

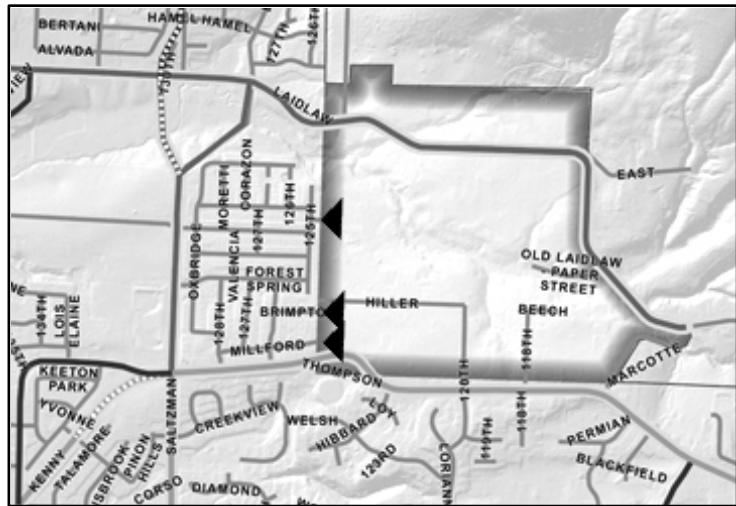
Bonny Slope West Planning Area Roadway Connections

Several regulatory provisions direct how new urban area roadways connect to existing and adjacent development.

Such is the case in Bonny Slope West as the concept plan considers the interior transportation connections to the street stubs on Millford, Brimpton, and Grenoble streets southwest of this new urban area.

As evidenced by existing street stub barriers, future development of Bonny Slope West was part of the transportation planning when the Remington and Bauer Highlands developments were being designed and constructed.

Washington County, Metro (regional government), and the State of Oregon require the extension of existing roads to provide increased neighborhood circulation and integrate new neighborhoods into the fabric of the area.



The following regulatory provisions apply to neighborhood connectivity in urban unincorporated Washington County, including Bonny Slope West:

- Oregon State Transportation Planning Rule (TPR);
- Metro's Regional Transportation Functional Plan (RTFP);
- Washington County's Transportation System Plan (TSP); and
- Washington County's Community Development Code (CDC) Section 408.

Both the TPR and RTFP require development to provide "full street connections" and limit closed-end streets. Washington County's Community Development Code complies with these requirements. These regulations are similar to those in Multnomah County, the City of Portland, and other jurisdictions in the Metro area.

The Washington County TSP (updated in 2014), under Goal 7 – Connectivity states "Provide improved and new transportation connections within and between developed and developing areas." This is further supported by TSP Strategy 7.1.1.