

BULL MOUNTAIN COMMUNITY PLAN

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ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 3318	5/5/94	2S19	Annexed to Tigard
B.C. 3344, 3345	7/28/94	2S14	Annexed to Tigard
B.C. 3421	3/29/95	2S19	Annexed to Tigard
Ord. 468	10/31/95		Change to ASC No. 1, Beef Bend Rd access
B.C. 3530	11/8/95	2S14	Annexed to Tigard
B.C. 3596	5/30/96	2S19	Annexed to Tigard
B.C. 3607	7/25/96	2S14	Annexed to Tigard
Ord. 480	9/27/96		The Relationship of Comp Plan Elements
Ord. 487	6/2/97		“Tigard Transfer of Services”
9923	9/23/99	2S14BD 2200	Annexed to Tigard
WA5799	3/16/99	2S1 15BD (multi lots)	Annexed to King City
9989	4/5/00	2S19 (multi lots)	Annexed to Tigard
9990	4/5/00	2S14 (multi lots)	Annexed to Tigard
Ord. 547	5/25/00		Amends the King City Urban Planning Area Agreement to accommodate the inclusion of certain lands into the urban area
Ord. 551	7/6/00		Amends the community plan to comply with Metro’s Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan)
Ord. 552	8/24/00		Amends the community plan to comply with Metro’s Regional Accessibility Policy (Title 6 of the Urban Growth Management Functional Plan)
Ord. 588A	10/29/02		Transportation planning
2002-0001	4/24/03	2S105CC 11700	Annexed to Tigard
Ord. 601A	10/28/03		Transportation changes

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
2004-0002	11/9/04	2S109AB 700, 800, 900 & 1000	Annexed to Tigard
2004-0001	12/14/04	2S109AD 1400 & 1500, 2S109DA 2200, 2S109DD 100, 102, 300, 306 & 7000	Annexed to Tigard
AN-0105	5/17/05	2S116AD 3900	Annexed to King City
AN-0205	8/17/05	2S109DD 600	Annexed to King City
2004-0004	9/13/05	2S110CB 100 & 500	Annexed to Tigard
2005-0002, 2005-0003, 2005-0001	9/15/05	2S109AC 100 & 200, 2S109DA 2100 2S110CB 600 & 700	Annexed to Tigard
2005-0019	12/20/05	2S105DD 400, 500, 600, 700, 1000, 1100, 1300, 1400, 1500, 1600, 1700 & 1800	Annexed to Tigard
2005-0005	4/25/06	2S109AC 1900, 2000	Annexed to Tigard
Ord. 659	7/20/06		Ordinance No. 659 terminated the “Urban Services Intergovernmental Agreement between city of Tigard and Washington County” and repealed Washington County Land Use Ordinances Nos. 487 and 488 and readopts the pre-existing County regulations
Ord. 666A	9/7/06		General Design Element No. 15
Ord. 785A	9/23/14		Amends plan regarding urban reserve, rural reserve or undesignated area to comply with HB 4078, passed by Oregon Senate in March 2014
Ord.783A	10/7/14		Transportation System Plan update removes Functional Classification Map
Ord. 799A	9/22/15		Transportation System Plan Updates
Ord. 865	1/18/22		Amends the plan to address Metro’s 2018 Urban Growth Boundary expansion decision

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

THE RELATIONSHIP OF THE COMPREHENSIVE PLAN ELEMENTS

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

In general, the Bull Mountain Community Plan is an area and site specific application of County comprehensive planning policy and a description of community development activities envisioned for the planning area. Implementation of the Bull Mountain 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 Bull Mountain Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Bull Mountain Community Plan represents an update and rigorous re-examination of previous plans. The periodic updating of plans is necessary to ensure that the various plans respond to the current and anticipated circumstances of the county and the planning area. In addition to responding to local concerns, these plans respond to the planning concerns and requirements of the region and the state.

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

The following are elements of the Washington County Comprehensive Plan:

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

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

Comprehensive Framework Plan

The Comprehensive Framework Plan (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 which 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 Bull Mountain Community Planning Area is one such planning area. Community planning area boundaries reflect the original boundaries from 1982. As such, the boundaries sometimes extend into areas that have been annexed by cities since the community plan was originally adopted.

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

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

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide

Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this community plan.

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

Transportation System Plan

The Transportation System Plan (TSP) is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan (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 RNRP. New Local Streets and Special Area Local Streets are identified through the development review process or by amendments to the community plans or the RNRP. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

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

Unified Capital Improvement Plan

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

BACKGROUND SUMMARY

Planning Area

The Bull Mountain Community Planning Area is located in southeastern Washington County approximately 10 miles southwest of Portland's central business district. It includes the unincorporated area south of SW Scholls Ferry Road, west of the Tigard Urban Planning Area, west and south of King City, north of the Tualatin River, and east of the UGB.

At the time the community plan was adopted in 1982, the planning area encompassed approximately 3.4 square miles and had a 1980 population of 2,158. Between 1983 and 2018, the planning area was reduced by city annexations and increased by UGB expansions. In 2018, Metro expanded the UGB to include the Beef Bend South Urban Reserve Area (also known as Urban Reserve Area 6D). This approximately 0.82 square mile area has been added to the western portion of the planning area.

