

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.

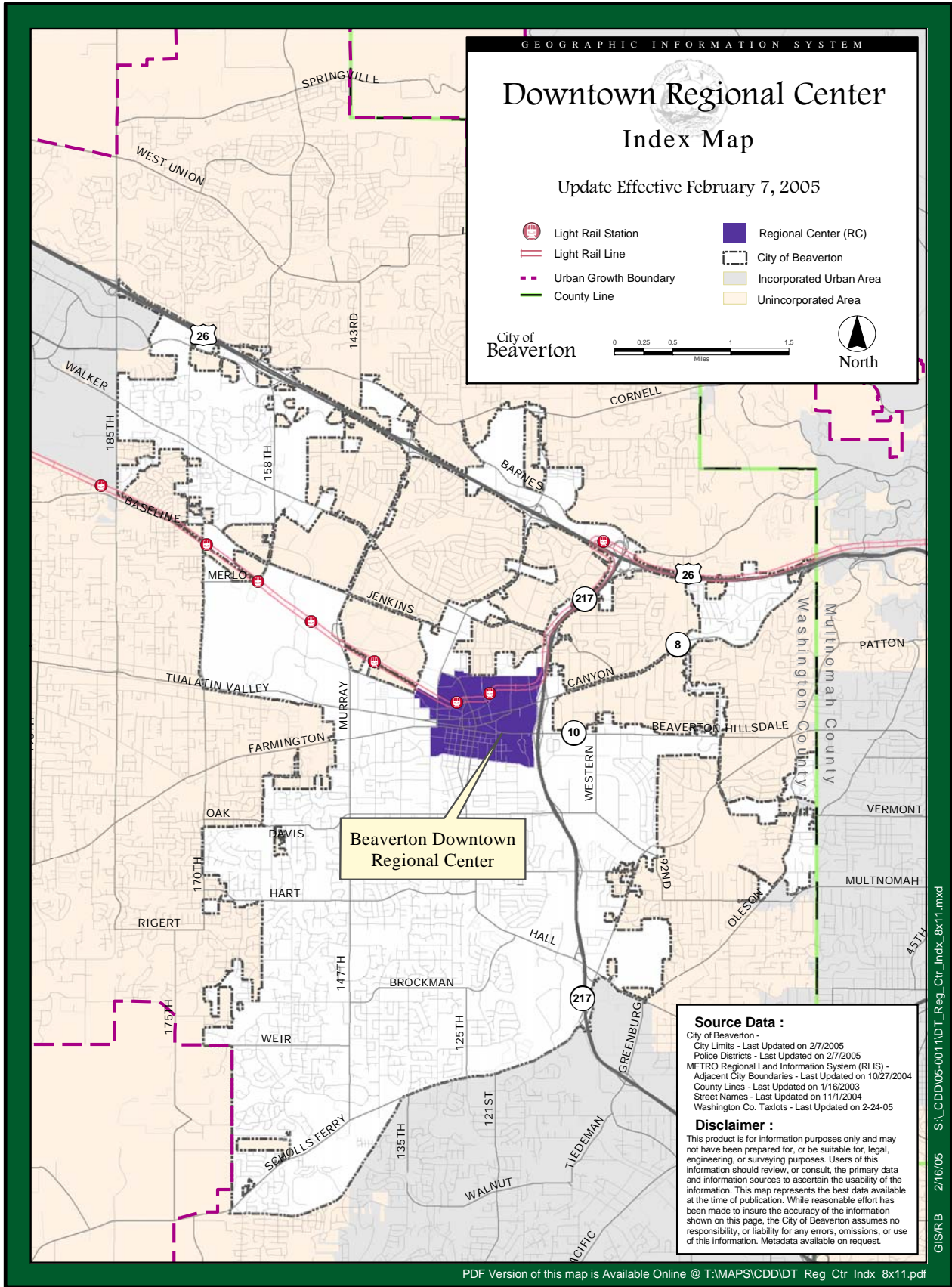
Action 1: *Improve pedestrian routes across Canyon Road to the southern areas of the Regional Center.*

