

Raleigh Hills – Garden Home Community Plan

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Ordinance and Plan Amendment History

Ordinance #, Plan Amendment #, Annexation #	Adoption Date	Taxlot	Action
Ord. No. 292	5/21/85		
Ord. No. 293	5/21/85		
Ord. No. 294	5/21/85		
Ord. No. 350	10/24/89		
Ord. No. 365	9/25/90		
Ord. No. 408	4/4/92		
Ord. No. 420	10/13/92		
NA map error	1/3/94	1S1 23	Should be R-5, not R-9
94-5222-PA	11/16/94	1S1 10BD TL 3100, 1S1 15AA TL 200	Change from R-24 to GC
B.C. 3428	2/9/95	1S1 24	Annexed to Portland
Ord. No. 471	10/31/95		Major Transit Stop Areas
95-373-PA	9/6/95	1S1 13AC TL 2300	Change from OC to CBD
Ord. No. 480	9/27/96		The Relationship of Comprehensive Plan Elements
97-185-PA	7/2/97	1S1 11DA TL 8800	Change from OC to GC
B.C. 3549	1/11/96	1S1 11, 1S1 12, 1S1 13	Annexed to Beaverton
B.C. 3644	6/30/97	1S1 1, 1S1 2, 1S1 11, 1S1 12	Annexed to Beaverton
B.C. 3772	6/30/98	1S1 13CA, CB, CC, DC, DD, DA, AD; 1S1 24 AB	Annexed to Beaverton

Ordinance #, Plan Amendment #, Annexation #	Adoption Date	Taxlot	Action
B.C. 3804	6/30/98	1S124AB, AA, AD, DA, DB, AC, 1S113DD	Annexed to Beaverton
4068	10/27/99	1S1 11DA 6700	Annexed to Beaverton
4074	11/30/99	1S1 23CC 2804	Annexed to Beaverton
98-590-PA	4/7/99	(portion of) 1S1 11DB TL 2700	Change a portion of TL 2700 currently designated R-24 to GC
Ord. No. 551	7/06/00		Amends the community plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan)
Ord. 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)
02-549-PA	3/05/03	1S1 13AD (901)	Change plan designation from R-9 to R-15
A-Eng. Ord. No. 601	10/28/12		Transportation changes
A-Eng. Ord. No. 683	8/7/07		Text change to the Background Summary updating Service Provider names.
Ord No. 758	10/26/12		Minor text change
A-Eng. Ord No. 783			Transportation System Plan update - removed Transportation Functional Class Map.
A-Eng. Ord. No.799	9/22/15		Transportation System Plan update

Raleigh Hills–Garden Home Community Plan

The Relationship of Comprehensive Plan Elements

The Raleigh Hills-Garden Home Community Plan is one of a number of planning elements which will in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the Raleigh Hills-Garden Home Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Raleigh Hills-Garden Home 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 Raleigh Hills-Garden Home Community Plan is guided primarily by other plan elements such as the Community Development Code and the Unified Capital Improvement Plan.

Planning Context

The preparation of the Raleigh Hills-Garden Home Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Raleigh Hills-Garden Home Community Plan represents an update of the 1978 Raleigh Hills-Garden Home Community Plan. 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
- 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 Raleigh Hills-Garden Home 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 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 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.

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.

Community Development Code

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

The Code contains specific procedures and development standards necessary to assist in the implementation of the community plans. The Code addresses issues such as allowed uses, density, dimensional requirements, public-facility requirements, land division requirements, changes in use and aesthetic concerns. The Code also sets forth processes and procedures for review of specific development proposals, including public notice requirements. The Code also sets forth the standards and requirements of the community plan and the Transportation 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 Transportation System Plan designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the 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 Development Code.

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

The County is in the process of preparing 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 Raleigh Hills-Garden Home Community Planning Area is located in eastern Washington County about five miles southwest of Portland's central business district. It includes the unincorporated area south of Canyon Road-Walker Road, east of the city of Beaverton, west of the county line and city of Portland, and north of Taylors Ferry Road and a westerly line from Kensington Road to Highway 217.

The planning area encompasses about 5.0 square miles and contained a 1980 population of 17,417 residents.

The 1984 Raleigh Hills-Garden Home Community Plan will update the 1983 Community Plan, which was a "translation" of the original community plan adopted on September 12, 1978.

Land Use

The Raleigh Hills-Garden Home Community Planning Area is largely developed at this time. Most of the area consists of detached single-family dwellings. Multiple-family dwellings are located along or near the major roads such as Canyon Road, Beaverton-Hillsdale Highway, Scholls Ferry Road and Oleson Road. Commercial uses are concentrated along the central and western sections of Canyon Road, along Beaverton-Hillsdale Highway, and at the intersection of the latter arterial with Scholls Ferry Road and Oleson Road. There is basically no industry in the community. Other land uses include two golf courses - Portland and Progress Downs - churches, schools and parks.

There are relatively few remaining vacant parcels, though many dwellings are located on large lots containing developable land. A total of about 710 acres of land are considered buildable, i.e., undeveloped excluding flood plain and steep slopes.

Natural Features

The planning area is situated on the middle and lower slopes of the Tualatin Mountains, as high as 680 feet, and lowlands of the Tualatin Valley.

Sedimentary formations and Columbia River Basalt underlay the Planning Area. Slopes exceed 20% in some places, especially in the northeast corner of the community. Soils fall within three main associations: Cascade - Cornelius, Woodburn - Quatama - Willamette, and Wapato - Verboort - Cove. Many of these soils pose moderate to severe limitations to development, according to Soil Conservation Service ratings, primarily due to wetness, low-strength, or slope.

Major streams in the area include Fanno Creek, Ash Creek, Golf Creek, and Hall Creek and their tributaries. Upper Fanno Creek and an eastern branch of Ash Creek flow through deep canyons. Much of Fanno Creek flows across a broad flood plain, and the other streams are also subject to periodic winter flooding along their courses. There are several ponds located at places on these streams, and extensive wetlands are found in a few locales.

