

West Union Community Plan

The information in this Community Plan is a representation of official maps and text filed with the Recording Section of the Washington County Department of Assessment & Taxation. This document may be amended through legislative changes, quasi-judicial plan amendments and annexations (as shown below). Maps have been compiled from original materials at various scales and are available for inspection in the Recording Section office located in the Washington County Public Services Building.

For more information concerning this Community Plan or any of the listed ordinances, contact:

Washington County Department of Land Use & Transportation
 Planning and Development Services | Long Range Planning
 155 N. First Ave., Suite 350, MS14 | Hillsboro, OR 97124
 503-846-3519 | lutplan@co.washington.or.us

Ordinance and Plan Amendment History

Ordinance #, Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
Ord. No. 263	6/28/83		Adopted the Community Plan
Ord. No.264	6/28/83		Adopted the Community Plan
Ord. No. 265	6/28/83		Adopted the Community Plan
Ord. No. 278	12/27/83		Text changes
Ord. No. 279	12/27/83		Text changes
Ord. No. 280	12/27/83		Text changes
MSD 86-208	9/25/86		Urban Growth Boundary amended, adding to the West Union Planning Area.
86-397-M	1/6/87	1N2 15 TL 1602 1N2 22 TL 103	Changed from EFU to SID
B.C. 2474	7/27/88		Annexed to Hillsboro
B.C. 2651	7/27/89	1N2 14	Annexed to Hillsboro
Ord. No.420	10/27/92		Change text to General Design Elements 1 & 2
B.C. 3340	7/28/94	1N2 14	Annexed to Hillsboro
Ord. No. 480	9/27/96		Change text "The Relationship of the Comprehensive Plan Elements"
Ord. No.551	7/6/00		Amends the Community Plan to comply with Metro's Regional Parking Policy (Title 2 of the Urban Growth Management Plan.)
4851	11/2/00	1N2 15	Annexed to Hillsboro
A-Eng. Ord. No.601	10/28/03		Transportation changes
5482	8/22/05	1N2 14	Annexed to Hillsboro
Ord. No.671	5/3/07		Planning for new UGB areas

Ordinance #, Plan Amendment #, or Annexation #	Adoption Date	Taxlot	Action
Ord. No. 694	6/3/08		Planning for new UGB areas – prohibition on institutional uses within areas designated for industrial development by Metro
A-Eng. Ord. No.783	10/7/14		Removes Transportation Functional Class Map
A-Eng. Ord. No.799	9/22/15		Transportation System Plan
Ord. No. 865	1/18/22		Amends the Community Plan to address Metro's 2018 Urban Growth Boundary expansion decision

No updates have been made to plan text since 2022.

West Union Community Plan

The Relationship of Comprehensive Plan Elements

Planning Context

The preparation of the West Union Community Plan represents a continuation of the County's long-standing involvement in comprehensive planning. In fact, the West Union Community Plan represents an update and rigorous re-examination of previous plans. 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 utilizes 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

Subsequent to the adoption of these plan elements, the County will begin work on the Unified Capital Improvement Plan.

Comprehensive Framework Plan

The Comprehensive Framework Plan 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 Comprehensive Framework Plan contains strategies which are intended to guide the implementation of each policy directive.

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

Two central provisions of the Comprehensive Framework Plan 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 West Union Planning Area is one such planning area.

The policies and plan designations of the Comprehensive Framework Plan 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. Community Planning Area boundaries reflect the original boundaries from 1983. As such, the boundaries sometimes extend into areas that have been annexed by cities since the Community Plan was originally adopted.

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 where 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 Area of Special concern when parcelization and/or varied ownership require that the area be considered as one unit during development. In some cases, the Community Plan requires an Area of Special Concern 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 or 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 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

applications, including but not limited to new development and land divisions, are specified in the 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 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 Significant Natural Resources 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 Code is to assist in the implementation of the various community plans and the Comprehensive Framework Plan. The Code is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The Code contains specific procedures and development standards necessary to assist in the implementation of the community plans. The Code addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use and aesthetic concerns. The Code also sets forth processes and procedures for review of specific development proposals, including public notice requirements. The Code 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) is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan.

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. The 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. 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. 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 Development Code.

