



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/15/2012

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 009-12

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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, October 26, 2012

This amendment was submitted to DLCD for review prior to adoption with less than the required 35-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

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

*NOTE: The 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: Jennifer Wells, City of Hillsboro
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

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FORM **2**

DLCD

Notice of Adoption

In person electronic mailed

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DEPT OF

OCT 09 2012

**LAND CONSERVATION
AND DEVELOPMENT**

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

Jurisdiction: **City of Hillsboro**

Local file number: **HCP 3-12**

Date of Adoption: **10/2/2012**

Date Mailed: **10/5/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 8/22/2012

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **TSP Amendments**

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

The Transportation System Plan (TSP) and Comprehensive Plan map amendments were adopted to implement transportation improvements for the North Hillsboro Industrial Area which consists of projects identified in ODOT's Interchange Area Management Plan and in traffic studies/travel forecasting analysis for NW Cornelius Pass Rd, NW Evergreen Pkwy and NW Imbrie Dr. The proposed Plan text and map amendments and the TSP Update amendments are described Exhibit A to the adoption ordinance, attached.

Does the Adoption differ from proposal? Yes, Please explain below:

In response to public testimony at the Planning Commission hearing regarding the projects for ODOT's Interchange Management Plan, the City added a special study area including goals for the study area to the TSP to address alternatives for the alignment of NW Westmark Drive Extension from NW Croeni Road east to connect with NW West Union Road.

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

to: **N/A**

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

to: **N/A**

Location: **1N225CC/CD,1N236,1N236AC/BA/BB/BC/BD/DA/DD,1S201AA**

Acres Involved: **0**

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

New: **N/A**

Applicable statewide planning goals:

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

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

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

City of Hillsboro, Washington County and Metro

Local Contact: **Jennifer K. Wells, Senior Planner**

Phone: (503) 681-6214 Extension:

Address: **150 East Main Street**

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

City: **Hillsboro**

Zip: **97123-**

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

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)

per ORS 197.615 and OAR Chapter 660, Division 18

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

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

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

ORDINANCE NO. 6031

HCP 3-12: NORTH HILLSBORO INDUSTRIAL AREA TRANSPORTATION SYSTEM PLAN AMENDMENTS

AN ORDINANCE AMENDING HILLSBORO COMPREHENSIVE PLAN ORDINANCE NO. 2793, AS AMENDED, SPECIFICALLY TO THE TRANSPORTATION SYSTEM PLAN TEXT IN TABLES 1-1, 1-2, 1-3, 4-7, 4-10, 4-11, 4-13 AND 4-14, AND TRANSPORTATION SYSTEM PLAN MAPS IN FIGURES 1-2, 1-3, 1-5, 1-6, 1-8, 1-9 AND 4-10 TO RECLASSIFY AND UPDATE INFORMATION FOR TRANSPORTATION IMPROVEMENTS IDENTIFIED FOR THE NORTH HILLSBORO INDUSTRIAL AREA, AND DELETING TEXT IN ITS ENTIRETY CONTAINED IN CHAPTER 4: FUTURE DEMAND AND LAND USE, SPECIAL STUDY AREAS, MEEK ROAD STUDY AREA, AND TWO AREAS LISTED UNDER SPECIAL STUDY AREAS, POTENTIAL FUTURE CONNECTIONS/REALIGNMENTS AND FIGURE 4-9, AND ALSO AMENDING COMPREHENSIVE PLAN MAPS FIGURES 14-1, 14-1A, 14-2, 14-4, 14-6 AND 14-7 TO REFLECT THE CHANGES TO THE TRANSPORTATION SYSTEM PLAN REGARDING THE RECLASSIFICATION AND UPDATE OF INFORMATION FOR TRANSPORTATION IMPROVEMENTS IDENTIFIED FOR THE NORTH HILLSBORO INDUSTRIAL AREA

WHEREAS, transportation improvements for the North Hillsboro Industrial Area were identified in the Oregon Department of Transportation Interchange Management Plan and through traffic studies prepared for recent industrial and commercial expansion projects located the North Hillsboro Industrial Area and in travel forecasting analysis prepared by City of Hillsboro Transportation Planning staff, where Hillsboro Transportation System Plan amendments are necessary in order to ensure that the transportation improvements can occur in the near future; and

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

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

WHEREAS, the Planning Commission adopted Order No. 8074 initiating the proposed major Comprehensive Plan amendments on August 8, 2012; and

WHEREAS, the Planning Commission held a public hearing on September 26, 2012, to consider the proposed amendments to the Transportation System Plan and received the staff report and public testimony; and

WHEREAS, on September 26, 2012, based on the testimony, the Record and Exhibits A and B attached hereto, the Planning Commission recommended City Council approval of the initiated Comprehensive Plan amendments through adoption of Order No. 8077; and

WHEREAS, the City Council considered the Planning Commission's recommendation at its regular meeting on October 2, 2012;

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

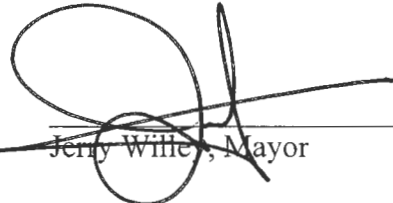
Section 1. As set forth in Exhibit A, Tables 1-1, 1-2, 1-3, 4-7, 4-10, 4-11, 4-13 and 4-14, and Figures 1-2, 1-3, 1-5, 1-6, 1-8, 1-9 and 4-10 Transportation System Plan maps of the Hillsboro Transportation System Plan Update, January 2004, are amended to reclassify and update information for transportation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

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

Section 3. This ordinance affects an action to be taken by the Oregon Transportation Commission at its October 16, 2012 meeting on the amendments involving the Oregon Department of Transportation Interchange Management Plan that is of immediate benefit to the City officers and commissions. An emergency is declared. This ordinance is effective immediately upon its passage and approval by the Mayor.

Approval and adoption by the Hillsboro City Council on this 2nd day of October 2012.

Approved by the Mayor on this 2nd day of October 2012.



Jerry Wille, Mayor

ATTEST:



Amber Ames, City Recorder

EXHIBIT A

HCP 3-12: North Hillsboro Industrial Area Transportation System Plan Amendments Proposed Comprehensive Plan Text and Map Amendments

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

PROPOSED TEXT AMENDMENTS

The following sections of the TSP need to be amended to add the transportation improvements associated with the roadways or change functional classifications for the roadways located within the North Hillsboro Industrial Area (North Hillsboro). All of the text amendments would involve text in the Transportation System Plan Update dated January 2004.

Table 1-1 Amendments

Pedestrian Master Plan Priority Projects

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

Table 1-1 is amended as follows:

Pedestrian Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
<i>NW 253rd Ave</i>	<i>NW Evergreen Rd</i>	<i>NW Meek Rd</i>		√	<i>Hillsboro</i>	<i>\$8,000,000</i>
<i>NW 264th Ave</i>	<i>NW Evergreen Rd</i>	<i>NW Meek Rd</i>		√	<i>Hillsboro</i>	<i>\$12,600,000</i>
<i>NW Meek Road</i>	<i>NW Sewell Rd (west UGB boundary)</i>	<i>NW 253rd Ave Extension</i>		√	<i>Hillsboro</i>	<i>\$6,500,000</i>
<i>NW Meek Road</i>	<i>NW 253rd Ave Extension</i>	<i>Near NW Brookwood Pkwy</i>		√	<i>Hillsboro</i>	<i>\$4,000,000</i>
<i>NW Brookwood Pkwy</i>	<i>NW Evergreen Rd</i>	<i>US 26</i>		√	<i>Washington County</i>	<i>\$9,000,000</i>
<i>NW Brookwood Pkwy/NW Helvetia Rd</i>	<i>US 26 Eastbound Ramps</i>	<i>NW Jacobson Rd Realignment</i>		<i>Part of Brookwood Interchange Project</i>	<i>ODOT</i>	<i>\$38,000,000</i>
<i>NW Helvetia Rd</i>	<i>NW Jacobson Rd Realignment</i>	<i>NW West Union Rd</i>		√	<i>Washington County</i>	<i>\$7,500,000</i>

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW West Union Rd	NW Helvetia Rd	Hillsboro City Limits		√	Washington County	\$7,000,000
NW Huffman St	NW Brookwood Pkwy	NW 253 rd Ave		√	Hillsboro	\$4,500,000
NW Huffman St	NW 253 rd Ave	NW Sewell Rd		√	Hillsboro	\$7,500,000
Collector Rd (actual name TBD)	NW Jacobson Rd	NW Schaaf Rd		√	Hillsboro	\$2,500,000
NW Schaaf Rd	NW Helvetia Rd	NW Century Blvd (at NW Westmark Dr)		√	Hillsboro	\$6,000,000
NW Westmark Dr Extension	NW Croeni Rd	NW West Union Rd		√	Hillsboro	\$1,500,000
NW Shute Rd	NW Evergreen Rd	US 26/ Sunset Hwy	√		Washington County	TBD

* Project cost estimates for projects added to this list in September 2012 represent 2012 dollars, all existing projects listed in the July 2004 TSP Update represent 2003 dollars. All cost estimates are conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including sidewalks. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add sidewalks and landscape strips and associated costs.

**Table 1-2 Amendments
Bicycle Master Plan Priority Projects**

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

Table 1-2 is amended as follows:

Bicycle Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW 253 rd Ave	NW Evergreen Rd	NW Meek Rd		√	Hillsboro	\$8,000,000
NW 264 th Ave	NW Evergreen Rd	NW Meek Rd		√	Hillsboro	\$12,600,000
NW Meek Road	NW Sewell Rd (west UGB boundary)	NW 253 rd Ave Extension		√	Hillsboro	\$6,500,000

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW Meek Road	NW 253 rd Ave Extension	Near NW Brookwood Pkwy		√	Hillsboro	\$4,000,000
NW Helvetia Rd	NW Jacobson Rd Realignment	NW West Union Rd		√	Washington County	\$7,500,000
NW West Union Rd	NW Helvetia Rd	Hillsboro City Limits		√	Washington County	\$7,000,000
NW Huffman St	NW Brookwood Pkwy	NW 253 rd Ave		√	Hillsboro	\$4,500,000
NW Huffman St	NW 253 rd Ave	NW Sewell Rd		√	Hillsboro	\$7,500,000
Collector Rd (actual name TBD)	NW Jacobson Rd	NW Schaaf Rd		√	Hillsboro	\$2,500,000
NW Schaaf Rd	NW Helvetia Rd	NW Century Blvd (at NW Westmark Dr)		√	Hillsboro	\$6,000,000
NW Westmark Dr Extension	NW Century Blvd	NW West Union Rd		√	Hillsboro	\$1,500,000
NW Brookwood Pkwy/NW Helvetia Rd	US 26 Eastbound Ramps	NW Jacobson Rd Realignment		Part of Brookwood Interchange Project	ODOT	\$38,000,000
NW Pubols Rd	NW Helvetia Rd	NW Century Blvd		√	Hillsboro	\$4,000,000
NW Sewell Rd	NW Evergreen Rd	NW 264 th Ave		√	Hillsboro	\$8,000,000
NW Imbrie Dr	NW Evergreen Pkwy	NW Cornelius Pass Rd		√	Hillsboro	\$3,000,000
NW Brookwood Pkwy	NW Evergreen Rd	US 26		√	Washington County	\$9,000,000
NW Shute Rd	NW Evergreen Rd	US 26/Sunset Hwy	√		Washington County	TBD

* Project cost estimates for projects added to this list in September 2012 represent 2012 dollars, all existing projects listed in the January 2004 TSP Update represent 2003 dollars. All cost estimates are conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including bike lanes. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add bike lanes and associated costs.

Table 1-3 Amendments
Motor Vehicle Project List

This table lists motor vehicle projects illustrated in Figure 1-5a, recommended to be included in, amended, or deleted from the list including sidewalks, bicycle lanes, mixed use paths, cycle tracks, and transit accommodations as required, with the projects organized by priority: Highest Priority, Second Highest Priority and Third Highest Priority. It includes the location and description of the projects, indicates the Regional Transportation Plan (RTP) planning status (for financially constrained and priority system improvements in June 2010 RTP), the lead agency for the project, and the estimated cost (based on 2012 dollars).

Table 1-3 is amended as follows:

Motor Vehicle Project List

Location	Description	Planning Status*	Lead Agency	Cost**
Highest Priority Projects				
<i>NW Meek Rd: Approach to NW Brookwood Pkwy</i>	<i>Disconnect NW Meek Rd for vehicle access</i>	<i>Not in Plans</i>	<i>Wash. County</i>	<i>\$100,000</i>
<i>NW Schaaf Rd: NW Helvetia Rd to NW Century Blvd</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$4,000,000</i>
<i>Collector Rd (actual name TBD): NW Jacobson Rd to NW Schaaf Rd</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$2,500,000</i>
<i>NW Helvetia Road: NW Jacobson Realignment to NW West Union Rd</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Wash. County</i>	<i>\$7,500,000</i>
<i>NW 253rd Ave: NW Evergreen Rd to NW Meek Rd</i>	<i>Construct 3 Lanes</i>	<i>RTP 10822</i>	<i>Hillsboro</i>	<i>\$8,000,000</i>
<i>253rd Avenue</i>	<i>Improvements north of Evergreen Road; add southbound right turn lane</i>	<i>Not in Plans</i>	<i>Wash. County</i>	<i>\$690,000</i>
<i>NW West Union Rd: NW Helvetia Rd to City Limits</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Washington County</i>	<i>\$7,000,000</i>
<i>NW 264th Ave: NW Evergreen Rd to NW Meek Rd</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$12,600,000</i>
Huffman Road	Extend west of Shute Rd to 253rd Ave	Not in Plans	Wash. County	\$922,300
<i>NW Huffman St: NW Brookwood Pkwy to NW 253rd Ave</i>	<i>Construct 5 Lanes</i>	<i>RTP 10821</i>	<i>Hillsboro</i>	<i>\$4,500,000</i>
<i>NW Huffman St: NW 253rd Ave to NW Sewell Rd</i>	<i>Construct 3 Lanes</i>	<i>RTP 10821</i>	<i>Hillsboro</i>	<i>\$7,500,000</i>

Location	Description	Planning Status*	Lead Agency	Cost**
<i>NW Westmark Dr Extension: NW Century Blvd to NW West Union Rd</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$1,500,000</i>
<i>NW Pubols Rd: NW Helvetia Rd to Century Blvd</i>	<i>Construct 2 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$4,000,000</i>
<i>NW Sewell Rd: NW Evergreen Rd to NW 264th Ave</i>	<i>Construct 2 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$8,000,000</i>
<i>NW Cornelius Pass Rd: NW Cornell Rd to US 26</i>	<i>Widen to 7 Lanes</i>	<i>Not in Plans</i>	<i>Washington County</i>	<i>\$8,600,000</i>
<i>NW Meek Rd: West UGB boundary to NW 253rd Ave</i>	<i>Construct 3 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$6,500,000</i>
<i>NW Meek Rd: NW 253rd Ave to near NW Brookwood Pkwy</i>	<i>Construct 2 Lanes</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$4,000,000</i>
<i>NW Imbrie Dr: NW Cornelius Pass Rd to NW Evergreen Pkwy</i>	<i>Widen to 4 Lanes (add 1 eastbound lane)</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$2,500,000</i>
<i>NW Brookwood Pkwy: NW Evergreen Rd to US 26</i>	<i>Widen to 7 Lanes</i>	<i>RTP 11146</i>	<i>Washington County</i>	<i>\$9,000,000</i>
<i>US 26/NW Brookwood Pkwy/NW Helvetia Rd Interchange</i>	<i>New loop off ramp and interchange modifications including NW Jacobson Rd and NW Groveland Rd realignment, Helvetia Rd: Widen to 5 Lanes</i>	<i>RTP 10600</i>	<i>ODOT/Washington County/Hillsboro</i>	<i>\$38,000,000</i>
Second Highest Priority Projects				
<i>Jacobson Road at Helvetia</i>	<i>Realign intersection north of US 26</i>	<i>Not in Plans</i>	<i>Hillsboro</i>	<i>\$1,900,000</i>
<i>US 26/Shute Road</i>	<i>New loop ramp and interchange modifications</i>	<i>RTP 3149</i>	<i>ODOT/Wash. County</i>	<i>\$6,400,000</i>

* RTP = Regional Transportation Plan, financially constrained and priority system improvements, June 2010 for RTP project numbers: 10600, 10821, 10822 and 11146, and August 2000 for existing projects listed in the January 2004 TSP Update.

** Cost estimates represents ~~current 2003~~ 2012 dollars for RTP project numbers: 10600, 10821, 10822 and 11146, and projects that are listed as Not in Plans added to the list in September 2012. The cost estimates for existing projects listed in January 2004 TSP Update represent 2003 dollars.

**Table 4-7 Amendments
Updates to Bicycle Master Plan**

Table 4-7 contains the proposed updates to the Bicycle Master Plan (Figure 1-3) as illustrated in Figure 1-3a.

Table 4-7 is amended as follows:

Updates to Bicycle Master Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>NW 253rd Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW 253rd Realignment – NW Evergreen Rd to NW Huffman St</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW 264th Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Meek Rd – West UGB Boundary to NW 253rd Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Meek Rd – NW 253rd Ave to Brookwood Pky</i>	<i>N/A</i>	<i>Bike Way Network</i>
<i>NW Helvetia Rd – NW Jacobson Realignment to NW West Union Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW West Union Rd – NW Helvetia Rd to City Limits</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Huffman St Extension – NW Shute Rd to NW Evergreen Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Huffman St – NW Brookwood Pkwy to NW 253rd Ave</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Huffman St – NW 253rd Ave to NW Sewell Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>Collector Rd (actual name TBD) – NW Jacobson Rd to NW Schaaf Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Schaaf Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Westmark Dr Extension – NW Century Blvd to NW West Union Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Brookwood Pkwy/NW Helvetia Rd at US-26 to NW Jacobson Rd Realignment</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>
<i>NW Pubols Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Bike Way Network</i>
<i>NW Sewell Rd – NW Evergreen Rd to NW 264th Ave.</i>	<i>N/A</i>	<i>Bike Way Network</i>
<i>NW Imbrie Dr – NW Evergreen Pkwy to NW Cornelius Pass Rd</i>	<i>Planned Bike Lanes</i>	<i>Bike Way Network</i>
<i>NW Imbrie Dr</i>	<i>Bicycle Way Network</i>	<i>Planned Bike Lanes</i>
<i>North/South Road – NW Huffman St to NW Meek Rd</i>	<i>N/A</i>	<i>Planned Bike Lanes</i>

**Table 4-10 Amendments
Updates to Functional Classification Plan**

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

Table 4-10 is amended as follows:

Updates to Functional Classification Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>NW Schaaf Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>Collector Rd (actual name TBD) – NW Jacobson Rd to NW Schaaf Rd</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW Helvetia Rd – NW Jacobson Rd Realignment to NW West Union Rd</i>	<i>N/A</i>	<i>Planned Arterial</i>
<i>NW 253rd Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>253rd Avenue realigned – Evergreen to Huffman</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>North/South road – Huffman to Meek</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW West Union Rd – NW Helvetia Rd to City Limits</i>	<i>N/A</i>	<i>Planned Arterial</i>
<i>NW 264th Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW Huffman St – NW Brookwood Pkwy to NW 253rd Ave</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW Huffman St – NW 253rd Ave to NW Sewell Rd</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW Westmark Dr Extension – NW Century Blvd to NW West Union Rd</i>	<i>Local Industrial Street</i>	<i>Planned Collector</i>
<i>NW Pubols Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Planned Local Street</i>
<i>NW Sewell Rd – NW Evergreen Rd to NW 264th Ave</i>	<i>N/A</i>	<i>Planned Local Street</i>
<i>NW Meek Rd – West UGB to NW 253rd Ave</i>	<i>N/A</i>	<i>Planned Collector</i>
<i>NW Meek Rd – NW 253rd Ave to near NW Brookwood Pkwy</i>	<i>N/A</i>	<i>Planned Neighborhood Route</i>
<i>US 26/NW Brookwood Pkwy/NW Helvetia Rd to NW Jacobson Rd Realignment</i>	<i>N/A</i>	<i>Planned Arterial</i>

Table 4-11 Amendments
Updates to Future Streets Right-of-Way Plan

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

Table 4-11 is amended as follows:

Updates to Future Streets Right-of-Way Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>NW Schaaf Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>Collector Rd (actual name TBD) – NW Jacobson Rd to NW Schaaf Rd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Helvetia Rd – NW Jacobson Realignment to NW West Union Rd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW 253rd Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>253rd Avenue realigned – Evergreen to Huffman</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW West Union Rd – NW Helvetia Rd to City Limits</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW 264th Ave - NW Evergreen Rd to NW Meek Rd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Huffman St – NW Brookwood Pkwy to NW 253rd Ave</i>	<i>Planned 2/3 lanes</i>	<i>Planned 4/5 lanes</i>
<i>NW Huffman St – NW 253rd Ave to NW Sewell Rd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Westmark Dr Extension – NW Century Blvd to NW West Union Rd</i>	<i>Local Industrial Street</i>	<i>Planned 2/3 lanes</i>
<i>NW Pubols Rd – NW Helvetia Rd to NW Century Blvd</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Sewell Rd – NW Evergreen Rd to NW 264th Ave</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Cornelius Pass Rd – NW Cornell Rd to US 26</i>	<i>Planned 4/5 lanes</i>	<i>Planned 6/7 lanes</i>
<i>NW Meek Rd – West UGB to NW 253rd Ave</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Meek Rd – NW 253rd to near NW Brookwood Pkwy</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>NW Imbrie Dr – NW Evergreen Pkwy to NW Cornelius Pass Rd</i>	<i>Planned 2/3 lanes</i>	<i>Planned 4/5 lanes</i>
<i>NW Brookwood Pkwy – NW Evergreen Rd to US 26</i>	<i>Planned 4/5 lanes</i>	<i>Planned 6/7 lanes</i>
<i>US 26/NW Brookwood Pkwy/NW Helvetia Rd Overcrossing</i>	<i>Planned 4/5 lanes</i>	<i>Planned 6/7 lanes</i>
<i>Huffman – 253rd to Shute</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>
<i>North/South road – Huffman to Meek</i>	<i>N/A</i>	<i>Planned 2/3 lanes</i>

Table 4-13
Updates to Street Improvement Plan

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

Table 4-13 is amended as follows:

Updates to Street Improvement Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
North/South road—Huffman to Meek	N/A	Proposed street
NW Schaaf Rd: NW Helvetia Rd to NW Century Blvd	N/A	Proposed Street
Collector Rd (actual name TBD): NW Jacobson Rd to NW Schaaf Rd	N/A	Proposed Street
NW Helvetia Road: NW Jacobson Rd Realignment to NW West Union Rd	N/A	Street Widening
253 rd Avenue realigned—Evergreen to Huffman	N/A	Proposed street
NW 253 rd Ave: NW Evergreen Rd to NW Meek Rd	N/A	Proposed Street
NW West Union Rd: NW Helvetia Rd to City Limits	N/A	Street Widening
NW 264 th Ave: NW Evergreen Rd to NW Meek Rd	N/A	Proposed Street
Huffman—253 rd to Shute	N/A	Proposed street
NW Huffman St: NW Brookwood Pkwy to NW 253 rd Ave	N/A	Proposed Street
NW Huffman St: NW 253 rd Ave to NW Sewell Rd	N/A	Proposed Street
NW Westmark Dr: NW Century Blvd to NW Croeni Rd	N/A	Street Widening
NW Westmark Dr Extension: NW Century Blvd to NW West Union Rd	N/A	Proposed Street
NW Pubols Rd: NW Helvetia Rd to NW Century Blvd	N/A	Proposed Street
NW Sewell Rd: NW Evergreen Rd to NW 264 th Ave	N/A	Street Widening
NW Cornelius Pass Rd: NW Cornell Rd to US 26	N/A	Street Widening
NW Meek Rd: West UGB boundary to NW 253 rd Ave	N/A	Street Widening
NW Meek Rd: NW 253 rd Ave to near NW Brookwood Pkwy	N/A	Street Widening
NW Imbrie Dr: NW Cornelius Pass Rd to NW Evergreen Pkwy	N/A	Street Widening
NW Brookwood Pkwy: NW Evergreen Rd to US 26	N/A	Street Widening
US 26/NW Brookwood Pkwy/NW Helvetia Rd Interchange Overcrossing	N/A	Street Widening
NW Helvetia Rd: Interchange to NW Jacobson Rd Realignment	N/A	Street Widening

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

This table summarizes updates to the Traffic Signal Master Plan (Figure 1-8) as illustrated in Figure 1-8a.

