



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT – *Corrected Notice*



May 1, 2008

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number *001-08*

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office. *The original Notice of Adopted Amendment was emailed on March 25, 2008, and listed the DLCD File Number as 002-08 and should have been 001-08. This notice is to replace the notice dated March 25, 2008.*

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: April 10, 2008

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. 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 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 DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Bill Holmstrom, DLCD Regional Representative
Patrick Ribellia, City of Hillsboro

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NOTICE OF ADOPTED AMENDMENT



March 25, 2008

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number ~~002-08~~ 001-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. 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: April 10, 2008

This amendment was submitted to DLCD for review 45 days 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.

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Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Patrick Ribellia, City of Hillsboro

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DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DATE
STAMP

DEPT OF

MAR 21 2008

LAND CONSERVATION
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Hillsboro**

Local file number: **HCP 1-08**

Date of Adoption: **3/18/2008** [Ord. signed 3/12/2008] Date Mailed: **3/20/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 1/14/2008

☐ Comprehensive Plan Text Amendment

☒ Comprehensive Plan Map Amendment

☐ Land Use Regulation Amendment

☐ Zoning Map Amendment

☐ New Land Use Regulation

☐ Other:

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

Amend the Hillsboro Comprehensive Plan Land Use Map to change the plan designation from PF Public Facility to IN Industrial, as well as modify the following City Transportation System Plan Maps: Hillsboro Functional Classification Plan, Street Improvement Plan, Future Streets Where ROW is Planned For More Than Two Lanes, Bicycle Master Plan, and Pedestrian Master Plan, to delete a planned roadway alignment.

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

Plan Map Changed from: **PF**

to: **IN**

Zone Map Changed from:

to:

Location: **NE of intscn of NW 264th Ave and NW Airport Rd.**

Acres Involved: **19**

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...

45-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD # 001-08 (16635)

DLCD file No. _____

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

METRO, Washington County, City of Hillsboro

Local Contact: **Patrick Ribellia**

Phone: (503) 681-6153 Extension:

Address: **150 E. Main St. 4th Floor**

Fax Number: **503-681-6245**

City: **Hillsboro**

Zip: **97123-**

E-mail Address: **patrickr@ci.hillsboro.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

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

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 5852

HCP 1-08: SOLARWORLD

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN, ORDINANCE NO. 2793 AS AMENDED, SECTION 14 COMPREHENSIVE PLAN MAPS, APPROVING A MINOR COMPREHENSIVE PLAN LAND USE MAP AMENDMENT TO REDESIGNATE A 19.03-ACRE SITE FROM PF – PUBLIC FACILITY TO IN – INDUSTRIAL AND PROPOSED MODIFICATIONS TO SEVERAL CITY TRANSPORTATION SYSTEM PLAN MAPS TO DELETE FROM THESE MAPS A SEGMENT OF A PROPOSED ROADWAY ALIGNMENT LOCATED IN THE VICINITY OF THE SUBJECT SITE.

WHEREAS, the City of Hillsboro and owners of a certain tract of land, described below, have submitted an application to change the Comprehensive Plan designation on a 19.03 acre site from PF Public Facility to IN Industrial and delete a portion of a proposed road alignment from Transportation System Plan maps;

WHEREAS, the Planning Commission held a public hearing on this application on February 27, 2008 where no public testimony was received; and,

WHEREAS, based on the discussion and materials received, the Planning Commission recommended approval of the proposed Plan change and modifications to Transportation System Plan maps through adoption of Resolution No. 1657-P; and,

WHEREAS, the City Council considered the Planning Commission's recommendation at their regular meeting of March 12, 2008, and hereby adopts the findings and maps of the Planning Commission as their own in regard to this matter,

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

Section 1. Comprehensive Plan Ordinance No. 2793 as amended, Section 14 Comprehensive Plan Maps, is further amended by designating the 19.03-acre site of land IN – Industrial on the Comprehensive Plan Land Use Map, as shown on Exhibit A, said site is described as follows:

Tax Lot 200 on Washington County Tax Assessor's Map 1N2-28BD, Section 28, Township 1 North, Range 2 West, Willamette Meridian, on record as of March 13, 2006, a copy of which is attached hereto and thereby made a part of this Ordinance.

Section 2. Comprehensive Plan Ordinance No. 2793 as amended, Section 14 Comprehensive Plan Maps, is further amended by deleting the proposed street alignment (NE Springer Street), located from the northwestern corner of the subject site to its tentatively proposed terminus at either SE Brookwood Avenue or NE Dawson Creek Drive to the east on the following Transportation System Plan Maps: the Hillsboro Functional Classification Plan map attached hereto as Exhibit B, the Street Improvement Plan map attached hereto as Exhibit C, the

Future Streets Where ROW Is Planned For More Than Two Lanes map attached hereto as Exhibit D, the Bicycle Master Plan map attached hereto as Exhibit E, the Pedestrian Master Plan map attached hereto as Exhibit F.

