NOTICE OF ADOPTED AMENDMENT

05/04/2011

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 002-11

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: Wednesday, May 18, 2011

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: Daniel Dias, City of Hillsboro
Gloria Gardiner, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative
Gary Fish, Transportation Planner

<paa> YA/ph
Notice of Adoption

Jurisdiction: City of Hillsboro
Date of Adoption: 4/19/2011

Local file number: HCP 1-11
Date Mailed: 4/26/2011

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes
Date: 2/03/2011

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”.

Change the classification of a planned neighborhood industrial route to a planned collector on the Hillsboro Functional Classification Plan and update the TSP. Revise and update classification tables, text and graphics.

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

Plan Map Changed from: N/A to: N/A
Zone Map Changed from: to:
Location: North of Cornell Road West of Cornelius Pass Rd
Acres Involved: 0

Specify Density: Previous: N/A New: N/A

Applicable statewide planning goals:

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. 002-11 (18704) [16624]
DLCD file No.
Please list all affected State or Federal Agencies, Local Governments or Special Districts:
METRO, Washington County, City of Hillsboro

Local Contact: Dan Dias
Address: 150 E. Main St. 4th Floor
City: Hillsboro
Phone: (503) 681-6179
Fax Number: 503-681-6245
E-mail Address: dand@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. 5965

HCP 1-11: TSP CLASSIFICATION CHANGE EAST/WEST ROAD FROM 229TH AVENUE TO CORNELIUS PASS ROAD

AN ORDINANCE AMENDING COMPREHENSIVE PLAN ORDINANCE NO. 2793, AND HILLSBORO TRANSPORATION SYSTEM PLAN, REFLECTING THE RECOMMENDATIONS OF THE HILLSBORO PLANNING COMMISSION TO CHANGE THE CLASSIFICATION OF A PLANNED NEIGHBORHOOD ROUTE TO A PLANNED COLLECTOR.

WHEREAS, Comprehensive Plan Section 1 (IV) sets forth the procedures and criteria for minor Comprehensive Plan changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) (A) authorizes the Planning Commission to initiate minor Comprehensive Plan text amendments, and

WHEREAS, Comprehensive Plan Section 1 Planning and Citizen Involvement subsection (IV) (B) sets forth the procedures and criteria for the City to initiate minor Comprehensive Plan Land Use Map changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) does not establish a single process for a minor amendment to both the text and maps of the Comprehensive Plan, and

WHEREAS, Due to the legislative nature of this minor Comprehensive text and map amendment, the City processed this amendment under the procedures and criteria of Comprehensive Plan Section 1 (IV) (A), and

WHEREAS, on March 9, 2011 the Planning Commission approved Order No. 8038 initiating this amendment, and

WHEREAS, City staff have identified a need for this planned roadway to be reclassified from a planned neighborhood route to a planned collector in order to be designated, designed and to function as a collector level roadway to relieve traffic on surrounding roadway systems; and

WHEREAS, the Planning Commission conducted a public hearing on this matter on March 23, 2011 and does hereby favor amending the Transportation System Plan and Hillsboro Comprehensive Plan to reclassify the subject roadway from a Neighborhood Route to a Collector, and

WHEREAS, on March 23, 2011 the Planning Commission approved Order No. 8041, attached hereto as Exhibit L, recommending approval of this amendment to City Council based on the Staff Report dated March 16, 2011 attached hereto as Exhibit M and Findings attached hereto as Exhibit N;

Page 1 of 4
WHEREAS, the City Council considered the Planning Commission’s recommendation on April 5, 2011, and

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

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

Section 1. Comprehensive Plan Ordinance No. 2793 Section 14 Comprehensive Plan Maps is amended with the following changes to maps:

• Figure 14-1 Hillsboro Functional Classification Plan: is amended to reflect the subject planned roadway reclassified from Planned Neighborhood Route (red dotted line) to Planned Collector (blue dotted line). See Exhibit B of this Ordinance.

• Figure 14-1a Future Streets Where ROW is Planned for Two or More Lanes: is amended to reflect the subject roadway as being Planned for 2/3 Lanes (green dotted line). See Exhibit C of this Ordinance.

• Figure 14-4 Bicycle Master Plan: is amended to reflect Planned Bike Lanes along the subject roadway (red solid line). See Exhibit D of this Ordinance.

• Figure 14-6 Hillsboro Traffic Signal Master Plan: is amended by adding two Planned Traffic Signals (red dots) at the subject roads intersections with NW 229th Avenue and NW Cornelius Pass Road. See Exhibit E of this Ordinance.

• Figure 14-7 Pedestrian Master Plan: is amended to reflect Planned Sidewalks on Arterials, Collectors & Neighborhood Routes (red solid line) along the subject roadway. See Exhibit F of this Ordinance.

Section 2. The Hillsboro Transportation System Plan Text is amended to have the following tables updated to reflect the classification change; with deleted text shown in overstrike typeface and added text shown in bold italic typeface as follows:

Table 4-10
Updates to Functional Classification Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road — Aloclek to 229th south of</td>
<td>na</td>
<td>Planned—Neighborhood Route</td>
</tr>
<tr>
<td>Evergreen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed road — Aloclek to Cornelius Pass</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Road south of Evergreen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed road — Cornelius Pass Road to</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
<tr>
<td>229th south of Evergreen</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 4-11
Future Streets Right-of-Way Plan
Section 3. The Hillsboro Transportation System Plan is amended with the following changes to maps:

- **TSP Figure 1-2 Pedestrian Master Plan.** Figure 1-2 will be amended by adding the planned sidewalks on collectors line (red solid line) along the planned alignment of the subject road. See Exhibit G of this Ordinance.

- **TSP Figure 1-3 Bicycle Master Plan.** Figure 1-3 will be amended by adding the planned bike lanes line (red solid line) along the planned alignment of the subject road. See Exhibit H of this Ordinance.

- **TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes.** Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (changing the subject road from a gray solid line to a green dotted line). See Exhibit I of this Ordinance.

- **TSP Figure 1-8 Traffic Signal Master Plan.** Figure 1-8 will be amended by adding two planned traffic signals (red dot). The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See Exhibit J of this Ordinance.
• TSP Figure 1-9 Functional Classification Plan. Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (red dotted line) to a planned collector (green dotted line). See Exhibit K of this Ordinance.

Section 4. 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 5th day of April 2011.

Second approval and adoption by the Council on this 19th day of April 2011.

Approved by the Mayor this 19th day of April 2011.

Jerry Wiley, Mayor

ATTEST: Amber Ames, City Recorder
A REQUEST FOR COMPREHENSIVE PLAN AMENDMENTS TO CHANGE THE CLASSIFICATION OF A PLANNED ROADWAY FROM NEIGHBORHOOD ROUTE TO COLLECTOR.

NATURE OF AMENDMENT

This is a legislative amendment to the Hillsboro Comprehensive Plan and Transportation System Plan to amend text and maps to reflect a reclassification of a planned roadway from Neighborhood Route to a Collector. The amendment was initiated by the Planning Commission through adoption of Order No. 8038. The proposed amendments are legislative in nature, therefore the governing procedures for the amendment are found in Comprehensive Plan Section 1(IV) (A) and the 120 day rule does not apply.

The purpose of the amendments is to reclassify the planned roadway to allow for the road to function as a collector roadway in terms of access, capacity and design. The TSP defines a Neighborhood Route as providing connectivity from neighborhoods to collectors and arterials. The TSP also states that Collectors provide circulation within commercial/industrial areas as well as residential areas. Reclassification of the planned roadway will also allow for the provision of bike lanes and signals. The reclassification of the planned roadway will reduce traffic impacts on NW Imbrie Drive and NW Evergreen Road which result from increased industrial development west of Cornelius Pass Road.

HEARINGS

The Planning Commission held a public hearing and considered these amendments at its meeting on March 23, 2011.
HCP 1-11 Change Classification of Planned Road from Neighborhood Route to Collector Approval Criteria and Findings

Preparation and adoption by the City of HCP 1-11 must comply with the following applicable provisions:

- Minor Plan Text Amendment Procedural requirements set forth by Section 1 of the Hillsboro Comprehensive Plan.

Minor Comprehensive Plan Amendment Procedures

Pursuant to HCP, Section 1 (IV) (A), a Minor Plan Amendment includes any text amendments initiated by the City Council or Planning Commission. The legislative process for Minor Amendments covered under Section 1(IV) (A) refers to Section 1 (III), Plan Revision and Major Plan Amendments, which states that plan revision shall be processed as legislative actions subject to the following provisions which effectively comprise the requirements to be met for valid HCP amendments:

(A) For each proposed plan revision or major plan amendment to the Comprehensive Plan:

(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 1 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.

Response: Due to the small size and scale of this amendment compared with Community Plans and Major Amendments, the Planning Commission, acting as the CIAC, initiated the amendment and will hold a public hearing to receive public testimony on the proposed amendments. Notice of the public hearing was published twice in the Hillsboro Argus, in compliance with the Comprehensive Plan requirements.

(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.
Response: Staff have reviewed technical traffic data and modeling relating to the capacities and need for the road reclassification. The staff report and mapping material on the proposed amendment was made available to the public in compliance with state law and the Comprehensive Plan provisions.

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

Response: Staff noticed appropriate governmental agencies of the proposed amendments, including sending the required Notice of Plan Amendment to the Department of Land Conservation and Development (DLCD) 45 days prior to the public hearing.

(4) Collect relevant information and data.

Response: Staff collected sufficient data and information to acknowledge the need to reclassify the subject roadway, and request the Planning Commission to initiate this amendment to resolve the identified issue of capacity and functionality for this planned roadway.

(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.

Response: Information on the proposed amendment and need for the reclassification was available in the staff report made available for public review prior to the public hearing.

(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.

Response: The only comment received prior to the public hearing and Planning Commission decision was an indication from
DLCD stating that they had no concerns or comment with the proposed amendments.

(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.

Response: The public notice published in the Argus contained a description of the proposed amendments as well as a summary of the amendment process.

(b) The time, date and place of the hearing.

Response: The public notice also included the time, date, and place of the public hearing. The notice indicated that the hearing would be held on March 23, 2011 at the Hillsboro Civic Center and that the meeting started at 6:30 PM.

(c) The location(s) at which copies of the plan revision or major plan amendment summary may be obtained.

Response: The notice also indicated that the Comprehensive Plan, Transportation System Plan, staff report and related materials were available in the Hillsboro Planning Department and hard copies could be obtained at cost.

(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.

Response: The notice also invited all interested parties to submit written testimony or provide testimony at the public hearing, and that only those who provide testimony will have the opportunity to appeal the Planning Commission’s determination to City Council.

(e) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.
Response: The notice also outlined the procedure for submitting testimony either in writing or at the public hearing.

(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.

Response: The Planning Commission did not request to recess the hearing; therefore this is not applicable.

(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.

Response: The Planning Commission approved Order Number 8041 recommending approval of the amendments to City Council.

(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.

Response: This amendment is not a major plan amendment and therefore does not warrant an additional public hearing before City Council.

(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.

Response: The Planning Department will 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 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.

Response: To be determined.

(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.

Response: Not applicable for this amendment process.

TPR Findings

These findings are intended to fully address the Oregon Transportation Planning Rule (TPR) - OAR 660-012-0060. No new information is contained in these findings. As illustrated below, the proposed Comprehensive Plan and Transportation System Plan (TSP) amendments will have a significant affect (as defined in OAR 660-012-0060) on the transportation networks because part of the amendment is to change the functional classification of a planned transportation facility.

Introduction

The proposed amendments to the Comprehensive Plan and TSP change the functional classification of a planned roadway from a Planned Neighborhood Route to a Planned Collector, as well as update TSP tables and maps to add the facility to the Pedestrian Master Plan, Bicycle Master, Traffic Signal Master Plan and the Future Streets Where Right of Way is Planned for Two or More Lanes Plan. This amendment is necessary for two primary reasons. The first is to accommodate the traffic demand of current and future industrial developments in the area surrounding the planned facility. The second is to adequately classify the planned roadway for the use in which it is intended to function. Recent development in the industrial core of Hillsboro warrants improvements to the transportation system surrounding this development. The two options available to address this new and future demand is to either widen NW Imbrie Drive and its intersection with NW Evergreen Road, as well as further improve the intersection at NW 229th Avenue and NW Evergreen Road or to have the planned subject roadway designed and function per the collector roadway standards rather than the current Planned Neighborhood Route designation. Widening NW Imbrie Drive and NW Evergreen is difficult due to location of existing development and a regional water quality facility on both sides of Imbrie Drive at its intersection with NW Evergreen Road. Widening this intersection would require property acquisition, of developed land for improvements, as well as an infringement on and possible relocation of the regional water quality facility which serves the surrounding developed area. These improvements, if made, would
reasonably accommodate the current demand, but would not be sufficient to accommodate future increased demand.