Table 4-14 is amended as follows:

Updates to Traffic Signal Master Plan

Intersection	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>Evergreen Pkwy/253rd Ave</i>	<i>N/A</i>	<i>Proposed Traffic Signal</i>
<i>Brookwood Pkwy/Huffman St</i>	<i>N/A</i>	<i>Proposed Traffic Signal</i>
<i>Helvetia Rd/Schaaf Rd</i>	<i>N/A</i>	<i>Proposed Traffic Signal</i>

In addition to the proposed amendments to the TSP tables, Chapter 4: Future Demand and Land Use contains a section that establishes and describes Special Study Areas, with corresponding maps that show the boundaries of the Special Study Areas contained in Figures 4-8, 4-9 and 4-10. One of these Special Study Areas is the Meek Road Study Area which is illustrated on Figure 4-9.

The IAMP transportation analysis addressed the issues identified within the Meek Road Study Area in more depth than as described in the original text below and recommends changes within the Area including revised transportation connections. The text contained in the Meek Road Study Area is deleted in its entirety, as follows:

SPECIAL STUDY AREAS

Meek Road Study Area

~~Concerns exist regarding the proximity of the intersection of Meek Road and Shute Road to the interchange at U.S. 26 and Shute Road. Washington County has designated this as a study area (see Figure 4-9) in order to evaluate options for moving the intersection of Meek Road further south. However, reorienting the roadway to the south would place it within the Shute Road Site Special Development District. The 203-acre site, located at the intersection of Evergreen Road and Shute Road, was added to the urban growth boundary for the purpose of providing large lots for high tech industrial development. Meek Road, situated immediately north of the new district, will be influenced by future development within the Shute Road site. The Conceptual Transportation Plan for Shute Road, drafted by Group MacKenzie suggests that additional analysis would be required with regards to Meek Road to determine any relocation of Meek Road or re-routing of traffic.~~

Within the Special Study Areas section, there is also a section titled Potential Future Connections/Realignments. The TSP is designed to permit consideration of road extensions beyond study areas like the Meek Road Study Area and the urban growth boundary. No specific roadway alignments have been defined for any of these extensions or realignments, however Figure 4-10 shows seven study areas that were categorized as potential future connections/realignments. Two of the study areas are within North Hillsboro. The description for those two study areas is deleted as follows:

Potential Future Connections/Realignments

- ~~2. Extensions of Huffman Street and Dawson Creek Drive into 253rd Avenue—part of the Shute Road Concept Plan, these road extensions are intended to provide access to the newly added 230-acre Shute Road Special Industrial Development District.~~
- ~~3. Jacobson Road Realignment to Helvetia Road—the realignment north of U.S. 26/Shute Road interchange is intended to accommodate potential increased right-of-way necessary for interchange improvements.~~

Based on the testimony received at the Planning Commission public hearing on September 26, 2012, where the addition of a specific study area to address alternatives for the alignment of NW Westmark Drive Extension from NW Croeni Road east to connect with NW West Union Road was requested (see Exhibit B: Findings of Fact), a new special study area will be added to Chapter 4: Future Demand and Land Use, Special Study Areas, Potential Future Connections/Realignments. The new special study area is added to the Potential Future Connections/Realignments section, as follows:

8. *Westmark Drive Extension from Croeni Road east to West Union Road – this road extension is intended to buffer the rural agricultural land adjacent to NW West Union Road by providing an alternative east-west travel corridor between NW Helvetia Road and NW West Union Road west of NW Cornelius Pass Road, minimizing urban traffic demand on NW West Union Road west of NW Cornelius Pass Road and on NW Helvetia Road north of NW Schaaf Road. The goals for this study area are as follows:*
 - a. *Reduce the interaction between urban and rural traffic on NW West Union Road and NW Helvetia Road;*
 - b. *Look at the implementation of east – west connection of NW Schaaf Road as the primary travel pattern and place the east connection as far east as possible on NW West Union Road;*
 - c. *Be sensitive to school children and traffic safety issues; and*
 - d. *Coordinate through land use zoning codes to develop and enhance urban – rural edge buffering including landscaped buffers, berms and setbacks.*

PROPOSED MAP AMENDMENTS

The TSP and Comprehensive Plan Maps listed below will be amended to reflect the classification change of the planned roadways and proposed improvements for North Hillsboro. Detail maps are provided to show more clearly how the TSP maps are being amended. If approved, the amendments shown on the detail maps will be incorporated into the amended TSP. The proposed roadways affected by these proposed TSP amendments are labeled as follows on the detail maps:

- A. NW Meek Road: disconnect from NW Brookwood Parkway
- B. NW Schaaf Road: NW Helvetia Road to NW Century Boulevard (3-lane City collector cross section)

- C. Collector Extension (actual name to be determined): NW Jacobson Road to NW Schaaf Road (3-lane City collector cross section)
- D. NW Helvetia Road: US 26 to NW West Union Road (3-lane County arterial cross section)
- E. NW 253rd Avenue: NW Evergreen Road to NW Meek Road (3-lane City collector cross section)
- F. NW West Union Road: NW Helvetia Road to City Limits (3-lane County arterial cross section)
- G. NW 264th Avenue: NW Evergreen Road to NW Meek Road (3-lane City collector cross section)
- H. NW Huffman Street: NW Brookwood Parkway to NW 253rd Avenue (5-lane City collector cross section)
- I. NW Huffman Street: NW 253rd Avenue to NW Sewell Road (3-lane City collector cross section)
- J. NW Westmark Drive Extension: NW Croeni Road to NW West Union Road (3-lane City collector cross section)
- K. NW Pubols Road: NW Helvetia Road to NW Century Boulevard (2-lane City local industrial street cross section)
- L. NW Sewell Road: NW Evergreen Road to NW 264th Avenue (3-lane City local industrial street cross section)
- M. NW Cornelius Pass Road: NW Cornell Road to US 26 eastbound (widen to provide 7-lane County arterial boulevard cross section)
- N. NW Meek Road: NW Sewell Road (western UGB boundary) to NW 253rd Avenue extension (3-lane City collector cross section)
- O. NW Meek Road: NW 253rd Avenue extension to near NW Brookwood Parkway (2-lane City Neighborhood Route)
- P. NW Imbrie Drive: NW Evergreen Parkway to NW Cornelius Pass Road (add second eastbound through-lane, for a 4-lane cross section with 2 eastbound lanes, 1 westbound lane and 1 continuous left turn median lane)
- Q. NW Brookwood Parkway: NW Evergreen Road to US 26 (7-lane County arterial cross section)
- R. US 26/NW Brookwood Parkway/NW Helvetia Road Interchange: new loop off ramp and interchange modifications including NW Jacobson Road and NW Groveland Road realignments. Overcrossing: 6-lane (3 southbound, 2 northbound, 1 bi-directional left turn median). NW Helvetia Road from US 26 to NW Jacobson Road realignment (5-lane County arterial cross section)

TSP Figure 1-2: Pedestrian Master Plan (see Attachment A-1). See Figure 1-2a: North Hillsboro TSP Amendment Pedestrian Master Plan Detail Map for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area and symbols (one in the Special Study Area and one for the NW Dawson Creek Drive/NW 253rd Avenue alignments) for the note that states: “Alignment subject to UGB expansion and/or future refinement or study in these areas” has been deleted from Figure 1-2. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-2.

TSP Figure 1-3: Bicycle Master Plan (see Attachment A-2). See Figure 1-3a: North Hillsboro TSP Amendment Bicycle Master Plan Detail Map for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area and symbols (one in the Special Study Area and one for the NW Dawson Creek Drive/NW 253rd Avenue alignments) for the note that states: “Alignment subject to UGB expansion and/or future refinement or study in these areas” has been deleted from Figure 1-3. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-3.

TSP Figure 1-5: Street Improvement Plan (see Attachment A-3). See Figure 1-5a: North Hillsboro TSP Amendment Improvement Plan Detail Map for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area and proposed street arrows for the extensions of NW 253rd Avenue and NW Huffman Street has been deleted from Figure 1-5. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-5.

TSP Figure 1-6: Future Streets Where Right of Way is Planned for Two or More Lanes (see Attachment A-4). See Figure 1-6a: North Hillsboro TSP Amendment Future Streets Where Right of Way is Planned for Two or More Lanes Detail Map for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area and symbols (one in the Special Study Area and one for the NW Dawson Creek Drive/NW 253rd Avenue alignments) for the note that states: “Alignment subject to UGB expansion and/or future refinement or study in these areas” has been deleted from Figure 1-6. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-6.

TSP Figure 1-8: Traffic Signal Master Plan (see Attachment A-5). See Figure 1-8a: North Hillsboro TSP Amendment Traffic Signal Master Plan for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area has been deleted from Figure 1-8. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-8.

TSP Figure 1-9: Functional Classification Plan (see Attachment A-6). See Figure 1-9a: North Hillsboro TSP Amendment Functional Classification Plan for specific details on how this map is being amended. The Special Study Area Boundary for the Meek Road Study Area and symbols (one in the Special Study Area and one for the NW Dawson Creek Drive/NW 253rd Avenue alignments) for the note that states: “Alignment subject to UGB expansion and/or future refinement or study in these areas” has been deleted from Figure 1-9. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 1-9.

TSP Figure 4-9: Meek Road Study Area (see Attachment A-7). This figure will be deleted in its entirety.

TSP Figure 4-10: Potential Future Connections/Realignments (see Attachment A-8). See Figure 4-10a: North Hillsboro TSP Amendment Potential Future Connections/Realignments for specific details on how this map is being amended. Study Area Nos. 2 and 3, Potential Collector Extensions for NW Dawson Creek Drive/NW 253rd Avenue, NW Beech Street and NW Huffman Street, and the symbols for the note: Alignment subject to UGB expansion and/or future refinement or study in these areas located adjacent to the Potential Collector Extensions will be deleted from Figure 4-10. A Special Study Area to consider separation of urban and rural traffic, where the future alignment of NW Westmark Drive Extension is subject to further study is added to Figure 4-10.

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

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

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

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

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

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

EXHIBIT B

BEFORE THE PLANNING COMMISSION OF THE CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO IMPLEMENT
TRANSPORTATION IMPROVEMENTS FOR
THE NORTH HILLSBORO INDUSTRIAL AREA

CITY OF HILLSBORO
CASE FILE NO. HCP 3-12
FINDINGS OF FACT

NATURE OF AMENDMENTS

The proposed amendments to the Hillsboro Comprehensive Plan (HCP) Ordinance No. 2793, as amended and the City of Hillsboro Transportation System Plan (TSP) Update, January 2004, as amended, to amend text and maps to implement transportation improvements for the North Hillsboro Industrial Area (North Hillsboro) are legislative major plan amendments. The amendments were initiated by the Planning Commission through adoption of Order No. 8074. The proposed amendments would classify, reclassify or create new alignments for roadways in North Hillsboro (within two general project areas described below in the Background section) and make revisions to the TSP's project lists for motor vehicles, bicycles and pedestrians to add or modify the transportation improvements.

BACKGROUND ON PROPOSED AMENDMENTS

There are two general transportation system project areas for North Hillsboro as follows:

The first project area involves the transportation system surrounding and supporting the US 26 Interchange with NW Brookwood Parkway-NW Helvetia Road. Transportation system improvements for this project are encompassed in ODOT's Interchange Area Management Plan (IAMP) and Washington County's A-Engrossed Ordinance 749, adopted September 18, 2012. Additional transportation system plan amendments in this area generally include application of existing Washington County transportation system plan designations to County roadways located within or adjacent to the boundaries of the Helvetia Concept Planning Area, the Evergreen Concept Planning Area, and the area located adjacent to NW Meek Road which was brought into the Urban Growth Boundary in October 2011.

The second project area includes NW Cornelius Pass Road, NW Evergreen Parkway and NW Imbrie Drive. The transportation system improvements for the second project area have been identified through traffic studies prepared for recent industrial and commercial expansion projects in the corridor, as well as travel forecasting analysis prepared by city of Hillsboro transportation planning division staff.

Brookwood-Helvetia/US 26 Interchange Area Management Plan:

The need for transportation system improvements at, and surrounding, the NW Brookwood Parkway/NW Helvetia Road/US 26 Interchange grew out of concept planning work done by the city of Hillsboro for the 249-acre Helvetia Concept Planning Area (located northeast of the Interchange) and the 534-acre Evergreen Concept Planning Area (located southwest of the Interchange). Metro brought these two areas into the Urban Growth Boundary (UGB) in 2002, and 2005, respectively. The Concept Plans identified the type of development (primarily industrial) that should occur and established the general framework for the infrastructure needed to serve these two areas. These areas will be annexed to the city before they develop or redevelop with urban uses.

The Concept Plans were adopted by the Hillsboro City Council on February 5, 2008, and were added to the Hillsboro Comprehensive Plan (Plan) as Section 24. City of Hillsboro, Evergreen Area Industrial Plan (EAIP) and Section 25. City of Hillsboro Helvetia Area Industrial Plan (HAIP). On January 17, 2012, the City amended the Plan to add a new Section 30. North Hillsboro Industrial Area Community Plan, which consolidated the EAIP and HAIP and the Shute Area Industrial Site (Section 20. Shute Road Industrial Site) into a single North Hillsboro Industrial Community Plan, and deleted Sections 20, 24 and 25.

On October 20, 2011, the Metro Council approved modest expansions to the region's UGB in four areas. One of the four areas is a 330-acre area north of Hillsboro in the vicinity of the US 26/NW Brookwood Parkway/NW Helvetia Road Interchange, for the purposes of attracting future large-site industrial employers. A Concept Plan will be developed by the city of Hillsboro in early 2013 for the 330-acres located north of the Evergreen Concept Planning Area and south of US-26, adjacent to NW Meek Road. This area is anticipated to be planned for future industrial zoning, particularly for large-lot industrial sites. Estimated employment capacity for the land contained within the Urban Growth Boundary, including the 330-acres, was included in the analysis of required transportation system improvements necessary to meet travel demand and meet currently adopted performance measures.

Development of the IAMP started in fall, 2010, when the city of Hillsboro and Washington County (County) entered into a Memorandum of Understanding (MOU) with the Oregon Department of Transportation (ODOT) on December 16, 2010. The MOU established the Oregon Jobs and Transportation Act (JTA) and IAMP terms, tasks, priorities, boundaries, phases, roles and responsibilities, and communications protocols.

The purpose of the IAMP partnership is to document and affirm land use assumptions and to identify necessary transportation system improvements required to maintain acceptable levels of transportation mobility. This includes improvements at the interchange, as well as additional infrastructure improvements surrounding and supporting the interchange which will preserve the state's investments for their intended purpose.

The IAMP process is a joint planning effort between ODOT, the County and the City (Partners) which was led by ODOT staff. It included an extensive public involvement process completed in the development of the IAMP which is further described herein. Washington County also completed public hearings and adopted the IAMP recommended transportation system amendments in A-Engrossed Ordinance No. 749, adopted on September 18, 2012.

Improvements to the US-26/Brookwood – Helvetia Interchange are planned to commence construction in 2013 with completion anticipated in 2015. The improvements are funded with \$45 million dollars provided by the JTA enacted by the 2009 Oregon Legislature. The 2012 Legislature additionally approved increased funding for this interchange area through SB 1543 which will add approximately \$2 Million to \$3 Million from anticipated unexpended funds relating to the ongoing widening of US 26 between NW Cornell Road and NW 185th Avenue. Under agreement with ODOT, if the Interchange costs are less than \$45 million (now \$47M to \$48M), remaining funds would be available for priority projects identified in the IAMP (which occur on both Washington County and City roads).

NW Evergreen Parkway-NW Imbrie Drive–NW Cornelius Pass Road TSP Amendments:

The recommended transportation system improvements for the second project area within North Hillsboro are in response to recent and potential future development expansion on the Intel Ronler Acres Campus and on adjacent industrial green field sites, and are based upon traffic impact studies received over the past 18 months from Intel Corporation’s traffic consultant, Group Mackenzie, as well as supplemental transportation studies completed by city of Hillsboro transportation planning division staff. There are two projects that make up these recommended transportation improvements, as follows:

The first project results from an initial draft traffic study for the Intel Ronler Acres Campus D1X Fabrication Plant expansion and focuses on recommended intersection improvements at NW Evergreen Parkway with NW 229th Avenue and NW Imbrie Drive. Its focus is the development of future side-by-side double left turns on NW Evergreen Parkway between NW 229th Avenue and NW Imbrie Drive. Left turn lane improvements on NW Evergreen Parkway between NW 229th Avenue and NW Imbrie Drive, specifically widening to provide double left turn lanes in each direction in this tightly spaced offset of intersections, would necessitate widening NW Imbrie Drive with a second eastbound lane between NW Evergreen Parkway and approximately 100 feet east of the Fred Meyer traffic signal where a second eastbound lane exists.

Staff finds that the addition of the second eastbound lane on NW Imbrie Drive would require amendment to the Transportation System Plan. While intersection level improvements within 500 feet of the NW Evergreen Parkway intersection would be allowed without TSP amendment, the extension of the second eastbound lane will yield safer conditions by eliminating merging and weaving movements in the corridor.

The second project is based upon technical analyses prepared by Group Mackenzie in June 2012, supplemented by technical analyses prepared by city of Hillsboro transportation planning division staff and their consultants, David Evans & Associates. These studies recommend consideration of TSP amendments to expand capacity on NW Cornelius Pass Road through the addition of a third northbound and a third southbound travel lane extending from NW Cornell Road to the US 26 eastbound on ramp. The third southbound lane has been found essential in ensuring morning commute traffic can efficiently move away from the US 26 corridor to avoid southbound queue spillbacks extending into the mainline lanes of westbound US 26.

The third northbound travel lane on NW Cornelius Pass Road functions as an auxiliary lane allowing traffic nearing US 26 to select lane destinations well in advance of the traffic signals at NW Imbrie Drive and the approach to the US 26 eastbound traffic signal. The third lane is critical due to double eastbound to northbound left turn lanes feeding into the NW Cornelius Pass Road corridor from NW Cornell Road, NW Ronler Drive, NW Imbrie Drive and NW Evergreen Parkway.

MAJOR PLAN AMENDMENT PROCEDURES

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

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

(III) Plan Revision and Major Plan Amendments

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

- (A) For each proposed plan revision or major plan amendment to the Comprehensive Plan, the City Planning Department will:

- (1) With the advice and assistance of the CIAC, establish and conduct a citizen involvement program which provides for public involvement and input into the proposed revision or amendment which complies with Statewide Planning Goal 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.

Finding: Hillsboro planning staff met with the CIAC on July 11, 2012 to establish the citizen involvement program that provides for public involvement and input into the proposed major plan amendments. The CIAC approved the public involvement plan.

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

Finding: Staff finds that issues to be addressed were identified, and data was collected, reviewed and made available for public review relating to the proposed transportation improvements for ODOT's Jobs and Transportation Act interchange expansion project at US 26/Brookwood-Helvetia and for ODOT's Interchange Area Management Plan. This work occurred between May, 2011, and June, 2012. ODOT developed the IAMP in partnership with the city of Hillsboro and Washington County, and with consideration of public feedback. The established IAMP goals and priorities listed below informed the development of the IAMP. Staff additionally finds that a separate public involvement program, described in detail below, was undertaken related to amendments proposed for NW Imbrie Drive and NW Cornelius Pass Road area. Public comment received to date is summarized below.

IAMP goals and priorities:

- Support the US 26/Brookwood Parkway/Helvetia Interchange Jobs and Transportation Act design and construction project;
- Support the ongoing and future city of Hillsboro and Washington County transportation, land use, and economic development planning efforts in and around the study area; and
- Identify recommended transportation system improvements in the vicinity of the interchange necessary to provide safe operations and protect the future function of the interchange.

IAMP priorities: The IAMP priorities include safety and capacity improvements that:

- Maintain or improve safety and operations at the US 26 interchange, and at other facilities in the vicinity of the interchange area;
- Identify and address the interchange operation needs associated with current and future industrial land designated in the existing adopted comprehensive plan and recently expanded Urban Growth Boundary, to the extent feasible;
- Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange; and
- Identify facilities for adequate bicycle and pedestrian circulation in the area.

During the timeframe described above for development of the IAMP, there were public review drafts of the IAMP culminating with the US 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan Public Review Draft, dated June 2012. All public review drafts were made available for public review on ODOT's website. ODOT's public review process is described as follows:

IAMP Public Involvement:

Project committees guided the process and provided important policy, community, and technical feedback through the project. Interviews, public meetings and briefings were held with neighbors, business interests, and local community organizations. Informational materials including newsletters, the project website, and a press release provided project updates to the general public.

The decision-making process involved three groups: the Project Management Team (PMT), Project Advisory Committee (PAC), and the Project Policy Group (PPG). The PAC provided input to the PMT, and the PMT provided final recommendations to the PPG for decisions regarding the IAMP.

Lead staff from ODOT, Washington County, city of Hillsboro, and the consultant team comprised the project team (PMT). The PMT provided day-to-day project oversight, administration, and management and was responsible for facilitating the PAC.

The PAC included one representative each from the Helvetia Community Association, Meek Neighborhood, Hillsboro Chamber of Commerce, Brookwood area bicyclists, Jacobson Road (Pac Trust), city of Hillsboro, Washington County, and the ODOT project manager. Project team members and members of the public also attended the PAC meetings. The PAC held its first meeting in May, 2011. The fourth and final PAC meeting was held on June 25, 2012.

IAMP Public Outreach:

Two key methods were used to reach the interested public in and around the study area: project newsletters and the project website.

- Project newsletters: The community received project updates and an invitation to the two project open houses through two project newsletters. Each newsletter was mailed to approximately 3,100 addresses in the Interchange area and posted on the project website about two weeks before each open house. Newsletters included names, titles, and contact information for PMT staff. In addition, e-mail notification of the open houses also were sent (200 addresses for first open house), primarily to individuals who had expressed interest in the project, legislators, emergency service providers, local businesses, organizations and members of the PAC.
- Project Website: The project website was developed and made publicly available early in the process. It was the central location for project information and served as a resource for the public and PAC members. The site included a project description, maps, project schedule, open house materials, and PAC materials. The project website also advertised the open houses on its home page, see link below:

www.oregon.gov/odot/hwy/region1/us26_brookwoodpkwy

IAMP Open Houses: Two public open houses were held on January 17, 2012 and on June 25, 2012, respectively. Residents of the area received project updates and invitations to the two project open houses through two project newsletters, the project website, and area media (a press release was sent to media contacts through ODOT's Region 1 office before each event). Comment forms made available at each open house provided the primary tool for recording feedback received from the public.

NW Imbrie Drive – NW Cornelius Pass Road Area Amendments:

Issues to be addressed and data to be collected, reviewed and made available for public review on the proposed transportation capacity improvements on NW Evergreen Parkway and NW Imbrie Drive, and separately on NW Cornelius Pass Road, were made available for public review at an open house held on August 16, 2012 at Quatama Elementary School. As previously described in the Background section, the proposed transportation improvements to these three roadways are based upon traffic impact studies received over the past 18 months from Intel Corporation's traffic consultant, Group Mackenzie, as well as supplemental transportation studies completed by city of Hillsboro transportation planning division staff.

The city of Hillsboro held an open house on August 16, 2012 to receive feedback from the community on the transportation improvements for this project area. Washington County also participated and addressed questions about NW Cornelius Pass Road and NW Evergreen Parkway, which are both County arterial roads. Comment cards were available for public comments.

Public notice for the open house was mailed on August 2, 2012, to 7,409 property owners located within a geographic area extending from NW 206th/NW John Olsen Avenue to the east, SE Imlay Avenue/NE 53rd Avenue/NE Elam Young Parkway (west)/NE Shute Road to the west, Tualatin Valley Highway to the south, and US 26 to the north, as the proposed amendments affect the commuting public traveling to and from employment located in North Hillsboro via NW 229th Avenue/NW Cornelius Pass Road/NW Evergreen Parkway, and residents that live in North Hillsboro near the Intel Ronler Acres Campus.

Public notice of the open house was also published in the August 7, 2012 edition of the Hillsboro Argus newspaper, and posted on the City’s website.

Approximately 30 people attended the open house, and provided comments in favor of the proposed improvements. City staff also informed the open house participants of date for the public hearing before the Planning Commission and invited them to attend the hearing.

