



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/16/2009

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 004-09

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: Tuesday, October 30, 2009

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 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 THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Debbie Raber, City of Hillsboro
Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
DLCD: Gary Fish

<paa> YA

PROP **2**

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

DEPT OF

OCT 09 2009

LAND CONSERVATION AND DEVELOPMENT

DATE STAMP

For DLCD Use Only

Jurisdiction: **City of Hillsboro**

Local file number: **HCP 1-09**

Date of Adoption: **10/6/2009**

Date Mailed: **10/8/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **3/27/2009**

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".
Amendment updates existing policies and implementation measures related to Hillsboro Airport.

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

Plan Map Changed from: **NA**

to: **NA**

Zone Map Changed from: **NA**

to: **NA**

Location: **text amendment - no location**

Acres Involved: **NA**

Specify Density: Previous: **NA**

New: **NA**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 file No. 004-09 (17448) [15751]

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

FAA; Oregon Department of Aviation; Portl of Portland; Washington County

Local Contact: **Debbie Raber**

Phone: (503) 681-6155 Extension:

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

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

City: **Hillsboro**

Zip: **97123-**

E-mail Address: **debbier@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. 5925

HCP 1-09: HILLSBORO AIRPORT COMPATABILITY STUDY IMPLEMENTATION

AN ORDINANCE AMENDING COMPREHENSIVE PLAN ORDINANCE NO. 2793, AS AMENDED, SECTION 7 AIR, WATER AND LAND RESOURCE QUALITY AND SECTION 13 TRANSPORTATION, REFLECTING THE RECOMMENDATIONS OF THE HILLSBORO AIRPORT COMPATIBILITY STUDY AND THE RECOMMENDATIONS OF THE HILLSBORO AIRPORT ISSUES ROUNDTABLE

WHEREAS, Oregon Administrative Rules (OAR) Section 660-13 requires local jurisdictions to adopt provisions to encourage and support the continued operation and vitality of airports," including both Airport Use Zones and Airport Safety and Compatibility Overlay Zones, and

WHEREAS, the 2005 Hillsboro Airport Compatibility Study recommended creation and adoption of both an Airport Use zone and Airport Safety and Compatibility Overlay zones for the Hillsboro Airport, and

WHEREAS, the citizen advisory group Hillsboro Airport Issues Roundtable (HAIR) worked with City of Hillsboro staff, Washington County staff, and Port of Portland staff for over 18 months to prepare draft language for a proposed AU Airport Zone and ASCO Airport Safety and Compatibility Overlay Zone to be added to the Hillsboro Zoning Ordinance and Zoning Map, finalizing its recommendation in January 2009, and

WHEREAS, Comprehensive Plan Sections 7 and 13 contain language referencing airport compatibility, which does not fully implement the requirements of OAR 660-13, predates the 2005 Airport Compatibility Study, and is inconsistent with the more current recommendations of the HAIR, and

WHEREAS, the Hillsboro Planning Commission received and reviewed proposed amendments to the Comprehensive Plan Sections 7 and 13 at a work session on February 25th, 2009, and found sufficient merit in the draft language to initiate Comprehensive Plan text amendments as authorized under Section 1 Planning and Citizen Involvement: Minor Plan Amendments, and

WHEREAS, the Planning Commission subsequently adopted Order No. 8004 initiating the proposed Comprehensive Plan Amendments consistent with the amendments recommended by the HAIR,

WHEREAS, the Planning Commission held a public hearing on the proposed Comprehensive Plan amendments on May 13, June 10, and June 24, 2009, and received testimony in support and no testimony in opposition to the amendments, and

WHEREAS, at the conclusion of the public hearing, the Planning Commission adopted Order No. 8102 on July 22, 2009, recommending City Council approval of the proposed amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation at a work session on September 15, 2009 and at the regular meetings on September 15 and October 6, 2009, and

WHEREAS, the City Council adopts the findings attached hereto as Attachment A in support of their decision.

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

Section 1. Comprehensive Plan Ordinance No. 2793 Section 7 Air, Water and Land Resource Quality is amended with the addition of a new Policy K, the deletion of existing Implementation Measures 13, 14, 15, 16, and 17, and the addition of new Implementation Measures 19; with deleted text shown in overstrike typeface and added text shown in bold italic typeface as follows:

(III) Policies.

(K) *To reduce potential impacts of airport operations on surrounding properties, the City shall limit noise sensitive and public assembly and uses in proximity with the Hillsboro airport, consistent with the current Airport Master Plan and Compatibility Study.*

(IV) Implementation Measures.