The local street system is designated on the community plans and Rural/Natural Resource Plan. New local streets and special area local streets are identified through the development review process or by amendments to the community plans or the Rural/Natural Resource Plan. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

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

Following the adoption of the Washington County Comprehensive Plan, the County will embark on a second phase of planning which will include the preparation of 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 West Union Planning Area, located north of U.S. Highway 26 (Sunset Highway) directly west of NW Cornelius Pass Road. At the time the Community Plan was adopted in 1983, the planning area encompassed approximately one square mile in size. It was bounded primarily on the north by NW West Union Road, on the south by the Sunset Highway, on the east by NW Cornelius Pass Road and on the west by the UGB. Between 1983 and 2018, the planning area was reduced by city annexations and increased by UGB expansions. In 2018, Metro expanded the UGB through an administrative amendment to include one parcel known as West Union Square in the Bendemeer Urban Reserve area (also known as Urban Reserve Area 8C). This approximately five-acre parcel was added to the northeastern portion of the planning area.

West Union represents the only urbanizable portion of a larger Community Planning Organization - CPO #8, North Plains. The Rural/Natural Resource Plan, adopted by Washington County on December 27, 1983, guides land use decisions for land located outside the UGB. This plan addresses only land use decisions within the West Union Planning Area. In 1980, the West Union Planning Area had a population of 35 residents.

Land Use

At the time the Community Plan was developed in 1983, land use in West Union reflected a combination of industrial, residential and agricultural uses. In 1983, the West Union Planning Area encompassed 530.8 acres, of which approximately 478 acres were considered vacant and buildable (undeveloped and not constrained by flood plains or steep slopes).

In 1983, industrial uses comprised 6% of the total land area, with the Riviera Motors office and warehouse facilities being the largest use. Residential and commercial uses represented less than 1% of existing land uses. Over 90% of the West Union Planning Area was held under three ownerships in excess of 100 acres; one holding was in excess of 200 acres.

The West Union Planning Area has been zoned primarily for industrial purposes. Service availability, however, has limited substantial industrial expansion. The West Union Community Plan reflects a continuation of the industrial status of the West Union area. The plan, however, continues to require urban service availability prior to additional industrial development.

Natural Features

In 1983, topography ranged from nearly level to gently sloping landforms. Vegetation was sparse and scattered. Waible Gulch, a tributary of McKay Creek, flows through the former center of West Union on its course to the Tualatin River. This stream is subject to periodic flooding north of the existing industrial use. Dawson Creek, a tributary of Rock Creek, and an unnamed tributary of Waible Gulch also flows through the planning area. The 2018 UGB expansion included Metro Title 13 Type I Riparian Wildlife Habitat.

A variety of soil types (Woodburn-Willamette-Verboort association) are present in the planning area. Building constraints are associated with Verboort and Woodburn soils due to poor drainage.

Transportation

The transportation system serving the West Union Planning Area consists of three major facilities with the following functional classifications: Highway 26 (Freeway), Cornelius Pass Road and West Union Road (Arterials).

Access to the planning area from Highway 26 is provided by the interchanges at Cornelius Pass Road and Helvetia Road.

Railroad service (freight only) is provided by the Portland and Western line, serving the north part of the planning area. Air service for small shipments and executive travel is available at the Hillsboro Airport, two miles to the south.

Transit service is currently not available in the West Union Planning Area.

Services

The Clean Water Services (CWS) boundaries encompass the West Union Planning Area. The Bendemeer Local Improvement District (LID) was formed by property owners in the area and approved by the Board of County Commissioners to construct a \$1.1 million trunk line and four sewer pump stations. The project is scheduled to be completed in the 1983 construction season. The LID excludes residential property owners not desiring service. Existing development is not connected to a sewer trunk.

The majority of the planning area lies within the Wolf Creek Highway Water District. The District currently maintains three main lines within or adjoining the area.

The West Union School District #70 and the Hillsboro Union High School District #3 both serve the West Union Planning Area. West Union is not a part of any organized park system. Residents may use park facilities provided through the Tualatin Hills Park and Recreation District, but must pay higher user fees than those charged residents living within district boundaries.

West Union is served by two fire stations in Washington County Fire District #2. Both stations are located outside the planning area boundary.

Community Plan Overview

The West Union Planning Area encompasses an area of approximately one square mile and is located in the northwest corner of the urban growth boundary in Washington County. West Union presently consists of a mix of industrial and agricultural uses and has been designated for industrial use since 1973. The West Union Community Plan represents a commitment to continued expansion of the industrial base in the West Union area and, at a larger scale, to continued economic development in the Sunset Highway corridor.

