

# City of Beaverton, Oregon

beavertonoregon.gov



Beaverton Community Business Mayor City Council Departments Library Police Court Fire

## Volume V Comprehensive Plan

[Home](#) > [Departments](#) > [Community Development](#) > [Comprehensive Plan](#) > [Volume IV](#)

<a href="#">Volume I Comprehensive Plan</a>	<a href="#">Volume II Background and Supporting Materials</a>	<a href="#">Volume III Statewide Planning Goal 5 Inventories</a>	<a href="#">Volume IV Transportation System Plan</a>	<b>Volume V Community Plans</b>
---	---	--	--	-------------------------------------

If you have problems viewing non-html files (pdf, doc, xls, etc...) we recommend that you download them first. To download a non-html file, right-click on the link and choose "Save Target As..." (in Internet Explorer), "Save As..." (in Netscape) or "Save Link As..." (in Firefox).

## Comprehensive Plan

**Note:** Links to **Comprehensive plan sections** are provided below for your convenience. PDF Versions require [Adobe Acrobat Reader](#). Word versions require Microsoft Word or Word Viewer. The Comprehensive Plan documents are very large and we recommend downloading before viewing.

### Comprehensive Plan Volume V

[Cover Page \(pdf\)](#), [Cover Page \(Word\)](#)

#### Downtown Beaverton Regional Center Community Plan

Ordinance 4187 Effective 2/08/2002

[Community Plan \(pdf\)](#), [Community Plan \(Word\)](#) **151 Kb**

[Index Map \(pdf\)](#) **1.89 Mb**

[Land Use Map \(pdf\)](#) **359 Kb**

[Major Pedestraing Route Map \(pdf\)](#) **202 Kb**

[Zoning Map \(pdf\)](#) **799 Kb**

#### Beaverton Creek Station Community Plan

Ordinance 4187 Effective 2/08/2002

[Community Plan \(pdf\)](#), [Community Plan \(Word\)](#) **148 Kb**

[Index Map \(pdf\)](#) **1.88 Mb**

[Land Use Map \(pdf\)](#) **346 Kb**

[Zoning Map \(pdf\)](#) **284 Kb**

#### Merlo Station Community Plan

Ordinance 4187 Effective 2/08/2002

[Community Plan \(pdf\)](#) **267 Kb**, [Community Plan \(Word\)](#) **400 Kb**

[Index Map \(pdf\)](#) **1.79 Mb**

[Land Use Map \(pdf\)](#) **362 Kb**

[Zoning Map \(pdf\)](#) **516 Kb**

[Major Pedestrian Route Map \(pdf\)](#) **280 Kb**

#### South Tektronix Station Community Plan

Ordinance 4187 Effective 2/08/2002

[Community Plan \(pdf\)](#), [Community Plan \(Word\)](#) **146 Kb**

[Index Map \(pdf\)](#) **1.91 Mb**

[Land Use Map \(pdf\)](#) **348 Kb**

[Zoning Map \(pdf\)](#) **212 Kb**

[Major Pedestrian Route Map \(pdf\)](#)

## Murray Scholls Town Center Community Plan

Ordinance 4187 Effective 2/08/2002

[Community Plan \(pdf\)](#), [Community Plan \(Word\)](#) **145 Kb**

[Index Map \(pdf\)](#) **1.88 Mb**

[Land Use Map \(pdf\)](#) **499 Kb**

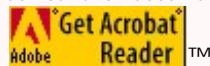
[Land Zoning Map \(pdf\)](#) **354 Kb**

[Major Pedestrian Route Map \(pdf\)](#) **214 Kb**

### Comprehensive Plan Mailing List

#### **Adobe Acrobat Download Instructions:**

One or more documents listed above is in Adobe™ PDF format. If you do not have Adobe Acrobat Reader™ select here:



(Adobe and the Adobe logo are trademarks of Adobe Systems, Incorporated.)



[Printer Friendly:](#) Page Updated: Tuesday, June 28, 2005

---

**[PRIVACY](#) • [DISCLAIMER](#) • [ACCESSIBILITY](#) • [SITE MAP](#) • [FEEDBACK](#) • [CONTACT US](#) • [LINKS](#) • [SEARCH](#) • [AWARDS](#)**



**City of Beaverton - City Hall**

4755 SW Griffith Dr., Beaverton, OR 97005

**Telephone:** (503) 526-2222 **Email:** [citymail@ci.beaverton.or.us](mailto:citymail@ci.beaverton.or.us)

Copyright © 2000-2005 City of Beaverton All Rights Reserved  
(807)



# Downtown Beaverton Regional Center

---

Community Plan

# Downtown Beaverton Regional Center Community Plan Index

---

	Pg. #
Community Plan Context .....	3
Plan Text .....	5
Index Map .....	8
Comprehensive Plan Land Use Map .....	9
Zoning Map .....	10
Functional Classification Map.....	11
Major Pedestrian Route Map .....	12
Significant Natural Resources Map.....	13
Historic Resources Map.....	14

Maps found in the Comprehensive Plan and the Development Code provide the basis for the mapped figures referenced in Community Plans. The Community Plan figures provide an expanded view of selected Comprehensive Plan and Development Code maps with a focus on a specific geographical area of the City. Community Plan figures include views of the Comprehensive Plan Land Use Map, the Transportation Functional Classification Map, the Significant Natural Resources Map, the Historic Resources map, the Development Code Zoning Map and Major Pedestrian Route Map. Amendments to these figures follow procedures specified within the document in which they are located. Community Plan figures will be administratively updated as amendments to the Comprehensive Plan and Development Code maps are adopted.



# Downtown Beaverton Regional Center

## Community Plan Context

---

The Downtown Beaverton Regional Center Community Plan is one of a number of City planning documents. These documents, when viewed in total, comprise the City's Comprehensive Plan. The intent of this context statement is to explore the relationship between this document and the other documents comprising the Comprehensive Plan.

The Downtown Beaverton Regional Center Community Plan applies to the area generally bordered to the east by Highway 217, to the south by 5th Street, to the west by Hocken and to the north by Center and Hall Streets. The Regional Center includes two of several light rail station areas in Beaverton, namely the Beaverton Central and Beaverton Transit stations. Additionally, the Downtown Regional Center includes a Historic District that is listed on the National Register of Historic Places. This Community Plan describes policies and action statements specific to this particular geographic location. Fully understanding the Community Plan also requires review of the Comprehensive Plan for the general policies applicable to the City as a whole and the Beaverton Development Code and Engineering Design Standards.

The following documents comprise the City's Comprehensive Plan:

- Volume I - City of Beaverton Comprehensive Plan
- Volume II - Comprehensive Plan Background and Supporting Documents
- Volume III - Statewide Planning Goal 5 Inventory Documents
- Volume IV - Transportation System Plan
- Volume V - Community Plans

The City of Beaverton Comprehensive Plan is a policy document that serves as a policy framework for the other volumes of the Plan. Volume I, therefore, addresses the broad range of comprehensive planning and development issues with action statements to guide implementation of the policy directives.

Volume II - the Comprehensive Plan Background and Supporting Documents provides the demographic and economic data and forecasts for the City's Comprehensive Plan. It should be noted that these documents provide information supporting and guiding the development of the policy framework, however, the data is a snapshot in time and cannot be relied upon for future decision making without researching the data to ensure that conditions have not changed. Metro, the regional governing body in the Portland Metropolitan Area, provides much of the data informing the City's Comprehensive Plan policy making. Policies and regulations in Metro Functional Plans also direct some City policy decisions and regulations.

Volume III - Statewide Planning Goal 5 Inventory Documents includes the background and supporting documents, mapping and findings for the City's response to Statewide Planning Goal 5. The documents include the following:

Significant Natural Resource Area Inventories

This document inventories applicable Statewide Planning Goal 5 resource areas and identifies "Significant" resources.

Historic Resources Inventory

This document identifies the City's Historic Resources, provides data regarding building typology, historical context, condition, and any significant events in Beaverton's history related to the building. Photographs are also included in the inventory. As an additional component to the City's historic resources, the City adopted a list of historic trees through the Historic Resource Review Committee, Planning Commission and City Council.

Volume IV - Transportation System Plan implements regional goals and policies and plans multimodal improvements for a 20 year period.

Volume V - Community Plans describe policies and action statements and map designations specific to a particular geographic location.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.

# Downtown Beaverton Regional Center

## Plan Text

***Community Plan Goal 1: Promote the Downtown Beaverton Regional Center as “Downtown” Beaverton and create and maintain a positive image for the Downtown area.***

**Policies:**

- a) Plan for and develop public improvements identifying and distinguishing “Downtown” Beaverton.

***Action 1:** Clearly identify the City’s downtown through a community involvement process to foster civic pride and create a definition of “downtown” agreed to by the community.*

***Action 2:** Conduct a project with neighborhood, community, civic and educational groups to identify key locations for civic features within the Beaverton Regional Center and to create design standards for or actual designs for the civic features. Aforementioned groups could include the Beaverton School District, Portland Community College Rock Creek Campus, Beaverton Arts Commission, and Neighborhood Association Committees, Beaverton Chamber of Commerce and other similar groups.*

***Action 3:** Establish downtown gateways on Canyon Road at Highway 217, Canyon Road and Hocken Avenue, Beaverton-Hillsdale Highway and Highway 217, and Farmington and Hocken Avenue, and other areas as identified through a community process to both define the limits of downtown and establish the initial image of the area.*

***Action 4:** Coordinate a comprehensive design plan for Canyon Road, Beaverton-Hillsdale Highway, and Farmington Road to implement Boulevard Design concepts with the Oregon Department of Transportation, Washington County Department of Land Use and Transportation, and adjacent property owners. Roadway design, signage, integrated street trees and furniture in concert with development design and siting should emphasize the function and importance of this route in conveying a favorable impression of downtown.*

- b) Buildings along the downtown segments of Canyon Road, Beaverton-Hillsdale Highway, Farmington Road, and other Major Pedestrian Routes shall be located close to the right-of-way to help create a well-defined streetscape. West of

Hocken along the Tualatin Valley Highway, a more open, less well-defined appearance is acceptable to more clearly delineate the downtown core from the adjoining areas.

- c) Within the Beaverton National Historic District, listed on the National Register of Historic Places, new construction shall be limited to two story structures. New construction within the District shall use architectural forms, details, and materials which borrow from the original architecture of the area, but do not necessarily replicate the historic architecture and design.

**Action 1:** *The City shall carefully evaluate older parts of Downtown to promote rehabilitation or redevelopment, as appropriate.*

- d) Limit new construction, with the exception of the Beaverton National Historic District, to multi-story structures.

**Community Plan Goal 2: Create a Regional Center in Downtown Beaverton that is a focus for commerce, high density housing, and civic activities.**

**Policies:**

- a) Development in the Downtown Beaverton Regional Center shall be designed to create a distinct Beaverton downtown.

**Action 1:** *Adopt and apply land use regulations promoting Beaverton's downtown both as distinct from the rest of the community and from other jurisdictions in the region.*

**Action 2:** *Adopt incentives for new development in the Beaverton Regional Center that foster creation of a Downtown Beaverton as a distinct destination with a sense of place. Incentives could include public investments such as public art, parking enforcement, street furniture, and density bonuses.*

- b) Encourage new office development in Downtown Beaverton in order to:
- *revitalize downtown;*
  - *provide more jobs in proximity to residential areas,*
  - *reduce trip lengths, which in turn reduces fuel consumption; and*
  - *make transit services more feasible as an alternative to the automobile with concentrated employment opportunities.*

**Action 1:** *Designate the downtown as a redevelopment area to enable the City*

*to take a proactive role in the development of downtown.*

- c) Locate major activity areas of Downtown around public plazas, which will complement the street spaces and provide for a location for public gatherings.

***Action 1:*** *Develop, adopt and apply land use regulations requiring new development to reserve a small percentage of developable area for common open space such as plazas or wider sidewalks allowing space for outdoor gathering.*

- d) Uses fronting plazas shall be pedestrian oriented and of a type that will activate, as well as benefit from, the plaza area. Such uses include, but are not limited to restaurants, bakeries, or florist shops.
- e) Encourage increased development of close in, multi-family housing in Downtown.

***Community Plan Goal 3: Provide multi-modal connections within downtown and between downtown and other parts of the community.***

**Policies:**

- a) Connect the Beaverton Central and Beaverton Transit light rail station areas to designated pedestrian routes providing pedestrian serving retail streets and plazas.

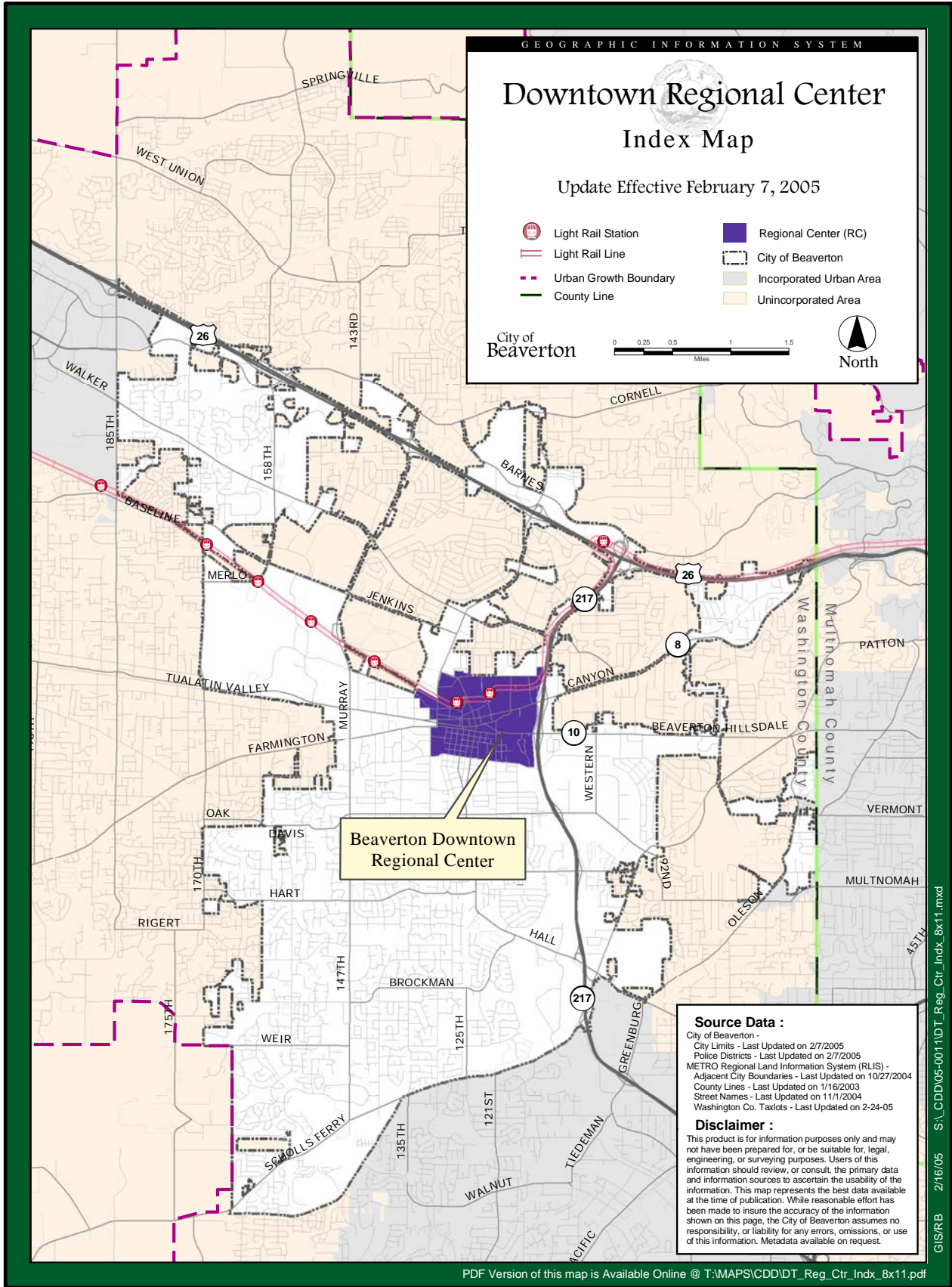
***Action 1:*** *Improve pedestrian routes across Canyon Road to the southern areas of the Regional Center.*

***Action 2:*** *Develop a long-term strategy to promote public transit and improve the pedestrian experience in Downtown Beaverton through signage, public information, street furniture inviting to pedestrians, and other strategies to increase pedestrian traffic in Downtown.*

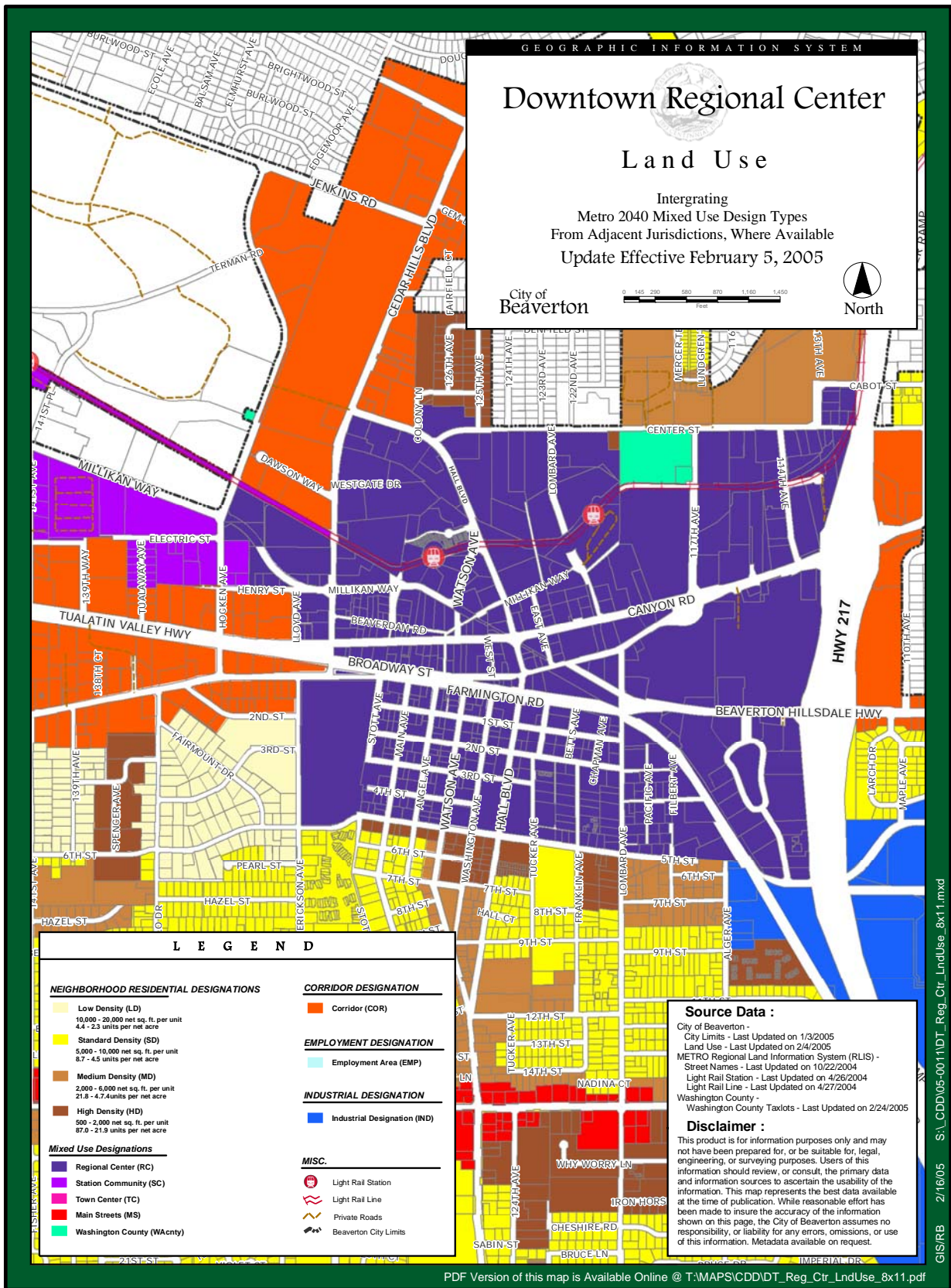
- b) Develop a pedestrian, bicycle, open space network in the Regional Center. Use corridors along Beaverton Creek and its tributaries as routes for bicycle and pedestrian travel.

***Action 1:*** *Adopt and apply land use regulations requiring pedestrian and bicycle connectivity in the Regional Center.*

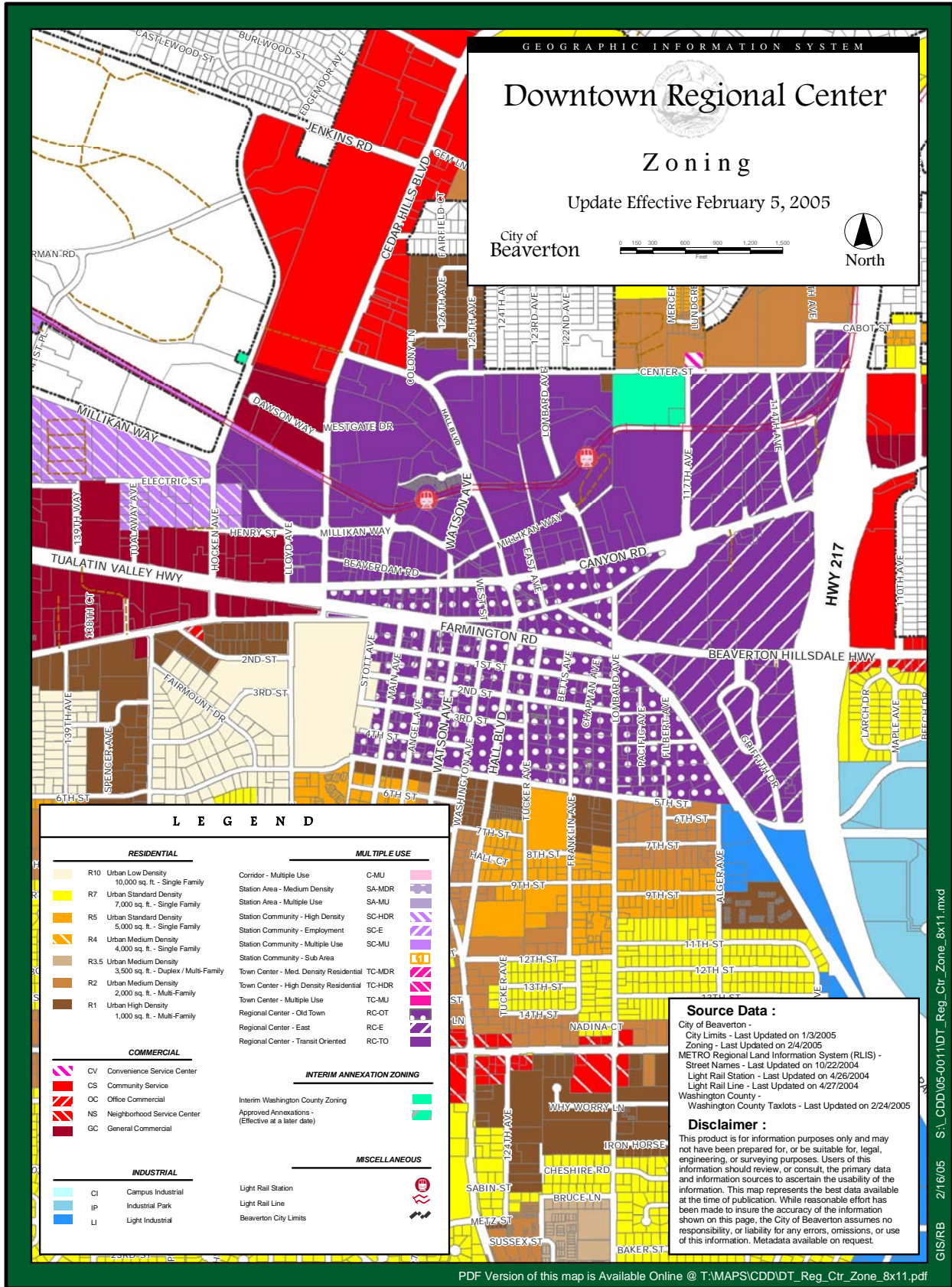
**Action 2:** *Adopt and apply land use regulations providing incentives for open space dedication, such as increased density or reduced landscaping requirements.*

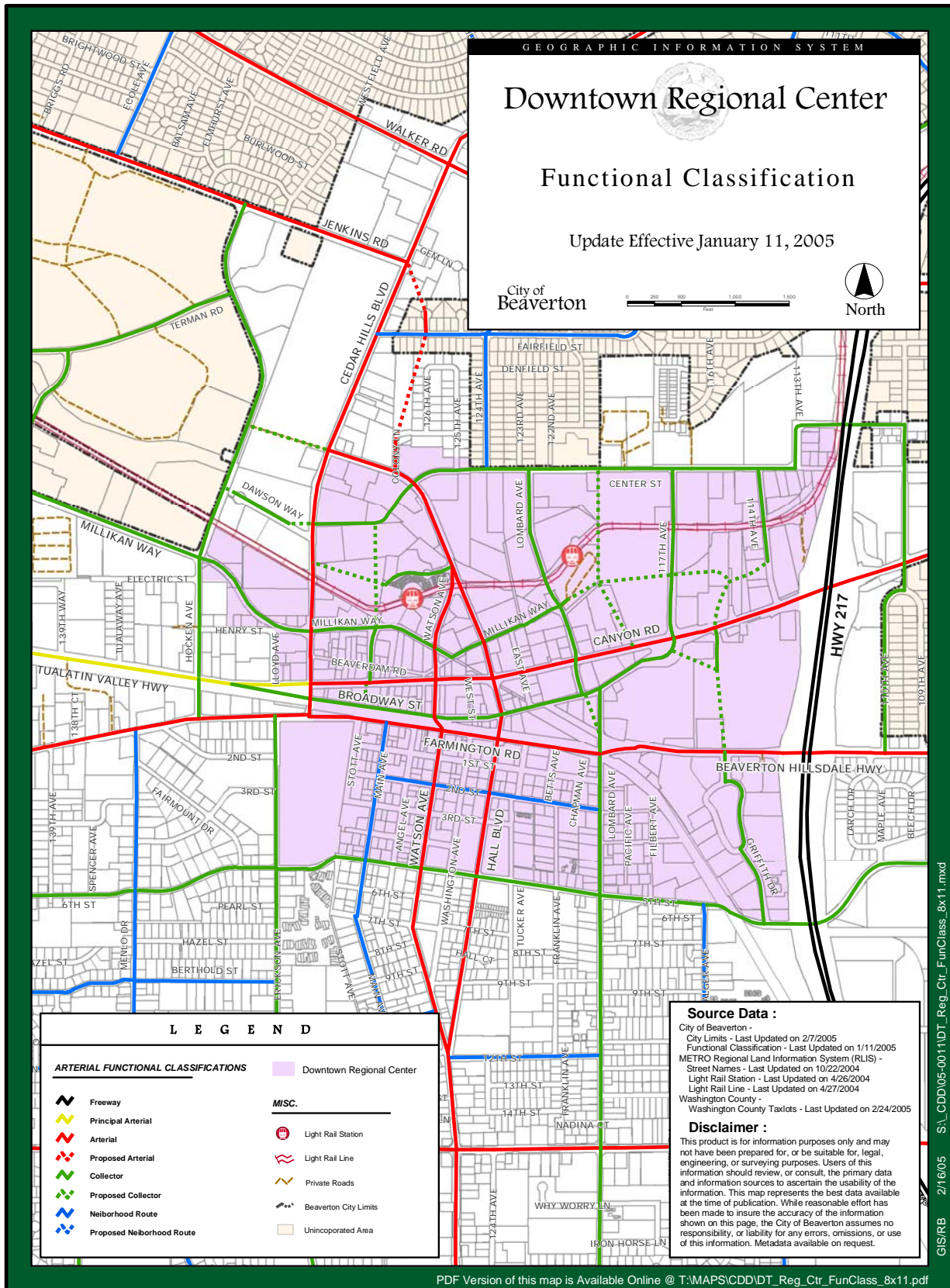




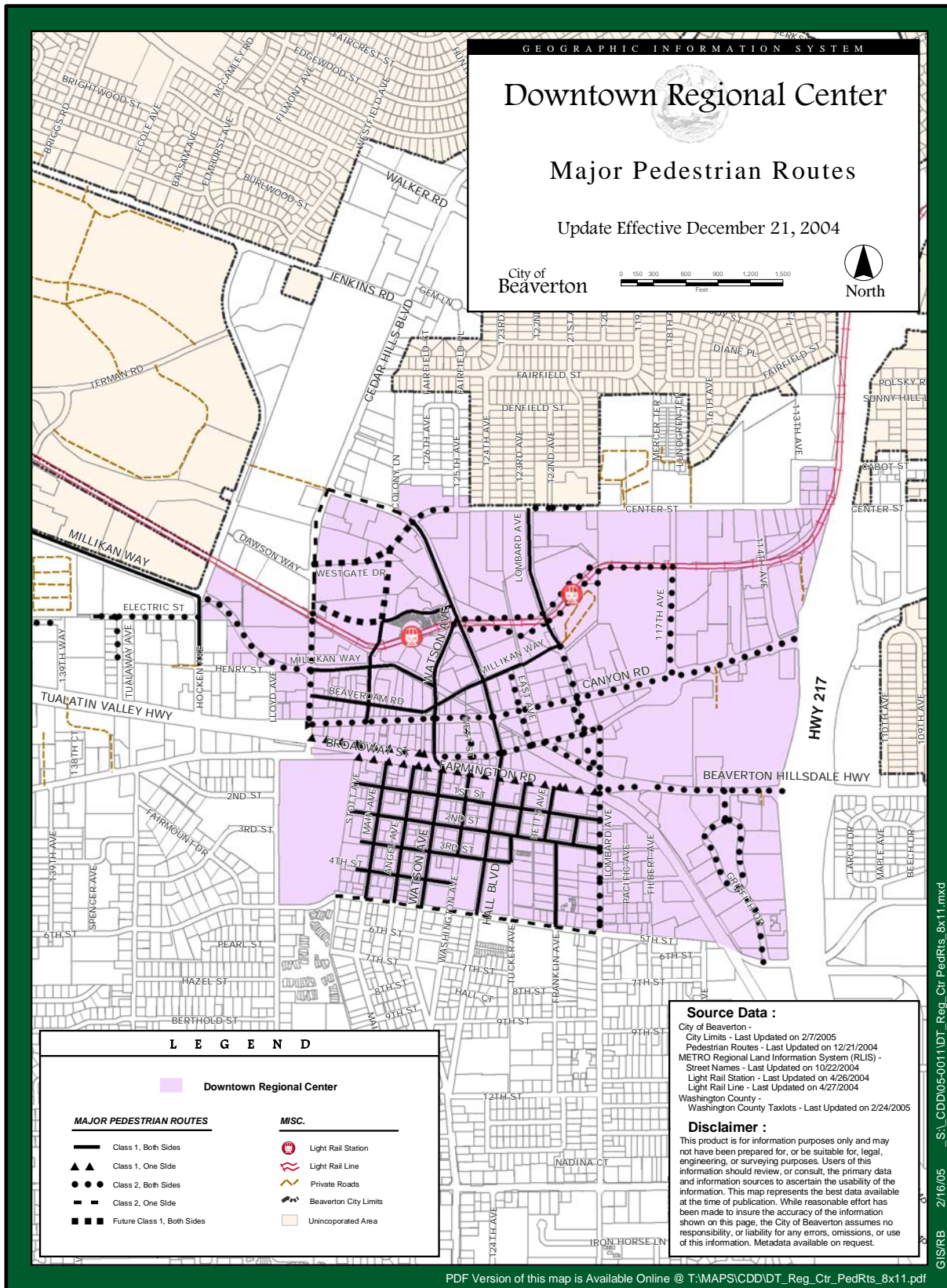












Significant Natural Resource Map and Historic Resources Map are unavailable at present.

