

# HILLSBORO COMPREHENSIVE PLAN

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    - (N) (Deleted)
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\*\*\*\*\*CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS\*\*\*\*\*

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### Hillsboro Planning Subareas Figure 1-1

HCP Ordinance, Section I,  
Planning and Citizen Involvement,  
(June 12th, 1996)

#### LEGEND:

##### Hillsboro Planning Subareas

1. WEST (Connell/Garibaldi/Dennis Area)
2. NORTHWEST (Glencoe/Jackson School/Sunrise Area)
3. CENTRAL (Downtown/Jackson Bottom/Eastwood/Henry Area)
4. SOUTH (Minter Bridge/River Road/Rood Bridge Area)
5. BROOKWOOD (Brogden/Cedar/Bentley Area)
6. NORTHEAST (Airport/Orenco/West Union Area)
7. SOUTHEAST (Reedville/Witch Hazel Area)
8. EAST (Tanastbourne/OGI/Primate Center Area)

Streams

Schools

##### Boundaries

Planning Area

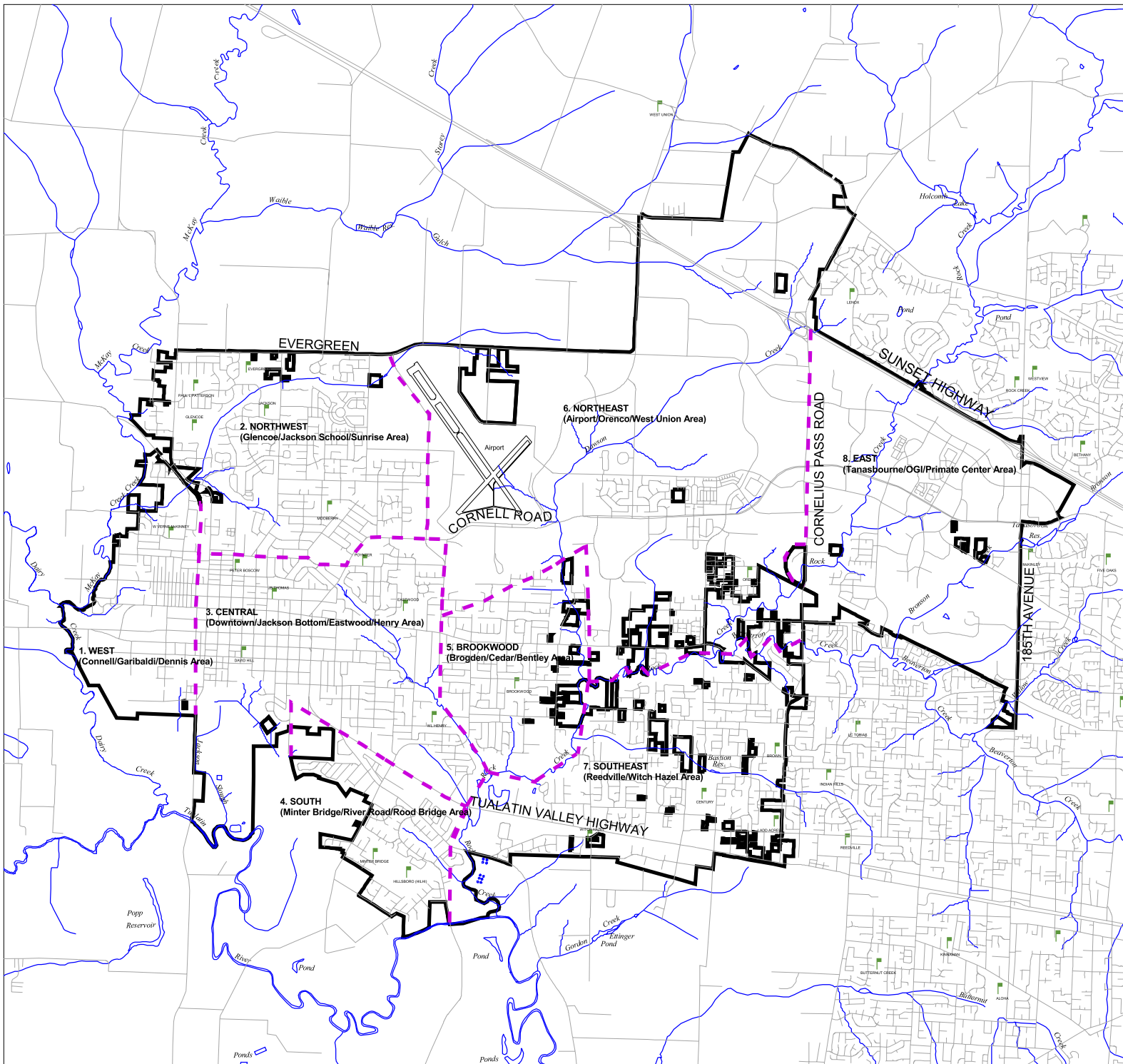
Planning Subarea

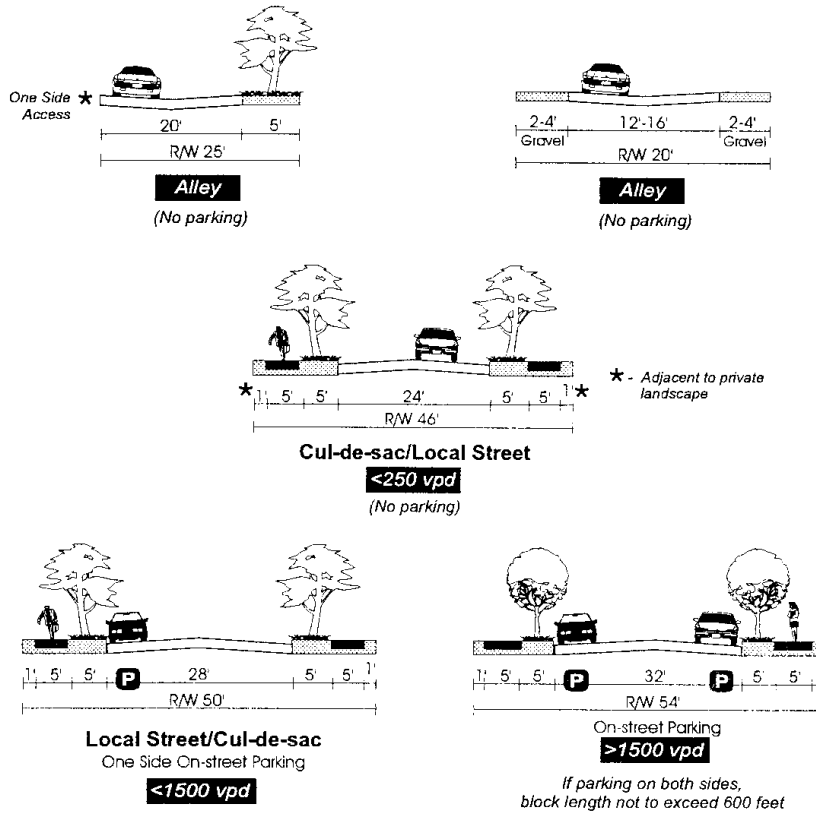
0 0.5 1 1.5 Miles

1"= 1.0 miles



This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, notification of errors would be appreciated.





**Notes:**

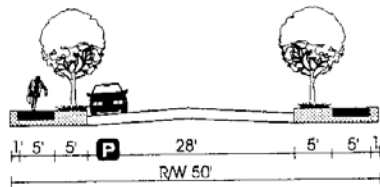
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when 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**

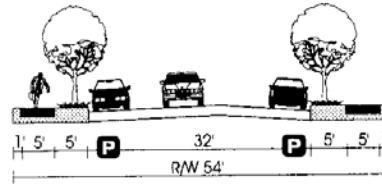
Vehicle Lane Widths: (minimum widths)	9 to 10 ft.
On-Street Parking	6 to 7 ft.
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Required
Neighborhood Traffic Management:	Should not be necessary (under special conditions)

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

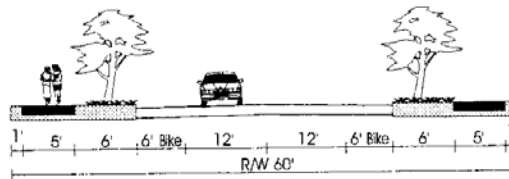
**Figure 13-1  
ALLEY, CUL-DE-SAC AND  
LOCAL RESIDENTIAL STREET  
SAMPLE STREET CROSS SECTIONS  
REQUIRED ROW WIDTH**



No Parking on One Side



With Parking on Both Sides



With Bike Lanes / No Parking

**Notes:**

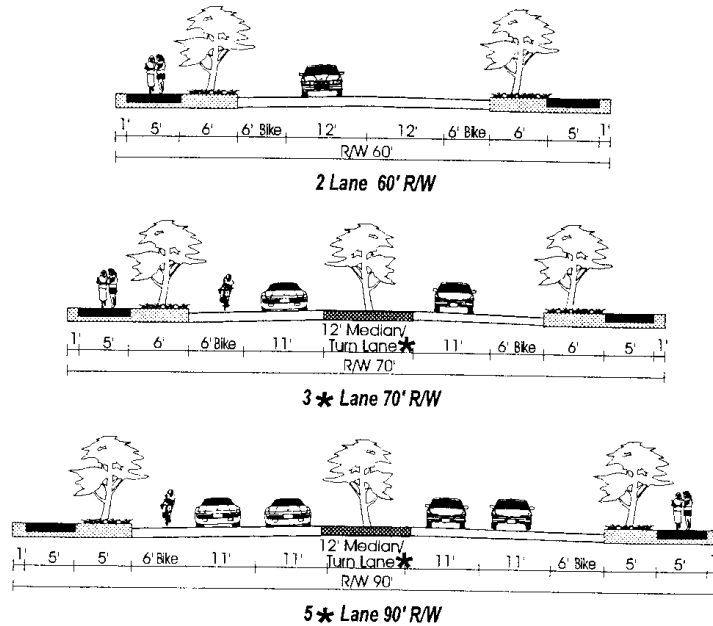
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when 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**



**List**

- Jacobson Road
- Rock Creek Boulevard
- Shute Road
- (South of Brookwood)
- Butler Road
- 231st Avenue
- NE Orenco Station Pkwy
- Alcock 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:**

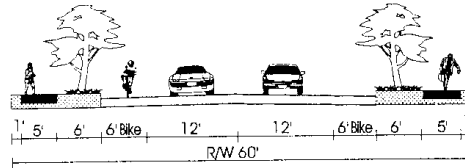
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when 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).