The reclassification of the planned roadway will address the increase in traffic demand as well as increase the capacity and functionality of the planned roadway. It is anticipated that at least a portion of the planned roadway will be constructed in the near future with the development of the Intel Ronler Acres project, which will increase traffic access and flow from Highway 26 and Cornelius Pass Road westward to major employment areas. As a collector this road can be designed to be wider, contain bike lanes and have higher speeds. The subject road functioning as a collector is an ideal alternative to the widening of NW Imbrie Dr and Evergreen Road and is an appropriate designation for the benefit of the overall transportation system. The new roadway will also provide relief to already congested facilities such as NW Cornell Road, NW Evergreen Road, NW Imbrie Dr, and NW 229th Avenue.

It is appropriate to re-designate the subject road as a collector to better reflect the form and function of the roadway was intended to serve in relation to the Comprehensive Plan, surrounding roadways and adjacent land uses. The TSP indicates that neighborhood routes are typically larger than local streets and provide connectivity from residential areas to collectors and arterials. The planned roadway does not connect to any residential areas. The TSP states that collectors provides access within residential and commercial/industrial areas, and provide a more city wide circulation function and do not require as extensive access control as compared to higher classifications. Based on these definitions it is appropriate for the subject roadway to be classified as a collector because it serves only industrial areas and connects an existing industrial collector (NW 229th Avenue) with an existing arterial (NW Cornelius Pass Road). By classifying the proposed road as a Collector, it will be built to serve the type of traffic that is expected to use it and therefore be safer and more efficient.

TPR Analysis

Process
Under the TPR, the local government must determine whether or not the proposed amendment would “significantly affect” one or more transportation facilities. This burden is on the local government, not ODOT (TPR Guidelines, 2006). The City of Hillsboro has determined that because the current proposal changes the function classification of a planned transportation facility, that it will have a significant effect per TPR (OAR 660-12-0060(1)(a)). Due to the significant effect staff has determined that by amending the TSP to modify the planned function, capacity and performance of the subject roadway by increasing its functionality and capacity, that the significant effect of the amendment is a positive effect to the overall transportation system.
FINDINGS

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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 find that the change of the classification of the subject roadway from a Planned Neighborhood Route to a Planned Collector constitutes a significant impact to the TSP pursuant to TPR. The nature of the amendment to increase the functionality, capacity and design of the roadway will better serve the goals of the TSP, as well as provide some relief to the congestion on roadways in the general vicinity of the subject road. The reclassification will also result in a positive benefit because it allows the subject roadway to be designed with bicycle lanes per the Bicycle Master Plan, sidewalks per the Pedestrian Master Plan and signals at the subject roads intersections with NW 229th Ave and NW Cornelius Pass Road.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

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

Finding:
Staff find that by reclassifying the subject roadway, the roadway will better serve surrounding industrial land uses and the traffic demands that they create. The new classification as a collector will allow the planned roadway to provide increased capacity, performance and safety over the smaller Neighborhood Route designation. As a collector the planned facility will have limited access standards, higher speeds, and increased capacity. As a result the planned roadway will be able to better serve the traffic needs of surrounding uses and relieve other surrounding facilities, and eliminate the present need to widen these roadway facilities and intersections.
CONCLUSION

For the reasons set forth above, the City Council finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to reclassify a planned Neighborhood Route to a planned Collector are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria.
EXHIBIT B

City of Hillsboro
Transportation System Plan

Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION 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.

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

City of Hillsboro
Transportation System Plan

Figure 14-1a
FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

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

Legend:
- 6/7 Lanes
- 4/5 Lanes
- Planned 4/5 Lanes
- 3/5 Lanes
- Planned 3/5 Lanes
- 2/3 Lanes
- Planned 2/3 Lanes
- Local Streets
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- $ East-West Connector Study Area
- V Couplet with 3 lanes in each direction
Figure 14-6
HILLSBORO TRAFFIC SIGNAL MASTER PLAN
Proposed New Planned Sidewalks

- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
  - Alignment Subject to UGB Expansion
  - Schools
  - Parks and Open Space

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

Figure 1-2
Pedestrian Master Plan
EXHIBIT H

City of Hillsboro
Transportation System Plan

Figure 1-3
Bicycle Master Plan

- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Multi-Use Path
- Alignment Subject to UGB Expansion
- Schools
- Parks and Open Space

Source:
- Metro Regional Land Information System
- City of Hillsboro
- Metro Regional Transportation Plan
EXHIBIT I

City of Hillsboro
Transportation System Plan

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

- 6/7 Lanes
- 4/5 Lanes
- 3/5 Lanes
- 2/3 Lanes
- Planned 2/3

- Alignment Subject to UGB Expansion
- Schools
- Parks and Open Space

Source: Metro Regional Transportation Plan

Figure 1-6
FUTURE STREETS WHERE RIGHT OF WAY IS PLANNED FOR TWO OR MORE LANES
ORDER NO. 8041

HCP 1-11: TSP CLASSIFICATION CHANGE EAST/WEST ROAD FROM 229TH AVENUE TO CORNELIUS PASS ROAD

AN ORDER THE CITY COUNCIL APPROVE AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN (TSP) TO RECLASSIFY AND UPDATE INFORMATION CHANGING A PLANNED NEIGHBORHOOD ROUTE TO A PLANNED COLLECTOR, AND AMENDING HILLSBORO COMPREHENSIVE PLAN MAP FIGURES TO REFLECT THE CHANGES TO THE TSP.

WHEREAS, Comprehensive Plan Section 1 (IV) sets forth the procedures and criteria for minor Comprehensive Plan changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) (A) authorizes the Planning Commission to initiate minor Comprehensive Plan text amendments, and

WHEREAS, Comprehensive Plan Section 1 Planning and Citizen Involvement subsection (IV) (B) sets forth the procedures and criteria for the City to initiate minor Comprehensive Plan Land Use Map changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) does not establish a single process for a minor amendment to both the text and maps of the Comprehensive Plan, and

WHEREAS, Due to the legislative nature of this minor Comprehensive text and map amendment, the City will process this amendment under the procedures and criteria of Comprehensive Plan Section 1 (IV) (A), and

WHEREAS, on March 9, 2011 the Planning Commission approved Order No. 8038 initiating this amendment, and

WHEREAS, City staff have identified a need for this planned roadway to be reclassified from a planned neighborhood route to a planned collector in order to be designated, designed and to function as a collector level roadway to relieve traffic on surrounding roadway systems; and

WHEREAS, the Planning Commission conducted a public hearing on this matter on March 23, 2011 and does hereby favor amending the Transportation System Plan and Hillsboro Comprehensive Plan to reclassify the subject roadway from a Neighborhood Route to a Collector based on the Staff Report dated March 16, 2011 attached hereto as Exhibit A and Findings attached hereto as Exhibit B;
THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Based on the testimony and the record, the Hillsboro Planning Commission recommends that the City Council approve the amendments to the Hillsboro Comprehensive Plan and Transportation System Plan to reclassify a planned neighborhood route to a planned collector, as contained in Planning Department Case File HCP 1-11: TSP Classification Change East/West Road From 229th Avenue to Cornelius Pass Road.

Section 2. The Planning Commission adopts the staff report dated March 16, 2011 and its attachments attached as Exhibit A as well as findings attached as Exhibit B.

Section 3. This order takes effect immediately upon approval.

Approved this 23rd day of March, 2011.

President

ATTEST: Secretary
March 16, 2011

TO: Hillsboro Planning Commission
FROM: Hillsboro Planning Department
RE: Proposed Comprehensive Plan amendments to reclassify a planned street from a Neighborhood Route to a Collector in the Transportation System Plan

REQUEST

The Planning staff requests that the Planning Commission (Commission) conduct a public hearing to receive public testimony on and consider amendments to Hillsboro Comprehensive Plan Ordinance No. 2793 and Transportation System Plan, to reclassify a planned road from a neighborhood route to a collector.

PROCEDURAL BACKGROUND

Due to recent development proposals and traffic studies in the industrial areas surrounding Cornelius Pass Road, it has come to staff’s attention that a need exists to reclassify a planned east-west street from a neighborhood route to a collector. The change would need to be made to the City’s Transportation System Plan (TSP) which is a component of the Hillsboro Comprehensive Plan.

To amend the TSP, the City is required to conduct the Minor Plan Amendment process. Comprehensive Plan Section 1(IV)A requires that the City Council or Planning Commission initiate a minor plan amendment to the text of the Comprehensive Plan by order whenever a need for a revision is documented. At their March 9th, 2011 meeting, the Planning Commission adopted Order No. 8038 initiating the amendment process to reclassify the subject road.

Following the adoption of the initiating order, staff scheduled a public hearing for the amendment before the Planning Commission on March 23, 2011. Comprehensive Plan Section 1(IV)A also requires that notice of a public hearing for a plan amendment be made by two publications in a newspaper of general circulation not less than five days, nor more than twenty days prior to the date of the hearing. Staff provided notice of the public hearing in the Hillsboro Argus on March 11 and March 15, 2011 and thus satisfied this requirement.

At the public hearing the Commission will receive a staff report and any public testimony on the proposed amendment. At the conclusion of the hearing the Commission will render a decision on whether to recommend the amendment to the City Council for approval via a resolution. The Commission’s decision would be appealable to City Council. The City Council will receive the
Commission’s recommendation and issue a final land use decision on the amendment. The final decision would be appealable to the Oregon Land Use Board of Appeals.

LEGISLATIVE BACKGROUND

The current version of the TSP was compiled by the City in conjunction with DKS Associates and completed in 1999 with an update completed in 2004. The functions of the TSP are to provide specific information on transportation needs and how to coordinate land use with transportation needs. The TSP is a planning document which is incorporated into the Comprehensive Plan in its entirety. Therefore, any amendment or modification of the TSP requires the City to conduct and follow the Comprehensive Plan amendment process outlined in Section 1 of the Comprehensive Plan.

The primary purpose of the proposed amendment is to reclassify a planned roadway which will connect NW Cornelius Pass Road and NW 229th Avenue. City Transportation Planning staff have identified a need for this roadway, which is currently planned as a neighborhood route, to be designed and function as a collector level roadway.

It is anticipated that the subject planned roadway will need to be a collector to enhance relief of traffic impacts on NW Imbrie Drive, NW Evergreen Road and NW Cornell Road. The planned roadway is adjacent to industrial uses. Existing and proposed industrial uses are adding trips to NW Cornell Road, NW Evergreen Road, and NW Imbrie Road, all of which are already heavily congested. The proposed roadway will provide relief to these roadways. The majority of the traffic that will use the planned roadway will be through traffic. The TSP defines local streets to discourage through traffic. In order to be in line with the TSP Functional Classification the roadway should be classified as a collector. By reclassifying the planned roadway it will ensure that it is designed (speed, curves, access management) to accommodate the type of traffic it will carry.

PROPOSED TEXT AMENDMENTS

The following sections of the TSP need to be amended to reflect the change in classification as well as future signalization for the subject street segment. All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 4-10 Updates to Functional classification.
The existing table states:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alocke to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
</tbody>
</table>

Staff recommends that this line item in the table be split into two fields. The proposed change in classification would only impact the portion of roadway west of Cornelius Pass and east of 229th. Staff recommends that the amended table read as follows:
HCP 1-11 Reclassification of Planned Road from Neighborhood Route to Collector

Updates to Functional Classification Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to Cornelius Pass Road south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Cornelius Pass Road to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
</tbody>
</table>

The second text amendment staff recommends is the addition of a field to the Future Streets Right-of-Way Plan table, Table 4-11 in the TSP. Currently the table does not identify the subject planned roadway nor the proposed number of lanes for the planned facility.

Staff recommends that the amended table read as follows:

Updates to Future Streets Right-of-Way Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of Evergreen</td>
<td>na</td>
<td>2/3</td>
</tr>
</tbody>
</table>

The third text amendment staff recommends is the deletion of the subject roadway from the Updates to Local Streets Connectivity Maps Table, Table 4-12 in the TSP.

Table 4-12 Updates to Local Street Connectivity Maps.

The existing table states:

Updates to Local Street Connectivity Maps

<table>
<thead>
<tr>
<th>City Area</th>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hillsboro</td>
<td>East/west connection from Cornelius Pass to 229th Avenue north of Cornell</td>
<td>na</td>
<td>Planned Local Street Connection</td>
</tr>
</tbody>
</table>

The fourth text amendment would be to add a field to the Street Improvement Plan table.

Staff recommends the following additions be made to TSP Table 4-13:

Updates to Street Improvement Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of</td>
<td>na</td>
<td>2/3 lanes</td>
</tr>
</tbody>
</table>

The fifth text amendment staff recommends is the addition of two new items to the Traffic Signal Master Plan table. The planned roadway will require a signal at its intersection with 229th Avenue and an additional signal at its intersection with Cornelius Pass Road.
Staff recommends that the amended table read as follows:

**Table 4-14 Updates to Traffic Signal Master Plan**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>229th proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
<tr>
<td>Cornelius Pass Road/ proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
</tbody>
</table>

The last text amendment staff recommends is the addition of a new item to the Functional Classification Comparison to Washington County table. Currently, the Washington County TSP does not identify the subject road currently.