# COMPREHENSIVE PLAN FOR THE CITY OF BEAVERTON

## VOLUME V: COMMUNITY PLANS





# Downtown Regional Center Index Map

City of  
Beaverton



September 2000

Scale 1" = 3250'



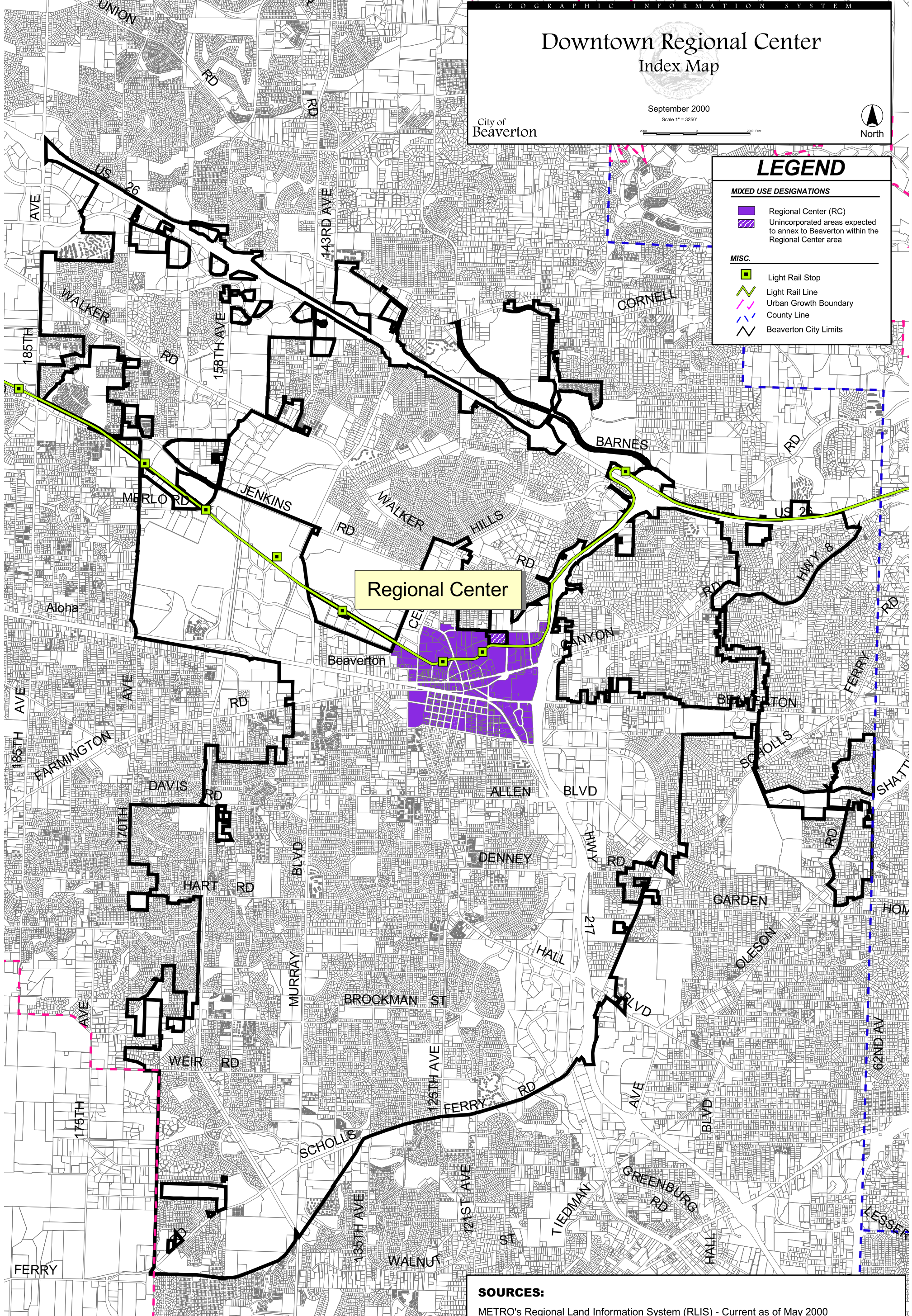
## LEGEND

### MIXED USE DESIGNATIONS

-  Regional Center (RC)
-  Unincorporated areas expected to annex to Beaverton within the Regional Center area

### MISC.

-  Light Rail Stop
-  Light Rail Line
-  Urban Growth Boundary
-  County Line
-  Beaverton City Limits



Regional Center

City of Beaverton staff identified boundaries of adopted or proposed mixed use design types including Regional Centers, Station Communities, and Town Centers, where they are available from other jurisdictions. Additional information may be added to this map as data is available from other jurisdictions. Inner and Outer Neighborhoods, Corridors and Main Streets, generally, are not available from the other jurisdictions at present.

**SOURCES:**  
 METRO's Regional Land Information System (RLIS) - Current as of May 2000  
 City of Beaverton Community Development Department - Current as of April 2000  
 Washington County Taxation and Assessment - Current as of June 2000

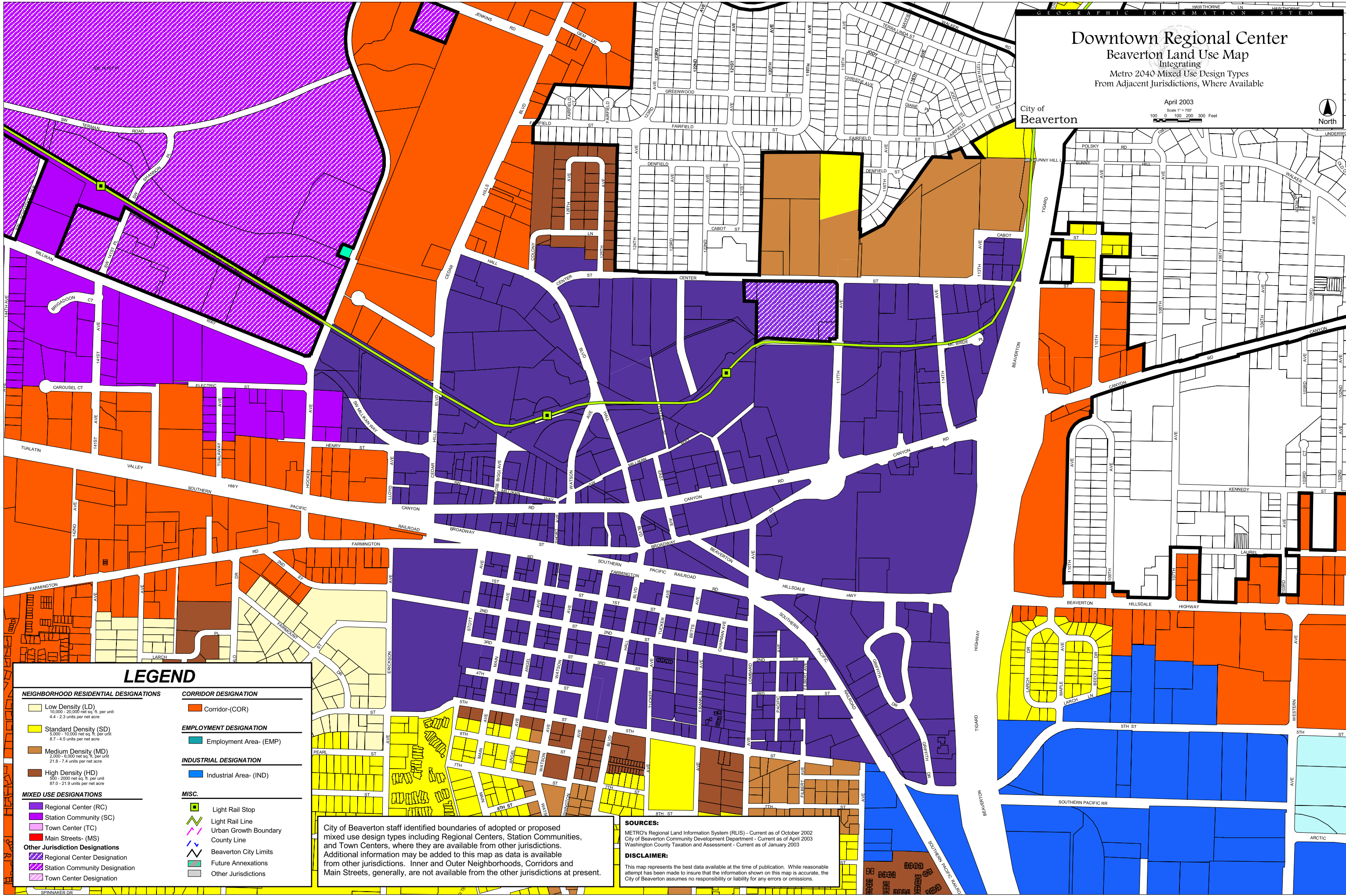
**NOTES:**  
 This map represents the best data available at the time of publication. While every attempt has been made to insure that the information shown on this map is accurate, the City of Beaverton assumes no responsibility or liability for any errors or omissions.



# Downtown Regional Center Beaverton Land Use Map

Integrating  
Metro 2040 Mixed Use Design Types  
From Adjacent Jurisdictions, Where Available

City of Beaverton  
April 2003  
Scale 1" = 700'  
100 0 100 200 300 Feet  
North



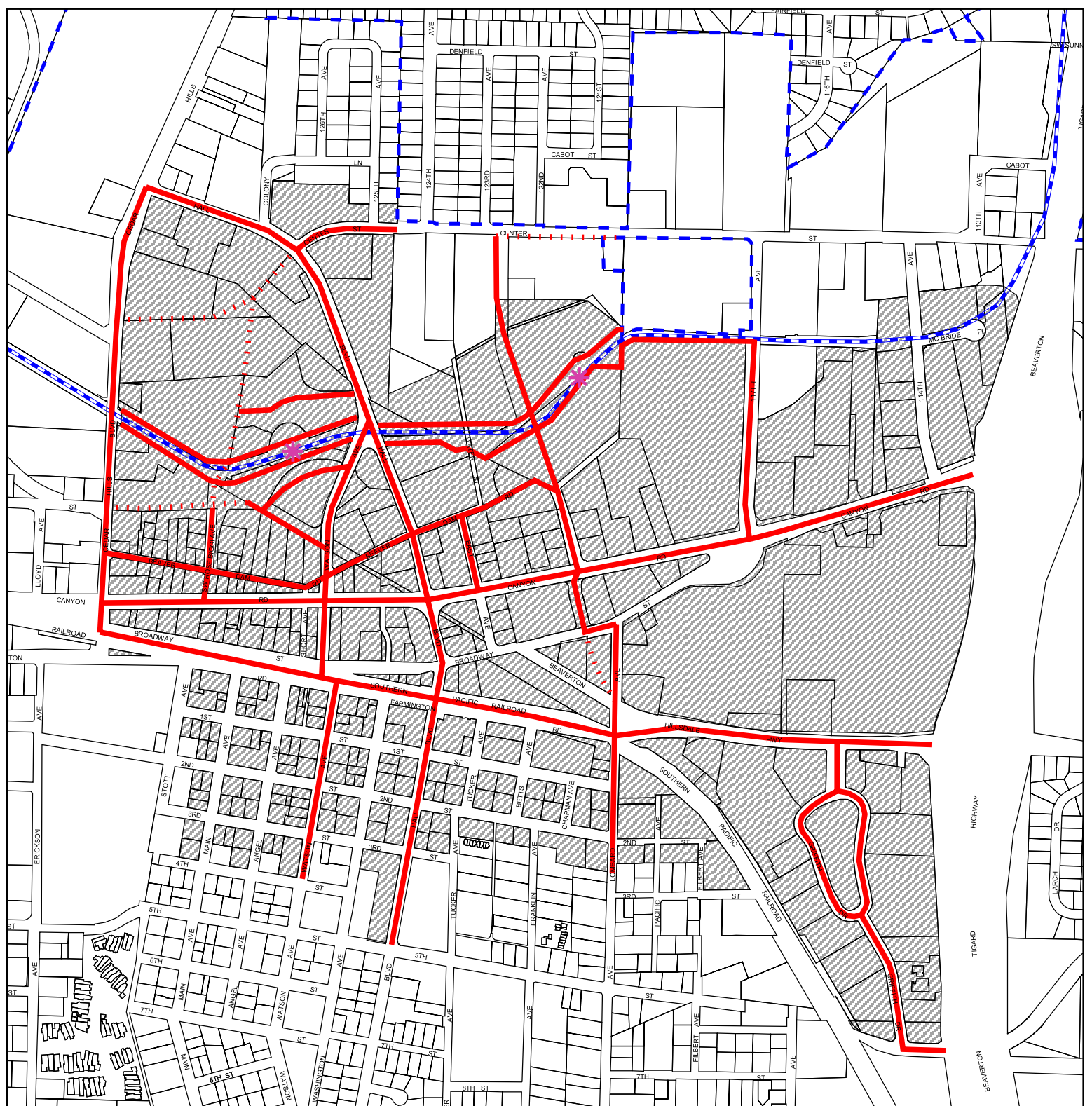
## LEGEND

NEIGHBORHOOD RESIDENTIAL DESIGNATIONS	CORRIDOR DESIGNATION
<ul style="list-style-type: none"> <li>Low Density (LD) 10,000 - 20,000 net sq. ft. per unit 4.4 - 2.3 units per net acre</li> <li>Standard Density (SD) 5,000 - 10,000 net sq. ft. per unit 8.7 - 4.5 units per net acre</li> <li>Medium Density (MD) 2,000 - 6,000 net sq. ft. per unit 21.8 - 7.4 units per net acre</li> <li>High Density (HD) 500 - 2,000 net sq. ft. per unit 87.0 - 21.9 units per net acre</li> </ul>	<ul style="list-style-type: none"> <li>Corridor-(COR)</li> </ul>
MIXED USE DESIGNATIONS	EMPLOYMENT DESIGNATION
<ul style="list-style-type: none"> <li>Regional Center (RC)</li> <li>Station Community (SC)</li> <li>Town Center (TC)</li> <li>Main Streets- (MS)</li> </ul>	<ul style="list-style-type: none"> <li>Employment Area- (EMP)</li> </ul>
Other Jurisdiction Designations	INDUSTRIAL DESIGNATION
<ul style="list-style-type: none"> <li>Regional Center Designation</li> <li>Station Community Designation</li> <li>Town Center Designation</li> </ul>	<ul style="list-style-type: none"> <li>Industrial Area- (IND)</li> </ul>
MISC.	MISC.
<ul style="list-style-type: none"> <li>Light Rail Stop</li> <li>Light Rail Line</li> <li>Urban Growth Boundary</li> <li>County Line</li> <li>Beaverton City Limits</li> <li>Future Annexations</li> <li>Other Jurisdictions</li> </ul>	<ul style="list-style-type: none"> <li>Light Rail Stop</li> <li>Light Rail Line</li> <li>Urban Growth Boundary</li> <li>County Line</li> <li>Beaverton City Limits</li> <li>Future Annexations</li> <li>Other Jurisdictions</li> </ul>

City of Beaverton staff identified boundaries of adopted or proposed mixed use design types including Regional Centers, Station Communities, and Town Centers, where they are available from other jurisdictions. Additional information may be added to this map as data is available from other jurisdictions. Inner and Outer Neighborhoods, Corridors and Main Streets, generally, are not available from the other jurisdictions at present.

**SOURCES:**  
METRO's Regional Land Information System (RLIS) - Current as of October 2002  
City of Beaverton Community Development Department - Current as of April 2003  
Washington County Taxation and Assessment - Current as of January 2003

**DISCLAIMER:**  
This map represents the best data available at the time of publication. While reasonable attempt has been made to insure that the information shown on this map is accurate, the City of Beaverton assumes no responsibility or liability for any errors or omissions.









GEOGRAPHIC INFORMATION SYSTEM

# MAP 20.20.60-1

## Major Pedestrian Routes

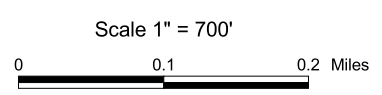
09/30/99

-  Light Rail Station
-  Future Major Pedestrian Routes
-  Major Pedestrian Routes
-  Light Rail line
-  Beaverton City Limits
-  Regional Center Zoning Districts

**SOURCES:**  
 METRO's Regional Land Information System (RLIS) - Current as of August 1999  
 Washington County Geographic Information System - Current as of November 1999  
 City of Beaverton Community Development Department - Current as of July 1999

**NOTES:**  
 This map represents the best available data at the time of publication. While every effort has been made to insure the accuracy of the information on this page, the City of Beaverton assumes no responsibility for any errors or omissions.

City of Beaverton



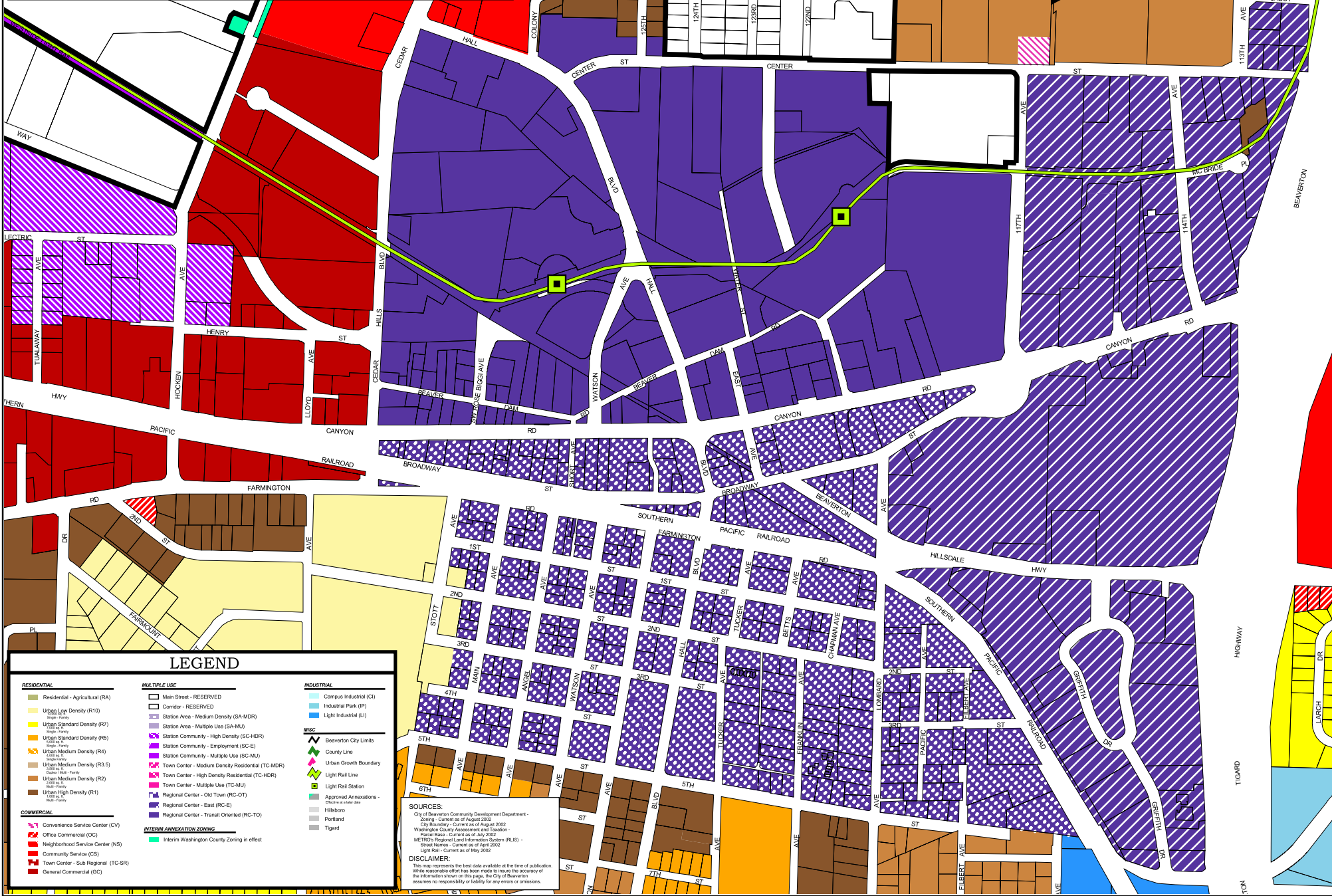


# Downtown Regional Center

Zoning  
August 2002

City of  
Beaverton

Scale 1" = 700'



## LEGEND

RESIDENTIAL	MULTIPLE USE	INDUSTRIAL
Residential - Agricultural (RA)	Main Street - RESERVED	Campus Industrial (CI)
Urban Low Density (R10) 5000 sq ft min	Center - RESERVED	Light Industrial (LI)
Urban Standard Density (R7) 5000 sq ft min	Station Area - Medium Density (SA-MDR)	
Urban Standard Density (R5) 5000 sq ft min	Station Area - Multiple Use (SA-MU)	
Urban Medium Density (R4) 5000 sq ft min	Station Community - High Density (SC-HDR)	
Urban Medium Density (R3.5) 5000 sq ft min	Station Community - Employment (SC-E)	
Urban Medium Density (R2) 5000 sq ft min	Station Community - Multiple Use (SC-MU)	
Urban High Density (R1) 5000 sq ft min	Town Center - Medium Density Residential (TC-MDR)	
	Town Center - High Density Residential (TC-HDR)	
	Town Center - Multiple Use (TC-MU)	
	Regional Center - Old Town (RC-OT)	
	Regional Center - East (RC-E)	
	Regional Center - Transit Oriented (RC-TO)	
		<b>MISC</b>
Convenience Service Center (CV)	Station Area - RESERVED	Beaverton City Limits
Office Commercial (OC)	Station Area - Multiple Use (SA-MU)	County Line
Neighborhood Service Center (NS)	Station Community - High Density (SC-HDR)	Urban Growth Boundary
Community Services (CS)	Station Community - Employment (SC-E)	Light Rail Line
Town Center - Sub Regional (TC-SR)	Station Community - Multiple Use (SC-MU)	Light Rail Station
General Commercial (GC)	Town Center - Medium Density Residential (TC-MDR)	Approved Annexations - Effective as of 1/1/02
	Town Center - High Density Residential (TC-HDR)	Hillsboro
	Town Center - Multiple Use (TC-MU)	Portland
	Regional Center - Old Town (RC-OT)	Tigard
	Regional Center - East (RC-E)	
	Regional Center - Transit Oriented (RC-TO)	
	<b>INTERIM ANNEXATION ZONING</b>	
	Interim Washington County Zoning in effect	

**SOURCES:**  
City of Beaverton Community Development Department - Zoning - Current as of August 2002  
City Boundary - Current as of August 2002  
Washington County Assessment and Taxation - Parcel Base - Current as of July 2002  
METRO Regional Land Information System (RLIS) - Street Names - Current as of April 2002  
Light Rail - Current as of May 2002

**DISCLAIMER:**  
This map represents the best data available at the time of publication. While responsible effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

# Beaverton Creek Station Community

---

Community Plan

# Beaverton Creek Station Community Community Plan Index

---

	Pg. #
Community Plan Context.....	3
Plan Text.....	5
Index Map.....	7
Comprehensive Plan Land Use Map .....	8
Zoning Map .....	9
Functional Classification Map.....	10
Major Pedestrian Route Map .....	11
Significant Natural Resources Map.....	12

Maps found in the Comprehensive Plan and the Development Code provide the basis for the mapped figures referenced in Community Plans. The Community Plan figures provide an expanded view of selected Comprehensive Plan and Development Code maps with a focus on a specific geographical area of the City. Community Plan figures include views of the Comprehensive Plan Land Use Map, the Transportation Functional Classification Map, the Significant Natural Resources Map, the Historic Resources map, the Development Code Zoning Map and Major Pedestrian Route Map. Amendments to these figures follow procedures specified within the document in which they are located. Community Plan figures will be administratively updated as amendments to the Comprehensive Plan and Development Code maps are adopted.

# Beaverton Creek Station Community

## Community Plan Context

---

The Beaverton Creek Station Community Community Plan is one of a number of City planning documents. These documents, when viewed in total, comprise the City's Comprehensive Plan. The intent of this context statement is to explore the relationship between this document and the other documents comprising the Comprehensive Plan.

The Beaverton Creek Station Community Community Plan applies to the area bordered by S.W. Jenkins Road to the north, S.W. Murray Boulevard and the railroad spur to the east, S.W. Millikan Boulevard to the south, and S.W. 153rd Drive to the west. This Community Plan includes one of several light rail station areas in Beaverton. This Community Plan describes policies and action statements specific to this particular geographic location. Fully understanding the Community Plan also requires review of the Comprehensive Plan for the general policies applicable to the City as a whole and the Beaverton Development Code and Engineering Design Standards.

The following documents comprise the City's Comprehensive Plan:

- Volume I - City of Beaverton Comprehensive Plan
- Volume II - Comprehensive Plan Background and Supporting Documents
- Volume III - Statewide Planning Goal 5 Inventory Documents
- Volume IV - Transportation System Plan
- Volume V - Community Plans

The City of Beaverton Comprehensive Plan is a policy document that serves as a policy framework for the other volumes of the Plan. Volume I, therefore, addresses the broad range of comprehensive planning and development issues with action statements to guide implementation of the policy directives.

Volume II - the Comprehensive Plan Background and Supporting Documents provides the demographic and economic data and forecasts for the City's Comprehensive Plan. It should be noted that these documents provide information supporting and guiding the development of the policy framework, however, the data is a snapshot in time and cannot be relied upon for future decision making without researching the data to ensure that conditions have not changed. Metro, the regional governing body in the Portland Metropolitan Area, provides much of the data informing the City's Comprehensive Plan policy making. Policies and regulations in Metro Functional Plans also direct some City policy decisions and regulations.

Volume III - Statewide Planning Goal 5 Inventory Documents includes the background and supporting documents, mapping and findings for the City's response to Statewide

Planning Goal 5. The documents include the following:

Significant Natural Resource Area Inventories

This document inventories applicable Statewide Planning Goal 5 resource areas and identifies "Significant" resources.

Historic Resources Inventory

This document identifies the City's Historic Resources, provides data regarding building typology, historical context, condition, and any significant events in Beaverton's history related to the building. Photographs are also included in the inventory. As an additional component to the City's historic resources, the City adopted a list of historic trees through the Historic Resource Review Committee, Planning Commission and City Council.

Volume IV - Transportation System Plan implements regional goals and policies and plans multimodal improvements for a 20 year period.

Volume V - Community Plans describe policies and action statements and map designations specific to a particular geographic location.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.

# Beaverton Creek Station Community Plan Text

---

***Community Plan Goal 1: Develop the Beaverton Creek Station Community to support light rail ridership, foster a sense of community, and respect the natural features adjacent to and within the Station Community.***

## **Policies:**

- a) Regulate new development in Station Communities and Station Areas to provide increased densities and employment to support a high level of transit service.