~~(13) Other than the existing public facility and open space designations, land use designations within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan shall be limited to industrial, commercial and low density residential.~~

~~(14) The location of service facilities such as schools, hospitals, and nursing homes; public assembly; and high density residential development shall be avoided within the future projected LDN 55 contour contained in the most current adopted Airport Master Plan.~~

~~(15) Medium density residential development shall be avoided within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan.~~

~~(16) Land uses which create high concentrations of people shall be avoided within the aircraft approach zones.~~

~~(17) Land uses approvals within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan shall be conditioned to require hold harmless clauses, including noise disclosure statements. Land use approvals within the future projected LDN 55 contour contained in the most current adopted Airport Master Plan shall be conditioned to require disclosure of potential noise impacts from airport operations.~~

(18) (Previously deleted by Ordinance No. 3433/12-83.)

(19) *The City shall adopt compatibility requirements for land uses and properties surrounding the Airport, in compliance with state statutes and administrative rules. At a minimum, the compatibility requirements shall accomplish the following:*

- (a) *Prohibit new residential development and public assembly uses within the runway protection zones;*
- (b) *Limit the establishment of new noise-sensitive land uses within identified airport operations impact boundaries;*
- (c) *Regulate new industrial emissions or expansion of existing industrial emissions of smoke, dust, or steam that would obscure visibility within airport approach corridors;*
- (d) *Regulate outdoor lighting for new industrial, commercial, or recreational uses or the expansion of such uses to prevent light from projecting directly into existing airport approach corridors;*
- (e) *Coordinate review of radio, radiotelephone, and television transmission facilities within identified airport operations impact boundaries; and electrical transmission lines with aviation agencies;*
- (f) *Regulate water impoundments and wetland mitigation projects consistent with state statute and Clean Water Services requirements; and*
- (g) *Prohibit establishment of new landfills.*

Section 2. Comprehensive Plan Ordinance No. 2793 Section 13 Transportation is amended with the deletion of Policy J and its replacement with new Implementation Measures (V) and (W); with deleted text shown in overstrike typeface and added text shown in bold italic typeface as follows:

(III) Policies.

~~(J) Hillsboro Airport~~

~~(1) The City shall support implementation of the current Hillsboro Airport Master Plan.~~

~~(2) Should it be necessary to update the Hillsboro Airport Master Plan, the City shall participate in the process.~~

(VII) Implementation Measures

(V) The City shall support implementation of the current Hillsboro Airport Master Plan.

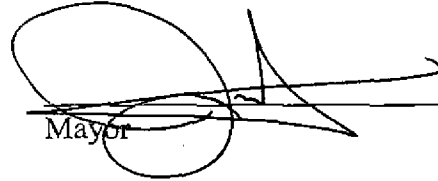
(W) Should it be necessary to update the Hillsboro Airport Master Plan, the City shall participate in the process.

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

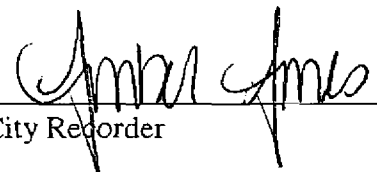
First approval of the Council on this 18 day of September, 2009.

Second approval of the Council on this 6 day of October, 2009.

Approved by the Mayor this 6 day of October, 2009.



Mayor

ATTEST: 

City Recorder

Attachment A

FINDINGS AND CONCLUSIONS

Minor Amendments to Comprehensive Plan Ordinance No. 2793 and Zoning Ordinance No. 1945

Case File Numbers HCP 1-09 and ZOA 3-09: Hillsboro Airport Compatibility Study Implementation

I. INTRODUCTION AND LEGISLATIVE HISTORY

The primary purpose of the Hillsboro Airport Compatibility Study Implementation amendments (Case File Numbers HCP 1-09 and ZOA 3-09) is to reduce conflicts between airport operation and future development, as required by the Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR). These statutory requirements are summarized in Attachment A-1.

In 2005, the Port of Portland with input from the City completed an update of the Hillsboro Airport Master Plan, which included an updated Compatibility Study. An Airport Use zone and Airport Safety and Compatibility Overlay zones were part of the recommended action in the Compatibility Study, excerpts from which are included in Attachment A-2.