As an industrial area, West Union benefits from its strategic location along the Sunset Highway, its proximity to the emerging residential areas in Washington County and its lack of any natural constraints which would inhibit future growth. In the past, urban service availability has been one factor which has limited industrial expansion. However, recent public and private actions have responded to this limitation. Public sewer will be extended to West Union during 1983, and the majority of property owners formally annexed to the Wolf Creek Highway Water District in January 1983. Consistent with Washington County's growth management policies, approval of future development in West Union will be contingent upon the availability of adequate urban services, including sewer, water, and transportation services.

The West Union area, in addition to the benefits identified above, has the characteristic of containing large vacant tracts of land currently under three ownerships. In all three instances, the land holdings are in excess

of 100 acres, and in one instance, in excess of 200 acres. Collectively, these properties represent over 90% of the total vacant buildable area of West Union available for industrial development.

The West Union Community Plan proposes that a mixture of industrial uses ranging from land-extensive warehousing-type uses to employee-intensive manufacturing be considered as the appropriate industrial character for the area. This will provide for a mixture of employment densities within West Union.

As West Union develops, a demand for goods and services beyond what can be provided by individual industrial concerns will be generated. This plan recognizes the importance of services and conveniences to assist in the daily operation of industries locating in West Union. The location of office and commercial uses in proximity to the area they serve enables them to provide a more efficient level of service. In West Union, office or commercial uses which conform to the provisions of the Special Industrial District Overlay shall be allowed. In general, these office and commercial uses are primarily engaged in providing supporting services for other establishments in the West Union Planning Area rather than for the general public.

Recent studies conducted in the Portland region by both public and private sources have focused on the availability of industrial land and the region's ability to attract new industrial development and jobs. Among the current constraints identified to future industrial expansion in the region is the following finding:

"The very limited availability of improved industrial land in large contiguous parcels on the Oregon side of the greater Portland area is probably the greatest single constraint to local expansion of firms already in the area, and to attracting new business from the outside." (Phase I Report: *Strengths and Weaknesses of the Portland Area as an Industrial Location*; Prepared for the Portland Chamber of Commerce by SRI International, July 1982.)

Additionally, the recent expansion in the high technology industrial field has altered past site characteristic requirements for industrial firms. High technology firms have consistently indicated their desire for larger vacant parcels of land for plant sites to allow for future plant expansion opportunities and to assist in creating an industrial campus atmosphere. A study conducted for the city of Eugene in 1981 on site selection characteristics for high technology firms indicated that firms in this category prefer sites in the range of 20-45 acres. The study concluded that the "typical" site size for high technology firms is 35 acres. This site size is felt to allow the opportunity for high-image site development with adequate provision for "insulation from surrounding uses."

Recent action by the Land Conservation and Development Commission and Metro concerning management of land within the regional urban growth boundary has removed several legal barriers to industrial development in West Union. This action was based upon the documented findings that a shortage of large industrial parcels in the Portland area was inhibiting further economic development and expansion. The availability of large industrial parcels that are serviced and free from natural constraints were determined to be extremely limited, creating virtually no choice in the market place for more than a very few potential industrial developers. Since the West Union area is one of the few areas in the region which is characterized by large industrial lot ownership patterns, previous legal barriers which limited development in West Union were removed because of the potential benefits of making this area available for immediate large-lot industrial development.

The action taken by LCDC (OAR 660-03-035) amended Metro's Urban Growth Boundary Compliance acknowledgement order to remove statewide planning Goal 3 (Agricultural Land) requirements on proposed industrial development on parcels of 30 acres or larger. This action directly affects the West Union Planning Area by permitting immediate industrial development on parcels of 30 acres or larger. This order concluded that the 30-acre minimum lot size for industrial uses would remain in effect until Washington County adopted a community plan for the area.

The West Union Community Plan has been prepared with the actions and findings mentioned above in mind. Additionally, the need to offer industrial users in Washington County a full range of industrial site opportunities in order to further economic expansion and diversity in the county was strongly weighed with the need to preserve large industrial lots. As a result, the West Union Community Plan represents an effort by

Washington County to preserve the availability of large industrial parcels, while at the same time, recognizing that the West Union area could ultimately provide industrial opportunities for a variety of sizes of industrial users.

