US 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan

Hillsboro and Washington County, Oregon

Technical Memorandum #1:

Definition and Background

Revised Draft

Prepared for

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List of Acronyms

IAMP	Interchange Area Management Plan
JTA	Jobs and Transportation Act
MP	Mile point
MOU	Memorandum of Understanding
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
PA	Partnering Agreement
TSP	Transportation System Plan

1. INTRODUCTION AND PURPOSE

The Oregon Department of Transportation (ODOT) is modifying the Brookwood Parkway interchange on US 26; therefore, ODOT is required to adopt an Interchange Area Management Plan (IAMP) for the interchange. ODOT is modifying the interchange as part of the US 26/Brookwood Jobs and Transportation Act (JTA) Project. Oregon Administrative Rule (OAR) 734-051 and the Oregon Highway Plan (OHP) require preparation of an IAMP for a new interchange and recommend it for major modifications to an existing interchange.

US 26 is locally and regionally significant in moving people, goods, and services through North Hillsboro and throughout the metropolitan region and the state. The US 26/Brookwood Parkway/Helvetia Road interchange has been and will continue to serve as a major entry point to large high-technology employment centers based throughout North Hillsboro. The interchange is a critical access point, currently serving the mobility needs of 25,000 employees of the high-tech companies. The interchange is expected to serve the future expansion of these high-tech companies as well as new companies that locate within North Hillsboro properties that are added to the Regional Urban Growth Boundary in the future. The interchange serves employee commute trips and truck freight traffic generated by raw material supply and finished product distribution associated with the major industries in North Hillsboro.

The purpose of the IAMP is to:

- 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 described below (North Hillsboro); and
- Protect the future function of the interchange.

2. PROBLEM STATEMENT

The US 26/Brookwood Parkway/Helvetia Road interchange is configured as a standard diamond with traffic signals at both ramp junctions. The interchange is currently approaching or exceeding the mobility standards identified in the OHP for this facility. The heavy westbound off-ramp traffic during the AM peak hour heading southbound and the corresponding northbound-to-eastbound movement in the PM peak hour are of primary concern. These heavy flows have a detrimental effect on traffic operations on the US 26 mainline, the surface arterial roadways near the interchange, and the expansion of current and future businesses (and jobs) in the surrounding area that depend on adequate interchange traffic capacity.

Local road connections to Brookwood Parkway and Helvetia Road near the interchange do not meet OHP access spacing standards, and the proximity of the local road connections to the interchange make local road access difficult and contribute to traffic congestion at and near the interchange during peak travel times. Traffic at the US 26/Brookwood Parkway/Helvetia Road interchange is projected to increase as new industrial development is attracted to North Hillsboro.

3. RELATIONSHIP TO JTA PROJECT

The Oregon JTA of 2009 appropriated $45,000,000 for ODOT to design and construct needed improvements to the interchange to address existing operation and safety issues and to attempt to address anticipated future travel demand. The JTA Project includes the design and construction of a US 26 westbound-to-southbound loop off-ramp, a southbound receiving lane requiring structure widening, and additional northbound-to-eastbound turning movement capacity and ramp meter storage. The US 26/Brookwood Parkway/Helvetia Road JTA Project improvements are to:

- Design and construct a westbound-to-southbound loop ramp on US 26 at Brookwood Parkway;
- Design and reconstruct the westbound entrance ramp to US 26;
- Design and construct intersection and storage improvements for the US 26 eastbound entrance ramp; and
- Design and construct improved bicycle and pedestrian facilities and an additional travel lane southbound across the Brookwood/Helvetia overcrossing of US 26.

The JTA Project modifications to the interchange are very costly, and the purpose of this IAMP is to protect the interests of the State, local governments, and their citizens to ensure that the interchange functions as it was designed at least until the end of the planning period in 2035, and for as long as feasible.

Memorandum of Understanding

The project partners are ODOT Region 1, the City of Hillsboro, and Washington County (the Partners). The Partners developed a Memorandum of Understanding (MOU) to jointly agree on the need to address necessary improvements to the interchange itself within the proposed JTA budget. The MOU memorializes the intentions of the Partners for their collaborative work on the JTA Project. The MOU identifies needed improvements that were developed through previous planning work conducted by the City of Hillsboro, as well as traffic analysis of the interchange and the other connected roadways. The MOU states that the Partners would participate jointly in the planning and the environmental permitting process, as well as construction oversight for the project improvements and development of the IAMP, before ODOT transfers money to the city or county for associated local street system improvements in the interchange vicinity.

Partnering Agreement

The Partners signed a Partnering Agreement (PA) on December 16, 2010. It establishes the JTA and IAMP terms, tasks, priorities, boundaries, phases, roles and responsibilities, and communication protocols.

4. GOALS AND PRIORITIES

The goals state the intentions of the Partners for the interchange and operations in the area. Based on the purpose and the problem statement, the goals of the IAMP are to:

1. Improve operations on the US 26 mainline towards meeting OHP mobility standards;
2. Improve operations on surface arterials in the study area; and
3. Accommodate planned growth that depends on the interchange.

To achieve these goals, the IAMP will identify the following priorities:

Physical and capacity improvements that:

- Maintain or improve safety and operations at the interchange, along US 26, and at other facilities in the vicinity of the interchange project area;
- Identify and address the interchange operation needs associated with current and future industrial land designated in the existing adopted comprehensive plan, to the extent feasible;
- Address capacity for the interchange eastbound entrance ramp to US 26, to try to avoid vehicles backing up onto the county facility and inhibiting the northbound through movements; and
- Identify facilities for adequate bicycle and pedestrian circulation in the area.
- Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange.

Access management measures that:

- Address access safety and management at and near the interchange;
- Identify the conceptual location of facility realignments or new local road connections near the interchange needed to achieve and support interchange safety and operation; and
- Address long-term access and safety issues and needed changes in alignment and traffic circulation on area roadways, including Meek Road, Jacobson Road, Schaaf Road, and Groveland Road, to support interchange safety and operation.

5. IAMP STUDY AREA AND MANAGEMENT AREA

IAMP Study Area

The IAMP Study Area encompasses land within which information about existing and planned land uses and activities informs the IAMP planning process. The IAMP Study Area includes a section of the US 26 corridor and the accompanying local road networks serving North Hillsboro. The IAMP Study Area includes land encompassed by Cornelius Pass Road (at US 26 mile point [MP] 62.53) on the east, Evergreen Road on the south, and Jackson School Road (at US 26 MP 58.42) on the west, and West Union Road on the north, as shown in Figure 1.

IAMP Management Area

The IAMP Management Area, also delineated in Figure 1, contains the land area included within the formal IAMP Management Area boundary. Land that is within the IAMP Study Area but is not within the IAMP Management Area boundary is not subject to the provisions in the IAMP. This area includes the land within 1,320 feet to the north and south of the interchange ramp terminals, extending beyond Schaaf Road to the north and beyond Huffman Road to the south. To the east and west of the interchange, this IAMP Management Area includes land that may be affected by realignment of an existing facility or planned construction of a new facility. The management area is established as the area within which land use scenarios will be tested, and serves as the access management boundaries

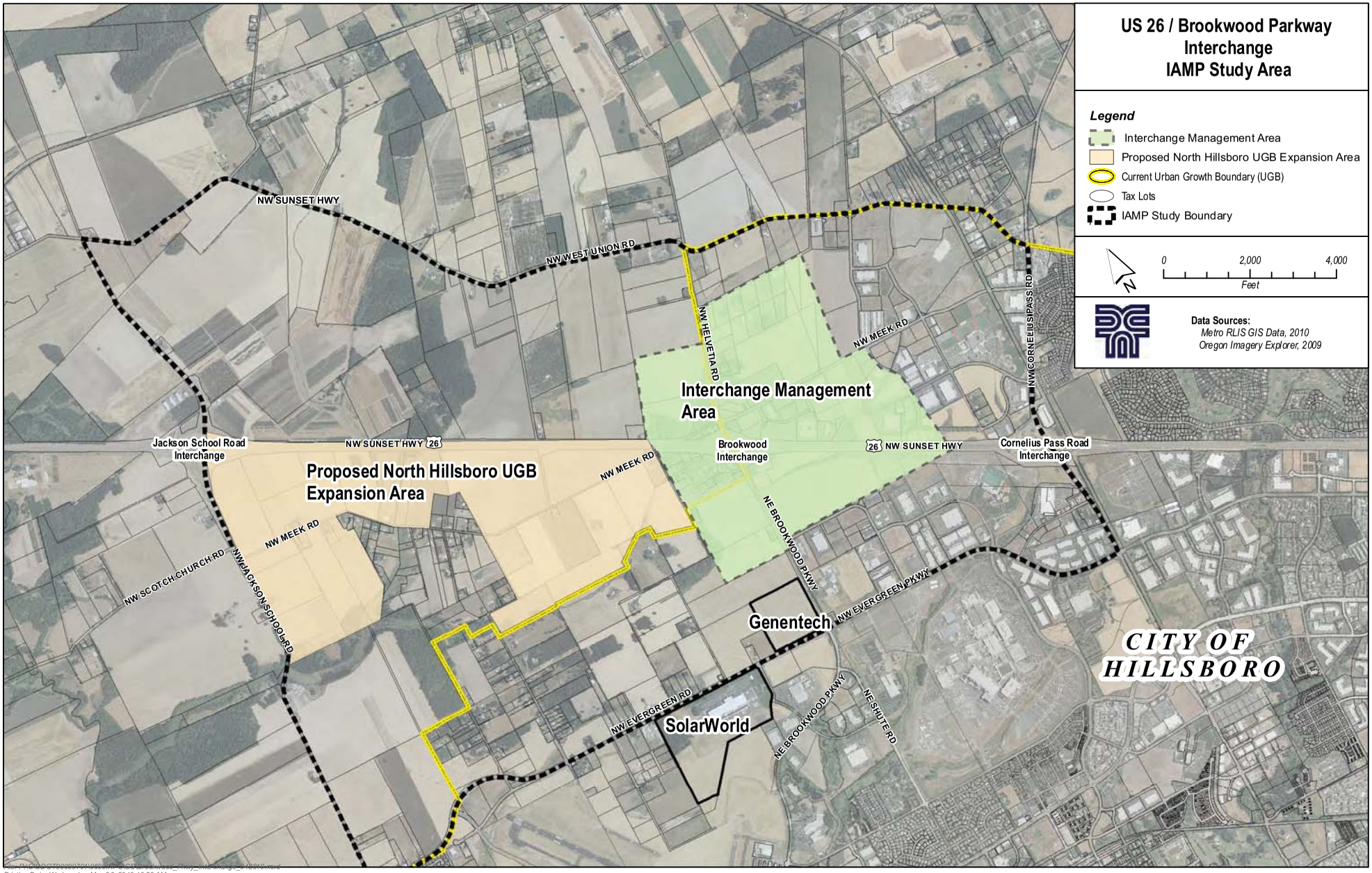
6. INTERCHANGE FUNCTION

US 26 is a freight route linking Portland to Washington County and the Oregon coast. It is an important transportation corridor for the regional economy and is a primary lifeline and tourist route for coastal communities. U.S. 26 is locally and regionally significant in moving people, goods, and services through North Hillsboro and throughout the metropolitan region and the state. The Brookwood Parkway interchange has been and will continue to serve as a major entry point to large high-tech employment centers based throughout North Hillsboro. The interchange is a critical access point, currently serving the mobility needs of 25,000 employees of the high-tech companies and expected to serve the future expansion of these high-tech companies as well as new companies that locate within North Hillsboro properties added to the Regional Urban Growth Boundary in the future. The interchange serves employee commute trips and truck freight traffic generated by raw material supply and finished product distribution associated with the major industries in North Hillsboro.

The primary function of the US 26/Brookwood Parkway/Helvetia Road interchange is to provide employee vehicle and bicycle commute trips and truck freight traffic access to existing and future large high-technology employment centers based throughout North Hillsboro. The secondary function is to provide access to the residences in the unincorporated community surrounding the interchange.

The function is determined in part by the state and local designations for US 26 and Brookwood Parkway that define the function of the interchange within the context of the local, regional, and statewide transportation network and in part by regional mobility and access needs. US 26 (Sunset Highway No. 47) from MP 53.33 to MP 73.81 is classified as part of the National Highway System, a highway of Statewide Importance, Expressway, Freight Route, and federally designated truck route.

Congress established the **National Highway System (NHS)** of statewide and interstate highways and intermodal connectors in the National Highway System Designation Act of 1995. The OHP has adopted the National Highway System as the primary classification—all the Interstate and Statewide Highways and Access Oregon Highways except for Oregon Highway 82 are in the NHS. .



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The **State Classification System** has four levels of importance (Interstate, Statewide, Regional and District) to guide management and investment decisions regarding state highway facilities.

Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation.

Expressways are a subset of the state classification system that provide for high speed, high volume travel between cities and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. On Expressways, existing approach roads are eliminated as opportunities occur or alternate access becomes available; access rights are purchased and a local road network may be developed consistent with the function of the roadway; public road connections are highly controlled; traffic signals are discouraged in rural areas; nontraversible medians are encouraged; and parking is prohibited.

The primary purpose of the **State Highway Freight System** is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas.

The Washington County Transportation System Plan (TSP) 2020 designates US 26 as a freeway, and Brookwood Parkway and Cornelius Pass Road as **arterials.** According to the TSP, arterial streets serve as primary connections to and provide freight movement in support of Principal Arterials. Arterial streets link major commercial, residential, industrial and institutional areas. Arterials have moderate access control for cross streets and driveways.

US 26/Brookwood Parkway/Helvetia Road Interchange Area Management Plan

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Technical Memorandum #1 Appendix:

Review of Plans and Policies

Revised Draft

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1. INTRODUCTION

This appendix documents the relevant state, regional, and local transportation and land use plans and policies, and identifies how they influence planning for the US 26/Brookwood Parkway/Helvetia Road Interchange (the Interchange). The necessary compatibility, consistency, and compliance required by state law and ODOT policy for the Interchange Area Management Plan (IAMP) are described herein. Furthermore, this appendix provides existing land uses and ongoing planning efforts applicable to planning for the IAMP. This information will help ensure the IAMP is developed to be compatible and in concert with relevant regulations and policy objectives.

Pertinent transportation and land use plans and regulations reviewed in this appendix are listed as follows:

State Plans

- Statewide Planning Goals
- Oregon Transportation Plan (2006)
- Oregon Highway Plan (1999, Amended July 2006)
- Oregon Bicycle and Pedestrian Plan
- Highway Design Manual (HDM)
- OAR 660, Division 12 (Transportation Planning Rule—including recent amendments)
- OAR 731-015-0065, Coordination Procedures for Adopting Final Facility Plans
- OAR 734, Division 51. Highway Approaches, Access Control, Spacing Standards and Medians
- Statewide Transportation Improvement Program (STIP) 2010-2013

Regional Plans

- Metro Region 2040 Growth Concept
- Metro Urban Growth Management Functional Plan (UGMFP)
- Metro Regional Transportation Plan (RTP)
- Metro Regional Transportation Functional Plan

Local Plans

- Washington County Transportation System Plan
- Washington County Comprehensive Plan
- Washington County Zoning Ordinance
- City of Hillsboro Transportation System Plan update
- City of Hillsboro Comprehensive Plan
- City of Hillsboro Zoning Ordinance

Ongoing Planning Efforts

- North Industrial urban reserve area
- North Industrial Urban Growth Boundary (UGB) request
- North Eco-Industrial District
- Expansion of Hillsboro Enterprise Zone
- North Industrial Development Strategy
- Strategic Investment Zone
- McKay Creek Watershed Plan

2. OREGON STATEWIDE PLANNING GOALS AND GUIDELINES

Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 statewide planning goals. Most of the goals are accompanied by guidelines, which are suggestions about how a goal may be applied. The goals express the state's policies on land use and related topics, such as citizen involvement, housing, and natural resources. Oregon´s statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan, of which transportation system plans must be made a part, and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. When the state´s Land Conservation and Development Commission (LCDC) officially approves a local government´s plan, the plan is said to be *acknowledged*. It then becomes the controlling document for land use in the area covered by that plan. Oregon´s planning laws strongly emphasize coordination—keeping plans and programs consistent with each other, with the goals, and with acknowledged local plans. The goals that are most pertinent to transportation system planning are described below.

Statewide Planning Goal 1 (Citizen Involvement)

Goal 1, Citizen Involvement, ensures the opportunity for all citizens to be involved in all phases of the planning process. The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and understand the issues.