Within the planning area, there are less than a half dozen wooded areas of at least 5 acres in size. Most forested areas are vacant, undeveloped parcels or portions of large residential lots. Remaining wooded areas, especially riparian zones along streams, are important wildlife habitats.

Transportation

Much of the traffic in this community is traveling through the Raleigh Hills-Garden Home planning area rather than locally. Freeways skirt the area on the west (Highway 217) and north (Highway 26). Arterials traversing the area include the Beaverton-Hillsdale Highway, Canyon Road, Scholls Ferry Road, Oleson Road, and the Allen Boulevard/S.W. 92nd Avenue/Garden Home Road route.

At present there is significant traffic congestion on Highway 26, the intersection of Beaverton-Hillsdale Highway with Oleson Road and Scholls Ferry Road, Walker Road at the Highway 217 interchange, and along Highway 217 from south of Denney Road to north of Allen Boulevard. Even with planned regional and county improvements, congestion problems will remain along Canyon Road and at the intersections of Walker Road and Highway 217, Garden Home and Oleson Roads, and Beaverton-Hillsdale Highway, Oleson and Scholls Ferry Roads. Improvements identified as needed during the next 20 years are identified in the Washington County Transportation System Plan.

Almost a dozen bus lines provide transit service in the Raleigh Hills-Garden Home planning area, branching to the Sunset, Beaverton and Washington Square Transit Centers. Beaverton-Hillsdale Highway is designated as a Frequent Bus Route, and Canyon, Garden Home and Oleson Roads are designated as Regional Bus Routes. Westside Light Rail forms the spine of regional transit service along the northeast and northwest fringes of the community.

Bikeways in Raleigh Hills-Garden Home are limited to Scholls Ferry Road south of Raleigh Scholls Park, and Garden Home Road between Oleson Road and SW 92nd Avenue. Additional bicycle and pedestrian pathways planned in the area are identified in the Washington County Transportation System Plan.

Services

Sewer service to the community is provided by Clean Water Services (CWS). Most properties are currently sewered. Unsewered sites can be easily connected with existing sewer lines.

Water service is provided to Raleigh Hills-Garden Home by the Metzger, Raleigh Hills, West Slope, and Tualatin Valley Water Districts. The water is supplied from the Bull Run watershed of the Cascades by the city of Portland. Storage and distribution systems are sufficient to meet year 2000 requirements.

Storm drainage in the planning area is currently handled by a combination of constructed facilities and natural stream channels. Winter flooding along local creeks and tributaries is a recurrent problem where existing development has been sited poorly or built without careful consideration of drainage needs. The location and sizing of future drainage management facilities will need to be based upon basin-wide studies and plans.

Washington County Rural Fire Protection District #1J serves the area. One fire station is located in the community, the Progress Station on Scholls Ferry Road north of Hall Boulevard. Another is located on the edge of the community at Canyon Road and SW 87th Avenue. Raleigh Hills-Garden Home has a fire insurance rating of Class 3 (on a scale where 1 is the best possible and 10 is the worst).

The planning area is primarily within Beaverton School District #48. McKay, Montclair, Raleigh Hills, and Raleigh Park are the elementary schools. Whitford and Cedar Park are the intermediate schools and Beaverton and Sunset the high schools. The northeast corner of the community is within Portland School District #1J. Students living in this area attend Chapman or Bridlemile

elementary schools, West Sylvan Middle School and Lincoln High School. Oregon Episcopal School is a private school located in the planning area.

The Tualatin Hills Park and Recreation District services the community with ten sites, some of which have swimming pools, tennis courts, playfields, and other recreation facilities. Park deficient areas (over one-half mile radius from existing parks) are shown on the Significant Natural Resource map.

Community Plan Overview

Raleigh Hills-Garden Home Planning Area encompasses one of the most substantially developed urban communities in unincorporated Washington County. It includes several neighborhoods, and for planning purposes only is divided into 13 subareas. Predominately residential, this community provides a living environment for people who generally work and shop in Portland, Beaverton and other developing activity centers in the metropolitan area. Crossed by several major thoroughfares, this community faces several major pressures, including redevelopment to commercial uses along Arterials and annexation to surrounding cities. In 2000, a small portion of the Raleigh Hills-Garden Home Planning Area was included within the boundary of the Washington Square Regional Center, a Metro-designated regional center. Subsequently, the County and the city of Tigard entered into an agreement that authorized the city to develop the Washington Square Regional Center Plan. The plan calls for higher density and transit-friendly development along SW Hall Boulevard, while retaining the low density residential character of the remaining Metzger-Progress Community Plan. Red Tail Golf Course and a parcel located west of Scholls Ferry Road, along with lands in the city of Beaverton, are in the regional center boundary.

The development approach planned for the Raleigh Hills-Garden Home Planning Area is intended to protect the integrity of existing residential neighborhoods, the greatest part of which is low density, while accommodating a variety of housing options. Development is also planned in this community plan to provide for shopping and employment opportunities which are readily accessible to area residents. Moreover, community plan elements are intended to reduce the number and length of trips residents must make to work and shop by automobile, by encouraging use of public transit and bike/pedestrian ways. Together, the community plan elements foster development which moves this area toward the goal of the balanced well-serviced communities prescribed in the Comprehensive Framework Plan.

The transportation system is an important aspect of the Raleigh Hills-Garden Home Community Plan. Because several major roadways traverse the area between neighboring population and employment centers, significant numbers of regional work and shopping trips are made each day through the planning area. It is an objective of this community plan, in conjunction with the County Transportation System Plan and Community Development Code, to separate local street functions from the through traffic activity more appropriate for major roads, while generally reducing traffic congestion.