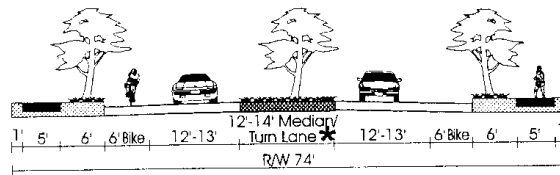
**Criteria**

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

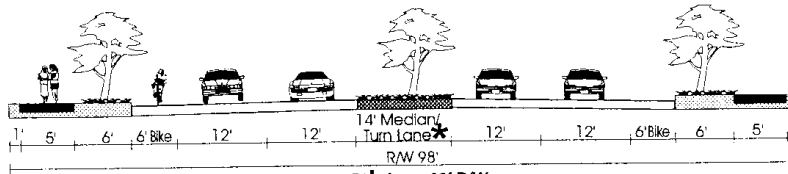
**Figure 13-3  
COLLECTOR  
SAMPLE STREET CROSS SECTIONS  
REQUIRED ROW WIDTH**



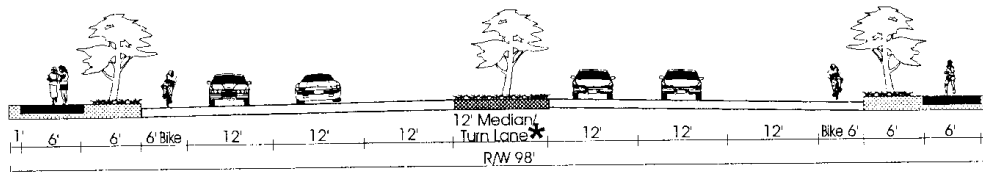
2 Lane 60' R/W



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
- Cornsius 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:**

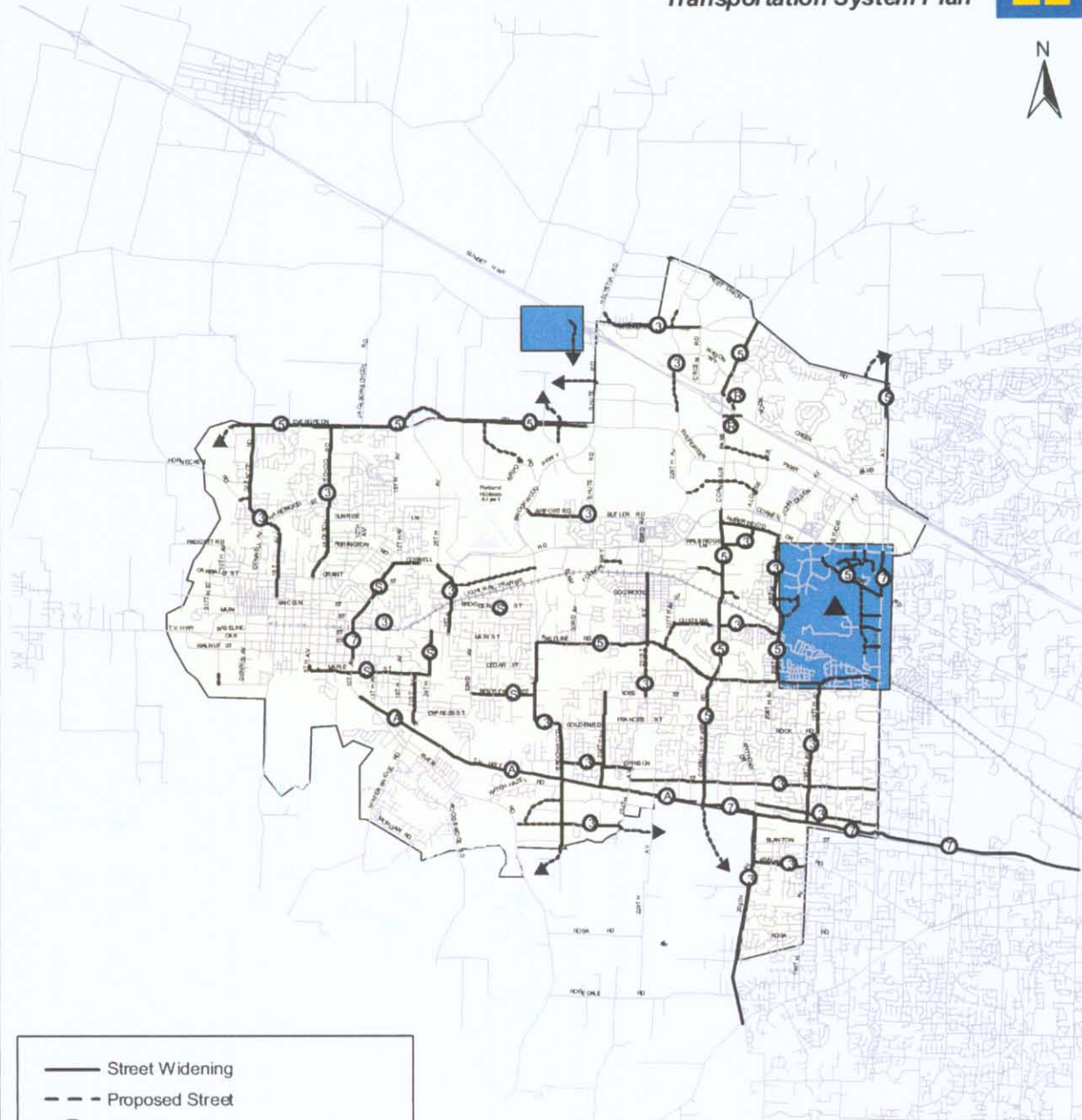
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show choices for reference.
3. Width of curb is included in sidewalk or planter strip width when 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**

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

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



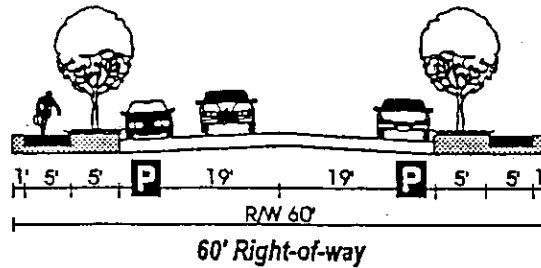
- Street Widening
- - - Proposed Street
- ③ Number of Lanes
- Ⓐ Access Control Strategy
- Ⓡ New Ramps
- Ⓢ Multi-modal Street Reconstruction
- OHSU Study Area Boundary
- ▲ East-West Connector Study Area

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

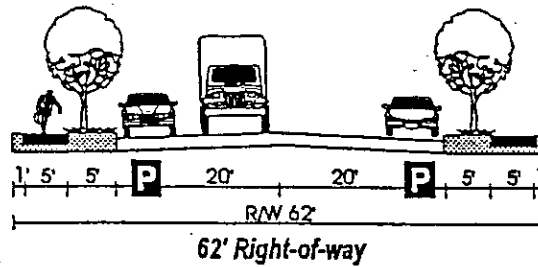
**Figure 13-5**  
**STREET IMPROVEMENT PLAN**  
 0 5000 10000 Feet  
**- DRAFT -**