***Action 1:*** *In the Beaverton Creek Station Community, adopt and apply land use regulations that require development at a required minimum density of 24 dwelling units per net acre (du/acre). Residential uses shall be at a required minimum density of 30 dwelling units per net acre within 400 feet of the light rail station platform.*

***Action 2:*** *In the Beaverton Creek Station Community, adopt and apply land use regulations that require non-residential and multiple use development at a minimum floor-area ratio (FAR) of 0.5. Uses shall be at a required minimum FAR of 0.6 within 400 feet of the light rail station platform.*

***Action 3:*** *Adopt and apply land use regulations that require a minimum of 750 dwelling units within the Beaverton Creek Station Community.*

***Action 4:*** *Within the Beaverton Creek Station Community adopt land use regulations that provide for public access to the light rail station platform from and across Murray Boulevard to the Tektronix Campus (Map 1S1 09, Tax Lot # 700). Provide for public access to the LRT Station platform from and across Jenkins Road to NIKE World Headquarters (Map 1S1 5D, Tax Lot # 400). Provide for private or public access between S.W. 153<sup>d</sup> Drive and the light rail station platform. Access for pedestrians from Jenkins Road to the light rail station platform shall be direct to achieve a clear line of sight and the shortest walking distance.*

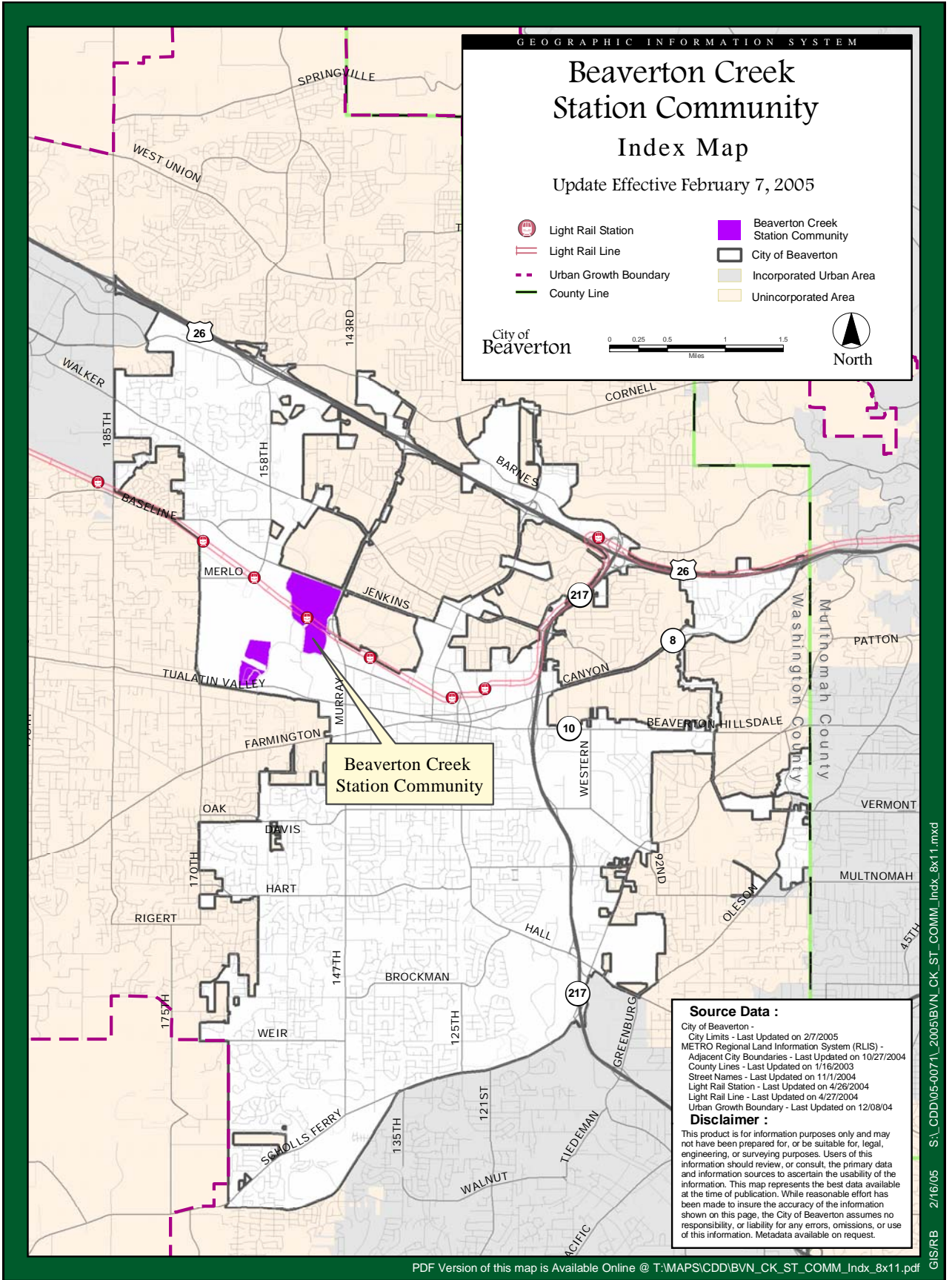
**Action 5:** *Require residential development at a minimum density of 20 dwelling units per net acre (du/acre), within the Beaverton Creek Station Community zoned as Station Area.*

**Action 6:** *Require non-residential and multiple use development at a minimum floor-area ratio (FAR) of 0.35 within the Beaverton Creek Station Community zoned as Station Area.*

- b) The grove of trees north of the light rail tracks in the Beaverton Creek Station Community has been identified as a Significant Grove of Trees. Protect clusters of significant trees within the Significant Grove of Trees.
- c) Within the Beaverton Creek Station Community, protected clusters of trees shall include specimens and groups of grand fir, Douglas fir, Oregon white oak, ponderosa pine, western red cedar and Oregon ash.
- d) Areas identified as Significant Natural Resource exist near the Beaverton Creek Station Community along Beaverton Creek, Cedar Mill Creek and at the THPRD Nature Park.
- e) Within the Beaverton Creek Station Community, protect trees and wetlands which will maintain hydrologic and wildlife relationships to these Significant Natural Resource areas.





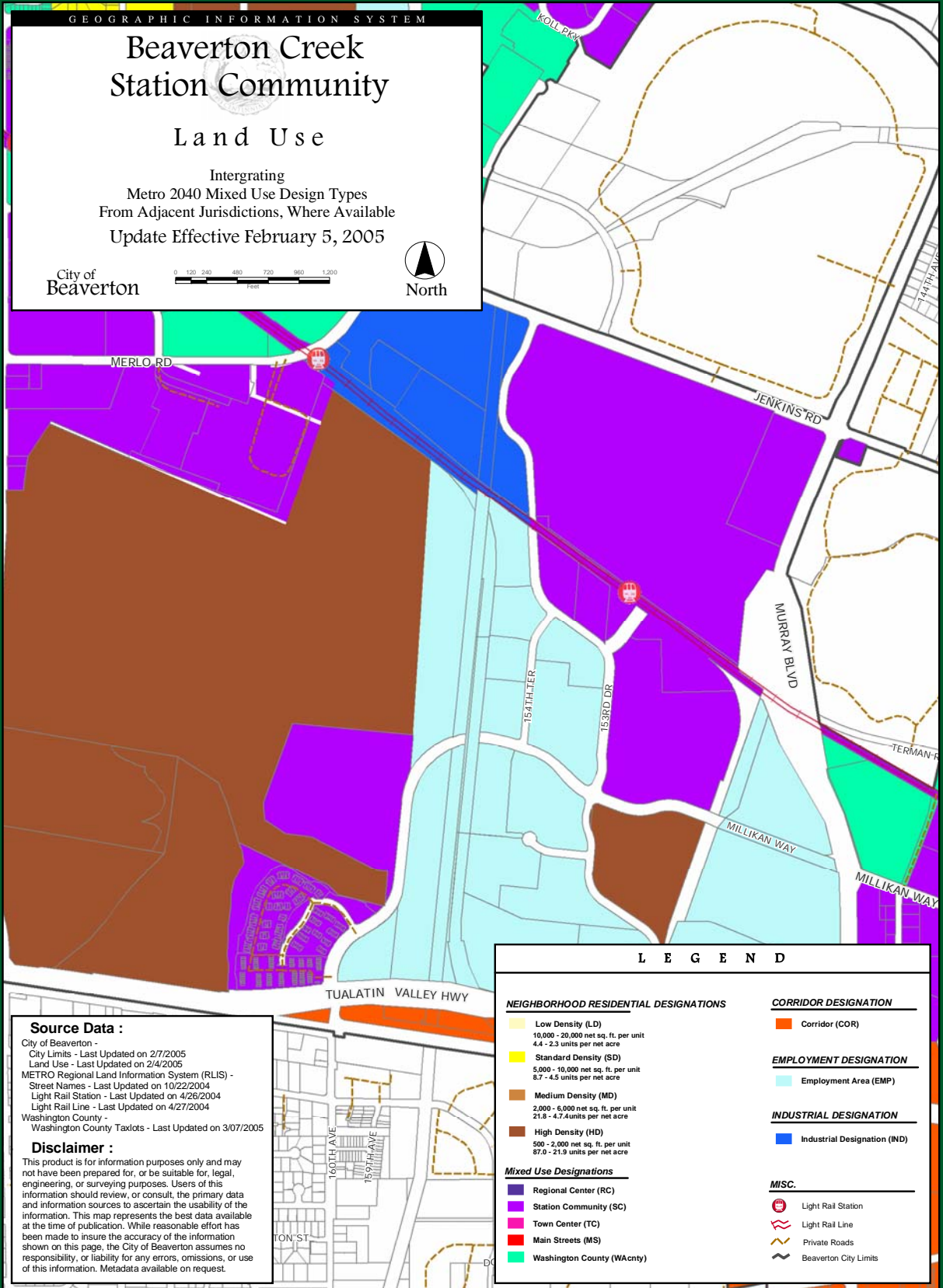


# Beaverton Creek Station Community

## Land Use

Integrating  
Metro 2040 Mixed Use Design Types  
From Adjacent Jurisdictions, Where Available  
Update Effective February 5, 2005

City of  
Beaverton



**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Land Use - Last Updated on 2/4/2005  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 3/07/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

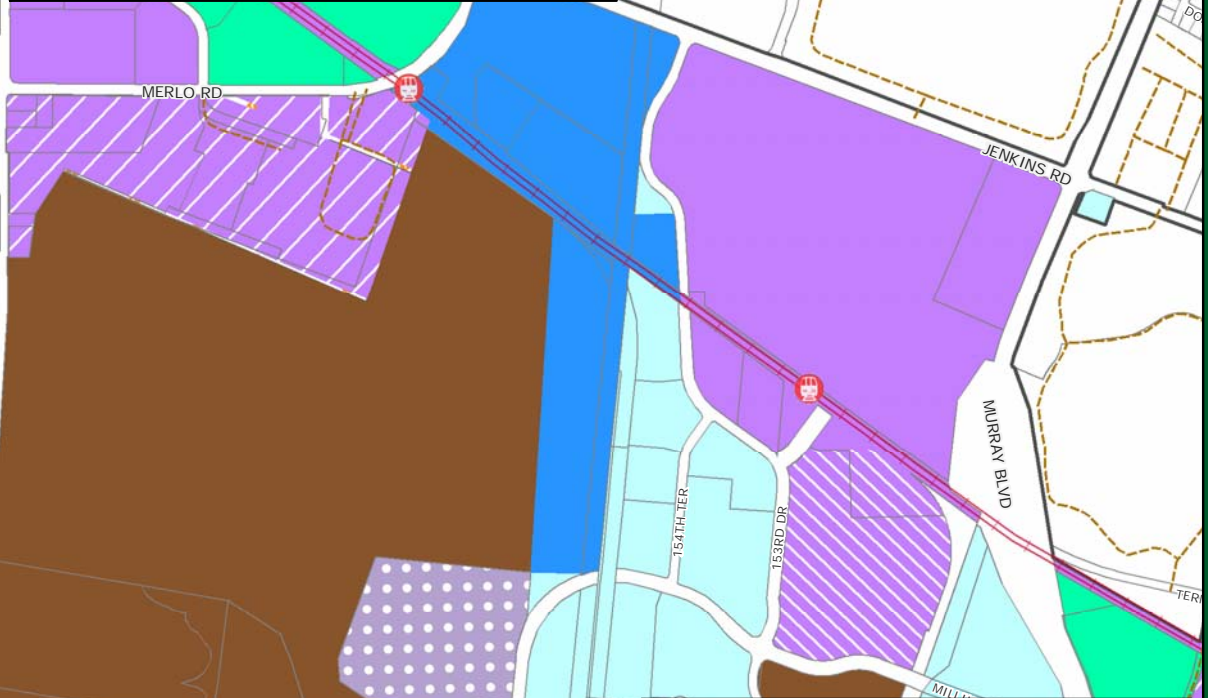
L E G E N D	
<b>NEIGHBORHOOD RESIDENTIAL DESIGNATIONS</b>	<b>CORRIDOR DESIGNATION</b>
<ul style="list-style-type: none"> <li>Low Density (LD) 10,000 - 20,000 net sq. ft. per unit 4.4 - 2.3 units per net acre</li> <li>Standard Density (SD) 5,000 - 10,000 net sq. ft. per unit 8.7 - 4.5 units per net acre</li> <li>Medium Density (MD) 2,000 - 6,000 net sq. ft. per unit 21.8 - 4.7 units per net acre</li> <li>High Density (HD) 500 - 2,000 net sq. ft. per unit 87.0 - 21.9 units per net acre</li> </ul>	<ul style="list-style-type: none"> <li>Corridor (COR)</li> </ul>
<b>Mixed Use Designations</b>	<b>EMPLOYMENT DESIGNATION</b>
<ul style="list-style-type: none"> <li>Regional Center (RC)</li> <li>Station Community (SC)</li> <li>Town Center (TC)</li> <li>Main Streets (MS)</li> <li>Washington County (WAcnty)</li> </ul>	<ul style="list-style-type: none"> <li>Employment Area (EMP)</li> </ul>
	<b>INDUSTRIAL DESIGNATION</b>
	<ul style="list-style-type: none"> <li>Industrial Designation (IND)</li> </ul>
	<b>MISC.</b>
	<ul style="list-style-type: none"> <li>Light Rail Station</li> <li>Light Rail Line</li> <li>Private Roads</li> <li>Beaverton City Limits</li> </ul>



# Beaverton Creek Station Community Zoning

Update Effective February 5, 2005

City of Beaverton

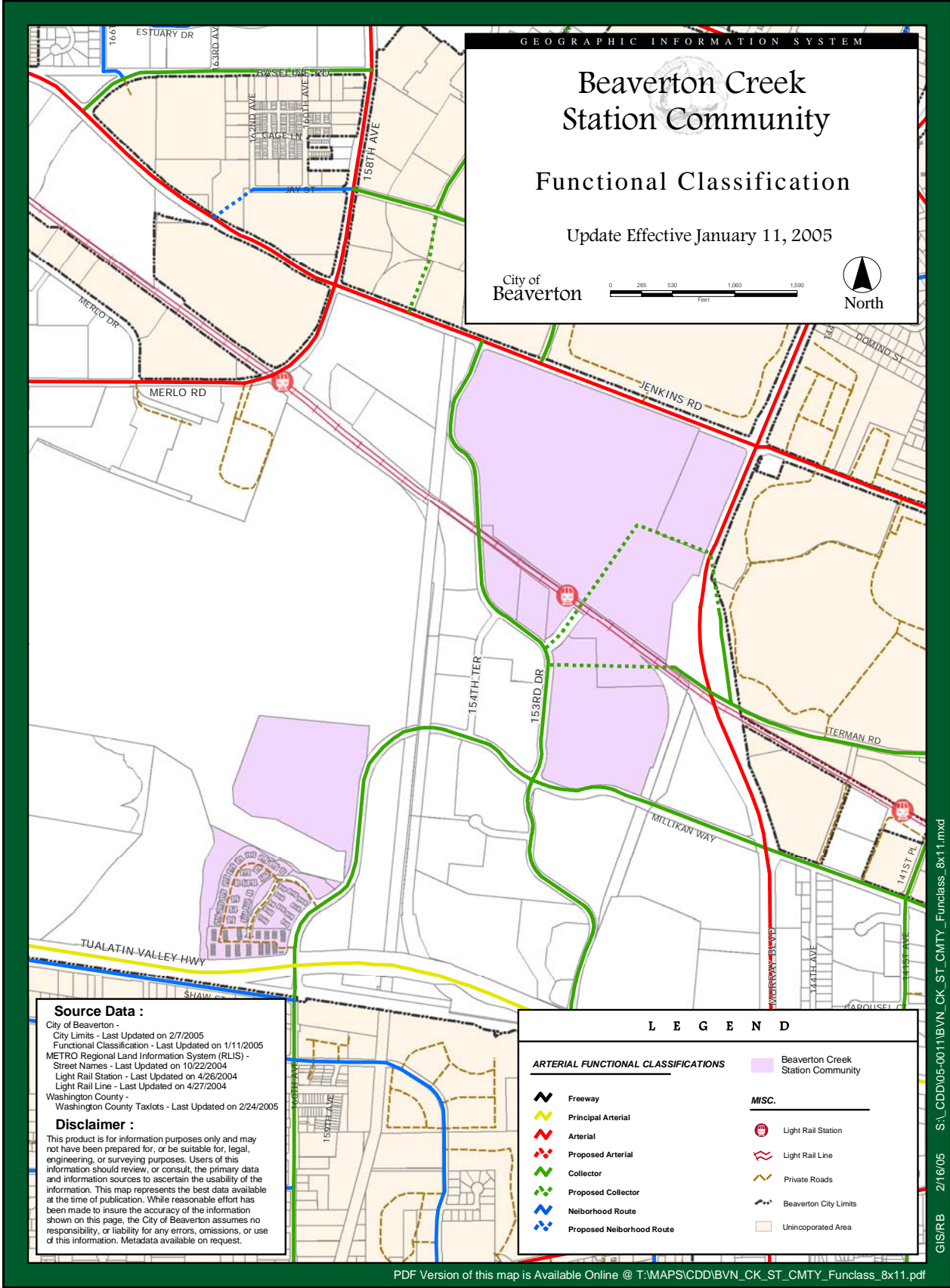


### LEGEND

RESIDENTIAL		MULTIPLE USE	
R10	Urban Low Density 10,000 sq. ft. - Single Family	Corridor - Multiple Use	C-MU
R7	Urban Standard Density 7,000 sq. ft. - Single Family	Station Area - Medium Density	SA-MDR
R5	Urban Standard Density 5,000 sq. ft. - Single Family	Station Area - Multiple Use	SA-MU
R4	Urban Medium Density 4,000 sq. ft. - Single Family	Station Community - High Density	SC-HDR
R3.5	Urban Medium Density 3,500 sq. ft. - Duplex / Multi-Family	Station Community - Employment	SC-E
R2	Urban Medium Density 2,000 sq. ft. - Multi-Family	Station Community - Multiple Use	SC-MU
R1	Urban High Density 1,000 sq. ft. - Multi-Family	Station Community - Sub Area	SC-SA
		Town Center - Med. Density Residential	TC-MDR
		Town Center - High Density Residential	TC-HDR
		Town Center - Multiple Use	TC-MU
		Regional Center - Old Town	RC-OT
		Regional Center - East	RC-E
		Regional Center - Transit Oriented	RC-TO
COMMERCIAL		INTERIM ANNEXATION ZONING	
CV	Convenience Service Center	Interim Washington County Zoning	
CS	Community Service	Approved Annexations - (Effective at a later date)	
OC	Office Commercial		
NS	Neighborhood Service Center	MISCELLANEOUS	
GC	General Commercial	Light Rail Station	
		Light Rail Line	
		Beaverton City Limits	
INDUSTRIAL			
CI	Campus Industrial		
IP	Industrial Park		
LI	Light Industrial		

**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Zoning - Last Updated on 2/4/2005  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 3/07/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.



*Map Unavailable at Present - Development Code Text Amendment is necessary to convert the text of the Comprehensive Plan into a map and link the Development Code references to the Development Code Major Pedestrian Route Map. (See note in Comprehensive Plan*

## Major Pedestrian Route Map

*Map Unavailable at Present*

# Significant Natural Resources Map

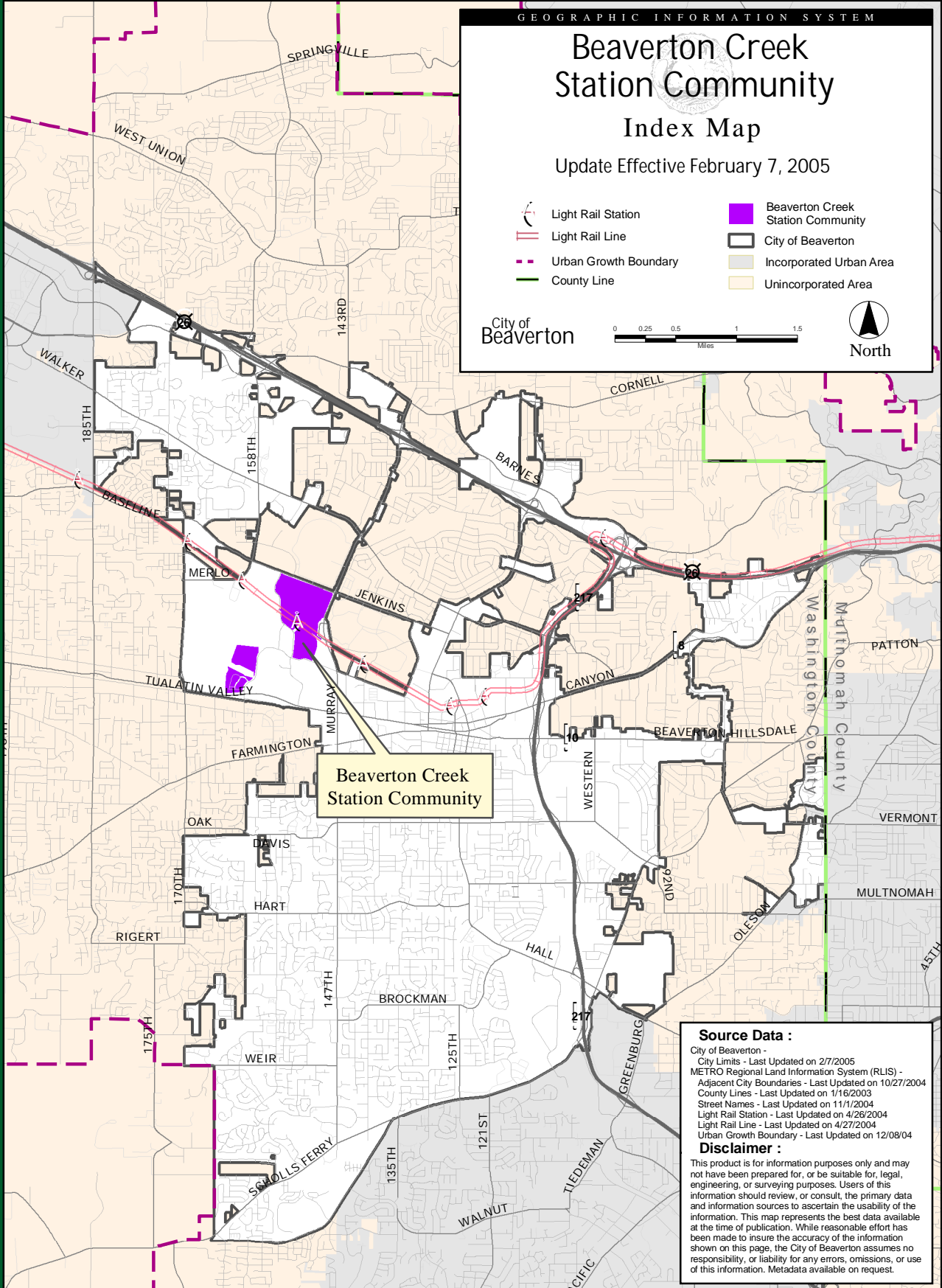
---

# Beaverton Creek Station Community Index Map

Update Effective February 7, 2005

-  Light Rail Station
-  Light Rail Line
-  Urban Growth Boundary
-  County Line
-  Beaverton Creek Station Community
-  City of Beaverton
-  Incorporated Urban Area
-  Unincorporated Area

City of Beaverton

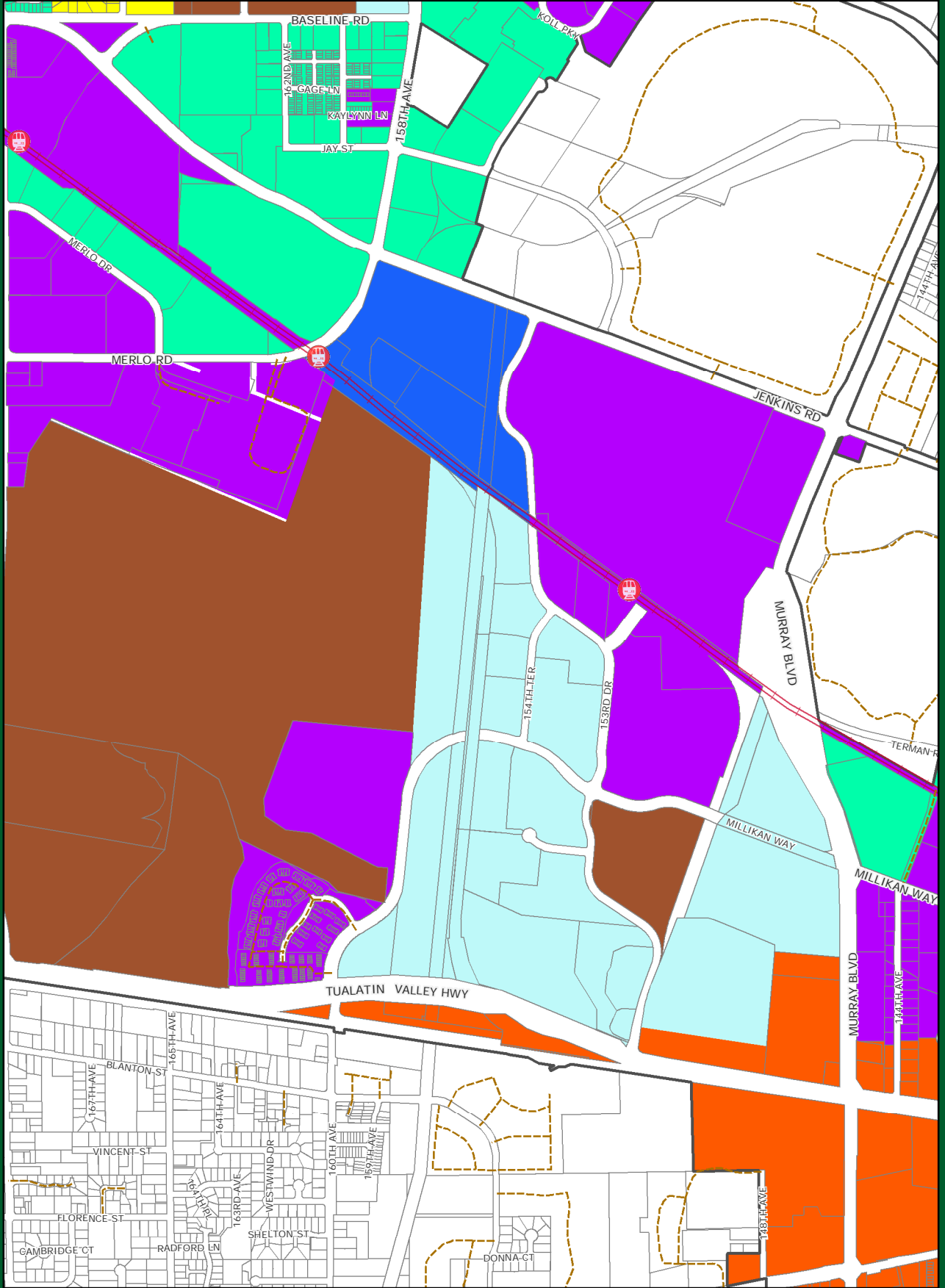


Beaverton Creek Station Community

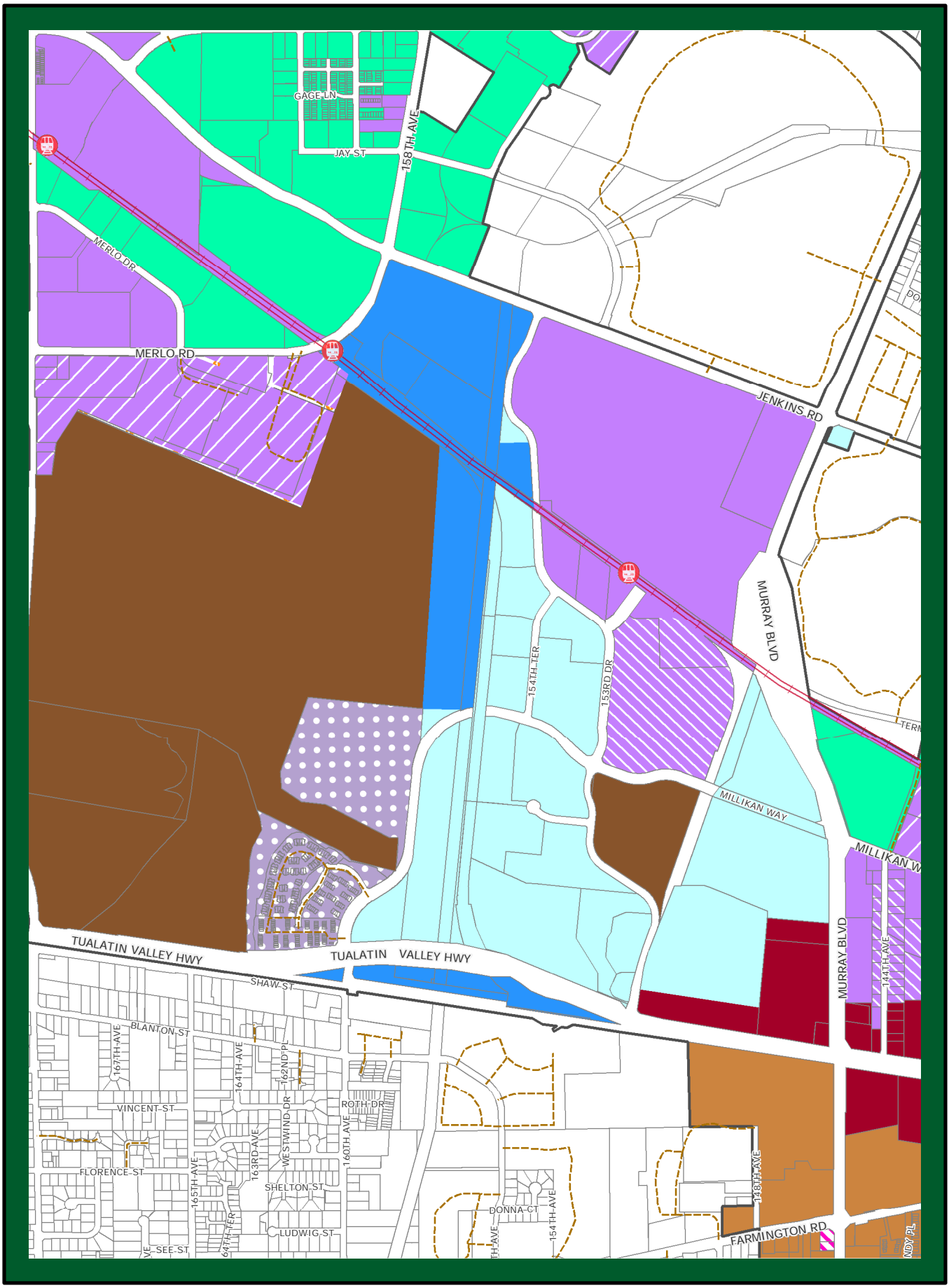
**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 METRO Regional Land Information System (RLIS) -  
 Adjacent City Boundaries - Last Updated on 10/27/2004  
 County Lines - Last Updated on 1/16/2003  
 Street Names - Last Updated on 11/1/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Urban Growth Boundary - Last Updated on 12/08/04

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.









# Merlo Station Community

---

Community Plan

# Merlo Station Community

## Community Plan Index

---

	Pg. #
COMMUNITY PLAN CONTEXT .....	2
COMMUNITY PLAN TEXT .....	4
LAND USE SUBAREAS FIGURE 1 .....	9
TRANSPORTATION CIRCULATION CONCEPT FIGURE 2.....	10
PALMER STREET RIGHT OF WAY FIGURE 3 .....	11
INDEX MAP .....	12
COMPREHENSIVE LAND USE MAP .....	13
ZONING MAP .....	14
FUNCTIONAL CLASSIFICATION MAP .....	15
MAJOR PEDESTRIAN ROUTE MAP .....	16
SIGNIFICANT NATURAL RESOURCES MAP .....	17

Maps found in the Comprehensive Plan and the Development Code provide the basis for the mapped figures referenced in Community Plans. The Community Plan figures provide an expanded view of selected Comprehensive Plan and Development Code maps with a focus on a specific geographical area of the City. Community Plan figures include views of the Comprehensive Plan Land Use Map, the Transportation Functional Classification Map, the Significant Natural Resources Map, the Historic Resources map, the Development Code Zoning Map and Major Pedestrian Route Map. Amendments to these figures follow procedures specified within the document in which they are located. Community Plan figures will be administratively updated as amendments to the Comprehensive Plan and Development Code maps are adopted.