An earlier plan of development for the planning area was adopted in 1961. That plan designated all of the area for low density residential uses except for a small amount of highway commercial next to Pacific Highway near the Tualatin River. In 1977, two different sets of interim development policies and land use designations were proposed for most of the area by the Community Planning Organization (CPO) and the Washington County Planning Department, but neither was adopted. This Bull Mountain Community Plan replaces and supersedes those plans and all other previous plans.

Land Use

In 1982, the Bull Mountain Community Planning Area was largely undeveloped. Some large lot residential subdivisions were scattered along the crest of the mountain off Bull Mountain Road; a few more existed along SW 150th Avenue and at the foot of the north slope around Fern Street. Mobile homes and multi-family dwellings were located south of Fischer Road. The only commercial activity in the planning area was located along Pacific Highway southeast of King City. There was no industrial activity. Most of the area consisted of farms, forests, vacant land and rural homes.

In 1982, 1,290 acres of land was vacant and buildable, i.e., undeveloped, excluding powerline easements, and not in floodplain or steep slope. Various UGB expansions and annexations have occurred since 1982. The 2018 UGB expansion was 528 acres, including environmentally sensitive areas and about 400 developable acres.

Natural Features

Land in the area consists of Bull Mountain, a steep sloped, flat topped landform which rises over 700 feet from the Tualatin Valley floor, and the gently sloped lowland to the north and south of the mountain.

Sedimentary formations and Columbia River Basalt underlie the planning area. A fault line extends along the northern base of the mountain from the southwest to the northeast. Slopes exceed 20% over large areas on the north and south sides of the Bull Mountain.

The upland soils on Bull Mountain are predominantly of the Cascade-Kinton association. Soils of the lower valley terraces include several types, mainly Quatama, Aloha, Woodburn and Hillsboro. The surface layers in both areas are only moderately permeable. Underlying the surface soils in much of the area is a very firm and brittle layer of soil called fragipan which is characterized by slow permeability. Septic tanks can fail in these types of soil.

The mountain has a number of steep, narrow canyons containing small, mostly seasonal streams. Waterways on the north side of the mountain are tributaries to Summer Creek, while those on the south side flow to the Tualatin River. Winter flooding occurs along these waterways. Drainage problems are reported most often on the south side during the rainy season. Three ponds are also located on the mountain.

Within the planning area in the 1980s, there were more than a dozen wooded areas of at least 5 acres in size. Large portions of the north side of the mountain contained continuous forest. Some large old growth trees were found there. These wooded areas, especially riparian zones along waterways, are important wildlife habitats. The Tualatin River is an important wildlife habitat too, as well as a resource for a moderate amount of fishing and other recreation.

The 2018 UGB expansion included County identified Goal 5 resources near the Tualatin River, and mapped Metro Title 13 Type I and Type II Riparian Wildlife Habitat and Class A and Class B Upland Wildlife Habitat. The UGB expansion area also included a small portion of Goal 5 resource designated "Mining District B" off the Pacific Highway near the Tualatin River National Wildlife Refuge.

Groundwater found in the underlying Columbia River Basalt was withdrawn at an excessive rate during the 1960's, causing a decline in the water table of as much as 8-10 feet per year. State designation of the area as a "critical groundwater area" in 1974 brought a moratorium on new wells and limitations on pumping from municipal wells.

Transportation

The primary roadways serving this area include Highway 99W, Scholls Ferry Road, Beef Bend and Bull Mountain Roads. A new connection between Murray Boulevard and Highway 99W along Walnut and Gaarde has been identified and is being improved, and improvements to Roy Rogers Road, a major north-south Arterial connection, have been completed. Improvements have also been made to Bull Mountain and Beef Bend Roads, and to Fischer and 131st east of the planning area.

Transit service is provided along a radial route from downtown Portland on Highway 99W, as well as from Washington Square, with connections north to Beaverton's transit center and Westside Light Rail. TriMet buses line operate along Highway 99W and northeast of the planning area along 121st Avenue and Walnut Street.

Bikeway and sidewalk improvements have been completed as part of major roadways projects in and near the Bull Mountain area during recent years (e.g., Roy Rogers Road and portions of Bull Mountain and Beef Bend Roads). Future bikeway and pedestrian projects will be completed, either as part of

larger projects or stand-alone projects, as the TSP priorities direct and as resources allow. The TSP calls for bicycle and pedestrian routes on Arterials and Collectors in the planning area.

Services

Sewer service to the Bull Mountain area is provided by Clean Water Services (CWS). The areas south of Beef Bend Road, on the eastern edge of the planning area along Bull Mountain Road and on the north in the vicinity of 135th Avenue and Scholls Ferry Road have or shortly will have access to CWS sewers. Sewer service to the rest of the area depends on development interest and the formation of Local Improvement Districts to finance extensions of major lines. Pumping will be necessary on the western portion of the mountain.

Water service for the planning area is available from the Tigard Water District. The district has sufficient storage and distribution capacity to meet year 2000 requirements for the entire area. Lines can be readily extended to areas within the district which currently do not have service. Since water must be pumped to the top of the mountain, emergency storage in the event of a prolonged electric power outage is a concern. The primary long-term source of water will continue to be the Clackamas River via the city of Lake Oswego with a backup supply from Portland's Bull Run system.

Storm drainage in the planning area is currently handled by natural stream channels. Some drainage problems have been noted during the rainy season, particularly on the south face of the mountain along Beef Bend Road. Winter flooding also creates drainage problems along the Tualatin River and Summer Creek. Urbanization will pose additional drainage management problems in certain areas if care is not taken to design developments to incorporate local topography and soils in the treatment of runoff. The location and sizing of drainage management facilities will need to be based upon basin wide studies and plans.