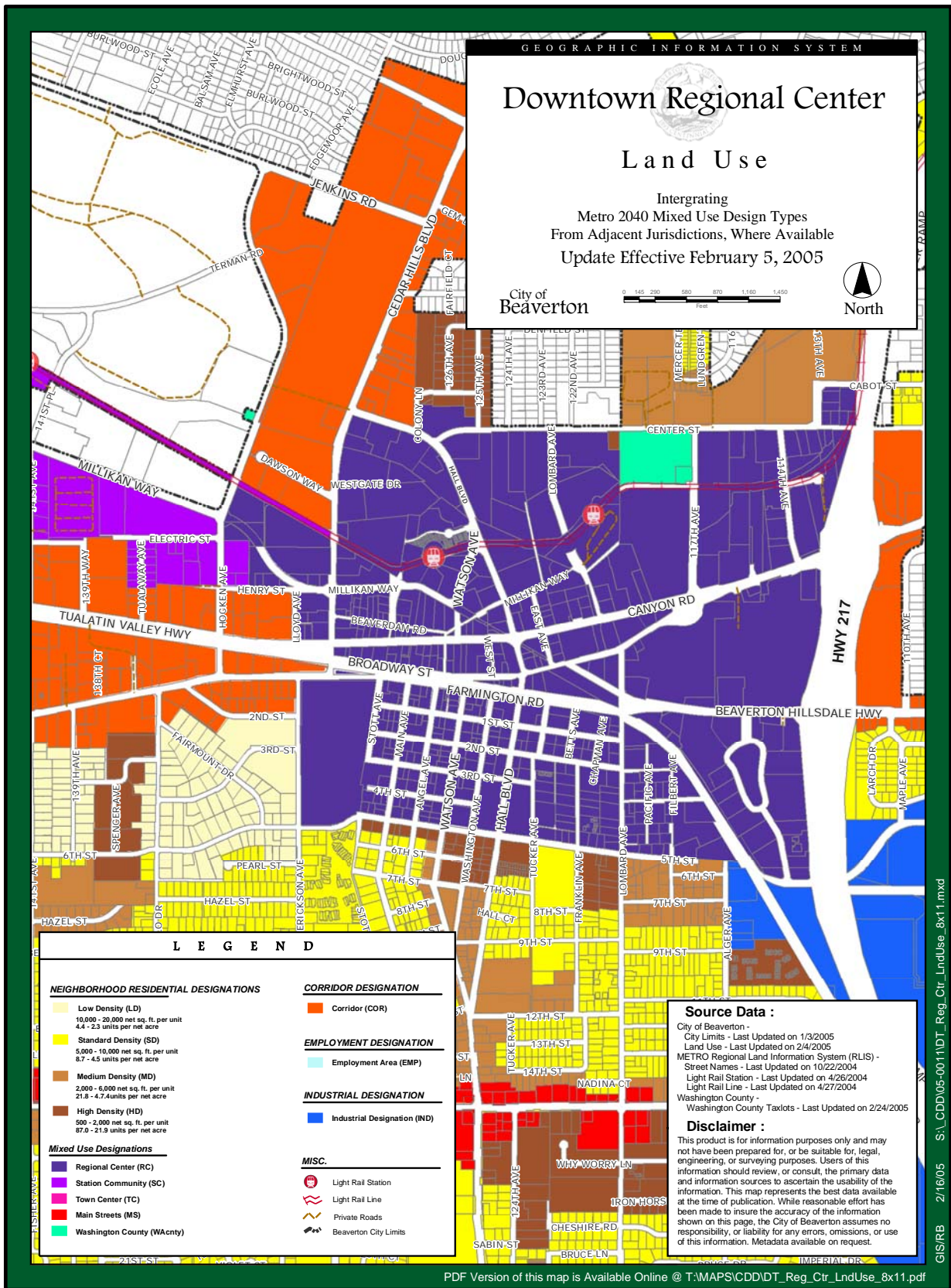
Action 2: *Develop a long-term strategy to promote public transit and improve the pedestrian experience in Downtown Beaverton through signage, public information, street furniture inviting to pedestrians, and other strategies to increase pedestrian traffic in Downtown.*