# Merlo Station Community Community Plan Context

---

The Merlo Station Area Community Plan is one of a number of City planning documents. These documents, when viewed in total, comprise the City's Comprehensive Plan. The intent of this context statement is to explore the relationship between this document and the other documents comprising the Comprehensive Plan.

The Merlo Station Area Community Plan applies to the area bordered by SW Merlo Road to the north, SW 170<sup>th</sup> Avenue to the west, and the Tualatin Hills Park and Recreation District (THPRD) Nature Park to the south and east. The Plan includes the Merlo Light Rail Station, one of several light rail station areas in Beaverton. This Community Plan describes policies and action statements specific to this particular geographic location. Fully understanding the Community Plan also requires review of the Comprehensive Plan for the general policies applicable to the City as a whole, as well as the Beaverton Development Code and Engineering Design Standards.

The following documents comprise the City's Comprehensive Plan:

- Volume I - City of Beaverton Comprehensive Plan
- Volume II - Comprehensive Plan Background and Supporting Documents
- Volume III - Statewide Planning Goal 5 Inventory Documents
- Volume IV - Transportation System Plan
- Volume V - Community Plans

Volume I – The City of Beaverton Comprehensive Plan - is a policy document that serves as a policy framework for the other volumes of the Plan. Volume I, therefore, addresses the broad range of comprehensive planning and development issues with action statements to guide implementation of the policy directives.

Volume II – The Comprehensive Plan Background and Supporting Documents - provides the demographic and economic data and forecasts for the City's Comprehensive Plan. It should be noted that these documents provide information supporting and guiding the development of the policy framework, however, the data is a snapshot in time and cannot be relied upon for future decision making without researching the data to ensure that conditions have not changed. Metro, the regional governing body in the Portland Metropolitan area, provides much of the data informing the City's Comprehensive plan policy making. Policies and regulations in the Metro Functional Plans also direct some City policy decisions and regulations.

Volume III – Statewide Planning Goal 5 Inventory Documents - includes the background and supporting documents, mapping and findings for the City's response to Statewide Planning Goal 5. The documents include the following:

- Significant Natural Resource Area Inventories
  - This document includes inventories of applicable Statewide Planning Goal 5 resource areas and identifies "significant" resources.

#### Historic Resources Inventory

This document identifies the City's Historic Resources, provides data regarding the building typology, historical context, condition, and any significant events in Beaverton's history related to the building. Photographs are also included in the inventory. As an additional component to the City's historic resources, the City adopted a list of historic trees through the Historic Resource Review Committee, Planning Commission and City Council.

Volume IV – Transportation System Plan – implements regional goals and policies and plans multimodal improvements for a 20 year period.

Volume V – Community Plans – describe policies and action statements and map designations specific to particular geographic locations.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.

# Merlo Station Community

## Community Plan Text

---

*Community Plan Goal 1: Develop the Merlo Station Community to support light rail ridership by increasing the intensity of the adjacent land uses while recognizing the current land uses and the land and building investments already made by the property owners within the community plan area.*

### **Policies:**

- a) Regulate new development in the Merlo Station Community to support a high level of transit service as the area redevelops, while allowing existing uses to continue without restrictions.

***Action 1:** Adopt and apply standards that will reduce the likelihood that new non-transit supportive land uses will be established, but will allow the current land uses to continue without becoming non-conforming uses.*

***Action 2:** Adopt and apply land use regulations that restrict some non-transit supportive land uses, such as mini-storage facilities, salvage yards and heavy equipment sales, while allowing the continuance of existing industrial activities.*

- b) Encourage major property owners in the area to work cooperatively to reduce the amount of land devoted to parking lots and other low intensity uses.

***Action 1:** Encourage TriMet, Beaverton School District, Clean Water Services, and Verizon to create a master plan for the use of their properties that will reduce the land devoted to equipment, vehicle storage, parking spaces and low intensity buildings.*

***Action 2** Encourage the use of a Planned Unit Development for Master Plans that propose to phase development.*

- c) Within the Merlo Station Area, adopt a goal of an average of 45 employees per acre, or 2160 employees in this 48-acre area.

***Action 1:** Within the Merlo Station Area, adopt and apply land use regulations that require new development to meet minimum floor area ratios, ranging from 0.35 to 0.5 within specific mapped areas of the Community Plan.*

**Action 2:** *Within appropriate areas of the Merlo Station Community, adopt and apply land use regulations that establish minimum building heights, maximum number of parking spaces, and similar regulations. The regulations would provide the opportunity for development closest to the transit station and Merlo Road to develop as a transit-oriented employment area.*

**Community Plan Goal 2:** *Respect the natural features adjacent to the Merlo Station Area by protecting the Tualatin Hills Nature Park (Nature Park) from negative impacts associated with the adjacent industrial and commercial development.*

**Policies:**

- a) Regulate new development in the Merlo Station Area to minimize the impacts of lighting, noise, and storm water run-off on the Nature Park.

**Action 1:** *Apply performance standards to development in the Community Plan area that reduce the impacts of lighting, noise, vibration and other potentially negative occurrences on the Nature Park.*

**Action 2:** *Apply storm water quality and quantify standards to any new development so that storm water runoff from buildings and parking lots within the study area does not negatively affect the water quality or hydrology of the Nature Park.*

**Action 3:** *Limit use of the 30-foot wide Palmer Street right-of-way for landscaping and storm water facilities, even if the City vacates it.*

**Action 4:** *Encourage TriMet and the Unified Sewerage Agency to improve storm water runoff quality entering Cedar Mill Creek by constructing a water quality facility within the Merlo Station Area.*

**Community Plan Goal 3:** *Guide land development within the Merlo Station Area so that it encourages pedestrian, bicycle and transit travel.*

**Policies:**

- a) Regulate new development in the Merlo Station area so that it becomes more pedestrian and bicycle “friendly”.

**Action 1:** *Improve the safety and attractiveness of the pedestrian and bicycle facilities along SW Merlo Road and SW 170<sup>th</sup> Avenue leading to the Merlo Light Rail Station to encourage walking and bicycling to and from the transit station.*

**Action 2:** *Construct a pedestrian/bicycle trail from the Merlo Station to the PGE Operations site along the east side of the railroad tracks adjacent to the Merlo Station Area. Since this trail crosses wetlands, construct the trail in a manner that minimizes negative impacts to the wetlands.*

**Action 3:** *Develop and apply standards that will require multi-use path connections between adjoining parking lots or land uses so that pedestrians and bicyclists can move easily and conveniently between buildings and other land uses within the Merlo Station Area, except where security concerns require limited access.*

**Action 4:** *Designate SW Merlo Road as a Major Pedestrian Route, and apply the Major Pedestrian Route standards to new development to encourage safe, convenient, and pleasant pedestrian and bicycle travel.*

These standards include, but are not limited to requiring building locations within 10 feet of the sidewalk, requiring 50% of the street frontage to be occupied by buildings rather than parking lots, and requiring that a minimum of 50% of the first floor wall on the side of a building facing the street be windows and doorways, and requiring that a primary building entrance face the street.

**Action 5:** *Develop and apply standards that allow limited retail use within the areas close to the transit station and the pedestrian street.*

Intensive areas of specialty retail shops and activities, and amenities such as benches, kiosks, plazas, public art, and outdoor cafes create an appealing pedestrian environment.

**Community Plan Goal 4:** *Improve the public roads adjacent to the Merlo Station Area for vehicular, pedestrian and bicycle safety and convenience.*

**Policies:**

- a) Support the Transportation System Plans of the City, County and Region.

**Action 1:** *In compliance with both the City and County regulations, prepare an access management plan for SW Merlo Road and SW 170<sup>th</sup> Avenue to substantiate the access points identified in the Merlo Station Area Plan Technical Reports as shown on the Transportation Circulation Concept Plan (Figure 2).*

**Action 2:** *Incorporate the local street plan substantiated under Action 1 into the City Transportation System Plan.*



**Action 3:** Reduce the number of private driveways onto both SW 170<sup>th</sup> Avenue and SW Merlo Road by creating new internal streets and requiring new development to take its access off these streets.

**Action 4:** When warrants are met, plan for a new signalized intersection at SW Merlo Road and SW Merlo Drive that will become the main access for the TriMet maintenance area and the Beaverton School District administrative building.

- b) Designate and develop SW Merlo Road and SW 170<sup>th</sup> Avenue in a manner that is appropriate for an area near a light rail station, where increased pedestrian and bicycle travel is expected.

**Action 1:** Encourage Washington County to adopt a boulevard standard for streets that serve light rail station areas, and apply this standard to SW Merlo Road. This standard should include bicycle and pedestrian facilities, street trees and other landscaping, pedestrian scale lighting, pedestrian scale signage, and pedestrian amenities such as benches. The street design should not include parking on either side, but should include a landscaped center median. Acknowledging SW Merlo Road is an arterial road planned for heavy traffic volumes, ensure its design balances its pedestrian and transit orientation with its planned function as a five-lane arterial road.

**Action 2:** Develop and apply standards for SW 170<sup>th</sup> Avenue that encourage pedestrian and bicycle travel, including sidewalks and multi-use paths.

- c) Provide safe crossings of arterials for pedestrians and bicyclists.

**Action 1:** Improve the existing signalized intersection at SW 170<sup>th</sup> Avenue and SW Merlo Road.

**Action 2:** When warrants are met, provide a signalized pedestrian crossing at SW Merlo Road and SW Merlo Drive.

**Action 3:** If the existing signalized entrance into the TriMet maintenance area is moved, retain a pedestrian crossing at SW Merlo Road near the transit station.

**Community Plan Goal 5: Retain and enhance the aesthetic qualities of the Merlo Station Area.**

**Policy**

- a). The Merlo Station Area, and particularly SW Merlo Road, is characterized by trees, a limited number of signs, signs that are monument style rather than pole style, a limited number of driveways (particularly on the north side of SW Merlo

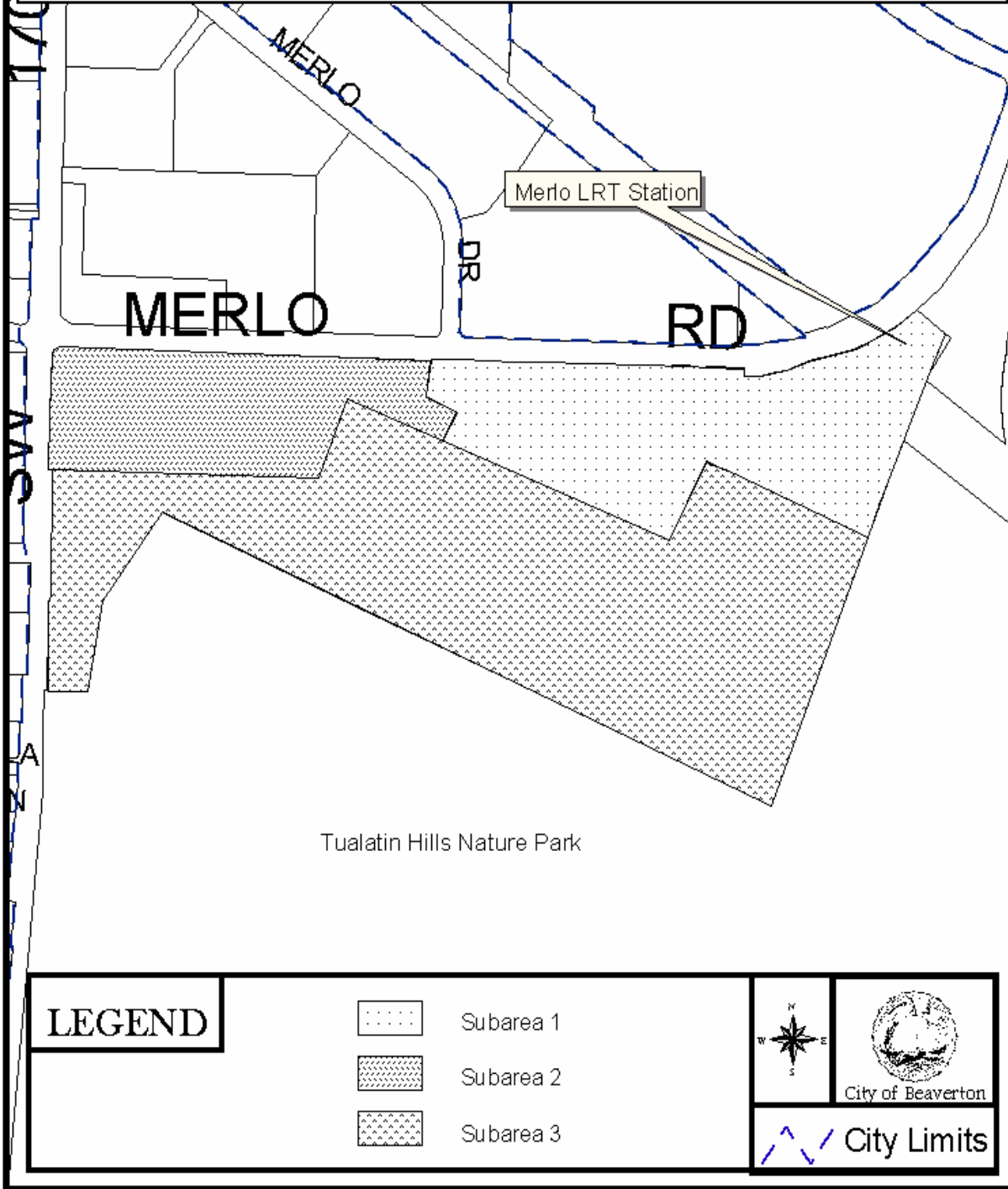
Road) and landscaping around some of the buildings. This aesthetic character should be retained as development and street widening occurs.

**Action 1:** *Adopt and apply sign standards for this area that restricts pole signs, and limits the number and size of freestanding signs.*

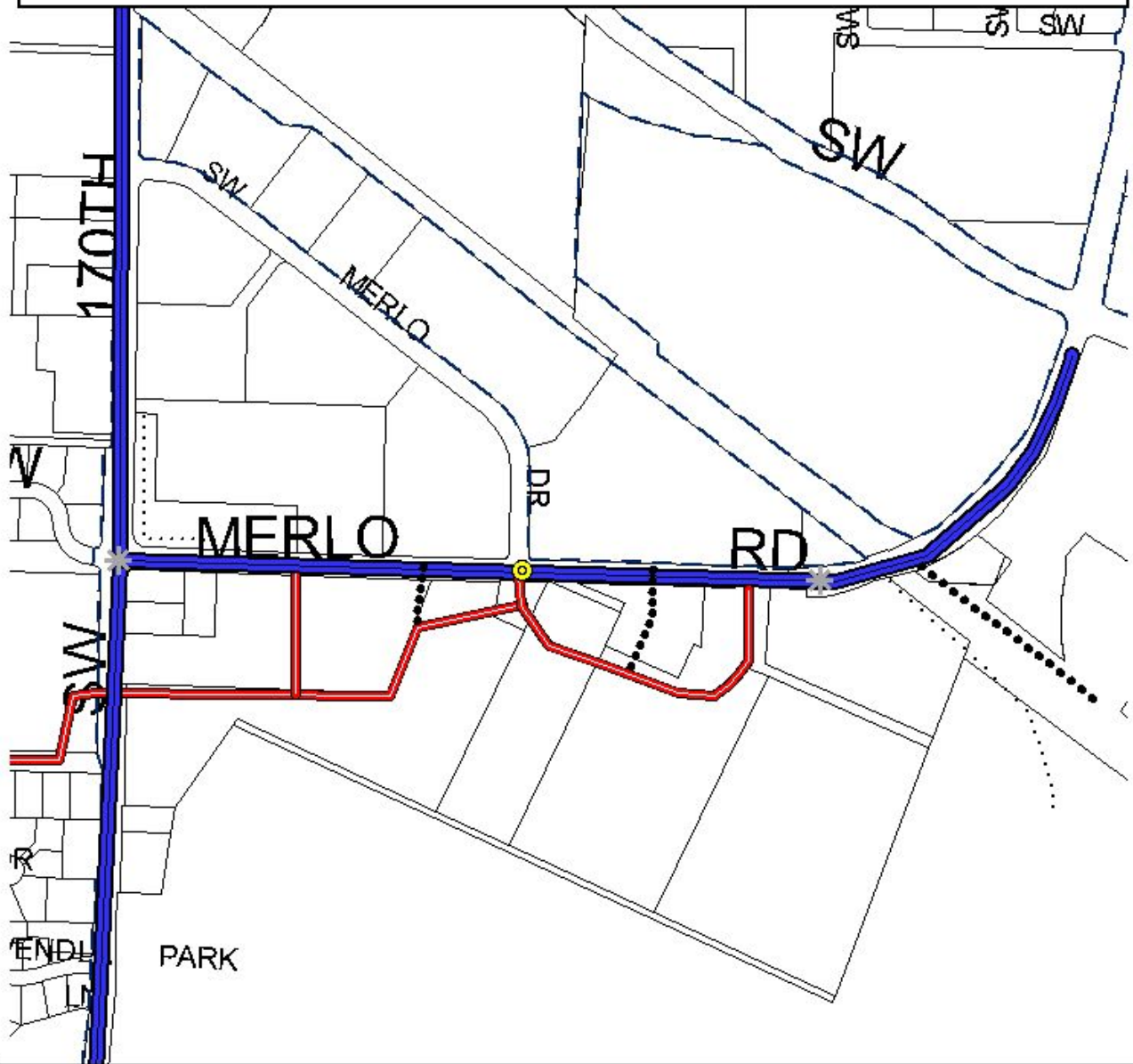
**Action 2:** *Adopt and apply standards for parking lot landscaping, and landscaping between the sidewalks and the parking lots or buildings, that will mitigate loss of trees and landscaping due to development and road widening.*

**Action 3:** *Encourage PGE to donate its 0.4-acre stand of fir trees on the north side of SW Merlo Road as a public park, or otherwise commit to keep it in its natural state as an amenity to the area.*

# Merlo Station Community Plan Figure 1 Land Use Subarea Map

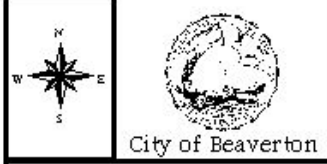


# Merlo Station Community Plan Figure 2 Transportation Circulation Concept Map

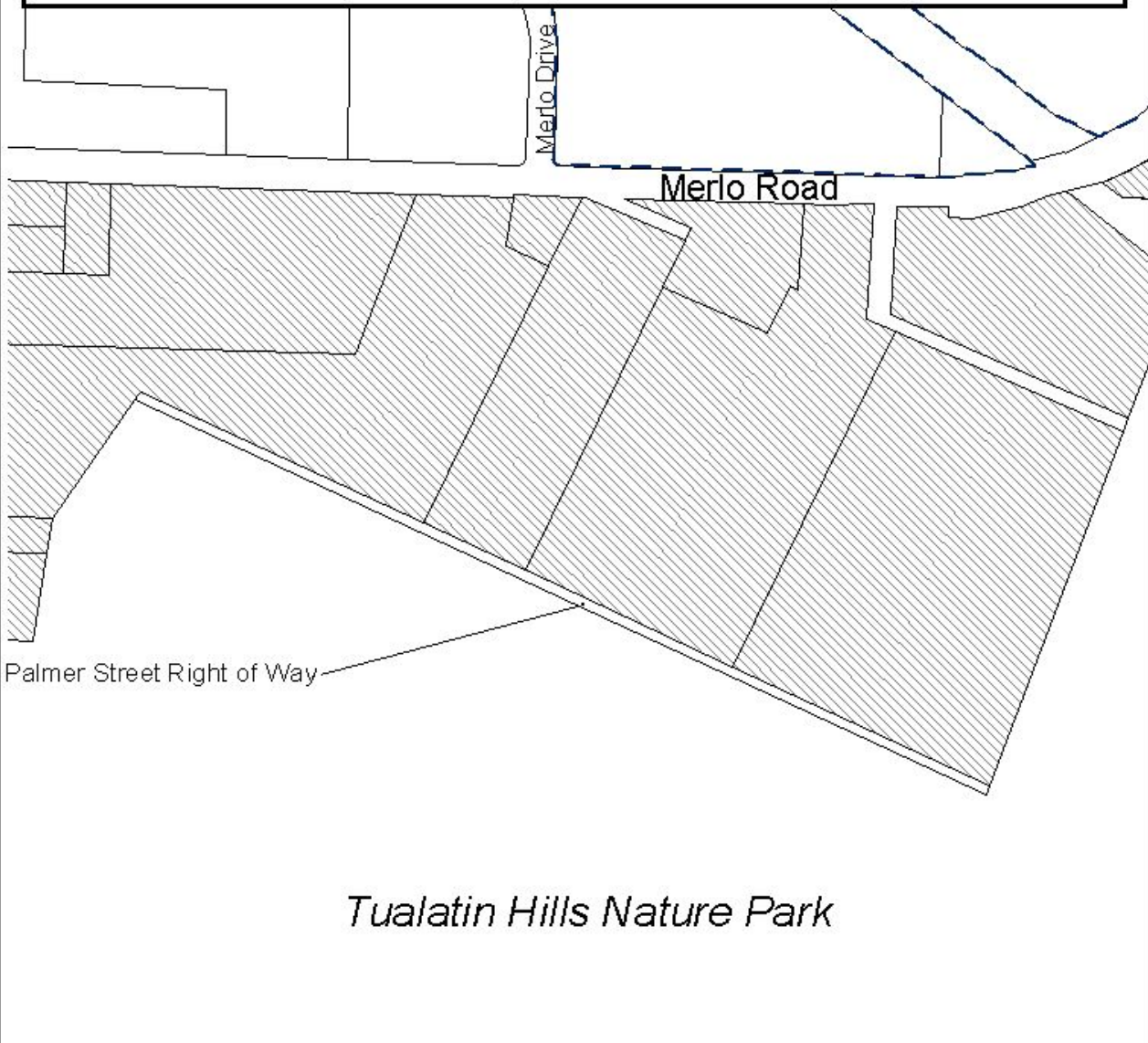


## LEGEND

-  Proposed Signaled Crossing
-  Existing Signaled Crossing
-  Arterial
-  Local Access Street with sidewalks
-  Existing Trails
-  Proposed Multiuse Path Connections



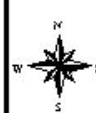
# Merlo Station Community Plan Figure 3 Palmer Street Right of Way