PUBLIC COMMENTS RECEIVED

Evergreen-Imbrie-Cornelius Pass Road Area: The table below summarizes the written comments received at the August 16, 2012, open house, as well as provides a summary of public comments received via email or phone relating to the NW Evergreen Parkway, NW Imbrie Drive and NW Cornelius Pass Road improvements considered in these proposed Amendments. Staff finds that the comments received were generally supportive of the proposed amendments relating to NW Imbrie Drive with associated capacity improvements to NW Evergreen Parkway, and widening improvements on Cornelius Pass Road.

Additionally, staff finds that the comments also strongly supported the City’s proposed design on NW Cornelius Pass Road which would accommodate bicycles with an off-street solution such as a multi-use trail or a combination cycle-track and separate sidewalk. The City is working with adjacent property owners and Washington County regarding ongoing landscape maintenance obligations. Various individual comments presented below include a discussion of staff’s response to the commenter.

NW 229th Avenue/NW Cornelius Pass Road/NW Evergreen Parkway Proposed TSP Amendments – Public Comments Summary for August 16, 2012 Open House		
<i>Written Comments Received at Open House</i>		
Name	Contact Information	Comments
Commenter 1	Not given	I like the improvements so long as bicyclists are separated from the heavy fast pace of the cars and truck traffic.
Commenter 2	Not given	I’m all for it. This area has increased so much with traffic; it’s great to see there is a good plan to deal with it. Thank you. Great presentation!

<i>Written Comments Received at Open House</i>		
Commenter 3	Not given	Nice visual display once I understood how Exhibit A correlated with B-E. Very informative staff members. Thank you.
Commenter 4	Not given	Seems well thought out -- necessary changes; glad that the on-ramp from Cornelius Pass to Hwy 26 will be widened. Thanks for the chance to preview the plans.
Commenter 5	Not given	Plans look good! Need to know start dates for work ASAP! Sidewalks are imperative wherever possible. As numbers of pedestrians and bike riders increase, safety issues increase! Thanks for the opportunity to give feedback!
Commenter 6	Not given	Like the plans. The sooner the better. Worried slightly by the long-term maintenance costs of the trees, shrubs and grass. Other cities I've visited have over time quit maintaining due to cost.
<i>Comments Received via Email or Phone Prior to Open House</i>		
Jamil Ahmad	jamie.ahmad@gmail.com	Concerned with the lack of current and future transit options to serve the high tech employment areas and the proposed high density residential areas (AmberGlen Community Plan Area); concerned with the future traffic created by the baseball stadium, the lack of transit options to the baseball stadium, and the general feeling that the City is prioritizing baseball over serving residential and transportation needs.
Walt Christen	(503) 531-0849	Need NW Cornelius Pass Road as a major arterial all the way through.
Susan Corwin	(503) 622-6429	Recommended the City to not improve NW Imbrie Drive and to instead take advantage of the capacity of the new Ronler Drive. Staff explained that the improvements are needed in addition to the system relief provided by the new Ronler Drive facility.
Kevin Henning Tualatin Valley Water District (TVWD)	(503) 701-0962	As stated in the TVWD's CIP, TVWD plans to replace the water main along NW Cornelius Pass Road and we are looking to coordinate with the proposed roadway improvement if timing of the two projects allows this.
Mark Kingstead	(503) 848-0890	Inquired about whether there will be special levy or whether his property tax will increase because of the improvements. Responded explaining to him that there will be no levy or tax increase due to the improvements.

<i>Comments Received via Email or Phone Prior to Open House</i>		
Brenda Van Horn	brendavh@frontier.com	Request to remove signal at NW Cornelius Pass Road and NW Quatama Road because the wait on NW Quatama Road is sometimes very long with no cars traveling on NW Cornelius Pass Road. Staff has forwarded this issue to Washington County signal operations and requested that signal timing settings be evaluated to optimize system performance and minimize delays.

US-26/Brookwood-Helvetia IAMP Area: Additional correspondence was received relating to IAMP area transportation improvements on the north side of US-26. The correspondence consists of the following letters which are attached to this Exhibit (as Attachments B-1, B-2 and B-3):

- A letter from Citizen Participation Organization (CPO) 8 Steering Committee to the city of Hillsboro Planning Commission dated September 21, 2012;
- A letter dated September 12, 2012, from the Committee for Citizen Involvement to various Washington County committees and staff; and
- A letter dated July 24, 2012 from CPO 8 Chair Linda Peters to the Washington County Board of Commissioners.

Staff notes that the written correspondence received relating to proposed roadway improvements north of US 26 primarily relates in part to concerns associated with the mix of growing urban traffic with critical agricultural activities including the movement of farm equipment.

Staff also notes that other associated concerns relating to impacts of urban traffic on agricultural operation have been raised including the need to address buffering and targeting transportation investments in ways that will keep growing urban traffic from traversing rural roadways and roadways on the urban-rural boundary. Correspondence also includes reference to a storm drainage analysis affecting NW Helvetia Road, NW Schaaf Road and NW Pubols Road.

Staff finds that the transportation improvements, particularly the addition of NW Schaaf Road as a new collector roadway extending east from NW Helvetia Road, connecting to NW Westmark Drive at NW Century Boulevard, and the proposed extension of NW Westmark Drive to intersect NW West Union Road east of NW Century Boulevard have been developed in response to the concerns of minimizing the interface between urban traffic and rural agricultural traffic on NW Helvetia Road and NW West Union Road.

Staff finds that the proposed amendments will rely in near-term on continued use of NW Jacobson Road with full turn movements allowed at NW Helvetia Road, but based upon the transportation analysis, Staff finds that the future development of the NW Schaaf Road – NW Westmark Drive extension to NW West Union Road in coordination with development of adjacent industrial land will be required to provide a critical parallel facility in order to minimize use of the urban-rural edge roadways to accommodate growing urban traffic.

Staff finds that future urban traffic growth will cause unacceptable congestion on NW Helvetia Road and the NW Jacobson Road approach due to inadequate separation between the relocated NW Jacobson Road intersection and the US-26 interchange with NW Helvetia Road-NW Brookwood Parkway. Staff finds that the JTA Project will relocate NW Jacobson Road as far away from the Interchange as is practicable given area wetland and floodplain constraints.

Further, Staff finds that the NW Schaaf Road – NW Westmark Drive extension collector roadway corridor will provide an alternative route within the urban area to minimize use of NW West Union Road-to-NW Helvetia Road as an alternative travel corridor in avoiding the anticipated congestion resulting from the inadequate spacing between the Interchange and the relocated NW Jacobson Road.

Staff finds that evaluation of alternatives for east-west commuter traffic between the US 26/Brookwood-Helvetia Interchange and the intersection of NW Cornelius Pass Road with NW West Union Road has concluded that the development of a new east-west corridor, specifically the construction of a future NW Schaaf Road, connecting to NW Westmark Drive with an extension to NW West Union Road, intersecting as near as practicable to the intersection with NW Bendemeer Road will result in the most efficient traffic operations and will minimize use of area rural roads, and urban-rural “edge” roadways where they are adjacent large lot rural agricultural properties.

With regard to the citizen comments received relating to storm drainage studies, Staff finds that the storm drainage studies will be completed under adopted regulatory agency standards as necessary to allow for adequate design and permitting of IAMP area roadway improvements. Staff further finds that the storm drainage studies have no direct bearing on the designation of roadways and other transportation infrastructure identified in this Amendment as necessary to accommodate future travel demand growth, rather will be required to facilitate future implementation of these recommendations as it relates to the design, permitting, and construction of recommended transportation system improvements.

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

Finding: Government agencies affected by the planning activities (both for the IAMP and for the proposed transportation improvements for NW 229th Avenue, NW Cornelius Pass Road and NW Evergreen Parkway) participated in both planning processes as described in the finding for HCP Section 1(III)(A)(2). Washington County has also amended their Transportation System Plan to add the transportation improvements identified for North Hillsboro through adoption of A-Engrossed Ordinance No. 749, approved on September 18, 2012. ODOT is scheduled to adopt the IAMP through Consent Agenda approval of the Oregon Transportation Commission on October 16, 2012.

The city provided public notice to the Department of Land Conservation and Development (DLCDD) of the proposed major plan amendments on August 21, 2012.

(4) Collect relevant information and data.

Finding: Relevant information and data for the proposed transportation improvements was collected and refined as part of the ODOT's process for the proposed improvements for the IAMP, and by the City for the proposed transportation amendments for NW Cornelius Pass Road and NW Imbrie Drive as previously described in the finding for HCP Section 1(III)(A)(2).

(5) Analyze each issue and identify proposed actions which address the issue sufficiently. As part of the public involvement program for the plan revision or major plan amendment:

- (a) Compile and combine the issue, relevant data and information and actions into text format and make copies of such text available for review and comments by citizens and affected government agencies.
- (b) Compile comments received from citizens and affected government agencies for consideration by the Planning Commission. The Planning Department shall prepare written responses to comments and make the responses available for public review and to the Planning Commission during its consideration of the proposed plan revision or major plan amendment.

Finding: The analysis for each issue and proposed actions for the proposed major plan amendments for North Hillsboro are previously described in the finding for HCP Section 1(III)(A)(2).

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

Finding: The Planning Commission held a public hearing on the proposed major plan amendments on September 26, 2012. Public notice was published in the Hillsboro Argus on September 4, 2012, which was 22 days prior to the date of the initial public hearing. The public notice contained all of the items listed in Section 1(III)(A)(6)(a) through (e).

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

Finding: The Planning Commission did not recess the hearing in order to obtain further information.

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

Finding: Based upon testimony received before the Planning Commission on September 26, 2012, from citizens, including Washington County Commissioner Greg Malinowski, and direction from the Planning Commission, Order No. 8077 to which these findings are attached as Exhibit B forwards a recommendation for approval of the proposed major plan amendments to implement transportation improvements for the North Hillsboro Industrial Area. The Planning Commission directed staff to provide an additional amendment to the Transportation System Plan maps and text to require a Special Area Alignment Study for the NW Westmark Drive Extension between NW Croeni Road and NW West Union Road.

The goals of this study shall include the following:

1. Reduce the interaction between urban and rural traffic on NW West Union Road and NW Helvetia Road;
 2. Look at the implementation of east – west connection of NW Schaaf Road as the primary travel pattern and place the east connection as far east as possible on NW West Union Road;
 3. Be sensitive to school children and traffic safety issues; and
 4. Coordinate through land use zoning codes to develop and enhance urban – rural edge buffering including landscaped buffers, berms, and setbacks
- (9) The City Council shall hold a hearing during its consideration of a plan revision and may hold a public hearing on any major plan amendment. Notice of the hearing shall be provided in the manner prescribed in subsection (III)(A)(6). After consideration of the plan revision or major plan amendment, the City Council may adopt or deny the plan revision or major plan amendment.

Finding: Order No. 8077 will be forwarded to City Council for its consideration on October 2, 2012. The City understands that the Council may hold a public hearing on the proposed major plan amendments and would give notice of the hearing in the manner prescribed in subsection (III)(A)(6) if the Council determines that it would hold a public hearing.

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

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

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

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

- (12) The Planning Commission shall also establish and publicize a procedure whereby interested individuals, community organizations and public agencies may request to be included on a regular mailing list of parties to be notified of the initiation of proposed plan revisions or major plan amendments.

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

TRANSPORTATION PLANNING RULE (TPR) FINDINGS

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

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

Finding: Staff finds that the amendments to the Hillsboro Transportation System Plan are being made to establish adequate transportation system improvements necessary to accommodate reasonably likely full development of land contained within the Urban Growth Boundary as adopted through October 2011. Further Staff finds that these amendments add the following new collector and arterial roadways into the transportation system:

- NW 264th Avenue (NW Evergreen Rd to NW Meek Rd): a City 3-lane Collector;
- NW 253rd Avenue (NW Evergreen Rd to NW Meek Rd): a City 3-lane Collector;
- NW Huffman Street (NW Brookwood Pkwy to NW Sewell/west UGB boundary): a City 3-lane Collector;
- NW Schaaf Road (NW Helvetia Rd to NW Century Blvd): a City 3-lane Collector;

- North-South Collector Roadway (name to be determined, between NW Jacobson Rd and NW Schaaf Rd): a City 3-lane Collector; and
- NW Pubols Road (NW Helvetia Rd to NW Century Blvd): a City 3-lane Collector

Staff finds that these amendments would reclassify two existing roadways: NW Westmark Drive, which is constructed to an Industrial standard Local Street cross section for a one-block distance between NW Century Blvd and NW Croeni Road would be reclassified as a City collector roadway. Staff finds that NW Westmark Drive is additionally described in the existing Hillsboro Transportation System Plan as extending in the future to NW West Union Road with a Local Industrial Street classification. Staff finds that the development of the NW Schaaf Road – NW Westmark Drive Extension corridor between NW Helvetia Road and NW West Union Road will carry collector level traffic volumes in the future, and finds that its development will benefit area rural roadways and urban-rural “edge” arterial roadways by reducing urban traffic which would otherwise affect agricultural equipment movement.

Staff finds that a Special Area Alignment Study shall be conducted prior to establishment of the final design and construction alignment for the NW Westmark Drive Extension. The goals of the Special Area Alignment Study are described in the proposed amendments to the Transportation System Plan, Chapter 4: Future Demand and Land Use, Special Study Areas, Potential Future Connections/Realignments No. 8.

Staff finds that the second existing roadway recommended for reclassification is the segment of NW Meek Road between the planned NW 253rd Avenue extension and NW Brookwood Parkway. Staff concurs with the recommendations of ODOT, Washington County, neighboring property owners, and the IAMP advisory groups that disconnection of vehicular access between NW Meek Road and NW Brookwood Parkway would be in the best interest of the public to ensure public safety adjacent to the Interchange improvements. Pedestrian, bicycle and emergency vehicle access may continue to be accommodated to NW Brookwood Parkway. With the provision of new roadway connections between NW Meek Road and area arterial roadways (NW 253rd Ave. and NW 264th Ave.), the traffic on NW Meek Road will significantly be reduced, thereby removing the need for a collector roadway designation.

Staff finds that the amendments to the Hillsboro Transportation System Plan would also add designation to existing area roadways in a manner consistent with the roadways’ existing and planned Washington County TSP designations. These include the following roadways:

- NW Meek Road (West UGB boundary to NW 253rd Avenue): County Collector roadway to be designated as a City 3-lane Collector roadway upon annexation to the city of Hillsboro;
- NW Sewell Road (NW Evergreen Pkwy to NW Meek Rd): County Local Street roadway to be designated as a City Local Industrial Street upon annexation to the city of Hillsboro;
- NW Helvetia Road (NW Jacobson Rd to NW West Union Rd): County 2-lane arterial roadway to be designated as a City 3-lane Arterial roadway upon annexation to the city of Hillsboro; and

- NW West Union Road (NW Helvetia Rd to existing City Limits): County 2-lane arterial roadway to be designated as a City 3-lane Arterial roadway upon annexation to the city of Hillsboro.

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

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

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

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

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

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

Finding: Staff finds that the amendments would not promote types or levels of travel or access inconsistent with the functional classification of existing or planned transportation facilities, with the exception of existing NW Westmark Drive as discussed in OAR 660-012-0060 (1)(a), which is proposed to be reclassified from an Industrial Local Street standard to a Collector Street standard in order to accommodate anticipated growth in urban travel demand, and which would experience a significant effect as defined in OAR 660-012-0060(1)(c)(A).

Staff finds that the amendments would ensure the existing and planned transportation facilities would operate in a manner which would meet the performance standards identified in the TSP and Comprehensive Plan. Staff finds that OAR 660-012-0060(1)(c)(C) is not applicable.

- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that

other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
- (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.
- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

Finding: Staff finds that the amendments to the Hillsboro Transportation System Plan will accommodate the growth of traffic beyond the planning horizon and that a significant effect will only be experienced on NW Westmark Drive. Pursuant to OAR 660-012-0060(2)(b), the City proposes to address the significant effect by amending the Transportation System Plan to reclassify NW Westmark Drive from an Industrial Local Street to a Collector Street. Further, the city of Hillsboro finds that the development of all roadways contained within these amendments, inclusive of the NW Westmark Drive reclassification, are financially feasible in accordance with OAR 660-012-0060(4) and thus reasonable to assume can be completed in concurrence with urban development of the subject area, by the end of the planning period. The analysis completed by the IAMP and related City studies have been based upon buildout of the Urban Growth Boundary as amended in October 2012. As such, the planning period is buildout of the areas contained within the current Urban Growth Boundary.

Staff finds that the estimated cost of all proposed amendments contained within this application total an estimated \$136 Million. Staff further finds that committed JTA state funds totaling approximately \$47 Million would reduce the funding need to approximately \$89 Million. Staff estimates collection of Transportation Development Taxes from development of assumed employment growth in the areas of North Hillsboro which would utilize the roadways addressed in this amendment would total approximately \$140 Million, not including that portion of transportation system capital improvements which would be required through development

conditions of approval and in accordance with the provisions of County's Transportation Development Tax ordinance. Conservatively, a 25% leverage ratio of additional private funding can reasonably be expected, resulting in anticipated revenue for transportation infrastructure in the amount of \$175 Million.

- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
 - (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
 - (b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
 - (c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
 - (d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

Finding: Staff finds that OAR 660-012-0060(3) is not relevant based upon the findings detailed above under OAR 660-012-0060(1) and OAR 660-012-0060(2). Further, ODOT is anticipated to adopt the IAMP on October 16, 2012, through Oregon Transportation Commission consent agenda containing the designation of NW Schaaf Road between NW Helvetia Road and NW Century Blvd as a Collector roadway with the alignment connecting to NW Westmark Drive at NW Century Blvd. As such, ODOT has identified this corridor to be a critical required Collector roadway necessary to protect the State's investments being made at the US-26/Brookwood-Helvetia interchange.

- (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
 - (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned

transportation facilities, improvements and services set forth in subsections (b) and (c) below.

- (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

Finding: Staff finds that the US 26/Brookwood-Helvetia interchange is under the jurisdiction of ODOT. ODOT has full funding for the improvements being designed and scheduled for construction commencing in 2013. These improvements are contained within the ODOT IAMP slated for adoption by the Oregon Transportation Commission on October 16, 2012, and are listed in the Metro federal financially constrained Regional Transportation Plan (RTP). As such, Staff finds that they meet the requirements of OAR 660-012-0060(4)(b)(C).

Staff finds that the improvements to Washington County jurisdictional roadways included in this amendment include widening related improvements to NW Cornelius Pass Road and NW Brookwood Parkway. Staff finds that Washington County's adoption of A-Engrossed Ordinance No. 749 on September 18, 2012, assures that these improvements conform with OAR 660-012-0060(4)(b)(E).

Staff finds that remaining improvements proposed in these amendments either are, or will become, under the jurisdiction of the city of Hillsboro. The majority of the roadways contained in these amendments are currently on the Metro financially constrained RTP. Those roadways which are not on the financially constrained RTP have been found by city of Hillsboro staff to be reasonably likely to be provided by the end of the planning period. As such, the city of Hillsboro proposes to amend its Transportation System Plan to incorporate the specific roadway, bicycle, pedestrian and traffic signal improvements as required under OAR 660-012-0060(4)(b)(E).

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

Finding: The subject area lies outside of an interstate interchange area, since US 26 is not designated as an Interstate freeway.

- (d) As used in this section and section (3):
 - (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:
 - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

Finding: Not applicable to the proposed Amendments.

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

Finding: The city of Hillsboro finds that it is reasonable to assume that the transportation system plan amendments contained in HCP 3-12 can be constructed prior to the end of the planning period, and as such with approval of HCP 3-12 deem the facilities to be planned transportation facilities for serving the transportation needs associated with development of the lands contained within the Urban Growth Boundary as they exist pursuant to amendments adopted in October 2011.

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

Finding: The proposed major comprehensive plan amendments for the North Hillsboro Industrial Area are not applicable to rural lands under this division or OAR 660-004-0022 and 660-004-0028.

- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below:
 - (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
 - (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Finding: Staff finds that the areas surrounding the roadways addressed in these Amendments are not mixed-use or neighborhoods, and as such OAR 660-012-0060(6) does not pertain to the Amendments.

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

Finding: Staff finds OAR 660-012-0060(9) does not apply to the proposed Amendments.

- (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.
 - (a) A proposed amendment qualifies for this section if it:

- (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
 - (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.
- (b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:
- (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;
 - (B) Entirely within an urban growth boundary;
 - (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
 - (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
 - (E) Located in one or more of the categories below:
 - (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;
 - (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
 - (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.
- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.
- (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
 - (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;
 - (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and
 - (iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.

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

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

Finding: The proposed Amendments will place in effect necessary transportation system improvements needed to protect the safe operations of the interchange, particularly as it relates to facilitating clearing traffic queues on the interchange exit ramps.

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

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

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

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

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

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

- (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.

- (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.

- (C) For the purpose of this section:

- (i) “Industrial” means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.

- (ii) “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.
- (D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:
 - (i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.
 - (ii) The amendment would provide land for “Other Employment Use” or “Prime Industrial Land” as those terms are defined in OAR 660-009-0005.
 - (iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.
- (E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.
- (b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.
- (c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:
 - (A) Proposed amendment.
 - (B) Proposed mitigating actions from section (2) of this rule.
 - (C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.
 - (D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

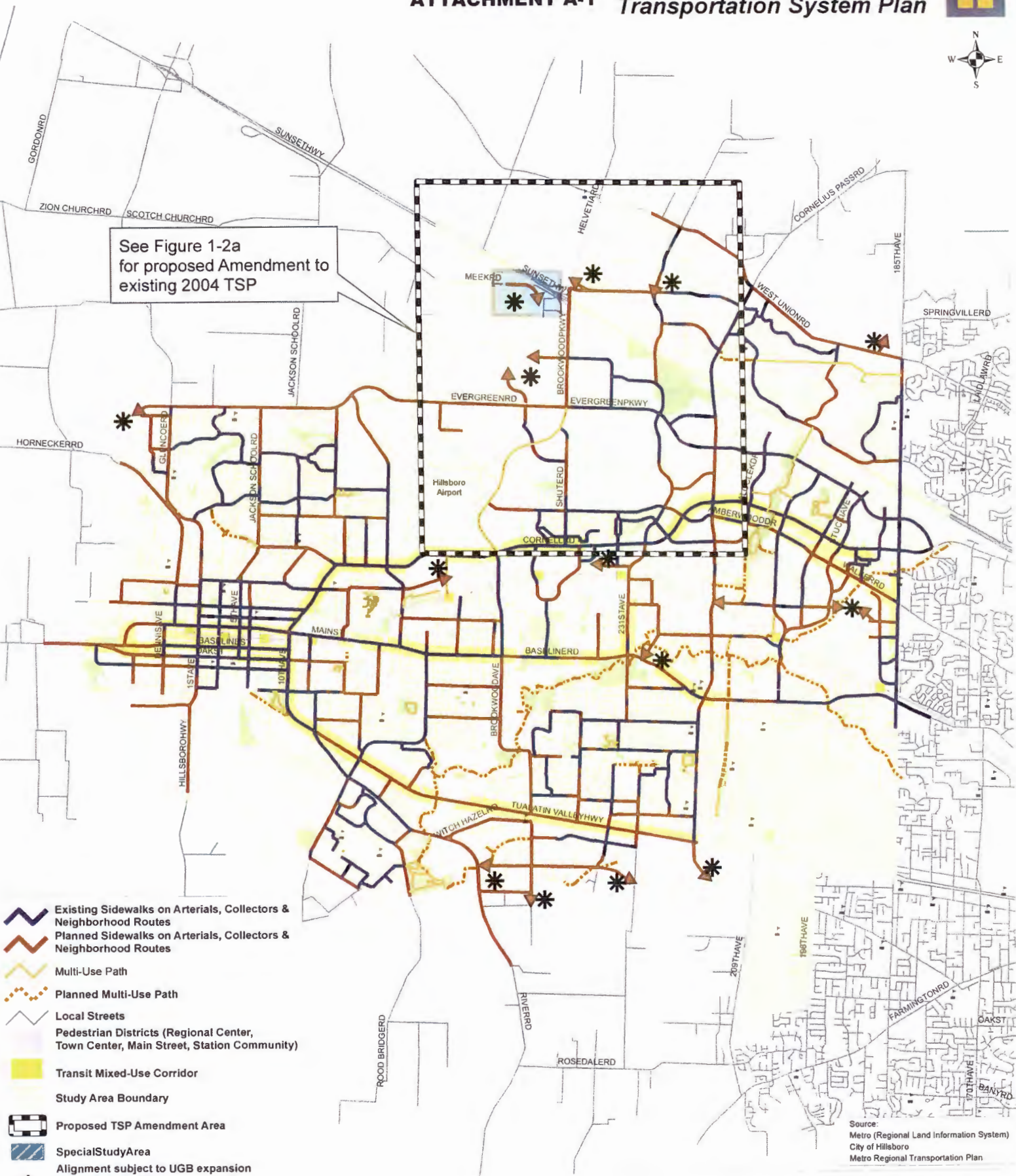
Finding: Staff finds OAR 660-012-0060(11) does not apply to the proposed Amendments.

