

# **GLOSSARY OF COMPREHENSIVE PLAN TERMS**

The terms in this Plan embody the legislative intent of the City Council. Terms of ordinary usage are to be given their usual and reasonable meanings. Key words and concepts used in this Plan are explained below.

When the meaning ascribed to a term in this section conflicts with an identical or nearly identical term appearing in a closely-related state, regional, or federal law, the intent under this ordinance shall prevail unless a superior source of law requires a different result.

Where terms are not defined in this section, and a term conflicts with a provision of statewide, regional, or City of Beaverton law, the more restrictive interpretation will prevail unless it leads to an unlawful result.



<b>ACCESS</b>	The place, means or way by which pedestrians, vehicles, or both shall have safe, adequate and usable ingress and egress to a property or use. A private access is an access not in public ownership or control by means of deed, dedication or easement. (Beaverton Development Code)
<b>ACCESSIBILITY</b>	The amount of time required to reach a given location or service by any mode of travel. (Metro Code 3.07.1010(a)) (Also Metro Regional Framework Plan)
<b>ACCESSORY DWELLING UNIT</b>	A dwelling unit incidental or subordinate to the principal use of a building or project and located on the same site.
<b>ACCESSORY STRUCTURE OR USE</b>	A structure or use incidental, appropriate and subordinate to the main structure or use. (Beaverton Development Code)
<b>ACKNOWLEDGEMENT</b>	A Land Conservation and Development Commission order that certifies that a comprehensive plan and land use regulations, land use regulation or plan or regulation amendment complies with the goals or certifies that Metro land use planning goals and objectives, Metro Urban Growth Management Functional Plan, amendments to Metro planning goals and objectives or amendments to the Metro Urban Growth Management Functional Plan comply with the statewide planning goals. (ORS 197.015(1))
<b>ACQUIRE OR ACQUISITION</b>	The acquisition of land by purchase, lease, gift, grant, or devise.
<b>ACTIONS</b>	With regard to implementation actions identified in this Plan: Direct specific City activities or events, consistent with the Comprehensive Plan goals and policies.
<b>ADJACENT</b>	Near or close or next to. For example, an Industrial District across the street from a Residential District shall be considered as “adjacent”. (Beaverton Development Code)
<b>ADVERSE IMPACT</b>	A negative consequence, demonstrated through evidence, to the physical, social or economic environment resulting from an action or development.
<b>AFFORDABLE HOUSING</b>	For the purposes of complying with Metro’s Title 7 provisions, affordable housing is defined as housing that is affordable to residents earning less than 50% of the Metro area median income whereby no more than 30% of the household’s gross income is expended toward housing costs.
<b>ALTERNATIVE MODES</b>	Alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
<b>APARTMENT</b>	(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose; (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the

home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

**APPROPRIATE**

An act, condition, or state suitable under the circumstances.

**AQUIFER**

An underground, water bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage.

**ARCHAEOLOGICAL**

Relating to the material remains of past human life, culture, or activities.

**ARTERIAL STREET**

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

**AWNING**

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

**BEAVERTON CODE**

The Beaverton Code, 1982, as amended.

**BEAVERTON DEVELOPMENT CODE** Development Code of the City of Beaverton, Ordinance 2050, as amended, is an ordinance establishing the zoning standards, regulations and procedures, providing related development requirements and providing penalties and otherwise implementing this Plan.

**BEAVERTON ENGINEERING DESIGN MANUAL AND STANDARD DRAWINGS** A compilation of resolutions and ordinances setting forth the technical engineering standards that implement the City's Site Development Ordinance.

**BICYCLE LANE (BIKE LANE)**

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

**BIKEWAY**

Bikeway means any path or roadway facility that is intended and suitable for bicycle use. (Beaverton Development Code)

**BOULEVARD DESIGN**

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

**BUFFER ZONE**

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

# B

**BUILDABLE LANDS** Lands in urban and urbanizable areas that are suitable, available and necessary for residential uses. Buildable lands includes both vacant land and developed land likely to be redeveloped. (ORS 197.295(1))

**BUS** A motor vehicle designed for carrying 15 or more passengers, exclusive of the driver, and used for the transportation of persons. (ORS 184.675(6))

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

C

**CAPITAL IMPROVEMENT PROGRAM (CIP)**

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

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

**COLLECTOR STREET** Collector streets provide both access and circulation within major areas of the city. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive access control, and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system.

**COMMERCIAL USES** Activities within land areas that are predominantly connected with the sale, rental and distribution of products, or performance of services.

**COMMUNITY DEVELOPMENT DIRECTOR** The Director of Community Development for the City of Beaverton, Oregon, or designee.

**COMMUNITY PLAN** Volume V of the Comprehensive Plan. These documents describe policies and action statements and map designations specific to a particular geographic location.

**COMPATIBLE** Capable of existing together without discord or disharmony.

<b>COMPREHENSIVE PLAN</b>	A generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. (ORS 197.015(5))
<b>CONDOMINIUM</b>	A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.
<b>CONGESTION</b>	Occurs when traffic demand nears or exceeds the available capacity of the system.
<b>CONNECTIVITY</b>	The degree to which the street systems in a given area are interconnected. (Metro Code 3.07.1010(j))
<b>CONSERVATION EASEMENT</b>	An easement specifically written to maintain or protect a natural resource.
<b>CORRIDORS</b>	<p>While some corridors may be continuous, narrow bands of higher-intensity development along arterial roads, others may be more ‘nodal,’ that is, a series of smaller centers at major intersections or other locations along the arterial that have high-quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. As long as the average target densities and uses are allowed and encouraged along the corridor, many different development patterns--nodal or linear--may meet the corridor objective. (Metro Regional Framework Plan)</p> <p>Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities. (Metro Code 3.07.130) An average of 25 persons per acre is recommended. (Metro Code 3.07.170)</p>
<b>CRITICAL PUBLIC FACILITIES</b>	Critical public facilities and services shall include public water, public sanitary sewer, storm water system (including storm water quality and quantity facilities), transportation, and fire protection. (Engineering Design Manual and Standard Drawings Proposed Definition)
<b>CULTURAL RESOURCES</b>	Areas characterized by evidence of an ethnic, religious or social group with distinctive traits, beliefs, and social forms. For example, an archaeological site, such as an Indian burial ground could be an important cultural site.