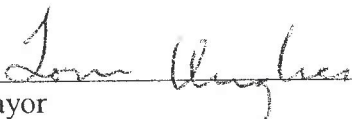
Section 3. The City Planning Director is hereby instructed to cause the official Comprehensive Plan Land Use Map and Transportation System Plan Maps, a part of Ordinance No. 2793, to be amended to include the changes set forth in Section 1 and Section 2 hereof.

Section 4. Except as herein amended, Comprehensive Plan Ordinance No. 2793 as amended shall remain in full force and effect.

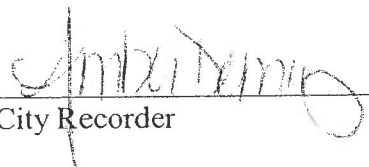
Section 5. This ordinance shall be effective from and after 30 days following its passage and approval by the Mayor.

Passed by the Council this 12th day of March, 2008.

Approved by the Mayor on this 12th day of March, 2008.



Mayor

ATTEST: 

City Recorder

Hillsboro / Solarworld : Co-Applicants

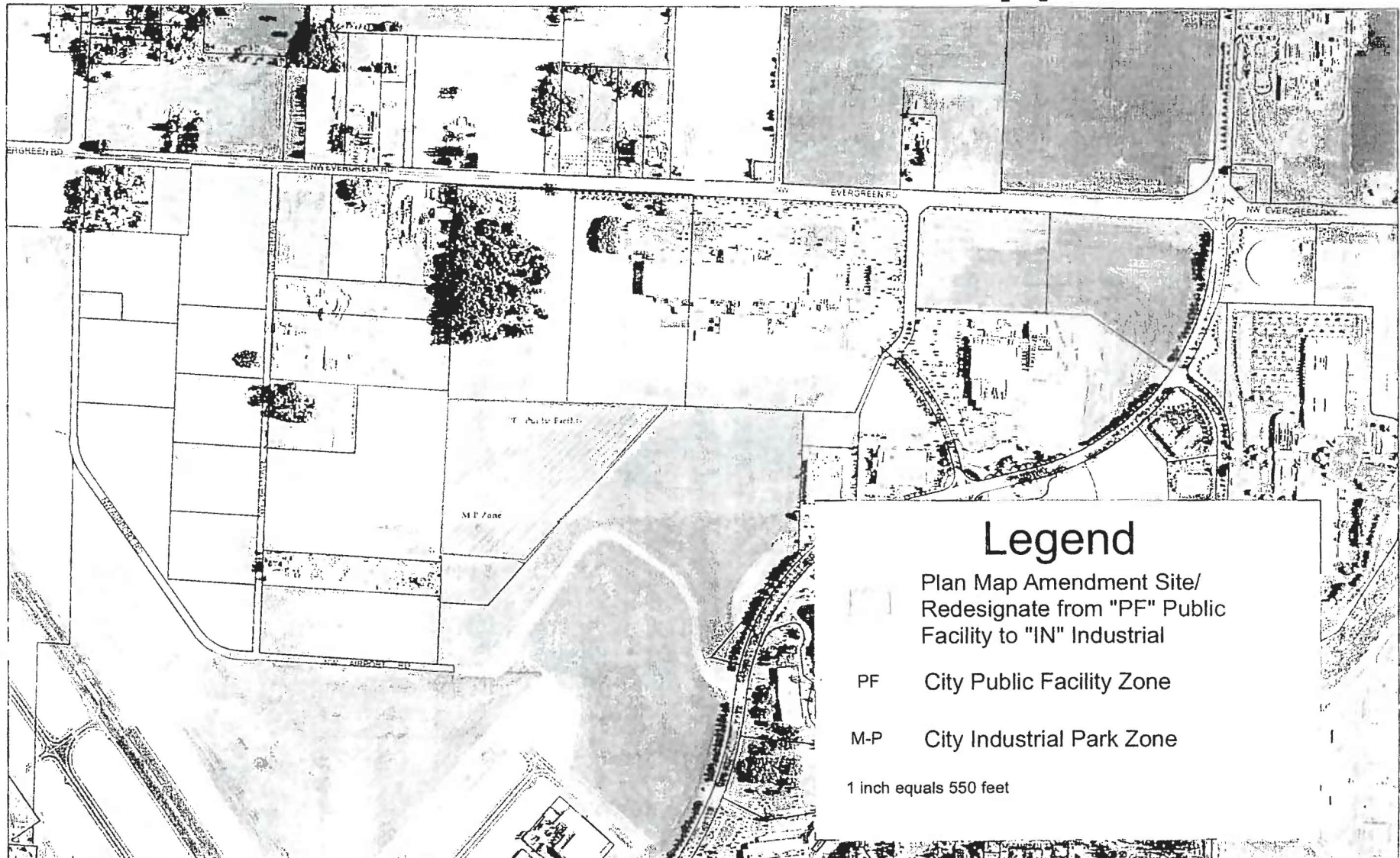
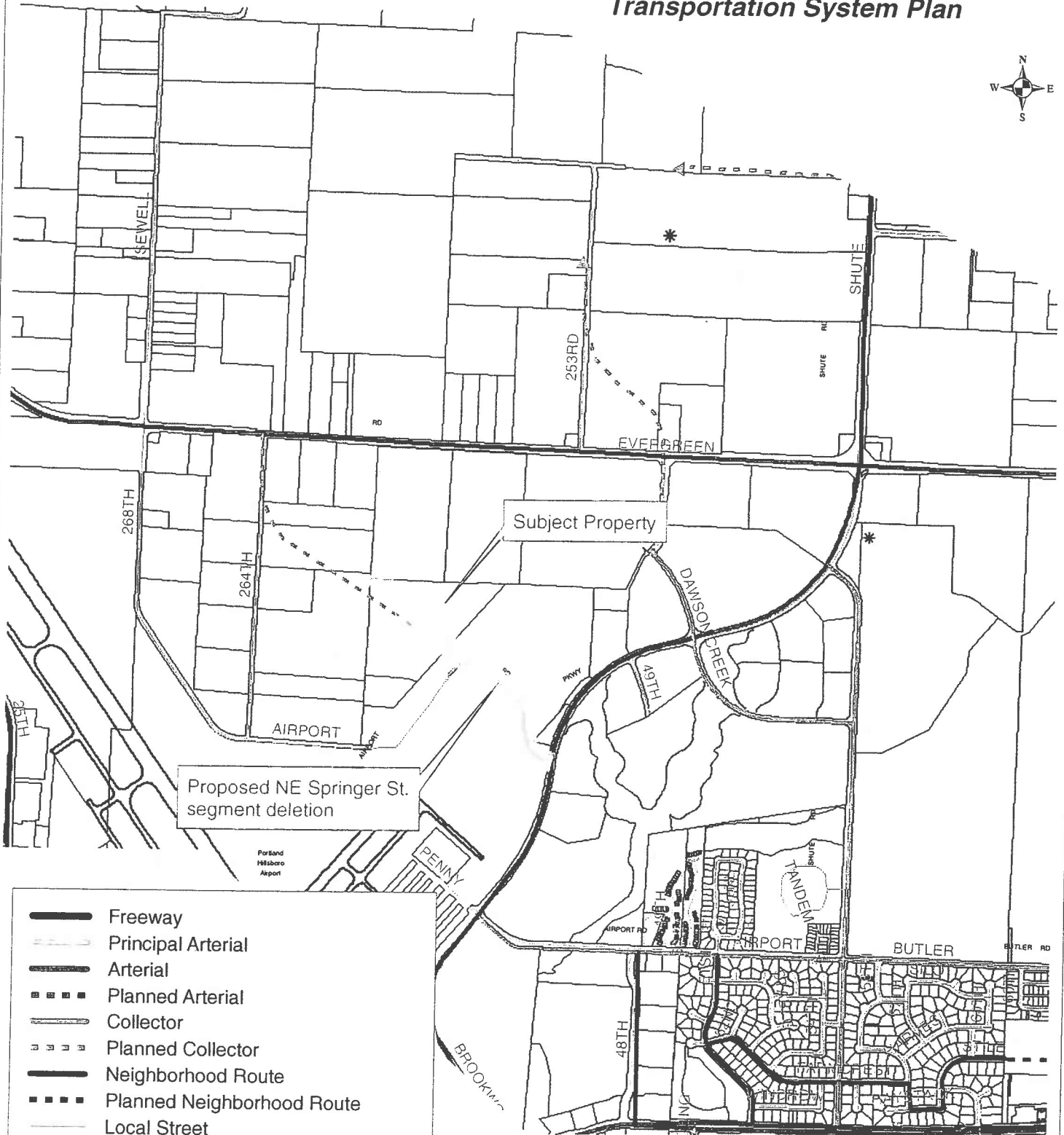


