

WASHINGTON COUNTY

COMPREHENSIVE PLAN



VOLUME XIII

METZGER - PROGRESS COMMUNITY PLAN

November 2024

METZGER - PROGRESS COMMUNITY PLAN

The information in this community plan is a representation of official maps and text filed with the Recording Section of the Washington County Department of Assessment & Taxation. This document may be amended through legislative changes, quasi-judicial plan amendments and annexations (as shown below). Maps have been compiled from original materials at various scales and are available for inspection in the Recording Section office located in the Washington County Public Services Building.

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ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance #, Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
Ord. 278, 279, 280	12/27/83		Adopt community plan
NA-map error	6/84	1S1 26BC TL 1100	Should be CBD
84-108M	8/22/84		
84-490-M	10/26/84		
85-85-M	6/12/85	1S126DC TL 4900,500	Changed from R-9 to OC
85-113-M	6/12/85	1S126DB TL 700 (part)	Changed from R-9 to R-24
B.C. 2127	7/25/85		Annexed to Tigard
86-25-M	1/6/87		
87-73-M	5/19/87		
87-75-M	5/5/87		
B.C. 2344	4/17/87		Annexed to Tigard
B.C. 2413	7/30/87		Annexed to Tigard
B.C. 2414X, B.C. 2417X	8/26/87		Annexed to Tigard
B.C. 2424	9/24/87		Annexed to Beaverton
88-96-PA	5/11/88	1S1 26B TL 2100, 2101, 2200, 2400	Changed from OC to CBD
Ord. 350	10/24/89		Application of Historic/Cultural Resource Overlay District, Listing of Historic and Cultural Resources
Ord. 364	10/23/90		Delete design element text from Washington Square Subarea, amend text in General Design Element #21, Funct'l. Classification System changes
B.C. 3014	12/12/91	1S1 25	Annexed to Tigard
Ord. 420	10/27/92		Changes to General Design Elements 1 and 2

Ordinance #, Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
B.C. 3184	5/6/93	1S1 25	Annexed to Tigard
B.C. 3307X	4/2/94	1S1 36	Annexed to Tigard
B.C. 3410	12/15/94	1S1 35	Annexed to Tigard
Ord. 471	10/31/95		Creation of "Major Transit Stop Areas"
B.C. 3594, 3595	5/30/96	1S1 35, 1S1 26	Annexed to Tigard
Ord. 480	9/27/96		The Relationship of Comprehensive Plan Elements
B.C. 3924	8/20/98	1S1 35A TL 400	Annexed to Tigard
9920	9/20/99	1S1 35AA 2800	Annexed to Tigard
Ord. 551	07/6/00		New General Design Element establishes maximum parking stds.
Ord. 552	08/24/00		Amends the plan to comply with Metro's Regional Accessibility Policy (Title 6 of the Urban Growth Management Functional Plan)
Ord. 601A	10/28/03		Transportation changes
Ord. 783A	10/7/14		TSP update, removes Functional Classification Map
Ord. 799A	9/22/15		Transportation System Plan update
Ord. 901A	11/5/24		Amends plan text, design elements, and the Significant Natural and Cultural Resources Maps for the urban unincorporated area to reflect updates to the County's state-wide planning Goal 5 SNR program.
Ord. 903	10/15/24		Amends plan text and deletes maps relating to parking, to conform with recent changes to state Transportation Planning Rule (TPR) requirements as a result of state-adopted Climate- Friendly and Equitable Communities (CFEC) rules.

****Some maps were reformatted in 2023 to create consistency in appearance.**

THE RELATIONSHIP OF COMPREHENSIVE PLAN ELEMENTS

The Metzger - Progress 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 Metzger - Progress Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan Elements.

In general, the Metzger - Progress 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 Metzger - Progress 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 Metzger - Progress Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Metzger - Progress Community Plan is an update of the 1980 Metzger - Progress 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 hearing process which provides ample opportunity for citizen participation. Such a public planning process uses 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

Comprehensive Framework Plan

The Comprehensive Framework Plan (CFP) 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 CFP contains strategies that are intended to guide the implementation of each policy directive.

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

Two central provisions of the CFP 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 (UGB) and outside of city planning areas is divided into a number of community planning areas. The Metzger - Progress Community Planning Area is one such planning area.

The policies and plan designations of the CFP are applied in a site-specific manner to the community planning area. The result of this application is a community plan, composed of community plan maps and community plan text.