## LEGEND



Merlo Station Community Area



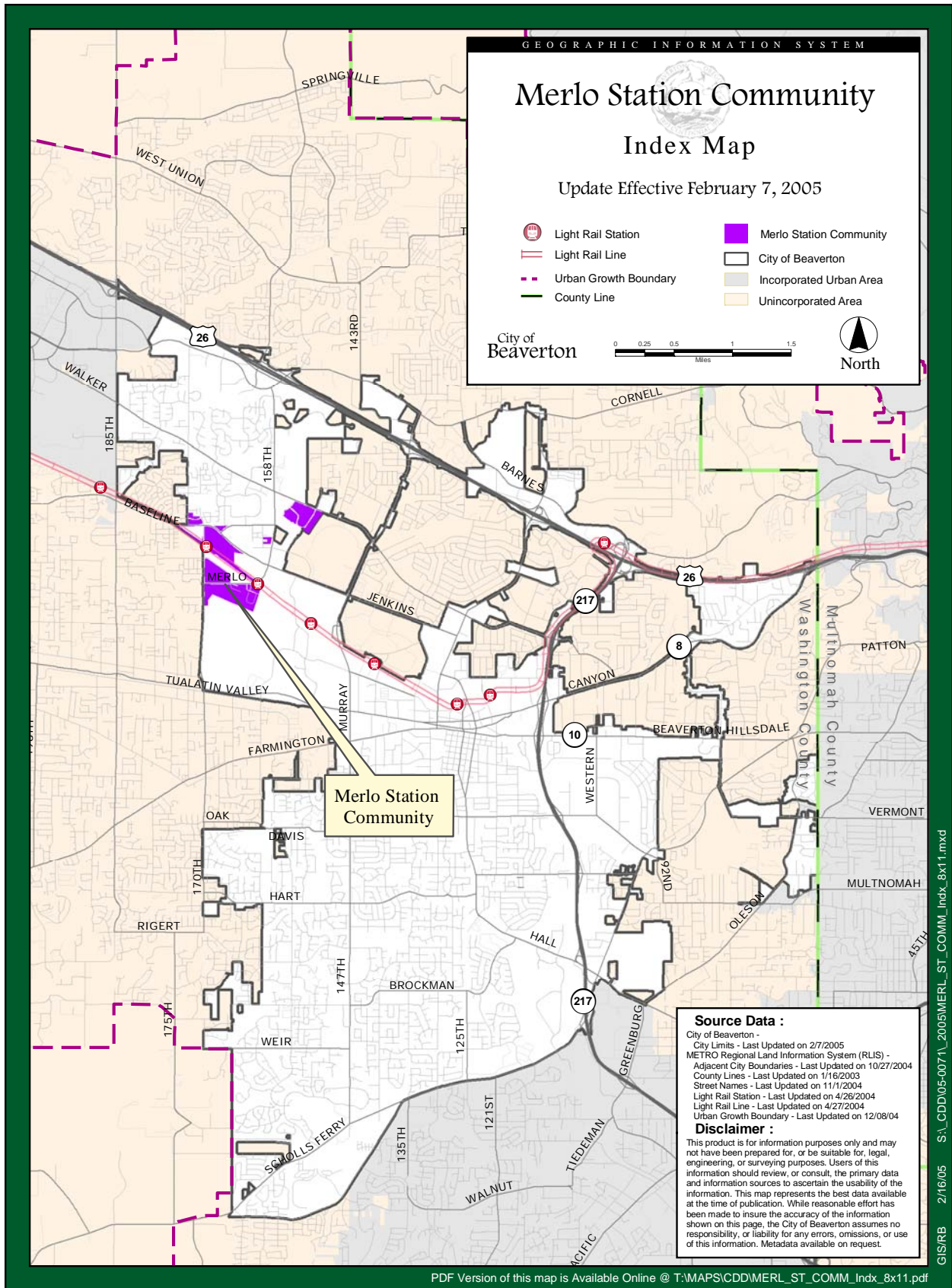
City of Beaverton

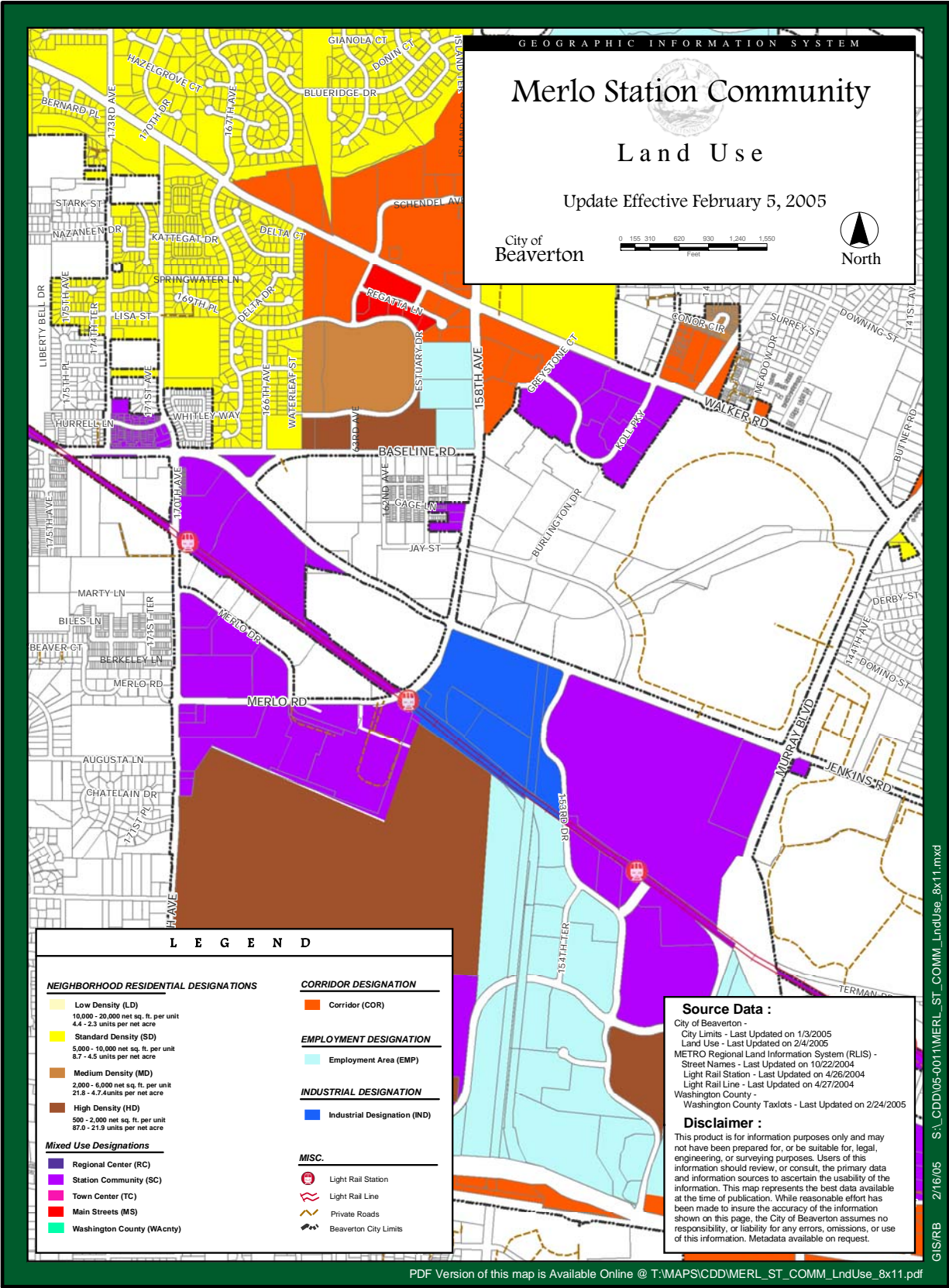


City Limits

May 07, 2001







# Merlo Station Community

## Land Use

Update Effective February 5, 2005

City of  
Beaverton

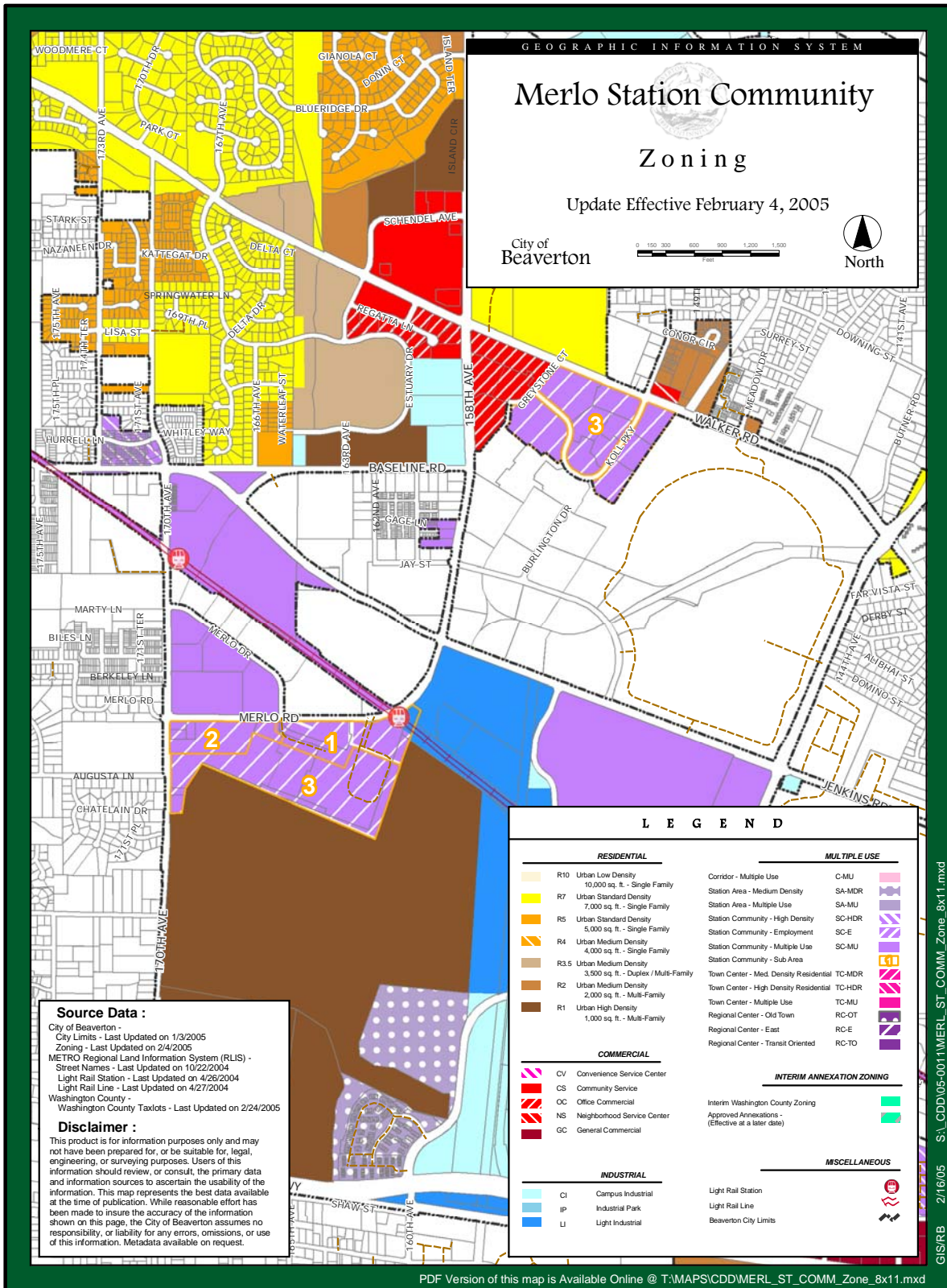


LEGEND	
<b>NEIGHBORHOOD RESIDENTIAL DESIGNATIONS</b>	
	Low Density (LD) 10,000 - 20,000 net sq. ft. per unit 4.4 - 2.3 units per net acre
	Standard Density (SD) 5,000 - 10,000 net sq. ft. per unit 6.7 - 4.5 units per net acre
	Medium Density (MD) 2,000 - 6,000 net sq. ft. per unit 21.8 - 4.7 units per net acre
	High Density (HD) 500 - 2,000 net sq. ft. per unit 87.0 - 21.9 units per net acre
<b>Mixed Use Designations</b>	
	Regional Center (RC)
	Station Community (SC)
	Town Center (TC)
	Main Streets (MS)
	Washington County (Wacnty)
<b>CORRIDOR DESIGNATION</b>	
	Corridor (COR)
<b>EMPLOYMENT DESIGNATION</b>	
	Employment Area (EMP)
<b>INDUSTRIAL DESIGNATION</b>	
	Industrial Designation (IND)
<b>MISC.</b>	
	Light Rail Station
	Light Rail Line
	Private Roads
	Beaverton City Limits

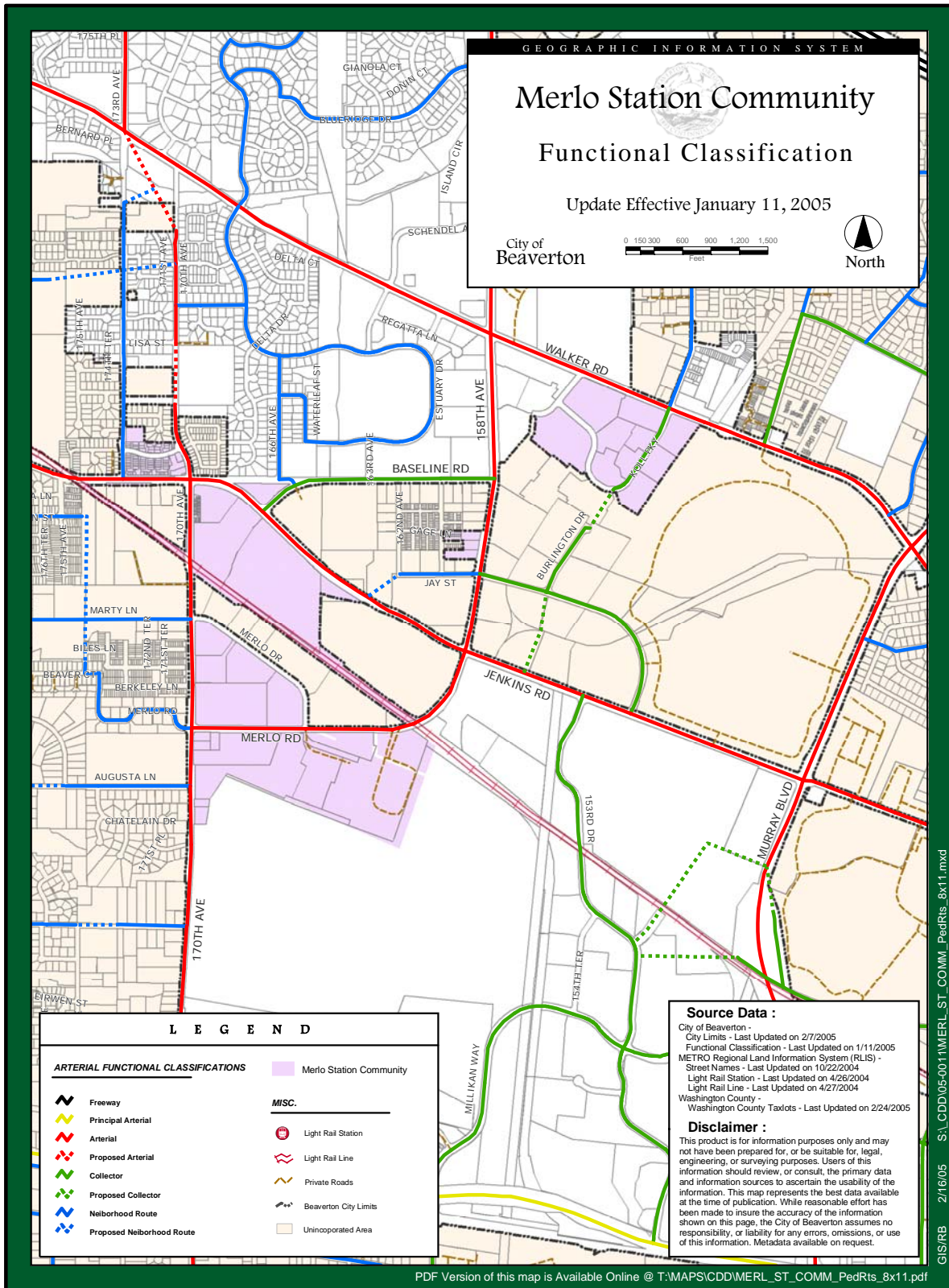
**Source Data :**  
 City of Beaverton - City Limits - Last Updated on 1/3/2005  
 City of Beaverton - Land Use - Last Updated on 2/4/2005  
 METRO Regional Land Information System (RLIS) - Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County - Washington County Taxlots - Last Updated on 2/24/2005

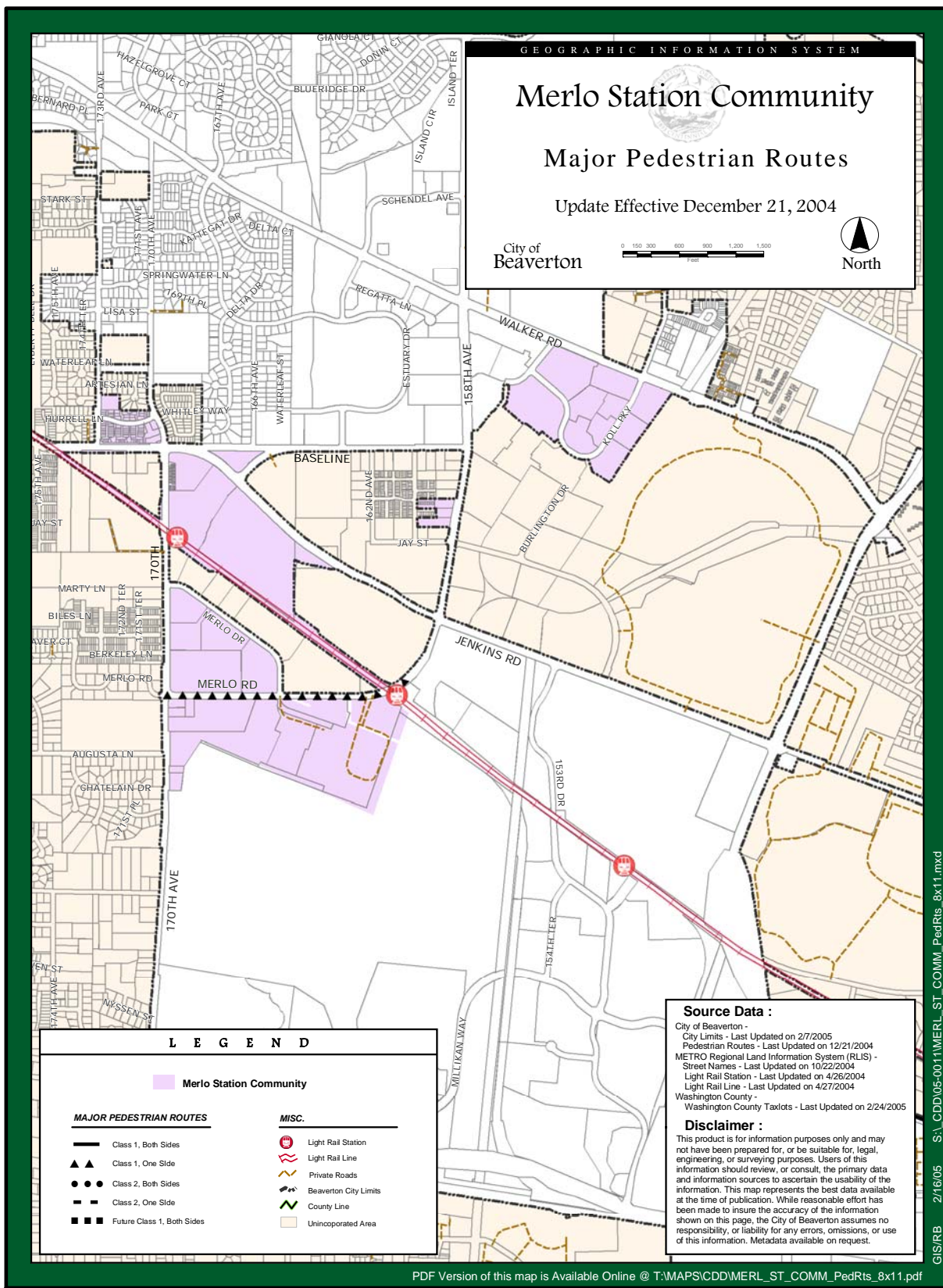
**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.









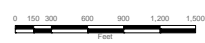


# Merlo Station Community

## Major Pedestrian Routes

Update Effective December 21, 2004

City of Beaverton



### LEGEND

 Merlo Station Community	
<b>MAJOR PEDESTRIAN ROUTES</b>	
	Class 1, Both Sides
	Class 1, One Side
	Class 2, Both Sides
	Class 2, One Side
	Future Class 1, Both Sides
<b>MISC.</b>	
	Light Rail Station
	Light Rail Line
	Private Roads
	Beaverton City Limits
	County Line
	Unincorporated Area

**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Pedestrian Routes - Last Updated on 12/21/2004  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 2/24/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

# Significant Natural Resources Map

*(Map not available at present)*

---

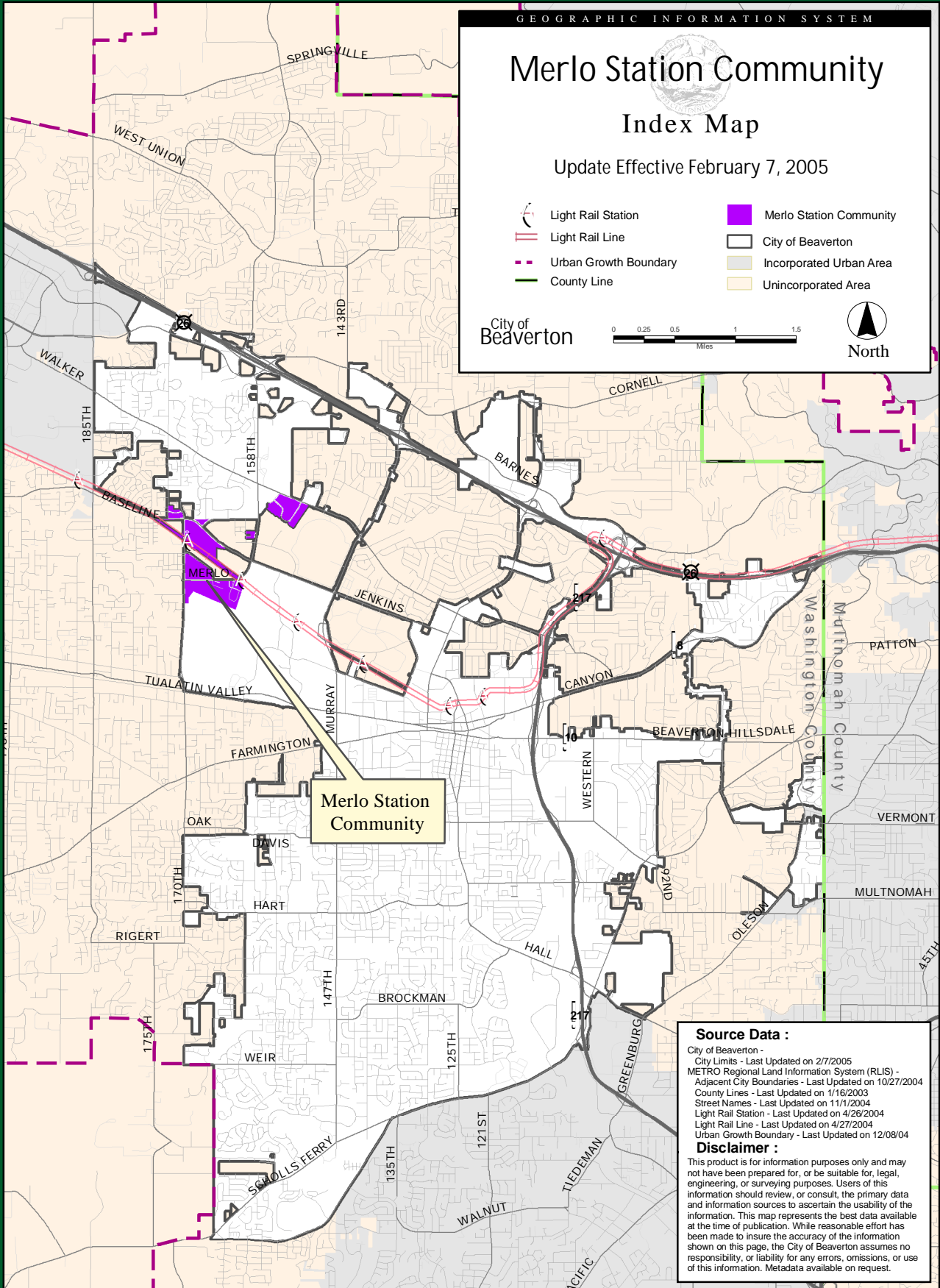


# Merlo Station Community Index Map

Update Effective February 7, 2005

-  Light Rail Station
-  Light Rail Line
-  Urban Growth Boundary
-  County Line
-  Merlo Station Community
-  City of Beaverton
-  Incorporated Urban Area
-  Unincorporated Area

City of  
Beaverton



Merlo Station  
Community

### Source Data :

City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 METRO Regional Land Information System (RLIS) -  
 Adjacent City Boundaries - Last Updated on 10/27/2004  
 County Lines - Last Updated on 1/16/2003  
 Street Names - Last Updated on 11/1/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Urban Growth Boundary - Last Updated on 12/08/04

### Disclaimer :

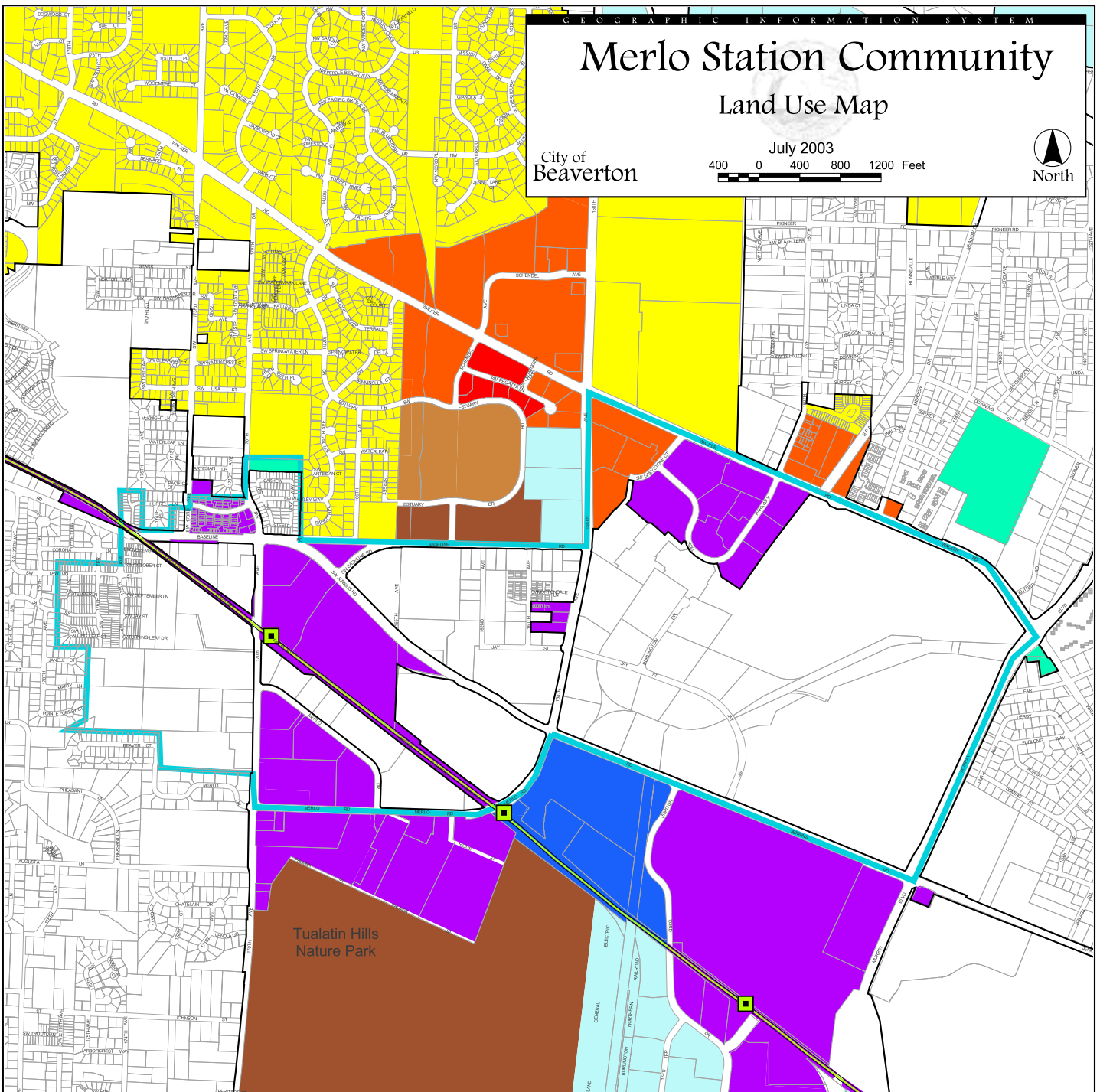
This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

# Merlo Station Community Land Use Map

City of  
Beaverton

July 2003

400 0 400 800 1200 Feet



City of Beaverton staff identified boundaries of adopted or proposed mixed use design types including Regional Centers, Station Communities, and Town Centers, where they are available from other jurisdictions. Additional information may be added to this map as data is available from other jurisdictions. Inner and Outer Neighborhoods, Corridors and Main Streets, generally, are not available from the other jurisdictions at present.

**SOURCES:**  
METRO's Regional Land Information System (RLIS) - Current as of April 2003  
City of Beaverton Community Development Department - Current as of July 2003  
Washington County Geographic Information System - Current as of July 2003

**NOTES:**  
This map represents the best data available at the time of publication. While every attempt has been made to insure that the information shown on this map is accurate, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

## LEGEND

### NEIGHBORHOOD RESIDENTIAL DESIGNATIONS

- Low Density (LD)  
10,000 - 20,000 net sq. ft. per unit  
4.4 - 2.3 units per net acre
- Standard Density (SD)  
5,000 - 10,000 net sq. ft. per unit  
8.7 - 4.5 units per net acre
- Medium Density (MD)  
2,000 - 6,000 net sq. ft. per unit  
21.8 - 7.4 units per net acre
- High Density (HD)  
500 - 2000 net sq. ft. per unit  
87.0 - 21.9 units per net acre

### MIXED USE DESIGNATIONS

- Regional Center (RC)
- Station Community (SC)
- Town Center (TC)
- Main Streets- (MS)

### Other Jurisdiction Designations

- Regional Center Designation
- Station Community Designation
- Town Center Designation

### CORRIDOR DESIGNATION

- Corridor-(COR)

### EMPLOYMENT DESIGNATION

- Employment Area- (EMP)

### INDUSTRIAL DESIGNATION

- Industrial Area- (IND)

### MISC.

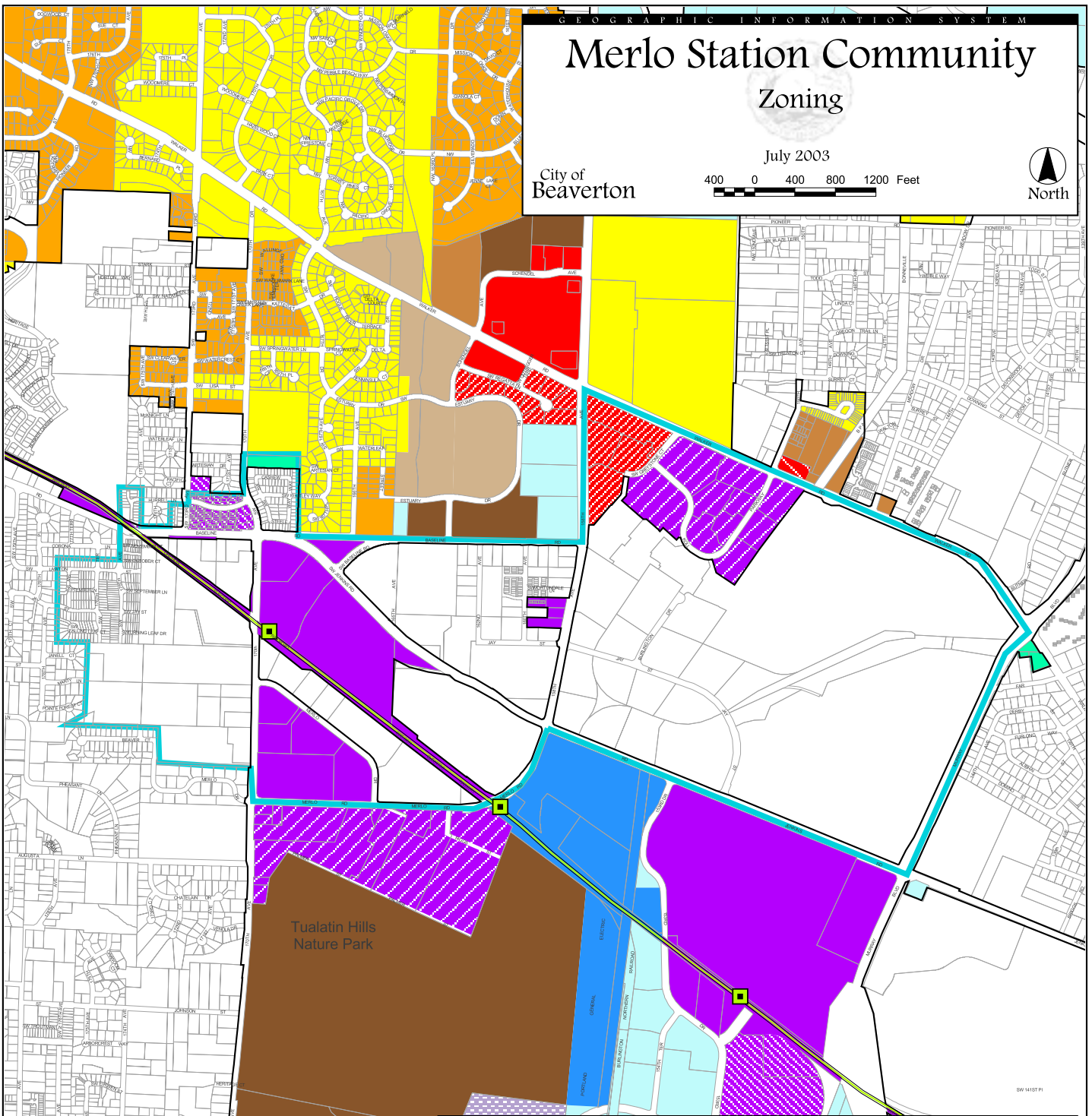
- Light Rail Stop
- Light Rail Line
- Urban Growth Boundary
- County Line
- Beaverton City Limits
- Future Annexations
- Other Jurisdictions
- County Designation Boundary

# Merlo Station Community Zoning

July 2003

City of Beaverton

400 0 400 800 1200 Feet



## LEGEND

### RESIDENTIAL

- Residential - Agricultural (RA)
- Urban Low Density (R10)  
10,000 sq. ft.  
Single-Family
- Urban Standard Density (R7)  
7,000 sq. ft.  
Single-Family
- Urban Standard Density (R5)  
5,000 sq. ft.  
Single-Family
- Urban Medium Density (R4)  
4,000 sq. ft.  
Single-Family
- Urban Medium Density (R3.5)  
3,500 sq. ft.  
Duplex / Multi-Family
- Urban Medium Density (R2)  
2,000 sq. ft.  
Multi-Family
- Urban High Density (R1)  
1,000 sq. ft.  
Multi-Family

### COMMERCIAL

- Convenience Service Center (CV)
- Office Commercial (OC)
- Neighborhood Service Center (NS)
- Community Service (CS)
- General Commercial (GC)
- Town Center - Sub Regional (SR)

### MULTIPLE USE

- Main Street - RESERVED
- Corridor - RESERVED
- Station Area - Medium Density (SA-MDR)
- Station Area - Multiple Use (SA-MU)
- Station Community - High Density (SC-HDR)
- Station Community - Multiple Use (SC-MU)
- Station Community - Employment (SC-E)
- Town Center - Medium Density Residential (TC-MDR)
- Town Center - High Density Residential (TC-HDR)
- Town Center - Multiple Use (TC-MU)
- Regional Center - East End (RC-E)
- Regional Center - Old Town (RC-OT)
- Regional Center - Transit Oriented (RC-TO)

### INDUSTRIAL

- Campus Industrial (CI)
- Industrial Park (IP)
- Light Industrial (LI)

### INTERIM ANNEXATION ZONING

- Interim Washington County Zoning in effect

### MISC

- Beaverton City Limits
- County Line
- Urban Growth Boundary
- Light Rail Line
- Light Rail Station
- Approved Annexations - Effective at a later date
- Hillsboro
- Portland
- Tigard
- County Designation Bndy

### NOTES:

City of Beaverton staff identified boundaries of adopted or proposed mixed use design types including Regional Centers, Station Communities, and Town Centers, where they are available from other jurisdictions. Additional information may be added to this map as data is available from other jurisdictions. Inner and Outer Neighborhoods, Corridors and Main Streets, generally, are not available from the other jurisdictions at present.