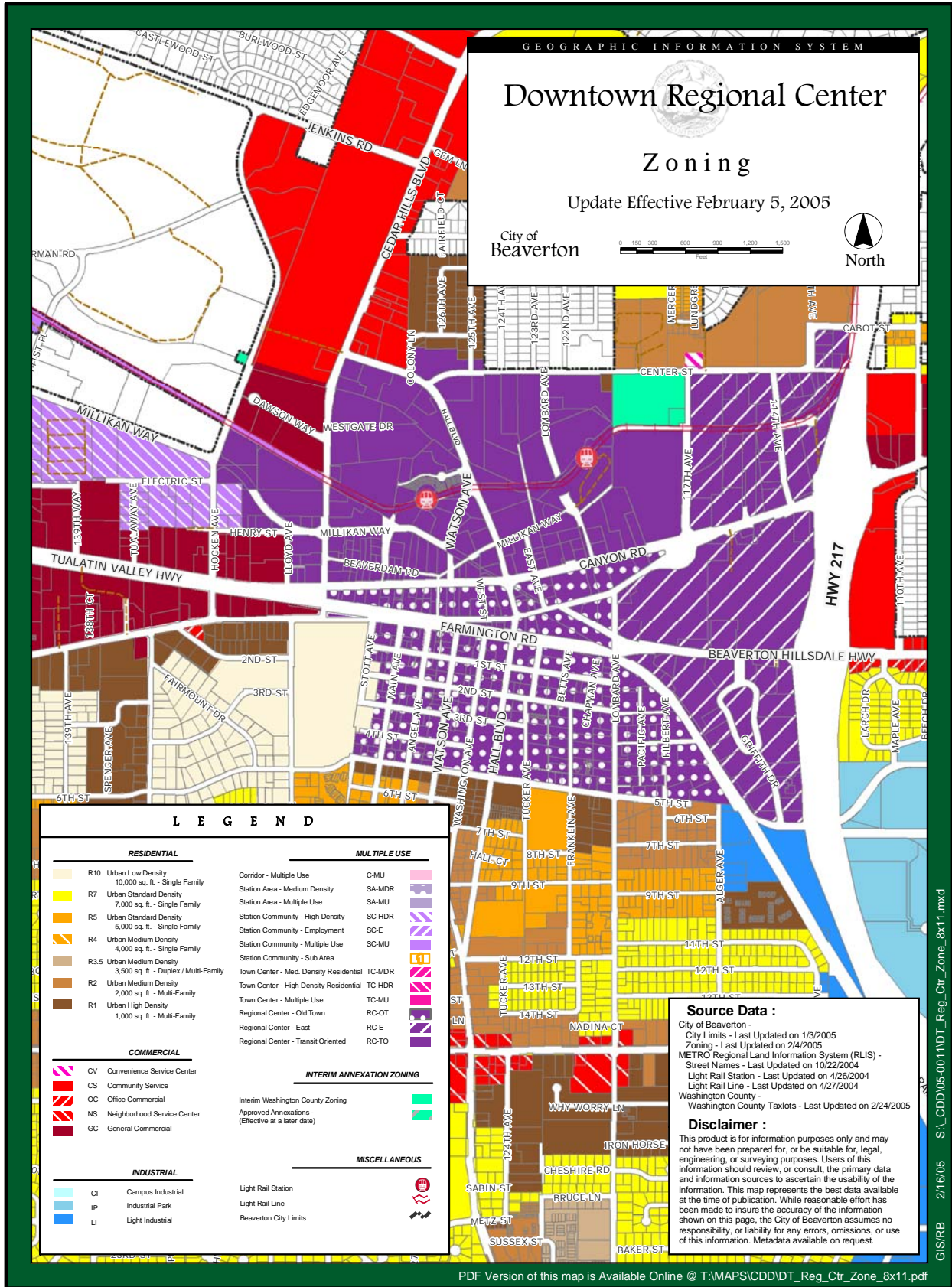
- b) Develop a pedestrian, bicycle, open space network in the Regional Center. Use corridors along Beaverton Creek and its tributaries as routes for bicycle and pedestrian travel.