Exhibit A

EXHIBIT B

City of Hillsboro Transportation System Plan



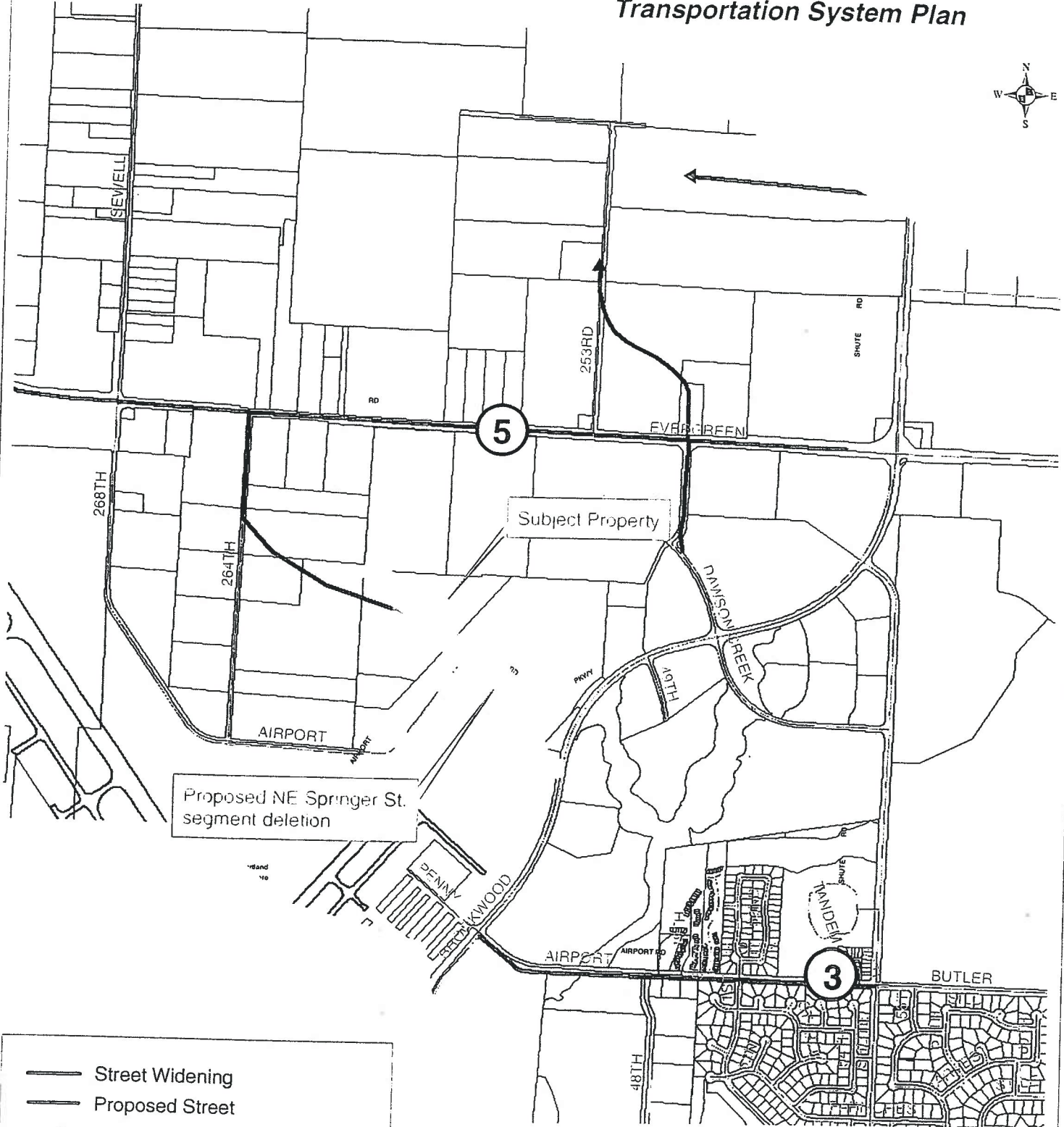
- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Study Area Boundary

- East-West Connector Study Area Alignment subject to UGB expansion and/or future refinement or study in these areas.
- *