### SOURCES:

City of Beaverton Community Development Department - Zoning - Current as of July 2003  
 City Limits - Current as of July 2003  
 Washington County Geographic Information System - Taxlots - Current as of July 2003  
 METRO Regional Land Information System (RLIS) - Street Names - Current as of April 2003

### DISCLAIMER:

This map represents the best data available at the time of publication. While reasonable attempt has been made to insure that the information shown on this map is accurate, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

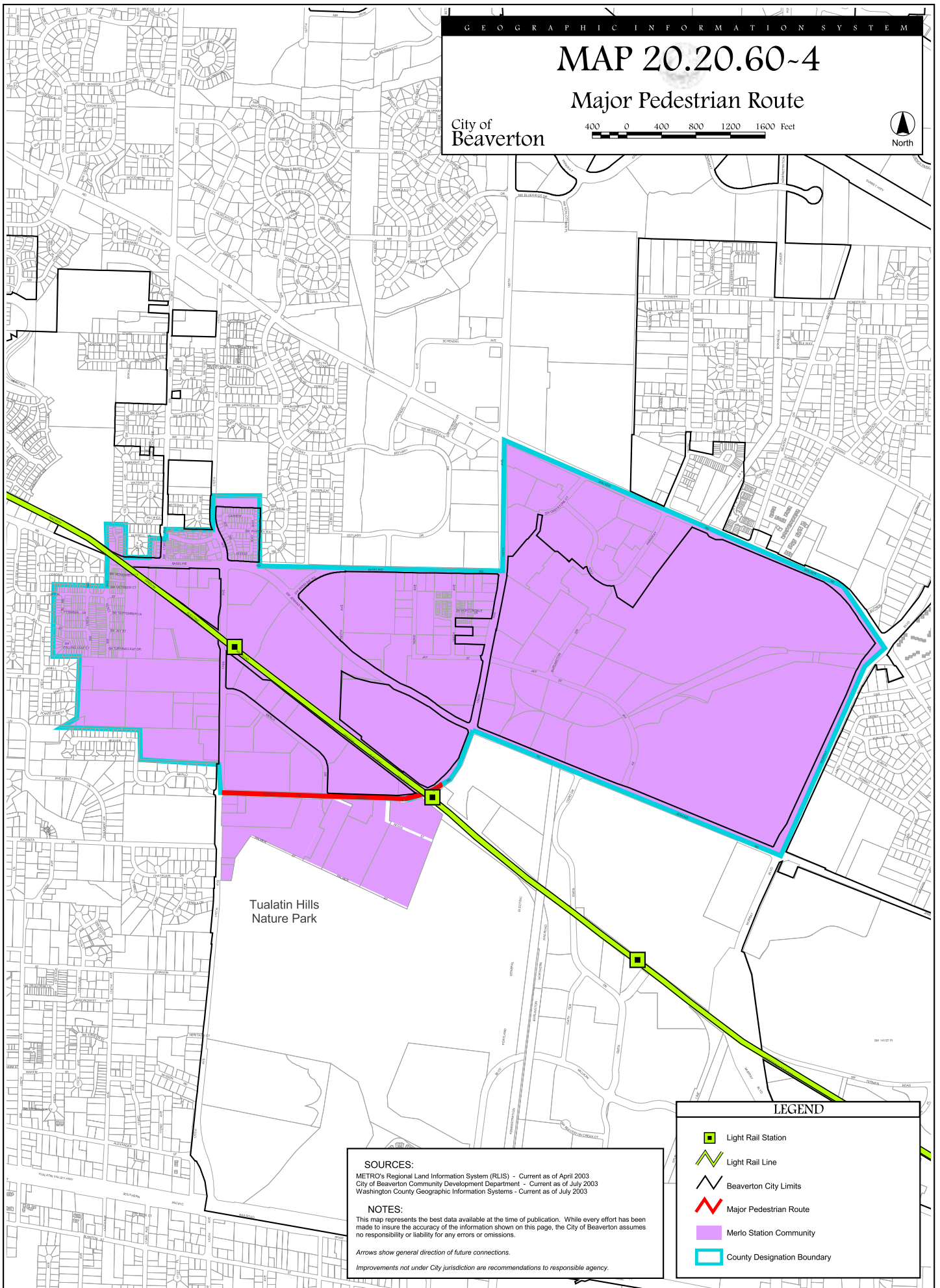


# MAP 20.20.60~4

## Major Pedestrian Route

City of  
Beaverton

400 0 400 800 1200 1600 Feet



Tualatin Hills  
Nature Park

### SOURCES:

METRO's Regional Land Information System (RLIS) - Current as of April 2003  
City of Beaverton Community Development Department - Current as of July 2003  
Washington County Geographic Information Systems - Current as of July 2003

### NOTES:

This map represents the best data available at the time of publication. While every effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

Arrows show general direction of future connections.

Improvements not under City jurisdiction are recommendations to responsible agency.

### LEGEND

-  Light Rail Station
-  Light Rail Line
-  Beaverton City Limits
-  Major Pedestrian Route
-  Merlo Station Community
-  County Designation Boundary

# South Tektronix Station Community

---

Community Plan

# South Tektronix Station Community

## Community Plan Index

---

	Pg. #
Community Plan Context.....	3
Plan Text.....	5
Index Map.....	7
Comprehensive Plan Land Use Map.....	8
Zoning Map.....	9
Functional Classification Map.....	10
Major Pedestrian Route Map.....	11
Significant Natural Resources Map.....	12

Maps found in the Comprehensive Plan and the Development Code provide the basis for the mapped figures referenced in Community Plans. The Community Plan figures provide an expanded view of selected Comprehensive Plan and Development Code maps with a focus on a specific geographical area of the City. Community Plan figures include views of the Comprehensive Plan Land Use Map, the Transportation Functional Classification Map, the Significant Natural Resources Map, the Historic Resources map, the Development Code Zoning Map and Major Pedestrian Route Map. Amendments to these figures follow procedures specified within the document in which they are located. Community Plan figures will be administratively updated as amendments to the Comprehensive Plan and Development Code maps are adopted.

# South Tektronix Station Community

## Community Plan Context

---

The South Tektronix Station Community Community Plan is one of a number of City planning documents. These documents, when viewed in total, comprise the City's Comprehensive Plan. The intent of this context statement is to explore the relationship between this document and the other documents comprising the Comprehensive Plan.

The South Tektronix Station Community Community Plan applies to the area generally north of the Tualatin Valley Highway, west of SW Cedar Hills Boulevard, south of SW Millikan Way and east of SW Murray Boulevard. This Community Plan includes one of several light rail station areas in Beaverton. This Community Plan describes policies and action statements specific to this particular geographic location. Fully understanding the Community Plan also requires review of the Comprehensive Plan for the general policies applicable to the City as a whole and the Beaverton Development Code and Engineering Design Standards.

The following documents comprise the City's Comprehensive Plan:

- Volume I - City of Beaverton Comprehensive Plan
- Volume II - Comprehensive Plan Background and Supporting Documents
- Volume III - Statewide Planning Goal 5 Inventory Documents
- Volume IV - Transportation System Plan
- Volume V - Community Plans

The City of Beaverton Comprehensive Plan is a policy document that serves as a policy framework for the other volumes of the Plan. Volume I, therefore, addresses the broad range of comprehensive planning and development issues with action statements to guide implementation of the policy directives.

Volume II - the Comprehensive Plan Background and Supporting Documents provides the demographic and economic data and forecasts for the City's Comprehensive Plan. It should be noted that these documents provide information supporting and guiding the development of the policy framework, however, the data is a snapshot in time and cannot be relied upon for future decision making without researching the data to ensure that conditions have not changed. Metro, the regional governing body in the Portland Metropolitan Area, provides much of the data informing the City's Comprehensive Plan policy making. Policies and regulations in Metro Functional Plans also direct some City policy decisions and regulations.

Volume III - Statewide Planning Goal 5 Inventory Documents includes the background and supporting documents, mapping and findings for the City's response to Statewide

Planning Goal 5. The documents include the following:

Significant Natural Resource Area Inventories

This document inventories applicable Statewide Planning Goal 5 resource areas and identifies "Significant" resources.

Historic Resources Inventory

This document identifies the City's Historic Resources, provides data regarding building typology, historical context, condition, and any significant events in Beaverton's history related to the building. Photographs are also included in the inventory. As an additional component to the City's historic resources, the City adopted a list of historic trees through the Historic Resource Review Committee, Planning Commission and City Council.

Volume IV - Transportation System Plan implements regional goals and policies and plans multimodal improvements for a 20 year period.

Volume V - Community Plans describe policies and action statements and map designations specific to a particular geographic location.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.

# South Tektronix Station Community

## Plan Text

---

***Community Plan Goal 1: Develop the South Tektronix Station Community to support light rail ridership, foster a sense of community, and respect the natural features adjacent to and within the Station Community.***

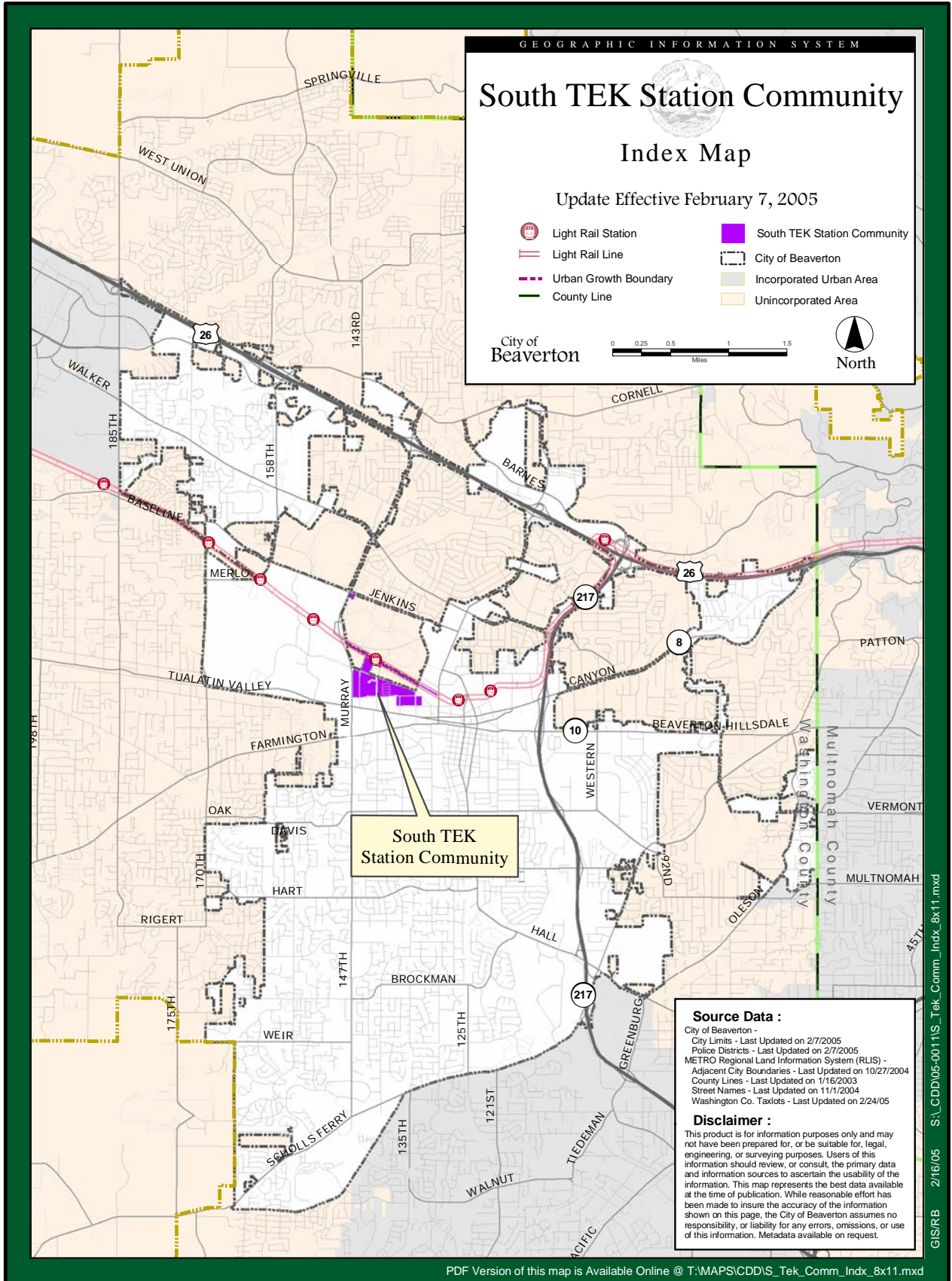
### **Policies:**

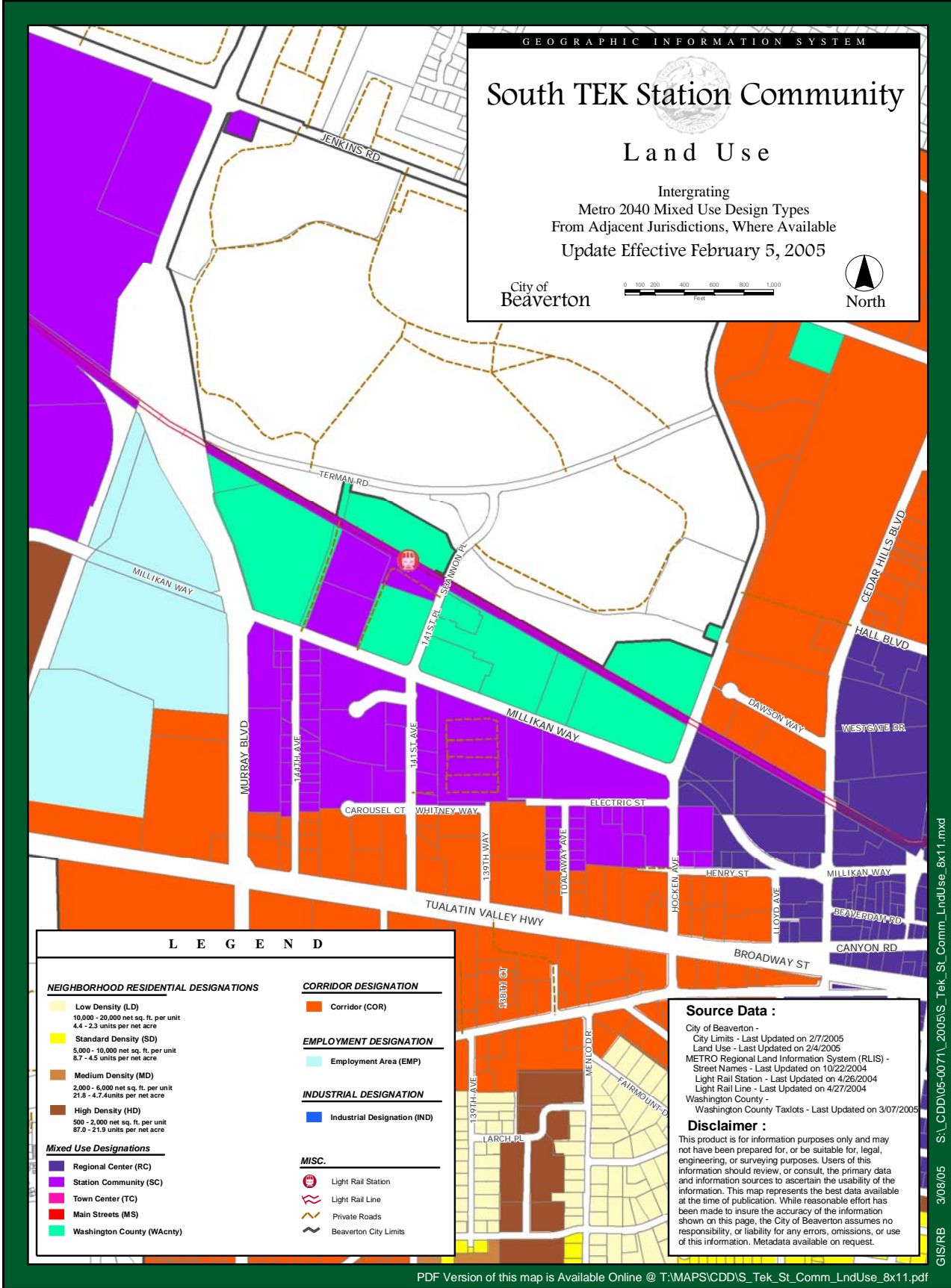
- a) Regulate new development in Station Communities and Station Areas to provide increased densities and employment to support a high level of transit service.
- b) Encourage opportunities to promote land assembly for high density redevelopment projects.
- c) Encourage development of various housing types, providing at least the minimum residential density as established by the development code, with land assembly, infill, and redevelopment projects
- d) Encourage and look for relocation opportunities for non-conforming, non-transit oriented businesses to locate outside this area.
- e) Encourage developers to implement an affordable housing strategy. Redevelopment to high density mixed use housing could include a percentage of low-income housing units for a fixed time period, a density bonus program, inclusionary housing or other methods suggested by the Metro Urban Growth Management Functional Plan Title 7 Affordable Housing.
- f) Support para-transit service in the South Tektronix Community. Encourage programs provided by the Transportation Management Association that may include expansion of services from the Tektronix Campus. Para-transit is defined as transportation services that operate vehicles in a curb to curb, demand/response mode. Examples include buses, jitneys, taxis and vans.
- g) Encourage development strategies that will add green spaces and public spaces.
- h) Encourage day-lighting of the south fork of Beaverton Creek provided it is found

feasible by City engineering standards and a certified wetland specialist determines that the adjoining significant wetland west of Murray Boulevard will not be negatively impacted.

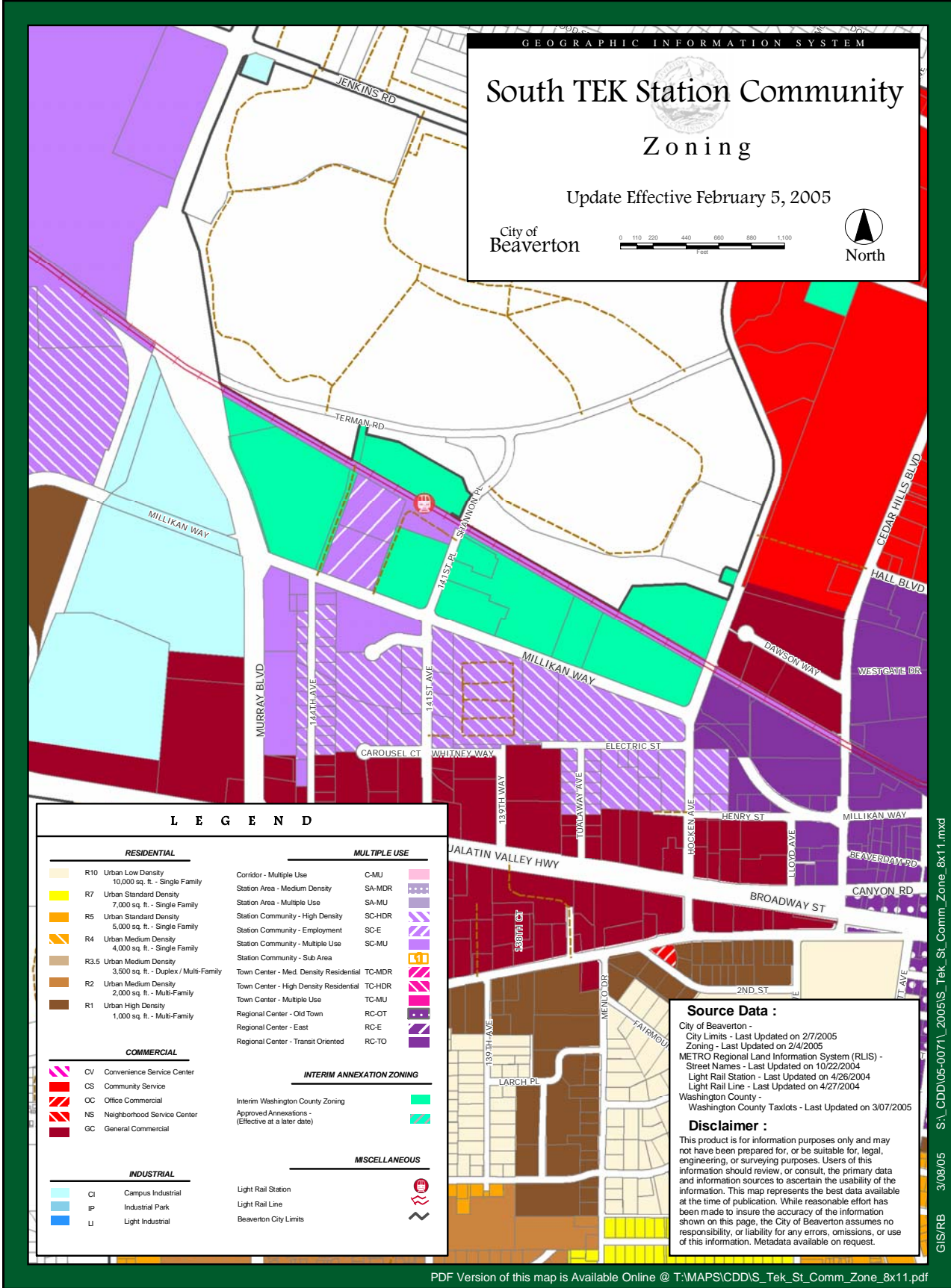
- i) Support development of a pedestrian route from Willow Creek Park west across Murray Boulevard connecting the Park with other open space, parks and pedestrian paths, should day-lighting a significant portion of the South Fork of Beaverton Creek occur.

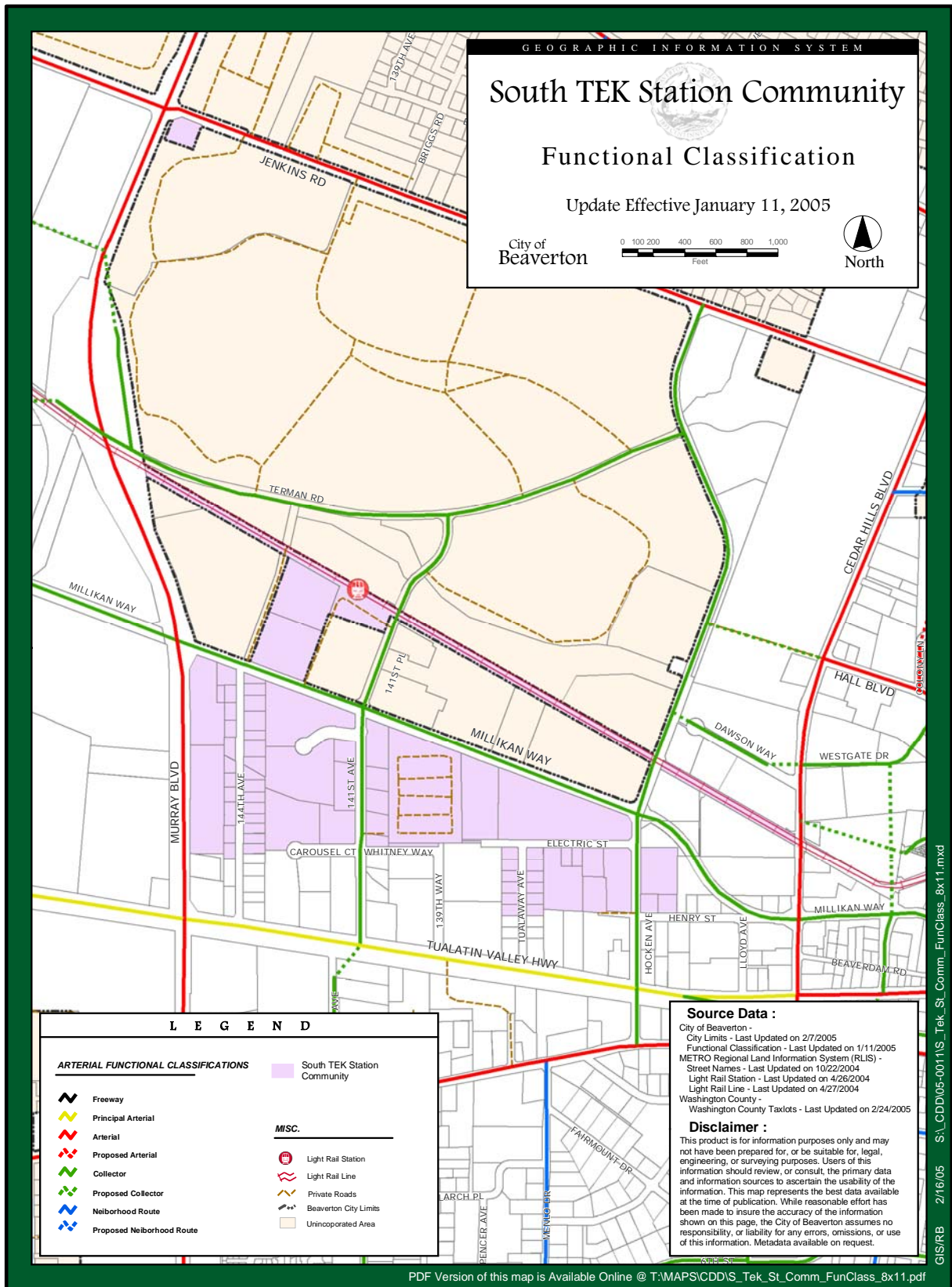




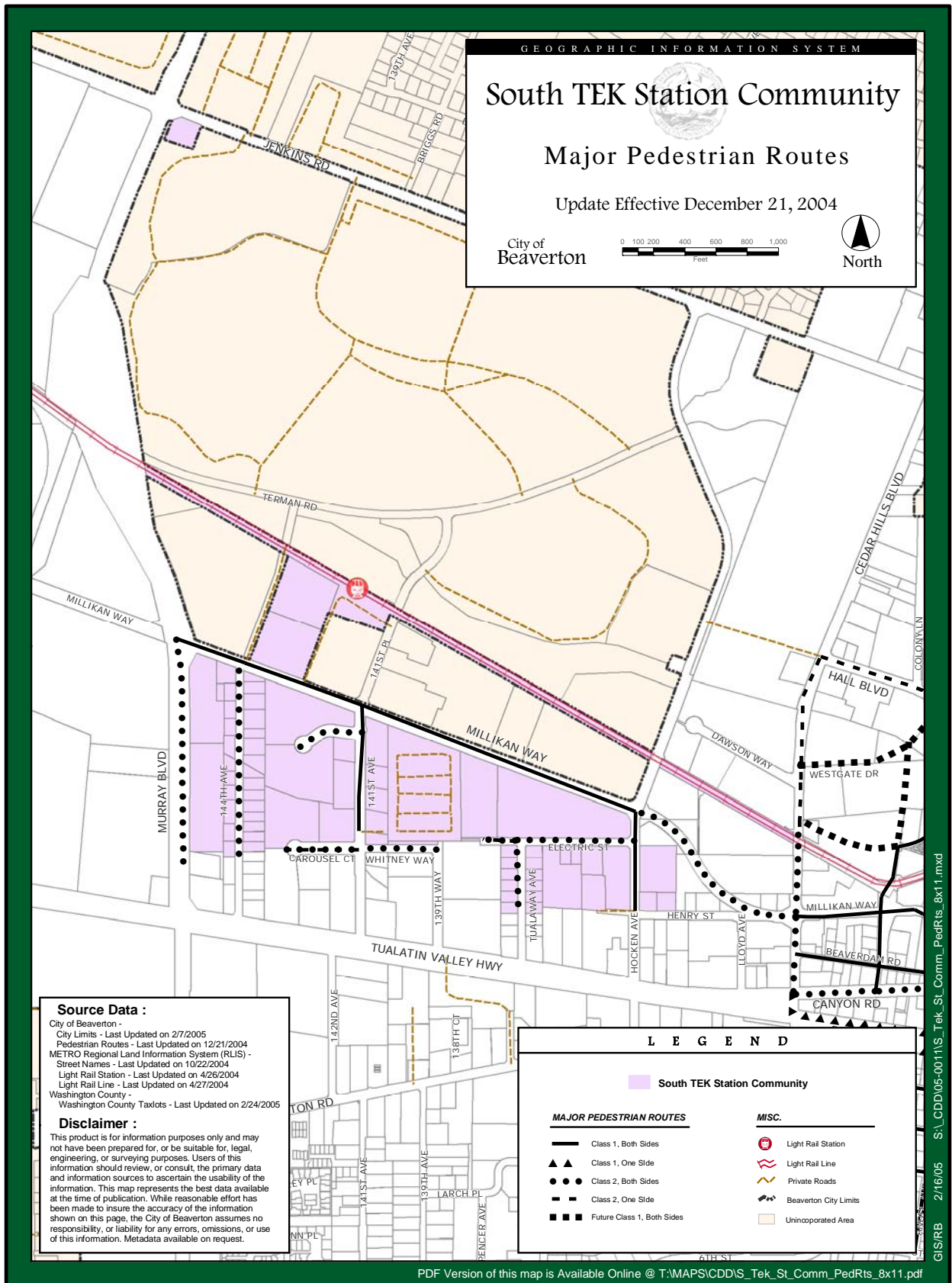












GEOGRAPHIC INFORMATION SYSTEM

## South TEK Station Community

### Major Pedestrian Routes

Update Effective December 21, 2004

City of  
Beaverton

0 100 200 400 600 800 1,000  
Feet

North

**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Pedestrian Routes - Last Updated on 12/21/2004  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 2/24/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

L E G E N D	
<div style="display: inline-block; width: 20px; height: 10px; background-color: #e6e6fa; border: 1px solid black;"></div> South TEK Station Community	
<b>MAJOR PEDESTRIAN ROUTES</b>	
—	Class 1, Both Sides
▲ ▲	Class 1, One Side
● ● ● ●	Class 2, Both Sides
— —	Class 2, One Side
■ ■ ■ ■	Future Class 1, Both Sides
<b>MISC.</b>	
	Light Rail Station
	Light Rail Line
	Private Roads
	Beaverton City Limits
	Unincorporated Area

PDF Version of this map is Available Online @ T:\MAPS\CDD\IS\_Tek\_St\_Comm\_PedRts\_8x11.pdf

*Map Unavailable at Present*

# Significant Natural Resources Map

---



# South Tek Station Community Index Map

City of  
Beaverton



September 2000

Scale 1" = 3250'








## LEGEND

### MIXED USE DESIGNATIONS

-  Station Community (SC)
-  Unincorporated areas expected to annex to Beaverton within the Regional Center area

### MISC.

-  Light Rail Stop
-  Light Rail Line
-  Urban Growth Boundary
-  County Line
-  Beaverton City Limits

South Tektronix  
Station Community

Beaverton

City of Beaverton staff identified boundaries of adopted or proposed mixed use design types including Regional Centers, Station Communities, and Town Centers, where they are available from other jurisdictions. Additional information may be added to this map as data is available from other jurisdictions. Inner and Outer Neighborhoods, Corridors and Main Streets, generally, are not available from the other jurisdictions at present.

