

Merlo Station Community

Community Plan

Merlo Station Community Community Plan Index

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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 170th 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 170th 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 170th 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 170th 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 170th 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 170th 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 170th 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

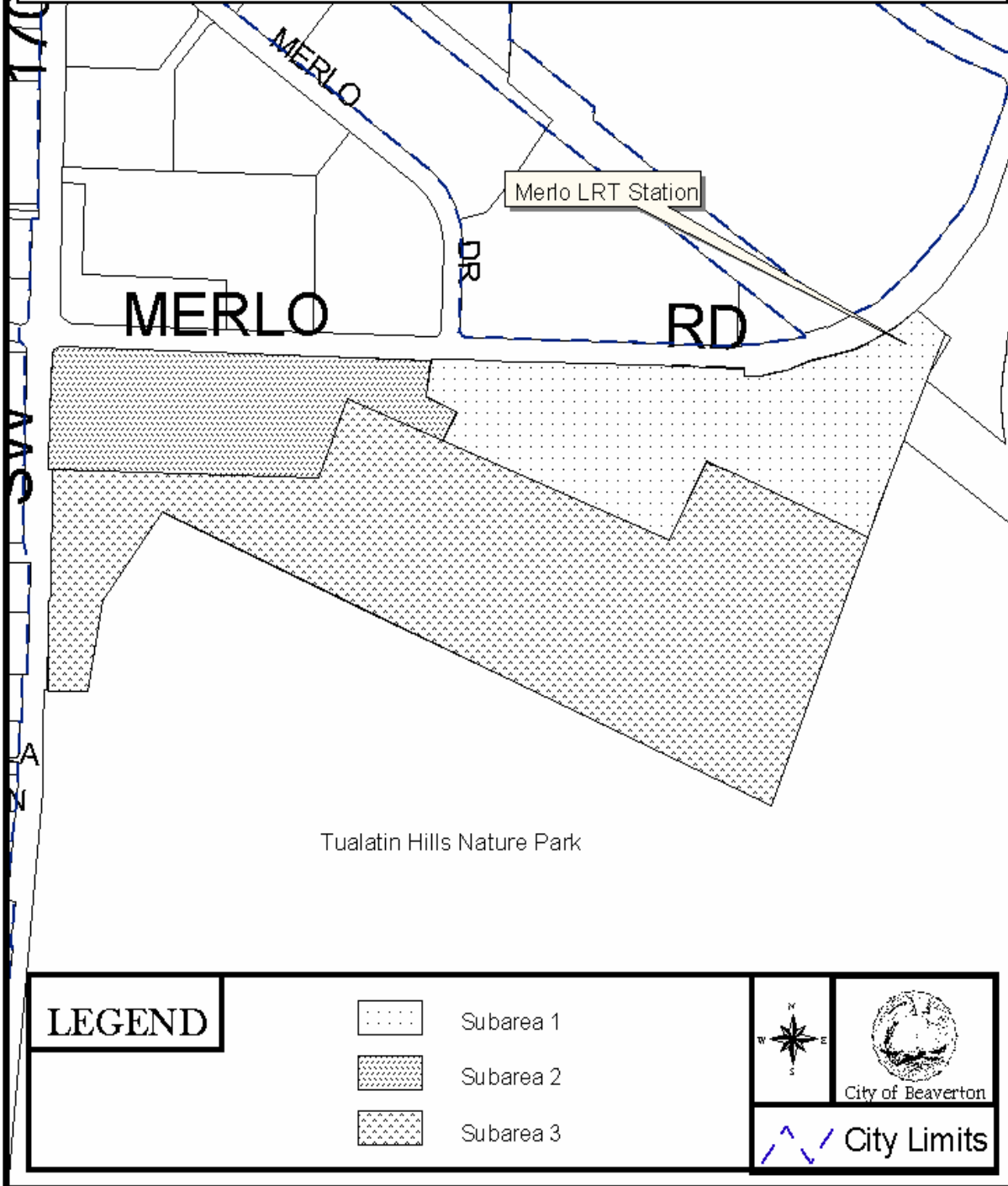
Road) and landscaping around some of the buildings. This aesthetic character should be retained as development and street widening occurs.

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

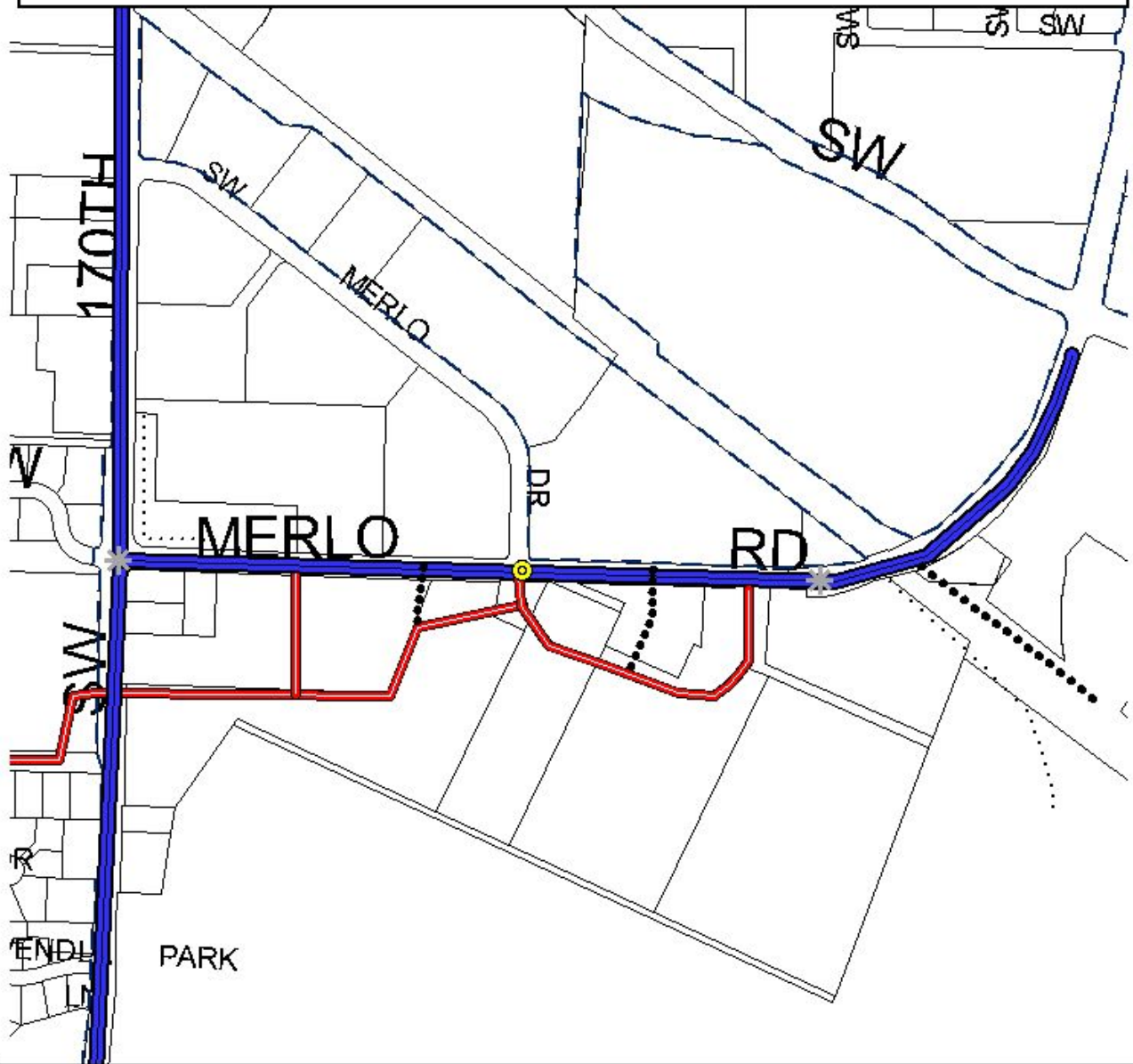
Action 2: *Adopt and apply standards for parking lot landscaping, and landscaping between the sidewalks and the parking lots or buildings, that will mitigate loss of trees and landscaping due to development and road widening.*