**Figure 1-9
HILLSBORO FUNCTIONAL
CLASSIFICATION PLAN**

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

City of Hillsboro Transportation System Plan



**Figure 1-5
STREET IMPROVEMENT PLAN**

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

City of Hillsboro Transportation System Plan

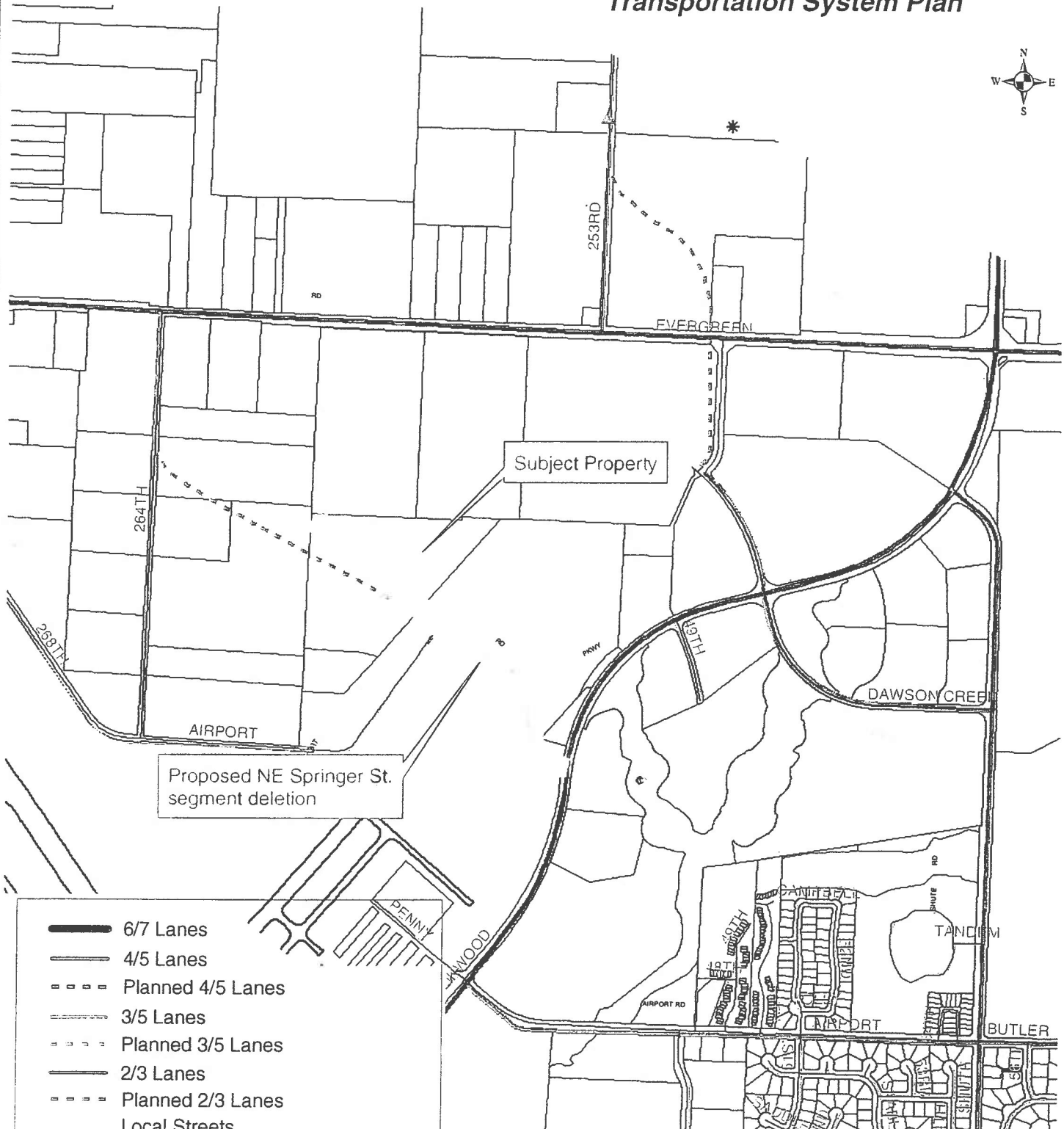


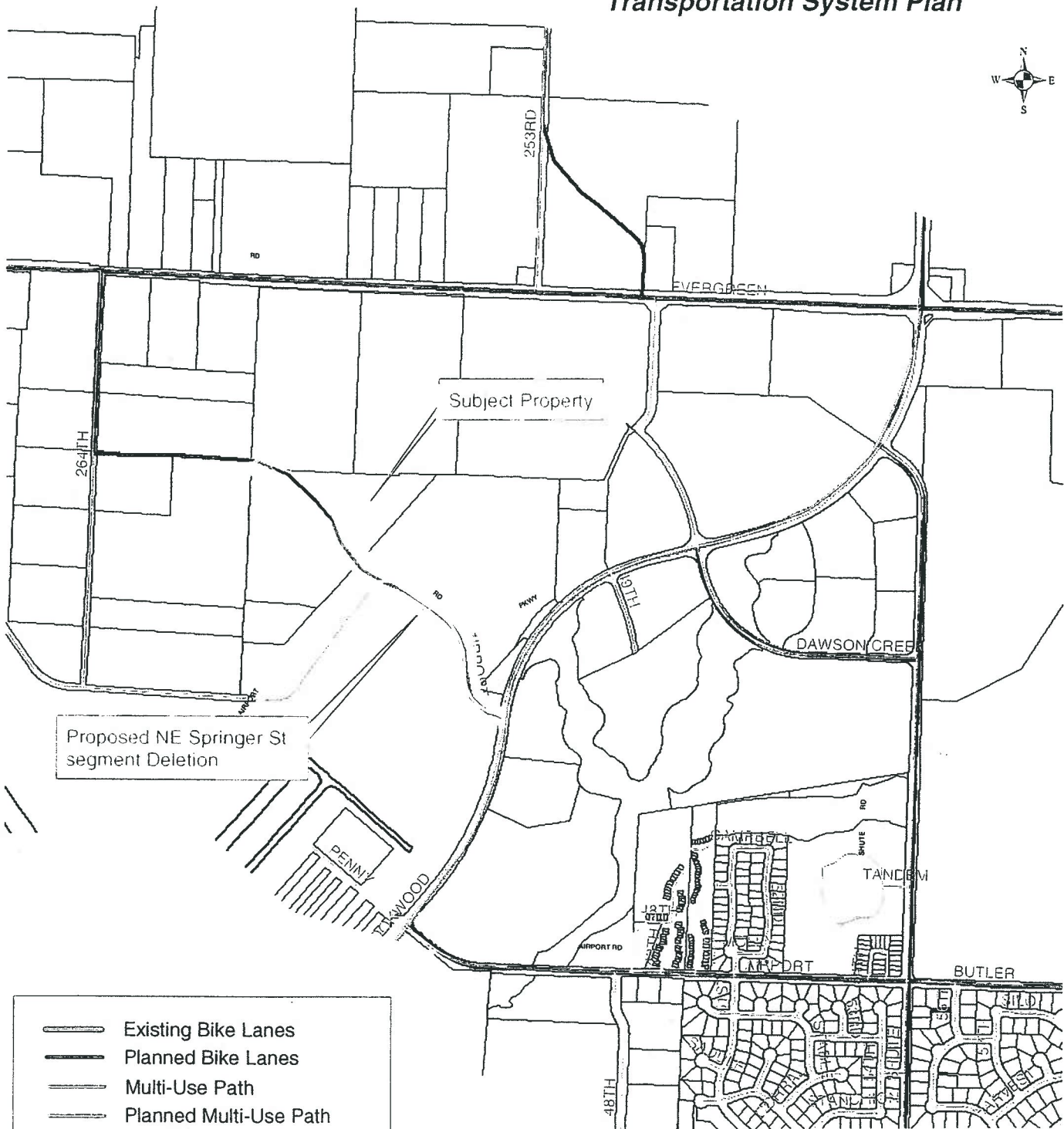
Figure 1-6

**FUTURE STREETS WHERE
ROW IS PLANNED FOR MORE
THAN TWO LANES**

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

EXHIBIT E

City of Hillsboro Transportation System Plan



Proposed NE Springer St
segment Deletion

Subject Property

DAWSON CREEK

TANDEM

BUTLER

- Existing Bike Lanes
- Planned Bike Lanes
- Multi-Use Path
- Planned Multi-Use Path
- Bicycle Boulevard
- Bicycle Way Network
- Local Street
- Study Area Boundary

▲ East-West Connector Study Area

Figure 1-3
BICYCLE MASTER PLAN

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

Exhibit F

City of Hillsboro Transportation System Plan



**Figure 1-2
PEDESTRIAN MASTER PLAN**

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

EXHIBIT "G"

BEFORE THE PLANNING COMMISSION OF THE CITY OF HILLSBORO

**IN THE MATTER OF AN
APPLICATION FOR A MINOR
COMPREHENSIVE PLAN
AMENDMENT KNOWN AS
INDUSTRIAL PLAN DESIGNATION
(SOLARWORLD)**

**CITY OF HILLSBORO
CASE FILE NO. HCP 1-08**

**FINDINGS OF FACT
CONCLUSIONS OF LAW**

I. INTRODUCTION

The applicants, Solarworld and City of Hillsboro (Economic Development Department), requested Planning Commission approval of a minor Comprehensive Plan Land Use Map Change from PF Public Facilities to IN Industrial, and proposed modifications to several City Transportation System Plan Maps to delete from these Maps a segment of a planned roadway alignment (NE Springer Street) located within the vicinity of the subject property. The owner of the affected property is Solarworld. The purpose of the proposed plan change was to address city and regional economic goals and policy in allowing for possible future industrial development of the subject site.

II. PROCEDURAL STATUS AND PUBLIC TESTIMONY RECEIVED

On November 19, 2007, in accordance with Section 1(IV).B.4 of the Hillsboro Comprehensive Plan Ordinance No. 2793, a neighborhood meeting was held to notify adjoining property owners of the proposed amendments, at which one property owner attended and commented on: 1) his request that the city retain as collector classified streets both 264th Avenue and NE Springer Street where it currently exists east of 264th Avenue and west of the eastern segment proposed for deletion, 2) the location of the planned street segment referenced in the plan, and 3) the potential uses and development of the site.