# D

<b>DECISION, DISCRETIONARY</b>	An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project. (See <i>Decision, Quasi-Judicial</i> )
<b>DECISION, LEGISLATIVE</b>	A decision of a local official or entity based upon the decision-maker's perception of the best course of action. The city typically employs legislative decisions in adopting an ordinance or resolution establishing a basic principle or policy. Examples are decisions to adopt a comprehensive plan, apply a plan designation to a large number of properties, or decisions which affect a large geographic area or number of persons.
<b>DECISION, QUASI-JUDICIAL</b>	Quasi-judicial decisions bear different aspects than legislative decisions. For example, requests of quasi-judicial decisions usually must actually result in a decision; quasi-judicial decisions are bound to apply pre-existing criteria to concrete facts; and they are customarily directed at a closely-circumscribed factual situation or small number of persons. The more a local government decision bears these emblems, the more it is a quasi-judicial decision.
<b>DEDICATION</b>	The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often made conditions for approval of development.
<b>DENSITY</b>	The ratio of dwelling units or employees per unit of area (square feet, acre, square mile, etc.). Density generally refers to residential uses. A measure of the intensity of the development generally expressed in terms of dwelling units (du) per acre (i.e., less than 7.5 du per acre = low density; 7.5 to 15 du per acre = medium density, etc.) It can also be expressed in terms of population density (people per acre). It is useful for establishing a balance between potential local service use and service capacities.
<b>DENSITY BONUS</b>	The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is planned or zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.
<b>DENSITY CREDIT</b>	The transfer of development density rights from one piece of one property to another piece of the same property. A project site that contains environmentally sensitive areas or other lands that should not be developed, as defined in this comprehensive plan, may be entitled to a density credit.
<b>DENSITY, GROSS</b>	The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions.

<b>DENSITY, NET</b>	The number of dwelling units allowed on the total acreage of developable portions of the site (net developable acre) within a given land area.
<b>DENSITY, RESIDENTIAL</b>	The number of permanent residential dwelling units per acre of land. Densities specified in the comprehensive plan may be expressed in units per gross acre or per net developable acre (See Gross Acres and Net Acres).
<b>DESIGN PLAN</b>	A plan for a defined geographic area in a single or multiple ownership that is consistent with the Comprehensive Plan and includes, but is not limited to, a land use and circulation plan, development standards, design guidelines, an open space plan, utilities plans and a program of implementation measures and other mechanisms needed to carry out the plan. The plan shall be created through the Design Review process. (Beaverton Development Code)
<b>DESIGN TYPE</b>	The conceptual areas described in the Metro 2040 Growth Concept text and map in Metro’s regional goals and objectives, including central city, regional centers, town centers, station communities, corridors, main streets, inner and outer neighborhoods, industrial areas, and employment areas. (Metro Code 3.07.1010(m))
<b>DEVELOPED AREAS NOT PROVIDING VEGETATIVE COVER</b>	are areas that lack sufficient vegetative cover to meet the one-acre minimum mapping units of any other type of vegetative cover.
<b>DEVELOPER</b>	An individual who or business that prepares land for the construction of buildings or causes to be built physical space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.
<b>DEVELOPMENT</b>	Generally, any man-made change to existing or proposed use of real property. Development activities include: land divisions, lot line adjustments, construction or alteration of structures, construction of roads and any other accessway, establishing utilities or other associated facilities, grading, deposit of refuse, debris or fill, and clearing of vegetative cover. Does not include routine acts of repair or maintenance.
<b>DWELLING UNIT</b>	A structure or part of a structure that is used as a home, residence or sleeping place by one person who maintains a household or by two or more persons who maintain a common household. (ORS 90.010(9))

# E

<b>EARTHQUAKE HAZARDS</b>	Ground shaking, landslides, liquefaction and amplification are all earthquake hazards that can cause damage to structures and infrastructure. (Beaverton Natural Hazards Mitigation Plan)
<b>EASEMENT</b>	A form of nonpossessory right to use property owned by another for specific purposes or to gain access to some portion of another's property. For example, utility companies often have easements on the private property of individuals in order to install and maintain utility facilities.
<b>EMPLOYMENT AREAS</b>	Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, commercial and retail development as well as some residential development. Retail uses should primarily serve the needs of people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan. Commercial uses are to be limited.
<b>ENCROACHMENT AREA</b>	Areas in floodplains and floodways where development is restricted due to potential impacts on natural hydrologic characteristics. Development or raising of the ground level (e.g., to avoid flood damage) in encroachment areas will obstruct flood water flows, raising the water surface level. Demand to build structures in the flood plain, regardless of potential flooding dangers, is common in urban areas. Reasons typically include lack of suitable land or lower flat land development costs compared to building on steeper gradients.
<b>ENDANGERED SPECIES</b>	A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes. (See Title 50 of the Code of Federal Regulations)
<b>ENHANCE</b>	To improve existing conditions by increasing the quantity or quality of beneficial uses.
<b>ESSENTIAL PUBLIC FACILITIES</b>	Essential facilities and services shall include schools, transit improvements, police protection, and public pedestrian and bicycle facilities.
<b>ESTABLISHED NEIGHBORHOOD</b>	A neighborhood where platted lands are at least eighty percent developed and occupied, and where substantial deterioration since development has either not occurred or been reversed.



<b>FAMILY</b>	(1) Two or more persons related by birth, marriage or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a <i>bona fide</i> single family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club or other group of persons occupying a hotel, lodging house or institution of any kind.
<b>FEASIBLE</b>	Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).
<b>FLOODPLAIN</b>	Land subject to periodic flooding, including the 100-year floodplain as mapped by FEMA Flood Insurance Studies or other substantial evidence of actual flood events. The floodplain includes the land area identified and designated by the United States Army Corps of Engineers, the Oregon Department of State Lands, FEMA, or Washington County that has been or may be covered temporarily by water as a result of a storm event of identified frequency and the area along a watercourse enclosed by the outer limits of land that is subject to inundation in its natural or lower floodway fringe, and equal to the FIRM designation of an area of special hazard.
<b>FLOODWAY</b>	The floodway is the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100-year flood may be carried without substantial increases in flood heights.
<b>FLOOR AREA RATIO (FAR)</b>	The amount of gross floor area in relation to the amount of net site area, expressed in square feet. (Beaverton Development Code)
<b>FOREST CANOPY</b>	Areas that are part of a contiguous grove of trees of one acre or larger in area with approximately 60% or greater crown closure, irrespective of whether the grove is near a water feature.
<b>FREEWAY</b>	Freeways provide the highest level of connectivity. These roadways generally span several jurisdictions and are often of statewide importance.
<b>FUNCTIONAL CLASSIFICATION OR MAP</b>	Street Functional Classification
<b>FUNCTIONAL PLAN</b>	in the context of the Comprehensive Plan, Functional Plan means the Metro Urban Growth Management Functional Plan. Metro's Urban Growth Management Functional Plan is one of several Metro Functional Plans.

