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Volume I Comprehensive Plan

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Comprehensive Plan

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CHAPTER SEVEN: NATURAL, CULTURAL, HISTORIC, SCENIC, ENERGY, AND GROUNDWATER RESOURCES ELEMENT



NATURAL, CULTURAL, HISTORIC, SCENIC, ENERGY, AND GROUNDWATER RESOURCES

7.1 OVERVIEW

This Plan element addresses natural, cultural, historic, scenic, energy, and groundwater resources within the context of Statewide Planning Goal 5. Statewide Planning Goal 5, Open Spaces, Scenic Resources and Historic Area, and Natural Resources, provides a mechanism for local governments to plan for resources. Procedures to comply with this goal are specified in Oregon Revised Statutes (ORS 660-23-000 through 660-23-250.) The procedures include a three-part process:

- 1) Inventory the resource,
- 2) Analyze the economic, social, environmental, and energy (ESEE) consequences that could result from a decision to allow, limit or prohibit a conflicting use, and
- 3) Adopt a program to implement the decisions made through the ESEE analysis.

An alternative process is also provided for some resources: the Safe Harbor alternative. In this alternative, local governments are given the option to adopt inventories based on information gathered by other agencies, or to adopt standardized programs to implement protection of the resource, thereby eliminating the need to complete the ESEE analysis.

Volume III of the Comprehensive Plan, Statewide Planning Goal 5 Resource Inventory Documents, provides the information necessary to satisfy the inventory requirements of this goal. This information includes quantity, quality and location data on specific resources. Additionally, the inventoried resources are mapped or listed, and a determination of significance of the individual resource sites is provided in map or list form.

The text that follows addresses the third requirement in the Goal 5 process. Where possible, the program decision has been to follow the Safe Harbor regulations of the goal; therefore, an ESEE analysis is not necessary. Where necessary, the ESEE analysis is included in Volume III.

The resource protection goals, policies and actions that follow in this section are divided into Statewide Planning Goal 5 resource categories, to match each City inventory. Each category provides the foundation for the regulations and programs designed to protect, enhance or restore these resources, and to further demonstrate compliance with Statewide Planning Goal 5.

The protection of natural resources is necessary to preserve a healthy, sustainable environment in an urban setting. Protection of these resources today, will ensure that as the community grows in density and expands its boundaries the natural landscape will be preserved for the health, safety and welfare of its citizens. Natural resources also provide aesthetic beauty. Their protection benefits property values and increases the livability of the City.

Beaverton is fortunate to have natural and historic resources that significantly add to the quality of life. These include streams, adjacent riparian areas, wetlands, large wooded tracts, open space, and historic sites and buildings. Under state planning goals, the citizens of Beaverton have the opportunity and obligation to protect these resources. While it is unreasonable to expect all of

Beaverton's resource areas to remain unchanged, we must recognize that the presence of these areas contributes to our overall quality of life. The retention of these resources maintains visual and scenic diversity, provides areas for education and passive or active recreation, and can provide site development amenities for residents and employees alike. Thus, a balance between full protection of all inventoried resources and full development of the inventoried resources is provided in the following goals, policies and actions.

7.1.1 Goal: Balance development rights with natural resource protection.

Policies:

- a) Coordinate resource protection programs with affected local, state, and federal regulatory agencies, and notify them of development proposals within natural resource areas.

Action 1: Adopt land use processes to incorporate notification to appropriate agencies as part of the development review process.

- b) Where adverse impacts to Significant Natural Resources cannot be practicably avoided, require mitigation of the same resource type commensurate with the impact, at a location as close as possible to the impacted resource site.
- c) Allow for relaxation of development standards to protect significant natural and historic resources. Such standards may include but are not limited to minimum setbacks, maximum building height, minimum street width, location of bicycle, pedestrian and multi-use paths, etc.
- d) City policies or regulations shall not interfere with actions necessary for nuisance abatement or protecting the safety, health and welfare of Beaverton's citizens.
- e) Upon annexation of unincorporated properties with County Goal 5 natural resource designations, the City shall rely on the Urban Planning Area Agreement with Washington County to determine the appropriate City designation.

Action 1: The City shall work with Washington County to periodically update the UPAA to ensure compatibility in Goal 5 resource inventories, significance determination, and program decisions.

7.2 CULTURAL AND HISTORIC RESOURCES

Cultural and Historic Resources are our connection to the past. Cultural resources include areas characterized by evidence of an ethnic, religious, or social group with distinctive traits, beliefs, and social forms. For example, an archaeological site, such as an Indian burial ground, could be an important or significant cultural resource requiring review. There are no known significant or important cultural resources within the city limits.

Historic resources are lands with sites, structures, and objects that have local, regional, statewide, or national historical significance. A continued effort to protect and preserve these types of resources whenever possible will keep Beaverton from being "just another suburb."

In 1983, a county-wide inventory of cultural and historic resources was conducted by Washington County Museum. When the museum staff considered the resources within Beaverton, they realized that the city was so rich in historic resources that they, because of time and staffing restraints, would not be able to do a complete and detailed inventory. Beaverton, therefore, would need to proceed on its own.

At the recommendation of the Washington County Museum and the State Historic Preservation Office, Beaverton began its inventory with a detailed analysis of the buildings located on the original plat of Beaverton dated December 26, 1868 and the map of Steel's Addition to Beaverton. In August of 1984, the City nominated the "Downtown Beaverton Historic District" to the National Park Service National Register of Historic Places. The district, as described on the nomination form, is an irregular 2 X 3 block area bounded by SW Canyon Boulevard on the north, SW East Street and SW Washington Street on the east, SW Second Street on the south, and SW Watson Street on the west. This district includes buildings used for commercial, entertainment and private residences.

Within the boundaries of the Downtown Beaverton Historic District structures are classified based on building date, architectural style, materials, condition, alterations, building setback and use. Properties within the boundaries of the Historic District are classified into six categories: 1) Primary significant, 2) Secondary significant, 3) Historic non-contributing, 4) Compatible non-contributing, 5) Non-compatible non-contributing, and 6) vacant. The inventory contained in Volume III of this Comprehensive Plan provides more detailed information regarding the individual properties and their designations.

In 1986, the City further developed the inventory of historic resources and evaluated these resources with the assistance of a task force of local historians, architects, and interested citizens, following the process specified by Statewide Planning Goal 5. Each resource was reviewed to determine if any conflicting uses existed. If so, the economic, social, environmental, and energy consequences of protecting the resource, limiting the conflicting use, or allowing the conflicting use were evaluated. The City has adopted a complete inventory of the city's significant and important historic resources and created an Historic Resource Review Committee (HRRC) to review alterations or demolitions of these resources and to promote, through education, the appreciation of the city's numerous historic resources.

In 1995 a State Statutes were amended to require local governments to allow a property owner to refuse consent to any form of historic property designation at any point in the designation process. This refusal removes the property from consideration for historic property designation by the State Historic Preservation Office and local governments (ORS 197.772). Additionally, similar revisions were made to the Statewide Planning Goal 5 Historic Resources section of the Oregon Revised Statutes (ORS 660-23-200).

Beginning in 1998, a study was undertaken to update the City's Historic Resources Inventory based on guidelines established by OAR 660-23-0200. This work was completed, but has not been adopted. It is anticipated that adoption will occur after a new program for resource protection is defined, so that owners of properties listed in the inventory will be aware of the effects of a listing.

7.2.1 Goal: Preserve, manage and encourage restoration of historic sites, structures, and objects designated as Significant Historic Landmarks, and protect the character of the Downtown Historic District as listed on the National Register of Historic Places.

Policies:

- a) With the cooperation of property owners, protect enhance and perpetuate Significant Historic Landmarks and the Downtown Historic District representing or reflecting elements of the City's cultural, social, economic, political and architectural history.
- b) Consistent with State law, property owner permission shall be required before a historic or cultural resource may be listed in the City's Goal 5 inventory. Should a property owner request, in writing, removal of a historic or cultural resource from the inventory, the City shall honor that request as expeditiously as possible.

***Action 1:** Adopt procedures to expedite removal of historic or cultural resource designation from properties where property owners request, in writing, said removal.*

- c) The Historic Resource Review Committee (HRRC) shall review alterations and demolitions to designated Significant Historic Landmarks as well as new construction in designated historic districts. They shall also comment on other issues pertaining to historic resources. This may include, but is not limited to, making recommendations regarding the designation of proposed Significant Historic Landmarks or Significant Historic Districts to the Planning Commission. The HRRC shall also be responsible for updating the City's significant historic resource inventory.

***Action 1:** Adopt an update to the City's Historic Resources Inventory based on survey work done in 1998-1999, after a voluntary, incentive-based program to protect inventoried resources is defined.*

***Action 2:** Define and designate local historic districts, and create and adopt architectural design guidelines for historic districts, along with other incentive based programs to preserve the integrity of Significant Historic structures, objects, or sites. Designate a historic district in the Old Town area in conjunction with the adoption of architectural design guidelines for the area to preserve its historic integrity.*

***Action 3:** Establish information programs to assist property owners and residents in the recognition and appreciation of significant historic resources.*

***Action 4:** Provide the opportunity for innovative design solutions to problems encountered in the adaptive reuse of historic buildings through development of a combination of incentive programs and design guidelines.*

***Action 5:** Develop and adopt design criteria for new or redeveloped structures within a designated Historic District so as to preserve or enhance the integrity of the area.*

- d) To ensure that no historic resource is lost unnecessarily and that all avenues and possibilities for the retention of the building have been exhausted, before a resource is allowed to be demolished, the person requesting the demolition must establish that the building either cannot be moved because of a lack of structural integrity or cannot be sold to be moved to another site.
- e) Encourage citizen participation in historic preservation and related activities as a source of positive community identity.
- f) The City's historic resource protection regulations shall apply to all historic resources in the city on the National Register of Historic Places, regardless of whether these resources are listed in the local inventory.

7.3 NATURAL RESOURCES

Natural Resources are classified and addressed in this section by Statewide Planning Goal 5 categories. Associated with these categories are detailed background data including inventory and assessment information that provided the findings to determine the significance of resources. Adopted inventories of significant natural resources are included in the maps and listings of Significant Natural Resources located in Volume III of the Comprehensive Plan. The inventory lists and maps were adopted over time, based on state regulations.

Statewide Planning Goal 5 continues to be revised and updated. Each periodic review updates the City's inventory, and at the same time applies the most current requirements to ensure continued protection of significant natural resources.

In 1984, an inventory of Beaverton's natural resources was done to determine their quality and quantity. The City adopted a map layer entitled: Significant and Important Natural Resources and Other Important Natural Resources. These areas were then evaluated as to the economic, social, and environmental consequences of protecting the natural resource or allowing conflicting uses. Areas shown on the map as Significant Natural Resources are generally wetlands or riparian-stream corridors that were considered important principally for their wildlife habitat values. Areas shown on the map as Important Natural Resources contained major stands of trees, drainage swales, and other natural vegetation that were determined to be primarily important for their aesthetic value, although many also provide wildlife habitat of some, although relatively less, importance.

The map at that time delineated, as clearly as possible, the appropriate boundaries of the Significant and Important Natural Resources. However, it is also necessary to rely on inventory, field investigation, and other factors conducted in conjunction with the review of a proposed site development to define more precise boundaries, such as the exact location of a riparian corridor boundary on a specific site.

In 1991 the City Board of Design Review adopted an additional significant tree inventory. Although this inventory was not conducted pursuant to Statewide Planning Goal 5, and was not adopted by the City Council, it did serve to further define trees and stands of trees of importance to the City

In 2000, a Local Wetland Inventory (LWI) was completed. The LWI is one of the City's Goal 5 resource inventories comprising Volume III of the Comprehensive Plan. The City employed the Goal 5 regulations by conducting the inventory reconnaissance using the Oregon Freshwater Assessment Methodology (OFWAM) to satisfy the quality and quantity requirements of the regulations. Significance was determined based on applying the LWI criteria, using the OFWAM findings. The LWI includes wetlands meeting state criteria for significance. A list of locally significant wetlands is found in Comprehensive Plan Volume III, Local Wetland Inventory Text, Appendix A Table 5.

Also in 2000, an Urban Riparian Assessment was completed following the procedures found within the Urban Riparian Inventory and Assessment Guide, developed by the Division of State Lands. This assessment was adopted, and included in Comprehensive Plan Volume III, Appendix C of the Local Wetland Inventory. It is intended to be used as a tool by planners to indicate that additional information on the location of the riparian area is required prior to development approval.

In 2000 the City also determined that certain streams are fish-bearing following the Goal 5 Safe Harbor requirements for Riparian Corridor inventories and determinations of significance. The significant fish bearing streams are identified on page 3 of Planning Commission Order No. 1318, enclosed in the opening pages of the Local Wetland Inventory.

Adequate riparian corridors are of particular importance for their positive effect on the adjacent water resource. They act as natural filters for pollutants, provide flood control benefits, and reduce erosion. Vegetation in riparian corridors provides shade and cover for both fish and other aquatic and upland wildlife species. The riparian corridors within the City are typically located within residential, commercial, and campus industrial areas. Generally the vegetation in these riparian areas has been removed, or altered substantially. As the City continues to grow and increases density, the remaining unaltered riparian corridors will be subject to development pressures. Removal of vegetation and the construction of structures within the riparian areas are the activities most likely to conflict with riparian functions and values. These conflicting uses can be managed through regulatory provisions that limit encroachment. Where encroachment is permitted, prescribed levels of mitigation and restoration can be required.

Although areas of significant wildlife habitat, as defined by the State Goal 5 Administrative Rule, have not been identified in the city, measures to protect significant riparian areas and wetlands also serve to protect fish and wildlife. Areas of fish and wildlife habitat are important to our community because they add to our overall quality of life by permitting observation and appreciation of our stewardship responsibilities in close proximity to our homes and workplaces. While these resources exist elsewhere in Oregon, they are important remnants of the natural environment close to our everyday activities.

7.3.1 SIGNIFICANT NATURAL RESOURCES

7.3.1.1 Goal: Conserve, protect, enhance or restore the functions and values of inventoried Significant Natural Resources.

Policies:

- a) Inventoried natural resources shall be conserved, protected, enhanced or restored:
- to retain the visual and scenic diversity of our community;
 - for their educational and recreational values;
 - to provide habitats for fish and wildlife in our urban area.
- b) Conserve, protect and enhance natural resource sites and values through a combination of programs that involve development regulations, purchase of land and conservation easements, educational efforts, and mitigation of impacts on resource sites.

***Action 1:** Establish acquisition programs for Significant Goal 5 Resources; prepare and maintain a long-range list of priority resource locations for public acquisition.*

- c) Inventoried natural resources shall be incorporated into the landscape design of development projects as part of a site development plan, recognizing them as amenities for residents and employees alike.
- d) The City shall rely on its site development permitting process as the mechanism to balance the needs of development with natural resource protection.

***Action 1:** For properties located within significant natural resource areas, the City shall consider relaxation of its development standards where necessary to accomplish protection of riparian and wetland areas. Such standards include, but are not limited to, setbacks, building height, street width, location of bike paths, etc. Where the combination of riparian, wetlands, and other requirements would result in an unbuildable lot, such a situation may be relevant to a decision that may grant a hardship variance.*

***Action 2:** City Staff will provide pre-application conferences to developers of property to provide available information and to discuss alternative methods of development acceptable to meet the adopted policies and ordinance standards.*

***Action 3:** Adopt and apply land use regulations that require integration of natural features with the overall design of developments. Natural features include, but are not limited to, wetlands and water areas, intermittent and perennial streams, riparian corridors, urban forests and significant individual or community trees, slopes, geologic hazards, flooding, and erosion prone soils.*

***Action 4:** Adopt and apply land use regulations that will minimize impacts from adjacent uses. Development Code design criteria shall be adopted that address the following considerations:*

- *Land uses immediately adjacent to protected resource areas should be designed to physically separate human activity from the resource activity. Preferred development abutting the resource should be 1) buildings with entrances oriented away from the resource area, and then 2) roadways with limited or no street parking with 3) parking lots as the lowest preference.*

- *Garbage facilities and materials storage areas should be located away from habitat areas.*
- *Habitat areas should be preserved as a few large connected areas, rather than many disconnected small areas and should be designed to minimize the amount of habitat edge exposed to development areas.*
- *Existing native vegetation should be retained to provide wildlife habitat. Snags and dying trees should be left in protected wildlife areas for wildlife use.*
- *To minimize disturbances to wildlife, lights for buildings and parking areas should be screened, and the light should be directed away from the protected habitat areas,*
- *Walkways should not bisect wildlife areas. If walkways do encroach upon wildlife areas, security lighting should be designed to shine primarily on the path and avoid shining directly into habitat areas.*

Regulations to address the above considerations shall not compromise public safety.

