

SUNSET WEST COMMUNITY PLAN

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ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance # Plan Amendment #, or Annexation #	Adoption Date	Tax Lot	Action
Ord. 278, 279, 280	12/27/83		Text changes
Ord. 292, 293, 294	5/21/85		
Ord. 348	10/24/89		
Ord. 366	10/2/90		
B.C. 3008	12/12/91	1N235	Annexed to Hillsboro
92-107-PA	4/15/92	1S16BD TL 5900, 6000, 6101	Change from R-6 to IND
B.C. 3120	10/22/92	1N131	Annexed to Beaverton
Ord. 420	10/27/92		Change to General Design Elements 1 and 2
B.C. 3131	11/19/92	1N235	Annexed to Hillsboro
B.C. 3125	12/6/92	1N130	Transfer of territory from Beaverton to Hillsboro
B.C. 3179	4/8/93	1N235	Annexed to Hillsboro
Ord. 418	7/27/93		Apply Interim Light Rail Station Area Overlay District
B.C. 3229	9/23/93	1S15	Annexed to Beaverton
B.C. 3260	1/13/94	1N132	Annexed to Beaverton
B.C. 3352	7/28/94	1N236	Annexed to Hillsboro
B.C. 3379	9/22/94	1S16	Annexed to Beaverton
B.C. 3444	3/9/95	1N132 & 33	Annexed to Beaverton
B.C. 3450	5/4/95	1N131	Annexed to Beaverton
B.C. 3487	7/27/95	1N132	Annexed to Beaverton

Ordinance # Plan Amendment #, or Annexation #	Adoption Date	Tax Lot	Action
B.C. 3574	4/4/96	1N130	Annexed to Beaverton
B.C.3575	5/22/96	1N130	Annexed to Beaverton
B.C. 3626X	8/27/96	1N 235	Annexed to Hillsboro
Ord. 480	9/27/96		The Relationship of Comp Plan Elements
B.C. 3639X	9/30/96	1N226	Annexed to Hillsboro
B.C. 3681X	11/6/96	1S15	Annexed to Beaverton
B.C. 3677X	12/16/96	1N235	Annexed to Hillsboro
B.C. 3743X	6/2/97	1N235	Annexed to Hillsboro
B.C. 3757X	6/25/97	1S16	Annexed to Beaverton
B.C. 3763X	7/14/97	1N225	Annexed to Beaverton
B.C. 3781X	8/13/97	1N132	Annexed to Beaverton
Ord. 485	11/28/97		Changes relating to Light Rail Station Areas
B.C. 3838X	12/17/97	1S15CB	Annexed to Beaverton
Ord. 503	5/21/98		Changes relating to Light Rail Station Area planning for Merlo Rail Station Area, Special Area of Concern No. 11 added
B.C. 3911X	6/23/98	1S15CB	Annexed to Beaverton
Ord. 531	11/19/98		
Ord. 532	11/19/98		Remove existing plan designations and apply new designations
Ord. 526	11/27/98		Changes relating to Light Rail Station Area. Removes Interim Light Rail Station Area Overlay District (See Ord. 418)
3978	12/27/98	1S1	Annexed to Beaverton
3985	12/27/98	1N235	Annexed to Hillsboro
4039,4042	3/31/99	1S16AB, 1N133CA	Annexed to Beaverton
3906	6/25/99	1N132CA	Annexed to Beaverton
3954	6/30/99	1N131AA	Annexed to Beaverton
4069	10/6/99	1N132AC	Annexed to Beaverton
4067	10/27/99	1S16	Annexed to Beaverton
4077	11/22/99	1S15AD	Annexed to Beaverton
4088	3/3/00	1N130DC	Annexed to Beaverton
4087, 4094	6/30/00	1S1,1N132DA	Annexed to Beaverton
Ord. 551	7/6/00		Amends the plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management and Functional Plan)
Ord. 553	7/20/00		Amends plan relating to accessory dwellings

Ordinance # Plan Amendment #, or Annexation #	Adoption Date	Tax Lot	Action
Ord. 552	8/24/00		Amends plan to comply with Metro’s Regional Accessibility Policy (Title 6 of the Urban Growth Management Functional Plan)
01-257-PA	5/1/02	1S16BD and 1S16BC (5900, 6000, 6101, 6200, 6201; 3200, 4500, 4600, 4700)	Change from TO:BUS (Transit-Oriented Business) to IND (Industrial)
02-432-PA	1/15/03	1N132A 1000	Change plan designation from R-15 to R-24
Ord. 601A	10/28/03		Transportation changes
Ord. 717A	10/27/09		Special Area Streets modified
Ord. 760	4/23/13	ASC #11	Enlarged ASC #11 and added text allowing for greater flexibility for future development
Ord. 780	3/18/14	ASC #11	Divided ASC #11 into ASC #11a & ASC #11b. Specifies areas where building heights apply within the ASC
Ord 783A	10/7/14		Transportation System Plan update, removes Functional Classification Map
Ord 799A	9/22/15		Transportation System Plan update

****Some maps were reformatted in 2023 to create consistency in appearance.**

THE RELATIONSHIP OF THE COMPREHENSIVE PLAN ELEMENTS

The Sunset West Community Plan is one of a number of planning elements which will in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the Sunset West Community Plan with a basic understanding of its relationship to the various other comprehensive plan elements.

In general, the Sunset West Community Plan is an area and site-specific application of County comprehensive planning policy and a description of community development activities envisioned for the planning area. Implementation of the Sunset West Community Plan is guided primarily by other plan elements such as the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan.

Planning Context

The preparation of the Sunset West Community Plan (CP) represents a continuation of the County’s long standing involvement in comprehensive planning. In fact, the Sunset West CP is an update of the 1981 Sunset West Community Plan. The periodic updating of plans is necessary to ensure that the various

plans respond to the current and anticipated circumstances of the county and the planning area. In addition to responding to local concerns, these plans respond to the planning concerns and requirements of the region and the state.