# F

<b>GOAL</b>	A general, long term aim or end toward which programs or activities are ultimately directed.
<b>GOALS</b>	The mandatory statewide planning standards adopted by the Land Conservation and Development Commission pursuant to ORS chapters 195, 196, and 197. (ORS 197.015(8)) (OAR 660-018-0010(10))
<b>GREEN STREET</b>	Stormwater and stream crossing solutions related to street design, including: pavement minimization, pervious paving materials, maximized street tree usage, multi-functional open drainage systems and minimizing the number of stream crossings and/or placing crossings perpendicular to the stream, where possible, allowing narrow street widths through stream corridors, and using habitat sensitive bridge and culvert designs. Metro produced a series of books on Green Streets that can be a valuable reference as a guidance document when implementing the concept of green streets.
<b>GROSS ACRES</b>	The entire acreage of a site, including proposed rights of way, easements, environmental lands, etc. Gross acreage is measured from the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.
<b>GROUNDWATER</b>	Water under the earth's surface, often confined <i>in</i> aquifers, capable of supplying wells and springs.
<b>GROWTH CONCEPT</b>	As defined in the Metro Regional Framework Plan, the Growth Concept is a concept for the long-term growth management of our region stating the preferred form of the regional growth and development, including where and how much the UGB should be expanded, what densities should characterize different areas, and which areas should be protected as open space.
<b>GROWTH CONCEPT MAP</b>	The conceptual map demonstrating the 2040 Growth Concept design types attached to the Urban Growth Management Functional Plan Appendix and adopted as Metro Code 3.07.1010(z).
<b>GROWTH MANAGEMENT</b>	A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.
<b>HABITAT</b>	Any area where there is naturally occurring food and cover for wildlife.
<b>HABITAT BENEFIT AREA (HBA)</b>	An area of land determined to provide a benefit to wildlife. The general location of habitat benefit areas are shown on Metro's Regionally Significant Fish and Wildlife Habitat Inventory

G

H

map as Riparian Habitat Classes I, II and III and Upland Wildlife Habitat Class A. Habitat benefit areas also include a habitat buffer area. Habitat benefit areas are in addition to any areas required for natural resource protection by existing regulations.

**HABITAT FRIENDLY DEVELOPMENT PRACTICES (HFDP)** A broad range of development techniques and activities that reduce detrimental impacts on fish and wildlife habitat resulting from traditional development practices.

**HAZARDOUS MATERIALS** Hazardous material or substance includes but is not limited to a substance designated under 33 U.S.C. §1321 (b)(2)(A), any element, compound, mixture, solution or substance designated under 42 U.S.C. §9602, any hazardous waste having characteristics identified under or listed under 42 U.S.C. §6921, any toxic pollutant listed under 33 U.S.C. §1317 (a), any imminently hazardous chemical substance or mixture with respect to which the Administrator of the United States Environmental Protection Agency has taken action under 15 U.S.C. §2606, and any residue classified as hazardous waste pursuant to ORS 466.020(3). (CWS Design and Construction Standards)

**HIGH CAPACITY TRANSIT** Transit routes that may be either a road designated for frequent bus service or for a light-rail line. (Metro Regional Framework Plan definition)

**HIGH OCCUPANCY VEHICLE (HOV)** Any vehicle other than a single occupancy vehicle (e.g., a vanpool, a bus, or two or more persons to a car).

**HIGHWAY** High speed, high capacity, limited access transportation facility serving regional and countywide travel. Highways may cross at a different grade level.

**HILLSIDE AREAS** Land that has an average percent of slope equal to or exceeding fifteen percent.

**HISTORIC** An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

**HISTORIC BUILDINGS OR STRUCTURES** Also known as Historic Resources, these are all areas, districts or sites containing properties listed on the city of Beaverton List of Historic Properties, or the State Historic Preservation Office, or the National Register of Historic Places.

**HOUSEHOLD** All those persons, related or unrelated, who occupy a single housing unit. (See *Family*)

**HOUSING AFFORDABILITY** The availability of housing such that no more than 30 percent (an index derived from federal, state and local housing agencies) of the monthly income of the household need be spent on shelter. (Metro Regional Framework Plan definition)

<b>HOUSING UNIT</b>	The place of permanent or customary abode of a person or family. A housing unit may be a single family dwelling, multifamily dwelling, condominium, modular home, mobile home, cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep.
<b>IMPACT</b>	The effect of any direct manmade actions or indirect repercussions of manmade actions on existing physical, social, or economic conditions.
<b>IMPACT FEE</b>	A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce.
<b>INDUSTRIAL</b>	Activities generating income from the production, handling or distribution of goods. Industrial uses include, but are not limited to manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, distribution and research and development. Industrial uses may have unique land, infrastructure and transportation requirements. Industrial uses tend to have external impacts on surrounding uses and cluster in traditional or new industrial areas where they are segregated from other non-industrial activities. (OAR 660-009-0005(2))
<b>INDUSTRIAL AREAS</b>	An area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development shall not be considered a supporting use, nor shall retail users whose market area is notably larger than the industrial area be considered supporting uses. (Metro Regional Framework Plan)
<b>INDUSTRIAL PARK</b>	See City of Beaverton Development Code
<b>INFILL DEVELOPMENT</b>	Development on scattered vacant sites within the urbanized area of a community.
<b>INFLUENT</b>	Wastewater coming into a treatment plant.
<b>INFRASTRUCTURE</b>	Component of a functioning, orderly urban fabric, such as roads, water systems, sewage systems, systems for storm drainage, telecommunications and energy transmission and distribution systems, bridges, transportation facilities, parks, schools and public facilities developed to support the functioning of the developed portions of the environment. Areas of the undeveloped portions of the environment such as floodplains, riparian and wetland zones, groundwater recharge and discharge areas and Greenspaces that provide important functions related to maintaining the region's air and water quality, reduce the need for infrastructure expenses and



contribute to the region's quality of life. (Metro Regional Framework Plan definition)

**INNER NEIGHBORHOODS**

Areas in Portland and the older cities that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods. (Metro Regional Framework Plan) Beaverton's Land Use Designation Neighborhood Residential identifies its Inner Neighborhoods.

**INSTITUTIONAL**

(1) Privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature that cannot be considered a residential, commercial or industrial activity (4) academic, governmental and community service uses, either publicly owned or operated by nonprofit organizations; and (5) facilities including transportation, sewer, solid waste, drainage, potable water, and parks and recreation systems or facilities.

