

Bethany Community Plan

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| Ordinance # Plan Amendment | Adoption Date | Taxlots | Action |
|---|--------------------------|--|---|
| Ord. 263 | 6/28/83 | | Adopted the Community Plan |
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| Ord. 278 | 12/27/83 | | Text changes |
| Ord. 279 | 12/27/83 | | Text changes |
| Ord. 280 | 12/27/83 | | Text changes |
| Ord. 345 | 10/24/84 | | Historic /cultural resources and traffic circulation. |
| Ord. 420 | 10/27/92 | | Public transportation facilities |
| MSD 92-472 | 10/27/92 | 1N118 | Annexed to the urban area |
| 92-713-PA | 4/28/93 | 1N118 | AF5 to INST |
| 94-468-S | 3/3/95 | 1N1 21D | Plan Development Application approval NC area brought into Community Plan |
| Ord. 471 | 10/31/95 | | Creation of Major Transit Stop Areas |
| 96-028-PA | 4/3/96 | 1N1 20 | Removal of Open Space designation |
| Ord. 480 | 9/27/96 | | The Relationship of Comp Plan Elements is amended |
| 97-490-PA | 6/9/98 | 1N1 19 10001 | 1) Change 8.38 acres of R24 to 6.12 gross acres of NC (for a total of 7.38 net acres of NC on the site) and 2.442 acres of OC; 2) Change all of the R15 to R24; and 3) Amend the text of the West Bethany Subarea concerning NC. |
| 98-516-PA | 1/20/99 | 1N1 17D 800 & 802 1N1 17DD 4200 & 14300 | Remove Open Space designation from vacated BPA easement. Place Open Space designation on a second BPA easement. |
| Ord. 546 | 10/26/99 | | Urban Reserve Area 65 |
| Ord. 551 | 7/6/00 | | Metro's Regional Parking Policy/Title 2 |
| Ord. 552 | 8/24/00 | | Metro's Regional Accessibility Plan/Title 6 |
| Ord. 536 | 9/22/00 | | Amends Land Use District map |
| 01-279-PA | 10/17/01 | 1N1 17C 500 & 600 1N1 18 601, 690, 700 & 800 | New text added as Design Element 6 to the Springville Subarea and an exception to Statewide Planning Goal 3 (Agricultural Lands) be granted upon approval would identify 109 acres of land located in the Bethany community as an exception area. |

| | | | |
|----------------------|----------|--|--|
| 01-443-PA | 11/7/01 | 1N1 19BC 11000, 11500, 11600 & 11700 | Relocate NC/OC boundary and change 0.1 acre site from R24 to NC |
| A-Engrossed Ord. 588 | 10/29/02 | | Washington County 2020 Transportation Plan |
| A-Engrossed Ord. 610 | 10/28/03 | | Transportation Plan updates |
| Ord. 620 | 4/6/04 | | Amends Land Use District map |
| B-Engrossed Ord. 615 | 4/27/04 | | UGB expansion/North Bethany Subarea created |
| 03-304-PA | 5/24/05 | 1N1 21BA 101 1N1 22BB 6900 | Change from EFU to R6. Add to the Springville subarea of the Bethany Community Plan. Amend the Significant Natural and Cultural Resources map to Goal 5 resources for the area as well as an Open Space /Pathways designation. |
| Ord. 649 | 10/25/05 | | Amends Central Bethany subarea text to make housekeeping and general update changes. |

BETHANY COMMUNITY PLAN

THE RELATIONSHIP OF COMPREHENSIVE PLAN ELEMENTS

The Bethany 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 Bethany Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Bethany 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 Bethany Community Plan is guided primarily by other Plan elements such as the Community Development Code, the Transportation Plan and the Unified Capital Improvement Plan.

PLANNING CONTEXT

The preparation of the Bethany Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the Bethany 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 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 is a policy document. Its function is to articulate the County's policy regarding the broad range of comprehensive planning and community development matters. Additionally, the Comprehensive Framework Plan contains strategies which are intended to guide the implementation of each policy directive.

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

Two central provisions of the Comprehensive Framework Plan have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a county-wide development concept and the urban growth management policies.

The county-wide 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 regional Urban Growth Boundary and outside of city planning areas is divided into a number of Community Planning Areas. The Bethany Community Planning Area is one such planning area.

The policies and plan designations of the Comprehensive Framework Plan are applied in a site-specific manner to the Community Planning Area. The result of this application is a Community Plan, composed of a Community Plan Map and Community Plan Text.

The Community Plan Map portrays a land use designation for each parcel of land in the planning area.

The Community Plan Text provides a written description of the Community Plan Map in order to specify the intent of the mapped designations. Additionally, the Community Plan Text includes Community Design Elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented. For certain areas specified by the Community Plan, the concept of Area of Special Concern is applied.

The designation of Area of Special Concern where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the Community Plan Text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an Area of Special Concern when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the Community Plan requires an Area of Special Concern to develop through a mandatory Master Planning-Planned Development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

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

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

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this Community Plan.

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An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this Community Plan.

The Significant Natural Resources Map shows the location of the significant Goal 5 resources in the planning area.

An identification of neighborhood park-deficient areas has been made based on a 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 Significant Natural Resources Map, a "P" has been placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not site specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis.

COMMUNITY DEVELOPMENT CODE

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

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

TRANSPORTATION PLAN

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

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

The local street system is designated on the community plans and Rural/Natural Resource Plan. New local streets and special area local streets are identified through the development review process or by amendments to the community plans or the Rural/Natural Resource Plan. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

In the event there is a conflict between the requirements of the Transportation Plan and the requirements of this community plan, the requirements of the Transportation Plan 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 Bethany Community Plan encompasses three square miles of the unincorporated portion of northeast Washington County. The planning area is bordered on the north by NW Springville Road and the Urban Growth Boundary; on the south by NW West Union and NW Thompson Roads; on the west by NW 185th Avenue; and on the east by the Washington/Multnomah County line. The Bethany planning area is a part of a larger planning area (Sunset West planning area, CPO #7), located to the south of Bethany. In 1980, Bethany had a population of 554 residents.

LAND USE

Existing land uses in Bethany reflect a combination of residential and agricultural uses. Residential uses are found primarily in the eastern portion of Bethany, while central and western Bethany contain sizable tracts of land currently devoted to agricultural purposes. Existing residential uses consist of 194 single-family unit concentrated primarily in the Dogwood Park/Wildwood area and along NW Kaiser and West Union Roads. The remaining residential uses are scattered throughout the planning area.

The Bethany area is inside of the Urban Growth Boundary and, therefore, an urban plan has been prepared. In total, the Bethany Plan encompasses 1935.7 acres of which approximately 1619.81 acres are considered as vacant and buildable (undeveloped and not constrained by flood plains or steep slopes). The Washington County Comprehensive Framework Plan has recommended, and the Bethany Community Plan reflect, a continuation of residential uses in Bethany. No industrial or employment intensive uses have been proposed for Bethany.

NATURAL FEATURES

Rock Creek and Bronson Creek are the primary streams in the planning area. Both creeks and tributaries are subject to periodic flooding along the lower elevations. Eleven forested sites of five acres or larger are found in the planning area. Those forested sites comprise approximately 118 acres in total area. The largest site, located in the central portion of Bethany, is 33 acres.

Bales Pond in eastern Bethany is a five-acre site that has been identified as an important natural area by the Audubon Society. This pond is one of the few remaining natural pond and habitat areas inside the Urban Growth Boundary.

TRANSPORTATION

The primary roads within the planning area include Bethany Boulevard, Springville Road, West Union Road, Thompson Road, and 185th Avenue. Many of these roads and a significant number of more minor roadways were improved or built during the last two decades, a period during which the Bethany area grew rapidly. Additional improvements for this area are among those called for in the Washington County 2020 Transportation Plan.

Tri-Met provides bus service along NW 185th Avenue, Springville Road and Bethany Boulevard. While reasonably good service is provided to the Rock Creek Campus of Portland Community College, most of the area is underserved. 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.).

