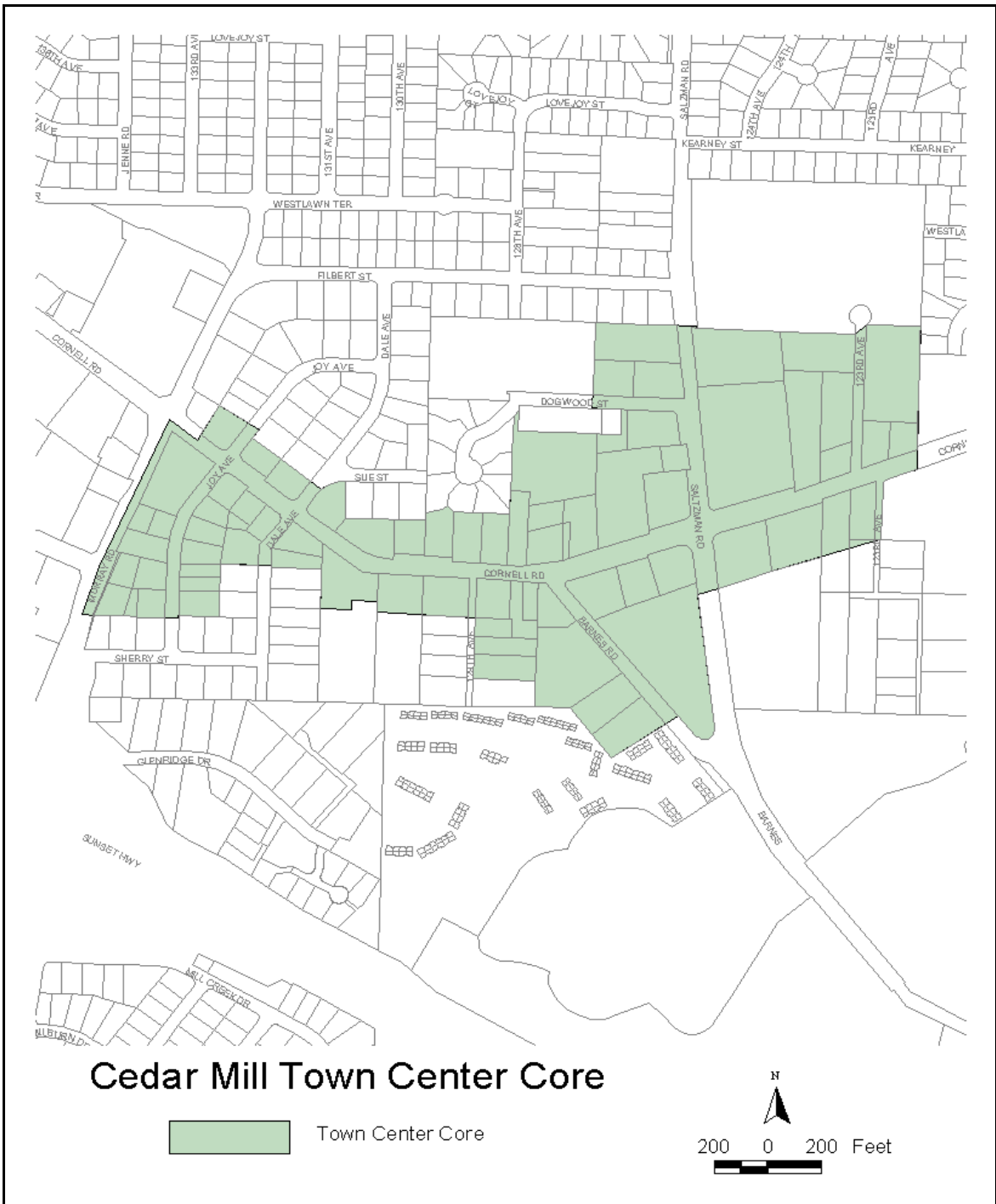
Area of Special Concern 15 encompasses land designated for office and retail development near Cornell Road. Properties along Cornell Road are considered part of the core of the Town Center.

Area of Special Concern 15 is substantially developed, but portions are anticipated to redevelop in the future. The intent of this area of special concern is to provide direction to the future development and redevelopment in the area, in addition to direction provided by applicable provisions of the Community Development Code.

As properties in the area develop or redevelop, the new development shall be designed to encourage walking, bicycling and transit use along Cornell Road. Consistent with design principles or standards of Section 431 of the Community Development Code, buildings shall be located to front on Cornell, and designed to present front facades with a significant percentage of window space. Building entries shall be oriented to the adjacent pedestrian street if on-street parking is allowed.

Because of the importance of this corridor, future development along Cornell shall be designed so that building fronts are located between four to nine feet from the ultimate right-of-way line along at least 90 percent of a development site's frontage on the street (excluding accessway and driveway intersections).

Area of Special Concern No. 16. Regarding street connectivity, properties within ASC #16 shall be developed consistent with the Design Option listed in Section 3.07.630 of Metro's Urban Growth Management Functional Plan.



Cedar Mill East

Little change is proposed in the Plan for this predominantly low density residential area. An R-9 area is proposed south of NW Cornell Road between NW 101st, NW 92nd and NW Leahy. Here, existing lots are fairly large and will permit future development at the R-9 range when local street circulation is improved.

Design Elements

1. No increase in the size of the two Neighborhood Commercial areas located on Cornell Road at NW 107th and NW 119th shall be granted through the quasi-judicial Plan Amendment process.
2. Direct access to the two Neighborhood Commercial areas located on Cornell Road at NW 107th and NW 119th from Cornell Road shall be permitted only from NW 107th and NW 119th.

Area of Special Concern No. 12. The intent of this area of special concern is to consider, and in some cases, require additional pedestrian, bicycle and transit design elements along Arterial roads within the Cedar Mill Town Center. An objective is to develop Arterials in this area as an integrated whole, considering the inter-relationship among land uses, the auto travelway, and pedestrian, transit and bicycle needs.

- a. Subsection “a” applies to Cornell Road between Dale and Barnes Road. This is considered a portion of the Main Street for the Cedar Mill Town Center. Cornell Road shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. The design speed shall be no greater than 35 miles per hour. Alternate pavement treatment for crossings, a raised landscaped center median, and, as appropriate, smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

Project Development for this section of Cornell Road shall follow the public involvement guidelines identified in RO 93-124. Public Involvement for Large Projects along this section of the roadway shall utilize a Citizen Advisory Committee.

A legislative plan amendment shall be necessary in order to increase the proposed number of lanes on this portion of Cornell to more than 3 lanes.

The right-of-way for this section shall be 90 feet. For land development actions, buildings along this section of Cornell shall be setback at least four feet from the edge of ultimate ROW.

For land development actions, the following shall be required: 12-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- b. Subsection “b” applies to Murray Road between Sherry Street and Cornell Road. For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- c. Subsection “c” applies to Barnes Road between Saltzman and where it intersects the Johnson Creek wetland (approximately 2000 feet southeast of the Barnes/Saltzman intersection). For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- d. Subsection “d” applies to Barnes Road between Saltzman and Cornell. This is considered a portion of the Main Street for the Cedar Mill Town Center. This section of Barnes shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees in tree wells, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 12-foot sidewalks with street trees in tree wells, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 86 feet.

- e. Subsection “e” applies to Cornell Road between Barnes and the eastern boundary of the Teufel Property. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. However, sidewalks may be 5 feet wide on the north side of Cornell east of 119th Avenue. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 90 feet. Between Barnes and 123rd, buildings shall be setback at least four feet from the right-of-way.

- f. Subsection “f” applies to Saltzman Road between Barnes and just south of Kearney Street. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- g. Subsection “g” applies to the extension of 119th on the Teufel property between Cornell and Barnes. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. The ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan
- h. Subsection “h” applies to Cornell Road between Dale and 143rd. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

Potential Park/Open Space/Recreation Area C - Upper Johnson Creek

The Upper Johnson Creek drainageway is a densely wooded ravine. Between NW 97th and NW 101st Streets, the northern bank of the ravine is sloped approximately 30%. Opportunity exists here for an open space/recreation area of about 3-5 acres, with trails and picnic tables. In addition, it may be possible to use this corridor to connect Mitchell Park (off of NW 95th) with Cedar Mill Park and School (NW 102nd and NW Cornell). Possible access points could include NW Ash Street, NW Leahy, NW 97th, and NW 95th.