**INTENSITY**

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

**LANDSCAPING**

The combination of natural elements such as trees, shrubs, ground covers, vines and other living organic and inorganic material which are installed for purposes such as creating an attractive and pleasing environment and screening unsightly views. Other improvements that promote an attractive and pleasing environment that may be included as landscaping includes features such as fountains, patios, decks, fences, street furniture and ornamental concrete or stonework areas. (Beaverton Development Code)



**LANDSCAPE STRIP**

The portion of public right-of-way located between the sidewalk and curb. (Metro Code 3.07.1010(ee))

**LAND USE**

The occupation or use of land or water area for any human activity or any purpose defined in a comprehensive plan.

**LAND USE MAP (SERIES)**

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

**LAND USE REGULATION**

Any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan. (ORS 197.015(11))

<b>LEVEL OF SERVICE (LOS)</b>	An indicator of the extent or degree of service provided by or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service generally indicates the capacity per unit of demand for a public facility.
<b>LIGHT RAIL TRANSIT (LRT) STATION SITE</b>	Land currently or eventually to be owned or leased by Tri-Met, on which facilities will be located related to a light rail transit station. The station site may include station platforms, park and ride lots, bus stops, and other similar facilities. (Beaverton Development Code)
<b>LOCAL STREET</b>	Local streets have the primary function of providing access to adjacent land. Service to through-traffic movement on local streets is deliberately discouraged by design. Residential local streets serve a traffic function as well as being important to neighborhood identity.
<b>LOCAL TRIP</b>	A trip of 2½ miles or less in length.
<b>LOT OF RECORD</b>	A lot that is part of a subdivision, the plat of which has been recorded in the Office of the Washington County Surveyor; or any parcel of land, whether or not part of a subdivision, that has been officially recorded by a deed in the office of the County Surveyor, provided such lot met the minimum dimensions for lots in the zoning district in which it was located at the time of recording, or was recorded prior to the effective date of zoning in the area where the lot is located and met the requirements of any subdivision regulations in effect at the time of the recording.
<b>LOT</b>	A single unit of land such as a tract, lot, block or parcel. A continuous area owned or under the lawful control and in the lawful possession of one distinct ownership undivided by a dedicated street, alley, or other ownership. An abutting “platted lot, or property described by metes and bounds, in the same ownership, shall be considered part of such ‘lot.’”
<b>LOW IMPACT DEVELOPMENT (LID)</b>	A stormwater management and land development strategy applied at the parcel and subdivision scale that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions. LID tools are designed to reduce environmental impacts of development, such as increased storm water runoff due to impervious areas, poor water quality and inconsistent water quantity in streams and rivers. LID techniques control storm water runoff volume and reduce pollutant loading to receiving waters. Not all sites are suitable for LID. Considerations such as soil permeability, depth of water table and slope must be considered, in addition to other factors. LID techniques may not completely replace the need for conventional stormwater controls.

<b>LOW STRUCTURE VEGETATION OR OPEN SOILS</b>	Areas that are part of a contiguous area one acre or larger or grass, meadow, crop-lands, or areas of open soils located within 300 feet of a surface stream.
<b>MAJOR PEDESTRIAN ROUTE</b>	Any pedestrian way in a public right-of-way or easement which assists access to a light rail station or transit stop, that is presently used or is likely to be used by pedestrians to access public transportation service including light rail or transit stations. (Beaverton Development Code)
<b>MAIN STREETS</b>	Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. Beaverton’s main streets generally include two nodes on Allen Boulevard 1) between Hall Boulevard and Murray Road, and 2) at Oleson Road.
<b>MANUFACTURED HOME</b>	A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed in accordance with federal manufactured housing construction and safety standards and regulations in effect at the time of construction. (ORS 446.003(26)(a)(C)(i))
<b>MASS TRANSIT</b>	Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rapid rail transit, light rail transit, fixed guideway transit, express bus, and local fixed route bus.
<b>MASTER PLAN</b>	A plan for a defined geographic area in single or multiple ownership that is consistent with the Comprehensive Plan and includes a land use and circulation plan, land use regulations, development standards, design guidelines, open space plan, utilities plans, and a program of implementation measures and other mechanisms needed to carry out the plan. The plan shall be created through the land use review process, pursuant to the City of Beaverton Development Code. (Beaverton Development Code)
<b>METRO</b>	The Metropolitan Services District of the Portland metropolitan area, a municipal corporation established and existing pursuant to Section 14 of Article XI of the Oregon Constitution, ORS Chapter 268 and the Metro Charter. (Metro Code 1.01.040(e))
<b>METRO PLANNING GOALS AND OBJECTIVES</b>	The land use goals and objectives that a metropolitan service district is required to adopt under ORS 268.380(1). The goals and objectives do not constitute a comprehensive plan. (ORS 197.015(15))
<b>METRO REGIONAL FRAMEWORK PLAN</b>	The regional framework plan and implementing ordinances required by the 1992 Metro Charter or its separate



components. Neither the regional framework plan nor its individual components constitute a comprehensive plan. (ORS 197.015(16))

**METRO URBAN GROWTH BOUNDARY** The urban growth boundary as adopted and amended by the Metro Council, consistent with state law. Also referred to as “UGB”. (Metro Code 3.07.1010(kk))

Means the Urban Growth Boundary for Metro pursuant to ORS 268.390 and 197.005 through 197.430. (Metro Code 1.01.010(v))

**METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN** The functional plan that implements regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. (Metro Code 3.07.010)

**METROPOLITAN AREA** The area which on October 4, 1997, lies within the boundaries of Clackamas, Multnomah and Washington Counties (ORS 268.020(3))

**METROPOLITAN HOUSING RULE** A rule (OAR 660, Division 7) adopted by the Land Conservation and Development Commission to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metro UGB. This rule establishes minimum overall net residential densities for all cities and counties within the UGB, and specifies that 50 percent of the land set aside for new residential development be zoned for multi-family housing.

**METROPOLITAN SIGNIFICANCE** An issue or action with major or significant impact throughout the metropolitan area.

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

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

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

- (1) Residential Mixed-Use Project with residential units occupying a minimum of 25 percent of the total floor area and the remaining floor area occupied by retail, office, light industrial, community service or other residentially compatible uses or combinations thereof;



(2) Non-Residential Mixed-Use Project consisting of office retail, light industrial, community service or other compatible uses or combination thereof with retail space or other pedestrian oriented commercial uses occupying a minimum of 60% of the street level building frontage.

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

**MOBILE HOME**

A structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed between January 1, 1962 and June 15, 1976, and met the construction requirements of Oregon mobile home law in effect at the time of construction.