### 38' Standard Commercial



### 40' Standard Industrial



**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 RW.

**Criteria**

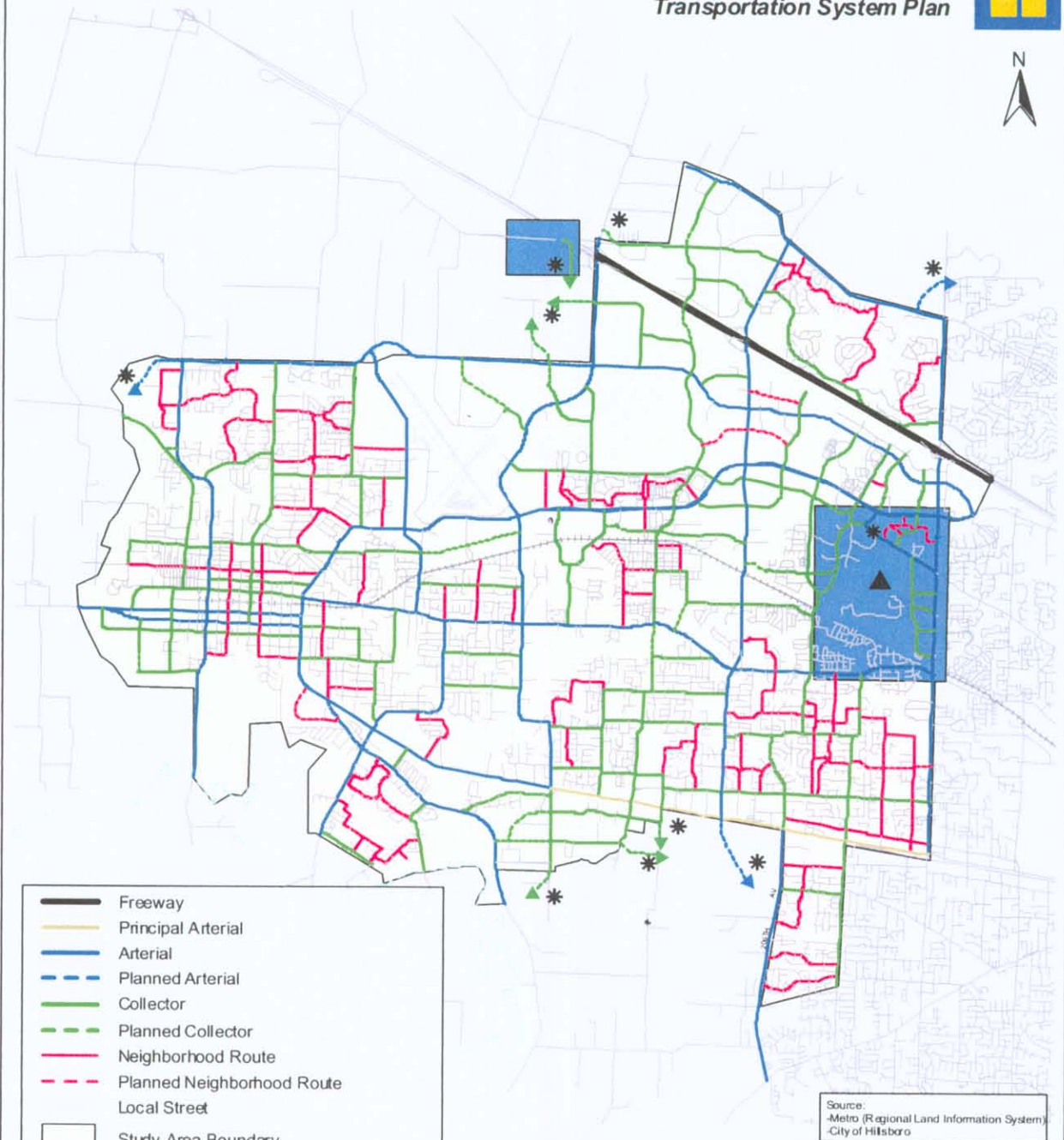
Vehicle Lane Widths: (minimum widths)	11 ft.
On-Street Parking:	
Commercial	8 ft.
Industrial	8 ft.
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	
Commercial	Required
Industrial	Urban street trees or strip required

Figure 13-6

**COMMERCIAL/INDUSTRIAL  
SAMPLE STREET CROSS SECTIONS  
REQUIRED ROW WIDTH**

**Legend**

**P** - On-street Parking Lane



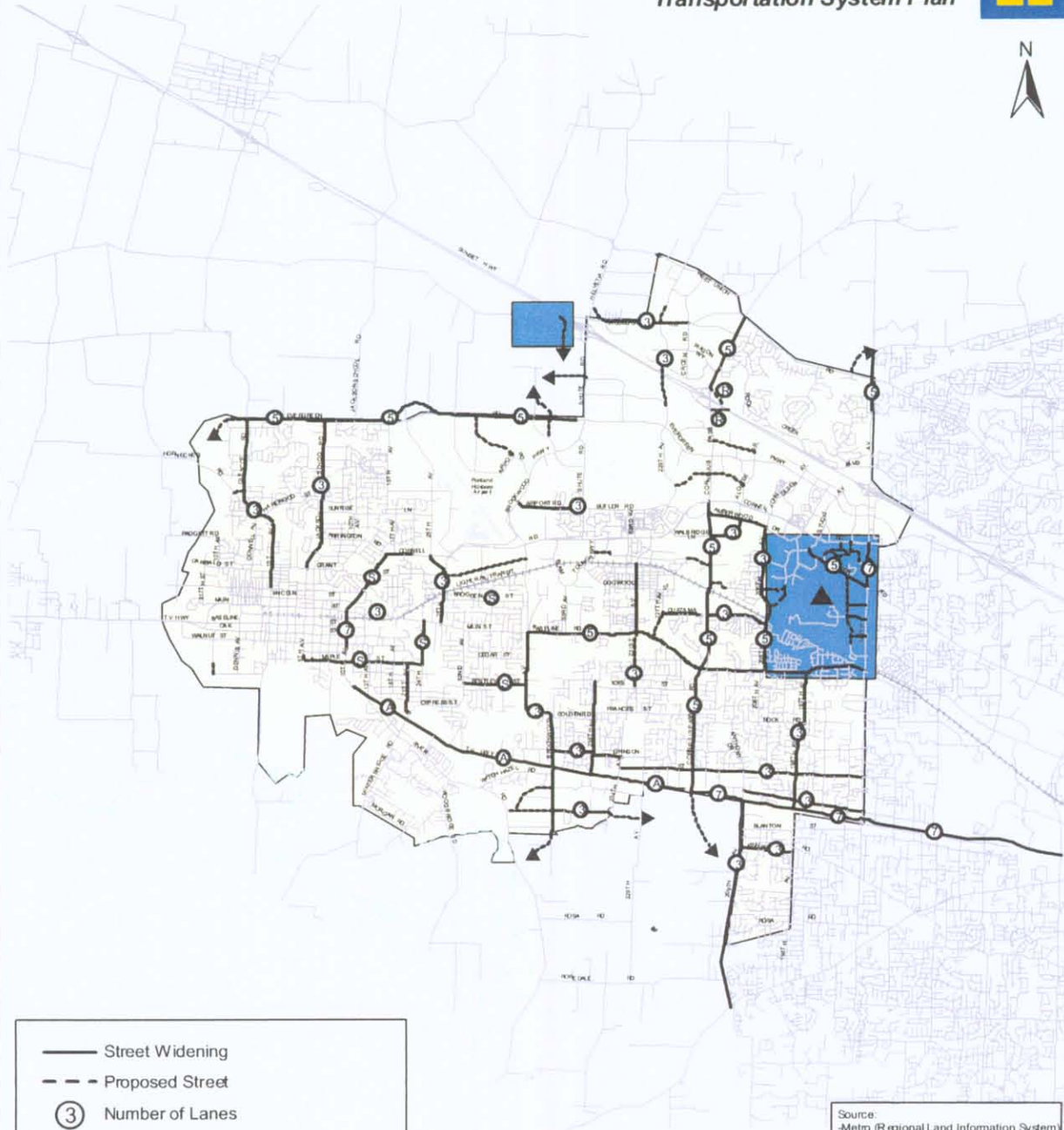
- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Study Area Boundary
- OHSU Study Area Boundary
- East-West Connector Study Area
- Alignment subject to UGB expansion and/or future refinement or study in these areas.

