

WASHINGTON COUNTY COMPREHENSIVE PLAN



VOLUME VII ALOHA – REEDVILLE – COOPER MOUNTAIN COMMUNITY PLAN

November 2024

ALOHA - REEDVILLE - COOPER MOUNTAIN COMMUNITY PLAN

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

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ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance #, Plan Amendment Case File #, or Annexation #	Date Adopted	Tax lot	Action
Ord. 263, 264, 265	6/28/83		Community plan created
Ord. 278, 279, 280	12/27/83		Revisions to plan
Ord. 292, 293, 294	5/21/85		Revisions to plan
Ord. 344	10/24/89		Historic/Cultural and Progress Quarry
Ord. 367	9/25/90		Functional Classification
Ord. 418	7/27/93		Apply Interim Light Rail Station Area Overlay Dist.
B.C. 3114	7/29/93	1S22	Annexed to Hillsboro
B.C. 3243	10/21/93	2S1 5	Annexed to Beaverton
B.C. 3272, 3273	2/10/94	1S129, 2S15 2S1 5	Annexed to Beaverton
97-216-PA	6/15/94	1S1 18CB 1000, 1S1 18CC 101	Changed from R-15 to R-24
B.C. 3374	9/22/94	2S1 5	Annexed to Beaverton
B.C. 3423	1/12/95	1S1 30	Annexed to Beaverton
MSD 95-612, 95-613	8/4/95	1S2 11, 1S2 23	Annexed to urban area
B.C. 3509	8/24/95	1S1 30	Annexed to Beaverton
Ord. 471	10/31/95		Creation of Major Transit Stop Areas
95-395-PA	11/1/95	1S2 23D 1100 & 1S2 26 100	Change from AF-10 to INST, Change from EFC to INST
95-722-PA	2/21/96	1S2 12CD 5300, 5400, 5600, 5700, 5800, 5900	Amend the Functional Classification Map of the TSP to modify the alignment at the intersection of SW Shaw/198th Ave.
Ord. No. 480	9/27/96		The Relationship of Comp Plan Elements

Ordinance #, Plan Amendment Case File #, or Annexation #	Date Adopted	Tax lot	Action
B.C. 3738	8/1/97	1S1 29BC	Annexed to Beaverton
B.C. 3828	6/30/98	2S15, 2S1 5BA	Annexed to Beaverton
Ord. No. 526	11/27/98		Removes Interim Light Rail Station Area Overlay District [See Ord. 418 above]
4040	12/31/99	1S1 32C 201	Annexed to Beaverton
4041	6/30/99	1S1 30DA 200 & 201, 1S1 30AD 5800, 1S119DD 300	Annexed to Beaverton
4050	8/19/99	2S1 05	Annexed to Beaverton
4087	6/30/00	1S1 20 (multiple tax lots)	Annexed to Beaverton
Ord. No. 551	7/6/00		Amends the plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Functional Plan)
Ord. No. 552	8/24/00		Amends the plan to comply with Metro's Regional Accessibility Policy (Title 6 of the Urban Growth Management Functional Plan)
00-426-PA	12/20/00	1S1 7CC 6000, 6200,6300, 6301	Change from R-24 to INST
03-485-PA	1/21/04	1S1 7CC 5901	Plan designation change from R-24 to INST
04-511-PA	2/2/05	1S1 18AC	Plan designation change from R-15 to R-24 for approximately 9.9 acres
05-277-PA	9/7/05	1S1 7CC 6100, 1S1 18 BA 600	Plan designation change from R-5, R-9 and R-24 to INST
Ord. 601A	10/28/03		Transportation-related changes
Ord. 649	11/24/05		Amended the Significant Natural and Cultural Resources Map as well as the Subareas Map to include the Jenkins Estate property
Ord. 653	5/4/06		Amends the Cooper Mountain Area Subarea to describe the general location and planned uses for the Cooper Mountain Natural Area
Ord. 674	11/23/06		General Design Element 8 modified
Ord. 683A	8/7/07		Text clarification of low residential density in the "Overview" Section
Ord. 776A	11/21/13		Removal of Mineral and Aggregate District Overlay from Significant Natural and Cultural Resources Map (formerly known as Progress Quarry). Area is now Murray Scholls Town Center. RNRP Map also modified
Ord. 783A	10/7/14		TSP update removes Functional Classification Map

Ordinance #, Plan Amendment Case File #, or Annexation #	Date Adopted	Tax lot	Action
Ord. 785A	9/23/14		Amends the plan regarding urban reserve, rural reserve or undesignated area to comply with HB 4078, passed by Oregon Senate in March 2014
Ord. 799A	9/22/15		Transportation System Plan Updates
Ord. 857	8/27/19		Applies new Pedestrian-Oriented Mixed-Use land use districts to portions of the Aloha Town Center near the T.V. Highway/SW 185th Ave. intersection identified as ASC 3A. The new land use districts implement recommendations from the Aloha Tomorrow Study intended to encourage pedestrian-friendly and transit-supportive future development
Ord. 865	1/18/22		Amends the plan to address Metro’s 2018 Urban Growth Boundary expansion decision
Ord. 901A	11/5/24		Amends plan text, design elements, and the Significant Natural and Cultural Resources Maps for the urban unincorporated area to reflect updates to the County’s state-wide planning Goal 5 SNR program.
Ord. 903	10/15/24		Amends plan text and deletes maps relating to parking, to conform with recent changes to state Transportation Planning Rule (TPR) requirements as a result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules.

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

THE RELATIONSHIP OF THE COMPREHENSIVE PLAN ELEMENTS

The Aloha - Reedville - Cooper 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 Aloha - Reedville - Cooper Mountain Community Plan with a basic understanding of its relationship to the various other comprehensive plan elements.

In general, the Aloha - Reedville - Cooper 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 Aloha - Reedville - Cooper 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 Aloha - Reedville - Cooper Mountain Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Aloha - Reedville - Cooper 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 that are intended to guide the implementation of each policy directive.

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

Two central provisions of the CFP have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a countywide development concept and the urban growth management policies.

The countywide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The County's urban growth management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

Community Plan

The unincorporated portion of the county within the metropolitan area regional Urban Growth Boundary (UGB) and outside of city planning areas is divided into a number of community planning areas. The Aloha - Reedville - Cooper Mountain Community Planning Area is one such planning area. Community planning area boundaries reflect the original boundaries from 1983. 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 community plan maps and community plan text.

The Land Use Districts Map portrays a land use designation for each parcel of land in the planning area.

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

The designation of ASC, where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the community plan text includes specific language that identifies and addresses the design opportunities or constraints. Usually, land is designated as an ASC when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the community plan requires an ASC to develop through a mandatory master planning - planned development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The master planning - planned development provisions in the Community Development Code provide open space, density transfers and design flexibility that applicants can consider to help preserve natural features while encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this plan. Densities shall not be restricted to less than that authorized by the development standards.