The County subscribes to the fundamental planning principle of creating plan elements through a public planning process which provides ample opportunity for citizen participation. Such a public planning process uses factual information and consideration of alternative courses of action which take into account social, economic, energy and environmental concerns.

The following are elements of the Washington County Comprehensive Plan:

- Comprehensive Framework Plan
- County Resource Document
- Community Plans
- Community Plan Background Documents
- Community Development Code
- Transportation System Plan

Comprehensive Framework Plan

The Comprehensive Framework Plan (CFP) is a policy document. Its function is to articulate the County's policy regarding the broad range of comprehensive planning and community development matters. Additionally, the CFP contains strategies which are intended to guide the implementation of each policy directive.

A major function of the CFP policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms.

Two central provisions of the CFP have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a countywide development concept and the urban growth management policies.

The countywide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The County's urban growth management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

Community Plan

The unincorporated portion of the county within the metropolitan area regional Urban Growth Boundary (UGB) and outside of city planning areas is divided into a number of community planning areas. The Sunset West Community Planning Area is one such planning area.

The policies and plan designations of the CFP are applied in a site-specific manner to the community planning area. The result of this application is a community plan, composed of a community plan map and community plan text.

The community plan map portrays a land use designation for each parcel of land in the planning area.

The community plan text provides a written description of the community plan map in order to specify the intent of the mapped designations. Additionally, the community plan text includes community design elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented. For certain areas specified by the community plan, the concept of Area of Special Concern is applied.

The designation of Area of Special Concern (ASC) when applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the community plan text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an ASC when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the community plan requires an ASC to develop through a mandatory master planning - planned development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The master planning - planned development requirement is intended to provide the open space, density transfers and design flexibility necessary to achieve the dual objectives of preserving significant natural features of achieving the design objectives of the design elements and encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this plan. Densities shall not be restricted to less than that authorized by the development standards.

The prescriptions of the community plan are augmented and implemented by the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan. Standards and requirements of the community plan and the Transportation System Plan that are applicable to development application, including but not limited to new development and land divisions, are specified in the Community Development Code.

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this community plan.

The Significant Natural Resources (SNR) Map shows the location of the significant Goal 5 resources in the planning area.

An identification of neighborhood park deficient areas has been made based on a 1/2-mile service area radius from existing park or school playground sites. Those portions of the planning area not within this service area are generally regarded as park deficient. On this SNR Map, a "P" has been placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not

site-specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis.

Community Development Code

The chief function of the Community Development Code (CDC) is to assist in the implementation of the various community plans and the CFP. The CDC is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The CDC contains specific procedures and development standards necessary to assist in the implementation of the community plans.

The CDC addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use as aesthetic concerns. The CDC sets forth processes and procedures for review of specific development proposals, including public notice requirements. The CDC also sets forth the standards and requirements of the community plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions.

Transportation System Plan

The Transportation System Plan (TSP) designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. The Local Street System is designated on the community plans and the Rural/Natural Resource Plan (RNRP). The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

The TSP is a comprehensive analysis and identification of transportation needs associated with the implementation of the development patterns described in the community plans and the RNRP. Prepared from both the countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements.

Changes to the major roadway system are made through amendments to the TSP. New Neighborhood Routes may also be designated through the development review process. New Local Streets and Special Area Local Streets are identified through the development review process or by amendments to the community plans or the RNRP.

Standards and requirements of the TSP that are applicable to development applications, including but not limited to new development and land divisions, are specified in the CDC.

In the event there is a conflict between the requirements of the TSP and the requirements of this community plan, the requirements of the TSP shall control.

Unified Capital Improvement Plan

The County is in the process of preparing a Unified Capital Improvement Plan. The Unified Capital Improvement Plan will be coordinated with all urban service providers and will be the mechanism which

the County will rely upon to direct future urban investments in public facilities and services in the urban portion of the county.

BACKGROUND SUMMARY

Planning Area

The Sunset West CP encompasses 11 square miles of unincorporated central Washington County. The planning area is bordered on the north by West Union Road; on the south by roughly Baseline and Jenkins Roads; on the east by Murray Boulevard and Meadow Drive; and on the west by Cornelius Pass Road and 216th Avenue. The Sunset West CP covered the majority of Community Planning Organization (CPO) 7, although CPO 7 extends to the north and includes the Bethany Community Plan and portions of the RNRP. In 1980 the Sunset West Planning Area had an estimated population of 17,000.

Land Use

The Sunset West Planning Area represents one of the most rapidly growing areas for both residential and non-residential uses in the entire Portland area. Perhaps the most prominent land use characteristics of the planning area is the emergence of the “Sunset Corridor” and the industrial and commercial opportunities that are occurring in the vicinity of Cornell Road. The Sunset Corridor essentially covers the area between 158th Avenue (east), Cornelius Pass Road (west), Sunset Highway (north), and Walker Road (south). Numerous commercial and industrial developments are either under construction or planned for the immediate future. These developments range from warehousing/distribution to high technology oriented businesses. The Sunset Corridor Area will likely become a major employment corridor in Washington County.

A variety of residential uses are currently found within the Sunset West Planning Area. The area north of Sunset Highway is almost exclusively residential in character. The neighborhoods of Rock Creek, Somerset West and Oak Hills are north of the highway. In total, there are approximately 5,200 housing units in the Sunset West Planning Area, of which 77% are single-family detached units and 23% multiple family units.

Natural Features

There are creeks that traverse the Sunset West Planning Area: Rock Creek, Bronson Creek, Willow Creek, Cedar Mill Creek and Beaverton Creek. These creeks offer the planning area natural areas for a variety of habitat as well as offering natural breaks in the land use pattern.

There are approximately 250 acres of forested area in the Sunset West Community. The largest site is 45 acres on the canyons of the Oregon Regional Primate Center. Additionally, there are three separate stands of ponderosa pine within the planning area. Ponderosa pine are relatively uncommon in Washington County and, therefore, these stands are unique natural areas within the county.