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

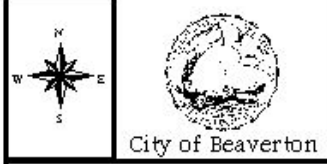


Merlo Station Community Plan Figure 2 Transportation Circulation Concept Map

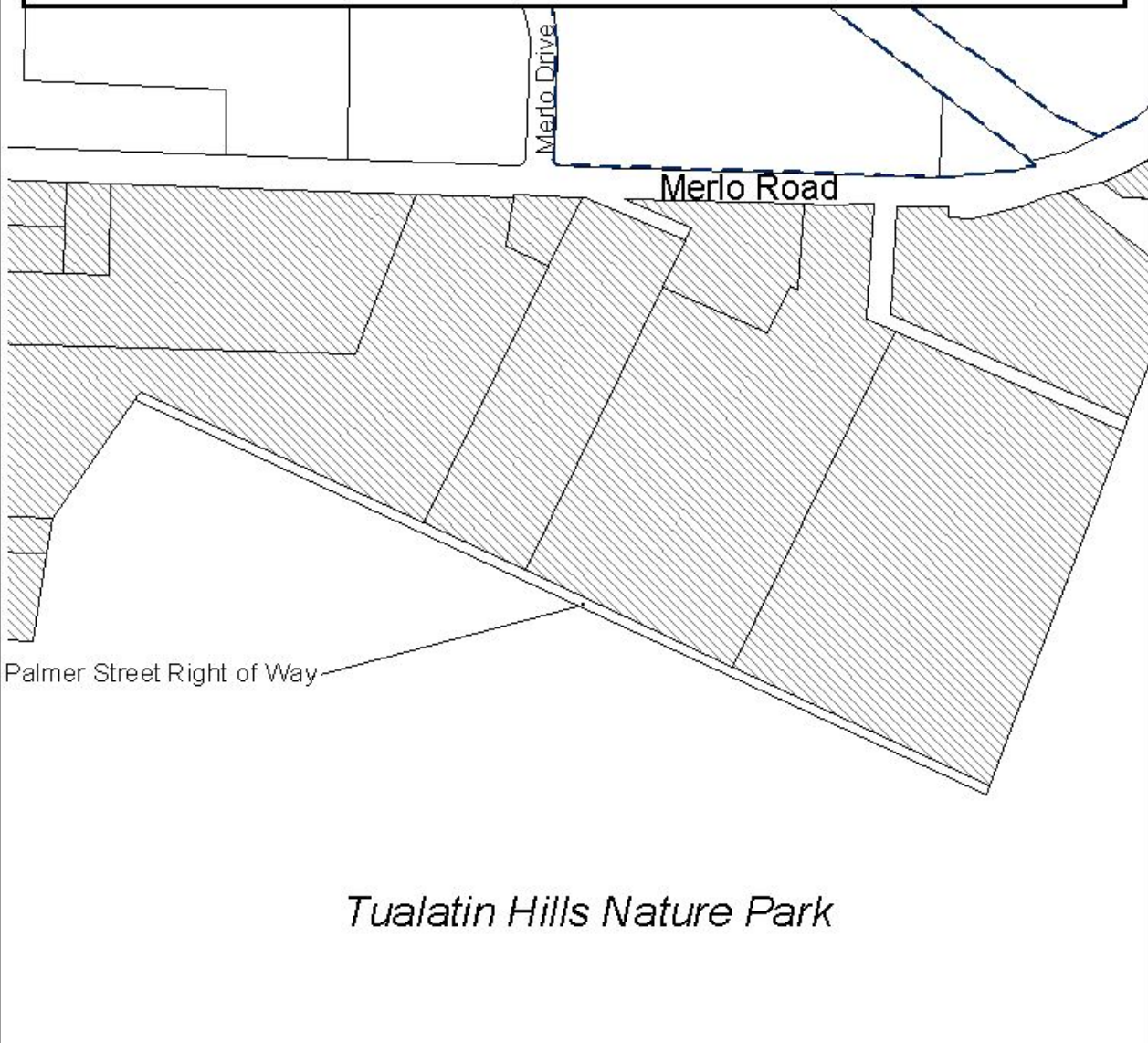


LEGEND

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



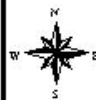
Merlo Station Community Plan Figure 3 Palmer Street Right of Way