Following notice of the public hearing as required by Hillsboro Comprehensive Plan Section 1(IV).B.1 and ORS 197, the public hearing on February 27, 2008 was opened, staff supplied an oral staff report, the applicant presented their project, and testimony was taken from the audience.

The original staff report dated February 20, 2008 included such items as the description of the site and surrounding area, project description, the application for a Minor Comprehensive Plan Amendment and associated maps.

III. INCORPORATION OF THE APPLICATION AND STAFF REPORT

The Planning Commission hereby adopts and incorporates by reference the application and supplemental submittal materials dated January 18, 2008, the staff report dated February 20, 2008, for the purposes of documenting the factual content of this application and the basic findings of compliance with the applicable standards.

IV. APPLICABLE PLAN GOALS AND POLICIES

Section 2 Urbanization - Goal To provide for an orderly and efficient transition of land from rural to urban use through the identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area. Establishment of land use designations in particular areas will be based upon the need to:

- (A) Accommodate long-range population growth within the Hillsboro planning area.
- (B) Control the economic, environmental and energy consequences of urban growth.
- (C) Retain agricultural land outside the urban area.
- (D) Provide for the orderly and efficient extension of public facilities and service.
- (E) Assure efficient development of land consistent and compatible with the community's needs and resources.
- (F) Provide decent housing, employment opportunities and an environment with a high degree of livability for the citizens of Hillsboro and surrounding community.
- (G) Assure consistency with the Regional Urban Growth Boundary.

Response:

The proposed amendment allows for an orderly and efficient transition of land from rural to urban use because the site is already within the Metro Urban Growth Boundary and is owned by a private industrial user. The amendment addresses this goal by supporting new industrial growth, which will provide future job opportunities in the City of Hillsboro and the Region. The site already has access to public facilities and utilities and is surrounded by urban development on three sides.