A high quality of life is the underlying intention in the application of the Comprehensive Framework Plan (CFP) policies and Community Development Code standards, as well as the Community Plan design elements found herein. To this end, the following four plan objectives, historically important to Raleigh Hills-Garden Home, shall continue to apply, consistent with the complete range of policies in the CFP:

1. The future residential density of the Raleigh Hills-Garden Home Planning Area should be maintained at a level that is compatible with the ability of the community to meet the needs of all citizens without resulting in the deterioration of the physical or social environments, or the impairment of the existing quality of life.
2. Commercial centers should simultaneously serve the needs of the community and be compatible with the surrounding area.
3. The transportation system should safely meet the needs of residents and businesses while increasingly becoming non-auto oriented.
4. Natural resources should be preserved to provide a living/working environment which offers ample recreation opportunity and reasonable safety from natural hazards.

R-5 density residential uses are planned where existing detached single-family residences of a density of five or fewer units per acre are already located and generally away from the major traffic routes of Canyon Road and Beaverton-Hillsdale Highway.

Proposed R-15 and R-24 density residential uses are located to capitalize on large parceled vacant land and easy access to employment, shopping and recreation via pedestrian paths or major transit routes and arterials. Thus, such uses are designated adjacent to commercial and institutional activity along Canyon Road, Beaverton-Hillsdale Highway, Scholls Ferry Road, and the northern section of Oleson Road.

Commercial uses are planned mainly in concentrations along Canyon Road and Beaverton-Hillsdale Highway primarily because that is the location of existing commercial uses. General Commercial, Land Extensive Commercial, uses are planned along Canyon Road. Offices and Community Business Commercial uses are planned mainly along Beaverton-Hillsdale Highway. Nevertheless, continuation of the strip commercial development pattern along these thoroughfares is not intended. Community plan policies specifically address the hazardous effects of such development and will significantly improve the efficiency of these locations for commercial use.

Natural resources within the planning area are incorporated into the land use plan map and design elements. It is the intention of this plan to retain as much of this dwindling resource as is feasible. A number of public and quasi-public uses which present or incorporate significant natural resources are designated Institutional in the Raleigh Hills-Garden Home Plan. Three of the largest are the Portland Golf Club, Red Tail Golf Course and Raleigh Hills Park.

Implicit throughout the Raleigh Hills-Garden Home Community Plan is the assumption that policies in the Comprehensive Framework Plan will be implemented through the Community Development Code, the Unified Capital Improvements Plan, the Transportation System Plan and other functional plans. This is particularly important with regard to the County policies on growth management and Code standards on public facilities, which mandate 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

Major community development concerns, design considerations and the land use policies created to address them are enumerated as Community Design Elements in this section of the community plan. The community design elements are central to the community plan. They identify and protect what is unique about the Raleigh Hills-Garden Home Community Plan Area, and at the same time connect its land uses with the surrounding metropolitan community.

General design elements are first listed which describe policy direction for the whole planning area. Then, the land uses planned for Raleigh Hills-Garden Home are characterized for 13 subareas and design elements specific to each subarea are presented. All of the design elements in this plan, both general to the planning area and specific to subareas shall guide land use in the Raleigh Hills-Garden Home area.

Areas of special concern are also defined in this community plan. Some sites within the planning area present special resources, opportunities or problems to the Raleigh Hills-Garden Home communities. In such cases, a creative design approach is called for to resolve development conflicts and/or assure consideration of important amenities, such as proper circulation and open space. Special policies for analysis or design, as well as directions for the public review process are given where these special areas are noted. Twenty-one areas of special concern are mapped and lettered on the community plan map.

General Design Elements

1. In the design of new development, flood plains, drainage hazard areas, streams and their tributaries, riparian zones and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. Used to accent, define, or separate areas of differing or similar 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.

Site planning for new development shall be consistent with designated land uses.

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. An exception to this requirement shall be allowed if all of the significant natural resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed for any significant natural resource site as specified in the Community Development Code.
3. Open space shall be used for a variety of recreational activities, the protection of wildlife habitats, education, scientific research, or aesthetic purposes, such as scenic views.
4. Trees located within a significant natural resource site shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code.

5. Fanno Creek flood plain and tributary drainage hazard areas, as well as Golf and Hall Creeks, and tributaries, shall be left substantially in their natural condition. Individual property maintenance of privately owned stream channels shall be enforced. Alterations to stream channels shall be prohibited except as provided by the Community Development Code. Filling of a flood plain which results in a net decrease in water holding capacity shall be prohibited. Access shall be dedicated or public easement granted along waterways where appropriate.
6. The Tualatin Hills Park and Recreation District, as the primary public owner/manager of wildlife habitat in the community, is urged to retain existing natural vegetation on established park properties, except as provided by currently-adopted park development plans adopted prior to 1984.
7. Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the Community Development Code.
8. All new subdivisions, attached unit residential development, and commercial development shall provide for pedestrian pathways which allow public access through, or along, the development and connect with adjacent developments, shopping areas, schools, public transit, parks and recreation sites.
9. Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.
10. Noise reduction measures shall be incorporated into all new residential developments located adjacent to Arterials and Collectors. Noise reduction measure alternatives include vegetative buffers, berms, walls, setbacks and structured design techniques, such as insulation and the orientation of windows away from the road.
11. Proposed new commercial uses and expansion of existing uses along either Canyon Road or Beaverton-Hillsdale Highway shall be evaluated against the community plan goal to discourage strip commercial development. Designs shall include features such as shared access, orientation, parking, signage and landscaping, as required by the Community Development Code, which mitigate the detrimental effects of commercial strip development.
12. In order to soften the impact of more intensive uses on residential areas, expansion or change of Institutional uses which abut low density residential uses shall be accompanied by mitigating development features at least as effective as those listed for Type 2 Screening and Buffering Standards in the Community Development Code.
13. Where the impact of noise and lighting associated with commercial or industrial uses adjacent to residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.
14. New development shall dedicate, when determined to be appropriate through the development review process, rights-of-way for road extensions and alignments as indicated in Washington County's Transportation System Plan and the Raleigh Hills-Garden Home Community Plan. However, improved traffic flow should be achieved by redesign when feasible, rather than by widening roads or building new ones. New development shall also be subject to conditions set forth in the County's growth management policies and public facility standards during the development review process.
15. New access onto Arterials and Collectors shall be limited as detailed in the Community Development Code provisions on Circulation and Access. Shared or consolidated access shall be required prior to issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be unfeasible.

