

METZGER - PROGRESS COMMUNITY PLAN

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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

****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 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 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 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 (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 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 transfer 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 CDC, 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 CDC, the Transportation System Plan (TSP) 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 CDC.

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 1/2-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 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 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.

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.

The planning area encompasses about 1.75 square miles and contained a 1980 population of 6,152 residents.

The existing Metzger - Progress Community Plan was adopted three years ago, in November 1980. This document replaces and supersedes the 1980 Community Plan.

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.

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 sewered. 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-serviced 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.

Natural resources within the planning area are incorporated into the land use plan map and design elements. It is the intention of this plan to retain as much of this dwindling resource as is feasible. A number of public and quasi-public uses which 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

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

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

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. Fifteen ASCs are mapped and numbered on the community plan map.

General Design Elements:

1. In the design of new development, floodplains, drainage hazard areas, stream and their tributaries, riparian zones and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. Used to accent, define, or separate areas of differing 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. Master planning - primary use or planned development procedures and standards specified in the CDC 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. 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. Trees located within a SNR site 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.
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. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the CDC.

SUBAREAS

Washington Square

The subarea bounded by Highway 217, Greenburg Road and Hall Boulevard is primarily designated CBD. Crescent Grove Cemetery is designated Institutional. Near the corner of Hall Boulevard and Scholls Ferry Road is an area planned as OC. To the south of it are parcels designated R-25+. The entire subarea is located within the Washington Square Regional Center boundary.

Design Elements:

1. A traffic circulation study shall be conducted of the Greenburg Road - Oak Street - Highway 217 intersection area by July 1985. The resulting design plan for improved circulation in this area shall meet the following objectives:
 - a. Consistent with the County TSP, Oak Street west of Hall Boulevard shall be used for local neighborhood circulation only, not for through traffic.
 - b. Adequate access for commercial uses shall be provided on both sides of Greenburg Road, including Lincoln Square, Washington Square and surrounding and future establishments.

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 comprises ASC No. 1. Development of structures and land divisions within this special area shall be planned and reviewed under the Type II review provisions of the CDC. Because of the importance of trees and other natural vegetation to the wildlife habitat and scenery of the community, development shall be designed to minimize the area disturbed.

Development approval shall not permit removal of more than 50% of the mature standing trees (6-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in planned development provisions of the CDC to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

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 is bounded by Greenburg Road on the west, Hall Boulevard on the north and east, and Highway 217 and the city of Tigard to the south. The central portion of this subarea is planned for R-5. Institutional is the designation on Metzger School property and a church to the north, as well as on a church parcel on Greenburg Road. The entire subarea is located within the Washington Square Regional Center boundary. Residential R-9 is planned along Hall Boulevard near Spruce and Pine Streets in the south. Transit-Oriented 18-24 is planned along SW Hall Boulevard west of its intersection with SW 90th Avenue. This area comprises ASC No. 16. Transit-Oriented Residential 18-24 is also planned along SW Hall Boulevard to the east of its intersection with SW 90th Avenue. This area comprises ASC No. 17. R-9 is also found east of Greenburg Road along Locust and Coral Streets, west of SW 87th Avenue and south of the Ash Creek floodplain adjacent Highway 217. Transit-Oriented Residential 24-40 is designated on parcels in the bend of Hall Boulevard. Residential R-24 is designated north of the Institutional designation on Greenburg Road.

Residential R-9 is planned along Hall Boulevard near Spruce and Pine Streets in the south and near SW 90th Avenue in the north. The same designation is found east of Greenburg Road along Locust and Coral Streets, west of SW 87th Avenue and south of the Ash Creek floodplain adjacent Highway 217. Residential R-24 is designated on parcels in the bend of Hall Boulevard and north of the Institutional designation on Greenburg Road.

OC is planned on Hall Boulevard in the vicinity of Oak and Maple Streets. The properties located at the northwest corner of Locust Street and Hall Boulevard are designated Transit-Oriented Retail Commercial, while lands west of these properties located on the north side of Locust Street are designated Transit-Oriented Residential 18-24 Residential. All of these commercial uses are to be buffered from residential uses in the subarea.

Design Elements:

1. A traffic circulation study shall be conducted of the Greenburg Road - Oak Street - Highway 217 intersection area by July 1985. The resulting design plan for improved circulation in this area shall meet the following objectives:

- a. Consistent with the County TSP, Oak Street west of Hall Boulevard shall be used for local neighborhood circulation only, not for through traffic.
- b. Adequate access for commercial uses shall be provided on both sides of Greenburg Road, including Lincoln Square, Washington Square and surrounding and future establishments.

