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# Land Use and Zoning Assessment

DRAFT Southwest Corridor Existing  
Conditions Technical Report

January 2012



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## 1. INTRODUCTION

The Southwest Corridor Plan represents comprehensive land use and transportation planning efforts that will identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The following chapter is a summary of the existing land uses, zoning, and a review of economic opportunity as it relates to land development throughout the Southwest Corridor. The chapter will provide an overview of the current land uses along the corridor, the existing zoning, an inventory of the vacant and re-developable land, and a review of jurisdictions' economic opportunity assessments.

The Southwest Corridor represents a 15 mile section of the Metro region that generally follows Barbur Boulevard/Highway 99W/ Sunset Highway between Sherwood, Ore. and downtown Portland, Ore. Sections of Interstate 5 and Highway 217 are included in the Corridor's study area. The Corridor connects the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Tigard, Tualatin, and Sherwood. The Corridor includes a number of regionally and locally important locations. Regional destinations include Portland Community College, Sylvania; the upper and lower campuses of the Oregon Health & Science University; Portland State University; Washington Square Mall; and Bridgeport Village shopping center. Kruse Way, the Tigard Triangle, and various commercial and industrial lands are found throughout the Corridor. There are many local and regional attractions found in the communities' town centers, main streets, and throughout the area.

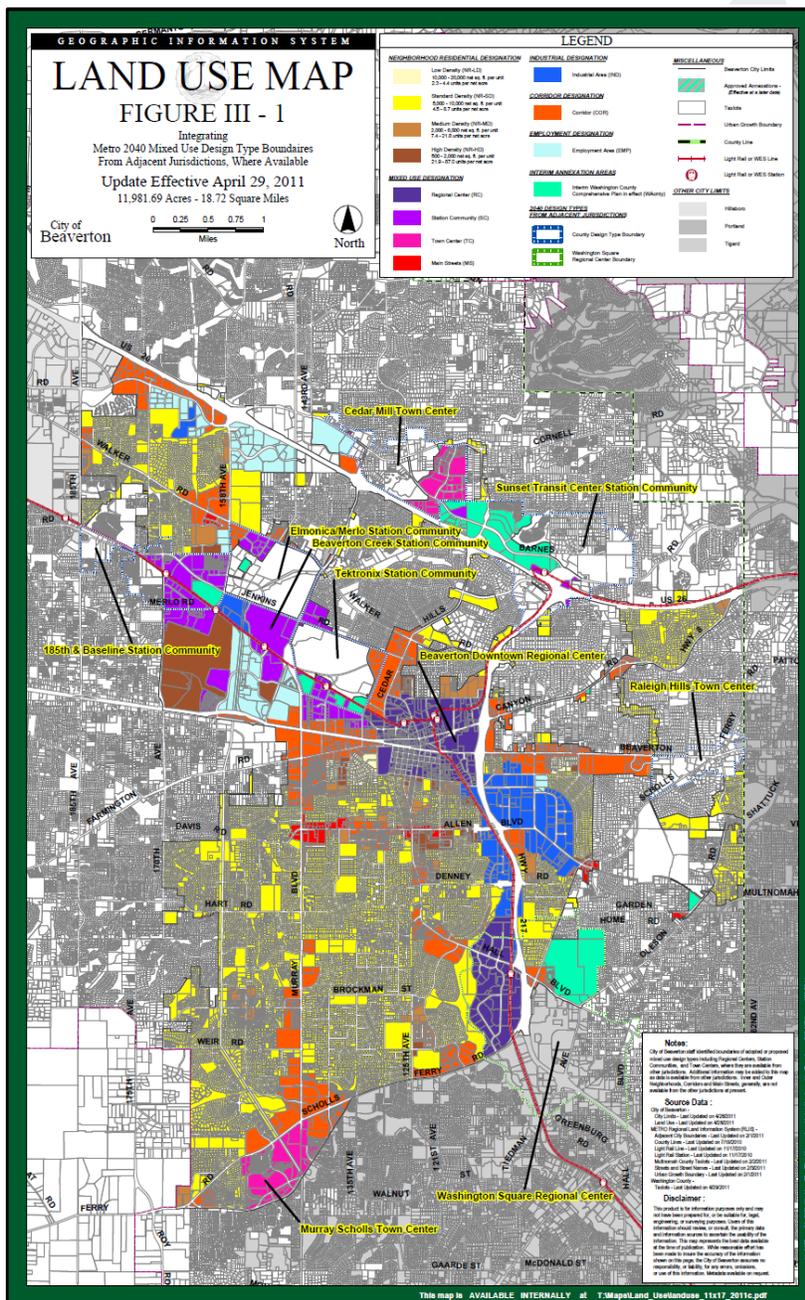
The Southwest Corridor plan is an integrated approach to look at housing; economic development; zoning; parks, trails and natural areas; stormwater; habitat; and transportation in the Corridor. Leading with land use, the Plan will inform local land use and transportation plans and the transit Alternatives Analysis at the regional level. The Plan is a partnership between Metro, the Oregon Department of Transportation, TriMet, Multnomah County, Washington County, and the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Tigard, Tualatin, and Sherwood. The planning effort integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a corridor refinement plan to examine the function, mode and general location of transportation improvements; and the transportation alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. The connection between land use and transportation has been, and will be, carefully analyzed in order to make improvements and support land use goals for jobs and housing.

## 2. EXISTING LAND USE AND ZONING SUMMARIES

The following descriptions provide a summary overview of the existing land uses and the physical conditions present in each of the cities in the Southwest Corridor. These descriptions are informed from the Cities' plans and documents as well as using generalized land use and zoning designations from RLIS. The local maps are the most recently available from the jurisdictions; many of cities are currently changing local zoning and services through comprehensive plan updates.

## 2.1.1 Summary of land uses in Beaverton

Single-family housing dominates the land use in the Beaverton section of the Southwest Corridor. Additionally, commercial and multifamily housing is located at nodes found along Highway 210. The South Beaverton neighborhood is located to the southwest of Washington Square Mall and is to the north of Scholls Ferry Road. Adjacent to the Fanno Creek Trail and near a number of parks this neighborhood is comprised primarily of single-family homes. This residential neighborhood features limited access points, cul-de-sacs, sidewalks, and low volume streets. Scholls Ferry Road/ Highway 210 provide connections to Washington Square Mall and to a number of destinations located along the arterial.



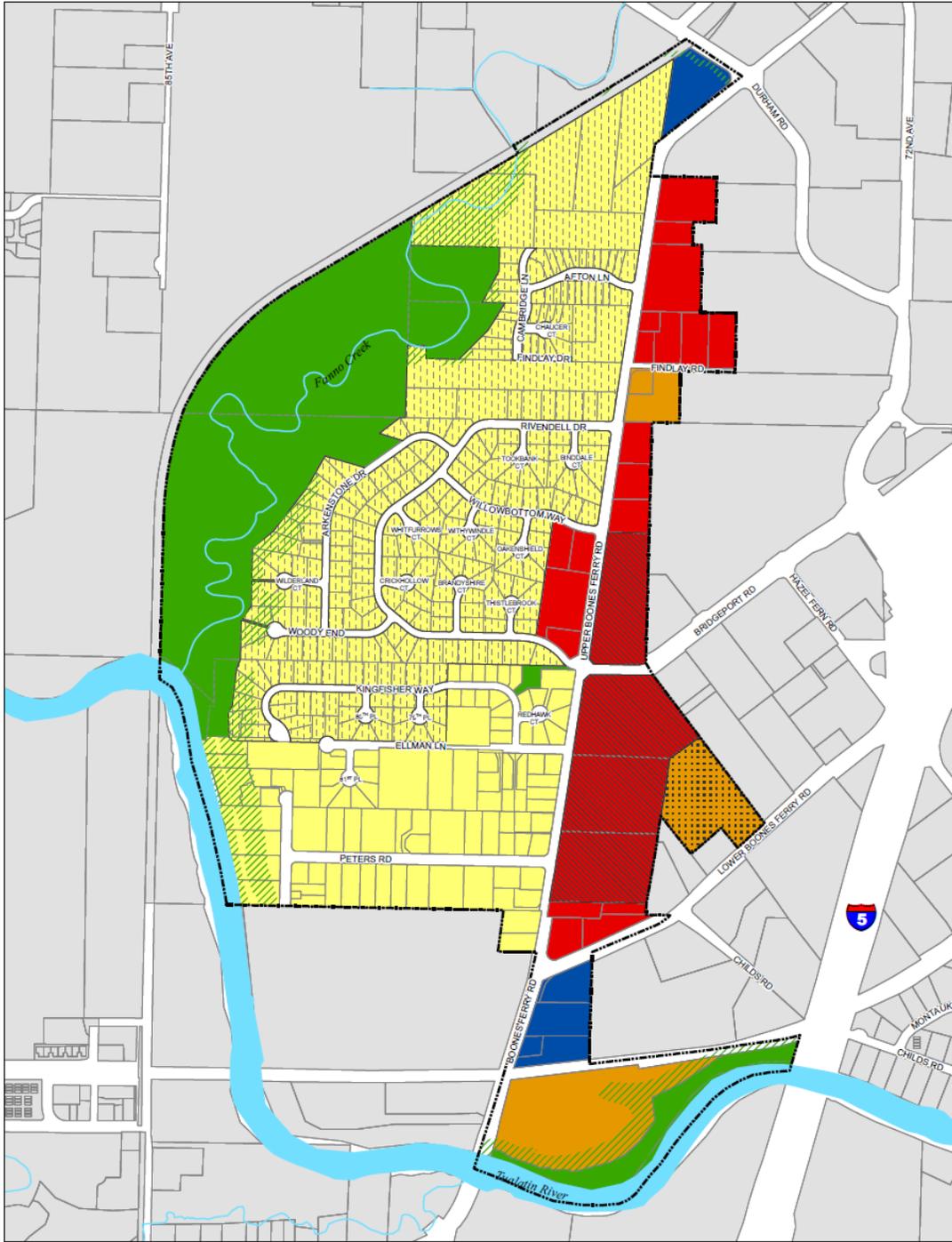


### **2.2.1 Summary of land use in Durham**

Divided by Upper Boones Ferry Road, the City of Durham consists of commercial uses on the east side of the arterial and single-family residential housing on the west side. Adjacent to the cities of Tualatin and Tigard, the City of Durham is adjacent to the Bridgeport Village shopping center and is dominated by Durham City Park. The residential neighborhood has limited connectivity to Boones Ferry Road, some streets have sidewalks, and large trees dominate the view. At the southeastern extent of the City is the Tualatin View Apartments, a multi-family housing development of 12 multi-family buildings. The eastern commercial portion of the City abuts and makes connection to the Bridgeport Village. A number of businesses with auto-oriented entrances and parking lots are found along this strip.

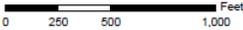
### **2.2.2 Summary of zoning in Durham**

On the west side of Upper Boones Ferry Road, the City of Durham is mostly zoned for residential uses. The majority of the residential area is overlaid by a Density Bonus-Planned Residential Development zone. The east side of the Upper Boones Ferry Road is a mix of commercial, industrial, and multiple-dwelling residential zoning designations. A portion of the multiple-dwelling residential zone is part of a Multiple-Dwelling Design Overlay zone. This district is intended to allow for density and height bonuses so as to promote a variety of housing types within the City and to encourage multi-dwelling development having high quality materials and amenities for occupants.



City of Durham		Zoning Map	
	Single-Dwelling Residential (SDR)		Business Park Overlay (BPO)
	Multi-Dwelling Residential (MDR)		Density Bonus for Planned Residential Development (DB-PRD)
	Industrial Park (IP)		Multi-Dwelling Design Overlay (MDDO)
	Office Park (OP)		Natural Resources Overlay (NRO)
	Natural Resources (NR)		City Boundary

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Durham assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is." Plotted 01/13/2009.

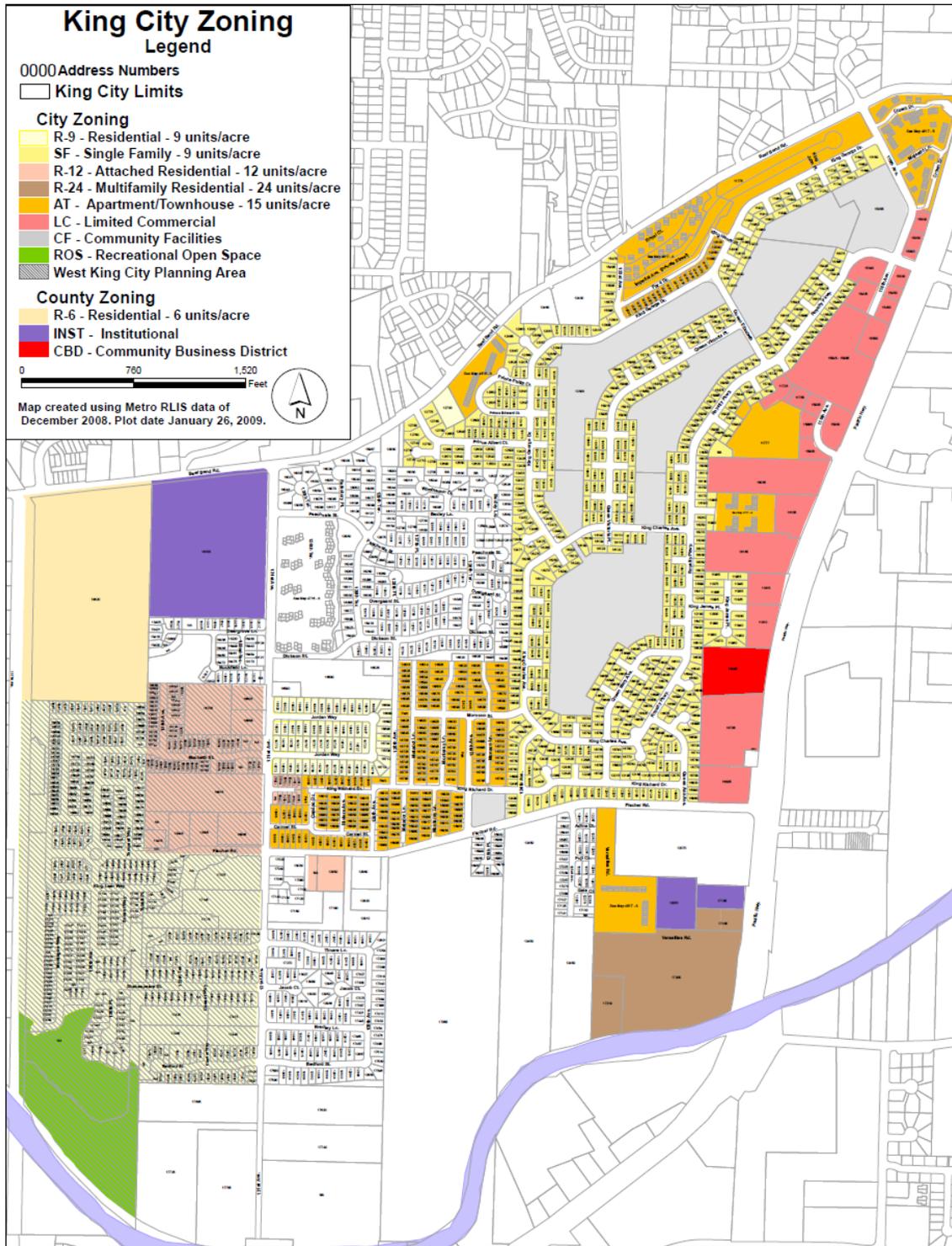
1 inch = 500 feet  
 Feet

### **2.3.1 Summary of land uses in King City**

Oriented around the King City Golf Course, the City of King City was built as a housing development by the Tualatin Development Company, Inc. in 1966. Originally built as a 55+ senior community, the core residential area is typified by single-family ranch houses with garages. The original development was built around a 9-hole golf course which continues to provide recreational use. These original houses are found along low-volume, low-speed roads with sidewalks on both sides. The eastern edge of the city borders Sunset Highway/ Highway 99W and consists of auto-oriented strip-style commercial uses. Large parking lots with high-volume driveways connect to Highway 99W. Newly incorporated land found at the western extent of the City includes newer homes built in subdivisions; these residential developments are located at a distance from commercial services and have limited access to arterials that traverse the City.