The Land Use Districts 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 Land Use Districts Map in order to specify the intent of the mapped designations. Additionally, the community plan text includes community design elements for particular areas or sites which may be considered as the plan is implemented. For certain areas specified by the community plan, the concept of Area of Special Concern (ASC) is applied.

The designation of ASC 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 that identifies and addresses the design opportunities or constraints. Usually land is designated as an ASC 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 ASC 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 provisions in the Community Development Code provide open space, density transfer and design flexibility that applicants can consider to help preserve natural features while 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 provisions 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 TSP that are applicable to development applications, including

but not limited to new development and land divisions, are specified in the Community Development Code. Design elements or ASC provisions related to Significant Natural Resource (SNR) areas are not considered approval criteria for development applications.

The original inventory and discussion of natural resources adopted in 1983 is contained in Chapter 1 of the Resource Document (Volume I of the Comprehensive Plan). That document explains the original determination of significance, as specified in the Oregon Administrative Rules (OAR Chapter 660, Division 16) and Statewide Planning Goal 5. In 1983, components of the County's Goal 5 program included specific and directive design elements in the community plans to guide implementation through the development review process.

With the subsequent adoption of Metro's Title 13 in late 2005, the County codified some of Metro's requirements for SNRs in the Community Development Code, but retained the directive design elements related to natural resources. Applicants proposing development were able to meet the requirements of Title 13 of Metro's Urban Growth Management Functional Plan (UGMFP) for Metro's Regionally Significant Riparian Wildlife Habitat through compliance with Clean Water Services' Design and Construction Standards. These standards were generally consistent with the objectives identified in the community plans to strictly limit development in these Riparian Wildlife Habitat areas.

In 2024, the County completed an update of its Goal 5 program for Riparian Wildlife Habitat and Upland Wildlife Habitat under OAR Chapter 660, Division 23 rules and in compliance with Title 13. The resulting program is implemented by the Community Development Code. The design elements of this community plan related to these categories of natural resources were therefore removed, as they are no longer applicable.

The 2024 Goal 5 program update replaced the County's 1983 inventory for the SNR categories, Water Areas and Wetlands and Water Areas and Wetlands and Fish and Wildlife Habitat, with the categories Riparian Wildlife Habitat Class I and II from Metro's Regionally Significant Fish and Wildlife Habitat Inventory map. It also included updates to the County's SNR category Wildlife Habitat and added areas of Metro Upland Wildlife Habitat from the Metro Inventory Map. The County then completed a Goal 5 Economic, Social, Environmental and Energy (ESEE) analysis for the Significant Habitat, resulting in changes to the Significant Natural and Cultural Resources Map (SNR Map). Resource Document Volume IA includes the updated inventory methodology, inventory maps and the Goal 5 ESEE Analysis.

The SNR Map, included as part of this community plan, reflects the results of the inventory update and Goal 5 analysis. This map is the official regulatory map for the location of significant Goal 5 Riparian and Upland Wildlife Habitat resources in the planning area. The Riparian and Upland Wildlife Habitat together comprise the Significant Habitat. Changes to the mapped Significant Habitat boundary shall be made through a plan amendment. A plan amendment is not required for map refinements, corrections, or adjustments that are permitted through the development review process.

An identification of neighborhood park-deficient areas was done in the early 1980s as part of the original community plan development. The identification was made based on a 0.5-mile service area radius from park or school playground sites existing at the time. Those portions of the planning area not within this service area are generally regarded as park deficient. On this SNR Map, a "P" was 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. This has not been updated since the early 1980s.

Community Development Code

The chief function of the Community Development Code (CDC) is to assist in the implementation of various community plans and the CFP. 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 community plans. The CDC addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use, allowances in SNR areas, and aesthetic concerns. The CDC 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 TSP that are applicable to development applications, including but not limited to new development and land divisions. As noted above, design elements or ASC provisions related to SNR areas are not considered approval criteria for development applications.

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 (RNRP).

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

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 Metzger - Progress Community Planning Area is located in eastern Washington County about six miles southwest of Portland's central business district. It includes two distinct communities, Metzger and Progress/Washington square, within the unincorporated area north of the city of Tigard, east of the city of Beaverton, south of the Raleigh Hills - Garden Home Community Planning Area and west of the county line and city of Portland.

