



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/14/2013

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 009-13

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, October 25, 2013

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Jeannine Rustad, City of Hillsboro
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> YA



FORM 2

DLCD

Notice of Adoption

In person electronic mailed

DATE STAMP

OCT 07 2013

For Office Use Only

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **Hillsboro**

Local file number: **HCP 2-13**

Date of Adoption: **10/1/2013**

Date Mailed: **10/3/2013**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 5/22/13

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Transportation System Plan**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

ADOPTED AN ORDINANCE APPROVING AMENDMENTS TO THE HILLSBORO COMPREHENSIVE PLAN ORDINANCE NO. 2793, AS AMENDED, AND THE TRANSPORTATION SYSTEM PLAN UPDATE (JANUARY 2004) AS AMENDED, TO RECLASSIFY OR CREATE NEW ALIGNMENTS FOR THE SOUTH HILLSBORO COMMUNITY PLAN AREA AND UPDATE INFORMATION FOR TRANSPORTATION IMPROVEMENTS IDENTIFIED IN THE SOUTH HILLSBORO FOCUS AREA PLAN.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **N/A**

Acres Involved: **0**

Specify Density: Previous: **N/A**

New: **N/A**

Applicable statewide planning goals:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

DLCD File No. 009-13 (19859) [17634]

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Washington County, Metro and ODOT

Local Contact: **Jeannie Rustad, Planning Supervisor** Phone: (503) 681-5321 Extension:
Address: **150 E Main Street, 4th Floor** Fax Number: 503-681-6245
City: **Hillsboro** Zip: 97123- E-mail Address: jeannine.rustad@hillsboro-oregon.gov

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.



October 3, 2013

TO: Interested Parties

FROM: Planning Department

RE: NOTICE OF DECISION – Hillsboro Comprehensive Plan Amendments
Case File No.: HCP 2-13 South Hillsboro Transportation System Plan Amendments

At their regular meeting on October 1, 2013, the Hillsboro City Council adopted Ordinance No. 6065, which adopts text and map amendments to the Hillsboro Comprehensive Plan and the Transportation System Plan Update, January 2004 to reclassify or create new alignments for the South Hillsboro Community Plan Area and update information for transportation improvements identified in the south Hillsboro Focus Area Plan.

A copy of Ordinance No. 6065 is enclosed for your information. This Ordinance shall be effective on October 31, 2013. This Ordinance affirms the action of the Planning Commission, Order No. 8091, adopted on August 28, 2013.

Pursuant to ORS 197.620, persons who participated either orally or in writing in the Planning Commission or City Council proceedings on this amendment to the City's Comprehensive Plan may appeal the decision by filing a notice of intent to appeal the City Council's approval of this Ordinance with the State Land use Board of Appeals within 21 days of the date of mailing this Notice of Decision and by complying with all other applicable provisions in ORS 197.830 to 197.845.

If you have any questions please contact me at (503) 681-5321 or Brad Choi at (503) 681-5203.

Sincerely,

CITY OF HILLSBORO PLANNING DEPARTMENT

A handwritten signature in black ink, appearing to read 'Jeannine Rustad', is written over a printed name and title.

Jeannine Rustad
Long Range Planning Supervisor

Attachment: Ordinance No. 6065

cc: File

ORDINANCE NO. 6065

HILLSBORO COMPREHENSIVE PLAN AMENDMENT 2-13: SOUTH HILLSBORO TRANSPORTATION SYSTEM PLAN AMENDMENTS

AN ORDINANCE RECOMMENDING THAT THE CITY COUNCIL APPROVE AMENDMENTS TO HILLSBORO COMPREHENSIVE PLAN ORDINANCE NO. 2793, AS AMENDED, AND THE TRANSPORTATION SYSTEM PLAN UPDATE (JANUARY 2004) AS AMENDED, TO RECLASSIFY OR CREATE NEW ALIGNMENTS FOR THE SOUTH HILLSBORO COMMUNITY PLAN AREA AND UPDATE INFORMATION FOR TRANSPORTATION IMPROVEMENTS IDENTIFIED IN THE SOUTH HILLSBORO FOCUS AREA PLAN.

WHEREAS, transportation improvements for the South Hillsboro Community Plan Area were identified in the Tualatin Valley Corridor Plan and the South Hillsboro Focus Area Plan where Hillsboro Transportation System Plan amendments are necessary in order to ensure that the transportation improvements can occur in the near future; and

WHEREAS, identified amendments through the Tualatin Valley Highway Corridor Plan and South Hillsboro Focus Area Plan are:

Transportation System Plan

- Amending text in Tables 1-1, 1-2, 1-3, 1-4, 4-7, 4-10, 4-11, 4-13 and 4-14 to reclassify and update information for transportation improvements identified in the South Hillsboro Focus Area Plan;
- Deleting text listed as numbers 3 and 4 in Chapter 4: Future Demand and Land Use, Potential Future Connections/Realignments, and renumbering the remaining text in that section;
- Deleting two study areas (numbers 5 and 6) from and renumbering the remaining study areas in Figure 4-10; and
- Amending Transportation System Plan maps in Figures 1-2, 1-3, 1-5, 1-6, 1-7, 1-8, 1-9 and 4-10 to reclassify or create new alignments for roadways located within the South Hillsboro Community Plan Area.

Comprehensive Plan

- Amending maps Figures 13-5, 14-1, 14-1a, 14-2, 14-4, 14-6 and 14-7 to reflect the changes to the Transportation System Plan regarding the reclassification and update information for transportation improvements identified in the South Hillsboro Focus Area Plan.

WHEREAS, the Hillsboro Transportation System Plan is a planning document which is incorporated into the Hillsboro Comprehensive Plan in its entirety by reference and any amendment or modification of the Transportation System Plan requires the City to conduct and follow the major plan amendment process outlined in Section 1 of the Hillsboro Comprehensive Plan; and

WHEREAS, Section 1 (III) of the Hillsboro Comprehensive Plan Ordinance, as amended, requires consideration, process and a public hearing by the Hillsboro Planning Commission with respect to initiating proposed major amendments to the Comprehensive Plan such as the proposed Transportation System Plan amendments to implement transportation improvements for the South Hillsboro Community Plan Area as described in the attachments to this Order; and

WHEREAS, the Planning Commission adopted Order No. 8087 initiating the proposed major Comprehensive Plan amendments on May 22, 2013; and

WHEREAS, the Planning Commission held a public hearing on August 14, 2013, to consider the proposed amendments to the Transportation System Plan and received the staff report and public testimony; and

WHEREAS, on August 28, 2013, based on the testimony, the Record and Exhibits A and B attached hereto, the Planning Commission recommended City Council approval of the initiated Comprehensive Plan amendments through adoption of Order No. 8091; and

WHEREAS, the City Council considered the Planning Commission's recommendation at its regular meeting on September 17, 2013;

NOW, THEREFORE, THE CITY OF HILLSBORO ORDAINS AS FOLLOWS:

Section 1. As set forth in Exhibit A, Tables 1-1, 1-2, 1-3, 4-7, 4-10, 4-11, 4-13 and 4-14, Chapter 4: Future Demand and Land Use, Special Study Areas, Potential Future Connections/Realignments, and Figures 1-2, 1-3, 1-5, 1-6, 1-8, 1-9 and 4-10 Transportation System Plan maps of the Hillsboro Transportation System Plan Update, January 2004, are amended to reclassify and update information for transportation improvements identified for the South Hillsboro Focus Plan Area; and Figures 13-5, 14-1, 14-1a, 14-2, 14-4, 14-6 and 14-7 Comprehensive Plan maps are also amended to reflect the changes to the Transportation System Plan Update, January 2004, regarding the reclassification and update of information for transportation improvements identified for the South Hillsboro Community Plan Area.

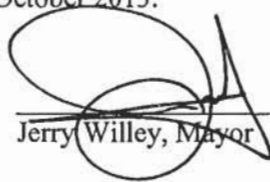
Section 2. Except as herein amended, Comprehensive Plan Ordinance No. 2793, as amended, shall remain in full force and effect.

Section 3. This ordinance shall be effective from and after 30 days following its passage and approval by the Mayor.

First approval of the Council on this 17th day of September 2013.

Second approval and adoption by the Council on this 1st day of October 2013.

Approved by the Mayor this 1st day of October 2013.



Jerry Willey, Mayor

ATTEST:



Amber Ames, City Recorder

EXHIBIT A

HCP 2-13: South Hillsboro Community Plan Transportation System Plan Amendments Proposed Comprehensive Plan Text and Map Amendments

Added language is shown as *italicized* text, deleted language is shown as ~~strikethrough~~ and background information about the proposed text and map amendments is provided before the proposed added or deleted language.

PROPOSED TEXT AMENDMENTS

The following sections of the TSP need to be amended to add the transportation improvements associated with the roadways or change functional classifications for the roadways listed on the previous page. All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 1-1 Amendments

Pedestrian Master Plan Priority Projects

This table includes pedestrian projects recommended to be shown on Figure 1-2 Pedestrian Master Plan and are illustrated in detail on Figure 1-2a. Cost estimates are based on additional sidewalk, curb and gutter, drainage, driveway adjustments and landscaping as required. Right-of-way costs and additional roadway pavement costs, if known, are included in the estimates. The cost estimates are conceptual and subject to refinement upon further study.

Table 1-1 is amended as follows:

Pedestrian Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost**
New Facilities:						
<i>SW Industrial Way</i>	<i>SW 209th Ave</i>	<i>SW Kinnaman Rd Extension</i>		✓	Hillsboro	TBD
<i>SW Cornelius Pass Rd Extension</i>	<i>SW TV Hwy</i>	<i>SW Rosedale Rd</i>		✓	Washington County	\$26,373,000 ³
<i>New Neighborhood Route</i>	<i>SW Alexander St Extension</i>	<i>SW Kinnaman Rd Extension</i>		✓	Hillsboro	TBD
<i>SW Century Blvd Extension</i>	<i>SW Davis Rd</i>	<i>SW 229th Ave @ SW McInnis Ln</i>		✓	Hillsboro	\$5,394,000 ³
<i>SW Murphy Ln</i>	<i>SW 209th Ave</i>	<i>SW 229th Ave</i>		✓	Hillsboro	TBD
<i>SW Rosa Rd Extension</i>	<i>SW 229th Ave</i>	<i>SW 209th Ave</i>		✓	Hillsboro	\$8,304,000 ³

SW McInnis Ln	SW 209 th Ave	SW 229 th Ave		✓	Hillsboro	TBD
SW Kinnaman Rd Extension	SW 209 th Ave	SW Century Blvd Extension		✓	Hillsboro	\$7,900,000 ³
SW Blanton St Extension	SW 209 th Ave	SW Cornelius Pass Rd extension (@ SW Alexander St extension)		✓	Hillsboro	\$7,000,000 ³ (with Alexander St extension)
SW Alexander St Extension	SW 229 th Ave	SW Cornelius Pass Rd extension (@ SW Blanton St extension)		✓	Hillsboro	\$7,000,000 ³ (with Blanton St extension)
Changes to Existing Facilities:						
SW 198 th Ave	SW TV Hwy	SW Alexander St		✓	Washington County	\$745,000 ³
SW 209 th Ave	TV Hwy	SW Farmington Rd		✓	Hillsboro	\$26,517,000 ³
SW 229 th Ave	TV Hwy	SW Alexander St		✓	Hillsboro	\$792,720 ³
SW 229 th Ave	SW Alexander St	SW Kinnaman Rd Extension		✓	Hillsboro	\$6,480,336 ³ (Alexander to McInnis)
SW 229 th Ave	SW Kinnaman Rd Extension	SW McInnis Ln extension		✓	Hillsboro	\$6,480,336 ³ (Alexander to McInnis)
SW 229 th Ave	SW McInnis Ln extension	SW Rosedale Rd extension		✓	Hillsboro	\$9,172,552 ³
SW Rosedale Rd	SW 209 th Ave	SW 229 th Ave		✓	Washington County	\$9,530,000 ³
SE Johnson St	SW 67 th Ave	SE Century Blvd		✓	Hillsboro	\$8,000,000 (Cornelius Pass to Century)
Changes to Expanded Study Area:						
SW 185 th Ave	TV Hwy	SW Farmington Rd		✓	Washington County	\$26,435,000
SW 198 th Ave	TV Hwy	SW Farmington Rd		✓	Washington County	\$27,900,000 ³
SW Farmington Rd	SW 185 th Ave	SW 198 th Ave		✓	Washington County	\$24,000,000
SW Farmington Rd	SW 198 th Ave	SW 209 th Ave		✓	Washington County	\$18,000,000
SW Rosa Rd	SW 198 th Ave	SW 185 th Ave		✓	Washington County	TBD
SW Kinnaman Rd	SW 198 th Ave	SW 185 th Ave		✓	Washington County	TBD

** Project cost for projects added to this list in October 2012 represent 2010¹ dollars for projects located within AmberGlen, or 2012² dollars for projects located within the North Hillsboro Industrial Area, and 2013³ dollars for projects located within South Hillsboro; all existing projects listed in the July 2004 TSP Update represent 2003 dollars. All cost estimates are

conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including sidewalks. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add sidewalks and landscape strips and associated costs.

Table 1-2 Amendments

Bicycle Master Plan Priority Projects

This table includes bicycle projects recommended to be shown on Figure 1-3 Bicycle Master Plan and are illustrated in detail on Figure 1-3a. Cost estimates are based on additional sidewalk, curb and gutter, drainage, driveway adjustments and landscaping as required. Right-of-way costs and additional roadway pavement costs, if known, are included in the estimates. The cost estimates are conceptual and subject to refinement upon further study.

Table 1-2 is amended as follows:

Bicycle Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost**
New Facilities:						
SW Cornelius Pass Rd Extension	SW TV Hwy	SW Rosedale Rd		✓	Washington County	\$26,373,000 ³
SW Century Blvd Extension	SW Davis Rd	SW 229 th Ave @ SW McInnis Ln		✓	Hillsboro	\$5,394,000 ³
SW Rosa Rd Extension	SW 229 th Ave	SW 209 th Ave		✓	Hillsboro	\$8,304,000 ³
SW Kinnaman Rd Extension	SW 209 th Ave	SW Century Blvd Extension		✓	Hillsboro	\$7,900,000 ³
SW Blanton St Extension	SW 209 th Ave	SW Cornelius Pass Rd extension (@ SW Alexander St extension)		✓	Hillsboro	\$7,000,000 ³ (with Alexander St extension)
SW Alexander St Extension	SW 229 th Ave	SW Cornelius Pass Rd extension (@ SW Blanton St extension)		✓	Hillsboro	\$7,000,000 ³ (with Blanton St extension)
Changes to Existing Facilities:						
SW 209 th Ave	TV Hwy	SW Farmington Rd		✓	Hillsboro	\$26,517,000 ³
SW 229 th Ave	SW Alexander St	SW Kinnaman Rd Extension		✓	Hillsboro	\$6,480,336 ³ (Alexander to McInnis)
SW 229 th Ave	SW McInnis Ln extension	SW Rosedale Rd		✓	Hillsboro	\$9,172,552 ³
SW Rosedale Rd	SW 209 th Ave	SW 229 th Ave		✓	Washington County	\$9,530,000 ³

SE Johnson St	SW 67 th Ave	SE Century Blvd		✓	Hillsboro	\$8,000,000 (Cornelius Pass to Century)
Changes to Expanded Study Area:						
SW 185 th Ave	TV Hwy	SW Farmington Rd		✓	Washington County	\$26,435,000
SW 198 th Ave	TV Hwy	SW Farmington Rd		✓	Washington County	\$27,900,000 ³
SW Farmington Rd	SW 185 th Ave	SW 198 th Ave		✓	Washington County	\$24,000,000
SW Farmington Rd	SW 198 th Ave	SW 209 th Ave		✓	Washington County	\$18,000,000
SW Rosa Rd	SW 198 th Ave	SW 185 th Ave		✓	Washington County	TBD
SW Kinnaman Rd	SW 198 th Ave	SW 185 th Ave		✓	Washington County	TBD
Multi-use Trails						
BPA Corridor Multi-Use Path	Union Pacific Railroad ROW	SW Rosedale Rd		✓	TBD	TBD

** Project cost for projects added to this list in October 2012 represent 2010¹ dollars for projects located within AmberGlen, or 2012² dollars for projects located within the North Hillsboro Industrial Area, and 2013³ dollars for projects located within South Hillsboro; all existing projects listed in the July 2004 TSP Update represent 2003 dollars. All cost estimates are conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including sidewalks. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add sidewalks and landscape strips and associated costs.

**Table 1-3 Amendments
Motor Vehicle Project List**

This table lists motor vehicle projects illustrated in Figure 1-5a, recommended to be included in, amended, or deleted from the list including sidewalks, bicycle lanes, mixed use paths, cycle tracks, and transit accommodations as required, with the projects organized by priority: Highest Priority, Second Highest Priority and Third Highest Priority. It includes the location and description of the projects, indicates the Regional Transportation Plan (RTP) planning status (for financially constrained and priority system improvements in the June 2010 RTP), the lead agency for the project, and the estimated cost.