Transportation

Highway 26 (Sunset Highway) is the major east-west route and 185th Avenue is the major north-south route serving the planning area. While the planning area is served by numerous roads, additional improvements are needed to respond to both current and future traffic. Improvements to Cornell Road, 185th Avenue and Murray Boulevard have occurred during the last two decades. However, a number of

additional road improvements are identified in the Washington County TSP as needed to keep pace with growth in the planning area.

Westside Light Rail traverses the southern portion of the community, and TriMet provides both daily and peak-hour service on a variety of routes. Most bus service is linked to one of the five light rail stations in the planning area, most of which are served by major park-and-ride facilities.

Services

The Sunset West Planning Area lies within the Clean Water Services' (CWS) boundary. CWS' Rock Creek treatment plant serves the entire planning area.

The majority of the planning area is served by the Tualatin Valley Highway Water District. Approximately 200 acres are currently not within the water district's boundary.

Three separate school districts (Beaverton #48, West Union #1 and #3, and Reedville #29) serve the Sunset West Planning Area. Beaverton School District #48 serves the largest area. Seven elementary schools are currently found within the planning area's boundaries.

Washington County Fire Districts #1 and #2 serve the planning area.

Tualatin Hills Park and Recreation District (THPRD) serves the majority of the planning area and operates 10 separate park sites. THPRD's recreation center (66 acres) is located in the Sunset West Planning Area.

Community Plan History

The Sunset West CP was adopted April 14, 1981 (Ordinance No. 242) following a 14-month period of participation on the part of citizens, members of the development community and representatives of various public interests. In recent years there has been increasing pressure for residential, commercial and industrial development in the Sunset West Planning Area as the urban portion of the Portland metropolitan area has grown to include Beaverton and unincorporated lands to the west. The purpose of the Sunset West CP was to determine what lands Washington County should designate for immediate urban development and what type and intensity of use should be allowed on those lands.

In addition, the planning process examined transportation problems in the planning area, paying particular attention to the land use requirements and impacts of a proposed light rail transit (LRT) system being considered by jurisdictions in the Portland region as part of the solution to the transportation problems on the west side of the region.

Finally, the Sunset West CP included an extensive examination of urban growth management procedures as they relate to the sequencing of urban development and the timing of public services to serve that development.

The adoption of the Sunset West CP in April 1981 established a major benchmark for future planning and development activities within both the Sunset West Planning Area and the urban unincorporated portion of Washington County. Three major planning elements resulted from the adoption of the Sunset West CP.

Preparation and Adoption of the Sunset West Land Use Plan

The land use element of the Sunset West CP assigned site-specific residential, commercial and industrial land use designations to the entire planning area. Perhaps the most significant result of this effort was to substantially increase the amount of land available for industrial uses within Washington County, thereby enhancing economic development opportunities in future years.

Preparation and Adoption of Washington County's Urban Growth Management Policies

Prior to the adoption of the Sunset West CP, a portion of the planning area was designated as future urban. The future urban designation basically precluded immediate urban level development from occurring in these areas, even though these areas were included in the UGB.

The preparation and subsequent adoption of the growth management policies lifted the future urban designation from these lands in the Sunset West Planning Area and replaced this approach to growth management with a strategy based upon allowing urban-level development to occur in conjunction with the provision of a full level of urban services.

The growth management policies now apply to land development actions throughout the unincorporated area of Washington County and represent a comprehensive approach to growth management to ensure that new development is accompanied by the provision of adequate urban services. The growth management policies are a part of the CDC.

COMMUNITY PLAN OVERVIEW

The Sunset West Planning Area encompasses what is perhaps the fastest growing portion of the Portland metropolitan region. Significant commitments to development, particularly industrial and office uses, have occurred since the 1981 adoption of the Sunset West CP.

The plan itself provides for a variety of uses and establishes and reinforces identifiable neighborhoods in the planning area. North of the Sunset Highway the residential character of the Rock Creek, Somerset West and Oak Hills areas are preserved. Land uses, both existing and proposed, are almost exclusively residential.

South of the Sunset Highway land uses reflect a more intensive use of undeveloped lands, while reinforcing existing residential areas. The most significant characteristic of the land use arrangement south of the Sunset Highway is the emphasis on non-residential uses. East of 185th Avenue a retail and office commercial core is proposed along the north side of Cornell Road between 158th Avenue and 185th Avenue.

The Tanasbourne Town Center is expected to ultimately become a regional shopping center on a similar scale as Washington Square. The area west of 185th Avenue, while currently predominantly vacant, represents what is likely to become a major employment center in Washington County. Significant areas have been designated for industrial use, primarily adjacent to Cornell Road and Sunset Highway. A number of industrial-related developments have been started since the adoption of the Sunset West CP. Among these are the Rock Creek Industrial Park, Cornell Oaks, Twin Oaks and the Oregon Graduate Center. The Oregon Graduate Center is currently being developed as a major research and development facility, oriented to the high technology fields. If past locational trends for high technology uses

continue, the presence of the research facilities at the Oregon Graduate Center could stimulate increased interest in the Sunset West Planning Area as a location for new high technology businesses and jobs.

While the Sunset West CP identifies areas where new residential and employment growth will occur, particular attention is given in this plan to the opportunity natural features provide to separate and buffer varying land use types. Accordingly, natural features such as floodplains and forested areas are used to separate and buffer differing land uses and to enhance community appearance and livability. In particular, Rock Creek and Bronson Creek both provide a natural buffer between residential and non-residential areas.

Implicit throughout the Sunset West CP is the assumption that the policies in the CFP will be implemented through the CDC, and the TSP with regard to the countywide growth management policies which mandate the provision of adequate urban services before development is permitted. Adherence to this policy is essential to creating the desired land use pattern intended by the plan and to preserving the livability of the planning area over time.

Community Design

During the course of the preparation of the Sunset West CP the policies of Washington County and the desires of its citizens produced a consistent vision concerning the planning area: a balanced community with more jobs near homes; higher densities which would reduce housing costs and sprawl; logical identifiable neighborhoods with neighborhood shopping; improved transportation system for downtown Portland and internal trips, including a light rail system following the northern alignment; and efficient provisions of public facilities. The tool with which to sculpt this vision was felt to be a plan which was at once flexible and innovative.