The Tualatin Rural Fire Protection District serves most of the area. This district has stations on Pacific Highway south of King City and in downtown Tigard. The northwest portion of the planning area is within Washington County Fire District #1, which has a station at the corner of 175th Avenue (Reusser Road) and Wier Road. The fire insurance rating is Class 3 for the areas currently serviced, i.e., with fire hydrants, by the Tigard Water District, but is Class 8 for the remainder of the area.

The Bull Mountain area is served by Tigard School District 23J and Beaverton School District #48, but no schools are located within the planning area.

There are no public parks or recreation facilities within the planning area. The city of Tigard to the east and the Tualatin Hills Park & Recreation District (THPRD) to the north do have parks and recreation facilities that are accessible to Bull Mountain residents. Park deficient areas (over one-half-mile radius from existing parks) are shown on the SNR Map.

COMMUNITY PLAN OVERVIEW

The development approach planned for the Bull Mountain Area is intended to ensure the careful and deliberate growth of a distinct residential community. In concept, the community is intended to be supportive of and dependent upon nearby retail and employment centers in Tigard, Beaverton, and, to a lesser extent, other centers in the Portland metropolitan area. The Bull Mountain Area is not intended to be developed as an independent or self-sufficient community, mainly because of its 1) Rugged and

scenic terrain, 2) Proximity to existing and planned shopping and employment centers, 3) Lack of bisecting Arterial Roadways, 4) History of residential development, and 5) Location on the edge of the UGB. Rather, Bull Mountain is to be developed as a distinctive residential environment in a naturally fortunate setting with development opportunities for a variety of housing options.

The development pattern begins with medium density housing along Collector and Arterial Roads at the foot of Bull Mountain where appropriate. Residential densities, as planned, decrease gradually up Bull Mountain with the greater part of the summit and surrounding ridges designated at the County's lowest urban residential density. Neighborhood Commercial uses are planned at the foot of the land form to serve the convenience shopping and service needs of the future population.

Implicit throughout the Bull Mountain Community Plan is the assumption that policies in the CFP 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 public facilities, which mandates the provision of adequate services before development is permitted. The purpose of the Bull Mountain Community Plan is to ensure the high quality of life currently found in the Bull Mountain Community Plan Area is maintained and enhanced as development of the area occurs.

Community Design

Major development concerns, community design considerations and the land use prescriptions created to address them are enumerated as community design elements in this section of the plan. The community design elements are central to the community plan. They protect what is unique about the Bull Mountain Community Planning Area and at the same time connect its land uses with the surrounding metropolitan community.

Those community design elements which apply to the whole planning area are first listed. Then the land uses planned for Bull Mountain are characterized by subarea and design elements specific to each subarea are presented. Bull Mountain Subareas include the Summit and Slopes, the Southern Lowlands, the Northwestern Lowlands, and the Northern Triangle. All of the design elements in this plan, both general to the planning area and site-specific shall guide land use in the Bull Mountain 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 Bull Mountain Community. In such cases, a creative site design approach is required to assure resolution of development conflicts and/or assure consideration of important amenities, such as proper circulation and open space. Special prescriptions for analysis or design, as well as directions for the public review process are given where these special areas are noted. The ASCs are mapped and numbered on the community plan map.

At the time of the first major update of the Bull Mountain Community Plan, the County will consider and evaluate policies which may allow interim development in the Bull Mountain Community Plan Area.

General Design Elements:

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian zones and wooded areas, steep slopes, scenic features, and powerline easements and right-of-way shall be:
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;

- b. Preserved and protected to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
- c. Where appropriate, interconnected as part of a park and open space system.

This design element shall not be construed or interpreted to require the non-voluntary dedication of property for open space, scenic or recreation use. Such property will either be a) Purchased by the public at a fair market value, or b) At the volition of the property owner, dedicated to the public for such use. The provision of open space may be a condition of certain development actions; the initiation of such development requests is at the volition of the property owner and the acceptance of any condition regarding open space is at the discretion of the property owner.

- 2. Master planning - primary use or planned development procedures and standards shall be required for development on land which includes a SNR as a means of protecting the resource while accommodating new development. An exception to this requirement shall be allowed if all of the SNR 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 SNR site as specified in the CDC.
- 3. Trees located within a SNR area shall not be removed without a development permit for tree removal having first been obtained, as provided for within the CDC. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds.
- 4. Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the CDC.
- 5. 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.
- 6. Noise reduction measures shall be incorporated into all new residential developments located adjacent to Arterials, Collectors, and rock quarries. Noise reduction alternatives include vegetative buffers, berms, walls, setbacks and structural design techniques, such as the orientation of windows away from the noise source and insulation.
- 7. Neighborhood commercial land shall be used to provide principally for the shopping and service needs of the residents of the community planning area. Only those commercial uses which do not depend on regional or subregional markets for their support will be allowed. Strip commercial development along trafficways will not be allowed.
- 8. Where the impact of noise and lighting associated with commercial uses adjacent to residential areas does not meet the standards in the CDC, the commercial development shall be subject to limited hours of operations.
- 9. Consistent with the County growth management policies, new development within the planning area, with the exception of construction of a detached residence on a lot of record, shall be required to connect to public water and sewer service. The provision of sanitary sewer service on

Bull Mountain will be analyzed during the preparation of the County Unified Capital Improvement Plan.