16. 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.
17. Pedestrian/bicycle pathways, identified in the County's Transportation System Plan shall be included in the design of road improvements.
18. Piecemeal annexation of land in this planning area shall be discouraged. Review of development proposals for land proximate to the cities of Portland and Beaverton limits shall be coordinated as required in the Washington County/city of Portland and Washington County/city of Beaverton Urban Planning Area Agreements.
19. In order to discourage strip commercial development along Scholls Ferry and Oleson Roads, and to prevent commercial encroachment into adjacent residential areas, applicants for plan changes to commercial designations for properties adjacent to these arterials shall bear an additional burden of proof in establishing that development resulting from such requests will neither promote strip commercial development, nor encroach into existing neighborhoods.
20. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

Subarea Design Elements

Subarea 1

This subarea, in the northwest corner of the planning area, lies between Canyon Road, Walker Road, and Highway 217. It is designated primarily for residential uses.

The northwestern half of this subarea is planned R-5. Commercial uses are generally planned along Canyon Road; some designated General Commercial and some Community Business District. East of SW 106th Avenue are parcels designated R-9 and R-15. Some R-24 is shown to the southwest of these designations near Canyon Road. The church/school property off of Walker Road is planned Institutional.

Specific Design Elements

1. The predominantly urban low density residentially developed part of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Commercial and medium to high density residential uses north of SW Canyon Road shall be designed to minimize adverse impacts on lower density residential uses to the north. Adequate buffering shall be part of the design, as required in the Community Development Code.
3. The triangular area defined by SW Walker Road and SW 103rd Avenue comprises **Area of Special Concern A**. Access onto Walker Road and Canyon Road shall be minimized. Development plans must include a plan for transportation access which does not preclude development on any other parcel in this area from meeting this objective.

Because of the character of surrounding existing uses and access, and planned densities adjacent to the Institutional use in this area, if a plan amendment is requested to change the Institutional designation, then R-15 shall be considered as the next best land use designation.

4. Seven lots just west of SW 103rd Avenue are **Area of Special Concern B**. Medium density residential development in this area shall be planned and reviewed with special attention given to improvement of local drainage problems.
5. The parcel which includes a forested site at the corner of Walker Road and Highway 217 makes up **Area of Special Concern C**. Type III review provisions of the Community Development Code shall be followed for development of structures on or land division of this site. Because of the importance of trees and other vegetation to the slope stability, wildlife habitat, and scenery of the community, development shall be designed to minimize the natural area disturbed.

Development approval shall not permit removal of more than fifty percent of the mature standing trees (six-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in Planned Development provisions of the Code to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

Access from the Area of Special Concern C to Walker Road shall be limited to one point, designed with careful attention to sight distance.

Since the site contains several valuable natural features and is located in a part of the community without immediate park facilities, this site is recommended to THPRD for consideration as park land.

6. Parcels on either side of SW 110th Avenue north of Canyon Road comprise **Area of Special Concern D**. If Master Planning - Planned Development is used for a project which encompasses both land designated General Commercial and land designated Community Business District, then those land use districts, as designated on the community plan map, may float within the boundaries of the proposed planned development.

Design of the northernmost eighty feet of this special area shall include a decreasing intensity of uses to provide a transition to the neighboring R-5 designated land. This decreasing intensity of uses shall be satisfied by decreasing height toward the north, consistent with the height provisions of the Community Development Code. Moreover, commercial uses in this area shall be adequately buffered from adjacent residential uses as provided in the Screening and Buffering provisions of the Community Development Code.

7. Land designated for commercial uses adjacent to Canyon Road comprises **Area of Special Concern E**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures along SW Canyon Road.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Canyon Road now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting SW Canyon Road. This landscaping shall be done at least to the level of the Type 1 Screening and Buffering Standards in the Community Development Code.
 - e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.

Subarea 2

This subarea occupies the land bounded by Canyon Road, Beaverton-Hillsdale Highway and city of Beaverton, SW 110th Avenue and the east side of SW 96th Avenue. The central and east portions of this subarea are generally planned for residential uses, with commercial uses on the south, west and north.

Parcels along Canyon Road are mainly planned General Commercial; Community Business District uses are planned generally west of SW 107th Avenue and along Beaverton-Hillsdale Highway. Office Commercial uses and R-24, R-15 and R-9 Residential uses are located along these major roads and in the west too, generally between retail commercial uses and the R-5 areas. Two church properties have been assigned the Institutional designation. The east and central parts of the subarea are primarily designated R-5.

Specific Design Elements

1. The predominately urban low density residentially developed part of the subarea east of SW 103rd Avenue shall be maintained and protected, consistent with the Community Development Code.
2. All of the area west of SW 107th Avenue to SW 110th Avenue comprises **Area of Special Concern F**. When redevelopment is proposed in this area, it shall be encouraged to occur in large units rather than lot by lot. Development shall be consistent with the land use designations, yet designed to maximize compatibility with existing single family residences.
3. The vacant property now owned by St. Matthews Lutheran Church is **Area of Special Concern G**. Because of the character of surrounding existing uses, access, natural features and planned densities adjacent to this Institutional use, if a plan amendment is requested to change the Institutional designation, then R-9 shall be considered as the next best designation.
4. Land designated for commercial uses adjacent to Canyon Road and Beaverton-Hillsdale Highway comprises **Area of Special Concern H**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Canyon Road or Beaverton-Hillsdale Highway now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting SW Canyon Road or Beaverton-Hillsdale Highway. This landscaping shall be done at least to the level of Type 1 Screening and Buffering Standards in the Community Development Code.
 - e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.

Subarea 3

This subarea is bordered by Beaverton-Hillsdale Highway, Canyon Road, SW 78th Avenue, and the west side of SW 94th Avenue. Most of this subarea is planned R-5.