The provisions of the community plan are augmented and implemented by the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan. Standards and requirements of the community plan and the 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. Design elements or ASC provisions related to Significant Natural Resource (SNR) areas are not considered approval criteria for development applications.

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

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

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

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

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

An identification of neighborhood park deficient areas was done in the early 1980s as part of the original community plan development. The identification was made based on a 0.5-mile service area radius from park or school playground sites existing at the time. Those portions of the planning area not within this service area are generally regarded as park deficient. On this SNR Map, a "P" was placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not site-specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis. This has not been updated since the early 1980s.

Community Development Code

The chief function of the Community Development Code (CDC) is to assist in the implementation of 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,

allowances in SNR areas, and aesthetic concerns. The CDC sets forth processes and procedures for review of specific development proposals, including public notice requirements. The CDC also sets forth the standards and requirements of the community plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions. As noted above, design elements or ASC provisions related to SNR areas are not considered approval criteria for development applications.

Transportation System Plan

The Transportation System Plan (TSP) is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan (RNRP).

Prepared from both the countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The TSP designates the major roadway system, and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the TSP. New Neighborhood Routes may also be designated through the development review process. Standards and requirements of the TSP that are applicable to development applications, including but not limited to new development and land divisions, are specified in the CDC.

The Local Street System is designated on the community plans and the 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 Aloha - Reedville - Cooper Mountain Community Planning Area is located in eastern Washington County between the cities of Beaverton and Hillsboro. In 1980, it was generally bounded on the east by the Beaverton city boundary, on the south by Scholls Ferry Road, on the west by the UGB and SW 219th Avenue, and on the north by SW Baseline Road, SW 185th Avenue and Beaverton Creek. Over time, those boundaries have shifted as areas annexed to Beaverton, Hillsboro and Tigard. Current boundaries are shown in the community plan maps.

At the time the community plan was adopted in 1983, the planning area encompassed approximately 12.2 square miles and had a 1980 population of 31,505. Most of the area lies in the relatively flat lowlands of the Tualatin Valley. The southern portion of the area includes part of Cooper Mountain, which rises to 797 feet at its highest point.

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 Cooper Mountain Urban Reserve Area (also known as Urban Reserve Area 6B). This approximately 1.9-square-mile area has been added to the southern portion of the planning area.

Land Use

In 1983, the total land area (excluding roads and unbuildable land) of the planning area was approximately 7,314 acres. Nearly 50% was developed with residential uses and approximately 41% was vacant and buildable. Various UGB expansions and annexations have occurred since 1983. The 2018 UGB expansion was 1,232 acres, including approximately 632 acres of environmentally sensitive areas and about 600 developable acres.

At the time the community plan was originally developed, the planning area's residential development consisted predominantly of single-family neighborhoods. Multiple family residential development was generally limited to a few complexes located along SW Tualatin Valley (T.V.) Highway and SW Farmington Road.

In 1983, commercial uses in the planning area were generally either located along SW T.V. Highway or in shopping centers (Farmington Mall, 185th and Baseline). Commercial land along T.V. Highway consisted primarily of small parcels not conducive to large scale development. This had resulted in the rezoning of parcels at 185th and Farmington and 198th and T.V. Highway for Neighborhood Commercial centers.

Several light industries were located in the area, generally along the south side of T.V. Highway. The largest was the Intel facility at 198th and T.V. Highway.

Natural Features

Geologic formations underlying the planning area include marine sediments overlain successively by Columbia River Basalt and then sedimentary deposits of sand, silt and clay. Fault traces have been mapped along the northeast base of Cooper Mountain.

Some of the area's soils are characterized by a high water table, which lies within a few feet of the surface during the winter. Some area soils have low bearing strength and a potential for shrinking and swelling.

Periodic flooding problems in the planning area occur along Butternut Creek; just west of SW 170th Avenue between Farmington Road and Tualatin Valley Highway; and in some areas along Beaverton Creek.

In 1983, approximately 638 forested acres providing wildlife habitat were identified in the area, most on Cooper Mountain but also on Madrona Terrace located southeast of SW 170th Avenue and SW Davis Road and along Beaverton Creek. In addition to this acreage, other natural resource areas were identified in the 2018 Cooper Mountain UGB Expansion Area. These included the McKernan Creek

stream complex that contained high quality riparian and upland habitats connecting to the Cooper Mountain Nature Park and the stream corridor that connects to Summer Creek. This area contained County-identified Goal 5 resources and mapped Metro Title 13 Type I and Type II Riparian Wildlife Habitat and Class A and Class B Upland Wildlife Habitat. This UGB expansion area also included a small portion of Goal 5 resource designated "Mining District B" associated with the Farmington/Baker Rock Quarry.

In 2024, the Goal 5 inventory was updated to incorporate changes to the Riparian and Upland Wildlife Habitat since 1983, to include areas added to the UGB and not yet annexed to a city, and to remove area annexed to a city since the original inventory. As part of the 2024 work, the County consolidated its 1980s inventory with the more recent Metro Regionally Significant Fish & Wildlife Habitat Inventory Map and updated inventories done by cities or the County as part of Metro Title 11 Comprehensive Planning. This work included removing areas that were determined to no longer be significant because they were developed or were considered too small or fragmented to provide meaningful habitat. The 2024 inventory replaced earlier natural resource mapping. Volume IA of the Resource Document contains information about this work. This updated inventory is reflected in the community plan SNR Maps.

Ground water found in the underlying Columbia River Basalt was withdrawn at an excessive rate from the Cooper and Bull Mountain areas 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 ground water area" in 1977 brought a moratorium on new wells and limitations on pumping from municipal wells.

The Progress Rock Quarry, between SW Old Scholls Ferry and SW Scholls Ferry Roads and the Cobb, Karban, and Baker Quarries, just west of the planning area and south of SW Farmington Road, mine Columbia River Basalt which is crushed and used as a road base. Noise, truck traffic and dust associated with resource extraction operations can be a problem when residences are located nearby.

Transportation

Most streets in the area have not been built to recommended design standards. While a number of significant transportation projects affecting this area have been completed during the last 20 years (e.g., 185th, Baseline, 170th, Westside Light Rail), numerous other transportation improvement projects have been identified as being needed in the Washington County TSP. Road maintenance projects by the County have improved community road conditions somewhat.

The planning area is directly served by Westside Light Rail transit and TriMet bus service. TriMet also provides park and ride lots near light rail stations. Transit bus routes and frequencies are reviewed annually and modified as priorities and resources direct. (TriMet provides opportunities for area residents and local governments to participate in this process.)

The TSP also identifies a number of bicycle and pedestrian routes and existing and planned facilities in the planning area. Many bikeway and sidewalk improvements have been completed as part of major roadway projects during recent years (e.g., 185th, Farmington, Baseline). Future bikeway and pedestrian projects will be completed, either as part of larger projects or stand-alone projects, as TSP priorities and resources allow.