LEGEND



Merlo Station Community Area

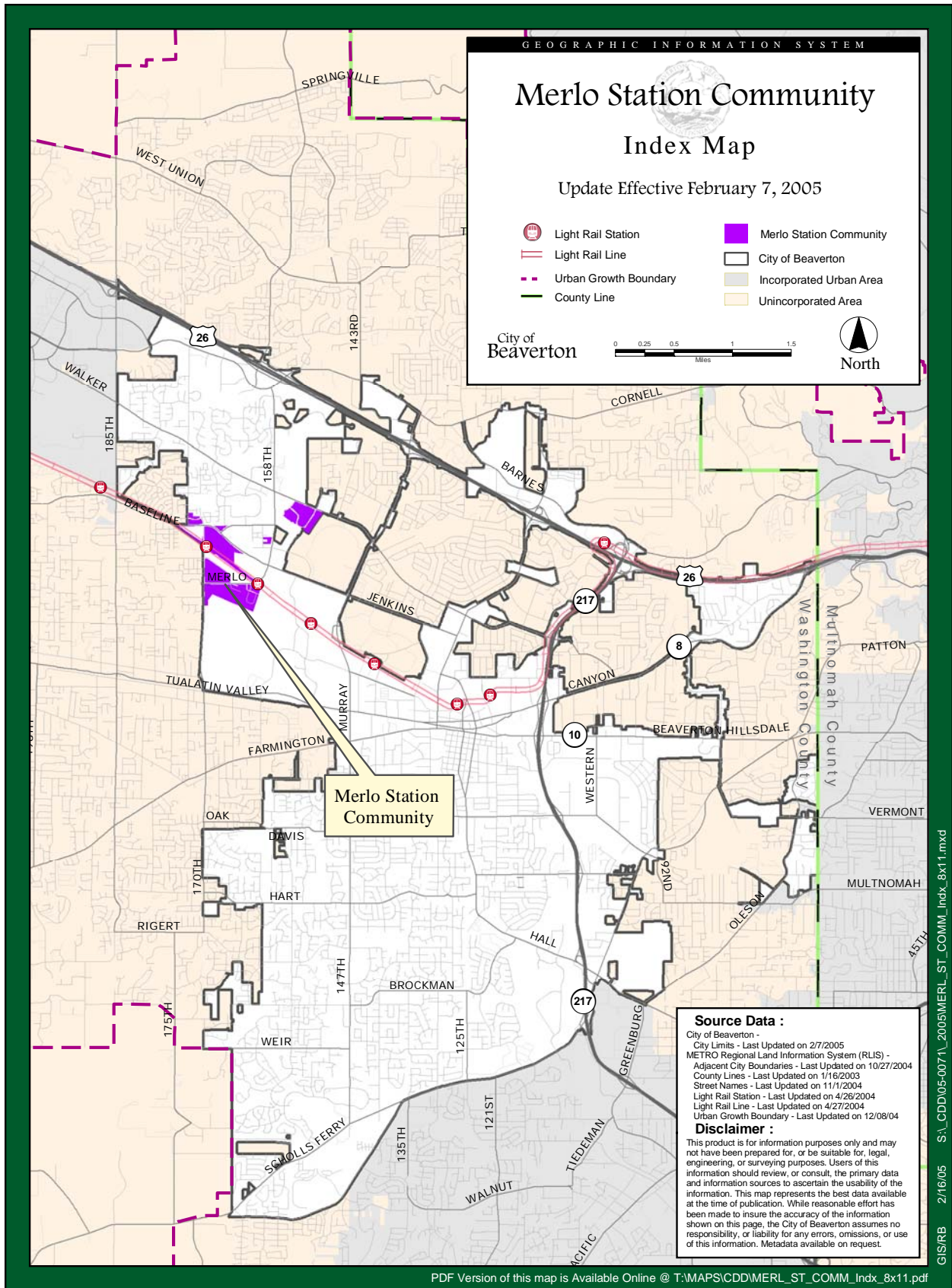


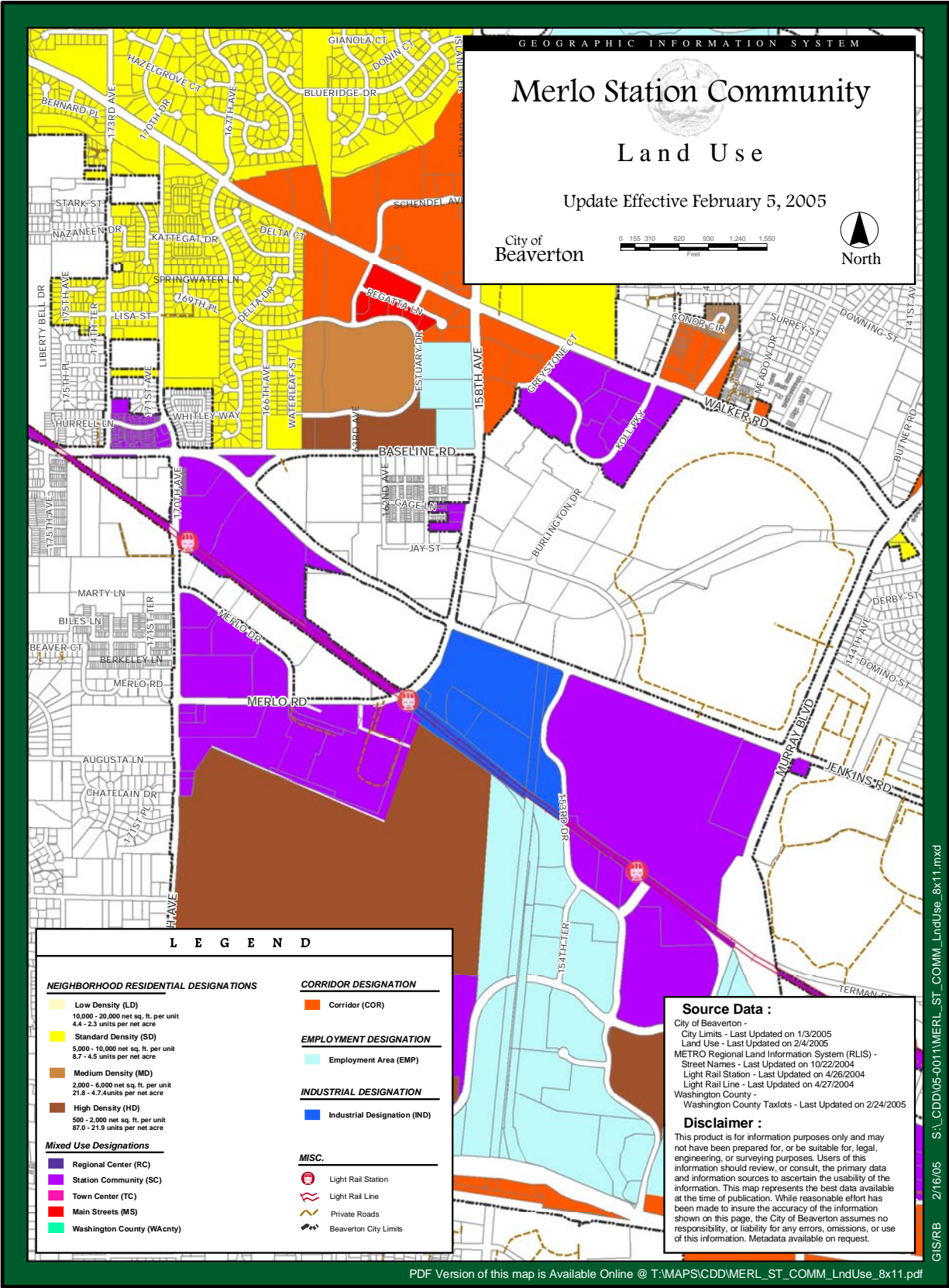
City of Beaverton

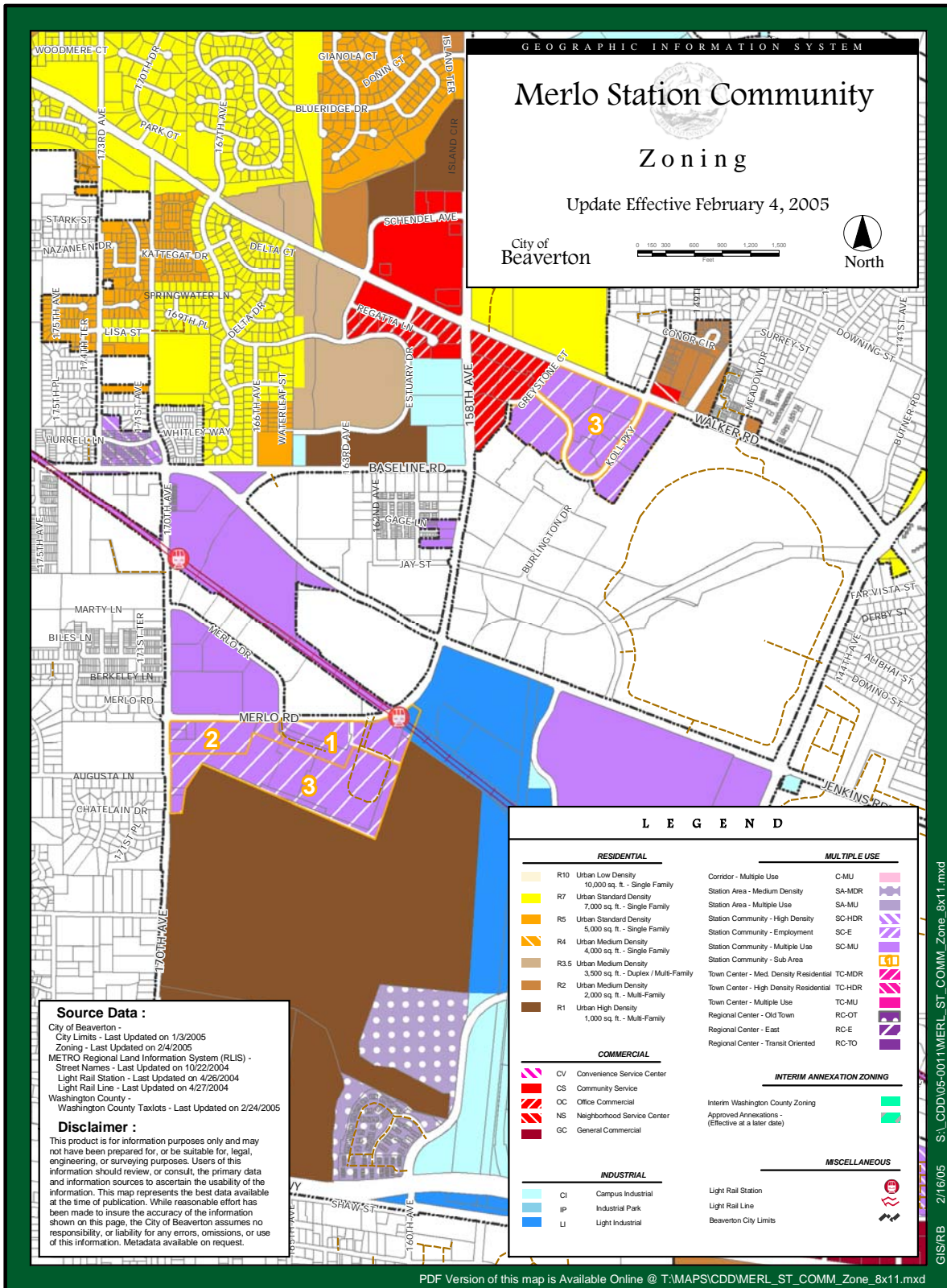


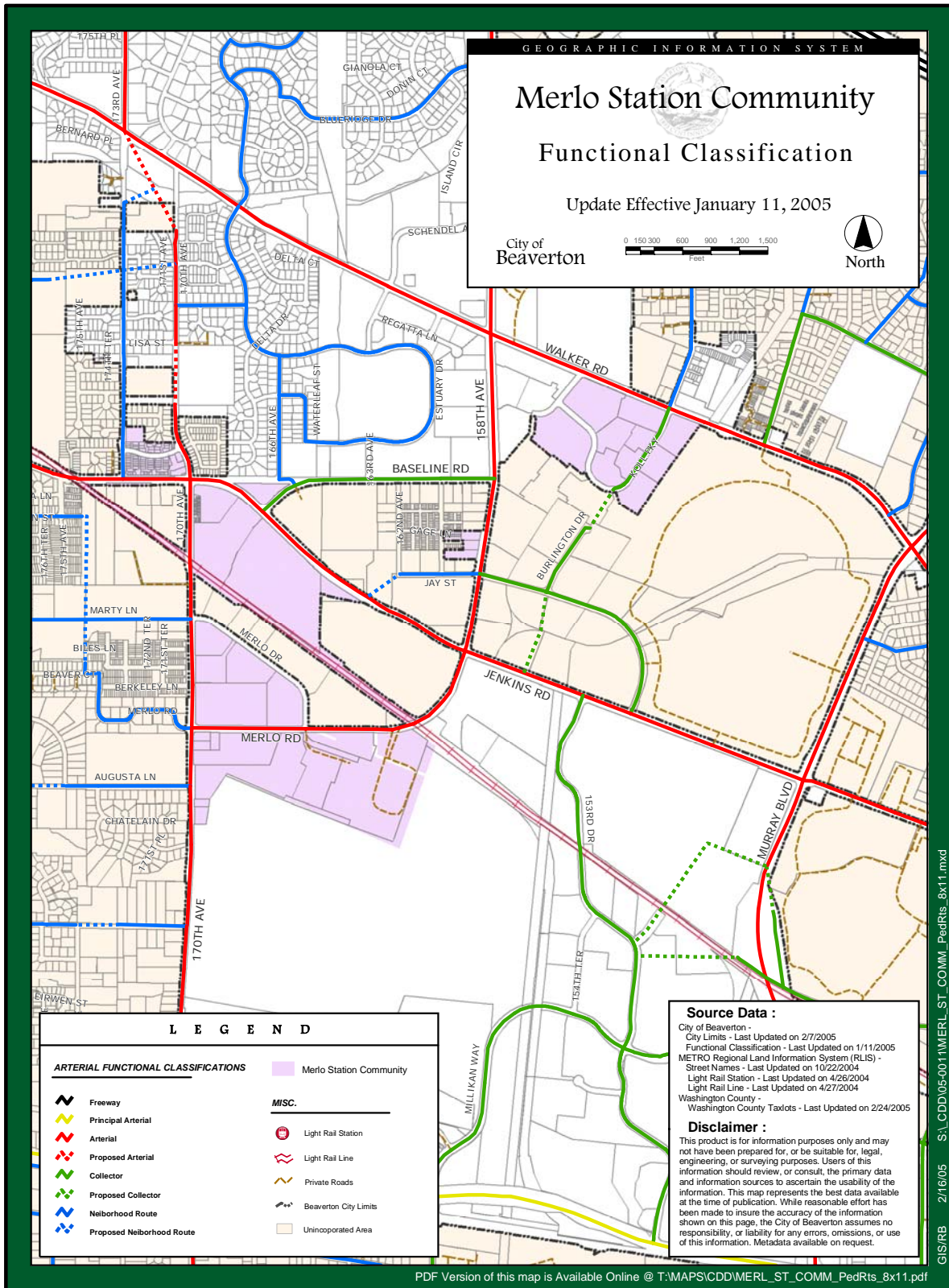