In 1980, the planning area encompassed about 1.75 square miles and contained a population of 6,152 residents. Over time, the boundaries and area have shifted as areas have annexed to Beaverton and Tigard. Current boundaries are shown in the community plan maps.

Land Use

The Metzger - Progress Community Planning Area is largely developed at this time. Most of the area consists of detached single-family dwellings. The other dominant land use is the Washington Square/Progress regional shopping center area. Elsewhere, commercial uses are concentrated along Hall Boulevard, Scholls Ferry road and Pacific Highway. Multifamily dwellings are also generally located along or near the major roads. Other major land uses include the Progress Downs Golf Course, Crescent Grove Cemetery, Metzger Park, Metzger School, National Guard Armory, and churches.

There are relatively few remaining large vacant parcels, though many dwellings are located on large lots containing developable land. An estimated total of 267 acres of land is considered buildable, i.e., undeveloped, excluding floodplain and steep slopes.

Natural Features

The planning area is situated on the lower and middle slopes of the Tualatin Mountains, as high as 560 feet above sea level, and lowlands of the Tualatin Valley.

Sedimentary formations and Columbia River Basalt underlay the planning area. Slopes exceed 20% in some places 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 steep slope.

Ash Creek and its tributaries are the major streams in the community. One eastern tributary flows through a canyon. Much of Ash Creek flows across a broad floodplain, especially south of Oak Street. The other streams are also subject to periodic winter flooding along their courses.

Within the planning area, there are only three wooded sites of 5 acres or more. 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.

In 2024, the Goal 5 inventory was updated to incorporate changes to the Riparian and Upland Wildlife Habitat since 1983, to include areas added to the UGB and not yet annexed to a city, and to remove area annexed to a city since the original inventory. As part of the 2024 work, the County consolidated its

1980s inventory with the more recent Metro Regionally Significant Fish & Wildlife Habitat Inventory Map and updated inventories done by cities or the County as part of Metro Title 11 Comprehensive Planning. This work included removing areas that were determined to no longer be significant because they were developed or were considered too small or fragmented to provide meaningful habitat. The 2024 inventory replaced earlier natural resource mapping. Volume IA of the Resource Document contains information about this work. This updated inventory is reflected in the community plan SNR Maps.

Transportation

Much of the traffic in this community is traveling through the Metzger - Progress Planning Area rather than locally. Highway 217, a Principal Arterial, skirts the area on the southwest and Highway 99W, an Arterial, runs along the southeast edge of the Metzger - Progress community. Other Arterials running through the community include Hall Boulevard and Oleson, Greenburg, and Scholls Ferry Roads.

At present, there is significant traffic congestion on Highway 99W in the vicinity of Highway 217 during much of the day and during parts of the day on portions of Scholls Ferry and Greenburg Roads and SW Oak Street. It is anticipated that there will be increasing congestion problems on Highway 217 in the future. Road improvement projects needed in the Metzger - Progress area during the next 20 years are identified in the Washington County TSP Technical Appendix.

Many bus lines serve the Metzger - Progress Planning Area, with some operations focusing on the Washington Square Transit Center and others on Highway 99W, a regional bus route.

Bikeways and pedestrian facilities have been built in and near the Metzger - Progress area as improvements to major roadways have occurred, including routes along portions of Scholls Ferry, Greenburg, and Oleson Roads. Additional bicycle and pedestrian facilities planned for this area are identified in the Washington County TSP.

Services

Sewer service to the community is provided by the Clean Water Services (CWS). Most properties are currently sewerage. Unsewered sites can be easily connected with existing sewer lines. Water service is provided to Metzger - Progress by Metzger Water District. 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 drainage ditches along roadways, natural stream channels and some constructed facilities. Winter flooding along local creeks 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 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, Progress Station #253, is located adjacent to the planning area on Scholls ferry Road north of Hall Boulevard. Metzger - Progress 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 served primarily by Tigard School District #23J, but a portion in the northwest is within the boundaries of Beaverton School District #48. Students in the Tigard district attend Metzger Elementary,

Fowler Intermediate, and Tigard High Schools. Beaverton District pupils attend McKay Elementary, Whitford Intermediate and Beaverton High Schools.

Metzger Park is the only public park in the community. It is financed by a Local Improvement District. Part of the Progress Downs Golf Course extends into the planning area. The Tualatin Hills Park & Recreation District (THPRD) includes the northern part of the community, but has no park sites in the area. Park-deficient areas (over 1/2-mile radius from existing parks) are shown on the SNR Map.