The Southern Pacific Railroad tracks follow an east/west path along the south side of T.V. Highway, through the community. Crossing guards and warning lights have been installed at all street crossings of the tracks except at SW 160th Avenue.

Services

The planning area lies within Clean Water Services' Rock Creek service area excepting the southeast corner, which is within the Durham service area. The only portion of the planning area presently without sewer service is on Cooper Mountain. Construction of a trunk line that would serve the Scholls Ferry Road area has recently occurred, with financing through a Local Improvement District.

Water service to most of the planning area is provided by the Tualatin Valley Water District which obtains water from the city of Portland via a 60-inch main. Five of the District's 15 reservoirs are in the planning area.

The Butternut Creek Drainage Basin was the subject of a recent study by the Army Corps of Engineers (1979) which proposed solutions to existing flooding problems.

With the exception of the Reedville area and a portion of the Cooper Mountain area, most of the planning area lies within the Tualatin Hills Park & Recreation District (THPRD). The planning area contains approximately 84 acres of park land, either owned or used by the district. Approximately half this acreage is now undeveloped.

The planning area is served by three public school districts. Beaverton School District serves most of the Aloha area. The Reedville School District and the Hillsboro Union High School District serve the western portion of the planning area.

Fire protection in the planning area is provided by Washington County Fire District #1. The district operates two stations in the community, one located at 209th and Blanton and the other on Cooper Mountain, at 175th Ave. (Reusser Rd.) and Weir Road.

COMMUNITY PLAN OVERVIEW

The Aloha - Reedville - Cooper Mountain Community Plan has the following features:

1. The predominately residential character of the planning area is retained. Although existing industrial areas will remain primarily along T.V. Highway west of 188th Avenue most local employment opportunities will be provided in neighboring areas of Hillsboro, Beaverton and in the 185th East/West area. Most comparison shopping will also be done outside the planning area, although convenience shopping needs and some professional service needs will be satisfied.
2. More affordable housing opportunities are being created. Over half of the new housing units built in the planning area in the future are planned to be attached. An increased opportunity to provide additional attached dwelling units should provide a greater range of housing choices.
3. As housing trends continue, the average density of the new housing will likely increase over the average density of existing housing. Yet, more than half of the vacant buildable residential land in the community is planned for development with low density housing at 5 or 6 units per acre.

4. Assuming that greater lot size allows for more design flexibility, some larger buildable lots in the planning area are designated for somewhat higher residential densities than is applied to surrounding properties.
5. It is assumed that if a planned residential density is significantly higher than the existing density, lot consolidation and redevelopment will likely occur in an area that has been partitioned into smaller lots. In some cases the plan highlights and mandates the consideration of more than single parcels at the site design stage of development planning.
6. The plan recognizes natural features such as slopes, flood-prone areas and scenic views. Streams, flood-prone areas, steep slopes, as well as power line easements and major streets, are sometimes used by the plan as buffers between different land uses and residential densities. The scenic view of Cooper Mountain is supported by planning for lower density residential development on the mountain which, in combination with the clustering of housing units, could preserve some of the stands of trees and open spaces appreciated by mountain residents and people who view the mountain from the valley.
7. Implicit throughout the plan is the assumption that the policies in the CFP will be implemented through the CDC, the TSP, the Unified Capital Improvements Plan, and other functional plans. This is particularly important with regard to the countywide growth management policies which mandate the provision of adequate urban services. Adherence to these policies is essential to creating the desired development pattern intended by the plan and to preserving the livability of the planning area over time.

The application of plan designations to the Aloha - Reedville - Cooper Mountain Community Plan Map was guided by locational criteria in the CFP. These criteria essentially say that the appropriate use for a property is determined by (1) Its proximity to major traffic routes, street intersections and transit service; and (2) Compatibility with adjacent land uses. The locational criteria also address the appropriate size for and distance between the various kinds of commercial centers.

The land use pattern planned for the Aloha - Reedville - Cooper Mountain Area focuses most development in corridors along T.V. Highway and Farmington Road. The highest intensity land uses such as high density residences, stores and industries occur near the major street intersections of 185th and T.V. Highway, 185th and Farmington, and Kinnaman and Farmington. This land use pattern reflects existing land use commitments, proximity to major employment centers, and the high degree of access to surrounding areas offered by these major traffic routes.

Areas in between and north and south of these corridors are generally planned for lower density residential use, although larger properties on Arterials or Collectors, and properties at major street intersections such as Baseline and 219th, Hart/Bany and 170th, and Scholls Ferry Road, Old Scholls Ferry Road, and Murray Boulevard are planned for higher density residences, because of good accessibility and/or proximity to major employment centers.

The primary Community Business District in the planning area extends east-west along the north side of the highway between 170th and 209th. The location of this Aloha - Reedville Commercial Area is intended to take advantage of the exposure offered by the highway. A secondary Community Business District is located at the intersection of Farmington and Kinnaman Roads, and includes the existing Farmington Mall complex.

Neighborhood Commercial areas are dispersed throughout the community to allow for ease of access to convenience shopping for area residents. These neighborhood shopping facilities also serve as a neighborhood focus in some cases. They are generally located more than a mile apart, to reduce overlap in market areas.

Community Design

Presented below are first, a set of general implementation considerations relating to design of development for the community plan and second, a characterization or explanation of plan intent for each of the five general subareas of Aloha - Reedville - Cooper Mountain.

General Design Elements:

The general design elements listed below pertain to development in the Aloha - Reedville - Cooper Mountain Planning Area as a whole.

1. In the design of new development, floodplains, drainage hazard areas, steep slopes, scenic features, and power line easements and rights-of-way may be:
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. Preserved and protected to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. Where appropriate, interconnected as part of a park and open space system.
2. A density transfer from resource areas to the buildable portion of a site shall be allowed for any SNR site as specified in the CDC.
3. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider whenever feasible.
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 Resource Management Overlay District contained in the CDC.
5. Portions of the planning area are currently outside the boundaries of THPRD. Residents and property owners in these areas should seriously consider annexing to THPRD in order to assure the acquisition, development, and maintenance of a park and recreation system.
6. Removal of trees located within a SNR must follow the permitting requirements provided within the CDC.
7. All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access through or along the development and connect adjacent developments and/or shopping areas, schools, public transit, and park and recreation sites.