CONCLUSION

For the reasons set forth above, the Planning Commission finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to implement transportation improvements for the North Hillsboro Industrial Area are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria for a major plan amendment. The Planning Commission hereby recommends approval of HCP 3-12 as supported by these Findings of Fact.



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



- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Multi-Use Path
- Planned Multi-Use Path
- Local Streets
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Proposed TSP Amendment Area
- Special 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
- Schools

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

Figure 1-2
PEDESTRIAN MASTER PLAN



See Figure 1-3a for proposed Amendment to existing 2004 TSP

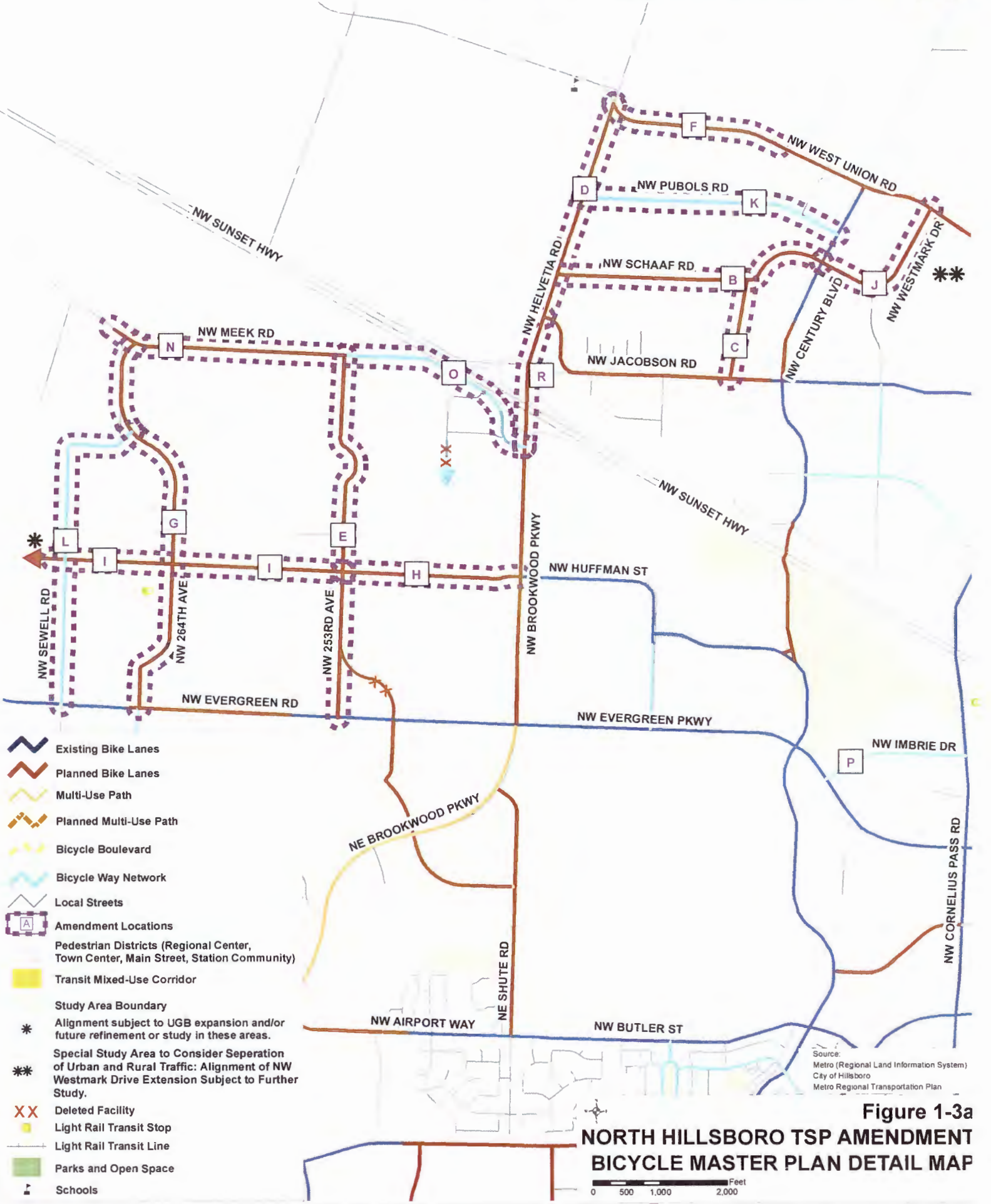


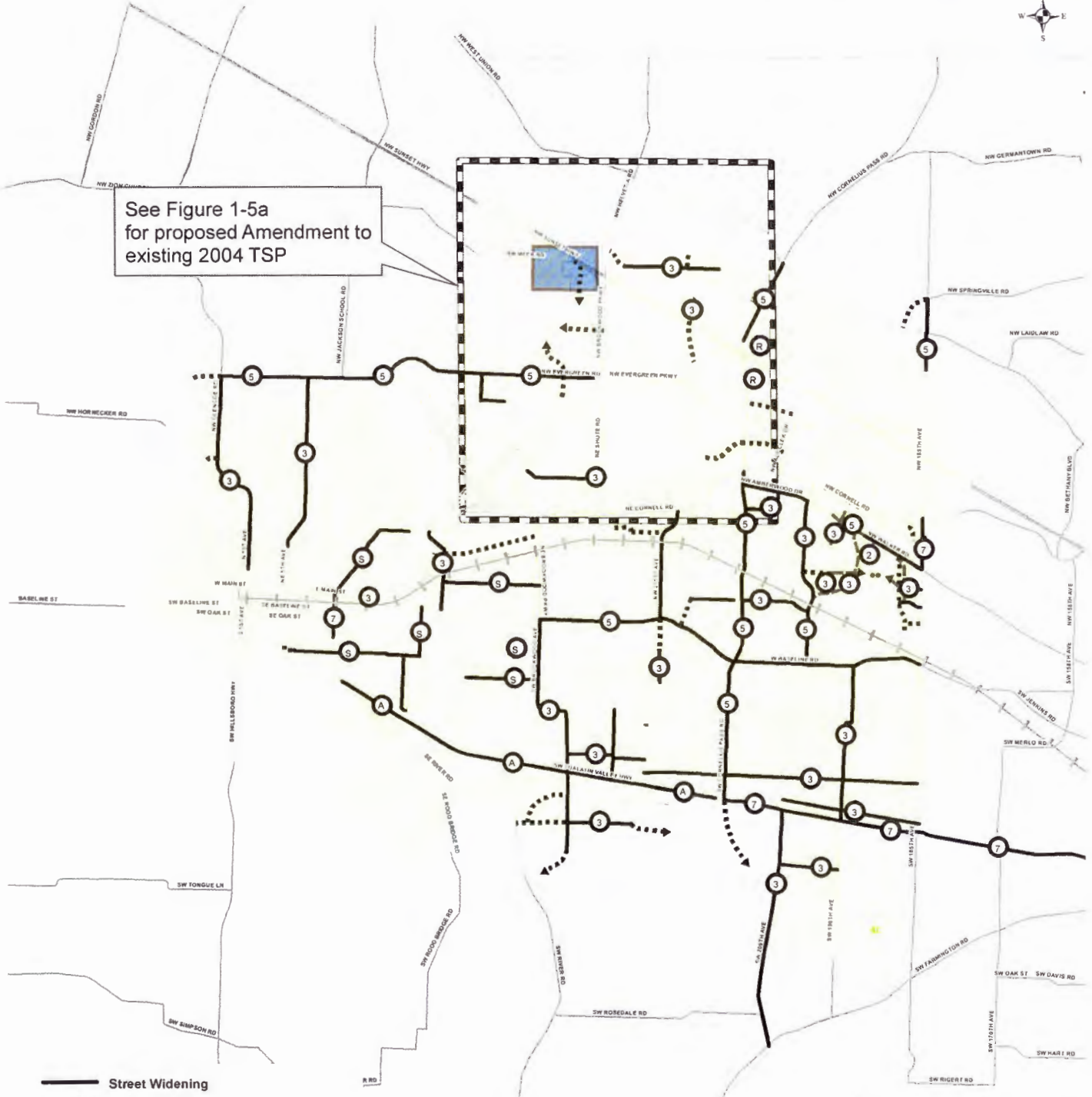
Figure 1-3a
NORTH HILLSBORO TSP AMENDMENT
BICYCLE MASTER PLAN DETAIL MAP

ATTACHMENT A-3

City of Hillsboro Transportation System Plan



See Figure 1-5a for proposed Amendment to existing 2004 TSP



- Street Widening
- Proposed Street
- Number of Lanes
- Access Control Strategy
- New Ramps
- Multi-modal Street Reconstruction
- Special Study Area
- Proposed TSP Amendment Area
- Potential Wilkins Street Alignment Area

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

Figure 1-5 STREET IMPROVEMENT PLAN



Path: W:\GIS\Projects\LRNGEITransportation\TSP_SpotAmend\TSP_SpotAmend_NoHi\Figure 1_5 Street Improvement Plan_Spot_NoHi.mxd

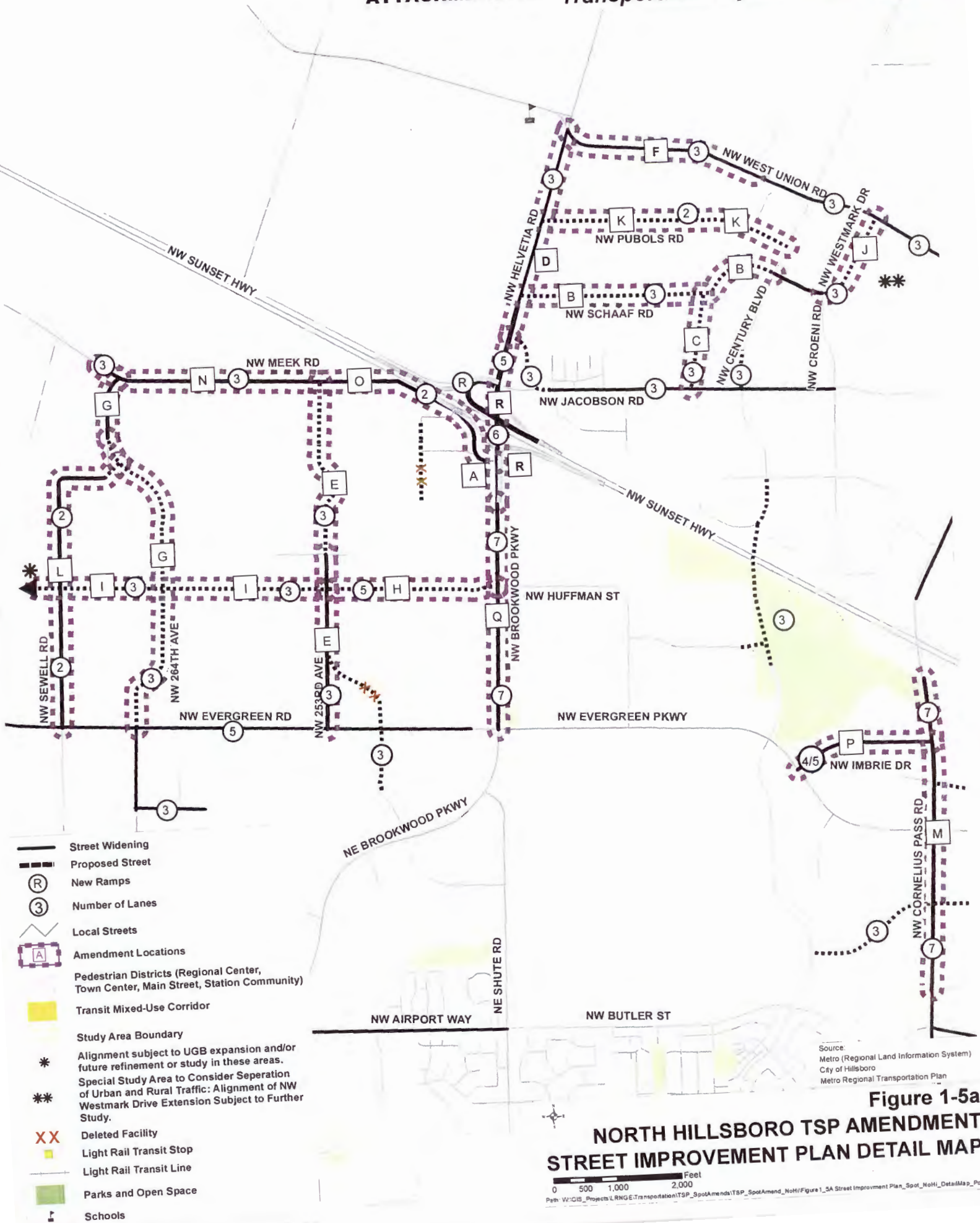


Figure 1-5a
NORTH HILLSBORO TSP AMENDMENT
STREET IMPROVEMENT PLAN DETAIL MAP

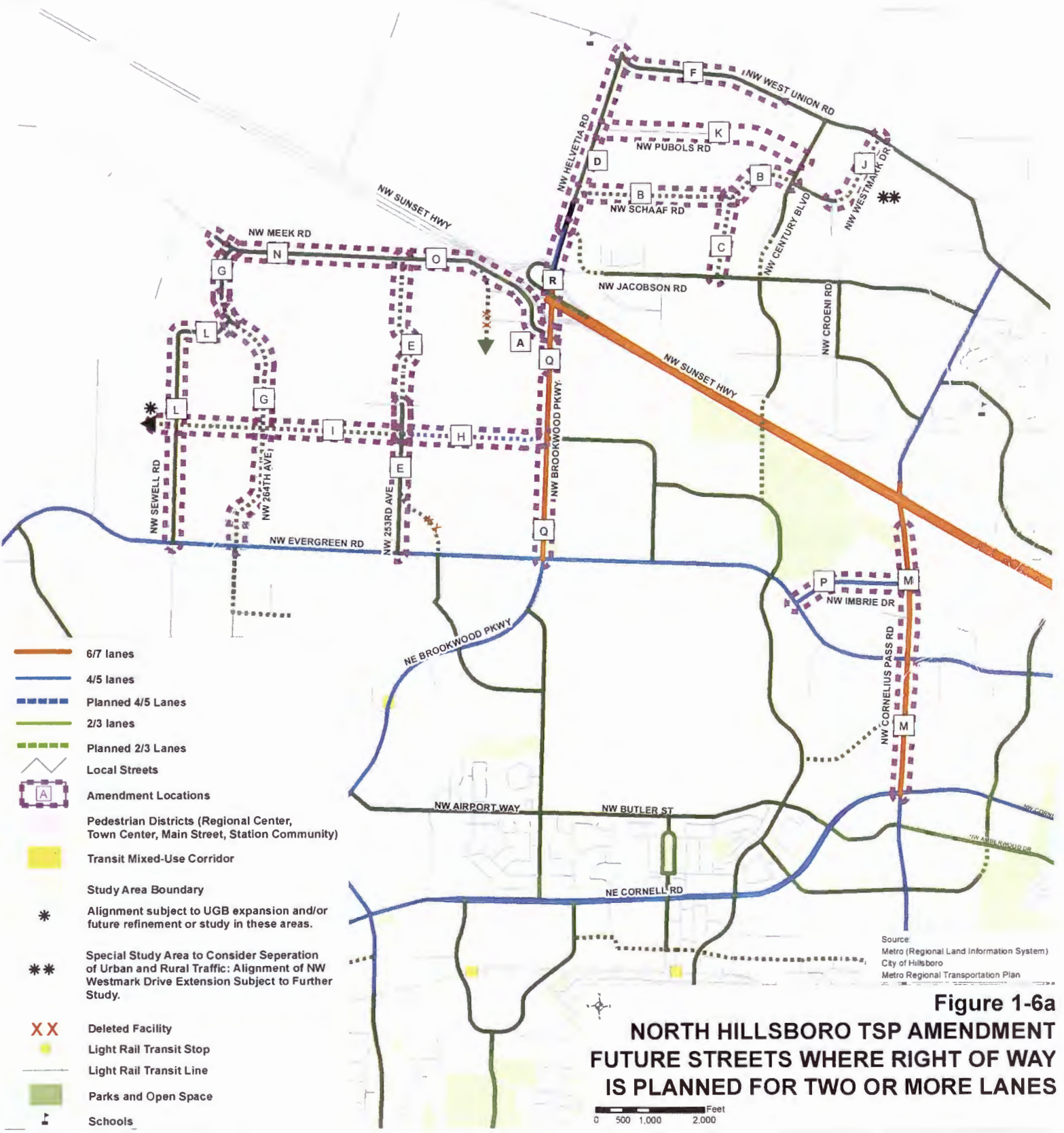


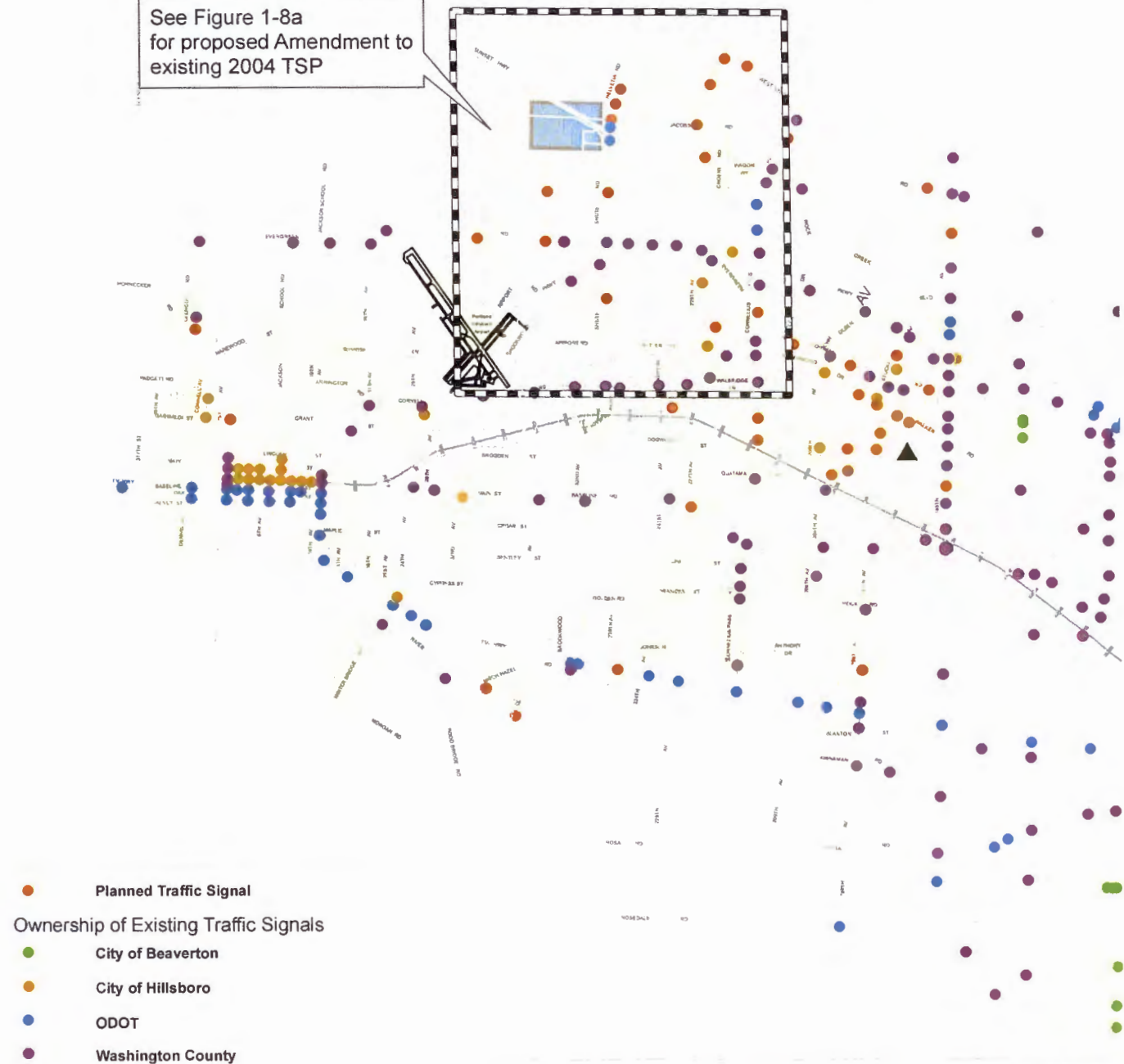
Figure 1-6a
NORTH HILLSBORO TSP AMENDMENT
FUTURE STREETS WHERE RIGHT OF WAY
IS PLANNED FOR TWO OR MORE LANES

0 500 1,000 2,000 Feet

City of Hillsboro
Transportation System Plan



See Figure 1-8a
for proposed Amendment to
existing 2004 TSP

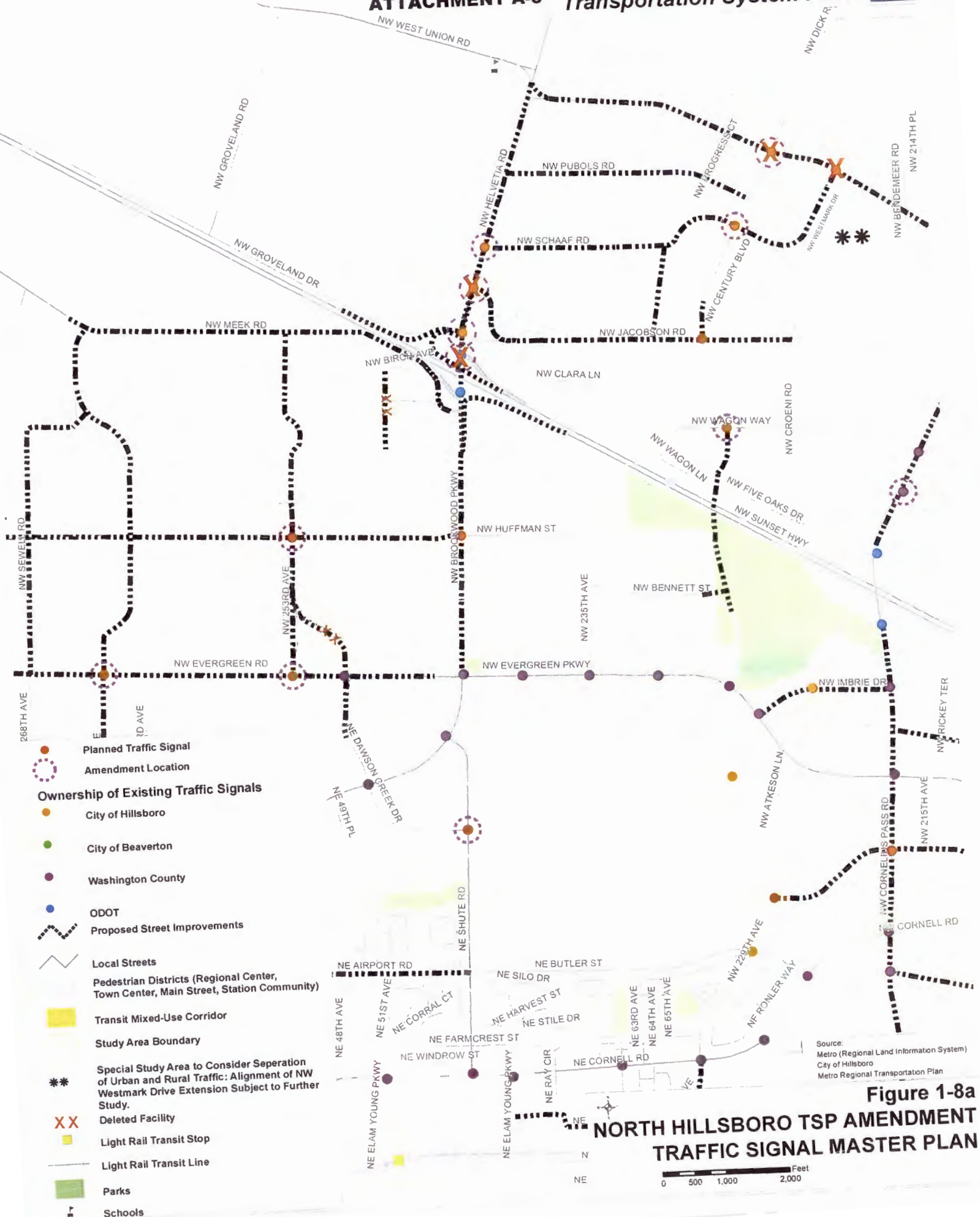


- Planned Traffic Signal
- Ownership of Existing Traffic Signals**
- City of Beaverton
- City of Hillsboro
- ODOT
- Washington County