The need to preserve a supply of large industrial lots to provide major new areas for campus park industrial development as well as major single industrial users is well documented. Furthermore, the planning process must be responsive to the prevailing market characteristics of industrial development in order to continue to expand economic activity in Washington County by offering a full range of industrial lot sizes for small, medium and large users. With these conditions in mind, Washington County has prepared, as a part of the comprehensive planning process, a planning approach to industrial development that preserves the majority of land in West Union in large industrial lots while, over time, allowing the market to effectively demonstrate what the true market demands are for industrial users. The Special Industrial District Overlay is designed to allow industrial development on lot sizes down to two acres on a designated portion of a site while reserving the majority of a site in a minimum lot size of thirty acres.

Over time, should the industrial market response demonstrate that industrial development is consuming only those lots in the small and medium size range (e.g., two acres to ten acres), the Special Industrial District process provides an incremental mechanism to allow those lots which have been held in lot sizes of 30 acres or more to be re-examined and partitioned below 30 acres. By recognizing both the need for large industrial lots within the urban growth boundary as well as the industrial market demand for a variety of lot sizes, the Special Industrial District Overlay approach affords Washington County a flexible response to industrial development that is responsive to both long-term and short-term market conditions.

The West Union Community Plan has applied the Special Industrial District Overlay to each of the three subareas within West Union (Five Oaks, Jacobson and Cornelius Pass). The provisions detailed in the Community Development Code for the Special Industrial District Overlay will apply separately to each subarea.

The following sections present the specific design elements which are recommended to guide future industrial development in West Union.

Community Design

General Design Elements

The General Design Elements listed below apply to the West Union Planning Area as a whole and shall be considered during the development review process. Some of the General Design Elements are further refined to site-specific applications in the Design Element section of each subarea.

1. New industrial development shall continue and reinforce the attractive, campus-like environmental already established in the Five Oaks area of West Union. New development shall be compatible with and integrate the functions, appearances and locations of existing buildings, improvements and landscaping.
2. Landscape development is an integral part of the overall design character intended by this plan for West Union. Notable patterns of landscape design have already been established in the area. Additional and new landscaping associated with industrial development shall be compatible with landscape plantings and techniques currently utilized in the Five Oaks subarea.

Minimum landscaping requirements for each building site shall be 15% of the developed portion of each individual site for the overall area. Front setback areas shall be 100% landscaped for the first 15 feet, excluding driveways and access areas. Undeveloped portions of the building site shall be used for agricultural purposes or seeded in grass and maintained until ready for development.

3. A common criticism of industrial districts is that room for expansion is limited by neighboring industrial uses and a high ratio of land coverage. Side yard setback requirements in West Union shall be a minimum of 10 feet. Initial building coverage of each industrial site of 30 acres or greater shall be limited to 30%.

This will ensure sufficient space for parking and loading operations without requiring the use of adjacent streets and will encourage planning for reservation of additional land for building expansion as well as maintenance of a campus-like atmosphere. Building coverage, exclusive of parking, shall not ultimately exceed 45% of the lot area on industrial sites of 30 acres or greater. On those sites of less than 30 acres in the Special Industrial District, building lot coverage shall conform to the Industrial provisions of the Community Development Code.

4. Uniform commercial and directional sign standards shall be in effect throughout the entire West Union area to ensure the overall compatibility of development and preserve the aesthetic value of buildings and landscaping. These minimum standards are not intended to interfere with the identification of the industrial concern, but to standardize design of the sign structure itself. Each industrial resident may apply individual graphics to the signs. Commercial content shall pertain to the identification of the business located on the site only.

Uniform directory and directional signs shall be provided by the developer. Signs identifying private streets shall be consistent with those used throughout West Union on public roads.

In the event of multiple tenants on a single site, all tenants shall be identified on the same sign. Where there are separate entrances for each tenant or groups of tenants, separate signs for the tenant(s) using each entrance are allowed.

The location and size of signs shall conform with the provisions of the Community Development Code.