Table 1-3 is amended as follows:

Motor Vehicle Project List

Location	Description	Planning Status*	Lead Agency	Cost**
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Location	Description	Planning Status*	Lead Agency	Cost**
Highest Priority Projects				
New Facilities:				
SW Industrial Way: SW 209 th Ave to SW Kinnaman St	Extend as 2 lane Roadway	Not in Plans	Hillsboro	TBD
SW Cornelius Pass Rd Extension: TV Hwy to SW Rosedale Rd	Extend as 5 Lane Roadway	RTP 10844 (TV Hwy to Rosa only)	Washington County	\$26,373,000 ³
New Neighborhood Route: SW Alexander St Extension to SW Kinnaman Rd Extension	Extend as 2 Lane Roadway	Not in Plans	Hillsboro	TBD
SW Century Blvd Extension: SW Davis Rd to SW 229 th Ave (@ SW McInnis Ln)	Extend as 3 Lane Roadway	RTP 11274	Hillsboro	\$5,394,000 ³
SW Murphy Ln: SW 209 th Ave to SW 229 th Ave	Extend as 2 lane Roadway	Not in Plans	Hillsboro	TBD
SW Rosa Rd Extension: SW 229 th Ave to SW 209 th Ave	Extend 3 Lane Roadway	Not in Plans	Hillsboro	\$8,304,000 ³
SW McInnis Ln: SW 209 th Ave to SW 229 th Ave	Extend as 2 Lane Roadway	Not in Plans	Hillsboro	TBD
SW Kinnaman Rd: SW 209 th Ave to SW Century Blvd extension	Extend as 3 Lane Roadway	Not in Plans	Hillsboro	\$7,900,000 ³
SW Blanton St: SW 209 th Ave to SW Cornelius Pass Rd extension (@ SW Alexander St extension)	Extend as 3 Lane Roadway	Not in Plans	Hillsboro	\$7,000,000 ³ (with Alexander St extension)
SW Alexander St: SW 229 th Ave to SW Cornelius Pass Rd extension (@ SW Blanton St extension)	Extend as 3 Lane Roadway	Not in Plans	Hillsboro	\$7,000,000 ³ (with Blanton St extension)
Changes to Existing Facilities:				
SW 198 th Ave: TV Hwy to SW Alexander St	Widen to 5 Lanes	Not in Plans	Washington County	\$745,000 ³
SW 209 th Ave: SW TV Hwy to SW Farmington Rd	Widen to 5 Lanes	RTP 10553	Hillsboro	\$26,517,000 ³
SW 229 th Ave: TV Hwy to SW Alexander St	Close at railroad crossing & widen to 2 Lanes	Not in Plans	Hillsboro	\$792,720 ³
SW 229 th Ave: SW Alexander St to SW Kinnaman Rd Extension	Widen to 3 Lanes	Not in Plans	Hillsboro	\$6,480,336 ³ (Alexander to McInnis)
SW 229 th Ave: SW Kinnaman Rd Extension to SW McInnis Ln Extension	Widen to 2 Lanes	Not in Plans	Hillsboro	\$6,480,336 ³ (Alexander to McInnis)
SW 229 th Ave: SW McInnis Ln Extension to SW Rosedale Rd	Widen to 3 Lanes	Not in Plans	Hillsboro	\$9,172,552 ³

Location	Description	Planning Status*	Lead Agency	Cost**
231 st Avenue Extension	Extend south of Baseline to Lois Street 3 Lane roadway	RTP 3106 RTP 10818	Wash. County Hillsboro	\$19,300,000 \$16,500,000
SW Century Blvd/SW 234 th Ave: SW Alexander St to SW Johnson St	Widen to 5 Lanes	Not in Plans	Hillsboro	TBD
SW Rosedale Rd: SW 209 th Ave to SW 229 th Ave	Widen to 3 Lanes	Not in Plans	Hillsboro	\$9,530,000 ³
SW Kinnaman Rd: Intersection of SW Kinnaman Rd and SW 198 th Ave	Realign to match Kinnaman Rd east of intersection	Not in Plans	Hillsboro	TBD
SW Blanton St: Intersection of SW Blanton St and SW 198 th Ave	Realign to match Blanton St east of intersection	Not in Plans	Hillsboro	TBD
TV Highway: Brookwood Ave to SW 185 th Ave	Add Westbound BAT lane, multi-modal improvements	Not in Plans	ODOT/WashCo Hillsboro	TBD
SW Johnson St: 185 th Ave to SE Century Blvd (234 th Ave)	Widen to 3 Lanes	WeCo 122 RTP 10830 / RTP 10585	Washington Co /Hillsboro	\$32,000,000
Changes to Expanded Study Area:				
SW 185 th Ave: TV Hwy to SW Farmington Rd	Widen to 5 Lanes	RTP 10582	Washington County	\$26,435,000
SW 188 th Ave: SW Kinnaman Rd to SW Shaw St	Widen to 2 Lanes	Not in Plans	Washington County	TBD
SW 198 th Ave: TV Hwy to SW Farmington Rd	Widen to 3 Lanes	Not in Plans	Washington County	\$27,900,000 ³
SW Farmington Rd: SW 185 th Ave to SW 198 th Ave	Widen to 5 Lanes	RTP 11284	Washington County	\$24,000,000
SW Farmington Rd: SW 198 th Ave to SW 209 th Ave	Widen to 5 Lanes	RTP 11285	Washington County	\$18,000,000
SW Rosa Rd: SW 198 th Ave to SW 185 th Ave	Widen to 3 Lanes	Not in Plans	Washington County	TBD
SW Kinnaman Rd: SW 198 th Ave to SW 185 th Ave	Widen to 3 Lanes	Not in Plans	Washington County	TBD
SW Blanton St: SW 198 th Ave to SW 185 th Ave	Widen to 2 Lanes	Not in Plans	Washington County	TBD
SW Shaw St: SW 198 th Ave to SW 185 th Ave	Widen to 2 Lanes	Not in Plans	Washington County	TBD
Deletions from Existing TSP:				
185 th : TV Highway to Bany	Widen to 3 Lanes	Planned	Washington County	\$4,100,000
Second Highest Priority Projects				
209 th : TV Highway to Rosedale	Realign and widen to 3 Lanes	WACO-12	Wash. County	\$21,000,000
Third Highest Priority Projects				

Location	Description	Planning Status*	Lead Agency	Cost**
Cornelius Pass Road Extension	Extend 3-lane road south of TV Hwy to 209 th with grade separation over/under TV Hwy	Not in Plans	Wash. County	\$15,900,000
TV Highway: 185 th to Cornelius Pass	Widen to 7 Lanes*	Not in Plans	ODOT/Wash. County	\$50,000,000

* RTP = Regional Transportation Plan, financially constrained and priority system improvements, June 2010 for RTP project numbers: 10569, 10592, 10600, 10821, 10822, 10825, 10828, 10829, 11138, 11146, 11275, 11276, 11277, 10553, 10586, 10587, 10593, 10818, 10819, 10820, 10830, 10838, 10839, 10844, 11155, 11156, 11272, 11273, 11274, and August 2000 for existing projects listed in the January 2004 TSP Update.

** Cost estimates represent 2012 dollars for RTP project numbers: 10569, 10592, 10600, 10821, 10822, 10825, 10828, 10829, 11275, 11138, 11146, 11276, 11277, and projects that are listed as Not in Plans added to the list in September 2012. Cost estimates represent 2013 dollars for RTP projects numbers: 10553, 10586, 10587, 10593, 10818, 10819, 10820, 10830, 10838, 10839, 10844, 11155, 11156, 11272, 11273, 11274, and projects that are listed as Not in Plans added to the list in May 2013. The cost estimates for existing projects listed in January 2004 TSP Update represent 2003 dollars.

Table 1-4 Amendments Updates to Study Intersection Project List

Table 1-4 contains the proposed updates to the Study Intersection Project List (Figure 1-7 and 1-8) as illustrated in Figure 1-7a and 1-8a. This table would be updated to add the proposed intersection improvements in and around the South Hillsboro Community Plan area.

Table 1-4 is amended as follows:

Updates to Study Intersection Project List

No.	Study Intersection	Proposed Improvements
15	13 th Avenue/River Rd/TV Hwy	Add EB right turn lane and NB left turn lane 2 nd NB left-turn lane; modify signal; improve bicycle and pedestrian crossing of TV Hwy
16	Brookwood Parkway/TV Hwy	Extend Brookwood south, 2 nd SB left turn lane; improve bicycle crossing of TV Hwy
17	239 th Avenue (Imlay Ave)/TV Hwy	Traffic signal Install new signal; improve bicycle and pedestrian crossing of TV Hwy
18	Cornelius Pass Rd/TV Hwy	Add 2 nd NB/SB/EB left turn lanes As part of widening of Cornelius Pass Rd and extension (at-grade) south of TV Hwy, add EB and WB right-turn lanes, dual left-turn lanes on all approaches, modify signal, and construct new rail crossing
21	185 th Avenue/TV Hwy*	Add EB right-turn lane; add WB right-turn lane; add EB WB, NB, and SB dual left-turn lanes; modify signal; improve bicycle and pedestrian crossing of TV Hwy
36	229 th Avenue/TV Highway	Add a northbound right-turn lane Close existing railroad crossing
37	209 th Avenue/TV Highway	Add northbound and southbound right turn lanes Widen SW 209 th Ave and adjust grade for NB approach; add EB right-turn lane; add SB through lane; provide NB dual lefts, one through, one right-turn lane; modify railroad crossing; modify signal timing; improve bicycle crossing of TV Hwy
39	SW 185 th Ave/SW Blanton St	Realign offset intersection (Blanton); install traffic signal

No.	Study Intersection	Proposed Improvements
40	SW 185 th Ave/SW Kinnaman Rd	Modify signal timing
41	SW 185 th Ave/SW Farmington Rd (outside study area)	Extend 5-lane widening on 185 th Ave so 500' south of Farmington Rd; modify signal
42	TV Hwy/SW 198 th Ave	Add dual WB left-turn lanes and a SB right-turn lane; modify signal; restripe NB approach lanes
43	SW 198 th Ave/SW Blanton St	Realign offset intersection (Blanton); install traffic signal
44	SW 198 th Ave/SW Kinnaman St	Realign offset intersection (Kinnaman); install traffic signal
45	SW 209 th Ave/SW Blanton St	209 th Ave and Blanton St widening; install traffic signal; add WB left-turn lane
46	SW 209 th Ave/SW Kinnaman St	209 th Ave and Kinnaman St widening; install traffic signal
47	SW 209 th Ave/SW Rosedale Rd	209 th Ave widening; add EB right-turn lane; install signal
48	SW 209 th Ave/SW Farmington Rd	Add 2 nd SB left-turn lane, add SB right-turn lane; modify signal
50	SW Cornelius Pass Rd/SW Rosedale Rd	Construct roundabout
51	SW 229 th Ave/SW Rosa Rd	Construct roundabout
52	SW 229 th Ave/SW Rosedale Rd	Add EB left-turn lane; construct roundabout
53	SW Century Blvd/SE Johnson St	Install traffic signal
54	TV Hwy/SW Century Blvd (SW 234 th Ave)	Widen Century Blvd/234 th Ave and add turn lanes; widen rail crossing; modify signal
56	SW Rosedale Rd/SW River Rd	Install signal or roundabout
57	TV Hwy/SE 40 th Ave	Improve bicycle and pedestrian crossing of TV Hwy
60	TV Hwy/SW 192 nd Ave	Improve bicycle and pedestrian crossing of TV Hwy
61	TV Hwy/ SE 44 th Ave, SE 45 th Ave	Install Rectangular Rapid Flashing Beacon (RRFB)
62	SE Brookwood Ave/SE Witch Hazel Rd	Intersection improvements and/or access management
63	SE River Rd/SE Minter Bridge Rd	Add NB right-turn lane

Table 4-7 Amendments

Updates to Bicycle Master Plan

Table 4-7 contains the proposed updates to the Bicycle Master Plan (Figure 1-3) as illustrated in Figure 1-3a. This table would be updated to add planned bike facilities for the proposed transportation improvements in the South Hillsboro Community Plan area.

Table 4-7 is amended as follows:

Updates to Bicycle Master Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
New Facilities:		
<i>SW Industrial Way: SW 209th Ave to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Planned Bicycle Way Network</i>
<i>SW Cornelius Pass Rd: TV Hwy to SW Rosedale Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>New Neighborhood Route: SW Alexander St Extension to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Planned Bicycle Way Network</i>
<i>SW Century Blvd: SW Davis Rd to SW 229th Ave (@ SW McInnis Ln)</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Murphy Ln: SW 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>Planned Bicycle Way Network</i>
<i>SW Rosa Rd Extension: SW 229th Ave to SW 209th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW McInnis Ln: SW 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>Planned Bicycle Way Network</i>
<i>SW Kinnaman Rd Extension: SW 209th Ave to SW Century Blvd Extension</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Blanton St Extension: SW 209th Ave to SW Cornelius Pass Rd extension (@ SW Alexander St extension)</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Alexander St Extension: SW 229th Ave to SW Cornelius Pass Rd extension (@ SW Blanton St extension)</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
Changes to Existing Facilities:		
<i>SW 209th Ave: SW TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW 229th Ave: SW Alexander Street to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW 229th Ave: SW McInnis Ln Extension to SW Rosedale Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Rosedale Rd: SW 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Johnson St: SW 67th Ave to SE Century Blvd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
Changes to Expanded Study Area:		
<i>SW 185th Ave: TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW 198th Ave: TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Farmington Rd: SW 185th Ave to SW 198th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Farmington Rd: SW 198th Ave to SW 209th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Rosa Rd: SW 198th Ave to SW 185th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>SW Kinnaman Rd: SW 198th Ave to SW 185th Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>

Table 4-10 Amendments

Updates to Functional Classification Plan

Table 4-10 shows updates to the Functional Classification Plan illustrated in Figure 1-9a and Figure 1-9b to reflect the expanded TSP study area, on-going regional planning, the functional needs of Hillsboro, and consistency with the Regional Transportation Plan. This table is proposed to be amended to address changes in functional classification for the transportation projects added to the motor vehicles project list. These projects need to be added for future addition to the RTP and to implement the transportation system for South Hillsboro Community Plan area.

Table 4-10 is amended as follows:

Updates to Functional Classification Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
New Facilities:		
<i>SW Industrial Way: SW 209th Ave to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Planned Neighborhood Route</i>
<i>SW Cornelius Pass Rd: TV Hwy to SW Rosedale Rd</i>	<i>N/A</i>	<i>Planned Arterial</i>
<i>New Neighborhood Route: SW Alexander St Extension to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Planned Neighborhood Route</i>
<i>SW Century Blvd: SW Davis Rd to SW 229th Ave (@ SW McInnis Ln)</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>SW Murphy Ln: SW 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>Planned Neighborhood Route</i>
<i>SW Rosa Rd: SW 229th Ave to SW 209th Ave</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>SW McInnis Ln: Sw 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>Planned Neighborhood Route</i>
<i>SW Kinnaman Rd: SW 209th Ave to SW Century Blvd Extension</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>SW Blanton St extension: SW 209th Ave to SW Cornelius Pass Rd extension (@ SW Alexander St extension)</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>SW Alexander St extension: SW 229th Ave to SW Cornelius Pass Rd extension (@ SW Blanton St extension)</i>	<i>N/A</i>	<i>Planned Collector</i>
Changes to Existing Facilities:		
<i>SW 209th Ave: SW TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>Arterial</i>
<i>SW 229th Ave: TV Hwy to SW Alexander St</i>	<i>Collector</i>	<i>Local Street</i>
<i>SW 229th Ave: SW Alexander St to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>Collector</i>
<i>SW 229th Ave: SW Kinnaman Rd Extension to SW McInnis Ln Extension</i>	<i>N/A</i>	<i>Local Street</i>
<i>SW 229th Ave: SW McInnis Ln Extension to SW Rosedale Rd</i>	<i>N/A</i>	<i>Collector</i>
<i>SW Rosedale Rd: SW 209th Ave to SW 229th Ave</i>		<i>Collector</i>
<i>TV Highway: SW Brookwood Ave to SW 185th Ave</i>	<i>Principal Arterial</i>	<i>Arterial</i>

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
SE Johnson St: SW 67 th Ave to SE Century Blvd	Local Street	Collector
Changes to Expanded Study Area:		
SW 185 th Ave: TV Hwy to SW Farmington Rd	N/A	Arterial
SW 188 th Ave: SW Kinnaman Rd to SW Shaw St	N/A	Neighborhood Route
SW 191 th Ave: SW Anderson St to SW Kinnaman Rd	N/A	Neighborhood Route
SW 192 nd Ave: SW Farmington Rd to SW Anderson St	N/A	Neighborhood Route
SW 192 nd Ave: SW Anderson St to TV Hwy	N/A	Neighborhood Route
SW 196 th Ave: SW Farmington Rd to SW Rosa Rd	N/A	Neighborhood Route
SW 197 th Ave: SW Madeline St to SW Celebrity St	N/A	Neighborhood Route
SW 198 th Ave: Existing TSP study area boundary to SW Farmington Rd	N/A	Collector
SW Carlin Blvd: SW 209 th Ave to SW 198 th Ave	N/A	Neighborhood Route
SW Farmington Rd: SW 185 th Ave to SW 198 th Ave	N/A	Arterial
SW Farmington Rd: SW 198 th Ave to SW 209 th Ave	N/A	Arterial
SW Rosa Rd: SW 198 th Ave to SW 185 th Ave	N/A	Collector
SW Madeline St: SW 197 th Ave to SW 185 th Ave	N/A	Neighborhood Route
SW Celebrity St: SW 198 th Ave to SW 197 th Ave	N/A	Neighborhood Route
SW Anderson St: SW 198 th Ave to SW 291 st Ave	N/A	Neighborhood Route
SW Kinnaman Rd: SW 198 th Ave to SW 185 th Ave	N/A	Collector
SW Blanton St: SW 198 th Ave to SW 185 th Ave	N/A	Neighborhood Route
SW Shaw St: SW 198 th Ave to SW 185 th Ave	N/A	Neighborhood Route

Table 4-11 Amendments

Updates to Future Streets Right-of-Way Plan

The Future Streets Right-of-Way Plan (Figure 1-6) provides the right-of-way requirements for arterial and collector streets which are anticipated within the TSP planning horizon to require more than two lanes. The updates to the Future Streets Right-of-Way Plan are summarized in Table 4-11 and are illustrated in Figure 1-6a.