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

**Figure 14-1**  
**HILLSBORO FUNCTIONAL**  
**CLASSIFICATION PLAN**

**- DRAFT -**





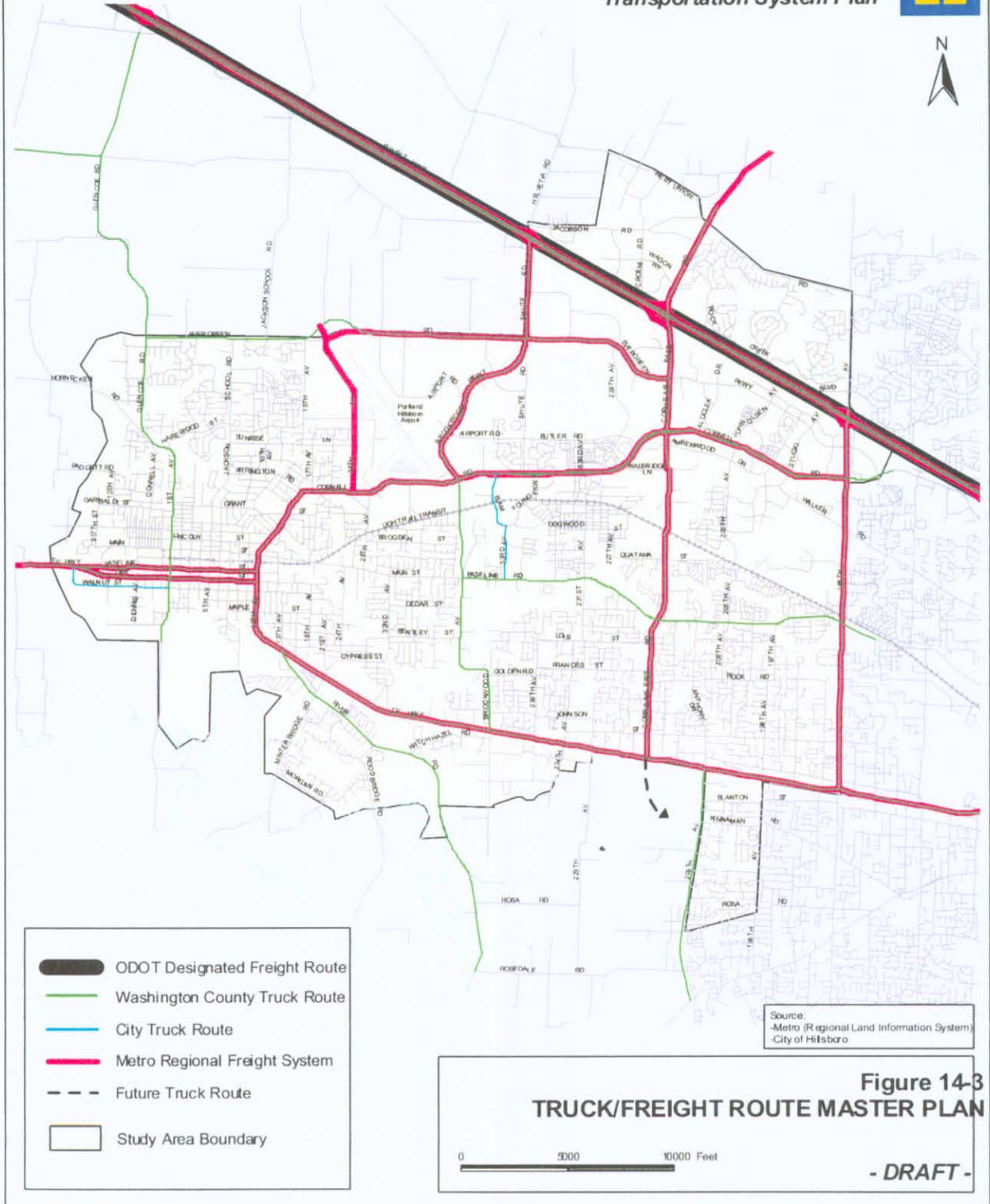
- Street Widening
- - - Proposed Street
- ③ Number of Lanes
- Ⓐ Access Control Strategy
- Ⓡ New Ramps
- Ⓢ Multi-modal Street Reconstruction
- OHSU Study Area Boundary
- ▲ East-West Connector Study Area

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

**Figure 14-2**  
**STREET IMPROVEMENT PLAN**

0 5000 10000 Feet

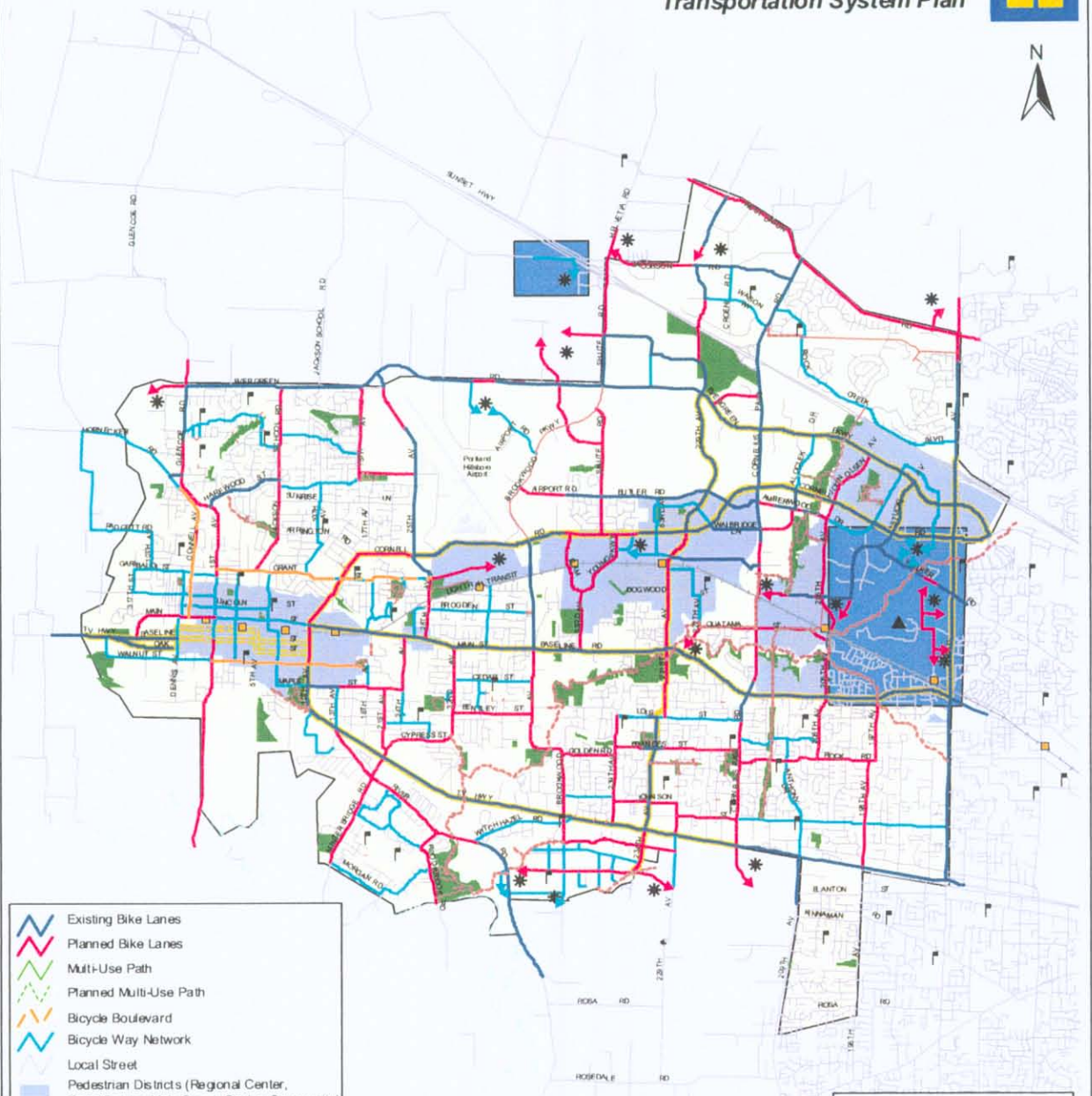
**- DRAFT -**



- ODOT Designated Freight Route
- Washington County Truck Route
- City Truck Route
- Metro Regional Freight System
- Future Truck Route
- Study Area Boundary

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

**Figure 14-3**  
**TRUCK/FREIGHT ROUTE MASTER PLAN**  
 0 5000 10000 Feet  
**- DRAFT -**



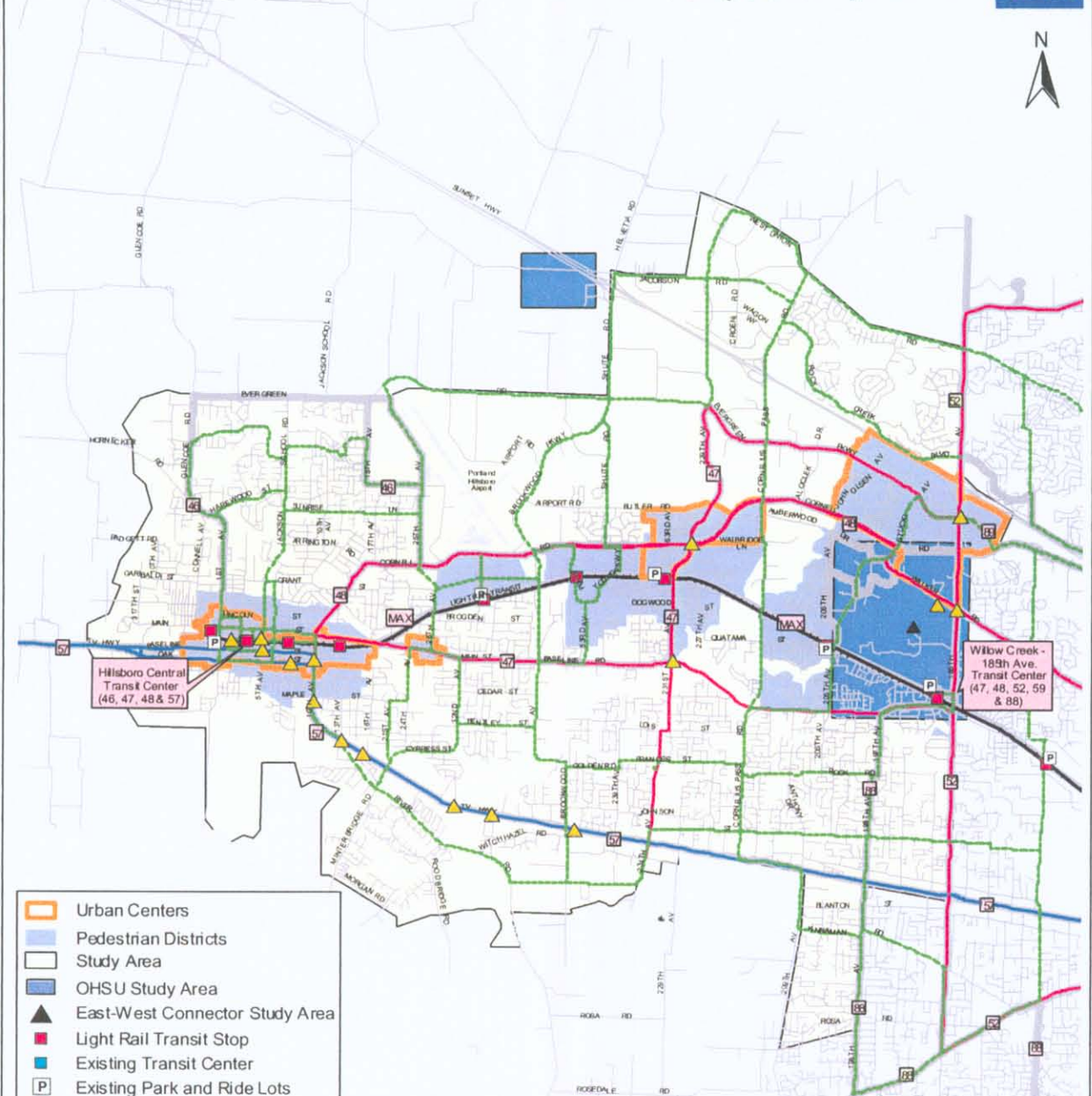
- Existing Bike Lanes
- Planned Bike Lanes
- Multi-Use Path
- Planned Multi-Use Path
- Bicycle Boulevard
- Bicycle Way Network
- Local Street
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Study Area
- OHSU Study Area
- Transit/mixed-use Corridor
- East-West Connector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