General Commercial is the primary designation along Canyon Road; some Office Commercial, R-15, and R-9 are planned there also. Property near Beaverton-Hillsdale Highway is designated mainly for Office Commercial, Community Business District, or R-15 uses. Residential R-24 is planned at a few sites, within the subarea, and some Institutional designations are applied to existing uses on Laurelwood Avenue.

Specific Design Elements

1. The predominantly urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. R-15 and R-24 Residential development near Canyon Road or Beaverton-Hillsdale Highway shall be designed, including orientation, access and landscaping, to serve as a transition between low intensity residential uses in the subarea and more intensive commercial uses along Canyon Road or Beaverton-Hillsdale Highway.
3. Nine lots planned for Office Commercial use northwest of the intersection of Beaverton-Hillsdale Highway and Laurelwood Avenue (tax lots 6400-7100) comprise **Area of Special Concern I**. In order to minimize impacts on the adjacent residential areas, development of these lots for Office Commercial use shall be contingent upon a master plan for the entire area, covering integrated design features for access, circulation, building design, location and orientation, landscaping, screening and buffering. Specifically, this master plan shall meet strict design criteria for joint access limited to one point off Laurelwood Avenue and decreasing intensity of development and building height to the north and west portions of the area as provided in the Community Development Code. Permanent access onto Beaverton-Hillsdale Highway shall not be permitted.

Applicants for development of individual lots in this area of special concern shall bear an additional burden of proof in demonstrating the compliance of their request with the master plan. Specifically, the initial applicant for development shall be responsible for preparing the master plan and involving other landowners in the area in its preparation. Developers of individual lots shall identify, dedicate and develop their portion of a joint access system and provide joint access easement to adjacent properties. Until completion of the joint access system allows for its use by individual property owners, temporary access onto Beaverton-Hillsdale Highway shall be permitted providing the issues of joint usage, spacing and safety are addressed.

4. Lots which include the pond and wooded area near Birchwood Road together constitute **Area of Special Concern J**. Future development of structures on these sites shall require review of the Hall Creek Pond and associated common area west of SW 87th Avenue and the wooded area south of Birchwood Road for possible dedication or acquisition as a park in this identified park-deficient area. Such review shall be coordinated with the Tualatin Hills Park and Recreation District.
5. Land designated for commercial uses adjacent to Canyon Road and Beaverton-Hillsdale Highway comprises **Area of Special Concern K**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.

- b. Where no curb cuts onto Canyon Road or Beaverton-Hillsdale Highway now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
- d. A landscape buffer area shall be established and maintained along that portion of the property abutting SW Canyon Road or Beaverton-Hillsdale Highway. This landscaping shall be done at least to the level of the Type I Screening and Buffering Standards in the Community Development Code.
- e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.
- f. Office Commercial use of two parcels at the northwest corner of the intersection of SW Poplar Lane and Beaverton-Hillsdale Highway (tax lots 8000 and 8100) shall be permitted contingent upon the following strict design criteria: Commercial use of these parcels shall be integrated with the existing Office Commercial area immediately to the west (White Fir Plaza, tax lot 100), utilizing that lot's existing access onto Beaverton-Hillsdale Highway for joint access. Screening and buffering of these parcels to the north and east shall be consistent with Type IV standards in the Community Development Code. No access shall be allowed onto SW Poplar Lane until tax lots 8000 and 8100 are redeveloped. Upon redevelopment, all three lots shall be served by joint access limited to one point onto Poplar Lane and the existing access onto Beaverton-Hillsdale Highway shall be removed.
- g. In order to prevent encroachment into the adjacent residential neighborhood, development of the rear portion of the parcel at 8600 SW Canyon Road (tax lot 100) for General Commercial use shall be permitted only with the following design controls: No access onto SW Milton Lane shall be allowed. Screening and buffering of the property shall be done to the level of Type 2 standards of the Community Development Code, with the addition of Type S-2 fencing. Lighting, if any, shall be directional to minimize impacts on the adjacent neighborhood. Any development of this lot shall pay special attention to improvement of drainage problems in this area.

Subarea 4

This subarea is located in the northeast corner of the planning area, south of Canyon Road-Sunset Highway, east of SW 78th Avenue and north of Beaverton-Hillsdale Highway. Most of this subarea is planned R-5.

The area around the Scholls Ferry Road/Beaverton-Hillsdale Highway intersection is designated mainly Community Business District, with Office Commercial and some R-24 to the west and to the north on Scholls Ferry Road. Residential R-24 and R-15 is planned near one parcel designated Neighborhood Commercial north of Canyon Lane. Institutional is the plan designation for several parcels in the subarea such as Raleigh Park.

Specific Design Elements

1. The predominantly urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Commercial designated property around the intersection of Scholls Ferry Road, Oleson Road and Beaverton-Hillsdale Highway comprise part of **Area of Special Concern L**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Scholls Ferry Road or Beaverton-Hillsdale Highway now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting SW Scholls Ferry Road or Beaverton-Hillsdale Highway. This landscaping shall be done at least to the level of Type 1 Screening and Buffering Standards in the Community Development Code.
 - e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.
 - f. Approval of a site plan which includes the provision of a connection to an internal circulation system for tax lots 4500, 4600, 4700, 4800 and 4900 shall be a condition of approval of a building permit on any of these properties.
3. Land parcels which include the forested steep slopes east of Canyon Road adjacent to the county line make up **Areas of Special Concern M and N**. Type III review provisions of the Community Development Code shall be followed for development of structures on or land division on these sites. Because of the importance of trees and other natural vegetation to the slope stability, wildlife habitat, and scenery of this community, development in these areas shall be designed to minimize the natural area disturbed consistent with the provisions of the Community Development Code. Development approval shall not permit removal of more than fifty percent of the mature standing trees (six-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review

authority to ensure that the applicant has used the flexibility provided in Planned Development provisions of the Code to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

Access to Area M shall be minimized from Canyon Drive and limited to one point on Raab Road. Shared access shall be required when necessary to provide access to all parcels. There shall be no road crossing of Fanno Creek.

