South Tektronix Station Community

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

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

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

The following documents comprise the City's Comprehensive Plan:

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

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

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

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

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

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

Volume IV - Transportation System Plan implements regional goals and policies and plans multimodal improvements for a 20 year period.
Volume V - Community Plans describe policies and action statements and map designations specific to a particular geographic location.

The City of Beaverton Development Code implements the policy directives of Volumes I and V of the Comprehensive Plan. The Development Code includes the procedural framework for land use decisions, including zoning district information, allowed uses, density and dimensional requirements, public facility requirements, land division requirements and standards for land development.
Community Plan Goal 1: Develop the South Tektronix Station Community to support light rail ridership, foster a sense of community, and respect the natural features adjacent to and within the Station Community.

Policies:

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

b) Encourage opportunities to promote land assembly for high density redevelopment projects.

c) Encourage development of various housing types, providing at least the minimum residential density as established by the development code, with land assembly, infill, and redevelopment projects.

d) Encourage and look for relocation opportunities for non-conforming, non-transit oriented businesses to locate outside this area.

e) Encourage developers to implement an affordable housing strategy. Redevelopment to high density mixed use housing could include a percentage of low-income housing units for a fixed time period, a density bonus program, inclusionary housing or other methods suggested by the Metro Urban Growth Management Functional Plan Title 7 Affordable Housing.

f) Support para-transit service in the South Tektronix Community. Encourage programs provided by the Transportation Management Association that may include expansion of services from the Tektronix Campus. Para-transit is defined as transportation services that operate vehicles in a curb to curb, demand/response mode. Examples include buses, jitneys, taxis and vans.

g) Encourage development strategies that will add green spaces and public spaces.

h) Encourage day-lighting of the south fork of Beaverton Creek provided it is found...
feasible by City engineering standards and a certified wetland specialist
determines that the adjoining significant wetland west of Murray Boulevard will
not be negatively impacted.

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

Map Unavailable at Present