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

**Figure 14-4**  
**BICYCLE MASTER PLAN**



**- DRAFT -**



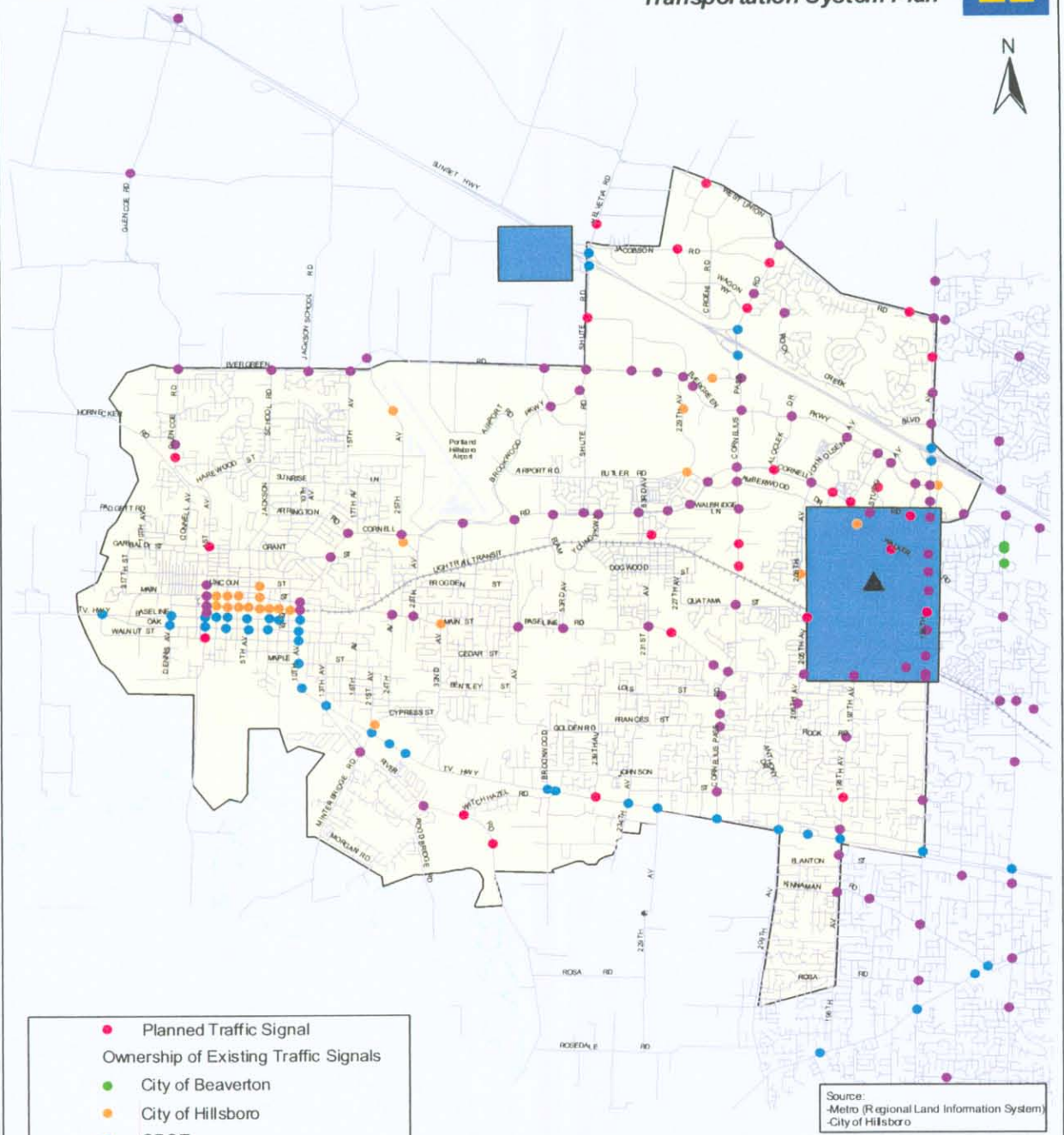
- Urban Centers
  - Pedestrian Districts
  - Study Area
  - OHSU Study Area
  - East-West Connector Study Area
  - Light Rail Transit Stop
  - Existing Transit Center
  - Existing Park and Ride Lots
  - Existing Transit Routes
  - Light Rail Transit Line
  - Streets
- RTP Designations
- Frequent Bus
  - Regional Bus
  - Community Bus