In January 2007 the Hillsboro Airport Issues Roundtable (HAIR) formed a land use subcommittee specifically to development the Airport Use zone (AUZ) and the Airport Safety and Compatibility Overlay (ASCO) zones recommended in the Compatibility Study. After considerable review and discussion, the sub-committee determined that the best alternative for Hillsboro would be a hybrid of the height, noise and development regulations from the model airport zoning example development by the State of Oregon, combined with the more refined six ASCO zones developed and used in California, Washington and Minnesota. The "Six Zone Model" was preferred over the Oregon "Two Zone" model for three reasons:

- The six zone system is based on actual air traffic accident data from the National Traffic Safety Board, rather than on radii from airport runways
- The six zone system differentiates between flight paths and traffic patterns
- The six zone system can be "fine-tuned" for urban airports

City and Port staff met with personnel from the State Department of Aeronautics (DOA) and the Department of Land Use and Transportation (DLCD) regarding the proposal to use the "Six Zone Model" to complement the Oregon Model zoning. Both agencies supported this methodology.

With the oversight of the HAIR land use sub-committee, the Port and City staff developed and mapped the six ASCO zones and consolidated them with the height noise, and development standards of the Oregon Model. After the geometry of the six zones was completed, the City worked with industrial property owners potentially most affected by the proposal: SolarWorld; Genentech; and Intel. Revisions were made in the draft language to reflect the industries'

operational concerns and to provide clear and objective standards for future development. The provisions of the AUZ were also developed by the Port and City staff with oversight by the HAIR land use sub-committee: these provisions closely parallel those of the Oregon Model Code.

The final draft language of AUZ and ASCO zones was endorsed by the land use sub-committee in December 2008 and by the full Hillsboro Airport Issues Roundtable in January 2009. The Planning Commission held a work session on the proposed amendments on February 25, 2009, and subsequently initiated the amendments on March 11, 2009.

Notice of a joint Port/City open house and of the Planning Commission public hearings was sent to approximately 6100 property owners potentially affected by the proposed amendments. The Planning Commission public hearing opened on May 13, 2009, and was continued to June 10 and to June 24, 2009. The Planning Commission Public testimony received throughout hearings process helped to shape the final amendments forwarded to the City Council for adoption.

II. ADOPTION OF ADDITIONAL DOCUMENTS BY REFERENCE

The following documents are included in these findings by reference:

- Planning Commission staff report dated February 19, 2009 with associated attachments;
- Planning Commission staff report dated March 25, 2009 with associated attachments;
- Planning Commission Orders No. 8005 and 8006;
- Planning Commission staff report dated May 6, 2009, with associated Attachments A, B, C, D, and E;
- Planning Commission staff report dated May 21, 2009;
- Planning Commission staff report dated June 16, 2009, with associated attachments;
- Planning Commission Orders No. 8012 and 8013

III. OVERVIEW OF COMPREHENSIVE PLAN AND ZONING ORDINANCE AMENDMENTS

The Comprehensive Plan amendments include three changes in Section 7 Air Water and Land Resource Quality, and two changes in Section 13 Transportation.

Air, Water, and Land Resource Quality changes:

- Addition of a new Policy K
- Deletion of existing Implementation Measures 13, 14, 15, 16, and 17
- Addition of new Implementation Measure 18

Transportation changes:

- Deletion of Policy J
- Addition of new Implementation Measures (V) and (W)

The Zoning Ordinance amendments would include addition of two new sections: Section 135(A) Airport Use Zone AUZ and Section 135(B) Airport Safety and Compatibility Overlay Zone (ASCO). Within the ASCO, height and noise mitigation regulations, and development regulations on lighting, emission, glare, and electrical interference would be applicable to new development as specified. Six compatibility zones would also be created with varying degrees of regulations intended to mitigate conflicts between airport operations and future development. Section 94 Exceptions to Building Height Limitations would also be amended in Subsection (2) to be consistent with the new AU and ASCO zones.

V. COMPLIANCE WITH THE CITY OF HILLSBORO COMPREHENSIVE PLAN

A. Identification of the Amendments as “Minor Amendments”

The City followed the process established at Section 1(III) of the HCP for review of proposed minor amendments to the Comprehensive Plan. A “Minor Plan Amendment” is defined as “any change to the Comprehensive Plan which is not a major plan amendment.” A “Major Plan Amendment,” in turn, is defined as follows at Section 1(II)(G):

“Major Plan Amendment” includes any significant change to the Comprehensive Plan text or map initiated by the City Council of 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.