Potential Park/Open Space/Recreation Area D - Upper Cedar Mill Creek

Upper Cedar Mill Creek is currently used by neighborhood children as a play area and a pathway through the woods. Lots in this area are typically large, deep and wooded. This area would serve well as an open space/recreation area with the forested creekway serving as a natural connector to Lost Park and Cedar Mill Park. Primary access may be through NW Anderson and NW 107th, with secondary access connecting NW Kearney, NW 106th and NW 110th. This area could become a neighborhood park, 3-5 acres in size, with trailway provisions built into the park development plans.

Barnes – Peterkort

This area includes the largest amount of vacant buildable land in the planning area. This land also is located close to two regional traffic ways (Highways 26 and 217) and two Arterials (SW Barnes and NW Cornell Roads). As a result, the currently undeveloped area is proposed for intense urban development over time, including high density residential, retail, and office commercial uses. For the most part, residential densities on the buildable land are “stepped down” next to existing single family neighborhoods. Where this is not the case, new attached unit development will be required to include buffers which protect existing neighborhoods from possible impacts (including noise and lights) of increased densities.

Varied natural features in the subareas - streams, slopes, and wooded areas - provide a backdrop for development designs which accomplish a degree of protection while accommodating new residential and commercial uses. Satisfactory implementation of the land use plan for this subarea will depend to a significant extent on development of the subarea’s planned transportation system, including connection of new streets developed on the Peterkort property to streets in adjacent neighborhoods.

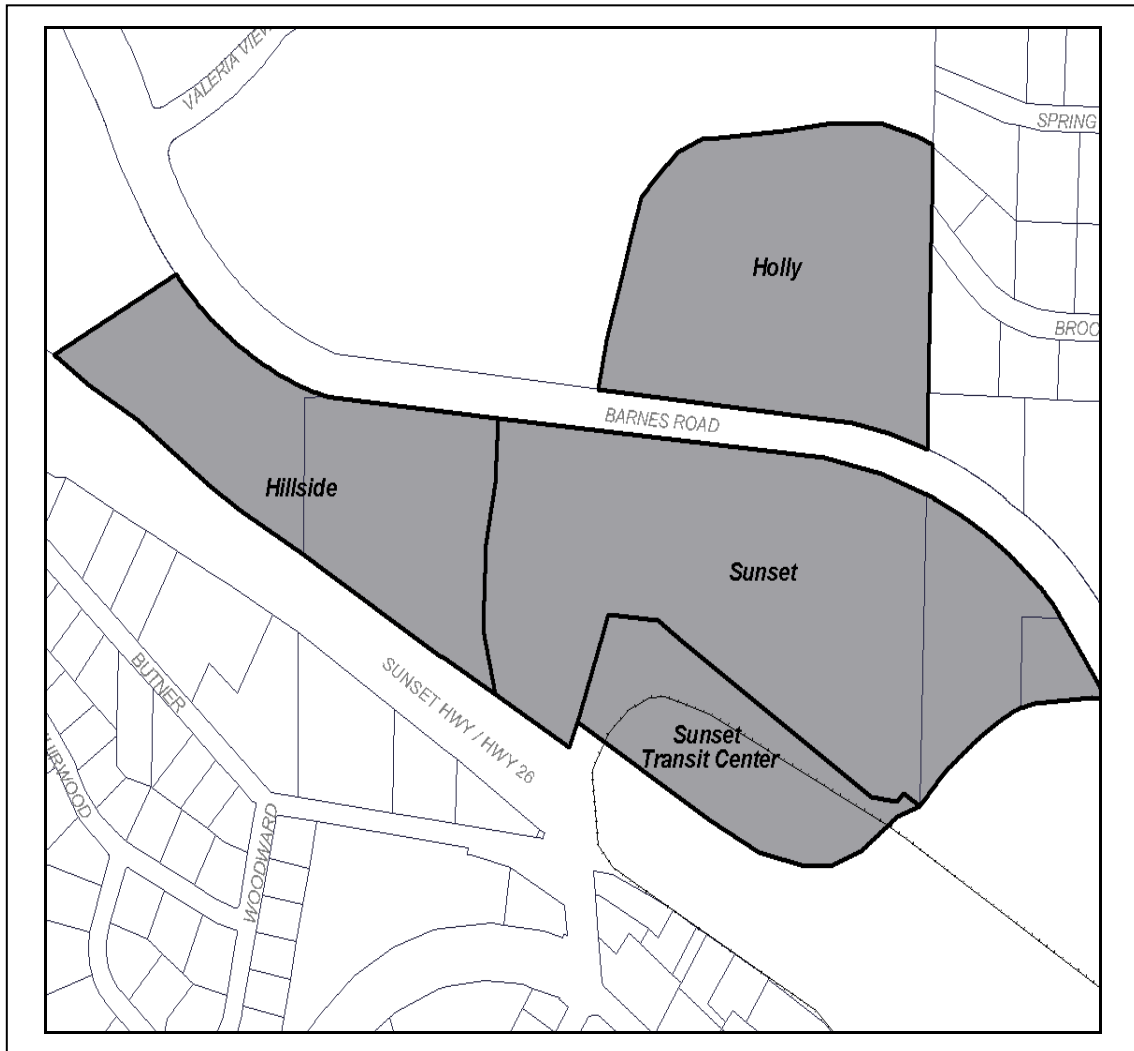
Design Elements

1. The process of planning traffic circulation throughout this area shall include citizens of the community as well as property owners, County departments, affected service providers, and the developer.
2. Cedar Mill Creek and Johnson Creek, their tributaries and immediately adjacent riparian zone, as shown on the protected significant natural resources map for the area, shall be retained in their natural condition in keeping with the provisions of the Community Development Code.
3. In order to maintain the open space and wildlife attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Cedar Mill and Johnson Creek flood plains and drainage hazard areas as open space if allowable densities can be accommodated elsewhere on the site.
4. Cedar Mill Creek and surrounding trees and vegetation should be used as a buffer between the areas designated R-24 and R-25+ on the Community Plan Map.
5. Motor Vehicle Access to Arterial Roads: Motor vehicle access to Barnes Road and Cedar Hills Blvd. may be allowed as shown on the Street Corridor, Arterial Access and Pedestrian System Designations Map and specifically described herein without the need to meet the access spacing requirements of the Community Development Code. If a development proposes additional access or proposes a different access location than described in this Design Element, the access management standards and review criteria in the Community Development Code shall control. The necessary improvements for each access, and final location of all right-in/right-out accesses shall be determined through development review and engineering review.
 - A) Barnes Road
 1. Access to the Peterkort Station Master Planning Area, Sunset District shall be located on the south side of Barnes Road as follows:
 - a. Sunset East access: to align with the Medical Office complex access approximately 500 feet west of the Barnes Road/Hwy 217 ramps intersection.
 - b. Sunset Central access: located approximately 600 feet east of the Sunset West access (TriMet access road).
 - c. A right-in/right-out access located between the Sunset East access and Sunset Central access.

2. Access to the Peterkort Station, Holly District shall be located on the north side of Barnes Road as follows:
 - a. Holly Access: to align with the Sunset Central Access, approximately 600 feet west of the Sunset West access.
 - b. A right-in/right-out access located between the Holly Access and the Medical Office access.
 3. Access to the Johnson Creek South Master Planning area shall be located on the north side of Barnes Road as follows:
 - a. West access: To align with the Peterkort Town Square west access.
 - b. Peterkort Special Area Collector Access: To align with the Peterkort Town Square east access.
 4. Access to the Peterkort West Master Planning District shall be located on the north side of Barnes Road as follows:
 - a. A full access located approximately 550 feet west of Cedar Hills Blvd., subject to a shared reciprocal access easement with the Choban property to the west.
 - b. A right-in/right-out access located at or near the site's west property line, subject to a shared reciprocal access easement with the Choban property to the west.
 5. Access to the 112th West Master Planning Area shall be located on the south side of Barnes Road as follows:
 - a. A full access located approximately 550 feet west of Cedar Hills Blvd., subject to a reciprocal access easement with the Choban property to the west.
 - b. A right-in/right-out access located at or near the site's west property line, subject to a shared reciprocal access easement with the Choban property to the west.
 6. Access to the Choban property shall be located as follows:
 - a. A full access located on the north side of Barnes Road opposite 117th Avenue subject to a shared reciprocal access easement with the Peterkort property to the east.
 - b. A right-in/right-out access located on each side of Barnes Road at or near the site's east property line, subject to a shared reciprocal access easement with the Peterkort properties to the east.
- B) Cedar Hills Blvd.
1. Access to the North Residential Master Planning Area shall be located as follows:
 - a. Peterkort Special Area Collector Access: to be located on the east side of Cedar Hills Blvd. approximately 400 feet south of the site's north property line.
 - b. An access to be located on the west side of Cedar Hills Blvd. to align with the Peterkort Special Area Collector Access.