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

**Figure 14-5**  
**TRANSIT MASTER PLAN**

0 5000 10000 Feet

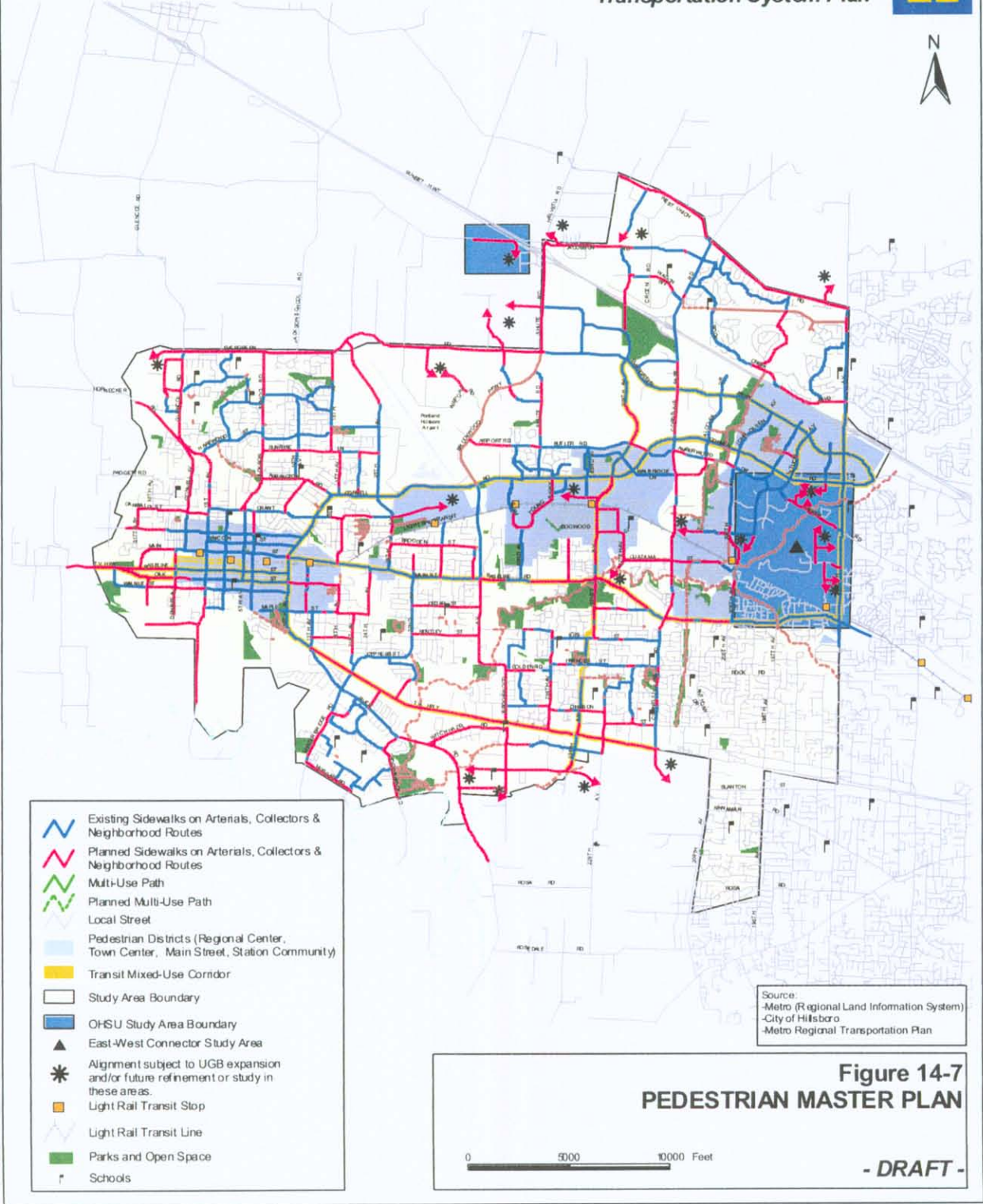
- DRAFT -



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

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

**Figure 14-6**  
**HILLSBORO TRAFFIC SIGNAL MASTER PLAN**  
 0 5000 10000 Feet  
**- DRAFT -**





City of Hillsboro  
Transportation System Plan

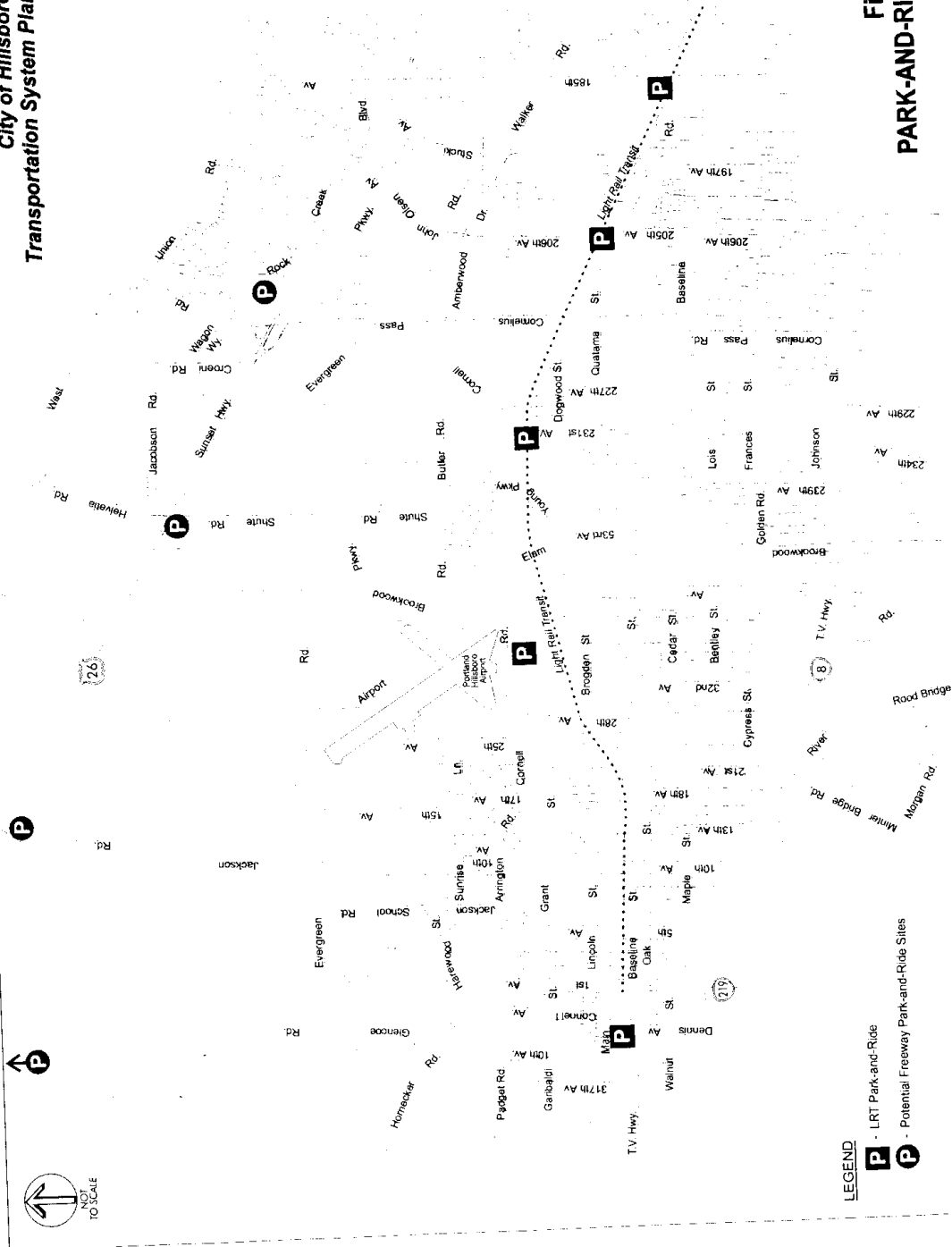
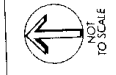