10. New development shall dedicate right-of-way for road extensions and alignments indicated on Washington County's TSP or the Bull Mountain Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
11. 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.
12. In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's TSP shall be included.
13. New access onto Arterials and Collectors shall be limited. Shared or consolidated access shall be required when new development or redevelopment is proposed along Arterials and Collectors, as detailed in the CDC.
14. 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.
15. Coordinate with the appropriate park providers for the planning and provision of park and recreation facilities and services.
16. Open space shall be used for a variety of recreational activities, the protection of wildlife habitat or aesthetic purposes, such as scenic views.
17. Review of land partitioning and structural development proposals for areas within one-half-mile of rock quarries (existing and proposed) shall include: 1) Measurements of noise anticipated from such development, and 2) Appropriate mitigation measures which ensure that the future land uses meet Oregon Department of Environmental Quality noise standards. Conditions to development, such as requirements for berms, walls and other noise buffers shall be applied to the approval of new development when appropriate.
18. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the CDC.

SUBAREAS

Summit and Slopes

The landform between SW Beef Bend Road and Scholls Ferry Road is designated primarily for low density residential use at a maximum of 6 units per acre. The exceptions are at the edges on the south, north, and northwest along major roadways. Low densities are planned in the Bull Mountain Summit and Slopes mainly because of the dominance of steep slopes and the established pattern of low density residential development. This low density designation extends from the Fern Street development and

the eastern edge of the planning area, where it is contiguous to a similar land use designation in the city of Tigard, to the southwest edge of the planning area at the UGB.

An area of approximately 30 acres served by Hawk Ridge Road is designated for a maximum of 5 units per acre, consistent with the locational criteria for R-5.

Almost 20 acres at the foot of the mountain on Beef Bend Road are designated for medium density housing at a maximum of 15 units per acre. Consistent with adopted locational criteria, this medium density designation takes advantage of the good access inherent in its frontage on a Collector Street. Additionally, this density offers the area's primary amenity - a scenic view of the Tualatin Valley - to a larger proportion of the county's population than would be offered by a low density housing designation. Buffered from lower housing densities by a stream bed and steep slopes on the west and a powerline easement on the east, the area is within walking distance of planned neighborhood commercial services and a potential transit stop at 131st and Beef Bend Road.

Design Elements:

1. The residential character of this subarea is to be protected. Improvement of roadways should be done in a manner which does not encourage excessive through traffic. The extension of Roshak Road to Scholls Ferry Road, for instance, should not encourage Bull Mountain Road to take the place of Beef Bend Road and Scholls Ferry Road for east-west through traffic. Also, a proposed Neighborhood Route between 132nd Avenue and Bull Mountain Road should not be aligned with 133rd Avenue south of Bull Mountain Road. A direct route might encourage north-south through traffic over Bull Mountain. For similar reasons, all the roads planned for improvement or connection to Bull Mountain Road within the planning area should be constructed as Neighborhood Routes or Local Streets following the topography generally and not directly aligned with other major roadways.
2. Hillside building techniques and foundation designs such as stilts, stepped foundations, etc., shall be used to minimize the alteration of existing slopes over 20%. Detailed site plans, elevations and sections shall be required showing all structures, foundations, and techniques proposed for hillside construction. These, as well as other site plan requirements for building on steep slopes, as defined in the CDC, are intended to ensure that development activities do not increase the potential for earth movements such as landslides or land failures in the steeply sloped subarea.
3. No grading, filling, clearing, or excavation of any kind shall be initiated on steep slopes until a grading plan, as defined in the CDC, is approved. Borrowing to obtain fill material shall be prohibited unless the material is obtained from a cut permitted under an approved grading plan, or imported from outside the hillside area.
4. Removal of natural vegetation shall be minimized, existing vegetation protected and destroyed vegetation replaced. This is required in order to conserve important natural areas, decrease the potential for erosion, decrease the amount of surface water runoff and help prevent earth movement in hazardous areas. A slope stabilization and revegetation plan, which includes a schedule for revegetation after areas have been cleared, shall be included with the required grading plan. Revegetation shall be completed before October 15 of the year of construction, or a temporary treatment shall be required sufficient to prevent erosion prior to the rainy season.

5. Because trees are such an important natural and scenic resource on Bull Mountain, development in areas of standing trees shall be designed to minimize the number of trees to be cut. At the time of development, no more than 50% of the mature standing trees (6-inch diameter or greater) shall be removed from any parcel. Development design and clearing for structures shall provide for maximum retention of old growth trees. Prior to development, the harvesting of forest tree species for their commercial value shall be in accord with the Oregon Forest Practices Act. The slope stabilization and revegetation plan shall indicate the mature trees planned for removal and describe the replacement programs. Replacement trees must be of at least 1.5-inch diameter.
6. Streams, seasonal waterways and immediately adjacent riparian zones, as defined in the CDC, shall be preserved in their natural condition including topography and vegetation. Where roads are required, bridges shall be the preferred means of crossing streams and waterways rather than infill and piping or channelization of water flow.
7. Use of powerline easements for farm operations, open space, and wildlife habitat shall be encouraged as appropriate in this subarea.
8. **Area of Special Concern No. 1.** Part of the subarea along Beef Bend Road, which is designated for medium density residential uses at a maximum of 15 units per acre, is ASC No. 1. Development within this area shall take into account the need for limited access onto Collector Roads by planning a traffic circulation system which reaches all the parcels within this area and includes no more than three access points to Beef Bend Road. The easternmost access shall be a public street which will ultimately connect to a Local Road System to the north and west as determined through a traffic study of the site and surrounding area, which shall consider traffic safety and circulation issues, reviewed through development. Connection to the east by a future public connection shall also be determined through development review. No development application for the easterly portion of ASC No. 1 shall be submitted until this traffic study is accepted.