Section 2 Urbanization - Implementation Measure (IV)(A) Urban development shall occur only where urban services exist or are available. It is

the intent of this Plan to encourage development in those areas where such services are currently available or can be readily provided in a logical manner:

- (1) Urban services necessary for development include adequate water, sewer, and fire protection. The documentation of the availability of these needed services must be current.
- (2) Whenever feasible, the installation of sewage trunk lines shall occur prior to the development of the affected urban area.
- (3) Public streets, new or existing, which are proposed for access to a particular site proposed for development, shall be developed in accordance with the transportation element of the Comprehensive Plan.
- (4) Other essential services, including school districts, Police or Sheriff's Department, water districts, and transit agency, must be proven to be available to a proposed development within five years of a development approval.
- (5) The infill of vacant, bypassed lands, between areas of development, at an urban level, shall be encouraged. Appropriate measures shall be taken to insure that new development in infill areas is compatible with existing developed areas. The City will support a proposed annexation of infill areas and allow subsequent development to occur under the clear and objective standards in its implementing ordinances, including the Zoning and Subdivision

Response:

As stated in the staff report, the site is located within the City of Hillsboro city limits and in the "Hillsboro Industrial Sanctuary". As stated on page three of the February 20, 2008 staff report, the site has access to public utilities along NW Evergreen Road and the entire Solarworld site. The Industrial Plan designation and the proposed road segment deletion encourage the infill the vacant lot at an urban level.

Section 10 Economy - Goals

- (A) Expand, improve and diversify the economy of the planning area.
- (B) Provide local employment opportunities for area residents.
- (C) Conserve energy by lowering commuting distance.
- (D) Increase and expand the economic base, tax base and economic independence of the area.

- (E) Provide choice in the purchase of goods and services available to the public.

Response:

As discussed above and in the February 20, 2008 staff report, the proposed amendment will allow for the future development of the site as industrial use. As an industrial campus, the site would provide jobs and expand Hillsboro's economic base. Construction of the NW Springer Street extension segment proposed to be deleted from the TSP Maps, would substantively restrict if not eliminate the industrial utility and development capacity of the subject industrial property. In so doing, construction of the planned NE Springer Street segment, proposed to be deleted from the TSP Maps, would inhibit the further diversification of the City's industrial economic base which is a prime HCP economic development objective.

Section 10 Economy – Policies (B) Industrial land use Industry in Hillsboro was located primarily south and west of the central business district in an area bounded by the Oregon Electric and Southern Pacific Rail lines. This area was laid out in urban lots within the usual street grid system, with existing industry being interspersed with both residential dwelling and commercial establishments. This has made expansion of existing industry and establishment of new industry difficult and prevents efficient industrial development patterns from occurring in this area. In addition, industrial use west of the central business district detracts from the visual appearance of retail areas and inhibits business expansions in this direction. Therefore, if Hillsboro is to become economically less dependent on Portland and other cities, then sufficient land must be designated industrial in other parts of the Hillsboro Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns.

Response:

The amendment will assign a plan designation of Industrial on the subject site providing for industrial lands inside of Hillsboro in an area other than the southwest industrial area. As discussed previously, the deletion of the proposed street segment would allow for a large contiguous industrial site, which would enhance Hillsboro's economic base and add employment opportunities.

Section 10 Economy – Policies (B)(2) Sufficient land shall be designated industrial on the Comprehensive Plan Map to:

- (a) Attract and accommodate both labor intensive and land intensive industrial activities.
- (b) Provided areas for different types of industrial developments.
- (c) Develop a diverse industrial base offering an increasing number of employment opportunities.

- (d) Decrease the property tax burden on residential property.

Response:

The property is better suited to be designated Industrial to allow for potential future industrial development of the site. The proposed amendment will create future opportunities for City economic base diversification in allowing for potential large campus style industrial use by the property owner.

V. APPLICABLE APPROVAL CRITERIA

The applicable approval criteria are contained in Section 1(IV).B of the City of Hillsboro Zoning Ordinance No. 1945 as cited in the application and in the February 20, 2008 staff report.

- 1) *That the property is better suited for uses proposed than for the uses for which the property is currently designated by the Plan.*

Response for Proposed Land Use Map Amendment:

The subject property is better suited for the proposed IN Industrial use than for the current PF Public Facility designation because the site is no longer publicly owned. The subject property was once owned by the Port of Portland; however, the Port sold and conveyed fee title to the property to private owners several years ago. The property has remained in private ownership for several years and continues to be zoned M-P Industrial Park.

The property is also better suited to be designated IN Industrial to allow for potential future industrial development of the site. The proposed amendment will create future opportunities for City economic base diversification in allowing for potential large campus style industrial use by the property owner.

Response for Proposed Transportation System Plan Map Amendment:

The current maps for the Transportation System Plan (TSP) depict a planned street segment, NE Springer Street, in the vicinity of Tax Lot 200 on Washington County Tax Assessor's Map 1N2-28BD. This proposed street segment originally reflected the multiple property owners in the vicinity in 1996 when the TSP was updated with this proposed segment. Currently, many of the parcels surrounding the planned street segment have been purchased by a single owner.