5. Off-street parking provides greater safety for occupants and visitors, allows reduced roadway widths and provides a better overall appearance. On-street parking and loading operations shall be prohibited throughout the planning area. Employee parking and loading fronting the street will be strongly discouraged. Visitor parking shall be allowed in front of the principal structure. Consolidation of off-street parking spaces grouped in facilities serving more than one lot or industrial concern is encouraged.
6. As part of proposed development in West Union, a system of multiple-purpose pedestrian/bicycle pathways shall be instituted to allow access through the development, and to link buildings to each other, to off-street parking areas and to any proposed transit stops. This system shall connect to the bicycle pathways along West Union and Cornelius Pass Roads proposed by Washington County's Transportation System Plan. Adequate parking facilities for bicycles and curb cut ramps at street crossings shall be included in the design of all new development.
7. Bicycle parking facilities shall be required as a 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. 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.
9. Utilities (telephone, power lines) needed to serve new development shall be installed underground. In West Union this shall serve to further the appearance of a campus-like development.
10. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building. Exterior lighting shall be directed away from adjacent properties, particularly residential areas.

11. Where the impact of noise and lighting associated with commercial and industrial development on adjacent residential areas does not meet the standards in the Community Development Code, the commercial or industrial development shall be subject to limited hours of operation.
12. In the design of new development, flood plains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and power line 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 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.
13. Trees located within a Significant Natural Resource Area shall not be removed without first obtaining a development permit for tree removal as provided for within the Community Development Code. A permit shall not be required for tree removal from power line rights-of-way, public parks and playgrounds, or mineral aggregate sites.
14. 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 Community Development Code.
15. New development, when determined appropriate through the development review process, shall dedicate right-of-way for road extensions and/or alignments indicated on Washington County's System Transportation Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
16. 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.
17. New development in West Union shall be required to address the traffic impacts on the proposed internal road system, those roads and intersections on the perimeter of the West Union planning area, and the Helvetia Road crossing and the Cornelius Pass Road interchange at the Sunset Highway (US Highway 26). Traffic impacts shall be contained in a traffic analysis study as required in the development review process.
18. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

Subareas

Cornelius Pass

The Cornelius Pass subarea has excellent access to the Burlington Northern rail line which bisects the subarea. As such, this subarea is viewed as an appropriate location for distribution, warehousing or storage activities. In particular, this subarea could function as a distribution point utilizing both rail and trucking services. Potential noise and vibration factors associated with rail activities in the eastern portion of the Cornelius Pass subarea may limit the potential for high technology-related uses. Should high technology-

related uses or related office uses locate in this subarea, such uses will be encouraged to locate in the western portion of the Cornelius Pass subarea.

The vacant land east of Cornelius Pass Road outside of the West Union Planning Area is designated as residential. Therefore, industrial uses which locate in West Union along Cornelius Pass Road must provide sufficient landscaping and other buffering activities such as berms to minimize visual and noise impacts on the adjacent residential areas.

The Special Industrial District Overlay has been applied to the Cornelius Pass subarea as a whole. Industrial development shall conform to the provisions detailed in the Community Development Code.

Design Elements

1. No additional rail line crossings of public roads shall be allowed.
2. New rail spur tracks shall be designed to run parallel to the road system developed as a part of the Cornelius Pass subarea.
3. Individual access to both West Union and Cornelius Pass Roads by new development will be strongly discouraged. Access shall be achieved via well-spaced connections to the major transportation system shown on the map. Access shall be consolidated unless demonstrated to be infeasible.
4. The preservation of existing vegetation is justified in an industrial development when it will be located along roadways or in front yard setback areas. The stand of trees on the Old West Union School site (1N2 14, tax lot 300) at Croeni and Jacobson Roads shall be preserved as part of the setback requirement.
5. Landscaping along the perimeter of the planning area shall be used to minimize visual and noise impacts, provide a buffer between adjacent residential areas, coordinate the appearance of differing architectural styles and soften the appearance of industrial development.
6. New development in the Cornelius Pass subarea shall at minimum address the traffic impacts on the proposed internal road system, the Croeni Road entrance off of Cornelius Pass Road, the Cornelius Pass Road/West Union Road intersection, and the Helvetia Road crossing and Cornelius Pass Road interchange at the Sunset Highway.

Five Oaks

The Five Oaks subarea contains the only existing industrial activity within the West Union Planning Area. This use is characterized as a low-profile office building, training center and warehouse complex. The development quality and use already established in Five Oaks is similar to industrial/office activities located throughout Washington County in campus-like industrial parks. Such uses generally involve the assembly of final products of small unit size, research and development in an office-based atmosphere and other industrial activities conducted inside, generally utilizing highly skilled, technical labor. Such special light industrial or high technology uses are considered appropriate for the Five Oaks subarea, in addition to the warehouse and distribution activities already in place.