Action 5: *Adopt and apply regulations for resource areas, mitigation sites, areas adjacent to natural areas, wetlands, and tree groves that include but are not limited to the following requirements:*

- *Require use of native vegetation in mitigation areas and riparian buffers. Seed-and fruit-producing native plants with aesthetic value should be incorporated into the landscaping at locations adjacent to wildlife habitat areas.*
 - *Allow for buffer averaging in order to create opportunities for habitat protection and enhancement while accommodating urban forms of development.*
- e) Development within Significant Natural Resource areas shall be consistent with the relevant regulations or guidelines of the National Marine Fisheries Service, U.S. Fish and Wildlife Service, Oregon Department of Fish and Wildlife, U.S. Army Corps of Engineers, Oregon Division of State Lands, Clean Water Services, and the Oregon Department of Environmental Quality.

Action 1: *During pre-application conferences for developers City staff will attempt to identify any Federal, State, or local requirements and regulations affecting sites in Significant Natural Resource areas.*

Action 2: *The City will continue to monitor and review policies and regulations as necessary, to ensure consistency with Federal, State, and service providers' guidelines and regulations.*

- f) Specific uses of or development activities in Significant Natural Resources areas shall be evaluated carefully and those uses or activities that are complementary and compatible with resource protection shall be permitted. This is not intended to prohibit a land use permitted by the underlying zoning district but only to regulate the design of development such as building or parking location or type of landscaping.
- g) Limited alteration or improvement of Significant Natural Resource areas may be permitted so long as potential losses are mitigated and “best management practices” are employed.

- h) Roads and utilities, which must be located within, or traverse through, a Significant Natural Resource Area, shall be carefully planned and aligned so as to minimize loss and disruption. A rehabilitation or restoration plan shall be a necessary component. The City should allow variations from standard street sections in these areas.

7.3.2 RIPARIAN CORRIDORS

Significant Riparian Corridors are identified in Planning Commission Order No. 1318, located in the beginning of the Local Wetland Inventory within Volume III of the Comprehensive Plan. Properties listed as Significant Riparian Corridors must comply with the policies and actions set forth in Section 7.3.1 as well as those promulgated in this section.

7.3.2.1 Goal: Promote a healthy environment and natural landscape in riparian corridors, and manage conflicting uses through education, and adoption and enforcement of regulations.

Policies:

- a) Significant Riparian Corridors shall be protected for their fish and wildlife habitat values, and other values associated with the natural resource area. Development plans for these areas shall treat these components as assets and encroachment into the riparian corridor shall require enhancement, mitigation, or restoration.

Action 1: Develop and implement a fish habitat protection program in compliance with Statewide Planning Goal 5.

Action 2: Amend City regulations and development standards to ensure compliance with Clean Water Services Design and Construction Standards relating to development in or near water resource areas.

Action 3: Work with other local governments in the Tualatin River Watershed to develop and implement a program to comply with the Federal Endangered Species Act (ESA) for Federally listed threatened or endangered species found within the watershed.

- b) Streams, creeks, and other watercourses, including a number of small drainages not identified on the Significant Natural Resources inventory maps, can be significant amenities. The City should protect the natural resource values of these areas from damage or degradation caused intentionally or by neglect. The city should cooperate with and assist property owners in maintaining and upgrading these areas for their potential aesthetic, wildlife, or recreational value.

7.3.3 SIGNIFICANT WETLANDS

The Local Wetland Inventory is part of the Statewide Planning Goal 5 Inventory Resource documents. Significant wetlands are found within Appendix A, Table 5 of the Local Wetland Inventory. The Significant Wetlands designation must comply with the policies and actions set forth in Section 7.3.1 as well as those promulgated in this section.

7.3.3.1 Goal: Protect or enhance wetlands adopted as Significant Wetlands in the Local Wetland Inventory.

Policies:

- a) Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values.
- b) Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.

Action 1: Amend the City regulations and development standards as appropriate, to ensure compliance with Clean Water Services Design and Construction Standards provisions for encroachment.

- c) Where development is constrained due to wetland protection regulations, a hardship variance may be granted if approval criteria are met.

Action 1: Amend the implementing ordinances as appropriate to ensure compliance with Clean Water Services Design and Construction Standards provisions for a hardship variance.

7.3.4 WILDLIFE HABITAT

OAR 660-23-110 contains procedures and requirements for complying with Statewide Planning Goal 5 as is pertains to protection of wildlife habitat. The rule specifies that a local government must obtain any current habitat inventory information from the Oregon Department of Fish and Wildlife (ODFW) and other state and federal agencies. Under “safe harbor” criteria, OAR 660-23-110(4) says local governments may determine that “wildlife” does not include fish, and that significant wildlife habitat is only those sites where one or more of the following conditions exist:

- (a) The habitat has been documented to perform a life support function for a wildlife species listed by the federal government as a threatened or endangered species, or by the state of Oregon as a threatened, endangered or sensitive species;
- (b) The habitat has documented occurrences of more than incidental use by a species described under (a) above;
- (c) The habitat has been documented as a sensitive bird nesting, roosting, or watering resource site for osprey or great blue herons;
- (d) The habitat has been documented to be essential to achieving policies or population objectives specified in a wildlife species management plan adopted by the Oregon Fish and Wildlife Commission; or
- (e) The area is identified and mapped by ODFW as habitat for a wildlife species of concern and/or as a habitat of concern.

According to OAR 660-23-110(1)(a), “documented” means that an area is shown on a map published or issued by a state or federal agency, or by a professional with demonstrated expertise in habitat identification.

In 1999 the Planning Commission indicated that staff should use the “safe harbor” criteria to determine the presence of significant wildlife habitat in the city, based on documentation from ODFW and other appropriate agencies. Staff subsequently sent letters to ODFW and the United States Fish and Wildlife Service asking whether they had any documentation regarding the presence in the city of the types of habitat listed above. Both agencies responded with letters indicating that there was no documentation of such habitat in the city, although such habitat may be present. Based on these responses, it has been determined that there is no evidence available to demonstrate the presence of significant wildlife habitat, meeting State “safe harbor” criteria, in the city limits as of the year 2000.

Although there is presently no documented significant wildlife habitat in the city, wildlife habitat that does not meet State safe harbor significance criteria is certainly present. The presence of common wildlife species (e.g., squirrels, raccoons, beaver, various species of birds, etc.) in the city is a source of interest and entertainment for citizens and generally enriches our daily lives. In protecting significant natural resources in the city, such as wetlands, riparian corridors and scenic trees, habitat for these wildlife species can also be protected.

In the event documentation is provided to the City in the future of the presence in the city of wildlife habitat meeting the “safe harbor” criteria, it will be necessary to give further consideration to City programs for wildlife habitat protection.

7.3.4.1 Goal: Protect wildlife habitat in the city in association with protecting significant natural resources.

Policies:

- a) Limit impacts from development or human intrusion on sites likely to contain wildlife habitat through use of regulations adopted for protection of other natural resources, or by adopting new regulations if necessary.

Action 1: Adopt development regulations that call for consideration of impacts of development on wildlife species likely to be present on development sites, and mitigation of such impacts to the extent practicable. These regulations should allow for flexibility in development standards to achieve wildlife habitat protection.

7.4 SCENIC VIEWS AND SITES

Significant Scenic Views and Sites are lands that are valued for their aesthetic appearance. Conserving the views of surrounding scenic features such as mountain ranges, Mount Hood, streams and wetlands, and forested areas, helps to maintain the quality of life and unique character of the City. Scenic sites in the city may include streams, wetlands, forested areas or single specimen trees identified on either public or private lands. Significant scenic sites may also have value as wildlife habitat while providing a link to other natural resources such as streams and wetlands as well as parks and other open space. Scenic sites can be viewed from surrounding residences, shopping or employment areas, public or semi-public open spaces such as parks, or from nearby or adjoining bicycle, pedestrian and multi-use pathways or streets. Conservation of both Significant Scenic Views and Sites adds to the livability and attractiveness of our

community. That, in turn, helps to maintain property values, and provides an attractive backdrop for businesses located in the City.

The City of Beaverton has focused its efforts on identifying and conserving scenic sites, particularly forested areas and specimen trees, because these resources are considered to be most vulnerable to loss as a result of development. Other scenic sites, including streams and wetlands, are protected to some degree under federal, state and local regulations. At this point, the City has chosen to not address conservation of scenic view of surrounding mountains, including Mount Hood, although such scenic views may be present in the city. For scenic sites to have any aesthetic value to the public, however, views of those sites must be conserved along with the sites.

7.4.1 Goal: Conserve Significant Scenic Views and Sites, and the value they add to community.

Policies:

- a) Help to preserve and enhance the City’s character, beauty and livability through the identification and protection of significant scenic sites in the city and views of those sites.

Action 1: Following the Goal 5 process:

- *survey forested areas and specimen trees in the city, evaluating them using the criteria in Policy b) below, and adopt an inventory of scenic sites and views of those sites;*
- *identify land uses or development activities that might conflict with conservation of the inventoried scenic sites and views, as well as the impact area of the conflicting uses on each inventoried scenic site and view;*
- *consider the economic, social, environmental and energy (ESEE) consequences of allowing, limiting or prohibiting identified conflicting uses within each identified impact area; and*
- *devise and adopt a program to conserve the inventoried significant scenic sites and views . The program should make use of a variety of conservation tools including existing and new development regulations, acquisition of property or scenic easements, and public education efforts.*

- b) Significant Scenic Sites may include forested areas or a specimen tree and are determined to have two or more of the following characteristics:

- aesthetic value,
- uniqueness of tree size, shape, rarity of specie,
- proximity of forested area to wetlands or riparian areas,
- provides slope stability,
- absorption of rainfall (canopy effects to offset adjoining impervious surfaces), and
- absorbs stormwater runoff.

All significant scenic sites must be visible from an existing or planned viewpoint that is safe and accessible to the general public.

- c) The City will balance the conservation of significant scenic resources with the need to allow urban uses and activities.

7.5 ENERGY

Energy is generated from resources such as natural gas, oil, coal, geothermal, uranium, flowing water, sunshine, wind, and municipal waste. The City lacks significant energy sources, as defined by OAR 660-23-019(a). The City's greatest influence over the protection of energy resources derives from efforts to reduce energy consumption

In the 1970s and early 1980s, the rising costs of fossil fuels resulted in government sponsored incentive programs to encourage research, development and feasible applications of renewable energy technologies such as solar and wind. To provide citizens with the opportunity to utilize solar technologies, Beaverton in conjunction with twenty-one other jurisdictions within the Portland-Vancouver Metropolitan area, participated in the development of a uniform solar access protection ordinance.

Current development programs lack incentives or public demand for the use of renewable energy resources, despite federal objectives to reduce energy consumption, continuing price increases for fossil fuels and increased concerns over the impacts of hydro and geothermal power, and nonrenewable energy resources.

Zoning regulations and transportation plans are currently structured to maximize energy savings. The City has higher density and mixed used districts to allow for living, working and shopping in close proximity, thereby reducing energy consumption for travel. Further, the City's transportation plan has mapped multi-modal transportation corridors for use by automobiles, pedestrians and bicycles. The Westside Light Rail was developed as part of a transportation network designed to reduce energy consumption and to improve air quality.

7.5.1 Goal: Development projects and patterns in the City that result in reduced energy consumption.

7.5.2 Goal: Increased use of solar energy and other renewable energy resources in new development in the City.

Policies:

- a) Assist in the conservation of energy by promoting more efficient transportation modes and land use patterns.
- b) Encourage higher density development where appropriate.
- c) Continue to update applicable codes and regulations to promote energy conservation.
- d) Support educational programs on energy conservation and use of renewable energy resources through cooperation with other agencies and energy suppliers.
- e) Support energy programs that inform senior citizens and low income groups of available local, state, and federal winterization, and energy efficient programs.
- f) Support state and federal legislation that encourages energy saving design and building practices.
- g) The City should set an energy efficient example by using best management conservation practices in all of their facilities. Alternatives should be economically beneficial.

- h) The City shall retain and apply regulations requiring consideration of solar energy options in the development process.

7.6 GROUNDWATER RESOURCES

Although most of the potable water used in the city is imported, at times of peak use water is drawn from aquifers via City wells. Some of this water is injected into aquifers in the winter when supplies exceed demand, and withdrawn during summer months. Contamination of these groundwater resources can occur through pollution emanating from surface sources.

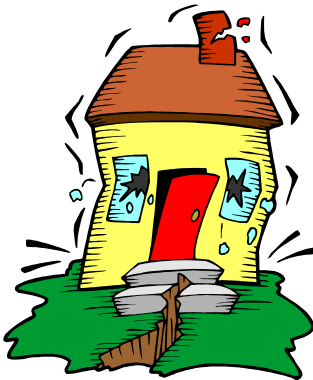
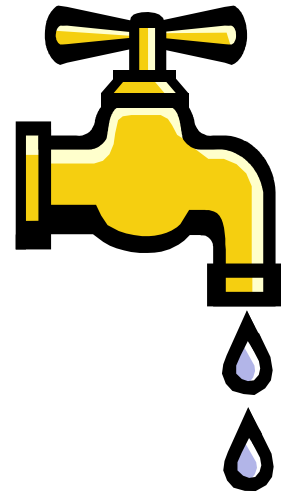
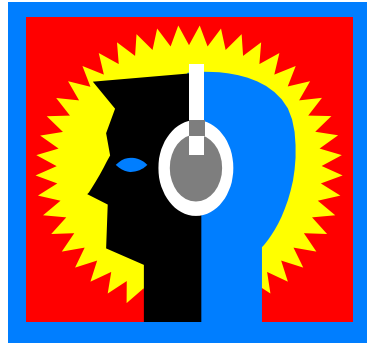
<i>7.6.1 Goal: Protect groundwater in the City from contamination.</i>

Policies:

- a) Cooperate with other local water providers and neighboring jurisdictions in preventing pollution in areas around municipal and domestic wells so as to protect groundwater that is a source of potable water for the City from contamination.

Action 1: Develop a groundwater wellhead protection program, in cooperation with local water districts and neighboring jurisdictions.

CHAPTER EIGHT: ENVIRONMENTAL QUALITY AND SAFETY ELEMENT



ENVIRONMENTAL QUALITY AND SAFETY

8.1 OVERVIEW

In response to the requirements of Statewide Planning Goals 6 (Air, Water and Land Resources Quality) and 7 (Areas Subject to Natural Disasters and Hazards) this chapter contains sections addressing water quality, air quality, noise, seismic hazards, geologic hazards, flood hazards, and solid and hazardous waste. The chapter contains goal, policy and action statements written to ensure that 1) the condition of air, water and land resources is adequately maintained and improved upon, and 2) public safety is protected by prohibiting or regulating development of land in hazardous areas, or by managing the hazards through methods that protect existing development.

8.2 WATER QUALITY

Water quality resource protection is necessary for its life sustaining benefits. The City and the Clean Water Services (CWS) share responsibility for meeting the standards set by the Federal Clean Water Act. These standards, defined by the Total Maximum Daily Loads (TMDLs) of waste water that can be discharged into streams, are set by the Oregon Department of Environmental Quality (DEQ). The primary source of water quality impacts in the City is from runoff flowing into streams and wetlands from streets, parking lots, building roofs and landscaped areas. The flashiness of storm flows in urban areas causes degradation of the vegetative corridors along streams that, in turn, increases the erosion of riparian banks and water turbidity. The scouring of the riparian banks and lack of established native vegetative cover along streams leads to increased water temperatures, that also degrade water quality and aquatic habitat.

The quality of water resources can be protected, enhanced or restored through the application of development standards that require planting and maintenance of natural vegetation within riparian areas. This can be achieved through the development process or by voluntary actions on the part of private property owners and volunteer organizations. Voluntary and incentive based reductions to impervious surfaces, along with the use of green development techniques can also reduce impacts to water resources. Implementation of development requirements that follow the Clean Water Services Design and Construction Standards manual, and erosion control practices, can help to reduce and filter storm drainage flow, particularly during heavy rainfall.