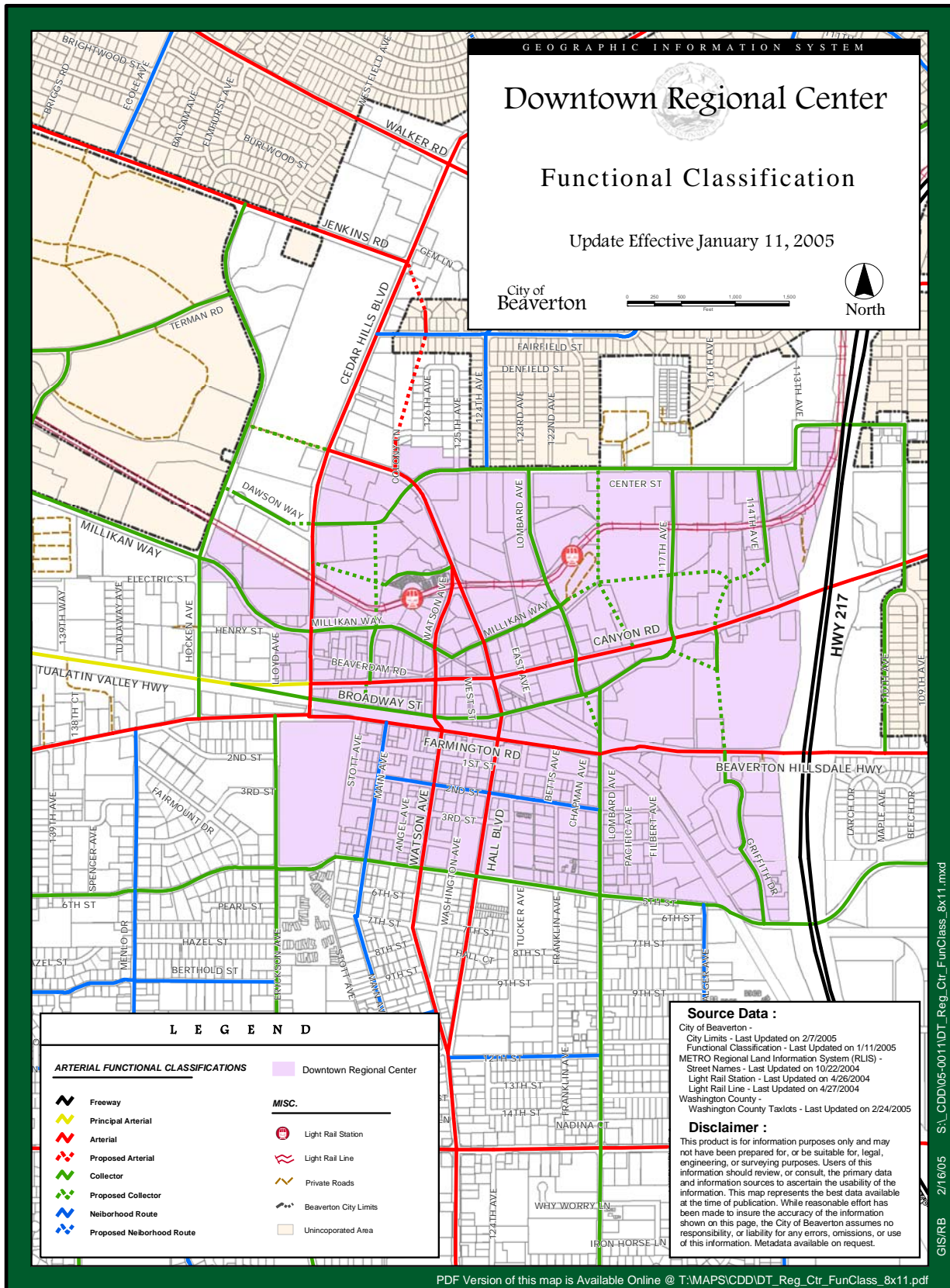
Action 1: *Adopt and apply land use regulations requiring pedestrian and bicycle connectivity in the Regional Center.*

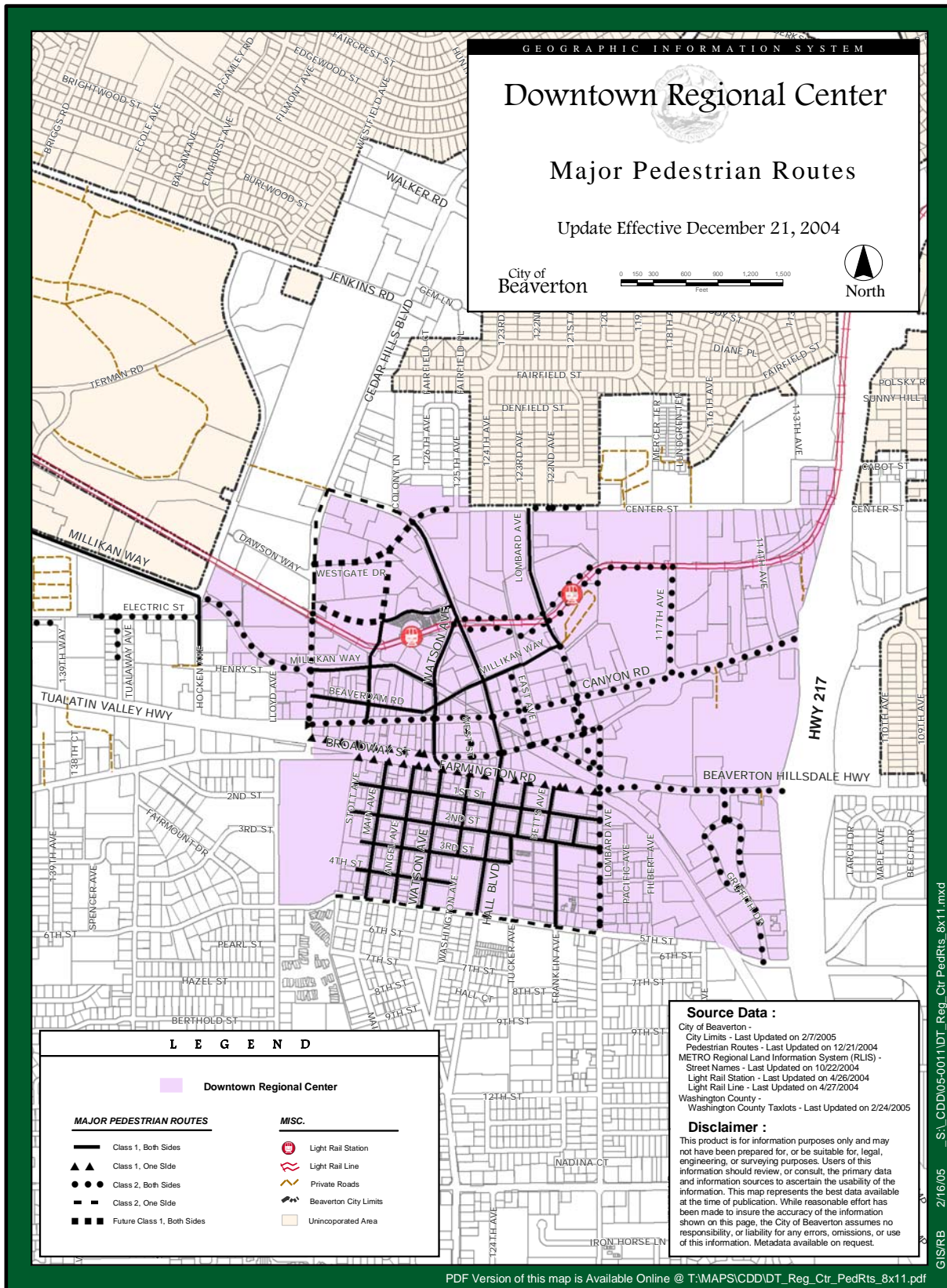
Action 2: *Adopt and apply land use regulations providing incentives for open space dedication, such as increased density or reduced landscaping requirements.*