### **2.3.2 Summary of zoning in King City**

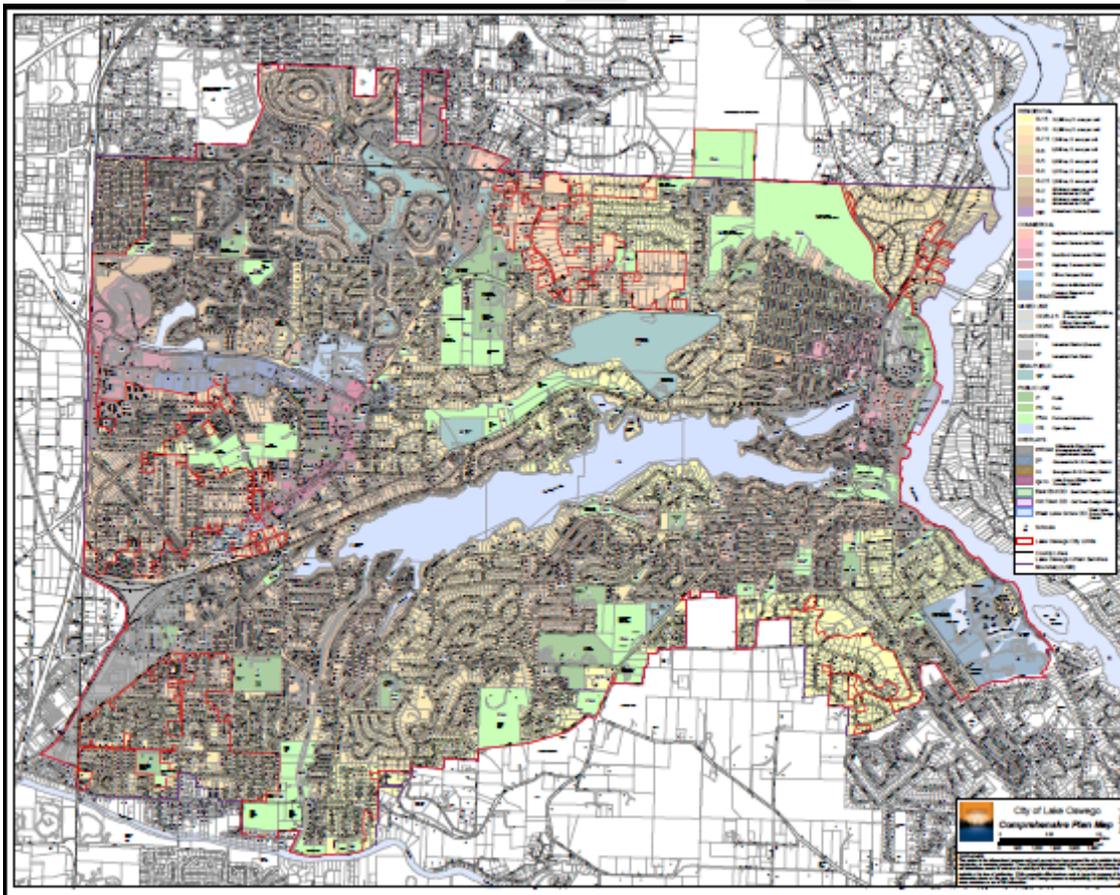
The eastern extent of the City abuts Sunset Highway/ Highway 99W and is zoned for auto-oriented commercial use consisting of King City zoned Limited Commercial and Washington County zoned Community Business district use. The core community, built around the golf course is zoned for 9 units/ acre as single family residential use (SF). Between the commercial zone and this SF zone and along Beef Bend Road at the northern extent of the City are townhouses zoned for Apartment/ Townhouse use at 15 units/acre (AT). The western portion of the City is comprised of recently annexed land under the West King City Planning Area overlay. Under this overlay are single family residential with 9 units/acre (R-9) and Attached Residential – 12 units/acre (R-12). These zones are to the north of designated recreational open space and to the south of institutional school facilities. A county zoned low-density zone is found at the northwest corner of the City, zoned Residential – 6 units/acre.



### 2.4.1 Summary of land uses in Lake Oswego

The Kruse Way and Lake Grove areas of Lake Oswego are located in the Southwest Corridor. The section of Kruse Way between Interstate 5 and Boones Ferry Road features a large number of commercial uses. There is a mix of office spaces and services. These buildings are

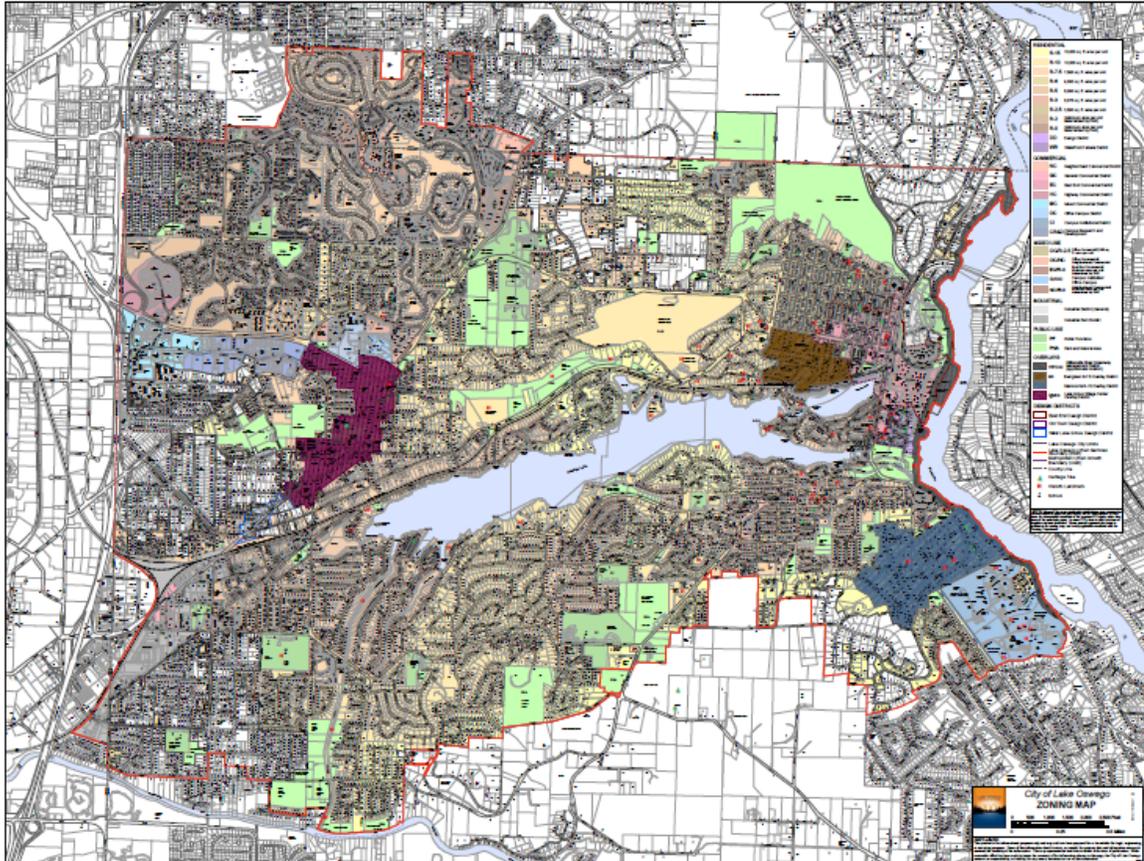
located adjacent to parking lots and driveways that connect to Kruse Way. Beyond the commercial developments there are neighborhoods of single family residential houses built on large lots with driveways, garages, and limited sidewalks. As of December 2011, Lake Oswego continues to have the highest median home value in the region, above \$400,000. Many houses are built around cul-de-sacs. Neighborhood connections to services are limited. One large multi-family housing development is found near the corner of Kruse Way and Carman Road. There are no street connections to Kruse Way for this development and it is oriented to the residential streets to the north. Lake Grove is dominated by single-family houses. Along Boones Ferry Road there are commercial developments that include office buildings, strip malls and other auto-oriented uses. These commercial uses feature off-street parking, driveways and often lack neighborhood connections. Along Boones Ferry Road, Lake Oswego has a plan to develop the Lake Grove Village Center Plan that will orient the community toward a more pedestrian friendly environment with enhanced landscaping, improved parking, and enhanced business vitality.



#### 2.4.2 Summary of zoning in Lake Oswego

Most of Lake Oswego that is within the Southwest Corridor is zoned as Residential – 7,500 sq. ft. per unit lots. Along Kruse Way land is zoned as a Mixed Commercial District and as Campus Research & Development. The Lake Grove Village Center has a special overlay

district comprised of General Commercial, Office Commercial, and 3,000 sq. ft. per unit Residential uses. Within the overlay district, special requirements and standards are enforced in order for the implementation of the Lake Grove Village Center Plan that focuses on the transition from highway commercial use to a walkable village with streetfront commercial uses, a village commons and a number of community gathering places.



### 2.5.1 Summary of land use in Portland

Land use through the Southwest Corridor in Portland has been historically dictated by Barbur Boulevard (formerly a rail line) as a transect and the Willamette River. Barbur Boulevard in Portland offers a variety of land uses within the Southwest Corridor. From a mixture of uses on the northern edge, to multi-family and single family housing through the steep and wooded area and to mostly strip commercial for the remainder of the Corridor heading south to Tigard. Along Barbur Boulevard land use is predominated by auto-orientated strip commercial uses that includes offices, personal services (hair salons, nails, vets, banks, insurance agents, accountants, etc), and retail, followed by restaurants, apartments, auto specific uses (mechanics, tire and oil centers, body shops), and hotels.

Leaving the central city, Barbur is comprised of predominantly multifamily housing in the northern section with a small commercial center around SW Hamilton, transitioning to largely wooded and steep areas of single family and open space uses. This section of Barbur,

referred by some as "the woods," feels remote, with few structures visible directly from the road. Near the Terwilliger intersection, the adjacent uses change to a mix of commercial tenants and auto-oriented services and the topography begins to level out. This section of Barbur between SW 13<sup>th</sup> and Capitol Highway (south) is known as the old highway and is predominantly level and straight, varying in width from 4 to 7 travel lanes with sporadic sidewalk development. The final section of Barbur from Capitol Highway (south) to the city limits is at times referred to as the Far Southwest section. This area is gently curving with rolling topography, and is located on the southern side of Interstate 5. While there are commercial businesses located in this stretch, they are generally more sporadic, and are often less visible, being located up above or down below Barbur. Multnomah Village, Hillsdale, South Waterfront, OHSU and other neighborhoods are found within the corridor; these areas offer a variety of uses including multi-use towers in South Waterfront, large institutional buildings in OHSU, commercial strip development surrounded by residential neighborhoods in Hillsdale and Multnomah Village.

The adjacent terrain along the length ranges from a steep ascent to the south/west and steep descent to the north/east paralleling corridors of Macadam and Interstate 5 South, to terrain that is level with the boulevard. While sections of densely wooded, less populated areas exist along Barbur on the approach to Hamilton, commercial businesses, apartments, and motels line the majority of the boulevard on both sides. The most densely populated commercial centers surround major intersections, including Interstate 5 access ramps. Residential neighborhoods built to typical city standards are also adjacent to each side of Barbur. The terrain of the boulevard itself is generally gently sloping, as sections of the boulevard were built on elevated grades left by the rail lines that preceded the road, and also on bridges that pass over gullies and sections of the Interstate 5 freeway.

### **2.5.2 Summary of zoning in Portland**

Within the Southwest Corridor there are twenty different base zoning designations in Portland. This represents the variety of land uses and topography present in the corridor. There are four overlay zones present including environmental conservation, environmental protection, commercial buffer, and design overlay. The overlay zones address geographically specific issues through added standards and limitations of allowed uses, development intensity, and appearance. Along Barbur Boulevard a "Barbur Envelope" exists; properties within this boundary were not included in the adopted Southwest Community zoning map, the Barbur Concept Plan will designate specialized zoning updates for this area.

# Adopted Southwest Community Plan Comprehensive Plan/Zoning Map

**Southwest Community Plan (SWCP) Public**  
 These policies were adopted by the Portland City Council on July 20, 2001. They were effective on December 21, 2001, along with accompanying objectives and the Southwest Community Plan Comprehensive Planning Map. The Comprehensive Planning Map must be consistent with these policies and other relevant city, Metro and state policies and regulations.

**Land Use and Urban Form**  
 Southwest Community Plan encourages a variety of land uses and a collection of distinct neighborhood forms. Southwest Community Plan encourages a variety of regional growth while protecting the environmental and historic resources. Priority areas of growth are identified. Southwest Community Plan encourages a variety of housing types and prices. Outside of the urban form, there will be a variety of uses which increase neighborhood diversity, stability and sense of community within existing neighborhoods.

**Public Facilities**  
 Support a variety of public facilities for both existing and new development through regulatory funding mechanisms.

**Climate Resilience**  
 Support the protection and adaptation of the Southwest Community Plan to be used to guide the implementation of the city and Metro's climate action plan for the next 30 years. Encourage climate resiliency in the Southwest Community Plan. This may include energy efficiency and water.