Staff recommends that the amended table reads as follows:

**Table 3-1 Functional Classification Comparison to Washington County**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>City of Hillsboro Designation</th>
<th>Washington County Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector street – west of Cornelius Pass and east of 229th Ave.</td>
<td>Collector</td>
<td>None</td>
</tr>
</tbody>
</table>

**PROPOSED MAP AMENDMENTS**

The following TSP and Comprehensive Plan Maps will be amended to reflect the classification change of the planned roadway:

**TSP Figure 1-2 Pedestrian Master Plan (see attachment A).** Figure 1-2 will be amended by adding the planned sidewalks on collector's line along the planned alignment of the subject road. See attachment A.1 for proposed changes.

**TSP Figure 1-3 Bicycle Master Plan (see attachment B).** Figure 1-3 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment B.1 for proposed changes.

**TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes (see attachment C).** Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (Changing the subject road from a solid gray line to a dotted green line). See attachment C.1 for proposed changes.

**TSP Figure 1-8 Traffic Signal Master Plan (see attachment D).** Figure 1-8 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment D.1 for proposed changes.

**TSP Figure 1-9 Functional Classification Plan (see attachment E).** Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment E.1 for proposed changes.
HCP 1-11 Reclassification of Planned Road from Neighborhood Route to Collector

Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan (see attachment F). Figure 14-1 will be amended similar to TSP Figure 1-9. The classification of the subject road will be changed from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment F.1 for proposed changes.

Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More Than Two Lanes (see attachment G). This map will be amended similar to TSP Figure 1-6. The subject road will be changed from a solid grey line to a dotted green line. See attachment G.1 for proposed changes.

Comprehensive Plan Figure 14-4 Bicycle Master Plan (see attachment H). This map will be amended similar to TSP Figure 1-3. Figure 14-4 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment H.1 for proposed changes.

Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan (see attachment I). This map will be amended similar to TSP Figure 1-8. Figure 14-6 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment I.1 for proposed changes.

Comprehensive Plan Figure 14-7 Pedestrian Master Plan (see attachment J). This map will be amended similar to TSP Figure 1-2. Figure 14-7 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment J.1 for proposed changes.

RECOMMENDATION

Staff recommends that the Planning Commission open a public hearing on the Comprehensive Plan Amendment to amend the Transportation System Plan, receive the staff report and accept public testimony. If the Planning Commission supports the proposed Plan Amendment, the Commission may consider the attached draft resolution recommending approval of the proposed amendment to City Council.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Dan Dias
Urban Planner I

Attachments: Draft Order
A. TSP Figure 1-2 Pedestrian Master Plan
B. TSP Figure 1-3 Bicycle Master Plan
C. TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes
D. TSP Figure 1-8 Traffic Signal Master Plan
E. TSP Figure 1-9 Functional Classification Plan
F. Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan
G. Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More than Two Lanes
H. Comprehensive Plan Figure 14-4 Bicycle Master Plan
I. Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan
J. Comprehensive Plan Figure 14-7 Pedestrian Master Plan
K. Proposed Pedestrian Master Plan Map
L. Proposed Bicycle Master Plan Map
M. Proposed Future Streets Where Right of Way is Planned for Two or More Lanes Map
N. Proposed Traffic Signal Master Plan
O. Proposed Functional Classification
ATTACHMENT A

City of Hillsboro
Transportation System Plan

Figure 1-2
PEDESTRIAN MASTER PLAN
Existing Bike Lanes
Planned Bike Lanes
Multi-Use Path
Planned Multi-Use Path
Bicycle Boulevard
Bicycle Way Network
Local Street
Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
Study Area
Special Study Area Boundary
Transit/mixed-use Corridor
East-West Connector Study Area
Alignment subject to UGB expansion and/or future refinement or study in these areas.
Light Rail Transit Stop
Light Rail Transit Line
Parks and Open Space
School

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

Figure 1-3
BICYCLE MASTER PLAN

City of Hillsboro
Transportation System Plan
Figure 1-6
FUTURE STREETS WHERE RIGHT OF WAY IS PLANNED FOR TWO OR MORE LANES
ATTACHMENT D

Figure 1-8

TRAFFIC SIGNAL MASTER PLAN

Source: Metro Regional Land Information System
City of Hillsboro

- Planned Traffic Signal
- Ownership of Existing Traffic Signals
- City of Beaverton
- City of Hillsboro
- ODOT
- Washington County

Study Area Boundary
Special Study Area Boundary
East-West Connector Study Area
Special Study Area Boundary

East-West Connector Study Area

Alignment subject to UGB expansion and/or future refinement or study in these areas.
ATTACHMENT F

City of Hillsboro
Transportation System Plan

Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION PLAN

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

Legend:
- 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.
City of Hillsboro
Transportation System Plan

FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

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

Figure 14-1a

- 6/7 Lanes
- 4/5 Lanes
- Planned 4/5 Lanes
- 3/5 Lanes
- Planned 3/5 Lanes
- 2/3 Lanes
- Planned 2/3 Lanes

Local Streets
- Study Area Boundary
  Alignment subject to UGB expansion and/or future refinement or study in these areas.
- East-West Connector Study Area
- Couplet with 3 lanes in each direction

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

Figure 14-1a

FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

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

Figure 14-1a

FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

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

Figure 14-4

BICYCLE MASTER PLAN

- 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

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

Figure 14-4

BICYCLE MASTER PLAN

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

Figure 14-4

BICYCLE MASTER PLAN

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

City of Hillsboro Transportation System Plan

Figure 14-6
HILLSBORO TRAFFIC SIGNAL MASTER PLAN
Figure 1-2
Pedestrian Master Plan

- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- HB Streets
- Parks and Open Space
- Alignment Subject to UGB Expansion
- Light Rail Stops
- Light Rail Lines
- Schools

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

Attachment L

Figure 1-3
Bicycle Master Plan

- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Multi-Use Path
- HB Streets
- Parks and Open Space
  - Alignment Subject to UGB Expansion
  - Light Rail Stops
  - Light Rail Lines
  - Schools

Source:
Metro (Regional Land Information System)
City of Hillsboro
Metro Regional Transportation Plan
Figure 1: Future Streets Where Right of Way is Planned for Two or More Lanes.

- Alignment Subject to UGB Expansion
- HB Streets
- Schools
- Parks and Open Space

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

City of Hillsboro
Transportation System Plan

Figure 1-8
Traffic Signal Master Plan

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

- PLANNED
- BEAVERTON
- HILLSBORO
- ODOT
- WASHCO
- Light Rail Stops
- Light Rail Lines
- HB Streets
- Schools
- Parks and Open Space
Attachment O

City of Hillsboro
Transportation System Plan

Proposed Classification

Figure 1-9
Functional Classification Plan

Freeway
Principal Arterial
Arterials
Planned Arterials
Collector
Planned Collector
Neighborhood Route
Planned Neighborhood Route
Local Street
No Islands

Alignment Subject to UGB Expansion and/or future refinement or study in these areas.
EXHIBIT B
BEFORE THE PLANNING COMMISSION
OF THE
CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO CHANGE
THE CLASSIFICATION OF A
PLANNED ROADWAY FROM
NEIGHBORHOOD ROUTE TO
COLLECTOR.

FINDINGS OF FACT

NATURE OF AMENDMENT

This is a legislative amendment to the Hillsboro Comprehensive Plan and Transportation System Plan to amend text and maps to reflect a reclassification of a planned roadway from Neighborhood Route to a Collector. The amendment was initiated by the Planning Commission through adoption of Order No. 8038. The proposed amendments are legislative in nature, therefore the governing procedures for the amendment are found in Comprehensive Plan Section 1(IV) (A) and the 120 day rule does not apply.

The purpose of the amendments is to reclassify the planned roadway to allow for the road to function as a collector roadway in terms of access, capacity and design. The TSP defines a Neighborhood Route as providing connectivity from neighborhoods to collectors and arterials. The TSP also states that Collectors provide circulation within commercial/industrial areas as well as residential areas. Reclassification of the planned roadway will also allow for the provision of bike lanes and signals. The reclassification of the planned roadway will reduce traffic impacts on NW Imbrie Drive and NW Evergreen Road which result from increased industrial development west of Cornelius Pass Road.

HEARINGS

The Planning Commission held a public hearing and considered these amendments at its meeting on March 23, 2011.
HCP 1-11 Change Classification of Planned Road from Neighborhood Route to Collector Approval Criteria and Findings

Preparation and adoption by the City of HCP 1-11 must comply with the following applicable provisions:

- Minor Plan Text Amendment Procedural requirements set forth by Section 1 of the Hillsboro Comprehensive Plan.

Minor Comprehensive Plan Amendment Procedures

Pursuant to HCP, Section 1 (IV) (A), a Minor Plan Amendment includes any text amendments initiated by the City Council or Planning Commission. The legislative process for Minor Amendments covered under Section 1(IV) (A) refers to Section 1 (III), Plan Revision and Major Plan Amendments, which states that plan revision shall be processed as legislative actions subject to the following provisions which effectively comprise the requirements to be met for valid HCP amendments:

(A) For each proposed plan revision or major plan amendment to the Comprehensive Plan:

(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 1 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.

Response: Due to the small size and scale of this amendment compared with Community Plans and Major Amendments, the Planning Commission, acting as the CIAC, initiated the amendment and will hold a public hearing to receive public testimony on the proposed amendments. Notice of the public hearing was published twice in the Hillsboro Argus, in compliance with the Comprehensive Plan requirements.

(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.

Response: Staff have reviewed technical traffic data and modeling relating to the capacities and need for the road reclassification. The staff report and mapping material on the proposed amendment was made available to the public in compliance with state law and the Comprehensive Plan provisions.

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

Response: Staff noticed appropriate governmental agencies of the proposed amendments, including sending the required Notice of Plan Amendment to the Department of Land Conservation and Development (DLCD) 45 days prior to the public hearing.

(4) Collect relevant information and data.

Response: Staff collected sufficient data and information to acknowledge the need to reclassify the subject roadway, and request the Planning Commission to initiate this amendment to resolve the identified issue of capacity and functionality for this planned roadway.

(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.

Response: Information on the proposed amendment and need for the reclassification was available in the staff report made available for public review prior to the public hearing.

(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.
The only comment received prior to the public hearing and Planning Commission decision was an indication from DLCD stating that they had no concerns or comment with the proposed amendments.

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.

The public notice published in the Argus contained a description of the proposed amendments as well as a summary of the amendment process. The public notice also included the time, date, and place of the public hearing. The notice indicated that the hearing would be held on March 23, 2011 at the Hillsboro Civic Center and that the meeting started at 6:30 PM. The notice also indicated that the Comprehensive Plan, Transportation System Plan, staff report and related materials were available in the Hillsboro Planning Department and hard copies could be obtained at cost. The notice also invited all interested parties to submit written testimony or provide testimony at the public hearing, and that only those who provide testimony will
have the opportunity to appeal the Planning Commission's determination to City Council.

(e) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.

Response: The notice also outlined the procedure for submitting testimony either in writing or at the public hearing.

(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.

Response: The Planning Commission did not request to recess the hearing; therefore this is not applicable.

(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.

Response: The Planning Commission approved Resolution Number___ recommending approval of the amendments to City Council.

(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.

Response: To be determined.

(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.

Response: The Planning Department will 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 by government agencies.
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.

Response: To be determined.

(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.

Response: Not applicable for this amendment process.

TPR Findings

These findings are intended to fully address the Oregon Transportation Planning Rule (TPR) – OAR 660-012-0060. No new information is contained in these findings.

As illustrated below, the proposed Comprehensive Plan and Transportation System Plan (TSP) amendments will have a significant affect (as defined in OAR 660-012-0060) on the transportation networks because part of the amendment is to change the functional classification of a planned transportation facility.

Introduction

The proposed amendments to the Comprehensive Plan and TSP change the functional classification of a planned roadway from a Planned Neighborhood Route to a Planned Collector, as well as update TSP tables and maps to add the facility to the Pedestrian Master Plan, Bicycle Master, Traffic Signal Master Plan and the Future Streets Where Right of Way is Planned for Two or More Lanes Plan. This amendment is necessary for two primary reasons. The first is to accommodate the traffic demand of current and future industrial developments in the area surrounding the planned facility. The second is to adequately classify the planned roadway for the use in which it is intended to function. Recent development in the industrial core of Hillsboro warrants improvements to the transportation system surrounding this development. The two options available to address this new and future demand is to either widen NW Imbrie Drive and its intersection with NW Evergreen Road, as well as further improve the intersection at NW 229th Avenue and NW Evergreen Road or to have the planned subject roadway designed and function per the collector roadway standards rather than the current Planned
Neighborhood Route designation. Widening NW Imbrie Drive and NW Evergreen is difficult due to location of existing development and a regional water quality facility on both sides of Imbrie Drive at its intersection with NW Evergreen Road. Widening this intersection would require property acquisition, of developed land for improvements, as well as an infringement on and possible relocation of the regional water quality facility which serves the surrounding developed area. These improvements, if made, would reasonably accommodate the current demand, but would not be sufficient to accommodate future increased demand.