Peterkort Subareas Map

This map is provided for your convenience. Please refer to the Washington County Community Development Code (Section 431) for the original citing of this map.



6. The Peterkort property is the largest undeveloped property in the subarea. It is likely the property will be developed in stages over a number of years, responding to market demands. Parts of the Peterkort property should be viewed as units in planning their development to assure that individual developments in each unit are complementary and viewed in context of an overall development plan for that unit. Although the land and circulation plans for the Sunset Transit Center area provide relatively detailed guidance for the property's development, they are not at the level of detail specified for a master plan by the Community Development Code, nor do they provide details about the timing of development phasing, as required of phased master plans by the CDC. Therefore, this design element requires approval of a master plan for each area of the Peterkort property shown on the Peterkort Property Master Plan Areas map before development can proceed in that area.
7. A portion of the Peterkort Property has been identified as significant wildlife habitat in an inventory of natural resources in this subarea conducted by Washington County pursuant to Statewide

Planning Goal 5 (see the map “Protected Natural Resources in the Sunset Transit Center Area”) (See Section 431). This area is outside of a “safe harbor” riparian corridor, does not include significant wetlands, and is outside areas subject to requirements of Title 3 of the Metro Urban Growth Management Functional Plan.

After considering the environmental, social, economic and energy consequences of allowing “conflicting uses” of the site, as required by OAR 660-23-040, the Board of Commissioners found that the conflicting use should be allowed fully, notwithstanding possible impacts on the resource site, due to the importance of the conflicting use relative to the resource site. The conflicting use is any use allowed by the land use districts applicable to the resource sites, including the TO:R9-12, TO:R12-18, TO:R18-24, TO:R24-40, TO:R40-80, and TO:R80-120 districts, all of which allow medium to high density residential and limited non-residential development which is supportive of public transit and takes advantage of the region’s investment in light rail transit. Commercial forestry operations not conducted in conjunction with an approved development of the resource site under the listed land use districts is not an allowed conflicting use. Commercial forestry operations independent of development applications may only be conducted pursuant to Section 407-3.5 of the Community Development Code, after addressing wildlife habitat impacts.

Area of Special Concern No. 3. Portions of this area, which includes the Cedar Hills Shopping Center and surrounding properties, may be redeveloped by the year 2017. Should such redevelopment occur, opportunities may arise to achieve a more transit oriented development pattern that includes a mix of retail commercial, office and higher density residential uses. Residential development particularly is anticipated to occur that will count toward meeting Washington County’s capacity targets for dwelling units in mixed use areas, as shown in Table 1 of the Metro Urban Growth Management Functional Plan.

So as to assure that if redevelopment occurs in this area needed housing will be provided, it shall be required that any redevelopment in the area of sites which exceed one acre in size, shall be pursuant to an approved master plan that demonstrate at least 50% of the total floor area of the redevelopment will be residential upon build-out of the master plan. Consistent with Section 375-6 of the Community Development Code, limited changes or expansions of existing uses shall not constitute redevelopment.

Area of Special Concern No. 4. This area encompasses a property that has been the main site of the Teufel Nursery operation, generally known as the Teufel property.

This area is planned for mixed use with retail commercial and high-density residential use. Approximately 22 acres of the property is designated TO:RC and the remaining area is TO:R24-40. An Arterial road is proposed through the site. The Transportation System Plan designates a broad corridor within which the road shall be located.

The following shall guide development of the property:

- A. The property has a tremendous opportunity to be developed as a vibrant mixed-use pedestrian-friendly development. The property provides a rare and unique circumstance to create a distinct and special place in the Cedar Mill community. Given the size and location of the property, a comprehensive and relatively detailed planning process which goes beyond general land use designations and corridors to much more specific urban design elements and specifications would be beneficial and desirable.

As part of development of the Cedar Mill Town Center Plan, circumstances did not allow for the creation and broad acceptance of a specific plan for the Teufel property. It is likely that the Teufel Property will be developed in stages over a number of years, responding to market demands. Parts of the Teufel Property should be viewed as units in planning their development to assure those individual developments in each unit are complementary and designed in the context of an overall development plan for that unit. Therefore, an overall Master Plan must be approved for the Teufel Property before final development can proceed in any unit. The required Master Plan application may be processed individually or in conjunction with a subsequent unit development application. An exception to this provision is that the development of the north/south Arterial shall not require the approval of a Master Plan for abutting subarea land if the development of the road is a stand-alone project and will not occur in conjunction with the development of an abutting subarea or subareas.

An applicant wishing to proceed with the overall Master Plan of the property and/or development of a subarea or subareas of the Teufel Property shall initiate the quasi-judicial process set forth herein:

1. Prior to filing the application, there shall be at least one open house for the Citizen's Participation Organization 1 (CPO 1) residents to review the application, obtain citizen input and identify potential issues regarding the application;
2. All required notices, including but not limited to the notice for the open house for CPO 1 residents, the neighborhood review meetings and the public hearings shall be done in accordance with CDC 204-4, except that notice shall be provided to all property owners of record within 1000 feet of the Teufel Property and Cedar Hills Blvd.;
3. Prior to filing application, there shall be at least two neighborhood review meetings (including the one required neighborhood meeting) pursuant to CDC 203-3;
4. The overall Master Plan application shall be reviewed through a Type III Master Plan process pursuant to CDC Article IV, with the additional requirements and/or modifications set forth herein;
5. The Washington County Planning Commission shall review the application pursuant to a Type III public hearing under CDC 205 and make a recommendation to the Washington County Board of Commissioners;
6. The Washington County Board of Commissioners shall review the application pursuant to a Type III public hearing under CDC 205 and render the final decision regarding the application;
7. The County shall have 180 days to render a final decision on the application once the application has been deemed complete by the county based on the extension of the time granted by the Teufel family pursuant to ORS 215.427 (4) during the adoption of the Cedar Mill Town Center Plan. This may be extended for a reasonable period of time at the request of the applicant pursuant to ORS 215.427 (4).

The development application shall address land use, urban design and transportation issues associated with the site, including, but not limited to the following:

- Demonstrating compliance with the public involvement process set forth above for ASC 4 regarding the master planning and development of the Teufel Property.
 - Providing the public with more certainty regarding future development of the property.
 - Providing the property owners some flexibility in meeting their development objectives.
 - Developing a plan that will produce a high degree of urbanism on the property.
 - Identifying and locating a skeletal circulation system.
 - Identifying, locating and developing design standards for main streets on the site.
 - Developing a sketch building orientation and on-street parking plan.
 - Focusing the development around an identifiably public place such as a park, square or plaza.
 - Examining how to best integrate the different uses on the site.
 - Examining the off-street pathway and trail system relating to the neighborhoods surrounding the property.
 - If the Beaverton School District owns a portion of the property, examining design issues regarding developing schools.
 - Identifying how the site will access the surrounding Arterial system, including an examination of extending Leahy between the site and Cedar Hills Boulevard.
 - Locating the north-south Arterial on the site, and determining how it integrates with development on the site, including but not limited to determining appropriate sidewalk widths.
 - As appropriate, incorporating Cedar Mill and Johnson Creek into the development of the property.
 - Addressing screening and buffering issues related to the 114th neighborhood.
 - Examining how to provide acceptable access to tax lot 1S1 3B/102.
 - Examining phasing issues.
- B. Regarding street connectivity, the Teufel Property shall be developed consistent with the Design Option listed in Section 3.07.630 of Metro's Urban Growth Management Functional Plan.
- C. Except for the 22-acre portion designated TO:RC, the property shall be primarily developed as an area of high density housing. In keeping with regional objectives for intensification of development in mixed use areas well-served by transit to accommodate future population growth within the present urban area, the minimum amount of residential development on the property at build-out shall be 1,946 dwelling units. Provided that future plan amendments are for non-institutional uses, this number shall be achieved even if future plan amendments change the plan designations on the property. However, this number shall be reduced proportionally for future plan amendments which change residential development areas to institutional land use designations.
- D. At the time of adoption of the Cedar Mill Town Center Plan, the Beaverton School District had identified the need for additional school facilities in the area and was proceeding with condemning a portion of the Teufel Property at the northeast corner of the property for a future school site. If and when the School District acquires a portion of the property, a plan amendment changing the area to an institutional land use designation would need to be approved in order to build a school on the site. Additionally, if and when the School District condemns a portion of the Teufel Property for a future school site, the 1,946 residential units designated for the site will be commensurately reduced for the area taken by the School District for the school site. No other land use designation applicable to the Teufel Property will be affected by the School District's siting of a school on the Teufel Property. Development of a school on the site may proceed on the Property prior to the process outlined in A. above.