Some bicycle and pedestrian facilities have been added as major roads have been improved (e.g. 185th, Bethany Boulevard). Future bikeway and pedestrian projects will be completed, either as part of larger projects or stand-alone projects, as Transportation Plan priorities and resources allow.

SERVICES

The Bethany area lies within the Clean Water Services (CWS) boundary. Existing residential development, however, is not yet connected to sewer trunks. The 21-inch Bronson Creek Trunk has been constructed up to West Union Road and it is anticipated that the CWS Rock Creek Treatment facility will eventually serve Bethany after further extension of trunk facilities. The Rock Creek Trunk passes through Bethany to serve the Rock Creek Campus of Portland Community College (PCC), but no sewer hook-ups inside Bethany have been allowed to date.

The Tualatin Valley Water District serves a portion of the Bethany area with public water. The district maintains four main water lines in the area and is in the process of upgrading the six-inch line along Kaiser Road to a 12-inch line. Residents in the northeastern section of Bethany currently are not served by a water district and rely on individual wells.

The Beaverton School District #48 serves Bethany, although no schools are located within the planning area. The school district does, however, own two vacant sites in Bethany.

Bethany is served by two fire stations in Washington County Fire District #1. Both stations are located outside the planning area boundary.

COMMUNITY PLAN OVERVIEW

The Bethany Community Plan establishes two main land use focal points for future development in the planning area. The intent is twofold: first, to focus the more intensive land use types to activity areas and, by doing so, establish identifiable neighborhoods; and second, to protect the character of existing residential neighborhoods from conflicting land uses.

The western portion of Bethany serves as the first focal point due to its proximity to the Rock Creek Campus of Portland Community College and the existing arterial transportation system. Central Bethany serves as the second and larger activity area, and includes a Community Business District (CBD) situated to serve the retail needs of future residents. Both areas have been identified as locations where the opportunity exists to create and foster a development pattern which will allow for a combination of relationships between activities and surrounding residents.

Implicit in the Bethany Community Plan is the introduction of a new transportation system designed to meet the travel requirements of future residents. The transportation system is based upon the extension of 158th Avenue as a Arterial north into central Bethany. The extension is recommended on the basis of two primary objectives: providing more direct access to the Sunset Highway and the employment opportunities south of Sunset Highway from Bethany and minimizing the amount of traffic through existing residential neighborhoods in the Cedar Mill area. Laidlaw Road is recommended to be extended to the west through the planning area to provide an additional east-west route between West Union and Springville Roads.

In general, single-family residential uses, the predominant housing type in Bethany, are recommended to be located in the northern portion of the planning area and east of Kaiser Road. These areas represent locations furthest from existing and proposed urban services such as sewer, water and roads. However, as these areas develop, urban services will have to be provided.

Finally, the Bethany Community Plan takes advantage of natural features such as flood plains and forested areas, and man-made features such as power line easements and roads to separate and buffer differing land uses and to enhance community appearance and livability. In particular, Rock Creek and Bronson Creek provide a buffer between low- and medium-density residential areas. Additionally, the power line easements in the west and central portion of the planning area provide the same type of function.

Implicit throughout the Bethany Community Plan is the assumption that the policies in the Comprehensive Framework Plan will be implemented through the Community Development Code, and the transportation, Capital Improvements, and other functional plans. This is particularly important with regard to the county-wide growth management policy which mandates the provision of adequate urban services before development is permitted. Adherence to this policy is essential to creating the desired land use pattern intended by the Plan and to preserving the livability of the planning area over time.

COMMUNITY DESIGN

The general design elements listed below apply to the Bethany planning area as a whole and shall be considered during development actions in Bethany. Some of the general design elements are further refined to site-specific applications in the Design Element section of each subarea.

General Design Elements

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and power line 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 Community Development Code to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. where appropriate, interconnected as part of a park and open space system.
2. Master Planning-Primary Use of Planned Development procedures and standards specified in the Community Development Code shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.
 3. Trees located within a Significant Natural Resource Area shall not be removed without first obtaining a development permit for tree removal as provided for within the Community Development Code. A permit shall not be required for tree removal from power line rights-of-way, public parks and playgrounds, or mineral aggregate sites.
 4. Significant historical and/or cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the Community Development Code.
 5. As Bethany develops, a coordinated approach to the provision of park and recreation facilities will be necessary. Bethany is currently not a part of an organized park system. Residents of Bethany should strongly consider annexing to the Tualatin Hills Park and Recreation District in order to provide a coordinated approach to the acquisition, dedication, and maintenance of a quality park system.
 6. All new subdivisions, attached unit residential developments, and commercial development 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.
 7. 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.
 8. In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/ bicycle pathways identified in Washington County's Transportation Plan shall be included.
 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 arterials and collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, set backs, and orientation of windows away from the road.
 11. Where the impact of noise and lighting associated with commercial development on adjacent residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.

12. 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 Transportation Plan or the Bethany Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
13. New access onto arterials and collectors 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.
14. The required amount of parking for development shall be determined by the Parking Maximum Designations and standards of the Community Development Code.

SUBAREAS

Four general areas within Bethany have been designated as a guide to describe characteristics, design considerations and development concerns. In a number of instances, site-specific design elements have been recommended to apply to future development actions in each of the four areas. In particular, the majority of Central Bethany has been identified as an Area of Special Concern because it is perhaps the most sensitive area in terms of achieving the overall development concept for Bethany. Because of this, design elements have been recommended to apply to future development actions within this area.

The design elements listed for each area in Bethany are intended to augment the development standards and procedures found in the Community Development Code. Future development actions will be expected to respond to both the development standards provided in the Community Development Code and the design elements of the Bethany Community Plan.

WEST BETHANY

Land uses in this area take advantage of the area's proximity to the Rock Creek Campus of Portland Community College, transportation accessibility provided by 185th Avenue, West Union Road and Springville Road, and the short-term potential for urban services. Accordingly, residential densities in this area reflect more intensive uses and can be characterized as medium-density in nature. The area includes a single neighborhood commercial site - a maximum of two acres - in the northeast quadrant of the intersection of 185th Avenue and West Union Road. This has been provided to serve the limited convenience retail needs of surrounding residents.

The central portion of West Bethany is bisected by the proposed extension of Laidlaw Road. Immediately adjacent to this proposed road are higher density residential uses, located to take advantage of the availability of transit recommended to be present on this segment of Laidlaw Road. Additionally, it is expected that the current transit route on 185th Avenue/Springville Road to the campus will continue, thereby providing West Bethany with high public transit access.

Design Elements:

1. The Rock Creek flood plain is used as a buffer between varying land uses in West Bethany. Therefore, the flood plain shall be preserved, protected and incorporated into site development plans as set forth in the Community Development Code.
2. Power line easements provide an opportunity to establish a multi-purpose trail system in West Bethany and the opportunity connect with the existing trail system developed within the Rock Creek subdivision to the southwest. For development that occurs adjacent to the power line easements, the opportunity to establish a multi-purpose trail system using the easements shall be considered an important design element in the development review process.
3. The neighborhood commercial site at 185th Avenue/West Union Road shall have its access via West Union Road. This access shall be coordinated with the existing neighborhood commercial area on the south side of West Union Road and designed to minimize and consolidate vehicle turning movements into both commercial areas. The vehicle entrance shall be a minimum of 300 feet east of the intersection.
4. The need for additional collector and neighborhood routes in West Bethany will occur as the area develops. These roads will be built in conjunction with development and should serve as the primary access points to West Union Road, 185th Avenue, and Laidlaw Road. Individual access to the major road system will be strongly discouraged. Access shall be consolidated to as few points as practical.

5. Residential development in West Bethany is encouraged to take advantage of the slopes facing southward. In addition to offering views of the Tualatin Valley, housing orientation to the southern exposure allows solar energy opportunities.