Relevance and Requirement: Goal 1 requires federal, state, regional, and special districts agencies to coordinate their planning efforts with the City of Hillsboro and Washington County and make use of existing local, established citizen involvement programs. The IAMP process includes four Technical Advisory Group (TAG) meetings, two public meetings, one stakeholder meeting for property owners directly affected by the plan, and the distribution of project newsletters and press releases. Members of the TAG include representatives of the established neighborhood associations in the area.

Statewide Planning Goal 2 (Land Use Planning)

Goal 2 outlines the basic procedures of Oregon's statewide planning program. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

Relevance and Requirement: A land use planning process and policy framework must be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. The IAMP TAG consists of representatives from ODOT, the City of Hillsboro, Washington County, and the local neighborhood associations. ODOT, the City of Hillsboro, and Washington County signed a Partnering Agreement that commits the Partners to an understanding of the

project purposes; study boundaries; goals; objectives; phases; roles and responsibilities; and meeting, decision-making, and dispute resolution protocols. The IAMP process is consistent with Goal 2.

Land use decisions and actions must be supported by an "adequate factual base." Evidence must be provided that a reasonable person would find sufficient to support a finding of fact that a land use action complies with the applicable review standards.

Goal 2 requires that city, county, state, and federal agency and special district plans and actions related to land use be "consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268." A major task of the IAMP is to conduct detailed traffic analysis of one future land use scenario within the management area, the currently adopted UGB and comprehensive plan designations, and sensitivity testing for two additional land use scenarios: the proposed City of Hillsboro UGB expansion, and the full build-out of Metro-designated urban and rural reserves. The analysis will ensure that the IAMP is consistent with regional and local plans and designations.

Statewide Planning Goal 3 (Agricultural Lands)

Goal 3 defines "agricultural lands" and requires counties to inventory such lands and to "preserve and maintain" them through farm zoning.

Relevance and Requirement: Portions of the study area are designated and zoned as agricultural lands. A major task of the IAMP is to complete an existing conditions analysis that summarizes the comprehensive plan and zoning designations, including any overlays, the land uses allowed within each zoning district, and major tax lot ownership of the land area within the management area. IAMP implementation measures will address consistency with designated agricultural lands and the allowed uses as described in ORS 215.243 and 215.700.

Statewide Planning Goal 11 (Public Facilities and Services)

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than being forced to respond to development as it occurs.

Relevance and Requirement: Cities and counties must plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served." The IAMP will be developed consistent with this goal.

Statewide Planning Goal 12 (Transportation)

Goal 12 aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

Relevance and Requirement: The goal requires cities, counties, metropolitan planning organizations (MPOs), and ODOT to provide and encourage a safe, convenient, and economic transportation system. This is accomplished through development of Transportation System Plans (TSPs) based on inventories of local, regional, and state transportation needs. Goal 12 is implemented through Oregon Administrative Rule (OAR) 660, Division 12, also known as the Transportation Planning Rule (TPR). This appendix describes below the IAMP consideration of relevant sections of the adopted Washington County TSP and the City of Hillsboro TSP.

Statewide Planning Goal 14 (Urbanization), and OAR 660, Divisions 14 and 22

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Relevance and Requirement: Goal 14, Urbanization, requires an orderly and efficient transition from rural to urban land use. This is accomplished through the establishment of UGBs and unincorporated communities to separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban in nature and higher intensity than in rural areas, which primarily include farm and forest uses.

Goal 14 is important because it focuses development within relatively compact boundaries of the UGB and to a lesser degree in unincorporated communities. This compact development helps contain the costs of public facilities such as transportation by reducing the need for such facilities located farther out and by helping jurisdictions better anticipate where growth will occur. The location, type, and intensity of development within the study area will impact use of the interchange and could affect future use and operation of the interchange. The IAMP will be developed consistent with Goal 14. Urbanization planning for the IAMP study area is discussed further in this document.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system. The current OTP assesses state, regional, and local public and private transportation facilities through 2030. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. It also provides the framework for prioritizing transportation improvements based on varied future revenue conditions.

Relevance and Requirement: An IAMP must be consistent with the applicable OTP goals and policies. Findings of compatibility will be prepared for IAMP adoption. The most pertinent OTP goals and policies for interchange planning are as follows:

Policy 1.3 – Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effect on urban land use and travel patterns and provides for efficient long distance travel.

Policy 2.1 – Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

Policy 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Policy 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

Policy 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Policy 4.1 – Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Policy 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

Policy 5.1 – Safety and Security

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Policy 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Policy 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Regional and local plans have been developed and have been adopted consistent with the OTP. The IAMP will use those plans to guide development of the IAMP.

Oregon Highway Plan (1999, Amended July 2006)

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

Relevance and Requirement: The function of the Interchange is determined in part by the state and local designations for US 26 and Brookwood Parkway. These designations define the Interchange within the context of the local, regional, and statewide transportation network and in part by regional mobility and access needs. US 26 (Sunset Highway No. 47) from Milepost (MP) 53.33 to MP 73.81 is classified as part of the National Highway System, a highway of Statewide Importance, Expressway, Freight Route, and federally designated truck route. The OHP describes the designations as the following:

*Congress established the **National Highway System (NHS)** of statewide and interstate highways and intermodal connectors in the National Highway System Designation Act of 1995. The OHP has adopted the National Highway System as the primary classification --- all the Interstate and Statewide Highways and Access Oregon Highways except for Oregon Highway 82 are in the NHS.*

*The **State Classification System** has four levels of importance (Interstate, Statewide, Regional and District) to guide management and investment decisions regarding state highway facilities.*

***Statewide Highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.*

> ***Expressways*** *are a subset of the state classification system that provide for high speed, high volume travel between cities and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. On Expressways, existing approach roads are eliminated as opportunities occur or alternate access becomes available; access rights are purchased and a local road network may be developed consistent with the function of the roadway; public road connections are highly controlled; traffic signals are discouraged in rural areas; nontraversible medians are encouraged; and parking is prohibited.*
>
> *The primary purpose of the* ***State Highway Freight System*** *is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas.*

OAR 734-051-0155 requires IAMPs to be consistent with the OHP. The OHP policies applicable to the IAMP are:

Goal 1 – System Definition

> ***Policy 1B*** *(Land Use and Transportation) recognizes the need for coordination between state and local jurisdictions.*

The IAMP TAG consists of representatives from ODOT, the City of Hillsboro, Washington County, and the local neighborhood associations. ODOT, the City of Hillsboro, and Washington County signed a Partnering Agreement that commits the Partners to an understanding of the IAMP project purposes; study boundaries; goals; objectives; phases; roles and responsibilities; and meeting, decision-making, and dispute resolution protocols.

> ***Policy 1C*** *(State Highway Freight System) states the need to balance the movement of goods and services with other uses.*

The traffic operations analysis will account for freight movement as well as passenger vehicle movement. US 26 is a designated freight route.

> ***Policy 1F*** *(Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards.*

The IAMP includes a statement of US 26's designation as an Expressway. An Access Management Plan will be prepared that establishes that existing approach roads are eliminated as opportunities occur or alternate access becomes available, and that access rights are purchased and public road connections are highly controlled, consistent with the Expressway designation. The IAMP traffic analysis will evaluate whether current and future operations are consistent with mobility standards and recommend implementation measures to meet those standards.

> ***Policy 1G*** *(Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity.*

The purpose of the IAMP is to assess the Jobs and Transportation Act (JTA) Project interchange improvements as well as any future improvements that may be needed to accommodate long-range needs attributable to planned development in the area.

Goal 2 – System Management

> ***Policy 2B*** *(Off–System Improvements) helps local jurisdictions adopt land use and access management policies.*

The IAMP will evaluate existing and future land use patterns and access management, and will establish implementation measures for Washington County and the City of Hillsboro. ODOT, the City of Hillsboro, and Washington County signed a Partnering Agreement that commits the Partners to an understanding of the IAMP project purposes; study boundaries; goals; objectives; phases; roles and responsibilities; and meeting, decision-making, and dispute resolution protocols.

> ***Policy 2F*** *(Traffic Safety) improves the safety of the highway system.*

One component of the IAMP is to identify existing crash patterns and rates and to develop strategies to address safety issues.

Goal 3 – Access Management

> ***Policy 3A*** *(Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.*
>
> ***Policy 3C*** *(Interchange Access Management Areas) sets policy for managing interchange areas by developing an IAMP that identifies and addresses current interchange deficiencies and short, medium and long term solutions.*
>
> ***Policy 3D*** *(Deviations) establishes general policies and procedures for deviations from adopted access management standards and policies.*

The Access Management Plan will compare existing access spacing with adopted access standards and establish short-term and long-term policies for access management. If proposed interchange improvements do not meet access spacing standards, the project would require deviation findings.

Oregon Bicycle and Pedestrian Plan

The purpose of the Oregon Bicycle and Pedestrian Plan is to implement the Actions recommended by the OTP; guide ODOT and local governments in developing bikeway and walkway systems; explain the laws pertaining to the establishment of bikeways and walkways; fulfill the requirements of the TPR; and provide standards for planning, designing, and maintaining bikeways and walkways.

Relevance and Requirement: The IAMP must be compatible with affected modal plans. The standards of the Oregon Bicycle and Pedestrian Plan will be integrated into the IAMP as required.

Highway Design Manual (HDM)

The HDM provides design standards for state highways and associated highway elements. These standards are dependent on the highway's functional classification and project type (e.g., Modernization, Preservation, Safety, Operations, or Maintenance). The purpose of the HDM is to establish mobility standards when evaluating potential design configurations.

Relevance and Requirement: Because the configuration for the Interchange may change as a result of the project, the HDM standards will need to be met for year 2030 analysis. The IAMP will be developed to be consistent with the HDM Standards.

OAR 660, Division 12 (TPR—including recent amendments)

The purpose of the Transportation Planning Rule (TPR) is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the TPR is to promote coordination of land use and transportation planning to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

This rule identifies transportation facilities, services, and improvements that may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. These include replacement of an intersection with an interchange, channelization, and medians. The local government must identify reasonable build design alternatives, assess their impacts, and select the alternative with the least impact.

The LCDC adopted amendments to the TPR in March 2005 that clarify how plan amendments and zoning changes impacting transportation facilities are assessed. The amendments stipulate that a significant effect occurs only if a plan amendment or zone change affects the facility by the end of the planning period, not if the effect occurs at any point during the planning period. The primary focus of this rule is to keep land use and transportation in balance. The 2005 amendments to the TPR include new provisions that pay particular attention to proposed plan or land use regulation amendments within one-half mile of interstate interchanges to protect the state's significant investments in interchanges and in the interstate system.

Relevance and Requirement: The TPR requirement that local governments adopt consistent land use regulations "to protect transportation facilities, corridors and sites for their identified functions" (OAR 660-012-0045(2)) is achieved through a variety of measures, including:

- Access control measures, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;
- Standards to protect future operations of roads;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and
- Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP. See also OAR 660-012-0060.

As stated in OAR 660-012-0060, Plan and Land Use Regulation Amendments, action by the local government is required whenever a plan amendment or land use regulation significantly affects a transportation facility. An amendment or regulation significantly affects a transportation facility if it "reduces the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan" (section (1)(c)(B)). As further stated under 660-012-0060 (3) (d), a local government may not approve an amendment for a property located in an interchange area that would significantly affect a facility without ensuring that land uses are consistent with the facility standards. Section (4)(d) (C)(ii) defines an interchange area as designated in an adopted IAMP. The US 26/Brookwood Parkway/Helvetia Road IAMP includes a defined management area. The TPR provides a key tool for management of the interchange by mandating that local government actions cannot affect the facility so that it does not meet applicable standards.

OAR 731-015-0065, Coordination Procedures for Adopting Final Facility Plans

OAR 731-015-0065 regulates ODOT procedure for adopting facility plans. An IAMP is a facility plan. The procedure outlined in OAR 731-015-0065 requires that ODOT coordinate with DLCD and local government agencies during development of the facility plan and provide a draft of the plan to affected cities, counties, and other agencies for comment. The facility plan must be consistent with statewide planning goals and local comprehensive plan policies, and findings of compatibility must be presented to the Oregon Transportation Commission for facility plan adoption.

Relevance and Requirement: The IAMP TAG consists of representatives from ODOT, the City of Hillsboro, Washington County, and the local neighborhood associations. The TAG will provide input into all phases of the IAMP preparation process. ODOT, the City of Hillsboro, and Washington County signed a Partnering Agreement that commits the Partners to an understanding of the IAMP project purposes; study boundaries; goals; objectives; phases; roles and responsibilities; and meeting, decision-making, and dispute resolution protocols. Findings of compliance with statewide planning goals and local comprehensive plans will be included in the Oregon Transportation Commission facility plan adoption materials.

OAR Chapter 734, Division 51 (Highway Approaches, Access Control, Spacing Standards and Medians)

OAR 734-051 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways and address the following:

- The ways to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- The purpose and components of an access management plan; and
- The requirements regarding mitigation, modification, and closure of existing approaches as part of project development.

Section 734-051-0125, Access Management Spacing Standards for Approaches in an Interchange Area, establishes interchange management area access spacing standards. Section 734-051-0155 specifies elements that are to be included in IAMPs, such as short-, medium-, and long-range actions to improve and maintain safe and efficient roadway operations within the interchange area.

Relevance and Requirement: An Access Management Plan will be prepared that establishes that existing approach roads are eliminated as opportunities occur or alternate access becomes available, and that access rights are purchased and public road connections are highly controlled, consistent with the Expressway designation.

Statewide Transportation Improvement Program (STIP) 2010-2013

The Statewide Transportation Improvement Program, known as the STIP, is Oregon's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle, and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.

Relevance and Requirement: The 2010-2013 approved STIP lists the JTA Project: US26 @ Brookwood/Helvetia (Shute Rd), Key number 16842. The project is described as an “interchange improvement to improve operations and build new WB-SB loop,” with construction scheduled to begin in 2012.

3. REGIONAL PLANS

Metro Region 2040 Growth Concept

The Region 2040 Growth Concept, a long-range regional plan originally adopted in December of 1995 and periodically amended, provides visionary guidance through land use and transportation policies that will allow Metro and the metropolitan area cities and counties to manage growth, protect natural resources, and make improvements to facilities and infrastructure while maintaining the region's quality of life.

Relevance and Requirement: The 2040 Concept Plan Map (dated January 1, 2011) identifies the eastern portion of the study area, which is within the current UGB, as mostly "employment land" with areas designated "neighborhood" closer to Cornelius Pass Road.

Employment lands are typically considered industrial areas and are described as the following in the Region 2040 Growth Concept:

> *Serving as hubs for regional commerce, industrial land and freight facilities for truck, marine, air and rail cargo provide the ability to generate and move goods in and out of the region. Access to these areas is centered on rail, the regional freeway system and key roadway connections. Keeping these connections strong is critical to maintaining a healthy regional economy.*

The third goal of the IAMP as referenced in Technical Memorandum #1- *Accommodate planned growth that depends on the interchange* - is consistent with the Region 2040 Growth Concept employment industrial areas designation.

Metro Urban Growth Management Functional Plan (UGMFP)

The UGMFP (the Functional Plan) implements the Region 2040 Growth Concept and the Regional Framework Plan (a general, regional land use planning policy document that establishes a framework for planning in the region by linking land use and transportation plans). The Functional Plan requires cities and counties to designate boundaries for the 2040 Growth Concept Design Types, including the Portland Central City, Regional Centers, Town Centers, and Station Communities.

The purpose of the Functional Plan is to implement the Regional Urban Growth Goals and Objectives (RUGGO) adopted by the Metro Council, including the Metro Region 2040 Growth Concept and the Regional Framework Plan.

Relevance and Requirement: The three sections of the UGMFP most relevant to the US 26/Brookwood Parkway/Helvetia Road IAMP are: Title 11: Planning for New Urban Areas, Title 4: Industrial and Other Employment Areas, and Title 3: Water Quality and Flood Management. According to the March 17, 2011 Metro reserves map, the southwest quadrant of the US 26/Brookwood Parkway/Helvetia Road study area is designated as an urban reserve. A portion of the northwest quadrant is shown as an undesignated reserve area (8B-urban). Title 11,

Planning for New Urban Areas, details the components of a concept plan that local governments are required to prepare prior to adding an urban reserve to the UGB.

Metro requires that, before adding land into the UGB, the local jurisdiction must provide documentation that the comprehensive plan amendment is consistent with all applicable titles of the Functional Plan. The City of Hillsboro completed Concept Plans for the Evergreen, Shute Road, and Helvetia areas following their addition to the UGB in 2002 and 2005, as required under Metro's Title 11. Since completing the concept planning analysis, the City of Hillsboro has annexed the entire Shute Road concept planning area and portions of the Helvetia concept planning area. The highly parcelized Evergreen concept planning area remains outside the Hillsboro city limits. Planning efforts and urban reserves allotments are discussed further under Section 3. Ongoing Planning Efforts.