City Limits

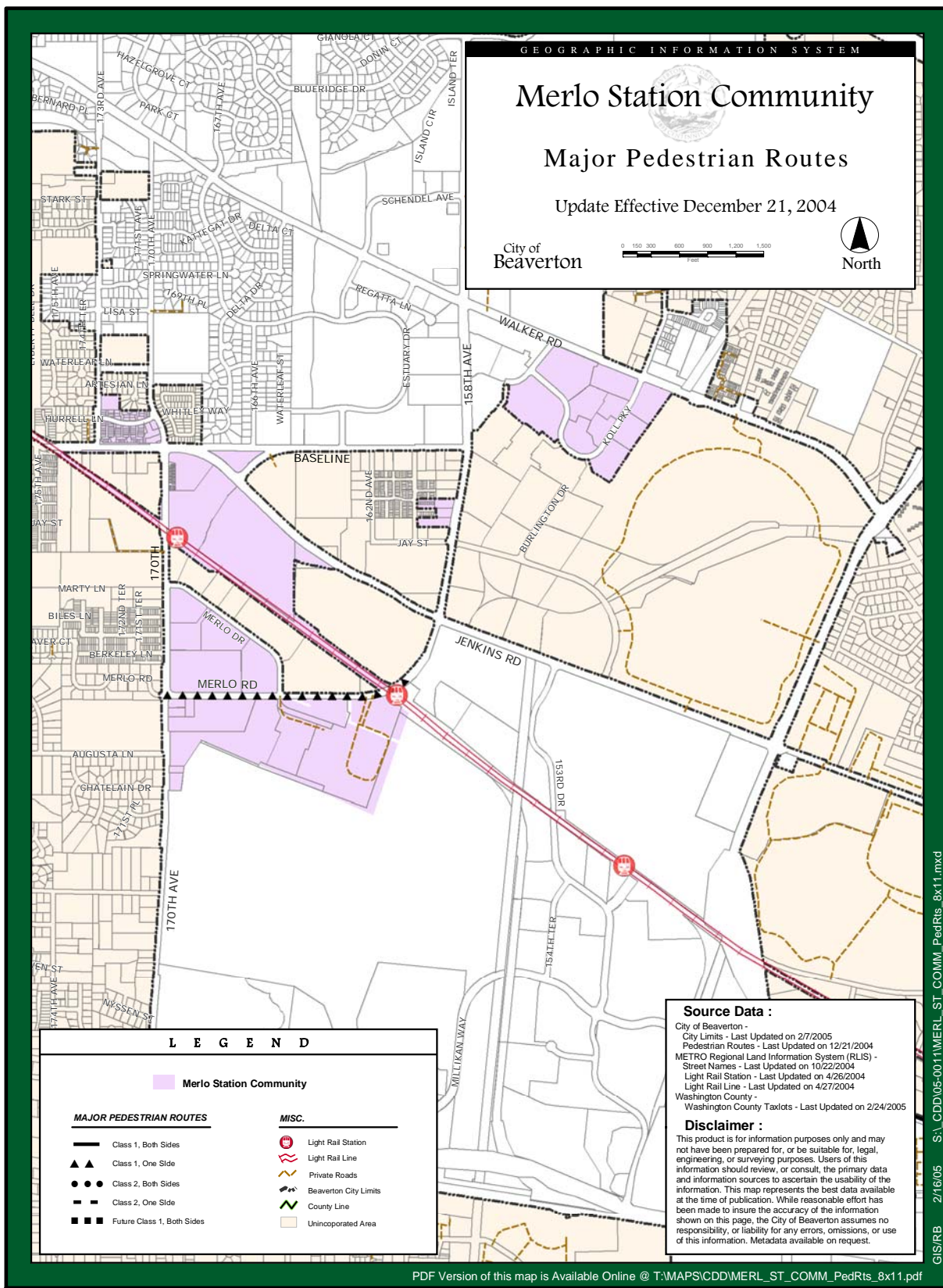
May 07, 2001









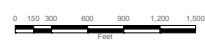


Merlo Station Community

Major Pedestrian Routes

Update Effective December 21, 2004