**Economic Development**  
 Encourage and support economic development opportunities to attract and support economically vibrant neighborhoods and employment centers. Foster business and commercial development that is compatible with the desired land use character of each area. This may include business incubators and other small business development programs.

**Housing**  
 Provide a variety of affordable housing choices appropriate to the needs of various age groups. Encourage a mix of housing types and prices. Support the development of housing types that will increase housing opportunity and diversity in the Southwest region.

**Parks, Recreation and Open Space**  
 Encourage a variety of parks and open space, including neighborhood parks and open space. Encourage and support the retention, restoration and development of parks and open space. Encourage a mix of recreational opportunities for Southwest citizens.

**Public Safety**  
 Encourage the level of community responsibility for a secure and safe living environment through shared efforts of residents, public agencies, businesses, and institutions. Maintain a high level of public safety and security for residents, programs, and institutions.

**Transportation**  
 Provide a balanced, multimodal transportation system. Encourage transit-oriented development and transit-oriented design. Encourage and support the development of transit-oriented development. Encourage and support the development of transit-oriented design. Encourage and support the development of transit-oriented design.

**Water**  
 Protect and enhance Southwest Portland's environment and natural resources as well as water quality. Encourage water conservation and water efficiency. Encourage and support the development of water conservation and water efficiency. Encourage and support the development of water conservation and water efficiency.

**What is the adopted map?**  
 This is the adopted map of the Southwest Community Plan. It is the adopted map of the Southwest Community Plan. It is the adopted map of the Southwest Community Plan. It is the adopted map of the Southwest Community Plan.

**What is zoning?**  
 Zoning is a tool used to regulate land use. It is a tool used to regulate land use. It is a tool used to regulate land use. It is a tool used to regulate land use. It is a tool used to regulate land use.

**What are Comprehensive Plan designations?**  
 Comprehensive Plan designations are used to guide land use. They are used to guide land use.

**What about overlay zones?**  
 Overlay zones are used to regulate land use. They are used to regulate land use.

**NOTE: Let lines and rights-of-way**  
 The Comprehensive Plan designations are used to guide land use. They are used to guide land use.

**Other information**  
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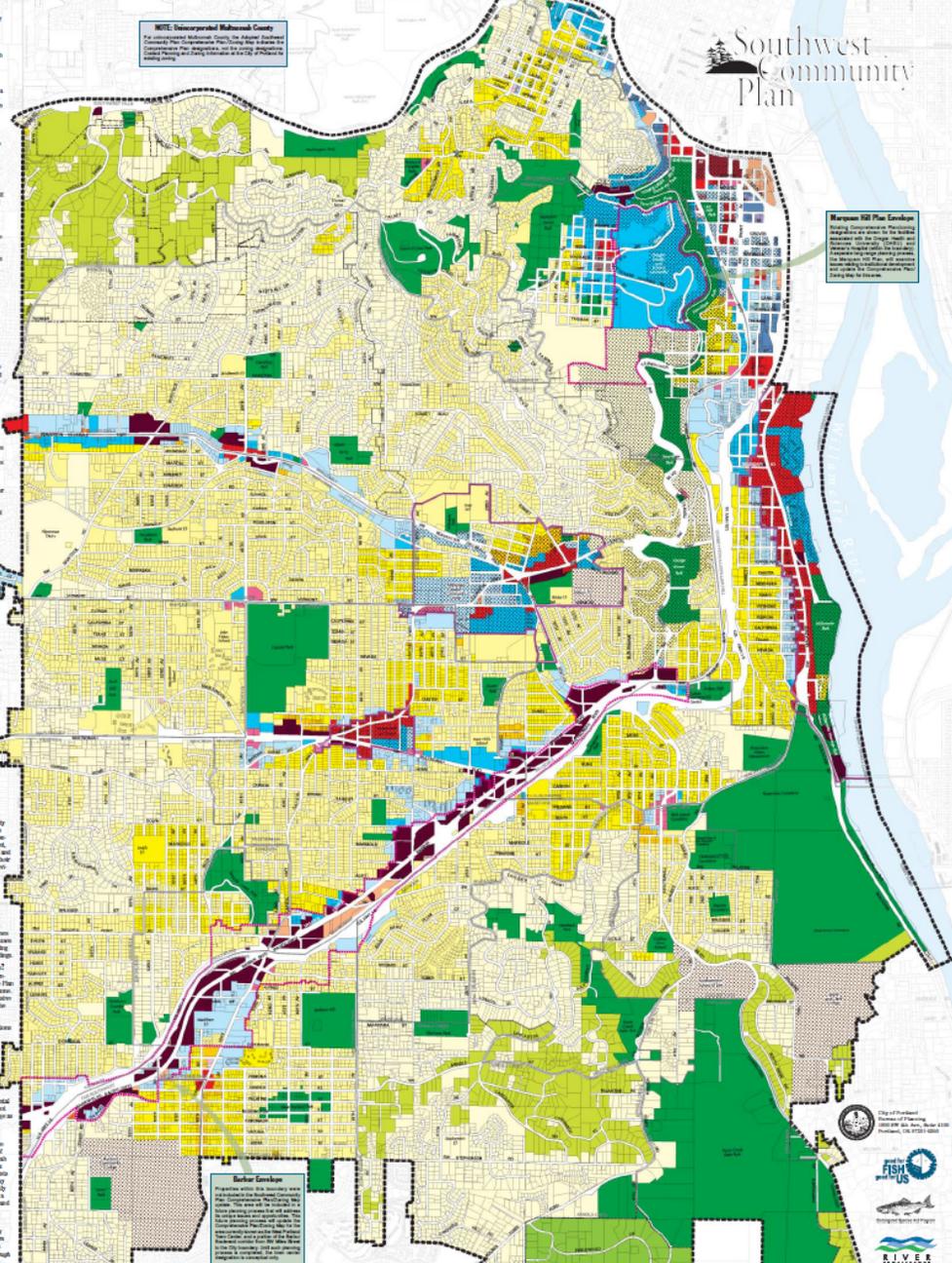
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## Comprehensive Plan/Zoning Designations

**COMPREHENSIVE PLANNING**  
 Only designations that are indicated on the map are provided in the legend.

**OPEN SPACE**  
 Allow uses such as parks, natural areas, community centers, and cemeteries.

**OS - Open Space**

**SINGLE-DWELLING RESIDENTIAL**  
 Allow single-family houses. Except for OS, minimum lot sizes are determined by the number following the "R". For example, R2 allows one lot of 2,000 square feet.

**R1 - (Standard) 20,000 Single-Dwelling**  
**R2 - (Standard) 20,000 Single-Dwelling**  
**R3 - (Standard) 20,000 Single-Dwelling**  
**R4 - (Standard) 20,000 Single-Dwelling**  
**R5 - (Standard) 20,000 Single-Dwelling**  
**R6 - (Standard) 20,000 Single-Dwelling**

**MULTI-DWELLING RESIDENTIAL**  
 Allow apartment, townhouse, duplex and single-family houses. Except for OS, density is indicated by the number following the "R". For example, R2 allows one unit per 2,000 square feet. All densities are based on a floor area ratio, rather than the number of units per parcel lot.

**R7 - (Standard) 2,000 Multi-Dwelling**  
**R8 - (Standard) 2,000 Multi-Dwelling**  
**R9 - (Standard) 2,000 Multi-Dwelling**  
**R10 - (Standard) 2,000 Multi-Dwelling**

**INSTITUTIONAL RESIDENTIAL**  
 Allow large institutional complexes such as medical centers, colleges, high schools, and universities.

**IR - Institutional Residential**

**NEIGHBORHOOD COMMERCIAL**  
 Allow small-scale neighborhood-oriented commercial uses in and adjacent to residential areas. CCR is located closest to residential areas. CCR is more suburban. These designations also allow residential uses.

**CC1 - Neighborhood Commercial**  
**CC2 - Neighborhood Commercial**  
**CC3 - Neighborhood Commercial**

**OFFICE COMMERCIAL**  
 Give preference to office uses over other commercial uses. The intent of CO is to blend into residential areas. CO allows the location of more intensive developments near major streets. These designations also allow residential uses.

**CO - Office Commercial**  
**CO1 - Office Commercial**  
**CO2 - Office Commercial**

**URBAN COMMERCIAL**  
 Allow a full range of retail, service, and business uses that serve local and regional markets. The designations are intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets.

**UC - Urban Commercial**  
**UC1 - Urban Commercial**  
**UC2 - Urban Commercial**

**GENERAL COMMERCIAL**  
 Allow a full range of commercial uses that have local to regional markets. Development of the CC designations is intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets.

**CC - General Commercial**  
**CC1 - General Commercial**  
**CC2 - General Commercial**  
**CC3 - General Commercial**

**MIXED EMPLOYMENT**  
 Allow industrial uses with the intention of providing a mix of uses. The designations are intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets. The designations are intended for areas adjacent to major streets.

**ME - Mixed Employment**  
**ME1 - Mixed Employment**  
**ME2 - Mixed Employment**

**DESIGN OVERLAY**  
 The City of Portland provides the commercial, industrial, and residential design overlay zones. The design overlay zones are used to regulate land use. They are used to regulate land use.

**CO - Design Overlay**

**COMPREHENSIVE PLAN AND ZONING DESIGNATIONS DIFFER**  
 Areas where the zoning differs from the Comprehensive Plan designations.

**TOWN CENTER/MAN STREET BOUNDARIES**  
 These are the adopted boundaries for the Center Home, Macdonald/McMurrin/McMurrin, and the Village Town Center. The Southwest Community Plan includes the original Village Town Center boundaries, adopted in November 1987. Boundaries for the Village Hills and West Portland Town Center are not shown. Town center boundaries will cover the west side and location of other town center areas.

**Other Boundaries**  
 City of Portland Boundary  
 Southwest Community Plan Boundary  
 Neighborhood Boundaries

**CE1 - General Employment**

DECEMBER 21, 2001

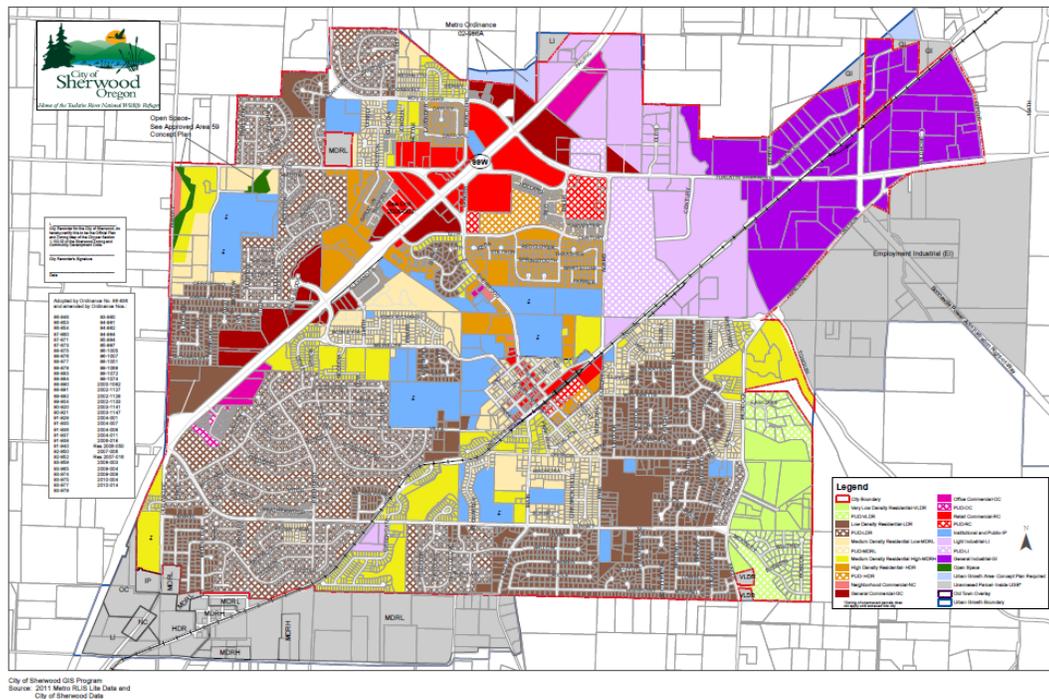
### **2.6.1 Summary of land use in Sherwood**

At the southwest corner of the Southwest Corridor is the City of Sherwood. Sherwood Town Center consists of the old downtown, comprised of a grid pattern street network and mixed use retail services. The new downtown area is oriented toward Highway 99W and includes Sherwood Crossroads, Sherwood Market Center and other auto-oriented commercial retail uses. Surrounding these developments are undeveloped land and residential neighborhoods. Limited connections are found between the uses. The single-family residential neighborhoods are typified by detached houses with driveways and garages built in developments with limited-access points but often with sidewalks throughout. Sherwood has large natural areas and parks. Some of the developments about the Urban Growth Boundary, defining the line between urban and rural.

### **2.6.2 Summary of zoning in Sherwood**

Over half of the acreage within the Southwest Corridor in Sherwood is zoned for low density residential use. Nearly 70 percent of the land within the study area is zoned for residential use has been rezoned for medium and high density residential use. The 1990 Comprehensive Plan updated the original low density zoning, establishing single family areas near downtown with higher density zoning. The northeastern extent of City, along Sunset Highway/ Highway 99W is zoned for Light Industrial and heavy Industrial use. A special overlay district is found in Old Town that includes design guidelines and two land use districts: Smockville Area and Old Cannery Area. These design standards and special districts provide a regulatory framework to encourage a variety of uses in the zone and to protect designated landmarks.