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

Downtown Regional Center Index Map



City of
Beaverton

September 2000
Scale 1" = 3250'




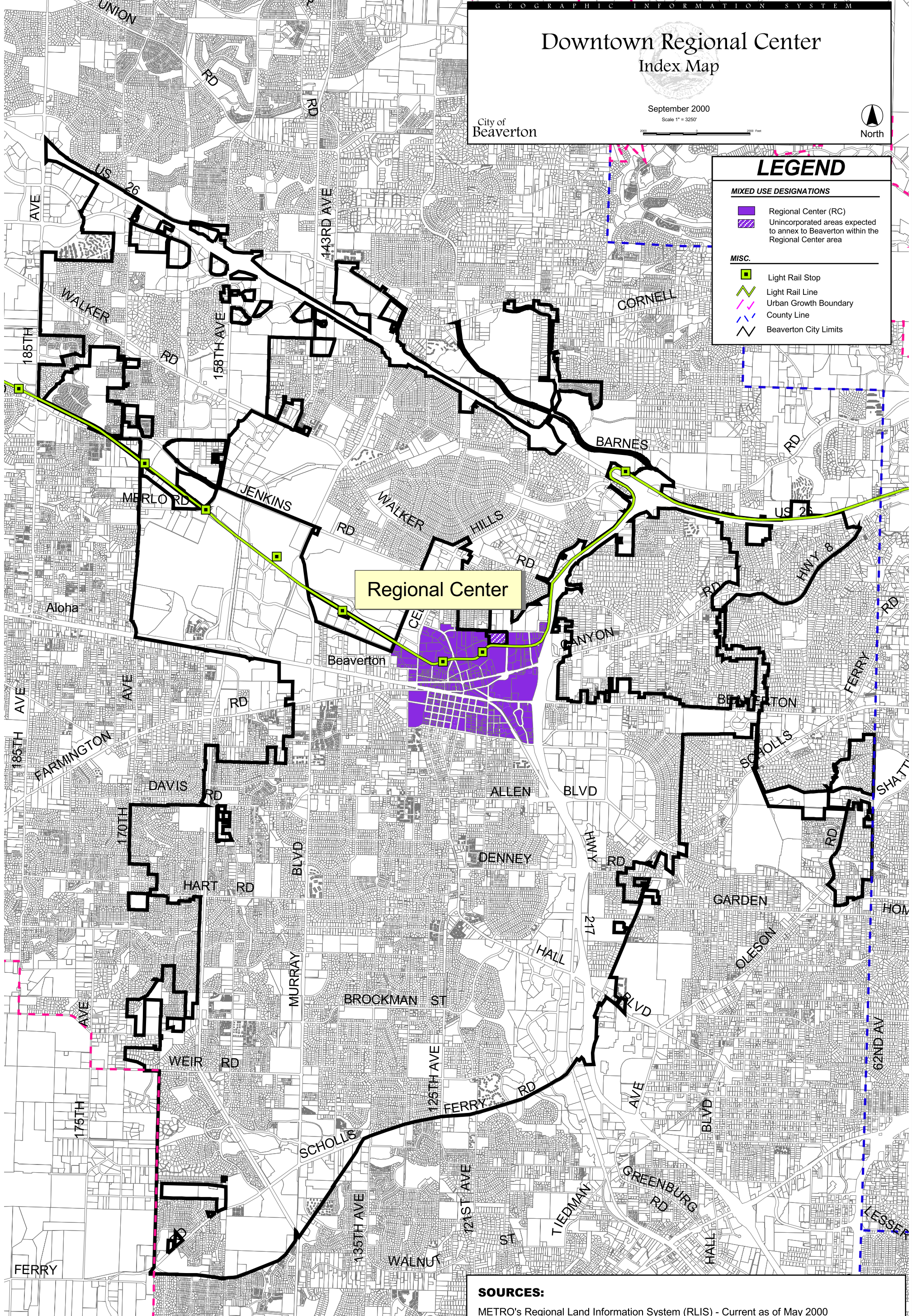
LEGEND

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.