Area of Special Concern 4a. The Master Plan also shall be designed to mitigate the impact of the proposed development on the low density residential neighborhood located immediately to the east along 114th Avenue. Protection of this neighborhood may be accomplished through the application of a variety of techniques, including, but not limited to: increased setbacks, reduced building heights, more extensive screening and buffering and additional open space within the area along the easterly perimeter of the property. The affected area shall be equal in depth to the distance between the property line and the nearest residential structures on the properties fronting on the westerly side of 114th Avenue. This area shall not be less than setbacks required by the Code.

As allowed in the Code:

The Master Plan for development of the property shall take advantage of the site's location along two transit routes - Barnes and Cornell Roads - and the close proximity to the transit center at the Highway 26-217 interchange in order to provide ease of access to these facilities and services by residents of the development. It is expected that Barnes Road will have the most frequent and convenient transit service to the transit center.

The greatest densities on the property shall be located near or adjacent to transit routes. Densities shall decrease on the property as distance from transit opportunities increase, with the exception that the easternmost structures on the property shall be single story.

Location of highest densities on the site near transit opportunities may result in reduced parking requirements, as specified in the Community Development Code. Parking areas shall be designed to be unobtrusive, integrated with residences, and coordinated with the pedestrian/bicycle circulation system.

Non-residential uses permitted in the R-25+ district shall be those uses which serve the daily needs of the surrounding residential area.

The THPRD Master Plan and the Community Plan identify Cedar Mill Falls as a desirable future park/recreation area. Therefore, the THPRD shall be given the opportunity to review site plans or other development proposals before the county acts on any development proposals for the property.

Area of Special Concern No. 11. It is the County's objective that a high density, mixed use, pedestrian-oriented, "urban village" develop in this area, with activity throughout the day, in the evening, and on weekends. No development in the area shall be approved prior to approval of an overall Master Plan for development in the area showing how the area will build out consistent with this objective. Completion of the approved Master Plan may be phased over a specified period of time. The approved Master Plan shall comply with the following:

1. No more than one (1) hotel shall be allowed in the area. The hotel shall not exceed 500 rooms. Parking for the hotel and associated conference space must be accommodated within structured parking facilities and or surface parking areas shared with surrounding planned uses.
2. No more than one (1) theater complex shall be allowed in the area, not to exceed seventy thousand (70,000) square feet in land area, with no more than 3500 seats and 16 screens.
3. In addition to the theater complex and hotel, up to one hundred fifty thousand (150,000) square feet of retail space is permitted and may be incorporated within mixed use buildings. With the exception of the building housing the theater complex, all retail space must be located within buildings that are at least two stories high.
4. A minimum of one hundred fifty (150) dwelling units must be incorporated within the "Sunset" District of the Peterkort Station area (see Figure No. 12.1a) (See CDC Section 431)
5. A minimum of two hundred (200) dwelling units must be incorporated within the "Hillside" District of the Peterkort Station area (see Figure No. 12.1a) (See CDC Section 431)

6. A minimum of four hundred fifty (450) dwelling units must be incorporated within the “Holly” District of the Peterkort Station area (see Figure No. 12.1a) (See CDC Section 431)
7. Although build-out of the approved Master Plan may occur in phases over a specified period of time, the first phase of the development shall include the following elements:
 - a. Plans for buildings along both sides of the “Main Street” through the Sunset District as shown in Figure No. 12.1f (See CDC Section 431), as well as retail buildings at all four corners of the western intersection of Barnes Road and the Main Street, and fronting on both sides of the “Green.”
 - b. Full improvement of the Main Street, including sidewalks, as well as intersection improvements where this facility links to Barnes Road. Intersection improvements shall include installation of traffic signals and pedestrian crossings.
 - c. Full construction of the “Green” as shown in Figure No. 12.1f (See Section 431), located between the Main Street and the Sunset Transit Center, including the surrounding street and sidewalks.

All of the above master plan elements shall comply with the applicable design standards in Section 431 of the Community Development Code. Additionally, pads for first phase buildings may not be utilized prior to their construction for parking for other site uses.
8. Long term parking needs shall be addressed in the master plan for Peterkort Station. Plans shall demonstrate the ability to meet the required 1.0 FAR standard and to provide adequate parking at the time of build-out.
9. Buildings in the Sunset District of the Peterkort Station Area shall have no height limit if (a) they are designed to meet the design standards of Section 431 of the Community Development Code, including standards regarding step backs at certain elevations and (b) the approved master plan for development of the area shows that at least 40% of the land in the Sunset District will be covered by buildings, exclusive of land covered by parking structures.

Area of Special Concern No. 12. The intent of this area of special concern is to consider, and in some cases, require additional pedestrian, bicycle and transit design elements along Arterial roads within the Cedar Mill Town Center. An objective is to develop Arterials in this area as an integrated whole, considering the inter-relationship among land uses, the auto travelway, and pedestrian, transit and bicycle needs.

- a. Subsection “a” applies to Cornell Road between Dale and Barnes Road. This is considered a portion of the Main Street for the Cedar Mill Town Center. Cornell Road shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. The design speed shall be no greater than 35 miles per hour. Alternate pavement treatment for crossings, a raised landscaped center median, and, as appropriate, smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

Project Development for this section of Cornell Road shall follow the public involvement guidelines identified in RO 93-124. Public Involvement for Large Projects along this section of the roadway shall utilize a Citizen Advisory Committee.

A legislative plan amendment shall be necessary in order to increase the proposed number of lanes on this portion of Cornell to more than 3 lanes.

The right-of-way for this section shall be 90 feet. For land development actions, buildings along this section of Cornell shall be setback at least four feet from the edge of ultimate ROW.

For land development actions, the following shall be required: 12-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- b. Subsection “b” applies to Murray Road between Sherry Street and Cornell Road. For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- c. Subsection “c” applies to Barnes Road between Saltzman and where it intersects the Johnson Creek wetland (approximately 2000 feet southeast of the Barnes/Saltzman intersection). For capital projects, the ultimate design of the road shall generally include 10-foot sidewalks at a minimum with street trees in tree wells. The ultimate design shall consider installation of a gateway treatment. Interim projects are not required to include all of the elements mentioned above.

For land development actions, 10-foot sidewalks with street trees in tree wells shall be required. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

- d. Subsection “d” applies to Barnes Road between Saltzman and Cornell. This is considered a portion of the Main Street for the Cedar Mill Town Center. This section of Barnes shall be built as a 3-lane road with bike lanes and sidewalks. The road shall include on-street parking. The road shall generally include 12-foot sidewalks at a minimum with street trees in tree wells, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 12-foot sidewalks with street trees in tree wells, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 86 feet.

- e. Subsection “e” applies to Cornell Road between Barnes and the eastern boundary of the Teufel Property. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. However, sidewalks may be 5 feet wide on the north side of Cornell east of 119th Avenue. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 90 feet. Between Barnes and 123rd, buildings shall be setback at least four feet from the right-of-way.

- f. Subsection “f” applies to Saltzman Road between Barnes and just south of Kearney Street. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet.

- g. Subsection “g” applies to the extension of 119th on the Teufel property between Cornell and Barnes. The road shall generally include 12-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. The ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan.
- h. Subsection “h” applies to Cornell Road between Dale and 143rd. The road shall generally include 10-foot sidewalks at a minimum with street trees, and curb extensions at public streets where appropriate. The ultimate design of the road shall include pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area. Gateway treatments, alternate pavement treatment for crossings, and smaller curb radii at intersections shall be considered as part of the project development process. For capital projects, the ultimate design of the road shall consider installation of the boulevard design elements included in Title 6, Section 2 of the Urban Growth Management Functional Plan. Interim capital projects are not required to include all of the items mentioned above.

For land development actions, the following shall be required: 10-foot sidewalks with street trees, curb extensions at public streets where appropriate, pedestrian-scale street lights, and pedestrian-scaled amenities such as street furniture and/or plantings in the sidewalk area every 100 feet. Right-of-way shall be 98 feet. A five-foot utility easement shall be required where buildings do not front within five feet of the back of sidewalk.

Area of Special Concern No. 17. This area encompasses an approximately 19-acre portion of the Peterkort Property Master Plan Area identified as the “Woods” and is designated for transit oriented development. ASC 17 is located near the Sunset Transit Center but is physically isolated from the more concentrated urban development of the Peterkort Master Plan Area due to changes in topography and the existence of natural resource buffers on three sides. The forested creek channels that abut the area were designated as protected Goal 5 resource buffers through Ordinance No. 484. These physical constraints also prohibit the construction of a grid system of public streets within the area. ASC 17 includes three transit oriented land use districts: TO:R12-18, TO:R18-24, and TO:R24-40.