CENTRAL BETHANY

The Central Bethany area is perhaps the most sensitive area in terms of achieving the overall development concept for Bethany. The Community Business District (CBD), a 15-acre commercial area, provides the focus for development in Central Bethany. It is envisioned that a mix of local retail and small community-based office uses would provide a community-village atmosphere at the CBD.

Since the adoption of the Bethany Community Plan, the commercial area and nearby residential areas have developed as the Bethany Village Center. Bethany Village Center was developed as a Planned Development consistent with the provisions of the Community Plan and has become the core of the Bethany Town Center. The Bethany Village Center includes the Bethany Village Shopping Center, which provides a grocery store and a variety of retail shops, offices, restaurants, mixed use retail/residential buildings bordering Central Drive, a day care and an education center as well as a popular common area used to hold public gatherings and concerts. The development provides a wide range of housing types – from the Duets (low scale single family attached housing) to higher density apartments and the multi-story Promenade Condominiums. Open space amenities consisting of the Promenade Park and future park space at the west end of the development provide outdoor open space for residents, employees and visitors.

The presence of the CBD, coupled with the access provided by the transportation system in Central Bethany, provides the opportunity to locate medium and higher density residential uses in this area.

A number of elements warrant particular consideration in Central Bethany. These include:

- a. The forested side (approximately 35 acres) located at the western edge of Central Bethany;
- b. The development of the Community Business District in a manner compatible with the overall design of Central Bethany;
- c. The buffering of higher density and lower density residential development through the provision of open space and landscaping; and
- d. The transportation system in Central Bethany.

Because of these elements and the potential impact on Central Bethany if each area is developed without the benefits of the master planning process, the majority of Central Bethany has been designated as an Area of Special Concern (**Area of Special Concern No. 1**). The Bethany Community Plan requires that all development proposals within the area boundary be accomplished through the Master Planning-Planned Development process set forth in the Community Development Code. The Central Bethany Planned Development received land use approval by the Board of County Commissioners through Case File 93-333-PD/S/SU/D(R)/AV/MR. The application included a request for a Planned Development which allowed the land use districts identified on the Community Plan to be reallocated throughout the site as allowed by Central Bethany Subarea Design Element #6. Additionally, the application fixed the alignments of Bethany Boulevard and Laidlaw Road, which determined the location of the Community Business District at the southeast quadrant of the Bethany Boulevard/Laidlaw Road intersection. For an accurate depiction of allowed uses and their locations, one must review the 1993 land use decision [and all subsequent applications associated with implementing the Bethany Planned Development, including applications approving revisions to the 1993 approval]. The appropriate land use decisions impacting the site are available for review at the Department of Land Use and Transportation.

Design Elements:

Specific design elements which shall be considered during the preparation of development proposals in Central Bethany include the following:

1. The forested side in the western portion of Central Bethany shall be considered for park and open space use. Because of the natural features of the site, passive recreational opportunities such as hiking or horse trails would be considered appropriate. The site should be examined to determine its recreational potential with the Tualatin Hills Park and Recreation District. Upon determining its recreational value, steps shall be taken through the design of the property to preserve as much of the area as possible. Areas preserved for park and open space will be eligible for density transfers in accordance with the provisions of the Community Development Code. Portions of the Waterhouse Powerline Trail, Rock Creek Powerline Trail and Beaverton Powerline Trail have been constructed in the Central Bethany area.
2. In order to achieve the intended commercial atmosphere envisioned in the Community Business District, the site shall be developed in accordance with a unified theme, presenting consistent design features between buildings. The commercial atmosphere intended by the Bethany Community Plan is one of a community center or urban village which, ideally, could take advantage of the historical significance of the Bethany community. A mixture of retail uses or community-based office uses would be considered appropriate. Examples include: a full-service grocery store, specialty shops, restaurant, medical offices, and a branch bank. Additionally, institutional uses such as a library or small post office could be considered as well. The Tanasbourne Town Center is located two miles to the south and is considered adequate for the provision of regional and comparison shopping.

Because of the commercial area's proximity to residential uses, landscaping and buffering will be an important design element necessary to ensure an aesthetic transition between commercial and residential uses. In addition, the CBD is located in close proximity to the Bethany Baptist Church. The design of both the commercial and residential uses surrounding it should take into account existing views available to the Church as well as their relationship to the distinct architectural style of the Church.

3. The Master Planning-Primary Use or Planned Development procedures and standards shall be required for development on land which includes the Bronson Creek flood plain as a means of protecting the resource while allowing new development consistent with the provisions of the Community Development Code. An exception to this requirement shall be allowed if all of this Significant Natural Resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed as specified in the Community Development Code.
4. The western boundary of Central Bethany is defined by the existing power line easement which runs north/south. As with other power line easements in Bethany, the opportunity exists here to establish a multi-purpose trail system. Pedestrian or bicycle access to the proposed open space/forested site area in Central Bethany could be made via this section of power line easement. Tualatin Hills Park and Recreation District (THPRD) identifies a trail connection through the forested area along the western boundary of Central Bethany. For development that occurs adjacent to the power line easement, the opportunity to establish a multi-purpose trail system shall be considered an important design element in the development review process.
5. As Central Bethany develops, additional roads will be necessary to serve that development. The exact location will, in most cases, be determined through the development review process. The following guidelines are recommended:
 - Individual access to Bethany Boulevard and Laidlaw Road by new development will be strongly discouraged. Access shall be achieved via well spaced connections to the major transportation system shown on the plan map. Access shall be consolidated unless demonstrated to not be feasible.
 - The preparation of the Master Plan for the area inside of the Area of Special Concern shall include the identification of the internal road system required to serve the entire development

proposal as well as a description of the expected impacts on the major road system and key intersections. Areas which will merit special consideration from a transportation perspective include:

- a. Laidlaw/Kaiser intersection;
 - b. Laidlaw/Bethany Boulevard intersection;
 - c. Bethany Boulevard/West Union intersection;
 - d. Access points to the Community Business District; and
 - e. Any additional road connections to West Union Road from the north.
- Finally, development proposals in Central Bethany shall identify expected traffic impacts to the Cornell Road/Sunset Highway interchange and the segment of Bethany Boulevard between Cornell Road and West Union Road. Traffic impacts to this access point to the Sunset Highway may require consideration of phasing of development in Central Bethany until improvements to the Cornell/Sunset interchange have been made.
6. Locational adjustments to the development designations within the Area of Special Concern boundary may be approved during the Master Planning-Planned Development process. Such adjustments could potentially occur as a result of the engineering and construction of Bethany Boulevard and Laidlaw Road or in response to topographical or natural features of the property. Any adjustments, however, must recognize that the locations depicted on the Bethany Community Plan map are, in large part, a function of both the proposed transportation system as well as the Plan's expressed intent to protect existing residential areas. Therefore, any locational adjustments within the Area of Special Concern must reflect a continuation of the transportation/land use relationship depicted on the Plan map and described in the text. The entire Community Business District shall be located within one quadrant of the Laidlaw/158th Avenue intersection.
 7. Transit service is provided along Bethany Boulevard, connecting the Portland Community College campus with the Bethany Town Center and light rail transit. To take advantage of its presence, residential and commercial development adjacent to these roads shall be arranged in a manner to take advantage of the availability of transit. This could include orienting buildings towards both roads, providing pedestrian access through the development site to transit stops and locating parking areas away from the road rather than adjacent to it.

THOMPSON

Land uses in Thompson reflect low-density residential uses, with the exception of a small amount of medium density proposed at the intersection of 143rd Avenue and Thompson Road. As with the previous areas, flood plain areas and power line easements have been used as buffers between various land use types.

The Neighborhood Commercial area that was originally planned near NW Saltzman and NW Thompson Roads in Area of Special Concern No. 1 of the Cedar Hills - Cedar Mill Community Plan was relocated to this subarea in 1994 through the master plan approval of Casefile 94-468-S/P/V/DHA/W/DFR. However, it was not until 1996 that the neighborhood commercial area began to take shape through the platting of the parent parcel and the establishment of a two-acre parcel for future commercial development through Casefile 96-599-S/P/AMP/HST. The partitioning of the two-acre commercial parcel satisfied Condition of Approval VI.A. of Casefile 94-468, which required the parcel north of Thompson Road to have a two-acre Neighborhood Commercial Center at such time as it was developed. Casefile 99-116-D(C)/SU/MOD/PLA, which approved the development of an 18,518 square foot neighborhood commercial center, established the final boundaries of the Neighborhood Commercial area.