Table 4-11 is amended as follows:

Updates to Future Streets Right-of-Way Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
New Facilities:		
SW Cornelius Pass Rd: TV Hwy to SW Blanton St extension	N/A	7 lanes

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>SW Cornelius Pass Rd: SW Blanton St extension to SW Rosedale Rd</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW Century Blvd: SW Davis Rd to SW 229th Ave (@ SW McInnis Ln)</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Rosa Rd Extension: SW 229th Ave to SW 209th Ave</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Kinnaman Rd Extension: SW 209th Ave to SW Century Blvd Extension</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Blanton St extension: SW 209th Ave to SW Cornelius Pass Rd extension (@ SW Alexander St extension)</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Alexander St extension: SW 229th Ave to SW Cornelius Pass Rd extension (@ SW Blanton St extension)</i>	<i>N/A</i>	<i>3 lanes</i>
Changes to Existing Facilities:		
<i>SW 198th Ave: TV Hwy to SW Alexander St</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW 209th Ave: TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW 229th Ave: SW Alexander St to SW Kinnaman Rd Extension</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW 229th Ave: SW McInnis Ln extension to SW Rosedale Rd</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Century Blvd/SW 234th Ave: SW Alexander St to SW Johnson St</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW Rosedale Rd: SW 209th Ave to SW 229th Ave</i>	<i>N/A</i>	<i>3 lanes</i>
<i>TV Hwy – 185th to Brookwood</i>	<i>5/7 lanes</i>	<i>6/7 lanes 5 lanes</i>
<i>SW Johnson St: SW 67th Ave to SE Century Blvd</i>	<i>N/A</i>	<i>3 lanes</i>
Changes to Expanded Study Area:		
<i>SW 185th Ave: TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW 198th Ave: TV Hwy to SW Farmington Rd</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Farmington Rd: SW 185th Ave to SW 198th Ave</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW Farmington Rd: SW 198th Ave to SW 209th Ave</i>	<i>N/A</i>	<i>5 lanes</i>
<i>SW Rosa Rd: SW 198th Ave to SW 185th Ave</i>	<i>N/A</i>	<i>3 lanes</i>
<i>SW Kinnaman Rd: SW 198th Ave to SW 185th Ave</i>	<i>N/A</i>	<i>3 lanes</i>

**Table 4-13
Updates to Street Improvement Plan**

This table summarizes updates to the Street Improvement Plan (Figure 1-5) which are illustrated in Figure 1-5a.

Table 4-13 is amended as follows:

Updates to Street Improvement Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
New Facilities:		
SW Industrial Way Extension: SW 209 th Ave to SW Kinnaman Rd Extension	N/A	Proposed Street
SW Cornelius Pass Rd Extension: TV Hwy to SW Rosedale Rd	N/A	Proposed Street
New Neighborhood Route: SW Alexander St Extension to SW Kinnaman Rd Extension	N/A	Proposed Street
SW Century Blvd Extension: SW Davis Rd to SW 229 th Ave (@ SW McClinnis Ln)	N/A	Proposed Street
SW Murphy Ln Extension: SW 209 th Ave to SW 229 th Ave	N/A	Proposed Street
SW Rosa Rd Extension: SW 229 th Ave to SW 209 th Ave	N/A	Proposed Street
SW McClinnis Ln Extension: SW 209 th Ave to SW 229 th Ave	N/A	Proposed Street
SW Kinnaman Rd Extension: SW 209 th Ave to SW Century Blvd Extension	N/A	Proposed Street
SW Blanton St Extension: SW 209 th Ave to SW Cornelius Pass Rd extension (@ SW Alexander St extension)	N/A	Proposed Street
SW Alexander St Extension: SW 229 th Ave to SW Cornelius Pass Rd extension (@ SW Blanton St extension)	N/A	Proposed Street
Changes to Existing Facilities:		
SW 198 th Ave: TV Hwy to SW Alexander St	N/A	Street Widening
SW 209 th Ave: TV Hwy to SW Farmington Rd	N/A	Street Widening
SW 229 th Ave: TV Hwy to SW Alexander St	N/A	Close at railroad crossing, Street Widening
SW 229 th Ave: SW Alexander St to SW Kinnaman Rd Extension	N/A	Street Widening
SW 229 th Ave: SW Kinnaman Rd Extension to SW McClinnis Ln Extension	N/A	Street Widening
SW 229 th Ave: SW McClinnis Ln extension to SW Rosedale Rd	N/A	Street Widening
SW Century Blvd/SW 234 th Ave: SW Alexander St to SW Johnson St	N/A	Street Widening
SW Rosedale Rd: SW 209 th Ave to SW 229 th Ave	N/A	Street Widening
SW Johnson St: SW 67 th Ave to SE Century Blvd	N/A	Street Widening
Changes to Expanded Study Area:		
SW 185 th Ave: TV Hwy to SW Farmington Rd	N/A	Street Widening
SW 188 th Ave: SW Kinnaman Rd to SW Shaw St	N/A	Street Widening
SW 198 th Ave: TV Hwy to SW Farmington Rd	N/A	Street Widening
SW Farmington Rd: SW 185 th Ave to SW 198 th Ave	N/A	Street Widening
SW Farmington Rd: SW 198 th Ave to SW 209 th Ave	N/A	Street Widening

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
SW Rosa Rd: SW 198 th Ave to SW 185 th Ave	N/A	Street Widening
SW Kinnaman Rd: SW 198 th Ave to SW 185 th Ave	N/A	Street Widening
SW Blanton St: SW 198 th Ave to SW 185 th Ave	N/A	Street Widening
SW Shaw St: SW 198 th Ave to SW 185 th Ave	N/A	Street Widening

Table 4-14
Updates to Traffic Signal Master Plan

This table summarizes updates to the Traffic Signal Master Plan (Figure 1-8) as illustrated in Figure 1-8a. Staff proposes adding the proposed traffic signals for South Hillsboro to this table. Traffic signal locations may be considered for roundabouts based upon more detailed intersection study.

Table 4-14 is amended as follows:

Updates to Traffic Signal Master Plan

Intersection	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
Imlay Ave/TV Hwy	N/A	Proposed Traffic Signal
Johnson St/Century Blvd	N/A	Proposed Traffic Signal
Alexander St/Century Blvd	N/A	Proposed Traffic Signal
Alexander St Extension-Blanton St Extension/Cornelius Pass Rd Extension	N/A	Proposed Traffic Signal
Blanton St/209 th Ave	N/A	Proposed Traffic Signal
Kinnaman Rd/209 th Ave	N/A	Proposed Traffic Signal
Rosa Rd/209 th Ave	N/A	Proposed Traffic Signal
Rosedale Rd/209 th Ave	N/A	Proposed Traffic Signal
Kinnaman Rd Extension/Cornelius Pass Rd Extension	N/A	Proposed Traffic Signal
Kinnaman Rd Extension / Century Blvd Extension	N/A	Proposed Traffic Signal
Rosa Rd Extension/Cornelius Pass Rd Extension	N/A	Proposed Traffic Signal
Rosedale Rd / Cornelius Pass Rd Extension	N/A	Proposed Traffic Signal
SW 229 th Ave / SW Rosa Rd	N/A	Proposed Traffic Signal
SW 229 th Ave / SW Rosedale Rd	N/A	Proposed Traffic Signal
198 th Ave/Blanton St (realigned)	N/A	Proposed Traffic Signal
185 th Ave/Blanton St (realigned)	N/A	Proposed Traffic Signal
198 th Ave/Kinnaman Rd (realigned)	N/A	Proposed Traffic Signal

SPECIAL STUDY AREAS

Within the Special Study Areas section, there is a section titled Potential Future Connections/Realignment. The TSP is designed to permit consideration of road extensions

beyond study areas like the Meek Road Study Area and the urban growth boundary. No specific roadway alignments have been defined for any of these extensions or realignments; however, Figure 4-10 shows six study areas that were categorized as potential future connections/realignments. Three of the study areas are within South Hillsboro and two of them (extension of Cornelius Pass Road and Davis Road) have been proposed to be added to the project lists as part of this request. Staff proposes deleting the description of these study areas as follows and removing this location from Figure 4-10.

Potential Future Connections/Realignments

~~3. Extension of Cornelius Pass Road South of TV Highway to 209th Avenue — the road extension would serve future development should UGB expansion occur here at some future date and reduce traffic stress along TV Highway as commuters traverse from Cornelius Pass Road to 209th Avenue. The extension was included in the Washington County 2020 Transportation Plan as a placeholder for evaluation purposes. It is recognized that the area will require further study, particularly with regards to resolution of issues along TV Highway before inclusion in the UGB. In particular, the Portland and Western Railroad which runs parallel along the southern side of TV Highway, uses the tracks between 209th and 229th Avenues as a staging area for trains. Subsequently, any extension south of TV Highway in this vicinity will require a grade separated crossing over/under the tracks. The transportation study, therefore, would have to evaluate the Cornelius Pass extension and the transportation needed to support the development prior to any UGB expansion in the area.~~

~~4. Extension of Davis Road and Roadway Improvements along 229th Avenue — extensions and improvements within this vicinity would the planned Witch Hazel Village community to potential future development to the east. Along with the Cornelius Pass Road extension, Davis Road and 229th Avenue would provide vital traffic circulation the area between 209th and 229th Avenues.~~

Renumbering the Following:

~~5. 3. Extension of 247th Avenue (future Brookwood Avenue) to River Road~~

~~8. 4. Westmark Drive Extension from Croeni Road east to West Union Road~~

Based on the testimony received at the Planning Commission public hearing on August 14, 2013, where the extension of Cornelius Pass Road south of Rosedale Road was requested, a new special study area will be added to Chapter 4: Future Demand and Land Use, Special Study Area, Potential Future Connections/Realignments. The new special study area is added to the Potential Future Connections/Realignments section as follows:

5. Extension of Cornelius Pass Road south of Rosedale Road – This roadway extension may be deemed necessary in the future in order to provide an additional north-south connection within the Tualatin Valley area. The alignment of Cornelius Pass Road within the South

Hillsboro Community Plan has been proposed to generally allow for a future extension to connect with SW Clark Hill Road at SW Farmington Road.

Proposed Map Amendments:

The TSP and Comprehensive Plan Maps listed below will be amended to reflect the classification change of the planned roadways and proposed improvements for South Hillsboro. Detail maps are provided to show more clearly how the TSP maps are being amended, however these maps will not be added to the TSP. The proposed roadways are labeled as follows on the detail maps:

New Facilities:

- A. SW Industrial Way: Extend from SW 209th Avenue to SW Kinnaman Street Extension (with City Neighborhood Route cross section) – New Roadway per TVCP and FAP
- B. SW Cornelius Pass Road: Extend from TV Highway to SW Blanton Street Extension (with 5-lane County Arterial cross section and 7-lane right of way) – New Roadway per TVCP and FAP
- C. SW Cornelius Pass Road: Extend from SW Blanton Street Extension to SW Rosedale Road (with 5-lane County Arterial cross section) – New Roadway per TVCP and FAP
- D. New Neighborhood Route: Extend from SW Alexander Street Extension to SW Kinnaman Road Extension (with 2-lane City Neighborhood Route cross section) – New Roadway per South Hillsboro Master Plan
- E. SW Century Blvd: Extend from SW Davis Road to SW 229th Avenue at SW McInnis Lane Extension (with 3-lane City Collector cross section) – New Roadway per TVCP and FAP
- F. SW Murphy Lane: Extend from SW 209th Avenue to SW 229th Avenue (with City Neighborhood Route cross section) – New Roadway per TVCP and FAP
- G. SW Rosa Road: Extend from SW 229th Avenue to SW 209th Avenue (with 3-lane City Collector cross section) – New Roadway per TVCP and FAP
- H. SW McInnis Lane: Extend from SW 209th Avenue to SW 229th Avenue (with City Neighborhood Route cross section) – New Roadway per TVCP and FAP
- I. SW Kinnaman Road: Extend from SW 209th Avenue to SW Century Blvd Extension (with 3-lane City Collector cross section) – New Roadway per TVCP and FAP
- J. SW Blanton Street: Extend from SW 209th Avenue to SW Cornelius Pass Road Extension (with 3-lane City Collector cross section) – New Roadway per TVCP and FAP
- K. SW Alexander Street: Extend from SW 229th Avenue to SW Cornelius Pass Road Extension (with 3-lane City Collector cross section) – New Roadway per TVCP and FAP
- L. BPA Corridor Multi-use Path: Extend from Union Pacific Railroad Right of Way to SW Rosedale Road – New Multi-use Path per TVCP and FAP

Changes to Existing Facilities:

- M. SW 198th Avenue: TV Highway to SW Alexander Street (widen to 5-lane County Arterial cross section) – Modify per TVCP and FAP
- N. SW 209th Avenue: SW TV Highway to SW Farmington Road (widen to 5-lane County Arterial cross section) – Modify per TVCP and FAP
- O. SW 229th Avenue: TV Highway to SW Alexander Street (Close at Railroad crossing and designate as 2-lane City Local cross-section) – Modify per TVCP and FAP
- P. SW 229th Avenue: SW Alexander Street to SW Kinnaman Street Extension (widen to 3-lane City Collector) – Modify per TVCP and FAP
- Q. SW 229th Avenue: SW Kinnaman Road Extension to SW McInnis Lane Extension (designate as 2-lane City Local cross section) – Modify per TVCP and FAP
- R. SW 229th Avenue: SW McInnis Lane Extension to SW Rosedale Rd (widen to 3-lane City Collector cross section) Modify per TVCP and FAP
- S. SW Century Blvd/SW 234th Avenue: SW Alexander Street to SW Johnson Street (widen to 5-lane City Collector) – Modify per TVCP and FAP
- T. SW Farmington Rd: SW 185th Avenue to SW 198th Avenue (widen to 5-lane County Arterial cross section) – Modify per TVCP and FAP
- U. SW Farmington Rd: SW 198th Ave to SW 209th Ave (widen to 5-lane County Arterial cross section) - Modify per TVCP and FAP
- V. SW Rosedale Road: SW 209th Avenue to SW 229th Avenue (widen to 3-lane City Collector cross section) – Modify per TVCP and FAP
- W. SW Kinnaman Road: Realign SW Kinnaman Road at SW 198th Avenue to match SW Kinnaman Road east of SW 198th Avenue – Modify per TVCP and FAP
- X. SW Blanton Street: Realign SW Blanton St at SW 198th Avenue to match SW Blanton St east of and SW 198th Avenue) – Modify per TVCP and FAP
- Y. TV Hwy: SW Brookwood Avenue to SW 185th Avenue (revise classification to Arterial from Regional Arterial with ODOT arterial 5-lane cross section, westbound Business Access Transit lane, on-street bike lanes, and east-west multi-use trail) – Modify per TVCP and FAP
- Z. SE Johnson St: SW 67th Avenue to SE Century Blvd (revise classification to City Collector from City Local, widen to 3-lane City Collector cross section) – Modify per TVCP and FAP

Additions Due to Expanded Study Area:

- AA. SW 185th Avenue: TV Highway to SW Farmington Road (widen to 5-lane County Arterial cross section) – Add per County TSP

- BB. SW 188th Avenue: Existing SW Kinnaman Road to SW Shaw Street (widen to County Neighborhood Route cross section) - Add per County TSP
- CC. SW 191st Avenue: Existing SW Anderson Street to SW Kinnaman Road (County Neighborhood Route cross section) – Add per County TSP
- DD. SW 192nd Avenue: Existing SW Farmington Road to SW Anderson Street (County Neighborhood Route cross section) – Add per County TSP
- EE. SW 192nd Avenue: Existing SW Alexander Street to TV Highway (County Neighborhood Route cross section) – Add per County TSP
- FF. SW 196th Avenue: Existing SW Farmington Road to SW Rosa Road (County Neighborhood Route cross section) – Add per County TSP
- GG. SW 197th Avenue: Existing SW Madeline Street to SW Celebrity Street (County Neighborhood Road cross section) - Add per County TSP
- HH. SW 198th Avenue: Existing TSP Study Area Boundary to SW Farmington Road (widen to 3-lane County Collector cross section) – Add per County TSP
- II. SW Carlin Blvd: Existing SW 209th Avenue to SW 198th Avenue (County Neighborhood Route cross section) – Add per County TSP
- JJ. SW Rosa Road: SW 198th Avenue to SW 185th Avenue (widen to 3-lane County Collector cross section) – Add per County TSP
- KK. SW Madeline Street: Existing SW 197th Avenue to SW 185th Avenue (widen to County Neighborhood Route cross section) – Add per County TSP
- LL. SW Celebrity Street: Existing SW 198th Avenue to SW 197th Avenue (widen to County Neighborhood Route cross section) – Add per County TSP
- MM. SW Anderson Street: Existing SW 198th Avenue to SW 291st Avenue (widen to County Neighborhood Route cross section) – Add per County TSP
- NN. SW Kinnaman Road: SW 198th Avenue to SW 185th Avenue (widen to 3-lane County Collector cross section) – Add per County TSP
- OO. SW Blanton Street: SW 198th Avenue to SW 185th Avenue (widen to 2-lane County Neighborhood Route cross section and realign to match SW Blanton Street east of SW 185th Avenue) – Add per County TSP
- PP. SW Shaw Street: SW 198th Avenue to SW 185th Avenue (widen to County Neighborhood Route cross section) – Add per County TSP

TSP Figure 1-2: Pedestrian Master Plan (see attachment A-1). See Figure 1-2a: South Hillsboro TSP Amendment Pedestrian Master Plan Detail Map for specific details on how this map is being amended.

TSP Figure 1-3: Bicycle Master Plan (see attachment A-2). See Figure 1-3a: South Hillsboro TSP Amendment Bicycle Master Plan Detail Map for specific details on how this map is being amended.

TSP Figure 1-5: Street Improvement Plan (see attachment A-3). See Figure 1-5a: South Hillsboro TSP Amendment Improvement Plan Detail Map for specific details on how this map is being amended.

TSP Figure 1-6: Future Streets Where Right of Way is Planned for Two or More Lanes (see attachment A-4). See Figure 1-6a: South Hillsboro TSP Amendment Future Streets Where Right of Way is Planned for Two or More Lanes Detail Map for specific details on how this map is being amended.