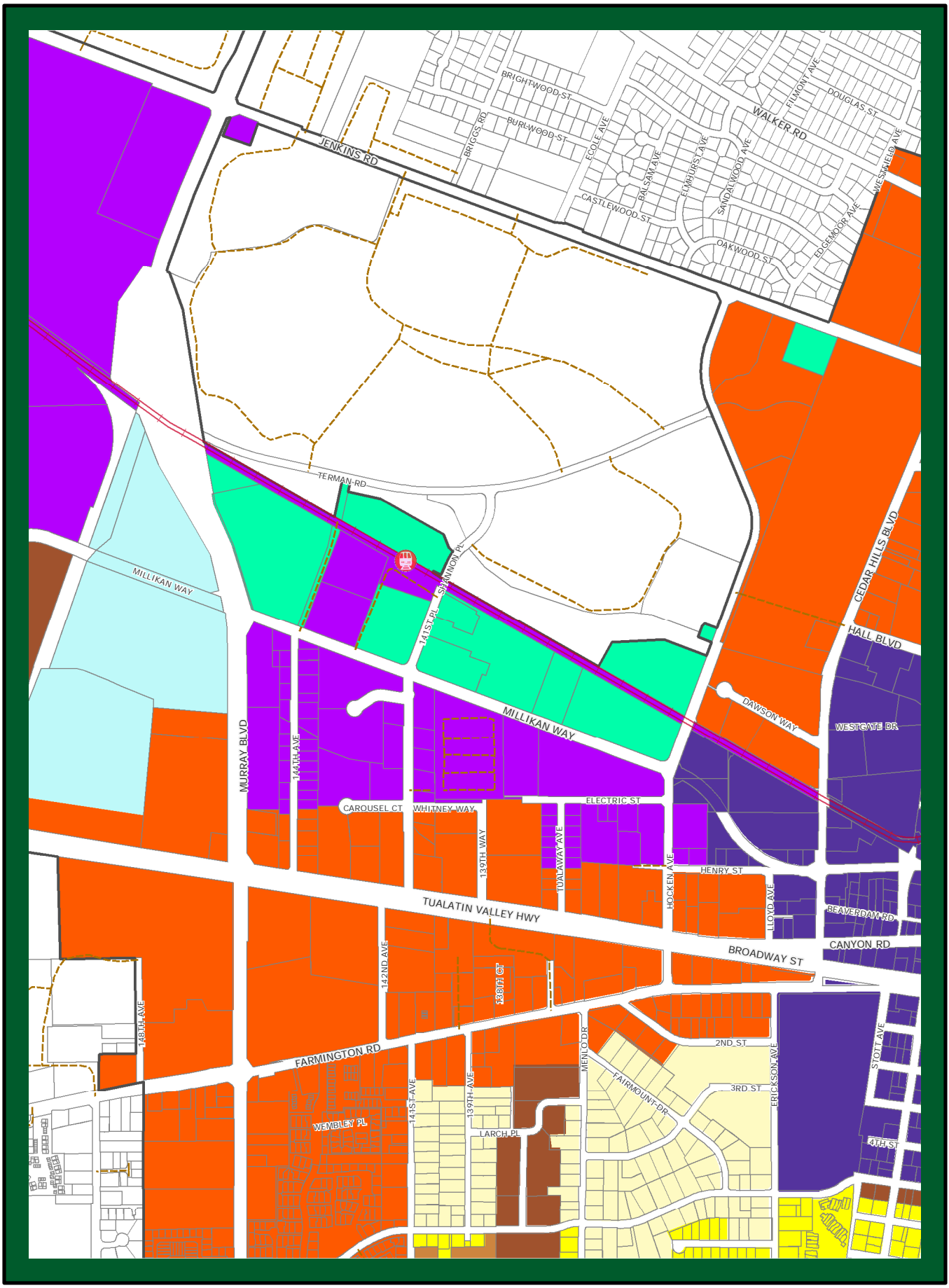
### SOURCES:

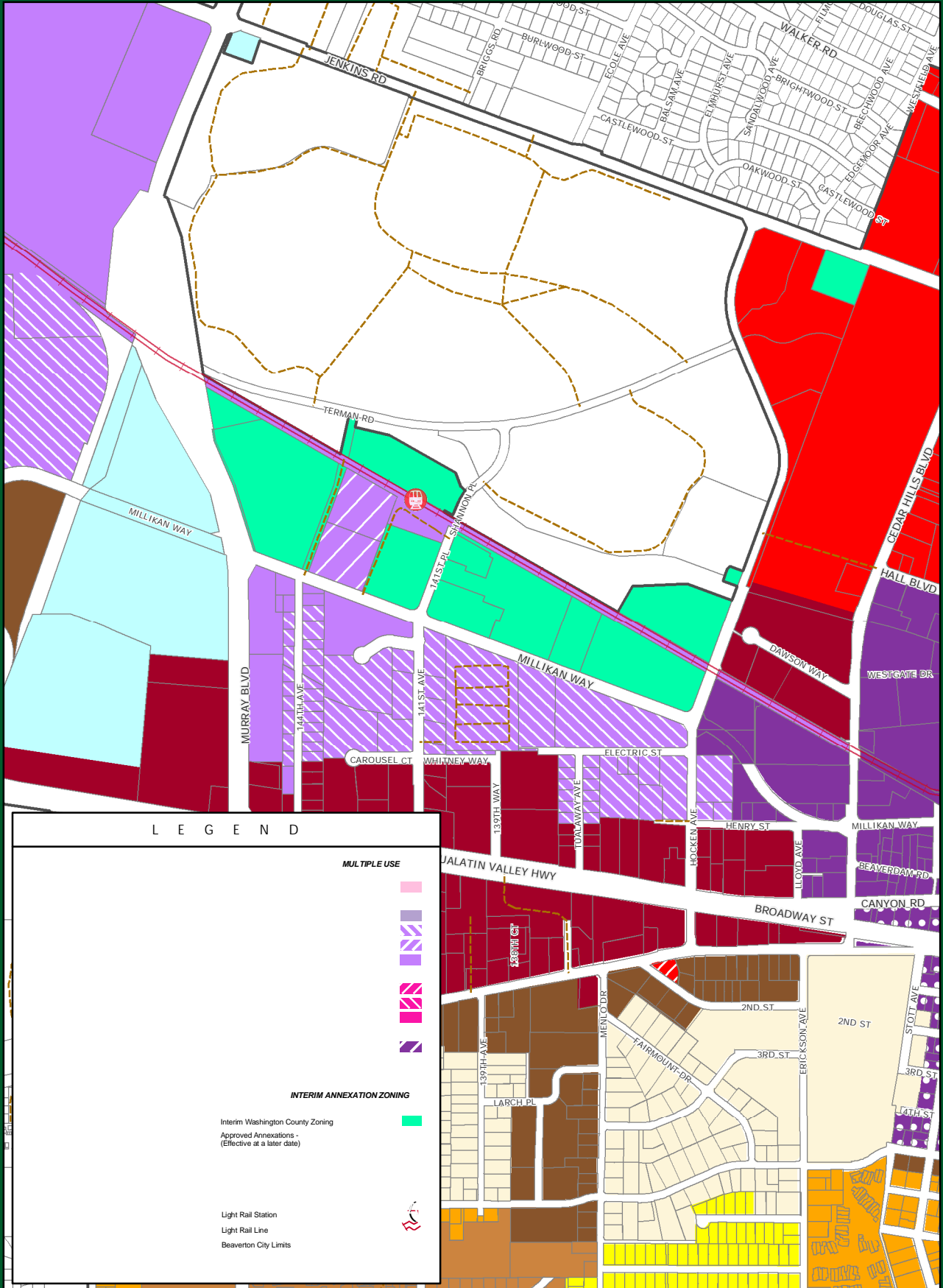
METRO's Regional Land Information System (RLIS) - Current as of May 2000  
City of Beaverton Community Development Department - Current as of April 2000  
Washington County Taxation and Assessment - Current as of June 2000

### NOTES:

This map represents the best data available at the time of publication. While every attempt has been made to insure that the information shown on this map is accurate, the City of Beaverton assumes no responsibility or liability for any errors or omissions.

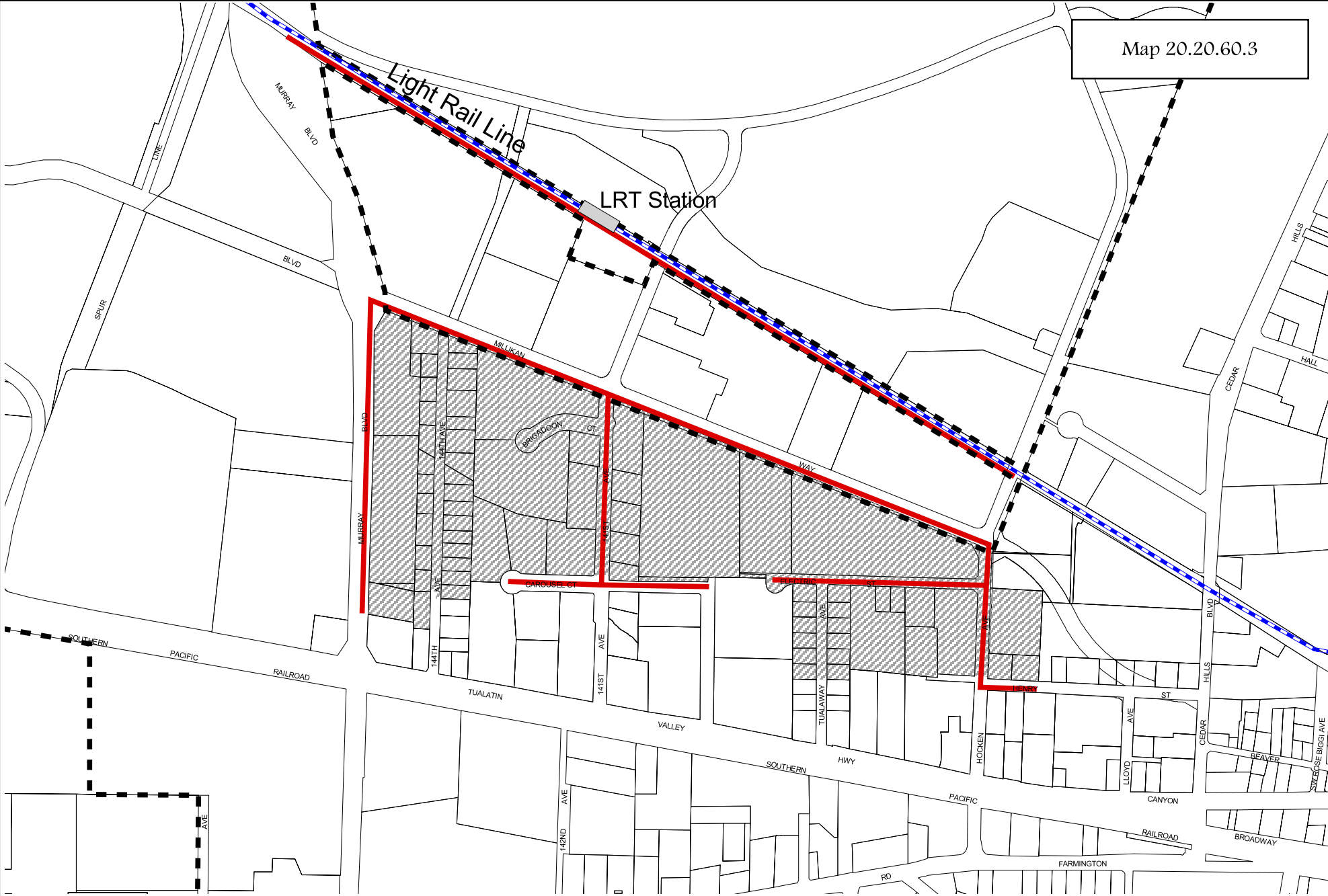






SA\_CDD05-0071\2005\St\_Tek\_St\_Comm\_Zone\_8x11.mxd

GIS/RB 3/08/05



City of Beaverton

# Major Pedestrian Route

## South Tektronix Neighborhood Plan

Community Development Department  
Technical Services Section

09/08/00

1" = 600'



S:\station community\reconf.apr



Pedestrian Route



SOUTH TEKTRONIX STATION  
COMMUNITY ZONING DISTRICTS



LIGHT RAIL LINE

# Murray Scholls Town Center

---

Community Plan

# Murray Scholls Town Center

## Community Plan Index

---

	Pg. #
Community Plan Context.....	3
Plan Text.....	5
Index Map.....	7
Comprehensive Plan Land Use Map .....	8
Zoning Map .....	9
Functional Classification Map.....	10
Major Pedestrian Route Map .....	11
Significant Natural Resources Map.....	12

Maps found in the Comprehensive Plan and the Development Code provide the basis for the mapped figures referenced in Community Plans. The Community Plan figures provide an expanded view of selected Comprehensive Plan and Development Code maps with a focus on a specific geographical area of the City. Community Plan figures include views of the Comprehensive Plan Land Use Map, the Transportation Functional Classification Map, the Significant Natural Resources Map, the Historic Resources map, the Development Code Zoning Map and Major Pedestrian Route Map. Amendments to these figures follow procedures specified within the document in which they are located. Community Plan figures will be administratively updated as amendments to the Comprehensive Plan and Development Code maps are adopted.

# Murray Scholls Town Center

## Community Plan Context

---

The Murray Scholls Town Center Community Plan is one of a number of City planning documents. These documents, when viewed in total, comprise the City's Comprehensive Plan. The intent of this context statement is to explore the relationship between this document and the other documents comprising the Comprehensive Plan.

The Murray Scholls Town Center is located in south western Beaverton primarily between Scholls Ferry Road and Barrows Road. This Community Plan describes policies and action statements specific to this particular geographic location. Fully understanding the Community Plan also requires review of the Comprehensive Plan for the general policies applicable to the City as a whole and the Beaverton Development Code and Engineering Design Standards.

The following documents comprise the City's Comprehensive Plan:

- Volume I - City of Beaverton Comprehensive Plan
- Volume II - Comprehensive Plan Background and Supporting Documents
- Volume III - Statewide Planning Goal 5 Inventory Documents
- Volume IV - Transportation System Plan
- Volume V - Community Plans

The City of Beaverton Comprehensive Plan is a policy document that serves as a policy framework for the other volumes of the Plan. Volume I, therefore, addresses the broad range of comprehensive planning and development issues with action statements to guide implementation of the policy directives.

Volume II - the Comprehensive Plan Background and Supporting Documents provides the demographic and economic data and forecasts for the City's Comprehensive Plan. It should be noted that these documents provide information supporting and guiding the development of the policy framework, however, the data is a snapshot in time and cannot be relied upon for future decision making without researching the data to ensure that conditions have not changed. Metro, the regional governing body in the Portland Metropolitan Area, provides much of the data informing the City's Comprehensive Plan policy making. Policies and regulations in Metro Functional Plans also direct some City policy decisions and regulations.

Volume III - Statewide Planning Goal 5 Inventory Documents includes the background and supporting documents, mapping and findings for the City's response to Statewide Planning Goal 5. The documents include the following:

### Significant Natural Resource Area Inventories

This document inventories applicable Statewide Planning Goal 5 resource areas and identifies "Significant" resources.

### Historic Resources Inventory

This document identifies the City's Historic Resources, provides data regarding building typology, historical context, condition, and any significant events in Beaverton's history related to the building. Photographs are also included in the inventory. As an additional component to the City's historic resources, the City adopted a list of historic trees through the Historic Resource Review Committee, Planning Commission and City Council.

Volume IV - Transportation System Plan implements regional goals and policies and plans multimodal improvements for a 20 year period.

Volume V - Community Plans describe policies and action statements and map designations specific to a particular geographic location.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.



# Murray Scholls Town Center

## Plan Text

---

***Community Plan Goal 1: Promote development of the Murray Scholls Town Center in a manner incorporating the unique characteristics of its location, topography, and natural features, and reinforcing the its relationship to its natural and man-made surroundings.***

### **Policies:**

- a) Regulate new development in Town Centers so it is urban in scale with adequate urban public facilities, yet sub regional in focus.

***Action 1:*** Adopt land use regulations that will result in construction of a minimum of 1,050 dwelling units within the Murray Scholls Town Center.

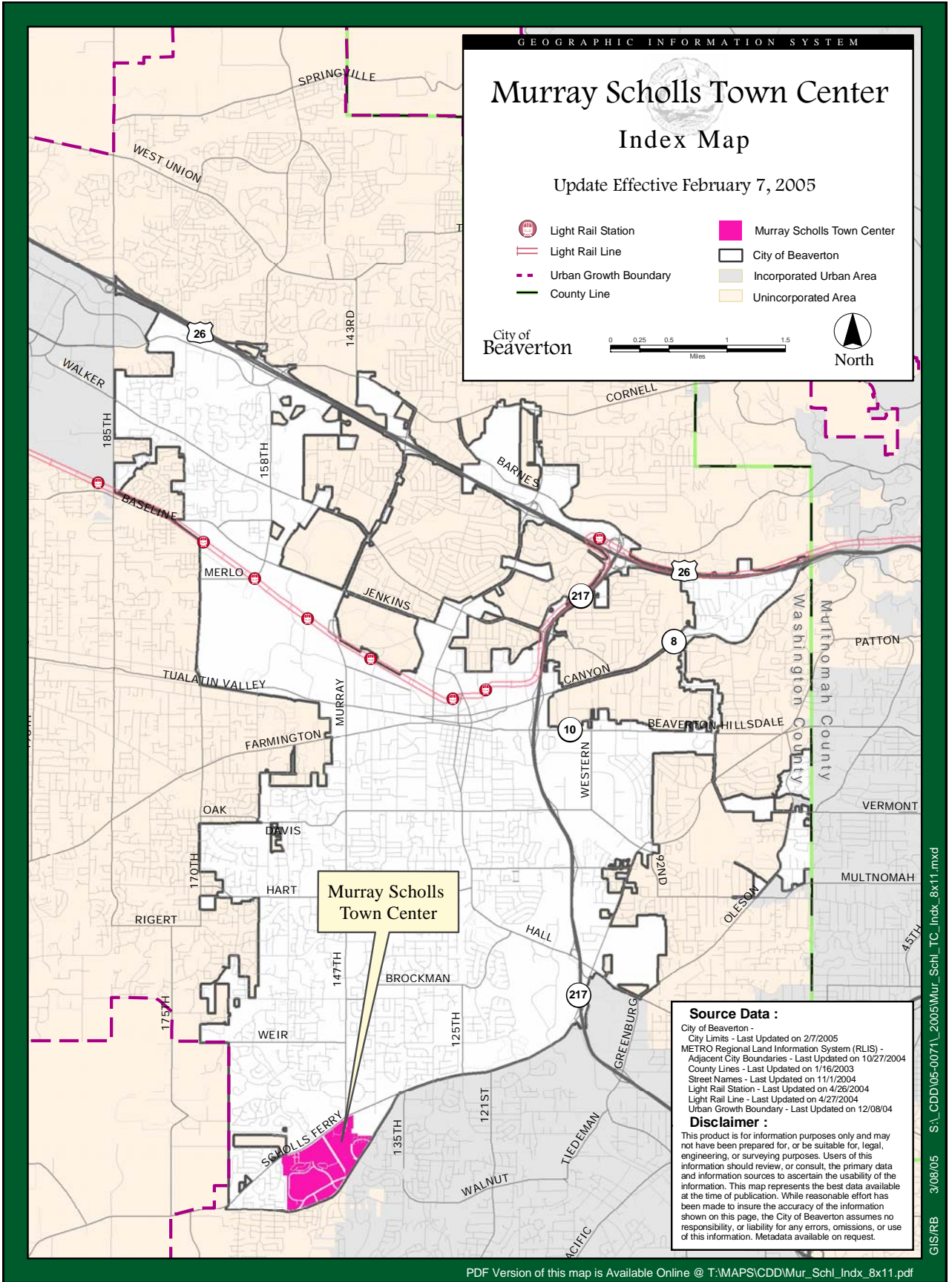
***Action 2:*** Adopt land use regulations limiting the maximum number of dwelling units allowed in the Murray Scholls Town Center to 2,500 units until such time that adequate public facilities exist to support additional dwelling units. Development over the 2,500-unit limit shall demonstrate that adequate public facilities exist to support those units above 2,500. Public facilities considered shall include, but not be limited to, transportation, sewer, water and storm facilities.

***Action 3:*** Provide restrictions on uses and floor area that limit retail and service uses to sub-regional level attractors. Sub-regional level attractors are those uses, due to size and scale, that are not likely to detrimentally compete with regional shopping facilities.

***Action 4:*** Adopt land use regulations requiring a Planned Unit Development (and subsequent Design Review Application) be submitted and approved for all properties under single, contiguous ownership, demonstrating consistency with the policies in this section and section 3.5.

- b) Minimize impacts to existing development.
- c) Provide amenities that will knit together the town center and surrounding enclaves of housing.

- d) Promote the protection of view from public places.
- e) Restore Summer Creek to its natural hydrologic condition, prior to any artificial hydrologic controls.

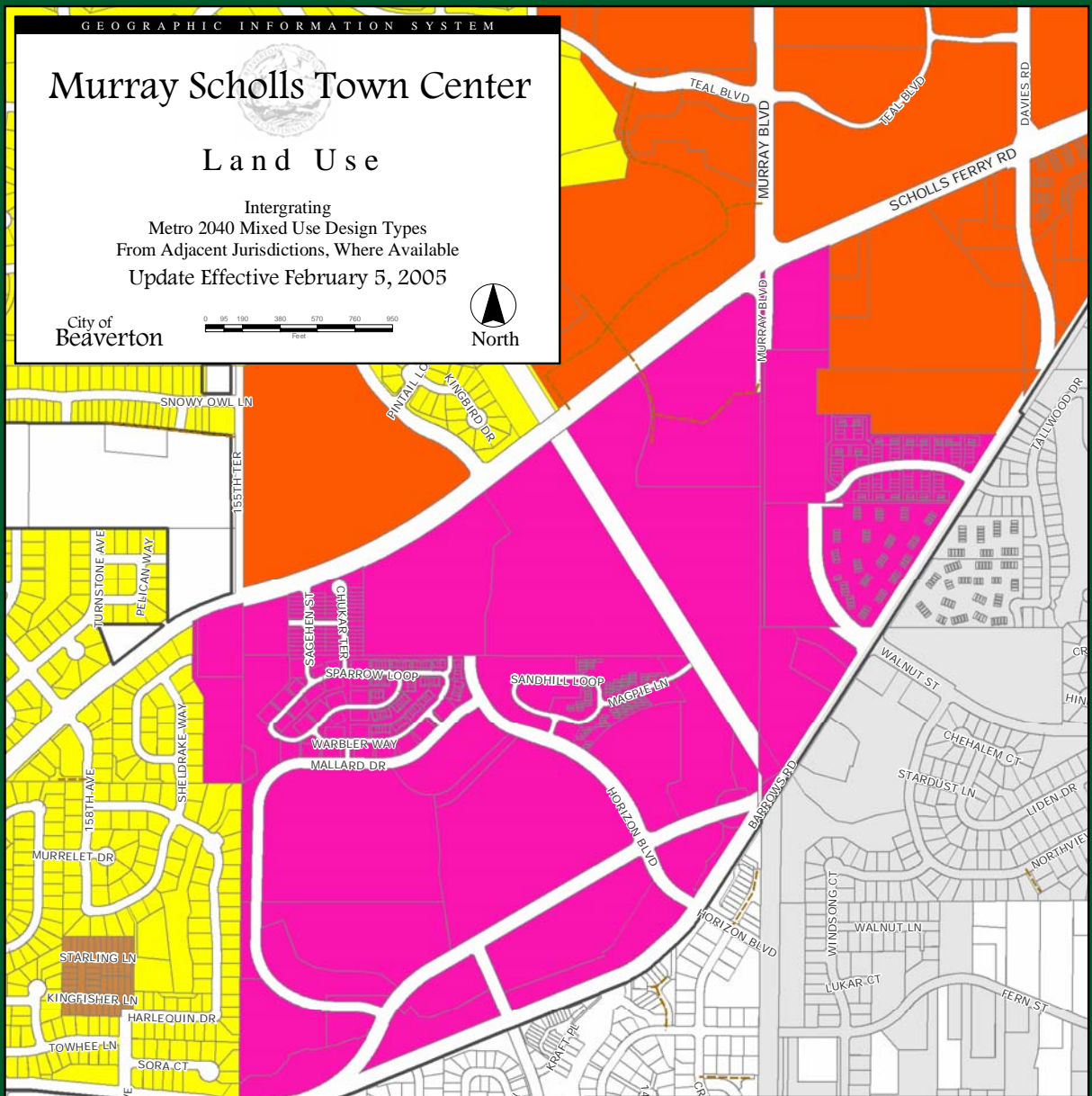


# Murray Scholls Town Center

## Land Use

Integrating  
Metro 2040 Mixed Use Design Types  
From Adjacent Jurisdictions, Where Available  
Update Effective February 5, 2005

City of  
Beaverton



**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Land Use - Last Updated on 2/4/2005  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Adjacent City Boundaries - Last Updated on 10/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 3/07/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

### LEGEND

NEIGHBORHOOD RESIDENTIAL DESIGNATIONS		CORRIDOR DESIGNATION
Low Density (LD) 10,000 - 20,000 net sq. ft. per unit 4.4 - 2.3 units per net acre	Standard Density (SD) 5,000 - 10,000 net sq. ft. per unit 8.7 - 4.5 units per net acre	Corridor (COR)
Medium Density (MD) 2,000 - 6,000 net sq. ft. per unit 21.8 - 4.7 units per net acre	High Density (HD) 500 - 2,000 net sq. ft. per unit 87.0 - 21.9 units per net acre	<b>EMPLOYMENT DESIGNATION</b>
<b>Mixed Use Designations</b>	Regional Center (RC)	Employment Area (EMP)
Station Community (SC)	Town Center (TC)	<b>INDUSTRIAL DESIGNATION</b>
Main Streets (MS)	Washington County (WAcnty)	Industrial Designation (IND)
		<b>MISC.</b>
		Private Roads
		Beaverton City Limits
		Tigard

S:\CDD\2005\05-0071\Mur\_Schl\_TC\_LndUse\_8x11.mxd  
GIS/RSB 3/08/05

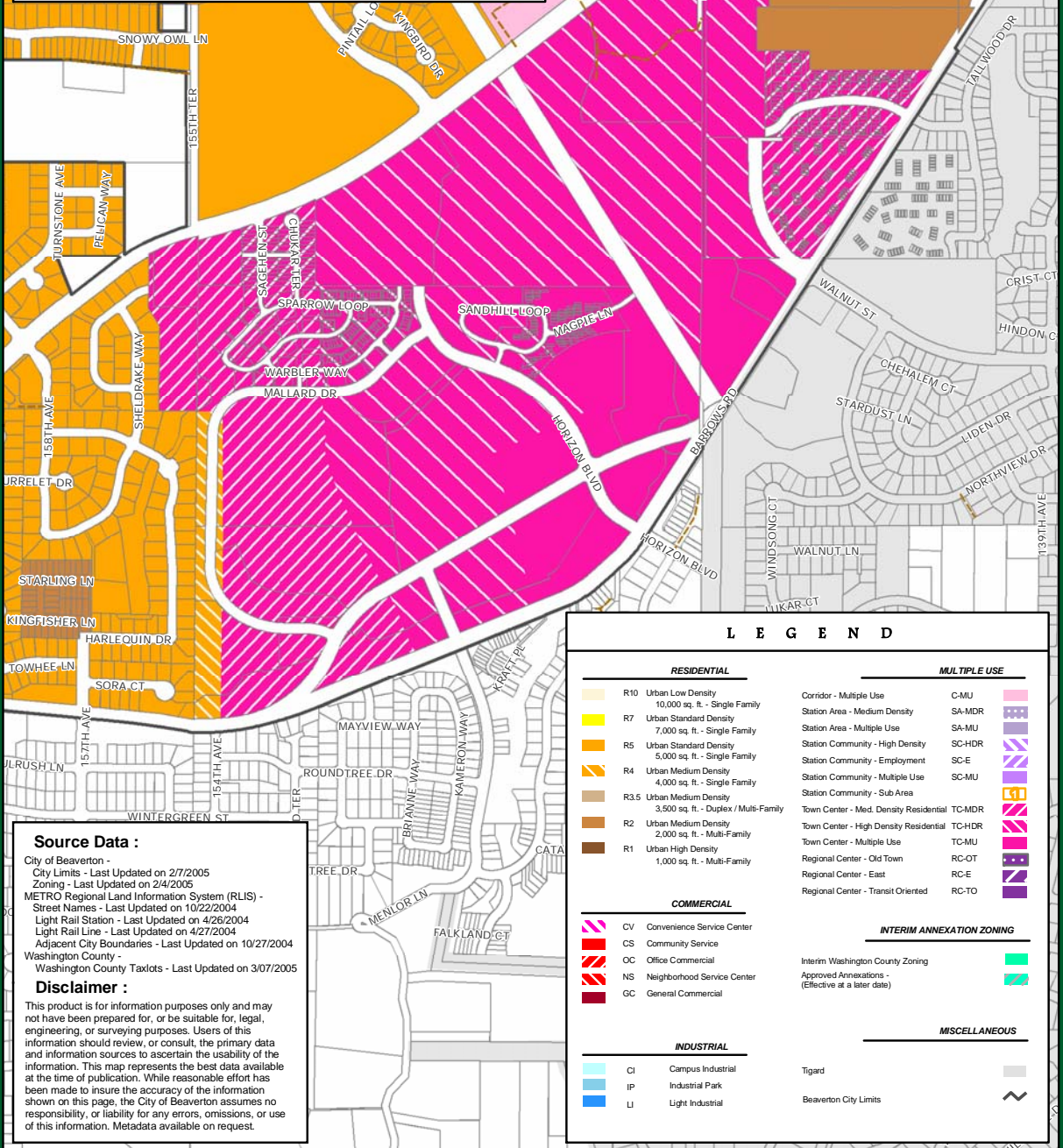
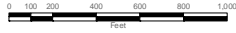