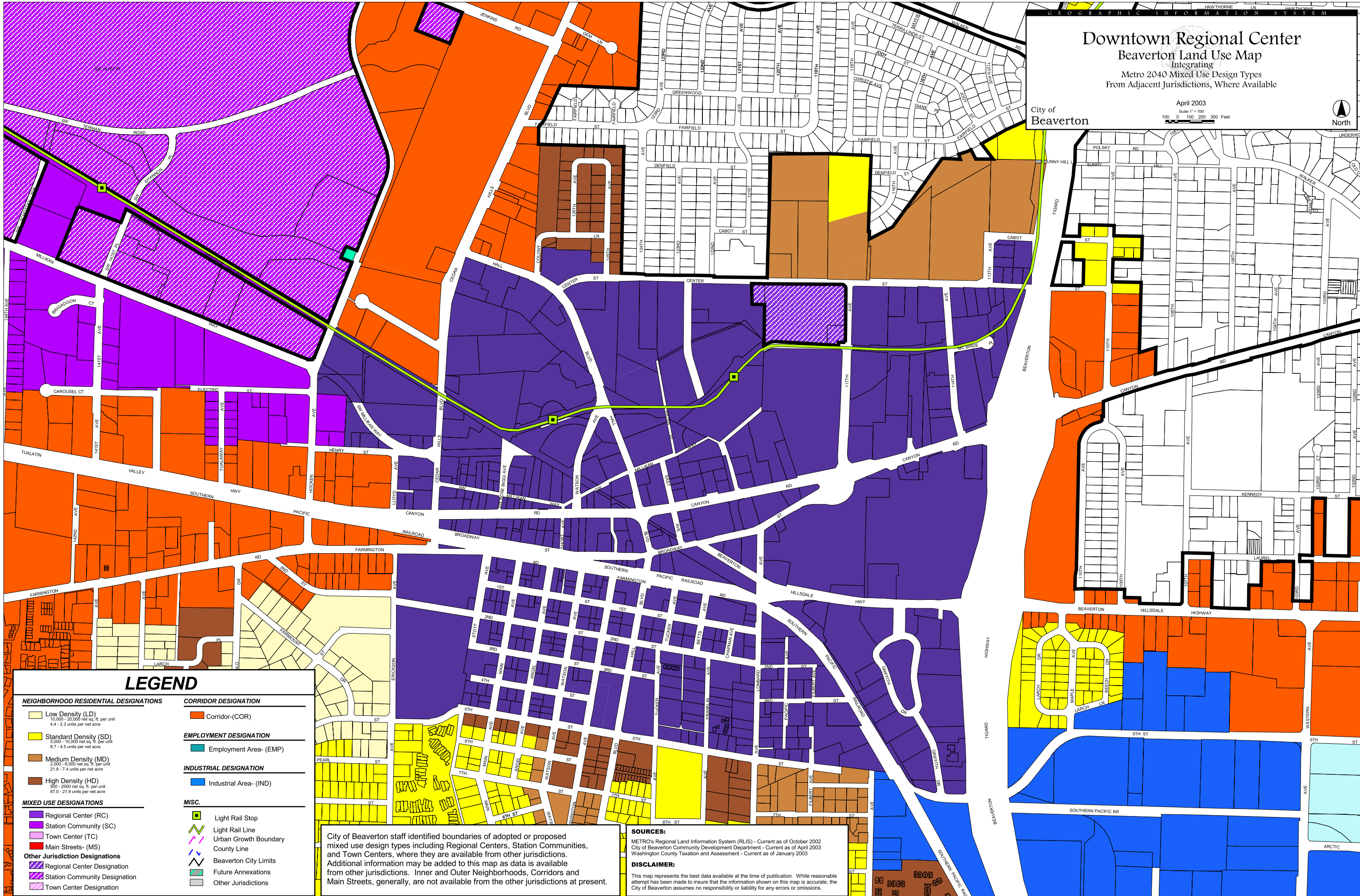
Downtown Regional Center Beaverton Land Use Map

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



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 - 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)
- 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)