Finding: The proposed Comprehensive Plan amendments do not amend both the Plan text and map. All three elements of the definition of “major plan amendment” must be met in order for an amendment to meet the definition. In addition, the amendments will not have significant environmental, energy, economic and social consequences as they are modifications to implement State Statutes and Administrative Rules, as well as the adopted Hillsboro Airport Master Plan and Land Use Compatibility Study.

Conclusion: The City followed the appropriate process for a minor plan amendment as required by the HCP. The City provided the required notice to the state Department of Land Conservation and Development more than 45 days prior to the first public hearing on the proposed amendments as required by ORS 197.610. The City also sent notice to approximately 6200 affected property owners as required by ORS 227.186.

Therefore, the applicable requirements for classifying and processing the proposed amendments are met.

B. Minor Amendment Criteria

Minor Amendments to the HCP may be made if a need for revision is documented. HCP Section 1(IV)(A). The proposed amendments meet this criterion based on the need for consistency with

ORS 836.610, OAR 660-13, and the adopted Hillsboro Airport Master Plan and Land Use Compatibility Study.

The HCP requires that amendments be submitted by the City, government agencies and property owners. These amendments were initiated by the Planning Commission through adoption of Orders No. 8005 and 8006 on March 25, 2009.

C. Goals and policies of the Comprehensive Plan

Section 1. Planning and Citizen Involvement.

The Plan establishes processes that are designed to facilitate public involvement in revisions to the Plan and implementing regulations. Specifically, at Section 1(IV), a process is established for consideration of minor amendments such as this one. Newspaper notice was provided as required by Section IV(A)(1).

The Planning Commission initiated these amendments and conducted a work session and public hearing at three meetings over the course of its review. As required by ORS 227.186, notice of the public hearing and an earlier Open House was sent to approximately 6200 property owners. Notice of the public hearings was also published in the Hillsboro Argus. Approximately 50 persons attended the Open House, and approximately 31 persons testified in person or in writing at the Planning Commission public hearing.

In addition, the 2008 HAIR meetings, including the Land Use Sub-Committee meetings during which the draft language of the amendments was developed, were noticed in the Hillsboro Argus and on the Port's web site. Electronic notice was also sent to interested parties who had signed up for information on the Port's airports: Portland; Hillsboro; and Troutdale. HAIR meetings were held in the Hillsboro Civic Center (a fully accessible site) in the early evening.

Findings:

The notification provided of the development of the language through the HAIR land use sub-committee in 2008, and the Ballot Measure 56 notification of the Open House and Planning Commission public hearing were effective in notifying affected property owners, as was evident from the attendance at the Open House and the testimony at the public hearings.

Conclusion: The process requirements of the Comprehensive Plan have been met.

Section 2. Urbanization.

The Urbanization element of the Comprehensive Plan seeks to provide for orderly and efficient transition from rural to urban uses through the identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area.

Findings: The proposed amendments are consistent with the goal and policies of the Urbanization element of the Comprehensive Plan because the Plan envisions that as development occurs public facilities and services will be expanded to accommodate the additional need. The Hillsboro Airport provides transportation facilities and employment opportunities within the Hillsboro Planning Area, and the proposed amendments will facilitate the expansion of the Airport within the provisions of the adopted Master Plan. The proposed amendments will create ASCO zones which will be applied to properties within the City south of NW Evergreen Road, and will be applicable to future annexations of industrial areas north of NW Evergreen Road in the Evergreen Special Industrial Area. Availability of the ASCO zones, and the certainty which their provisions will provide to future development in that area, facilitates efficient urbanization.

Conclusion: Applicable policies of the Urbanization section of the Plan are met.

Section 3. Housing.

The goal of the Housing chapter of the Plan is to provide for the housing needs of the citizens of Hillsboro and the surrounding community by encouraging the construction, maintenance, development and availability of a variety of housing types, in sufficient numbers and at price ranges and rent levels which are commensurate with the financial capabilities of the community's residents.

Findings: Housing Policies C and O direct that housing be "designed and constructed in a manner that assures safe, healthy, and convenient living conditions for the community's citizens" and that "residential areas should be designated to avoid incompatible commercial, industrial, and other uses." The proposed amendments will reduce the negative impacts of airport operations on future residential development by creating clear and objective standards for the mitigation of such impacts during construction, and by limiting future increases in residential density in proximity to the airport flight paths. These provisions will contribute to a safer, healthier and more convenient residential environment. Such standards also provide clarity and consistency for the housing construction community which provides for the housing needs of Hillsboro's citizens.