COMMUNITY PLAN OVERVIEW

Metzger - Progress Planning Area encompasses two substantially developed urban communities in unincorporated Washington County - one, historically a residential community, the other, a younger community of primarily commercial activities. "Old Metzger," the residential community, is conceived as generally east of Greenburg and Oleson Roads and west of the county line, between Taylors Ferry Road and Pacific Highway and Highway 217. Hall Boulevard and Locust Street form the main axis for neighborhood commercial activity in Metzger, Progress, including Washington Square, that lies west of Greenburg and Oleson Roads. Most of this area is developed as a fairly intensive regional commercial center.

The development approach planned for the Metzger portion of the planning area is intended to protect the integrity of the existing, primarily low density, residential neighborhood, while accommodating a variety of housing options. Some development is also planned to provide for neighborhood shopping, employment and recreation opportunities which are readily accessible to Metzger residents. Moreover, the use of public transit and bike/pedestrian ways is encouraged in order to reduce the number and length of trips residents must make to work and shop by automobile. Together, the community plan elements foster development which moves this area toward the goal of the balanced, well-served community prescribed in the CFP. The development approach for the Progress - Washington Square portion of the planning area is continued development as an intensive regional, primarily commercial, center. Progress will continue to be developed as a diversified and compact center of commercial and high density residential uses. Washington Square and surrounding uses are intended to continue developing as a regional commercial center with appropriate supportive uses. Orientation of the uses in this area are intended to be toward the Highway 217 regional travel corridor.

The area between Metzger and Progress - Washington Square, along Greenburg Road and at the intersection of Hall Boulevard and Greenburg and Oleson Roads, serves as an area of transition between intensive uses to the west and lower density uses on the east. A mix of office, institutional and more medium density residential uses, this area is intended to be both supportive of the Progress - Washington Square Commercial Center and compatible with Metzger residential uses. The area is not intended to be expanded east into the adjacent residential area.

The transportation system is an important aspect of the Metzger - Progress 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 the community plan, in conjunction with the County TSP and CDC, to separate Local Street functions from the through traffic activity more appropriate for major roads, generally reducing traffic congestion.

R-5 residential uses are planned where existing detached single-family residences of a density of 5 or fewer units per acre are already located and generally away from the major traffic routes of Highway 217, Pacific Highway, Scholls Ferry, Greenburg and Oleson Roads and Hall Boulevard.

Proposed R-15, R-24, R-25+, TO:R24-40, TO:R18-24, and TO:R9-12 residential uses are located to capitalize on large parcels of vacant land and easy access to employment, shopping, schools, and recreation via pedestrian paths, major transit routes and Arterial Roads. Thus, such uses are designated adjacent to commercial and institutional activity along Scholls Ferry, Greenburg and Oleson Roads, Hall Boulevard and one segment of Pacific Highway.

In 2000, a portion of the Metzger - 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 area.

Commercial uses are also planned in concentrations along Pacific Highway, primarily because that is the location of existing commercial uses. Office Commercial uses are planned mainly at Hall Boulevard and Oleson Road and along the east side of Greenburg Road to serve both the major retail uses to the west. The orientation of these regional commercial uses is intended to be toward Highway 217 and Pacific Highway and not toward the Metzger residential area. A small concentration of commercial uses is planned along Hall Boulevard centered at Locust Street and a smaller one is planned at SW 80th Avenue and Chestnut Street to serve convenience shopping and service needs of the neighborhood. A continuation of the strip commercial development pattern along major thoroughfares is not intended.

Significant Natural Resources within the planning area are shown in the SNR Maps. 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 incorporate significant natural resources are designated institutional in the Metzger - Progress Plan. Three of the largest institutional uses are the Progress Downs Golf Course, Crescent Grove Cemetery and Metzger Park.

Implicit throughout the Metzger - Progress Community Plan is the assumption that policies in the Comprehensive Framework Plan will be implemented through the CDC, the Unified Capital Improvements Plan, the TSP and other functional plans. This is particularly important with regard to the County policies on growth management and CDC 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

Presented below are first, a set of general implementation considerations relating to design of development for the community plan and second, a characterization or explanation of plan intent for each of the three remaining subareas in the Metzger - Progress Area.