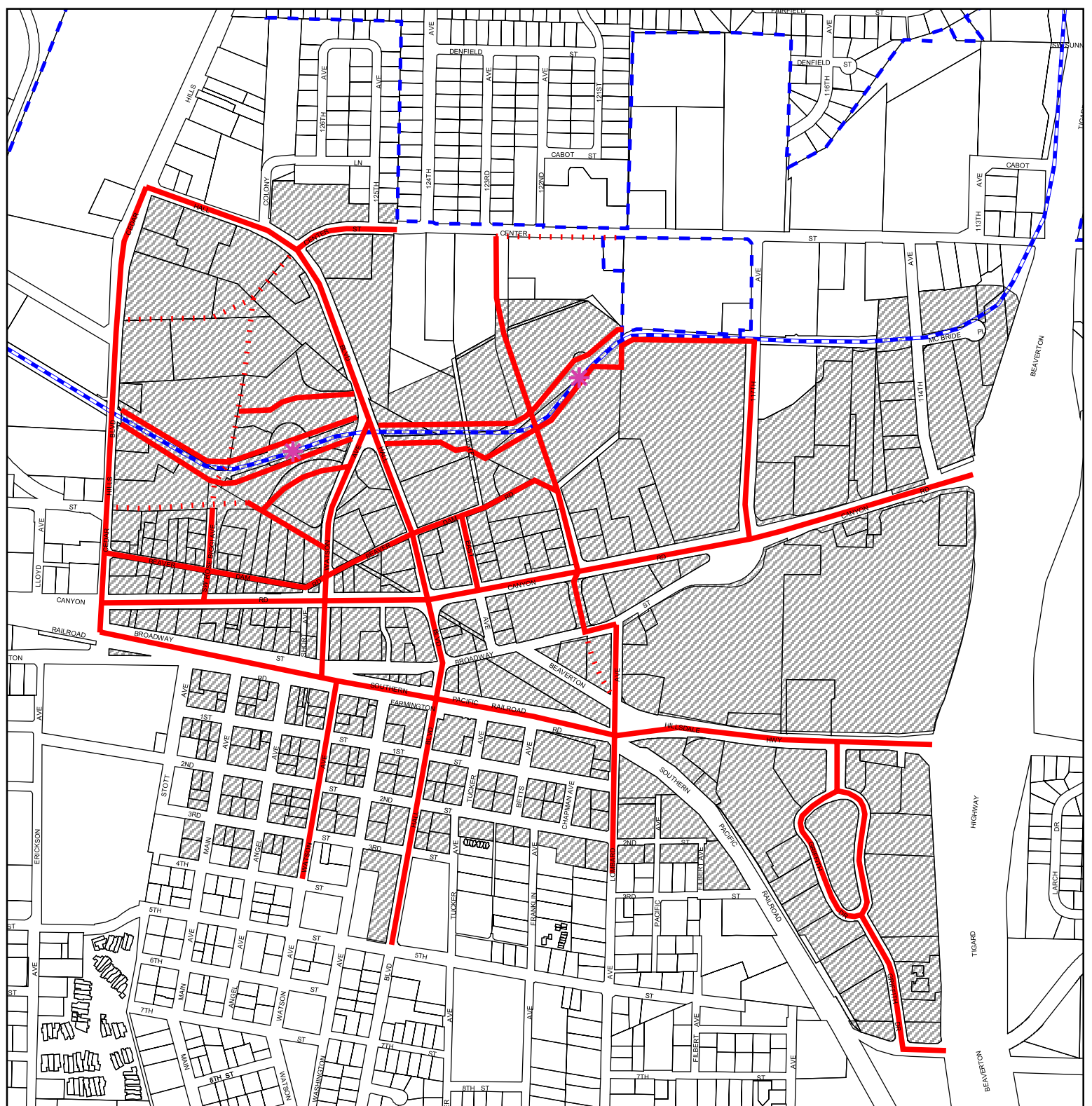
MISC.

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

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

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GEOGRAPHIC INFORMATION SYSTEM