## 2011 Sherwood Plan and Zone Map

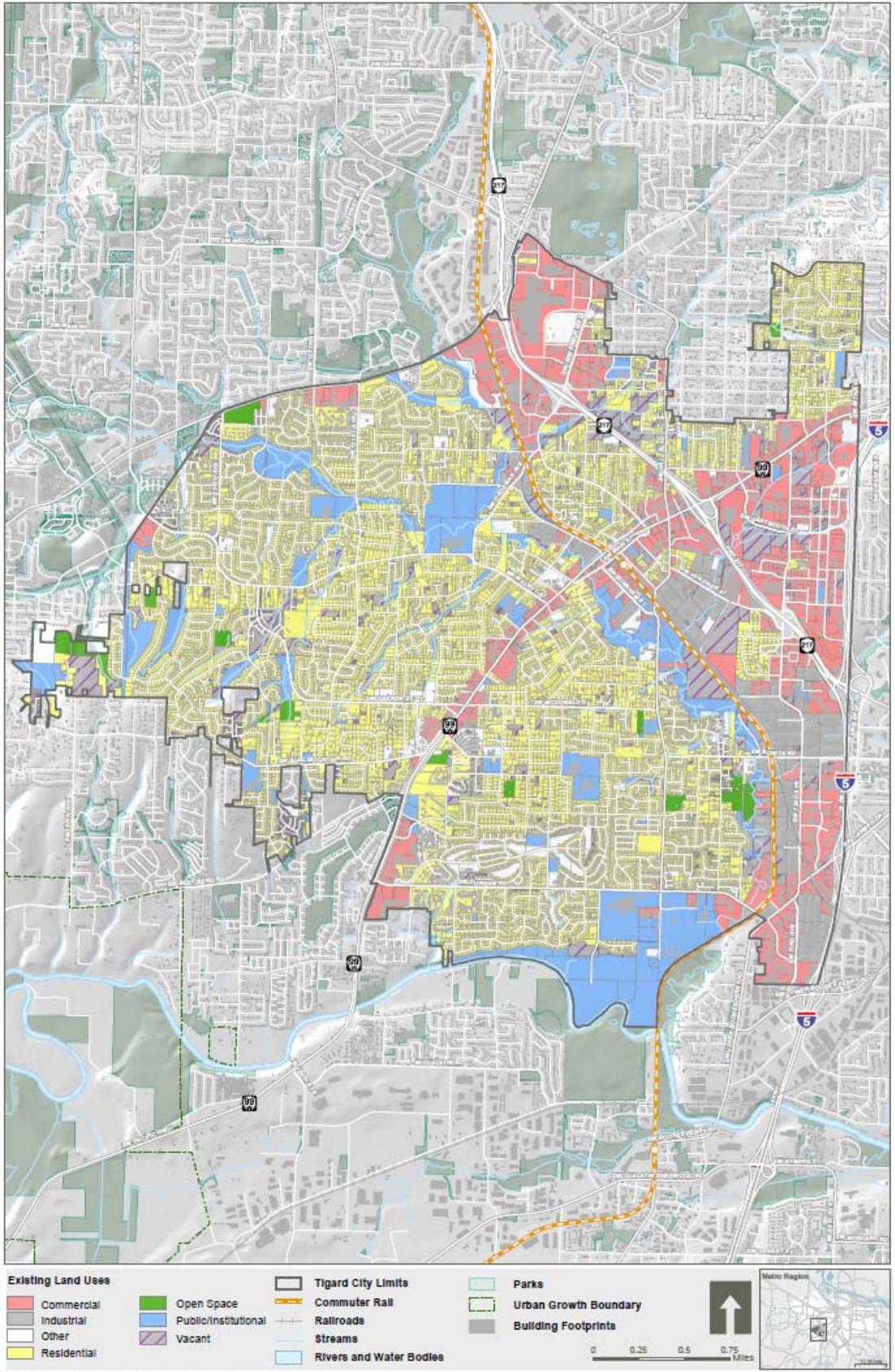


### 2.7.1 Summary of land use in Tigard

All of the City of Tigard is contained within the boundaries of the Southwest Corridor. The City is transected by Highway 99W, Highway 217, and Interstate 5. Along Highways 99W and 217 there are many commercial developments. Highway 99W features auto-oriented commercial developments such as strip malls that are set to attract passersby. The office commercial and retail developments along parts of Highway 217 and off of Interstate 5 are more recent developments. These include office parks in the Tigard Triangle and the mixed use retail developments of Bridgeport Village shopping center and Washington Square Mall.

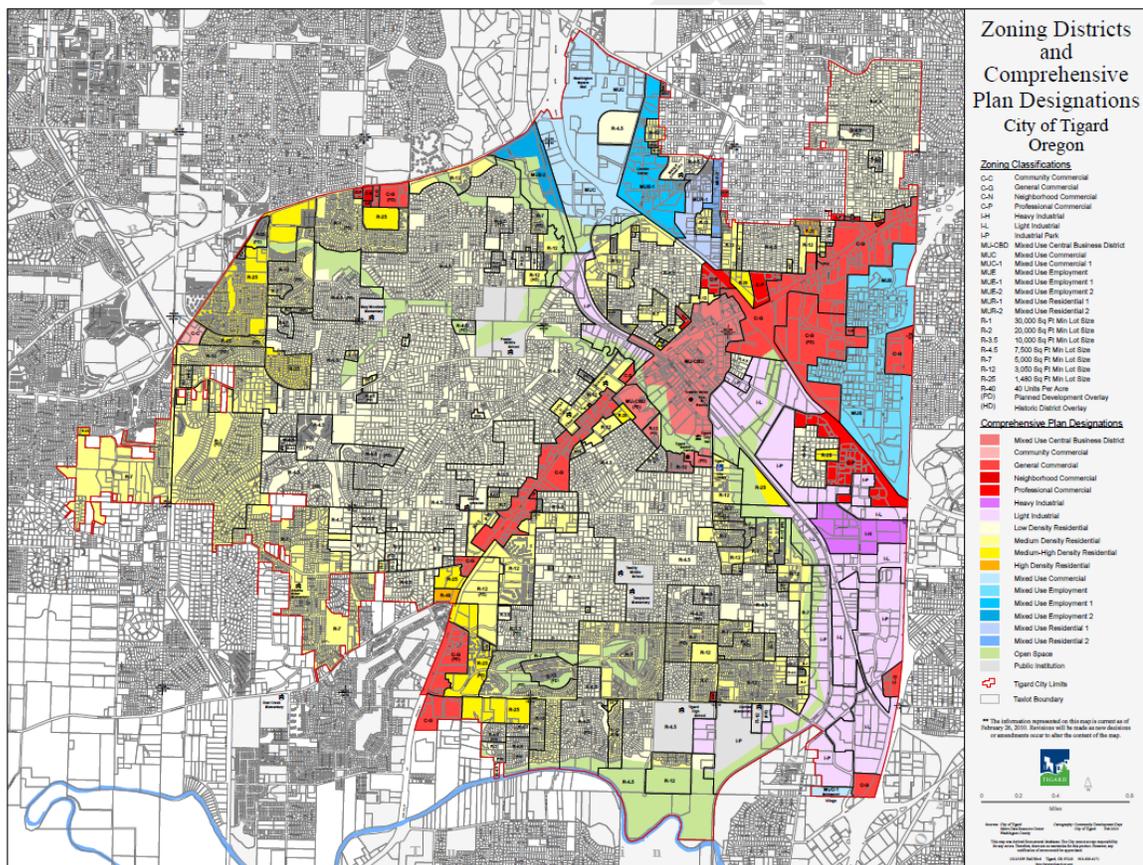
A mix of commercial and residential uses can be found located near Downtown Tigard. Downtown Tigard is a mixed use-central business district that has a variety of commercial office and retail uses. Industrial uses are found to the east of Highway 217 and adjacent to Interstate 5. The dominant land use is single-family residential. Many of the neighborhoods were built by developers building on large tracts of land. The resultant form is one of limited-access neighborhoods with houses built with garages and driveways.

Many neighborhoods do not feature connections to services by sidewalks. Many houses are located around cul-de-sacs and long uninterrupted superblocks of houses. Large areas of greenspace are found in the City of Tigard. The Fanno Creek Park extends north-south through the City. The southern border abuts the Tualatin River and greenway. There are also neighborhoods with linear section of preserved forest. Vacant land is available for development.



## 2.7.2 Summary of zoning in Tigard

A variety of zoning designations correspond to the many land uses found in Tigard. Mixed Use Commercial and Mixed Use Employment zones are located in the Washington Square Mall and the Tigard Triangle areas. The Tigard Triangle Mixed Use Commercial district is surrounded by General Commercial zones while the Washington Square Mall area has residential zones adjacent. Highway 99W passes through the central business district's Mixed Use Commercial- Central Business District zone and General Commercial zoning abuts the highway along its path. Significant land is designated for heavy and light industrial use along the east side of Highway 217. Away from the transversal highways, 99W and 217, is a mix of single family residential zones from R-25 (1,480 sq. ft. minimum lot size) to R-1 (30,000 sq. ft. minimum lot size).



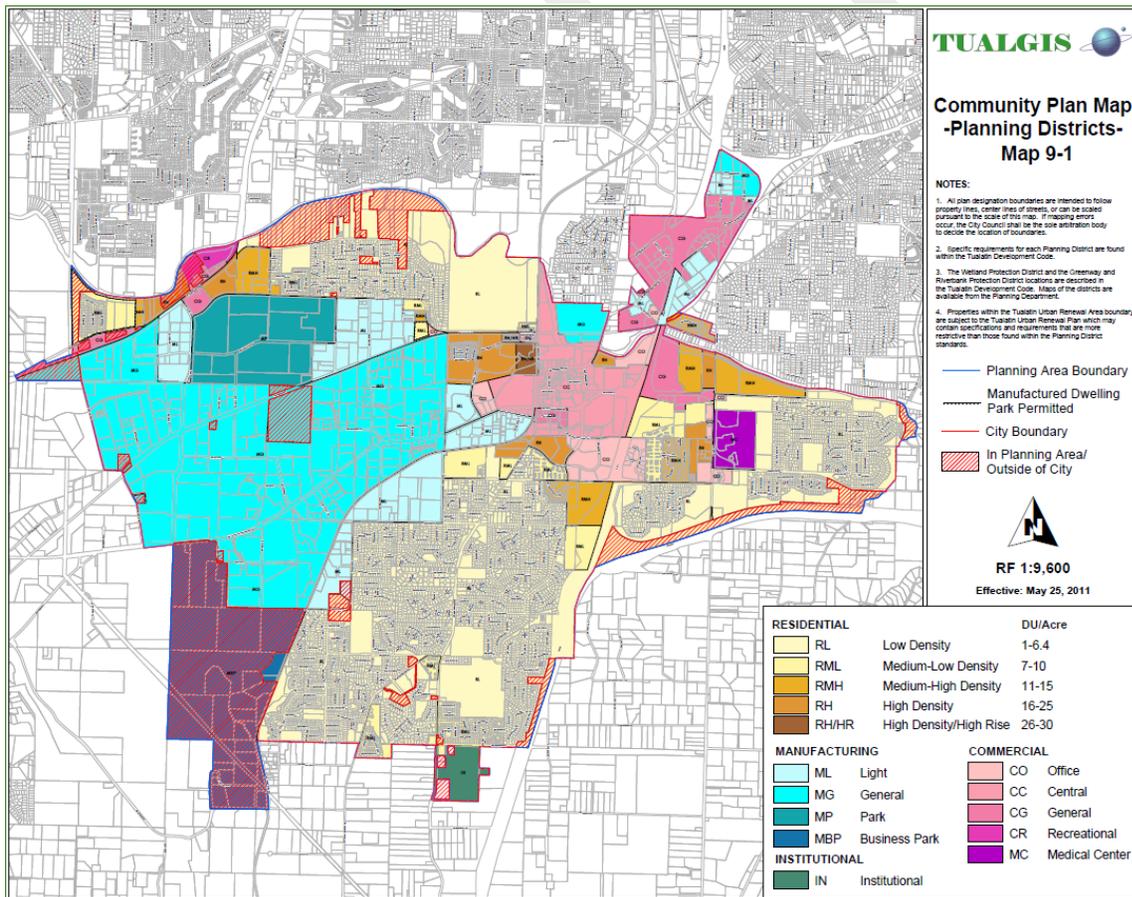
## 2.8.1 Summary of land uses in Tualatin

The City of Tualatin includes residential, town center commercial and industrial land uses as well as the large Tualatin River National Wildlife Refuge. Downtown Tualatin's center is Tualatin Commons, a mixed-use commercial retail area that has retail establishments around a body of water; these are ringed by parking lots. The WES station is located near the intersection of Tualatin-Sherwood Road and Boones Ferry Road; many commercial establishments here are located near multi-family residential developments and single-

family detached residential developments. There is limited connection between the neighborhoods and the commercial uses. Along Tualatin-Sherwood Road, to the west of downtown, are industrial parks interspersed with industrial land uses such as gravel pits and lumber yards. North of these industrial uses, along Tualatin Road, are commercial office parks that feature financial institutions across the street from residential neighborhoods.

### 2.8.2 Summary of zoning in Tualatin

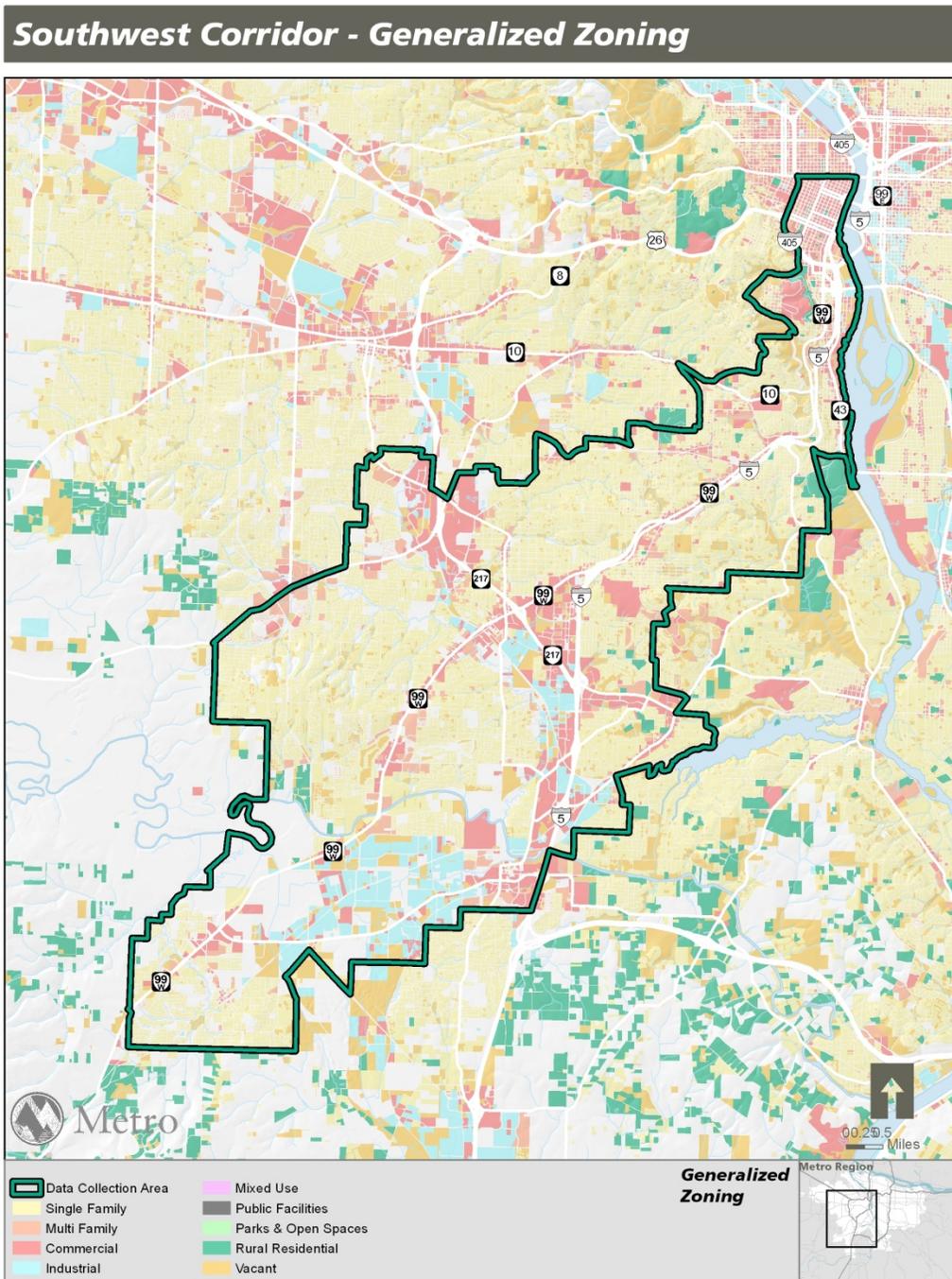
Tualatin is zoned predominantly as residential on the east side of the City and as manufacturing on the west side. Most residential zoning is low density with 1-6.4 units per acre. A large district of general manufacturing is located along and to the south of Highway 99W. The southwestern corner of the City is zoned for Medical Center use. Most of Tualatin located within the Southwest Corridor is zoned manufacturing and commercial while the largely residential eastern portion of the city is located outside of the study area.