The Five Oaks area is presently under one ownership. The special Industrial District Overlay has been applied to the Five Oaks subarea as a whole. Industrial development shall conform to the provisions detailed in the Community Development Code.

Finally, a landscaping pattern utilizing a tree-lined parkway entrance has already been established as a prominent characteristic of the Five Oaks subarea.

This landscaping approach features consistent use of species and harmonious spacing of trees and has formed a popular image for the entire West Union planning area in the minds of many area residents. A

continuation of the landscaping theme shall be a primary design objective for future development in West Union.

Design Elements

1. New development in the Five Oaks subarea shall at minimum address the traffic impacts on the proposed internal road system, the Croeni Road entrance off of Cornelius Pass Road and the Helvetia Road crossing and Cornelius Pass Road interchange at the Sunset Highway.
2. If proposed new development in the Five Oaks subarea establishes labor-intensive uses, such development shall consider implementing rideshare and flexible work time programs to relieve peak-hour traffic congestion on the major road system.
3. The flood plain area in the northwest portion of Five Oaks shall be preserved, protected and incorporated to site development plans as set forth in the Community Development Code.
4. New development shall provide a continuation of the landscape pattern in the Five Oaks subarea and shall also consider landscape and open space patterns established in adjacent areas in West Union.

Jacobson

Land uses envisioned in the Jacobson subarea basically represent a continuation of those proposed in the Five Oaks subarea. Light industrial or high technology uses in combination with distribution activities are considered appropriate in the Jacobson subarea. The eastern portion of this subarea, however, may be appropriate for rail-related industrial activities due to the presence of the Burlington Northern Railroad.

The Jacobson subarea total 212 acres, of which 203 acres are under single ownership. The Special Industrial District Overlay has been applied to the Jacobson subarea as a whole. Industrial development shall conform to the provisions detailed in the Community Development Code.

There are currently no industrial-related activities in the Jacobson subarea. There are not natural constraints which would limit industrial development. The Jacobson area lacks an internal road system. New development in this area will be required to design an internal road system to meet expected demand.

Design Elements

1. New rail spur tracks in the Jacobson subarea shall run parallel to existing and proposed roads.
2. No additional rail line crossings of public roads shall be allowed.
3. Individual access to West Union Road by new development will be strongly discouraged. Access shall be achieved via well-spaced connections to the major transportation system shown on the plan map. Access shall be consolidated unless demonstrated to be infeasible.
4. Landscaping along the perimeter of the planning area shall be used to minimize visual and noise impacts, provide a buffer between adjacent residential areas, coordinate the appearance of differing architectural styles and soften the appearance of industrial development.
5. New development in Jacobson shall at minimum address the traffic impacts on the proposed internal road system, the Croeni Road entrance off of Cornelius Pass Road, the Cornelius Pass Road/West Union Road intersection, and the Helvetia Road crossing and Cornelius Pass Road interchange at the Sunset Highway.

6. If proposed new development in the Jacobson subarea establishes labor intensive uses, such development shall consider implementing rideshare and flexible work time programs to relieve peak-hour traffic congestion on the major road system.
7. New development shall provide a continuation of the landscape pattern established in the Five Oaks subarea and shall also consider landscape and open space patterns established in adjacent areas in West Union.

Helvetia

This area consists of several parcels located at the southeast corner of Helvetia and West Union Roads and encompasses approximately 250 acres. These properties were added to the UGB by Metro Ordinance 04-1040B, adopted on June 24, 2004. Metro designated the area as a Regionally Significant Industrial Area on the 2040 Growth Concept Plan.

The area is designated Future Development - 20 Acre (FD-20) District on the West Union Community Plan and the FD-20 designation shall be maintained until the property is annexed to the city of Hillsboro and rezoned. Area of Special Concern 1 provisions apply to the entire Helvetia Subarea.

Area of Special Concern 1. Title 11 planning and FD-20 development applications within this Area of Special Concern are subject to the following criteria:

- a. No lot or parcel that is 50 acres or larger may be subdivided or partitioned into lots or parcels smaller than 50 acres.
- b. Until the effective date of new regulations adopted pursuant to Title 11, development applications within this Area of Special Concern shall be subject to Community Development Code Section 308, except as otherwise provided below:
 - 1) Day care facilities, cemeteries, churches, and schools are prohibited due to the area's designation as a Regionally Significant Industrial Area.