Title 4, Industrial and Other Employment Areas, of the Functional Plan establishes the regulatory framework for protecting regionally significant industrial areas (RSIAs). These areas are near the region's most significant transportation facilities, including US 26 in Hillsboro. Local jurisdictions implement the RSIA designation through zoning and special plan designations that limit land division of parcels over 50 acres in order to preserve large parcels for future industrial development. In some circumstances, larger parcels may be subdivided if the city has developed and adopted a master plan for the area, allowing clustering of similar industries to operate more productively than if they were in dispersed locations. Title 4 is an important component of the ongoing urban/rural reserves discussion (please see Section 3, Ongoing Planning Efforts). As areas are added to the UGB, Metro and local jurisdictions will be required to identify RSIAs and implement regulatory measures to ensure that those areas are protected for future industrial development.

Title 3, Water Quality and Flood Management, protects designated Water Quality and Flood Management Areas by limiting or mitigating the impact of development activities on those areas.

Metro Regional Transportation Plan (RTP)

On June 10, 2010, Metro's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2035 RTP for the purpose of completing a federal and state-required air quality conformity analysis of the proposed system. The RTP introduces the concept of organizing the region's multimodal transportation improvements by mobility corridors. The regional mobility corridor framework calls for consideration of multiple facilities, modes, and land use when identifying needs and the most effective mix of land use and transportation solutions to improve mobility within a specific corridor area.

Relevance and Requirement: The IAMP is in Mobility Corridor 22 – Hwy 217 to North Plains. Attachment A includes the full analysis for the corridor excerpted from the RTP. The interchange improvements (JTA project) and IAMP are listed as a 5- to 10-year investment strategy.

The RTP identifies the overall function of the corridor as:

> ***2040 Access:*** *Connects the Central City to Hillsboro regional central the Sunset industrial area and provides regional access to Hillsboro Airport, Portland Community College (Rock Creek Campus) and the Oregon Graduate Institute.*
>
> ***Freight Mobility:*** *Provides air freight access for west side industrial areas, and statewide access to marine and rail facilities.*
>
> ***Statewide Travel:*** *Serves as a western gateway to the region, and provides access to Central City interstate hub and travel to the Northern Oregon Coast.*

The IAMP incorporates the RTP Corridor Function in its statement of interchange function, as follows:

The primary function of the US 26/Brookwood Parkway/Helvetia Road interchange is to provide employee vehicle and bicycle commute trips and truck freight traffic access to existing and future large high-technology employment centers based throughout North Hillsboro. The secondary function is to provide access to the residences in the unincorporated community surrounding the interchange.

According to Figure 2-22 of the RTP, there is a designated Community Bikeway loop formed by NW West Union Road, NW Cornelius Pass Road, NE Brookwood Parkway, and NW Evergreen Parkway. NW Evergreen Parkway is a designated Community Bikeway throughout its length. Community Bikeways provide for travel to and within other 2040 Target Areas. US 26 west of NE Brookwood is a designated Regional Bikeway. These routes also provide access to regional attractions such as schools and parks and connect neighborhoods to the rest of the regional bicycle network.

Metro Regional Transportation Functional Plan

The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the Regional Transportation Plan (RTP). Cities and counties in the region implement the Goals and Objectives in their comprehensive plans, TSPs, other land use regulations, and transportation project development.

Relevance and Requirement: The findings of consistency for the IAMP-identified transportation improvements will include statements regarding county policies and the design guidelines that implement the RTFP, including RTFP Sections 3.08.110 Street System Design, 3.08.130 Pedestrian System Design, and 3.08.140 Bicycle System Design.

4. LOCAL PLANS AND POLICIES

Washington County Transportation System Plan

The Washington County Transportation System Plan (TSP) addresses provisions of the RTP and the state TPR. The Washington County TSP classifies major roadway system existing and future roads and streets and addresses transit, pedestrian, and bicycle transportation issues. The local street system is designated on the community plans and the Rural/Natural Resource Plan, which are best suited for addressing the local street system. Many provisions of the TSP are implemented by the community plans, the Rural/Natural Resource Plan, and the Community Development Code.

Relevance and Requirement: Upon completion of the IAMP, the county must adopt the IAMP before ODOT can present the IAMP to the Oregon Transportation Commission (OTC) for adoption. After adoption of the IAMP, subsequent amendments to the county's TSP will need to be compatible with the IAMP.

The Washington County TSP consists of 23 Elements. The Roadway, Bicycle and Pedestrian, and Roadway Freight Elements are the most applicable elements to planning for the interchange.

Roadway Element

The TSP Roadway Element includes policies in support of an effective, safe, interconnected, multimodal transportation system that meets the existing and future diverse needs of residents and businesses as well as operational standards. The Roadway Element has strategies supporting intergovernmental coordination, including strategy 5.6, "*Communicate and coordinate with other jurisdictions and transportation agencies to ensure orderly and efficient development and operation of the system as a whole and that applicable federal, state and regional planning directives are met.*"

Table 1. Washington County Roadway Elements Designations

	TSP Classification (Map 4C, Roadway Element*)	**County-wide Through Truck Routes (Figure 14, Freight Element*)**	**Bicycle System (Figure 2.1, Bicycle and Pedestrian Element*)**
US 26	Freeway		
NW Bennett Street	Collector		
NW Brookwood	Arterial	County-wide Through Truck Routes	Urban Bikeways
NW Century	Collector		
NW Cornelius Pass Road	Arterial	County-wide Through Truck Routes	Urban Bikeways
NW Evergreen Parkway	Arterial	County-wide Through Truck Routes	Urban Bikeways
NW Helvetia Road	Arterial		Urban Bikeways
NW Huffman Road	Collector		
NW Jackson School Road	Arterial		Urban Bikeways
NW Jacobson Road	Collector		
Meek Road	Collector		
NW Union Road	Arterial		Urban Bikeways
NW 235th Avenue	Collector		
NW 229th Avenue	Collector		
Proposed connector from NW Century to NW 229th Avenue, spanning US 26	Collector		

**Note: Figures can be located in identified section in Washington County TSP.*

Study areas relate to facilities or areas that require further study to determine specifically how an identified need should be met. The Roadways Element identifies two study areas that are within the IAMP study area:

Meek Road - Realignment at Shute Road:

There has been concern regarding the proximity of the intersection at Meek Road and Shute Road to the interchange at US 26 and Shute Road. This study area will evaluate options for moving the intersection of Meek Road farther south.

Jackson School Road - US 26 to Evergreen:

With the development of a planned interchange at Jackson School Road and US 26, there are some concerns about the impact. This study area calls for an evaluation of the alignment of Jackson School Road and its connection to both Evergreen and US 26, including the alignment of the route and traffic operations.

Bicycle and Pedestrian Element

The TSP Bicycle and Pedestrian Element includes policies and strategies to support greater bicycle and pedestrian activity by providing and maintaining a safe and convenient Bicycle and Pedestrian environment.

The figures associated with the Washington County Bicycle and Pedestrian Element of the TSP identify the following:

- Figure 1.1C, Trails and Pedestrian System, identifies an off-street trail (planned) from the east to connect with the Gordon Faber Recreation Complex and one following Cornelius Pass Road.
- Figure 1.8, Far-Term In-Fill Pedestrian Projects, includes a project adjacent to and south of the interchange on Brookwood and two smaller projects on NW West Union Road.

Freight Element

The Washington County TSP Freight Element supports development, coordination, maintenance, and operation of a safe freight system in the County. The TSP identifies NW Brookwood Road, NW Evergreen Parkway, NW Cornelius Pass Road, and US 26 as County-wide Through Truck Routes in Figure 14.

Washington County Comprehensive Framework Plan for the Urban Area

The Comprehensive Framework Plan for the Urban Area (Framework Plan) contains certain specific standards designed to regulate the growth and development of unincorporated properties inside the Regional Urban Growth Boundary and the Urban Growth Boundaries of Banks, Gaston, and North Plains. The overall goal of the countywide development concept is "*… to create a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. Employment centers (e.g., distribution services and industries and offices) will be located in accord with market, transportation and environmental considerations in order to reduce impacts on residential areas and community.*" This includes: *"A variety of transportation modes ranging from pedestrian movement to transit*

corridors should provide for intra-community and inter-community movement of people, goods and services."

Relevance and Requirement: The IAMP and the Washington County Comprehensive Framework Plan will need to be consistent.

Washington County Community Plans

Adopted Community Plans are the legally binding statement of county policy within the boundaries of that planning area.

West Union Community Plan

The West Union Community Plan applies to the area adjacent to and north of US 26, west of Cornelius Pass to the UGB, and represents the northeast portion of the IAMP study area. The entire West Union Community Plan area is within the IAMP study area. It consists of four subareas within West Union (Five Oaks, Jacobson, Cornelius Pass, and Helvetia). All four subareas have the Special Industrial District Overlay (described further in this document). The characterization of land use in the West Union planning area *"… is that of an employment center which will likely consist of a combination of industrial uses. As a result of transportation services available to the West Union area, the relationship between transportation costs and industrial location, and the cost of transporting service personnel, equipment and supplies within a region, it is likely that the clustering of interdependent industries will occur in West Union. This will foster the location of industrial neighbors whose operations are compatible, thus furthering the employment center concept."*

Some of the basic objectives of the West Union Community Plan include:

- To improve access to the industrial area and to minimize traffic impacts on surrounding residential areas, access to West Union shall not require through travel on neighborhood streets and shall minimize travel on streets adjacent to residential areas; new access onto Arterials and Collectors shall be limited; and shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible. During the development review process, new development shall identify any potential traffic impacts to the surrounding roadway system and recommend steps to mitigate these impacts, as provided for by the Washington County Community Development Code.

- The West Union Community Plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County 2020 Transportation Plan. Generally speaking, the transportation plan calls for bikeways along all Arterial and Collector roads in the area, as well as along major streams and in power line easements. A system of multiple-purpose pedestrian/bicycle pathways shall be instituted to allow access through the development, and to link buildings to each other, to off-street parking areas, and to any proposed transit stops. This system shall connect to the bicycle pathways along West Union and Cornelius Pass Roads proposed by Washington

County's Transportation Plan. Adequate parking facilities for bicycles and curb cut ramps at street crossings shall be included in the design of all new development. The timing of pathway development will be determined by the availability of resources.

Each subarea has its own identified opportunities and constraints and designations within the overall objectives of the West Union Community Plan. The Helvetia subarea, because it was the area most recently adopted into the UGB as an Urban Reserve (there are additional areas within the IAMP study area pending adoption into the UGB), has more specific development criteria:

Helvetia subarea

This area consists of several parcels located at the southeast corner of Helvetia and West Union Roads and encompasses approximately 250 acres. These properties were added to the UGB by Metro Ordinance 04-1040B, adopted on June 24, 2004. Metro designated the area as a Regionally Significant Industrial Area on the 2040 Growth Concept Plan. The area is designated Future Development - 20 Acre (FD-20) District on the West Union Community Plan and the FD-20 designation shall be maintained until the property is annexed to the City of Hillsboro and rezoned.

East Hillsboro Community Plan

A portion of the IAMP study area west of Cornelius Pass, and south of U.S. 26, to the UGB, is in the East Hillsboro Community Plan area. The East Hillsboro Area is within the Hillsboro UGB. In the East Hillsboro Community Plan area, properties that have been annexed to the City of Hillsboro are regulated by the City of Hillsboro. Properties that have not been annexed to the City of Hillsboro are regulated by Washington County. However, general planning for the area is through a joint planning process between Washington County and the City of Hillsboro.

Some of the general Design Guidelines of the East Hillsboro Community Plan applicable to planning for the IAMP include:

- Washington County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.

- New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation Plan or the Hillsboro Transportation Plan. New development shall also be subject to conditions set forth in the county's growth management policies during the development review process.

The portion of the IAMP study area within the East Hillsboro Planning Area is in the Evergreen Road Subarea.

Evergreen Road subarea

This area encompasses approximately 539 acres located on the north side of Evergreen Road and generally west of Shute Road and east of Jackson School Road. This property was added to the UGB by Metro Ordinance 05-1070A adopted November 17, 2005. On the 2040 Growth Concept Plan, Metro designated the eastern half of the area (Area of Special Concern 6) as a Regionally Significant Industrial Area (RSIA) and the remaining area (Area of Special Concern 7) as Industrial land. The area is designated Future Development - 20 Acres (FD-20) on the East Hillsboro Community Plan. Once properties within the subarea have been annexed to the City of Hillsboro, they are regulated by the Hillsboro Comprehensive Plan and its implementing ordinances.

Relevance and Requirement: The IAMP and the Community Plans will need to be consistent. The IAMP should strive to implement the Community Plans; however, if this is not attainable, amendments to the Community Plans will be necessary as part of the IAMP adoption. Once the IAMP is completed, the county must adopt the IAMP before ODOT can present it to the OTC for adoption. After adoption of the IAMP, subsequent amendments to the Community Plans will need to be compatible with the IAMP.

Washington County Rural/Natural Resource Plan

The Rural/Natural Resource Plan addresses all properties outside of an urban growth boundary. The Rural/Natural Resources Plan applies to the western portion of the IAMP study area.

The Rural/Natural Resource element of the Washington County Comprehensive Plan provides the framework for guiding future land use decisions in Washington County in areas outside of the established UGBs. This plan element is intended to provide the mechanism for guiding resource conservation and development in the Rural/Natural Resource areas in a way that is consistent with the capabilities of the natural resources, the physical limitations of the land, and the state and regional legal land use planning requirements.

There are nine land use designations in this plan element for lands that make up the areas of Washington County outside the acknowledged UGBs. These designations are indicated on the Washington County Comprehensive Plan Map and are implemented by corresponding Land Use District regulations in the Community Development Code. The Rural/Natural Resource area is composed of three land use designations: Exclusive Farm Use; Exclusive Forest and Conservation; and Agriculture and Forest-20. These designations accommodate the county's need for natural resource development and conservation (including agriculture, forestry, open space, wildlife habitat, scenic and historic areas, and resources) consistent with LCDC Goals 3, 4, and 5. "Rural Development" is provided for with the following land use designations: Agriculture and Forest-10; Agriculture and Forest-5; Rural Residential-5; Rural Commercial; Rural Industrial; and Land Extensive Industrial. An Exception to LCDC Goals 3 and 4, utilizing the Exception Process specified in Goal 2, has been established for those lands designated for rural development.

According to the Land Use Designation Map, most of the IAMP study area outside of the UGB is currently designated as Exclusive Farm Use (EFU), which is intended to preserve existing agricultural lands and prohibit land uses not compatible with agricultural practices. There are a few parcels zoned Agriculture and Forest -5 (AF-5) in the southern portion of the IAMP study area that allow for rural residential uses.

The Significant Natural Resource Map Number 4 shows Water Areas, Wetlands, and Fish and Wildlife Habitat designation for Warble Gulch, which parallels NW Helvetia Road and crosses Meek Road, and a Water Areas and Wetland designation for a wider portion adjacent to Warble Creek north of US 26. There is also a Water Areas, Wetlands, and Fish and Wildlife Habitat designation for a tributary to Warble Gulch that crosses under NW Brookwood just south of the interchange.

Relevance and Requirement: The IAMP will need to be developed consistent with the Rural/Natural Resource Plan. Once the IAMP is completed, the county must adopt the IAMP before ODOT can present it to the OTC for adoption. After the IAMP is adopted, subsequent amendments to the Rural/Natural Resource Plan will need to be compatible with the IAMP.

Washington County Community Development Code

The purpose of the Washington County Community Development Code is to implement the Washington County Comprehensive Plan through the adoption and coordination of planning and development regulations that provide for the health, safety, and general welfare of the citizens of Washington County.

Relevance and Requirement: Upon completion of the IAMP, the county must adopt the IAMP as a policy and implementation document before ODOT can present the IAMP to the OTC for adoption. Once the IAMP is adopted, amendments to Washington County's Community Development Code must be compatible with the IAMP.

Lots within the UGB under Washington County jurisdiction (primarily in the Helvetia and Evergreen subarea) are zoned Future Development - 20 Acres (FD-20), except for a couple of small parcels along NW Cornelius Pass Road that are zoned Special Industrial Overlay District (SID). The designations have the following purposes:

308 FUTURE DEVELOPMENT 20 ACRES (FD-20) DISTRICT

308-1 Intent and Purpose

The FD-20 District applies to the unincorporated urban lands added to the urban growth boundary by Metro through a Major or Legislative Amendment process after 1998. The FD-20 District recognizes the desirability of encouraging and retaining limited interim uses until the urban comprehensive planning for future urban development of these areas is complete. The provisions of this District are also intended to implement the requirements of Metro's Urban Growth Management Functional Plan.