As an alternative to the construction of traditional residential housing, the location of ASC 17 near the Sunset Transit Center coupled with the area's existing physical constraints lends itself to the development of a Retirement Housing Community. A Retirement Housing Community shall be permitted within ASC 17, subject to the following Area of Special Concern provisions and Sections 375 and 430-53.7 of the Community Development Code. A Retirement Housing Community shall achieve several transit oriented goals through the implementation of a balanced site design.

A Retirement Housing Community shall: 1) achieve the maximum density practicable and as allowed by the land use designations; 2) provide an active and welcoming urban streetscape which encourages pedestrian use and interaction for residents of the development and adjoining residential neighborhoods; 3) integrate existing natural resources into the site design; and 4) facilitate resident, staff and visitor use of public transportation options through the use of private shuttle service between the area and the Sunset Transit Center.

Due to ASC 17's unique physical attributes, including stands of large trees that are protected resource buffers and significant changes in site topography, modifications to the maximum allowable building height, maximum front yard building setback requirement, and the permitted location of surface parking lots may be approved for that portion of the Retirement Housing Community located within the TO:R24-40 district consistent with the provisions of Section 375 of the Community Development Code.

Potential Park/Open Space/Recreation Area E - Cedar Mill Creek and Falls

THPRD has proposed three neighborhood parks in this area. Generally these parks are located near the juncture of Cedar Mill Creek and Barnes Road, Cedar Mill Falls and parallel to Cedar Hills Boulevard between Cornell and Johnson Creek. Specific park locations shall be determined during the review of particular development plans. Neighborhood parks are ideally 3 to 5 acres in size, except within light rail transit station areas or Town Centers where they may be less than 3 acres in size if they are within one-quarter mile or less of the station or the Town Center core.

The Cedar Mill Falls area would remain as a natural area as an integral cultural and natural resource amenity of the Cedar Mill Creek Neighborhood Trail Corridor Loop.

Westhaven

The Community Plan recommends limited change to the present low density land use pattern in the Westhaven subarea. The only exceptions are (1) the designation of a large parcel of land along SW Leahy (south of Leahy Terrace) as R-9, (2) the designation of properties fronting on 90th Avenue south of Leahy and south of Westhaven Drive east of 95th Avenue as TO:R12-18, and (3) the allowance of accessory dwelling units for single family detached dwellings in the area.

Design Elements

1. Stands of trees and dense vegetation bordering the west side of the area shall be retained, to the extent reasonably practicable and consistent with public safety concerns, as a buffer between existing low density neighborhoods and new attached unit residential areas included in the Peterkort property development, as required by screening and buffering standards in the Community Development Code.
2. SW Brookside shall be kept as a dead-end street due to topography.
3. No increase in the Neighborhood Commercial area at SW 90th and SW Leahy shall be granted through the quasi-judicial Plan Amendment process.

West Sylvan

Marked changes to the present land use pattern are included in the Plan, particularly along SW Miller Road. West of the Sylvan Heights Condominiums, south of Barnes Road, the Plan continues the R-15 density established in the condominium development.

The development pattern along SW Miller Road is a mixture of residential density categories (R-9, R-15, and R-24), with a Neighborhood Commercial center at the Miller-Barnes intersection. Densities are reduced where adjacent to existing detached unit subdivisions. Concentrating development in this area will provide future residents with ready access to an Arterial that links them to Portland on the east and regional traffic and transit routes on the west.

Design Elements

1. Neighborhood commercial at the northeast corner of the Miller-Barnes Road intersection should serve the convenience commercial needs of the surrounding residential areas. The full range of Neighborhood Commercial district uses can be considered for the larger Neighborhood Commercial area northwest of the Miller-Barnes intersection.
2. Access to the Neighborhood Commercial area northeast of Miller Road shall be provided only from Miller Road, and for both Neighborhood Commercial areas, this Miller Road access shall be coordinated between the sides of the road and be located at least 300 feet from the Miller/Barnes intersection.
3. Golf Creek, its tributaries and immediately adjacent riparian zone, shall be retained in their natural condition in keeping with the provisions of the Community Development Code.
4. In order to maintain the open space and wild life attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Golf Creek drainage hazard area as open space if allowable densities can be accommodated elsewhere on the site.
5. Elk Point and Swede Hill Vistas shall be preserved as points of scenic significance. Establishment of scenic viewpoints, with vehicle turnout facilities, where appropriate, shall be constructed as part of improvement to bring roads up to county standards. The actual points of scenic significance shall be determined through the Master Planning Process.

Area of Special Concern No. 6. This area is composed of 6 tax lots and is of special concern largely due to the need for coordinated circulation planning. Proposals for development of any of these lots shall specify the means by which access can be provided to the other adjacent properties, adjacent developments, and to SW Barnes Road. Access onto Barnes Road from these properties shall be shared jointly.

Area of Special Concern No. 7. This parcel shall be developed under the Master Planning-Planned Development process. The location and size of Neighborhood Commercial activities shall not be changed in the master plan, from that shown on the Community Plan Map. Trees, steep slopes, and drainage hazard areas shall be used in the design of the development to assist in buffering residential areas from neighborhood commercial activity and to define areas of differing density.

The circulation plan for this development shall be designed to allow traffic and pedestrian/bicycle access for the R-9 property adjacent to the western boundary of the parcel.

Area of Special Concern No. 8. This parcel shall be developed under the Master Planning-Planned Development process. The ponds and flood plain shall be used in the design of the development to buffer residential areas from the Neighborhood Commercial activity at the Miller-Barnes intersection. Access shall be provided to this residential area only from SW Miller Road and shall be shared jointly with access

to the Neighborhood Commercial activity. The size and location of the Neighborhood Commercial area shall not be changed, in the master plan, from that shown on the Community Plan Map.

Potential Park/Open Space/Recreation Area F - Lower Golf Creek-Elk Point Vista

The Elk Point Vista area is currently listed as one of THPRD's priorities for park development. The lands are generally steep (20%+ slopes) and are a part of the Golf Creek drainage system, which descends through a deep ravine and fills a pond just north of Sunset Highway. A total of between 3-5 acres could be used to provide an urban hiking trail and neighborhood park or open space. This natural area could include a small cleared area with such facilities as benches and picnic tables. Observation points could also be located near Elk Point Summit and in the lower area near the pond. The pond shall be incorporated into the design of the new development and considered as a potential open space/recreation area with public access provided.

Potential Park/Open Space/Recreation Area G - Upper Golf Creek-Swede Hill Vista

The Golf Creek corridor and ponds north of SW Barnes Road could be used for public recreation and as a trailway connecting to the neighborhoods south of Barnes Road. The area near the ponds could serve as a neighborhood park (3-5 acres), including such facilities as a pedestrian/bicycle pathway, picnic tables, and benches. An agreement with surrounding landowners to allow public access would be necessary to assure a connection between this site and the larger bicycle/pedestrian network.

Swede Hill Vista provides views to the south, southwest, and the north. The Master Planning process shall provide for the preservation of a viewpoint for the benefit of the public.

West Slope

Virtually no change to the present land use pattern is planned for the West Slope subarea. Predominant land uses in this developed area are detached residences. Auto sales lots, retail stores, small offices, and some attached unit housing are found along SW Canyon Road. These existing uses are recognized in the Plan and tied together through application of the Community Business District and General Commercial designations.

The intent of the Community Plan for the Canyon Road commercial area is to enhance and upgrade the area, while preventing further extension of strip commercial development eastward along SW Canyon Road and SW Canyon Lane. The General Commercial designation is applied to sites with existing land extensive commercial uses. Community Business District is applied to the remainder of the commercial area in order to recognize and support a variety of uses to serve the surrounding community. In a few instances, individual lots along Canyon Road are split between two land use districts. This is done in order to continue commercial use south along Canyon Road while preventing such development in the north where, because of topography, future uses must be compatible with the existing neighborhood on SW Garden View Avenue.

Design Elements

1. Future commercial development on the 2-acre parcel located at 1S1 11DB Tax Lot 4200 shall be in accord with conditions of approval in case file 80-221-Z. This provision will permit office commercial development of the property and also will result in the retention of trees and vegetation on the north end of the property abutting SW Garden View Avenue.
2. Access to new development on the parcel designated Community Business District, located at the northeast corner of SW Canyon and SW Walker Roads, shall be reviewed for compliance with county and state road standards before a development permit is issued. Such review shall assure safe and efficient operation of SW Canyon and SW Walker Roads, Arterials, and the Canyon-Walker intersection.