City of Beaverton



LEGEND

 Merlo Station Community	
MAJOR PEDESTRIAN ROUTES	
	Class 1, Both Sides
	Class 1, One Side
	Class 2, Both Sides
	Class 2, One Side
	Future Class 1, Both Sides
MISC.	
	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 :
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Significant Natural Resources Map

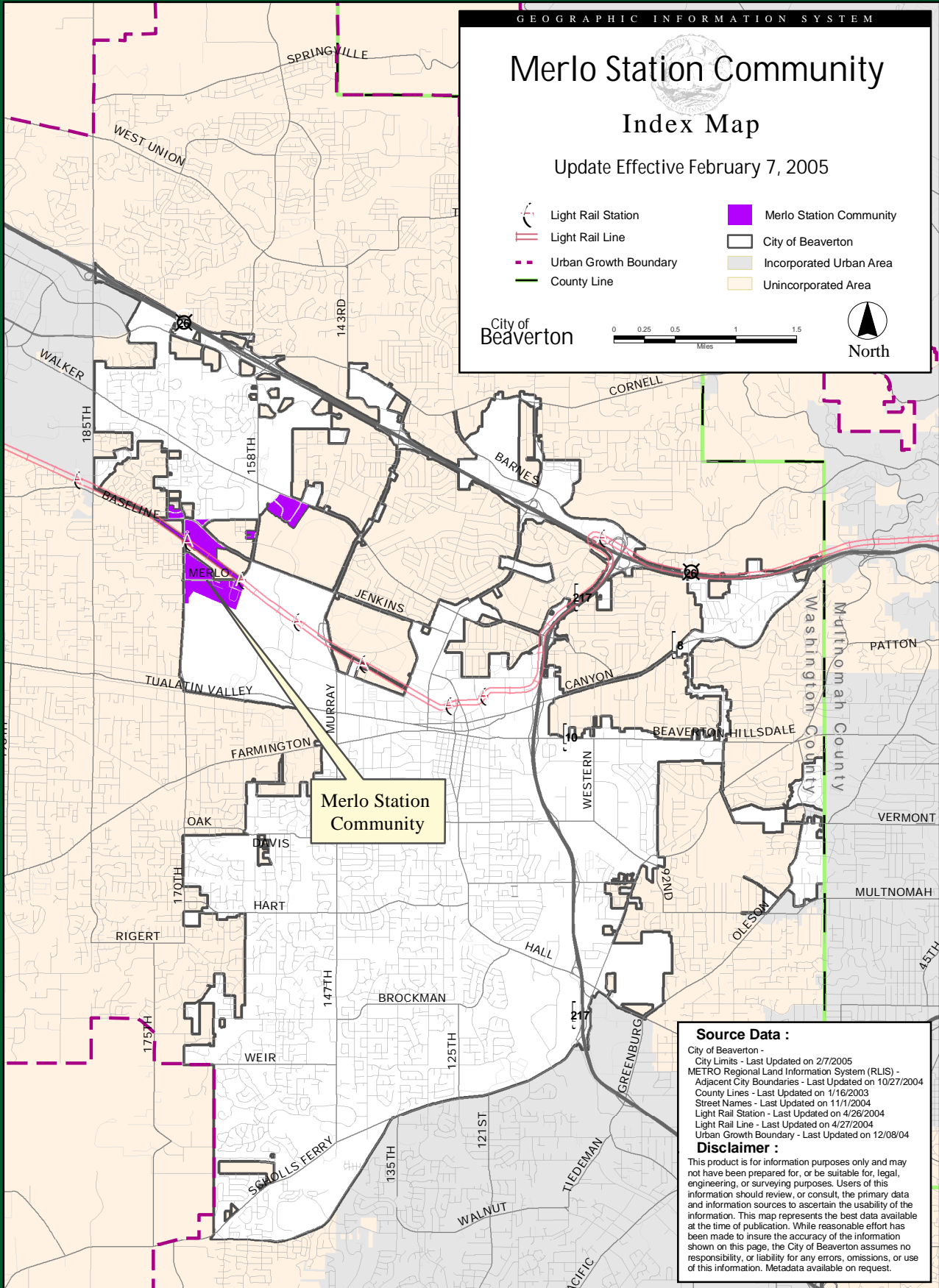
(Map not available at present)