Areas of Special Concern (ASCs) are also defined in this community plan. Some sites within the planning area present special resources, opportunities or problems to the Metzger and Progress community. 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. In 1983,

fifteen ASCs were mapped and numbered on the community plan map. Eight ASCs have been annexed to Tigard or Beaverton and are no longer under County jurisdiction.

General Design Elements:

The general design elements listed below pertain to development in the Metzger - Progress Planning Area as a whole.

1. In the design of new development, floodplains, drainage hazard areas, steep slopes, scenic features, and powerline easements and rights-of-way may be:
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. Preserved and protected, consistent with the provisions of the CDC, 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. A density transfer from the resource area to the buildable portion of a site shall be allowed for any SNR site as specified in the CDC.
3. Open space shall be used for a variety of recreational activities, the protection of wildlife habitats, scientific research, or aesthetic purposes, such as scenic views.
4. Removal of trees located within a SNR must follow the permitting requirements provided for within the CDC.
5. A linear public open space, or greenway, should be developed along Ash Creek. Ash Creek floodplain and tributary drainage hazard areas 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 CDC. Filling of a floodplain which results in a net decrease in water holding capacity shall be prohibited.
6. A system of flood control and drainage management for the Ash Creek drainage basin shall be instituted. This system may be part of a countywide drainage master plan, but nevertheless shall be adopted by July 1986, and include, at minimum, the following elements:
 - a. Natural stream channels and floodplains as the basic system;
 - b. System of storm sewer trunk facilities necessary to transport stormwater runoff to the natural system of streams and floodplains;
 - c. Clearly defined responsibilities for system development, finance, management and maintenance involving as few jurisdictions as possible;
 - d. Authority to implement, finance and address system deficiencies, both existing and anticipated as a result of future development.
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 CDC.

8. As redevelopment of property occurs, sound housing stock should be preserved when feasible, either on site or relocated to suitable locations within the community.
9. 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 and/or shopping areas, schools, public transit, parks and recreation sites.
10. 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.
11. Noise reduction measures shall be incorporated into all new residential developments located adjacent to Arterials and Collectors. Noise reduction measure alternatives include vegetation buffers, berms, walls, setbacks and structured design techniques, such as insulation and the orientation of windows away from the road.
12. Proposed new commercial uses along Hall Boulevard, Greenburg Road, Scholls Ferry Road and Pacific Highway shall be evaluated against the community plan goal to discourage strip commercial development. Designs shall include features outlined in the CDC such as shared access, orientation, parking, signage and landscaping which mitigate the detrimental effects of commercial strip development.
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 CDC, 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, right-of-way for road extensions and alignments as indicated in Washington County's TSP and this community plan. 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. Transportation planning shall be sensitive to the integrity of the Metzger residential community. Transit planning shall provide that stations and stops are integrated with surrounding development and other modes of traffic, particularly pedestrian. Truck traffic and non-local traffic to and from regionally-oriented commercial development, shall be routed onto the Arterial Road System and not through the residential neighborhood.
16. Development of major traffic-generating uses shall have their major access oriented to the Highway 217 and Pacific Highway corridors, with secondary access oriented to the intra-urban arterial road system.
17. New access onto Arterials and Collectors shall be limited as detailed in the CDC 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.

18. 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.
19. Pedestrian/bicycle pathways identified in the County's TSP shall be included in the design of road improvements that are required of new developments to meet the County's growth management policies.
20. A plan for comprehensive community scale, paved pedestrian path network serving the entire Metzger - Progress area was developed as part of the Metzger - Progress Circulation Study in 1986. This plan shall serve as a guide for future development and should be utilized by the city of Tigard as property is annexed to the city.
21. Piecemeal annexation of land in this planning area shall be discouraged because it damages the character of the Metzger community. If annexation is to occur, then annexation as a community unit is preferred. Review of development proposals for land proximate to the cities of Portland, Tigard and Beaverton limits shall be coordinated as required in the Washington County - city of Portland, Washington County - city of Tigard, and Washington County - city of Beaverton Urban Planning Area Agreements.
22. Attributes of upland wildlife habitat and riparian habitat within the community plan area, including creeks and drainageways, shall be addressed through application of the provisions of the CDC.

SUBAREAS

The planning area is divided into subareas. Presented below are: (1) A characterization of plan intent for each of the three remaining general subareas of the Metzger - Progress Planning Area, and (2) A set of design elements applicable to development on properties in these subareas. Included within the design elements are considerations for ASCs identified on the plan map. As noted above, design elements related to SNR are policy statements and are not used as criteria for development applications.