The plan as adopted recommended that Kaiser Road connect with 143rd Avenue to provide a continuous connection between the two roads, reduce turning movements that currently occur and to distribute future traffic away from the Oak Hills area. In 1994, a local improvement district was formed to construct the Kaiser/143rd Extension. The new road connection was opened to the public in November of 1996.

Beaverton School District #48 owns and maintains land located at the northwest corner of Thompson and Saltzman Roads on which Findley Elementary is sited. This elementary school opened in 1997.

Design Elements:

1. The Master Planning-Primary Use or Planned Development procedures and standards shall be required for development on land which includes the Bronson Creek flood plain as a means of protecting the resource while allowing new development consistent with the provisions of the Community Development Code. An exception to this requirement shall be allowed if all of this Significant Natural Resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed as specified in the Community Development Code.
2. The power line easement in the western portion of Thompson would provide a connection to the trail system developed in conjunction with Oak Hills. Therefore, for development that occurs adjacent to the power line easement, the opportunity to establish a multi-purpose trail system using the easement shall be considered an important design element in the development review process.
3. Beaverton School District #48 shall consider joint use of school ground facilities with the Tualatin Hills Park and Recreation District to provide active recreational opportunities for the surrounding area.
4. Existing traffic hazards at the intersection of Thompson Road and Saltzman Road will require improvements to this intersection. Since the problem currently exists, steps should be taken prior to new development in the Thompson area to connect the offset design of the intersection and improve traffic flow.

SPRINGVILLE

The entire Springville area is proposed to be low-density residential. The Springville area basically represents the area furthest from existing and proposed urban services. Transportation access is limited. As urban development occurs, urban services will be required to provide access to the residential area.

The Springville area contains an established residential area known as Dogwood Park and Wildwood. The residential character of this area has been established since 1953, when it was initially subdivided. In order to preserve that character, the Bethany Community Plan has designated both Dogwood Park and Wildwood as R-5, a land use district that is designed to preserve existing detached, lower density housing patterns.

Design Elements:

1. Dogwood Park and Wildwood subdivisions have been identified as an Area of Special Concern **(Area of Special Concern No. 3)**. Prior to any future development action which would result in partitioning, development of additional housing or the extension of critical urban services to the area, such proposed action shall review the established character of Dogwood Park and Wildwood and shall determine and mitigate through the development review process, the impact of the proposed development action on the established land use pattern of the area.
2. Bales Pond has been identified as an important natural area by the Audubon Society. Additionally, Bales Pond has been included in the Oregon Department of Fish and Wildlife inventory of ponds and wetlands in Washington County. The approximately five-acre site is one of the few remaining natural pond and habitat areas inside the Urban Growth Boundary. Urban development, even at the low-density residential level proposed by this plan, could threaten the natural characteristics of this area. Development adjacent to Bales Pond shall be preceded by a plan to avoid or strictly minimize adverse impacts to this area. Tualatin Hills Park and Recreation District shall be consulted during the review of development in the Bales Pond area to determine the potential for preserving this area as public open space.
3. The Master Planning-Primary Use or Planned Development procedures and standards shall be required for development on land which includes the Bronson Creek flood plain as a means of protecting the resource while allowing new development consistent with the provisions of the Community Development Code. An exception to this requirement shall be allowed if all of this Significant Natural Resource site is retained as open space. Public dedication of this open space is not required, but is encouraged. A density transfer from the resource area to the buildable portion shall be allowed as specified in the Community Development Code.
4. The opportunity to establish a multi-purpose trail system using the power line easements in the Springville area shall be considered an important design element in the development review process for development occurring adjacent to the power line easements.

NORTH BETHANY

In 1999 and 2002, Metro added to the Regional Urban Growth Boundary (UGB) the area referred to herein as the North Bethany Subarea. Portland Community College's Rock Creek Campus was added in 1999, while the remaining area was added in 2002. The entire subarea is approximately 960 acres in size. The Rock Creek Campus is designated as Institutional.

A portion of the subarea, identified as **Area of Special Concern No. 2**, is designated R-9. This area was previously added to the UGB and then withdrawn due to a court decision. Metro has determined that a County-approved master plan for the future development of this area is consistent with its planning requirements for new UGB properties found in Title 11 of its Urban Growth Management Functional Plan. Development permitted under the approved master plan will be predominantly single family on varying lot sizes. Other approved uses are single family attached dwellings, multi-family dwellings, a public park, private parks and open space, and a public school site.

The remainder of the subarea is designated FD-20. The predominant land use is agricultural and limited single family residences. These properties will maintain the FD-20 designation until the planning for these properties is complete. The planning for these properties is required to be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Design Elements:

1. **Area of Special Concern No. 2** encompasses land located east of the PCC Rock Creek Campus and north of Springville Road. This area was included within the regional Urban Growth Boundary (UGB) by action of the Metro Council in 1999. Consistent with the conditions of that action, the following provisions shall apply to the new development in this area:
 - a. The net average density of residential development in the area shall be at least 10 housing units per acre.
 - b. Residential development in the area shall include a variety of housing types, including single family attached and detached units and apartments.
 - c. At least 20% of the housing units built in this area shall be for-sale units affordable to households at or below 80 percent of area median incomes, as defined by the U.S. Department of Housing and Urban Development.
 - d. Significant natural resources within the area that are identified on the Bethany Community Plan Significant Natural and Cultural Resources Map shall be protected as required by the Washington County Development Code and Title 3 of the Metro Urban Growth Management Functional Plan. Boundaries of the significant natural resources in the area may be refined through review of a development application based on new inventory information submitted by the applicant.
 - e. To assure adequate provision of parks and recreation services to residents, the area shall annex to the Tualatin Hills Park & Recreation District prior to final approval of any application for the development in the area.
 - f. Prior to commencement of development in the area, the developer shall provide the opportunity for the Beaverton School District to acquire up to 10 acres of land on the development site for an elementary school.
 - g. All development in the area shall comply with applicable provisions of the Metro Urban Growth Management Functional Plan, or related provisions of the Washington County

Community Development Code acknowledged by Metro to comply or substantially comply with the Functional Plan.

- h. Prior to final approval of an application to develop property in the area, the property owner and the City of Beaverton shall enter in to an agreement for delayed annexation of the property to the City and annexation to any necessary service districts.
- i. Prior to occupancy of any new building approved for development in the area, the property owner shall make proportionate improvements to the Springville Road/185th Avenue intersection. The specific improvements shall be determined through the development review process. These improvements may be in addition to any safety or capacity improvements required by the Community Development Code. The design of the Springville Road/185th Avenue intersection shall be based on year 2020 projected traffic volumes.
- j. To assure that the area develops in an integrated manner in accordance with a cohesive community design, no development application for a property in the area shall be approved prior to approval of a master plan for all properties in the area.
- k. To help achieve design for development in the area, the design of the primary entryway off of Springville Road in to the area should include features that promote a common community identity such as entryway monumentation, lighting, landscaping and artwork.
- l. Tax lots **700, 800 and 802 of Tax Map 1N1 18** are limited to public school facilities and other development necessary and accessory to public school use, and public park facilities and uses as required by Title 11, subsection 3.07.1120.I of Metro's Urban Growth Management Functional Plan.

TRANSPORTATION

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Bethany area, are contained in the adopted Washington County 2020 Transportation Plan.

ROADS

The Washington County 2020 Transportation Plan prescribes significant improvements and changes to the existing road system in the Bethany 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 2020 Transportation Plan. These improvements and changes are intended to respond to existing deficiencies in the road system and changes in the traffic flows that are projected to occur.