Area of Special Concern No. 9. The Canyon Road commercial strip is of special concern because of existing, virtually unlimited, and thus uncoordinated access onto SW Canyon Road and a confusing array of signs. These features detract from the appearance of the area and impede traffic flow on Canyon Road. As a result, the area is placed at an economic disadvantage relative to other business districts in northeastern Washington County.

While this concern extends also to the commercial strip south of Canyon Road, the Cedar Hills-Cedar Mill Community Plan addresses the problem only on lands inside the planning area. This problem is also addressed in the updated Raleigh Hills-Garden Home Community Plan, adopted December 27, 1983.

The intent of the Community Plan in this area is to promote the elimination of those strip commercial features which are traffic and pedestrian safety hazards and the addition of features which will enhance the area's overall appearance. Doing so will make the area more conducive to business activities. The following standards shall apply both to new development and to the modification of existing parking or loading areas:

- a. Access drives and curb cuts shall be consolidated and, if possible, shared between adjoining parcels.
- b. Where no curb cuts onto Canyon Road now exist, new direct access shall be allowed only as an interim use until an alternative right-of-way is completed, pursuant to access management provisions in the Comprehensive Framework Plan and Community Development Code.

- c. A safe and convenient means of pedestrian circulation shall be provided to each use. The pedestrian system shall provide access from each use to the property line of adjacent uses and from the use to any public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed to Community Development Code standards in adjacent uses.
- d. A landscape buffer area shall be established and maintained along any portion of the property abutting SW Canyon Road, subject to development review.
- e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code.

Cedar Hills

With few exceptions, the established low density character of the Cedar Hills subarea is continued in the plan. A small amount of Community Business District land has been set aside north and south of SW Walker Road immediately to the east of the Beaverton city limits. This land includes an existing grocery and two lots which may be suitable for retail or office use.

No change to the present land use arrangement is envisioned in the Cedar Hills Shopping Center vicinity. In the far southeast portion of the Cedar Hills subarea, existing retail uses along Canyon Road will be continued under the Community Business District designation. Generally north of the creek and along Center Street, high-density residential uses are planned. This designation will complement similar adjacent uses now located inside the Beaverton city limits. Mixed use structures will be permitted here as specified in the Community Development Code.

Design Elements

1. Access to the new Neighborhood Commercial site located between SW Walker and SW Butner shall not be provided from SW Walker or SW Murray Roads. The size of this Neighborhood Commercial area shall be limited to the area shown on the Community Plan Map.
2. Access to the Community Business District area located north of SW Walker Road, east of Cedar Hills Boulevard, shall be allowed only from Walker Road. Resolution of potential sight distance problems must be approved by the Department of Land Use & Transportation before development permits will be issued for any of the three tax lots designated Community Business District.

Bonny Slope West

The Bonny Slope West subarea is located in the northeast portion of the Cedar Hills – Cedar Mill Community Plan area, near the base of the West Hills. The subarea is approximately 160 acres in size. Bonny Slope West was added to the Urban Growth Boundary (UGB) in 2002, and at that time it was known as “Area 93” and was located in Multnomah County. In 2008, Multnomah County began work on an Area 93 concept plan. By 2009, Multnomah County had developed a preferred concept plan for Area 93 based on public input from open houses and charrettes, but the concept plan was never finalized.

In 2013, state legislation (Oregon House Bill 3067) established a process for the transfer of Area 93 from Multnomah County to Washington County, the first of such boundary changes in nearly 160 years. The Area 93 transfer to Washington County became effective on January 1, 2014. Washington County began urban planning efforts for the area soon after the transfer, with the intent to leverage the earlier Multnomah County concept planning process. The area was renamed Bonny Slope West in October 2014 based on public feedback received at Washington County’s community plan open houses.

The Bonny Slope West subarea is bounded on the north by the UGB and the Washington County-Multnomah County line. The eastern boundary of the subarea is a north-south segment of NW Laidlaw Road, the UGB, and the Washington County-Multnomah County line. The subarea is bounded on the south by a strip of urban residential properties that lie along the north side of NW Thompson Road. The subarea is bounded on the west by the Remington Heights and Bauer Highlands urban residential subdivisions, and an undeveloped THPRD park site.

The most prominent geographic features of the subarea are Ward Creek and its tributaries. Ward Creek bisects Bonny Slope West from the southeast to the northwest, and flows into Bronson Creek to the west of the subarea. The banks of Ward Creek within Bonny Slope West are generally steep, with slopes of 25 percent or greater present along much of the creek’s length. Creek tributaries are located on the north and south sides of Ward Creek within Bonny Slope West, and several of the tributaries have steeply sloped banks.

At the time that Bonny Slope West was brought into the UGB, and until new urban development begins, the predominant land uses consist of one to two acre lots, many of which are improved with a residence.

Design Elements

1. Ward Creek – its tributaries and immediately adjacent riparian zone, are designated as Significant Natural Resources and shall be retained in their natural condition and/or enhanced in keeping with the provisions of the Community Development Code (CDC). The boundaries of the Significant Natural Resources are subject to adjustment based on more accurate information. The actual extent of the Significant Natural Resources shall be identified per the requirements of CDC Section 422.

Through the planning process for the Bonny Slope West subarea, the Significant Natural Resource designations were refined in conjunction with the development of a Local Wetland Inventory (LWI) for Bonny Slope West. The LWI identified Locally Significant Wetlands, which are wetland areas that are important for reasons related to location, size, quality and/or function. The LWI received approval from the Department of State Lands, and Clean Water Services is responsible for reviewing development proposals for compliance with the LWI.

2. In order to maintain the open space and wildlife attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Ward Creek drainage hazard area and tributaries as open space if allowable densities can be accommodated elsewhere on the site.
3. Retention of trees shall be encouraged, particularly when existing stands of trees can be used to lessen the impact of new attached unit development on adjacent neighborhoods.

4. Pedestrian design elements are important quality-of-life features for the subarea and shall be encouraged. Pedestrian design elements provide walkability and connectivity both within the subarea and to adjacent neighborhoods, and allow for visual and physical access to Ward Creek and its tributaries, which are subarea focal points. Pedestrian design elements within the subarea include a community trail system, a pedestrian/bicycle creek crossing, the extension of NW Marcotte Road to NW Laidlaw Road, and greenways to trails and/or creek viewing areas, which are each described below.
5. A community trail system will generally follow Ward Creek within Bonny Slope West. The trail is intended to link neighborhoods and provide opportunities for visual access to the creek.

The Bonny Slope West Subarea Design Elements Map depicts a generalized community trail location for the subarea. This generalized trail location is also shown on the Pedestrian System Map of the Transportation System Plan. A specific trail alignment will be established through the development review process with input from Tualatin Hills Park and Recreation District (THPRD). However, the intent for the trail alignment is that it be located along the general alignment of Ward Creek and the southern tributary. The preferred trail alignment would be outside the Clean Water Services Vegetated Corridors associated with Ward Creek and its tributaries, depending on site-specific characteristics such as slopes, vegetation, and the location and configuration of proposed development.

Before development may occur on property containing a segment of the generalized trail alignment, in addition to other requirements, the development application must at a minimum demonstrate how the trail will not be precluded by the proposed development. If the proposed development is large enough, dedication of land for the trail may be warranted and therefore required.

6. A potential pedestrian/bicycle crossing over Ward Creek is located on the west side of the subarea. This creek crossing is intended to connect the north and south portions of Bonny Slope West, and provide visual access to Ward Creek. The Bonny Slope West Subarea Design Elements Map illustrates one possible pedestrian/bicycle crossing location, but the location of the crossing is flexible and can be located within a larger area to the west of the southern tributary of Ward Creek, mapped as Area of Special Concern No. 19. The intent for the pedestrian/bicycle creek crossing is that it be located where it will have the least negative impact to the creek, and that each end of the crossing will connect directly to a street, an off-street trail, or a trailhead within a public park/open space that provides connectivity to the surrounding neighborhoods.
7. On the east side of the subarea, there is an identified need for a future full-street connection of NW Marcotte Road to NW Laidlaw Road. The extension of NW Marcotte Road would provide north-south connectivity between NW Thompson Road and NW Laidlaw Road, including pedestrian connectivity.

Although the existing NW Marcotte Road right-of-way extends from NW Thompson Road to NW Laidlaw Road, the constructed portion of NW Marcotte Road terminates south of Ward Creek. Construction of a NW Marcotte Road extension to NW Laidlaw Road within the existing right-of-way could result in sharp reversing curves, which may not be optimal. The design and location of the future collector must consider a number of opportunities and constraints, including but not limited to: sight distance, design speed, and existing driveway access to an adjacent property east of Bonny Slope West. The intent of the NW Marcotte Road extension is to provide a safe connection for all transportation modes.