Transportation

Primary descriptions of Washington County's transportation system policies, strategies, facilities and services, including those serving the West Union Planning Area, are contained in the adopted Washington County Transportation System Plan.

Roads

Industrial land needs adequate transportation access to support the flow of goods and workers. Industrial uses generate substantial traffic which must be accommodated by the road system. On a countywide basis, development is currently constrained by existing transportation system deficiencies. The road network in the West Union Planning Area is no exception. Both major access points to and the internal circulation system of the planning area will require improvements prior to major industrial expansion in West Union.

The location and width of any new streets in West Union shall be considered in relation to an overall circulation plan, to the impacts on the existing road system and to the proposed land uses. As specified in Washington County's Growth Management policies, proposed new development will be required to demonstrate that the road system is adequate to meet the traffic demand generated by the development.

A basic objective of the West Union Community Plan is to improve access to the industrial area and to minimize traffic impacts on surrounding residential areas. Access to West Union shall not require through travel on neighborhood streets and shall minimize travel on streets adjacent to residential areas. During the

development review process, new development shall identify any potential traffic impacts to adjacent residential areas and recommend steps to mitigate these impacts, as provided for by the Washington County Community Development Code.

The design elements listed in each subarea have identified specific roads or intersections either internal to the planning area or on the perimeter as potential problem areas. New development shall incorporate these elements into their overall circulation analysis.

The internal circulation system of West Union will be the primary responsibility of the developer. Such roads shall conform to Washington County's Functional Classification System and Road Improvement Design Standards. The internal circulation system should be designed to allow unrestricted movement of industrial traffic within the planning area and to minimize traffic on roads bordering adjacent residential areas.

Transit

As development occurs in West Union, transit will play an increasing role in meeting the travel requirements of workers in the area. Public transit is not presently available in West Union. As industrial development occurs in West Union, the use of transit service will be encouraged to relieve traffic congestion. During the design of the internal circulation system and the industrial development pattern, consideration should be given to the ultimate ability of development in West Union to support transit. Additionally, as development occurs, employers in West Union will be strongly encouraged to institute rideshare programs for employees to relieve peak-hour traffic congestion.

Washington County transit policies and strategies and planned facilities and services, including those for the West Union Planning Area, are identified in the Washington County Transportation System Plan. Transit services are expected to 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 West Union Community Plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County Transportation System Plan (TSP). Generally speaking, the transportation plan calls for bikeways along all Arterial and Collector roads in the area, as well as along major streams and in power line easements. The timing of pathway development will be determined by the availability of resources and the application of plan implementation priorities identified in the TSP.

As part of the development of the entire West Union Planning Area, a system of multi-purpose pedestrian/bicycle pathways shall be instituted to link buildings to each other, to off-street parking areas and to any proposed transit stops. This system shall connect to the proposed pathways along West Union and Cornelius Pass Roads.

Distribution of Planned Land Uses

Land Use Districts		Acres	Percentage
Residential 5	R-5	0.00	0.00%
Residential 6	R-6	0.00	0.00%
Residential 9	R-9	0.00	0.00%
Residential 15	R-15	0.00	0.00%
Residential 24	R-24	0.00	0.00%
Residential 25+	R-25+	0.00	0.00%
Transit Oriented Residential 9-12	TO:R9-12	0.00	0.00%
Transit Oriented Residential 12-18	TO:R12-18	0.00	0.00%
Transit Oriented Residential 18-24	TO:R18-24	0.00	0.00%
Transit Oriented Residential 24-40	TO:R24-40	0.00	0.00%
Transit Oriented Residential 40-80	TO:R40-80	0.00	0.00%
Transit Oriented Residential 80-120	TO:R80-120	0.00	0.00%
Office Commercial	OC	0.00	0.00%
Neighborhood Commercial	NC	0.00	0.00%
General Commercial	GC	0.00	0.00%
Community Business District	CBD	0.00	0.00%
Transit Oriented Retail Commercial	TO:RC	0.00	0.00%
Transit Oriented Business District	TO:BUS	0.00	0.00%
Transit Oriented Employment District	TO:EMP	0.00	0.00%
Industrial	IND	10.28	4.00%
Institutional	INST	0.00	0.00%
Future Development	FD-20	250.00	96.00%
Total		260.28	100.00%