Washington Square

This entire area has been annexed to Tigard, and is no longer under County jurisdiction.

Progress Downs

This subarea is bounded by Hall Boulevard on the southwest, Oleson Road on the southeast, and the Raleigh Hills - Garden Home Community Planning Area to the north. The central portion, consisting of the Red Tail Golf Course, is designated Institutional. The area bound by the Red Tail Golf Course, including the golf course, Hall Boulevard and Raleigh Hills - Garden Home Community Planning Area to the north are located within the Washington Square Regional Center boundary.

The area east of the golf course is planned R-5. Adjacent to the golf course on the is a parcel designated Transit-Oriented Residential 24-40. The parcels south of the golf course and north of Hall Boulevard are designated Transit-Oriented Retail Commercial and Transit-Oriented Employment.

Design Elements:

1. Scenic views from parcels located along Hall Boulevard and Oleson Road shall be incorporated into the site and building designs of development.
2. **Area of Special Concern No. 1.** The forested parcels located around SW 89th Avenue in the eastern corner of this subarea comprise ASC No. 1. Development shall follow the requirements of CDC Section 422, Significant Natural Resources, which address tree preservation and replacement in SNR areas.

Direct access to the site from Oleson Road shall be limited to SW 89th Avenue, except for temporary access if access to 89th Avenue is not immediately feasible.

Washington Drive

Oleson Road, Hall Boulevard, and Washington Drive are the streets surrounding this subarea. Most of the land south of Taylors Ferry Road and in the northeast corner between Washington Drive and Oleson Road are designated R-5. Parcels immediately to the west are designated R-9.

Transit-Oriented Employment is the designation of parcels at the corner of Oleson Road and Hall Boulevard. These parcels, along with several parcels designated R-9 and Transit-Oriented Residential 9-12, situated along the north side of Hall Boulevard are located within the Washington Square Regional Center boundary. Parcels designated R-24 are located east of the lands designated Transit-Oriented Employment but are not within the regional center boundary. The parcels designated Transit-Oriented Residential 9-12 are located in ASC No. 18.

Design Elements:

Area of Special Concern No. 2. Two parcels located north of Hall Boulevard at SW 90th Avenue make up ASC No. 2. Development of structures and land divisions within this area shall be planned and reviewed under the Type III review provisions of the CDC. Access to this development shall be from Cedarcrest Street - SW 91st Avenue and not from Hall Boulevard. Homes shall be oriented toward the center of this area and the stream maintained in its natural condition to the extent feasible.

Area of Special Concern No. 3. Land south of the west end of the Taylors Ferry Road right-of-way is shown as ASC No. 3. Development of structures and land divisions within this area shall be planned and reviewed under Type III review provisions of the CDC.

Plans for such development shall give special attention to efficient access to all parts of this special area, impacts on local, primarily residential, streets and other design considerations which will help make the new development compatible with adjacent residential property, such as maximum retention of trees.

Area of Special Concern No. 18. There are multiple property owners in this 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% of existing floor area), shall be approved prior to approval of an overall master plan for all properties that are within ASC No. 18. This overall master plan shall be agreed to by 50% of the property owners in the area and property owners in the area representing at least 50% of the acreage.

Metzger School

This subarea has been annexed to Tigard, and is no longer under County jurisdiction.

East Metzger

This subarea is bordered by the city of Tigard and Spruce Street on the south, Hall Boulevard and Washington Drive on the west, the Raleigh Hills - Garden Home Community Planning Area on the north, and the county line and city of Portland on the east. Most of this subarea is designated low density R-5. A small portion of the area near the bend in Hall Boulevard is located within the Washington Square Regional Center boundary.

Residential R-9 is planned along Hall Boulevard at Spruce and Pine Streets, on the southwest corner of Locust Street and SW 85th Avenue, and on both sides of SW 80th Avenue south of Cedarcrest Street. Areas of Transit-Oriented Residential 18-24 and Transit-Oriented Residential 24-40 are north of Hemlock Street and Hall Boulevard. Parcels designated R-15 are located off Hall Boulevard and north of Locust Street, the northwest corner of SW 85th Avenue and Maple Leaf Street, and SW 69th Avenue near Pacific Highway.