The reclassification of the planned roadway will address the increase in traffic demand as well as increase the capacity and functionality of the planned roadway. It is anticipated that at least a portion of the planned roadway will be constructed in the near future with the development of the Intel Ronler Acres project, which will increase traffic access and flow from Highway 26 and Cornelius Pass Road westward to major employment areas. As a collector this road can be designed to be wider, contain bike lanes and have higher speeds. The subject road functioning as a collector is an ideal alternative to the widening of NW Imbrie Dr and Evergreen Road and is an appropriate designation for the benefit of the overall transportation system. The new roadway will also provide relief to already congested facilities such as NW Cornell Road, NW Evergreen Road, NW Imbrie Dr, and NW 229th Avenue.

It is appropriate to re-designate the subject road as a collector to better reflect the form and function of the roadway was intended to serve in relation to the Comprehensive Plan, surrounding roadways and adjacent land uses. The TSP indicates that neighborhood routes are typically larger than local streets and provide connectivity from residential areas to collectors and arterials. The planned roadway does not connect to any residential areas. The TSP states that collectors provides access within residential and commercial/industrial areas, and provide a more city wide circulation function and do not require as extensive access control as compared to higher classifications. Based on these definitions it is appropriate for the subject roadway to be classified as a collector because it serves only industrial areas and connects an existing industrial collector (NW 229th Avenue) with an existing arterial (NW Cornelius Pass Road). By classifying the proposed road as a Collector, it will be built to serve the type of traffic that is expected to use it and therefore be safer and more efficient.

TPR Analysis

Process
Under the TPR, the local government must determine whether or not the proposed amendment would “significantly affect” one or more transportation facilities. This burden is on the local government, not ODOT (TPR Guidelines, 2006). The City of Hillsboro has determined that because the current proposal changes the function classification of a planned transportation facility, that it will have a significant effect per TPR (OAR 660-12-0060(1)(a)). Due to the significant effect staff has determined that by
amending the TSP to modify the planned function, capacity and performance of the subject roadway by increasing its functionality and capacity, that the significant effect of the amendment is a positive effect to the overall transportation system.

FINDINGS
(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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 find that the change of the classification of the subject roadway from a Planned Neighborhood Route to a Planned Collector constitutes a significant impact to the TSP pursuant to TPR. The nature of the amendment to increase the functionality, capacity, and design of the roadway will better serve the goals of the TSP, as well as provide some relief to the congestion on roadways in the general vicinity of the subject road. The reclassification will also result in a positive benefit because it allows the subject roadway to be designed with bicycle lanes per the Bicycle Master Plan, sidewalks per the Pedestrian Master Plan and signals at the subject roads intersections with NW 229th Ave and NW Cornelius Pass Road.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

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

Finding:
Staff find that by reclassifying the subject roadway, the roadway will better serve surrounding industrial land uses and the traffic demands that they create. The new classification as a collector will allow the planned roadway to provide increased capacity, performance and safety over the smaller Neighborhood Route designation. As a collector the planned facility will have limited access standards, higher speeds, and increased capacity. As a result the planned roadway will be able to better serve the traffic needs of
surrounding uses and relieve other surrounding facilities, and eliminate the present need to widen these roadway facilities and intersections.

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 reclassify a planned Neighborhood Route to a planned Collector are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria. The Planning Commission hereby recommends approval of HCP 1-11 as supported by these findings.
March 16, 2011

TO: Hillsboro Planning Commission
FROM: Hillsboro Planning Department
RE: Proposed Comprehensive Plan amendments to reclassify a planned street from a Neighborhood Route to a Collector in the Transportation System Plan

REQUEST

The Planning staff requests that the Planning Commission (Commission) conduct a public hearing to receive public testimony on and consider amendments to Hillsboro Comprehensive Plan Ordinance No. 2793 and Transportation System Plan, to reclassify a planned road from a neighborhood route to a collector.

PROCEDURAL BACKGROUND

Due to recent development proposals and traffic studies in the industrial areas surrounding Cornelius Pass Road, it has come to staff's attention that a need exists to reclassify a planned east-west street from a neighborhood route to a collector. The change would need to be made to the City's Transportation System Plan (TSP) which is a component of the Hillsboro Comprehensive Plan.

To amend the TSP, the City is required to conduct the Minor Plan Amendment process. Comprehensive Plan Section 1(IV)A requires that the City Council or Planning Commission initiate a minor plan amendment to the text of the Comprehensive Plan by order whenever a need for a revision is documented. At their March 9th, 2011 meeting, the Planning Commission adopted Order No. 8038 initiating the amendment process to reclassify the subject road.

Following the adoption of the initiating order, staff scheduled a public hearing for the amendment before the Planning Commission on March 23, 2011. Comprehensive Plan Section 1(IV)A also requires that notice of a public hearing for a plan amendment be made by two publications in a newspaper of general circulation not less than five days, nor more than twenty days prior to the date of the hearing. Staff provided notice of the public hearing in the Hillsboro Argus on March 11 and March 15, 2011 and thus satisfied this requirement.

At the public hearing the Commission will receive a staff report and any public testimony on the proposed amendment. At the conclusion of the hearing the Commission will render a decision on whether to recommend the amendment to the City Council for approval via a resolution. The Commission’s decision would be appealable to City Council. The City Council will receive the
Commission’s recommendation and issue a final land use decision on the amendment. The final decision would be appealable to the Oregon Land Use Board of Appeals.

**LEGISLATIVE BACKGROUND**

The current version of the TSP was compiled by the City in conjunction with DKS Associates and completed in 1999 with an update completed in 2004. The functions of the TSP are to provide specific information on transportation needs and how to coordinate land use with transportation needs. The TSP is a planning document which is incorporated into the Comprehensive Plan in its entirety. Therefore, any amendment or modification of the TSP requires the City to conduct and follow the Comprehensive Plan amendment process outlined in Section 1 of the Comprehensive Plan.

The primary purpose of the proposed amendment is to reclassify a planned roadway which will connect NW Cornelius Pass Road and NW 229th Avenue. City Transportation Planning staff have identified a need for this roadway, which is currently planned as a neighborhood route, to be designed and function as a collector level roadway.

It is anticipated that the subject planned roadway will need to be a collector to enhance relief of traffic impacts on NW Imbrie Drive, NW Evergreen Road and NW Cornell Road. The planned roadway is adjacent to industrial uses. Existing and proposed industrial uses are adding trips to NW Cornell Road, NW Evergreen Road, and NW Imbrie Road, all of which are already heavily congested. The proposed roadway will provide relief to these roadways. The majority of the traffic that will use the planned roadway will be through traffic. The TSP defines local streets to discourage through traffic. In order to be in line with the TSP Functional Classification the roadway should be classified as a collector. By reclassifying the planned roadway it will ensure that it is designed (speed, curves, access management) to accommodate the type of traffic it will carry.

**PROPOSED TEXT AMENDMENTS**

The following sections of the TSP need to be amended to reflect the change in classification as well as future signalization for the subject street segment. All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 4-10 *Updates to Functional classification.*
The existing table states:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloelek to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Route</td>
</tr>
</tbody>
</table>

Staff recommends that this line item in the table be split into two fields. The proposed change in classification would only impact the portion of roadway west of Cornelius Pass and east of 229th. Staff recommends that the amended table read as follows:
Updates to Functional Classification Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloclek to Cornelius Pass Road south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Cornelius Pass Road to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
</tbody>
</table>

The second text amendment staff recommends is the addition of a field to the Future Streets Right-of-Way Plan table, Table 4-11 in the TSP. Currently the table does not identify the subject planned roadway nor the proposed number of lanes for the planned facility.

Staff recommends that the amended table read as follows:

Updates to Future Streets Right-of-Way Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloclek to 229th south of Evergreen</td>
<td>na</td>
<td>2/3</td>
</tr>
</tbody>
</table>

The third text amendment staff recommends is the deletion of the subject roadway from the Updates to Local Streets Connectivity Maps Table, Table 4-12 in the TSP.

Table 4-12 Updates to Local Street Connectivity Maps.
The existing table states:

<table>
<thead>
<tr>
<th>City Area</th>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hillsboro</td>
<td>East/west connection from Cornelius Pass to 229th Avenue north of Cornell</td>
<td>na</td>
<td>Planned Local Street Connection</td>
</tr>
</tbody>
</table>

The fourth text amendment would be to add a field to the Street Improvement Plan table.

Staff recommends the following additions be made to TSP Table 4-13:

Updates to Street Improvement Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloclek to 229th south of Evergreen</td>
<td>na</td>
<td>2/3 lanes</td>
</tr>
</tbody>
</table>

The fifth text amendment staff recommends is the addition of two new items to the Traffic Signal Master Plan table. The planned roadway will require a signal at its intersection with 229th Avenue and an additional signal at its intersection with Cornelius Pass Road.
Staff recommends that the amended table read as follows:

**Table 4-14 Updates to Traffic Signal Master Plan**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>229th/proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
<tr>
<td>Cornelius Pass Road/ proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
</tbody>
</table>

The last text amendment staff recommends is the addition of a new item to the Functional Classification Comparison to Washington County table. Currently, the Washington County TSP does not identify the subject road currently.

Staff recommends that the amended table reads as follows:

**Table 3-1 Functional Classification Comparison to Washington County**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>City of Hillsboro Designation</th>
<th>Washington County Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector street – west of Cornelius Pass and east of 229th Ave.</td>
<td>Collector</td>
<td>None</td>
</tr>
</tbody>
</table>

**PROPOSED MAP AMENDMENTS**

The following TSP and Comprehensive Plan Maps will be amended to reflect the classification change of the planned roadway:

**TSP Figure 1-2 Pedestrian Master Plan** (see attachment A). Figure 1-2 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment A.1 for proposed changes.

**TSP Figure 1-3 Bicycle Master Plan** (see attachment B). Figure 1-3 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment B.1 for proposed changes.

**TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes** (see attachment C). Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (Changing the subject road from a solid gray line to a dotted green line). See attachment C.1 for proposed changes.

**TSP Figure 1-8 Traffic Signal Master Plan** (see attachment D). Figure 1-8 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment D.1 for proposed changes.

**TSP Figure 1-9 Functional Classification Plan** (see attachment E). Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment E.1 for proposed changes.
Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan (see attachment F). Figure 14-1 will be amended similar to TSP Figure 1-9. The classification of the subject road will be changed from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment F.1 for proposed changes.

Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More Than Two Lanes (see attachment G). This map will be amended similar to TSP Figure 1-6. The subject road will be changed from a solid grey line to a dotted green line. See attachment G.1 for proposed changes.

Comprehensive Plan Figure 14-4 Bicycle Master Plan (see attachment H). This map will be amended similar to TSP Figure 1-3. Figure 14-4 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment H.1 for proposed changes.

Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan (see attachment I). This map will be amended similar to TSP Figure 1-8. Figure 14-6 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment I.1 for proposed changes.

Comprehensive Plan Figure 14-7 Pedestrian Master Plan (see attachment J). This map will be amended similar to TSP Figure 1-2. Figure 14-7 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment J.1 for proposed changes.

RECOMMENDATION

Staff recommends that the Planning Commission open a public hearing on the Comprehensive Plan Amendment to amend the Transportation System Plan, receive the staff report and accept public testimony. If the Planning Commission supports the proposed Plan Amendment, the Commission may consider the attached draft resolution recommending approval of the proposed amendment to City Council.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

[Signature]

Dan Dias
Urban Planner I

Attachments: Draft Order
A. TSP Figure 1-2 Pedestrian Master Plan
B. TSP Figure 1-3 Bicycle Master Plan
C. TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes
D. TSP Figure 1-8 Traffic Signal Master Plan
E. TSP Figure 1-9 Functional Classification Plan
F. Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan
G. Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More than Two Lanes
H. Comprehensive Plan Figure 14-4 Bicycle Master Plan
I. Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan
J. Comprehensive Plan Figure 14-7 Pedestrian Master Plan
K. Proposed Pedestrian Master Plan Map
L. Proposed Bicycle Master Plan Map
M. Proposed Future Streets Where Right of Way is Planned for Two or More Lanes Map
N. Proposed Traffic Signal Master Plan
O. Proposed Functional Classification Plan
ORDINANCE NO. 5965

HCP 1-11: TSP CLASSIFICATION CHANGE EAST/WEST ROAD FROM 229TH AVENUE TO CORNELIUS PASS ROAD

AN ORDINANCE AMENDING COMPREHENSIVE PLAN ORDINANCE NO. 2793, AND HILLSBORO TRANSPORTATION SYSTEM PLAN, REFLECTING THE RECOMMENDATIONS OF THE HILLSBORO PLANNING COMMISSION TO CHANGE THE CLASSIFICATION OF A PLANNED NEIGHBORHOOD ROUTE TO A PLANNED COLLECTOR.