Development within ASC No. 1 shall include landscaped or natural buffers at borders held in common with lower density residential uses. Development shall also present a visually appealing view from Beef Bend Road. This presentation includes a minimum of signage, building height variation which generally follows the topography, preservation of natural vegetation and landscaping along the road. In addition, direct pedestrian access to Beef Bend Road shall require as part of development in the area, as well as a pedestrian way along Beef Bend Road for access to the neighborhood commercial site at SW 131st Avenue.

Drainage management in the watersheds affected by development in this ASC shall be improved as a result of development in the area.

9. **Area of Special Concern No. 2.** An area including about 36 existing land parcels south of Scholls Ferry Road between Sunrise Lane and the BPA powerline easement is ASC No. 2. Future land partitions shall be designed and reviewed for location and orientation as they affect circulation in the area according to the master planning - planned development provisions of the CDC. A general circulation plan for the area shall be provided which minimizes 1) Crossing of the canyons, and 2) Access onto Sunrise Lane. Legal access to property in this area shall be consolidated whenever possible in order to encourage a development pattern which better conforms to the rugged topography.

For this part of the plan, participation in the study by responsible and interested agencies such as Oregon Department of Fish and Wildlife, THPRD, individual citizens and citizen groups shall be sought. Critical natural sites shall be identified and surveyed. If the findings warrant, a plan for public and private use and protection shall be prepared and include agency role identification and financing strategies. Should the adopted study include provision for public use of lands, public acquisition of such land will either a) Purchase at fair market value, or b) Acquired through voluntary property owner donation/dedication to an appropriate public entity.

The countywide park and recreation master plan shall be prepared prior to the adoption of the first major update of the Bull Mountain Community Plan. In the interim, prior to the preparation and adoption of the countywide park and recreation master plan, development is permitted consistent with all other provisions and requirements of the County's Comprehensive Plan.

Northwest Lowlands

This subarea includes the predominantly undeveloped northwest corner of the planning area. Medium density housing at a maximum of 15 units per acre is planned for the relatively flat land along the Scholls Ferry Road, from the western boundary of the planning area to an area of steep terrain just west of Sunrise Lane. Compatible with planned densities north of Scholls Ferry Road, the medium density housing will offer good access to employment, shopping and other activities via Scholls Ferry Road and Murray Boulevard. Medium density housing development will be especially supportive of future transit service along Scholls Ferry Road and a neighborhood commercial center planned on its north side. Such development might also promote an earlier extension of sewer services to the west portion of the planning area than might occur without such densities.

Approximately 1000 feet south of Scholls Ferry Road and extending further south approximately 1,000 feet into the steeper slopes is an area planned for low medium residential uses at a maximum of 6 units per acre. This development is intended to act as a transition from the medium densities on Scholls Ferry Road to the low densities on the mountain summit and slopes. The low medium densities also offer an opportunity for small lot and attached housing in a scenic area which is not readily available in the county. Access to employment and shopping and other services is intended to be to the north and east along the existing Arterials.

Design Elements:

1. **Area of Special Concern No. 4.** This entire subarea is ASC No. 4 as noted on the community plan map. All development within this subarea shall include provisions for adequate pedestrian and vehicle access to Scholls Ferry Road and pedestrian improvements along Scholls Ferry Road.

These improvements shall include a pedestrian path along Scholls Ferry Road and an attractively designed transit stop and pedestrian shelter. A safe walkway will be required across Scholls Ferry Road at the Old Scholls Ferry Road intersection to connect the subarea with a Neighborhood Commercial Center planned on the northeast corner of that intersection.

Development within this ASC shall include natural or landscaped buffers where it borders lower density residential uses. Buffers intended to minimize noise shall be planned between development in the area and the activities generated by Progress Quarry just north of Scholls Ferry Road. Development shall also present a visually appealing view from Scholls Ferry Road. This

includes a minimum of signage, building heights which generally follow the topography, preservation of natural vegetation and landscaping along the road.

Northern Triangle

High medium residential uses at a maximum of 24 units per acre are planned for this triangular-shaped subarea of the planning area. Largely undeveloped, the subarea is bordered on two of three sides by Scholls Ferry Road and SW 135th Avenue. Low density development along SW Fern Street and SW Walnut Street forms the southern boundary. The high medium densities take advantage of good transportation access in most directions and provide proximity to business districts in Beaverton and Tigard.

A road connection shall be constructed as an Arterial between Scholls Ferry Road and SW 135th Avenue in the general location shown on the community plan map. Specific alignment will be determined at a later date. This connection is to be part of the extension of Murray Boulevard southeast to Pacific Highway (99W).

A Neighborhood Commercial Center is planned on the northwest corner of the intersection of SW 135th Avenue and the recommended Murray Boulevard Extension. This commercial area shall be from 2-4 acres in size; the site size and shape will depend largely on the alignment of the recommended Murray Boulevard Extension.