These broad concepts were ultimately sharpened into specific design criteria which guided the conduct of the plan preparation. The most important were:

1. Floodplains should be maintained to provide natural drainage, minimize environmental alteration, provide open space and transportation links for pedestrian and bicyclists and define neighborhoods.
2. The existing Arterial grid, in general, should be used and improved for automobile traffic - no new Arterials need be constructed; (subsequent analysis performed as a part of the countywide TSP, however, has indicated the need for additional north - south and east - west transportation facilities in the Sunset West Planning Area).
3. A transit-oriented environment, including high density housing and commercial uses, should be encouraged 1/8 of a mile on either side of Major Transit Streets, thus maximizing the benefits to residents and increasing transit patronage.
4. In the absence of an LRT system, high intensity uses should be located in areas with good access to the regional highway system; with LRT, high intensity uses should locate near LRT stations to take advantage of the accessibility offered by the transit system.

5. The vision of a balanced community was technically feasible because of the high demand for industrial and commercial land in the planning area - a significant amount of land should be planned for industrial and commercial uses.

The 1983 completion of the CFP and associated community plans established a standard set of general design elements to be included in each community plan. These general design elements apply to the Sunset West Planning Area as a whole and shall be considered during development actions within the planning area. Some of the general design elements are further refined to site-specific applications in the design element section of each subarea.

General Design Elements:

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. Preserved and protected consistent with the provisions of the CDC to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. Where appropriate, interconnected as part of a park and open space system.
2. Master planning - planned development and/or master planning - primary use shall be required for development on land which includes a SNR and steep slopes as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any SNR site as specified in the CDC.
3. Trees located within a SNR area shall not be removed without first obtaining a development permit for tree removal as provided for within the CDC. A permit shall not be required for tree removal from powerline rights-of-way, public parks and playgrounds, or mineral aggregate sites.
4. Significant historical and/or cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the CDC.
5. All new subdivisions, attached unit residential developments, and commercial development shall provide for pedestrian/bicycle pathways which allow public access through or along the development and connect adjacent developments and/or shopping areas, schools, public transit, and park and recreation sites.
6. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider wherever feasible.
7. Bicycle parking facilities shall be required as part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.

8. In the design of road improvements that are required of new development to meet the County's growth management policies, pedestrian/bicycle pathways identified in the TSP shall be included.
9. The County shall emphasize non-auto (transit, bicycle and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.
10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials and Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks and orientation of windows away from the road.
11. Where the impact of noise and lighting associated with commercial or industrial uses on adjacent residential areas does not meet the standards in the CDC, the commercial development shall be subject to limited hours of operation.
12. New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated in Washington County's TSP or the Sunset West CP. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
13. New access onto Arterials and Collectors shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible.
14. Commercial and industrial development adjacent to the Sunset Highway shall consider through building siting, landscaping, setbacks and other design techniques, impacts to the visual corridor created by the highway. Steps shall be taken during the development review process to minimize impacts and intrusions to the visual features of the Sunset Highway Corridor.
15. Certain industrial properties within the Sunset West Planning Area have received land development approvals based upon the assumption of the ultimate development pattern being a mix of 50% industrial uses and 50% office-related uses. Development and growth management approvals have been received by Cornell Oaks and Twin Oaks based upon this mixed-use assumption. Therefore, they have met the standards for the industrial business park in the 1983 CDC and can continue to proceed with development actions based upon previously granted approvals and conditions regarding the mixture of industrial and office uses.

Prior to March 1, 1984, industrial developments receiving growth management approvals based upon a 50/50 mix of office and industrial land uses, shall be permitted to proceed based upon approvals granted and conditions applied.
16. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the CDC.

SUBAREAS

Six general areas within the Sunset West Planning Area have been designated as a guide to describe characteristics, design considerations and development concerns. In a number of instances, site-specific design elements have been recommended to apply to future development actions occurring in each of the areas. In particular, ASCs have been applied to one or a combination of several parcels of land. The ASC designation denotes the presence of certain design opportunities or constraints to be considered as each area develops.

In some cases, the community plan requires an ASC to develop through a mandatory master planning - planned development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The design elements listed for each area are intended to augment the development standards and procedures found in the CDC. Future development actions shall respond to both the development standards provided in the CDC and the design elements of the Sunset West Community Plan.

Rock Creek

The land use pattern in the Rock Creek Subarea has been established as residential. The Sunset West CP supports a continuation of this pattern. The existing character is primarily low density residential with a strip of higher density along Sunset Highway. The communities of Rock Creek, Somerset West and Oak Hills are found in this subarea.

Future development opportunities in this subarea are located primarily east of 185th Avenue. The majority of the vacant area east of 185th Avenue has been designated as R-6, low density residential. Lands adjacent to Bronson Road between 158th Avenue and 174th Avenue have been designated as R-9 and R-15 to reflect the increased accessibility to the existing and proposed transportation system. A Collector/Transit Street is proposed north of and parallel to Bronson Road in this segment.

South of Oak Hills and adjacent to Cornell Road, a combination of office commercial and medium density uses are proposed. Two areas in the immediate vicinity of the 158th Avenue/Sunset Highway interchange have been identified as ASCs. In both instances, the master planning - planned development requirements for development of these sites are mandatory. A third ASC is identified in the northern portion of Oak Hills and the development concerns and requirements are noted in the design elements for the Rock Creek Subarea. A final ASC has been designated in the Rock Creek Area. The master planning - planned development requirement for development is mandatory for this site.

Design Elements:

1. Three creeks cross the Rock Creek Subarea: Rock Creek, Bronson Creek and Willow Creek. Portions of Rock Creek and Willow Creek have already been preserved and incorporated into site development plans as open space during previous land development actions. As development continues, floodplains shall be preserved, protected and incorporated into site development plans as set forth in the CDC. These steps are particularly important for the Bronson Creek floodplain which is relatively undisturbed by adjacent development. Additionally, Bronson Creek is used as a buffer between low density and medium density areas.