Roadway projects identified as needed during the next 20 years are listed in the Washington County 2020 Transportation Plan Technical Appendix. Some of the roadways slated for improvement in the Bethany area include Springville, Saltzman, Laidlaw, Thompson, Kaiser and West Union Roads, 185th and 143rd Avenues and Bethany Boulevard.

LOCAL STREET CONNECTIVITY

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

TRANSIT

As development occurs in Bethany, transit services will play an increasing role in meeting the travel requirements of future residents. Planned improvements to existing roads and the construction of new roads in the Bethany planning area assume that transit service will ultimately be provided on these roads.

Transit policies, strategies, facilities and services are identified in the Washington County 2020 Transportation Plan. These are implemented over time by TriMet in coordination with regional and local governments and serve providers, including Washington County, as resources are available and priorities direct.

BICYCLE-PEDESTRIAN PATHWAYS

The plan assumes eventual development in the Bethany area of all pedestrian and bicycle facilities identified in the Washington County 2020 Transportation Plan. 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 pathways development will be determined by the availability of resources and the application of plan implementation priorities, as identified in the Transportation Plan.

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. Laidlaw Road Neighborhood: Connect this section of the neighborhood to the future trail in the powerline easements by constructing an off-street pathway from Laidlaw Road to powerline easements.
2. 176th Neighborhood: Connect the existing north and south segments of 176th Avenue.

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

Distribution of Planned Land Uses

| Land Use Districts | | Acres | Percentage |
|--------------------------------------|------------|---------|------------|
| Residential 5 | R-5 | 80.48 | 4.63% |
| Residential 6 | R-6 | 942.22 | 54.25% |
| Residential 9 | R-9 | 367.45 | 21.16% |
| Residential 15 | R-15 | 225.28 | 12.97% |
| Residential 24 | R-24 | 86.63 | 4.99% |
| 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 | 2.28 | 0.13% |
| Neighborhood Commercial | NC | 10.20 | 0.59% |
| General Commercial | GC | | 0.00% |
| Community Business District | CBD | 12.56 | 0.72% |
| 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 | 9.83 | 0.57% |
| Total | | 1736.93 | 100.00% |

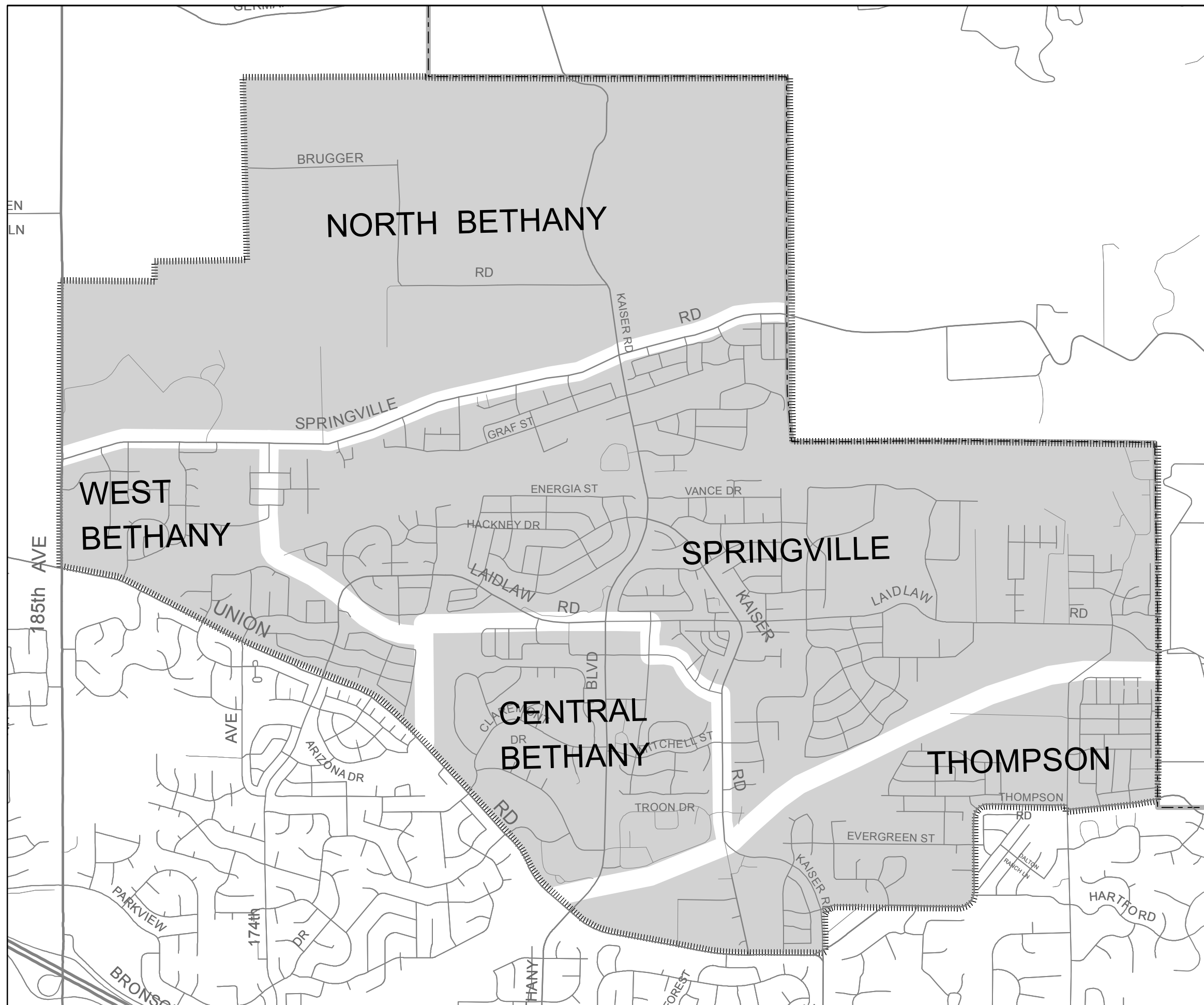
Bethany Community Plan

Washington County SubAreas

SUBAREA

NAME See plan text for subarea descriptions and applicable requirements.