Conclusion: The applicable policies of the Housing section of the Plan are met.

Section 4. Agricultural Lands.

The goal of the Agricultural Lands section of the Plan is to utilize farms as open space and provide a method for maintaining agricultural lands outside the urban growth boundary for farm use.

Findings: This section is not applicable to the proposed amendments as Statewide Goal 3 does not apply within urban growth boundaries. However, by specifying agricultural use as permitted within the AU Airport Use zone the amendments encourage the preservation of agricultural land within the urban growth boundary for open space and reduction of storm water runoff.

Section 5. Forest Lands.

The goal of the Forest Lands section of the Plan is to conserve forested lands and significant trees in the planning area.

Finding: This Section does not apply to the proposed amendments.

Section 6. Natural Resources, Open Space, Scenic and Historical Sites.

The goal of this Section of the Plan is to preserve the variety of natural and historical resources in the City.

Findings: This Section of the Plan implements Statewide Planning Goal 5, which included wetlands as a Goal 5 resource. The proposed amendments address the conflicting interests of wetlands creation/enhancement and reduction of waterfowl attractants impacting aviation safety, by providing clear and objective standards for creation and mitigation of wetlands within the ASCO zones. These standards specifically address Goal D, which calls for identification and provision of “appropriate protection” for significant Goal 5 natural resource sites including wetlands. The proposed amendments have no impact on any sites on the City’s Cultural Resource Inventory.

Conclusion: The applicable policies of the Natural Resources, Open Space and Historical Sites section of the Plan are met.

Section 7. Air, Water and Land Resource Quality.

The goal of this Section of the Plan is to maintain and improve the quality of the air, water and land resources of the city and prevent waste discharges from developments from degrading or threatening those resources.

Findings: By implementing the recommendations of the Hillsboro Airport Land Use Compatibility Study, these amendments support this goal. Adoption and application of the proposed ASCO zones will mitigate future negative impacts of airport operations by placing appropriate limitations on future development, thereby limiting the number of persons impacted. The adoption of new Policy K, and new Implementation Measure 18, and the deletion of outdated Implementation Measures 13, 14, 15, 16, and 17 will bring this Section into compliance with the Statewide Airport Planning Rule OAR 660-13, and the Hillsboro Airport Land Use Compatibility Study.

Conclusion: The applicable policies of this Section of the Plan are met.

Section 8. Natural Disasters and Hazards.

The goal of this section of the Plan is to protect life and property within the planning area from natural disasters and hazards.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 9. Recreation.

The goal of this Section of the Plan is to provide a parks and recreation facilities plan and program including a variety of open spaces, parks and recreation facilities.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 10. Economy.

The goals of this Section of the Plan are to expand, improve and diversify the economy of the planning area, provide local employment opportunities, conserve energy by reducing commuting distances, and expand the tax base and economic independence of the area.

Findings: The proposed amendments will provide greater certainty to the business community, especially prospective industrial developers, by providing clearer and more objective standards for properties in the vicinity of the airport. The increased clarity in the City's regulations will provide certainty to the development community and industry and can help promote the attraction of commercial and industrial development.

Section 11. Energy.

The goal of this Section of the Plan is to conserve energy through the design and location of land use activities in the City.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 12. Public Facilities and Services.

The goal of this Section of the Plan is to implement Statewide Planning Goal 11. The Plan envisions the provision of public facilities and services in an orderly and efficient manner and utilizing the provision of those services as a method for guiding urbanization within the Hillsboro Planning Area.

Findings: The proposed amendments implement Plan policies that include park and recreation facilities within the definition of this Section by assuring usable open space in developments.

The uniform calculation of density will allow the City and other service providers to better predict the need for public facilities to serve development.

Conclusion: Applicable policies of this Section of the Plan are met.

Section 13. Transportation.

The goal of this Section of the Plan is to implement Statewide Planning Goal 12 by ensuring provision of a safe, convenient, efficient and economic transportation system based on the City's Transportation System Plan.

Finding: This Section of the Plan is not relevant to the proposed amendments as they do not relate to transportation facilities. All development will still be required to comply with adopted City plans and regulations related to transportation facilities.

The remaining Sections of the Plan do not apply to the proposed amendments. They include community plans, a Severability provision, and the City's Transportation System Plan.

The remaining Statewide Planning Goals do not apply to these amendments.

IV. CONCLUSION

The proposed amendments comply with applicable provisions of the Hillsboro Comprehensive Plan and Statewide Goals.