2. Powerline easements provide an opportunity to establish a multi-purpose trail system in the Sunset West Planning Area. This has already been demonstrated in both the Rock Creek and Oak Hills areas where soccer fields and bicycle paths are found in the powerline easements. The powerline easement in the central portion of the Rock Creek Subarea has been identified as a part of the proposed off right-of-way bike route system in the TSP. For development that occurs adjacent to the powerline easement, the opportunity to establish a bike route using the powerline easement shall be considered an important site design element in the development review process.

Area of Special Concern No. 1. On April 14, 1981, this property, referred to as Oak Hills #11, was designated for low density residential use by the Sunset West CP and zoned RU-4, a low density residential designation. This plan designates the site R-5. The Board of Commissioners, however, determined in January 1982 that tax lot 100 had a vested right for multi-family use (Resolution & Order No. 82-35). Development proposals for tax lot 100 shall conform to either the R-5 provisions or to the conditions listed in R&O 82-35 as follows:

1. The entitlement to a Planned Residential (P-R) designation for multi-family use subject to the procedures and requirements of the P-R District, and the approved P-R zone change granted April 27, 1965. (See Case File ZC 12-65.)
2. The initial public review of any land development application for the property shall be conducted by the Washington County Planning Commission (PC) as a quasi-judicial hearing. The PC has authority, pursuant to the P-R District, to approve a final site plan and the discretion to determine the allowable density and other matters relating to the development of the property such as open space, location of uses, height limitations, and parking. The PC shall also have the authority to apply the County's urban growth management policies as a part of the consideration of a site plan for the property.
3. The development requirements of the former A-2 District will be used as an initial guideline in the PC's review of a proposed site plan for the property with the understanding that the PC had the discretion and authority pursuant to the P-R District to determine the maximum number of units permissible for the property, and other matters as set forth in paragraph 2 above.

Designation of this property as an ASC is intended to identify the existence of R&O 82-35, declaring a vested right to develop the property in a manner inconsistent with the low density residential designation of this plan. It is not intended as an amendment of the plan designation nor as an amendment of the plan designation nor as an exception of any development rights that may exist by reason of a vested right.

However, at such a time as the vested right has been finally adjudicated in favor of the property owner, if finally adjudicated, and the County approves any development pursuant to the vested right, through the R&O conditions listed above, the County shall, upon commencement of construction of the project approved, amend the plan designation to such designation as will most closely reflect the approval granted. The amendment would be initiated to remove the non-conforming use status of the development in favor of a conforming plan designation.

Area of Special Concern No. 2. Development in ASC No. 2 shall occur through the master planning - planned development process. Willow Creek shall be incorporated into the site design to provide a natural break between this site and the existing development north of the creek.

Area of Special Concern No. 3. Development in ASC No. 3 shall occur through the master planning - planned development process. Because of the area's proximity to the Cornell Road/158th Avenue interchange and the traffic volumes on Cornell Road, access to Cornell Road from this ASC shall be limited. Consolidated or shared access will be required as new development takes place.

Area of Special Concern No. 7. Development in ASC No. 7 shall occur through the master planning - planned development process (see Case Files ZC 98-69 and 76-364-M).

Windolph

The Windolph Subarea is located in the eastern portion of the Sunset West Planning Area. Industrial uses are the predominant land use type in this subarea. Windolph Industrial Park, Cornell Oaks Industrial Park and Leupold and Stevens are located within this subarea.

The THPRD Recreation Center is also located in this subarea. Park officials indicate that approximately 300,000 visitors annually use the recreation facilities located at the center.

Residential uses are located in the center of this subarea. Medium density residential uses are proposed along both Walker and 158th Avenue.

This subarea contains two stands of ponderosa pines, identified as significant natural resources. Design policies regarding the retention of these stands are included in the design elements listed below. The stands are located in the Windolph Industrial Park and adjacent to the THPRD Recreation Center site.

Design Elements:

1. Cedar Mill Creek crosses the southern portion of the Windolph Subarea. Specifically, the creek crosses the Windolph Industrial Park. As development occurs, the floodplain shall be preserved, protected and incorporated into site development plans as set forth in the CDC.
2. The powerline easement through the Windolph Subarea has been identified as a part of the proposed off right-of-way bike route system in the TSP. For development that occurs adjacent to the powerline easement, the opportunity to establish a bike route using the powerline easement shall be considered an important site design element in the development review process.
3. The two stands of ponderosa pines noted above and the natural areas noted on the natural resources map accompanying this plan shall be retained to the greatest extent feasible through site design process.

Windolph Industrial Park: A vegetation analysis approved as a part of the master plan for the Windolph Industrial Park (Case File 74-116-D, June 26, 1974) has identified the stand of ponderosa pines and other forested sites within the industrial park's boundary. Future development shall preserve to the greatest extent feasible through the development review process the forested areas identified in the 1974 vegetation analysis.

THPRD Rec. Center: The stand of ponderosa pines is located in the northeastern corner of the THPRD site and is currently undisturbed by development. However, future use of this site could threaten its features. Any request in the future for a Type II or Type III institutional use shall consider the disposition of the pines and steps shall be taken through the development review process to provide for the maximum feasible retention of this stand in accordance with its recreational and education value.

Additionally, this stand extends east into a residential (R-5) area. Retention of these trees is encouraged for educational and open space purposes and to provide a buffer between the institutional and residential uses. For residential lands which include this significant natural resource, development will be encouraged to follow the master planning - planned development procedures as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed as specified in the CDC.

Elmonica

The Elmonica Subarea covers the existing neighborhoods of Salix Terrace, Heritage Village and Pheasant Lane. It also covers the Willow Creek and Elmonica/Merlo Light Rail Station areas which were adopted in October 1997 by A-Engrossed Ordinance No. 485. A-Engrossed Ordinance No. 485 applied Transit-Oriented land use districts to areas within these station planning areas. The land use pattern of these station communities is designed to be high density and compact urban in character, whether residential or mixed-use commercial/employment. The residential character outside of these station areas and outside of this subarea is proposed to continue with the majority of the vacant land being designated R-6. Medium density residential has been proposed for the northwest and southwest corners of the subarea outside of the Willow Creek and Elmonica/Merlo Light Rail Station areas, located along 185th Avenue and 170th Avenue, respectively. Industrial uses as well as Transit-Oriented Employment (TO:EMP) uses are proposed in the southeastern portion of Elmonica adjacent to the Westside MAX (MAX) corridor, which passes through the Elmonica Subarea.