**MULTI-FAMILY DWELLING UNITS**

Means attached housing where each dwelling unit is not located on a separate lot. (OAR 660-007-0005(11))

**MULTI-MODAL**

Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking. (Metro Code 3.07.1010(rr))

**MULTI-USE OR SHARED-USE PATH**

Multi-use or Shared-use path means an off-street path that can be used by several transportation modes including bicycles, pedestrians, and other non-motorized modes. Multi-use paths accommodate two-way travel.

**MULTIPLE USE DEVELOPMENTS**

A building or groups of buildings designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses: residential, office, retail, recreational, light industrial, and other miscellaneous uses. (Beaverton Development Code)

**NATURAL AREA**

Any landscape unit substantially without any human development that is substantially in a native and unaffected state and may be composed of plant and animal communities, water bodies, soil and rock and mitigated habitat. Natural areas must be identified in a city, county or special district open space inventory or plan. (Metro Code 3.01.010(h))

Natural areas may include, but are not limited to, wetlands, riparian areas, Significant Natural Resource Areas, and significant groves of trees. (Beaverton Development Code)

**NEEDED HOUSING**

Housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges

**N**

and rent levels. On and after the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing" also means:

- (a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple housing for both owner and renter occupancy;
- (b) Government assisted housing;
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490; and
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated dwelling subdivisions. (ORS 197.303(1)) (OAR 660-007-00005(12))

**NEIGHBORHOOD ROUTE**

A street that is usually long relative to local streets and provides connectivity to collectors or arterials. Neighborhood routes generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide or large area circulation.

**NET DEVELOPABLE ACRE**

The net developable acreage for a site is defined as the proposal size expressed in acreage minus any unbuildable area. The following areas are deemed undevelopable for the purposes of calculating net developable acreage:

- 1) Street dedications and those areas used for private streets and common driveways; and
- 2) Environmentally constrained lands, such as open water areas, floodplains, water quality facilities, wetlands, natural resource areas and tree preservation areas set aside in separate tracts or dedicated to a public entity, and
- 3) Land set aside in separate tracts or dedicated to a public entity for schools, parks, or open space purposes. (Beaverton Development Code)

**NET BUILDABLE LAND**

See Net Developable Acre.

**NET DEVELOPED ACRE**

Consists of 43,560 square feet of land, after excluding present and future rights-of-way, school lands and other public uses. (Metro Code 3.07.1010(vv))

Consists of 43,560 square feet of residentially designated buildable land, after excluding present and future rights-of-way, restricted hazard areas, public open spaces and restricted resource protection areas. (OAR 660-0007-00005(1))

**NEWSPAPER**

A newspaper of general circulation, published in the English language for the dissemination of local or transmitted news or for the dissemination of legal news, made up of at least four pages of at least five columns each, with type matter of a depth

of at least 14 inches, or, if smaller pages, then comprising and equivalent amount of type matter, which has bona fide subscribers representing more than half of the total distribution of copies circulated, or distribution verified by an independent circulation auditing firm, and which has been established and regularly and uninterrupted published at least once a week during a period of at least 12 consecutive months immediately preceding the first publication of a public notice. (ORS 193.101(2))

**NOTICE** Any notice that is required by law to be published. (ORS 193.310(2))

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

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

**OPEN SPACE** Publicly and privately-owned area of land, including parks, natural areas and areas of very low density development inside the UGB. Open spaces may include active or passive recreation. (Metro Regional Framework Plan)

**PARCEL** A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**PARK** Open space land on which the primary purpose is recreation. A public area intended for open space and outdoor recreation use that is owned and managed by a city, county, regional government, or park district.

**PARK AND RIDE** A parking facility near a transit station or stop for the purpose of parking motor vehicles by transit riders. (Beaverton Development Code)

A mode of travel usually associated with movements between work and home that involves use of a private auto on one portion of the trip and a transit vehicle (i.e., a bus or a light-rail vehicle) on another portion of the trip. A park-and-ride trip could consist of an auto trip from home to a parking lot, and transfer at that

O

P

	point to a bus in order to complete the work trip. (Metro Regional Transportation Plan Definition)
<b>PARKING RATIO</b>	The number of parking spaces provided per employee or per 1,000 square feet of floor area (e.g., 2:1 or "two per thousand").
<b>PARKING STRUCTURE</b>	A parking garage located above or underground consisting of two (2) or more levels.
<b>PEAK HOUR/PEAK PERIOD</b>	For any given roadway, a daily hour or longer period of time during which traffic volume is highest, usually occurring during morning and evening commute times. Where "F" Levels of Service exist, the "peak hour" may stretch into a "peak period" of several hours duration.
<b>PEDESTRIAN ORIENTED DESIGN</b>	Site and building design elements that are dimensionally related to pedestrians, such as: small building spaces with individual entrances (e.g., as is typical of downtowns and main street developments); larger buildings which have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas or parking areas broken up into small components with landscaping; and pedestrian amenities, such as sidewalks, plazas, outdoor seating, lighting, weather protection (e.g., awnings or canopies), and similar features. These features are all generally smaller in scale than those which are primarily intended to accommodate automobile traffic. (Adapted from the Model Development Code and User's Guide for Small Cities, Funded by the Transportation and Growth Management Program of the Oregon Department of Transportation and Oregon Department of Land Conservation and Development)
<b>PEDESTRIAN SCALE</b>	Site and building design elements that are dimensionally smaller than those intended to accommodate automobile traffic flow and buffering. Examples include ornamental lighting no higher than twelve feet; bricks, pavers or other paving modules with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the perception of the height of walls; and signage and signpost details designed for viewing from a short distance.
<b>PEDESTRIAN WAY</b>	Any paved public or private route intended for pedestrian use, including a multi-use path and esplanade, regardless of use by other transportation modes. A general term used to describe any sidewalk or walkway that is intended and suitable for pedestrian use. (Beaverton Development Code) "Paved" can include any Americans with Disability Act approved surface including pavements and surfaces that are pervious.
<b>PERSON</b>	A natural or artificial person, including but not limited to, a human, corporation, partnership, unit of government, an agency, a trust or descendant's estate, or other legal entity whatsoever.