The Bonny Slope West Subarea Design Elements Map illustrates a generalized location for the NW Marcotte Road extension to NW Laidlaw Road. The Transportation System Plan's Refinement Areas Map includes a NW Marcotte Road Extension Refinement Area that identifies the properties on which the future NW Marcotte Road extension may be located. Future development within the Refinement Area shall avoid precluding the future NW Marcotte Road extension. A specific

alignment will ultimately be determined by the county. Additional right-of-way may need to be acquired for the NW Marcotte Road extension. Vacation of the existing NW Marcotte Road right-of-way within the Refinement Area may be considered when a specific alignment for the NW Marcotte Road extension is determined.

8. Public greenway(s) are required on the properties adjacent to the north side of the NW Old Laidlaw Road right-of-way that are between the two tributaries extending north of Ward Creek, upon urban residential development. The greenway(s) are intended to provide visual and/or physical access to Ward Creek for the Bonny Slope West subarea, and to connect the trail system and/or creek viewing area(s) to the nearest street within a development. If a trail system is not proposed along the north side of Ward Creek with urban development, public creek viewing area(s) shall be required.

The greenway(s) shall connect one or both of the following features to the nearest street, as applicable: a trail on the north side of Ward Creek, and/or a public creek viewing area. Greenway connections shall be provided to connect the street to the trail or creek viewing area every 330 feet of street frontage.

Greenways shall include a minimum 30-foot right-of-way with a 10-foot paved surface, and may exceed 300 feet in length. Greenways shall also meet the standards of CDC Section 408-9.5 through 408-9.12. Greenway ownership and maintenance shall comply with the requirements of CDC Section 408-8 (Ownership, Liability and Maintenance of Accessways).

A public creek viewing area shall be comprised of a minimum of 400 square feet of level area, surfaced with lawn, paving or decking and able to encompass a square area at least 20 feet wide and 20 feet long. A creek viewing area shall include one to two benches for seating. Ownership and maintenance shall comply with the standards of CDC Section 405 (Open Space).

9. Public greenway(s) are required on properties containing segments of the Community Trail shown on the Bonny Slope West Subarea Design Elements Map where the trail is generally parallel with the main stem of Ward Creek, upon urban residential development. The greenway(s) are intended to provide visual and/or physical access to Ward Creek for the Bonny Slope West subarea, and to connect the trail system to the nearest street within a development. The greenway(s) shall connect the trail on the south side of Ward Creek to the nearest street, and the greenway connections shall be provided every 330 feet of street frontage. Greenways shall include a minimum 30-foot right-of-way with a 10-foot wide paved surface, and may exceed 300 feet in length. Greenways shall also meet the standards of CDC Section 408-9.5 through 408-9.12. Greenway ownership and maintenance shall comply with the requirements of CDC Section 408-8 (Ownership, Liability and Maintenance of Accessways).
10. The THPRD 2015 Parks Functional Plan identifies the need for a minimum of one to two public neighborhood parks in the Bonny Slope West subarea, each with a size of approximately 1.5 to 2 acres. Park amenities may include a play structure, a loop trail, and/or a picnic shelter. Optimal park site(s) would provide trail access, be located adjacent to Ward Creek and/or to a trail corridor, and include level area for a play structure. Public park(s) developed within this subarea shall be required to have some public street frontage to promote “eyes on the park.”
11. The Bonny Slope West Subarea Design Elements Map shows three Potential Park Areas near Ward Creek, outside sensitive natural areas, that offer usable level land area that could accommodate a 1.5 to 2 acre park with passive recreation. The Potential Park Areas illustrate the intent that parks(s) developed within this subarea be located adjacent to the creek and provide visual as well as physical access to the creek.

Development applications submitted for parcels within the Potential Park Areas shall include documentation that the developer has had a discussion with THPRD about the possibility of

THPRD land acquisition for a park. The THPRD service provider letter may serve as documentation of this discussion.

Potential Park Areas represent possible locations for parks, rather than required park locations. Actual park sites and locations will be selected through the parks acquisition and development process and may differ from the areas shown on the map, provided that the number and size of parks provided are consistent with the needs identified in the THPRD 2015 Parks Functional Plan. The owner or developer of property within a Potential Park Area is not required to convey land for park use in order to obtain development application approval for the property.

12. The NW Thompson Road alignment contains a curve that bisects the southwest corner of the Bonny Slope West subarea. The Bonny Slope West Subarea Design Elements Map includes a NW Thompson Road Alignment Study Area, which illustrates the properties that are located along this curve. The owners of properties along the curve are encouraged to work together and with county engineering staff to develop the ultimate alignment of NW Thompson Road. The alignment of NW Thompson Road is expected to be evaluated and a specific alignment identified in conjunction with development in the vicinity.
13. New development located in a Landslide Study Area shall comply with all applicable requirements of the Community Development Code and Chapter 14.12 of the Washington County Code.
14. Residential development is encouraged to provide a variety of lot widths, side yard setbacks, building types and street fronting building façade to avoid monotonous streetscapes and result in a variety of unit sizes.
15. Prior to review of specific development applications, it is unknown whether there will be a problem with traffic speeds and volumes on streets to the west of Bonny Slope West as a result of development within Bonny Slope West. Therefore, development within the area south of Ward Creek and west of NW 120th Avenue shall provide evidence to the satisfaction of the County Engineer that the traffic speeds and volumes on NW Grenoble, NW Brimpton, and NW Millford Streets west of Bonny Slope West will remain consistent with the function of a local street. Traffic calming measures within the proposed development may be required to demonstrate that offsite traffic speeds and volumes on these streets will remain consistent with the function of a local street.

Area of Special Concern No. 18. This ASC is intended to address Condition I. D. of Metro Ordinance No. 02-969B, which requires the adoption of measures to ensure compatibility between urban uses within the Bonny Slope West subarea and agricultural practices on adjacent land outside the Urban Growth Boundary (UGB) zoned for farm or forest use. This ASC consists of the properties located on the north side of NW Laidlaw Road, which are adjacent to the UGB and Multnomah County lands zoned for farm and forest use (Commercial Forest Use - CFU2).

Urban residential development within this area may increase the likelihood of human and/or domestic animal trespass onto the adjacent rural lands. Trespass is a compatibility issue because it may result in vandalism, increased risk of fire and/or harassment of rural livestock. To discourage trespass onto adjacent rural lands zoned for farm and forest use, the proposed urban development of properties within this ASC shall be required to install fencing along the north and east edges of the ASC in accordance with the standards of Community Development Code (CDC) Section 391. That CDC section also requires proposed urban development of properties within this ASC to record a waiver of the right to remonstrate against customarily accepted farm or forestry practices on nearby rural land.

Area of Special Concern No. 19. The Design Elements section identifies a potential pedestrian/bicycle crossing over Ward Creek on the west side of the subarea. If that crossing is constructed, this ASC identifies the area within which the crossing shall be located. The properties within this ASC are directly adjacent to, or near, the north and south sides of Ward Creek in the western portion of the Bonny Slope West subarea. The intent and requirements for this pedestrian/bicycle crossing are described in the Design Elements section.

Description of Bonny Slope West Subarea Maps

A. Bonny Slope West Subarea Design Elements Map

This map illustrates general locations of the following five Bonny Slope West subarea design elements:

- Community Trail
- Potential bicycle and pedestrian bridge crossing of Ward Creek
- NW Marcotte Road extension – an auto, bicycle and pedestrian bridge crossing of Ward Creek to NW Laidlaw Road
- Potential Park Areas
- NW Thompson Road Alignment Study Area

The intent and requirements for each of these design elements is described in the Design Elements section.

B. Landslide Inventory and Landslide Study Areas Maps

The County contracted with the Oregon Department of Geology and Mineral Industries (DOGAMI) to apply new technology in the identification of potential landslide hazard areas in the vicinity of the Bonny Slope West subarea. DOGAMI determined that portions of the subarea have moderate to high susceptibility to shallow-seated and deep-seated landslides. The Landslide Study Areas Maps for Bonny Slope West, produced by DOGAMI, identify these areas.

These areas will require an engineering geology report as part of a development application. The report will need to determine if site conditions require special design or construction standards to address conditions and if an additional report is required at the building permit stage. The county will maintain map notations and a record of site-specific reports. Applicable review criteria are found under CDC Section 410 (Grading and Drainage).

Transportation

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Cedar Hills-Cedar Mill areas, are contained in the adopted Washington County Transportation System Plan.