8. Pedestrian/bicycle pathways identified in the County's TSP and this community plan shall be included in the design of road improvements that are required of new developments to meet the County's growth management policies.
9. 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.
10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterial or Collector Streets or rock quarries. Noise reduction alternatives will include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks, and orientation of windows away from the road.
11. Where the impact of noise and lighting associated with commercial development does not meet the standards in the CDC, the commercial development shall be subject to limited hours of operation.
12. New development within the planning area shall be connected to public water and sewer service; except as specified in the CDC.
13. New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's TSP or the Aloha - Reedville - Cooper 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.
14. Maintenance of existing housing and neighborhoods in the community shall be encouraged through public financial assistance where appropriate (e.g., Federal Community Development Block Grant funds) and through consistent enforcement of the CDC.
15. New access onto Arterial and Collector Streets shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible. T.V. Highway Corridor Subarea Design Elements shall apply in that subarea (as defined in Design Element 1 of that subarea).
16. 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.
17. Much of the Aloha - Reedville - Cooper Mountain Planning Area has been partitioned into relatively small lots that may be difficult to develop individually. In such situations significantly higher residential densities are sometimes planned, in part to encourage lot consolidation and redevelopment. If lot consolidation is not accomplished, the applicant for a development permit for a land division or structure shall be required to prepare a site plan for the subject lot and all abutting lots, showing building locations, parking, auto and pedestrian circulation, and landscaping. This site plan shall comply with County design standards, and shall demonstrate that the proposed development does not preclude further development on the abutting lots at the maximum permitted density.

18. Establishment of the entire width of power line rights-of-way as public access open space shall be encouraged. At a minimum, however, a sufficient amount of open space allowing for a continuous pedestrian/bicycle corridor along the length of each right-of-way shall be dedicated for public use unless determined to be inappropriate through the development review process.
19. Many existing residential developments in the planning area were developed under the Planned Residential (PR) District or through the Planned Unit Development (PUD) process. In several cases approvals secured through the PR or PUD process sanction densities and unit types which would otherwise be prohibited by the plan designation. Such developments shall be considered to be conforming to the plan designation with respect to density, unit type, lot size and dimension standards if such provisions were sanctioned by a previous PR or PUD approval. Where feasible, all residences which are remodeled or rebuilt shall be brought into conformance with all applicable development standards except density, lot area and lot dimension standards.
20. Citizen participation in future Aloha - Reedville - Cooper Mountain community transportation planning shall be encouraged through CPO representation on CAC (Citizen Advisory Committee) and TAC (Technical Advisory Committee) groups.
21. Attributes of upland wildlife habitat and riparian habitat within the community plan area, including creeks and drainageways, shall be addressed through application of the provisions of the CDC.

SUBAREAS

North Residential Area

This area is generally bounded on the north, east and west by the planning area boundary and on the south by Johnson Street. The area is almost entirely residential, with the exception of a few Institutional uses (schools, parks and churches) and one Neighborhood Commercial Center.

The Neighborhood Commercial Center (Baseline Mall) is located at the intersection of two Arterial Roads, Baseline and 185th. It serves much of this subarea, as well as areas to the north and east, and is over a mile and a half from any other existing or planned Neighborhood Commercial Center or Community Business District.

Next to the Neighborhood Commercial Center, but away from the intersection, is an existing R-24 residential development. Vacant property between these residences and the surrounding low density residential development at up to 15 units per acre, thereby providing a transition between lower and higher densities. This pattern is generally followed throughout the subarea with higher density uses planned for properties fronting on or near major streets such as Baseline, 185th, 219th and to a lesser extent, Johnson and 197th/198th, decreasing to lower densities as the distance from Arterials and Collectors increases.

It is projected that considerable employment generating industrial development will occur to the north and west of the intersection of 219th and Baseline. A Neighborhood Commercial site is also designated near the intersection by the East Hillsboro Plan. Therefore, medium density uses are planned near this intersection and to the east along the south side of Baseline.

Design Elements:

Area of Special Concern No. 1. Properties in this area are planned for residential development at R-15 densities. Many of these parcels may be too small to allow for an optimal project design when developed at these densities unless they are consolidated or developed under a joint site plan.

Therefore, the development strategy prescribed by General Design Element No. 17 shall be strictly applied in this area. In addition, because of the proximity of this property to the low density (R-6) residential area to the south, special consideration shall be given to the design of projects at the interface of differing densities.

The circulation system in this area shall be designed to prevent the possibility of traffic flowing from the higher density area south through the low density area on Local and Neighborhood Route Streets. All traffic flow from the higher density area should be directed to Baseline Road or 219th Avenue.

Area of Special Concern No. 2. Properties in this area are planned for residential redevelopment at R-15 densities. Many are too small to be efficiently developed at the planned densities unless they are consolidated or developed under a joint site plan. Additionally, many of the streets serving the area are substandard and may be inadequate to handle traffic from development at the planned densities. This area also abuts several existing low density residential developments.

Given all these concerns: (1) General Design Element No. 17 shall be strictly applied here; (2) The County growth management policies shall be applied to the review of developments in the area so as to assure that the cumulative impact of development in the area is considered when reviewing each individual development; and (3) Special care shall be given to the design of higher density residential projects that abut existing low density residential areas.

Tualatin Valley (T.V.) Highway Corridor

This area extends along the length of the T.V. Highway as it passes through the planning area. The area's boundaries are generally Johnson Street on the north and Blanton Street on the south, although the area extends further south near the intersection of the T.V. Highway and 185th Avenue. The area's boundaries overlap significantly with the Aloha Town Center designation, which was adopted into the County's CFP to comply with Metro's 2040 Growth Concept. The location and extent of the Aloha Town Center designation is shown on the Town Center Boundaries Map of CFP Policy 40, Regional Planning Implementation. The east and west boundaries of the Aloha Town Center designation correspond with the east and west boundaries of this area, but its north and south boundaries extend slightly outside of this area.

Most of this area is planned for more intensive development such as stores, offices, industries and higher density residences. The most intensive development is concentrated in the Community Business District along T.V. Highway, which extends in an east - west direction on the north side of the highway between SW 170th and 209th, and the Community Core Mixed-Use District at the intersection of SW 185th Avenue and T.V. Highway.

In 2011, approximately 1,063 acres west of SW 209th Avenue were added to the regional UGB through Metro Ordinance 11-1264B and confirmed by legislation in 2014 through House Bill 4078. Of this total acreage, 154 acres were included in the T.V. Highway Corridor Subarea and the remainder were in the Central Residential Area Subarea. The city of Hillsboro completed the planning for these added lands in compliance with Title 11 of Metro's Urban Growth Management Functional Plan (UGFMP). These areas

are designated Future Development - 20-Acres until annexation occurs by the city of Hillsboro; the city is annexing these lands incrementally.

In 2014, the County completed the Aloha - Reedville Study and Livable Community Plan, which provided broad land use and transportation recommendations for the entire Aloha - Reedville area. In 2017, the County completed the Aloha Tomorrow Study, which examined a smaller focus area within the Aloha Town Center and provided more specific land use recommendations for that area. That smaller focus area is wholly within the T.V. Highway Corridor Subarea, and is addressed in ASC No. 3A.

To the immediate south of the Community Business and Community Core Mixed-Use Districts, properties fronting on SW 185th Avenue are designated Office Commercial to buffer nearby residential areas from traffic impacts. Properties along the south side of T.V. Highway, south of the Southern Pacific right-of-way (ROW), are generally designated either mixed-use, high density (25 or more units per acre) residential, or industrial, depending on existing development commitments.