- ▭ Proposed TSP Amendment Area
- ▨ Special Study Area
- ▭ Study Area Boundary
- ▲ East-West Connector Study Area

Figure 1-8
NORTH HILLSBORO TSP AMENDMENT
TRAFFIC SIGNAL MASTER PLAN

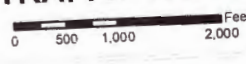
City of Hillsboro ATTACHMENT A-5 Transportation System Plan



- Planned Traffic Signal
- Amendment Location
- Ownership of Existing Traffic Signals**
- City of Hillsboro
- City of Beaverton
- Washington County
- ODOT
- Proposed Street Improvements
- Local Streets
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Special Study Area to Consider Separation of Urban and Rural Traffic: Alignment of NW Westmark Drive Extension Subject to Further Study.
- Deleted Facility
- Light Rail Transit Stop
- Light Rail Transit Line
- Parks
- Schools

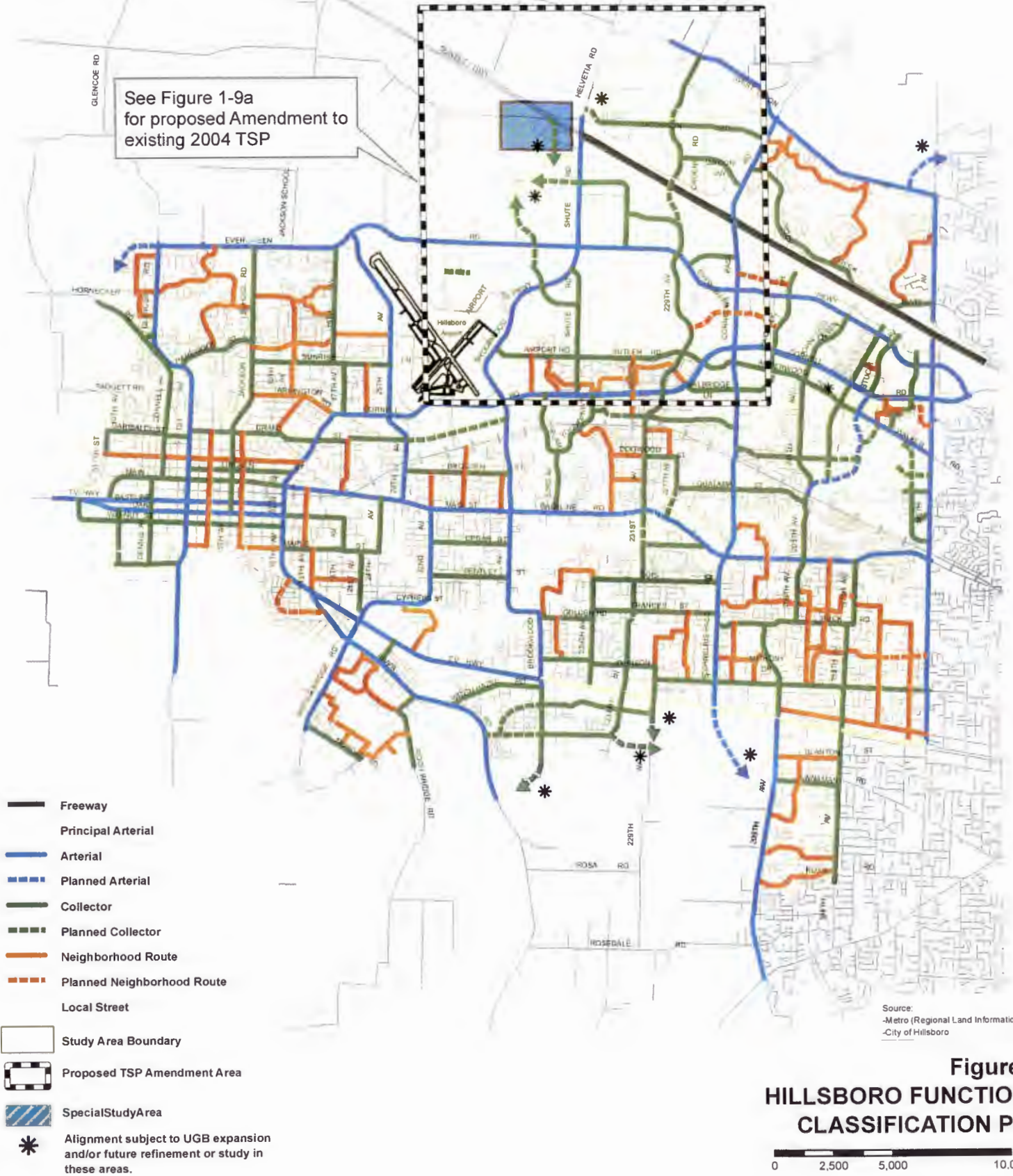
Source: Metro (Regional Land Information System)
City of Hillsboro
Metro Regional Transportation Plan

Figure 1-8a
NORTH HILLSBORO TSP AMENDMENT
TRAFFIC SIGNAL MASTER PLAN





See Figure 1-9a for proposed Amendment to existing 2004 TSP

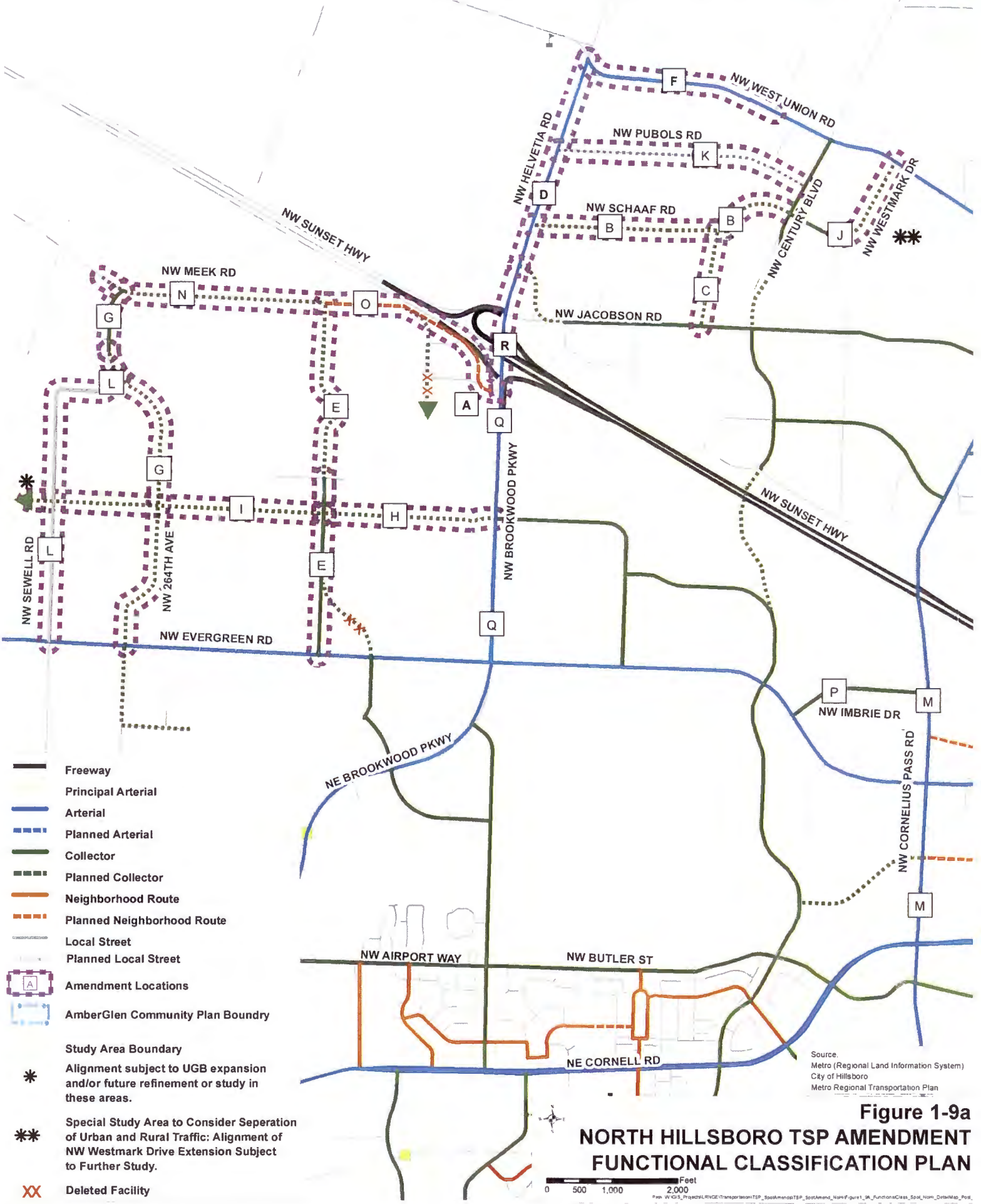


- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Study Area Boundary
- Proposed TSP Amendment Area
- Special Study Area
- Alignment subject to UGB expansion and/or future refinement or study in these areas.

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

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





- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Planned Local Street
- Amendment Locations
- AmberGlen Community Plan Boundary
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Special Study Area to Consider Separation of Urban and Rural Traffic: Alignment of NW Westmark Drive Extension Subject to Further Study.
- Deleted Facility

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

Figure 1-9a
NORTH HILLSBORO TSP AMENDMENT
FUNCTIONAL CLASSIFICATION PLAN



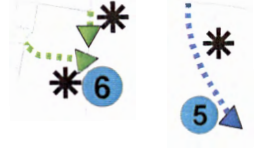
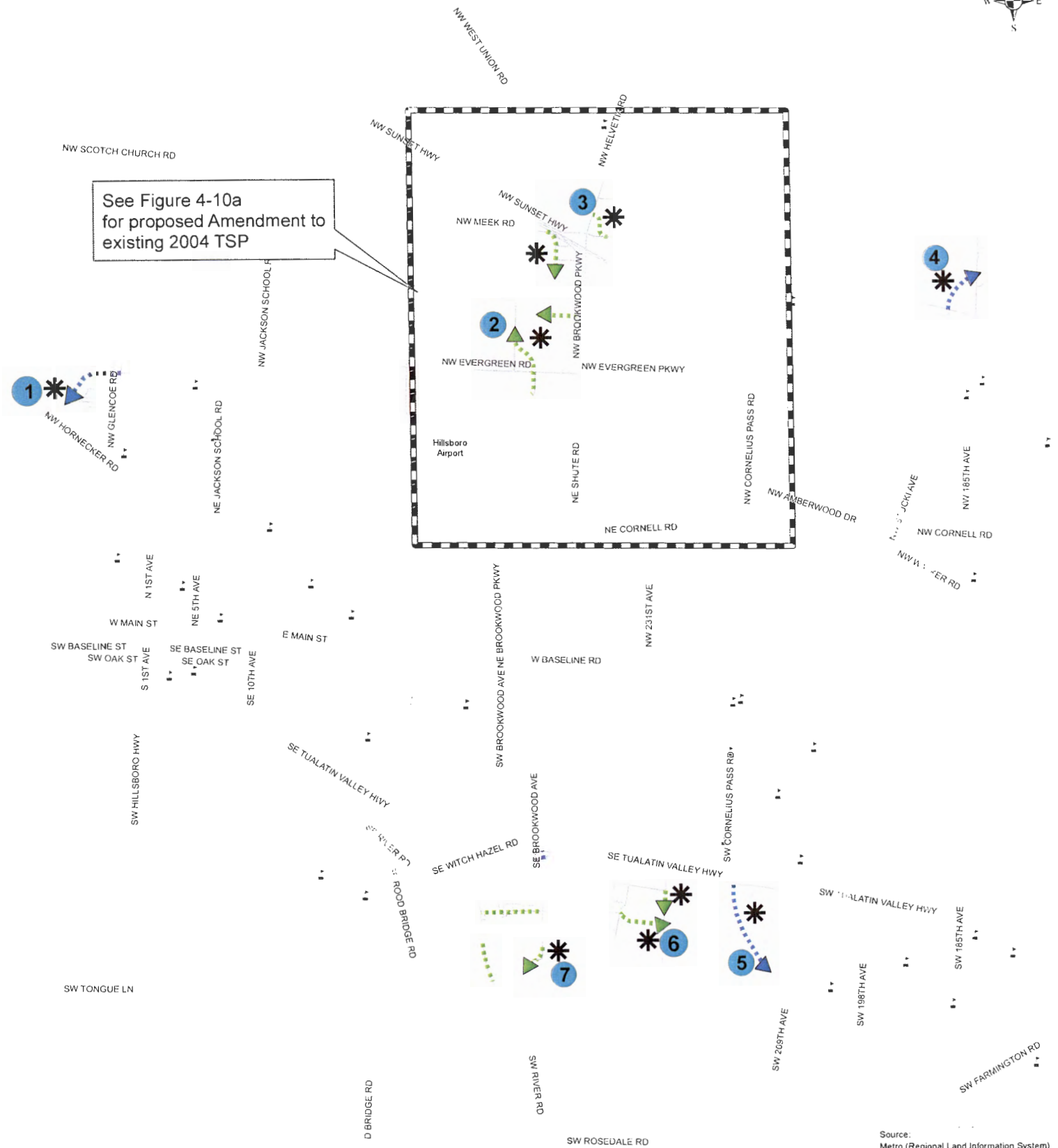
ATTACHMENT A-7

Figure 4-9 Meek Road Study Area

Deleted October 2012, Ordinance _____



See Figure 4-10a for proposed Amendment to existing 2004 TSP



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

Figure 4-10 POTENTIAL FUTURE CONNECTIONS/REALIGNMENTS

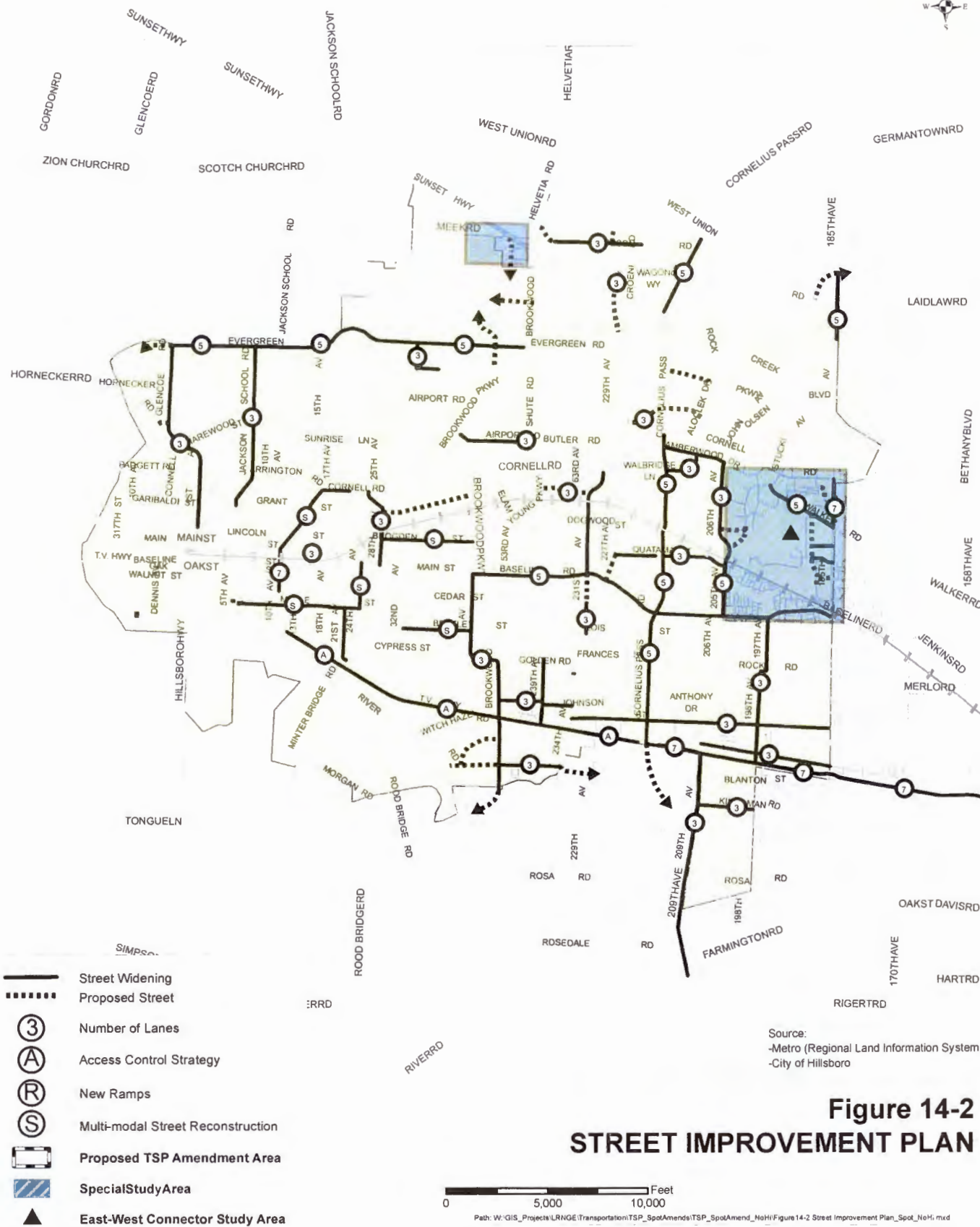




Source
 Metro (Regional Land Information System)
 City of Hillsboro
 Metro Regional Transportation Plan