WHEREAS, Comprehensive Plan Section 1 (IV) sets forth the procedures and criteria for minor Comprehensive Plan changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) (A) authorizes the Planning Commission to initiate minor Comprehensive Plan text amendments, and

WHEREAS, Comprehensive Plan Section 1 Planning and Citizen Involvement subsection (IV) (B) sets forth the procedures and criteria for the City to initiate minor Comprehensive Plan Land Use Map changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) does not establish a single process for a minor amendment to both the text and maps of the Comprehensive Plan, and

WHEREAS, Due to the legislative nature of this minor Comprehensive text and map amendment, the City processed this amendment under the procedures and criteria of Comprehensive Plan Section 1 (IV) (A), and

WHEREAS, on March 9, 2011 the Planning Commission approved Order No. 8038 initiating this amendment, and

WHEREAS, City staff have identified a need for this planned roadway to be reclassified from a planned neighborhood route to a planned collector in order to be designated, designed and to function as a collector level roadway to relieve traffic on surrounding roadway systems; and

WHEREAS, the Planning Commission conducted a public hearing on this matter on March 23, 2011 and does hereby favor amending the Transportation System Plan and Hillsboro Comprehensive Plan to reclassify the subject roadway from a Neighborhood Route to a Collector, and

WHEREAS, on March 23, 2011 the Planning Commission approved Order No. 8041, attached hereto as Exhibit L, recommending approval of this amendment to City Council based on the Staff Report dated March 16, 2011 attached hereto as Exhibit N;
WHEREAS, the City Council considered the Planning Commission’s recommendation on April 5, 2011, and

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

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

Section 1. Comprehensive Plan Ordinance No. 2793 Section 14 Comprehensive Plan Maps is amended with the following changes to maps:

- Figure 14-1 Hillsboro Functional Classification Plan: is amended to reflect the subject planned roadway reclassified from Planned Neighborhood Route (red dotted line) to Planned Collector (blue dotted line). See Exhibit B of this Ordinance.
- Figure 14-1a Future Streets Where ROW is Planned for Two or More Lanes: is amended to reflect the subject roadway as being Planned for 2/3 Lanes (green dotted line). See Exhibit C of this Ordinance.
- Figure 14-4 Bicycle Master Plan: is amended to reflect Planned Bike Lanes along the subject roadway (red solid line). See Exhibit D of this Ordinance.
- Figure 14-6 Hillsboro Traffic Signal Master Plan: is amended by adding two Planned Traffic Signals (red dots) at the subject roads intersections with NW 229th Avenue and NW Cornelius Pass Road. See Exhibit E of this Ordinance.
- Figure 14-7 Pedestrian Master Plan: is amended to reflect Planned Sidewalks on Arterials, Collectors & Neighborhood Routes (red solid line) along the subject roadway. See Exhibit F of this Ordinance.

Section 2. The Hillsboro Transportation System Plan Text is amended to have the following tables updated to reflect the classification change; with deleted text shown in overstrike typeface and added text shown in bold italic typeface as follows:

Table 4-10
Updates to Functional Classification Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloclek to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Aloclek to Cornelius Pass Road south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Cornelius Pass Road to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
</tbody>
</table>

Table 4-11
Future Streets Right-of-Way Plan
Table 4-12
Updates to Local Street Connectivity Maps

<table>
<thead>
<tr>
<th>City Area</th>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hillsboro</td>
<td>East/west connection from Cornelius Pass to 229th Avenue north of Cornell</td>
<td>na</td>
<td>Planned Local Street Connection</td>
</tr>
</tbody>
</table>

Table 4-13
Updates to Street Improvement Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloclek to 229th</td>
<td>na</td>
<td>2/3 lanes</td>
</tr>
</tbody>
</table>

Table 4-14
Updates to Traffic Signal Master Plan

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>229th/proposed road Cornelius Pass</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
<tr>
<td>Cornelius Pass Road/ proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
</tbody>
</table>

Section 3. The Hillsboro Transportation System Plan is amended with the following changes to maps:

- **TSP Figure 1-2 Pedestrian Master Plan.** Figure 1-2 will be amended by adding the planned sidewalks on collectors line (red solid line) along the planned alignment of the subject road. See Exhibit G of this Ordinance.
- **TSP Figure 1-3 Bicycle Master Plan.** Figure 1-3 will be amended by adding the planned bike lanes line (red solid line) along the planned alignment of the subject road. See Exhibit H of this Ordinance.
- **TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes.** Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (changing the subject road from a gray solid line to a green dotted line). See Exhibit I of this Ordinance.
- **TSP Figure 1-8 Traffic Signal Master Plan.** Figure 1-8 will be amended by adding two planned traffic signals (red dot). The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See Exhibit J of this Ordinance.
• **TSP Figure 1-9 Functional Classification Plan.** Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (red dotted line) to a planned collector (green dotted line). See Exhibit K of this Ordinance.

**Section 4.** 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 5th day of April 2011.

Second approval and adoption by the Council on this 19th day of April 2011.

Approved by the Mayor this 19th day of April 2011.

Jerry Wiley, Mayor

**ATTEST:**

Amber Ames, City Recorder
A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO CHANGE
THE CLASSIFICATION OF A
PLANNED ROADWAY FROM
NEIGHBORHOOD ROUTE TO
COLLECTOR.

FINDINGS OF FACT

NATURE OF AMENDMENT

This is a legislative amendment to the Hillsboro Comprehensive Plan and Transportation System Plan to amend text and maps to reflect a reclassification of a planned roadway from Neighborhood Route to a Collector. The amendment was initiated by the Planning Commission through adoption of Order No. 8038. The proposed amendments are legislative in nature, therefore the governing procedures for the amendment are found in Comprehensive Plan Section 1(IV) (A) and the 120 day rule does not apply.

The purpose of the amendments is to reclassify the planned roadway to allow for the road to function as a collector roadway in terms of access, capacity and design. The TSP defines a Neighborhood Route as providing connectivity from neighborhoods to collectors and arterials. The TSP also states that Collectors provide circulation within commercial/industrial areas as well as residential areas. Reclassification of the planned roadway will also allow for the provision of bike lanes and signals. The reclassification of the planned roadway will reduce traffic impacts on NW Imbrie Drive and NW Evergreen Road which result from increased industrial development west of Cornelius Pass Road.

HEARINGS

The Planning Commission held a public hearing and considered these amendments at its meeting on March 23, 2011.
HCP 1-11 Change Classification of Planned Road from Neighborhood Route to Collector Approval Criteria and Findings

Preparation and adoption by the City of HCP 1-11 must comply with the following applicable provisions:

- Minor Plan Text Amendment Procedural requirements set forth by Section 1 of the Hillsboro Comprehensive Plan.

Minor Comprehensive Plan Amendment Procedures

Pursuant to HCP, Section 1 (IV) (A), a Minor Plan Amendment includes any text amendments initiated by the City Council or Planning Commission. The legislative process for Minor Amendments covered under Section 1(IV) (A) refers to Section 1 (III), Plan Revision and Major Plan Amendments, which states that plan revision shall be processed as legislative actions subject to the following provisions which effectively comprise the requirements to be met for valid HCP amendments:

(A) For each proposed plan revision or major plan amendment to the Comprehensive Plan:

(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 1 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.

Response: Due to the small size and scale of this amendment compared with Community Plans and Major Amendments, the Planning Commission, acting as the CIAC, initiated the amendment and will hold a public hearing to receive public testimony on the proposed amendments. Notice of the public hearing was published twice in the Hillsboro Argus, in compliance with the Comprehensive Plan requirements.

(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.
Response: Staff have reviewed technical traffic data and modeling relating to the capacities and need for the road reclassification. The staff report and mapping material on the proposed amendment was made available to the public in compliance with state law and the Comprehensive Plan provisions.

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

Response: Staff noticed appropriate governmental agencies of the proposed amendments, including sending the required Notice of Plan Amendment to the Department of Land Conservation and Development (DLCD) 45 days prior to the public hearing.

(4) Collect relevant information and data.

Response: Staff collected sufficient data and information to acknowledge the need to reclassify the subject roadway, and request the Planning Commission to initiate this amendment to resolve the identified issue of capacity and functionality for this planned roadway.

(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.

Response: Information on the proposed amendment and need for the reclassification was available in the staff report made available for public review prior to the public hearing.

(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.

Response: The only comment received prior to the public hearing and Planning Commission decision was an indication from
DLCD stating that they had no concerns or comment with the proposed amendments.

(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.

Response: The public notice published in the Argus contained a description of the proposed amendments as well as a summary of the amendment process.

(b) The time, date and place of the hearing.

Response: The public notice also included the time, date, and place of the public hearing. The notice indicated that the hearing would be held on March 23, 2011 at the Hillsboro Civic Center and that the meeting started at 6:30 PM.

(c) The location(s) at which copies of the plan revision or major plan amendment summary may be obtained.

Response: The notice also indicated that the Comprehensive Plan, Transportation System Plan, staff report and related materials were available in the Hillsboro Planning Department and hard copies could be obtained at cost.

(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.

Response: The notice also invited all interested parties to submit written testimony or provide testimony at the public hearing, and that only those who provide testimony will have the opportunity to appeal the Planning Commission’s determination to City Council.

(e) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.
Response: The notice also outlined the procedure for submitting testimony either in writing or at the public hearing.

(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.

Response: The Planning Commission did not request to recess the hearing; therefore this is not applicable.

(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.

Response: The Planning Commission approved Order Number 8041 recommending approval of the amendments to City Council.

(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.

Response: This amendment is not a major plan amendment and therefore does not warrant an additional public hearing before City Council.

(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.

Response: The Planning Department will 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 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.

Response: To be determined.

(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.

Response: Not applicable for this amendment process.

TPR Findings

These findings are intended to fully address the Oregon Transportation Planning Rule (TPR) – OAR 660-012-0060. No new information is contained in these findings.

As illustrated below, the proposed Comprehensive Plan and Transportation System Plan (TSP) amendments will have a significant affect (as defined in OAR 660-012-0060) on the transportation networks because part of the amendment is to change the functional classification of a planned transportation facility.

Introduction

The proposed amendments to the Comprehensive Plan and TSP change the functional classification of a planned roadway from a Planned Neighborhood Route to a Planned Collector, as well as update TSP tables and maps to add the facility to the Pedestrian Master Plan, Bicycle Master, Traffic Signal Master Plan and the Future Streets Where Right of Way is Planned for Two or More Lanes Plan. This amendment is necessary for two primary reasons. The first is to accommodate the traffic demand of current and future industrial developments in the area surrounding the planned facility. The second is to adequately classify the planned roadway for the use in which it is intended to function.

Recent development in the industrial core of Hillsboro warrants improvements to the transportation system surrounding this development. The two options available to address this new and future demand is to either widen NW Imbrie Drive and its intersection with NW Evergreen Road, as well as further improve the intersection at NW 229th Avenue and NW Evergreen Road or to have the planned subject roadway designed and function per the collector roadway standards rather than the current Planned Neighborhood Route designation. Widening NW Imbrie Drive and NW Evergreen is difficult due to location of existing development and a regional water quality facility on both sides of Imbrie Drive at its intersection with NW Evergreen Road. Widening this intersection would require property acquisition, of developed land for improvements, as well as an infringement on and possible relocation of the regional water quality facility which serves the surrounding developed area. These improvements, if made, would
reasonably accommodate the current demand, but would not be sufficient to accommodate future increased demand.

The reclassification of the planned roadway will address the increase in traffic demand as well as increase the capacity and functionality of the planned roadway. It is anticipated that at least a portion of the planned roadway will be constructed in the near future with the development of the Intel Ronler Acres project, which will increase traffic access and flow from Highway 26 and Cornelius Pass Road westward to major employment areas. As a collector this road can be designed to be wider, contain bike lanes and have higher speeds. The subject road functioning as a collector is an ideal alternative to the widening of NW Imbrie Dr and Evergreen Road and is an appropriate designation for the benefit of the overall transportation system. The new roadway will also provide relief to already congested facilities such as NW Cornell Road, NW Evergreen Road, NW Imbrie Dr, and NW 229th Avenue.

It is appropriate to re-designate the subject road as a collector to better reflect the form and function of the roadway was intended to serve in relation to the Comprehensive Plan, surrounding roadways and adjacent land uses. The TSP indicates that neighborhood routes are typically larger than local streets and provide connectivity from residential areas to collectors and arterials. The planned roadway does not connect to any residential areas. The TSP states that collectors provide access within residential and commercial/industrial areas, and provide a more city wide circulation function and do not require as extensive access control as compared to higher classifications. Based on these definitions it is appropriate for the subject roadway to be classified as a collector because it serves only industrial areas and connects an existing industrial collector (NW 229th Avenue) with an existing arterial (NW Cornelius Pass Road). By classifying the proposed road as a Collector, it will be built to serve the type of traffic that is expected to use it and therefore be safer and more efficient.