8.2.1. Goal: Maintain and improve water quality, and protect the beneficial uses, functions and values of water resources.

Policies:

- a) All water resource areas within the City shall be enhanced, restored or protected to the extent practicable.

Action 1: Develop incentives programs for property owners that will encourage the enhancement, restoration or protection of vegetative corridors. One such program might include working with CWS to establish an information outreach effort to encourage the creation of separate tracts for water resource areas, or dedication of water resource

areas to a public or non-profit agency, thereby limiting development in the identified resource areas, and benefiting property owners by reduced property taxes for the portion set-aside as non-developable.

Action 2: Review and refine monitoring and enforcement programs regarding erosion control practices in conjunction with development.

Action 3: Cooperatively work with appropriate City departments and service providers, through a technical advisory committee, to review their use of Best Management Practices (BMPs) and other programs approved by the National Marine Fisheries Service in public works projects, and routine maintenance activities that potentially impact stormwater runoff or have a direct effect on streams and wetlands. Adopt and apply appropriate regulations formulated through the cooperative process.

- b) The City shall limit development in vegetative corridors along streams through application of the CWS Design and Construction Standards so as to substantially comply with requirements of the Metro Functional Plan Title 3.

Action 1: Adopt and apply appropriate land use regulations aimed at restoring, enhancing or protecting water quality sensitive areas.

- c) The City shall support the development of education programs aimed at helping citizens understand the importance of good stewardship and the use of non-regulatory tools that will provide additional water quality resource protection.

Action 1: Seek funding opportunities such as grants, that would assist development and implementation of Citywide water quality education, information and project management programs that might include a City environmental coordinator position.

- d) Partner with other local jurisdictions and service providers to avoid duplication of efforts and resources.

- e) Protect investments in the City by managing stormwater runoff.

Action 1: Adopt and apply land use regulations that control the rate of runoff to reduce sudden changes in water flow, abnormally high flows, and flooding due to development.

Action 2: Adopt and apply land use regulations to provide increased surface water runoff detention and avoid structural damage to improvements. First priority, site improvements are off-channel mitigation and wetlands. Second priority, site improvements are in-channel. Exhaust on-site mitigation opportunities before seeking off-site mitigation.

Action 3: Adopt and apply land use regulations to provide undisturbed vegetative buffers between the stream or significant wetland and any hard surface improvement or

building. The defined buffer width may be treated as an average dimension to allow flexibility in design and increase opportunities to enhance wildlife habitat. Where undisturbed, vegetative buffers are reduced below the defined width by way of averaging the required buffer width, the adjacent urban development should include increased landscaping, and street tree plantings to maximize tree canopy coverage and reduce the urban heating effect. Increased landscaping will help reduce stream temperatures through the urban area.

Action 4: *Adopt and apply land use regulations requiring surface storm drainage from walkways, streets, parking areas, and roofs to be designed to flow into detention areas and landscape areas rather than into stream channels and the riparian corridor. Monthly surface water management fees may be discounted through designs that minimize impacts on the storm water system.*

Action 5: *Adopt and apply land use regulations requiring integration of storm water detention and treatment facilities into the design of a development appearing, if feasible, as a component of the landscape rather than as a utility element.*

8.3 AIR QUALITY

The primary sources of air pollution are industry and transportation. In determining the air quality impact of these sources, several factors are considered:

- Indirect sources (facilities or buildings) attracting automobiles in sufficient quantities to increase air pollution,
- The concentration of automobiles (as determined by traffic volume, speed, number of stops, and number of trips),
- Emission rates, and
- Land use patterns.

The relationship of land use patterns and transportation systems can greatly impact air quality. Single-use, land use zones create a dependence on the automobile to facilitate travel between home, work, school and shopping. The problem may be further compounded by inadequate local street, walkway and bikeway connections between neighborhoods, along with limited access to public transportation. The land use patterns being implemented today, are designed to provide for a mixture of housing, jobs, and small scale retail services within neighborhoods. This more efficient use of land, combined with the implementation of multi-modal transportation corridors and connecting local streets, bikeways and walkways is designed in part to reduce auto-dependent trips and thereby, reduce vehicle-related air pollution.

The City of Beaverton lies within the Environmental Protection Agency (EPA) - designated Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA) and must comply with state and federal standards for air pollutant concentrations. As a result of Federal requirements, the City will need to continue to work to reduce the emission of air pollutants, particularly ozone (smog), carbon monoxide and particulate matter. The livability of our community is dependent on maintaining and improving our air quality.

8.3.1. Goal: Maintain and improve Beaverton's air quality to increase livability and quality of life.

Policies:

- a) Support efforts to reduce air pollutant emissions in the City and within the AQMA.
- b) Comply with the EPA, DEQ, and Metro approved plans to achieve federal, state, and regional air quality standards through the adopted regional control strategies.
- c) Consider and work to mitigate air quality impacts in the development review process.

***Action 1:** Adopt and apply development regulations that include provisions, incentives, or both, for employment centers to encourage employees to make use of alternative transportation modes. Continue to require developers to provide car pool parking and bicycle storage facilities.*

8.4 NOISE

A healthy acoustical environment is vital to the livability of the City. Sources of environmental noise may be largely classified into four types: 1) building equipment, 2) transportation systems, 3) industrial and commercial activity and 4) human activity. Building equipment primarily includes outdoor units, such as fresh air intakes, cooling towers and condensers, fan rooms, and power transformers. Transportation systems include highway traffic, light rail trains, heavy rail trains and aircraft. Industrial noise is found at industrial sites and utility sources, and also includes construction activity on our streets, buildings and utilities. Noise emanating from human activities, including dog barking, loud voices, and loud audio systems, can be a problem in urban settings if buildings are designed without adequate consideration of noise reduction.

There are two methods the City has available to reduce noise pollution, 1) a noise abatement program as part of the City Municipal Code, Section 5.05, and 2) development standards and design review criteria.

8.4.1. Goal: Create and protect a healthy acoustical environment within the City.

Policies:

- a) Noise impacts shall be considered during development review processes.

***Action 1:** Adopt and implement appropriate design standards for development permits for all commercial, industrial, high density, mixed use and transportation projects, and others as appropriate. Development applications should be required to demonstrate compliance with applicable noise level standards. Means of meeting the design standards might include, but are not limited to:*

- Use of year-round landscape elements that absorb parking lot and street noise.
- Use of underground parking.
- Use of extra-thick windows.

- *Facades constructed of materials that help to absorb sounds.*
- *Pervious surface landscape and parking lot materials that absorb sounds.*
- *Use of building materials that aid in the reduction of sound traveling through common floors and walls.*
- *Dampers on heating and cooling equipment.*

b) The City shall comply with EPA and DEQ noise standards.

***Action 1:** Periodically review and update the City’s Municipal Code Section 5.01 pertaining to noise abatement to reflect changes in EPA and DEQ standards and to address impacts of changing land development patterns that encourage mixed uses and higher density housing.*

8.5. SEISMIC HAZARDS

The City recognizes that seismic hazards in the form of liquefaction and ground shaking, along with geological hazards associated with steep slopes, weak foundation soils, erosion and deposition, represent potential threats to life and property.

Seismic hazards should be addressed for the protection of lives and property. The City can utilize two management approaches: 1) limit development in areas subject to seismic hazards, 2) allow development subject to appropriate design standards. It is safer to construct or retrofit earthquake-resistant buildings than to ignore the threat and suffer irreversible harm from the occasional, moderate to great earthquakes that are historically known to occur along the Portland Hills Fault and the more distant Cascadia Subduction Zone Fault. In high risk undeveloped or redevelopable areas, regulations to limit or prohibit certain uses are more appropriate.

8.5.1. Goal: Protect life and property from potential earthquake hazards.

Policies

a) Limit as much as possible the potential loss of life and property resulting from earthquakes, and minimize disruption of public facilities, services, and transportation systems.

***Action 1:** Prepare and adopt programs and regulations to reduce the potential impacts of earthquakes on:*

- *Existing and new structures,*
- *infrastructure, and*
- *transportation systems.*

b) Ensure that key public, semi-public and private buildings retain structural integrity and remain functional in the event of an earthquake.

***Action 1:** Develop a program and seek funding to retrofit existing public buildings and consider establishing tax incentives to retrofit other semi-public, or private structures that house essential services and are identified as high risk sites.*

8.6 GEOLOGICAL HAZARDS

Geological hazards include unstable steep slopes, erosion and deposition, and weak foundation soils. In the interest of public safety, the location of natural hazards should be determined, and the degree of hazard present should be evaluated. Based on this evaluation, decisions should be made about the amount of development, if any, that should be allowed at the location. If development is to be allowed, consideration should be given to conditioning development approval to limit potential losses resulting from natural disasters.

8.6.1 Goal: Protect life and property from geological hazards associated with identified unstable steep slopes, erosion and deposition, and weak foundation soils.

Policies:

- a) Limit or prohibit development in geologically hazardous areas that pose a threat to life and property.

Action 1: Identify geological hazard sites in the City including unstable steep slopes, weak foundation soils, and areas subject to erosion and deposition. Adopt and apply regulations to these sites through engineering standards and site development design criteria to allow, limit, or prohibit development, as appropriate.

Action 2: Periodically review and update the existing erosion control regulations and enforcement procedures to improve their effectiveness.

Action 3: Adopt and apply land use regulations requiring that building sites, streets and other improvements in areas with 25% or greater slopes, be designed so that cuts and fills are minimized and best management practices for erosion control are integrated into the design.

- b) The City shall support the reclamation of aggregate sites having a Department of Geology and Mining Industry (DOGAMI) mining permit, to ensure the stability of slopes and prevention of erosion, and to prevent the creation of weak foundation soils.

Action 1: Adopt and apply appropriate site development code requirements to ensure the DOGAMI reclamation process is completed prior to the issuance of a site development permit.

8.7 FLOOD HAZARDS

The City supports the Federal Emergency Management Agency (FEMA) guidelines for floodplain development. Floodplain protection is essential for water quality functions and values. Natural floodplains serve as filters that absorb excess stormwater runoff and pollutants, aid in erosion control, and provide important shade and habitat protection. The City protects floodplains through a variety of methods. These include application of the FEMA Flood Insurance Rate Maps, Development Code requirements, engineering standards, CWS Design and Construction Standards, and building code requirements.

8.7.1 Goal: *Maintain the functions and values of floodplains, to allow for the storage and conveyance of stream flows and to minimize the loss of life and property.*

Policies:

- a) Utilize uniform or complementary interjurisdictional floodplain development and management programs to reduce flood hazards, protect natural resources, and permit reasonable development.
- b) Development shall be prohibited in the floodway, except as necessary for the placement of roadways, utilities, stormwater conveyance, bridges, culverts, and grading related to public utility projects as permitted by the appropriate implementing ordinances.
- c) Construction within the floodfringe shall be regulated through the City's implementing ordinances, such as the City's Engineering Design Manual and Standard Drawings.
- d) Uncontained areas of hazardous materials, as defined by the DEQ, shall be prohibited in the floodplain.

Action 1: *Develop a program to remove hazardous obstructions and debris from floodplains.*

Action 2: *Develop a flood damage reduction program to protect, to the extent practicable, existing development in the 100-year floodplain, following guidelines and regulations established by the Federal Emergency Management Agency (FEMA). Alternatively, explore programs to encourage removal of existing development from floodplains.*

8.8 SOLID AND HAZARDOUS WASTES

Solid waste disposal is a regional concern requiring regional solutions. The City supports the Metro Regional Solid Waste Management Plan 1995 – 2005. Metro's ten-year plan emphasizes waste prevention and reduction, and resource conservation with a commitment to public education, technical assistance, and consistent cooperation with local jurisdictions. In response, the City has adopted a solid and hazardous waste recycling and collection ordinance as part of the City Municipal Code, Section 4.08. City staff oversee the program, which includes solid waste collection and recycling franchises.

8.8.1 Goal: *Reduce the amount of solid waste generated per capita.*

8.8.2 Goal: *Prevent inappropriate disposal of toxic or hazardous waste materials.*

Policies:

- a) The City shall support efforts to reduce the amount of solid waste generated from household, industrial, and commercial uses through source reduction and recycling activities, pursuant to Municipal Code requirements.

- b) The City shall promote public awareness in order to achieve the highest participation possible in:
- the reduction of solid waste,
 - recycling, and
 - the appropriate handling and disposal of hazardous and toxic waste.
- c) The City shall comply with Metro, State, and federal solid and hazardous waste laws and regulations.

Action 1: *Continue to update Municipal Code Section 4.08 in accordance with Metro, State, and federal solid and hazardous waste requirements.*

Action 2: *Obtain an inventory from the DEQ of identified hazardous or toxic material sites located within the City's urban services area. This inventory should be periodically updated and maintained at the Community Development Department, and reviewed as part of the annexation or site development process.*

Action 3: *Develop and apply appropriate site development approval criteria for land identified by DEQ as an environmentally hazardous material or toxic waste site.*

CHAPTER NINE: ECONOMY ELEMENT



ECONOMY

9.1 OVERVIEW

City of Beaverton has a solid economic base which derives its vigor from a healthy mix of businesses. These businesses can typically be categorized as catering to one of three markets; either local, regional, or traded sector markets. Although these market segments occupy different sectors of the economy, they exert highly interdependent forces upon one-another. As a result, Beaverton's economy, like any other local economy, is in a constant state of flux and must compete with other local markets for business. If it is to maintain its development momentum, it is critical that Beaverton's economy evolve and keep pace with predominant market trends.

Through its comprehensive planning efforts, the City of Beaverton can play an active role in helping to guide the local economy so that it continues to support existing businesses and generate new activity. Goal 9 of Oregon's Statewide Planning Goals and Guidelines pertains to economic development. It stipulates that in preparing Comprehensive Plans, jurisdictions fulfill various requirements. Among them, the goal provides that comprehensive plans shall "include an analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends." In conformance with this provision, as well as those specified in ORS 197.712, OAR 660-009-0015, and Title 1 of Metro's Functional Plan, the City conducted a Buildable Lands Analysis in order to evaluate land availability and examined market trends as part of the Economic Development Strategic Plan. The findings derived from these studies address the factors identified above. The policy implications are explored in detail within the Economic Development Strategic Plan.

Goal 9 also specifies that Comprehensive Plans "[c]ontain policies concerning the economic development opportunities in the community." The intent of this Comprehensive Plan element is to lay a policy foundation that reflects the City's economic values.

An Economic Development Planning Committee was convened in January of 2000 to produce an Economic Development Strategic Plan. They drafted the following economic development vision statement upon which all relevant City goals and policies would be based:

"Beaverton is a vibrant city that is a great place to run a business and raise a family. It is a community that will provide an array of economic opportunities for the workforce of today and tomorrow, and the infrastructure and leadership needed to compete in our current knowledge-based economy."

The City's strengths and weaknesses, market drivers, and the vision statement were considered by the Economic Development Planning Committee in analyzing various policy stances. In doing so two factors stood out as having a significant influence over the overall strategies that would be developed. The first concerns the City's acknowledgement that in order for the local business climate to remain healthy and strong, a continued emphasis

should be placed upon policies that promote the development of Beaverton as a knowledge-based economy. The second involves recognition of the fact that this City is very limited in the amount of buildable land it is able to provide for business related development.

9.1.1 DEVELOPMENT OF A KNOWLEDGE BASED ECONOMY

In the Economic Development Strategic Plan it is recognized that today's economy is information based and impacts all types of industries in the way business is conducted. E-commerce, Internet communications, on-line marketing and other uses of technology create the capability for "on-the-fly" business transactions. Innovations such as these permit businesses to cut costs and at the same time be more responsive in how they respond to their markets. Almost every type of business requires these new technologies in order to stay competitive, and with them new skills within the workforce needed to utilize them. Not only does Beaverton's local economy already possess many of these technologies but the City and region also possess a strong educated workforce base and post-secondary education system. These attributes constitute significant strengths and will also serve to drive the local business climate.