Figure 4-10a
POTENTIAL FUTURE CONNECTIONS/REALIGNMENTS

0 2,500 5,000 Feet



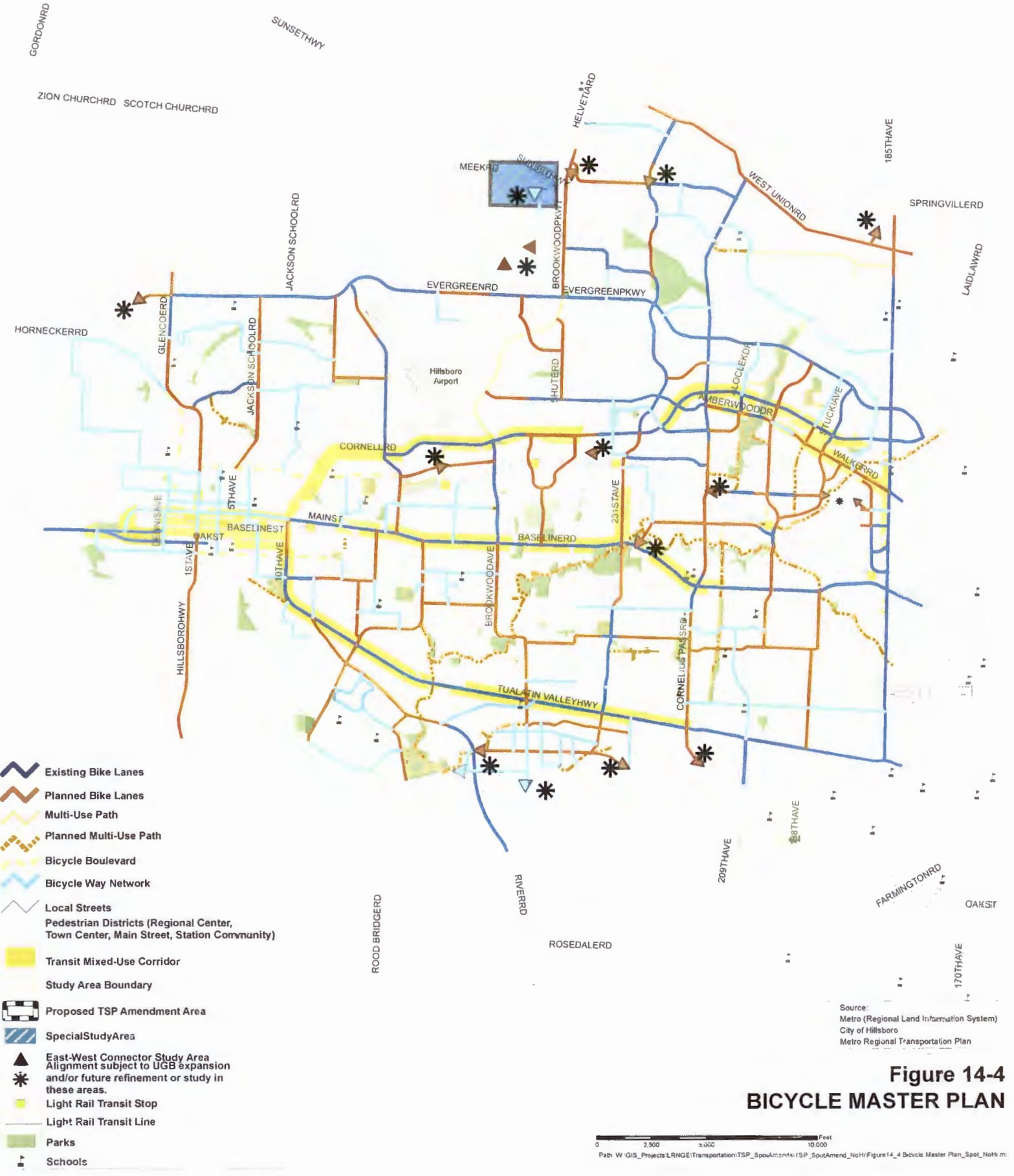


Figure 14-4
BICYCLE MASTER PLAN

City of Hillsboro
Transportation System Plan

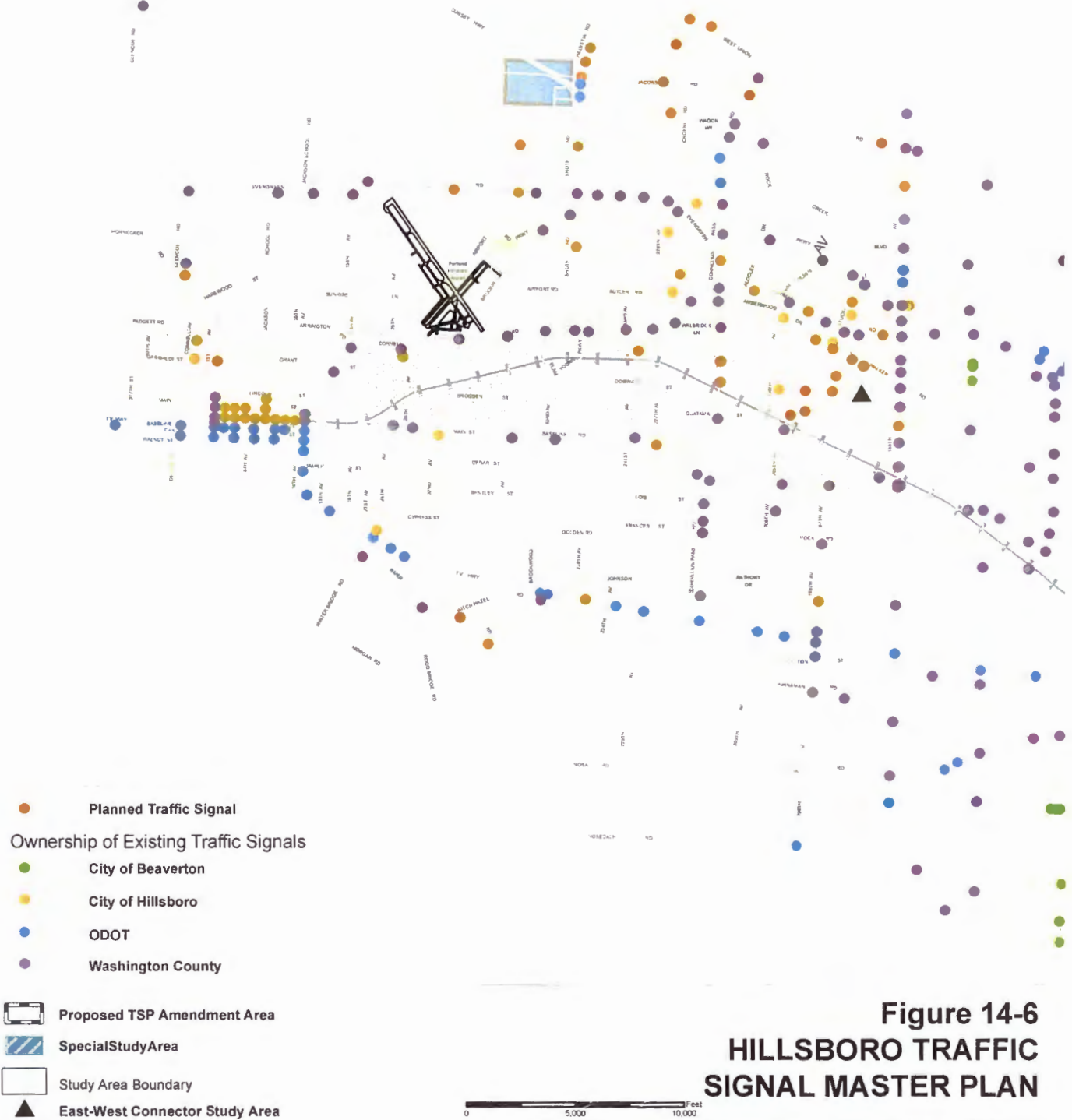
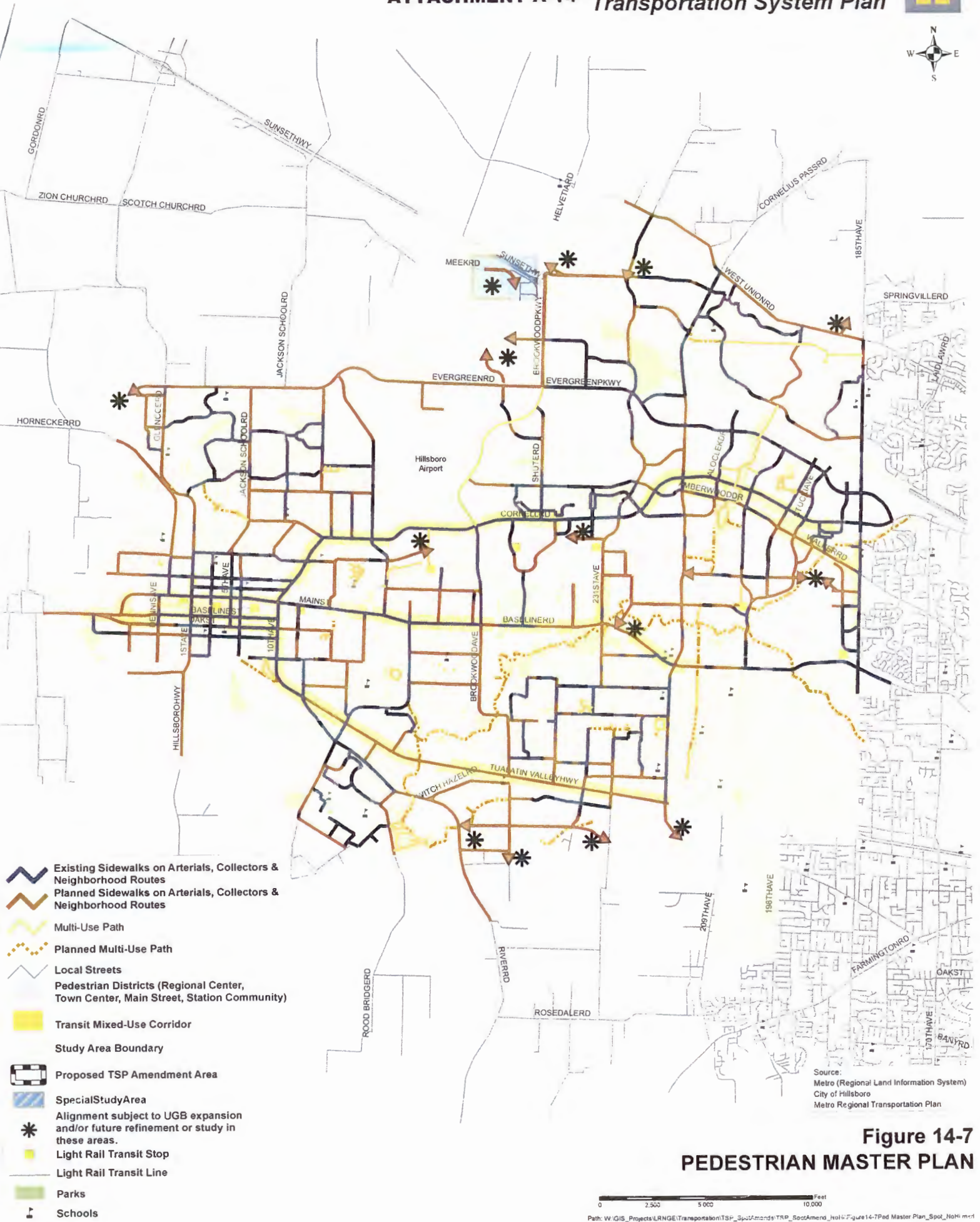


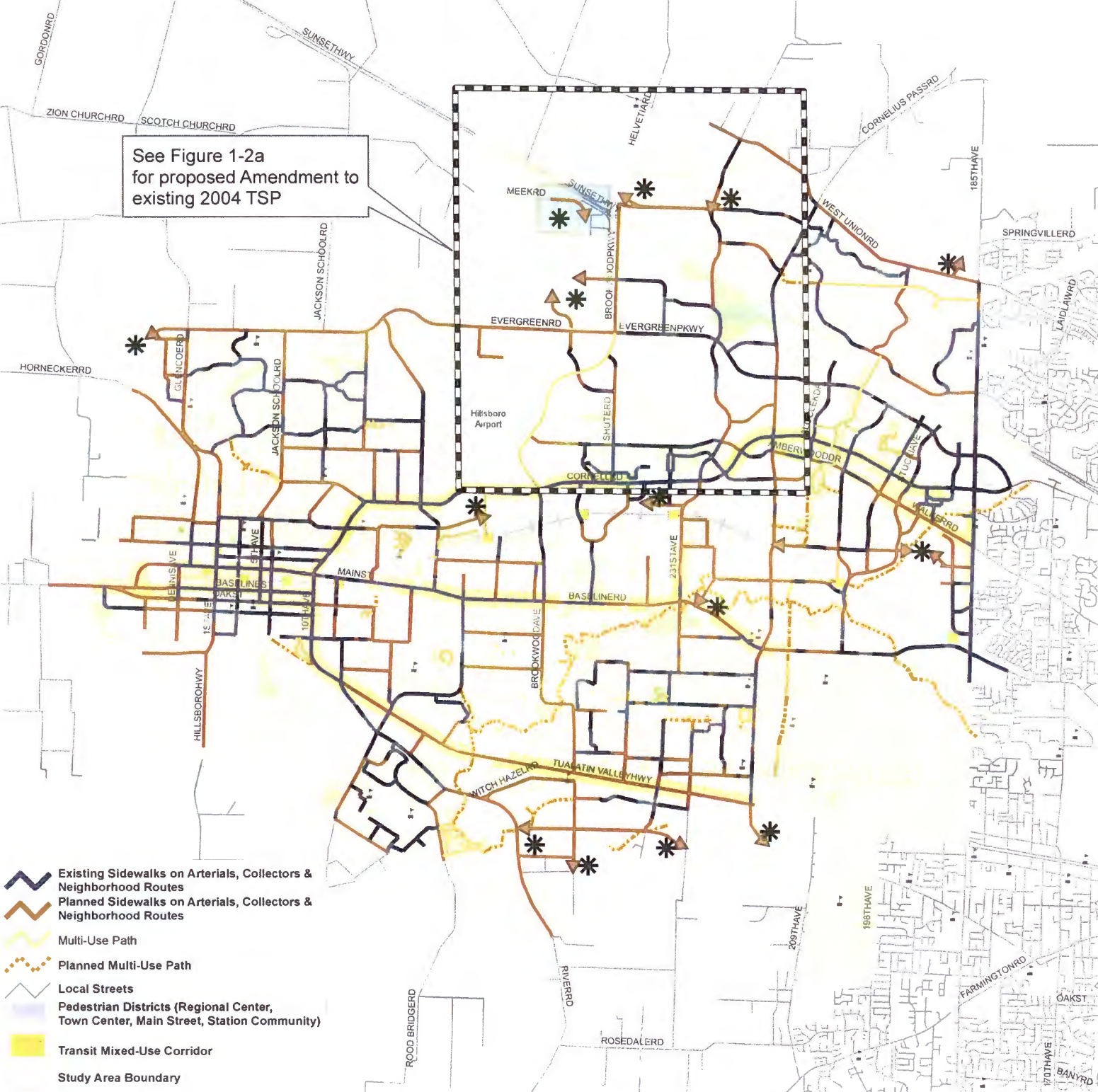
Figure 14-6
HILLSBORO TRAFFIC
SIGNAL MASTER PLAN



**Figure 14-7
 PEDESTRIAN MASTER PLAN**



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



- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Multi-Use Path
- Planned Multi-Use Path
- Local Streets
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Proposed TSP Amendment Area
- Special 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
- Schools

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

**Figure 1-2
 PEDESTRIAN MASTER PLAN**



September 21, 2012

To: City of Hillsboro Planning Commission
From: CPO 8 Steering Committee
Re: Ordinance No. 2793

At the regular CPO8 meeting of August 14, 2012, members attending voted unanimously (11 ayes, 0 nays) to authorize the Steering Committee to send a letter to the City of Hillsboro Planning Commission containing the following requests:

1. Considering road changes proposed in the Brookwood/Helvetia Rd./Highway 26 Interchange Area Management Plan, **please focus on moving east-west traffic within the urban area rather than routing it to West Union Road along the northern edge.** This road is a vital rural arterial serving local, agricultural and bicycle traffic. Adding heavy urban commute and freight traffic would severely disrupt adjacent farm activities.
2. **We encourage the City of Hillsboro to work together with Washington County and representatives of the rural and agricultural community to identify buffering measures for major roadways separating urban from rural areas -such as West Union--to assure that such roadways are able to serve both urban and rural transportation, economic, and livability needs as new urban areas are built out.**

In support of these requests, we attach copies of correspondence from

- The Committee for Citizen Involvement (CCI) Steering Committee to Washington County Transportation System Plan Update (TSPU) Community Advisory Committee, asking for such a working group as part of the County's current TSPU; dated September 12, 2012
- CPO8 to Washington County Board of Commissioners re: Ordinance 749; dated July 24, 2012

Sincerely,



Linda Peters, Vice Chair, for

Citizen Participation Organization 8 Steering Committee

John Driscoll, Chair

Pat Wolter, member at large

Henry Oberhelman, member at large

cc: Planning Director Patrick Ribellia



Committee for Citizen Involvement

OSU Extension Service
155 N. First Avenue, Suite 200, M/S #48
Hillsboro, OR 97124
503-821-1128

September 12, 2012

Transportation Plan Update Community Advisory Committee (CAC)
Transportation Plan Update Interagency Coordinating Committee (ICC)
Andrew Singelakis, Director
Dyami Valentine, Associate Planner
Washington Department of Land Use and Transportation
155 N First Avenue, Suite 350, MS 14
Hillsboro, OR 97124

RE: Proposal for developing policy on major roads (freeway, arterial and collector) serving both urban and rural traffic needs

At the regular meeting of the county's Committee for Citizen Involvement (CCI) on Tuesday, August 21, 2012, attending representatives of County Citizen Participation Organizations (CPO) voted unanimously (12 to 0) to recommend completing the following work as part of the current Transportation Plan Update process:

- 1) Identify major roads in Undesignated, Rural Reserves and Urban Reserves which serve both rural and urban residents.
- 2) Identify major roads which separate urban zones from rural/agricultural land zones.
- 3) Propose design standards and/or route-planning policies for incorporation into Ordinances to protect the economic vitality of rural/agricultural land uses along these roads while serving transportation needs for both urban and rural users.

Some possibilities briefly discussed include:

- a) Set buffering standards to prevent crop damage from street lighting, weed seed dispersion, accidents, littering etc. and to protect urban areas from noise, dust, sprays, odors, and other offsite impacts of agricultural practices.
- b) Route inter-urban traffic flows through urban areas rather than out to rural edge arterials, especially for employment-residential commutes and commercial freight.

STEERING COMMITTEE

*Henry Oberhelman
Chair*

*Mary Manseau,
Corresponding Secty.*

Jim Long

Dick Smith

c) Set roadway design standards and/or adopt traffic flow models which accommodate various modes of transport on or near these roads, including movement of:

- agricultural equipment and vehicles between farm fields;
- commercial freight;
- rural area residents;
- commuter traffic (including bike commuters, pedestrians and transit); and
- traffic generated from agri-tourism, scenic drives and recreation uses.

CCI members are willing to work through our representatives on the CAC and/or on whatever special working group, task force, or joint study committee you might form, to undertake the technical/legal/planning work connected with this request. We believe it would be helpful to engage City and/or Metro planners in working out the buffering standards, since this issue will be critical as Urban Reserves planning proceeds.

Thank you for your consideration, and we look forward to assisting staff and the Board in finding good solutions.

Sincerely,

CCI Steering Committee

cc: Washington County Planning Commission
Washington County Board of Commissioners (Board)

*Linda Peters, CPO 8 Chair
25440 NW Dairy Creek Road
North Plains, OR 97133*

July 24, 2012

To: Washington County Board of Commissioners
155 N. First Street
Hillsboro, OR 97124

Re: Ordinance 749 Concerning Adoption of the US 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Ordinance 749 proposes to add 15 road projects to Washington County's Transportation Plan as part of the improvements being made to the US 26/Brookwood/Helvetia Interchange: 8 north of US 26 and 7 south of US 26.

Since 2011, we have received frequent briefings from CPO 8 members Robert Bailey and Cherry Amabisca, who sat on the Interchange Planning Advisory Committee and represented the Helvetia Community Association. In the fall of 2011, CPO 8 had a panel presentation by ODOT, City of Hillsboro, and Washington County regarding the interchange and surrounding area.

We support the road projects south of US 26, part of CPO 8, as identified in the Interchange Area Management Plan (IAMP). Some of these road projects are necessary for safe access and egress from the Meek Road neighborhood and have been requested by those residents.

However, we share a number of concerns raised to you and the Planning Commission by the Helvetia Community Association with regard to IAMP projects north of the interchange:

- We recommend that commuter and truck traffic be directed to use US 26 or Jacobsen-to-Schaaf Road rather than West Union Road. Farmers use West Union Road as a major road to move farm equipment, and bicyclists use West Union Road as part of their riding route through the Helvetia area. Increased commuter traffic and increased speeds and noise are not only dangerous for farmers and bicyclists but make it harder to farm in the rural reserve farmland on the north side of West Union Road. We feel that a better solution is to design a road that routes east-west commuter traffic from Cornelius Pass Road via Jacobson to Schaaf Road in a more direct fashion. We support using existing infrastructure wherever possible rather than building new, possibly redundant streets, especially when they will be funded by taxpayers. We consider Jacobson Road to be existing infrastructure and recommend that more be done to use and modify this road to shunt commuter traffic to the Cornelius Pass/West Union junction.
- We recommend that the drainage assessment and plan be completed before determining street readiness in the Schaaf Road/Helvetia Road intersection. The Waibel Creek

drainage has shown flood conditions here in the recent past. We question why no reference is made to this flooding and the current lack of drainage plan in the county staff report.

- We recommend that Washington County convene a representative work group to develop buffer concepts that would help delineate and mitigate conflicts between rural and urban areas, with special consideration to plans for streets and roads. We think this should occur before consideration of those projects referenced in Ordinance 749 on the north side of US 26. Parts of Ordinance 749 would increase urban traffic along the rural area, adding conflict with rural agricultural practices in the Helvetia area.

The above recommendations were voted on by CPO membership in attendance on July 10, 2012 and approved unanimously (6 in attendance, 6 votes in favor, 0 opposed).

Respectfully submitted,

Linda Peters
Chair, CPO8
25440 NW Dairy Creek Rd.
North Plains, OR 97133



WASHINGTON COUNTY

OREGON

September 19, 2012

Hillsboro Planning Commission

My name is Greg Malinowski, I am County Commissioner for District 2 of Washington County. I am speaking today only as the elected representative of the people of District 2. I am testifying today because I have some concerns about the exact Location of the route of Westmark Drive as shown on your maps. There are 1000s of acres of Prime farm land in District 2 and nearby Multnomah county serviced by Farmers who are based North and West of West Union Road. I request that you make that road segment that is not yet constructed as a study area, so that there is time to talk to Intel Corp, about possibly moving the route to a more easterly location to allow farm equipment the potential to access Bendemeer road and bypass the entire West Union/ Corn. Pass intersection. This would achieve some of the following points:

- Farmers have complaining that urban commute level traffic and farm machinery put each other at risk.
- Drainage ditches are needed for tile drainage from farm fields that also create obstacles to fully urbanizing streets (West Union to the north side).
- Many rural roads were initially dedicated as "farm to market" routes. Now, putting mass quantities of urban commute traffic on them will create impediments to farm to market.
- Concentrating traffic south of NW West Union will help stay away from the complications of the Federal Farmland Policy Protection Act, should city and county want to use federal funds to build out roads into farmland on the rural sides.

This would be solely dependent on reaching agreement with Intel, and that they are agreeable to do this. But I would like to keep the option open as we work through this discussion, with Intel. Thank you for your consideration.

Greg Malinowski

Greg Malinowski
 Washington County Commissioner
 District 2
Greg.Malinowski@co.washington.or.us

CASE NO. HCP 3-12
OFFERED BY Greg Malinowski
DATE September 26, 2012
EXHIBIT NO. _____

Board of County Commissioners
 155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072
 Phone: (503) 846-8681 * fax: (503) 846-4545



Save Helvetia
13260 NW Bishop Road
Helvetia, OR 97124

www.SaveHelvetia.org

CASE NO. HCP 3-12
OFFERED BY Cherry Amabisca
DATE 9.26.2012
EXHIBIT NO. _____

September 26, 2012

Hillsboro Planning Commission
150 East Main Street
Hillsboro, OR 97123

Re: Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Enclosed is testimony we have submitted to the Washington County Planning Commission and Washington County Board of Commissioners petitions containing signatures of 64 citizens along with 27 letters that express opposition to the use of West Union Road for commuter traffic. They prefer that commuter traffic is routed on east-west thoroughfares through the urban area to the south of West Union Road.

Direct commuter traffic to the south of West Union Road

We continue to advocate for a east-west connections INSIDE the urban area to route commuter traffic between Helvetia Road and Cornelius Pass Road, rather than routing commuter traffic along West Union Road. Farmers use West Union Road as an important road to move farm equipment and bicyclists use West Union Road as part of their riding route through the Helvetia area. Increased commuter traffic bring increased speeds and noise and makes it harder to farm in the rural reserves on the north side of West Union Road.

We recommend that this urban area be made a Study Area so that different alternative routes can be evaluated, such as a Westmark extension that routes traffic to come out across from Bendemeer Road, or expansion of the intersection of Jacobson at Cornelius Pass to handle more traffic on a wider Jacobson or a southerly route to connect Schaaf with Jacobson. Whatever the solution, we feel it requires more effort to determine the best way to route commuter traffic through the urban area and keep it away from the rural edge.

Thank you for your time,

Cherry Amabisca
Save Helvetia

July 29, 2012

To: Washington County Commissioners

From: Members of La Finquita Del Buho, CSA

RE: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

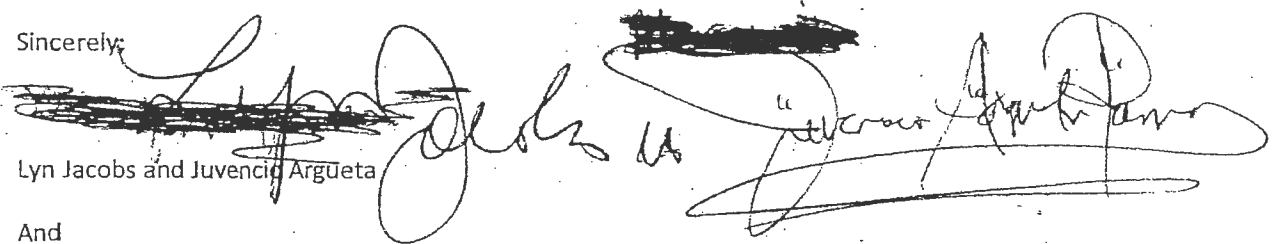
As members of a community that values locally grown organic food we ask that you work to preserve our right to have access to this food. We ask that you look at the entire plan for local "improvements" to the Helvetia area before making any decisions on any part of Ordinance No. 749.

You have been presented with a very narrow map that does not include all of the planned road changes. We want you to see the whole picture and understand the impact of increased traffic along West Union Road, the boundary between the urban and rural reserves. We want you to maintain a strong buffer between the reserves so that farm land and farming can be protected. We do not want traffic from south of Highway 26 moving northeast between Helvetia and Cornelius Pass to come north to West Union.

The addition of the expansion of Cornelius Pass Road to the ordinance is distracting and should be evaluated separately from the U.S. 26 Brookwood/Helvetia Interchange. We feel that making more single occupancy vehicle roads is not in line with goals to reduce greenhouse emissions or to build more environmentally sound communities. Adding more lanes to a road will bring more cars and we want to encourage use of public transportation, carpooling and bike travel.

Please do not make any decisions regarding Ordinance No. 749 without understanding and seeing all of the proposed changes. A piecemeal map is not creative or constructive to this area or any area. Please demand to see the entire plan and work to modify that plan to maintain strong buffers to protect farmland.

Sincerely,


Lyn Jacobs and Juvenio Argueta

And

Members of La Finquita Del Buho, CSA

7960 NW Dick Road

Hillsboro, OR 97124

1. Valerie Selby, Katie Selby
7904 N Janss St, Portland OR 97203
2. Leah Crastree ~~Callie Crastree~~ 2133 SW Canyon Rd, Portland OR 97225
3. ~~Dana~~ Dana Mozer 4067 N. Haight Ave Portland 97227
4. Folly Zoff 2137 NE 12th Ave, Portland, OR 97212
5. Frank Whisler 14155 SW Makin Blvd, Sandy, OR 97132
6. ~~Lynn Baker~~ Lynn Baker + Eve Lowquist 17930 SW Jay St
Astoria, OR 97103
7. Brenda Frimoth (for Vicki Howell)
17673 NW Marylhurst Ct. Portland, OR 97229
8. ~~Erin Heoberg-Duff~~
5713 S.E. SHADOWNBROOK PL., Hillsboro, OR 97123
9. Susana Kass 627 SE 53rd Ave 97215
10. ~~R. M.~~ 7870 SW BRISTOL Ct. BUTN 97007
11. Agnieszka Wulch 16635 SW Whitell Lane Beaverton, OR 97007
12. Berndt Malini 5315 NW Crady Ln Portland 9722
13. Bob Cobfett 5492 SW 153 AVE BEAVERTON, OR 97007
14. ~~Lissa Stefanowicz~~ Lissa Stefanowicz 19880 NW DRENA ST PORTLAND, OR 97229
15. ~~Jana~~ Jana 11840 NW Oakmead Dr Portland 97229

16. *Mark Seag* 11155 SW Lyano. dy. Ave Portland 97228
17. *Jan ~~Smith~~* 17280 NW Tucson St. Beaverton, OR 97006
18. *Dan Smebels* 2828 NE 69th Ave Portland, OR 97213
19. *Art* 3205 NE 28th Ave Portland, OR 97212
20. *Donna Voldengen* 13785 NW Greenwood Dr
Portland, OR 97229
21. *Holly Conner* 1939 SE 41st Ave P. OR 97214
22. *Rich Conner* 1939 SE 41st P. OR 97214
23. *King* 2828 NE 69th Ave Portland OR 97213
24. *Jonky* 1166 NE 52nd Ave Hillsboro 97120
25. GUNTHER MUELLER 3501 SE 14TH AVE, PORTLAND, OR, 97202
26. *Neil Collie* 3014 SE Woodward Portland, OR 97202
27. CYNTHIA STAR 1603 SE 40th PORTLAND OR 97214
28. *Roy Van Raden* 14651 NW GERMAN TOWN RD PORTLAND, OR 97231
29. *Erin McCarthy* 4125 NE 24th Ave, Portland, OR 97211
30. *Jean Eilers* JEAN EILERS 4071 NE 22nd Port. OR 97212

Shannon K. Wain

3289 NE Dunckley
Portland, OR 97212

JH

3531 N. Keby Ave
Portland, OR 97227

Pat Schul

1705 SE 56th Ave.
Portland, OR 97215

Boig

18329 SW Santoro Dr.
Beaverton, OR 97007

Lisa Reynolds

45581 SW Saddleback Dr

Melanie Moler

Gaston OR 97119

Cheryl Moler

231 NE Coburn Ave
Hillsboro OR 97124

Marquita Guzman
mguzman

5633 SE Mitchem St
Pdx, OR 97206

Jack + Ann
Featherly

6897 NE Vinings Wy
#123
Hillsboro, OR 97124

EDDIE KNIPPEL

5293 NE WINDYBUSH ST.
HILLSBORO, OR 97124

Carla M. R. Shultz
11

4532 NW 1st, Portland Terr #111
Portland OR 97229

1/2/18

Monica Arce

3926 NE 8th Ave
PORTLAND OR 97212

Matthew T...