MAX was extended west into Washington County providing an 18-mile extension from downtown Portland to Beaverton and Hillsboro. Westside MAX opened for service in 1998. The development of transit-oriented districts noted previously represent the County's land use planning efforts in this community plan to provide the residential densities and the employment base to support MAX.

This subarea contains a sizable stand of ponderosa pines at 158th Avenue and Walker Road which have been identified as a significant natural resource. The area surrounding the trees has been identified as an ASC and design policies regarding future development affecting this area are included below in the design elements.

Design Elements:

1. Willow Creek crosses the northeastern portion of the Elmonica Subarea. Portions of this creek, specifically in the Salix Terrace area, have been preserved through land development actions as open space. As development continues, the floodplain shall be preserved, protected and incorporated into site development plans as set forth in the CDC.
2. The powerline easement through the Elmonica Subarea has been identified as a part of the proposed off right-of-way bike route system in the TSP. For development that occurs adjacent to

the powerline easement, the opportunity to establish a bike route using the powerline easement shall be considered an important site design element in the development review process.

Area of Special Concern No. 4. ASC No. 4 shall be developed through the master planning - planned development process. The master planning - planned development procedures are applied in this instance as a means of protecting the natural resource while accommodating new development. The review authority shall encourage the maximum retention of the ponderosa pines and forested areas through architectural and landscape architectural design techniques. Areas retained shall be used to satisfy the open space requirements of the master planning - planned development process. Density transfer from the resource area to the buildable portion shall be allowed as specified in the CDC. Any Type III use proposed within this ASC shall maximize the retention of the forested areas.

Area of Special Concern No. 8. This area, bounded by Baseline Road, 170th Avenue and the light rail tracks, has been partitioned into eight parcels under six different ownerships. The area is in the Transit-Oriented, Retail Commercial District (TO:RC). In order for these properties to develop in a cohesive and complementary manner, they will either have to be consolidated under fewer ownerships, or the owners of the properties will have to cooperatively plan for the area's overall development. To assure that cooperative planning of the area's overall development will occur, no development application for a property in this area shall be approved prior to County approval of an overall master plan for the entire area which is agreed to by 50% of the property owners in the area and property owners in the area representing at least 50% of the acreage.

Area of Special Concern No. 9. This area, bounded by 170th Avenue on the east, the light rail tracks on the north, and existing residential neighborhoods on the west and south, is in a number of different ownerships. Several of the parcels in the area have odd dimensions and/or limited access to surrounding public streets. In order for these properties to develop in a cohesive and complimentary manner, they will either have to be consolidated under fewer ownerships, or the owners of the properties will have to cooperatively plan for the area's overall development. To assure that cooperative planning of the area's overall development will occur, notice of all neighborhood meetings and development applications for the area shall be provided to all property owners of record in the area, as well as any other parties required to be notified pursuant to requirements of the CDC.

If the proposed street extension north of Marty Lane is shifted from SW 171st Avenue to SW 172nd Avenue, and if a traffic study recommends it, the applicant for development that installs the street extension shall be responsible for paying to install traffic management devices at the intersection of SW 172nd Avenue and Marty Lane to ensure that SW 172nd Avenue south of Marty Lane continues to function as a Local Street.

Prior to occupancy of the first residential unit developed on Tax Map Lot 1S1 06DC 100, being the property described in the deed recorded in Washington County public records at Document No. 2007-123889 (the MLG property), the applicant for development shall be responsible for designing, constructing, and making provisions for adequate ongoing maintenance of that portion of the required off-street pathway depicted on the Pedestrian System Designations Map between the west line of the subject property and the intersection of SW Marty Lane and SW 175th Avenue, or to Rose Petal Lane, at the option of the applicant. Design shall be in accordance with the 'Greenway' standards of CDC Section 408-9, and maintenance provisions shall be consistent with CDC Section 408-8.2.

In lieu of designing and constructing the above-described off-street pathway segment, the applicant may satisfy this obligation through one of the following options:

1. Secure a binding written agreement from the THPRD for the construction of said portion of the required off-street pathway, to be completed within 2 years of occupancy of the first residential unit developed on the subject property. Ongoing maintenance of the constructed pathway shall be provided by THPRD; or
2. Provide other binding assurance that construction of said portion of the required off-street pathway will be completed within 2 years of occupancy of the first residential unit developed on the subject property and that the pathway will be adequately maintained on an ongoing basis; or
3. Design, construct, and make provisions for adequate ongoing maintenance of a bicycle/pedestrian pathway between the intersection of SW Marty Lane/SW 173rd Terrace and the future extension of SW Rose Petal Lane. Design shall be in accordance with the 'Greenway' standards of CDC Section 408-9, and maintenance provisions shall be consistent with CDC Section 408-8.2. The bicycle/pedestrian connection must be completed and accepted by the County prior to occupancy of the first residential unit developed on the subject property.

Area of Special Concern No. 10. Deleted by Ordinance No. 553 March 16, 2000.

Area of Special Concern No. 11. This area includes the existing world headquarters campus of Nike, Inc., and additional adjacent land, all of which is located in the TO:EMP District. This ASC is intended to ensure the capability of the subject properties to accommodate future corporate campus development. Development within this ASC is subject to applicable CDC transit-oriented design requirements, except as noted herein.

In order to ensure a consistent campus perimeter landscape design throughout ASC No. 11, required street trees along Walker Road, Murray Boulevard, Jenkins Road, 158th Avenue, Jay Street and Burlington Drive shall be located a minimum of 2 feet from the back of the adjacent street curb, and a maximum of 100 feet from the back of the adjacent street curb. While the minimum quantity of trees adjacent to these streets shall not be, on average, less than one tree per 30 linear feet of street frontage, spacing may be varied, and trees may be grouped in clusters.