TSP Figure 1-7: 2020 Substandard Intersections and Improvement Locations (see attachment A-5). See Figure 1-7a: South Hillsboro TSP Amendment 2020 Substandard Intersections and Improvements Locations for specific details on how this map is being amended.

TSP Figure 1-8: Traffic Signal Master Plan (see attachment A-6). See Figure 1-8a: South Hillsboro TSP Amendment Traffic Signal Master Plan for specific details on how this map is being amended.

TSP Figure 1-9: Functional Classification Plan (see attachment A-7). See Figure 1-9a: South Hillsboro TSP Amendment Functional Classification Plan for specific details on how this map is being amended. See Figure 1-9b: South Hillsboro TSP Amendment Functional Classification Plan Expanded Study Area Detail Map for specific details on how this map is being amended in the expansion area.

TSP Figure 4-10: Potential Future Connections/Realignments (see attachment A-8). See Figure 4-10a: South Hillsboro TSP Amendment Potential Future Connections/Realignments for specific details on how this map is being amended.

Comprehensive Plan Figure 14-1: Functional Classification Plan (see attachment A-9). Figure 14-1 will be amended similar to TSP Figure 1-9.

Comprehensive Plan Figure 14-1a: Future Streets Where Right of Way is Planned for More Than Two Lanes (see attachment A-10). This map will be amended similar to TSP Figure 1-6.

Comprehensive Plan Figure 14-2: Street Improvement Plan (see attachment A-11). This map will be amended similar to TSP Figure 1-5.

Comprehensive Plan Figure 14-4: Bicycle Master Plan (see attachment A-12). This map will be amended similar to TSP Figure 1-3.

Comprehensive Plan Figure 14-6: Traffic Signal Master Plan (see attachment A-13). This map will be amended similar to TSP Figure 1-8.

Comprehensive Plan Figure 14-7: Pedestrian Master Plan (see attachment A-14). This map will be amended similar to TSP Figure 1-2.

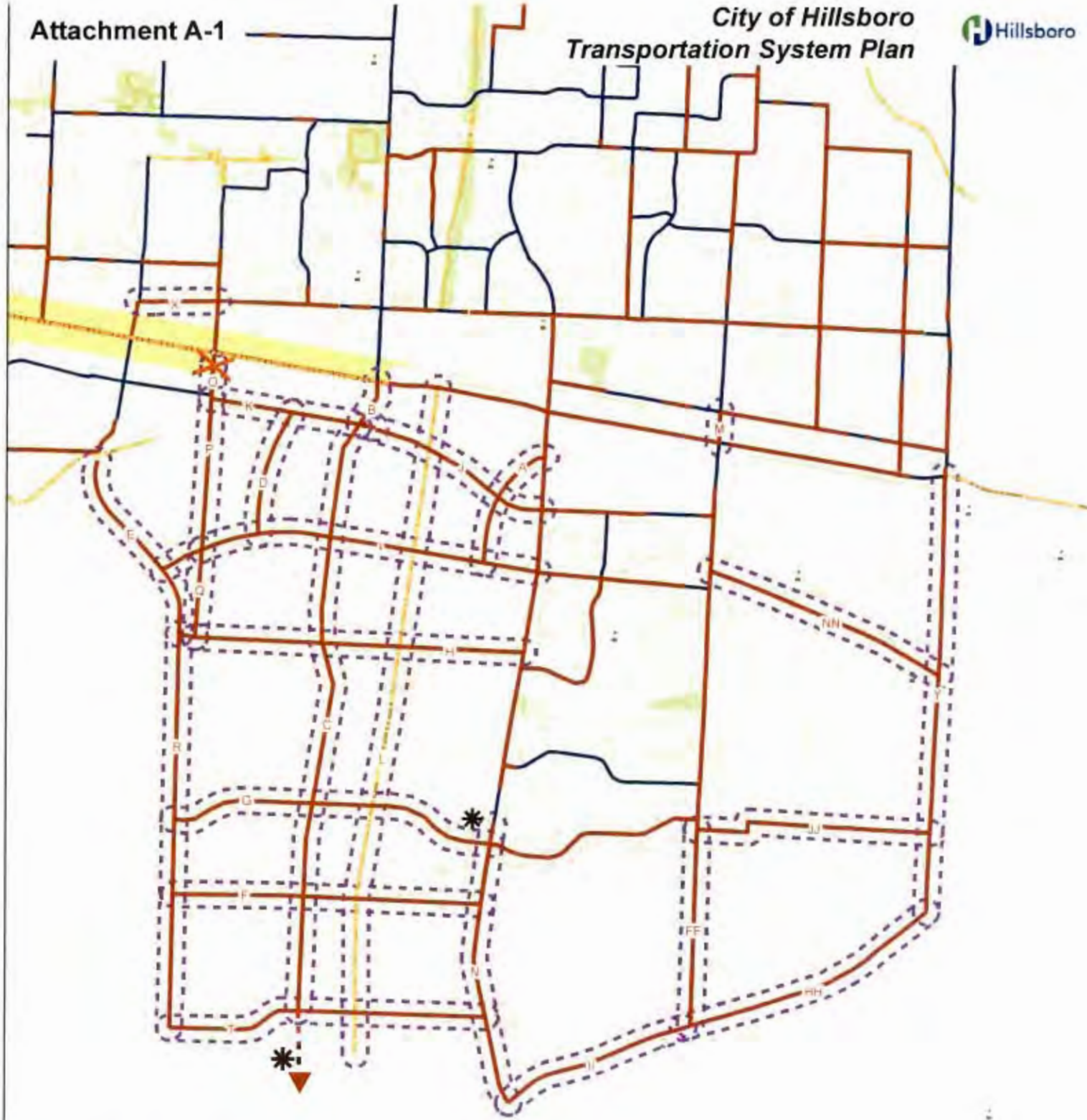
Comprehensive Plan Figure 13-5: Street Improvement Plan (see attachment A-15). This map will be amended similar to TSP Figure 1-5.



See Figure 1-2a
for proposed Amendment to
existing 2004 TSP

Source:
Metra (Regional Land Information System)
City of Hillsboro
Metra Regional Transportation Plan

**Figure 1-2
(PRE-AMENDMENT)
PEDESTRIAN MASTER PLAN**



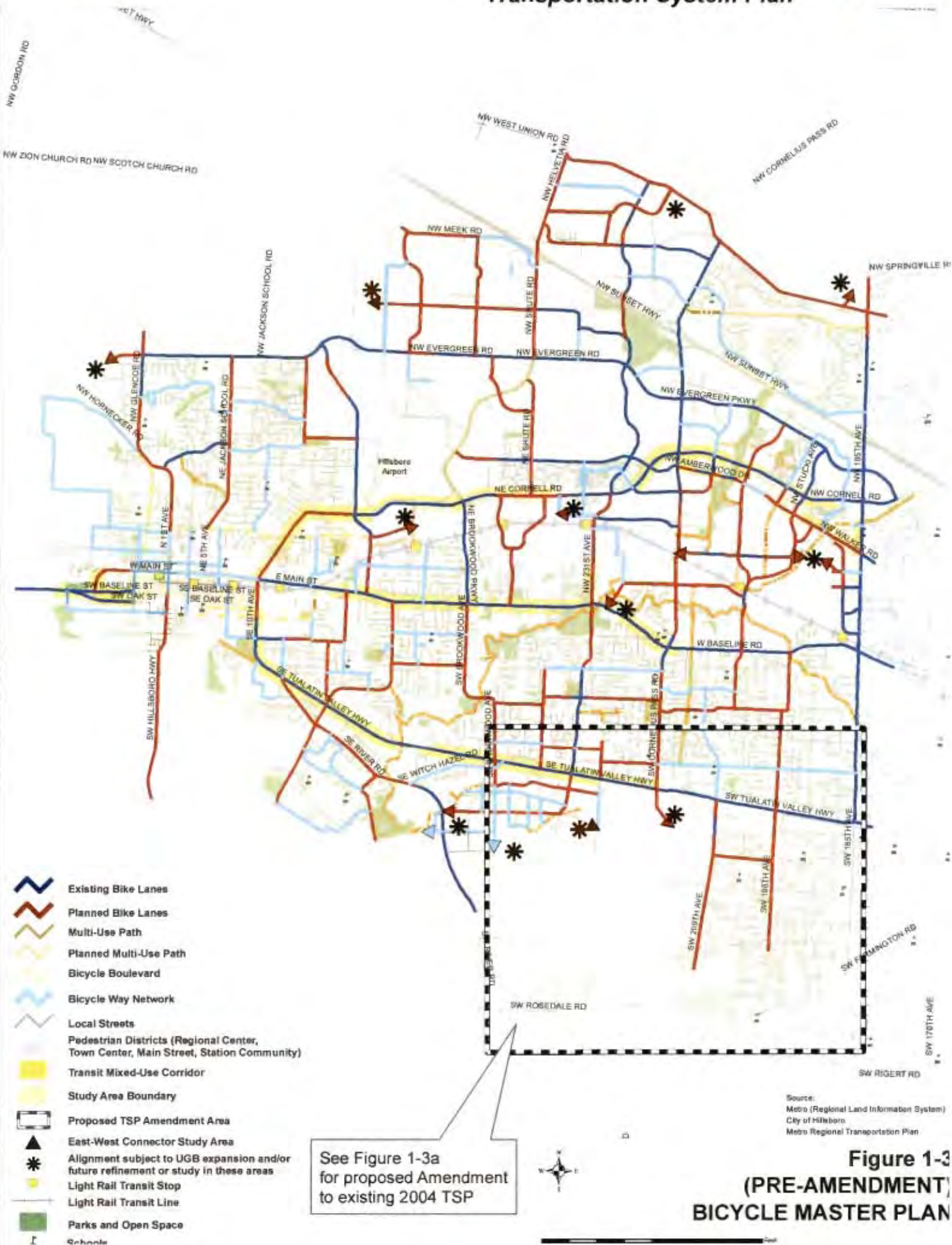
- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Multi-Use Path
- Local Streets
- Amendment Locations
- Transit Mixed-Use Corridor
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas
- Disconnected Facility
- Parks and Open Space
- Schools

Source:
Metro (Regional Land Information System)
City of Hillsboro
Metro Regional Transportation Plan



Figure 1-2a
(SOUTH HILLSBORO TSP AMENDMENT)
PEDESTRIAN MASTER PLAN





**Figure 1-3
(PRE-AMENDMENT)
BICYCLE MASTER PLAN**



Source:
Metro (Regional Land Information System)
City of Hillsboro
Metro Regional Transportation Plan

Figure 1-3a
(SOUTH HILLSBORO TSP AMENDMENT)
BICYCLE MASTER PLAN DETAIL MAP



0 100 200 Feet



See Figure 1-5a
for proposed
amendments to TSP

Source:
-Metro (Regional Land Information System)
-City of Hillsboro

**Figure 1-5
(PRE-AMENDMENT)
STREET IMPROVEMENT PLAN**

0 2,500 5,000 10,000 Feet



Figure 1-5:
(SOUTH HILLSBORO TSP AMENDMENT
STREET IMPROVEMENT PLAN DETAIL MAP)

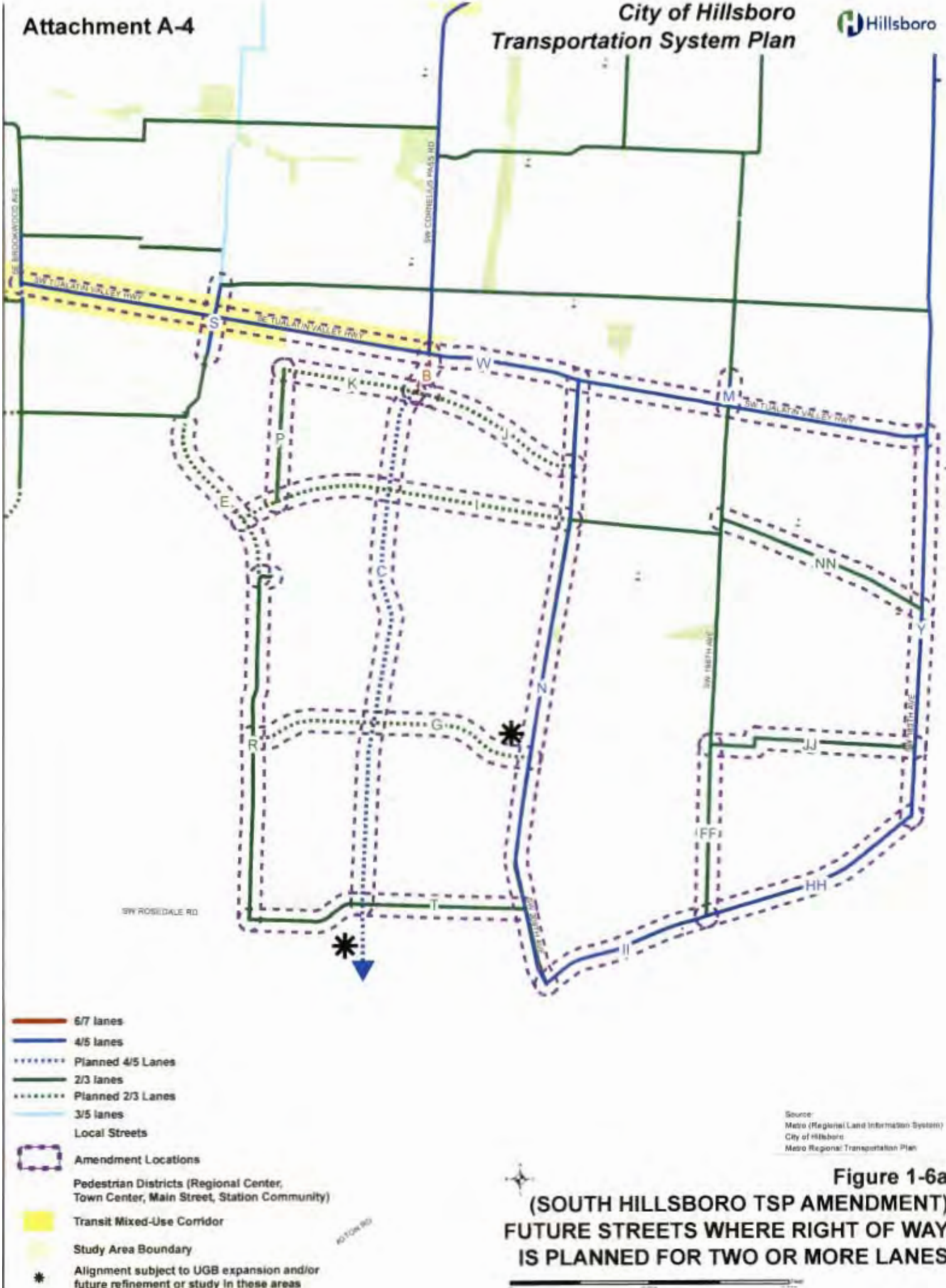


See Figure 1-6a
for proposed Amendment to
existing 2004 TSP

Source:
Metro (Regional Land Information System)
City of Hillsboro
Metro Regional Transportation Plan



**Figure 1-6 (PRE-AMENDMENT
FUTURE STREETS WHERE RIGHT OF WAY
IS PLANNED FOR TWO OR MORE LANES**



Source:
Metrol (Regional Land Information System)
City of Hillsboro
Metrol Regional Transportation Plan

Figure 1-6a
(SOUTH HILLSBORO TSP AMENDMENT)
FUTURE STREETS WHERE RIGHT OF WAY
IS PLANNED FOR TWO OR MORE LANES



See Figure 1-7a
for proposed
Amendment to
existing 2004 TSP

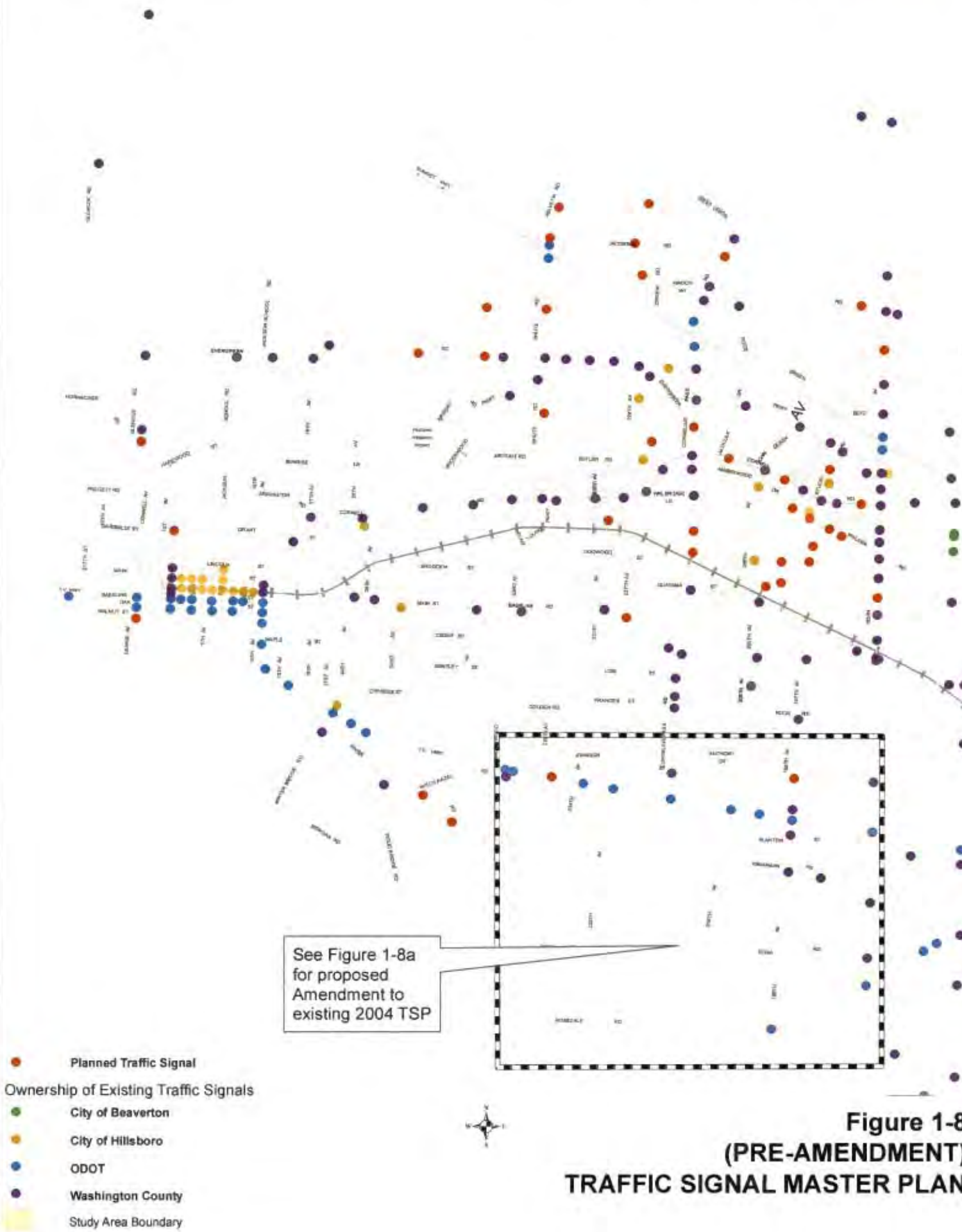
Source:
Metrc (Regional Land Information System)
City of Hillsboro
Metrc Regional Transportation Plan