377 SPECIAL INDUSTRIAL OVERLAY DISTRICT (SID)

377-1 Purpose and Intent

377-1.1 The purpose of the Special Industrial Overlay District is:

A. To protect and enhance development opportunities for industrial uses which may require large sites in a planned campus industrial park setting;

B. To provide the opportunity for small and medium size industrial uses to locate in proximity to large single user industrial uses;

C. To provide an opportunity for the marketplace to demonstrate actual development through the industrial lot size requirements demanded by industrial uses;

D. To preserve large lots for single major industrial uses until such a time as there is no demonstrated demand or need for such large lots.

Outside the UGB, lots within the IAMP study area are zoned primarily Exclusive Farm Use (EFU) District, with some areas of Agriculture and Forest (AF-20) District adjacent to the southwest corner of the interchange and along NW Evergreen Road. There are also seven lots zoned Agriculture and Forest (AF-5) District between NW Meek Road and NW Evergreen Road in the IAMP study area.

Within the IAMP study area, as described in the Rural/Natural Resource Plan section above, there are Water Areas, Wetlands, and Fish and Wildlife Habitat and Water Areas and Wetland designations for Warble Gulch and a tributary of Warble Gulch. The provisions in Section 422, Significant Natural Resources, and Section 421, Floodplain and Drainage Hazard Area Development, apply to these resources.

City of Hillsboro Transportation System Plan (Update)

The transportation system plan (TSP) for the City of Hillsboro was adopted in 1999. The TSP provides specific information regarding transportation needs to guide future transportation investment in the City of Hillsboro, and to determine how land use and transportation decisions can be coordinated beneficially for the city. The TSP update (2020 planning horizon) includes additional key intersections, recently annexed land and neighborhoods within the Hillsboro School District boundaries, and recently completed transportation projects . The TSP planning objective is to achieve optimal efficiency for each travel mode (motor vehicle, pedestrian, bicycle, and transit) within Hillsboro.

Relevance and Requirement: Upon completion of the IAMP, the city must adopt the IAMP before it is adopted by the OTC. Once the IAMP is adopted, amendments to the city's TSP must be compatible with the IAMP.

The TSP includes policies in support of a transportation system that conforms to all applicable state and regional guidelines, promotes multimodal travel, is efficient and economic, and meets Level of Service standards. Attachment B contains cross sections for various City of Hillsboro roadway functional classifications.

The following were identified in the City of Hillsboro TSP that pertains to the IAMP study area:

- Figure 1-2, Pedestrian Master Plan, identifies Planned Sidewalks on Arterials, Collectors, and Neighborhood Routes on NW Evergreen west of NW Shute Road, NW Jacobson, and NW Meek Roads.

- Figure 1-3, Bicycle Master Plan, identifies Planned Bike lanes from NW Shute Road over US 26 to Helvetia Road, and on NW Jacobson and NW West Union with connections outside of the UGB. A Bicycle Way is indicated for NW Rock Creek and NW Wagon Way.

- Figure 1-5, Street Improvement Plan, identifies Street Widening (to five lanes) on SW Evergreen west from NW Shute Road, on NW Cornelius Pass north of the interchange (to five lanes), and to three lanes on NW Jacobson. Proposed streets shown on the figure include NW 229th (three lanes) and NW Huffman west to outside of the UGB.

- Other 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 203-acre Shute Road Special Development District.

  3. Jacobson Road Realignment to Helvetia Road – The realignment north of the US 26/Shute Road interchange is intended to accommodate potential increased right-of-way necessary for interchange improvements.

- Figure 1-7, 2020 Substandard Intersections and Improvement Locations, identifies the Interchange intersections and the NW Evergreen/NW Brookwood intersection as Improvement Locations.

- Figure 1-8, Traffic Signal Master Plan, shows planned signals at NW Huffman NW Brookwood and NW Helvetia and NW Schaff.

- Figure 1-4, Transit Master Plan, shows RTP designation as Community Bus service on NW Shute, NW Jacobson, NW Evergreen, and NW Cornelius Pass Roads.

- The RTP also identified several roadways within Hillsboro for regional bus service, including 185th Avenue, Cornell Road, Evergreen Parkway, 229th/231st/234th Avenue, and Baseline Road. High quality regional transit service on corridors can link many high employment, regional center, and town center areas.

The TSP designates the Meek Road Special study area, which is consistent with the Washington County TSP as the following:

> *The Meek Road Study Area Concerns exist regarding the proximity of the intersection of Meek Road and Shute Road to the interchange at US 26 and Shute Road. Washington County has designated this as a study area 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.*

City of Hillsboro Comprehensive Plan

The City of Hillsboro Comprehensive Plan was passed by the Hillsboro City Council and approved by the mayor on April 5, 1977, and has been amended through June 2010. The Comprehensive Plan provides goals, policies, and implementation measures for 29 different sections to guide growth and development for the City of Hillsboro. It includes area-specific Community Plans that establish coordinated policies and development guidelines within specific areas of the City of Hillsboro.

There are three Community Plans that apply to the IAMP study area: Section 20 Shute Road Industrial Site, Section 24 Evergreen Area Industrial Plan, and Section 25 Helvetia Area Industrial Plan. However, these Community Plans are currently being consolidated and are proposed to be replaced by the Section 30 North Hillsboro Industrial Area Community Plan (currently pending City Council adoption [approved by the Planning Commission] and discussed below in Ongoing Planning Efforts Section).

Comprehensive Plan Map Designations for the IAMP study area are almost entirely Industrial. However, there is a band of area designated Floodplain starting at NW Century Drive, crossing under US 26, and then to NW Brookwood just south of the Interchange.

Relevance and Requirement: Upon completion of the IAMP, the city must adopt the IAMP before it is adopted by the OTC. Once the IAMP is adopted, amendments to the City of Hillsboro's Comprehensive Plan must be compatible with the IAMP.

City of Hillsboro Zoning Ordinance

The purpose of the City of Hillsboro Zoning Ordinance is to encourage the most appropriate use of land.

Zoning for the IAMP study area within City of Hillsboro jurisdiction includes:

Industrial Park (M-P) (Section 65-74). *The purpose of the M-P zone is to provide guidelines for the development of industrial park uses and ensure that only uses compatible with each other are permitted.*

Special Industrial District overlay (SID M-P) (Section 134-134C). *The Special Industrial District (SID) is an overlay zone intended to protect and enhance development opportunities for industrial uses that may require large sites in a planned campus industrial park setting.*

Shute Road Special Industrial District Overlay (SSID M-P) (Section 134-A). *The Shute Road Site Special Industrial District (SSID) is an overlay zone intended to provide and enhance, within planned campus industrial park settings, development opportunities for industrial uses that support technology product manufacturing and accessory commercial businesses.*

Evergreen Area Special Industrial District (ESID) (Section 134B). *The purpose of the* ESID *Zone Ordinance is to:*

1. *Provide industrial sites and land development opportunities within the Evergreen Area that can accommodate, on large and small development sites,* high technology and related companies and businesses *and local, national, and international* "sustainable industries" businesses and companies *(including uses that support or complement such companies and businesses).*

2. *Facilitate and nurture the establishment, development, and growth of a* "sustainable industries" cluster *and a* "bio-tech/bio-medical/bio-pharmaceutical" industry cluster *within the Evergreen Area.*

3. *Encourage and accommodate the* creation of larger industrial parcels, *including at least one parcel 100 acres or larger within Sub-area "A" of the Evergreen Area through* ESID *Zone provisions that facilitate land assembly consolidations to create large campus-like industrial sites.*

4. *Facilitate and accommodate* business clusters on smaller industrial sites *within Sub-area "B" of the Evergreen Area for business startups, incubators, and spin-offs that derive from high-tech, sustainable industries and bio-tech/bio-medical/bio-pharmaceutical industry clusters and for supporting public and private facilities and utilities.*

5. *Support and implement the development goals, development program, and corresponding implementation measures described in Section 24, Evergreen Area Industrial Plan, of the Hillsboro Comprehensive Plan.*

Helvetia Area Special Industrial District (HSID) (Section 134-C). *The purpose of the HSID Zone Ordinance is to facilitate and accommodate the creation of larger industrial parcels that*

facilitate land assembly consolidations to create large campus-like industrial sites, in particular, business clusters of sustainable industries and bio-tech/bio-medical/bio-pharmaceutical industries on smaller industrial sites.

Planned Unit Development Overlay (Section 127). *The overlay is on several parcels adjacent to US 26 near NW Pine Farm Place.*

Regulatory Floodplain District – RFD (Section 131). *This district is to control the alteration of, encroachment into, and use of areas subject to flooding.*

Significant Natural Resources Overlay (SNRO) (Section 131A). *This overlay is to protect Significant Wetlands, Riparian Corridors and Wildlife Habitat that are indentified by Goal 5 (OAR 660, Division 23). The Significant Natural Resources Overlay map identifies a 100-year floodplain and associated Tualatin Basin Goal 5 Program Habitat Benefit Areas from north of Jacobson Road, under US 26 near Pine Farm, and crossing NW Shute just south of the interchange. Adjacent and west of NW Brookwood is also a Natural Resource Protection Level 1 area. There are additional Tualatin Basin Goal 5 Program Habitat Benefit Areas just west of NW Cornelius Pass Road and a narrow band of Natural Resource Protection Level 1 area that is west of NW Cornelius Pass south of US 26.*

Habitat Friendly Development (Section 131B). *A key element of the adopted Tualatin Basin Fish & Wildlife Habitat Program is the encouragement of the use of habitat-friendly development practices, including Low-Impact Development (LID) techniques designed to reduce the environmental impacts of new development. The intent is to provide flexibility in the land development ordinances to encourage the protection of qualified Habitat Benefit Areas.*

Relevance and Requirement: Upon completion of the IAMP, the city must adopt the IAMP as a policy and implementation document before ODOT can present the IAMP to the OTC for review and approval. If the IAMP is adopted, subsequent changes to the city's zoning ordinance will need to be compatible with the IAMP.

5. ONGOING PLANNING EFFORTS

There are many planning efforts occurring in or near the IAMP study area, most of which are being conducted by the City of Hillsboro. Statements of relevance and requirements are not included in this section because these planning efforts have not yet resulted in adopted or amended policies or regulations. However, the IAMP will take these efforts into account.

North Hillsboro Urban Reserve Areas (URA) and Undesignated Areas

On April 26, 2011, the Washington County Board of Commissioners adopted A-Engrossed Ordinance No. 740 on a 3-2 vote upon conclusion of public testimony. The ordinance amends the Rural and Urban Reserves map in Policy 29 of the Rural/Natural Resource Plan Element of the county's Comprehensive Plan and provides for the county to designate approximately 151,209 acres of Rural Reserves and to adopt Metro's designation of 13,525 acres of Urban Reserves in Washington County, pursuant to ORS 195.137-145 and OAR 660 Division 27. The county and Metro will submit their consolidated findings to the Land Conservation and Development Commission (LCDC) in the manner of periodic review in May, 2011. It is expected that LCDC will hold a public hearing on the Reserves decision in mid-August, 2011.

The Washington County adopted A-Engrossed Ordinance No. 740 adds an additional 352 acres to Urban Reserve Area 8B, which was previously 84 acres, located just north of the Sunset Highway at the northwest corner of the NW Brookwood Parkway interchange as shown on Attachment C). This area was included in the urban reserve to accommodate future industrial development near existing manufacturers and planned future industrial areas such as Evergreen, Shute Road, and Helvetia. An area adjacent to the west of URA 8B remains undesignated. There is an existing North Hillsboro URA, Urban Reserve Area 8A, also in the study area. This area is bounded generally by McKay Creek to the west, NW Brookwood Parkway (formerly NW Shute Road) to the east, NW Evergreen Road and the existing UGB to the south, and the Sunset Highway on the north (as shown on Attachment C).

North Industrial UGB Request

The North Hillsboro Industrial area (URA 8A) UGB expansion request includes the 310 acres west of the interchange that has been proposed for addition to the UGB by Metro's Chief Operating Officer (COO) (as shown on Attachment C).

Metro's COO recommends that the region support the trade-sector economy by maintaining a moderate supply of large industrial sites. The 310 acres north of the City of Hillsboro recommended for addition to the UGB by Metro's COO could supply three sites suitable for location of large, industrial anchor companies. The City of Hillsboro has already started the Metro Title 14 documentation requirements for adding this area to the UGB.

Groveland Road Area (URA 8B) UGB Expansion Study Area Request

The City of Hillsboro submitted an Additional North Hillsboro Industrial Areas UGB expansion Study Request to Metro on May 5, 2011. The request was prompted by the recent adoption of

the additional 352 acres into URA 8B. The Justification for adding the urban reserves to the UGB rests on the projected land need in the region, particularly for large parcels dedicated to industrial uses. The region has already identified the need for additional land in the next 20 years to accommodate industrial uses that require large lots (over 50 acres). The 2009–2030 Urban Growth Report (Metro, 2010) stated that, while there may be adequate land available within the existing UGB to meet demand for parcels smaller than 50 acres, the demand for lots larger than 50 acres is likely higher than what is currently available in the existing UGB. Furthermore, the request stated the following reason for the URA 8B UGB expansion:

> *A part of the Area closer to the Brookwood Avenue/US Highway 26 Interchange is needed to build trip capacity improvements to the interchange, itself, and new and expanded nearby arterials and collectors (i.e. Meek Road, Jacobsen Road, Schaff Road, Huffman Road, Groveland Road, proposed NW 273rd Avenue Overpass). This "bundle" of Interchange/roadway improvements is needed to make the Interchange capacity improvements function properly. State Planning Rules prohibit taking State Goal 3 exceptions in Urban Reserve areas to build such roadway facilities.*

North Eco-Industrial District

The concept of an eco-district is being explored by the City of Hillsboro because of its potential to provide a unique, sustainable, industry-supportive environment including:

- Increased market competitiveness – Provide specific land assemblages and services for target sustainable industries.
- Enhanced brand differentiation – Establish a unique and innovative differentiator among cities targeting similar sustainable industries.
- Adaptive regulatory compliance – Ease compliance and provide flexibility with existing and emerging regulatory requirements.

Furthermore, the eco-district would provide principles for future land and infrastructure development within the district.

A North Hillsboro Eco-Industrial District Framework Scoping Document was completed in September 2010. The Scoping Document provides guidance for future planning efforts in the North Hillsboro area, including areas where initial concept planning has already occurred, such as in the Evergreen, Helvetia, and Shute Road areas, as well as in the urban reserves along US 26. The Scoping Document identifies the following objectives for the eco-district:

- Minimize carbon emissions
- Maximize energy efficiency
- Maximize the investment in transportation infrastructure
- Minimize water usage

- Minimize impacts to the surrounding environment
- Maximize materials management

Further development of the eco-district is contingent on the DLCD decisions regarding urban reserves and UGB declarations.

Implementation of the North Hillsboro Industrial Area Community Plan

The North Hillsboro Industrial Area Community Plan consolidates the Shute, Evergreen, and Helvetia Community Plans and contains the same regulations as the Industrial Sanctuary zone associated with each area (Evergreen, Shute, and Helvetia).

Draft Order No. 8039 (Attachment D) would consolidate Hillsboro Comprehensive Plan Sections 20, 24, and 25 into a new Section 30 North Hillsboro Industrial Area Community Plan. The new section would replace the existing specific plans with a single plan that has more general language, while maintaining some of the necessary detail to protect unique features in the area such as the Warble Creek Tributary and the Methodist Meeting House. Policies regarding retention of large lots and restrictions on commercial development would be retained and in some cases strengthened.

Draft Order No. 8040 (Attachment D) would consolidate Hillsboro Zoning Ordinance Sections 134, 134A, 134B, and 134C into a single, new Section 134D I-S Industrial Sanctuary zone. The concepts in the new I-S zone were developed in conjunction with the North Hillsboro Industrial Community Plan and in consideration of the existing Special Industrial Districts.

Both Draft Order No. 8039 and Draft Order No. 8040 have been adopted by the City of Hillsboro Planning Commission. The next step is for the Hillsboro City Council to adopt the orders as amendments to the Hillsboro Comprehensive Plan and Zoning Ordinance. The public hearing on both the Comprehensive Plan and the Zoning Ordinance amendments will be held on May 11, 2011, with adoption anticipated on June 8, 2011.