Low medium residential densities at a maximum of 9 units per acre are designated south of the recommended Murray Boulevard extension connection as a transition from the area of major activity just described to the existing low density residential area around SW Fern Street and SW Walnut Street.

Design Elements:

1. Developments within this subarea shall be reviewed and designed in light of the recommended Murray Boulevard extension. Locations, land use and design conditions may be placed on development proposals in order to allow the future construction of this road.
2. Orientation of pedestrian activity shall be designed in a manner which takes advantage of future transit availability. This may include directing the orientation of buildings adjacent to Scholls Ferry Road toward that road, designing pedestrian paths on the road frontage and locating parking areas back and away from the major road.
3. The alignment and structure of the recommended Murray Boulevard extension shall be designed to minimize adverse impacts on significant natural resources and surrounding planned residential uses.
4. **Area of Special Concern No. 5.** The area designated for low medium density housing between the recommended Murray Boulevard extension and the low density housing facing Fern Street and Walnut Street is ASC No. 5.
5. This special area shall be designed and reviewed under the master planning - planned development process. Careful attention shall be given to designing the area as a transition from the medium density housing on the north to low density housing on the south.

Development in this ASC is already buffered from Scholls Ferry Road and the Progress Quarry by a powerline easement. Nevertheless, development should be oriented to the area's interior to protect residents from the potential impacts of the recommended Murray Boulevard extension and quarry activity. A minimum number of direct access points shall be planned onto the Murray Boulevard extension.

6. **Area of Special Concern No. 6.** An area including 13 existing land parcels between Scholls Ferry Road and 135th Avenue and encompassing part of Summer Creek is ASC No. 6. The partitioning of land and building of any structures within this area shall be designed and reviewed for location and orientation as they affect circulation according to the master planning/planned development provisions of the CDC. A general circulation plan for the area shall be provided which minimizes 1) Crossing of Summer Creek and 2) Access onto Scholls Ferry Road and 135th Avenue.

Southern Lowlands

The Southern Lowlands Subarea is south of SW Beef Bend Road and King City, west of Pacific Highway and King City, north of the Tualatin River and east of the UGB. This subarea is characterized by gently rolling lowlands and several existing medium density developments including a mobile home park south of Fischer Road and condominiums just north of the Tualatin River.

The Community Business District designated along Pacific Highway east of King City is the same as planned for the adjacent area by King City. Other land use designations contiguous to King City's borders are designed to be compatible with the adjacent densities within the city limits.

South of Fischer Road, along Pacific Highway, high medium residential densities at a maximum of 24 units per acre are designated for an area which includes some scattered commercial and residential uses. This is planned to reduce congestion caused by strip commercial development on Pacific Highway. It is intended that the immediate commercial needs of residents and visitors be served by nearby commercial activity in King City, south of the Tualatin River, and in the Neighborhood Commercial Center planned at SW 131st and Beef Bend Road.

Residential development is planned at medium densities of a maximum 15 units per acre further west along Fischer Road and 131st Avenue. Lower medium residential densities at a maximum 9 units per acre are designated for the inner sections of the subarea near the Tualatin River and adjacent to the low medium density development in King City.

A small, approximately 2-acre Neighborhood Commercial site is planned at the corner of SW 131st Avenue and Beef Bend Road to serve these planned residential areas and development north of Beef Bend Road on the Bull Mountain slopes.

In recognition of an existing use, approximately one-half-acre adjacent to Pacific Highway south of Fischer Road is designated Community Business District. This designation is the result of unique historical circumstances and shall not be used to justify additional commercial designations in the vicinity.

South of Beef Bend Road, between SW 131st Avenue and the BPA powerline right-of-way, is an area of approximately 89 acres. This area, formerly known as Urban Reserve Area 47, was brought inside the UGB by Metro in December 1998 and was subsequently annexed by King City.

West of this area to NW Roy Rogers Road, and bordered by SW Beef Bend Road to the north and the Tualatin River to the south, is the area formerly known as the Beef Bend South Urban Reserve Area (6D). This area was brought into the UGB by Metro in 2018 and approved by the Land Conservation and Development Commission in 2019. The County subsequently applied the Future Development 20-Acre District, which allows limited land uses and is considered an urban holding district until properties are annexed to the city. The area contains extensive Significant Natural Resources. The 2018 King City Urban Reserve Concept Plan anticipates a range of housing types for the areas, including attached and detached single-family dwellings, duplexes, row houses, cottage clusters, and apartments.

Design Elements:

1. Medium density (R-15) residential development in this subarea shall be designed to provide safe pedestrian access to potential transit stops on Fischer Road and 131st Avenue and the Neighborhood Commercial site planned at SW 131st Avenue and Beef Bend Road. The perimeter of the R-9 and R-15 density residential developments shall be designed and landscaped for compatibility with contiguous lower density developments.
2. **Area of Special Concern No. 7.** Neighborhood Commercial uses are planned for approximately 2-3 acres of land at the intersection of Beef Bend Road and SW 131st Avenue. An area southeast of this intersection, comprising approximately 11 acres of land, is ASC No. 7. Development within this area is to be planned and reviewed under the master planning/planned development provision in the CDC. However, the area may be included as part of a larger planned development proposal in which the commercial uses may be mixed with other uses, such as recreation facilities for surrounding residents.