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

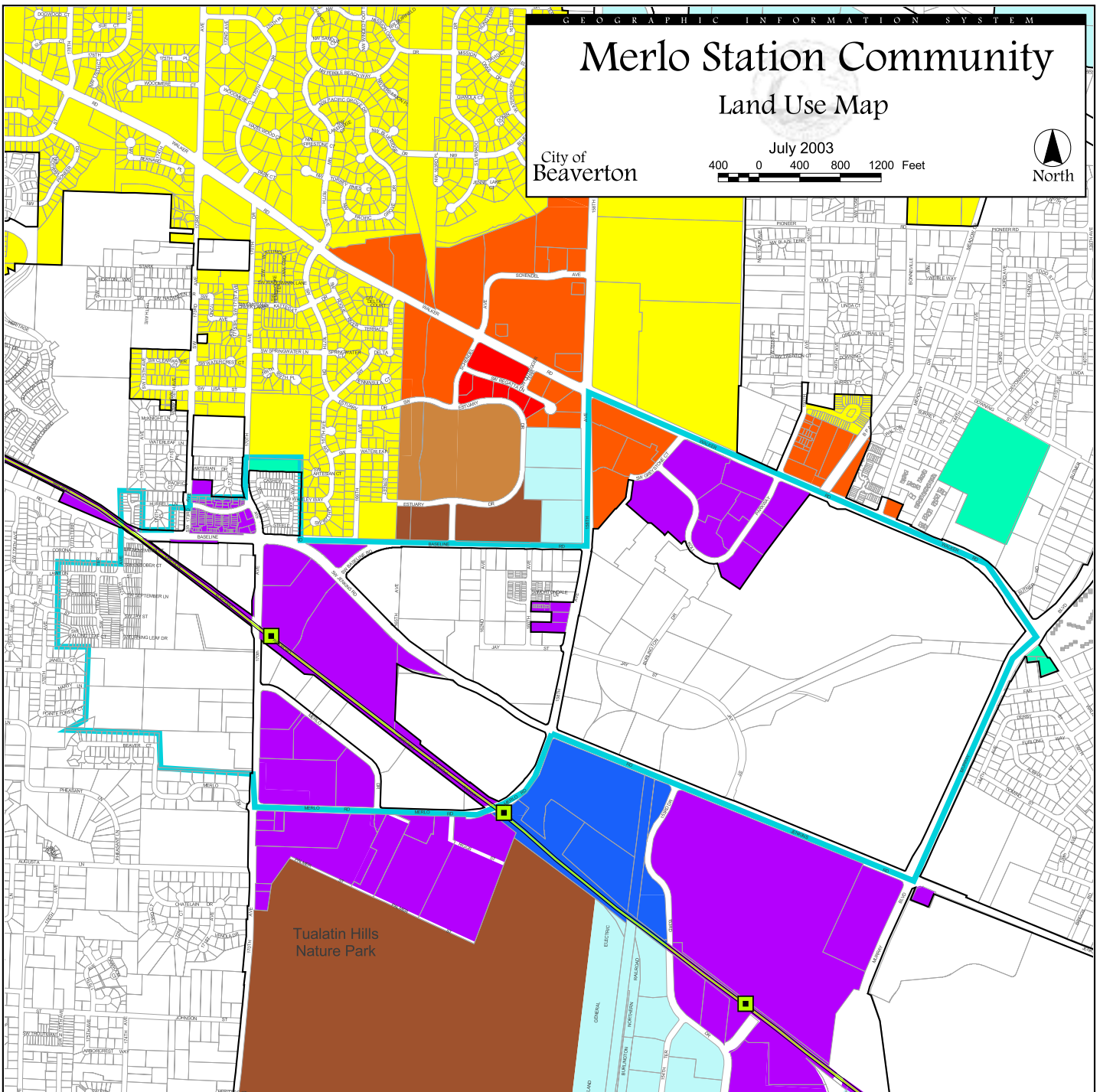
Source Data :
 City of Beaverton -
 City Limits - Last Updated on 2/7/2005
 METRO Regional Land Information System (RLIS) -
 Adjacent City Boundaries - Last Updated on 10/27/2004
 County Lines - Last Updated on 1/16/2003
 Street Names - Last Updated on 11/1/2004
 Light Rail Station - Last Updated on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

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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:
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LEGEND

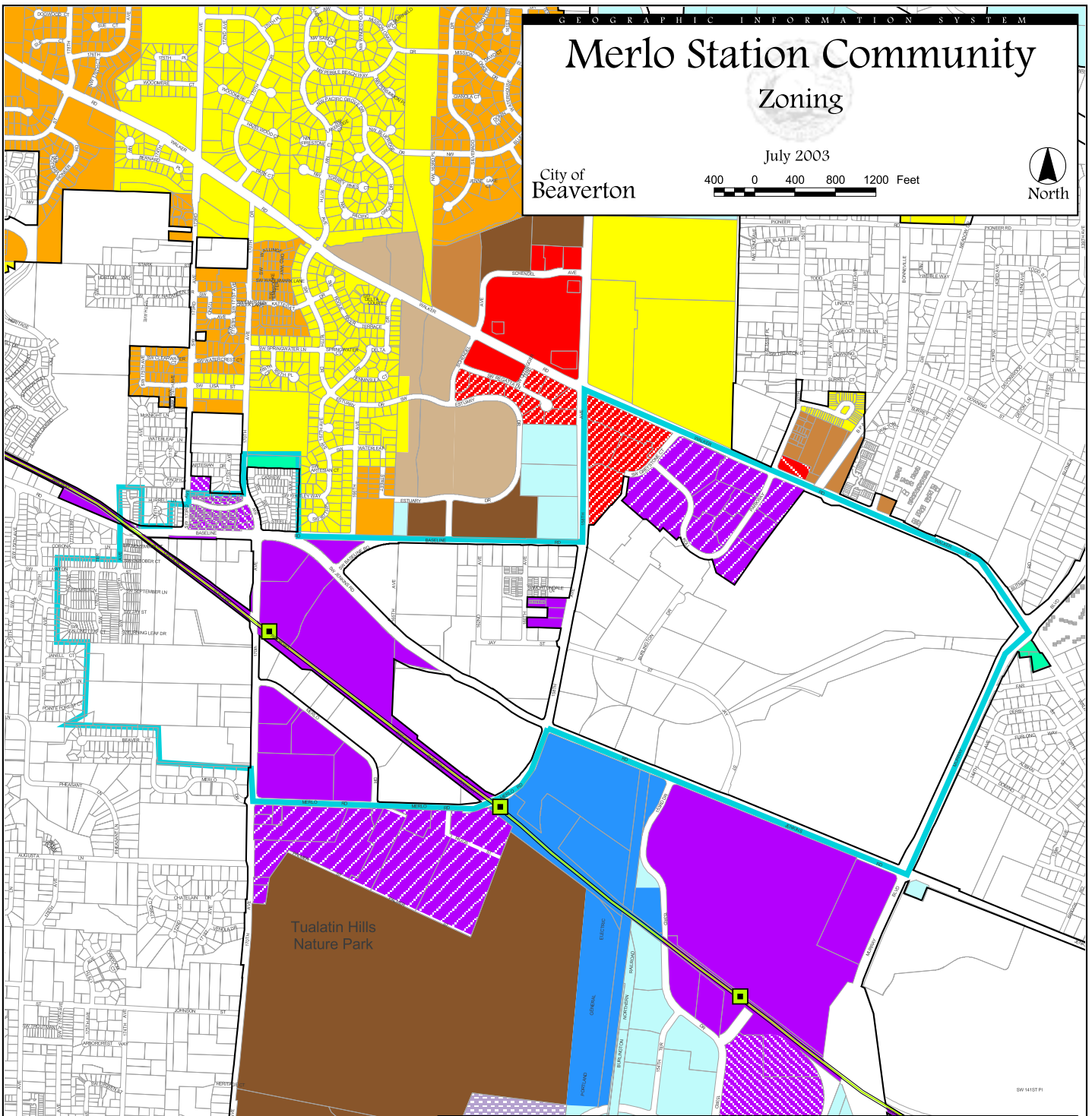
- | | | |
|--|--|-------------------------------|
| NEIGHBORHOOD RESIDENTIAL DESIGNATIONS | | CORRIDOR DESIGNATION |
| Low Density (LD)
10,000 - 20,000 net sq. ft. per unit
4.4 - 2.3 units per net acre | Standard Density (SD)
5,000 - 10,000 net sq. ft. per unit
8.7 - 4.5 units per net acre | Corridor-(COR) |
| Medium Density (MD)
2,000 - 6,000 net sq. ft. per unit
21.8 - 7.4 units per net acre | High Density (HD)
500 - 2000 net sq. ft. per unit
87.0 - 21.9 units per net acre | EMPLOYMENT DESIGNATION |
| Regional Center (RC) | Station Community (SC) | Employment Area-(EMP) |
| Town Center (TC) | Main Streets-(MS) | INDUSTRIAL DESIGNATION |
| Industrial Area-(IND) | Light Rail Stop | Industrial Area-(IND) |
| Light Rail Line | Urban Growth Boundary | MISC. |
| County Line | Beaverton City Limits | Future Annexations |
| Other Jurisdictions | County Designation Boundary | |