### 3. SOUTHWEST CORRIDOR GENERALIZED ZONING MAPS

Each jurisdiction employs locally unique zoning designations. Because the zoning is not uniform across all jurisdictions Metro applies a generalized zoning classification for cities in

the region. This allows for general readability but lacks the depth of detail and nuance found at the local level such as overlay zones. The generalized zoning map found below illustrates these zone designations.



In addition to generalized zoning, Metro offers a more detailed digest of zoning designations. The Zoning map below represents this version at a corridor-wide view. While this classification does not follow the methodologies of the jurisdictions it provides a more nuanced analysis of zoning classifications based on the allowable number of units per acre. This classification is also devoid of the many special overlay zones found in the jurisdictions' maps that provide guidance and regulation for historic, density, economic, geographical, environmental and other reasons. The swaths of commercial and industrial strips surrounded by residential land are readily seen in this view. A vein of commercial development follows Highway 99W and a mix of commercial and industrial zoning is found adjacent to Highway 217. Between Highway 99W and Interstate 5 in Tualatin is a large continuous area of industrially zoned land.

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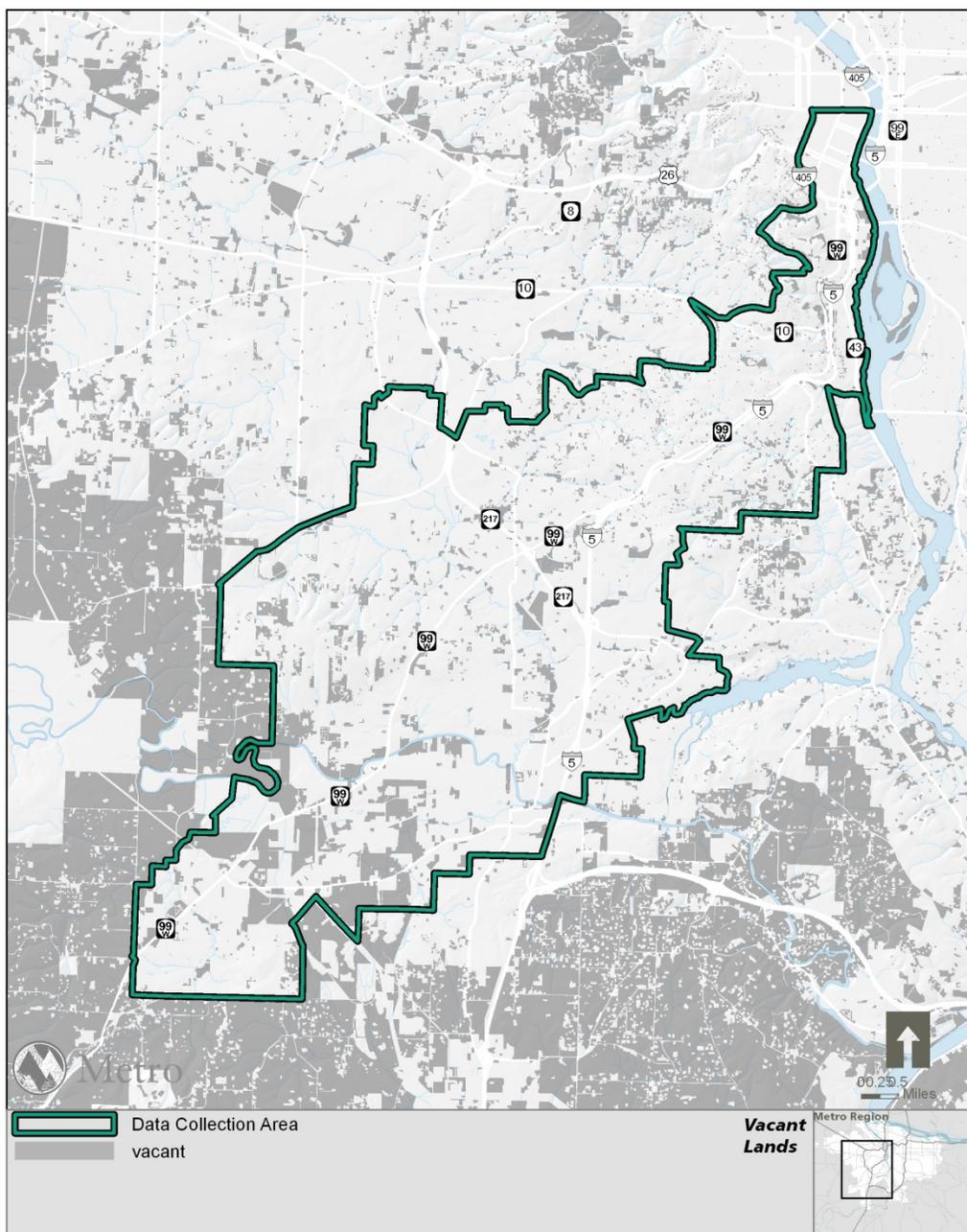
The following section reviews the vacant land within the Southwest Corridor using Metro’s Regional Land Information System (RLIS) data.

Much of the land within the Southwest Corridor has been developed as seen in Vacant Land Map below. Smaller lots of vacant land have been identified by taxlot in all of the jurisdictions. The maps below illustrate that there are many small parcels of land throughout the corridor that are vacant. Drawing from the Metro RLIS taxlot layer there is a total of 1495.5 acres of vacant land throughout the corridor. Metro’s RLIS vacant land data layer represents lands appearing unimproved on aerial photography, without regarding developability and accessibility. On partially developed parcels, only undeveloped areas, half acre or larger, are included. Vacant taxlots are those that have no building, improvements or identifiable land use. Parks and open space are treated as developed. The table below illustrates the breakdown of this vacant land.

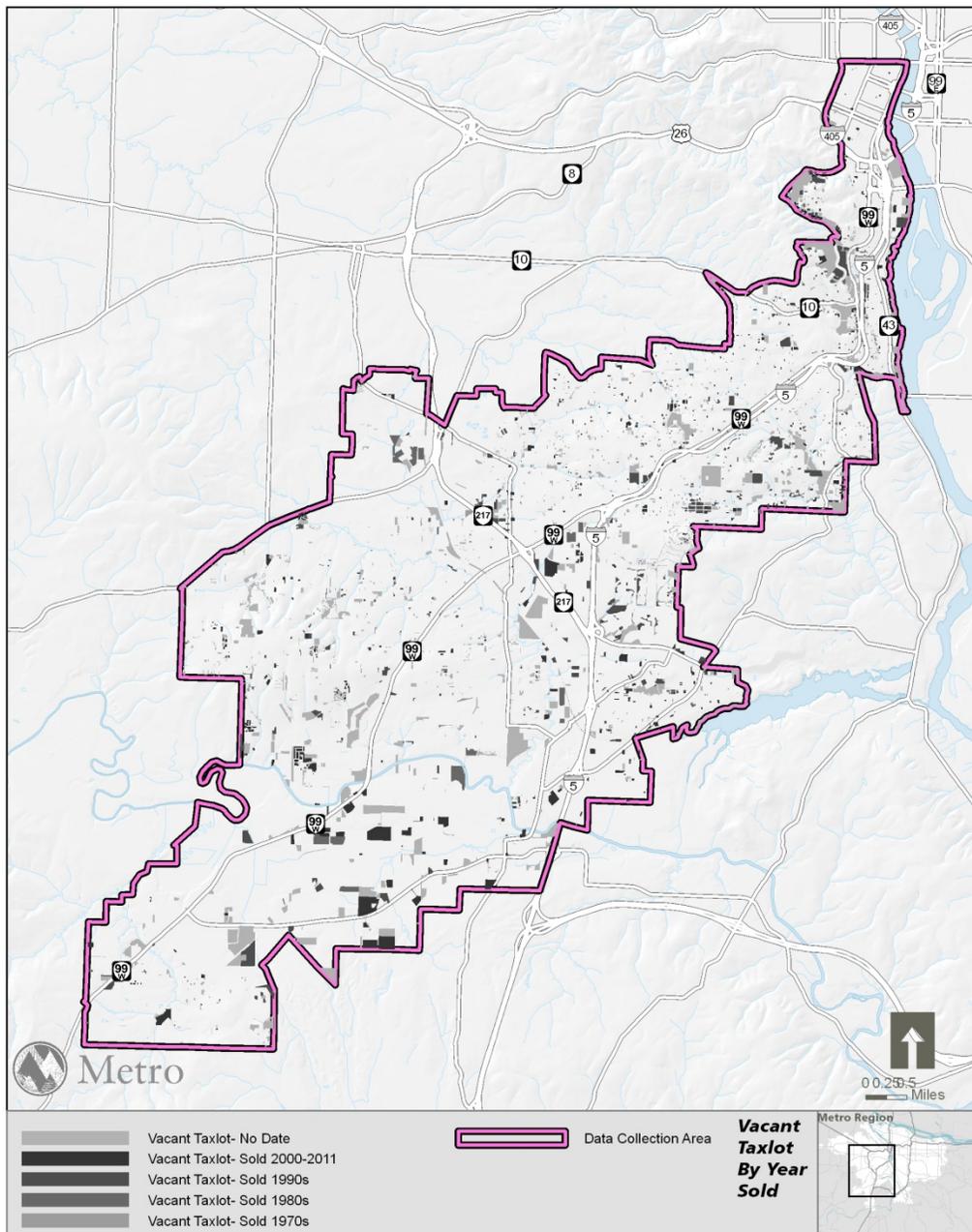
<b>Jurisdiction</b>	<b>Vacant Land</b>
Beaverton	78.69 acres
Durham	13.89 acres
King City	94.62 acres
Lake Oswego	378.52 acres
Portland	1093.96 acres
Sherwood	201.89 acres
Tigard	531.57 acres
Tualatin	376.10 acres
Unincorporated Land	454.21 acres

Source: Metro RLIS taxlot layer

## Southwest Corridor - Vacant Lands Inventory



## Southwest Corridor - Vacant Taxlots by Year Sold



In addition to the vacant land as identified by Metro RLIS data, there are many redevelopable and buildable lots found throughout the study area. Where these lots have been identified by the jurisdictions, they have been included in the analysis below.

## **5. ECONOMIC OPPORTUNITIES ANALYSIS, REDEVELOPMENT POTENTIAL AND BUILDABLE LAND INVENTORY**

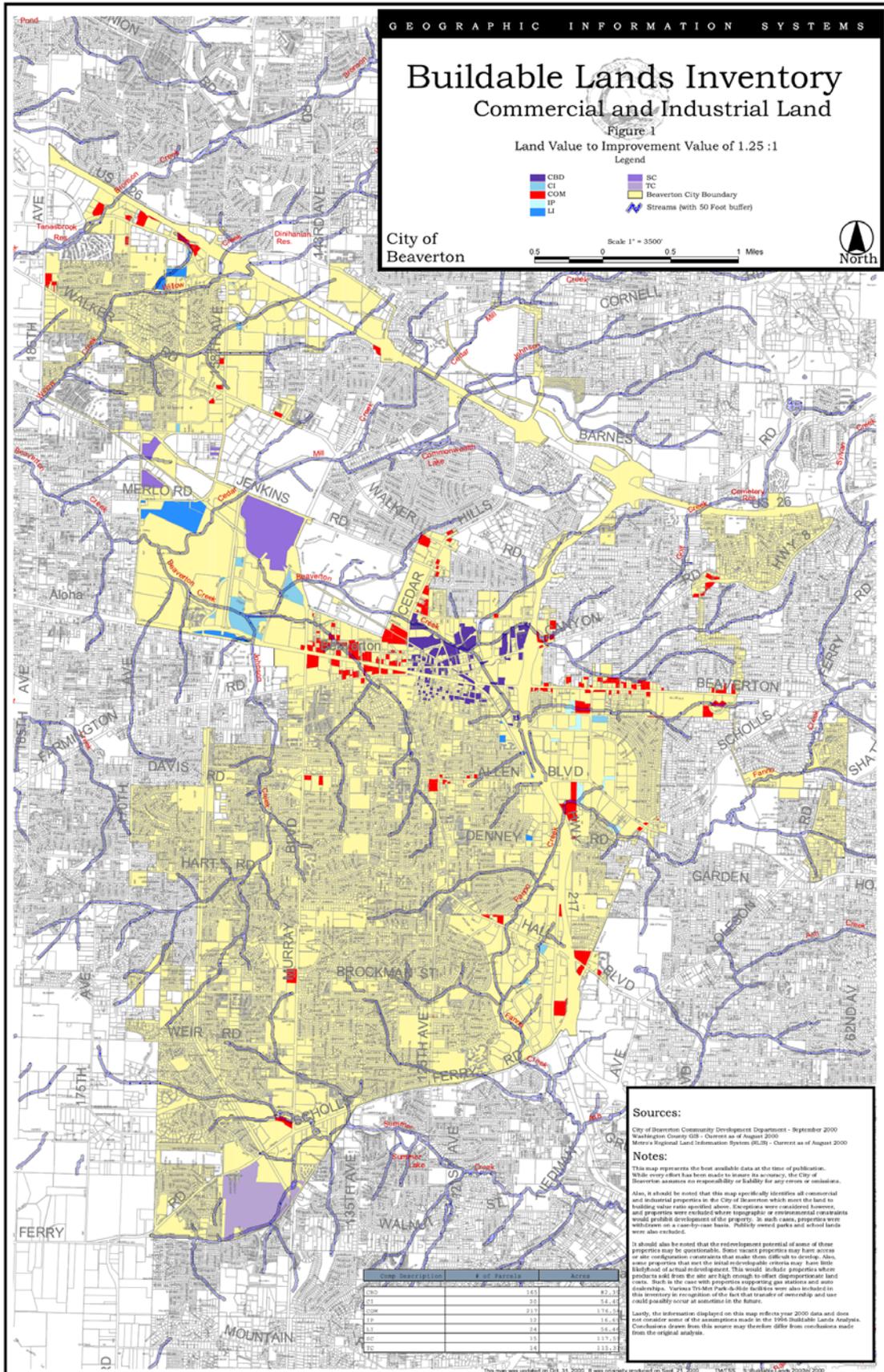
In order to identify redevelopable land and to assess how much land is needed for future development the cities in the Southwest Corridor have performed Economic Opportunities Analyses and Buildable Land Inventories (BLI). The BLI includes lands within the data collection area that are listed as vacant and partially vacant. Many of the jurisdictions have identified land that is vacant or redevelopable.