Throughout ASC No. 11, up to five signature campus wayfinding elements having a maximum height of 160 feet may be constructed. The wayfinding elements shall not be occupiable structures, and each may incorporate identity features up to a maximum of 100 square feet per face.

Within Subarea 11a, up to four buildings may be constructed up to 160 feet in height.

Within Subarea 11b, buildings may be constructed up to 110 feet in height on portions of the subject properties that are 500 feet or more from the nearest residentially-designated property.

Tanasbourne

Land uses in the Tanasbourne Subarea reflect more intensive uses because of the proximity to Sunset Highway and Cornell Road. The area between Cornell Road and Sunset Highway is already committed to office and retail commercial uses. Specifically, the Tanasbourne Town Center is located at the Sunset Highway/185th Avenue interchange and office-related uses are occurring east of the Town Center.

Industrial uses are occurring south of Cornell Road between 158th Avenue and 173rd Avenue. The Twin Oaks Industrial Park, currently under construction, will include light industrial uses.

The residential communities of Tanasbrook, Autumn Ridge, Fieldstone and Merewood are located in the Tanasbourne Subarea. These communities reflect a mixture of residential densities. The vacant residential land in the southern portion of this subarea has been designated for low density residential (R-6).

Design Elements:

1. Both Bronson Creek and Willow Creek cross the Tanasbourne Subarea. Much of Bronson Creek has been preserved as open space during past land development actions. Bronson Creek Park, located north of Cornell Road, was recently dedicated to THPRD. As development continues, the floodplain shall be preserved, protected and incorporated into site development plans as set forth in the CDC.
2. The powerline easement through the Tanasbourne Subarea has been identified as part of the proposed off right-of-way bike route system in the TSP. For development that occurs adjacent to the powerline easement, the opportunity to establish a bike route system using the powerline easement shall be considered an important site design element in the development review process.

Cornell North

The Cornell North Subarea is predominantly vacant, although a development proposal has been adopted for the majority of this area. The entire Cornell North Subarea has been designated as ASC No. 5.

Based upon a recent land development approval through the planned unit development (PUD) procedure (Case Files 83-43-C and 83-543-C) mixed-use land use pattern has been approved for the entire subarea. This mixed-use pattern reflects a combination of industrial uses west of Rock Creek and low to high density residential, office commercial and institutional uses east of Rock Creek. Perhaps the most significant aspect of the development pattern east of Rock Creek is a proposed hospital complex just west of 185th Avenue.

The PUD approval has designated an extensive open space system that connects the various residential and commercial areas. The open space pattern has taken advantage of existing natural features such as floodplains and wooded areas.

The land use arrangement depicted on the Sunset West Land Use Map is based on the selection of specific route alternatives for both Cornell Road and Evergreen Road. Should route alternatives different than those accepted with the PUD application be selected, the PUD and land use arrangement would have to be amended to reflect the approved Cornell Road and Evergreen Road routes.

Design Elements:

Area of Special Concern No. 5. Because of this area's qualities, size, location and constraints (floodplain, potential traffic impacts) the entire Cornell North Subarea has been designated as ASC No. 5. The property owners for the majority of the Cornell Subarea have prepared and received approval of a

master plan through the PUD procedures that sets forth the land use arrangement for the majority of the subarea. All future phases of development for the portion of the Cornell North Subarea that has received master plan approval shall be reviewed to ensure conformance with the approved PUD application and the conditions set forth in Case File 83-43-C and 83-543C, except that retail commercial uses allowed in the Community Business District (CBD) may be allowed to front on the west side of 185th Avenue between Evergreen Parkway and Cornell Road.

Those properties within the Cornell North Subarea which have not yet received development approval shall be required to go through the master planning - planned development procedures set forth in the CDC.

1. Rock Creek crosses the Cornell North Subarea and represents the boundary between industrial uses (west) and residential/commercial uses (east). As development occurs, the floodplain shall be preserved, protected and incorporated into site development plans as set forth in the CDC.
2. The powerline easement through the western portion of the Cornell North Subarea and the Rock Creek floodplain have both been identified as a part of the proposed off right-of-way bike route system in the TSP. In light of the proposed land use arrangement in this subarea and the parallel nature of both routes, Rock Creek should be considered a more appropriate bike route alignment as it will serve residential areas and allow for a grade-separated connection with a THPRD site north of Sunset Highway.

Quatama

The Quatama Subarea covers the southwestern portion of the Sunset West Planning Area. A mixture of land use types have been proposed. The Oregon Graduate Center recently received a plan amendment from semi-public to industrial use to permit the construction of a major industrial park/research and development complex aimed at high-technology uses. In October 1998 the County completed the station area planning for Quatama Station and adopted Ordinance Nos. 531 and 532. These ordinances replaced the existing land use designations for certain parcels with transit-oriented land use designations. Planned residential densities around Quatama Station range from 9-12 units per acre (TO:R9-12) to 24-40 units per acre (TO:R24-40). Quatama is also the location of the Oregon Regional Primate Center. The largest (45 acres) forest area in the Sunset West Planning Area is located on the Primate Center's property.

The existing low density residential neighborhoods located in the southern portion of Quatama were not affected by either Ordinance Nos. 531 or 532 and their existing R-6 land use designation was retained. Medium density residential (R-15) uses have been proposed adjacent to Cornell and Walker Roads. The medium density residential area has been identified as an ASC and the requirement for the master planning - planned development process for development has been applied.

Finally, the MAX passes through the Quatama Subarea. MAX was extended west into Washington County providing an 18-mile extension from downtown Portland to Beaverton and Hillsboro. Westside MAX opened for service in 1998.

Design Elements:

1. Rock Creek, Bronson Creek and Beaverton Creek all cross the Quatama Subarea. Portions of each creek have been used as buffers between varying land use types, in particular as a buffer between

industrial and residential uses. As development occurs, the floodplain shall be preserved, protected and incorporated into site development plans as set forth in the CDC.