MAP 20.20.60-1

Major Pedestrian Routes

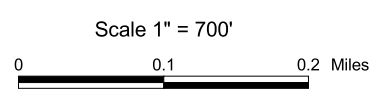
09/30/99

-  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

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City of Beaverton

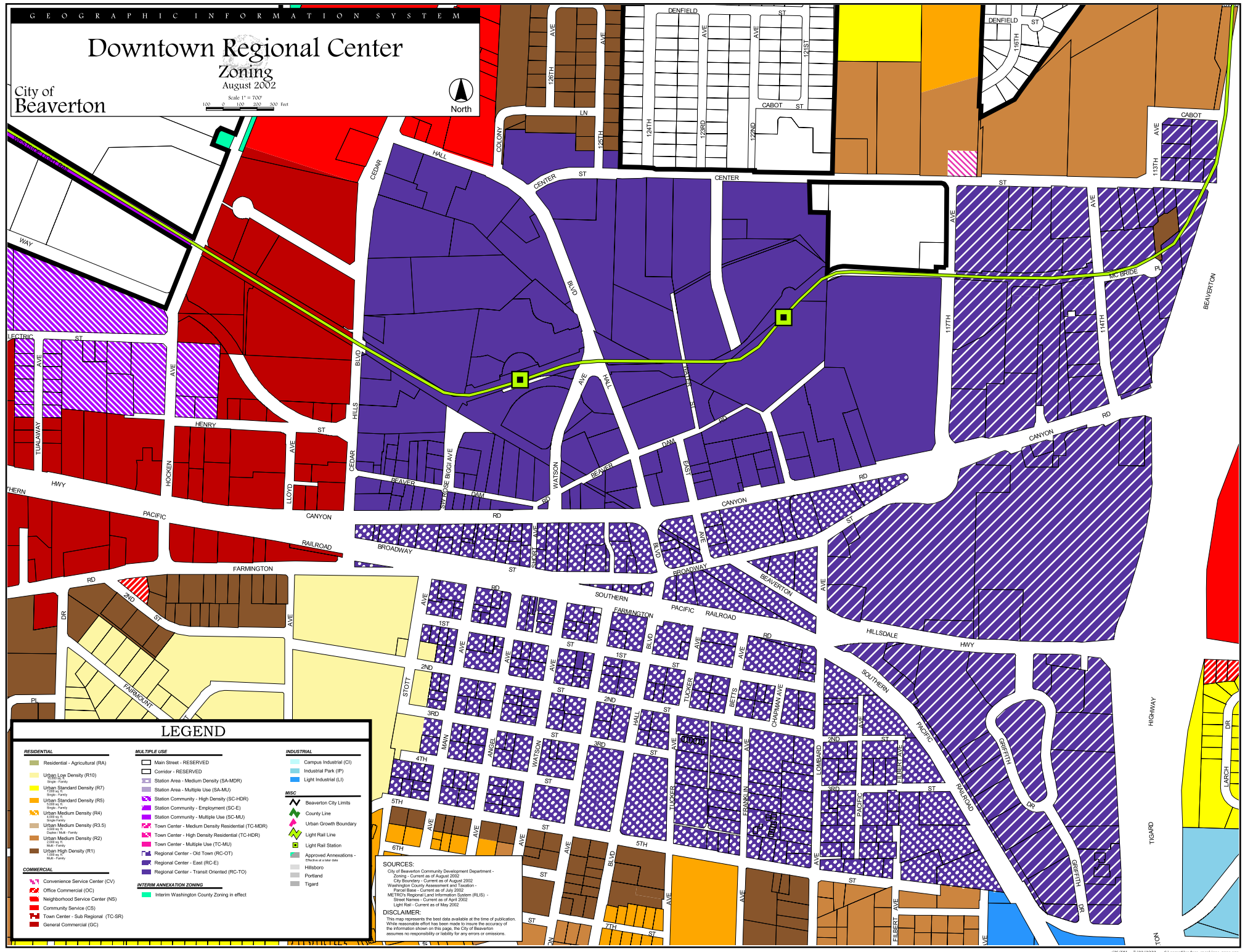


Downtown Regional Center

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)	Center - RESERVED	Industrial Park (IP)
Urban Standard Density (R7)	Station Area - Medium Density (SA-MDR)	Light Industrial (LI)
Urban Standard Density (R5)	Station Area - Multiple Use (SA-MU)	
Urban Medium Density (R4)	Station Community - High Density (SC-HDR)	
Urban Medium Density (R3.5)	Station Community - Employment (SC-E)	MISC
Urban Medium Density (R2)	Station Community - Multiple Use (SC-MU)	Beaverton City Limits
Urban High Density (RH)	Town Center - Medium Density Residential (TC-MDR)	County Line
	Town Center - High Density Residential (TC-HDR)	Urban Growth Boundary
	Town Center - Multiple Use (TC-MU)	Light Rail Line
	Regional Center - Old Town (RC-OT)	Light Rail Station
	Regional Center - East (RC-E)	Approved Annexations - Effective as of 1/1/02
	Regional Center - Transit Oriented (RC-TO)	Hillsboro
		Portland
COMMERCIAL		Tigard
Convenience Service Center (CV)	INTERIM ANNEXATION ZONING	
Office Commercial (OC)	Interim Washington County Zoning in effect	
Neighborhood Service Center (NS)		
Community Services (CS)		
Town Center - Sub-Regional (TC-SR)		
General Commercial (GC)		

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
METROS Regional Land Information System (RLIS) - Street Names - Current as of April 2002
Light Rail - Current as of May 2002

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