..... Planning Area Boundary



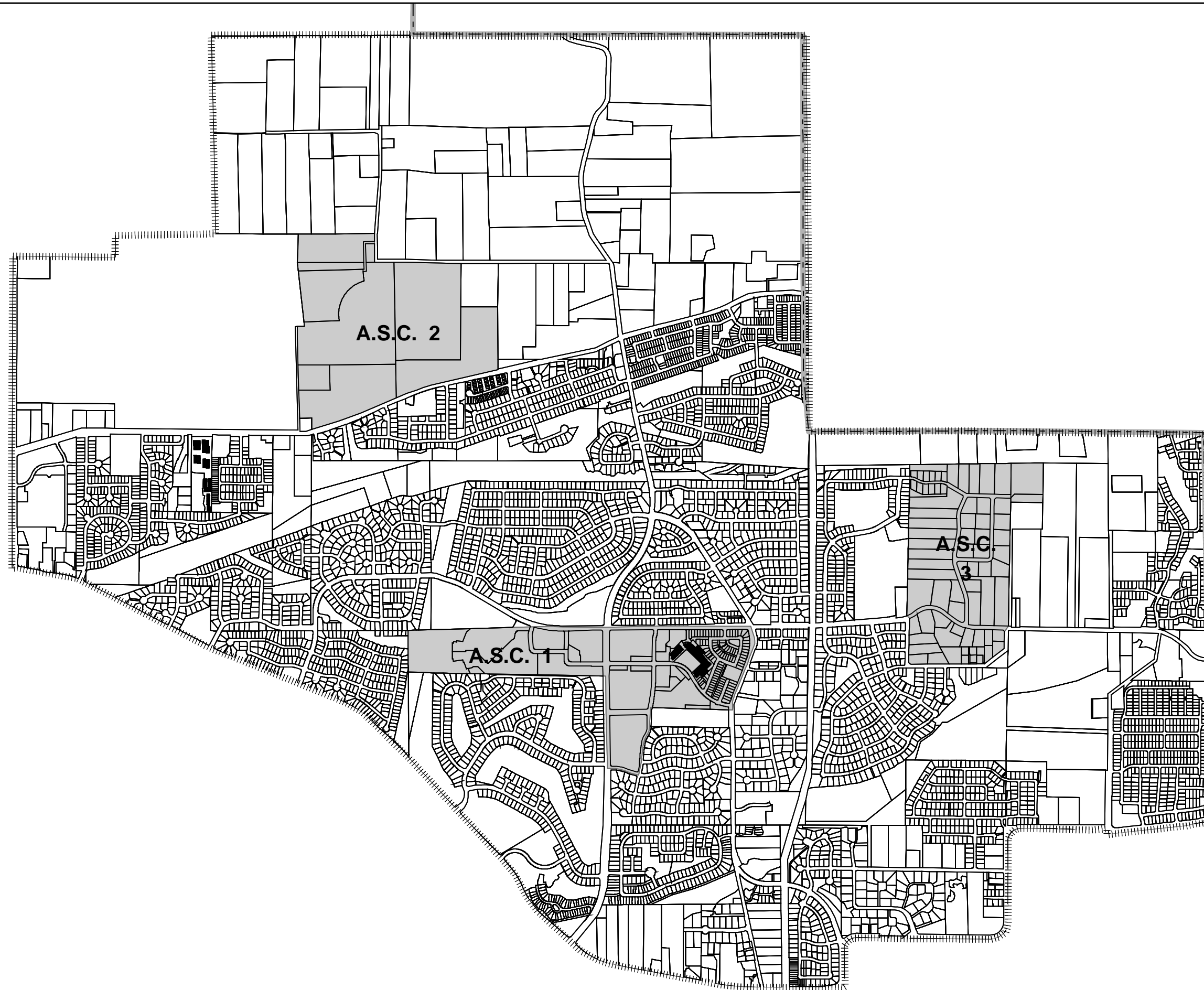
Bethany Community Plan

Washington County Areas of Special Concern

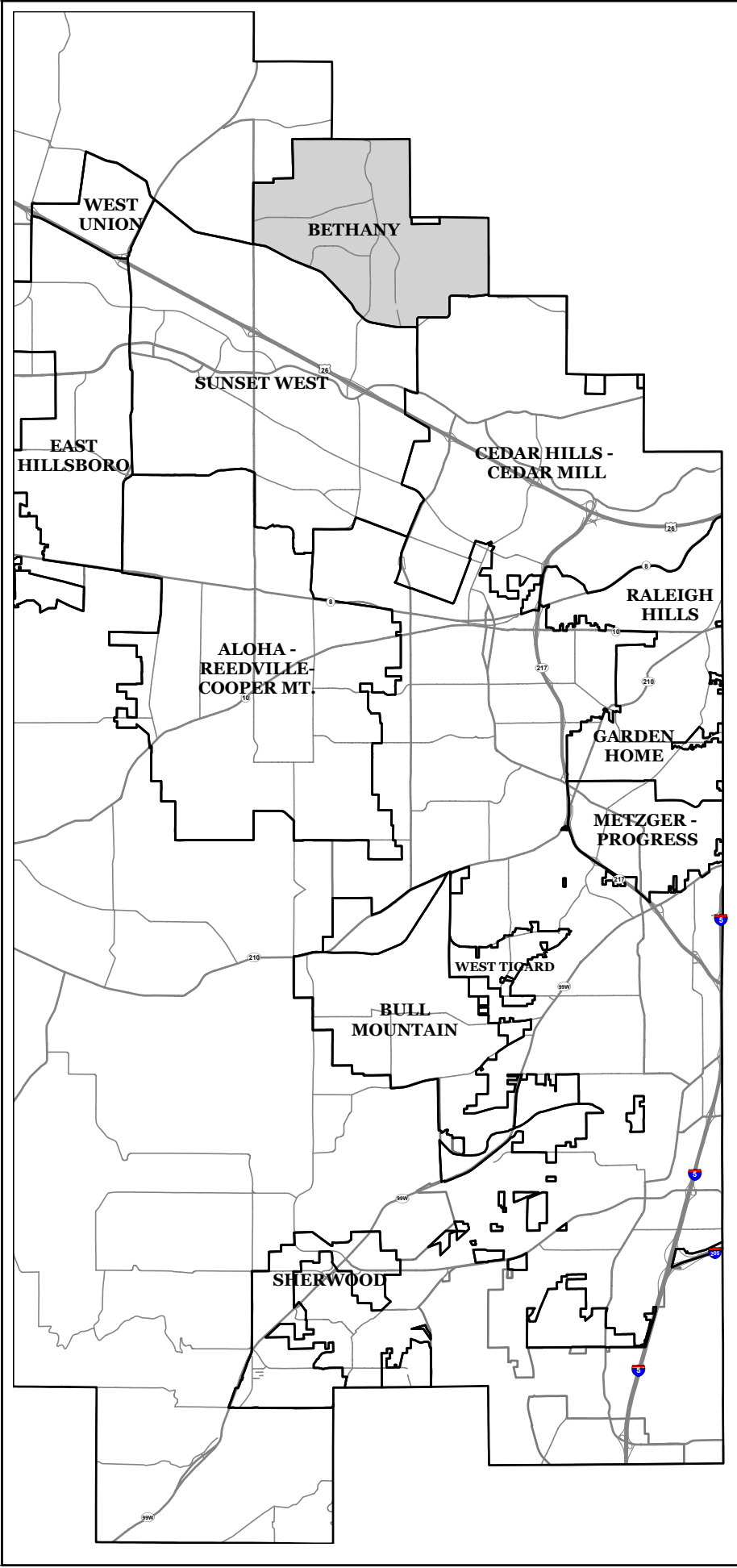
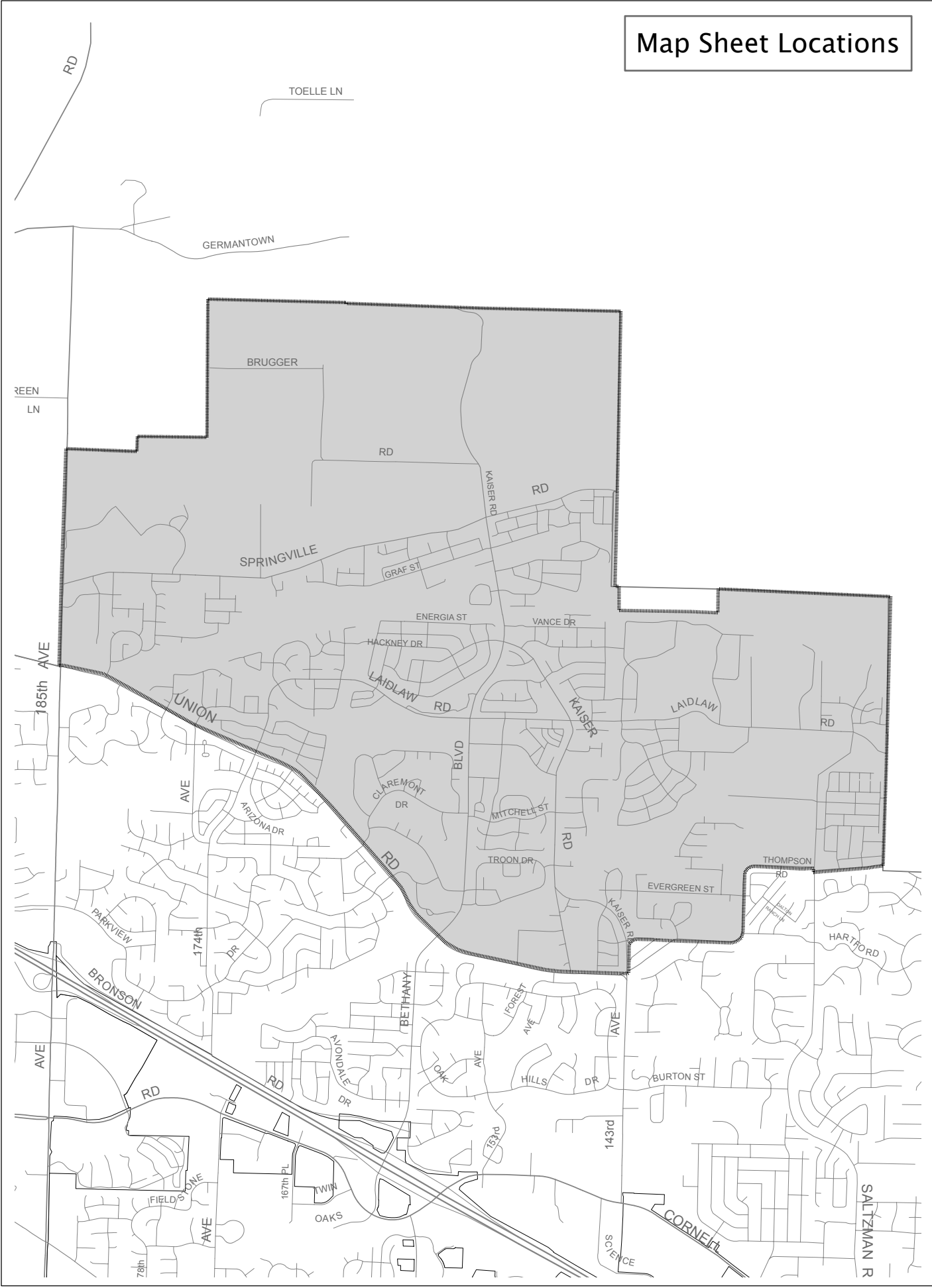
AREA OF SPECIAL CONCERN