Area of Special Concern No. 5. Land designated OC off of Greenburg Road between Lehman and Coral Streets is ASC No. 5. Because of its proximity to and location between low and low medium density residential uses and Crescent Grove Cemetery, development within this special area shall be limited to 40 feet in height.

Area of Special Concern Nos. 6 and 7. Two groups of parcels, one located east of Greenburg Road between Coral and Locust Streets, the other southwest of Locust Street and 87th Avenue, comprise ASC Nos. 6 and 7, respectively. Development of structures and land divisions within these special areas shall be planned and reviewed under the Type III review provisions of the CDC.

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

Area of Special Concern No. 8. Lots which include portions of the Ash Creek floodplain between Oak Street and Highway 217 make up ASC 8. Development of structures and land divisions within this area shall be planned and reviewed under the master planning - planned development (Type III) provisions of the CDC. Because of the importance of trees and other natural vegetation to the wildlife habitat and scenery of the community, development shall be designed to minimize the area disturbed. No modification of the floodplain topography shall be permitted without detailed specific improvements to the wildlife habitat which have been prepared by a qualified wildlife biologist. Floodwater storage capacity shall be maintained.

Any proposed development for the portion of this site above the floodplain and adjacent to Highway 217 shall have access only from SW 89th Avenue and shall be effectively buffered from the traffic noise on Highway 217.

Master planning for development on this site shall provide for open space for the non-buildable floodplain portion in cooperation with the appropriate park/open space managing agency, in order to preserve as much as practicable of this wetland along Ash Creek.

Area of Special Concern No. 16. 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. 16. 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.

Area of Special Concern No. 17. 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. 17. 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.

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. Development of structures and land divisions in this special wooded area shall be planned and reviewed under the Type III review provisions of the CDC. Because of the importance of trees and other natural vegetation to the wildlife habitat and scenery of the community, development shall be designed to minimize the area disturbed.

Development approval shall not permit removal of more than 50% of the mature standing trees (6-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in planned development provisions of the CDC to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

No additional street crossings of the stream, except for SW 74th Avenue, shall be permitted within this ASC. Since the portion of this site east of SW 74th Avenue is within a park-deficient area, public open space use of the part along the creek shall be considered during the development review process, in coordination with the appropriate park/open space managing agency.

Area of Special Concern No. 11. A number of wooded lots south of Ventura Avenue are designated ASC No. 11. Development of structures and land divisions within this area shall be planned and reviewed under the Type III review provisions of the CDC. Because of the importance of trees and other natural vegetation to the wildlife habitat and scenery of the community, development shall be designed to minimize the area disturbed.

Development approval shall not permit removal of more than 50% of the mature standing trees (6-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in planned development provisions of the CDC to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees. Site plans shall show the location of any springs on the site and adequately protect them.

Since this site is within a park-deficient area, public open space use of a portion of the area shall be considered during the development review process, in cooperation with the appropriate park/open space managing agency.

Area of Special Concern No. 12. The land-locked parcel between Spruce and Pine Streets and SW 75th and 77th Avenues, which is owned by the County and designated Institutional, along with a portion of the parcel to the north, comprise ASC No. 12. Since there is no public access to this intended park, the County shall seek to obtain an easement or purchase an access from SW Pine Street in cooperation with the appropriate

park/open space managing agency. If no access can be obtained by July 1, 1985, the Board of County Commissioners shall determine whether to sell this property.

Area of Special Concern No. 13. Lots designated for Office Commercial uses north of Spruce Street and between SW 71st and 75th Avenues compose ASC No. 13. Development of structures and land divisions within this area shall be planned and reviewed under the Type III review provisions of the CDC.

Plans for such development shall give special attention to efficient access to all parts of the special area; impacts on local, primarily residential, streets and other design considerations which will help make new development compatible with adjacent residential property. For example, orientation of commercial activity in the area shall be to the south only, and access to this property shall be limited to Spruce Street.

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. Several parcels north of Pfaffle and west of SW 83rd Avenue make up ASC No. 15. Development of structures and land divisions within this area shall be planned and reviewed under the Type III review provisions of the CDC. Because of the importance of trees and other natural vegetation to the wildlife habitat and scenery of the community, development shall be designed to minimize to area disturbed.

Development approval shall not permit removal of more than 50% of the mature standing trees (6-inch diameter or greater) unless demonstrated that removal is necessary to permit development of the site at the planned density. This demonstration shall be reviewed by the review authority to ensure that the applicant has used the flexibility provided in planned development provisions of the CDC to minimize removal. Development design and clearing for structures shall provide for maximum retention of larger trees.

The access and circulation system shall provide for no crossings of the stream.

Since the site is on the fringe of a park-deficient area, the development proposal shall include consideration of dedicated public open space, coordinated with the appropriate park/open space managing agency.

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

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%