Neighborhood Commercial sites are located at the SW 198th and Shaw intersection and the SW 219th and T.V. Highway intersection. Commercial development on these sites, which are over a mile from other Neighborhood Commercial areas, is designed to serve residences planned on surrounding properties.

With the exception of existing subdivisions, much of the area between SW Alexander and Johnson Streets is planned for higher density residences due to the proximity to the Community Business and Community Core Mixed-Use Districts and good traffic and transit access. The eastern portion of this corridor between SW 160th and the Beaverton city limits contains large parcels that have been developed with higher density residential uses, consistent with their higher density residential designation. These parcels have good access to T.V. Highway and offer excellent access to public transit. Existing employment-intensive industries such as Tektronix, Intel, and Nike are also nearby.

Design Elements:

1. Access Management Plan

- a. **Project Area.** This design element and Design Elements 2 and 3 for this subarea shall apply only in that portion of the T.V. Highway Corridor Subarea defined as follows: That area bordered by 170th Ave. on the east and 209th Ave. on the west; the Southern Pacific ROW on the south extending to the south side of the Alexander Street ROW on the north; including the contiguous Community Business District area bordered by and including 209th Ave. on the east to 219th on the west, the Southern Pacific ROW on the south to the northern terminus of the commercial and industrial designated area south of SW Johnson Street on the north.
- b. **Access Standards.** The following access standards shall be defined as an Access Management Plan. The intent of this plan is to promote safety and facilitate traffic flow by consolidating access points yet providing direct individual or shared access to all existing parcels. The access standards shall remain in effect until the completion of a T.V. Highway preliminary engineering analysis including County Board of Commissioners action on a preferred improvement alternative.

The ultimate access spacing standard is 360 feet between access points in the 45 mph zones and 240 feet in the 35 mph zones on T.V. Highway. An intermediate standard of 150 feet between access points is provided in order to assure direct or shared access to those narrow parcels of less than 360 feet or 240 feet respectively in width.

- c. **Implementation Procedure.** The application of this design element shall be triggered by land use actions meeting the definitions of new development or redevelopment. The terms new development and redevelopment are used only in the context of access control and internal block circulation. Permits for site or structure improvements may be issued but only when the criteria for new development or redevelopment are met shall the process of development review (formerly known as design review) consider access control and internal block circulation.

New Development is defined as any change or changes on the parcel producing a 25% increase in projected driveway vehicle trips to and from T.V. Highway at a.m. or p.m. highway peak hours and for which there has not previously been a completed development review. When more than one parcels are assembled identifying a new property configuration and use, the new parcel will be defined as new development if development review has not been previously completed.

Redevelopment shall be defined to occur if any of the following conditions are met for parcels which previously have completed development review: 1) Projected additional 200 a.m. or p.m. roadway peak hour vehicle trips. This shall be in accordance with the current ITE Trip Generation Manual; 2) Any change in land use designation; 3) There is a 100% increase in driveway volume; or 4) More than one parcel is assembled identifying a new property configuration and use.

- d. **Application of Standards.** Except as stipulated under ORS 374.310, ORS 36.320 and OAR Chapter 734 - Division 50 (Highway Division) the following standards shall apply along T.V. Highway on land designated for commercial, industrial or higher density residential (R-24 and R-25+) use. These standards shall be applied consistently through the process in a manner that reflects highway safety, the location of the site, the nature of the business proposed, the design of the site, proposed and existing buildings on the site, and buildings on adjacent properties with approved site plans. At the time of development review, CPO #6 and ODOT will receive from Washington County Land Use & Transportation a copy of all development applications with designs for review and comment.

1) Single-family residence

Driveway access to all existing single-family residences on T.V. Highway shall be honored pursuant to ORS 374.

2) Non-residential shared access for minimal spaced parcels

Except where operational or safety problems are identified through a T.V. Highway traffic circulation study provided by the property owner and acceptable to Oregon Department of Transportation (ODOT), direct access to properties with less than 150 feet along T.V. Highway shall be shared with adjacent properties.

Lots with frontage equal to or greater than 150 feet along T.V. Highway shall be permitted individual direct access. For such properties, single driveways are preferred except where physical, safety or economical constraints require additional driveways. For lots on T.V. Highway this will be determined through the ODOT accepted traffic circulation study.

3) Non-residential direct access and shared access for parcels with frontages equal to or greater than shown for T.V. Highway above (2)

Lots with frontage equal to or greater than the amounts shown above (2) on T.V. Highway shall be permitted individual direct access. The maximum practicable driveway spacing will be sought. For such properties, single driveways are preferred except where physical, safety or operational constraints require additional driveways. On T.V. Highway this will be determined through the ODOT accepted traffic circulation study. Existing or assembled lots with frontage equal to or greater than 240 feet in the 35 mph zones or 360 feet in the 45 mph zones on T.V. Highway shall be permitted individual direct access in compliance with the ultimate standard spacing or as modified through an ODOT accepted traffic circulation study.

Adjacent properties along T.V. Highway that together are equal to or greater than the 240 feet in the 35 mph zones and 360 feet in the 45 mph. zones may share access when the adjacent properties trigger the new development review and when adjacent property owners agree. Driveway location determination will be made through an ODOT accepted traffic circulation study.

All accesses that have received development review approval since the adoption of development review provisions by Washington County in 1973 shall be preserved except as may be modified by Oregon Administrative Rule Chapter 734, Division 50 - Highway Division.

In addition, no additional joint use of any such approved driveways will be required (i.e., no change in existing conditions of access) except when redevelopment as defined above occurs.

4) Lots with previous development review approval and not redeveloping

All accesses that have received development review approval since the adoption of development review provisions by Washington County in 1973 shall be preserved except as may be modified by Oregon Administrative Rule Chapter 734, Division 50 - Highway Division. In addition, no additional joint use of any such approved driveways will be required (i.e., no change in existing conditions of access) except when redevelopment as defined above occurs.

5) Access points within 200 feet of major signalized intersections

Since access points within 200 feet of major signalized intersections can have a significantly adverse effect on T.V. Highway traffic flow, it is desirable to minimize new access points within the parameters listed above. On new development or redevelopment, approved access shall be located at the greatest distance from the

intersection on site parcels along the T.V. Highway within the findings of an ODOT approved circulation study.

6) Properties adjacent to those with prior development review

On those sites where all adjacent properties have received development review approval, shared access shall not be required unless agreed to by an adjacent property owner, or when either adjacent property triggers development review by meeting the criteria of new development or redevelopment.

7) Non-residential - provisions of access easements for internal circulation between adjacent properties

Landowners will provide access easements for internal circulation between adjacent properties within a block where feasible. Feasibility shall be determined during the development review process considering such factor as on-site existing and proposed building(s), parking and driveway locations, existing adjacent building(s), parking and driveways on adjacent parcels, natural constraints, and approved adjacent site plans. It is the intent to this internal access system to ultimately provide for interconnecting vehicular circulation via private driveways supportive of property development plans and to remove short local trip making from the T.V. Highway. When internal circulation is determined to be feasible under the above criteria, the design of on-site parking and circulation patterns for new developments or redevelopments shall attempt to accommodate future easements across adjacent property lines.