- Study Intersection
- Intersection Required Identified Mitigation
- East-West Connector Study Area
- Study Area Boundary

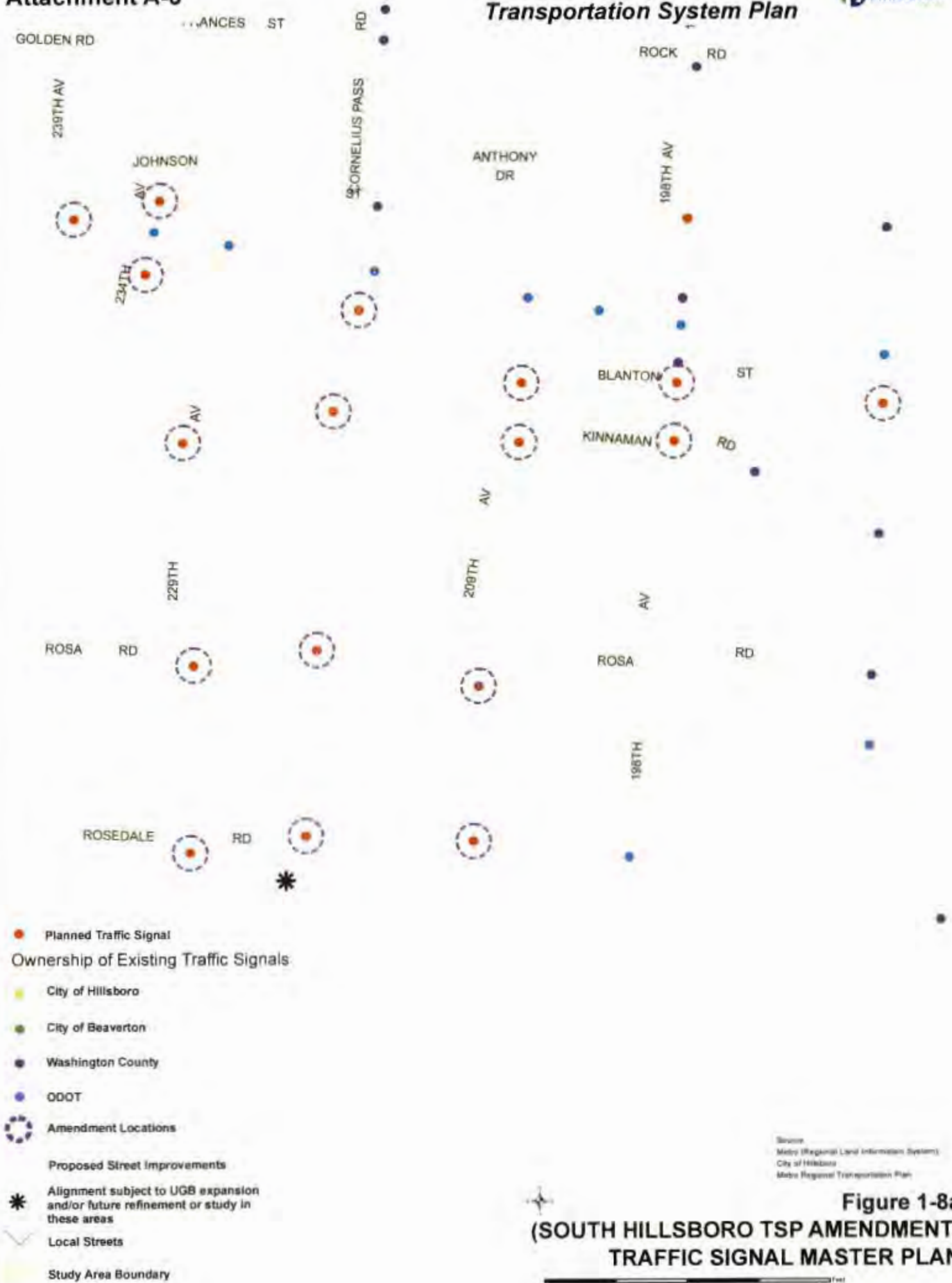


**Figure 1-7 (PRE-AMENDMENT)
2020 SUBSTANDARD INTERSECTIONS
AND IMPROVEMENT LOCATIONS**





**Figure 1-8
(PRE-AMENDMENT)
TRAFFIC SIGNAL MASTER PLAN**



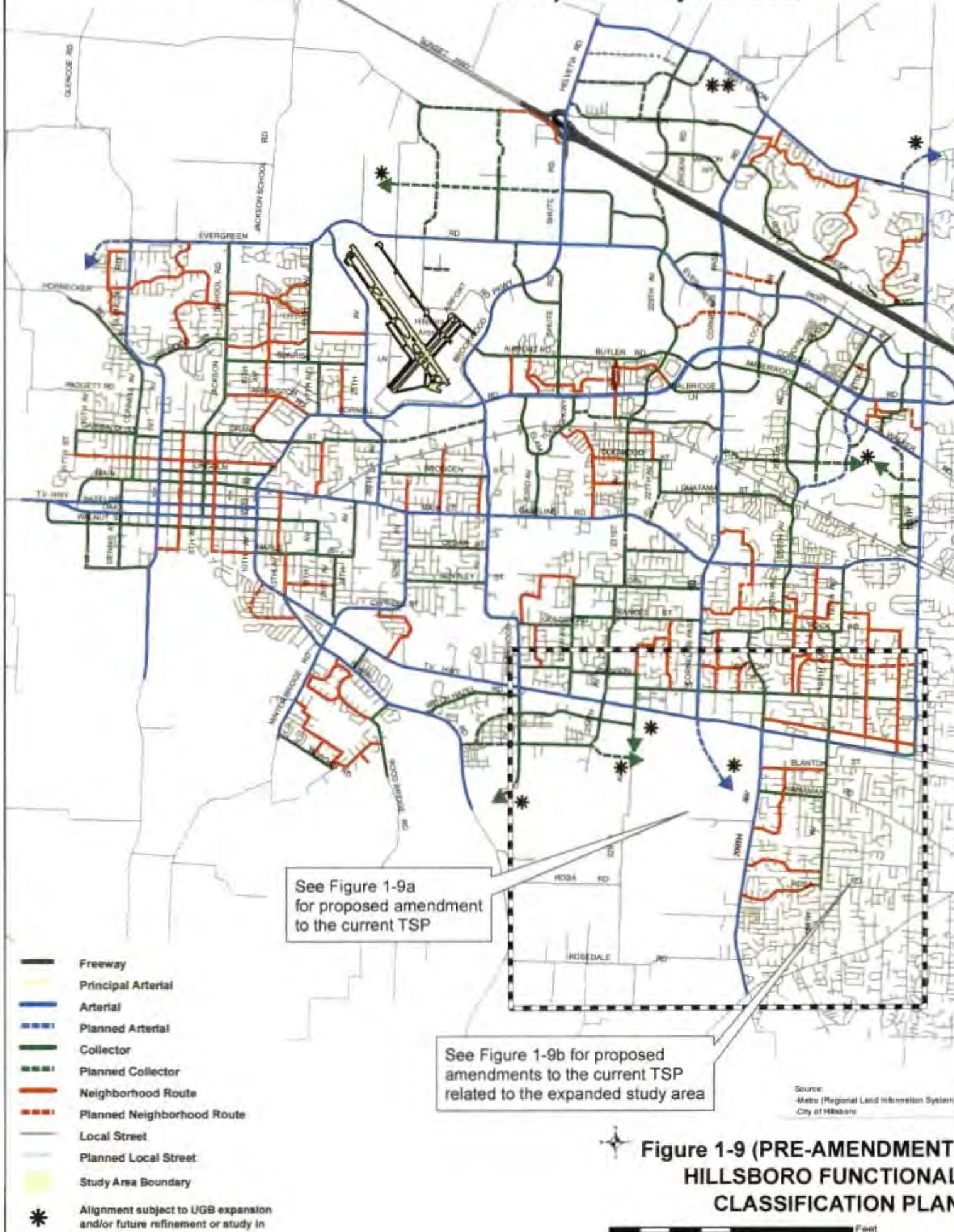
- Planned Traffic Signal
- Ownership of Existing Traffic Signals**
- City of Hillsboro
- City of Beaverton
- Washington County
- ODOT
- Amendment Locations
- Proposed Street Improvements**
- Alignment subject to UGB expansion and/or future refinement or study in these areas
- Local Streets
- Study Area Boundary

Source:
Metra (Regional Land Information System)
City of Hillsboro
Metra Regional Transportation Plan



Figure 1-8a
(SOUTH HILLSBORO TSP AMENDMENT)
TRAFFIC SIGNAL MASTER PLAN





See Figure 1-9a
for proposed amendment
to the current TSP

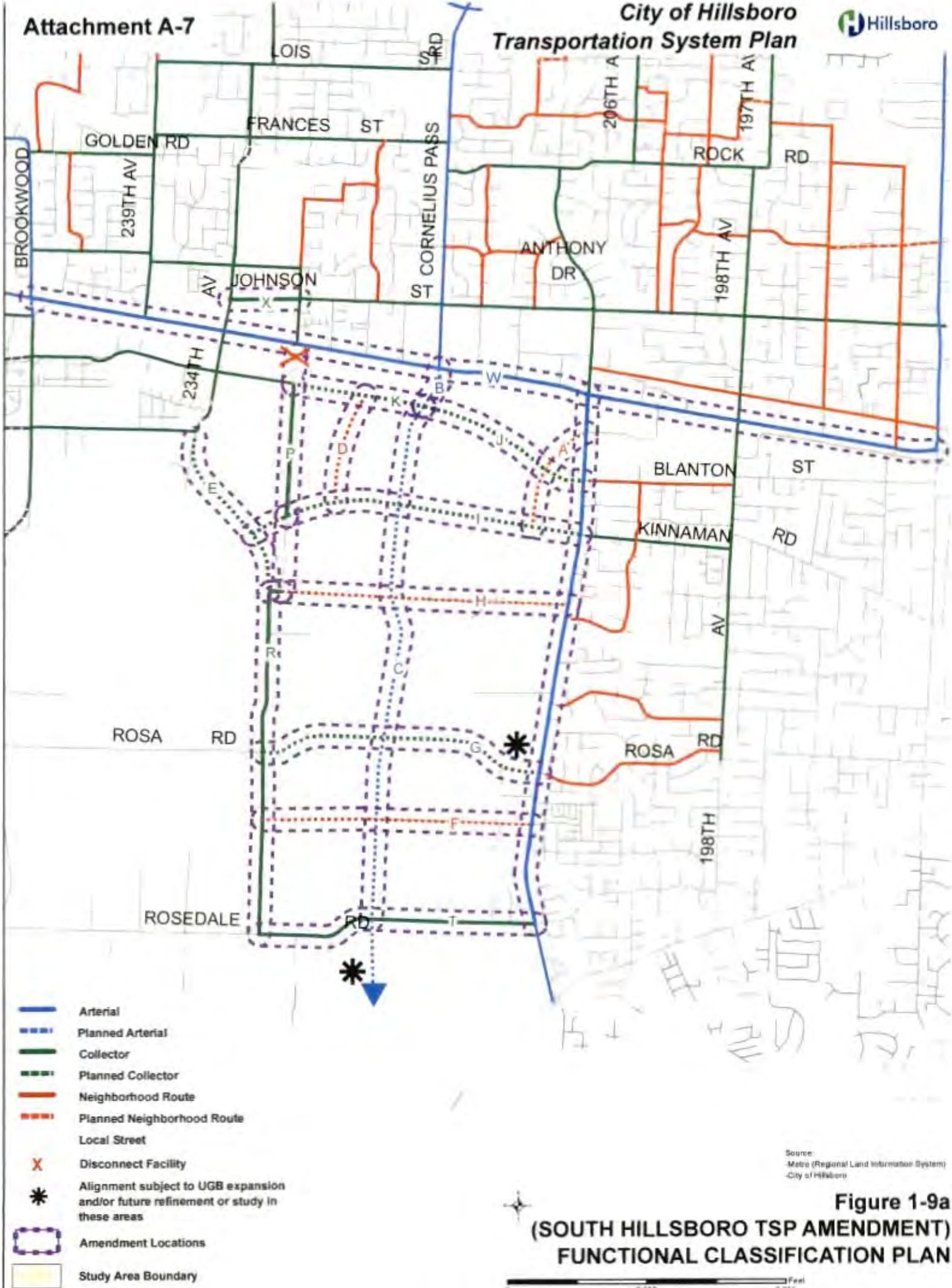
See Figure 1-9b for proposed
amendments to the current TSP
related to the expanded study area

Source:
Metru (Regional Land Information System)
City of Hillsboro

**Figure 1-9 (PRE-AMENDMENT)
HILLSBORO FUNCTIONAL
CLASSIFICATION PLAN**

0 500 1000 Feet

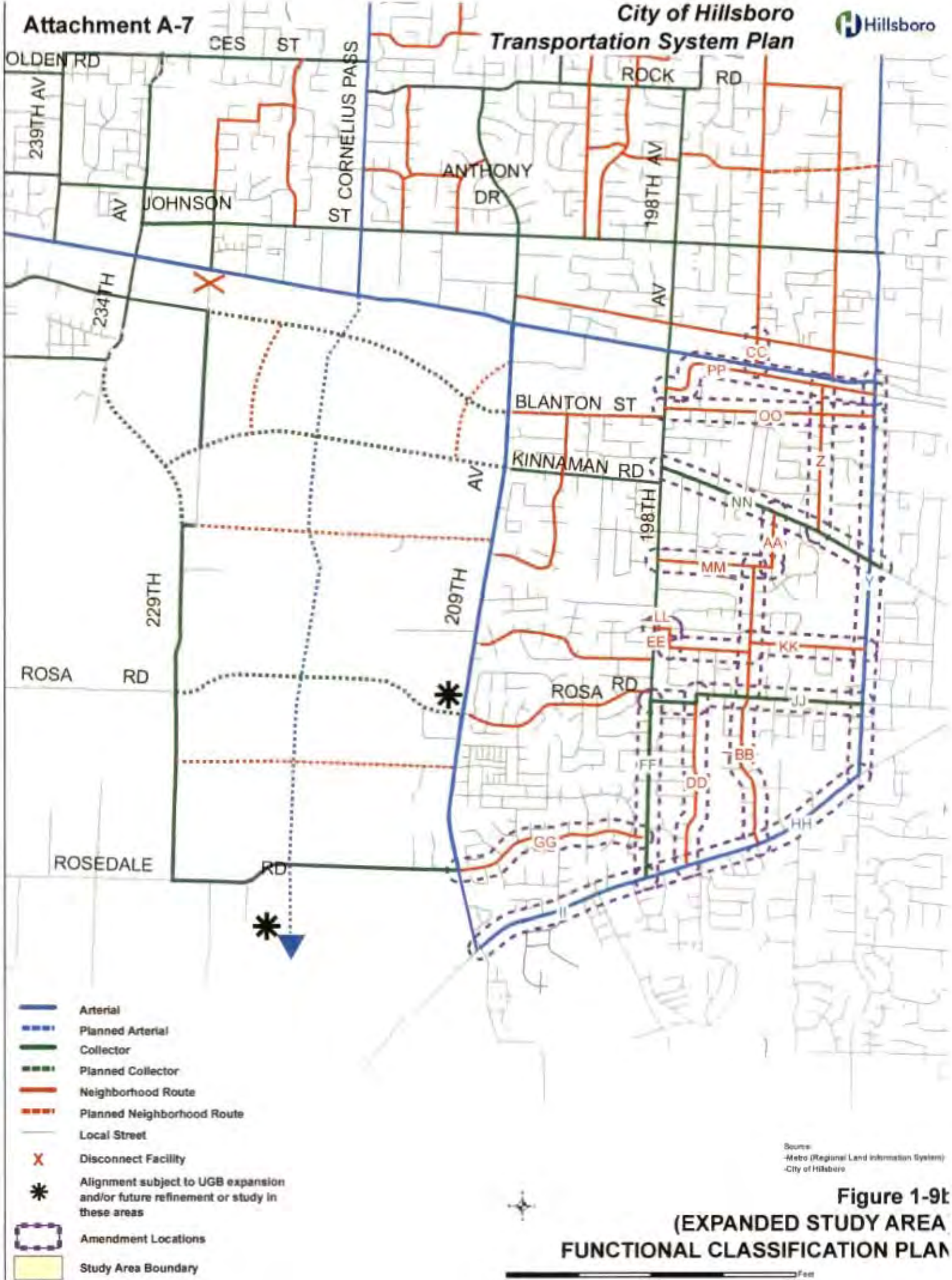
* Alignment subject to UGB expansion
and/or future refinement or study in
these areas