Expansion of Hillsboro Enterprise Zone

The Hillsboro Enterprise Zone was designated by the Oregon Business Development Department on July 12, 2006, and was expanded most recently in October 2010. The program allows a property tax abatement for eligible businesses on any new development (land and existing improvements do not qualify) within the enterprise zone for a three- to five-year period.

There are both state and local requirements that the business must meet to receive the tax abatement. Additionally, the business use must meet the current zoning regulations for the site and the property must be either in the City of Hillsboro or annexed to the City of Hillsboro.

The Hillsboro Enterprise Zone is located in three areas. The area that is within the IAMP' s study area is the North Industrial Area. The North Industrial Area is between the western edge of the

UGB off Evergreen Road and the Tanasbourne Area and the areas to the north of the freeway between NW Helvetia, West Union, and Cornelius Pass Roads (see Attachment C).

North Industrial Strategy

The North Industrial Area of Hillsboro encompasses more than 750 acres of vacant industrial land within the UGB. The goal of the North Hillsboro Industrial Development Strategy, which was completed in March 2011, is to prepare a development strategy that identifies at least one 100-acre site and additional sites greater than 25 acres. The strategy endeavors to prepare parcel-specific projects to create five development-ready sites. The strategy focuses on parcels bounded by Brookwood Parkway and Evergreen Road, creating a study area of 470 acres.

The North Hillsboro Industrial Development Strategy identified the following in relation to the Brookwood Interchange and the IAMP study area:

> The strategy identifies direct access onto Brookwood Parkway as a development restraint. Washington County has control of Brookwood Parkway. As a result of spacing questions, the county has been consistent in its view that any Brookwood Parkway access must accommodate both the Nike and Berger Trust properties (which are between the Nike property and U.S. 26). The planned improvement and expansion of the Shute/Brookwood and US 26 interchange has a very definite impact on the Berger Trust properties. At this time, it is uncertain how much of the Berger Trust properties would be required for right-of-way expansions to accommodate interchange improvements. Further, portions of the Berger Trust properties have been preliminarily identified to handle associated water quality requirements from the new impervious areas. Any large consumption of land for interchange purposes could conceivably leave only a small, uneconomical parcel because of the Waible Creek wetlands that border the southern portion of the Berger properties.

The following potential infrastructure projects also were identified to help make development more feasible to the area:

- A new culvert under Brookwood Parkway. This culvert is necessary both to facilitate and to minimize floodplain impacts on the Nike and Berger Trust properties site. The existing culvert includes two 99-inch-diameter pipes, which are undersized.

- Huffman Road Extension. In addition to the road improvement itself, additional public utilities have been identified. Of particular note is the gravity sanitary sewer main extension as well as a partial extension of force main infrastructure to serve future development on sites to the west.

- Intersection improvements at Huffman Road at Brookwood Parkway. With the extension of Huffman Road, a new signalized intersection is needed to facilitate movements onto Brookwood Parkway.

- 253rd – Evergreen Road to Huffman Road. This project is necessary to serve this site and includes the improvement of the existing 253rd to public street standards.

- Evergreen Road at 253rd Intersection Improvements. This project is necessary with the improvement of 253rd to the north.
- Huffman Road – 253rd to 264th. This project continues the extension of Huffman Road as discussed with the Shute Road sites.
- 264th – Evergreen Road to Huffman Road. This project provides a new public street extension of 264th to the north. The alignment of this extension matches the current terminus of 264th south of Evergreen Road.
- Evergreen Road at 264th intersection improvements. This project is necessary with the improvement of 264th to the north.
- Vacate east-west 253rd right-of- way.

Strategic Investment Zone (SIZ)

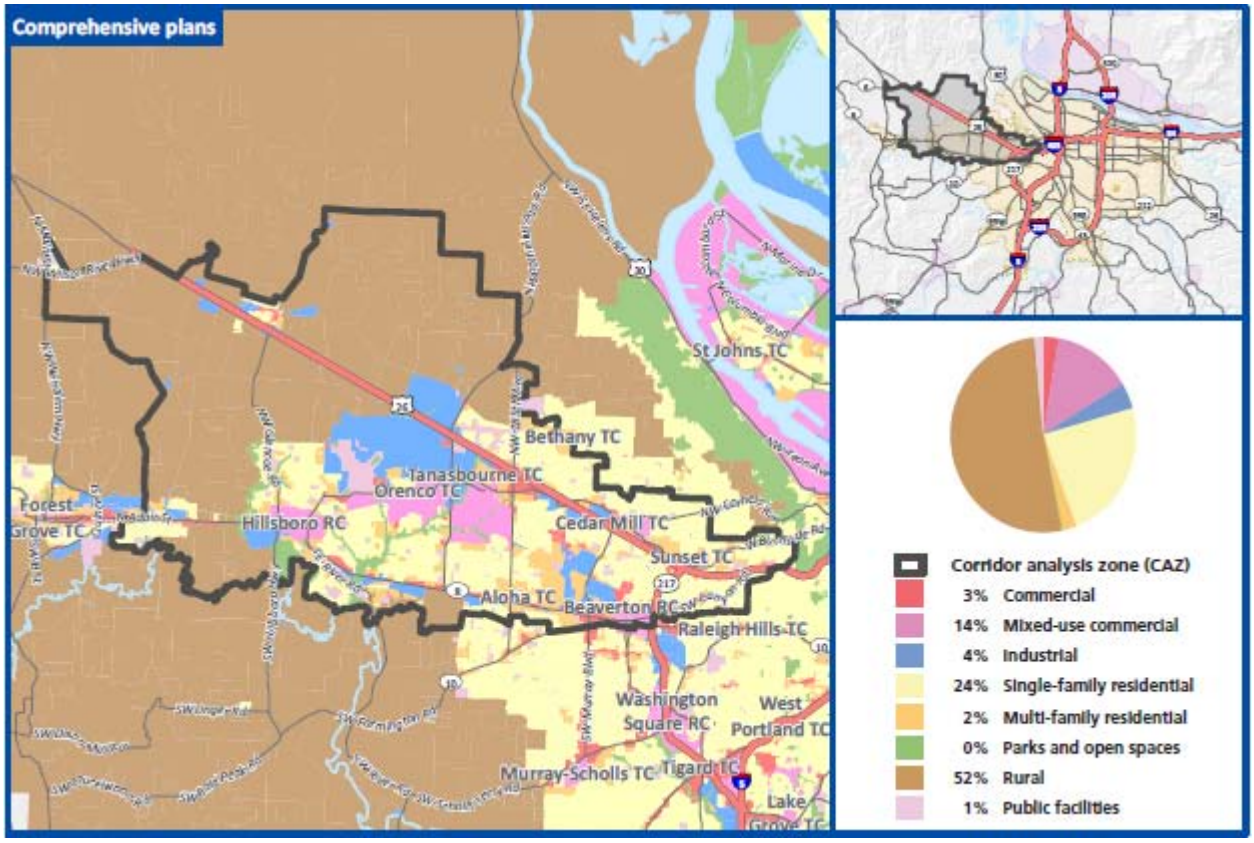
The City of Hillsboro is investigating implementation of a SIZ. It is a potential tax-abatement program for trade-sector companies that invest more than $100 million in Hillsboro. The SIZ would provide a streamlined approval process and clear eligibility requirements. The benefits of the SIZ include jobs, support of public services, buyer and supplier opportunities for existing businesses, and overall investment in the community.

McKay Creek Watershed Plan

Several creeks in the IAMP study area drain into McKay Creek, to the west. The McKay Creek Watershed Plan is an ongoing planning effort lead by Clean Water Services. The IAMP will address the plan in the natural resources section.

Attachment A -Mobility Corridor #22 – Hwy 217 to North Plains

4.2.23 Mobility Corridor #22– Hwy 217 to North Plains



Corridor function

What function(s) does the corridor serve?
2040 Access: Connects the Central City to Hillsboro regional central the Sunset industrial area and provides regional access to Hillsboro Airport, Portland Community College (Rock Creek Campus) and the Oregon Graduate Institute.
Freight Mobility: Provides air freight access for west side industrial areas, and statewide access to marine and rail facilities.
Statewide Travel: Serves as a western gateway to the region, and provides access to Central City interstate hub and travel to the Northern Oregon Coast.

Corridor characteristic

	2005	2035	2035 Regional Totals	% of Regional Total	% Change in Corridor	% Change Regionally
Population	233,998	319,575	3,097,402	10.3%	17.3%	57.9%
Households	87,983	129,723	1,208,686	10.7%	41.5%	57.6%
Employment	141,003	273,353	1,799,152	15.2%	57%	74.3%

Regional transportation facilities

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• MAX Red Line • MAX Blue Line	• Fanno Creek Greenway Trail	•	• US 26	• Burnside/Barnes Rd. • Cornell Rd. • Beaverton-Hillsdale Hwy. • Canyon Rd. • Farmington Rd. • TV Hwy.	• BNSF ○ Portland and Western Shortline

Regional 2040 land uses

Regional Centers	Town Centers	Intermodal Facilities	Employment/Industrial Areas	Other Key Destinations
• Beaverton • Hillsboro	• Sunset • Tanasbourne • Cedar Mill • Aloha • Bethany • Orenco	• Hillsboro Airport	• Hillsboro Industrial Area	• Northern Washington County • North Plains

Needs and Strategies

Regional Needs		Corridor Strategies

Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy)
	• Address gaps in transit service. The following streets do not have 30 minute or better transit service:
	  ○ Cornelius Pass Rd.
	  ○ Brookwood Ave./Pkwy.
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections betweenHCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
	• Address park and ride capacity constraints at:
	  ○ Quatama/NW 205th @ 97% of capacity
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• The HCT plan identified the Sunset TC and redline extension to Tanasbourne as a "next phase" regional priority corridor.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in

Regional Needs		Corridor Strategies
	○ Milikan Way @ 98% of capacity ○ Elmonica/SW 170th @ 93% • Address transit center capacity issues at Willow Creek Transit Center	areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized.For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortablebicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update identified bike lane and sidewalk improvements, trail crossings, filling gaps with accessways or

Regional Needs		Corridor Strategies
		street connections, intersections improvements to better accommodate bike/ped, and signing, pavement markings and lighting.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[42]	• On US 26, from OR 217 to Brookwood Pkwy., none of the interchanges meet the two-mile spacing standard, with a handful spaced at less than one-mile. • Need for more overcrossings along US 26. • Address a need for an additional overcrossing of US 26 at NW 174th Ave. The following do not meet the performance thresholds in Table 2.4: • On US 26, from Cedar Hills Blvd. to NW 158th Ave.volumes exceed capacity in both the 2005 and 2035 NB in the PM 2-hour peak. It is 6 lanes from OR 217 to Cornell Rd., where it becomes 4 lanes.	• Capacity improvements in FC project list from Cornell Rd. to Cornelius Pass Rd. (11124 and 10873). • Interchange improvements at Shute (FC project 11178) and 185th (State project 11279). • RTP 10547 173rd/174th undercrossing of US 26 project • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[43]	<u>Arterial Deficiencies</u> The following do not meet the performance thresholds in Table 2.4: • In the 2005 and 2035 PM 2-hour peak volumes exceed capacity on:Both directions of Walker Rd. between 158th Ave. and Cedar Hills Blvd., • Both directions Walker Road between 158th Avenue and 185th Avenue and between OR 217 and Cedar Hills Blvd.	• FC project 10601 widens Bethany Blvd. bridge over US 26. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Projects 10579, 10576,10572, 10571, 10558, 10559, 11233, 11234, 11235, 11236, and 11237 • Adaptive signal systems – Farmington Rd/BH Hwy and Canyon Rd.
At-Grade Heavy Rail	There are heavy rail crossings at the following locations:	• Implement Regional Transportation Functional Plan and Urban Growth

[42] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[43] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

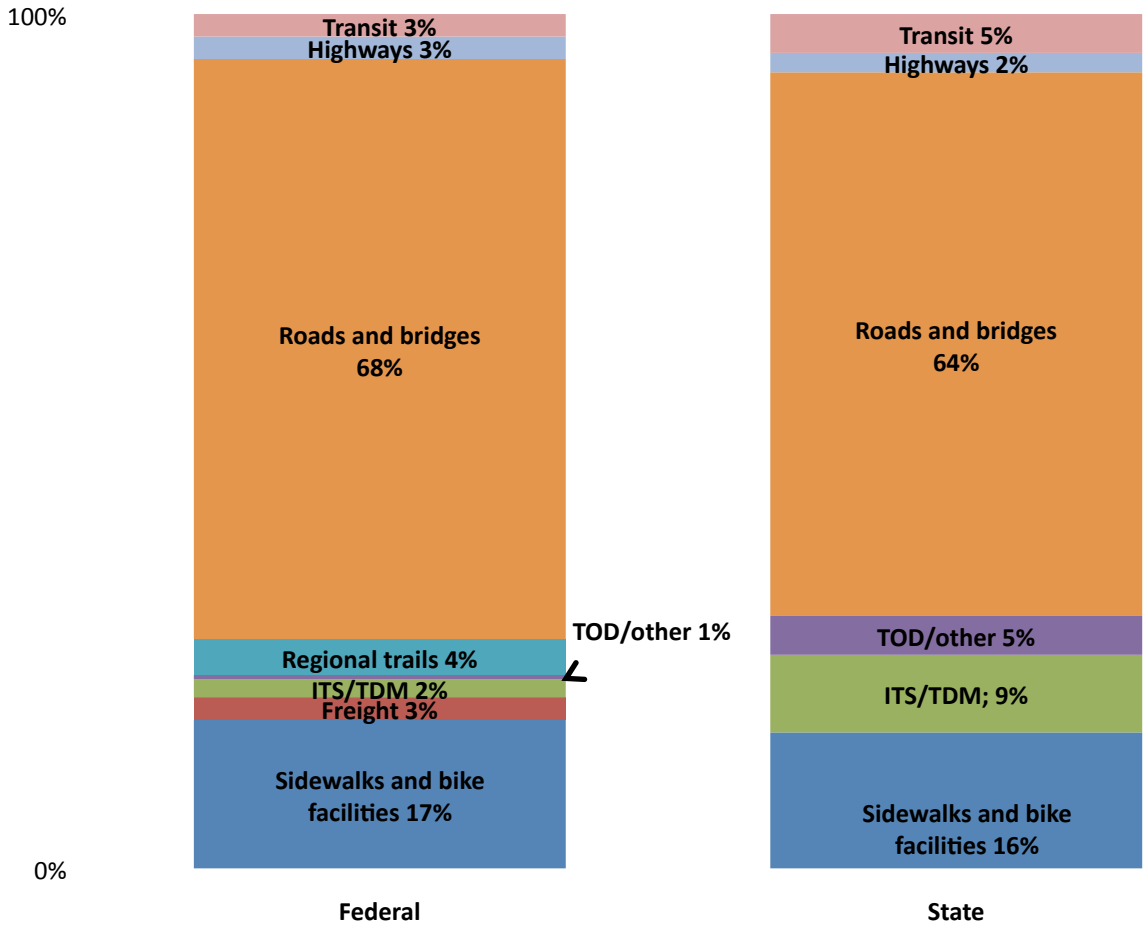
Regional Needs		Corridor Strategies
	• SW 185th Ave./Stucki • Cedar Hills Blvd. • SW Hall Blvd. • Hocken Ave. • SW Lombard Ave. • SE BH Hwy. (OR 10) • SW Hillsboro Hwy. (OR 219) • OR 47 (Forest Grove) • 198th Ave. • 206th Ave. • 209th Ave. • Century Blvd. (234th) • 229th Ave. • Murray Blvd. • 142nd Ave. • 160th Ave. • 170th Ave. • Brookwood Ave./Pkwy. • River Rd. • Jenkins Rd./Baseline Rd.	Management Functional Plan. • Local TSPsevaluate at grade heavy rail crossings for deficiencies and solutions. • RTP 10607 Farmington Rd Murray to Hocken to address safety issues.
Regional Bridges		
Safety	• US 26 west of OR 217 ranks on the ODOT SPIS list as Category 3 (Scale 1-5, 5 being highest priority). • Murray Blvd. at Farmington Rd.	
Regional Freight	• The stretch of US 26 between NW 158th Ave. and Cedar Hills Blvdin the midday 1-hour volumes exceed capacity in 2005 and 2035. • Address a lack of freight reliability on Murray Blvd. between TV Hwy (OR 8) and US 26.	

2035 RTP Investments

What are the strategies identified in the federal and state RTP?