TPR Analysis

Process
Under the TPR, the local government must determine whether or not the proposed amendment would “significantly affect” one or more transportation facilities. This burden is on the local government, not ODOT (TPR Guidelines, 2006). The City of Hillsboro has determined that because the current proposal changes the function classification of a planned transportation facility, that it will have a significant effect per TPR (OAR 660-12-0060(1)(a)). Due to the significant effect staff has determined that by amending the TSP to modify the planned function, capacity and performance of the subject roadway by increasing its functionality and capacity, that the significant effect of the amendment is a positive effect to the overall transportation system.
FINDINGS

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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 find that the change of the classification of the subject roadway from a Planned Neighborhood Route to a Planned Collector constitutes a significant impact to the TSP pursuant to TPR. The nature of the amendment to increase the functionality, capacity and design of the roadway will better serve the goals of the TSP, as well as provide some relief to the congestion on roadways in the general vicinity of the subject road. The reclassification will also result in a positive benefit because it allows the subject roadway to be designed with bicycle lanes per the Bicycle Master Plan, sidewalks per the Pedestrian Master Plan and signals at the subject roads intersections with NW 229th Ave and NW Cornelius Pass Road.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

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

Finding:
Staff find that by reclassifying the subject roadway, the roadway will better serve surrounding industrial land uses and the traffic demands that they create. The new classification as a collector will allow the planned roadway to provide increased capacity, performance and safety over the smaller Neighborhood Route designation. As a collector the planned facility will have limited access standards, higher speeds, and increased capacity. As a result the planned roadway will be able to better serve the traffic needs of surrounding uses and relieve other surrounding facilities, and eliminate the present need to widen these roadway facilities and intersections.

Page 8 of 9
Exhibit A
City Council
CONCLUSION

For the reasons set forth above, the City Council finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to reclassify a planned Neighborhood Route to a planned Collector are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria.
Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION PLAN

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

Legend:
- 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.

EXHIBIT B
City of Hillsboro
Transportation System Plan
City of Hillsboro
Transportation System Plan

Figure 14-1a
FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

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

Legend:
- 6/7 Lanes
- 4/5 Lanes
- Planned 4/5 Lanes
- 3/5 Lanes
- Planned 3/5 Lanes
- 2/3 Lanes
- Planned 2/3 Lanes
- Local Streets
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- East-West Connector Study Area
- Couplet with 3 lanes in each direction

Scale:
0 7,500 15,000
0 Feet
EXHIBIT E

City of Hillsboro
Transportation System Plan

Figure 14-6
HILLSBORO TRAFFIC SIGNAL MASTER PLAN

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

DKS Associates
TRANSPORTATION SOLUTIONS

- Planned Traffic Signal
- Ownership of Existing Traffic Signals
- City of Beaverton
- City of Hillsboro
- ODOT
- Washington County
- Study Area Boundary
- Special Study Area Boundary
- East-West Connector Study Area

5 000 10000 Feet
Proposed New Planned Sidewalks

- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Alignment Subject to UGB Expansion
- Schools
- Parks and Open Space

Figure 1-2
Pedestrian Master Plan

EXHIBIT G

City of Hillsboro
Transportation System Plan

Source:
- Metro Regional Land Information System
- City of Hillsboro
- Metro Regional Transportation Plan
EXHIBIT H

City of Hillsboro
Transportation System Plan

Figure 1-3
Bicycle Master Plan

- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Multi-Use Path
  - Alignment Subject to UGB Expansion
  - Schools
- Parks and Open Space

Source:
- Metro Regional Land Information System
- City of Hillsboro
- Metro Regional Transportation Plan
Proposed Planned for 2/3 Lanes

EXHIBIT I

City of Hillsboro
Transportation System Plan

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

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

- Alignment Subject to UGB Expansion
- Schools
- Parks and Open Space

Legend:
- 8/7 Lanes
- 4/5 Lanes
- 3/5 Lanes
- 2/3 Lanes
- Planned 2/3
EXHIBIT K

City of Hillsboro
Transportation System Plan

Proposed Classification Change

Figure 1-9
Functional Classification Plan
ORDER NO. 8041

HCP 1-11: TSP CLASSIFICATION CHANGE EAST/WEST ROAD FROM 229TH AVENUE TO CORNELIUS PASS ROAD

AN ORDER THE CITY COUNCIL APPROVE AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN (TSP) TO RECLASSIFY AND UPDATE INFORMATION CHANGING A PLANNED NEIGHBORHOOD ROUTE TO A PLANNED COLLECTOR, AND AMENDING HILLSBORO COMPREHENSIVE PLAN MAP FIGURES TO REFLECT THE CHANGES TO THE TSP.

WHEREAS, Comprehensive Plan Section 1 (IV) sets forth the procedures and criteria for minor Comprehensive Plan changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) (A) authorizes the Planning Commission to initiate minor Comprehensive Plan text amendments, and

WHEREAS, Comprehensive Plan Section 1 Planning and Citizen Involvement subsection (IV) (B) sets forth the procedures and criteria for the City to initiate minor Comprehensive Plan Land Use Map changes, and

WHEREAS, Comprehensive Plan Section 1 (IV) does not establish a single process for a minor amendment to both the text and maps of the Comprehensive Plan, and

WHEREAS, Due to the legislative nature of this minor Comprehensive text and map amendment, the City will process this amendment under the procedures and criteria of Comprehensive Plan Section 1 (IV) (A), and

WHEREAS, on March 9, 2011 the Planning Commission approved Order No. 8038 initiating this amendment, and

WHEREAS, City staff have identified a need for this planned roadway to be reclassified from a planned neighborhood route to a planned collector in order to be designated, designed and to function as a collector level roadway to relieve traffic on surrounding roadway systems; and

WHEREAS, the Planning Commission conducted a public hearing on this matter on March 23, 2011 and does hereby favor amending the Transportation System Plan and Hillsboro Comprehensive Plan to reclassify the subject roadway from a Neighborhood Route to a Collector based on the Staff Report dated March 16, 2011 attached hereto as Exhibit A and Findings attached hereto as Exhibit B;
THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Based on the testimony and the record, the Hillsboro Planning Commission recommends that the City Council approve the amendments to the Hillsboro Comprehensive Plan and Transportation System Plan to reclassify a planned neighborhood route to a planned collector, as contained in Planning Department Case File HCP 1-11: TSP Classification Change East/West Road From 229th Avenue to Cornelius Pass Road.

Section 2. The Planning Commission adopts the staff report dated March 16, 2011 and its attachments attached as Exhibit A as well as findings attached as Exhibit B.

Section 3. This order takes effect immediately upon approval.

Approved this 23rd day of March, 2011.

[Signatures]

President

ATTEST: [Signature]

Secretary
March 16, 2011

TO: Hillsboro Planning Commission
FROM: Hillsboro Planning Department
RE: Proposed Comprehensive Plan amendments to reclassify a planned street from a Neighborhood Route to a Collector in the Transportation System Plan

REQUEST

The Planning staff requests that the Planning Commission (Commission) conduct a public hearing to receive public testimony on and consider amendments to Hillsboro Comprehensive Plan Ordinance No. 2793 and Transportation System Plan, to reclassify a planned road from a neighborhood route to a collector.

PROCEDURAL BACKGROUND

Due to recent development proposals and traffic studies in the industrial areas surrounding Cornelius Pass Road, it has come to staff's attention that a need exists to reclassify a planned east-west street from a neighborhood route to a collector. The change would need to be made to the City's Transportation System Plan (TSP) which is a component of the Hillsboro Comprehensive Plan.

To amend the TSP, the City is required to conduct the Minor Plan Amendment process. Comprehensive Plan Section 1(IV)A requires that the City Council or Planning Commission initiate a minor plan amendment to the text of the Comprehensive Plan by order whenever a need for a revision is documented. At their March 9th, 2011 meeting, the Planning Commission adopted Order No. 8038 initiating the amendment process to reclassify the subject road.

Following the adoption of the initiating order, staff scheduled a public hearing for the amendment before the Planning Commission on March 23, 2011. Comprehensive Plan Section 1(IV)A also requires that notice of a public hearing for a plan amendment be made by two publications in a newspaper of general circulation not less than five days, nor more than twenty days prior to the date of the hearing. Staff provided notice of the public hearing in the Hillsboro Argus on March 11 and March 15, 2011 and thus satisfied this requirement.

At the public hearing the Commission will receive a staff report and any public testimony on the proposed amendment. At the conclusion of the hearing the Commission will render a decision on whether to recommend the amendment to the City Council for approval via a resolution. The Commission's decision would be appealable to City Council. The City Council will receive the
Commission's recommendation and issue a final land use decision on the amendment. The final decision would be appealable to the Oregon Land Use Board of Appeals.

LEGISLATIVE BACKGROUND

The current version of the TSP was compiled by the City in conjunction with DKS Associates and completed in 1999 with an update completed in 2004. The functions of the TSP are to provide specific information on transportation needs and how to coordinate land use with transportation needs. The TSP is a planning document which is incorporated into the Comprehensive Plan in its entirety. Therefore, any amendment or modification of the TSP requires the City to conduct and follow the Comprehensive Plan amendment process outlined in Section 1 of the Comprehensive Plan.

The primary purpose of the proposed amendment is to reclassify a planned roadway which will connect NW Cornelius Pass Road and NW 229th Avenue. City Transportation Planning staff have identified a need for this roadway, which is currently planned as a neighborhood route, to be designed and function as a collector level roadway.

It is anticipated that the subject planned roadway will need to be a collector to enhance relief of traffic impacts on NW Imbrie Drive, NW Evergreen Road and NW Cornell Road. The planned roadway is adjacent to industrial uses. Existing and proposed industrial uses are adding trips to NW Cornell Road, NW Evergreen Road, and NW Imbrie Road, all of which are already heavily congested. The proposed roadway will provide relief to these roadways. The traffic that will use the planned roadway will be through traffic. The TSP defines local streets to discourage through traffic. In order to be in line with the TSP Functional Classification the roadway should be classified as a collector. By reclassifying the planned roadway it will ensure that it is designed (speed, curves, access management) to accommodate the type of traffic it will carry.

PROPOSED TEXT AMENDMENTS

The following sections of the TSP need to be amended to reflect the change in classification as well as future signalization for the subject street segment. All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 4-10 Updates to Functional classification.
The existing table states:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloelek to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Route</td>
</tr>
</tbody>
</table>

Staff recommends that this line item in the table be split into two fields. The proposed change in classification would only impact the portion of roadway west of Cornelius Pass and east of 229th. Staff recommends that the amended table read as follows:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloelek to 229th south of Evergreen</td>
<td>Collector Route</td>
</tr>
</tbody>
</table>
**Updates to Functional Classification Plan**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to Cornelius Pass Road south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Cornelius Pass Road to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
</tbody>
</table>

The second text amendment staff recommends is the addition of a field to the Future Streets Right-of-Way Plan table, Table 4-11 in the TSP. Currently the table does not identify the subject planned roadway nor the proposed number of lanes for the planned facility.

Staff recommends that the amended table read as follows:

**Updates to Future Streets Right-of-Way Plan**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of Evergreen</td>
<td>na</td>
<td>2/3</td>
</tr>
</tbody>
</table>

The third text amendment staff recommends is the deletion of the subject roadway from the Updates to Local Streets Connectivity Maps Table, Table 4-12 in the TSP.

**Table 4-12 Updates to Local Street Connectivity Maps.**

The existing table states:

**Updates to Local Street Connectivity Maps**

<table>
<thead>
<tr>
<th>City Area</th>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft</th>
<th>Hilllsboro</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hillsboro</td>
<td>East/west connection from Cornelius Pass to 229th Avenue north of Cornell</td>
<td>na</td>
<td>Planned Local Street Connection</td>
<td></td>
</tr>
</tbody>
</table>

The fourth text amendment would be to add a field to the Street Improvement Plan table.

Staff recommends the following additions be made to TSP Table 4-13:

**Updates to Street Improvement Plan**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of Evergreen</td>
<td>na</td>
<td>2/3 lanes</td>
</tr>
</tbody>
</table>

The fifth text amendment staff recommends is the addition of two new items to the Traffic Signal Master Plan table. The planned roadway will require a signal at its intersection with 229th Avenue and an additional signal at its intersection with Cornelius Pass Road.
Staff recommends that the amended table read as follows:

Table 4-14 Updates to Traffic Signal Master Plan

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>229th/proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
<tr>
<td>Cornelius Pass Road/ proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
</tbody>
</table>

The last text amendment staff recommends is the addition of a new item to the Functional Classification Comparison to Washington County table. Currently, the Washington County TSP does not identify the subject road currently.