Source:
-Metro (Regional Land Information System)
-City of Hillsboro

Figure 1-9a
(SOUTH HILLSBORO TSP AMENDMENT)
FUNCTIONAL CLASSIFICATION PLAN

0 100 200 Feet



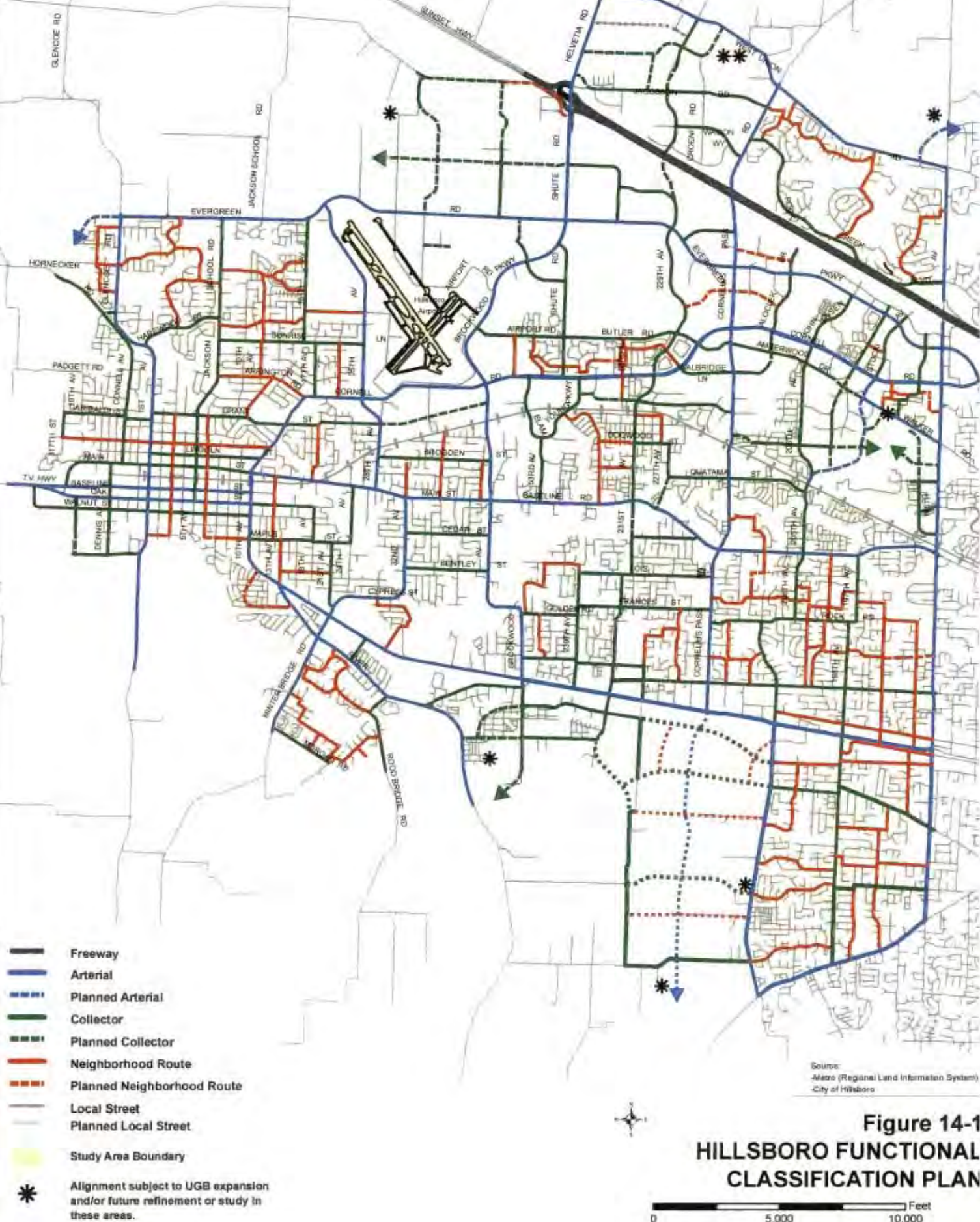


Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION PLAN





Figure 14-6
TRAFFIC SIGNAL MASTER PLAN

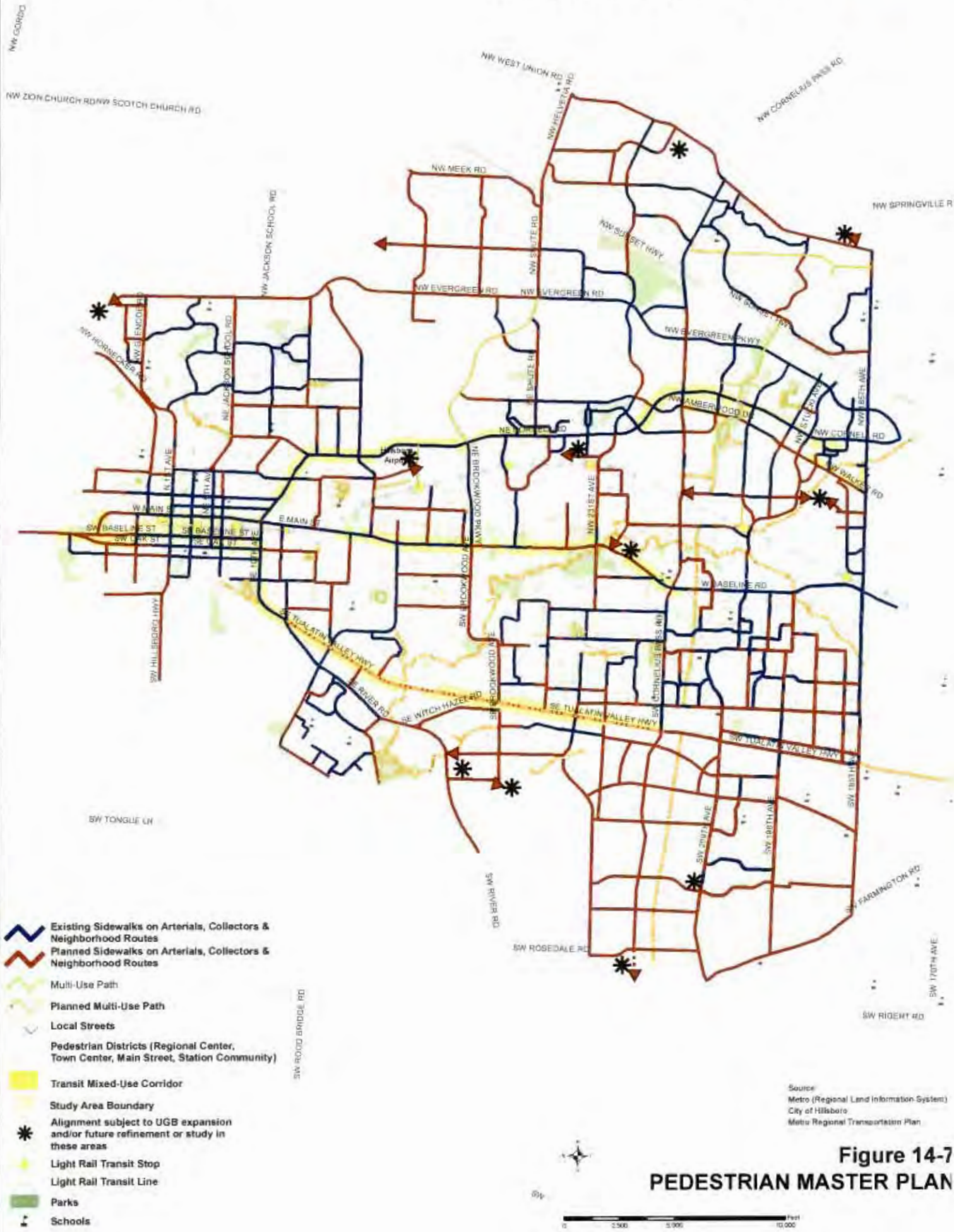


EXHIBIT B

BEFORE THE CITY COUNCIL OF THE CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO IMPLEMENT
TRANSPORTATION IMPROVEMENTS FOR
THE SOUTH HILLSBORO COMMUNITY PLAN

CITY OF HILLSBORO
CASE FILE NO. HCP 2-13
FINDINGS OF FACT

NATURE OF AMENDMENTS

The proposed amendments to the Hillsboro Comprehensive Plan (HCP) Ordinance No. 2793, as amended and the City of Hillsboro Transportation System Plan (TSP) Update, January 2004, to amend text and maps to implement transportation improvements for the South Hillsboro Community Plan are legislative major plan amendments. The amendments were initiated by the Planning Commission through adoption of Order No. 8087. The proposed amendments would reclassify or create new alignments for eight roadways and make revisions to the TSP's project lists for motor vehicles, bicycles and pedestrians to add the transportation improvements.

BACKGROUND ON PROPOSED AMENDMENTS

In 2009, the City of Hillsboro (City) applied for a Transportation Growth Management (TGM) grant to determine improvements necessitated by the anticipated development of the South Hillsboro Community Plan Area. After much negotiation between ODOT, the City and Washington County, it was determined that the project should consist of the Tualatin Valley Highway Corridor Plan ("Corridor Plan"), followed by a South Hillsboro Focus Area Plan ("Focus Area Plan") addressing issues specific to the South Hillsboro Community Plan Area.

The Tualatin Valley Highway Corridor is defined by SE 10th Avenue/Maple Street (The Hillsboro Regional Center) on the west, Baseline Road/Jenkins Road on the north, Cedar Hills Boulevard (Beaverton Regional Center) on the east, and Farmington Road/Oat Street/Davis Street/Allen Boulevard on the south. To make travel within and through the Tualatin Valley Highway Corridor more safe and convenient for people who use different transportation modes, the Corridor Plan identifies critical near term (within the next 15 years) transportation improvement actions and provides for the application of an adaptive and shared (through partnerships between stakeholder jurisdictions) corridor management approach to prioritize and develop future transportation solutions for the Tualatin Valley Highway Corridor between Beaverton and Hillsboro.

The Focus Area Plan study area is defined by 185th Avenue to the east, Brookwood Avenue/River Road on the west, Baseline Road on the north, and Farmington Road on the south. The Focus Area Plan identifies a package of transportation system solutions to address any additional local street network improvements needed to accommodate future transportation system deficiencies needed as a result of the build out of the South Hillsboro Community Plan area.

MAJOR PLAN AMENDMENT PROCEDURES

Pursuant to HCP Section 1 (II)(G), a “Major Plan Amendment” includes any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission. A “significant change” is one that amends or refines both the Plan text and map, has operative effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to Plan amendments that incorporate community plans as part of the Comprehensive Plan or incorporate portions of public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11. All major plan amendments shall be processed in accordance with the provisions specified in Part (III) of this Section.

The proposed amendments to the Hillsboro Comprehensive Plan (HCP) Ordinance No. 2793, as amended and the City of Hillsboro Transportation System Plan (TSP) Update, January 2004, to amend text and maps to implement transportation improvements for the South Hillsboro Community Plan meet the definition of a “Major Plan Amendment” and shall be processed in accordance with the procedures specified in HCP Section 1 (III) Plan Revision and Major Plan Amendments. The findings for compliance with Section 1 (III) are as follows:

(III) Plan Revision and Major Plan Amendments

Plan revisions and major plan amendments shall be processed as legislative procedures. The following process shall be used when conducting any plan revision or major plan amendment of the Comprehensive Plan:

- (A) For each proposed plan revision or major plan amendment to the Comprehensive Plan, the City Planning Department will:
 - (1) With the advice and assistance of the CIAC, establish and conduct a citizen involvement program which provides for public involvement and input into the proposed revision or amendment which complies with Statewide Planning Goal I requirements. At a minimum, such a public involvement program shall provide for adequate notice on citizen involvement activities; advanced information on matters under consideration; and opportunities for public involvement in all phases of the planning process applicable to the proposed plan revision or major plan amendment as determined by the CIAC.

Finding: Planning for South Hillsboro has been an on-going effort since 2007, with stakeholders from within and beyond the South Hillsboro Community Plan area engaged throughout the process. During the 2007-2008 planning process, citizen involvement occurred in the following ways:

- A citizen-led Task Force, which met six times with the project team
- Three project open houses
- Two community forums One scenario planning workshop
- Stakeholder interviews
- A housing market focus group session

- A local business community meeting
- Several Citizen Participation Organization (CPO) meetings
- One Hillsboro Vision 2020 Town Hall event

Public feedback was also obtained through email, letters, surveys, and comment cards. Over twelve-thousand (12,000) project newsletters, comment cards and meeting notifications were mailed to property owners in-and-around the study area. An interactive project website and local newspaper articles publicized upcoming project events.

In 2011, with the anticipation of the inclusion of the entire Plan Area in the UGB, city staff undertook a series of six meetings with department heads and service providers including water, sanitary sewer, transportation, storm water, public and private parks, open spaces, libraries, police, fire and schools, for the purpose of (1) updating infrastructure plans and costs and (2) developing an understanding (to be memorialized in Memoranda of Understanding) of individual responsibilities for provision and timing of infrastructure.

In preparation for the implementation phase of the planning efforts, which includes adoption of the Community Plan, Comprehensive Plan amendments and the transportation planning, Planning staff met with the CIAC on February 8, 2012 to establish the citizen involvement program that provides for public involvement and input into the proposed major plan amendments. In accordance with the approved public involvement plan, public participation from 2012 to date included:

- Property owner meetings.
- Service provider meetings held March 7, 2012, with: the Hillsboro Public Works Department; Clean Water Services; Hillsboro Transportation and Facilities/Fleet Departments; parks, library and schools representatives; and fire and police representatives.
- Planning Commission and City Council work sessions.
- Media outreach.
- Two public open houses held on March 22, 2012 and May 8, 2012. The second open house was held in conjunction with an open house on the Tualatin Valley Highway Corridor Refinement Plan and the Aloha/Reedville Study and Livability Community Plan.
- Notice was sent to the Department of Land Conservation and Development (LCDC) on June 19, 2012, 35 days in advance of the first evidentiary hearing as required by ORS 197.610.
- Notice of the Planning Commission hearing was mailed to property owners within the South Hillsboro Plan Area, property owners within 500 feet of the South Hillsboro Plan Area and interested parties on

July 03, 2012, and published in the Hillsboro Argus on July 3, 10, and 17 2012.

The project website continues to serve as an important resource for providing the public with relevant documents, reports, and images.

Through the Tualatin Valley Highway Corridor and Focus Area Plans, the following additional outreach was conducted:

- Public open houses on June 16, 2011, November 2 and 8, 2011, May 8, 2012, February 12, 2013 and April 3, 2013.
- Table at a community event on January 28, 2012.
- Citizen Advisory Committee meetings on October 25, 2011, November 29, 2011, April 10, 2012 and November 28, 2012.
- Technical Advisory Committee meetings on July 18, 2011, August 10, 2011, November 28, 2011, April 4, 2012, November 8, 2012.
- Policy Group meetings on August 5, 2011, January 13, 2012, June 18, 2012 and February 4, 2013.
- Focus Area Plan Project Advisory Committee meetings on January 30, 2013 and February 21, 2013.
- City Council work sessions January 3, 2013 and June 5, 2012, Join City Planning Commission/City Council work session on February 19, 2013.

- (2) Identify issues to be addressed and related information and data to be collected, reviewed and made available for public review. Inform citizens of these issues; and provide opportunity for citizen access to the related information and data; and for citizen input on these issues.

Finding: Staff finds that the public involvement process detailed above in Findings to HCP Section I (III)(A)(4) identified a number of public citizen and agency concerns regarding the transportation impacts associated with development of the South Hillsboro Community Plan Area. These concerns focused significantly on the potential impacts of traffic traversing surrounding neighborhoods, particularly east of 209th Avenue, and in particular in response to the policy decision made through the TV Highway Corridor Plan to reclassify TV Highway as an Arterial instead of its current Regional Arterial designation. Through the reclassification, the through capacity of traffic on TV Highway will be restricted by limiting it to two through lanes in each direction. Under its prior Washington County classification as a Regional Arterial, the roadway was designated for future widening to three through lanes in each direction.

The limitation of traffic capacity on TV Highway will force more travel demand on neighborhood streets, particular those paralleling TV Highway as the limited

capacity on TV Highway becomes effectively reserved for inter-city through traffic traversing between Hillsboro, unincorporated Aloha, and west Beaverton.

Other concerns voiced from residents of the area relate to north-south congestion already in existence, and raised questions on what could, and would, be done to restore mobility to below-capacity conditions.

Finally, a significant amount of input was received identifying the need to improve pedestrian and bicycle accessibility to businesses, residences, and transit within the TV Highway Corridor. Prominent in the discussion is well documented safety deficiencies and accident histories, many involving pedestrians and cyclists, on and accessing transit services along TV Highway.

In response to concerns heard through the public involvement process, technical data was obtained in the form of traffic counts, speed data, accident data, and land use data. Data was utilized to prepare future traffic volume estimates for roadways in the Study Area for determination of effects on travel demand and capacity, and to establish recommendations on future capacity improvement needs throughout the corridor. The data was utilized to determine whether existing roadway classifications, such as Collectors or Arterials, would need to be revised to accommodate projected traffic increases. Staff finds that the results of this analysis concluded that no roadway was identified which would need to be elevated to a higher classification in order to accommodate growing traffic demand. While demand is projected to escalate, Staff finds that the resulting traffic volumes remain within the range of volumes consistent with the existing roadway's current classifications.