# Murray Scholls Town Center

## Zoning

Update Effective February 5, 2005

City of  
Beaverton

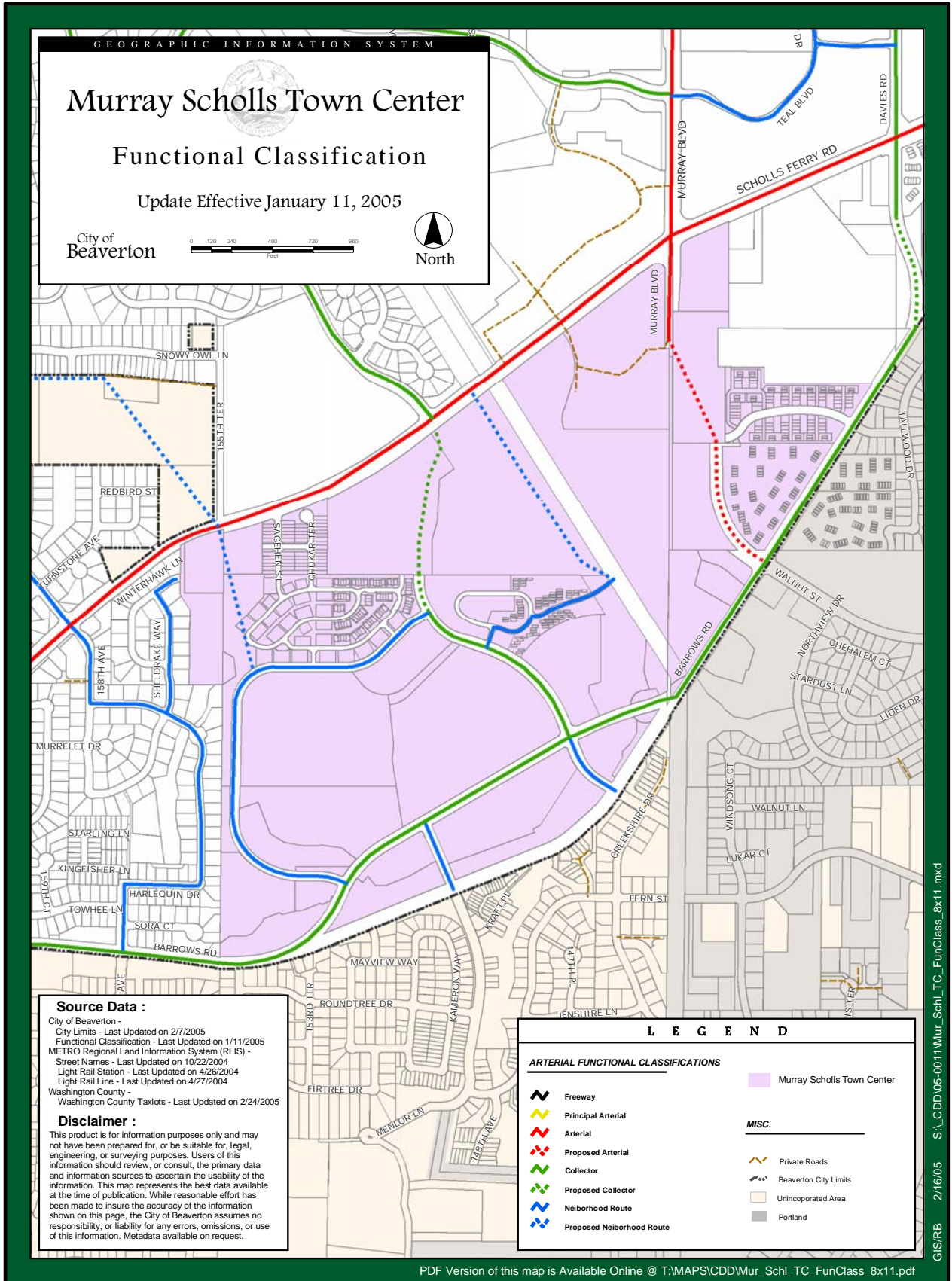


**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Zoning - Last Updated on 2/4/2005  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Adjacent City Boundaries - Last Updated on 10/27/2004  
 Washington County Taxlots - Last Updated on 3/07/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

RESIDENTIAL		MULTIPLE USE	
R10 Urban Low Density 10,000 sq. ft. - Single Family	R7 Urban Standard Density 7,000 sq. ft. - Single Family	Corridor - Multiple Use	C-MU
R5 Urban Standard Density 5,000 sq. ft. - Single Family	R4 Urban Medium Density 4,000 sq. ft. - Single Family	Station Area - Medium Density	SA-MDR
R3.5 Urban Medium Density 3,500 sq. ft. - Duplex / Multi-Family	R2 Urban Medium Density 2,000 sq. ft. - Multi-Family	Station Area - Multiple Use	SA-MU
R1 Urban High Density 1,000 sq. ft. - Multi-Family		Station Community - High Density	SC-HDR
		Station Community - Employment	SC-E
		Station Community - Multiple Use	SC-MU
		Station Community - Sub Area	SC-SA
		Town Center - Med. Density Residential	TC-MDR
		Town Center - High Density Residential	TC-HDR
		Town Center - Multiple Use	TC-MU
		Regional Center - Old Town	RC-OT
		Regional Center - East	RC-E
		Regional Center - Transit Oriented	RC-TO
COMMERCIAL		INTERIM ANNEXATION ZONING	
CV Convenience Service Center	CS Community Service	Interim Washington County Zoning	
OC Office Commercial	NS Neighborhood Service Center	Approved Annexations - (Effective at a later date)	
GC General Commercial			
INDUSTRIAL		MISCELLANEOUS	
CI Campus Industrial	IP Industrial Park	Tigard	
LI Light Industrial		Beaverton City Limits	





GEOGRAPHIC INFORMATION SYSTEM

# Murray Scholls Town Center

## Functional Classification

Update Effective January 11, 2005

City of Beaverton

North

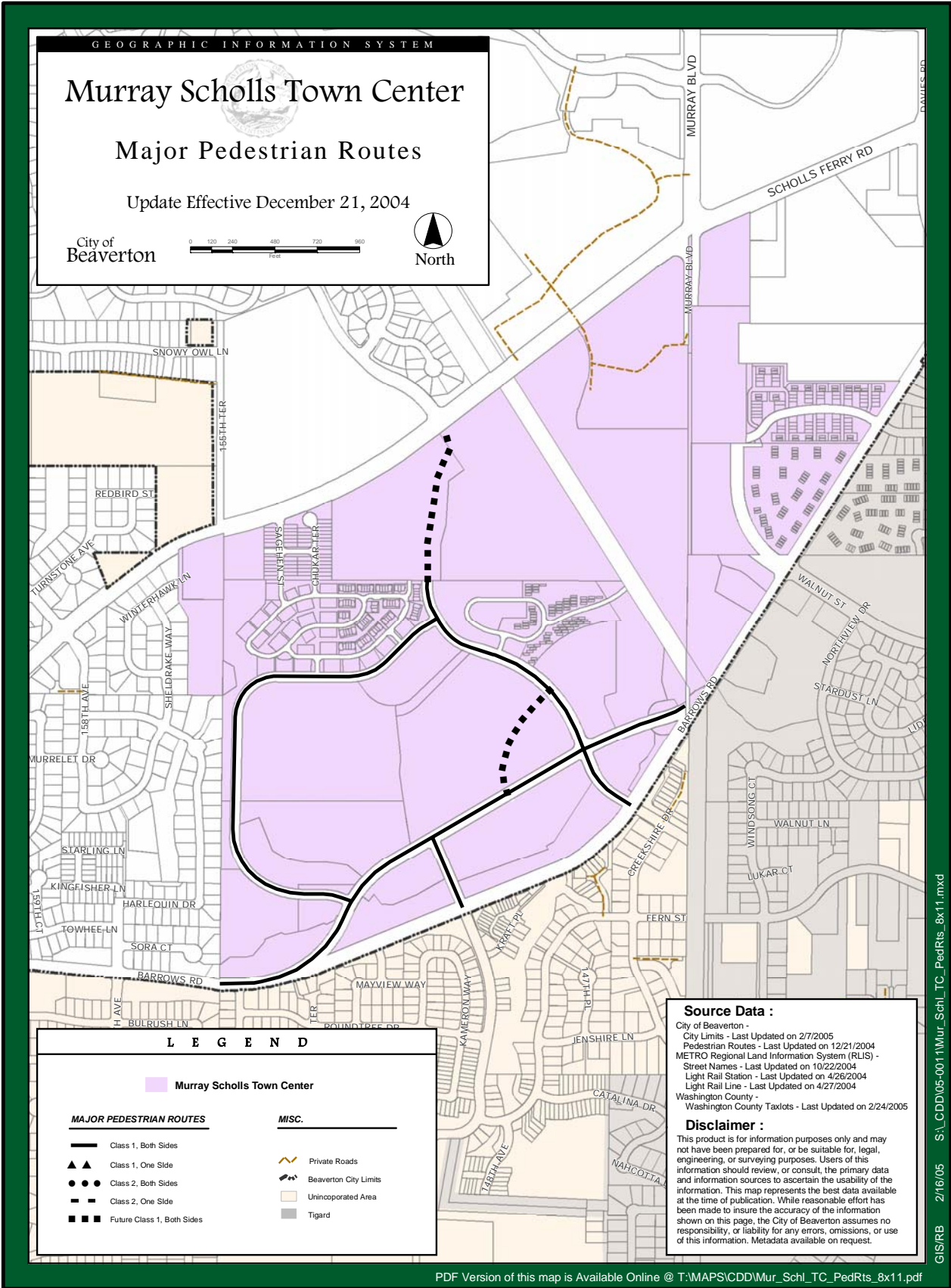
**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 Functional Classification - Last Updated on 1/11/2005  
 METRO Regional Land Information System (RLIS) -  
 Street Names - Last Updated on 10/22/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Washington County -  
 Washington County Taxlots - Last Updated on 2/24/2005

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

L E G E N D	
<b>ARTERIAL FUNCTIONAL CLASSIFICATIONS</b>	
	Freeway
	Principal Arterial
	Arterial
	Proposed Arterial
	Collector
	Proposed Collector
	Neighborhood Route
	Proposed Neighborhood Route
	Murray Scholls Town Center
<b>MISC.</b>	
	Private Roads
	Beaverton City Limits
	Unincorporated Area
	Portland

GIS/RB 2/16/05 S:\CDD\05-0011\Mur\_Schl\_TC\_FunClass\_8x11.mxd

PDF Version of this map is Available Online @ T:\MAPS\CDD\Mur\_Schl\_TC\_FunClass\_8x11.pdf



*Map Unavailable at Present*

# Significant Natural Resources Map

---

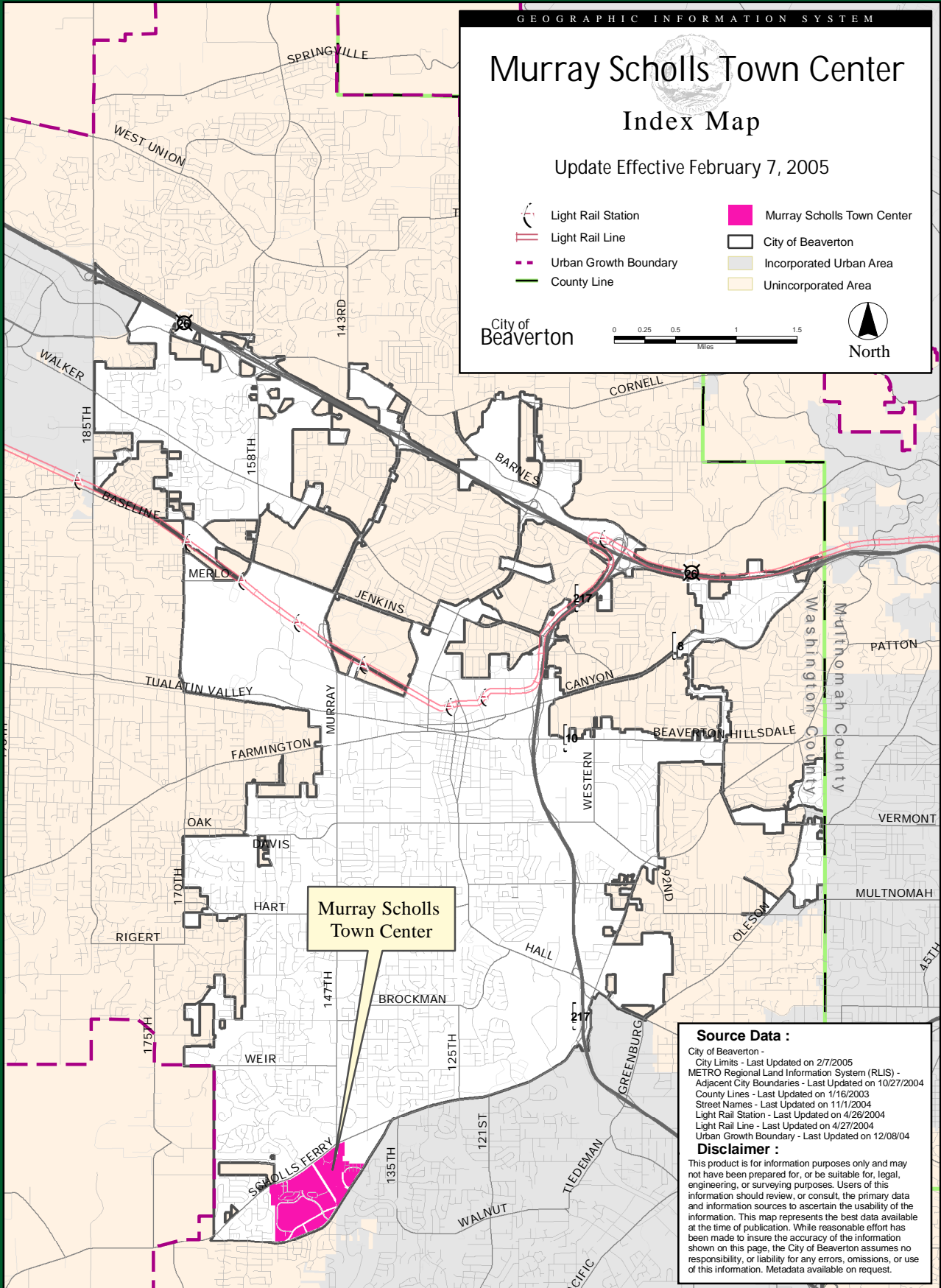


# Murray Scholls Town Center Index Map

Update Effective February 7, 2005

-  Light Rail Station
-  Light Rail Line
-  Urban Growth Boundary
-  County Line
-  Murray Scholls Town Center
-  City of Beaverton
-  Incorporated Urban Area
-  Unincorporated Area

City of Beaverton



Murray Scholls  
Town Center

**Source Data :**  
 City of Beaverton -  
 City Limits - Last Updated on 2/7/2005  
 METRO Regional Land Information System (RLIS) -  
 Adjacent City Boundaries - Last Updated on 10/27/2004  
 County Lines - Last Updated on 1/16/2003  
 Street Names - Last Updated on 11/1/2004  
 Light Rail Station - Last Updated on 4/26/2004  
 Light Rail Line - Last Updated on 4/27/2004  
 Urban Growth Boundary - Last Updated on 12/08/04

**Disclaimer :**  
 This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

S:\\_CDD\05-0071\_2005Mur\_Schl\_TC\_indx\_8x11.mxd

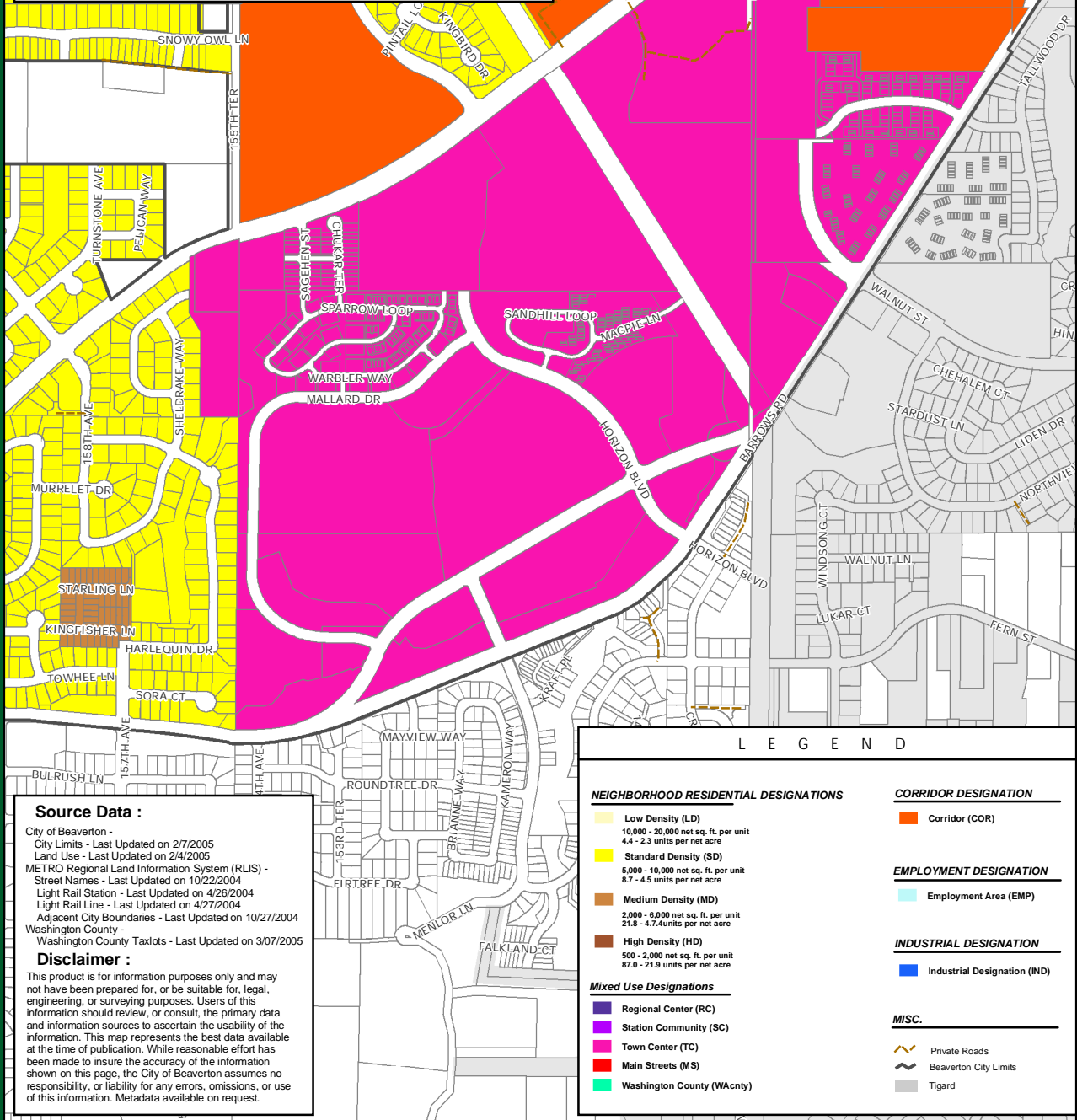
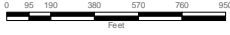
GIS/RB 3/08/05

# Murray Scholls Town Center

## Land Use

Integrating  
Metro 2040 Mixed Use Design Types  
From Adjacent Jurisdictions, Where Available  
Update Effective February 5, 2005

City of  
Beaverton



**Source Data :**

City of Beaverton -  
City Limits - Last Updated on 2/7/2005  
Land Use - Last Updated on 2/4/2005  
METRO Regional Land Information System (RLIS) -  
Street Names - Last Updated on 10/22/2004  
Light Rail Station - Last Updated on 4/26/2004  
Light Rail Line - Last Updated on 4/27/2004  
Adjacent City Boundaries - Last Updated on 10/27/2004  
Washington County -  
Washington County Taxlots - Last Updated on 3/07/2005

**Disclaimer :**

This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

L E G E N D

**NEIGHBORHOOD RESIDENTIAL DESIGNATIONS**

- Low Density (LD)  
10,000 - 20,000 net sq. ft. per unit  
4.4 - 2.3 units per net acre
- Standard Density (SD)  
5,000 - 10,000 net sq. ft. per unit  
8.7 - 4.5 units per net acre
- Medium Density (MD)  
2,000 - 6,000 net sq. ft. per unit  
21.8 - 4.7 units per net acre
- High Density (HD)  
500 - 2,000 net sq. ft. per unit  
87.0 - 21.9 units per net acre

**Mixed Use Designations**

- Regional Center (RC)
- Station Community (SC)
- Town Center (TC)
- Main Streets (MS)
- Washington County (WAcnty)

**CORRIDOR DESIGNATION**

- Corridor (COR)

**EMPLOYMENT DESIGNATION**

- Employment Area (EMP)

**INDUSTRIAL DESIGNATION**

- Industrial Designation (IND)

**MISC.**

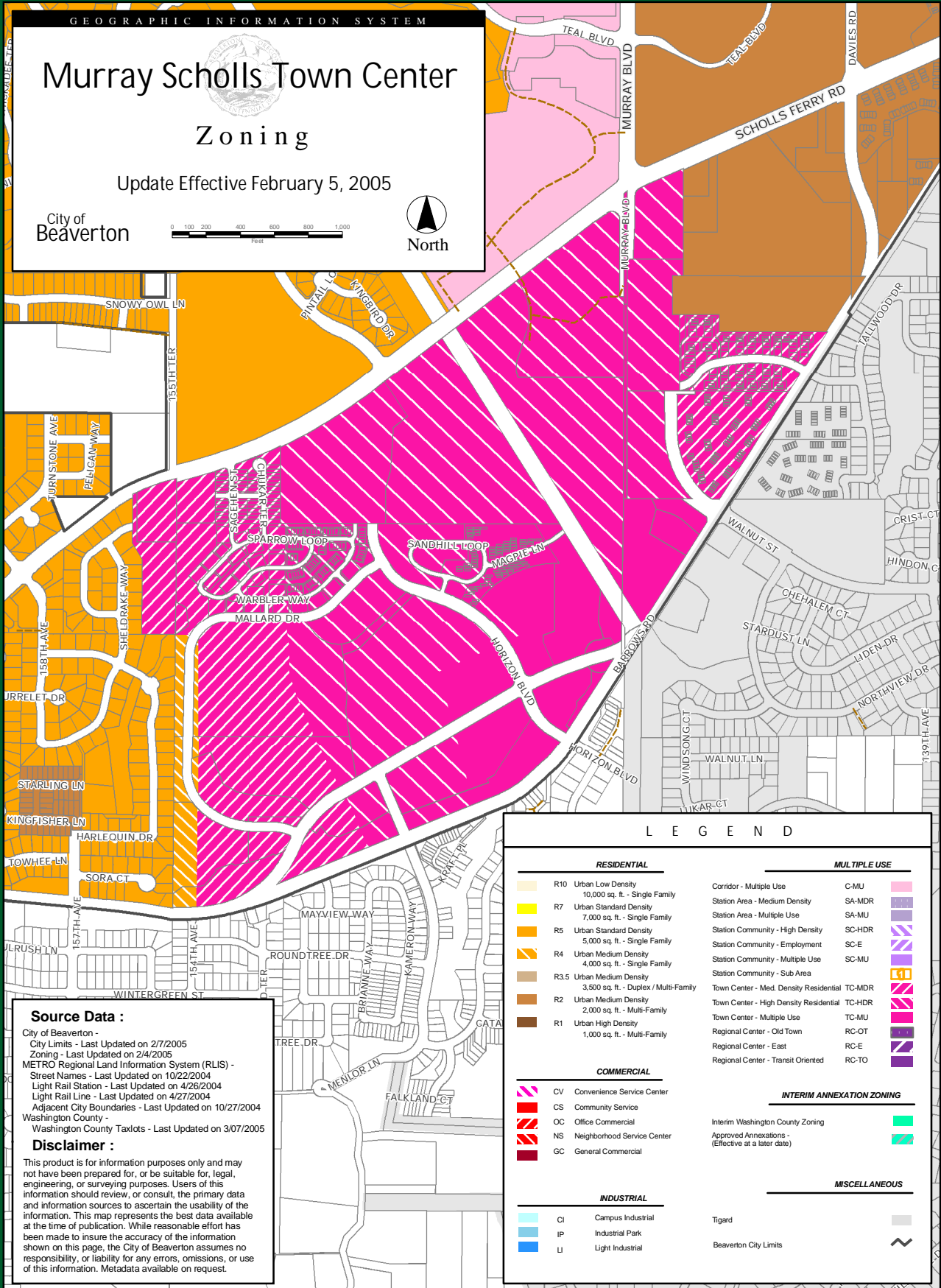
- Private Roads
- Beaverton City Limits
- Tigard



# Murray Scholls Town Center Zoning

Update Effective February 5, 2005

City of  
Beaverton



**Source Data :**

City of Beaverton -  
City Limits - Last Updated on 2/7/2005  
Zoning - Last Updated on 2/4/2005  
METRO Regional Land Information System (RLIS) -  
Street Names - Last Updated on 10/22/2004  
Light Rail Station - Last Updated on 4/26/2004  
Light Rail Line - Last Updated on 4/27/2004  
Adjacent City Boundaries - Last Updated on 10/27/2004  
Washington County  
Washington County Taxlots - Last Updated on 3/07/2005

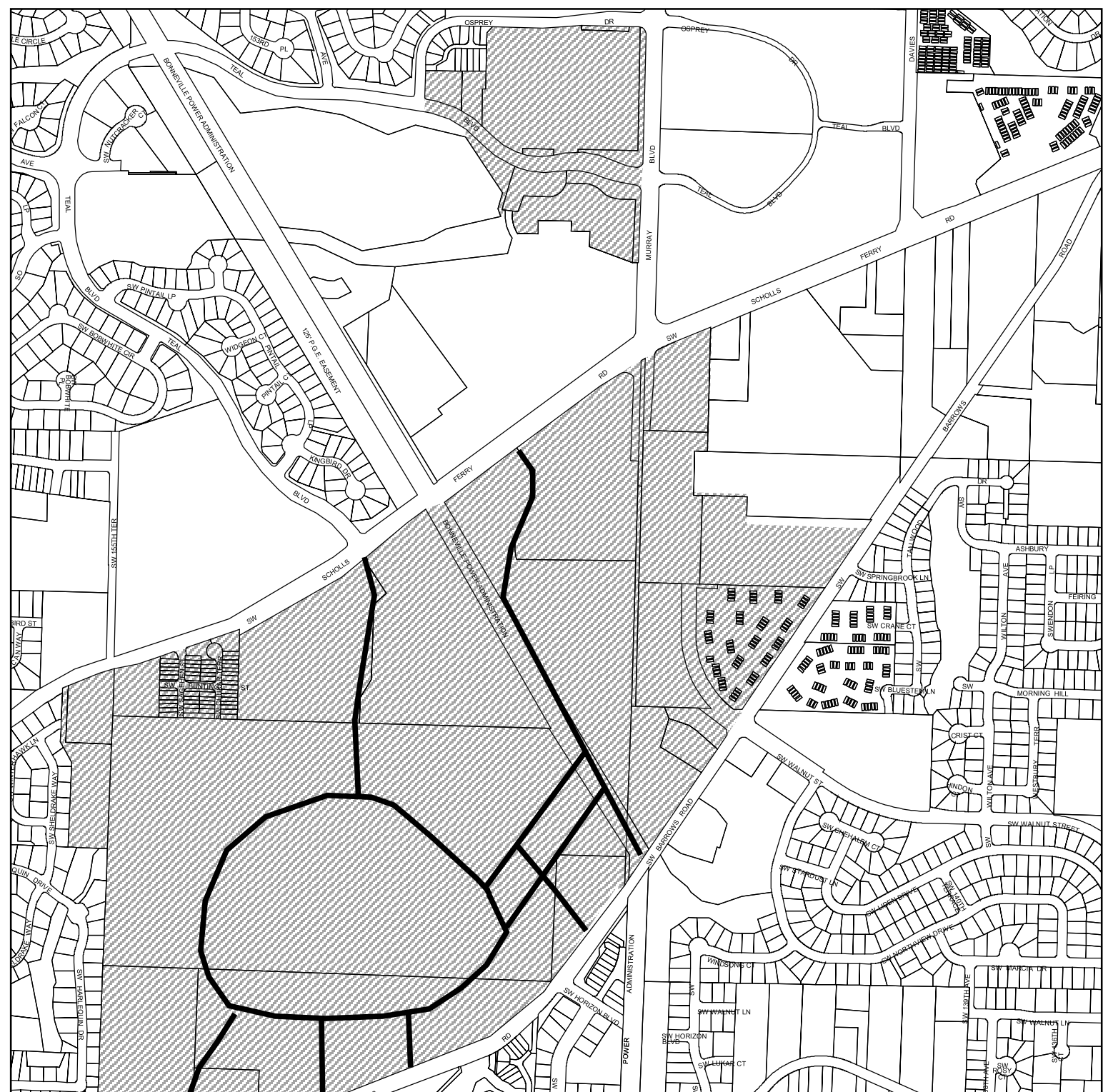
**Disclaimer :**

This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability for any errors, omissions, or use of this information. Metadata available on request.

**LEGEND**

RESIDENTIAL		MULTIPLE USE	
R10 Urban Low Density 10,000 sq. ft. - Single Family		Corridor - Multiple Use	C-MU
R7 Urban Standard Density 7,000 sq. ft. - Single Family		Station Area - Medium Density	SA-MDR
R5 Urban Standard Density 5,000 sq. ft. - Single Family		Station Area - Multiple Use	SA-MU
R4 Urban Standard Density 4,000 sq. ft. - Single Family		Station Community - High Density	SC-HDR
R3.5 Urban Medium Density 3,500 sq. ft. - Duplex / Multi-Family		Station Community - Employment	SC-E
R2 Urban Medium Density 2,000 sq. ft. - Multi-Family		Station Community - Multiple Use	SC-MU
R1 Urban High Density 1,000 sq. ft. - Multi-Family		Station Community - Sub Area	SC-SA
		Town Center - Med. Density Residential	TC-MDR
		Town Center - High Density Residential	TC-HDR
		Town Center - Multiple Use	TC-MU
		Regional Center - Old Town	RC-OT
		Regional Center - East	RC-E
		Regional Center - Transit Oriented	RC-TO
COMMERCIAL		INTERIM ANNEXATION ZONING	
CV Convenience Service Center		Interim Washington County Zoning	
CS Community Service		Approved Annexations - (Effective at a later date)	
OC Office Commercial			
NS Neighborhood Service Center			
GC General Commercial			
INDUSTRIAL		MISCELLANEOUS	
CI Campus Industrial		Tigard	
IP Industrial Park		Beaverton City Limits	
LI Light Industrial			

GIS/RB 3/08/05 S:\\_CDD\2005\05-007\Mur\_Schl\_TC\_Zone\_8x11.mxd



G E O G R A P H I C I N F O R M A T I O N S Y S T E M

# MAP 20.20.60-2

Major Pedestrian Routes

09/15/99

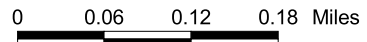


Murray Scholls Town Center



Major Pedestrian Routes

Scale 1" = 700'



**SOURCES:**  
 METRO's Regional Land Information System (RLIS) - Current as of August 1999  
 Washington County Geographic Information System - Current as of November 1999  
 City of Beaverton Community Development Department - Current as of July 1999

**NOTES:**  
 This map represents the best available data at the time of publication. While every effort has been made to insure the accuracy of the information on this page, the City of Beaverton assumes no responsibility for any errors or omissions.

City of  
**Beaverton**