Roads

Major points of congestion in the Cedar Hills-Cedar Mill area are associated with access and egress from Highways 26 and 217. The inability of the Arterial system to adequately handle traffic produces secondary impacts of through traffic in neighborhoods and associated noise, speed, and safety problems.

The Washington County Transportation System Plan prescribes a number of road system improvements to the existing road system in the Cedar Hills-Cedar Mill planning area, including widening and rebuilding roads to standards appropriate to their designated functional classifications, and connecting, extending or realigning certain roads.

The Washington County Transportation System Plan identifies the roadway system necessary to serve future needs in the Cedar Hills-Cedar Mill area through the planning horizon. Projects needed to achieve that system (e.g. additional projects on Murray, Barnes, Cornell and Saltzman) are identified in the Plan's Technical Appendix. Improvements on 113th, 119th, 143rd, Thompson and McDaniel also are identified as needed during the planning period. Specific locations of new roads, realignments and road extensions identified in the Plan will be determined as part of the land and project development processes.

Transit

Washington County transit policies and strategies and planned facilities and services, including those for the Cedar Hills-Cedar Mill area, are identified in the Washington County Transportation System Plan. Major Transit Stops – locations where development design is intended to encourage and facilitate transit usage – are identified in this Community Plan.

Transit service must become an important part of the planning area's transportation system. Recommended improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. Successful implementation of the Cedar Hills-Cedar Mill Community Plan and the Washington County Transportation System Plan requires that public transit service to the community is improved to achieve the planned system, with greater frequency of service and better intra-community and inter-community access.

TriMet has the primary role and responsibility for implementation of the transit element of the Washington County Transportation System Plan, and it will proceed to do so in coordination with regional and local governments and service providers, including Washington County, as plan priorities direct and resources allow.

Bicycle–Pedestrian Pathways

Bicycle and pedestrian transportation systems are identified in the Washington County Transportation System Plan, and the plan assumes eventual development of all of them. Generally, the Plan calls for bikeways on all Arterial and Collector roads in the Cedar Hills-Cedar Mill area, as well as in off street areas, such as along major streams and in power line easements. The availability of resources and the application of plan implementation priorities will determine the timing of bicycle and pedestrian facility improvements.

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.

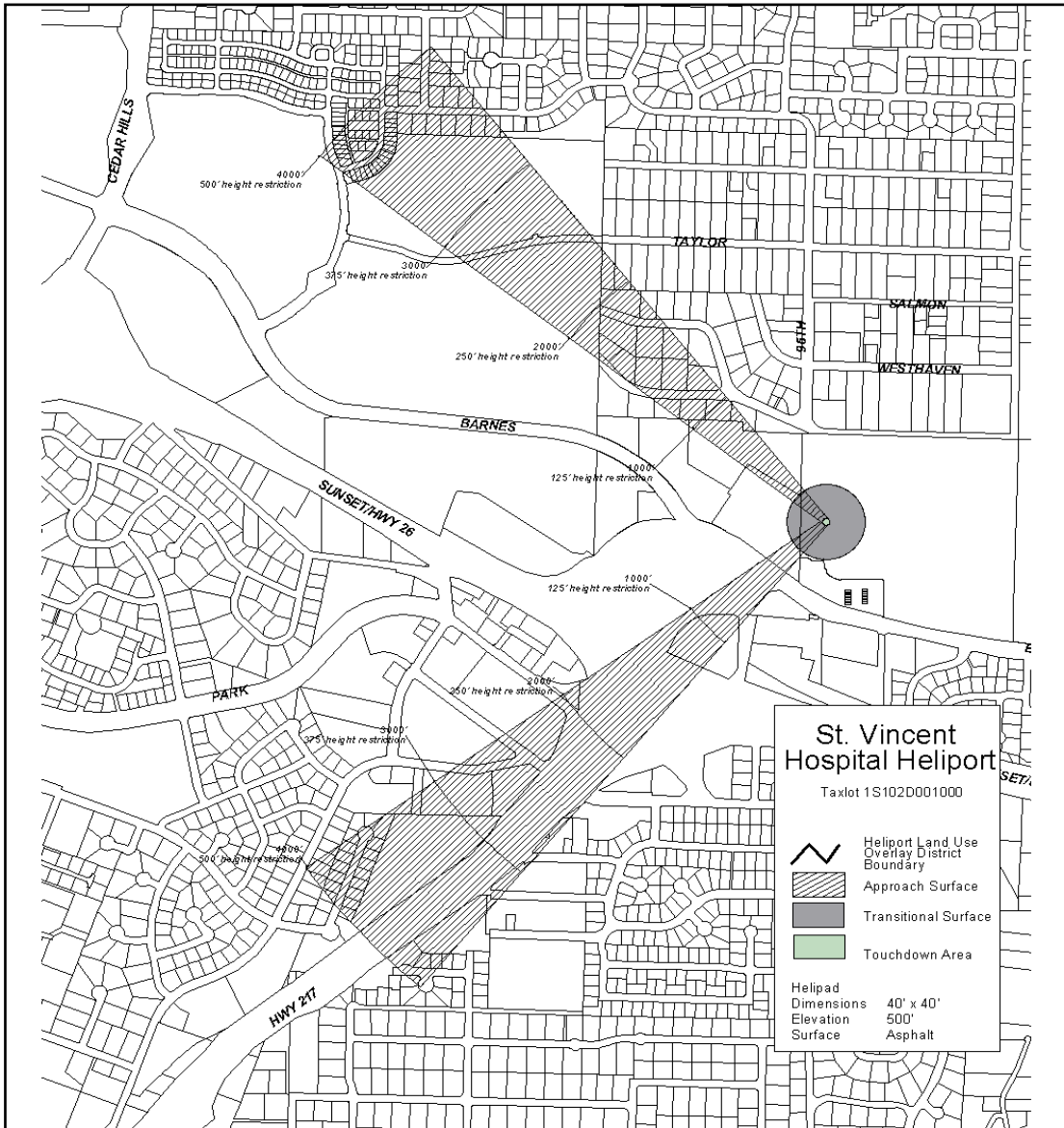
Pedestrian Connectivity Areas

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.

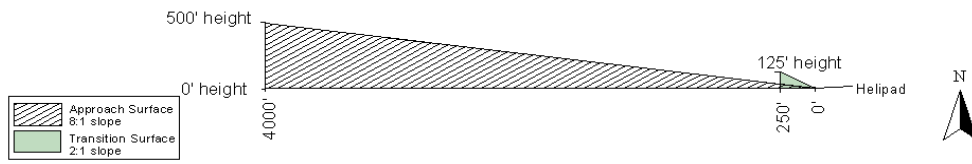
1. Anderson/Kenzie/Kearney Neighborhood: Provide a north-south pedestrian connection through these properties through the construction of pedestrian facilities.
2. Butner Road Neighborhood: Connect Butner Road to Commonwealth Lake Park by constructing pedestrian facilities between the park and Butner Road.

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 and its location is shown. The required pedestrian facilities shall be constructed as part of the development of the affected properties



Heliport Land Use and Approach Surface Overlay Districts

SCALE: 1" = 600'-0"
600 0 600 Feet



Heliport Transition and Approach Surface Profiles

Not to scale

Distribution of Planned Land Uses

Land Use Districts		Acres	Percentage
Residential 5	R-5	2,357.56	42.86%
Residential 6	R-6	888.34	16.15%
Residential 9	R-9	490.79	8.92%
Residential 15	R-15	265.16	4.82%
Residential 24	R-24	109.91	2.00%
Residential 25+	R-25+	192.60	3.50%
Transit Oriented Residential 9-12	TO:R9-12	17.10	0.31%
Transit Oriented Residential 12-18	TO:R12-18	36.20	0.66%
Transit Oriented Residential 18-24	TO:R18-24	11.29	0.21%
Transit Oriented Residential 24-40	TO:R24-40	75.26	1.37%
Transit Oriented Residential 40-80	TO:R40-80	47.89	0.87%
Transit Oriented Residential 80-120	TO:R80-120	15.72	0.29%
Office Commercial	OC	18.70	0.34%
Neighborhood Commercial	NC	14.87	0.27%
General Commercial	GC	22.97	0.42%
Community Business District	CBD	60.75	1.10%
Transit Oriented Retail Commercial	TO:RC	29.71	0.54%
Transit Oriented Business District	TO:BUS	109.02	1.98%
Transit Oriented Employment District	TO:EMP	6.66	0.12%
Industrial	IND	312.47	5.68%
Institutional	INST	417.67	7.59%
Total		5500.64	100.00%