The goals and policies contained within this element were designed to not only help Beaverton's existing businesses keep up to date and competitive in the marketplace but also to attract the kinds of new businesses necessary to maintain and increase the City's livability. Land availability, the ability to pay for infrastructure improvements, the connections to city and regional planning goals, and the links to other community development issues all play a role in determining which businesses and industries will continue to develop and prosper in Beaverton. Attention to these factors can enhance the local economy's ability to capture growth in emerging industries. To this end, certain types of industries have been identified in the Strategic Plan as best suited to the City's economic development vision and goals. These include:

- Industries that do not require large parcels of land,
- Industries with job densities that fit comprehensive planning objectives,
- Industries that create or bring in additional wealth by exporting their goods and services outside the region,
- Industries that provide quality jobs (defined as jobs that pay at least 80% of the regions average wage and provide worker benefits) and
- Industries that provide health benefits and education incentives for their workers.

Businesses that produce high tech hardware, software, bioscience, and e-commerce all rank highly in the City's economic development ambitions.

9.1.2 LIMITED LAND FOR BUSINESS RELATED DEVELOPMENT

Goal 9 of Oregon's Statewide Planning Goals and Guidelines, ORS 197.707, and OAR 660-009-0025, all require that local jurisdictions supply enough land to accommodate projected employment growth. In the Portland Metropolitan Area, the agency responsible for monitoring that growth is Metro and the provisions which regulate the level of performance

which each jurisdiction must meet are articulated in Title 1 of Metro’s Functional Plan. The City is required to accommodate a specified number of new jobs between 1994 and 2017. To determine whether this is possible, the City conducted a buildable lands analysis. A map depicting buildable commercial and industrial lands as defined in that study as of the year 2000 is associated with this element as a supporting document labeled Figure 1 in the Commercial and Industrial Land Inventory section of the Comprehensive Plan - Volume 2.

The resulting study concluded that the City would fall short of Metro’s employment capacity target by 3,754 jobs (approximately fifteen percent), largely due to the limited supply of buildable industrial land in the City. Upon completion of the study the City acknowledged that it would be necessary to ask Metro to grant an exception to the Functional Plan job targets.

A deficiency in the amount of land dedicated to industrial employment is a concern to the City for two reasons. First, it undermines the City efforts to achieve a balance between the number of jobs and the number of housing units it is able to support. Maintaining this balance is important because in so doing, the City can provide an environment conducive to working within close proximity to where one lives. This in turn reduces the need of City residents to commute long distances to work – thereby alleviating the region’s traffic congestion problems. Secondly, scarcities in the amount of land dedicated to higher value commercial and industrial uses could limit the City’s tax base and create tax rate disparities between jurisdictions. While Hillsboro presently possesses a surplus of buildable industrial and commercially designated land and as a result is seeing a major amount of industrial and office development, Beaverton possesses a very limited supply. Hillsboro in turn is able collect property taxes from a larger tax base per capita which allows them to lower their property tax rate. Beaverton on the other hand must either raise its property tax rate or lower its level of service provision in order to compensate for its lack of higher value commercial and industrial land.

The Economic Development Strategic Plan recognizes the City’s shortage of industrial land as a constraint and as a result, stresses the need to maximize the use of industrial land for high density office-type jobs in order to realize significant employment increases. The City also recognizes however that any increase in the supply of buildable industrial land via UGB expansion is predominantly under Metro’s purview and is therefore generally beyond the City’s ability to address the problem. Furthermore, even if Metro chose to expand the UGB to provide more industrial land, it is unlikely that more buildable industrial land could be designated in the City’s Urban Services Area, given the nature of rural land just outside the UGB where it defines the Urban Services Area. Therefore, the City must maximize use of the land that is presently designated for employment related uses.

9.1.3 OTHER CONSIDERATIONS

Finally, Goal 9 requires that comprehensive plans “[l]imit uses on or near sites zoned for specific industrial and commercial uses to those which are compatible with proposed uses”. Consideration of incompatible uses occurred in conjunction with the adoption of Ordinance 2050 (the City’s Development Code and Zoning Map) and Ordinance 3632 (the Comprehensive Plan Map). For example, the City limits the size of retail uses and the total

amount of retail use permitted in the Campus Industrial zone in compliance with the provisions of Title 4 of Metro's Urban Growth Management Functional Plan. Incompatibility continues to be considered as proposed amendments to the Comprehensive Plan and Zoning maps are reviewed.

9.2 GOALS AND POLICIES

In keeping with the concerns identified in the Economic Development Strategic Plan the following goals and policies are organized into three areas of specific concern: 1) promoting an entrepreneurial climate for existing and new businesses, 2) providing a strong public partnership for economic development, and 3) ensuring a high quality of life. Specific actions and work products associated with these policies are identified in the City's Economic Development Strategic Plan.

9.2.1 PROMOTING AN ENTREPRENEURIAL CLIMATE FOR EXISTING AND NEW BUSINESSES

There are some aspects of business development that are required by any company, regardless of size or industry. These include the ability for businesses to keep up to date on standards and practices, having an adequate supply of skilled workers, and being able to connect with and learn from related businesses and experienced entrepreneurs. It also includes strong regional networks that address issues such as capital and links to higher education. While activities are often driven by a partnership of public and private organizations, local government may have an active role in supporting these issues.

9.2.1.1 Goal: To foster entrepreneurial networks that promote innovative and healthy businesses in Beaverton.

Policies:

- a) To increase the networks and connections among Beaverton businesses and with other regional, state and global businesses.
- b) To promote the development and expansion of innovative businesses in targeted industry clusters.

9.2.1.2 Goal: To capture the opportunities of the knowledge-based economy by having a skilled workforce and strong connections between business and education.

Policy:

- a) Assist in the resolution of key workforce issues related to Beaverton-based companies.

9.2.2 PROVIDING A STRONG PUBLIC PARTNERSHIP FOR ECONOMIC DEVELOPMENT

Attracting any size and type of business also depends on having a set of strong building blocks to form a foundation for business development. These building blocks include having an adequate supply of buildable land to meet projected needs, availability of adequate public facilities and services, and good access via the transportation system. They also include positive support for economic development by public agencies, and a regulatory environment that is conducive to forming or expanding business. The City of Beaverton has a major role in assuring that these building blocks are in place in the Beaverton area.

9.2.2.1 Goal: *To support business development through an effective transportation system, targeted land (re)development, and adequate infrastructure.*

Policies:

- a) To develop business districts that are accessible and provide job and business opportunities as described in the City's Economic Development Strategic Plan.
- b) To limit the development of land uses that generate relatively few jobs per acre in areas designated primarily for industrial or office development.
- c) To enhance business access to current (state-of-the-art) telecommunications infrastructure.

9.2.2.2 Goal: *To enable businesses to easily start or expand their enterprise.*

Policies:

- a) To streamline the city processes required to start or expand a business.
- b) Ensure regulations and codes are consistent with and complementary to one another, and are easy to understand and implement.

9.2.3 ENSURING A HIGH QUALITY OF LIFE

In addition to issues that affect the direct operations of a business, there are quality of life factors from parks and arts to public safety that are critical to the overall economic environment that attracts and retains business owners and their workforce. Successfully linking economic development with the array of community development efforts will enhance both endeavors.

9.2.3.1 Goal: *To support a high quality of life for all of Beaverton's citizens.*

Policies:

- a) To require a high quality of new development within the City to create an attractive environment.
- b) To recognize and actively engage the growing cultural diversity in Beaverton.

9.2.3.2 Goal: To promote active partnerships between business and the community.

Policy:

- a) To develop long-term and active working relationships between business organizations, community groups, public agencies and elected leadership.

APPENDIX I

OREGON STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOALS

- GOAL 1** **CITIZEN INVOLVEMENT** To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
- GOAL 2** **LAND USE PLANNING** To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.
- GOAL 3** **AGRICULTURAL LANDS** To preserve and maintain agricultural lands.
- GOAL 4** **FOREST LANDS** To conserve forest lands for forest uses.
- GOAL 5** **OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES**
To conserve open space and protect natural and scenic resources.
- GOAL 6** **AIR, WATER AND LAND RESOURCES QUALITY** To maintain and improve the quality of air, water and land resources of the state.
- GOAL 7** **AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS** To protect life and property from natural disasters and hazards.
- GOAL 8** **RECREATIONAL NEEDS** To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.
- GOAL 9** **ECONOMY OF STATE** To diversify and improve the economy of the state.
- GOAL 10** **HOUSING** To provide for the housing needs of citizens of the state.
- GOAL 11** **PUBLIC FACILITIES AND SERVICES** To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
- GOAL 12** **TRANSPORTATION** To provide and encourage a safe, convenient and economic transportation system.
- GOAL 13** **ENERGY CONSERVATION** To conserve energy.
- GOAL 14** **URBANIZATION** To provide for an orderly and efficient transition from rural to urban land use.
- GOAL 15** **WILLAMETTE RIVER GREENWAY** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.
- GOAL 16** **ESTUARINE RESOURCES** To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands. To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

GOAL 17 COASTAL SHORELANDS To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water- dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and

To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

GOAL 18 BEACHES AND DUNES To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and

To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

GOAL 19 OCEAN RESOURCES To conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.

All local, state, and federal plans, policies, projects and activities which affect the territorial sea shall be developed, managed and conducted to maintain, and where appropriate, enhance and restore, the long-term benefits derived from the nearshore oceanic resources of Oregon. Since renewable ocean resources and uses, such as food production, water quality, navigation, recreation, and aesthetic enjoyment, will provide greater long-term benefits than will nonrenewable resources, such plans and activities shall give clear priority to the property management and protection of renewable resources.

APPENDIX 2

GLOSSARY OF COMPREHENSIVE PLAN TERMS

Definitions of terms used throughout this comprehensive plan rely on applicable statutory definitions when they appear in Oregon law, and are implicit to the comprehensive plan. Definitions appearing the City of Beaverton Municipal Code are also incorporated by reference when they are not otherwise defined in this section. In cases where terms are not defined in this section, and the city’s Municipal Code and state statute conflict, the more restrictive of the two shall be considered to govern. When defined in this section, the comprehensive plan definition will prevail, unless it explicitly conflicts with definitions appearing in applicable state or federal laws.

Key words necessary to understand the various comprehensive plan elements, which may not be defined by federal, state or local laws, are defined below for the reader’s convenience:

ACCESS	The place or means to safely enter a site from a roadway and exit a site onto a roadway by pedestrians, bicycles or motorized vehicles.
ACCESSIBILITY	The amount of time required to reach a given location or service by any mode of travel.
ACCESSORY STRUCTURE OR USE	A use or structure incidental or subordinate to the principal use of a building or project and located on the same site.
ACKNOWLEDGEMENT	An LCDC order that certifies that a comprehensive plan and land use regulations, land use regulation or plan or regulation amendment complies with the goals or certifies that Metro land use planning goals and objectives, Metro Urban Growth Management Functional Plan, amendments to Metro planning goals and objectives or amendments to the Metro Urban Growth Management Functional Plan comply with the statewide planning goals. ORS 197.015
ACQUIRE OR ACQUISITION	The acquisition, by purchase, lease, gift, grant, devise, construction, installation, reconstruction, repair and alteration, and the equipment, improvement and extension of mass transit facilities. ORS 391.510
ACRE FOOT	The quantity of water required to cover one acre one foot deep. One acre foot equals 325,850 gallons.
ACRES, GROSS	The entire acreage of a site, including proposed rights of way, easements, environmental lands, etc. Gross acreage is measured from the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.
ACRES, NET	The acreage of a site, not including public or private road rights-of-way, other easements, public open space, environmental lands, and floodways.
ADJACENT	Near or close. To have property lines or portions thereof in common or facing each other across a right-of-way, street, or alley.
ADVERSE IMPACT	A negative consequence for the physical, social, or economic environment resulting from an action or project.



AGRICULTURE	Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on prime or improved pasture land.
AGRICULTURAL LAND	Lands with commercially productive soils and/or in viable agricultural production. All agriculturally zoned land within the city of Beaverton is considered a short-term zone.
AIRPORT CLEAR ZONE	A designated area of land that is subject to peak aircraft noise and on which there is the highest potential of danger from airport operations.
ALLUVIAL	Soils deposited by stream action.
ALTERNATIVE MODES	Alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
AMBIENT	Surrounding on all sides; this term is used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.
APARTMENT	(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose; (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.
APPROACH ROAD	Includes a private road that crosses a state highway or a county road. ORS 374.305
APPROPRIATE	An act, condition, or state that is considered suitable.
AQUIFER	An underground, water bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage.
AQUIFER RECHARGE	The replenishment of ground water in an aquifer.
ARCADE	A continuously covered area which functions as a weather-protected extension adjacent to a public pedestrian way or sidewalk, with a minimum height of eight (8) feet above finished grade.
ARCHAEOLOGICAL	Relating to the material remains of past human life, culture, or activities.
ARCHITECTURAL REVIEW	Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historical character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings.

AREAS AND ACTIVITIES OF METROPOLITAN CONCERN

A program, area or activity, having significant impact upon the orderly and responsible development of the metropolitan area that can benefit from a coordinated multi-jurisdictional response.

ARTERIAL STREET

Arterial streets serve to interconnect and support the freeway system. These streets link major areas of the city. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors, neighborhood routes, or local streets in lieu of an arterial street.

AUTO MALL

A single location that provides sales space and centralized services for a number of automobile dealers, which may include related services.

AWNING

A roof like structure of fabric stretched over a rigid frame projecting from the elevation of a building designed to provide continuous overhead weather protection.

BALANCED CUT AND FILL

No net increase in fill within the floodplain.

BASE WASTEWATER FLOW (BWF)

Refers to the amount of sewage incoming for treatment.

BELOW MARKET RATE (BMR) HOUSING

Any housing unit specifically priced to be sold or rented to very low, low or moderate income households for an amount less than the fair market value of the unit.

BENEFICIAL USE STANDARDS

Under Oregon law, specific uses of water within a drainage basin deemed to be important to the ecology of that basin as well as to the needs of local communities are designated as “beneficial uses.” Hence, “beneficial use standards” are adopted to preserve water quality or quantity necessary to sustain the identified beneficial uses.

BICYCLE LANE (BIKE LANE)

Bicycle lane means the area within the street right-of-way designated specifically for use by bicyclists. The same area may also be referred to as a “bike lane.” Bicycle lanes are striped and accommodate only one-way travel.

BIKEWAY

Bikeway means any path or roadway facility that is intended for and suitable for bicycle use.

BLIGHTED AREA

An area where there are a substantial number of slum, deteriorated, or deteriorating structures and conditions that endanger life or property by fire or other causes or one or more of the following factors that substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use: predominance of defective or inadequate

B

street layout; faulty lot layout in relation to size, adequacy, accessibility, or usefulness; unsanitary or unsafe conditions; deterioration of the site or other improvements; tax or special assessment delinquency exceeding the fair value of the land; and/or diversity of ownership or defective or unusual conditions of title that prevent the free alienability of land within the deteriorated or hazardous area.

BOD₅ (5-DAY BIOCHEMICAL OXYGEN DEMAND) -

is a measure of the “strength” of sewage. It refers to the amount of oxygen required to stabilize the organic waste in 5 days.

BOULEVARD DESIGN

A design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.

BUFFER ZONE

An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

BUILDABLE LANDS

Lands in urban and urbanizable areas that are suitable, available and necessary for residential uses. ORS 197.295

BUILDING, MAXIMUM HEIGHT

The vertical distance from the average elevation of the finished grade to the highest point of the structure.

BUILDING; BUILD OUT

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

BULK ELECTRIC TRANSMISSION CORRIDORS

Rights-of-way and associated easements used for the placement of an interconnected group of electric lines and associated equipment for the movement or transfer of electricity in bulk between points of supply and points of delivery, where the transmission voltage is 230 KV or above.

BULK RETAIL USE

A retail or wholesale to the public use that sells primarily institutional sized or multi-pack products in bulk quantities.

BUS

A motor vehicle designed for carrying 15 or more passengers, exclusive of the driver, and used for the transportation of persons. ORS 184.674

CALCULATED CAPACITY

The number of dwelling units and jobs that can be contained in an area based on the calculation required by the Metro Functional Plan.

CAMPUS DEVELOPMENT

A development which meets the following criteria:

- (1) is located on a lot or contiguous lots within the Industrial or Institutional districts that total at least five acres in size; and

C

- (2) includes multiple buildings, which are interrelated in a common business or educational activity or process, and share a common infrastructure such as pedestrian ways and spaces, parking and vehicular accessways.

CAPITAL BUDGET

A portion of each local government's budget that reflects capital improvements scheduled for a funded fiscal year.