Since these sites contain several significant natural features and are located in a relatively park-deficient area, public open space use of a portion shall be addressed at the time of development review. Coordination with THRPD and Multnomah County shall be sought in order to realize the potential for linear open space along upper Fanno Creek.

Subarea 5

This subarea is located south of Scholls Ferry Road and Beaverton-Hillsdale Highway, west of Oleson Road and Fanno Creek, east of Nicol Road, and north of the Fanno Creek flood plain. Most of the subarea is planned for Residential R-5.

The northeast corner is primarily designated Community Business District, with one parcel planned for Office Commercial. Residential R-24, R-15, and R-9 are planned adjacent to Scholls Ferry and Oleson Roads. Institutional is the designation on two small parcels owned by public agencies.

Specific Design Elements

1. The predominately urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Commercial designated property around the intersections of Scholls Ferry Road, Oleson Road and Beaverton-Hillsdale Highway comprise part of **Area of Special Concern L**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Beaverton-Hillsdale Highway, Scholls Ferry Road or Oleson Road now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting Beaverton-Hillsdale Highway, Scholls Ferry Road or Oleson Road. This landscaping shall be done at least to the level of Type 1 Screening and Buffering Standards in the Community Development Code.
 - e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.

Subarea 6

This subarea is located adjacent to the county line south of Beaverton-Hillsdale Highway, east of Oleson Road, and north of Vermont Street. All of this subarea is designated R-5 except near Beaverton-Hillsdale Highway.

Community Business District uses are planned along Beaverton-Hillsdale Highway, with a small portion adjacent to the county line planned Residential R-15, Residential R-24, and Institutional are applied immediately south of the commercial uses.

Specific Design Elements

1. The predominately urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Commercial designated property around the intersections of Scholls Ferry Road, Oleson Road and Beaverton-Hillsdale Highway comprise part of **Area of Special Concern L**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Beaverton-Hillsdale Highway, Scholls Ferry Road or Oleson Road now exist, new direct access shall be allowed only for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting Beaverton-Hillsdale Highway, Scholls Ferry Road or Oleson Road. This landscaping shall be done at least to the level of Type 1 Screening and Buffering Standards in the Community Development Code.

Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.

Subarea 7

This subarea has the city of Beaverton on the west and north, Laurelwood Avenue on the east, and Scholls Ferry Road to the south. Almost all of this subarea is designated R-5.

Institutional uses are planned south of the northern intersection of Scholls Ferry and Old Scholls Ferry Roads. Residential R-15 is planned on one lot in the northeast corner of the subarea. R-24 is planned in a small area off Old Scholls Ferry Road.

Specific Design Elements

1. The predominantly urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Planning and development review for the area between Beaverton-Hillsdale Highway, SW Laurelwood Avenue and SW Jamieson Road shall be coordinated with the city of Beaverton as detailed in the City-County Urban Planning Area Agreement, particularly to insure the mitigation of possible adverse impacts on residential uses resulting from new non-residential development.
3. The approximate 3.4 acre parcel designated Institutional between Old Scholls Ferry Road and Scholls Ferry Road is **Area of Special Concern U**. Previously imposed conditions (Case #74-96C) on land use in this area shall continue. A Type III hearing process shall be used for any change of these conditions. Because of the residential character of surrounding existing uses and access and the residential character of the main structure on this site, if the existing use of this property ceases, then a plan amendment shall be considered with R-5 presumed the next best use.
4. Intersections of SW Laurelwood, SW Nicol and SW Scholls Ferry Roads have been identified as a traffic problem area. In order to provide for a safe and adequate level-of-services for present and future traffic volumes, and to allow for subsequent signalization, Washington County shall seek realignment of Laurelwood to connect with Scholls Ferry opposite Nicol Road. Additional right-of-way along Laurelwood shall be required to facilitate this improvement.

Subarea 8

This subarea comprises the triangle between Beaverton-Hillsdale Highway, Scholls Ferry Road, and Laurelwood Avenue. Most of the northeastern half of the subarea is planned Community Business District, with some Office Commercial on Beaverton-Hillsdale Highway.

Residential R-24 is designated for a few sites on Scholls Ferry Road and Laurelwood Avenue. Residential R-9 and R-5 are planned off of Laurelwood Avenue and to the east. Raleigh Hills School is designated Institutional.

Specific Design Elements

1. Commercial and R-25+ designated property southwest of the Beaverton-Hillsdale Highway/Scholls Ferry Road intersection is part of **Area of Special Concern L**. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this area.
 - a. Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.
 - b. Where no curb cuts onto Beaverton-Hillsdale Highway or Scholls Ferry Road now exist, new direct access shall be allowed for an interim use until alternative access 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 the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.
 - d. A landscape buffer area shall be established and maintained along that portion of the property abutting Scholls Ferry Road or Beaverton-Hillsdale Highway. This landscaping shall be done at least to the level of Type 1 Screening and Buffering Standards in the Community Development Code.
 - e. Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever possible.
 - f. Because of the relative medium intensity of planned uses proximate to the parcel adjacent Laurelwood Avenue and designated R-25+, the maximum residential density on this site shall be 40 units per acre. Type III review provisions of the Community Development Code shall be followed for development of structures on or land division of this site.
2. Intersections of SW Laurelwood, SW Nicol and SW Scholls Ferry Roads have been identified as a traffic problem area. In order to provide for a safe and adequate level of services for present and future traffic volumes, and to allow for subsequent signalization, Washington County shall seek realignment of Laurelwood to connect with Scholls Ferry opposite Nicol Road. Additional right-of-way along Laurelwood shall be required to facilitate this improvement.

Subarea 9

This subarea is bounded by SW 86th Avenue and Scholls Ferry Road on the west, Nicol Road and the Fanno Creek flood plain or center line on the north, Oleson Road on the east, and the old railroad right-of-way alignment on the south. Institutional designations are a dominant feature of this subarea, and are applied to the Portland Gold Club, Oregon Episcopal School, Montclair School, and the park site off Oleson Road near SW Dover Lane.