This small Neighborhood Commercial Center at SW 131st and Beef Bend Road is intended to serve the everyday convenience shopping and service needs of residents in the subarea as well as residents living on the south slopes of Bull Mountain. Uses such as a grocery store, drug store, and laundromat are intended. The center shall be designed to attract pedestrian use and shall include a covered waiting area for transit users.

3. No development along Pacific Highway shall be oriented toward or accessed from Pacific Highway directly. Such development shall also be buffered from the highway with landscaping and present a visually appealing view from the highway.
4. **Area of Special Concern No. 8.** All of the land from approximately 600 feet south of Fischer Road to the Tualatin River between Pacific Highway 99 to 131st Avenue comprises ASC No. 8. Development within this area is to be planned and reviewed under the master planning - planned development provisions in the CDC in order to adequately treat the 100-year floodplain of the Tualatin River. Densities calculated from unbuildable land may be transferred according to the CDC.

Above all, in this ASC, the Tualatin River and its floodplain shall be retained in its natural condition, including topography and vegetation. Development along the Tualatin River shall provide for public access to the river and shall dedicate to the public, whenever possible, a pedestrian/bike path along the river connecting a Tualatin River pathway system and a potential community park.

The developer shall be required to present a plan addressing the following issues and providing for appropriate solutions:

- a) Types and intensity of recreational, educational and open space uses;
- b) Public pathway system including access to the river and views of the river;
- c) Protection of significant features, including existing vegetation;
- d) Park site identification;
- e) Plan for public dedication or acquisition.

5. **Area of Special Concern No. 9.** The approximately 89 acres of land that comprise Urban Reserve Area 47, located south of Beef Bend Road and west of SW 131st Avenue, is ASC No. 9. This area was added to the UGB by Metro in December 1998 by Metro Ordinance No. 98-779D. Accordingly, the Washington County - King City Urban Planning Area Agreement (UPAA) was amended to assign comprehensive planning and development responsibilities for this area to King City. In accordance with the provisions of the UPAA, King City will be responsible for adopting urban plan and zoning designations for the area. The urban designations will not become effective and development of the land in the area pursuant to the designations will not occur until the land has been annexed to King City. Because King City is responsible for comprehensive planning and subsequent development for the area, the Future Development – 10 Acres designation was applied to this area so that development to ultimate urban densities will occur when the land is annexed to the city. In accordance with the provisions of Metro Ordinance No. 98-779D, the southern boundary of ASC No. 9 is the FEMA 100-year floodplain elevation of 129 feet.

Western Slopes

The Western Slopes Subarea is approximately 536 acres. In 2002, 485 of these acres were added to the regional UGB through Metro Ordinance 02-969B. In 2011, two parcels comprising 51 acres were added to the UGB through Metro Ordinance 11-1264B and confirmed by legislation in 2014 through House Bill 4078. The subarea is bordered to the north by Scholls Ferry Road. Roy Rogers Road and Bull Mountain Road are the major transportation corridors within the subarea.

The predominant use of this subarea is agricultural with limited single-family residences. This area is designated Future Development - 20 Acres and will maintain this designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the County's Comprehensive Plan and Title 11 of Metro's Urban Growth Management Functional Plan.

TRANSPORTATION

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Bull Mountain Area, are contained in the adopted Washington County TSP.

Both the countywide development concept and location criteria for land uses assumed the transportation system as a primary factor in determining composition, orientation, and intensity of specific land uses. For example, commercial and medium to high density residential uses are encouraged to locate adjacent to or close to Collector or Arterial Roads. Similarly, increasing costs or roadway

improvements were a factor in the self-sufficient, balanced land use concept of development adopted by the County.

In the Bull Mountain Planning Area, existing and potential transportation routes are an important factor in determining its development concept, internal circulation and land use location. Bull Mountain Road, Beef Bend and Walnut Street serve most of the traffic generated by development within the area. Other Collector and Arterial Roads are located on the perimeter of the planning area and serve to move traffic back and forth between nearby shopping and employment centers and the concentrations of housing planned at the foot of Bull Mountain.

Roads

The Washington County TSP prescribes significant improvements and changes to the existing road system in the Bull Mountain Area. These include widening and rebuilding roads to a standard appropriate to their designated functional classifications, and connecting, extending or realigning certain roads as prescribed in the TSP. These improvements and changes are intended to respond to existing deficiencies in the road system and changes in the traffic flows that are projected to occur.

Roadway projects identified as needed during the next 20 years are listed in the TSP's Technical Appendix.

Transit

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. The plan assumes that public transit service to the community will be improved generally, with greater frequency of service and better intra-community and inter-community access.

Transit policies, strategies, facilities and services are identified in the Washington County TSP. These are implemented over time by TriMet in coordination with regional and local governments and service providers, including Washington County, as resources and priorities direct.

Pedestrian/Bicycle Pathways

The plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County TSP. Generally, the plan calls for bikeways along all Arterial and Collector Roads in the area, as well as along major streams and in power line easements. The timing of pathway development will be determined by the availability of resources and the application of plan implementation priorities, as identified in the 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 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; and 2) Where it is impracticable to provide a

Local Street connection based on criteria in the CDC, bicycle and pedestrian accessways are required instead. For the purposes of these standards, an “accessway” is defined as any off-street way which is intended for the primary use of pedestrians and/or bicycles.