<b>PEOPLE OR PERSONS PER ACRE</b>	This is a term expressing the intensity of building development by combining residents per net acre and employees per net acre. (Metro Code 3.07.1010(zz)) (Metro Regional Framework Plan definition)
<b>PLANNING COMMISSION</b>	The Planning Commission of the City or any subcommittee thereof. (Beaverton Development Code)
<b>POLICY</b>	The way in which programs and activities are conducted to achieve an identified goal. A general direction that a governmental agency sets to follow, in order to meet its goals through implementation measures or action programs.
<b>PRACTICABLE</b>	Capable of being accomplished after taking into consideration barriers both existing and reasonably foreseeable.
<b>PRINCIPLE</b>	An assumption, fundamental rule, or doctrine that will guide comprehensive plan policies, proposals, standards and implementation measures.
<b>PROGRAMMED</b>	A facility that has been officially scheduled for construction in a Capital Improvements Program, Budget, or other local, state, or federal funding document.
<b>PUBLIC FACILITIES</b>	A public facility includes water, sewer and transportation facilities.
<b>PUBLIC RIGHT-OF-WAY</b>	Land that by deed, conveyance, agreement, easement, dedication, usage or process of law is conveyed, reserved for or dedicated to the use of the general public for street, road or highway purposes, including curbs, gutters, parking strips, pedestrian ways, and sidewalks and bicycle trails. (BC 5.05.015)
<b>PUBLIC ROAD</b>	Every public way, road, highway thoroughfare and place including bridges, viaducts and other structures, open, used or intended for use of the general public for vehicles or vehicular traffic as a matter of right. (BC 6.02.030)
<b>PUBLIC WORKS DIRECTOR</b>	The director of the Public Works Department of the City of Beaverton, Oregon, or designee.
<b>RARE OR ENDANGERED SPECIES</b>	A species of animal or plant listed in Title 50, Code of Federal Regulations, Section 17.11 or 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.
<b>RECREATION</b>	The pursuit of leisure time activities occurring in an indoor or outdoor setting.
<b>RECREATION, ACTIVE</b>	A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

# R

<b>RECREATION, PASSIVE</b>	A type of recreation or activity that does not require the use of organized play areas, and which may function as a view shed (an elevation in the earth's surface from which a view may be seen.), etc. (See <i>Open Space</i> )
<b>REDEVELOPABLE LAND</b>	Land on which development has already occurred which, due to present or future market forces, there exists the strong likelihood that existing development will be converted to more intensive uses during the planning period. (Metro Code 3.07.1010(ddd))
<b>REDEVELOPMENT</b>	Development of land that replaces previous development, usually to achieve a higher return on the owner's investment. Redevelopment may occur due to market forces if the value of land equals or exceeds the value of improvements on that land. A local government may assist in redevelopment by means such as paying for certain on or off-site facilities (e.g. streets or parking structures), assembling small parcels to create a larger site, reducing or deferring up-front development fees, or reducing property taxes over a certain time period. For purposes of the City's commercial and industrial, and residential, buildable lands inventories (Volume II of the Comprehensive Plan) any parcel with a land value to improvement value ratio of 1.25: 1 or greater is assumed to have development or redevelopment potential.
<b>REGIONAL</b>	Pertaining to activities or economies at a scale greater than that of a single city, county, or combination thereof, and affecting a broad, related area. (Metro Regional Framework Plan definition)
<b>REGIONAL CENTER</b>	<p>Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. Examples include traditional centers such as downtown Gresham and new centers such as Clackamas Town Center. (Metro Regional Framework Plan)</p> <p>Seven regional centers in the Metro region are the focus of compact development, redevelopment and high-quality transit service and multi-modal street networks. (Metro Code 3.07.130, updated) An average of 60 persons per acre is recommended. (Metro Code 3.07.170)</p>
<b>REGIONAL FRAMEWORK PLAN</b>	Required of Metro under the Metro Charter, the Regional Framework Plan must address nine specific growth management and land use planning issues (including transportation), with the consultation and advice of the Metropolitan Policy Advisory Committee.
<b>REGIONAL TRANSPORTATION PLAN</b>	The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. (Metro Framework Plan definition)

<b>REGIONAL URBAN GROWTH GOALS AND OBJECTIVES</b>	The land use goals and objectives that Metro is required to adopt under ORS 268.380(1). (Metro Code 3.07.1010(eee))  An urban growth policy framework that represents the starting point for the agency's long-range planning program. (Metro Regional Framework Plan definition)
<b>REGULATION</b>	A rule or order prescribed for management of government.
<b>RESIDENTIAL USE</b>	Activities within land areas used predominantly for housing.
<b>RESIDENTIAL, MULTIPLE FAMILY</b>	See Multi Family Dwelling Unit
<b>RESIDENTIAL, SINGLE FAMILY</b>	A single dwelling unit on a building site.
<b>RETAIL</b>	Activities which include the sale, lease or rent of new or used products to the general public or the provisions of product repair or services for consumer and business goods.
<b>RIGHT-OF-WAY</b>	Land in which the state, a county, or a municipality owns the fee simple title or holds an easement or dedication dedicated or required for a transportation or utility use. A strip of land over which transportation and public use facilities are built, such as roadways, railroads, and utility lines.
<b>RIPARIAN</b>	A zone of transition from an aquatic ecosystem to a terrestrial ecosystem as defined in ORS 541.351(10). (OAR 141-085-0010(188))
<b>RIPARIAN AREA</b>	A zone of transition from an aquatic ecosystem to a terrestrial ecosystem, dependent upon surface or subsurface water, that reveals through the zone's existing or potential soil-vegetation complex the influence of such surface or subsurface water. A riparian area may be located adjacent to a lake, reservoir, estuary, pothole, spring, bog, wet meadow, muskeg or ephemeral, intermittent or perennial stream. (ORS 541.351(10)) (OAR 690-300-0010(44))
<b>RIPARIAN CORRIDOR</b>	The water influences area adjacent to a river, lake or stream consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem where the presence of water directly influences the soil-vegetation complex and the soil-vegetation complex directly influences the water body. It can be identified primarily by a combination of geomorphologic and ecologic characteristics. (Metro Code 3.07.1010(iii)) A Goal 5 resource that includes the water areas, fish habitat, adjacent riparian areas, and wetlands within the riparian area boundary (OAR 660-023-090(1)(c))
<b>RISK</b>	The danger or degree of hazard or potential loss.
<b>ROAD</b>	The entire right -of- way of any public or private way that provides ingress to or egress from property by means of vehicles

or other means or that provides travel between places by means of vehicles. "Road" includes, but is not limited to:

- (a) Ways described as streets, highways, throughways or alleys;
- (b) Road-related structures that are in the right-of-way such as tunnels, culverts or similar structures; and
- (c) Structures that provide for continuity of the right of way such as bridges. (ORS 368.001(6))