2810 NW Birkendale St
Portland, OR 97229

Diana Arce

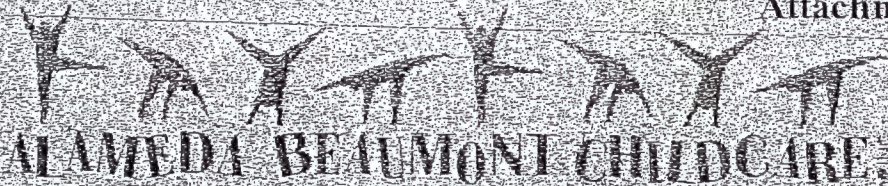
6206 NE 18th
Portland, OR 97211

[Signature]

21214 NW Cannes Dr.
Portland OR 97229

[Signature]

1764 Corisfer Dr
Lake Oswego 97034



July 27, 2012

To the Distinguished Members of the Washington County Planning Commission:

We are writing to you with grave concerns about plans under consideration to expand traffic flow and add a traffic signal at Dick Road. This will mean a tremendous increase in traffic near La Finquita Farm and will be very disruptive to the farm and to the rural areas around it. Our preschool, Alameda Beaumont Childcare, visits La Finquita Farm weekly. For years, this has been an integral part of ABC's curriculum and hundreds of children and parents have benefited from the educational opportunities it has provided. Our children have learned about farming from real farmers on a real farm. This is a rare opportunity for children growing up in the city.

The children play with the goats (who sometimes nibble on them), help harvest fresh produce and take it home to enjoy, play baseball with the fallen apples and are currently planning a birthday celebration for Bellatrix the cow.

It is amazing that such a rich agricultural area lies within a short drive of Portland. Please protect this wonderful part of Washington county from the negative impact that the proposals under consideration would have on both the rural area and on the small business owners who operate the farm. We urge you to avoid bringing new traffic to this area and instead use existing roads and develop alternative transportation means.

Sincerely,

Parents of ABC Preschool

7/27/12

Amy Robinson

V. D. Dixon

Betty King

Julie Matthews

S. Davidson

[Signature]

Assembly

[Signature]

David L. Taylor

[Signature]

[Signature]

Not Miss
Vicki Doughman Marly

Alexis Buchanan

Chen Allen

[Signature]

[Signature]

[Signature]

[Signature]

7/24/12

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners,*

My husband and I live on Dick Road about a quarter mile from the intersection of West Union Road and Dick Road. We own and operate a CSA called "La Finquita del Buho". We grow organic vegetables and raise grass fed beef, lamb, and pork. We supply food to over 500 people from our 2 1/2 acre farm. We raise 55 different vegetable crops and supply weekly shares of those vegetables to our 100 families over the course of a 29 week growing season. We have been in business since 2000 and have grown our business from 7 founding members to 100 members. Our member customers come to our farm weekly to pick up their vegetables and to enjoy the unique environment that Helvetia has to offer.

We run a tight operation using appropriate technology, environmentally sound practices and strict attention to organic practices. We manage and run this as a family business. We also sell with Pumpkin Ridge Gardens at the Beaverton Farmers Market for the past 7 years. We have been active in the community working to preserve farmland and ensure that people have access to locally grown organic produce and have the opportunity to see and know how their food is grown.

We have worked with many high schools including; Liberty, Catlin Gable and Marshall High to provide access for students to agriculture and small scale farming. It is essential that children of all ages get to see and participate in where their food comes from. Children of all ages come to our farm on a weekly basis and learn about farm life.

We are unique in many ways. Our farm has a very rural feel although we are just 1/4 mile from the UGB and 3 miles from the highway. We are accessible and schools find it possible to bring students to our farm for countless learning experiences. Keeping us rural although we are close to an urban area is very important. We need to maintain a buffer from the urban area to maintain our agricultural business. We need to be able to move farm equipment safely from other local farms to our own.

Senator Jeff Merkley and Congresswoman Bonamici value the contribution of farming operations such as ours - their visit to Helvetia last week indicates their interest in small to medium sized farms such as ours. They are doing much to help out operations such as ours with legislation at the federal level -

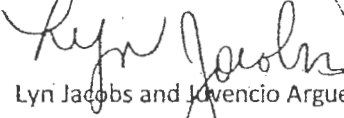
Washington County should recognize the value of farms as they do and keep traffic away from the farms on the north, rural side of West Union Road.

- We feel you (commissioners) don't see the entire plan in front of you. If I were a commissioner I would strongly object to the piecemeal maps they are presenting without a clear overall picture of a coherent transportation plan. The whole plan is a crazy plan whose only mission appears to be to move large volumes of single car commuters from North Bethany to employment on the south of the freeway.
- By having residential areas segregated from work areas, you are following the uncreative sprawl of the 80's. Moving commuter traffic from North Hillsboro and Bethany to south of 26 with single driver vehicles is not creative and not utilizing public transport that already exists south of highway 26.
- Routing commuter traffic along West Union Road is UNSAFE. Bicyclists use it daily as they traverse Helvetia; farmers use it as an important road to move their slow-moving, wide farm equipment on. It is UNSAFE to add thousands of commuter cars to West Union. Better to route them to the freeway, with the improved interchanges that our tax dollars are paying for, or along a parallel road like Jacobson south of West Union.
- We need a buffer of West Union Road to keep fast commuter traffic away from the farms in the rural reserves on the north side of West Union Road. We expect our elected officials and their appointees to honor and protect farmland, traffic buffers are of utmost importance.
- There is a possible effect of a sizable intersection with traffic lights on the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The grave yard is active to this date. That church is a historic landmark and sits within 20 feet from West Union and Dick Road.
- We ask that the county work to help protect the buffer between urban and rural reserves and preserve the pearl that is Helvetia. People choose Helvetia as a destination for many reasons. People want the opportunity to bike through rural land, to come out and pick peaches, blueberries and pumpkins, to harvest their own Christmas tree and to taste wine grown on grapes less than 30 miles from Portland.
- Our CSA members choose our farm **La Finquita Del Buho** because they value rural life and value the land. They want their children to know that radishes don't grow in bunches. They want their children to feel how hard it is to produce food; they also want the chance to eat fresh local produce. Our customers depend on a safe rural place to bring their families on a weekly basis and having commuter traffic to contend with would be dangerous. I am submitting over 15 letters from our customers from both the local area and Portland metro area for the record so that you can understand the extent of support Helvetia small farms have.
- I implore you to think critically about all roads and land use decisions that border the rural urban divide. Demand from your advisors and staff a clear complete picture of all proposed roads before deciding on any changes to roads north of highway 26.

Thank you for the opportunity to come before this commission. My husband and I welcome any or all of you to visit our farm to fully understand what we do and how much food we produce on a small but

fertile piece of Helvetia. Please closely evaluate and prioritize what the city and county are doing to preserve farmland, once it is paved over you can't make that land fertile again.

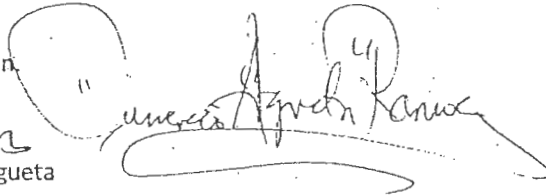
Thank you for your attention.


Lyn Jacobs and Juvencio Argueta

La Finquita Del Buho, CSA

7960 NW Dick Road

Hillsboro, OR 97124



801 Ne Caden Avenue
Hillsboro, OR 97124
July 11, 2012

To Washington County Planning Commission,

I am writing you today to defend farm land. I am a member of La Finquita del Buho, a community supported agriculture farm in Helvetia. This farm is located ¼ mile from the intersection of Dick Road and West Union Road. I have recently learned, to my shock, that the county proposes to transform this portion of West Union Road between Helvetia Road and Cornelius Pass into a major thoroughfare for urban traffic.

I feel a better solution is to focus commuter traffic on the already established Jacobsen Road, which is south of West Union. Please protect the integrity of a rural buffer between industry and agriculture.

Sincerely,



Melanie K. Moler

July 10, 2012

To: Washington County Planning Commission

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Dear Members of the Planning Commission:

As a resident of Hillsboro for the past 16 years, I have witnessed many changes to area. Many of them positive, but some of the progress has not been for the benefit of the community. My children attended West Union Elementary School, and we saw the addition of the traffic light at the corner near the school. This was for the safety of the residents and didn't directly increase traffic to the area, but Ordinance No. 749 doesn't possess the same motive.

Recently, my son had the benefit of taking a walking field trip from Liberty High School to the La Finquita Farm, which is located off of Dick Road and West Union. This trip had a positive impact on him. He came home convinced we should not only join the co-op farm, but also purchase as much local produce as is feasible. As the urban boundaries expand and traffic increases these unique opportunities will be diminished, at the expense of our children.

The La Finquita Farm is a true co-op, and it feeds many local families. Please don't bring traffic closer to the farm, not only jeopardizing the air quality by adding more pollutants to the environment, but by increasing traffic, and lessening this rural experience.

As a new member of this co-op farm, I feel it is imperative that we each find a voice and share our concerns. Please rethink your proposal, and utilize an alternate route for this long-term plan.

Thank you.

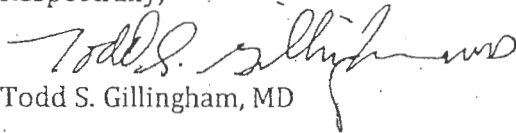
Dawn Knippel
Hillsboro Resident

July 15, 2012

To Whom It May Concern,

I would like to say a word in support of our local CSA farmers Juvencio and Lyn, and to support saving Helvetia from further urban growth. My family has been privileged to be CSA members for 9 years in Helvetia at La Finquita del Buho Farm. It's rural setting is the perfect setup for my family to participate in a sustainable organic farm experience despite our own suburban living. It is very close to our home, yet is a tranquil oasis. We understand there are plans to make new roads through Helvetia, and would like to speak our mind against new roads. This would further erode the heart of Helvetia and diminish the likelihood that my future grandkids could enjoy the same experience. Please reconsider the need for this expansion. We love it the way it is.

Respectfully,

A handwritten signature in cursive script, appearing to read "Todd S. Gillingham MD".

Todd S. Gillingham, MD

July 22, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

From:
Albert DiPiero, MD
Jing DiPiero
20360 NW Phillips Road
Hillsboro Oregon

Dear Members of the Planning Commission: *and County Commissioners,*

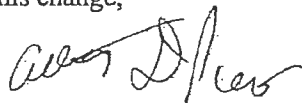
We learned with deep consternation of the sudden news of plans to route commuter traffic through the West Union Urban Growth Boundary up to the intersection of Dick Road and West Union.

We strongly object to this plan for several reasons:

- We are active members of the neighborhood and community and live within walking distance of Dick Road and West Union. This plan is detrimental to our neighborhood and dangerous for our children
- We are active members of the CSA called "La Finquita del Buho" at 7960 NW Dick Road where we get all our produce, and we believe this routing of traffic will be detrimental to our ability to get our organic produce and would also be dangerous for our family's travel to "La Finquita del Buho" and for the farmers in the area
- We are active and supportive members of the Hillsboro and Portland business community (we have connections to ZoomCare, The FEI Company, and OHSU). But we feel the harms of the routing of traffic far outweigh any improvement to the business environment this move would provide.

We strongly object to this change,

With best regards,



Albert DiPiero, MD MPH

Jing DiPiero



Mel Tilkioglu
 2810 NW Birkendene Street
 Portland, OR 97229

July 15, 2012

To: Washington County Planning Commission *and Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners,*

My family is one of many families who are members of a CSA called "La Finquita del Buho" located on Dick Road about a quarter mile from the intersection of West Union Road and Dick Road. The farm grows organic vegetables and raises grass fed beef, lamb, and pork. Including us, it supplies food to over 500 people.

Like the other members, we go to the farm weekly to pick up vegetables and to enjoy the unique environment that the farm and more broadly Helvetia has to offer. Our children are fortunate to have the opportunity to experience the beauty and bounty of this area, as well as make the important connections between land, animals and the food we eat.

This farm is an important part of our lives and is unique in many ways. It is rural yet accessible, enabling us, our children and so many others to gain the benefits of participating in and learning from the farm and the farmers who run it.

It is of utmost importance to maintain a buffer from the urban area to maintain this farm. We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union. Our reasons include

- There is immeasurable value in preserving a small part of close in agricultural areas for our current and our future generations. We need to have places where adults and children of all ages can participate in agriculture, learn about land preservation, see how food is grown and benefit from eating fresh, local produce. We also want our children to understand the effort it takes to plant, grow and harvest our food, to know that radishes don't grow in bunches, that peas have shells to clean, and to see the chickens that lay the eggs we eat.
- The increased traffic will also put pressure on the farms on the north side of West Union and will be dangerous for farmers and their equipment since farmers use West Union as a major road for movement during the summer months. These farmers are an integral part of our community, their families, living environment and livelihoods will be forever impacted and altered.
- We feel that the increased commuter traffic, and increased speeds will put bicyclists at risk and impact other ongoing recreational activities such as families coming out to pick peaches, blueberries, pumpkins, to harvest their own Christmas tree.
- There is a possible effect of a sizable intersection with traffic lights on the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The grave yard is active to this date.
- We feel there are better solutions to traffic routing, such as routing commuter traffic from Cornelius Pass straight through to Helvetia Road via Jacobson Road, further south from West Union.

In closing we implore you to you to prioritize the preservation of close-in farmlands and rethink the decision the city and county are making with respect to Ordinance No. 749. Please do not bring more urban traffic north to West Union and onto Century Blvd. There is a perfectly good high speed road already in place at Jacobson. Please help us maintain the rural buffer by keeping traffic farm south of West Union Road.


Thank you for your consideration.

The Tilkiocioglu-Lane Family

Mel, Robert, Alara (7 yrs) and Ross (2.5 yrs)

2810 NW Birkendene Street

Portland, OR 97229



Mel Tilkiocioglu



Robert Lane

Cc: CPO 8

Senator Jeff Merkley

Congresswoman Bonamici

Steve and Nancy Boicourt

720 SE 59th Ave

Hillsboro, 97123

July 23, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance 749 Concerning Adoption of the US 26/Brookwood Pkwy/Helvetia Rd Interchange Area Management Plan (IAMP)

Members of the planning commission, *and County Commissioners*

As residents of Washington County, my husband and I are impacted as much as anyone by the choices you as a planning commission make on our behalf. Like so many, we are of course concerned with traffic. However, the decisions you as a committee will make about traffic flow stand to impact far more than the ease of which we travel through our community. We would like to give you our family's perspective on the proposed changes of Ordinance 749.

Over the last hundred years, we as a nation have created an environment where our people have no ties to, or knowledge of where our food comes from, or the conditions under which it was grown. Subsidized by our tax dollars, massive monoculture farming operations have almost completely replaced the family farms that once fed this beautiful country. But these single focus farms have brought with them many threats to our health. It is widely known that monoculture agriculture practices damage the soil, increase dependence on chemical fertilizers and pesticides, encourage the use of genetically modified organisms and contribute to antibiotic resistant bacterial strains. These monocrops are shipped an average of 1500 miles to reach our dinner tables, forcing crops to be chosen based on how well they ship rather than nutritional content. They are often picked early and held in warehouses for weeks to months and then

chemically ripened before they make it to the grocery store. All of these practices drastically reduce the nutritional content and compromise the health of those who rely on it for sustenance.

With these practices being the norm, the majority of Americans have little to no access to local, truly fresh, safe organic food. We, however, are amazingly blessed to live in an area that allows us that access. You only need to stop by one of our local farmers markets to see how much our community values what our local small farms have to offer. But simply encouraging farmers markets is not enough! It is wrong to then turn around and make it difficult for them to operate, by smothering out the rural areas in which they reside. Without careful thought and protection, our already diminished farming community will continue to dwindle, taking with it our access to the bounty that should be our right and our heritage. Re-routing commuter traffic to encroach on our local farming community is a huge step in the wrong direction! With Jacobsen Rd already in place, it is a far better alternative...one that will support our farming community and all it has to offer.

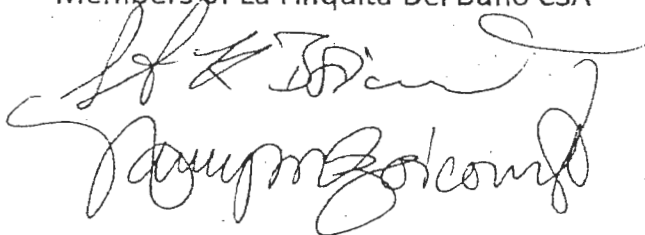
We urge you to please consider this matter very carefully, as the future of our food depends on it!

Sincerely,

Steve and Nancy Boicourt

Hillsboro Residents

Members of La Finquita Del Buho CSA

Handwritten signatures of Steve and Nancy Boicourt. The signatures are in black ink and are written in a cursive style. The signature above is for Steve Boicourt and the signature below is for Nancy Boicourt.

July 17, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

When our family moved from rural Eastern Oregon in 1993, we chose to live in Hillsboro rather than other greater Portland communities. Hillsboro Schools offered vocational agriculture and FFA (Future Farmers of America) studies, bike paths, and easy access to rural country side which appealed to us. We applaud the decisions to create a downtown cultural center, neighborhood shopping centers, access to MAX, and tree-lined streets rather than choose strip rows and big-box stores.

We want Helvetia to retain its rural character. Judith teaches at West Union Elementary School. The students have benefited from surrounding nurseries, farms and dairy. What could be better than seeing crops and dairy connect people to the land! Students have a science garden where they plant, grow and harvest. Judith could teach at a school closer to our house but we love the people and open space of Helvetia.

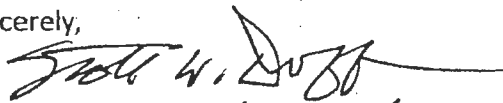
We are members of La Finquita del Buho, a CSA, located a quarter of a mile from the intersection of Dick Road and West Union. It is a great joy to be a part of harvesting and eating vegetables grown on land nearby. We weekly pick up our share of crops and members gather several times a year to socialize. The location is close to Hillsboro and accessible by automobile or bicycle. We look forward to this errand because the space refreshes us.

We object to the proposal of routing commuter traffic through West Union UGB to the intersection of Dick Road and West Union.

- *Increased commuter traffic would be dangerous for bicyclers and walkers.
- * Increased traffic changes the character of the community.
- * Increased traffic increases pressure on rural farms and difficulty in moving equipment.
- *Increased traffic would create congestion at the doorstep of the active congregation of West Union Baptist Church.

Instead, provide a high speed route on Jacobsen which is North of Highway 26. This would create a buffer between urban and rural land and maintain the integrity of the community.

Sincerely,



Judith Hedberg-Duff
Scott W. Duff and Judith Hedberg-Duff

July 18, 2012

Dear Planning Commission, *and County Commissioners*

I am writing this letter concerning the plans to make a main thoroughfare of Dick road in Hillsboro, Oregon. My daughter attends a fabulous school that does a farm share and regular farm trips to a farm on Dick road. To put a busy high traffic road so close to this rural treasure would be detrimental. Many of the students live in an urban environment and this chance for weekly rural farm life "experience" is an excellent opportunity. In my opinion it is also a necessity as fewer and fewer experiences like this are available for children. My daughter has a chance to pet and hold goats, play in a barn, swing on a tire swing in a pasture and press apples into cider. These experiences are a slice of American culture that is dwindling. It is our job to help preserve these places for our children. They need places to run wild, feel free and know that there are still remain pockets in the world that are peaceful and pastoral. To have a busy, noisy road here is not in keeping with the choices and intentions of the people who have chosen to live a more rural life. Your job is to place these roads were they are best suited. This is not a good fit. Keep in mind the children, the animals, the wild places, our culture and our history. Thank you.

Sincerely,

Alexis, Brad and Lily Bouchard

Alexis Bouchard

July 13, 2012

Dear Planning Commission, *and County Commissioners*

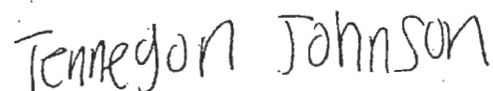
We are disappointed to learn that you are considering installing a major traffic light at Dick Road, with long term plans for greater traffic along Dick Rd. in the future. With the idea being to preserve the rural landscape as much as possible while allowing growth to continue, options south of Dick Road seem wiser and more in balance with what makes the Hillsboro area so unique. Jacobsen Road, for instance, to the south of West Union is one such option, one we hope you will strongly consider instead.

We live in Hillsboro proper, but support La Finquita del Buho, a local Community Supported Agriculture farm, located on Dick Road. La Finquita has given our family a way to connect to nature, farming, and knowledge of where our food comes from while still living in town. In many ways, we represent the two sides of Hillsboro—both urban and rural. Because of this, we have come to appreciate the values of both, and understand how they compliment one another instead of being diabolically opposed. To preserve the urban and rural character of our area, then, we hope you'll strongly consider how we, as well as many of our neighbors, feel thoughtful planning is essential to keeping Hillsboro unique. We're not opposed to growth—we feel it is essential to keep Hillsboro thriving—but we are opposed to growth that doesn't take into consideration the importance of Hillsboro's rural character and what it means to its citizens. To that end, we strongly feel diverting traffic along Dick Road will not only impact a community supported farm but will also impact the rural landscape in ways that are unnecessary and harmful to what makes Hillsboro different from other Portland area regions.

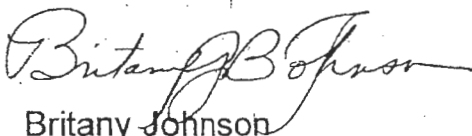
Sincerely,



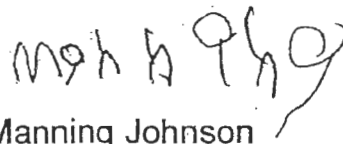
Brent Johnson



Tennegon Johnson



Britany Johnson



Manning Johnson

DIANE E. JACOBS

2828 NE 69th Avenue ▪ Portland ▪ Oregon 97213

503-288-6166

dianejacobs@igc.org

July 10, 2012

Dear Washington County Planning Commission, *and Board of Commissioners,*

We have just been informed of Ordinance No. 749 concerning the adoption of the U.S. 26/Brookwood Parkway/Helvetia Road IAMP. We have been CSA members of La Finquita Del Buho since 2002. La Finquita, located on Dick Rd. near West Union Road, offers the community a very special experience that connects people to the land, organic produce, and their neighbors. We have been involved with the struggles to retain Oregon's agricultural heritage lands for the last 10 years. Once prime agricultural land is paved over it is lost forever. We need to protect the rural flavor of the Helvetia area. The proposed intersection will impact our Community Supported Agriculture farm and the surrounding area in the following ways:

- The proposed IAMP will be dangerous for all traffic since farmers use West Union as a major road for equipment movement during the summer months. Increased commuter traffic, and increased speeds puts pressure on the farms on the north side of West Union. There will be unnecessary urban traffic north to West Union and onto Century Blvd. There is a perfectly good high speed road already in place at Jacobson. Help us maintain the rural buffer by keeping traffic farm south of West Union Road.
- A better solution is to route commuter traffic from Cornelius Pass straight through to Helvetia Road via Jacobson Road, further south from West Union
- There is a possible effect of a sizable intersection with traffic lights on the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The graveyard is active to this date.
- Why bisect active agricultural land that is currently in the UGB but not being built on just because you have the money?
- We ask that the County work to help protect the buffer between urban and rural reserves and preserve Helvetia. People choose Helvetia as a destination for many reasons. People want the opportunity to bike through rural land, to come out and pick peaches, blueberries and pumpkins, to harvest their own Christmas tree and to taste wine grown on grapes less than 30 miles from Portland. Our fellow members choose La Finquita because they value rural life and value the land. We want our children to know where their food comes from.