Each jurisdiction in the Corridor has performed an Economic Opportunities Analysis as required by the Oregon Department of Land Conservation and Development (DLCD) and Oregon Administrative Rule 660 Division 9 (Statewide Planning Goal 9: Economic Development). These analyses are comparative technical studies of the projected demand for land for industrial, employment, and other uses to the existing supply of such land. This data has been collected from jurisdiction's Land Use chapters of Comprehensive Plans, from Economic Opportunities Analyses, Buildable Land Inventories, and other local and regional sources.

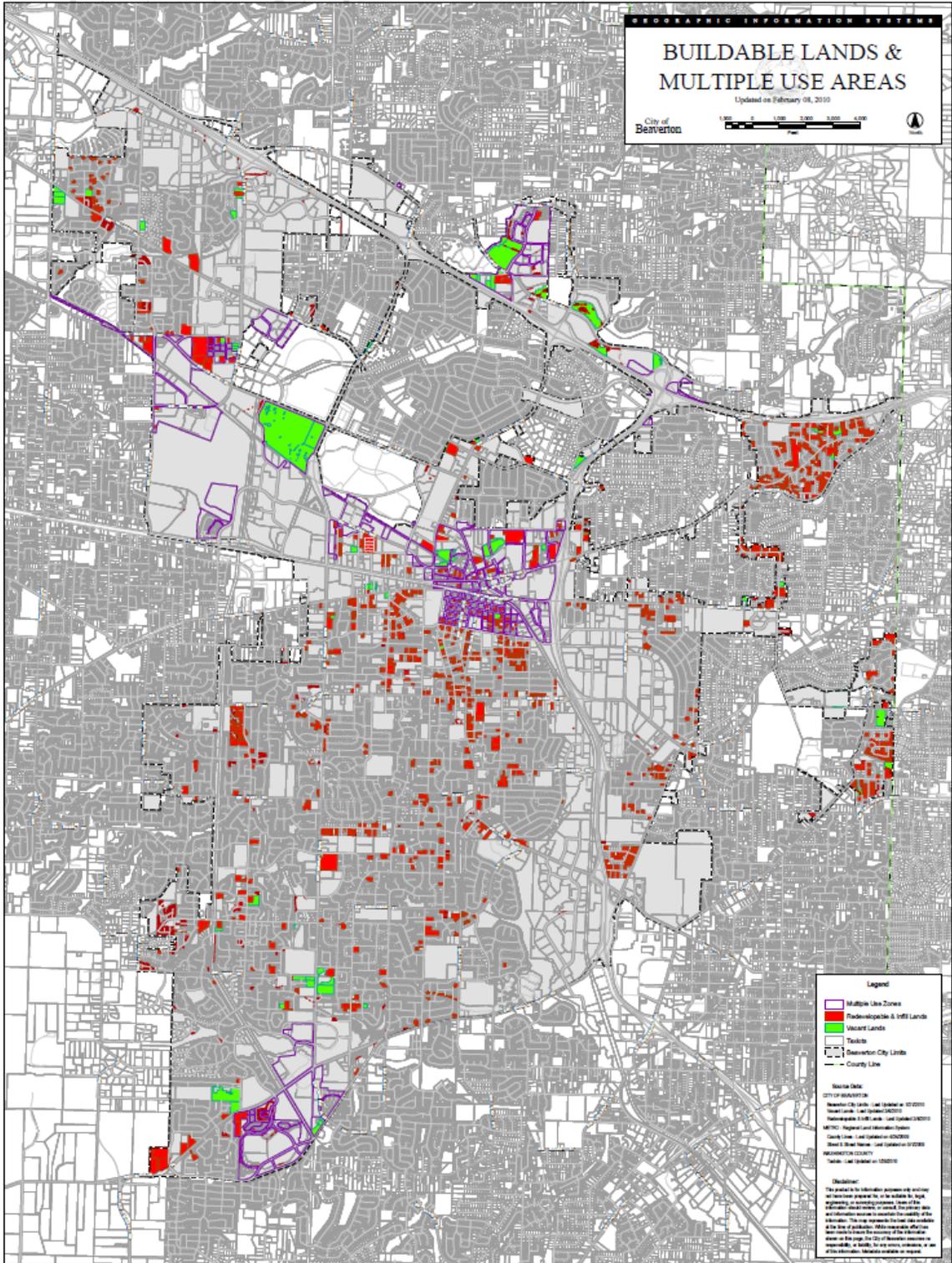
### **5.1 City of Beaverton**

#### **5.1.1 Buildable Land Inventory**

The Beaverton BLI map below illustrates that within the study area, few buildable lots have been identified. Buildable commercial land with a land value to improvement value of 1.25:1 is found along Highway 217 and at the intersection of Highway 217 and Hall Boulevard. Other identified land within the study area is zoned as Town Center land found in the southwestern corner of the city, south of Scholls Ferry Road



The Buildable Lands & Multiple Use Areas map below illustrates the City of Beaverton's residential vacant lands and parcels identified as redevelopable. Vacant and redevelopable land within the study area is limited.



### **5.1.2 Redevelopment Potential**

The City of Beaverton has identified a projected 20-year land shortage that will require the redevelopment of higher value sites and conversion and intensification of existing land uses. In compliance with Oregon Planning Rule Goal 9, Beaverton has performed an inventory of vacant and redevelopment sites within the City, the results of the inventory are found in the 2010 *Beaverton Economic Opportunities Analysis* (EOA). Because of the lack of vacant land within the City of Beaverton much the City's development focus is on redeveloping sites with infrastructure adequate to accommodate the forecasted jobs and housing growth.

The resolution of transportation constraints within the City has been prioritized because of the limitations transportation issues place on redevelop potential. "Substantial investments" in transportation infrastructure are planned to facilitate future redevelopment.

The City has enough redevelopable land to meet short-term goals. In order to meet long-term, 20-year goals intense redevelopment and policy changes will need to be made. This includes policies to "grow up, not out" and to "accommodate the majority of net added employment via redevelopment of existing industrial and commercial sites rather than Greenfield development." According to the City's 2010 EOA, of the 563.8 acres of vacant and redevelopable land, 50% of the inventoried land is developed and is identified as redevelopable.

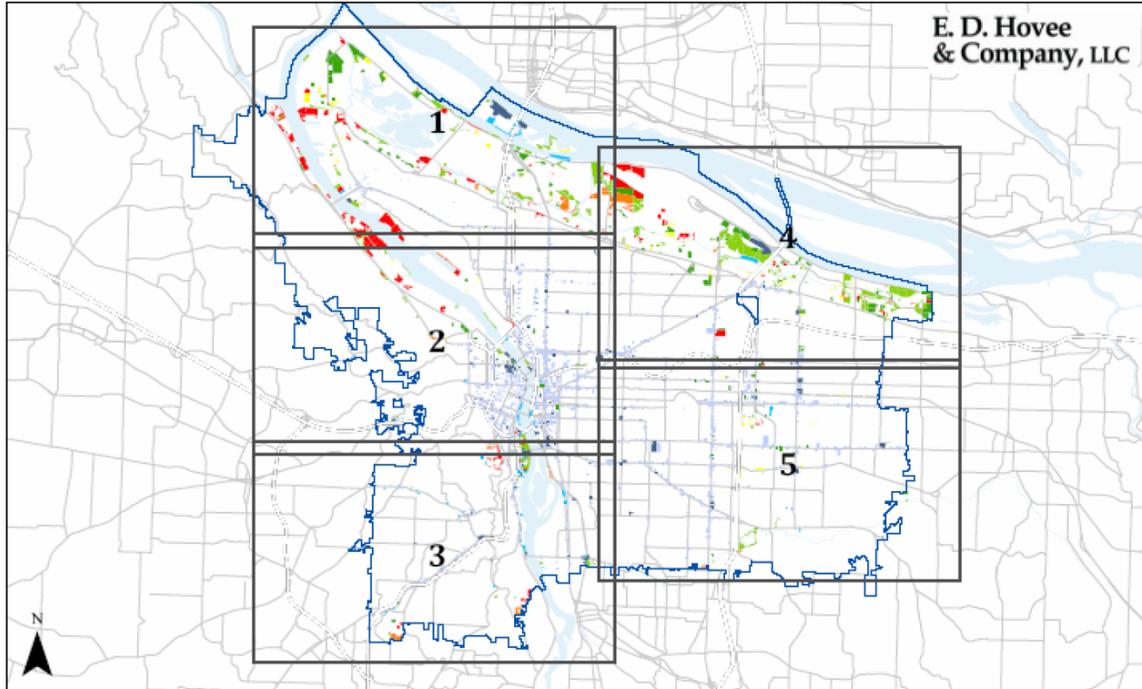
### **5.1.3 Beaverton Economic Opportunities Analysis**

Overall, the City of Beaverton assesses that near-term prospects for renewed development may be best for retail space (especially more urban formats at high automobile traffic locations), followed by flex space. Beaverton is better suited for firms with a smaller land footprint due to available lot sizes. Four industries have been targeted through the City of Beaverton's EOA: advanced manufacturing, Software and Information Services, Outdoor gear and active wear, and Clean/ Green Technology.

## **5.2 City of Portland**

### **5.2.1 Buildable Lands Inventory**

The City of Portland's *Economic Opportunities Analysis* (EOA): *task 2/3- Supply & Demand* provides an analysis of two categories of land supply in the City: vacant and redevelopable (low value lots). A concentration of unconstrained, vacant land in the Southwest Corridor is located in the South Waterfront area. There are small buildable sites located in the Portland study area between Lesser Road and Kerr Parkway.



Economic Opportunities Analysis

City of Portland Bureau of Planning



MAP INDEX



VACANT

- 1 - Unconstrained, Vacant
- 2 - Constrained, Vacant
- 3 - Unconstrained, Partially Vacant
- 4 - Constrained, Partially Vacant
- 5 - Vacant Potential Brownfield

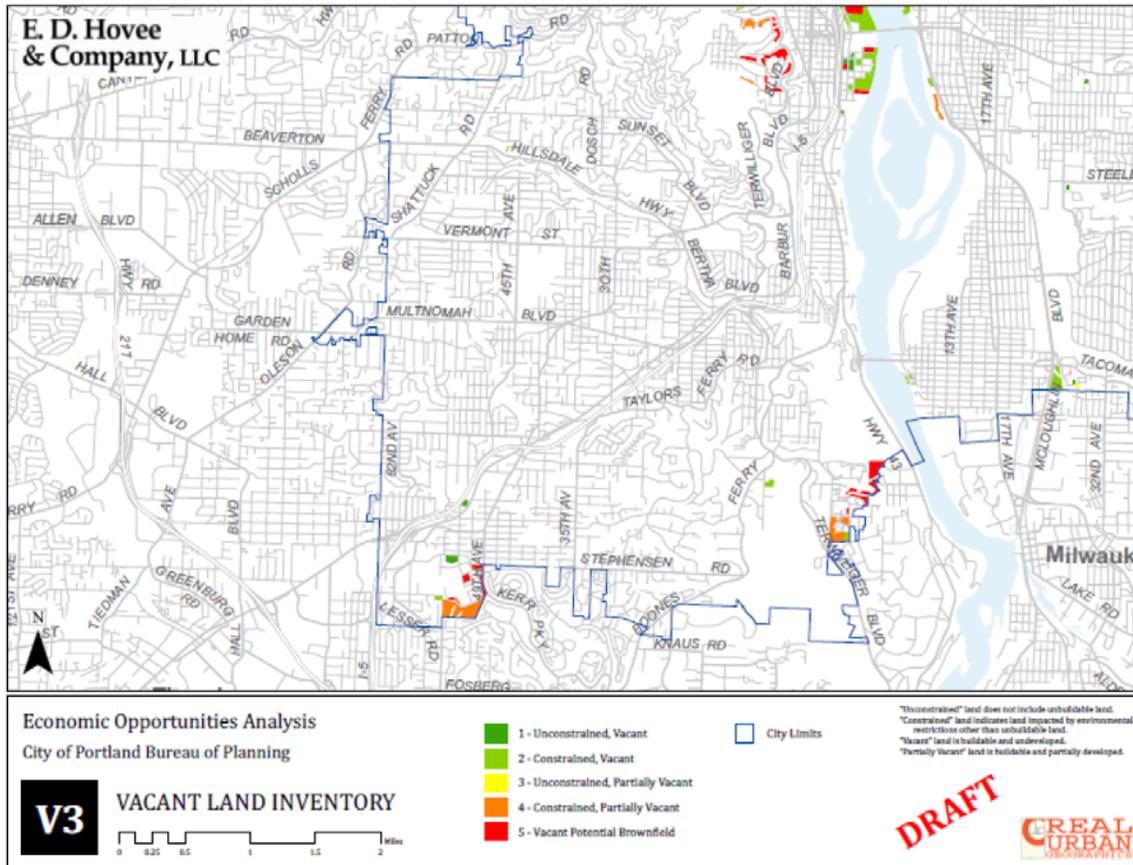
REDEVELOPABLE

- 1 - Unconstrained
- 2 - Constrained
- 3 - Potential Brownfield
- City Limits

"Unconstrained" land does not include unbuildable land.  
 "Constrained" land indicates land impacted by environmental restrictions other than unbuildable land.  
 "Vacant" land is buildable and undeveloped.  
 "Partially Vacant" land is buildable and partially developed.  
 Residential/Open Space, Central City Industrial, and Dispersed Industrial land uses as defined by E. D. Hovee geographies not shown.  
 Map: July 30, 2009 Real Urban Geographics