A.S.C. 1 Areas designated on the Community Plan which have specific design elements within the plan text addressing one or more special concerns about that area.

----- Planning Area Boundary



Map Sheet Locations



Bethany Community Plan

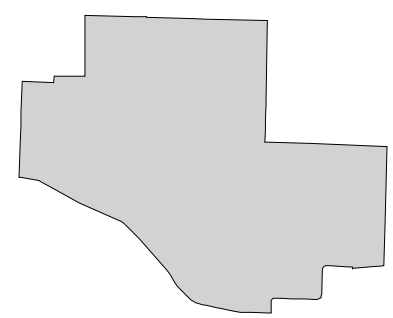
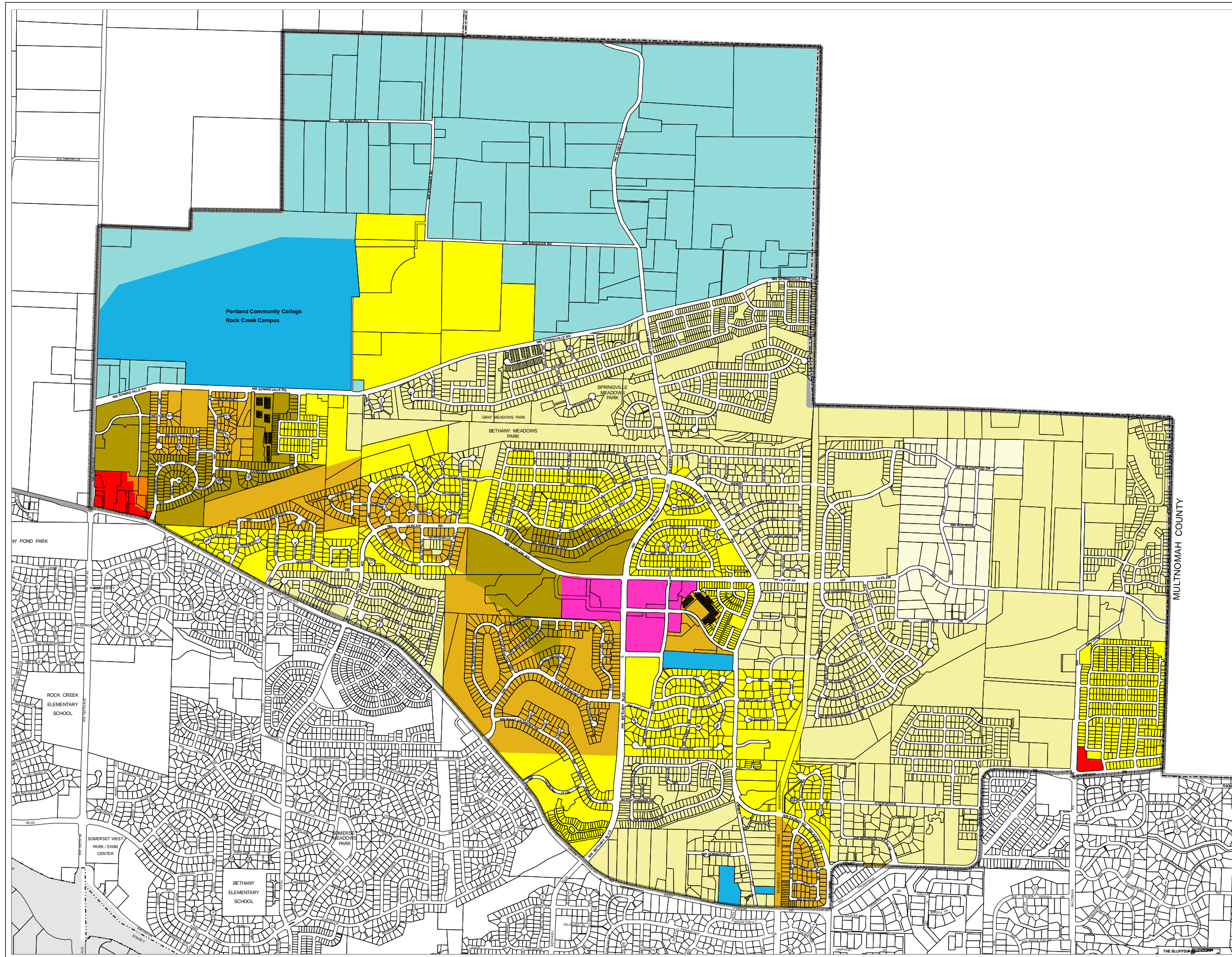
Washington County Vicinity Maps and Map Sheet Locations



Legend for Map to Far Left

- 3 Tiled Map Sheets Location
- Unincorporated Urban Areas Within the Community Plan Boundary
- Planning Area Boundary
- Roadways





Washington County Land Use Districts

- | | | | |
|--|------------|--|-------|
| | R-5 | | FD-10 |
| | R-6 | | FD-20 |
| | R-9 | | |
| | R-15 | | |
| | R-24 | | |
| | R-25+ | | |
| | TO:R9-12 | | |
| | TO:R12-18 | | |
| | TO:R18-24 | | |
| | TO:R24-40 | | |
| | TO:R40-80 | | |
| | TO:R80-120 | | |
| | OC | | |
| | NC | | |
| | GC | | |
| | CBD | | |
| | TO:RC | | |
| | TO:BUS | | |
| | TO:EMP | | |
| | IND | | |
| | INST | | |





- City Boundaries
- Map Sheet Boundary
- Community Plan Boundary
- Urban Growth Boundary