CAPITAL IMPROVEMENT

Physical assets constructed or purchased to provide, improve or replace a public facility and that are large in scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing.

CAPITAL IMPROVEMENTS PROGRAM (CIP)

A multi-year (usually five or six) schedule of capital improvement projects, including cost estimates and priorities, budgeted to fit financial resources. The CIP, administered by a city or county government and reviewed by its planning commission, schedules permanent improvements needed in the future, taking into consideration the projected fiscal capability of the local jurisdiction. The CIP is generally reviewed annually for conformance to and consistency with the comprehensive plan.

CAPACITY EXPANSION

Constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.

CARBON DIOXIDE

A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

CARBON MONOXIDE

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

CENTRAL BUSINESS DISTRICT (CBD)

The major commercial downtown center of a community.

CENTRAL CITY

The downtown and adjacent portions of the city of Portland. See the Growth Concept map and text.

Downtown Portland is the Central city, which serves as the major regional center, an employment and cultural center for the metropolitan area. An average of 250 persons per acre are recommended.

CITY STREET

Any street located within the city or city and county, except a freeway, state highway, or county highway. ORS 376.705

CLUSTER DEVELOPMENT

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

CLUSTERING	The practice of grouping permitted types of residential uses close together rather than distributing them evenly throughout a site while remaining at/or below the permitted density.
COLLECTOR STREET	Collector streets provide both access and circulation within major areas of the city. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive access control, and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system.
COMMERCIAL PARKING FACILITY	A parking structure or surface parking lot operated for profit that has parking spaces that are not accessory to a primary use. This term does not include a park and ride lot.
COMMERCIAL USES	Activities within land areas that are predominantly connected with the sale, rental and distribution of products, or performance of services.
COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)	A 24-hour energy equivalent level derived from a variety of single noise events, with weighting factors of 5 and 10 dBA applied to the evening (7:00 to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 am) periods, respectively, to allow for the greater sensitivity to noise during these hours.
COMPATIBLE	Capable of existing together without conflict or ill effects.
COMPREHENSIVE	All inclusive, both in terms of geographic area covered and functional and natural activities and systems occurring in the area covered by the plan. ORS 197.015
COMPREHENSIVE PLAN	A generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. ORS 197.015
CONCURRENCY	A regulation specifying that before a development permit can be issued, what public facilities must be provided to the proposed development, when these facilities will be provided, and who will pay for them.
CONDOMINIUM	A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.
CONGREGATE LIVING FACILITY	Any building(s), section of a building, residence, private home, boarding house, home for the aged or other place, whether

operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services and one or more personal care services to persons not related to the owner or operator by blood, marriage, or adoption. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. For purposes of this comprehensive plan, congregate living facilities shall not be deemed to include boarding/rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional residential facilities; or nursing convalescent and extended care facilities.

CONNECTIVITY	The degree to which the local and regional street systems in a given area are interconnected.
CONSERVATION	The management of natural resources to prevent waste, destruction or neglect.
CONSERVATION USES	Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities and wildlife habitats.
CONVENIENCE GOODS	Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.
COORDINATED PLAN	When the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible. ORS 197.015
CORRIDORS	<p>While some corridors may be continuous, narrow bands of higher-intensity development along arterial roads, others may be more ‘nodal,’ that is, a series of smaller centers at major intersections or other locations along the arterial that have high-quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. As long as the average target densities and uses are allowed and encouraged along the corridor, many different development patterns-nodal or linear-may meet the corridor objective.</p> <p>Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities. An average of 25 persons per acre is recommended.</p>

D

dB	Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.
dBA	The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness, though the noise is actually ten times more intense.
DBH	The diameter of a tree measured at breast height (4 feet).
DECISION, DISCRETIONARY	An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project. (See <i>Decision, Quasi-Judicial</i>)
DECISION, LEGISLATIVE	A decision made by elected officials of a local, state, or federal government based on their perception of the best course of action. No evidence must be present in the record to support the decision, and findings of fact based on the record are therefore not required. Legislative decisions typically occur when the city is adopting an ordinance or resolution, or establishing a basic principle or policies, such as during adoption of a comprehensive plan.
DECISION, QUASI-JUDICIAL	Refers to "judicial" acts by agencies and authorities that are not really constituted as courts of law, and which must make findings of fact based on the record and substantial evidence as part of their decision making process. For example, a ruling by the Planning Commission is a quasi-judicial decision, which must be based on findings of fact.
DEDICATION	The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often made conditions for approval of development.
DENSITY	The ratio of dwelling units or employees per unit of area (square feet, acre, square mile, etc.). Density generally refers to residential uses. A measure of the intensity of the development generally expressed in terms of dwelling units per acre (i.e., less than 7.5 du per acre = low density; 7.5 to 15 du per acre = medium density, etc.) It can also be expressed in terms of population density (people per acre). It is useful for establishing a balance between potential local service use and service capacities.
DENSITY BONUS	The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is planned or zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. (See <i>Development Rights, Transfer of</i>)

DENSITY CREDIT	The transfer of development density rights from one piece of one property to another piece of the same property. A project site that contains environmentally sensitive areas or other lands that should not be developed, as defined in this comprehensive plan, may be entitled to a density credit.
DENSITY, GROSS	The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions.
DENSITY, NET	The number of dwelling units per net developable acre (total acreage of developable portions of the site) within a given land area.
DENSITY, RESIDENTIAL	The number of permanent residential dwelling units per acre of land. Densities specified in the comprehensive plan may be expressed in units per gross acre or per net developable acre (See <i>Acres, Gross</i> and <i>Acres, Net</i>).
DENSITY TRANSFER	A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.
DESIGN PLAN	A plan for a defined geographic area in a single or multiple ownership that is consistent with the Comprehensive Plan and includes, but is not limited to, a land use and circulation plan, development standards, design guidelines, an open space plan, utilities plans and a program of implementation measures and other mechanisms needed to carry out the plan. The plan shall be created through the Design Review process.
DESIGNATED BENEFICIAL WATER USES	
	The same as the term as defined by the Oregon Department of Water Resources, which is: an instream public use of water for the benefit of an appropriator for a purpose consistent with the laws and the economic and general welfare of the people of the state and includes, but is not limited to, domestic, fish life, industrial, irrigation, mining, municipal, pollution abatement, power development, recreation, stockwater and wildlife uses.
DESIGN TYPE	The conceptual areas described in the Metro 2040 Growth Concept text and map in Metro's regional goals and objectives, including central city, regional centers, town centers, station communities, corridors, main streets, inner and outer neighborhoods, industrial areas, and employment areas.
DEVELOPABLE LAND	Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

DEVELOPER	An individual who or business that prepares raw land for the construction of buildings or causes to be built physical space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.
DEVELOPMENT	<p>Any manmade change defined as buildings or other structures, mining, dredging, paving, filling, or grading in amounts greater than ten (10) cubic yards on any lot or excavation. In addition, any other activity that results in removal of more than 10% of the existing vegetated area on the lot is defined as development, for the purposes of Title 3 (of the Regional Functional Plan).</p> <p>Exceptions:</p> <ol style="list-style-type: none"> a. Stream enhancement or restoration projects approved by cities or counties. b. Agricultural activity. c. Replacement, additions, alternations and accessory uses for existing structures and development that do not encroach into the Water Quality and Flood Management Area more than the existing structure or development. <p>The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). The making of any material change in the use of any building or other land is development, while routine repair and maintenance activities are not.</p>
DEVELOPMENT APPLICATION	An application for a land use decision, limited land use decisions including expedited land divisions, but excluding partitions as defined in ORS 92.010(7) and ministerial decisions such as a building permit.
DEVELOPMENT PHASING	The process by which a large scale project is built in stages over a period of time, concurrent with market conditions or the provision of public facilities.

DEVELOPMENT RIGHTS, TRANSFER OF (TDR)

Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

DISABLED (HANDICAPPED) A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

DRIVE-THROUGH FACILITIES A building or use where the primary method of selling or servicing of goods or services is designed to allow drivers to remain in their vehicles before and during an activity on the site.

DWELLING UNIT A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long term basis.

EASEMENT Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals in order to install and maintain utility facilities.

ECONOMIC OPPORTUNITIES ANALYSIS

An "economic opportunities analysis" is a strategic assessment of the likely trends for growth of local economies in the state consistent with OAR 660-09-015. Such an analysis is critical for economic planning and for ensuring that the land supply in an urban area will meet long-term employment needs.

EDUCATIONAL USES Activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities, including the areas of buildings, campus open space, dormitories, recreational facilities and parking.

EFFLUENT Wastewater leaving a treatment plant.

ELDERLY HOUSING Typically one and two bedroom apartments designed to meet the needs of persons 62 years of age or older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See *Congregate Living Facility*)



EMPLOYMENT AREAS	<p>Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, commercial and retail development as well as some residential development. Retail uses should primarily serve the needs of people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.</p> <p>Various types of employment and some residential development are encouraged in employment areas with limited commercial uses. Average recommended density is 20 persons per acre.</p>
ENCLAVE	A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.
ENCROACHMENT AREA	Areas in floodplains and floodways where development is restricted due to potential impacts on natural hydrologic characteristics. Development or raising of the ground level (e.g., to avoid flood damage) in encroachment areas will obstruct flood water flows, raising the water surface level. Demand to build structures in the flood plain, regardless of potential flooding dangers, is common in urban areas. Reasons typically include lack of suitable land or lower flat land development costs compared to building on steeper gradients.
ENDANGERED SPECIES	A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.
ENHANCE	To improve existing conditions by increasing the quantity or quality of beneficial uses.
ESTABLISHED NEIGHBORHOOD	A neighborhood where platted lands are at least eighty percent developed and occupied, and where substantial deterioration since development has either not occurred or been reversed.
EQUIVALENT DWELLING UNITS (EDU's)	The standard unit of measurement for determining wastewater system capacity, which indexes all wastewater system generation and use to the amount used by an average dwelling unit.
EXCEPTION	An exception is taken for land when either commitments for use, current uses or other reasons make it impossible to meet the requirements of one or a number of the statewide planning goals.
EXPANSIVE SOILS	Soils that swell when they absorb water and shrink as they dry.

EXPRESSWAY	A divided multi-lane arterial highway for through traffic with full or partial access control and (generally) grade separations at major intersections.
FAIR SHARE	A proportionate amount by local jurisdiction. Used in the context of affordable housing in this document. “Fair share” means that each city and county within the region working with Metro to establish local and regional policies that will provide the opportunity within each jurisdiction for accommodating a portion of the region’s need for affordable housing.
FAMILY	(1) Two or more persons related by birth, marriage or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a <i>bona fide</i> single family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club or other group of persons occupying a hotel, lodging house or institution of any kind.
FAMILY WAGE JOB	A permanent job with an annual income greater than or equal to the average annual covered wage in the region. The most current average annual covered wage information from the Oregon Employment Division shall be used to determine the family wage job rate for the region or for counties within the region.
FEASIBLE	Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).
FINANCE OF FINANCING	The issuance of revenue bonds pursuant to ORS 391.570 by the authority for the purpose of providing financial assistance to districts. ORS 391.510
FINANCIAL ASSISTANCE	Providing of methods of financing of costs of mass transit facilities under ORS 267.227 and 391.500 to 391.660. ORS 391.510
FIRE HAZARD ZONE	An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.
FIRM YIELD	The amount of water a supply source can provide on a continuous basis, without deficit, under a full range of hydrological conditions (may be based on records of previous 40 or 50 years.) Since that is a worse-case scenario, supply is sometimes measured by a percentage of time a particular yield can be supplied.
FISCAL TAX EQUITY	The process by which interjurisdictional fiscal disparities can be addressed through a partial redistribution of the revenue gained from economic wealth, particularly the increment gained through economic growth.

F

FISH AND WILDLIFE HABITAT CONSERVATION AREA

The area defined on the Metro Water Quality and Flood Management Area Map to be completed and attached to the Urban Growth Management Functional Plan. These include all Water Quality and Flood Management Areas that require regulation in order to protect fish and wildlife habitat. This area has been mapped to generally include the area 200 feet from top of bank of streams in undeveloped areas with less than 25% slope, and 100 feet from edge of mapped wetland on undeveloped land.

FLOOD PLAIN

Land subject to periodic flooding, including the 100-year floodplain as mapped by FEMA Flood Insurance Studies or other substantial evidence of actual flood events.

FLOODWAY FRINGE

Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an “A” Zone or “V” Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps. The area of the flood plain, lying outside the floodway, which does not contribute appreciably to the passage of flood water, but serves as a retention area.

FLOODWAY

The floodway is the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100-year flood may be carried without substantial increases in flood heights.

FLOOR AREA RATIO (FAR)

The amount of gross floor area in relation to the amount of net site area, expressed in square feet.

FLOOR AREA RATIO (FAR) CREDIT

The transfer of development intensity rights from one piece of one property to another piece of the same property. A project site that contains environmentally sensitive areas or other areas that should remain undeveloped, may be entitled to an intensity credit.

FREEWAY

Freeways provide the highest level of connectivity. These roadways generally span several jurisdictions and are often of statewide importance.

FREIGHT MOBILITY

The efficient movement of goods from point of origin to destination.

FRONTAGE YARD

The yard between a building and a street or public right-of-way or easement for public travel.

FUNCTIONAL PLAN

A limited-purpose multi-jurisdictional plan for an area or activity having significant district-wide impact upon the orderly and responsible development of the metropolitan area that serves as a guideline for local comprehensive plans consistent with ORS 268.390.

FUNCTIONS AND VALUES OF STREAM CORRIDORS

Stream corridors have the following functions and values: water quality retention and enhancement, flood attenuation, fish and wildlife habitat, recreation, erosion control, education, aesthetic, open space and wildlife corridor.

GATEWAY	A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.
GENERAL NATURE	A summary of policies and proposals in broad categories and does not necessarily indicate specific locations of any area, activity or use. ORS 197.015
GEOLOGIC REVIEW	The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.
GOAL	The mandatory state-wide planning standards adopted by LCDC pursuant to ORS Chapters 195, 196 and 197. ORS 197.015 A general, long term aim or end toward which programs or activities are ultimately directed.
GREENBELT	An open space area surrounding an urbanized community; sometimes defined as an open space buffer separating one community from another. A greenbelt is generally composed of different types of open space: parks, agricultural land, land with other important natural resource values, and land that is left open to protect the public health and safety.
GROUNDWATER	Water under the earth's surface, often confined to aquifers, capable of supplying wells and springs.
GROUNDWATER RECHARGE	The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding rocks that provide underground storage (See <i>Aquifer</i>).
GROWTH CONCEPT	A concept for the long-term growth management of our region stating the preferred form of the regional growth and development, including where and how much the UGB should be expanded, what densities should characterize different areas, and which areas should be protected as open space.
GROWTH CONCEPT MAP	The conceptual map demonstrating the 2040 Growth Concept design types attached to the Urban Growth Management Functional Plan Appendix.
GROWTH MANAGEMENT	A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

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GUIDELINES	Suggested approaches designed to aid cities and counties in preparation, adoption and implementation of comprehensive plans in compliance with goals and to aid state agencies and special districts in the preparation, adoption and implementation of plans, programs and regulations in compliance with goals. Guidelines shall be advisory and shall not limit state agencies, cities, counties and special districts to a single approach. ORS 197.015
HABITAT	Any area where there is naturally occurring food and cover for wildlife.
HARD SURFACED HIGHWAYS	Any state road or highway constructed and surfaced or to be constructed and surfaced with such materials or combinations of materials as to produce what is commonly known or styled “pavement”, and not such construction or surfacing as is commonly known as “macadam”. ORS 366.015
HAZARDOUS MATERIALS	Materials described as hazardous by Oregon Department of Environmental Quality. Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.
HIGH CAPACITY TRANSIT	Transit routes that may be either a road designated for frequent bus service or for a light-rail line.
HIGH OCCUPANCY VEHICLE (HOV)	Any vehicle other than a driver only automobile (e.g., a vanpool, a bus, or two or more persons to a car).
HIGHWAY	High speed, high capacity, limited access transportation facility serving regional and countywide travel. Highways may cross at a different grade level.
HILLSIDE	Land that has an average percent of slope equal to or exceeding fifteen percent.
HISTORIC	An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
HISTORIC PRESERVATION	The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.
HISTORIC RESOURCES	All areas, districts or sites containing properties listed on the city of Beaverton List of Historic Properties, or the State

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Historic Preservation Office, or the National Register of Historic Places.