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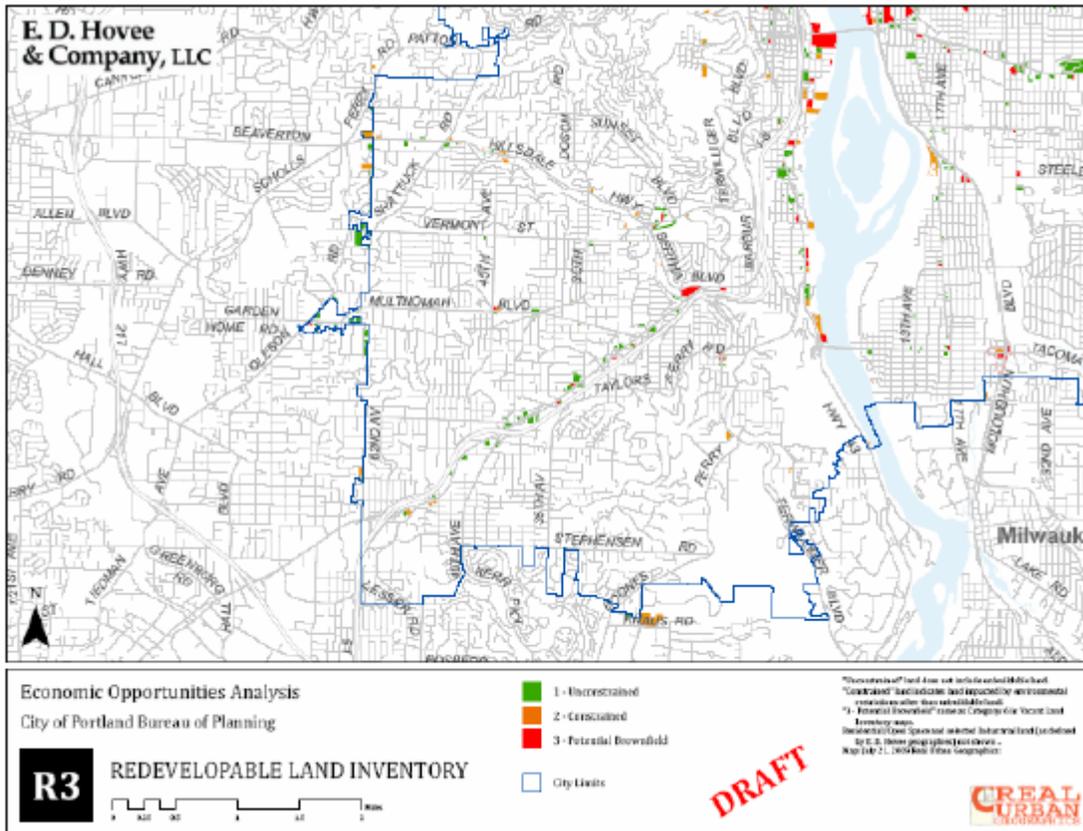




### 5.2.2 Redevelopment Potential

The City's EOA identifies redevelopable land in three categories: unconstrained, constrained, and potential brownfield. Throughout the city there is just over 3,000 acres of vacant industrial and commercially designated land. In the Southwest Corridor there are many unconstrained redevelopable sites located adjacent to Barbur Boulevard, Highway 43, and in Hillsdale. A large potential brownfield site is located at the intersection of Barbur Boulevard and Bertha Blvd near the Burlingame Fred Meyer.

Redevelopment potential is also found in the existing office parks along the Corridor. The *Barbur Concept Plan- Existing Conditions Report* states that there is a total of 107,000 square feet of vacant retail space in the Portland study area.



### 5.2.3 Economic Opportunity Assessment

The City of Portland’s 2010 *EOA* identifies locally determined priorities and choices as well as complying with Metro and State planning rules. The *EOA* identifies city-wide goals as well as more localized goals and opportunities.

City-wide, Portland’s growth targets are to capture mid-range job growth, a minimum 150,000 net added jobs by 2035, and consideration of the high growth scenario of 200,000 net added jobs. City-wide development capacity is forecast to be 3,220 acres of land need, 75% met by vacant & low value but improved land sites. Portland will need aggressive programs in order to develop vacant land supply and to develop some higher value sites. The City proposes to meet these goals through developing new business clusters and by “extending beyond ‘picking winners’ to a culture of sustainability (yielding economic benefit across all business sectors).” These goals are tiered by timing: in the short-term the City will update the Comprehensive Plan with Goal 9, economic development objectives. Long-term the City aims to achieve recognition as a “sustainable *global pathway city*.”

Though the *EOA* does not specify development opportunities in the Southwest Corridor, there is analysis of Transit-Oriented Development (TOD)/ Mixed-Use Corridors that focuses on transit corridors. Corridors are expected to account for a great deal of future neighborhood commercial activity and employment shifts. City-wide, corridors are expected to add more than 19,000 jobs during the forecast period. Corridor strategies

include the creation of TOD building prototypes that increase the ratio of employment to residential space, prioritization of light rail and Portland Streetcar system expansion, and to transition to form based zoning for more mixed use.

In the short- and long-term, the City of Portland has committed itself to developing added “MAX corridors and to proceed toward system build-out by 2035.” The Trade-Offs section finds the City questioning if it is better to “prioritize streetcar and high capacity transit corridors that already have high density of development versus corridors where transit can effectively leverage significant added development.” In answer to their hypothetical development dilemma, the City concludes that emphasis should be placed on corridors that will best leverage increased densities of development.

### 5.3 City of Sherwood

#### 5.3.1 Buildable Lands Inventory

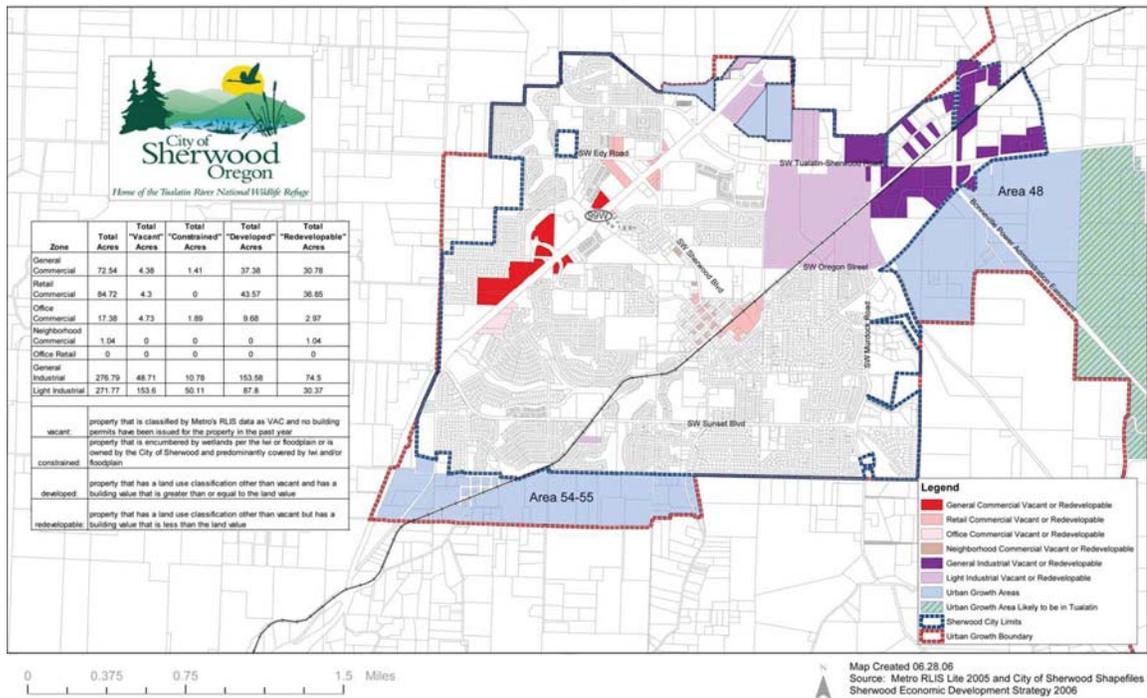
The City of Sherwood is currently updating the outdated BLI. The currently available BLI, found in the City of Sherwood *Economic Development Strategy*, was performed in 1990. From the 1990 BLI, the City reports to have 1,641 acres of Gross Buildable Land. Of that land, 1,138 acres was zoned Residential, 138 acres Commercial, 365 acres Industrial, and 0 acres Public. The updated BLI is likely to find a great deal of change in the City of Sherwood.

#### 5.3.2 Redevelopment Potential

The City of Sherwood’s 1990 land assessment, seen in the table below, finds that a total of 71.64 acres of Commercial land and 104.87 acres of Industrial land are redevelopable. The City identifies that these lands are constrained by transportation options, sewer and service coverage and wetland/riparian environmental concerns.

Zone	Total Acres	Total Developed Acres	Total Constrained Acres	Total Vacant Acres	Total Redevelopable Acres
General Commercial	72.54	37.38	1.41	4.38	30.78
Retail Commercial	84.72	43.57	0	4.3	36.85
Office Commercial	17.38	9.68	1.89	4.73	2.97
Neighborhood Commercial	1.04	0	0	0	1.04
Office Retail	0	0	0	0	0
General Industrial	276.79	153.58	10.78	48.71	74.5
Light Industrial	271.77	87.8	50.11	153.6	30.37
Total Commercial Lands	175.68	90.63	3.3	13.41	71.64
Total Industrial Lands	548.56	241.38	60.89	202.31	104.87
Total Employment Lands	724.24	332.01	64.19	215.72	176.51

## Vacant and Redevelopable Employment Lands Sherwood, OR



### 5.3.3 Economic Opportunities Analysis

As Sherwood transitions from a more rural characteristic to an ‘edge city,’ it confronts a number of economic development opportunities and challenges. The City has created a number of goals in order to address these new developments including the goal to rezone and better use employment land in order to support existing and recruit additional businesses that provide family-wage jobs. The City has also prioritized tourism as an economic engine through developing the City as the ‘Gateway to Oregon Wine Country’ and through encouraging the tourism industry. Effective economic opportunity strategies must confront the identified constraints caused by lack of transportation options and services to developable and redevelopable land. Sherwood’s EOA states that it is the transportation constraints that will “likely have the greatest impact on the types of industries that will locate, expand, and invest.” The City states that nearby cities with ‘green field’ industrial sites will have competitive advantages in attracting industries that require large amounts of land and efficient transportation access. Because of this constraint it is likely that near- and long-term development potential should focus on local and sub-regional commercial, light industrial and institutional development activities.

## 5.4 City of Tigard

### 5.4.1 Buildable Lands Inventory

Tigard’s BLI analyzes existing vacant and partially vacant (sub-dividable) tax lots by current zoning classification. Significant environmental constraints were deducted in order to

estimate buildable land area. The 2009 Regional High Capacity Transit (HCT) System Plan includes a summary of vacant and part-vacant land that is commercial, mixed use, industrial, and multi-family residential and existing apartment/condominium. The total identified buildable land was 173.9 acres found in 134 lots. Most lots (105) were less than one acre, 22 lots were 1-5 acres, three lots were 5-10 acres, and 4 lots were larger than 10 acres. This inventory informs the economic opportunity assessment's (found below) conclusion that Tigard should focus on redeveloping existing lots and filling empty offices before pursuing greenfield development.

#### **5.4.2 Redevelopment Potential**

Redevelopment opportunities were measured by a ratio of assessed improvement value to land value for each improved tax lot. Only Commercial, Industrial, Mixed Use, Multi-density residential zones (R-25 or R-40), and existing apartment and condo parcels were considered; all other residential lots and lots that are government-owned were not included. Land with high (<0.33) redevelopment potential totals 165.1 acres on 183 lots. Most of this high potential land (81.4 acres; 132 lots) is found on Mixed Use land. A total of 166.5 acres; 180 lots are identified as having moderate (0.33 to 1.00) redevelopment potential. Again, a majority of this land was Mixed Use land (89.9 acres; 124 lots)

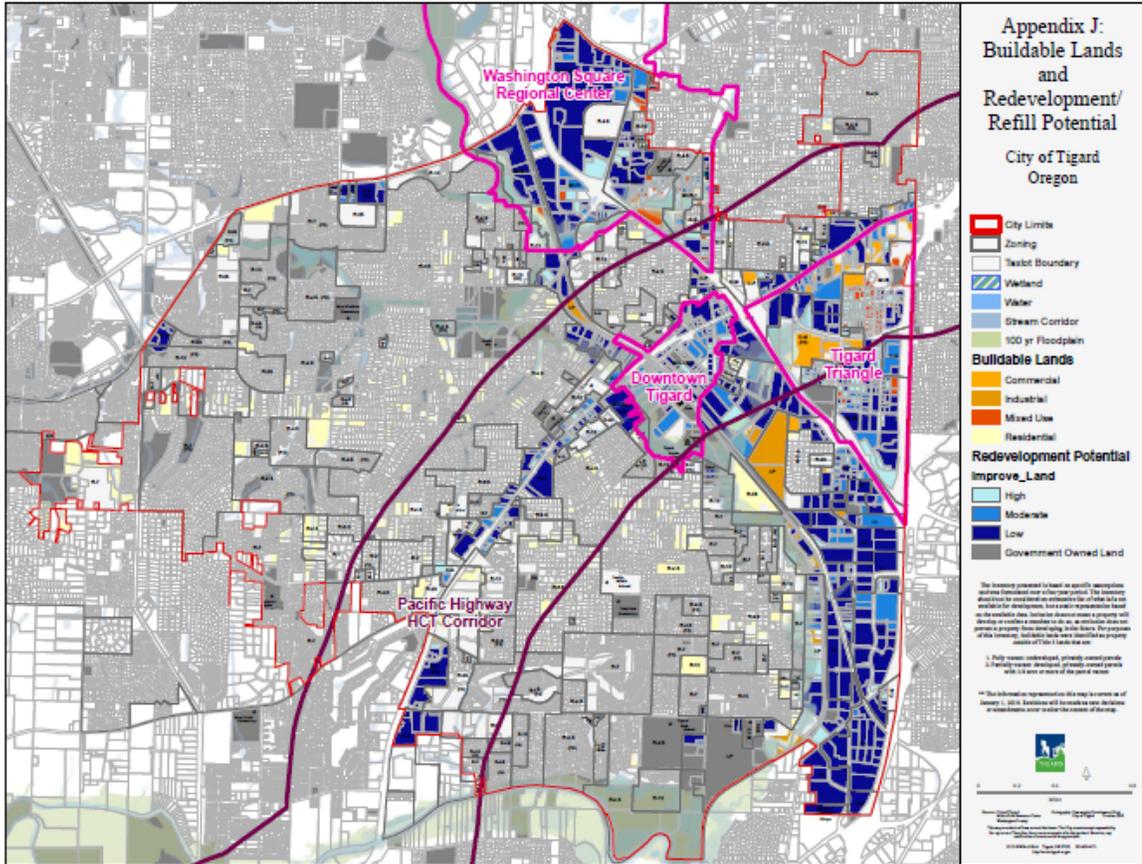
#### **5.4.3 Economic Opportunities Analysis**