Figure 14-8  
PARK-AND-RIDE SITES

LEGEND  
 P - LRT Park-and-Ride  
 P - Potential Freeway Park-and-Ride Sites

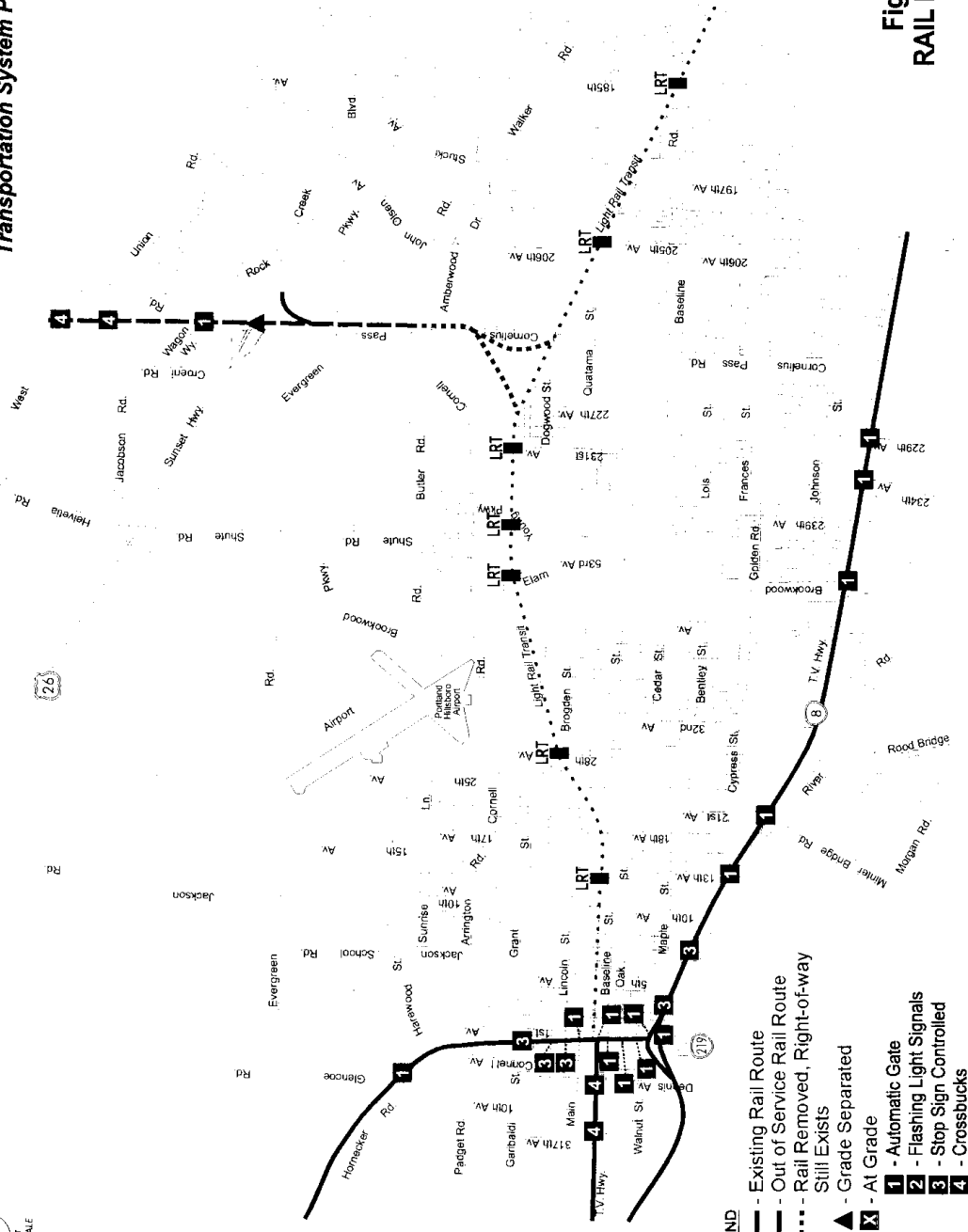




**City of Hillsboro  
Transportation System Plan**



26



**LEGEND**

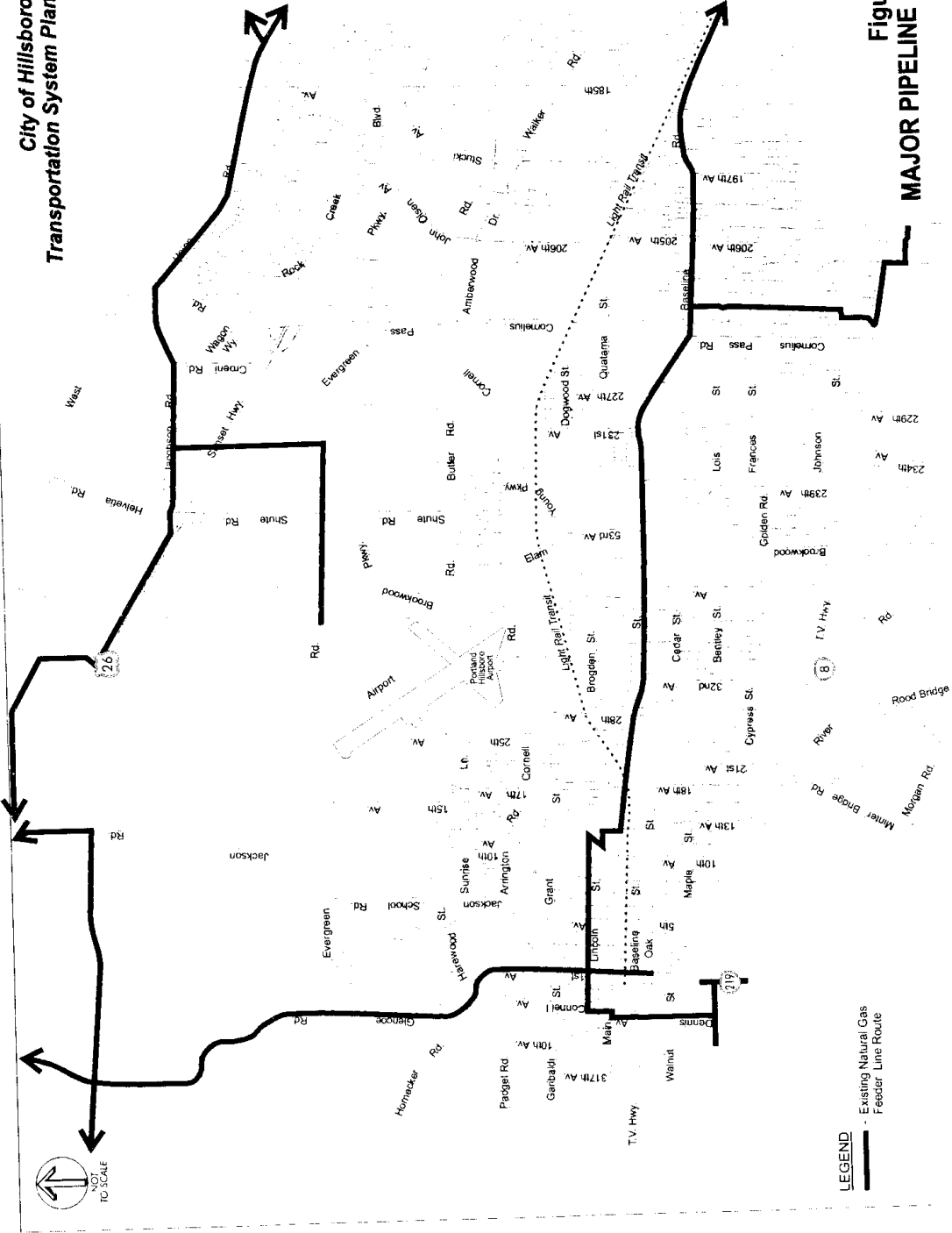
- Existing Rail Route
- - - Out of Service Rail Route
- - - - - Rail Removed, Right-of-way Still Exists
- - - - - Grade Separated
- X - At Grade
- 1 - Automatic Gate
- 2 - Flashing Light Signals
- 3 - Stop Sign Controlled
- 4 - Crossbucks

**Figure 14-9  
RAIL ROUTES**





City of Hillsboro  
Transportation System Plan



NOT TO SCALE

LEGEND  
- Existing Natural Gas  
- Feeder Line Route

Figure 14-10  
MAJOR PIPELINE ROUTES

# HILLSBORO 2040 GROWTH CONCEPT BOUNDARIES

- |  |  |  |
|--|--|--|
|  Urban Growth Boundary  |  OS Open Space  |  FEMA designated 100yr floodplain |
|  City Limits            |  PF Public Facility   |  FEMA designated 500yr floodplain |
|  Wash. County "Islands" |  INNER Inner Neighborhoods  |  Light Rail Station               |
|  Urban Reserves         |  OUTER Outer Neighborhoods  |  Light Rail Line                  |
|  C Commercial           |  SCPA Station Community Planning Area                                     |  Corridors                        |
|  FP Flood Plain         |  SB122 Senate Bill 122  |  Parks and Schools                |
|  IN Industrial          |  2040 Mixed Use Areas<br>Regional Centers, Town Centers<br>& Main Streets |  |

SOURCES:  
 Washington County - Current as of March, 2000  
 City of Hillsboro - Current as of March, 2000  
 METRO's Regional Land Information System - Current as of February, 2000  
 FEMA Q3 Flood Data

Plot Date: November 16, 2000

DISCLAIMER:  
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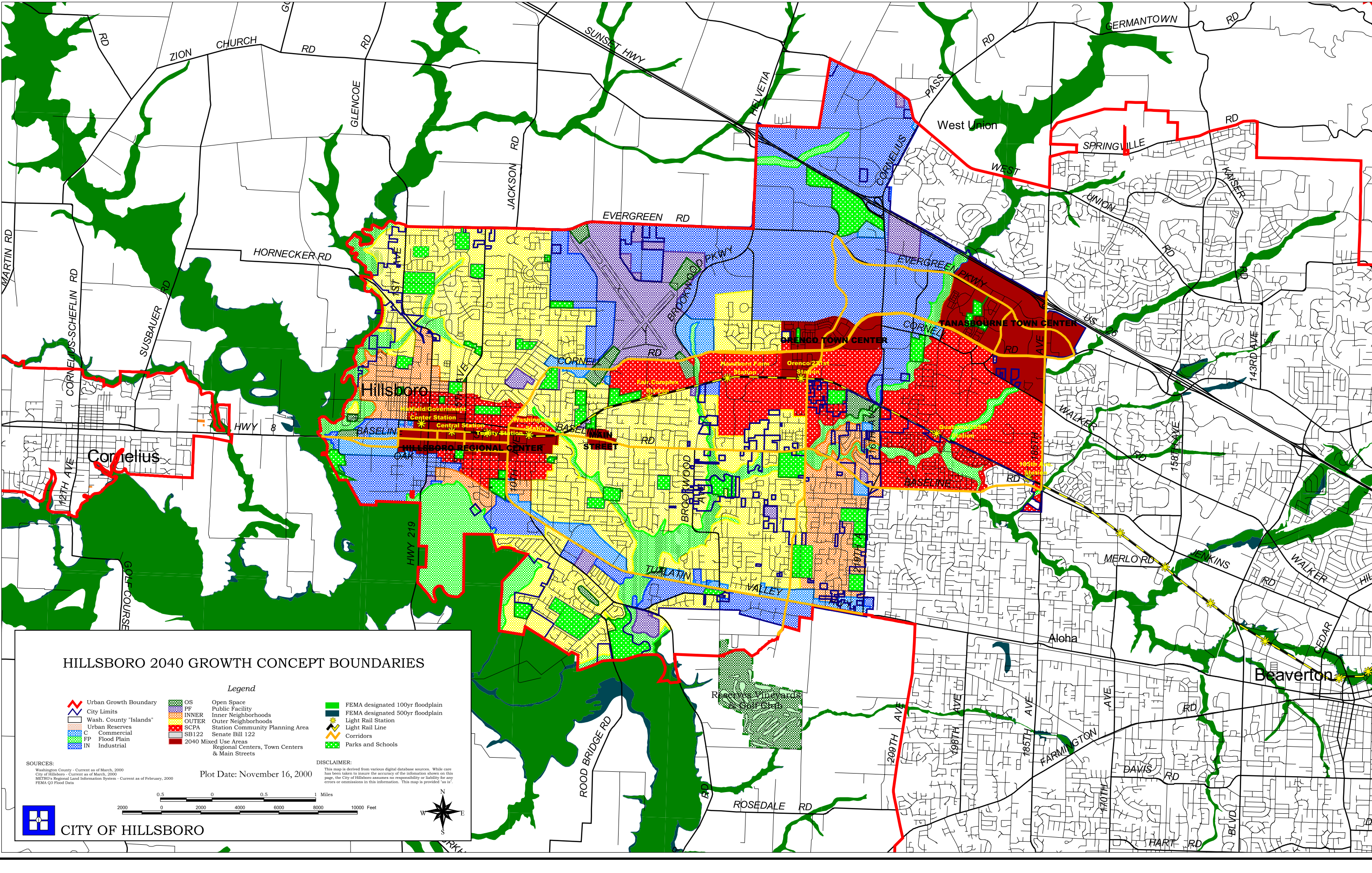
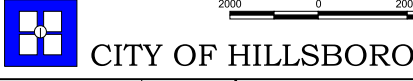
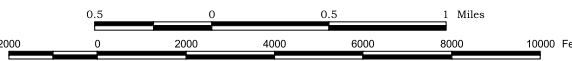




Exhibit A

**Legend**  
 Planning Area



**NE 28TH AVENUE  
 EAST MAIN STREET  
 PLAN AREA**

**Plot Date: November 16, 2000**

*DISCLAIMER*

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*SOURCE*

City of Hillsboro Planning, City of Hillsboro GIS, Current as of June 4, 1999  
 Washington County, GIS, Current as of May, 1999