Please see the value in preserving a small part of close in agricultural areas for our future generations. We need to have places where adults and children of all ages can participate in agriculture, learn about land preservation, and see how food is grown.

Please do not allow this proposed project to proceed as presently conceived. Please get input from all those who might be potentially impacted by this IAMP. Stakeholders must be involved.

Thank you,

Diane Jacobs
Diane Jacobs
Dan Swerbilov
Dan Swerbilov

Steven M. & Geri Jacobs
3552 NE US Grant Pl.
Portland, OR 97212

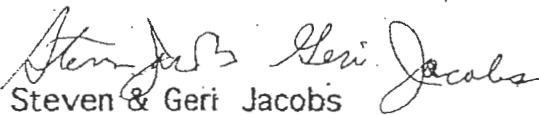
July 12, 2012

Dear Washington Planning Commission Members. *and County Commissioners,*

It has just come to our attention that you are considering plans to put in a major traffic signal at the corner of Dick Rd and West Union Rd., making Dick road a major north-south road in this rural farming area. This is just the first step in changing a rural road for major traffic purposes. Such plans will greatly change a peaceful farming area including the CSA, La Finquita del Buho farm which is not only the supplier of fresh vegetables but a safe farm experience for 60 or more families. This farm therefore provides an experience rapidly becoming far to scarce for many Oregon families. It is essential that more space is maintained between the rural - urban line.

Please help manage this vital separation.

Sincerely,


Steven & Geri Jacobs

July 9, 2012

To: Washington County Planning Commission *and County Commissioners,*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am writing to you to address my utter dismay at the decision to route of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union. This is a lovely pastoral area that has a unique use and purpose. To render the hard work of those who live, farm and benefit from this area is valueless by destroying it with urban growth, traffic and associated activities demonstrates a callous disregard for exactly those qualities which Oregonians most treasure.

Affected by this decision is a small organic farm which is part of the network of *Community* Supported Agriculture (CSA) farms. I emphasize the word community because it is indeed a community that you are impacting. The immediate and most noticeable impacts from this intrusive move are:

- Increased potential for accidents and injury to farmers, farm equipment operators and the equipment itself since farmers use West Union as a major road for movement during the summer months
- Increased commuter traffic, and increased speeds puts pressure on the farms on the north side of West Union. As this is designed to be a commuter road the potential for accidents is likely higher as impatient drivers, inexperienced drivers getting to the nearby high school and slow moving farm equipment intersect.
- Increased noise, potential for trespassers, pollution and a potential for even more urban growth once the floodgates are opened.
- The dissection of active agricultural land that is currently in the UGB into smaller parcels thus impacting its use and detracting from the original intent of preserving agricultural zones, not agricultural parcels.
- Decreasing the size and effectiveness of the buffer between urban and rural reserves which is at the heart of Helvetia. People choose Helvetia as a destination for many reasons. People want the opportunity to bike through rural land, to come out and pick peaches, blueberries and pumpkins, to harvest their own Christmas tree and to taste wine grown on grapes less than 30 miles from Portland. I have become a member of La Finquita Del Buho because it is close enough to my suburban home, yet provides the rural experience for myself and my family. I grew up in Illinois surrounded by farm land. I very much value the experience and connection with the land and nature and feel it is an important connection for my children and grandchildren.

Less noticeable but equally important are the impacts on the farm families, animals, property and the CSA community. I am a member of La Finquita Del Buho CSA and have been for a number of years. In addition to the wonderful benefits of coming out to the farm for fresh picked organic food for my family, over the years my children and now my grandchildren have been able to understand our connection with the land in a way most people never get to experience. We have gotten up early on Sunday mornings to help with the harvest and get food ready for pick up. We have been able to purchase meat, cheese, eggs and milk directly from the source. My grandsons have watched a turkey grow from a small bird to a magnificent 40-pounder and just this season a family of ducks came to

visit the farm for a brief period. My 6 year old grandson was delighted to watch the little family wander around the farm quacking their hearts out. There are few places so easily accessible in our busy urban and suburban lives where one can experience this kind of connection with nature.

There are several other key reasons to oppose this decision.

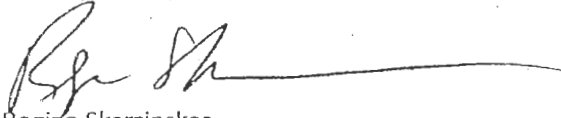
A better, less disruptive, alternative is available. Commuter traffic can be routed from Cornelius Pass straight through to Helvetia Road via Jacobson Road, further south from West Union.

From an environmental perspective, the proposed route impacts wetlands and other protected natural habitat. It is not clear whether a Threatened and Endangered Species survey has been conducted to ensure there are no adverse environmental impacts from this proposed route. Undeveloped agricultural land provides many different habitats important to ecological receptors which are easily disrupted during the course of construction and subsequent increased human activities.

And from a historical preservation perspective, the proposed route negatively impacts the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The grave yard is active to this date. The church has been listed on the National Register of Historic Places since 1974 and is currently maintained by the American Baptist Churches of Oregon.

There are many reasons why this decision is ill advised, the fact that there is a better , less disruptive alternative makes is totally unnecessary.

Thank you for your time,



Regina Skarzinskas
7870 SW Bristol Court
Beaverton, OR 97007

July 22, 2012

To whom it may concern,

I am a member of La Finquita del Buho, a Community Sponsored Agriculture Farm in Helvetia, Hillsboro Oregon. Our family enjoys having the opportunity to participate, help out in the farm and reap the benefits of locally grown vegetables on a weekly basis. Part of this special experience is the picking up of the vegetables from the farm, and being able to help with some of the many tasks that need to be completed at the farm. This experience would not be the same, if we had to travel through urban sprawl and development to get there. Right now, getting to La Finquita del Buho involves lovely country road driving and limited sprawl.

We have learned of a new plan to direct traffic from the Silicon Forest below Hwy 26 north to Dick Road and West Union Road. This would have a large impact on the country side feel that this farm currently enjoys. I urge you to please find other alternatives that save the Helvetia rural lands in Hillsboro, and limit the urban sprawl to areas that are not at this time farm lands, owned by farm families, feeding us locally grown fruits and vegetables and contributing to the health of our communities.

Thank you for listening to my concerns. I hope that protecting rural and farm lands close-in to the Portland/Metro area remains a top-priority.



The Paroissien-Arce Family



7/23/12

ATTACHMENT B-5

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am a proud 7 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

They grow organic vegetables and raise grass fed beef, lamb, and pork. They supply food to over 500 people from their 2 1/2 acre farm. They raise 55 different vegetable crops and supply weekly shares of those vegetables to their 100 families over the course of a 29 week growing season. They have been in business since 2000 and have grown their business from 7 founding members to 100 members. We, as members, come to their farm weekly to pick up their vegetables and to enjoy the unique environment that Helvetia has to offer.

They run a tight operation using appropriate technology, environmentally sound practices and strict attention to organic practices. They manage and run this as a family business. They also sell with Pumpkin Ridge Gardens at the Beaverton Farmers Market for the past 7 years. They have been active in the community working to preserve farmland and ensure that people have access to locally grown organic produce and have the opportunity to see and know how their food is grown.

They have worked with many high schools including; Liberty, Catlin Gable and Marshall High to provide access for students to agriculture and small scale farming. It is essential that children of all ages get to see and participate in where their food comes from. Children of all ages come to our farm on a weekly basis and learn about farm life.

They are unique in many ways. Their farm has a very rural feel although they are just 1/4 mile from the UGB and 3 miles from the highway. They are accessible and schools find it possible to bring students to they farm for countless learning experiences. Keeping the farm rural although they are close to an urban area is very important. We need to maintain a buffer from the urban area to maintain our agricultural business. They need to be able to move farm equipment safely from other local farms to their own.

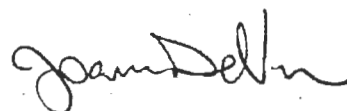
We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union. We object to the fact that you refer to our road as Century Blvd.

- We feel it will be dangerous for farm equipment since farmers use West Union as a major road for movement during the summer months
- Increased commuter traffic, and increased speeds puts pressure on the farms on the north side of West Union
- We feel a better solution is to route commuter traffic from Cornelius Pass straight through to Helvetia Road via Jacobson Road, further south from West Union
- There is a possible effect of a sizable intersection with traffic lights on the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The grave yard is active to this date.
- There is no reason to dissect active agricultural land that is currently in the UGB but not being built on just because you have the money.
- We ask that the county work to help protect the buffer between urban and rural reserves and preserve the pearl that is Helvetia. People choose Helvetia as a destination for many reasons. People want the opportunity to bike through rural land, to come out and pick peaches, blueberries and pumpkins, to harvest their own Christmas tree and to taste wine grown on grapes less than 30 miles from Portland. Our members choose our farm because they value rural life and value the land. They want their children to know that radishes don't grow in bunches. They want to feel how hard it is to produce food, but they also want the chance to eat fresh local produce.
- The city of Hillsboro and Washington County seem bent on development please see the value in preserving a small part of close in agricultural areas for our future generations. We need to have places where adults and children of all ages can participate in agriculture, learn about land preservation and see how food is grown.
- Please do not bring more urban traffic north to West Union and onto Century Blvd. There is a perfectly good high speed road already in place at Jacobson. Help us maintain the rural buffer by keeping traffic farm south of West Union Road.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention.

Signature



Name

Joanne Nelson

Susan A. Kass
627 SE 53rd Avenue
Portland, OR 97215

July 10, 2012

To: Washington County Planning Committee
In Re: Ordinance No. 749

Esteemed members of the planning committee:

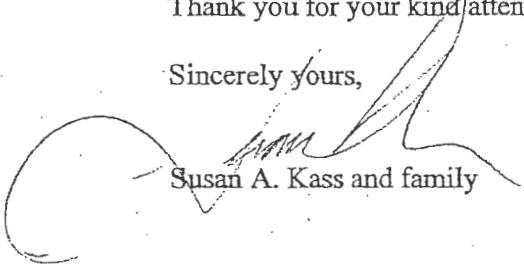
I am writing to express my concern about the proposal to reroute commuter traffic through West Union Road and create an intersection at Dick Road.

While I live in Portland, I have worked for 16 years in Washington County and consider it my "backyard." My husband and I are founding members of La Finquita del Buho, a small family-owned CSA on Dick Road. Thanks to our association with La Finquita, my husband and I have come to discover the riches of the Helvetia area and bring family and friends with us, not only to work on "our" farm but also to visit neighboring farms to u-pick berries, peaches and buy fresh corn. My husband is an avid biker and has spent several decades cruising the by-ways of Washington County. We both view with alarm the increasing industrialization of what was once rich productive farmland.

My understanding is that you have several quite viable options for re-routing traffic which would maintain access without impacting irreplaceable farmland. I urge you to Reconsider.

Thank you for your kind attention.

Sincerely yours,



Susan A. Kass and family

July 23, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am a proud 2 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

They grow organic vegetables and raise grass fed beef, lamb, and pork. They supply food to over 500 people from their 2 1/2 acre farm. They raise 55 different vegetable crops and supply weekly shares of those vegetables to their 100 families over the course of a 29 week growing season. They have been in business since 2000 and have grown their business from 7 founding members to 100 members. We, as members, come to their farm weekly to pick up their vegetables and to enjoy the unique environment that Helvetia has to offer.

They run a tight operation using appropriate technology, environmentally sound practices and strict attention to organic practices. They manage and run this as a family business. They also sell with Pumpkin Ridge Gardens at the Beaverton Farmers Market for the past 7 years. They have been active in the community working to preserve farmland and ensure that people have access to locally grown organic produce and have the opportunity to see and know how their food is grown.

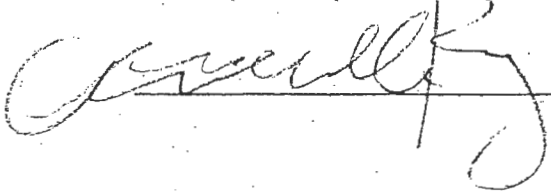
They have worked with many high schools including; Liberty, Catlin Gable and Marshall High to provide access for students to agriculture and small scale farming. It is essential that children of all ages get to see and participate in where their food comes from. Children of all ages come to our farm on a weekly basis and learn about farm life.

They are unique in many ways. Their farm has a very rural feel although they are just 1/4 mile from the UGB and 3 miles from the highway. They are accessible and schools find it possible to bring students to they farm for countless learning experiences. Keeping the farm rural although they are close to an urban area is very important. We need to maintain a buffer from the urban area to maintain our agricultural business. They need to be able to move farm equipment safely from other local farms to their own.

We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention.



Signature

Michelle Ruby *MD*

Name

7/10/12

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

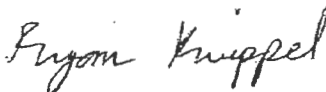
Dear Washington County Planning Commission,

My name is Ryan Knippel and I am a student at Liberty High School, going into my Junior year. My family is also a member of a CSA, a group of families who all support and buy produce directly from a farm located on Dick Road. I recently learned of the possible addition or alteration to a major roadway at Dick Road. I cannot fully understand the reasoning for building a new roadway, because I do not know all the factors at bay. That being said, I believe there are some aspects surrounding this decision you are not aware of. This last year, I took AP Environmental Sciences at Liberty, a class which only recently has been added there. Throughout the year we did multiple hands-on activities, directly learning about how development of society can impact the environment. The most impacting experience of the entire year was a field trip to this farm. As a class we left around 11:30 and walked the 1.5 miles, we ate lunch at the farm, got a first hand look at the way things are grown, and then experienced a bit of farming first hand. We spent around an hour and a half planting a new set of crops. Nearly everyone in our class wanted to go back, or wish we had gone earlier in the year. Our teacher plans to take future classes there two or three times, so they can visibly see how crops grow over time.

Living in a suburban area, as a child, gives a unique opportunity to experience an urban world and a rural world as well, but to be honest, not many kids know how food is really grown, or all the processes which are associated with conventional farming as opposed to organic farming. A major roadway may have some benefits for other purposes, but it can be located somewhere else nearby. Please try to take into account the areas that the road will directly effect. This is not something that can always be rationalized into numbers and facts, but this rural area so close to a high school of over 1000 students, gives an extremely interesting look into what actually happens at a farm. If you move the road only a few miles away, it could help preserve this natural area.

As one last note, just like the McDonald's which is being built where the Sweet Oregon Grill used to be, near Lenox, if a major roadway is developed, there will be a change in the area, no matter what exactly is built there. Major corporations are always looking for new areas to expand to, and the Willamette Valley is one of the faster growing areas in the United States. Please, in the short and long term, try to limit the societal growth in this area, after experiencing the farm first hand, it is something that I would hate to see lost.

Thank you,



Ryan Knippel

July 22, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am a proud 4 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

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We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.
Thank you for your attention.

Eve Lonquist Signature EVE LONNQUIST Name

July 20, 2012

To: Washington County Planning Commission / Board of Commissioners

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, and County Commissioners

I am a proud 4 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

They grow organic vegetables and raise grass fed beef, lamb, and pork. They supply food to over 500 people from their 2 1/2 acre farm. They raise 55 different vegetable crops and supply weekly shares of those vegetables to their 100 families over the course of a 29 week growing season. They have been in business since 2000 and have grown their business from 7 founding members to 100 members. We, as members, come to their farm weekly to pick up their vegetables and to enjoy the unique environment that Helvetia has to offer.

They run a tight operation using appropriate technology, environmentally sound practices and strict attention to organic practices. They manage and run this as a family business. They also sell with Pumpkin Ridge Gardens at the Beaverton Farmers Market for the past 7 years. They have been active in the community working to preserve farmland and ensure that people have access to locally grown organic produce and have the opportunity to see and know how their food is grown.

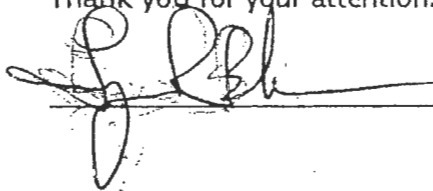
They have worked with many high schools including; Liberty, Catlin Gable and Marshall High to provide access for students to agriculture and small scale farming. It is essential that children of all ages get to see and participate in where their food comes from. Children of all ages come to our farm on a weekly basis and learn about farm life.

They are unique in many ways. Their farm has a very rural feel although they are just 1/4 mile from the UGB and 3 miles from the highway. They are accessible and schools find it possible to bring students to they farm for countless learning experiences. Keeping the farm rural although they are close to an urban area is very important. We need to maintain a buffer from the urban area to maintain our agricultural business. They need to be able to move farm equipment safely from other local farms to their own.

We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention.



Signature

Lynn R. Bawol

Name

July 10, 2012

To: Washington County Planning Commission

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission,

I'm writing to support the objection of Lynn Jacobs and Juvencio Argueta from "La Finquita del Buho" towards the decision of routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union.

As a resident of Washington County, I consider La Finquita del Buho as one of the best family places in the area. Not only is it my son's absolutely best places to go (in his words), but for me it is one little piece of heaven in a very industrialized area (and I'm a chemical engineer). As a chemical engineer, I understand the importance of infrastructure to economic development but as an environmental engineer I understand the importance of sustainable practices to our future wellbeing. La Finquita del Buho not only a great example of environmental stewardship, it also provides the community with healthy food, and a connection to a lost link to small scale farms. Please, reconsider and keep this wonderful piece of rural Helvetia undisturbed.

Regards,

Maria Fernandez-Diaz, PE 8086OR

18715 NW Lapine Street

Portland, OR 97229

July 23, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am a proud 5 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

They grow organic vegetables and raise grass fed beef, lamb, and pork. They supply food to over 500 people from their 2 1/2 acre farm. They raise 55 different vegetable crops and supply weekly shares of those vegetables to their 100 families over the course of a 29 week growing season. They have been in business since 2000 and have grown their business from 7 founding members to 100 members. We, as members, come to their farm weekly to pick up their vegetables and to enjoy the unique environment that Helvetia has to offer.

We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union. We object to the fact that you refer to our road as Century Blvd.

- We feel it will be dangerous for farm equipment since farmers use West Union as a major road for movement during the summer months
- Increased commuter traffic, and increased speeds puts pressure on the farms on the north side of West Union
- We feel a better solution is to route commuter traffic from Cornelius Pass straight through to Helvetia Road via Jacobson Road, further south from West Union
- There is a possible effect of a sizable intersection with traffic lights on the historic West Union Baptist Church which serves as a community meeting place of worship and houses gravesites as far back as the 1850s. The grave yard is active to this date.
- There is no reason to dissect active agricultural land that is currently in the UGB but not being built on just because you have the money.
- We ask that the county work to help protect the buffer between urban and rural reserves and preserve the pearl that is Helvetia. People choose Helvetia as a destination for many reasons. People want the opportunity to bike through rural land, to come out and pick peaches, blueberries and pumpkins, to harvest their own Christmas tree and to taste wine grown on grapes less than 30 miles from Portland. Our members choose our farm because they value rural life and value the land. They want their children to know that radishes don't grow in bunches. They want to feel how hard it is to produce food, but they also want the chance to eat fresh local produce.
- The city of Hillsboro and Washington County seem bent on development please see the value in preserving a small part of close in agricultural areas for our future generations. We need to have places where adults and children of all ages can participate in agriculture, learn about land preservation and see how food is grown.
- Please do not bring more urban traffic north to West Union and onto Century Blvd. There is a perfectly good high speed road already in place at Jacobson. Help us maintain the rural buffer by keeping traffic farm south of West Union Road.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention.

Max Zapf-Geller

Signature

MAX ZAPF-GELLER

Name

To: Washington County Planning Commission
re: ordinance No. 749

My husband and I have been members of La Finquita Del Buho, CSA for four years. It is very important to us to receive fresh organic vegetables and grass fed beef from them. We value this very much and appreciate the fact that it is a family run business using environmentally sound practices.

It is important to have a buffer between rural and urban areas. It appears there is a viable alternative option south of West Union (Jacobsen Road).

Thank you for your consideration on this important issue that affects us deeply.

Marianne Mauldin / E. Mauldin
Marianne and Eldon Mauldin
4335 N.E.40th Ave
Portland, Or.
97211

7/9/12

July 12, 2012To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*I am a proud 5 year member of the CSA called "La Finquita del Buho". I stand with our farmers.

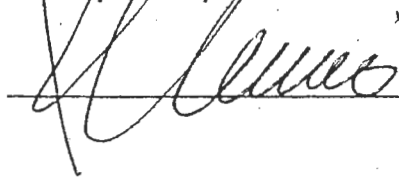
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We object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union. We object to the fact that you refer to our road as Century Blvd.

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- The city of Hillsboro and Washington County seem bent on development please see the value in preserving a small part of close in agricultural areas for our future generations. We need to have places where adults and children of all ages can participate in agriculture, learn about land preservation and see how food is grown.
- Please do not bring more urban traffic north to West Union and onto Century Blvd. There is a perfectly good high speed road already in place at Jacobson. Help us maintain the rural buffer by keeping traffic farm south of West Union Road.

In closing I wish maintaining rural land was a top priority and that maintaining land for growing food was paramount. I implore you to rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention.



Signature



Name

July 11, 2012

To: Washington County Planning Commission / Board of Commissioners

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, and County Commissioners

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Thank you for your attention.

[Handwritten Signature]

Signature

WALTER MATH Name

July 23, 2012To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

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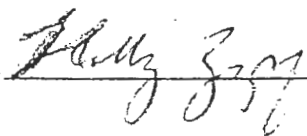
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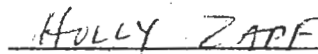
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Thank you for your attention.



7/23/12

Signature



Name

Nina Poliakoff
 7710 SW Barnes Rd Unit D
 Portland OR 97225

July 19, 2012

To: Washington County Planning Commission / *Board of Commissioners*

Re: Ordinance No. 749 Concerning Adoption of the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan (IAMP)

Members of the Planning Commission, *and County Commissioners*

I am a proud first year member of the CSA called "La Finquita del Buho" located at 7960 NW Dick Road in Hillsboro, OR 97124. They grow organic vegetables and raise grass fed beef, lamb, and pork. They supply food to over 500 people from their 2 1/2 acre farm. They raise 55 different vegetable crops and supply weekly shares of those vegetables to 100 families over the course of a 29 week growing season. They have been in business since 2000 and have grown from 7 founding members to 100 members. We come to the farm weekly to pick up vegetables and to enjoy the unique environment that Helvetia has to offer.

I love that I can take a short drive from my home on SW Barnes Rd and be in farm land. Not just farmers market land or a street side produce stand but actual farm land! Isn't this one of the amazing things about this area? I think it is. My parents and I joined this year after learning about the farm through my brother and sister-in-law who are also members. We come out to pick up our share, to harvest and weed. I can not express how wonderful it is to harvest our food. I especially enjoy the weeding. I get to be outside AND I get to be detail oriented. Two of my happiest places.

La Finquita del Buho is unique in many ways. It has a very rural feel although the farm is just 1/4 mile from the UGB and 3 miles from highway 26. Keeping the area rural while close to an urban area is very important. We need to maintain a buffer from the urban area to maintain the agricultural business. They need to be able to move farm equipment safely from other local farms to their own.

As a member of the CSA I object to the routing of commuter traffic through the West Union UGB up to the intersection of Dick Road and West Union.

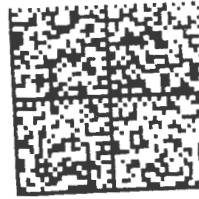
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Maintaining rural land should be a top priority because maintaining land for growing food is vital. Please rethink and reprioritize what the city and county are doing to preserve farmland.

Thank you for your attention,

Nina Poliakoff





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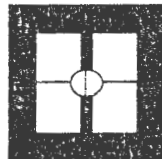
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Planning Department
150 E. Main Street, Fourth Floor Hillsboro OR 97123

CITY OF HILLSBORO



Attn: Plan Amendment Specialist
Dept of Land Conservation &
Development
635 Capitol Street NE, Suite 150
Salem Oregon 97301

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