Scale 1:16800
 700 350 0 700 1,400 Feet
 1 inch represents 1400 feet

Bethany Community Plan

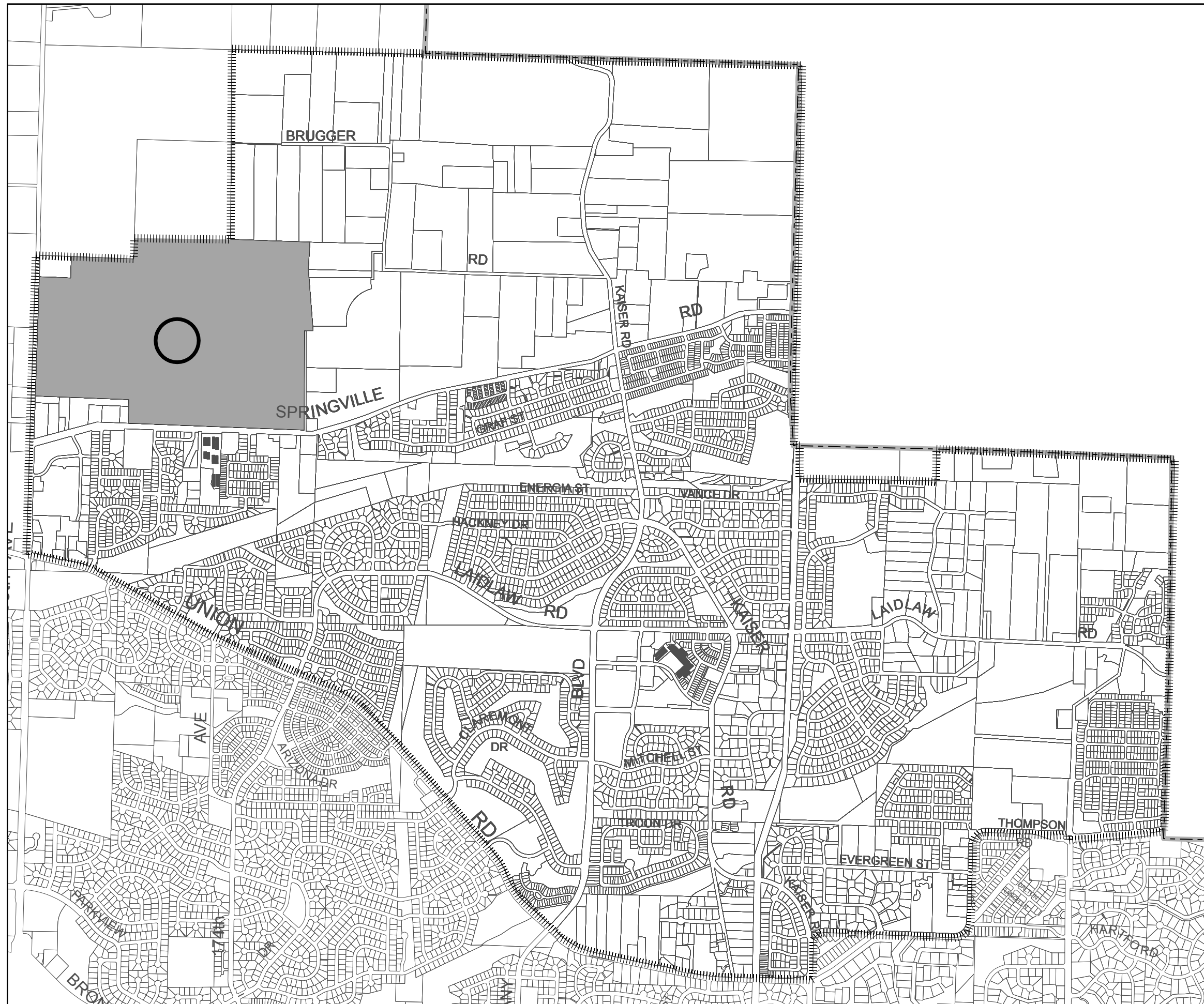
Washington County Major Transit Stops

 300 foot buffer from Major Transit Stop

 Major Transit Stop Overlay Areas

Community Development Code Section 380-Convenient Access to Transit Overlay District only applies within the 300 foot buffer at each Major Transit Stop. Section 380 does not apply to portions of a buffer area within a city.





 Planning Area Boundary



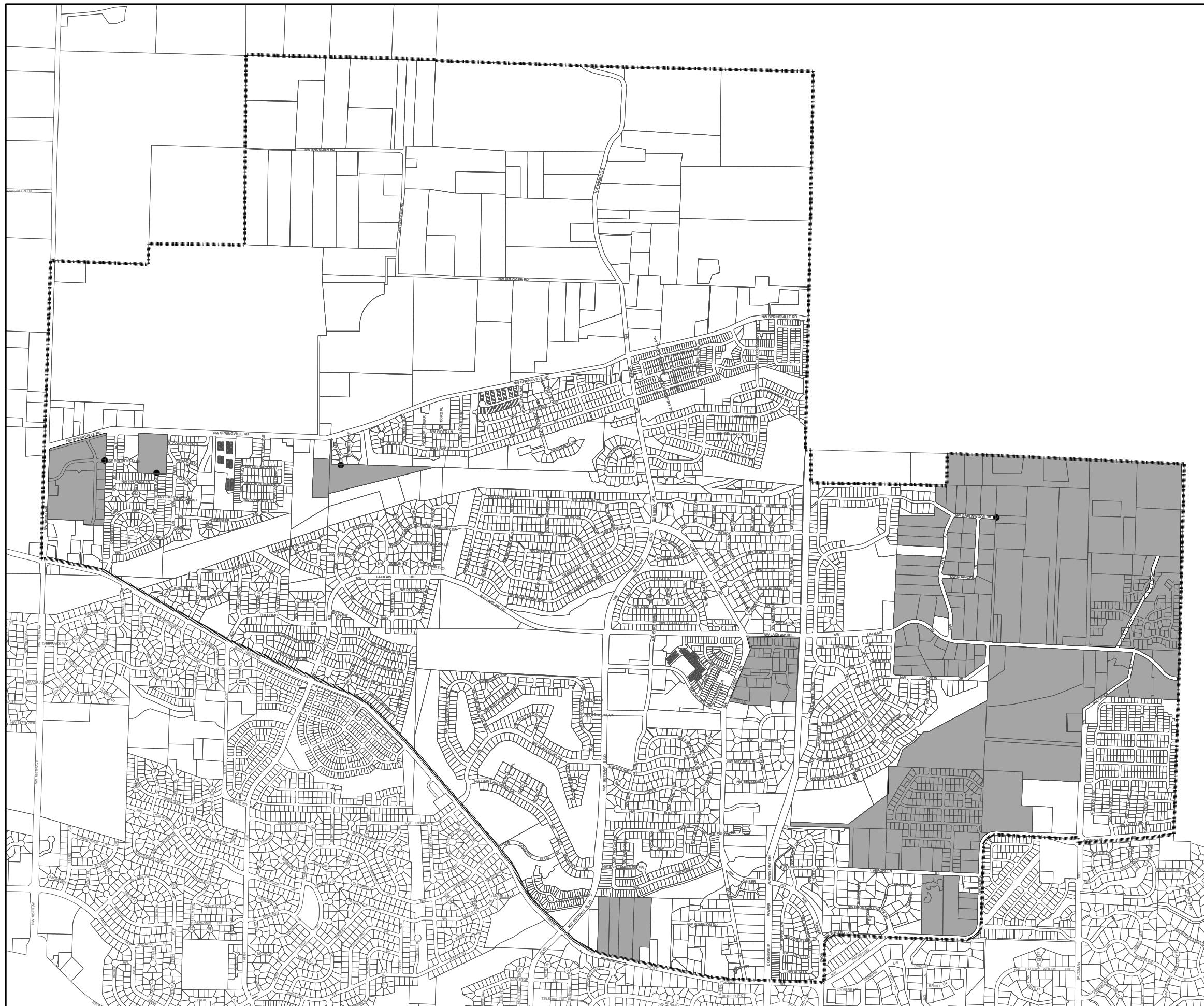
Bethany

Community Plan

Washington County Local Street Connectivity

-  Local Street Connectivity Lands
-  Required Street Connection
-  Potential Street Connection if practicable; if not, a Required Accessway
-  Planning Area Boundary

The designated street and accessway connections on this map apply only to the shaded areas on the map. Non-shaded lands may be required, through the development review process, to provide connections based on criteria in the Community Development Code.



Bethany Community Plan

Washington County Pedestrian Connectivity

 Pedestrian Connectivity Area

Purpose:
Construct an off-street trail to connect
Laidlaw Rd. to the future trail powerline
easement.