Construction of the NE Springer Street extension segment (proposed to be deleted from the TSP Maps) would substantively restrict if not eliminate the industrial utility and development capacity of the subject industrial property. In so doing, construction of the planned NE Springer Street segment, would inhibit the further diversification of the City's industrial economic base which is a prime HCP economic development objective. It would also hinder the Comprehensive Plan's ability to comply with the Title 4 directive to protect existing industrial lands in the Hillsboro Industrial Sanctuary. Therefore, the property is better suited be developed as part of the larger industrial campus than to have an unneeded road bisecting the parcel.

2) That a need exists for the proposed Plan Map designation that is not already met by existing Plan Map designations in the general area.

Response for Proposed Land Use Map Amendment:

In 2002, the Portland Metropolitan Service District (Metro) adopted a "Title 4 Map" as part of its Urban Growth Management Functional Plan. Local comprehensive plan conformance with the Title 4 Map is mandatory. An adopted Regional policy directs that the subject property and land to the north and east of the Hillsboro Airport generally situated in the "Hillsboro Industrial Sanctuary" need to be planned and used for industrial/employment uses as critical "regional economic resources". The Title 4 Map designates the subject property and surrounding properties for "Industrial Use". Accordingly, the HCP Land Use Map "PF" designation of the property needs to be changed to "IN" Industrial to conform to the Title IV Map "Industrial Use" designation.

A need to change the proposed Plan Map designation exists to increase as well as protect the supply of sites for industrial employment consistent with Title 4. The proposed amendment would address economic growth policies outlined in Section 2. Urbanization in the Hillsboro Comprehensive Plan by supporting new industrial growth in the City of Hillsboro and the Region. The site already has access to public facilities and utilities and is surrounded by urban development on three sides.

The proposed HCP Land Use Map re-designation of the property to "IN" Industrial is also needed to attain HCP-Zoning Map consistency and conformance. If approved, the requested Land Use Map re-designation would remove a technical and legal uncertainty whether the current HCP Map designation of the property permits industrial use of the subject property, even though it is zoned M-P Industrial Park Zone. Unlike the Plan's Industrial designation, the Public Facilities designation has no separate implementing zone within the City's Zoning Ordinance.

Response for Proposed Transportation System Plan Map Amendment:

A need exists to delete the planned collector to address the security and safety goals and objectives of the Port of Portland, Federal Aviation Administration and Department of Homeland Security.

The need to delete this planned road segment is the lack of need for the planned segment itself. The current maps for the Transportation System Plan (TSP) depict a planned street segment, NE Springer Street, in the vicinity of Tax Lot 200 on Washington County Tax Assessor's Map 1N2-28BD. This proposed street segment reflects the multiple property owners in the vicinity in 1996 when the TSP was updated with this proposed segment. Currently, many of the parcels surrounding the planned street segment have been purchased by a single owner.

Recent traffic circulation and capacity studies prepared for the City by DKS Associates, which include impacts associated with recent UGB expansions in the area, have found that this south "planned collector" extension from NW

264th Street is not essential to maintaining roadway capacity in the area, including specifically the intersection of NW Shute Road and NW Evergreen Road.

Industrial properties located west of the subject property already have direct access to Evergreen Road or to Evergreen Road from existing NW 264th and NW 268th Avenues. Industrial properties east of the subject property either have direct access to NW Evergreen Road, access via NW 264th Avenue and NE Springer Street to NW Evergreen Road, or have private roadway access to NE Brookwood Parkway or NW Dawson Creek Drive. Lacking the functional need for this collector roadway, its elimination would free up a significant amount of Traffic Impact Fees and/or Traffic System Development funds, which would otherwise be used in issuing credits against the cost of the unnecessary collector roadway. These funds could then be used elsewhere in the city where real needs exist.

Construction of the NW Springer Street extension segment proposed to be deleted from the TSP Maps, would substantively restrict if not eliminate the industrial utility and development capacity of the subject industrial property. In so doing, construction of the planned NE Springer Street segment, proposed to be deleted from the TSP Maps, would inhibit the further diversification of the City's industrial economic base which is a prime HCP economic development objective. It would also hinder the Comprehensive Plan's ability to comply with the Title 4 directive to protect existing industrial lands in the Hillsboro Industrial Sanctuary.

VI. CONCLUSION

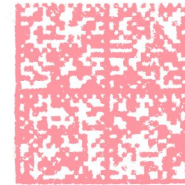
Based upon this documentation and the submittal of testimony during the public hearing process as identified above, the Planning Commission finds that the applicant has sufficiently met all of the relevant criteria of the Zoning and Ordinances, and complies with the Goals and Policies of the Comprehensive Plan. Therefore, the Planning Commission recommends **APPROVAL** of this application for HCP 1-08 Industrial Map Designation (SolarWorld). This approval incorporates the Resolution to which these findings and exhibits are attached.

FIRST • CLASS

FIRST • CLASS

FIRST • CLASS

FIRST • CLASS



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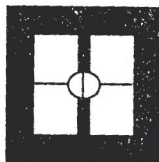
03/20/2008

Mailed From 97123
US POSTAGE

First Class Mail

Planning Department
150 E. Main Street Fourth Floor Hillsboro OR 97123

CITY OF HILLSBORO



Attention: PLAN AMENDMENT SPECIALIST
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

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