HOUSEHOLD	All those persons, related or unrelated, who occupy a single housing unit. (See <i>Family</i>)
HOUSING AFFORDABILITY	The availability of housing such that no more than 30 percent (an index derived from federal, state and local housing agencies) of the monthly income of the household need be spent on shelter.
HOUSING UNIT	The place of permanent or customary abode of a person or family. A housing unit may be a single family dwelling, multifamily dwelling, condominium, modular home, mobile home, cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. (See <i>Dwelling Unit</i> , <i>Family</i> , and <i>Household</i>)
IMPACT	The effect of any direct manmade actions or indirect repercussions of manmade actions on existing physical, social, or economic conditions.
IMPACT FEE	A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce.
IMPLEMENTING REGULATIONS	Any city or county land use regulation as defined by ORS 197.015(11) which includes zoning, land division or other ordinances which establishes standards for implementing a comprehensive plan.
INDUSTRIAL	The manufacture, production, assembly, processing, or storage of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.
INDUSTRIAL AREAS	An area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development shall not be considered a supporting use, nor shall retail users whose market area is substantially larger than the industrial area be considered supporting uses.



Industrial areas would be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary industrial uses. They include land-intensive employers, such as those around the Portland International Airport, the Hillsboro Airport and some areas along Highway 212/224. Areas of high agglomerative economic potential, such as the Sunset Corridor for electronic products and the Northwest Industrial sanctuary for metal products, shall be supported with transportation planning and infrastructure development designed to meet their needs. Industrial areas are expected to accommodate 10 percent of regional employment and no households. Retail uses whose market area is substantially larger than the employment area shall not be considered supporting uses.

The siting and development of new industrial areas would consider the proximity of housing for all income ranges provided by employment in the projected industrial center, as well as accessibility to convenient and inexpensive non auto transportation. The continued development of existing industrial areas would include attention to these two issues as well.

Industrial area are set aside primarily for industrial activities with limited supporting uses. Average recommended density is 9 employees per acre. Retail uses larger than 60,000 square feet of gross leasable area per building or business are prohibited in Industrial Areas designated on the Metro Employment and Industrial Areas Map.

INDUSTRIAL PARK

See City of Beaverton Development Code

INFILL

New development on a parcel or parcels of less than one contiguous acre located within the Urban Growth Boundary.

INFILL DEVELOPMENT

Development on scattered vacant sites within the urbanized area of a community.

INFLUENT

Wastewater coming into a treatment plant.

INFRASTRUCTURE

Roads, water systems, sewage systems, systems for storm drainage, telecommunications and energy transmission and distribution systems, bridges, transportation facilities, parks, schools and public facilities developed to support the functioning of the developed portions of the environment. Areas of the undeveloped portions of the environment such as floodplains, riparian and wetland zones, groundwater recharge and discharge areas and Greenspaces that provide important functions related to maintaining the region's air and water quality, reduce the need for infrastructure expenses and contribute to the region's quality of life.

Those manmade structures serving the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; revetments; causeways; marinas; navigation channels; bridges; roadways; and streets.

INNER NEIGHBORHOODS

Areas in Portland and the older cities that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods.

Inner neighborhoods include areas such as Portland, Beaverton, Milwaukie and Lake Oswego, and would include primarily residential areas that are accessible to employment. lot sizes would be smaller to accommodate densities increasing from 1990 levels of about 11 people per acre to about 14 people per acre. inner neighborhoods would trade smaller lot sizes for better access to jobs and shopping. They would accommodate about 28 percent of new households and 15 percent of new employment (Some of the employment would be home occupations and the balance would be neighborhood-based employment such as schools, daycare and some neighborhood businesses).

Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes are inner neighborhoods. Average recommended density is 14 persons per acre.

INTERMODAL

The connection of one type of transportation mode with another.

INTERMODAL FACILITY

A transportation element that accommodates and interconnects different modes of transportation and serves the statewide, interstate and international movement of people and goods.

INSTITUTIONAL

(1) Privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature that cannot be considered a residential, commercial or industrial activity.

INTENSITY

A measure of land use activity based on density, use, mass, size, and/or impact.

INTERCHANGE

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

INTERIOR YARD

The yard between a building and a lot line that does not abut a street or public right-of-way or easement for public travel.

INTERIM USE	Any use permitted conditionally for a fixed period of time not to exceed five years, at which time the interim use shall be eliminated unless extended through the conditional use permit process for a specified time not to exceed three years.
INTERSECTING STREET	Any street which meets or crosses a pedestrian mall at a mall intersection but includes only those portions thereof on either side of a mall intersection which lie between the mall intersection and the first intersection of the intersecting street with a public street or highway open to vehicular traffic. ORS 376.705
JOBS/HOUSING BALANCE	The relationship between the number, type, mix and wages of existing and anticipated jobs balanced with housing costs and availability so that non-auto trips are optimized in every part of the region.
JOBS/HOUSING RATIO	Numerical ratio of number of employment positions to dwelling units, where 1 is a balanced community ≥ 1 is a job rich community and ≤ 1 is a job poor community.
KEY OR CRITICAL PUBLIC FACILITIES AND SERVICES	Basic facilities that are primarily planned for by local government but which also may be provided by private enterprise and are essential to the support of more intensive development, including transportation, water supply, sewage, parks, schools and solid waste disposal.
LANDSCAPING	Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained so as to enhance a site, street, or roadway permanently.
LANDSCAPE STRIP	The portion of public right-of-way located between the sidewalk and curb.
LAND USE	The occupation or use of land or water area for any human activity or any purpose defined in the comprehensive plan.
LAND USE CATEGORY	A classification used to designate, geographically on a map and/or in text form, what activities are permitted within the area designated.
LAND USE DECISION	<p>(a) Includes:</p> <p>(A) A final decision or determination made by a local government or special district that concerns the adoption, amendment or application of:</p> <ul style="list-style-type: none"> (i) The goals; (ii) A comprehensive plan provision; (iii) A land use regulation; or (iv) A new land use regulation; or

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(B) A final decision or determination of a state agency other than LCDC with respect of which the agency is required to apply the goals; and

(b) Does not include a decision of a local government:

(A) Which is made under land use standards which do not require interpretation or the exercise of policy or legal judgment;

(B) Which approves or denies a building permit issued under clear and objective land use standards;

(C) Which is a limited land use decision; or

(D) Which determines final engineering design, construction, operation, maintenance, repair or preservation of a transportation facility which is otherwise authorized by and consistent with the comprehensive plan and land use regulations; and

(c) Does not include a decision by a school district to close a school. ORS 197.015

LAND USE ELEMENT

A long range development guide to coordinate the various functional plans related to the physical development of the community, which also guide future growth and development.

LAND USE MAP (SERIES)

The graphic aid(s) intended to depict the spatial distribution of various land uses by land use category, subject to the goals, policies, implementation measures; and the exceptions and provisions of the Land Use Element text and applicable land development regulations.

LAND USE REGULATION

Any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan. ORD 197.015

LAND DEVELOPMENT REGULATIONS

Ordinances enacted by local governing bodies for the regulation of any aspect of development, including any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land.

LATERALS

The sewer lines that connect users to sewer mains.

L_{dn} (Day-Night Average Sound Level)

The A-weighted average sound level for a given area (measured in decibels) during a 24 hour period with a 10 dB weighting applied to nighttime sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

LEVEL OF SERVICE (LOS)	An indicator of the extent or degree of service provided by or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service generally indicates the capacity per unit of demand for a public facility.
LIGHT INDUSTRIAL LAND USE DISTRICT (LI) -	See City of Beaverton Development Code.
LIGHT RAIL TRANSIT (LRT) STATION SITE	Land currently or eventually to be owned or leased by Tri-Met, on which facilities will be located related to a light rail transit station. The station site may include station platforms, park and ride lots, bus stops, and other similar facilities.
LIMITED ACCESS FACILITY	A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.
LIMITED LAND USE DECISION	A final decision or determination made by a local government pertaining to a site within an urban growth boundary which concerns: <ul style="list-style-type: none"> (a) The approval or denial of a subdivision or partition, as described in ORS Chapter 92. (b) The approval or denial of an application based on discretionary standards designed to regulate the physical characteristics of a use permitted outright, including but not limited to site review and design review. ORS 197.015
LINEAR RETAIL	Areas characterized by free standing retail and office uses lining high volume roads, which experience decreased operating speeds as a result of the multiple curbcuts, signage and other site design factors associated with such uses. This type of development pattern is also referred to as strip commercial.
LIQUEFACTION	The transformation of loose water saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.
LIVE/WORK FACILITIES	Facilities combining Residential use types with Commercial or Limited Light Industrial use types.
LOCAL ACCESS ROAD	A public road that is not a county road, state highway or federal road. ORS 368.001
LOCAL STREET	Local streets have the primary function of providing access to adjacent land. Service to through-traffic movement on local streets is deliberately discouraged by design. Residential local

streets serve a traffic function as well as being important to neighborhood identity.

LOCAL TRIP

A trip of 2½ miles or less in length.

LOT OF RECORD

A lot that is part of a subdivision, the plat of which has been recorded in the Office of the Washington County Surveyor; or any parcel of land, whether or not part of a subdivision, that has been officially recorded by a deed in the office of the County Surveyor, provided such lot met the minimum dimensions for lots in the zoning district in which it was located at the time of recording, or was recorded prior to the effective date of zoning in the area where the lot is located and met the requirements of any subdivision regulations in effect at the time of the recording.

LOW INCOME HOUSEHOLD (FAMILY)

A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

MAJOR AMENDMENT

A proposal made to the Metro Council for expansion of the Urban Growth Boundary of 20 acres or more, consistent with the provisions of the Metro Code.

MAJOR PEDESTRIAN ROUTE

Any pedestrian way in a public right-of-way or easement leading to a light rail station or transit stop, that is presently used or is likely to be used by pedestrians to access public transportation service including light rail or transit stations.

MAIN STREETS

Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. Northwest 23rd Avenue and Southeast Hawthorne Boulevard are current examples of main streets.

Main streets typically will serve neighborhoods and may develop a regional specialization -- such as antiques, fine dining, entertainment or specialty clothing -- that draws people from other parts of the region. Main Streets form neighborhood centers as areas that provide the retail and service development at other intersections at the focus of neighborhood areas and around MAX light rail stations. When several main streets occur within a few blocks of one another, they may also serve as a dispersed town center.

Neighborhoods will be served by main streets with retail and service developments served by transit. An average of 39 persons per acre is recommended.



MAJOR TRANSIT STREET	A street whose functions include providing vehicular access to a LRT station, other transit stops, or transit serving parking or serves as a major route for transit vehicles. All such routes are designated in the Beaverton Comprehensive Plan.
MAIN TRAVELED WAY	The through traffic lanes, exclusive of frontage roads, auxiliary lanes and ramps. ORS 377.605
MAINTAIN, v.	To keep in an existing state. (See <i>Preserve, v.</i>)
MALL INTERSECTION	Any intersection of a city street constituting a part of a pedestrian mall with any street, which intersection is itself part of the pedestrian mall. ORS 376.705
MAN-MADE WATER BODIES	For the purposes of determining permitted density, these shall be defined as those water covered lands, either existing or to be created as part of a proposed development including land excavation and lake creation as defined in applicable development regulations, which do not satisfy the definition of "Water Bodies" as defined in this section.
MASS TRANSIT	Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rapid rail transit, light rail transit, fixed guideway transit, express bus, and local fixed route bus.
MASS TRANSIT FACILITY OR FACILITIES	Any or all property constituting a mass transit system, or any portion thereof, in any manner owned, used, leased or operated by a district and which is located wherever a district is authorized to operate. ORS 391.510
MASS TRANSIT SYSTEM	The property, equipment and improvements of whatever nature owned, used, constructed, maintained, controlled or operated to provide for the movement of people, including park-and-ride stations, transfer stations, parking lots, malls, and skyways, provided that nothing contained herein shall limit the power of a city to exercise its general powers over or provide such stations, lots, malls, or skyways. ORS 267.010
MASTER PLAN	A plan for a defined geographic area in single or multiple ownership that is consistent with the Comprehensive Plan and includes a land use and circulation plan, land use regulations, development standards, design guidelines, open space plan, utilities plans, and a program of implementation measures and other mechanisms needed to carry out the plan. The plan shall be created through the land use review process, pursuant to the city of Beaverton Development Code .
MEDIAN	The center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.

METRO	The regional government of the metropolitan area, the elected Metro Council as the policy setting body of government.
METRO BOUNDARY	The jurisdictional boundary of Metro, the elected regional government of the metropolitan area.
METRO PLANNING GOALS AND OBJECTIVES	The land use goals and objectives that a metropolitan service district is required to adopt under ORS 268.380. (1). The goals and objectives do not constitute a comprehensive plan. ORS 197.015
METRO URBAN GROWTH BOUNDARY	The urban growth boundary as adopted and amended by the Metro Council, consistent with state law. Also referred to as “UGB”.
METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN	The regional framework plan required by the 1992 Metro Charter or its separate components. Neither the regional framework plan nor its individual components constitute a comprehensive plan. ORS 197.015
METROPOLITAN HOUSING RULE	A rule (OAR 660, Division 7) adopted by the Land Conservation and Development Commission to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metro UGB. This rule establishes minimum overall net residential densities for all cities and counties within the UGB, and specifies that 50 percent of the land set aside for new residential development be zoned for multi-family housing.
SERVICE DISTRICT (METRO)	The Portland Metropolitan Area regional governmental agency, responsible for coordinating the provision of transportation services and developing the region's priorities for expenditure of State and Federal transportation funding, responsible for regional planning and regional service provision. (ORS 195)
METROPOLITAN SIGNIFICANCE	Having major or significant district-wide impact. ORS 268.020
MINERAL RESOURCE	Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Geology and Mines as being a resource of regional significance, and is intended to help maintain quarrying operations and protect them from encroachment of incompatible land uses.
MINIMIZE, v.	To reduce or lessen, but not necessarily to eliminate.

MITIGATE, v.

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

MIXED USE

Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. Land uses, which when combined constitute mixed or multiple uses, exclude parks, golf courses, schools, and public facilities (fire stations, utility substations, etc.).

Mixed- use development is a type of multiple-use in which one or more structures on a lot or contiguous lots in common ownership, accommodate any of the following combinations of uses

- (1) Residential Mixed-Use Project with residential units occupying a minimum of 25 percent of the total floor area and the remaining floor area occupied by retail, office, light industrial, community service or other residentially compatible uses or combinations thereof;
- (2) Non-Residential Mixed-Use Project consisting of office retail, light industrial, community service or other compatible uses or combination thereof with retail space or other pedestrian oriented commercial uses occupying a minimum of 60% of the street level building frontage.

A building or groups of buildings under one ownership, to encourage a diversity of compatible land uses, which may include a mixture of residential, office, retail, recreational, light industrial, and other miscellaneous uses.

MOBILITY

The speed at which a given mode of travel operates in a specific location.

MOBILE HOME

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. If fabricated after June 15, 1976, each section bears a U.S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standards.

MODERATE INCOME HOUSEHOLD (FAMILY)

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See *Low Income Household*)

MODE-SPLIT TARGET

The individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.

MOTOR VEHICLE

Automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.

MULTI-FAMILY DWELLING UNITS

Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

MULTI-MODAL

Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

MULTI-MODAL ARTERIALS

These represent most of the region's arterials. they include a variety of design styles and speeds, and are the backbone for a system of multi-modal travel options. Older sections of the regional are better designed for multi-modal travel than new areas. Although these streets are often smaller than suburban arterials, they carry a great deal of traffic (up to 30,000 vehicles a day), experiences heavy bus ridership along their routes and are constructed in dense networks that encourage bicycle and pedestrian travel. The RTP shall identify these multi-modal streets and develop a plan to further encourage alternative travel modes within these corridors.

Many new streets, however, are designed to accommodate heavy auto and freight traffic at the expense of other travel modes. Multiple, wide lanes, dedicated turning lands, narrow sidewalks exposed to moving traffic, and widely spaced intersections and street crossings create an environment that is difficult and dangerous to negotiate without a car. The RTP shall identify these potential multi-modal corridors and establish design standards that encourage other modes of travel along these routes.