Staff recommends that the amended table reads as follows:

Table 3-1 Functional Classification Comparison to Washington County

<table>
<thead>
<tr>
<th>Roadway</th>
<th>City of Hillsboro Designation</th>
<th>Washington County Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector street – west of Cornelius Pass and east of 229th Ave.</td>
<td>Collector</td>
<td>None</td>
</tr>
</tbody>
</table>

PROPOSED MAP AMENDMENTS

The following TSP and Comprehensive Plan Maps will be amended to reflect the classification change of the planned roadway:

TSP Figure 1-2 Pedestrian Master Plan (see attachment A). Figure 1-2 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment A.1 for proposed changes.

TSP Figure 1-3 Bicycle Master Plan (see attachment B), Figure 1-3 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment B.1 for proposed changes.

TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes (see attachment C). Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (Changing the subject road from a solid gray line to a dotted green line). See attachment C.1 for proposed changes.

TSP Figure 1-8 Traffic Signal Master Plan (see attachment D). Figure 1-8 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment D.1 for proposed changes.

TSP Figure 1-9 Functional Classification Plan (see attachment E). Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment E.1 for proposed changes.
HCP 1-11 Reclassification of Planned Road from Neighborhood Route to Collector

Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan (see attachment F). Figure 14-1 will be amended similar to TSP Figure 1-9. The classification of the subject road will be changed from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment F.1 for proposed changes.

Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More Than Two Lanes (see attachment G). This map will be amended similar to TSP Figure 1-6. The subject road will be changed from a solid grey line to a dotted green line. See attachment G.1 for proposed changes.

Comprehensive Plan Figure 14-4 Bicycle Master Plan (see attachment H). This map will be amended similar to TSP Figure 1-3. Figure 14-4 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment H.1 for proposed changes.

Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan (see attachment I). This map will be amended similar to TSP Figure 1-8. Figure 14-6 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment I.1 for proposed changes.

Comprehensive Plan Figure 14-7 Pedestrian Master Plan (see attachment J). This map will be amended similar to TSP Figure 1-2. Figure 14-7 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment J.1 for proposed changes.

RECOMMENDATION

Staff recommends that the Planning Commission open a public hearing on the Comprehensive Plan Amendment to amend the Transportation System Plan, receive the staff report and accept public testimony. If the Planning Commission supports the proposed Plan Amendment, the Commission may consider the attached draft resolution recommending approval of the proposed amendment to City Council.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Dan Dias
Urban Planner I

Attachments: Draft Order
A. TSP Figure 1-2 Pedestrian Master Plan
B. TSP Figure 1-3 Bicycle Master Plan
C. TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes
D. TSP Figure 1-8 Traffic Signal Master Plan
E. TSP Figure 1-9 Functional Classification Plan
F. Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan
G. Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More than Two Lanes
H. Comprehensive Plan Figure 14-4 Bicycle Master Plan
I. Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan
J. Comprehensive Plan Figure 14-7 Pedestrian Master Plan
K. Proposed Pedestrian Master Plan Map
L. Proposed Bicycle Master Plan Map
M. Proposed Future Streets Where Right of Way is Planned for Two or More Lanes Map
N. Proposed Traffic Signal Master Plan
O. Proposed Functional Classification
ATTACHMENT A
City of Hillsboro
Transportation System Plan

- 4/5 Lanes
- Planned 4/5 Lanes
- 3/5 Lanes
- Planned 3/5 Lanes
- 2/3 Lanes
- Planned 2/3 Lanes
- Local Streets

Study Area Boundary
Special Study Area Boundary
Alignment subject to UGB expansion and/or future refinement or study in these areas.
East-West Connector Study Area
Couplet with 3 lanes in each direction

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

This figure shows a map with various symbols indicating different types of streets and lanes planned for development. The map includes symbols for 6/7 Lanes, 4/5 Lanes, 3/5 Lanes, and 2/3 Lanes, as well as local streets and special study area boundaries. The map also highlights areas subject to UGB expansion and/or future refinement or study, and includes symbols for East-West Connector Study Area and a couplet with 3 lanes in each direction.
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
Special Study Area Boundary

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

Figure 1-8
FUNCTIONAL CLASSIFICATION PLAN

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

Figure 1-9
Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION 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.
City of Hillsboro
Transportation System Plan

Figure 14-1a
FUTURE STREETS WHERE ROW IS PLANNED FOR MORE THAN TWO LANES

Source:
- Metro (Regional Land Information System)
- City of Hillsboro
Figure 14-7

PEDESTRIAN MASTER PLAN
City of Hillsboro
Transportation System Plan

Attachment K

Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
HB Streets
Parks and Open Space
- Alignment Subject to UGB Expansion
- Light Rail Stops
- Light Rail Lines
- Schools

Figure 1-2
Pedestrian Master Plan

Source:
Metro Regional Land Information System
City of Michigan
Metro Regional Transportation Plan
Attachment L

City of Hillsboro
Transportation System Plan

Figure 1-3
Bicycle Master Plan

- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Multi-Use Path
- HB Streets
- Parks and Open Space
- Alignment Subject to UGB Expansion
- Light Rail Stops
- Light Rail Lines
- Schools
City of Hillsboro
Transportation System Plan

Figure 1-8
Traffic Signal Master Plan

- **PLANNED**
- ○ BEAVERTON
- ○ HILLSBORO
- ▼ ODOT
- ® WASHCO
- □ Light Rail Stops
- --- Light Rail Lines
- HB Streets
- ○ Schools
- □ Parks and Open Space
Figure 1-9
Functional Classification Plan

- Freeway
- Principal Arterial
- Arterials
- Planned Arterials
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Rout
- Local Street
- No Islands

* Alignment Subject to UGB Expansion and/or future refinement or study in these areas.
EXHIBIT B
BEFORE THE PLANNING COMMISSION
OF THE
CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE PLAN AMENDMENTS TO CHANGE THE CLASSIFICATION OF A PLANNED ROADWAY FROM NEIGHBORHOOD ROUTE TO COLLECTOR.

FINDINGS OF FACT
CITY OF HILLSBORO
CASE FILE NO. HCP 1-11

NATURE OF AMENDMENT

This is a legislative amendment to the Hillsboro Comprehensive Plan and Transportation System Plan to amend text and maps to reflect a reclassification of a planned roadway from Neighborhood Route to a Collector. The amendment was initiated by the Planning Commission through adoption of Order No. 8038. The proposed amendments are legislative in nature, therefore the governing procedures for the amendment are found in Comprehensive Plan Section 1(IV) (A) and the 120 day rule does not apply.

The purpose of the amendments is to reclassify the planned roadway to allow for the road to function as a collector roadway in terms of access, capacity and design. The TSP defines a Neighborhood Route as providing connectivity from neighborhoods to collectors and arterials. The TSP also states that Collectors provide circulation within commercial/industrial areas as well as residential areas. Reclassification of the planned roadway will also allow for the provision of bike lanes and signals. The reclassification of the planned roadway will reduce traffic impacts on NW Imbrie Drive and NW Evergreen Road which result from increased industrial development west of Cornelius Pass Road.

HEARINGS

The Planning Commission held a public hearing and considered these amendments at its meeting on March 23, 2011.
HCP 1-11 Change Classification of Planned Road from Neighborhood Route to Collector Approval Criteria and Findings

Preparation and adoption by the City of HCP 1-11 must comply with the following applicable provisions:

- Minor Plan Text Amendment Procedural requirements set forth by Section 1 of the Hillsboro Comprehensive Plan.

Minor Comprehensive Plan Amendment Procedures

Pursuant to HCP, Section 1 (IV) (A), a Minor Plan Amendment includes any text amendments initiated by the City Council or Planning Commission. The legislative process for Minor Amendments covered under Section 1(IV) (A) refers to Section 1 (III), Plan Revision and Major Plan Amendments, which states that plan revision shall be processed as legislative actions subject to the following provisions which effectively comprise the requirements to be met for valid HCP amendments:

(A) For each proposed plan revision or major plan amendment to the Comprehensive Plan:

(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 1 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.

Response: Due to the small size and scale of this amendment compared with Community Plans and Major Amendments, the Planning Commission, acting as the CIAC, initiated the amendment and will hold a public hearing to receive public testimony on the proposed amendments. Notice of the public hearing was published twice in the Hillsboro Argus, in compliance with the Comprehensive Plan requirements.

(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.

Response: Staff have reviewed technical traffic data and modeling relating to the capacities and need for the road reclassification. The staff report and mapping material on the proposed amendment was made available to the public in compliance with state law and the Comprehensive Plan provisions.

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

Response: Staff noticed appropriate governmental agencies of the proposed amendments, including sending the required Notice of Plan Amendment to the Department of Land Conservation and Development (DLCD) 45 days prior to the public hearing.

(4) Collect relevant information and data.

Response: Staff collected sufficient data and information to acknowledge the need to reclassify the subject roadway, and request the Planning Commission to initiate this amendment to resolve the identified issue of capacity and functionality for this planned roadway.

(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.

Response: Information on the proposed amendment and need for the reclassification was available in the staff report made available for public review prior to the public hearing.

(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.

Page 3 of 9
Exhibit B
Order No. 8041
Planning Commission
Response: The only comment received prior to the public hearing and Planning Commission decision was an indication from DLCD stating that they had no concerns or comment with the proposed amendments.

(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.

Response: The public notice published in the Argus contained a description of the proposed amendments as well as a summary of the amendment process.

(b) The time, date and place of the hearing.

Response: The public notice also included the time, date, and place of the public hearing. The notice indicated that the hearing would be held on March 23, 2011 at the Hillsboro Civic Center and that the meeting started at 6:30 PM.

(c) The location(s) at which copies of the plan revision or major plan amendment summary may be obtained.

Response: The notice also indicated that the Comprehensive Plan, Transportation System Plan, staff report and related materials were available in the Hillsboro Planning Department and hard copies could be obtained at cost.

(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.

Response: The notice also invited all interested parties to submit written testimony or provide testimony at the public hearing, and that only those who provide testimony will
have the opportunity to appeal the Planning Commission’s determination to City Council.

(e) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.

Response: The notice also outlined the procedure for submitting testimony either in writing or at the public hearing.

(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.

Response: The Planning Commission did not request to recess the hearing; therefore this is not applicable.

(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.

Response: The Planning Commission approved Resolution Number ___ recommending approval of the amendments to City Council.

(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.

Response: To be determined.

(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.

Response: The Planning Department will 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
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.

Response: To be determined.

(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.

Response: Not applicable for this amendment process.

TPR Findings

These findings are intended to fully address the Oregon Transportation Planning Rule (TPR) – OAR 660-012-0060. No new information is contained in these findings.

As illustrated below, the proposed Comprehensive Plan and Transportation System Plan (TSP) amendments will have a significant affect (as defined in OAR 660-012-0060) on the transportation networks because part of the amendment is to change the functional classification of a planned transportation facility.

Introduction

The proposed amendments to the Comprehensive Plan and TSP change the functional classification of a planned roadway from a Planned Neighborhood Route to a Planned Collector, as well as update TSP tables and maps to add the facility to the Pedestrian Master Plan, Bicycle Master, Traffic Signal Master Plan and the Future Streets Where Right of Way is Planned for Two or More Lanes Plan. This amendment is necessary for two primary reasons. The first is to accommodate the traffic demand of current and future industrial developments in the area surrounding the planned facility. The second is to adequately classify the planned roadway for the use in which it is intended to function. Recent development in the industrial core of Hillsboro warrants improvements to the transportation system surrounding this development. The two options available to address this new and future demand is to either widen NW Imbrie Drive and its intersection with NW Evergreen Road, as well as further improve the intersection at NW 225th Avenue and NW Evergreen Road or to have the planned subject roadway designed and function per the collector roadway standards rather than the current Planned
Neighborhood Route designation. Widening NW Imbrie Drive and NW Evergreen is difficult due to location of existing development and a regional water quality facility on both sides of Imbrie Drive at its intersection with NW Evergreen Road. Widening this intersection would require property acquisition, of developed land for improvements, as well as an infringement on and possible relocation of the regional water quality facility which serves the surrounding developed area. These improvements, if made, would reasonably accommodate the current demand, but would not be sufficient to accommodate future increased demand.

The reclassification of the planned roadway will address the increase in traffic demand as well as increase the capacity and functionality of the planned roadway. It is anticipated that at least a portion of the planned roadway will be constructed in the near future with the development of the Intel Ronler Acres project, which will increase traffic access and flow from Highway 26 and Cornelius Pass Road westward to major employment areas. As a collector this road can be designed to be wider, contain bike lanes and have higher speeds. The subject road functioning as a collector is an ideal alternative to the widening of NW Imbrie Dr and Evergreen Road and is an appropriate designation for the benefit of the overall transportation system. The new roadway will also provide relief to already congested facilities such as NW Cornell Road, NW Evergreen Road, NW Imbrie Dr, and NW 229th Avenue.