Investment Summary: In the Federal RTP, MC #22 has 190 projects totaling more than $1.5 billion. Roads and bridges projects account for 68% of all of projects and 66% of the total corridor project costs ($1 billion). Sidewalk and bike projects comprise 17% of the federal projects and 15% ($220 million) of the total corridor project costs. Highway projects account for 3% of the federal projects and 14% ($220 million) of the total corridor project costs. The State RTP adds 44 more projects and an additional $460 million. Roads and bridges projects account for 64% of all of projects and 82% of the total corridor project costs ($380 million). For both the Federal and State systems investments total just under $2 billion.

Projects by mode for federal and state systems



RTP projects by cost and mode

Mode	Federal System Cost by Mode	% of MC #22 Total Project Cost	State System Cost by Mode	% of MC #22 Total Project Cost
Sidewalks and bike facilities	$221,773,128	15%	$12,817,498	3%
Freight	$14,650,000	1%	$0	0.0%
ITS/TDM	$4,450,000	0%	$1,675,000	0.4%
TOD/other	$1,511,000	0%	$11,000,000	2%
Regional trails	$28,820,000	2%	$0	0%
Roads and bridges	$1,014,727,000	66%	$378,652,000	82%
Highways	$218,395,034	14%	$25,000,000	5%
Transit	$24,350,000	2%	$31,000,000	7%
TOTAL	**$1,528,676,162**	100%	**$460,144,498**	100%

2035 investment strategy

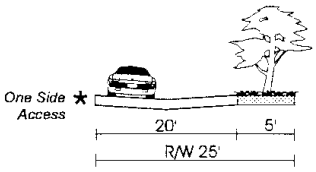
	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Interchange improvements and IAMP at Glencoe Rd. and Shute Rd.
Long-term (10 – 25 years)	

Unfunded Projects

- US 26 Cornell to Helvetia refinement, $800,000
- US 26 Bethany Bridge, $8,700,000
- US 26 improvements, Cornelius Pass to Shute Rd., $17,700,000

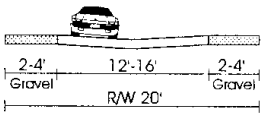
Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

Attachment B - City of Hillsboro Transportation System Plan Roadway Functional Classifications Cross Sections



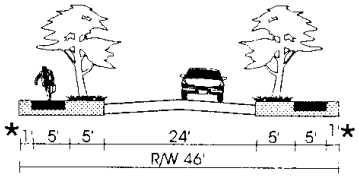
Alley

(No parking)



Alley

(No parking)

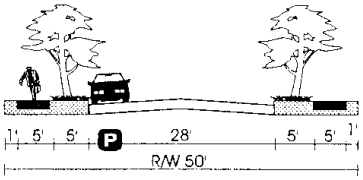


** - Adjacent to private landscape*

Cul-de-sac/Local Street

<250 vpd

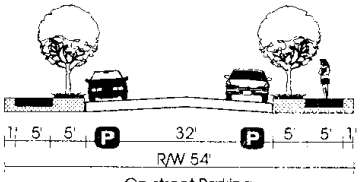
(No parking)



Local Street/Cul-de-sac

One Side On-street Parking

<1500 vpd



On-street Parking

>1500 vpd

If parking on both sides, block length not to exceed 600 feet

Notes:

1. *Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).*
2. *Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.*
3. *Width of curb is included in sidewalk or planter strip width when adjacent to street.*
4. *Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.*
5. *Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.*

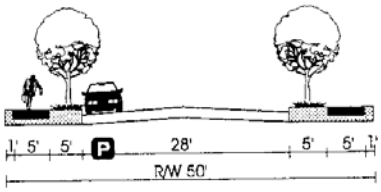
Criteria

Vehicle Lane Widths: (minimum widths)	9 to 10 ft.
On-Street Parking	6 to 7 ft.
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Required
Neighborhood Traffic Management:	Should not be necessary (under special conditions)

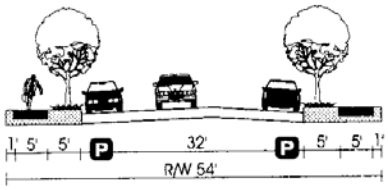
P - *On-street Parking*

<1500 vpd - *Guide for Traffic Volume Per Day (does not require conversion of existing routes)*

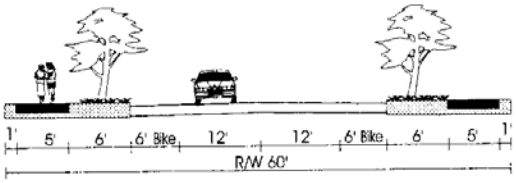
Figure 13-1
ALLEY, CUL-DE-SAC AND LOCAL RESIDENTIAL STREET SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH



No Parking on One Side



With Parking on Both Sides



With Bike Lanes / No Parking

Notes:

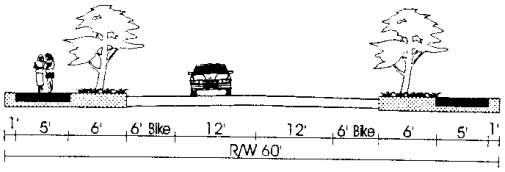
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
7. These are guidelines for future neighborhood route development and does not require changes/conversion to existing streets.

Criteria

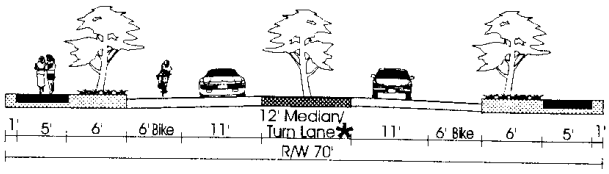
Vehicle Lane Widths: (minimum widths)	10 ft.
On-Street Parking	6 to 8 ft.
Curb Extensions for Pedestrians:	Consider on Pedestrian Routes
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Required
Neighborhood Traffic Management:	Appropriate when Warranted

P - On-street Parking

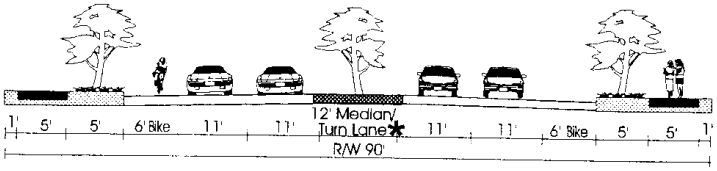
Figure 13-2
NEIGHBORHOOD
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH



2 Lane 60' R/W



3 * Lane 70' R/W



5 * Lane 90' R/W

List

- Jacobson Road
- Rock Creek Boulevard
- Shute Road (South of Brookwood)
- Butler Road
- 231st Avenue
- NE Orenco Station Prkwy
- Aloclek Place
- Amberwood Drive
- John Olsen Avenue
- 206th Avenue
- 205th Avenue
- Stucki Avenue
- 188th Avenue
- Elam Young Parkway
- 53rd Avenue
- Dogwood Street/227th Avenue
- Quatama Street
- East - West Connector
- Salix Extension
- Hornecker Road/Connell Avenue
- Garibaldi Street
- 317th Avenue
- Walnut Street
- Main Street
- Lincoln Street
- Grant Street
- Harewood Street
- Jackson School Road (South of Evergreen)
- 15th Avenue
- 17th Avenue
- Sunrise Lane
- Brogden Street
- Rood Bridge Road
- Witch Hazel Road
- Davis Road Connection
- 229th Avenue
- Johnson Street
- Golden Road
- Frances Street
- Rock Road
- 197th Avenue
- 198th Avenue
- Anthony Drive/209th Avenue
- Armco Avenue
- Wood Street
- Oak Street
- Maple Street
- 24th Avenue
- 21st Avenue
- Dennis Avenue
- 18th Avenue

Notes:

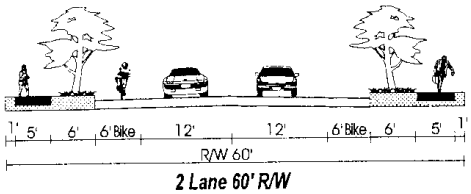
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
7. Encourage use of curb extensions at intersections in commercial areas and on any pedestrian routes.
8. For constrained settings, a three lane cross section can be developed in 44 feet (6 ft. bike lanes, 10 ft. travel lane, 12 ft. turn lane/median)

* Note that, where appropriate, the median/lane may not be provided resulting in 2 and 4 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs. Reduced right-of-way between 64' - 69' can be considered through design exception (for example, station areas).

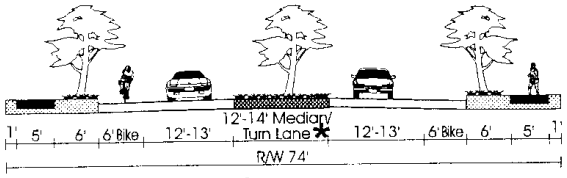
Criteria

Vehicle Lane Widths: (minimum)	11 ft. Preferred 10 ft. Minimum (adjacent to 6 ft.bike lane)
On Street Parking: (adds to right-of-way width)	Residential 7 ft. Commercial 8 ft.
Bicycle Lanes: (minimum widths)	New Construction = 6 ft. Reconstruction = 5 to 6 ft.
Sidewalks: (minimum width)	5 to 7 ft.
Landscape Strips:	Required
Medians:	3-Lane = Optional
Neighborhood Traffic Management:	Under Special Conditions

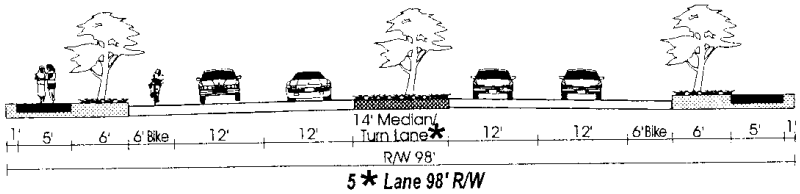
Figure 13-3
COLLECTOR
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH



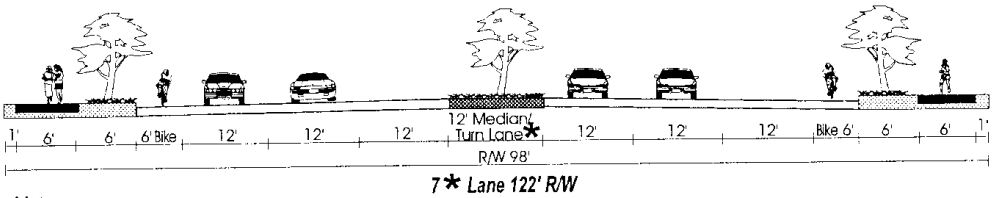
2 Lane 60' R/W



3* Lane 74' R/W



5* Lane 98' R/W



7* Lane 122' R/W

List

- *Glencoe Road/1st Avenue*
- *Jackson School Road (North of Evergreen)*
- *28th Avenue/25th Avenue*
- *Minter Bridge Road/Cypress Street/32nd Avenue*
- *Brookwood Parkway*
- *Shute Road (North of Brookwood)*
- *Helvetia Road*
- *Cornelius Pass Road*
- *185th Avenue*
- *West Union Road*
- *Evergreen Road/Parkway*
- *Cornell Road*
- *Walker Road*
- *Baseline Road*
- *Baseline Street*
- *Oak Street*
- *TV Highway/10th Avenue*
- *River Road*

Notes:

1. *Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).*
2. *Selection of placement of sidewalk and planter specific to application. Cross sections show choices for reference.*
3. *Width of curb is included in sidewalk or planter strip width when adjacent to street.*
4. *Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.*
5. *Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.*
6. *Typically 1' is provided from R/W line to edge of concrete surface (for maintenance/utilities).*

* *Note that, sidewalk widths above 6 ft. may require additional right-of-way. Where appropriate, the median/lane may not be provided resulting in 2,4 and 6 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs.*

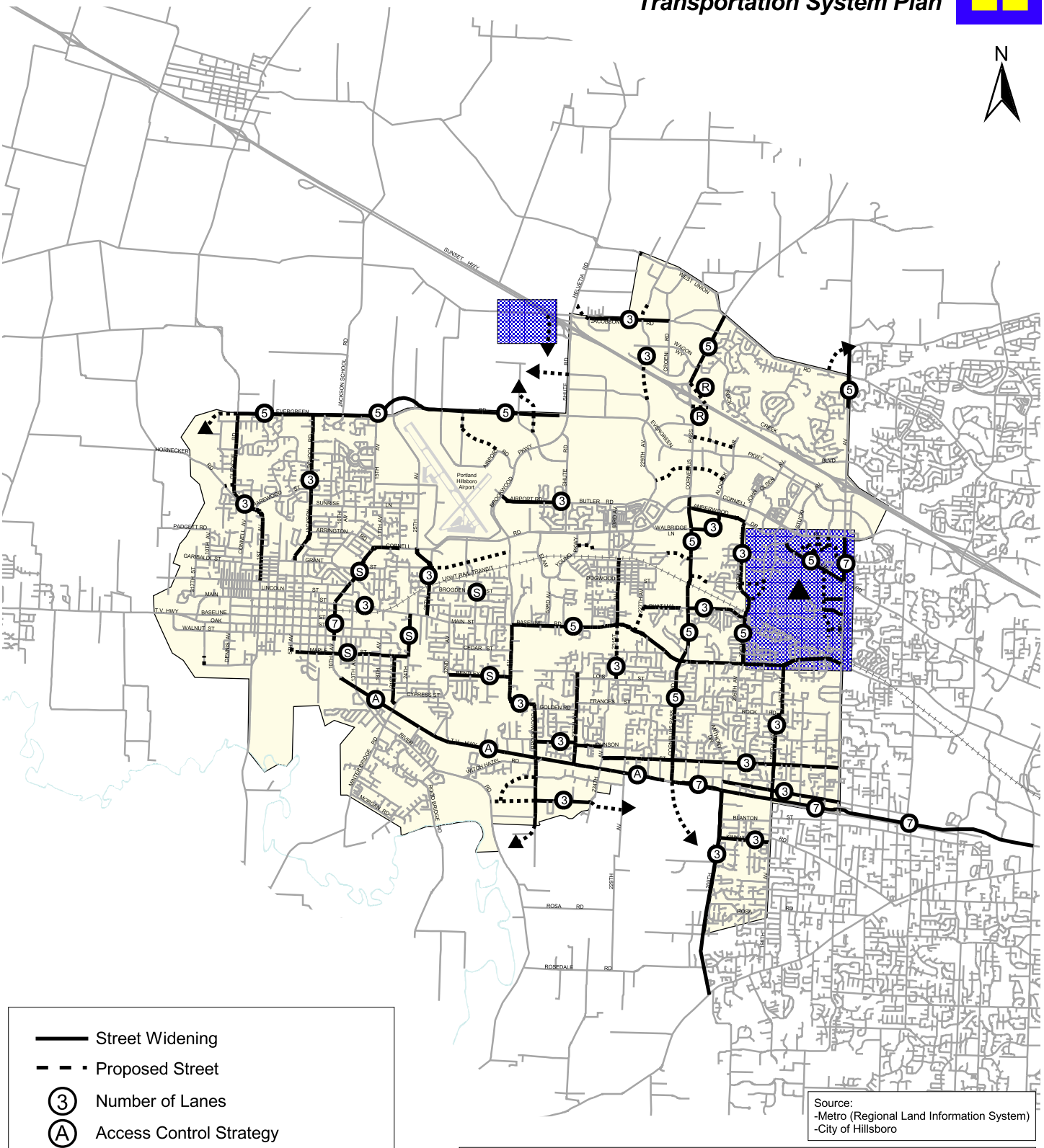
Criteria

Vehicle Lane Widths: *(minimum widths)*	*Truck Route = 12 ft.* *Bus Route = 12 ft.* *11 ft. (12 ft. Preferred)*
On Street Parking:	*None (with few existing exceptions)*
Bicycle Lanes: *(minimum widths)*	*New Construction = 6 ft.* *Reconstruction = 5 to 6 ft.*
Sidewalks: *(minimum width)*	*5-13 ft. Consider Curb Extensions on Ped Routes*
Landscape Strips:	*Required*
Medians:	*5/7 Lane = Required* *3 Lane = Optional*
Neighborhood Traffic Management:	*Only Under Special Conditions: Selected Measures*

Figure 13-4
ARTERIAL
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH

DKS Associates
TRANSPORTATION SOLUTIONS

City of Hillsboro
Transportation System Plan

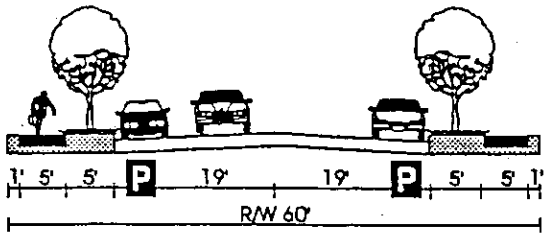


Street Widening
Proposed Street
(3) Number of Lanes
(A) Access Control Strategy
(R) New Ramps
(S) Multi-modal Street Reconstruction
Special Study Area Boundary
East-West Connector Study Area