Some multi-modal arterials also carry significant volumes of freight. The RTP will ensure that freight mobility on these routes is adequately protected by considering freight needs when identifying multi-modal routes, and in establishing design standards intended to encourage alternative modes of passenger travel.

MULTI-PURPOSE PROJECT	A structure(s) that contains more than one use, but that lacks either part or all of the integration, scale, and diversity of mixed use developments.
MULTI-USE PATH	Multi-use path means an off-street path that can be used by several transportation modes including bicycles, pedestrians, and other non-motorized modes. Multi-use paths accommodate two-way travel.
MULTIPLE USE DEVELOPMENTS	A building or groups of buildings under one ownership designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses: residential, office, retail, recreational, light industrial, and other miscellaneous uses.
NATURAL AQUIFER RECHARGE	The replenishment of ground water in an aquifer.
NARROW STREET DESIGN	Streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.
NEEDED HOUSING	<p>Housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. On and after the beginning of the first periodic review of a local government’s acknowledged comprehensive plan, “needed housing” also means:</p> <p>(a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple housing for both owner and renter occupancy;</p> <p>(b) Government assisted housing;</p> <p>(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490; and</p> <p>(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated dwelling subdivisions. ORS 197.015</p>
NEIGHBORHOOD CENTER	Retail and service development that surrounds major MAX stations and other major intersections, extending out for one-quarter to one-half mile.
NEIGHBORHOOD CITIES	Cities such as Sandy, Canby and Newberg that are outside Metro’s jurisdiction but will be affected by the growth policies adopted by the Metro Council or other jurisdictions, such as North Plains, Estacada or Scappoose, which may be affected by Metro actions.
NEIGHBORHOOD ROUTE	A street that is usually long relative to local streets and provides connectivity to collectors or arterials. Neighborhood routes generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide or large area circulation.

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NET ACRE	An area measuring 43,560 square feet which excludes: <ol style="list-style-type: none"> 1) any developed road rights-of-way through or on the edge of the land; and 2) environmentally constrained areas, including any open water areas, floodplains, natural resource areas protected under statewide planning Goal 5 in the comprehensive plans of cities and counties in the region, slopes in excess of 25 percent and wetlands requiring a Federal fill and removal permit under Section 404 of the Federal Clean Water Act, as amended. These excluded areas do not include land for which the local zoning code provides a density bonus or other mechanism which allows the transfer of the allowable density or use to another area or to development elsewhere on the same site; and 3) all publicly-owned land designated for park and open space uses.
NET DEVELOPED ACRE	Consists of 43,560 square feet of land, after excluding present and future rights-of-way, school lands and other public uses.
NEW LAND USE REGULATION	A land use regulation other than an amendment to an acknowledged land use regulation adopted by a local government that already has a comprehensive plan and land use regulations acknowledged under ORS 197.251. ORS 197.015
NEWSPAPER	A newspaper of general circulation, published in the English language for the dissemination of local or transmitted news or for the dissemination of legal news, made up of at least four pages of at least five columns each, with type matter of a depth of at least 14 inches, or, if smaller pages, then comprising and equivalent amount of type matter, which has bona fide subscribers representing more than half of the total distribution of copies circulated, or distribution verified by an independent circulation auditing firm, and which has been established and regularly and uninterruptedly published at least once a week during a period of at least 12 consecutive months immediately preceding the first publication of a public notice. ORS 193.020
NEXUS	A "connection" or "linkage." Generally referred to in regards to Assembly Bill 1600 that requires jurisdictions show a reasonable nexus between the fees charged new development and the cost of providing new services to the development.
NITROGEN OXIDE(S)	A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.
NODE	A focal point within the context of a larger, contiguous area surrounding it. A node is an area of concentrated activity that

attracts people from outside its boundaries for purposes of interaction within that area.

NOISE CONTOUR

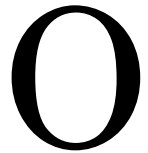
A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L_{dn} contour (measured in dBA) require noise attenuation in residential development.

NOTICE

Any notice that is required by law to be published. ORS 193.310

OBJECTIVE

A specific, measurable, intermediate end that is achievable and marks progress toward a goal. An objective should be achievable and, where possible, should be measurable and time specific.



OFFICE

A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. Office uses include general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

OPEN SPACE

Publicly and privately-owned area of land, including parks, natural areas and areas of very low density development inside the UGB.

Any parcel or area of land or water that is unimproved and suitable for purposes of (1) preservation of natural resources, (2) managed production of resources, (3) outdoor recreation, and/or (4) public health and safety.

OPERATING AGREEMENT

An agreement for the operation or maintenance on behalf of the Department of Transportation of all or part of a public transportation system, but does not include agreements by which the department provides only financial or technical assistance or transportation facilities or equipment and which do not control routes, rates or levels of service, or agreements under which such control is exercised by the Federal Government through the Department. ORS 184.675

OUTER NEIGHBORHOOD

Areas in the outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods.

Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities are outer neighborhoods. Average recommended density is 13 persons per acre.

OUTFALL	The natural or manmade stormwater conveyance system that drains the land.
OVERLAY	A land use designation on a land use map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.
OZONE	A tri-atomic form of oxygen (O ₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, becoming a major agent in the formation of smog.
PARATRANSIT	Transportation services that operate vehicles (e.g., buses, jitneys, taxis, and vans) in a curb to curb, demand/response mode.
PARCEL	A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.
PARK	Open space land on which the primary purpose is recreation.
PARK-AND-RIDE LOT	Parking lots or structures located along public transit routes designed to encourage transfer from private automobile to mass transit or to encourage car pooling for purposes of commuting that is owned or operated either by Tri-Met or by another entity with the concurrence of Tri-Met.
PARKING RATIO	The number of parking spaces provided per 1,000 square feet of floor area (e.g., 2:1 or "two per thousand").
PARKING STRUCTURE	A parking garage located above or underground consisting of two (2) or more levels.
PARKWAY	An expressway or arterial designed for noncommercial traffic only, usually located within a strip of landscaped park or natural vegetation.
PEAK HOUR/PEAK PERIOD	For any given roadway, a daily period during which traffic volume is highest, usually occurring during morning and evening commute times. Where "F" Levels of Service exist, the "peak hour" may stretch into a "peak period" of several hours duration.
PEAK SENSITIVE LANDS	Outfalls with inadequate flow.
PEDESTRIAN MALL	One or more city streets, or portions thereof, on which vehicular traffic is or is to be restricted in whole or in part and which is or is to be used exclusively or primarily for pedestrian travel. ORS 376.705
PEDESTRIAN ORIENTED DEVELOPMENT	

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Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas..

PEDESTRIAN-ORIENTED FRONTAGE

Building Frontage devoted to uses which stimulate pedestrian activity. Uses are typically sidewalk-oriented and physically or visually accessible by pedestrians from the sidewalk. Uses which compose pedestrian-oriented frontage include, but are not limited to, specialty retail stores, groceries, drugstores, shoe repair shops, cleaning establishments, floral shops, beauty shops, barber shops, department stores, hardware stores, apparel shops, travel agencies and other services, restaurants, and theaters. Banks and financial institutions are not pedestrian-oriented uses.

PEDESTRIAN SCALE

An urban development pattern where walking is a safe, convenient and interesting travel mode. It is an area where walking is at least as attractive as any other mode to all destinations within the area. The following elements are not cited as requirements, but illustrate examples of pedestrian scale: continuous, smooth and wide walking surfaces; easily visible from streets and buildings and safe for walking; minimal points where high-speed automobile traffic and pedestrians mix; frequent crossing; storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; well integrated into the transit system and having uses that cater to people on foot.

PEDESTRIAN SENSITIVE DEVELOPMENT

Development which is designed with an emphasis on pedestrian access to the site and building, rather than on auto access and parking areas.

PEDESTRIAN SPACE

An area or plaza on public or private property which is directly accessible to the public. Features which compose pedestrian spaces include, but are not limited to, seating areas, awnings or other overhead weather protection designs, pedestrian-scale outdoor lighting, landscaped areas (an outdoor area providing visually or physically accessible space for tenants of the development of which it is part), water features (a fountain, cascade, stream, water sculpture, or reflection pond), public art, kiosks, and outdoor eating areas and/or food vendors.

PEDESTRIAN WAY

Any paved public or private route intended for pedestrian use, including a multi-use path and esplanade, regardless of use by other transportation modes. A general term used to describe any sidewalk or walkway that is intended and suitable for pedestrian use.

PERENNIAL STREAMS

All primary and secondary perennial water ways as mapped by the U.S. Geological Survey.

PERFORMANCE MEASURE	A measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.
PERSON	<p>The United States or any state or any department or agency of any of the above, or any nonprofit corporation or entity or any other individual, corporation or entity, either public or private. ORS 184.674</p> <p>Any individual, partnership, corporation, association, governmental subdivision or agency or public or private organization of any kind. ORS 197.015</p> <p>The state or a public or private corporation, local government unit, public agency, individual, partnership, association, firm, trust, estate or any other legal entity. ORS 268.020</p>
PERSONS-TO-DWELLING UNIT CONVERSION FACTOR	<p>The impacts of certain groups of people (e.g., the elderly) on land and supporting infrastructure vary widely from the average. A person-to-dwelling unit conversion factor is a method that assigns weights to these groups of people so that their impacts can be objectively assessed in comparison to groups of people whose impacts approximate the average.</p>
PERSONS PER ACRE	This is a term expressing the intensity of building development by combining residents per net acre and employees per net acre.
PERSON-TRIPS	The total number of discrete trips by individuals using any mode of travel.
PLANNED	A future project, event, or land area use that has been anticipated and prepared for, usually with a site plan, a land use plan and/or the Capital Improvement Program and Budget.
PLANNING ACTIVITIES	Planning Activities cited in the RUGGOs are not regulatory by contain implementation ideas for future study in various stages of development that may or may not lead to RUGGO amendments, new functional plans, functional plan amendments, or regional framework plan elements. Planning activities for any given year will be subject to Metro Executive Officer budget recommendations and Metro Council budget adoption.
PLAZA	A continuous open space which is readily accessible to the public at all times, predominately open above and designed specifically for use by people as opposed to serving as a setting for a building.
POLICY	The way in which programs and activities are conducted to achieve an identified goal. A general direction that a governmental agency sets to follow, in order to meets its goals through implementation measures or action programs. (See <i>Program</i>)

POUNDS PER SQUARE INCH (PSI)

A unit of pressure, usually employed in measurements of water system capacity.

PRACTICABLE

Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose.

PRESERVE, v.

To keep safe from destruction or decay; to maintain or keep intact. (See *Maintain*)

PRIMARY TRANSIT SUPPORTIVE SYSTEM

Those facilities upon which or adjacent to which the mass transit and transportation district physically operates. ORS 267.300

PRIMARILY DEVELOPED

Areas where less than 10% of parcels are either vacant or underdeveloped.

PRIVATE ROAD CROSSING

A privately owned road designed for use by trucks which are prohibited by law from using state highways, county roads or other public highways. ORS 374.305

PRINCIPLE

An assumption, fundamental rule, or doctrine that will guide comprehensive plan policies, proposals, standards and implementation measures.

PROGRAMMED

A facility that has been officially scheduled for construction in the Capital Improvements Program and/or Budget.

PROTECT, v.

To maintain and preserve beneficial uses in their present condition as nearly as possible. (See *Enhance*)

PUBLIC BUILDINGS AND GROUNDS

Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

PUBLIC NOTICE AUTHORITY

Any legal publication which requires an affidavit of publication as required in ORS 193.070, or is required by law to be published. ORS 193.010

PUBLIC AND QUASI-PUBLIC FACILITIES

(1) Institutional, academic, governmental and community service uses, either publicly owned or operated by nonprofit organizations; or (2) Facilities including transportation, sewer, solid waste, drainage, potable water, and parks and recreation systems or facilities.

PUBLIC ROAD

The entire right of way of any road over which the public has the right of use or any right of way held by the state or a

political subdivision of the state for road purposes that is not open for public use. ORS 376.150

A road over which the public has a right of use that is a matter of public record. ORS 368.001

PUBLIC TRANSPORTATION ENTITY

Includes a city, county, transportation district, mass transit district, metropolitan service district or private nonprofit corporation operating a public transportation system. ORS 184.674

PUBLIC TRANSPORTATION SYSTEM

Any form of passenger transportation system, whether or not for hire, including but not limited to air, rail, other fixed guideway, bus, jitney, taxi and dial-a-ride passenger transportation systems within, between and outside of urban and urbanized areas, and including related passenger terminal facilities and motor vehicle parking facilities. ORS 184.674

RARE OR ENDANGERED SPECIES A species of animal or plant listed in Title 50, Code of Federal Regulations, Section 17.11 or 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

RECREATION The pursuit of leisure time activities occurring in an indoor or outdoor setting.

RECREATION, ACTIVE A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

RECREATION, PASSIVE A type of recreation or activity that does not require the use of organized play areas, and which may function as a view shed, etc. (See *Open Space*)

RECYCLE The process of extraction and reuse of materials from waste products.

REDEVELOPABLE LAND Land on which development has already occurred which, due to present or expected market forces, there exists the strong likelihood that existing development will be converted to more intensive uses during the planning period.

REDEVELOPMENT A process used in developed areas to rehabilitate and infill underused areas more efficiently and/or replace blighted areas by changing the types of uses, intensities or densities of the land uses, usually to achieve an economically higher and better use of the land.

REGIONAL Pertaining to activities or economies at a scale greater than that of a single city, county, or combination thereof, and affecting a broad, related area.

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REGIONAL CENTER Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. Examples include traditional centers such as downtown Gresham and new centers such as Clackamas Town Center.

Nine regional centers will become the focus of compact development, redevelopment and high-quality transit service and multi-modal street networks. An average of 60 persons per acre is recommended.

REGIONAL GOALS AND OBJECTIVES The land use goals and objectives that Metro is required to adopt under ORS 268.380(1).

REGIONAL THROUGH-ROUTES These are routes that move people and goods through and around the region, connect regional centers to each other and to the Central City, and connect the region to the statewide and interstate transportation system. They include freeways, limited access highways and heavily traveled arterials, and usually function as through-routes. As such, they are important not only because of the movement of people, but as one of the region's major freight systems. Since much of our regional economy depends on the movement of goods and services, it is essential to keep congestion on these roads at manageable levels. These major routes frequently serve as transit corridors but are seldom conducive to bicycles or pedestrians because of the volume of auto and freight traffic that they carry.

With their heavy traffic and high visibility, these routes are attractive to business. However, when they serve as a location for auto-oriented businesses, the primary function of these routes, to move regional and statewide traffic, can be eroded. While they serve as an appropriate location for auto-oriented businesses, they are poor locations for businesses that are designed to serve neighborhoods or sub-regions. These are better located on multi-modal arterials. They need the highest levels of access control. In addition, it is important that they not become barriers to movements across them by other forms of travel, auto, pedestrian, transit or bicycle. They shall focus on providing access to centers and neighbor cities, rather than access to the lands that front them.

REGULATION A rule or order prescribed for management of government.

RESIDENTIAL USE Activities within land areas used predominantly for housing.

RESIDENTIAL, MULTIPLE FAMILY

Usually three or more dwelling units on a single site, that may be in the same or separate buildings.

RESIDENTIAL, SINGLE FAMILY A single dwelling unit on a building site.