Review Standards for Development on Lands Designated on the Local Street Connectivity Maps

The following review standards shall be used to: 1) Meet Metro’s street connectivity requirements; 2) Provide a generally direct and uncircuitous pattern of streets and accessways to ensure safe and convenient access for motor vehicles, pedestrians, bicyclists, and transit users; and 3) Ensure that proposed development will be designed in a manner which will not preclude properties within the circulation analysis area from meeting the requirements of this section.

1. In the event of a conflict between the standards in this section and the Local Street Connectivity Maps, the more specific community plan elements shall control.
2. For residential, office, retail, and institutional development on lands as shown on the Local Street Connectivity Maps, on-site streets shall be provided which meet the following standards:
 - A. Block lengths for Local Streets and Collectors shall not exceed 530 feet between through streets, measured along the nearside right-of-way line of the through street, except when the provisions of Section 2.D. are met.
 - B. The total length of a perimeter of a block for Local and Collector Streets shall not exceed 1800 feet between through streets, measured along the nearside right-of-way line, except when the provisions of Sections 2.D. or Sections 4 or 5 are met.
 - C. Cul-de-sacs and permanent dead-end streets shall be prohibited except where construction of a through street is found to be impracticable due to the provisions of Section 2.D., or application of Sections 4 or 5.
 - D. The review authority may modify the review standards of Section 2.A., B., or C. (above) or Section 3 (below) based on findings that the modification is the minimum necessary to address the constraint and the application of the standard is impracticable due to one or more of the following:
 - 1) Topography, although grades that may be too steep for a street are not necessarily too steep for an accessway;
 - 2) Drainage hazard areas, wetlands, floodplains, or a Significant Natural Resource area;
 - 3) Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - 4) Abutting undeveloped or underdeveloped property is not designated with an urban residential district, the Future Development - 10 Acre District or an urban reserve area;
 - 5) Arterial access restrictions; or
 - 6) Railroads.

- E. Streets shall connect to all existing or approved stub streets which abut the development site.
 - F. When cul-de-sacs are allowed under 2.D., they shall be limited to 200 feet and no more than 25 dwelling units unless impracticable.
3. For residential, office, retail, and institutional development on lands as defined on the community plan Local Street Connectivity Maps, an on-site pedestrian and bicycle circulation system shall be provided which meets the following:
- A. For blocks abutting an Arterial or Collector, when block lengths exceed 530 feet, an accessway shall be provided to connect streets for every 330 feet of frontage or portion thereof;
 - B. Accessways to connect with all existing or approved accessways which abut the development site;
 - C. Accessways to provide direct access to abutting pedestrian-oriented uses and transit facilities which are not served by a direct street connection from the subject property. Accessways to provide future connection to abutting underdeveloped or undeveloped property which is not served by a direct street connection from the subject property and which is not designated as industrial or general commercial land where the abutting property line exceeds 100 feet. Where the abutting property line exceeds 400 feet, additional accessways may be required by the review authority based on expected pedestrian demand. The review authority may reduce the number of required accessways to abutting properties if: a) Such a reduction results in spacing of streets and/or accessways of 330 feet or less, and b) Reasonably direct routes are still provided for pedestrian and bicycle travel in areas where pedestrians and bicycle travel is likely if connections are provided.
 - D. Direct connection of cul-de-sacs and dead-end streets to the nearest available street or pedestrian-oriented use;
 - E. Accessways may be required to stub into adjacent developed property if the review authority determines that existing development patterns or other constraints do not physically preclude future development of an accessway on the developed property and the adjacent developed property attracts a greater than average level of pedestrian use.
4. The review authority may modify the dimensional standards in this section based on findings that these standards conflict with other adopted public facilities standards or traffic safety concerns identified through the development review process and provided that the modification is the minimum necessary to address the constraint.
5. Modification of standards for an alternate design through a quasi-judicial public hearing procedure.

The review authority may approve a modification to the circulation analysis review standards through a quasi-judicial public hearing procedure based on findings that:

- A. The applicant has submitted an alternate design which serves the purpose of providing safe, convenient and direct pedestrian and bicycle access and access to transit consistent with the standards of the TSP, the community plans, and the Transportation Planning Rule (OAR 660-12); and
- B. The development’s proposed circulation analysis for pedestrian, bicycle and access to transit meets the following criteria:
 - 1) Does not preclude abutting property from meeting the review standards of Section 2 or 3, above;
 - 2) Provides streets or accessway connections to all existing or approved stub streets or accessways which abut the site;
 - 3) Provides Arterial accessways as required by the standards above;
 - 4) Provides a street and pedestrian/bicycle circulation system design which is compatible with the design of the street and pedestrian/bicycle system of abutting developed property;
 - 5) Provides safe, convenient and generally direct access to transit and nearby pedestrian-oriented uses; and
 - 6) Walking distances on pedestrian ways within and from the new development are not increased from what would be developed under the requirements of Section 2 or 3, above.

Pedestrian Connectivity Areas

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

- *The Baker Lane/Sunrise Lane Area:* Connect this area by providing pedestrian facilities between SW Baker Lane and SW Sunrise Lane.

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	26.65	1.78%
Residential 6	R-6	1,091.46	72.96%
Residential 9	R-9	192.74	12.88%
Residential 15	R-15	148.12	9.90%
Residential 24	R-24	15.13	1.01%
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		0.00%
Neighborhood Commercial	NC		0.00%
General Commercial	GC		0.00%
Community Business District	CBD	3.71	0.25%
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	18.19	1.22%
Total		1496.00	100.00%