OC is planned along Pacific Highway, west of SW 71st Avenue along Spruce Street, off Hall Boulevard south of Maple Leaf Street and west of Metzger Park on Hall Boulevard. Neighborhood Commercial uses are planned at Hall Boulevard and Locust Street and north of Chestnut Street on either side of SW 80th Avenue. In the southeast corner of the subarea are two parcels designated CBD.

Land designated Institutional includes Metzger Park, an isolated County-owned parcel between Pine and Spruce and 75th and 77th Avenues, a National Guard Armory, and church property in the north adjacent to Oleson Road.

Design Elements:

1. Vacation of streets shall be considered a means to preserve neighborhood character and protect residential areas from the effects of through traffic on Local Streets. Street vacations shall be approved when instituted by citizens and all of the following conditions are met:
 - a. An existing street right-of-way is not improved to urban standards.
 - b. Properties, including undeveloped sites, are not denied access.
 - c. The proposed street vacation has the approval of two-thirds of the property owners affected.
 - d. Closure of a Collector or Arterial Road, or disruption or congestion of major traffic flow does not result.
 - e. Turn around space is provided or dead end street limitations are adhered to, consistent with fire district standards.
 - f. The proposed vacation complies with applicable state law.

Area of Special Concern No. 9. Land designated for low medium density, R-9 residential uses and Neighborhood Commercial uses between Cedarcrest and Chestnut Streets at SW 80th Avenue comprises ASC No. 9. Development of structures and accessways as well as land divisions in this area shall be planned and reviewed under the Type III review provisions of the CDC.

A mixture of land uses within this area shall be encouraged, consistent with the CDC. Special attention shall be given to shared access, orientation and signage with minimum detrimental impact on surrounding low density residential uses.

Area of Special Concern No. 10. Parcels which include the forested land along the east fork of Ash Creek comprise ASC No. 10. These parcels have been developed and open space tracts have been recorded.

Area of Special Concern No. 11. This area has been annexed to Tigard, and is no longer under County jurisdiction.

Pfaffle

This subarea is located between Hall Boulevard, Spruce Street, and the city of Tigard. Most of this subarea is designated R-5.

Parcels along Hall Boulevard are designated R-15, and those to the immediate east are planned for R-9. Some parcels southwest of SW 74th Avenue are designated R-15. Parcels to their north along Spruce Street are planned R-24.

Land adjacent to Pacific Highway is planned General Commercial and Community Business District.

Design Elements:

Area of Special Concern No. 14. Parcels designated for medium density, R-15, residential uses west of SW 74th Avenue and Pacific Highway make up ASC No. 14. Development of structures and land divisions within this special area shall be planned and reviewed under the Type III review provisions of the CDC. Such development shall account for adequate access to all portions of this property and shall not result in an overload of local residential streets.

Area of Special Concern No. 15. This area has been annexed to Tigard, and is no longer under County jurisdiction.

TRANSPORTATION

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Metzger - Progress area, are contained in the adopted Washington County TSP.

Roads

The Washington County TSP identifies the roadway system needed to serve the Metzger - Progress Planning Area for the next 20 years. Projects necessary to meet this need are identified in the TSP's Technical Appendix, and include among them additional improvements to Greenburg and Scholls Ferry Roads and Hall Boulevard. 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 increasingly 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 Metzger - Progress area, are identified in the Washington County TSP. The TSP and the Metzger - Progress 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 TSP, including those in the Metzger - Progress area. Generally, the plan calls for bikeways along all Arterial and Collector Roads in the area, as well as along major streams and in the powerline easements. The timing of bicycle and pedestrian improvements will be determined by the availability of resources and by implementation priorities identified in the TSP.

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 on to the Arterial or Collector Network. To ensure that the Local Street System will provide a connected network that will support 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 CDC, bicycle and pedestrian accessways are required instead.

DISTRIBUTION OF PLANNED LAND USES - 1980

Land Use Districts		Acres	Percentage
Residential 5	R-5	349.82	67.70%
Residential 6	R-6		0.00%
Residential 9	R-9	26.08	5.05%
Residential 15	R-15	17.38	3.36%
Residential 24	R-24	21.90	4.24%
Residential 25+	R-25+		0.00%
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	12.23	2.37%
Neighborhood Commercial	NC	6.40	1.24%
General Commercial	GC		0.00%
Community Business District	CBD	6.61	1.28%
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	76.29	14.76%
Total		516.71	100.00%