No operational or physical changes will be required of any property which is not a part of the application beyond that which was previously determined during the new development or redevelopment review specifically applicable to that property.

Additionally, on existing developments which have received development review approval, the requirement for internal circulation easements shall preserve the same internal circulation pattern unless mutually agreed upon by the affected property owners.

Compliance with this design element shall not cause non-compliance with parking requirements on those properties that have previously received development review approval.

2. **T.V. Highway Improvements**

The improvements to the facilities defined below shall be as described. In addition, ODOT shall be requested to undertake a preliminary engineering study of the T.V. Highway to determine possible need for and appropriate placement of: additional travel lane(s), traffic signal(s), and bicycle path(s). The study will be requested to be included in the 1987-1992 ODOT Six-Year Highway Improvement Program. The engineering study will be recommended to start no later than fiscal year 1988.

- a. *T.V. Highway - Center Median*: All medians will remain painted for use as a vehicle storage and turn lane where possible. This painted median will be the same elevation plane as the adjacent highway driving surface.
- b. *T.V. Highway - Parking*: On-street parking will not be allowed along the north side of the highway between SW 170th and SW 219th Ave. ODOT will be requested to sign the no parking section.

3. Transit Improvements

The access management plan includes a map which prescribes recommended locations of and general design for transit improvements. This shall be utilized through the development review process in determining final site designs.

Area of Special Concern No. 3. This area is contiguous with ASC No. 2, and shares similar design and development issues. These issues are magnified here because the planned densities are higher (R-15 and R-24 designations) and the points of interface with existing low density residential developments are more numerous. Given these same concerns, the design elements applied to ASC No.2 shall also be applicable here.

Area of Special Concern No. 3A. This area, which represents a smaller focus area of the larger Aloha Town Center designation in the CFP, was the subject of the County’s Aloha Tomorrow Study (2017). Properties within this area have Pedestrian-Oriented Mixed-Use District designations of Community Core Mixed-Use District and Neighborhood Mixed-Use District. These designations are intended to encourage pedestrian-oriented and transit-supportive development, and a vibrant mix of residential, commercial and institutional land uses.

The Aloha Tomorrow Study recommended that the segment of SW Alexander Street between SW 178th Avenue and SW 192nd Avenue be improved to function as a “Main Street” for the area. The study’s recommended conceptual design for this Alexander Street segment included on-street parking. The presumption is that when this Alexander Street segment is improved in the future, there will be on-street parking on both sides of the street. Details on the design of this Alexander Street segment will be determined as part of future improvements to the street.

The ASC No. 3A requirements described below (Primary Frontages and Prominent Corners) both relate to the goal of promoting this segment of Alexander Street as a Main Street for the area, with a mix of residential and commercial uses along both sides of the street and buildings located close to the street.

Primary Frontages:

The segment of SW Alexander Street between SW 178th and SW 192nd Avenues is designated as a Primary Frontage. For through lots with frontage on SW Alexander Street, proposed development shall, at a minimum, comply with the CDC Pedestrian-Oriented Mixed-Use District development standards and street frontage occupancy requirements on the Primary Frontage (Alexander Street).

Prominent Corners:

The SW Alexander Street corner sites listed below are highly visible within this Main Street area, and are well-positioned to activate and add interest to the street’s pedestrian realm. These corner sites are designated as Prominent Corners, and are subject to the CDC Pedestrian-Oriented Mixed-Use Districts development standards for Prominent Corners:

- a. Alexander Street at SW 178th Avenue (northwest and southwest corners only)
- b. Alexander Street at SW 182nd Avenue (all four intersection corners)
- c. Alexander Street at SW 185th Avenue (all four intersection corners)
- d. Alexander Street at SW 187th Avenue (all four intersection corners)
- e. Alexander Street at SW 192nd Avenue (northeast and southeast corners only)

Area of Special Concern No. 4. Properties within this area are planned for redevelopment to a residential density of up to 24 units per acre. Since much of the area consists of relatively small lots, General Design Element No. 17 shall be strictly applied here.

Area of Special Concern No. 5. Properties within this area are primarily designated for higher density residential development at up to 24 units per acre. Due to the large number of small parcels in the area, General Design Element No. 17 shall be strictly applied here.

Area of Special Concern No. 6. This area is planned for redevelopment to Office Commercial uses. Due to problems with lot depth and access management, the following design elements shall apply in this area.

- a. A maximum building height limited to 35 feet.
- b. Access shall be from adjacent Local Streets or combined driveways, to reduce traffic conflicts on 185th.

Area of Special Concern No. 7. This area has the potential to be a well-designed, higher density residential neighborhood. To accomplish this:

- a. Abutting lots must be consolidated or jointly planned for development, consistent with General Design Element No. 17.
- b. The extension of Blanton Street from 160th to Farmington, as conceptually described on the plan map, shall be assured through the development review process as the area develops. This will provide internal circulation within the area.
- c. Pedestrian circulation within new development shall allow access to the park and ride facilities on T.V. Highway.
- d. Open space, pedestrian and bikeway facilities shall be established within the power line right-of-way in conjunction with the development of adjacent properties.
- e. Pedestrian access shall be assured across T.V. Highway to development and park facilities north of the highway.

Central Residential Area

This area lies between the T.V. Highway and Farmington Road corridors and is generally bounded on the east by 160th Avenue and by the properties to the west of 209th Avenue. The area is transected by several Arterial and Collector Roads, including 160th, 170th, 185th, 198th, 209th and Kinnaman. The properties to the west of 209th Avenue, between McInnis Lane and Rosedale Road, were added to the regional UGB in 2002. This area is designated Future Development - 20 Acres and is approximately 200 acres in size. The predominant land use is agricultural and residences on small acreage.

In 2011, approximately 1,063 acres west of SW 209th Avenue were added to the regional UGB through Metro Ordinance 11-1264B and confirmed by legislation in 2014 through House Bill 4078. Of this total acreage, 909 acres are included in the Central Residential Area Subarea with the remainder in the T.V. Highway Corridor Subarea. The existing land use of the added lands is agricultural, with some single-family residences on smaller parcels.

Residences east of 185th tend to be older than those west of 185th. Many are located on larger lots which have good redevelopment potential. Because of proximity to Farmington Road, T.V. Highway, the Aloha Community Business District, Farmington Mall and the St. Mary's property, these larger, unplatted properties are given a slightly higher density residential designation (R-9) than under the previous plan of development.

Most of the area west of 185th is planned to remain low density residential (R-5 or R-6 designations), reflecting its present character and lotting pattern as well as its greater distance from activity centers and transportation corridors. The exceptions to this are the large properties along 209th and 198th that are designated for low medium or medium (R-9 or R-15 designations) density residential development because of their direct access to a Collector or Arterial Street.