Within the entire Study Area, two roadways were identified for reclassification. The most significant, TV Highway, was recommended through the TV Highway Corridor Plan process to be down-classed from a Regional Arterial to an Arterial. The second roadway identified for a recommended reclassification is a short segment of SW Johnson Street between SW Century Blvd and SW 67th Avenue, located immediately north of the Fred Meyers complex on the north side of TV Highway. In this case, the recommendation to revise its street classification from Local Street to Collector is being made to allow for the construction of future bike lanes on the roadway which are currently not allowable under its Local Street designation. Traffic demand forecasts do not project an appreciable increase in traffic on this roadway; the reclassification is solely due to the Plan's recommendation to provide a continuous bicycle facility on SW Johnson Street between SW Century Blvd and SW 185th Avenue, and to bring its classification into conformance with its Collector designation in the Metro 2010 Regional Transportation Plan.

Technical data was utilized to identify needed intersection improvements, including realignments of offset intersections along SW 198th Avenue and SW 185th Avenue, as well as identifying the need for future traffic signal installations

and turn lane improvements. SW 209th Avenue was identified for widening to 5-lane between TV Highway and Farmington Road as a direct result of feedback received from the neighboring community. The technical analysis had identified that a 3-lane facility would be adequate, though near capacity, between Kinnaman Road and Rosedale Road. Residents specifically requested that the full segment of 209th Avenue be designated for a future 5-lane improvement. Both the City and County agreed with the community's request, and the proposed TSP amendment reflects this direction.

Technical analysis results were shared in multiple Open Houses over the past four months to convey the methodology and assumptions utilized, as well as the findings which came out of the technical analysis. Feedback from the Open Houses provided guidance to the TSP Amendments, such as described above with regard to 209th Avenue.

Staff finds that the feedback from the public involvement process has been incorporated into the technical analysis and recommendations for Transportation System Plan amendments and projects proposed for adoption.

- (3) Notify affected government agencies of planning activities; invite review and comment.

Finding: Government agencies of the planning activities (e.g. the development of the South Hillsboro Community Plan) were members of the Technical Advisory Committee (TAC) for both the Tualatin Valley Highway Corridor Plan and the South Hillsboro Focus Area Plan. The TAC was heavily engaged in the planning process, attending regular meetings and providing staff with technical guidance.

The city provided public notice to the Department of Land Conservation and Development (DLCD) of the proposed major plan amendments on May 22, 2013.

- (4) Collect relevant information and data.

Finding: Relevant information and data for the proposed transportation improvements was collected and refined as part of the Tualatin Valley Highway Corridor Plan and the South Hillsboro Focus Area Plan process. This data included compilation of existing traffic count volumes at over 50 intersections extending throughout the study area of the Tualatin Valley Highway Corridor Plan and the South Hillsboro Focus Area Plan. Further, the studies which form the technical foundation of this Transportation System Plan amendment have utilized anticipated reasonable buildout of the land contained within the Urban Growth Boundary which existed prior to its expansion in October 2011, and assessed the impacts of reasonable buildout capacity of land contained within the expanded Urban Growth Boundary reflecting the 2011 UGB land use decision.

While OAR 0660 and common regional practice is to evaluate the transportation infrastructure needs of a 20-year forecast of population and employment growth, Hillsboro's experience has been that it has consistently outpaced the Region's assumptions for growth in its travel impact area. This has raised local concerns that the City's transportation studies look beyond a 20-year partial buildout capacity to clearly understand what level of transportation system resources would likely be necessary to accommodate reasonable full development of the geographic boundaries contained within the Urban Growth Boundary. As such, this analysis evaluates reasonable development capacity impacts, regardless of whether those occur in 20 years, 15 years, or 30 years. The City deems this approach critical in right-sizing its public rights of way, while recognizing that future lane expansion can occur when needed in a more economically sustainable way if buildings have not been placed in critical future rights of way during the interim development period.

Land use and transportation system assumptions, including limited aspirational transit service enhancements accepted by TriMet and partner agencies, were reviewed with Metro, Washington County, ODOT, and staff from all of the cities within Washington County prior to commissioning 4-step travel demand model runs by Metro. These model runs yielded metrics on mode choice and trip generating characteristics for all areas within the Study Area, and generated trip tables establishing the projected travel demand between the Transportation Analysis Zones throughout the 4-count region. Trips generated through the 4-step modeling process were then "post-processed" at the intersection level utilizing standard methods accepted in the transportation engineering industry to derive peak morning and afternoon service demand volumes.

The peak hour demand volumes within the South Hillsboro Focus Area Plan boundaries were evaluated utilizing Synchro software, including simulation analysis for areas extending north to Baseline Road, and east to 185th Avenue. The technical analysis provided critical insight on the necessary lane capacity to accommodate both reasonable buildout capacity of the prior Urban Growth Boundary and the expanded 2011 Urban Growth Boundary. This insight has been used to guide the Transportation System Plan amendments proposed, as reflected in Table, text, and Figure amendments.

- (5) Analyze each issue and identify proposed actions which address the issue sufficiently. As part of the public involvement program for the plan revision or major plan amendment:
 - (a) Compile and combine the issue, relevant data and information and actions into text format and make copies of such text available for review and comments by citizens and affected government agencies.
 - (b) Compile comments received from citizens and affected government agencies for consideration by the Planning Commission. The Planning Department shall prepare written

responses to comments and make the responses available for public review and to the Planning Commission during its consideration of the proposed plan revision or major plan amendment.

Finding: The analysis for each issue and proposed actions for the proposed major plan amendments occurred during the Tualatin Valley Highway Corridor Plan and the South Hillsboro Focus Area Plan process as previously described in the finding for HCP Section 1(III)(A)(2).

- (6) A Planning Commission public hearing on a plan revision or major plan amendment shall be conducted after completion of the tasks set forth in Section (III)(A)(1 through 5) above and the citizen involvement program for the plan revision or major plan amendment established by the CIAC. Notice of any public hearing by the Planning Commission or City Council on a plan revision or major plan amendment to the Comprehensive Plan shall be published in a newspaper of general circulation in the City a minimum of 20 days prior to the date of the initial public hearing. Any such notice shall contain:
- (a) A summary of the plan revision or major plan amendment.
 - (b) The time, date and place of the hearing.
 - (c) The location(s) at which copies of the plan revision or major plan amendment summary may be obtained.
 - (d) A statement that all interested persons may appear and provide testimony and that only those persons making an appearance of record may appeal the determination of the Planning Commission or City Council.
 - (e) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.

Finding: The Planning Commission is scheduled to hold a first public hearing on the proposed major plan amendments on August 14, 2013 and a second public hearing on August 28, 2013. Public notice was published in the Hillsboro Tribune on August 24, 2013, which was 22 days prior to the date of the initial public hearing. The public notice contained all of the items listed in Section 1(III)(A)(6)(a) through (e).

- (7) *The Planning Commission may recess the hearing in order to obtain further information or provide additional notification. Upon recessing for these purposes, the Commission shall announce the time and date when the hearing will be resumed.*

Finding: Staff finds that, at this time, the Planning Commission has the ability to recess the hearings process to obtain or consider additional information. This Finding will be revised at the close of the hearings process to reflect any recesses required by the Planning Commission.

- (8) After hearing the plan revision or major plan amendment, the Planning Commission shall forward a recommendation of denial, approval, or approval with modifications of the plan revision or major plan amendment to the City Council.

Finding: Order No. 8091 to which these findings are attached as Exhibit B forwards a recommendation for approval of the proposed major plan amendments to implement transportation improvements for the South Hillsboro Community Plan.

-
- (9) The City Council shall hold a hearing during its consideration of a plan revision and may hold a public hearing on any major plan amendment. Notice of the hearing shall be provided in the manner prescribed in subsection (III)(A)(6). After consideration of the plan revision or major plan amendment, the City Council may adopt or deny the plan revision or major plan amendment.

Finding: Order No. 8091 would be forwarded to City Council for its consideration on August 14, 2013. The City understands that the Council may hold a public hearing on the proposed major plan amendments and would give notice of the hearing in the manner prescribed in subsection (III)(A)(6) if the Council determines that it would hold a public hearing.

- (10) The Planning Department shall keep copies of adopted text of the plan revision or major plan amendment on file at the City Hall and City Library for inspection by the public and shall notify citizens and government agencies that copies of the adopted text are available for inspection.

Finding: The Planning Department will keep copies of adopted text of the major plan amendments on file at City Hall for inspection by the public and will notify citizens and government agencies that copies of the adopted text are available for inspection.

- (11) The final City Council decision on a plan revision or major plan amendment may be appealed in accordance with applicable State statutory provisions, relating to appeals of decisions amending an acknowledged comprehensive plan.

Finding: The City understands that the final City Council decision on the proposed major plan amendments may be appealed in accordance with applicable State statutory provision relating to appeals of decisions amending an acknowledged comprehensive plan.

- (12) The Planning Commission shall also establish and publicize a procedure whereby interested individuals, community organizations and public

agencies may request to be included on a regular mailing list of parties to be notified of the initiation of proposed plan revisions or major plan amendments.

Finding: A procedure whereby interested individuals, community organizations and public agencies may request to be included on a regular mailing list of parties to be notified of the initiation of proposed plan revisions or major plan amendments has been established by the Planning Commission.

CONCLUSION

For the reasons set forth above, the Planning Commission finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to implement transportation improvements for the South Hillsboro Community Plan are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria for a major plan amendment. The Planning Commission hereby recommends approval of HCP 2-13 as supported by these Findings of Fact.

TRANSPORTATION PLANNING RULE (TPR) FINDINGS

These findings are intended to fully address the Oregon Transportation Planning Rule – Oregon Administrative Rule (OAR) 660-012-0060. OAR 660-012-0060 requires the following:

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: Staff finds the development of the South Hillsboro Community Plan will create a significant effect on the transportation system, as defined in OAR 660-012-0060(1)(a), by resulting in a change of functional classification for three existing roadways within the study area and through creating the necessity to develop an extensive network of new public roadways within the South Hillsboro Community Plan area to serve development and to create complete, connected, multi-modal transportation facilities linking across the Plan area.

The three facilities are TV Highway, which has been identified through the adopted TV Highway Corridor Plan and South Hillsboro Focus Area Plan for down-classification from a Regional Arterial to an Arterial; up-classification for SW Johnson Street between SW 67th Avenue and SW Century Blvd. from a Local Street to a Collector; and down-classification of SW 229th Avenue between TV Highway and SW Alexander Street and between the SW Kinnaman Road Extension and the SW McInnis Lane Extension from a Collector to a Local Street.

The reclassification of TV Highway brings its classification into compliance with the Metro Regional Transportation Plan and the Oregon Highway Plan. It will limit its capacity to serve east-west travel demand. The technical analysis has identified that mobility along the TV Highway Corridor can be preserved through the addition of intersection lane improvements and the addition of capacity (lanes or potential future grade separation) on north-south roadways. The analysis has found that the decision to reclassify TV Highway has shifted some measure of travel demand onto parallel roadways, but has identified that the roadways have adequate capacity to absorb the increased demand without requiring reclassification or increasing the number of travel lanes on parallel roadways.

The reclassification of SW Johnson Street is proposed to bring its designation into compliance with the Metro 2010 Regional Transportation Plan (RTP #10830), and is simply to allow for the completion of bike lane facilities necessary to complete a connected bike lane system on SW Johnson Street between SW Century Blvd and SW 185th Avenue. Local Street designations do not provide for on-street bike lanes.

The reclassification of SW 229th Avenue between TV Highway and SW Alexander Street is recommended as a result of the planned closure of the SW 229th Avenue railroad crossing closure (in exchange for the at-grade SW Cornelius Pass Road crossing). SW 229th Avenue will be converted to a cul-de-sac north of SW Alexander Street and both vehicular and non-vehicular

access across the freight corridor will be severed including fencing along the railroad right of way.

The reclassification of SW 229th Avenue between the SW Kinnaman Road Extension and the SW McInnis Lane Extension is a result of the proposed new Collector roadway system considered in these TSP amendments which would establish the primary Collector system for north-south travel along the western boundary of the South Hillsboro Town Center as SW 229th Avenue-SW Kinnaman Rd Extension-SW Century Blvd-SW 229th to SW Rosedale Road.

Staff finds that the proposed Transportation System Plan amendments to alter existing roadway classifications is consistent with the results of the TV Highway Corridor Plan and would enhance multi-modal connectivity and accessibility within and adjacent to the South Hillsboro Concept Plan Area.

Staff finds that four categories of transportation system elements are requested for consideration in the proposed Comprehensive Plan and Transportation System Plan amendments. These four include:

- Type A: Repair of scrivener's errors relating to inconsistencies between existing City TSP maps with regard to facilities being depicted in the areas north of TV Highway, extending east to SW 185th Avenue, and south of TV Highway within the areas west of the SB 122 boundary (nominally west of SW 196th Avenue and south to approximately SW Rosa Road);
- Type B: Extension of the Hillsboro TSP Study Area Boundary and transportation infrastructure maps and tables to incorporate existing Washington County roadway, bicycle, and pedestrian classifications extending east to SW 185th Avenue and south to SW Farmington Road;
- Type C: Amendments to existing transportation system roadways, intersections, sidewalk, and bicycle facilities and projects to accommodate projected travel demand growth to support anticipated development maturity within both the Urban Growth Boundary which existed prior to October 2011, and within the Urban Growth Boundary as adopted in October 2011; and,
- Type D: Amendments to add new transportation facilities within the South Hillsboro Community Plan Area.

Staff finds that Type A TSP amendments are required to repair inconsistencies in the previously adopted City TSP. These scrivener's errors have been corrected to bring the Maps depicting pedestrian, bicycle, number of lanes, etc. into consistency with the Functional Classification Map (Figure 1-9) in the previously adopted City TSP.

Staff finds that the Type B TSP amendments should be included to be consistent with the commitments made by the City to Washington County to fund transportation capacity improvements identified through the technical analysis resulting from development of the South Hillsboro Community Plan. These commitments will be specified and funding obligations established through the Financing Plan, which will be require for adoption prior to release of the overlay in place currently restricting urban development within the South Hillsboro Community Plan area. Improvement commitments extend east to include intersections on the SW 185th

Avenue corridor, and south to include intersections and roadway segments on SW Farmington Road. Funding obligations of the South Hillsboro Community Plan area include those added capacity improvements found to be required through the technical analysis which would not otherwise be required except for the reasonable buildout development of the South Hillsboro Community Plan. It should be noted that some additional capacity improvements were identified through the technical analysis of the South Hillsboro Focus Area Plan which entail additional intersection and lane capacity, and which are anticipated as a result of the additional travel demand projected to occur between 2020 (the County's current forecast year) and 2035 (the Region's and new County forecast year).

Staff finds that Type C amendments will be required to accommodate development of the South Hillsboro Community Plan and to implement the TV Highway Corridor Plan and South Hillsboro Focus Area Plan. TSP amendments to existing facilities include the proposed classification revisions described previously for TV Highway, SW Johnson Street, and SW 229th Avenue, as well as revisions to roadway widths and alignments on the following roadways:

- Farmington Road: Revise designation from 3-lane to 5-lane from 185th to 198th Ave.*
- Farmington Road: Revise designation from 3-lane to 5-lane from 198th to 209th Ave.
- SW 209th Ave: Revise designation from 3-lane to 5-lane from TV Hwy to Farmington Rd.
- TV Highway: Revise designation from Brookwood to 185th Avenue from 7-lane to 5-lane (per TV Highway Corridor Plan)
- SW Rosedale Rd: Revise designation from County 2-lane to City 3-lane
- SW 229th Ave.: Revise designation from County 2-lane to City 3-lane
- SW Johnson St.: Revise designation from 2-lane to 3-lane
- SW Blanton St.: Realign west approach to match east approach at SW 198th Ave.*
- SW Blanton St.: Realign west approach to match east approach at SW 185th Ave.*
- SW Kinnaman Rd: Realign west approach to match east approach at SW 198th Ave.

Staff finds that Type D amendments will be required within the South Hillsboro Community Plan to establish a network of new Local Streets, Neighborhood Routes, Collectors, and Arterials to support development traffic and to provide complete, connected multi-modal transportation facilities linking to the surrounding transportation system. Inclusion of these new facilities will be reliant upon the adoption of the Financing Plan which will be required prior to removal of the overlay currently prohibiting urban development within the South Hillsboro Community Plan area. The following improvements have been previously included in the Metro 2010 Financially Constrained project list:

- RTP #10553 209th Ave (TV Hwy to Farmington) 3-lane (proposed for 5-lane)
- RTP #10844 Cornelius Pass Rd (TV Hwy to Rosa Rd) 5-lane
- RTP #11274 Century Blvd (Davis Rd to South UGB) 3-lane

- (b) Change standards implementing a functional classification system; or

Finding: No changes to adopted standards implementing a functional classification system are proposed or required for these major comprehensive plan amendments.

- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: Staff finds that the amendments would not promote types or levels of travel or access inconsistent with the functional classification of existing or planned transportation facilities. Staff finds that the recommended reclassification of SW Johnson St from a Local Street to a Collector Street is not necessitated by a projected significant increase in traffic volume, but by a recommendation to reclassify to allow the development of bike lane facilities between SW 67th Avenue and Century Blvd in order to eliminate the current gap in planned bike lanes on SW Johnson Street between Century Blvd and SW 185th Avenue. The reclassification also brings this segment of SW Johnson Street into compliance with the 2010 Metro Financially Constrained RTP.

- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

Finding: Staff finds that the amendments, including various intersection capacity and roadway widening improvements which would be required, would ensure the existing and planned transportation facilities would operate in a manner which would meet the currently adopted performance standards identified in the TSP and Comprehensive Plan, as well as adopted performance standards of Washington County and ODOT where those agencies facilities are impacted by traffic demand growth resulting from the South Hillsboro Concept Plan.