Much of the remaining portion is designated R-5, though a large portion is unbuildable flood plain. Residential R-9, R-15, and R-24, are variously planned for parcels north of Arranmore and R-9 on the Aaron Frank Estate.

Specific Design Elements

1. The part of this subarea designated for urban low density residential development shall be maintained and protected consistent with the Community Development Code. Higher density residential uses beyond what is allowed in the Community Development Code shall not be allowed into the R-5 designated area.
2. Parcels which include the flood plain east of Nicol Road in the vicinity of SW Vermont Street is **Area of Special Concern O**. This wetland, known as the Nicol Road Marsh, has been identified as a Significant Natural Area and therefore deserves extraordinary preservation treatment by public agencies and private developers.

Master Planning - Planned Development provisions of the Community Development Code shall be followed for development of structures and land division in this area of special concern. Modification of the flood plain or its topography and vegetation shall not be permitted except for the expansion of the existing wetland or enhancement of degraded portions of the existing wetland pursuant to the Community Development Code, including wetland maintenance activities permitted through the development review process. Modification may also be permitted, where necessary and allowed by the Community Development Code, for a single house on a lot of record located within the flood plain.

The flood plain may be used to satisfy open space requirements of planned development. However, this flood plain shall not be used to satisfy parking requirements beyond those for a single house on a lot of record located within the flood plain. The review authority shall review any planned development to determine whether design flexibility has been used to protect wildlife habitat to the maximum extent feasible. Review shall be coordinated with THPRD.

3. The lots known as the Aaron Frank Estate west of Oleson Road is **Area of Special Concern P**. Type III review provisions of the Community Development Code shall be followed for development of structures on and land divisions of this site. Because of the importance of trees and other natural vegetation to the slope stability, wildlife habitat, and scenery of the community, development shall be designed to minimize the natural area disturbed.

Development approval shall not permit removal of more than fifty percent of the mature standing trees (six-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in Planned Development provisions of the Code to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

Road access shall be from the east, and shall not be allowed from SW 76th, 77th or 78th Avenues from the south. Road access to the north portion of the parcel shall be limited to one stream crossing. A secondary access to this property shall be identified in a circulation plan for tax lots

1500 of 1S1 24 and 2300 or 24DB as a condition of approval for a building permit. Such access shall be constructed concurrently with such approved building construction.

A fifty-foot wide public easement along the south border of the site shall be included in the master plan as a critical link in a future community bike/pedestrian path between SW 92nd Avenue and Oleson Road.

4. The narrow corridor between SW 92nd Avenue and Oleson Road, also known as the abandoned railroad right-of-way and the old bridle path, is **Area of Special Concern Q**. The land in this area shall be developed as a community pedestrian/bicycle path in order to provide a unique transportation/open space/wildlife habitat corridor connecting higher residential densities and industrial uses on the west with a commercial concentration and community recreation area on the east.

Three property holders are involved in this corridor: Washington County on the west, the Portland Golf Club, and the Aaron Frank Estate on the east. Washington County shall initiate a process to consider the transfer of the County-owned portion between SW 92nd and the Golf Club to the Tualatin Hills Park and Recreation District for development as a public park. In addition, the County shall encourage THPRD to seek the extension of this park eastward along the corridor in order to complete the planned pedestrian/bicycle path. Specifically, restoration of the public right-of-way shall be sought at the time the Aaron Frank Estate is developed, and an easement shall be sought from the Portland Golf Club in order to link up with the publicly-owned portion of the corridor to the west.

5. Vermont Avenue shall not be extended from Oleson Road through to Nicol Road.

Subarea 10

This subarea is located east of Oleson Road, south of Vermont Street and north and west of the city of Portland/Multnomah County. Most of this subarea is designated R-5. A church and Hideaway Park are planned Institutional. A few lots on SW 68th and SW 69th Avenues are designated R-9.

Specific Design Elements

1. The predominately urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Tax lot 5600, a forested area east of SW 66th and southeast of Hideaway Park comprises **Area of Special Concern R**. Type III review provisions of the Community Development Code shall be followed for development of structures on or land divisions of this site. Because of the importance of trees and other natural vegetation to the slope stability, wildlife habitat and scenery of the community, development shall be designed to minimize the natural area disturbed.

Development approval shall not permit removal of more than fifty percent of the mature standing trees (six-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in Planned Development provisions of the Code to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

Subarea 11

This subarea occupies the portion of the plan area west of Scholls Ferry Road, with the city of Beaverton to the north and west and the Metzger Community Planning Area to the south. Most of this subarea is planned Residential R-5. The southern portion of this subarea and nearby properties within the city of Beaverton are located in the Washington Square Regional Center boundary.

Residential R-9 is planned for an area in the north near Denney Road. Several parcels south of Heather Lane along Scholls Ferry Road are designated R-15. Whitford Intermediate School, McKay Elementary School, and Camille Park are designated Institutional.

Specific Design Elements

1. Development proposals in this subarea shall be reviewed especially for their effect on the separation of road functions in and around the subarea. In order to keep through traffic off of local streets, no additional roads shall be constructed connecting Denney Road and Heather Lane.

Subarea 12

This subarea is located east of Oleson Road, south of the city of Portland, west of the county line (and city of Portland), and north of the Metzger Community Planning Area. Almost all of the subarea is planned Residential R-5. Residential R-9 is found on several lots in the vicinity of Garden Home Road and also along Taylors Ferry Road east of SW 80th Avenue.

Specific Design Elements

1. The predominately urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. Lots which include the forested sites between Florence Lane and Mayo Street, and between Taylors Ferry Road and Florence Lane comprise **Areas of Special Concern S and T**. Type III review provisions of the Community Development Code shall be followed for development on this site. Because of the importance of trees and other natural vegetation to the slope stability, wildlife habitat, and scenery of the community, development of structures shall be designed to minimize the natural area disturbed.