The properties west of 209th Avenue shall maintain the Future Development - 20-Acres designation until the city of Hillsboro completes urban planning for the South Hillsboro Planning Area and annexes land into the city. Planning for this area shall be consistent with the requirements of the CFP and Title 11 of Metro's UGFMP.

Design Elements:

1. The portion of Butternut Creek between 209th Avenue and the eastern property line of the Butternut School grounds is a significant wildlife habitat and wetland area. Because of this significance, this portion of the creek, including all adjacent riparian vegetation and stands of mature trees, are encouraged to be acquired by the public through purchase or land dedication.

Farmington Road Corridor

The Farmington Road corridor angles diagonally across the planning area in a west/southwest direction. Farmington is an Arterial with some transit service.

Some properties along Farmington Road are already developed with higher intensity uses including the Farmington Mall, a few convenience stores, several apartment projects, two mobile home parks, Mountain View Middle School, and three churches. The Jenkins Estate, operated by THPRD, is located southwest of the intersection of Farmington Road and 209th Avenue. Transportation access and public

transit service make many properties in this corridor, including most developable and re-developable properties up to a quarter-mile north and south of Farmington, suitable for higher intensity use.

The community plan map shows three Neighborhood Commercial Centers located along Farmington at its intersections with 170th, 185th, 195th and 209th Avenues. All of these are located approximately one mile from other commercial areas, with the exception of the Neighborhood Commercial properties at 185th and Farmington, which are about a quarter-mile from the Farmington Mall.

Other undeveloped or underdeveloped properties along or near Farmington, but away from major intersections, are appropriately designated for residential development at up to 15 or 24 units per acre. The highest densities occur close to commercial centers, especially around Farmington Mall and the planned Neighborhood Commercial Center at Farmington and 156th. The latter is also close to a park and ride facility (see the characterization of the T.V Highway corridor), and a major employment center (St. Mary's property/Tektronix/Floating Point Systems/Nike).

The area to the west of 209th Avenue, between Farmington Road and Rosedale Road, was added to the regional UGB in 2002 and is designated Future Development – 20 Acres. The area is approximately 45 acres in size. The predominant land use is residential/agricultural on small acreage. The area shall maintain the Future Development – 20 Acres designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the CFP and Title 11 of Metro's UGFMP.

Design Elements:

1. Publicly owned access to Winterborne Park from the residential area west of the park is presently possible at only one point off of 196th Avenue. This access traverses a drainage detention area, and becomes almost impassable when the area is wet. Public access to the park from the adjacent neighborhood must be improved before or in conjunction with the development of Tax Lot 1400 on Map 1S2 24AC.
2. To ensure compatibility of all new and existing development on the site, no development permit for a structure or land division shall be issued for the property designated Neighborhood Commercial at approximately 156th and Farmington (Tax Lot 400 on Map 1S1 17AC) until a master plan - site analysis for the entire site is approved by the County.
3. The Neighborhood Commercial site at the southwest corner of 195th Avenue and Farmington Road shall not be allowed direct access to Farmington Road. Access shall be taken only from 195th Avenue and the point of access shall be at the maximum distance possible from the intersection.

Area of Special Concern No. 8. The properties in this area are planned for residential development at up to 15 or 24 units per acre. Since several are too small to be efficiently developed individually General Design Element No. 17 shall be strictly applied here.

Area of Special Concern No. 9. To ensure compatibility of all new and existing development in the Community Business District at Farmington and Kinnaman (a.k.a. the Farmington Mall), a master plan - site analysis for the entire site shall be completed and approved by the County prior to land division or issuance of development permits for structures.

Cooper Mountain Area

This subarea is generally a lower density residential area south of the Farmington Road corridor. It includes Cooper Mountain and areas around its base, as well as the majority of Jenkins Estate, a facility operated by THPRD. This subarea is bounded on the south and east by Beaverton, and on the west by the UGB. Several major streets traverse the area, including 155th, 170th, 175th, and 185th Avenues, and Hart, Bany, and Rigert Roads. Other roads on the east flank of the mountain, including Nora/Beard, Satterberg and Weir Road, were planned in 1983 for improvement, realignment or extension.

In 2002, Metro expanded the UGB to include approximately 509 acres south of Gassner Road. The predominant land use of this area is single-family residences on small acreage, as well as agricultural and forestry uses. The southeast corner of the area includes property Metro purchased through its Greenspaces Program, which will be developed in accordance with the master plan created for the Cooper Mountain Natural Area. The properties in this area are 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 CFP and Title 11 of Metro’s UGFMP.

The Cooper Mountain Natural Area Master Plan was developed and adopted by Metro in 2005 and subsequently adopted by Washington County in 2006. The regional park and natural area is on the southwestern slope of Cooper Mountain, south of Kemmer Road and east of Grabhorn Road. The natural area offers views of the Tualatin River Valley and Chehalem Mountains, interpretive facilities, ADA-accessible trail loops, hiking trails, and trails available for equestrian use. The park is inside the UGB and is designated Future Development – 20 Acres.

The 2018 UGB expansion, approved by the Land Conservation and Development Commission in 2019, included approximately 1,232 acres of the Cooper Mountain Urban Reserve Area (6B) on the west side of Beaverton, north of SW Scholls Ferry Road. The entire area was concept planned by the City of Beaverton in coordination with Washington County. The area’s topographical features and environmental assets present unique challenges for development, resulting in less than half of the area being buildable. The concept plan for the urban reserve area included six neighborhood parks and a community park, connected to one another and neighborhoods by trails, including a proposed regional trail along McKernan Creek. Additional trails are planned to connect Winkelman Park and Cooper Mountain Nature Park, as well as Mountainside High School in South Cooper Mountain and neighborhoods to the east.

In 1983, the community plan map designated much of the Cooper Mountain Subarea for low density residential development (R-5 or R-6 designations). This was done because the area is some distance from Arterials and employment centers and has steep slopes in some locations which make access and development somewhat difficult. In 2020, the County designated the UGB expansion area lands as Future Development – 20 Acres, which allows limited land uses and is considered an urban holding district until properties are annexed to the city. Beaverton’s Comprehensive Plan anticipates this area to develop as a mix of standard, medium, and high density residential.

Two Neighborhood Commercial sites were located in this subarea to serve as focal points for neighborhood activity and to provide close convenience shopping opportunities. One was located at the southeastern corner of 165th Avenue and Hart Road, near the intersection of Hart/Bany and 170th. This site was previously sanctioned for Neighborhood Commercial use when the Summercrest Planned Unit Development was approved. Another Neighborhood Commercial site was planned at the intersection of

Nora/Beard Road and 155th Avenue. Both sites were over a mile from each other and from similar commercial areas.

Large uncommitted properties near these Neighborhood Commercial sites are designated for residential development at up to 9, 15 or 24 units per acre to allow for greater housing choice in the area. Future residents will be close to convenience shopping facilities and major roads. Therefore, they will have less need of using their autos for shopping. When residents choose to drive, they will not need to travel on Local Streets through existing neighborhoods.