Merlo Station Community Zoning

City of Beaverton

July 2003

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:

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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:

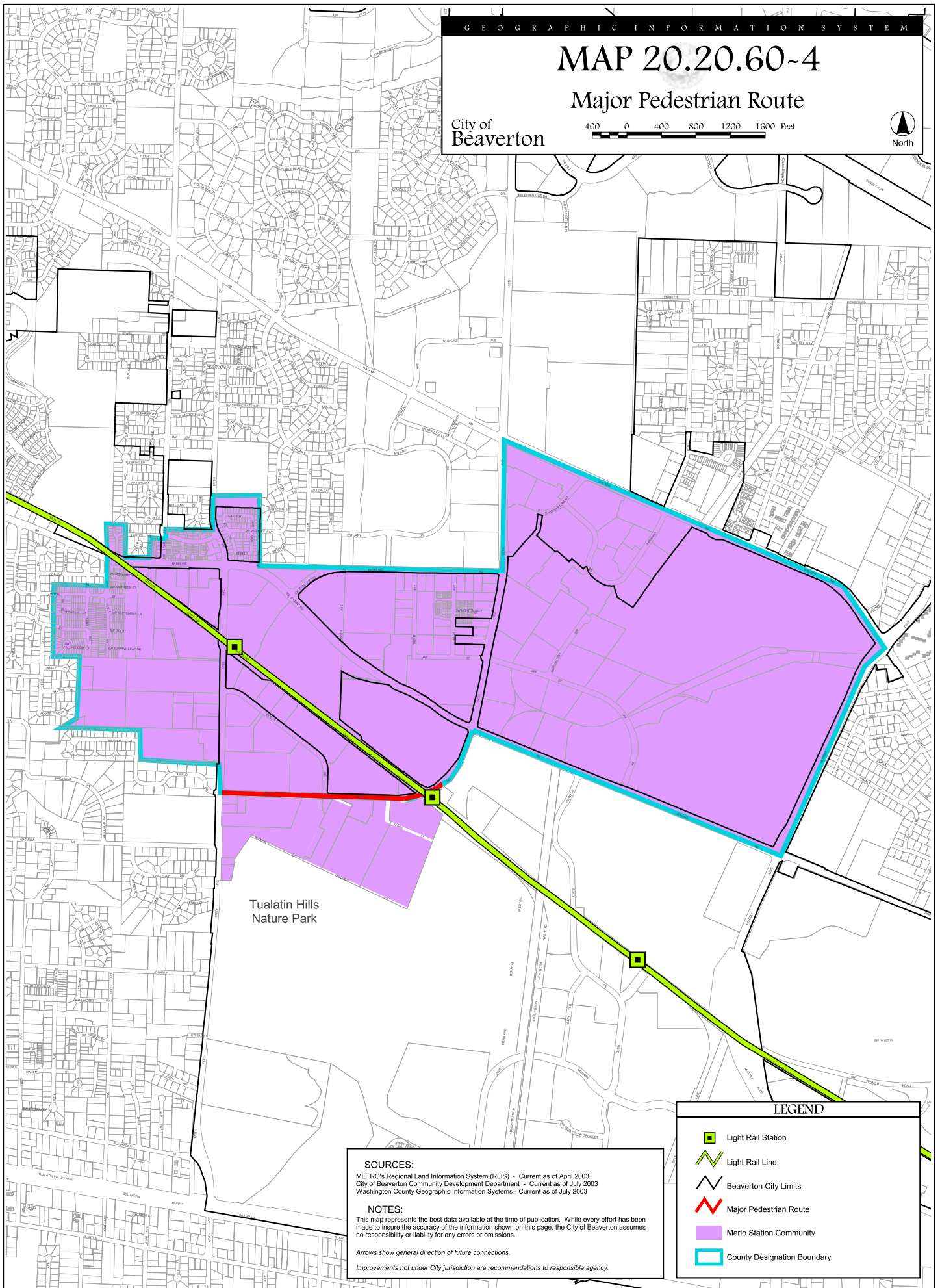
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MAP 20.20.60~4

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

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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