<b>RUNOFF</b>	That portion of precipitation that does not percolate into the ground and is instead discharged into streams.
<b>SCALE</b>	Generally refers to relative size or extent.
<b>SCENIC VIEWS AND SITES</b>	Lands that are valued for their aesthetic appearance. (OAR 660-023-230(1))
<b>SEISMIC</b>	Caused by or subject to earthquakes or earth vibrations.
<b>SETBACK</b>	The distance between the property line and any structure.  The minimum allowable horizontal distance from a given point or line of reference to the nearest vertical wall or other element of a principal building or structure as defined herein. The point of line of reference will be the lot line following any required dedication, or a special or reservation line if one is required pursuant to this ordinance. (Beaverton Development Code)
<b>SHALL, MUST OR MAY</b>	"Shall and must" are mandatory and "may" is permissive. (BC)
<b>SHALL (WILL), v.</b>	A directive verb signifying the action is obligatory or necessary.
<b>SHARED ROADWAY</b>	A shared roadway is a street that is recommended for bicycle use but does not have a specific area designated within the right-of-way. (Beaverton Development Code)
<b>SHARED-USE OR MULTI-USE PATH</b>	Shared-use or Multi-use path means an off-street path that can be used by several transportation modes including bicycles, pedestrians, and other non-motorized modes. Shared-use paths accommodate two-way travel. (Beaverton Development Code)
<b>SHOULD, v.</b>	A directive verb signifying the action is to be carried out unless circumstances make it impracticable .
<b>SIGNIFICANT NATURAL RESOURCES</b>	Areas identified on the City's Statewide Planning Goal 5 Inventories, Volume III of the Comprehensive Plan. (Beaverton Development Code)





<b>SINGLE FAMILY ATTACHED DWELLINGS</b>	A structure containing two or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.
<b>SINGLE FAMILY DETACHED DWELLING</b>	A dwelling unit that is free standing and separate from other dwelling units. (OAR 660-007-0005(4))
<b>SINGLE FAMILY DWELLING</b>	A structure containing one or more single family units with each unit occupying the building from ground to roof.
<b>SINGLE OCCUPANT VEHICLE (SOV)</b>	Private passenger vehicle carrying one occupant. (Metro Code 3.07.1010(ooo)) (Metro Regional Framework Plan definition)
<b>SITE</b>	Any tract, lot or parcel of land or combination of tracts, lots or parcels of land that are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project. <b>SLOPE</b> Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.
<b>SLOPE</b>	Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.
<b>SOIL</b>	The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.
<b>SOLID WASTE</b>	“Solid Waste” shall have the same meaning as given that term under Beaverton Code section 4.08.030.
<b>SPECIAL DISTRICT</b>	Any unit of local government, other than a city, county, metropolitan service district formed under ORS Chapter 268 or an association of local governments performing land use planning functions under ORS 195.025 authorized and regulated by statute and includes but is not limited to: Water control districts, domestic water associations and water cooperatives, irrigation districts, port districts, regional air quality control authorities, fire districts, school districts, hospital districts, mass transit districts and sanitary districts. (ORS 197.015(19))  Any “district” formed under ORS 198.
<b>STANDARDS</b>	A rule or measure establishing a level of quality or quantity that must be complied with or satisfied.
<b>STATE IMPLEMENTATION PLAN</b>	A plan for ensuring that all parts of Oregon remain in compliance with federal air quality standards.
<b>STATEWIDE PLANNING GOALS</b>	The mandatory state-wide planning standards adopted by the Land Conservation and Development Commission pursuant to ORS Chapters 195, 196 and 197. (ORS 197.015(8))
<b>STATION COMMUNITIES</b>	That area generally within a ¼ - to ½ - mile radius of light-rail stations or other high-capacity transit that is planned as a

multi-modal community of mixed uses and substantial pedestrian accessibility improvements. (Metro Regional Framework Plan)

Nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment. (Metro Code 3.01.130)  
An average of 45 persons per acre is recommended. (Metro Code 3.01.170)

**STORM WATER**

The water that runs off only from impervious surfaces during rain events. (CWS Design and Construction Standards)

**STREAM**

Means a body of running water moving over the earth's surface in a channel or bed, such as a creek, rivulet or river. It flows at least part of the year, including perennial and intermittent streams. Streams are dynamic in nature and their structure is maintained through build-up and loss of sediment. (Metro Code 3.01.1010(qqq)).

**STREAM CHANNEL**

A natural (perennial or intermittent stream) or human made (e.g. drainage ditch) waterway of perceptible extent that periodically or continuously contains moving water and has a definite bed and banks that serve to confine the water. (OAR 141-085-0010(22))

**STREET**

(1) means a public way, road, highway, thoroughfare or place, including bridges, viaducts and other structures used or intended for use of the general public for pedestrian, bicycle, and vehicular travel as a matter of right, or

(2) when used with the word "private" as a modifier, means a non-public way, road, highway, thoroughfare or place, including bridges, viaducts and other structures, exclusively used or intended for the exclusive use of the underlying property owner or, other persons, for pedestrian, bicycle, and vehicular travel. (Proposed Engineering Design Manual and Standard Drawings Definition)

**STREET FUNCTIONAL CLASSIFICATION**

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

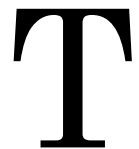
**STREET FURNITURE**

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

**STEWARDSHIP**

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

<b>SUBDIVISION</b>	The division of a tract of land into defined lots, parcels, tracts, or other divisions of land as defined in applicable State statutes and local land development regulations, subdivided lots can be separately conveyed by sale or lease, and altered, or developed.
<b>SUBURBAN</b>	Generally, development on the periphery of urban areas, which is predominantly residential in nature and has most urban services available. The intensity of suburban development is usually lower than in urban areas.
<b>SURFACE WATER</b>	Water that drains from the landscape via overland flow or ground water resurgence. Surface water flows can and often do include storm water runoff. (CWS Design and Construction Standards)
<b>SYSTEM DEVELOPMENT CHARGE</b>	Means a reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or connection to the capital improvement. "System development charge" includes that portion of a sewer or water system connection charge that is greater than the amount necessary to reimburse the local government for its average cost of inspecting and installing connections with water and sewer facilities. (ORS 223.299(4)(a))
<b>TARGET DENSITIES</b>	The average combined household and employment densities established for each design type in the Regional Urban Growth Goals and Objectives 2040 Growth Concept. (Metro Code 3.07.1010(ttt))
<b>TOWN CENTERS</b>	<p>Areas of mixed residential and commercial use that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego. (Metro Regional Framework Plan) Town centers provide local shopping, employment and cultural and recreational opportunities within a local market area. They are designed to provide local retail and services, at a minimum. They would also vary greatly in character.</p> <p>Compact development and transit service should be provided in town centers. An average of 40 persons per acre is recommended. (Metro Code 3.07.170)</p>
<b>TOWNHOUSES</b>	Two or more attached single family dwelling units within a structure having common side walls, front and rear yards, and individual entryways. (See Single Family Attached Dwellings)
<b>TRAFFIC CALMING</b>	A traffic management program usually designed to address safety and aesthetic issues related to automobile use in residential areas, and which reduces the operating speed of motor vehicles. Features include, landscaping, walkways, speed swales, roadway narrowing and/or increasing the width of bicycle lanes and sidewalks.