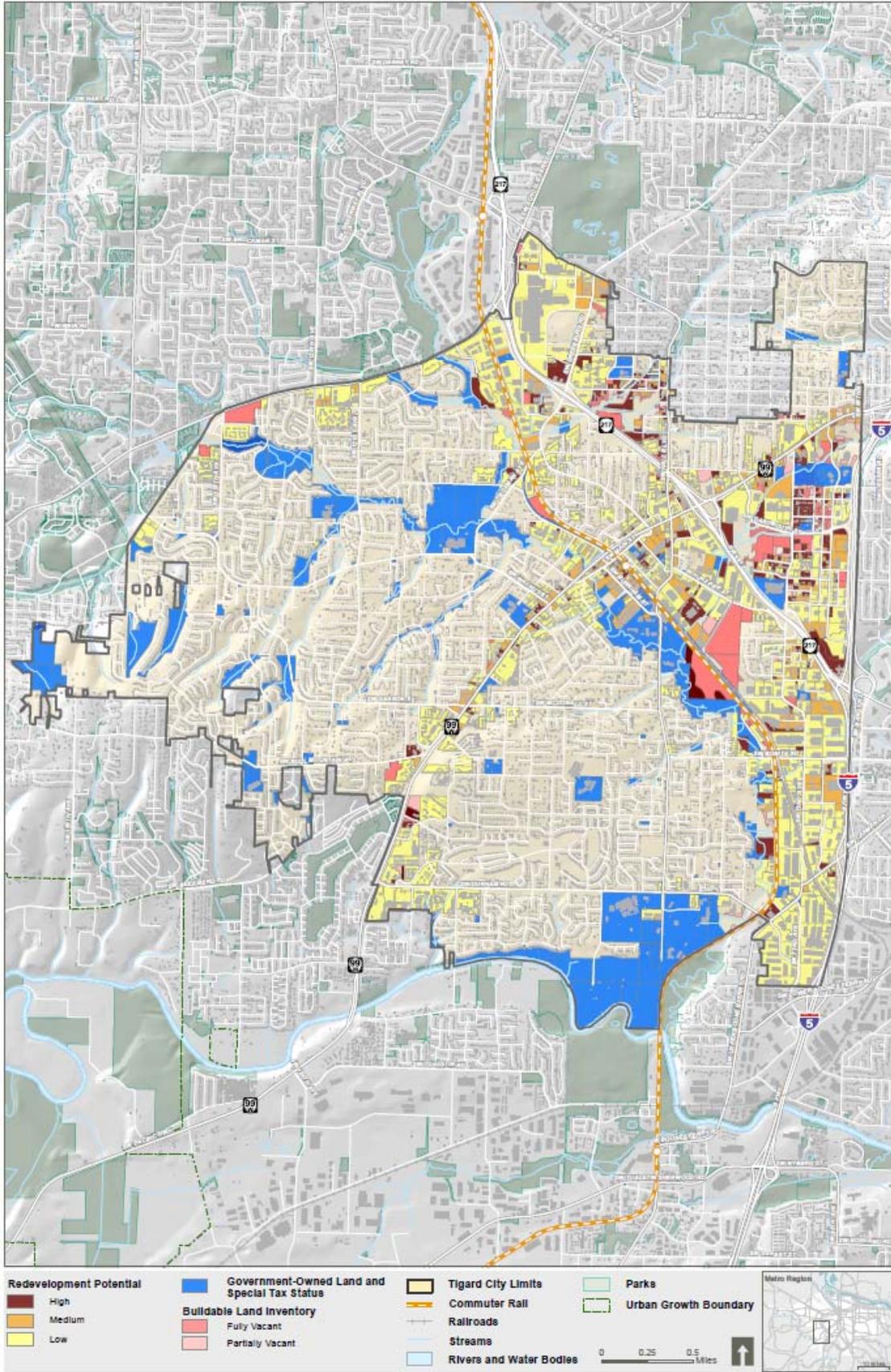
In May of 2011, the City of Tigard adopted a new EOA, which outlines its major goals and objectives for economic development. The City of Tigard forecasts continued growth in regional employment centers of Washington Square Mall, the Tigard Triangle and pockets of industrial uses along the Highway 217 corridor. The EOA recommends that Tigard continues to focus on retaining and attracting a mix of existing and emerging business clusters that pay above average wages. The identified sectors are: durable goods manufacturing, education, financial services, information and software development, profession and technical services, and wholesale trade. Emerging clusters such as health care, advanced technology manufacturing and research operations are recommended through the EOA.

As identified in the EOA, Tigard is currently 'jobs rich' with a positive ratio of 2.3 jobs per household, well above the tri-county Metro regional average of 1.5 jobs per household. Ongoing efforts to increase livability are mentioned in the EOA including complete street re-designs, the Downtown Plan, the draft Tigard High Capacity Transit Land Use Plan, and the Regional HCT System Plan (noted as possible light rail or bus rapid transit service to/from Portland).

Job growth projects indicate significant redevelopment opportunities are expected over the next 20-years. The City expects to add between 9,665 and 16,108 new jobs in the next 20 years. "A large portion of this demand will need to be met by redevelopment and utilization of vacant buildings since large vacant undeveloped tracts of land are becoming increasingly scarce."

Tigard’s draft High Capacity Transit (HCT) Land Use Plan finds that the City is well-positioned to leverage future HCT investment through the redevelopment of existing mixed-use zones that permit the highest densities in the city, including the Tigard Triangle. The HCT Plan states that the existing auto-oriented environment along Highway 99W has good retrofit potential to accommodate station area communities with bolstered pedestrian and bicycle connectivity.

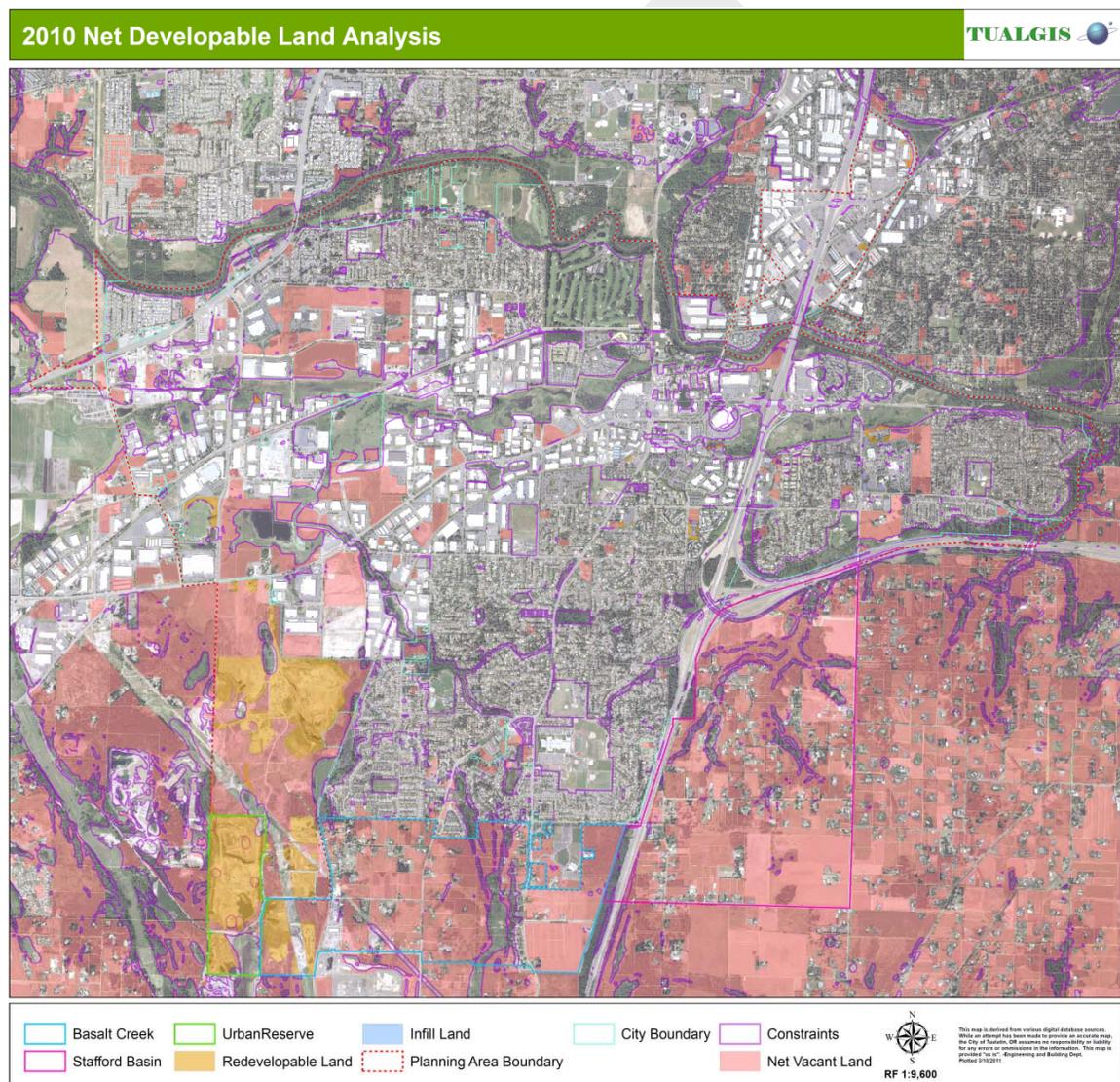


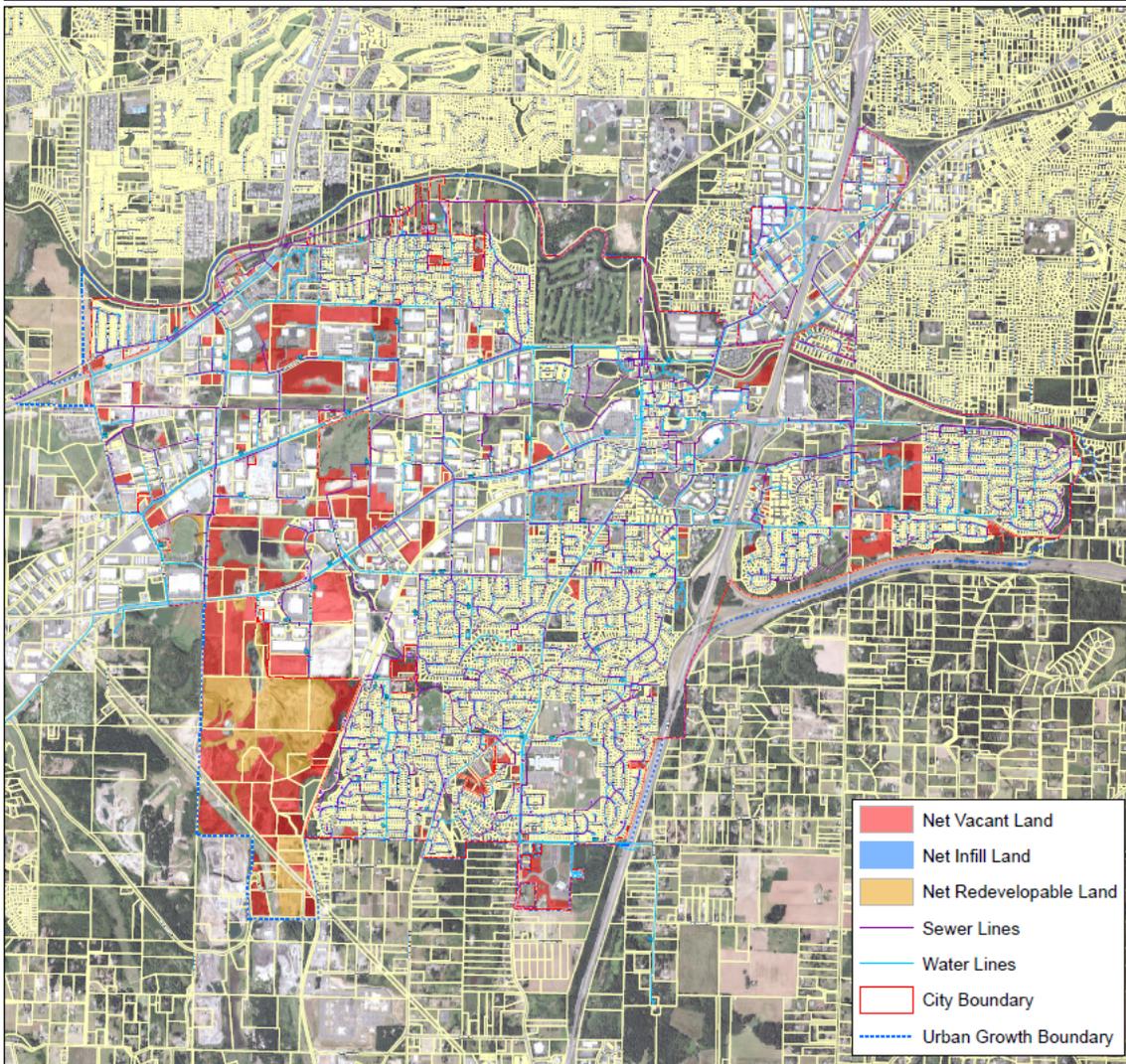


## 5.5 City of Tualatin

### 5.5.1 Economic Opportunity Assessment

The City of Tualatin has not prepared a recent Economic Opportunity Analysis, but it has produced and updated an Economic Development Action plan for the City. Last updated in 2001, the plan provides goals for the City's economic development and targets objectives. Included in these objectives are plans to continue work to guarantee the development of the Interstate 5/ Highway 99W Connector; marketing Tualatin as a business and industrial location; maintain a healthy business climate to benefit new and existing businesses within the City; and a plan for the commercial development of Tualatin to meet needs of present and future residents of the region.





## 6. SOUTHWEST CORRIDOR TRANSPORTATION NODES AND LAND USE

Much of the activity in the Southwest Corridor is concentrated in identifiable nodes. These nodes represent areas identified by the cities in the Corridor where commercial and industrial activities are concentrated. As the maps below demonstrate, many of these nodes are found along Highway 99W and in the downtown areas of the cities. Nodes found along Highway 99W often have commercial land uses adjacent to the highway surrounded by residential uses. Some nodes, such as Washington Square Mall Regional Center, are primarily commercial land uses. Other dominantly commercial nodes include the Tigard Triangle, Kruse Way/ Lake Grove and Murray-Scholls Town Center. A number of nodes are primarily industrial in use, the Sherwood Employment node and Tualatin's SW Tualatin

Industrial and Teton/Leveton. The nodes of Downtown Tigard, Bridgeport Village/Lower Boones Ferry, and OHSU/S Portland offer a mix of residential, mixed use, commercial, and light industrial uses.

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## Southwest Corridor Existing Conditions Nodes