Figure 13-5
STREET IMPROVEMENT PLAN

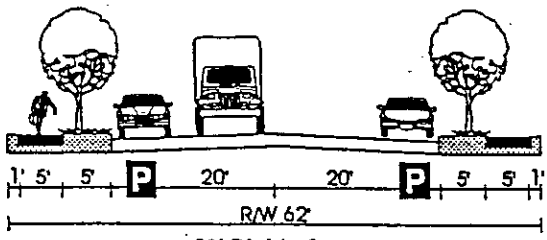
0 5000 10000 Feet

38' Standard Commercial



60' Right-of-way

40' Standard Industrial



62' Right-of-way

Notes:

1. *These cross sections apply where fronting adjacent land uses are commercial or industrial and are not designated arterial or collector streets.*
2. *The wider right-of-way standard will apply where adjacent land uses vary.*
3. *Width of curb is included in planter strip width.*
4. *Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.*
5. *Actual width of sidewalk may be adjusted to meet modal priorities of adjacent land use. Sidewalk widths above 10 feet require additional R/W.*

Criteria

Vehicle Lane Widths: (minimum widths)	11 ft.
On-Street Parking:	
Commercial	8 ft.
Industrial	8 ft.
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	
Commercial	Required
Industrial	Urban street trees or strip required

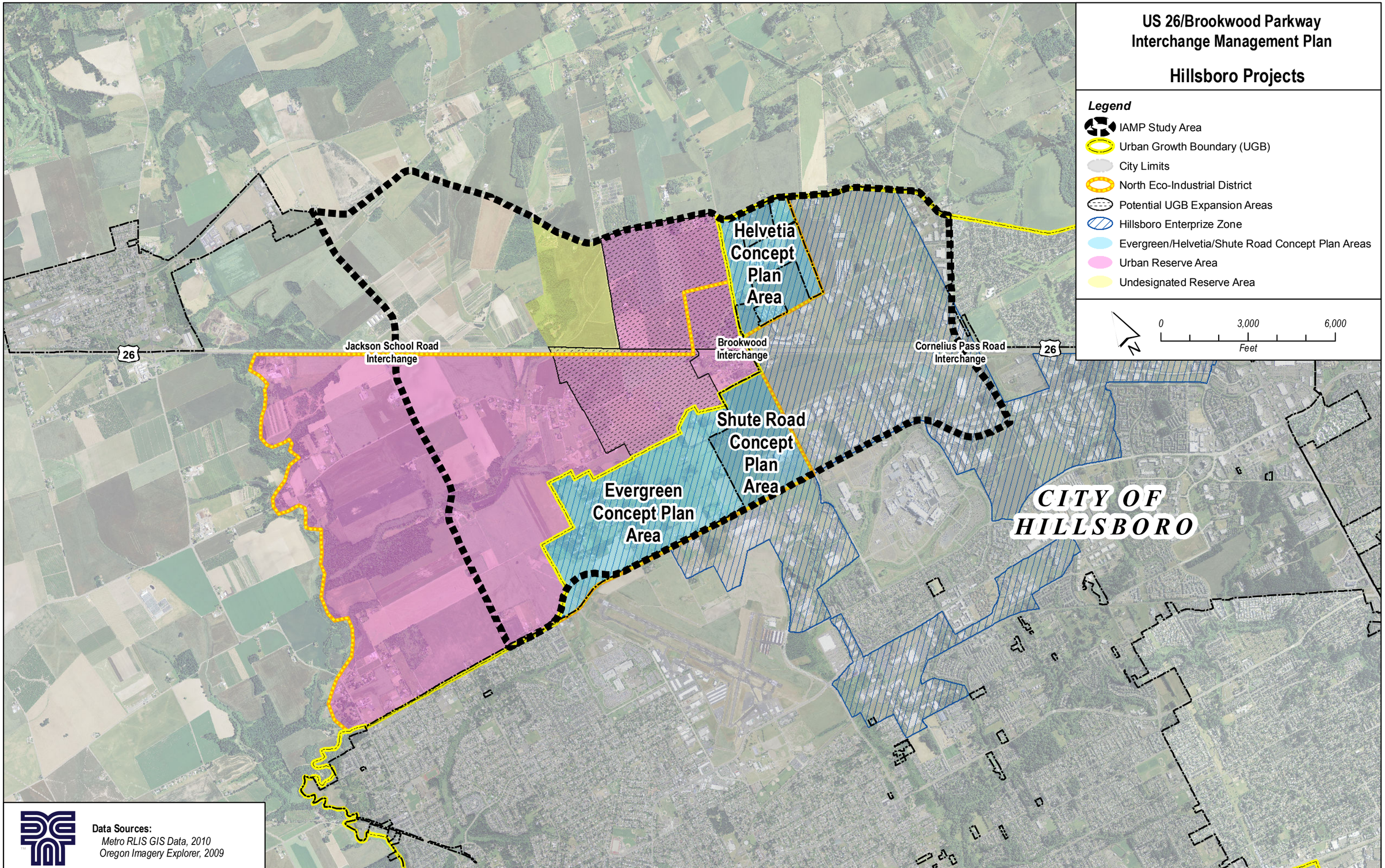
Legend

P - On-street Parking Lane

Figure 13-6

COMMERCIAL/INDUSTRIAL SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH

Attachment C – Regional Land Use Designations and Local Plan Areas Map



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Date: 5/10/2011 Time: 1:40:26 PM User: mmf

Attachment D - North Hillsboro Industrial Area Community Plan Draft Initiating Orders

ORDER NO. 8039

HCP 2-11: NORTH HILLSBORO INDUSTRIAL AREA COMMUNITY PLAN

AN ORDER INITIATING AMENDMENTS TO MULTIPLE SECTIONS OF THE COMPREHENSIVE PLAN TO CONSOLIDATE THE SHUTE ROAD, EVERGREEN AND HELVETIA COMMUNITY PLANS INTO A SINGLE NORTH HILLSBORO INDUSTRIAL AREA COMMUNITY PLAN.

WHEREAS, Hillsboro Comprehensive Plan Section 20 Shute Road Industrial Site was added to the Comprehensive Plan in 2004; Section 24 Evergreen Area Industrial Plan in 2008; and Section 25 Helvetia Area Industrial Plan also in 2008, following the additions of these lands into the Urban Growth Boundary in 2002, 2004, and 2005 respectively, and

WHEREAS, these three community plans include several specific provisions limiting types of industrial development, land division, and lot sizes, largely based on conditions placed on the additions of these areas into the Urban Growth Boundary, and

WHEREAS, the differences among the Plans has created a policy patchwork of narrow use lists and restrictive, complicated lot division requirements in these areas, and

WHEREAS, during the recent regional Urban/Rural Reserves process, emphasis has been placed on reviewing regulatory systems within the Urban Growth Boundary to encourage the most effective possible use of lands already inside the Boundary, and

WHEREAS, growing consensus among regional economic development experts indicates that the narrow use lists and restrictive, complicated lot division requirements in the community plans have dissuaded several other major industrial users from siting in Hillsboro, and

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

WHEREAS, the Planning Commission believes it may be appropriate to consider revising the Comprehensive Plan to remove the policy and implementation discrepancies among Sections 20, 24 and 25.

THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Hillsboro Comprehensive Plan Section 20 Shute Road Industrial Site, Section 24 Evergreen Area Industrial Plan, and Section 25 Helvetia Area Industrial Plan are proposed to be deleted and replaced with a new Section 30 North Hillsboro Industrial Area, to read as shown in the attached Exhibit A.

Section 2. The Planning Director is directed to notify affected agencies and interested parties of this proposed amendment as required by the Hillsboro Comprehensive Plan and by state statue.

Section 3. This order takes effect immediately upon approval.

Approved this 9th day of March 2011.

_____
President

ATTEST: _____
Secretary

HCP 2-11: NORTH HILLSBORO INDUSTRIAL AREA
PLANNING COMMISSION ORDER NO. 8039
EXHIBIT A

Section 30 North Hillsboro Industrial Area Community Plan

(I) <u>Goals</u>

(A) To identify land planning and design concepts for the North Hillsboro Industrial Area that shall generally guide land use, development lotting patterns and public facilities planning and implementation within the Area.

(B) To expand and diversify the Hillsboro industrial economic base by providing for:

- Large parcels to accommodate industrial campuses, vertically-integrated companies and related businesses; and other industrial users;

- Medium and small parcels to accommodate industrial campuses and business parks for flex space users, research and development companies, incubator businesses, business suppliers, spin-off companies and other businesses that derive from, or are extensions of larger campus users and industrial developments within the North Hillsboro Industrial Area and the Portland Region.

(II) <u>Policies.</u>

(A) Where the prevailing ownership pattern is larger lots, encourage and facilitate the creation of large industrial sites (parcels 50 – 100 or more acres in size) for large-scale industrial campuses and development projects, and land assembly and reservation of such sites where large-size parcels form the prevailing land ownership pattern.

(B) Where the prevailing ownership pattern Is smaller lots, encourage and facilitate the development of smaller, diversified industrial uses and sites (20 – 50 acres in size) - especially smaller-scaled flex-space industrial business parks.

(C) Create opportunity for location of support commercial nodes at specific areas, to reduce vehicle miles traveled and serve the daily commerce needs of businesses and employees in the surrounding industrial areas, provided that such nodes are created based on demonstrable need from surrounding development.

(D) Provide for aesthetically attractive, well designed industrial development within every development site in the North Hillsboro Industrial Area.

(E) In accordance with ORS 268.390 (SB 722 ('07)), develop and apply an Industrial Sanctuary zone that substantially complies with Metro Urban Growth Boundary (UGB)

Conditions of Approval and Urban Growth Management Functional Plan requirements that may apply to properties in the North Hillsboro Industrial Area.

(III) Implementation Measures.

(A) Annexation.

Prior to their annexation to the City and the concurrent application of the Industiral Sanctuary zoning to properties in the North Hillsboro Industrial Area, land uses within the Area shall continue to be governed by the existing Washington County zoning of the properties. Annexation of Area properties to the City shall take place in accordance with annexation policies and practices set forth in the City Municipal Code and in the Code of the Portland Metropolitan Service District ("Metro").

(B) Compatibility with agricultural uses.

Site design and architectural measures that provide for compatibility between and among industrial land uses developed within the Area and nearby agricultural uses and operations shall be provided through the City Development Review/Approval process (Section 133 of the Hillsboro Zoning Ordinance), unless demonstrated to be physically or financially impracticable. Possible compatibility measures include, but are not limited to: building orientation and setbacks; landscaping; land buffers; and access easements for farming vehicles and machinery.

(C) Commercial nodes

Development of new commercial uses shall be clustered into nodes within the Area,. New commercial development will demonstrably primarily serve the spectrum of daily convenient commerce needs of businesses and employees in the surrounding industrial area. Support commercial service developments may contain child care and pet care facilities.

(D) Natural Resources Management

In accordance with the City's Goal 5 provisions of Section 6, Natural Resources, Open Space, Scenic and Historical Sites, of the Hillsboro Comprehensive Plan, significant wetland and riparian/upland wildlife habitat resources in the North Hillsboro Industrial Area shall be accorded the appropriate protection level prescribed by Section 131A, Significant Natural Resources Overlay District, of the Hillsboro Zoning Ordinance upon annexation to the City of the land on which they exist.

In particular, mitigation and enhancement activities shall emphasize the improvement of the Waible Creek Tributary wetlands, floodplain and riparian upland wildlife habitat resources, collectively referenced as the Waible Creek Tributary Riparian Corridor. In the Corridor, the guiding principle for mitigation and enhancement activities is connectivity of resource types, to allow wildlife passage between larger habitat units and

genetic flow between plant communities. Where development projects impact significant natural resources, the City may identify and require appropriate mitigation and enhancement measures by such projects to improve connectivity and resource functions and values within and connected to the Corridor.

(E) Historic Resources

At the time of Development Review and construction on property in the vicinity of the probable former location of the historic *Methodist Meeting House,* as documented on the Washington County cultural and historic resource list, the City shall require construction of a Monument on that property by the developer. The Monument shall commemorate the historical importance of the Methodist Meeting House and shall include plaques or other written descriptions of the history of the Meeting House and its historical significance to the local community and Washington County. The Monument shall further include historical information relating to burial grounds once associated with the Meeting House location. Final design and location of the Monument shall be reviewed and approved by the Planning Director as a part of required project Development Review prior to its construction.

(F) Compliance with Metro Functional Plan and UGB expansion conditions

Consistent with ORS 268.390, the City shall adopt an Industrial Sanctuary zone to assure that public and private land use and development actions within the Area attain substantial compliance with Regional UGB Conditions of Approval, including conditions requiring compliance with Title 4 development requirements and Regionally Significant Industrial Area (RSIA) designations.

(G) Public Infrastructure (Water and Sanitary Sewer) Management Plans

The recommended water system, sanitary sewer system, and stormwater disposal system facilities shown on the *North Hillsboro Industrial Area Public Facilities and Services Maps,* as shown in Figures 30-____ and 3-_____, shall be incorporated into the following *Hillsboro Public Facilities Plan* (2001) Maps as appropriate:

- *Water System Improvements Map* (June, 2001)
- *Surface Water Management System Improvements Map* (June, 2001)
- *Sanitary Sewer System Improvements Map* (June, 2001)

(H) Transportation System Plans

The conceptual Transportation Plan and facilities shown in Figures 30 – 1, 30-2 and 30 – 3 are intended to support development of the land use design and arrangements shown in corresponding North Hillsboro Industrial Area Conceptual Alternatives A, B and C.

Proposed roadway improvements include the following:

Arterial Streets:	Collector Streets:
NW Evergreen Road	NE Huffman extension
NW Brookwood Parkway	Dawson Creek Drive extension
	NW 253rd Avenue,
	NW 263rd / 264th Avenue,
	NW Sewell Road,
	NW 273rd Avenue,
	NW Jacobson Road realignment
	NW Schaff Road extension
	NW Pubols Road extension

The location and design of the transportation facilities shown in Figures 30-1, 30-2, and 30-3, are conceptual and general in nature. Specific roadway alignments and intersection improvements shall be incorporated into the City Transportation System Plan (TSP) when such specific Area roadway alignments and intersection improvements have been firmly determined and finalized.

ORDER NO. 8040

ZOA 2-11: NORTH HILLSBORO INDUSTRIAL AREA COMMUNITY PLAN

AN ORDER INITIATING AMENDMENTS TO MULTIPLE SECTIONS OF THE ZONING ORDINANCE TO CONSOLIDATE THE SPECIAL INDUSTRIAL DISTRICT OVERLAY, THE SHUTE ROAD SITE SPECIAL INDUSTRIAL DISTRICT, THE EVERGREEN SPECIAL INDUSTRIAL DISTRICT AND THE HELVETIA SPECIAL INDUSTRIAL DISTRICT INTO A SINGLE INSUTRIAL SANCTUARY ZONE.

WHEREAS, Hillsboro Zoning Ordinance Section 134 Special Industrial District Overlay was added to the Zoning Ordinance in 1987, Section 134A Shute Road Site Special Industrial District in 2004; Section 134B Evergreen Area Special Industrial District in 2008 and Section 134C Helvetia Special Industrial District also in 2008, following the additions of these lands into the Urban Growth Boundary in 1986, 2002, 2004, and 2005 respectively, and

WHEREAS, these four Special Industrial District (SID) zones or overlay zones include several specific provisions limiting types of industrial development, land division, and lot sizes, largely based on policies and implementation measures in Sections 20, 24 and 25 of the Comprehensive Plan, which were in turn abased on conditions placed on the additions of these areas into the Urban Growth Boundary, and

WHEREAS, the differences among the zones has created a patchwork of narrow use lists and restrictive, complicated lot division requirements in these areas, and

WHEREAS, during the recent regional Urban/Rural Reserves process, emphasis has been placed on reviewing regulatory systems within the Urban Growth Boundary to encourage the most effective possible use of lands already inside the Boundary, and

WHEREAS, growing consensus among regional economic development experts indicates that the narrow use lists and restrictive, complicated lot division requirements in the SIDs have dissuaded several other major industrial users from siting in Hillsboro, and

WHEREAS, Zoning Ordinance Section 112 authorized the Planning Commission to initiate Zoning Ordinance text amendments, and

WHEREAS, the Planning Commission believes it may be appropriate to consider amending the Zoning Ordinance to remove the implementation discrepancies among Sections 134, 134A, 134B, and 134C.

THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Zoning Ordinance Section 134 Special Industrial District Overlay, Section 134A Shute Road Site Special Industrial District, Section 134B Evergreen Area Special Industrial District and Section 134C Helvetia Special Industrial District are proposed to be

deleted and replaced with a new Section 134D Industrial Sanctuary zone, to read as shown in the attached Exhibit A.

Section 2. The Planning Director is directed to notify affected agencies and interested parties of this proposed amendment as required by the Hillsboro Zoning Ordinance and by state statue.

Section 3. This order takes effect immediately upon approval.

Approved this 9th day of March 2011.

_____
President

ATTEST: _____
Secretary

ZOA 2-11: NORTH HILLSBORO INDUSTRIAL AREA
PLANNING COMMISSION ORDER NO. 8040
EXHIBIT A

Section 134D. Industrial Sanctuary zone (I-S)

1. **Purpose.** The purposes of the I-S Zone are as follows:

   A. To provide a full range of industrial uses and limited support services in industrially-zoned areas adjacent to the City's boundaries and brought into the Regional Urban Growth Boundary (UGB) since 2002, in order to support the goals and policies of Section 10 (Economy) of the City's Comprehensive Plan and Statewide Planning Goal 9 (Economy of the State); and

   B. To accommodate the region-wide need to create and preserve large lots for industrial use, as set forth in Title 4 of the Metro 2040 Urban Growth Management Functional Plan.

2. **Applicability.** The provisions of this zone shall generally apply to properties in the northwest quadrant of the city, north of NW Evergreen Road and west of NW Cornelius Pass Road. The zone contains three Sub-areas as shown on Figure 134D-A: West Union / Helvetia; Shute Road / Evergreen East; and Evergreen West.

3. **Use Categories.** For the purposes of this Zone, permitted uses are categorized as follows:

   Aviation Uses include landing, take-off, servicing and storage of aircraft including airplanes, jets, helicopters and gliders, and activities related to or using aircraft or aviation services. Example of aviation uses include but are not limited to: aviation-related activities, including taxiing, take-offs and landings; air passenger and air freight services and facilities; emergency medical flight services; flight instruction; aircraft service, maintenance and training; aircraft rental and supporting facilities; aircraft and aeronautic equipment and supplies sales; indoor or outdoor storage of aircraft; crop-dusting activities; commercial supporting uses and at terminal buildings; and aeronautic educational, recreational and sporting activities.

   Eating and Drinking Establishments sell food and/or beverages to the general public as the primary use, for on-site consumption and/or take-away service. Examples of eating and drinking establishments include cafes, coffee shops and delicatessens; dine-in restaurants with or without take-out facilities; drive-up or drive-through restaurants with or without seating; and taverns, brew pubs, bars and night clubs.

   Industrial Services uses are engaged in repair and/or servicing of industrial, business or consumer machinery, equipment, products or by-products or in training or instruction of such repair or servicing. Contractors and building maintenance firms and similar uses perform services on- or off-site. Examples of industrial services uses include but are not limited to:

information technology centers; building, heating, plumbing and electrical contractors; laundry, dry-cleaning and carpet cleaning plants; extermination services; fuel oil distribution and solid fuel yards; heavy truck servicing and repair; janitorial and building maintenance services; printing, publishing and lithography shops; research and development facilities; bulk sales of building materials and landscaping materials; repair and servicing of heavy construction or farm equipment; tire retreading or recapping; tool, electric motor and scientific or professional instrument repair; trade schools where industrial vehicles and equipment are operated; welding and machine shops; and contracting firms with on-site storage of equipment and materials.

Manufacturing and Production uses involve the manufacturing, processing, fabrication, packaging and/or assembly of products on-site, using natural, man-made, raw, secondary or partially-completed materials. Products are generally not displayed or sold on site, but if so, sales and displays are accessory to the primary use. Examples of manufacturing and production uses include but are not limited to: breweries, distilleries and wineries; concrete batching and asphalt mixing plants; manufacture of solar, wind-power or other energy production devices; food, beverage, and related product processing; manufacture or assembly of machinery, equipment and instruments; manufacture of micro-processors and computer components; production of artwork and toys; production of chemical, rubber, leather, clay, bone, plastic, stone or glass materials or products; production of prefabricated structures, including manufactured dwellings; production or fabrication of metals or metal products including enameling and galvanizing; sign making; weaving or production of textiles or apparel; woodworking, including cabinet makers; and printing, publishing, and lithography shops.

Office uses provide professional services in an office setting including but not limited to: computer system design and programming; data processing; engineering, architectural, planning, and similar services; graphic and industrial design; medical, dental and allied health clinics and offices; financial, insurance, and real estate services; scientific and technical services; software and internet content development and publishing; and telecommunication service providers.

Major Assembly Facilities are uses that attract a large number of people who participate as a group in a specific activity or event that may be religious, cultural, educational, social or recreational. An assembly facility is a Major Assembly Facility use when the maximum Building Code occupancy within the primary assembly area is equal to or greater than 250 persons. Examples of Major Assembly Facilities include churches, synagogues, mosques or temples; auditoriums; coliseums, stadiums and sports arenas; convention and conference centers; fairgrounds; race tracks; and outdoor amphitheaters.

Parks and Open Areas are primarily publicly-owned or non-profit facilities featuring natural or cultivated landscaping; active and passive outdoor recreation including playing fields, basketball and tennis courts, swimming pools and trails; community gardens and public squares. Examples of parks and open spaces include botanical gardens, cemeteries, community gardens, nature preserves, parks, public squares and plazas, and recreational trails

Public Safety Facilities provide police, fire, ambulance and emergency services to the community. With the exception of ambulance services, these facilities are typically publicly-owned and -operated. Examples of public safety facilities include: emergency communications centers; police and fire stations; publicly- and privately-operated ambulance facilities; and public agency or private utility operations centers.

Retail Products and Services sell, lease, rent and/or repair new or used products and provide personal services. These services typically are provided directly to consumers, as opposed to wholesale products and services provided to industrial, institutional, or commercial users. Activities associated with this use classification include but are not limited to: sales, leasing or rental of products and equipment; repair or servicing of products or equipment generally performed on-site; processing of products or equipment; personal services; and catering or food preparation without on-site consumption.

Schools are public and private educational facilities providing state-mandated basic education. Schools may serve any ages of students from kindergarten through 12th grade. Examples of schools include public and private elementary, middle and high schools, with or without kindergartens, and boarding schools and military academies that have residential facilities for students.

Telecommunication Facilities include all devices, equipment, machinery, structures and supporting structures necessary to produce or transfer a signal or message. Only free-standing towers are classified as Telecommunication Facilities. Examples include: AM and FM radio and television towers; wireless transmission towers; point-to-point microwave towers; two-way radio towers; and receive only antennas.

Warehousing and Distribution uses are involved in the storage, repackaging, delivery and movement of products. Examples of warehouse and distribution uses include but are not limited to: centralized warehouses; cold storage plants, including frozen food lockers; general freight storage; household and business moving operations; major wholesale distribution centers; parcel or postal distribution facilities; storage and stockpiling of sand, gravel, or other aggregate or raw materials; freight terminals and yards; mail-order merchandise warehouses; and heavy rail facilities; transfer and storage facilities without individual units.

Wholesale Sales are firms involved in the sale, lease and/or rental of products primarily to businesses. On-site sales to the general public are limited. Examples of wholesale sales include but are not limited to: mail order houses; sale and/or rental of construction and farm machinery, equipment, and vehicles, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment and store fixtures; wholesalers of food, clothing, auto parts, building hardware and office supplies; and suppliers of test equipment, uniforms and linens, lab supplies, sub-components and circuit boards, and packaging materials.

Utility Facilities are local and regional infrastructure facilities which must be located in or near the area to which the infrastructure is provided. Utilities may be publicly or privately owned and operated. Most facilities have few or no on-site employees, although treatment

plants may be staffed continuously. Examples of utility facilities include but are not limited to: electrical substations; high tension electrical power lines; sewage disposal and conveyance systems; telephone exchange equipment; water or sewage pump stations; water towers and reservoirs; water quality and flow control facilities; and water or sewage treatment plants.

4. <u>Permitted Uses</u>. In the I-S Zone, the following uses and their accessory uses are allowed outright:

A. Industrial services
B. Manufacturing and production
C. Public safety facilities
D. Warehousing and distribution
E. Wholesale sales
F. Utility facilities

5. <u>Conditional Uses Permitted</u>. In the I-S Zone, the following uses and their accessory uses are permitted with Conditional Use approval according to the requirements contained in Sections 78-83:

A Automobile service stations, subject to additional requirements in Section 128.
B. Telecommunications facilities
C. Major Assembly uses, Schools, and Parks and Open Space where not otherwise prohibited by Metro Code 3.07.420 D.
D. Corporate or company headquarters offices for firms allowed in the I-S zone as permitted or conditional uses. Such headquarters offices are not subject to the limitations in Subsection 134D _____ so long as they remain in use by the original occupant.

6. <u>Limited Uses</u>. In the I-S Zone, the following uses and their accessory uses are allowed subject to the limitations listed below:

A. Aviation uses are limited to locations within the boundaries of a public-use airport.

B. Community colleges or trade schools are limited to those with offerings that provide basic skills and vocational training to employees in the industrial area.

C. Eating and drinking establishments, general office uses, and retail goods and services are limited in scale and location to serve primarily the needs of the businesses and employees in the industrial area. Such uses are subject to the following limitations in location and size:

1. Location only in those commercial support nodes identified in Comprehensive Plan Section 30 <u>North Hillsboro Industrial Area Community Plan</u>, as shown on Figure 134D-B;

2. within any commercial support node, no single use shall exceed 20,000 square feet;

3. no single commercial node shall occupy more than five gross acres of developed land; with not more than 50,000 gross square feet of total structural or building floor area per node; and

4. D

evelopment of a commercial support node in an identified sub-area is permitted only after certain thresholds of industrial development are met or exceeded. These thresholds are considered met when the city has issued building permits for permitted manufacturing and production and industrial services development as defined in Section 134D 3) within the sub-area at the cumulative levels established in Table 134D-1:

TABLE 134D-1 COMMERCIAL SUPPORT THRESHOLDS IN THE I-S ZONE BY SUB-AREA

Sub-Area	Industrial Development Threshold for Commercial Support Nodes
West Union/Helvetia	500,000 total gross square feet of permitted building space
Shute Road/Evergreen East	1,000,000 total gross square feet of permitted building space
Evergreen West	500,000 total gross square feet of permitted building space

5. Prohibited Uses. Any use not contained explicitly in Section 134D is prohibited in the I-S zone. In addition, the following uses are prohibited:

A. Manufacturing and production uses:

- Concrete and asphalt batch plants
- Animal slaughtering and processing
- Fossil fuel products manufacturing
- Production of soil amendments (fertilizers, pesticides, fungicides, etc.)

B. Industrial Services uses:

- Building, heating, plumbing and electrical contractors
- Extermination services
- Fuel oil distribution and solid fuel yards
- Heavy truck servicing and repair
- Bulk sales of building materials and landscaping materials
- Repair and servicing of heavy construction or farm equipment
- Tire retreading or recapping

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- Truck driving schools
- Truck stops

C. Major Assembly Facilities Uses:

- Auditoriums
- Coliseums, stadiums and sports arenas
- Convention and conference centers
- Outdoor amphitheaters

6. Accessory Uses. Accessory uses to permitted uses listed in Subsections D. and conditional uses listed in Subsection E include but are not limited to: administrative offices; conference rooms/conference facilities; food service such as cafeterias, delicatessens and coffee shops; personal retail services, exercise facilities; and child care. Such accessory uses are subject to the following standards:

A. The accessory uses are intended to serve only the primary use's employees and visitors; and
B. The uses are located entirely within the building containing the primary permitted use, or if the primary use has a multiple building campus, in a free-standing building within the campus perimeter.

7. Pre-Existing Uses or Structures . Any land use, building, structure or site improvement permitted by right prior to <*insert appropriate date*> is deemed pre-existing and can continue to operate and expand subject to the standards and requirements of Sections 98-105 regarding Non-Conforming Uses and Structures.

8. Development Standards. The following development standards apply to all proposed development within the I-S zone except where the applicant has obtained a Variance(s) as governed by Sections 106 – 109.

A. Minimum lot dimensions:

1. Width: 600 feet for newly created lots smaller than 10 acres; otherwise none.
2. Depth: 600 feet for newly created lots smaller than 10 acres; otherwise none.
3. Area: subject to Section 134D 10 Land Division Regulations.

B. Minimum front setbacks:

1. Buildings up to 45 feet in height: 35 feet
2. Buildings taller than 45 feet in height: 35 feet plus 1 foot for each additional foot of height over 45 feet.

C. Minimum side and rear setbacks:

1. Buildings up to 45 feet in height: 10 feet

2. Buildings taller than 45 feet in height: 10 feet plus 1 foot for each additional foot of height over 45 feet.

D. Maximum setbacks: none.

E. Maximum lot coverage: 50%

F. Maximum building height:
1. High profile industrial buildings: 150 feet
2. All other buildings: 45 feet

G. Landscaping and parking:
1. Minimum landscaping: 15% of lot area, including all minimum setbacks;
2. Parking: permitted within the minimum front setback only if a 20-foot wide landscaped buffer is maintained at the front property line.

9. Performance Standards. All development in the I-S zone is subject to the following performance standards:

A. the standards of the M-P Industrial Park zone as specified in Section 72; and
B. where applicable, the Airport Safety and Compatibility Overlay zone standards as specified in Section 134B regarding outdoor lighting, reflectivity, steam or particulate emissions and water impoundments.

10. Lot Reconfiguration and Division Standards

A. Intent of lot reconfiguration and division requirements. Land in the I-S zone was added to the regional Urban Growth Boundary with the expressed purpose of maintaining and creating large lots for industrial use. To accomplish this purpose, lot reconfiguration and division approvals shall require retention and creation of lots of certain sizes, as shown in Tables 17.25.300-5 and 17.25.300-6.

B. Development on lots of record. Lots of record or contiguous lots of record, existing on or after <*insert appropriate date*> in common ownership may be developed in compliance with Tables 134D-2 and 134D-3 below:

TABLE 134D-2: WEST UNION / HELVETIA AND EVERGREEN WEST
LOT DIVISION, ASSEMBLY AND/OR RECONFIGURATION CALCULATIONS

Lot of Record or Assembly area	number of required lots larger than 20 acres	number of required lots 10 to 20 acres	number of allowable lots 5 to 10 acres
Less than 16 acres	none	none	up to 2
16 to 30.99 acres	none	at least 1	up to 2
31 to 35.99 acres	at least 1	none	up to 2

36 to 49.99 acres	at least 1	at least 1	up to 2
over 50 acres	at least 2	none	up to 2

TABLE 134D-3: SHUTE ROAD / EVERGREEN EAST
LOT DIVISION OR ASSEMBLY AND RECONFIGURATION CALCULATIONS

Lot of Record or Assembly area	number of required lots larger than 50 acres	number of required lots 25 to 50 acres	number of allowable lots 5 to 25 acres
Less than 36 acres	none	none	up to 2
36 to 55.99 acres	none	at least 1	up to 2
56 to 65.99 acres	none	at least 2	up to 2
66 to 85.99 acres	at least 1	none	up to 2
over 86 acres	at least 1	at least 1	up to 2

C. Exceptions to minimum lot sizes. Lot sizes in any sub-area may be reduced below the standards listed in Tables 134D-2 and 134D-3 to allow:

1. Dedication and/or construction of public collector or arterial streets necessary to implement Comprehensive Plan Section 13 Transportation
2. To separate common or public ownership of natural areas or flood hazard areas
3. To separate an existing non-conforming use from the remainder of the lot.

D. Property line adjustments. Property line adjustments between lots of record individually smaller than 5 acres are exempt from the standards listed in Tables 134D-2 and 134D-3. If an applicant proposes to reconfigure two lots of record in common or varied ownership, such reconfiguration may be approved as a Property Line Adjustment under Subdivision Ordinance No. 2808 Article VI. All other property line adjustments shall result in lots which are in compliance with Tables 134D-2 and 134D-3.

E. Lot division, assembly and/or reconfiguration by partition or subdivision. A land division or reconfiguration of lots may be approved as a Partition under Subdivision Ordinance Article V or as a Subdivision under Articles II and III.

F Sequential lot reconfiguration or division restrictions. Lots of record or lot assemblies reconfigured or divided through property line adjustments, partitions or subdivisions under Subsections 4 or 5 shall not be reconfigured or redivided for a minimum of five years following the recordation of the deed or plat for such reconfiguration or division. The restriction against reconfiguration or redivision in subsection F may be waived for the creation of lots, tracts or rights-of-way described in subsection C.