2. The powerline easement in the western portion of the Quatama Subarea has been identified as a part of the proposed off right-of-way bike route system in the TSP. For development that occurs adjacent to the powerline easement, the opportunity to establish a bike route using the powerline easement shall be considered an important site design element in the development review process.
3. While the 45-acre forested site on the Oregon Regional Primate grounds is currently undisturbed and in its natural state, a change in use could threaten its features. Any request in the future for a Type II or Type III institutional use or a request for a plan amendment shall consider the disposition of the 45-acre forest site. No plan amendment shall be granted unless the review authority applies the master planning - planned development requirement or applies alternative conditions of maximum feasible retention of this or the forested site.

Should change in the use be permitted, the forested site should be considered for park and open space use. The recreational potential shall be examined with the THPRD. Upon determining its recreational value, steps shall be taken through the development review process to provide for the maximum feasible retention of this site in accordance with its recreational potential.

Area of Special Concern No. 6. Development in ASC No. 6 shall occur through the master planning - planned development process.

TRANSPORTATION

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the Sunset West Area, are contained in the adopted Washington County TSP.

The TSP designates the major roadway system and each road or street is provided a functional classification that identifies its planned function and provides direction with regard to its right-of-way, alignment and structural dimensional standards. The Local Street System is designated on the community plans and the RNRP. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

Based upon comprehensive analysis, the TSP identifies transportation needs associated with the implementation of the development patterns described in the community plans and the RNRP. Prepared from both the countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements.

Changes to the major roadway system are made through amendments to the TSP. New Neighborhood Routes may also be designated through the development review process. New Local streets and Special Area Local Streets are identified through the development review process or by amendments to the community plans or the RNRP.

Standards and requirements of the TSP that are applicable to development applications, including but not limited to new development and land divisions, are specified in the CDC.

In the event there is a conflict between the requirements of the TSP and the requirements of this community plan, the requirements of the TSP shall control.

Roads

As growth continues in the Sunset West Planning Area, the presence of an adequate transportation system, including roads, transit and bicycle and pedestrian facilities, will be an essential ingredient to ensuring that the direction set forth in this plan is followed. While the planning area currently has a high level of accessibility to major transportation routes, many of those roads are clearly inadequate to serve the levels of development proposed by this plan.

The TSP identifies the roadway system needed to serve the Sunset West Planning Area for the next 20 years. Projects necessary to meet this need are identified in the TSP's Technical Appendix, and include among them additional improvements to Kaiser/143rd, 158th, 185th, 173rd/174th Avenues, Bethany and Cornell Boulevards, and Cornelius Pass, Walker, Jenkins, Baseline and West Union Roads. These and other improvements identified in the TSP are intended to respond to existing deficiencies in the road system and changes in the traffic flows that are predicted to occur.

Local Street Connectivity

Local Streets should provide routes for local trips to help keep through trips on Collector and Arterial Streets. The aggregate effect of Local Street design impacts the effectiveness of the Arterial and Collector System when local travel is restricted by lack of connecting routes, and local trips are forced onto the Arterial or Collector Network. To ensure that the Local Street System will provide a connected network that will support local travel needs, lands that have been determined to be of sufficient size and that are candidates for development or redevelopment, are identified on the Local Street Connectivity Map. The Local Street Connectivity Map indicates where, as part of development, 1) Local Streets are required to connect to the existing system; 2) Where it is impracticable to provide a Local Street connection based on criteria in the CDC, bicycle and pedestrian accessways are required instead.

Transit

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. The Sunset West CP and the TSP assume that public transit service to the community will be improved generally, with greater frequency of service and better intra-community and inter-community access.

Washington County transit policies and strategies and planned facilities and services, including those for the Sunset West Area, are identified in the TSP.

The TSP and the Sunset West CP assume that transit services will be implemented over time by TriMet in coordination with regional and local governments and service providers, including Washington County, as resources and priorities direct.

Bicycle-Pedestrian Pathways

The Sunset West CP assumes eventual development of all pedestrian and bicycle facilities identified in the TSP. Generally speaking, the plan calls for bikeways along all Arterial and Collector Roads in the area, as well as along major streams and in powerline easements. The timing of pathway development will be determined by the availability of resources and the application of plan implementation priorities, as identified in the TSP.

Pedestrian Connectivity Areas

Pedestrian connectivity areas are areas where pedestrian facilities are needed to improve local pedestrian connectivity. These are areas where the pedestrian facilities will connect neighborhoods and/or provide a more direct route for pedestrians to use. Each pedestrian connectivity area identifies the locations that are to be connected. The appropriate types of pedestrian improvements within these areas are sidewalks along streets, accessways, off-street trails, off-street pathways, or a combination of these improvements.

DISTRIBUTION OF PLANNED LAND USES

Land Use Districts		Acres	Percentage
Residential 5	R-5	1067.21	37.29%
Residential 6	R-6	506.53	17.70%
Residential 9	R-9	155.64	5.43%
Residential 15	R-15	284.78	9.95%
Residential 24	R-24	6.26	0.21%
Residential 25+	R-25+	0	0.00%
Transit-Oriented Residential 9-12	TO:R9-12	50.47	1.76%
Transit-Oriented Residential 12-18	TO:R12-18	0.73	0.02%
Transit-Oriented Residential 18-24	TO:R18-24	72.19	2.52%
Transit-Oriented Residential 24-40	TO:R24-40	71.56	2.50%
Transit-Oriented Residential 40-80	TO:R40-80	0	0.00%
Transit-Oriented Residential 80-120	TO:R80-120	0	0.00%
Office Commercial	OC	10.88	0.38%
Neighborhood Commercial	NC	7.93	0.27%
General Commercial	GC	0.84	0.02%
Community Business District	CBD	0	0.00%
Transit-Oriented Retail Commercial	TO:RC	0	0.00%
Transit-Oriented Business District	TO:BUS	2.76	0.59%
Transit-Oriented Employment District	TO:EMP	236.22	8.25%
Industrial	IND	62.16	2.17%
Institutional	INST	325.18	11.36%
Total		2861.34	100.00%