It is appropriate to re-designate the subject road as a collector to better reflect the form and function of the roadway was intended to serve in relation to the Comprehensive Plan, surrounding roadways and adjacent land uses. The TSP indicates that neighborhood routes are typically larger than local streets and provide connectivity from residential areas to collectors and arterials. The planned roadway does not connect to any residential areas. The TSP states that collectors provide access within residential and commercial/industrial areas, and provide a more city wide circulation function and do not require as extensive access control as compared to higher classifications. Based on these definitions it is appropriate for the subject roadway to be classified as a collector because it serves only industrial areas and connects an existing industrial collector (NW 229th Avenue) with an existing arterial (NW Cornelius Pass Road). By classifying the proposed road as a Collector, it will be built to serve the type of traffic that is expected to use it and therefore be safer and more efficient.

**TPR Analysis**

**Process**

Under the TPR, the local government must determine whether or not the proposed amendment would "significantly affect" one or more transportation facilities. This burden is on the local government, not ODOT (TPR Guidelines, 2006). The City of Hillsboro has determined that because the current proposal changes the function classification of a planned transportation facility, that it will have a significant effect per TPR (OAR 660-12-0060(1)(a)). Due to the significant effect staff has determined that by...
amending the TSP to modify the planned function, capacity and performance of the subject roadway by increasing its functionality and capacity, that the significant effect of the amendment is a positive effect to the overall transportation system.

FINDINGS
(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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 find that the change of the classification of the subject roadway from a Planned Neighborhood Route to a Planned Collector constitutes a significant impact to the TSP pursuant to TPR. The nature of the amendment to increase the functionality, capacity and design of the roadway will better serve the goals of the TSP, as well as provide some relief to the congestion on roadways in the general vicinity of the subject road. The reclassification will also result in a positive benefit because it allows the subject roadway to be designed with bicycle lanes per the Bicycle Master Plan, sidewalks per the Pedestrian Master Plan and signals at the subject roads intersections with NW 229th Ave and NW Cornelius Pass Road.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

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

Finding:
Staff find that by reclassifying the subject roadway, the roadway will better serve surrounding industrial land uses and the traffic demands that they create. The new classification as a collector will allow the planned roadway to provide increased capacity, performance and safety over the smaller Neighborhood Route designation. As a collector the planned facility will have limited access standards, higher speeds, and increased capacity. As a result the planned roadway will be able to better serve the traffic needs of
surrounding uses and relieve other surrounding facilities, and eliminate the present need to widen these roadway facilities and intersections.

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 reclassify a planned Neighborhood Route to a planned Collector are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria. The Planning Commission hereby recommends approval of HCP 1-11 as supported by these findings.
March 16, 2011

TO: Hillsboro Planning Commission
FROM: Hillsboro Planning Department
RE: Proposed Comprehensive Plan amendments to reclassify a planned street from a Neighborhood Route to a Collector in the Transportation System Plan

REQUEST

The Planning staff requests that the Planning Commission (Commission) conduct a public hearing to receive public testimony on and consider amendments to Hillsboro Comprehensive Plan Ordinance No. 2793 and Transportation System Plan, to reclassify a planned road from a neighborhood route to a collector.

PROCEDURAL BACKGROUND

Due to recent development proposals and traffic studies in the industrial areas surrounding Cornelius Pass Road, it has come to staff's attention that a need exists to reclassify a planned east-west street from a neighborhood route to a collector. The change would need to be made to the City's Transportation System Plan (TSP) which is a component of the Hillsboro Comprehensive Plan.

To amend the TSP, the City is required to conduct the Minor Plan Amendment process. Comprehensive Plan Section 1(IV)A requires that the City Council or Planning Commission initiate a minor plan amendment to the text of the Comprehensive Plan by order whenever a need for a revision is documented. At their March 9th, 2011 meeting, the Planning Commission adopted Order No. 8038 initiating the amendment process to reclassify the subject road.

Following the adoption of the initiating order, staff scheduled a public hearing for the amendment before the Planning Commission on March 23, 2011. Comprehensive Plan Section 1(IV)A also requires that notice of a public hearing for a plan amendment be made by two publications in a newspaper of general circulation not less than five days, nor more than twenty days prior to the date of the hearing. Staff provided notice of the public hearing in the Hillsboro Argus on March 11 and March 15, 2011 and thus satisfied this requirement.

At the public hearing the Commission will receive a staff report and any public testimony on the proposed amendment. At the conclusion of the hearing the Commission will render a decision on whether to recommend the amendment to the City Council for approval via a resolution. The Commission's decision would be appealable to City Council. The City Council will receive the
Commission’s recommendation and issue a final land use decision on the amendment. The final decision would be appealable to the Oregon Land Use Board of Appeals.

LEGISLATIVE BACKGROUND

The current version of the TSP was compiled by the City in conjunction with DKS Associates and completed in 1999 with an update completed in 2004. The functions of the TSP are to provide specific information on transportation needs and how to coordinate land use with transportation needs. The TSP is a planning document which is incorporated into the Comprehensive Plan in its entirety. Therefore, any amendment or modification of the TSP requires the City to conduct and follow the Comprehensive Plan amendment process outlined in Section 1 of the Comprehensive Plan.

The primary purpose of the proposed amendment is to reclassify a planned roadway which will connect NW Cornelius Pass Road and NW 229th Avenue. City Transportation Planning staff have identified a need for this roadway, which is currently planned as a neighborhood route, to be designed and function as a collector level roadway.

It is anticipated that the subject planned roadway will need to be a collector to enhance relief of traffic impacts on NW Imbrie Drive, NW Evergreen Road and NW Cornell Road. The planned roadway is adjacent to industrial uses. Existing and proposed industrial uses are adding trips to NW Cornell Road, NW Evergreen Road, and NW Imbrie Road, all of which are already heavily congested. The proposed roadway will provide relief to these roadways. The majority of the traffic that will use the planned roadway will be through traffic. The TSP defines local streets to discourage through traffic. In order to be in line with the TSP Functional Classification the roadway should be classified as a collector. By reclassifying the planned roadway it will ensure that it is designed (speed, curves, access management) to accommodate the type of traffic it will carry.

PROPOSED TEXT AMENDMENTS

The following sections of the TSP need to be amended to reflect the change in classification as well as future signalization for the subject street segment. All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 4-10 Updates to Functional classification. The existing table states:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Aloek to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Route Neighborhood</td>
</tr>
</tbody>
</table>

Staff recommends that this line item in the table be split into two fields. The proposed change in classification would only impact the portion of roadway west of Cornelius Pass and east of 229th. Staff recommends that the amended table read as follows:
Updates to Functional Classification Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to Cornelius Pass Road south of Evergreen</td>
<td>na</td>
<td>Planned Neighborhood Route</td>
</tr>
<tr>
<td>Proposed road – Cornelius Pass Road to 229th south of Evergreen</td>
<td>na</td>
<td>Planned Collector</td>
</tr>
</tbody>
</table>

The second text amendment staff recommends is the addition of a field to the Future Streets Right-of-Way Plan table, Table 4-11 in the TSP. Currently the table does not identify the subject planned roadway nor the proposed number of lanes for the planned facility.

Staff recommends that the amended table read as follows:

Updates to Future Streets Right-of-Way Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of Evergreen</td>
<td>na</td>
<td>2/3</td>
</tr>
</tbody>
</table>

The third text amendment staff recommends is the deletion of the subject roadway from the Updates to Local Streets Connectivity Maps Table, Table 4-12 in the TSP.

Table 4-12 Updates to Local Street Connectivity Maps.
The existing table states:

Updates to Local Street Connectivity Maps

<table>
<thead>
<tr>
<th>City Area</th>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hillsboro</td>
<td>East/west connection from Cornelius Pass to 229th Avenue north of Cornell</td>
<td>na</td>
<td>Planned Local Street Connection</td>
</tr>
</tbody>
</table>

The fourth text amendment would be to add a field to the Street Improvement Plan table.

Staff recommends the following additions be made to TSP Table 4-13:

Updates to Street Improvement Plan

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020 TSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed road – Alopec to 229th south of</td>
<td>na</td>
<td>2/3 lanes</td>
</tr>
</tbody>
</table>

The fifth text amendment staff recommends is the addition of two new items to the Traffic Signal Master Plan table. The planned roadway will require a signal at its intersection with 229th Avenue and an additional signal at its intersection with Cornelius Pass Road.
Staff recommends that the amended table read as follows:

Table 4-14 Updates to Traffic Signal Master Plan

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Hillsboro 2015 TSP</th>
<th>Draft Hillsboro 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>229th/proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
<tr>
<td>Cornelius Pass Road/proposed road Cornelius Pass to 229th</td>
<td>na</td>
<td>Proposed Traffic Signal</td>
</tr>
</tbody>
</table>

The last text amendment staff recommends is the addition of a new item to the Functional Classification Comparison to Washington County table. Currently, the Washington County TSP does not identify the subject road currently.

Staff recommends that the amended table reads as follows:

Table 3-1 Functional Classification Comparison to Washington County

<table>
<thead>
<tr>
<th>Roadway</th>
<th>City of Hillsboro Designation</th>
<th>Washington County Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connector street — west of Cornelius Pass and east of 229th Ave.</td>
<td>Collector</td>
<td>None</td>
</tr>
</tbody>
</table>

PROPOSED MAP AMENDMENTS

The following TSP and Comprehensive Plan Maps will be amended to reflect the classification change of the planned roadway:

TSP Figure 1-2 Pedestrian Master Plan (see attachment A). Figure 1-2 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment A.1 for proposed changes.

TSP Figure 1-3 Bicycle Master Plan (see attachment B). Figure 1-3 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment B.1 for proposed changes.

TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes (see attachment C). Figure 1-6 will be amended by adding a line along the planned alignment of the subject road which indicates on the map that the planned street will be 2 to 3 lanes wide (Changing the subject road from a solid gray line to a dotted green line). See attachment C.1 for proposed changes.

TSP Figure 1-8 Traffic Signal Master Plan (see attachment D). Figure 1-8 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 229th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment D.1 for proposed changes.

TSP Figure 1-9 Functional Classification Plan (see attachment E). Figure 1-9 will be amended to change the classification of the subject street from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment E.1 for proposed changes.
Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan (see attachment F). Figure 14-1 will be amended similar to TSP Figure 1-9. The classification of the subject road will be changed from a planned neighborhood route (dotted red line) to a planned collector (dotted green line). See attachment F.1 for proposed changes.

Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More Than Two Lanes (see attachment G). This map will be amended similar to TSP Figure 1-6. The subject road will be changed from a solid grey line to a dotted green line. See attachment G.1 for proposed changes.

Comprehensive Plan Figure 14-4 Bicycle Master Plan (see attachment H). This map will be amended similar to TSP Figure 1-3. Figure 14-4 will be amended by adding the planned bike lines line along the planned alignment of the subject road. See attachment H.1 for proposed changes.

Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan (see attachment I). This map will be amended similar to TSP Figure 1-8. Figure 14-6 will be amended by adding two planned traffic signals. The first will be at the anticipated intersection between the subject street and 225th Avenue, and the second will be at the anticipated intersection between the subject street and Cornelius Pass Road. See attachment I.1 for proposed changes.

Comprehensive Plan Figure 14-7 Pedestrian Master Plan (see attachment J). This map will be amended similar to TSP Figure 1-2. Figure 14-7 will be amended by adding the planned sidewalks on collectors line along the planned alignment of the subject road. See attachment J.1 for proposed changes.

RECOMMENDATION

Staff recommends that the Planning Commission open a public hearing on the Comprehensive Plan Amendment to amend the Transportation System Plan, receive the staff report and accept public testimony. If the Planning Commission supports the proposed Plan Amendment, the Commission may consider the attached draft resolution recommending approval of the proposed amendment to City Council.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Dan Dias
Urban Planner I

Attachments: Draft Order
A. TSP Figure 1-2 Pedestrian Master Plan
B. TSP Figure 1-3 Bicycle Master Plan
C. TSP Figure 1-6 Future Streets Where Right of Way is Planned for Two or More Lanes
HCP 1-11 Reclassification of Planned Road from Neighborhood Route to Collector

D. TSP Figure 1-8 Traffic Signal Master Plan
E. TSP Figure 1-9 Functional Classification Plan
F. Comprehensive Plan Figure 14-1 Hillsboro Functional Classification Plan
G. Comprehensive Plan Figure 14-1a Future Streets Where Right of Way is Planned for More than Two Lanes
H. Comprehensive Plan Figure 14-4 Bicycle Master Plan
I. Comprehensive Plan Figure 14-6 Hillsboro Traffic Signal Master Plan
J. Comprehensive Plan Figure 14-7 Pedestrian Master Plan
K. Proposed Pedestrian Master Plan Map
L. Proposed Bicycle Master Plan Map
M. Proposed Future Streets Where Right of Way is Planned for Two or More Lanes Map
N. Proposed Traffic Signal Master Plan
O. Proposed Functional Classification