Development approval shall not permit removal of more than fifty percent of the mature standing trees (six-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in Planned Development provisions of the Code to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

Area S is an identified park-deficient area and contains several valuable natural features, so the potential public open space use of a portion of the area - preferably along the creek - shall receive priority during the development review process. The development review process shall be coordinated with THRPD.

Access for development in Area S shall be restricted to one point on Mayo Street and two points on Florence Lane, with careful attention to sight distance on the latter.

Access for development in Area T from this area shall be restricted to two points on Taylors Ferry Road and two points on Florence Lane, with particular attention given to sight distance and grade (slope). No street crossing of the intermittent stream shall be permitted.

Subarea 13

This subarea is located north of the Metzger Community Planning Area and south of the old railroad right-of-way (east of SW 86th Avenue) and Scholls Ferry Road (west of SW 86th Avenue). Scholls Ferry Road is the western boundary and Oleson Road bounds the subarea on the east.

Most of this subarea is planned Residential R-5. Sites designated Residential R-9, R-15 or R-24 are located off of Scholls Ferry Road, SW 92nd Avenue, and Oleson Road near Alden Road. Office Commercial is found only on a few lots on the east end of Garden Home Road. Institutional is the designation on the Red Tail Golf Course, church sites, and parks. The golf course is located in the Washington Square Regional Center Boundary.

Specific Design Elements

1. The predominately urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.
2. The narrow corridor between SW 92nd Avenue and Oleson Rod, also known as the abandoned railroad right-of-way and the old bridle path, is **Area of Special Concern Q**. The land in this area of special concern shall be developed as a community pedestrian/bicycle path in order to provide a unique transportation/open space/wildlife habitat corridor connecting high residential densities and industrial uses on the west with a commercial concentration and community recreation area on the east.

Three property holders are involved in this corridor: Washington County on the west, the Portland Golf Club, and the Aaron Frank Estate on the east. Washington County shall initiate a process to consider the transfer of the County-owned portion between SW 92nd and the Golf Club to the Tualatin Hills Park and recreation District for development as a public park. In addition, the County shall encourage THPRD to seek the extension of this park eastward along the corridor in order to complete the planned pedestrian/bicycle path. Specifically, restoration of the public right-of-way shall be sought at the time the Aaron Frank Estate is developed, and an easement shall be sought from the Portland Golf Club in order to link up with the publicly-owned portion of the corridor to the west.

3. Garden Home Road shall not be extended from SW 92nd Avenue through to Scholls Ferry Road.
4. Multnomah Boulevard shall not be extended between Oleson Road and Allen Boulevard.

Transportation

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

Roads

The Washington County Transportation System Plan identifies the roadway system needed to serve the Raleigh Hills-Garden Home planning area for the next 20 years. Projects necessary to meet this need are identified in the Transportation Plan's Technical Appendix, and include among them additional improvements to Scholls Ferry Road and the Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection. These improvements are intended to respond to existing deficiencies in the road system and changes in the traffic flows that are predicted to occur.

Transit

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases.

Washington County transit policies and strategies and planned facilities and services, including those for the Raleigh Hills-Garden Home area, are identified in the Washington County Transportation System Plan. Major Transit Stops - locations where development design is intended to encourage transit usage - are identified in this community plan.

The Transportation Plan and the Raleigh Hills-Garden Home Community Plan assume that transit services will be implemented over time by TriMet in coordination with Regional and local governments and service providers, including Washington County, as resources and priorities direct.

Bicycle and Pedestrian Pathways

The plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County Transportation System Plan, including those in the Raleigh Hills-Garden Home area. Generally, the plan calls for bikeways along all Arterials and Collector roads in the area, as well as along major streams and in power line easements. The timing of bicycle and pedestrian improvements will be determined by the availability of resources and by plan implementation priorities identified in the Transportation System Plan.

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 improvements within these areas are sidewalks along streets, accessways, off-street trails, off-street pathways, or a combination of these improvements.

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

1. Laurelwood Avenue Neighborhood: Connect this neighborhood to SW Laurelwood Avenue by constructing accessways from SW Laurel Street and SW Maple Drive.
2. Laurelwood Avenue/Beaverton-Hillsdale Highway Commercial and Residential Area: Connect this area to SW Laurelwood Avenue and Beaverton-Hillsdale Highway by constructing off-street pathways from SW 77th Avenue and SW 78th Avenue to SW Laurelwood Avenue and SW Beaverton-Hillsdale Highway.
3. Dogwood/Raleighwood Neighborhood: Connect SW Dogwood Lane and SW Raleighwood Way by an off-street trail and connect SW Dogwood Lane and SW Sharon Lane by an off-street pathway.

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

Distribution of Planned Land Uses

Land Use Districts		Acres	Percentage
Residential 5	R-5	1,625.18	68.78%
Residential 6	R-6		0.00%
Residential 9	R-9	98.77	4.18%
Residential 15	R-15	68.87	2.91%
Residential 24	R-24	96.08	4.07%
Residential 25+	R-25+	4.90	0.21%
Transit Oriented Residential 9-12	TO:R9-12		0.00%
Transit Oriented Residential 12-18	TO:R12-18		0.00%
Transit Oriented Residential 18-24	TO:R18-24		0.00%
Transit Oriented Residential 24-40	TO:R24-40		0.00%
Transit Oriented Residential 40-80	TO:R40-80		0.00%
Transit Oriented Residential 80-120	TO:R80-120		0.00%
Office Commercial	OC	21.03	0.89%
Neighborhood Commercial	NC	0.20	0.01%
General Commercial	GC	38.16	1.61%
Community Business District	CBD	75.06	3.18%
Transit Oriented Retail Commercial	TO:RC		0.00%
Transit Oriented Business District	TO:BUS		0.00%
Transit Oriented Employment District	TO:EMP		0.00%
Industrial	IND		0.00%
Institutional	INST	334.72	14.17%
Total		2362.97	100.00%