Roadway and intersection capacity improvements have been identified for the following to ensure compliance with adopted performance standards to address the impacts of traffic growth within the pre-2011 UGB (South Hillsboro No Build mitigation) and the impacts of development of the South Hillsboro Concept Plan:

- TV Highway/SW 185th Avenue (add turn lanes)
- SW 185th Avenue / SW Blanton Street (realign SW Blanton St. and signalize)
- SW 185th Avenue / SW Kinnaman Road (modify signal phasing)
- SW 185th Avenue / SW Farmington Road (extend 5-lane widening on SW 185th to 500' south of SW Farmington Rd)
- TV Highway / SW 198th Avenue (widen SW 198th to 5-lane from SW Alexander St. to SW Shaw St., add turn lanes)

- SW 198th Avenue / SW Blanton Street (realign SW Blanton St. and signalize)
- SW 198th Avenue / SW Kinnaman Street (realign SW Kinnaman St. and signalize)
- SW 198th Avenue / SW Farmington Road (5-lane widening of SW Farmington Rd)
- TV Highway / SW 209th Avenue (widen SW 209th Ave., modify railroad crossing, and add turn lanes on TV Hwy, add north-south protected-permissive left turn phasing)
- SW 209th Avenue (widen to 5-lanes between TV Highway and SW Farmington Road)
- SW 209th Avenue / SW Blanton Street (widen SW 209th Ave, widen SW Blanton to 3-lane at intersection, and signalize)
- SW 209th Avenue / SW Kinnaman Road (widen SW 209th Ave, widen SW Kinnaman Rd to 3-lane at intersection, and signalize)
- SW 209th Avenue / SW Rosedale Road (widen SW 209th Ave., add eastbound right turn lane on SW Rosedale Rd, and signalize)
- SW 209th Avenue / SW Farmington Road (widen SW 209th Ave to 5-lane, widen SW Farmington Rd to 5-lane, modify signal)
- TV Highway / SW Cornelius Pass Road (widen SW Cornelius Pass Rd to 5-lanes, add turn lanes on SW Cornelius Pass Rd and TV Highway, extend SW Cornelius Pass Rd south of TV Highway at-grade)
- SW Cornelius Pass Road Extension / SW Rosedale Road (extend 5-lane SW Cornelius Pass Rd, widen SW Rosedale Rd to 3-lanes, construct roundabout or traffic signal)
- TV Highway / SW 229th Avenue (remove existing railroad crossing)
- SW 229th Avenue / SW Rosa Road (construct roundabout or signalize)
- SW 229th Avenue / SW Rosedale Road (widen SW 229th Ave. and SW Rosedale Rd. to 3-lane, construct roundabout or signalize)
- SW Century Drive / SW Johnson Street (widen SW Century Drive to 5-lane from SW Johnson St. to TV Highway and signalize intersection)
- TV Highway / SW Century Drive-SW 234th Avenue (widen SW 234th Avenue to 5-lanes, add turn lanes, modify signal, add north-south protected-permissive left turn phasing)
- SW 234th Avenue (SW Century Drive) (widen to 5-lanes from TV Highway to SW Alexander St.)
- SW 234th Avenue (SW Century Drive) / SW Alexander Street (transition SW 234th Ave. from 5-lanes north to 3-lanes south, widen SW Alexander St. to 3-lanes at intersection, signalize)
- SW 234th Avenue (SW Century Drive) (extend as 3-lane roadway southeast to connect to SW 229th Ave. at SW McInnis Ln Extension)
- SW 247th Avenue (SW Brookwood Ave.) / TV Highway (southbound left turn lane modifications on SW Brookwood Ave.)
- SW 247th Avenue (SW Brookwood Ave.) / SW Witch Hazel Road (restrict SW Witch Hazel Road left turn movements to SW Brookwood Ave.)
- SW 247th Avenue (SW Brookwood Ave.) (widen to 3-lanes from SW Alexander Street to south UGB)

- TV Highway / SW River Road (add eastbound right turn lane on SW TV Hwy, widen SW River Rd for double left turn lanes northbound to westbound)
- SW River Road / SW Rosedale Road (add roundabout or traffic signal)
- SW Farmington Road (SW 209th Ave to SW 185th Ave) (widen to 5-lanes)
- SW Rosedale Road (SW River Rd to SW 229th Ave) – (widen road shoulders)
- SW Rosedale Road (SW 229th Ave to SW 209th Ave) – (widen to 3-lanes)

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Finding: Staff finds that, with roadway and intersection mitigation improvements, locations currently operating below performance standards will be improved to under-capacity conditions.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

Finding: Staff finds Section 660-012-0060(2)(a) is met for the majority of transportation facilities located within the affected area of the South Hillsboro Community Plan. Specific exceptions have been identified in these Findings, particularly on existing Collector and Arterial roadways. Staff finds that a number of existing local streets, Neighborhood Routes, and Collector roadways within the affected area will carry additional traffic, varying by specific roadway, do the development of the South Hillsboro Community Plan but the resulting traffic volumes and types of travel will continue to be consistent with the existing roadways' classification and capacity.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

Finding: Staff finds Section 660-012-0060(2)(b) is met through the proposed modifications to existing roadway classifications and capacity, and the provision of new transportation facilities and improvements within the South Hillsboro Community Plan area, and within the affected area serving the South Hillsboro Community Plan area. The proposed modifications to existing

facilities and provision of new facilities are described in Section 660-012-0060(1)(a) and Section 660-012-0060(1)(c)(B). Staff finds that a South Hillsboro Financing Plan shall be developed and implemented to assure full-funding of the transportation improvements identified as required to maintain traffic operations in accordance with adopted performance standards, and further that said Financing Plan shall be adopted prior to allowing any urban development to proceed within the South Hillsboro Community Plan area. Staff finds that a Trip Cap mechanism shall be developed and approved in accordance with an Intergovernmental Agreement between the City of Hillsboro and ODOT which shall assure for implementation of specific transportation improvements prior to allowing urban development to commence in expanded areas of the South Hillsboro Community Plan area. The specific intent of the Trip Cap mechanism shall be to assure the required additional transportation capacity is in place prior to allowing additional development which will consume all or a portion of the additional capacity.

- (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

Finding: Staff finds Section 660-012-0060(2)(c) is met through proposed modifications to existing roadway classifications and capacity as described in Section 660-012-0060(1)(a).

- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

Finding: Staff finds Section 660-012-0060(2)(d) is met through the requirement that developments within the South Hillsboro Community Plan area will pay, in addition to the standard Washington County Transportation Development Tax, a supplemental South Hillsboro Transportation Systems Development Charge to be established and implemented prior to allowing any urban development within the South Hillsboro Community Plan area. Further, Staff finds that development within the South Hillsboro Community Plan area shall utilize best practices in land use and development to foster transit, walk, and bicycle friendly mixed use development to minimize reliance on automobile traffic. Staff finds that specific public streets within the South Hillsboro Community Plan area shall be structurally designed to accommodate public bus traffic as necessary to provide quality and effective public transit to, and through, the South Hillsboro Community Plan area.

- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

Finding: Staff finds Section 660-012-0060(2)(e) to not apply to this application.

- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
 - (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

Finding: Staff finds in accordance with OAR 660-012-0060(3)(a) that the majority of the transportation system as set forth in section (4) is adequate to serve the land uses proposed within the South Hillsboro Community Plan area, except for specific roadway segments and intersection improvements identified in OAR 660-012-0060(1)(a) and OAR 660-012-0060(1)(c)(B). Additional capacity improvements to those defined in section (4) shall be assured through the adoption and implementation of the South Hillsboro Finance Plan, and shall be implemented in accordance with the Trip Cap methodology to be established prior to allowing urban development to occur within the South Hillsboro Community Plan area.

- (b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

Finding: Staff finds that OAR 660-012-0060(3)(b) will be met through the requirement that transportation capacity deficiencies will be remedied through mitigation and excess capacity established prior to allowing new urban development within the South Hillsboro Community Plan to occur.

- (c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

Finding: Staff finds that the South Hillsboro Community Plan area does not affect an interchange area.

- (d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then

the local government may proceed with applying subsections (a) through (c) of this section.

Finding: Staff finds that OAR 660-012-0060(3)(d) applies to TV Highway (OR-8) and SW Farmington Road (OR-10). The City finds that a written statement from ODOT has been entered into the record of HCP 2-13 stating that ODOT concurs that the Transportation Planning Rule will be met through the adoption of a local financing plan prior to allowing urban development within the South Hillsboro Community Plan area. Further, ODOT will allow construction of TV Highway and Farmington Road improvements identified in these TSP Amendments to mitigate the effects of South Hillsboro traffic demand increases at identified State highway facilities.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

Finding: Staff finds that a significant effect will be created on various transportation system elements through the development of the South Hillsboro Community Plan. Staff finds that additional improvements to those defined currently in Section (4) as existing and planned facilities will be required, and that coordination with affected transportation facility and service providers to assure funding will be made available to implement identified roadway capacity improvements prior to allowing urban development within the South Hillsboro Community Plan area which would exceed the capacity of the existing and planned facilities. Staff finds that the restriction on urban development within the South Hillsboro Community Plan until such time as a South Hillsboro Financing Plan and Trip Cap methodology are implemented will protect the public and road agencies' interests in preserving capacity. Upon adoption of the Financing Plan and Trip Cap methodology, the transportation facilities not already designated under section (4) will become financially assured ("planned") facilities in compliance with OAR 660-012-0060(4)(a).

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a

development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

- (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
- (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
- (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

Finding: Staff finds that transportation capacity improvements will be required beyond those defined in Section (4) as existing and planned facilities. Staff further finds that the requirement that no urban development shall occur within the South Hillsboro Community Plan area until such time as a South Hillsboro Financing Plan and Trip Cap methodology are implemented will provide assurance to the public and to effected road authorities that no degradation of existing and planned capacity on affected roadways will occur unless and until required capacity improvements are both funded and implemented in advance of urban development which would otherwise cause roadways to exceed available capacity. Staff finds that, upon adoption of a South Hillsboro Financing Plan and Trip Cap methodology assuring for the funding of improvements above and beyond those designated in the 2035 RTP Financially Constrained list, the improvements will become "planned" facilities which may be relied upon for demonstrating compliance with OAR 660-012-0060(4)(b).

- (c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:
 - (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

Finding: The subject area does not lie within an interstate interchange area.

- (d) As used in this section and section (3):

- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
- (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
- (C) Interstate interchange area means:
 - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

Finding: Not applicable to the proposed Amendments.

- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

Finding: Staff finds that transportation capacity improvements will be required beyond those defined in Section (4) as existing and planned facilities. Staff further finds that the requirement that no urban development shall occur within the South Hillsboro Community Plan area until such time as a South Hillsboro Financing Plan and Trip Cap methodology are implemented will provide assurance to the public and to effected road authorities that no degradation of existing and planned capacity on affected roadways will occur unless and until required capacity improvements are both funded and implemented in advance of urban development which would otherwise cause roadways to exceed available capacity.

Staff finds that written statements from both ODOT and Washington County have been entered into the record of HCP 2-13 indicating that the agencies agree that urban development within the South Hillsboro Community Plan may occur only upon adoption of a South Hillsboro Finance Plan deemed by their respective agencies as adequate to assure for full funding and timely construction of required mitigation improvements to the affected transportation system facilities.

- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

Finding: The proposed Comprehensive Plan and Transportation System Plan amendments necessary in advancing the South Hillsboro Community Plan are not applicable to rural lands under this division or OAR 660-004-0022 and 660-004-0028.

- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below:
- (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
 - (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and
 - (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Finding: Staff finds that the analysis methodology utilized to evaluate transportation system impacts relied upon use of the Metro Regional Travel Demand Model, which includes financially constrained multi-modal transportation infrastructure, coupled with mixed-use land development

assumptions to establish trip generation rates effectively integrating the factors described in OAR 660-012-0060(6). Staff further finds that the methods prescribed in OAR 660-012-0060(6) (a)-(d) are inadequate to address transportation impacts for an area of the size of South Hillsboro, a land area which will accommodate approximately 25,000 in population when fully matured. The methods described are appropriate for evaluation of compliance when land use changes are contemplated for comparatively small land areas comprising limited acreage and few individual tax lots.

Staff further finds that the zoning code which will be subsequently adopted by the City of Hillsboro for the South Hillsboro Community Plan area will comply with the multi-modal and transit-friendly design elements and criteria adopted through the South Hillsboro Comprehensive Plan Amendment in order to minimize reliance on automobile traffic, and to assure for the provision of complete and connected alternative mode infrastructure, supporting walking, biking, and access to transit throughout the Community Plan area.

In consideration of the above, Staff finds that the proposed Transportation System Plan amendment complies with OAR 660-012-0060(6).

- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
 - (b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and
 - (c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

Finding: Staff finds OAR 660-012-0060(7) is met through the proposed amendment to the Comprehensive Plan and Transportation System Plan which establishes a transportation system of Neighborhood Routes, Collectors, and Arterials which coordinate with and compliment the existing surrounding transportation system, address connectivity to surrounding existing uses, and establishes the framework within which the development of the Local Street network will develop to assure connectivity in compliance with Title 6, Section 3 of the Urban Growth Management Functional Plan.

- (8) A “mixed-use, pedestrian-friendly center or neighborhood” for the purpose of this rule, means:
- (a) Any one of the following:

- (A) An existing central business district or downtown;
 - (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
 - (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or
 - (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.
- (b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:
- (A) A concentration of a variety of land uses in a well-defined area, including the following:
 - (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;
 - (iv) Restaurants; and
 - (v) Public open space or private open space which is available for public use, such as a park or plaza.
 - (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas; uses;
 - (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Finding: Staff finds that the proposed Transportation System Plan will establish the necessary infrastructure to support a mixed-use, transit-accessible, pedestrian-friendly Town Center within the South Hillsboro Community Plan area between TV Highway and Butternut Creek, generally situated west of and adjacent to the extension of Cornelius Pass Road. or neighborhood. Further, the Transportation System Plan will establish the necessary infrastructure to support a mixed-use, transit-accessible, pedestrian-friendly Neighborhood Center adjacent to the intersection of the Cornelius Pass Road Extension and the Rosa Road Extension. In consideration of the above, Staff finds that OAR 660-012-0060(7) is met through the proposed amendment to the

Comprehensive Plan and Transportation System Plan which establishes a transportation system of Neighborhood Routes, Collectors, and Arterials to ensure multi-modal connectivity and Transit Oriented design.

- (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.
- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
 - (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
 - (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

Finding: Staff finds that the City of Hillsboro adopted the South Hillsboro Community Plan into its Hillsboro Comprehensive Plan in September 18, 2012 (Casefile #01-12) and complied with OAR 660-012-0060 through implementation of an overlay which prohibited urban development until such time as compliance with TPR is achieved, the Transportation System Plan amendments are adopted, and a Financing Plan is implemented to assure sufficient financial resources to fund the improvements identified in the TSP amendments as necessary to assure “no significant effect” as defined in OAR 660-012-006. OAR 660-012-0060(9) does not apply to the proposed Transportation System Plan amendment at this time as establishment of proposed zoning will be a subsequent step which must demonstrate compliance with the assumptions inherent to this TSP amendment, or alternatively must separately demonstrate through additional analysis that altered land use assumptions can be found in compliance with OAR 660-012-0060. Staff finds that, subsequent to adoption of this proposed Comprehensive Plan and TSP amendment, the previously established overlay prohibiting urban development shall remain in effect until the Financing Plan is implemented and a new Trip Cap mechanism is adopted to assure for the timely completion of essential transportation system improvements in advance of approving urban development on expanding areas of the South Hillsboro Community Plan. The approval of an Intergovernmental Agreement between the City and ODOT establishing a Trip Cap mechanism has been required through the Proposed Final Order regulating authorization for the at-grade Cornelius Pass Road railroad crossing of the Union Pacific Railroad adjacent TV Highway. The Proposed Final Order stipulates that construction of the new at-grade crossing may not commence until an Intergovernmental Agreement is executed by all parties establishing a Trip Cap mechanism.

- (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other

transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

- (a) A proposed amendment qualifies for this section if it:
 - (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
 - (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.

Finding: Staff finds that designation of an MMA is not required for the areas considered in these Amendments.

- (b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:
 - (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;
 - (B) Entirely within an urban growth boundary;
 - (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
 - (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
 - (E) Located in one or more of the categories below:
 - (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;
 - (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
 - (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.

Finding: Staff finds that designation of an MMA is not required for the areas considered in these Amendments.

- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.

- (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
- (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;
 - (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and
 - (iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.

Finding: Staff finds that designation of an MMA is not required for the areas considered in these Amendments.

- (B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.

Finding: The subject area does not lie within an interstate interchange area.

- (d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.

Finding: Designation of an MMA is not being requested with these Amendments.

- (e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.

Finding: Designation of an MMA is not being requested with these Amendments.

- (11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.

- (a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.

- (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
 - (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
 - (C) For the purpose of this section:
 - (i) “Industrial” means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.
 - (ii) “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.
 - (D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:
 - (i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.
 - (ii) The amendment would provide land for “Other Employment Use” or “Prime Industrial Land” as those terms are defined in OAR 660-009-0005.
 - (iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.
 - (E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.
- (b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.
 - (c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning

given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

- (A) Proposed amendment.
- (B) Proposed mitigating actions from section (2) of this rule.
- (C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.
- (D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.
- (E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Finding: Staff finds OAR 660-012-0060(11) does not apply to the proposed Amendments.

CONCLUSION

For the reasons set forth above, the Planning Commission finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to implement transportation improvements for the South Hillsboro Community Plan are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria for a major plan amendment. Further, the Planning Commission finds that the Comprehensive Plan and Transportation System Plan amendment complies with OAR 660-012-0060 (the Transportation Planning Rule) and that its compliance is reliant upon specific requirements including adoption of a South Hillsboro Financing Plan, a Trip Cap mechanism linking timely completion of transportation system improvements as prerequisites to expansions of development authority in South Hillsboro, and an overlay which prohibits any urban development within the South Hillsboro Community Plan area until the adoption of a Financing Plan and a Trip Cap mechanism. The Planning Commission finds that the Financing Plan, the Trip Cap mechanism, and the development restricting overlay are required components in establishing the reasonable likelihood that transportation system infrastructure will be available to mitigate effects of development to assure “no significant effect” is achieved in accordance with OAR 0660-012-0060. The Planning Commission hereby recommends approval of HCP 2-13 as supported by these Findings of Fact.

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