Design Elements:

1. References to the forested hill south of Davis Road between 170th and 155th Avenues have been deleted since the area was annexed to the city of Beaverton.
2. Several outstanding scenic views exist at points along roads traversing Cooper Mountain. To preserve these views, the viewshed of these scenic points shall be determined through the master planning process. The location and design of structures built within this viewshed shall not obscure the scenic view. Additionally, road turn out facilities shall be constructed at the scenic viewpoint in conjunction with improvements to bring the road up to County standards.
3. The outstanding scenic view offered from the 2.5-acre parcel located at the northwest corner of the intersection of Gassner Road and 185th Avenue (1S2 25 T.L. 102) should be preserved. Prior to the approval of any development permit for the site, the County will work with THPRD to explore possible acquisition of the site for a park.
4. Master planning - planned development shall be required on land located at the northwest corner of the intersection of 175th Ave. (Reusser Rd.) and Kemmer Road (1S1 30C T.L. 100). Emphasis shall be placed on preservation of the scenic views from the southeast corner of the site through establishment and dedication of a minimum of 15% of the site as public open space.
5. References to property at the northwest corner of Weir Road and 155th Avenue have been deleted since the area was annexed to the city of Beaverton.
6. To ensure compatibility between new development and surrounding existing residential development, developers of the Neighborhood Commercial site designated at the southeast corner of 165th Avenue and Hart Road (tax lot 200 on Map 1S1 20CC) shall be required to prepare a master plan - site analysis prior to any land division or issuance of development permits. Development planned for the site shall meet the following criteria:
 - a. Building appearance shall be compatible with the appearance of surrounding residences through the use of similar building materials;
 - b. Signs shall be low profile, ground mounted (maximum height of 4 feet);
 - c. Outdoor lighting shall be directed away from surrounding properties. Noise shall be controlled, particularly at night. If noise and lighting cannot be adequately controlled at night, hours of operation shall be limited.

Area of Special Concern No. 10. This area includes Cooper Mountain School and properties to its south and east which are designated for residential development at up to 9 units per acre. To mitigate any

potential adverse impacts of development in this area on adjacent development and public facilities, the following shall be applied:

- a. Development shall be buffered from the low density residences to the east in the Summercrest development by retaining and, if necessary, supplementing, the existing conifers along the east property line of tax lot 5800 on Map 1S1 19. Consideration shall also be given to dedicating the strip of land containing these trees to THPRD, to provide pedestrian access from the Hart Road area to Summercrest Park, and to ensure adequate maintenance of the trees.
- b. To prevent an excessive amount of traffic on Local Streets in the Summercrest development, vehicular access from development on tax lot 5800 on Map 1S1 19 to SW Hargis road shall be prohibited except for emergency purposes.
- c. Consideration shall be given to requiring, as a condition of development approval, dedication of land from tax lots 5800, 6100 and 6101 on Map 1S1 19 to THPRD for the enlargement of Summercrest Park. The land dedication from these lots should total at least 4 acres.
- d. Pedestrian and bicycle access to Cooper Mountain School is currently dangerous due to the lack of sidewalks and bikeways along the Collector Roads serving the neighborhood (170th, Hart/Bany and Rigert). Vehicular egress from the school parking lot is also dangerous due to limited sight distance on 170th. Continuation of development in this neighborhood may exacerbate these problems, and may continue to overburden its Collector Roads, which are currently substandard. These problems must be addressed, in compliance with the County growth management policies and General Design Element No. 8, before additional development occurs in this neighborhood. The egress problem at Cooper Mountain School should be solved by regrading 170th at the top of the hill on which the school is located, and combining the school parking lot ingress and egress at the highest point.

Scholls Ferry Road Area

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

TRANSPORTATION

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

Roads

The Washington County TSP and this plan prescribe significant improvements and changes to the existing road system in the Aloha - Reedville - Cooper Mountain Planning 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 Washington County 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. Major changes are briefly described below. Additional information is included in the preliminary County TSP.

Roadway projects identified as needed during the next 20 years are listed in the Washington County TSP's Technical Appendix. In the Aloha - Reedville - Cooper Mountain Planning Area, some roadways needing improvement during that time include 209th Avenue, 185th Avenue, Kinnaman and Farmington Roads and Johnson Street.

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. The plan assumes that bus service will be provided to properties along Arterials and Collectors that are planned for higher density residences. This includes higher density residential areas planned near the intersection of Baseline and 219th, and between Old Scholls Ferry and Scholls Ferry Roads. 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.

Bicycle and Pedestrian Pathways

The plan assumes eventual development of all pedestrian and 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 and the Washington County Capital Improvements Program.

Local Street Connectivity

Local Streets should provide routes for local trips to help keep through trips on Collector and Arterial Streets. The aggregate effect of Local Street design impacts the effectiveness of the Arterial and Collector System when local travel is restricted by a lack of connecting routes, and local trips are forced onto the Arterial or Collector Network. To ensure that the Local Street System will provide a connected network that will support local travel needs, lands that have been determined to be of sufficient size and that are candidates for development or redevelopment, are identified on the Local Street Connectivity Map. The Local Street Connectivity Map indicates where, as part of development, 1) Local Streets are required to connect to the existing system; 2) Where it is impracticable to provide a Local Street connection based on criteria in the CDC, bicycle and pedestrian accessways are required instead.

Pedestrian Connectivity Areas

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

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

1. 106th Ave. Neighborhood (North): Connect this section of the neighborhood to the Bonneville Power Administration power line easement (future trail location) by constructing an off-street pathway from 160th Ave. to the easement.
2. 106th Ave. Neighborhood (South): Connect this section of the neighborhood to the Bonneville Power Administration power line easement (future trail location) by constructing an off-street pathway from 160th Ave. to the easement.
3. Arnold Park/185th Ave. Neighborhood: Connect Aloha Park Elementary School and Arnold Park to 185th by constructing an off-street pathway from 185th Ave. through Arnold Park to Aloha Park Elementary School.
4. 163rd Ave/Shelton Street Neighborhood: Connect 163rd Ave. to Shelton Street by constructing an off-street pathway.
5. Block bounded by SW Alexander Street, T.V. Highway, SW 187th Avenue and SW 192nd Avenue: Connect SW Alexander Street to T.V. Highway by constructing a north/south accessway through this block.

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 - 1980

Land Use Districts		Acres	Percentage
Residential 5	R-5	1,949.51	37.52%
Residential 6	R-6	1,070.78	20.61%
Residential 9	R-9	816.32	15.71%
Residential 15	R-15	478.49	9.21%
Residential 24	R-24	252.10	4.85%
Residential 25+	R-25+	56.32	1.08%
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	25.41	0.49%
Neighborhood Commercial	NC	26.55	0.51%
General Commercial	GC	26.72	0.51%
Community Business District	CBD	134.57	2.59%
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	88.81	1.71%
Institutional	INST	269.75	5.19%
Total		5,195.33	100.00%