<b>TRAFFIC INTENSIVE USES</b>	A land use that attracts or generates a relatively high level of traffic activity. A non exhaustive list of such uses would include drive through facilities, supermarkets, and most retail shopping centers. The ITE Trip Generation manual shall be the city's primary reference source for determining whether a particular proposed use is traffic intensive or not.
<b>TRANSIT</b>	For the purposes of the Comprehensive Plan, this term refers to publicly funded and managed transportation services and programs within the urban area, including light-rail, regional rapid bus, frequent bus, primary bus, secondary bus, minibus, paratransit and park-and-ride. (Metro Regional Transportation Plan definition)
<b>TRANSPORTATION OR TRAVEL DEMAND MANAGEMENT (TDM)</b>	A strategy or action for reducing demand on the road system by reducing the number of vehicles using streets and roads, and/or increasing the number of persons per vehicle. Typically, TDM attempts to reduce the number of persons who drive alone during peak commute periods and to increase the number of people commuting via carpools, vanpools, buses and trains, walking, and biking.
<b>TRANSPORTATION PLANNING RULE</b>	The implementing rule of statewide land use planning Goal #12 dealing with transportation, as adopted by the State Land Conservation and Development Commission. (Metro Framework Plan definition)
<b>TRANSPORTATION SYSTEM PLAN</b>	A plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. (Metro Regional Framework Plan definition) (OAR 660-012-0005(32))
<b>TREES, STREET</b>	Any tree located within public or private right of way or an easement for vehicular access, or associated public utility easements. (Beaverton Development Code)
<b>TRIP GENERATION</b>	The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system.
<b>TURBIDITY</b>	A measure of water agitation.

<b>URBAN</b>	Generally, an area having the characteristics of a city, with intensive development and a full or extensive range of public facilities and services.
<b>URBAN FORM</b>	The net result of efforts to <u>preserve</u> environmental quality, <u>coordinate</u> the development of jobs, housing and public services and facilities, and <u>interrelate</u> the benefits and consequences of growth in one part of the region with the benefits and consequences of growth in another.
<b>URBAN GROWTH BOUNDARY</b>	An acknowledged urban growth boundary contained in a city or county comprehensive plan or an acknowledged urban growth boundary that has been adopted by a metropolitan service district council under ORS 268.390(3). (ORS 195.060(2))
<b>URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN</b>	See Metro Urban Growth Management Functional Plan.
<b>URBAN PLANNING AREA</b>	A geographical area within an urban growth boundary. (OAR 660-003-0005(6))
<b>URBAN SERVICES</b>	The term includes the following services and facilities: a public sanitary and storm sewer system, a public water supply, a street system, police and fire protection, public schools, public parks and library services. (Beaverton Development Code)
<b>URBAN SERVICE AREA</b>	The area for which the City is the appropriate and agreed-upon long-term provider of municipal services except for those services that are to be provided by a special or county service district. (Beaverton – Washington County Intergovernmental Agreement Interim Urban Services Plan)
<b>URBAN SERVICE BOUNDARY</b>	The boundary establishing the extent of the City’s direct interest and involvement in planning for and coordination of public facilities and services and the extent of the City’s annexation interest.
<b>USE</b>	The main or primary purpose of which land or a structure is designed, arranged or intended or for which it is occupied or maintained. (Beaverton Development Code)
<b>USE PERMIT</b>	The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.
<b>VACANT</b>	Lands or buildings that are not actively used for any purpose.
<b>VACANT LAND</b>	Land identified in the Metro or local government inventory as undeveloped land. (Metro Code 3.07.1010(zzz))
<b>VARIANCE</b>	A discretionary decision to permit modification of the terms of an implementing ordinance based on a demonstration of unusual hardship or exceptional circumstance unique to a specific property. (Metro Code 3.07.1010(aaaa))

# U

# V

**VEGETATIVE CORRIDOR** A corridor adjacent to a water quality sensitive area that is preserved and maintained to protect the water quality functions of the water quality sensitive area. (CWS Design and Construction Standards)

**VIEW CORRIDOR** The line of sight, identified as to height, width and distance, of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers' attention.

**VOLUME-TO-CAPACITY RATIO** A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c". At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See *Peak Hour* and *Level of Service*)

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

**WATER QUALITY SENSITIVE AREA** or "sensitive area"  
 A) shall include the following:  
 1. Existing or created wetlands;  
 2. Rivers, streams, and springs, whether flow is perennial or intermittent;  
 3. Natural lakes, ponds and instream impoundments  
 B) Sensitive areas shall not include:  
 1. Stormwater infrastructure  
 2. A vegetated corridor (a buffer) adjacent to the sensitive area;  
 3. An off-stream recreational lake, lagoon, fire pond or reservoir; or  
 4. Drainage ditches.

(CWS Design and Construction Standards)



**WATERSHED** The entire land area drained by a stream or system of connected streams such that all stream flow originating in the area is discharged through a single outlet. (ORS 541.351(14))

**WETLANDS** Those areas that are inundated or saturated by surface or ground water at a frequency and duration that are sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Categories of wetlands include:

a) Created Wetlands: those wetlands developed in an area previously identified as non-wetland to replace, or mitigate

wetland destruction or displacement. A created wetland shall be regulated and managed the same as an existing wetland.

b) **Constructed Wetlands:** those wetlands developed as a storm water facility, subject to change and maintenance as such. These areas must be clearly defined or separated from existing or created wetlands. Constructed wetlands shall be regulated as created wetlands only if they serve as wetland mitigation.

c) **Existing Jurisdictional Wetlands:** jurisdictional wetlands as determined by the Department of State Lands (DSL) or the US Army Corps of Engineers (COE).

(CWS Design and Construction Standards)

**WOODY VEGETATION:**

Areas that are part of a contiguous area one acre or larger of shrub or open or scattered forest canopy (less than 60% crown closure) located within 300 feet of a surface stream.

**ZONE, TRAFFIC**

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.



**ZONING**

In general, the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, use, and coverage of structures within each zone.

**ZONING, INCLUSIONARY**

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