RETAIL	Activities which include the sale, lease or rent of new or used products to the general public or the provisions of product repair or services for consumer and business goods. Hotels or motels, restaurants or firms involved in the provisions of personal services or office space are not considered retail uses.
RIDGELINE	A line connecting the highest points along a ridge and separating drainage basins or small scale drainage systems from one another.
RIGHT-OF-WAY	Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use. A strip of land over which transportation and public use facilities are built, such as roadways, railroads, and utility lines.
RIPARIAN AREA	The water influences area adjacent to a river, lake or stream consisting of the area of transition from an hydric ecosystem to a terrestrial ecosystem where the presence of water directly influences the soil-vegetation complex and the soil-vegetation complex directly influences the water body. It can be identified primarily by a combination of geomorphologic and ecologic characteristics.
RIPARIAN LANDS	Lands comprised of vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.
RISK	The danger or degree of hazard or potential loss.
ROAD	<p>The entire right of way of any public or private way that provides ingress to or egress from property by means of vehicles or other means or that provides travel between places by means of vehicles. "Road" includes, but is not limited to:</p> <ul style="list-style-type: none"> (a) Ways described as streets, highways, throughways or alleys; (b) Road related structures that are in the right of way such as tunnels, culverts or similar structures; and (c) Structures that provide for continuity of the right of way such as bridges. ORS 368.001 <p>Includes necessary bridges and culverts, and city streets, subject to such restriction and limitations AS ARE PROVIDED. ORS 366.010</p>

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RUNOFF	That portion of rain or snow that does not percolate into the ground and is instead discharged into streams.
SANITARY SEWER FACILITIES (SEWERAGE)	The structure or systems designed for the collection, transmission, treatment, or disposal of sewage, and this includes trunk mains, interceptors, treatment plants and disposal systems.
SCALE	Generally refers to relative size or extent.
SECOND UNIT	A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called a "Granny Flat."
SECONDARY TRANSIT SUPPORTIVE SYSTEM	The remainder of those facilities, beyond primary facilities, that constitute the surface transportation system, but over which the mass transit and transportation district's operation or facilities are not physically present. ORS 267.300
SEISMIC	Caused by or subject to earthquakes or earth vibrations.
SENIOR HOUSING	See <i>Elderly Housing</i> .
SENIORS	Persons age 62 or older.
SETBACK	The distance between the property line and any structure.
SHALL (WILL), v.	A directive verb signifying the action is obligatory or necessary.
SHARED-RIDE	Private passenger vehicles carrying more than one occupant.
SHARED ROADWAY	A shared roadway is a street that is recommended for bicycle use but does not have a specific area designated within the right-of-way.
SHOPPING CENTER	A group of commercial establishments, planned, developed, owned or managed as a unit, with off street parking provided on site.
SHOULD, v.	A directive verb signifying the action is to be carried out unless circumstances make it impossible.
SINGLE FAMILY ATTACHED DWELLINGS	A structure containing two or more single family dwelling units with both side walls (except end units of building) attached from ground to roof. This type of dwelling is sometimes referred to as a <i>duplex</i> when no more than two units are joined (See <i>Townhouses</i>).
SINGLE FAMILY DETACHED DWELLING	A single family dwelling with open space on all sides.

SINGLE FAMILY DWELLING	A structure containing one or more single family units occupying the building from ground to roof.
SINGLE FAMILY SEMI-DETACHED DWELLING -	
	A structure containing two single family dwellings attached by a common side or rear wall.
SINGLE OCCUPANT VEHICLE (SOV)	
	Private passenger vehicles carrying one occupant.
SITE	Any tract, lot or parcel of land or combination of tracts, lots or parcels of land that are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project.
SITE AREA	The total square footage or acreage of a lot or contiguous lots proposed for a development, excluding existing or required rights-of-way.
SLOPE	Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.
SOIL	The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.
SOLID WASTE	A general category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood. Organic wastes and paper products comprise about 75 percent of the typical urban solid waste stream.
SPECIAL DISTRICT	Any unit of local government, other than a city, county, metropolitan service district formed under ORS Chapter 268 or an association of local governments performing land use planning functions under ORS 195.025 authorized and regulated by statute and includes but is not limited to: Water control districts, domestic water associations and water cooperatives, irrigation districts, port districts, regional air quality control authorities, fire districts, school districts, hospital districts, mass transit districts and sanitary districts. ORS 197.015
SPECIFIC PLAN	A legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include detailed regulations, conditions, programs and/or proposed legislation that may be necessary or convenient for the systematic implementation of a general plan element(s).
STANDARDS	(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied.
STANDARD METROPOLITAN STATISTICAL AREA	

An area designated and published by the United States Bureau of the Budget as a standard metropolitan statistical area. ORS 227.010

STATE IMPLEMENTATION PLAN

A plan for ensuring that all parts of Oregon remain in compliance with federal air quality standards.

STATION COMMUNITIES

That area generally within a $\frac{1}{4}$ - to $\frac{1}{2}$ - mile radius of light-rail stations or other high-capacity transit that is planned as a multi-modal community of mixed uses and substantial pedestrian accessibility improvements.

Nodes of development centered around a light-rail or high-capacity transit station that feature a high-quality pedestrian environment. They provide for the highest density outside centers. The Station communities would encompass an area approximately one-half mile from a station stop. The densities of new development would average about 45 persons per acre.

Nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment. An average of 45 persons per acre is recommended.

STRAIGHT-LINE DISTANCE

The shortest distance between two points.

STREAM CHANNEL

The area continuously covered with flowing. The width of the stream channel is the distance between the tops of the stream bank. The location of each stream bank top is determined by defining the exact location that is the division point between the relatively steep gradient of a channel side and the relatively flat gradient of the land surface adjacent to that channel side.

STREET FUNCTIONAL CLASSIFICATION

The assignment of streets into categories according to the character of service they provide in relation to the total street network. Basic functional categories include freeways, arterials, collectors, neighborhood routes, and local streets. Functional classification reflects mobility, access needs, and connectivity. Where appropriate, the levels may be further grouped into urban and rural categories.

STREET FURNITURE

Those features associated with a street that are intended to enhance its physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

STEWARDSHIP

A planning and management approach that considers environmental impacts and public benefits of actions as well as public and private dollar costs.

SUBDIVISION	The division of a tract of land into defined lots, parcels, tracts, or other divisions of land as defined in applicable State statutes and local land development regulations, which can be separately conveyed by sale or lease, and which can be altered or developed.
SUBREGION	An area of analysis used by Metro centered on each regional center and used for analyzing jobs/housing balance.
SUBURBAN	Generally, development on the periphery of urban areas, which is predominantly residential in nature and has most urban services available. The intensity of suburban development is usually lower than in urban areas.
SURFACE WATER	Water that comes from lakes, reservoirs, and rivers, as opposed wells that draw water out of the ground.
TARGET CAPACITIES	The capacities in Table I (Metro Urban Growth Management Functional Plan) required to be demonstrated by cities and counties for compliance with Title I, Section 2.
TARGET DENSITIES	The average combined household and employment densities established for each design type in the Regional Urban Growth Goals and Objectives 2040 Growth Concept.
THROUGHWAY	A highway or street especially designed for through traffic, over from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view, by reason of the fact that their property abuts upon the throughway or for any other reason. ORS 374.010
TOP OF BANK	Means the same as “bankfull stage” defined in OAR 141-85-010(2).
TOWN CENTERS	<p>Areas of mixed residential and commercial use that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego.</p> <p>Town centers provide local shopping, employment and cultural and recreational opportunities within a local market area. They are designed to provide local retail and services, at a minimum. They would also vary greatly in character.</p> <p>Local retail and services will be provided in town centers with compact development and transit service. An average of 40 persons per acre is recommended.</p>
TOWNHOUSES	Two or more attached single family dwelling units within a structure having common side walls, front and rear yards, and individual entryways. (See Single Family Attached Dwellings)
TRAFFIC CALMING	Street design or operational features intended to maintain a given motor vehicle travel speed.



A traffic management program usually designed to address safety and aesthetic issues related to automobile use in residential areas, and which reduces the operating speed of motor vehicles through landscaping, walkways, speed swales, roadway narrowing and/or increasing the width of bicycle lanes and sidewalks.

TRAFFIC INTENSIVE USES A land use that attracts or generates a relatively high level of traffic activity. A non exhaustive list of such uses would include drive through facilities, supermarkets, and most retail shopping centers. The ITE Trip Generation manual shall be the city's primary reference source for determining whether a particular proposed use is traffic intensive or not.

TRANSIT The conveyance of persons or goods from one place to another by means of a local, public transportation system.

TRANSIT-ORIENTED DEVELOPMENT

Development which has a mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. The key features of transit-oriented development shall include: (a) a mixed use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area; (b) high density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD; (c) a network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

TRANSIT, PUBLIC A system of regularly scheduled buses and/or trains available to the public on a fee per ride basis. Also called "Mass Transit."

TRANSIT STOP Improvements and facilities at selected points along transit routes for passenger pickup, drop off, and waiting. Facilities and improvements may include shelters, benches, sign structures, and other improvements to provide security, protection from the weather and access to nearby services.

TRANSIT STREET Any street that is an existing public transit route, or any street that is likely to be a public transit route.

TRANSIT SUPPORTIVE SYSTEM Those facilities in any county in which a district operates that constitute the surface transportation system in the county, including highways, roads, streets, roadside rest areas, park-and-ride stations, transfer stations, parking lots, malls and skyways. ORS 267.300

TRANSIT SUPPORTIVE USES Uses which reinforce the transit system and support ridership growth and, by their nature and location, promote pedestrian traffic to and from the use and transit facilities.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using streets and roads, and/or increasing the number of persons per vehicle. Typically, TDM attempts to reduce the number of persons who drive alone during peak commute periods and to increase the number of people commuting via carpools, vanpools, buses and trains, walking, and biking.

TREES, LANDMARK

Trees whose size, visual impact, or association with a historically significant structure or event have led the city to designate them as landmarks.

TREES, STREET

Trees strategically planted, usually in parkway strips, medians, or along streets, to enhance the visual quality of a street.

TRIP GENERATION

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

TRUCK ROUTE

A path of circulation required for all vehicles exceeding set weight or axle limits. A truck route usually follows arterials through commercial or industrial areas, avoiding residential areas.

TRUCK STOP

Any building, premises, or land in which or upon which a business, service, or industry involving the maintenance, servicing, storage, or repair of commercial vehicles is conducted or rendered, which includes as a primary function the dispensing of motor fuel or other petroleum products directly into motor vehicles and which may include the sale of accessories or equipment for trucks and similar commercial vehicles. A truck stop also may include overnight accommodations and restaurant facilities for the use of truck crews.

TURBIDITY

A measure of water agitation. The higher the turbidity of water, the more difficult it is to process for potable water purposes.

UNDERDEVELOPED PARCELS

Those parcels of land with less than 10% of the net acreage developed with permanent structures.

URBAN

Generally, an area having the characteristics of a city, with intensive development and a full or extensive range of public facilities and services.

URBAN FORM

The net result of efforts to preserve environmental quality, coordinate the development of jobs, housing and public services and facilities, and interrelate the benefits and

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consequences of growth in one part of the region with the benefits and consequences of growth in another. Urban form, therefore, describes an overall framework within which regional urban growth management can occur. Clearly stating objectives for urban form and pursuing them comprehensively provides the focal strategy for rising to the challenges posed by the growth trends present in the region today.

URBAN GROWTH BOUNDARY An acknowledged urban growth boundary contained in a city or county comprehensive plan or an acknowledged urban growth boundary that has been adopted by a metropolitan service district council under ORS 268.390 (3) ORS 195.060

URBAN RESERVE AREA An area adjacent to the present UGB defined to be a priority location for any future UGB amendments when needed. Urban reserves are intended to provide cities, counties, other service providers, and both urban and rural landowners with a greater degree of certainty regarding future regional urban form. Whereas the UGB describes an area needed to accommodate the urban growth forecasted over a 20-year period, the urban reserves plus the area inside the UGB estimate the area capable of accommodating the growth expected for 50 years.

URBAN SPRAWL Uncontrolled and untimely expansion and/or dispersal of an urban community into outlying rural areas. Urban sprawl is also sometimes referred to as *suburbanization*.

UNDEVELOPABLE Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants, and a potential liability to the city, which justify their designation as undevelopable.

UNIFORM BUILDING CODE (UBC)

A national, standard building code that sets forth minimum standards for construction.

USE The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the city's land development regulations and general plan.

USE PERMIT The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

UTILITY RIGHTS-OF-WAY Land dedicated to a public authority for community services, including but not limited to, electricity, telephone, water supply, gas, and wastewater disposal.



VACANT	Lands or buildings that are not actively used for any purpose.
VACANT LAND	Land identified in the Metro or local government inventory as undeveloped land.
VARIANCE	A discretionary decision to permit modification of the terms of an implementing ordinance based on a demonstration of unusual hardship or exceptional circumstance unique to a specific property.
VEGETATIVE CORRIDOR	A corridor adjacent to a water quality sensitive area that is preserved and maintained to protect the water quality functions of the water quality sensitive area.
VEHICLE-RELATED SERVICES	A building or use primarily engaged in the service or repair of automobiles, trucks, and motorcycles, including gas service stations, tire sales and installation, drive-up oil service, automobile or similar light vehicle washing, body and fender shops, wheel and brake shops, vehicle dismantling and salvage, vehicle storage, and commercial parking facilities.
VEHICLE SALES AND RENTALS	A building or use for the sale or rental of automobiles, motorcycles, trucks, and similar equipment, including storage and incidental maintenance.
VERY LOW INCOME HOUSEHOLD (FAMILY)	A household with an annual income usually no greater than fifty percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.
VIABLE	Capable of surviving and/or growing; workable.
VIEW CORRIDOR	The line of sight, identified as to height, width and distance, of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers' attention.
VOLUME-TO-CAPACITY RATIO	A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c". At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See <i>Peak Hour</i> and <i>Level of Service</i>)

VOLUME SENSITIVE LANDS Lands that drain into areas without a positive outfall. Positive outfall is the condition when the natural or manmade stormwater conveyance system that drains the land is functioning adequately. This includes manmade swales, waterways or other means of conveyance systems, but does not include sheet flow.

WATER QUALITY AND FLOOD MANAGEMENT AREA

An area defined on the Metro Water Quality and Flood Management Area Map, to be attached to the Metro Urban Growth Management Functional Plan. These are areas that require regulation in order to mitigate flood hazards and to preserve and enhance water quality. This area has been mapped to generally include the following: stream or river channels, known and mapped wetlands, areas with floodprone soils adjacent to the stream, floodplains, and sensitive water areas. The sensitive areas are generally defined as 50 feet from top of bank of streams for areas of less than 25% slope, and 200 feet from top of bank on either side of the streams of areas greater than 25% slope, and 50 feet from the edge of a mapped wetland.



WAREHOUSING USE A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

WAREHOUSE A structure that is primarily used for storage and distribution facilities.

WATER BODIES For the purpose of determining density credits on sites, these are defined to include river, stream, lake, or pond beds and any other permanently or historically water covered land that occurs naturally at the site up to the mean high water level.

WATER QUALITY SENSITIVE AREA

or “sensitive area” shall include the following:

- a) Existing or created wetlands;
- b) Rivers, streams, and springs with year round or intermittent flow;
- c) Impoundments (including natural lakes and ponds) with average water in the summer of one acre-foot or more, or with an average depth of three feet or more;
- d) Sensitive areas shall not include:
 - 1. Stormwater treatment ponds or swales;
 - 2. Stormwater treatment wetlands;
 - 3. Detention ponds;
 - 4. A vegetated corridor (a buffer) adjacent to the sensitive area;
 - 5. An off-stream recreational lake, lagoon, fire pond or reservoir; and

6. Ditches constructed in uplands solely for the purpose of draining roads, lots, and outfalls of storm drains.

WATERSHED	The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.
WAY OF NECESSITY	<p>(a) A road established under ORS 376.150 to 376.200 to provide motor vehicle access from a public road to land that would otherwise have no motor vehicle access; or</p> <p>(b) A route established under ORS 376.150 to 376.200 to provide utility service access from an existing service location to a service point that would otherwise have no utility service access. ORS 376.150</p>
WETLANDS	<p>Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Wetlands are statutorily defined in Presidential Executive Order 11990 as; those areas that are inundated by surface or ground water with a frequency sufficient to support, and under normal circumstances does, or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats and natural ponds.</p> <p>Those areas that are inundated or saturated by surface or ground water at a frequency and duration that are sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. ORS 197.015</p>
WILDLIFE REFUGE	An area maintained in a natural state for the preservation of both animal and plant life.
ZONE, TRAFFIC	In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.
ZONED CAPACITY	The highest number of dwelling units or jobs that are allowed to be contained in an area by zoning or other city or county jurisdiction regulations.
ZONING	In general, the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, use, and coverage of structures within each zone.



ZONING CONFORMANCE

The process by which zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Land Use Element and adopted zoning conformance matrix illustrating where specific zoning classifications are allowed. State law requires that in general law cities all land development regulations must be in conformance with the specified and implied intent of the general plan.

ZONING, INCLUSIONARY

Regulations that increase housing choice by requiring construction of more diverse and economical housing to meet the needs of low income families. Such regulations often require a minimum percentage of housing for low and/or moderate income households in new housing developments.