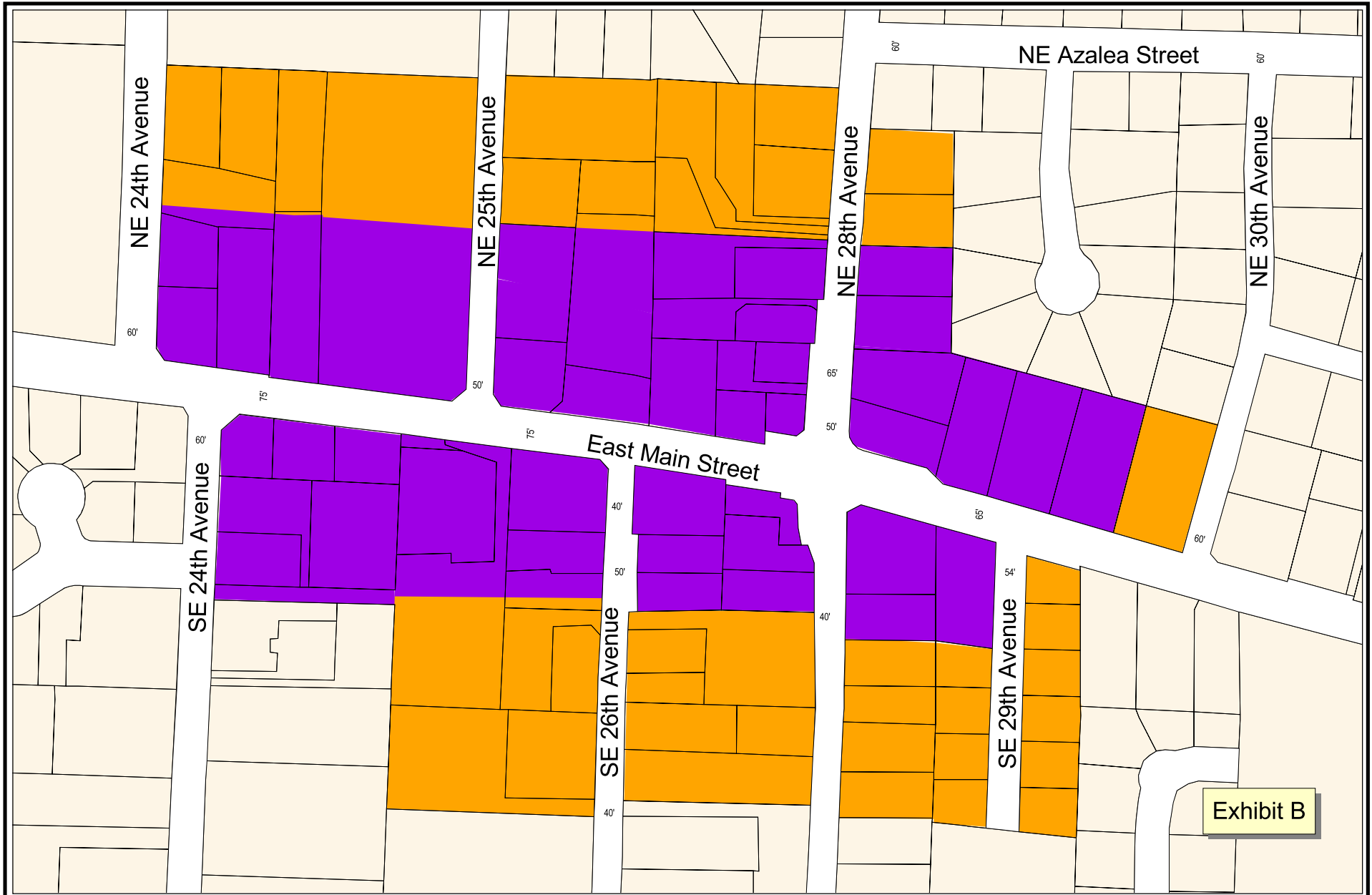


Exhibit B

- Legend**
- Multifamily Residential
  - Mixed Use

SCALE 1 inch = 200 feet

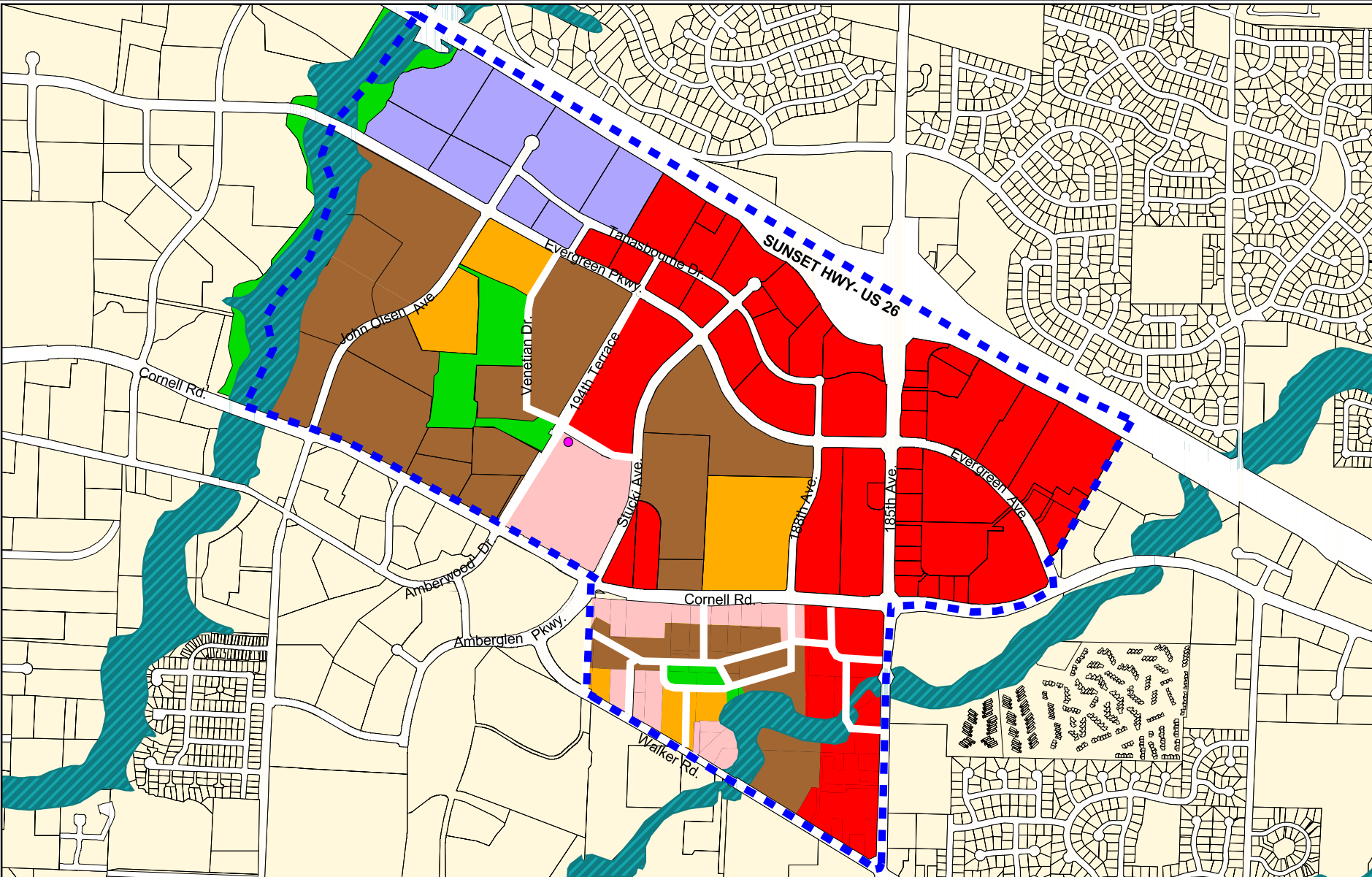


**NE 28TH AVENUE  
EAST MAIN STREET  
PLAN AREA**

**Development Concept**  
Plot Date: November 16, 2000

*DISCLAIMER*  
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*SOURCE*  
City of Hillsboro Planning, City of Hillsboro GIS, Current as of June 4, 1999  
Washington County, GIS, Current as of May, 1999



- Legend**
- Multi-Family 17-23 DU's Per Acre
  - Multi-Family 24-30 DU's Per Acre
  - Industrial
  - Commercial
  - Mixed Use
  - Park
  - Floodplain
  - Planning Boundary
  - Plaza (Location(s) & Size to be Determined)

# TANASBOURNE TOWN CENTER PLAN

**Exhibit 4: General Land Use Plan**

**Plot Date: November 14, 2000**



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**SOURCE:**  
City of Hillsboro Planning- Current - June 1, 1999 and  
Washington County GIS- Current - May, 1999



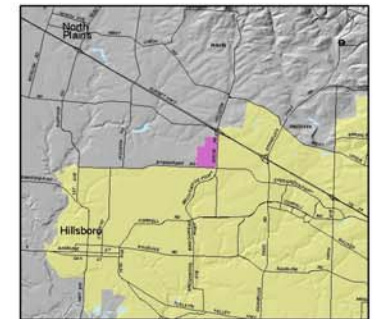
**Figure 20-1  
Preferred  
Design Concept -  
Concept A**



**Legend**

- Concept A (One 100 ac site)
- Concept A-1 (Three 50 ac sites)
- BPA Easement (9 ac)
- Site Tax Lots
- Tax Lots

- Flexibility to provide one 50-ac parcel while maintaining 100 ac in reserves for one user or two additional 50 ac parcels.
- Remaining acreage usable for smaller user needs.
- Huffman Rd extension to 253rd provides access to all parcels - no direct access from Shute or Evergreen necessary, limited public infrastructure required.
- Huffman Rd alignment pulls infrastructure across Shute Rd site to 'area west of site' with connection to 253rd.
- Huffman Rd / BPA easement aligned.
- Allows for future 253rd/Dawson Creek Drive connection, if necessary with future expansion.
- Site concept does not preclude Meek Rd extension. Alignment alternatives to be discussed.



June 2, 2003








# Figure 20-3 Transportation Plan

## Concept A

### Legend

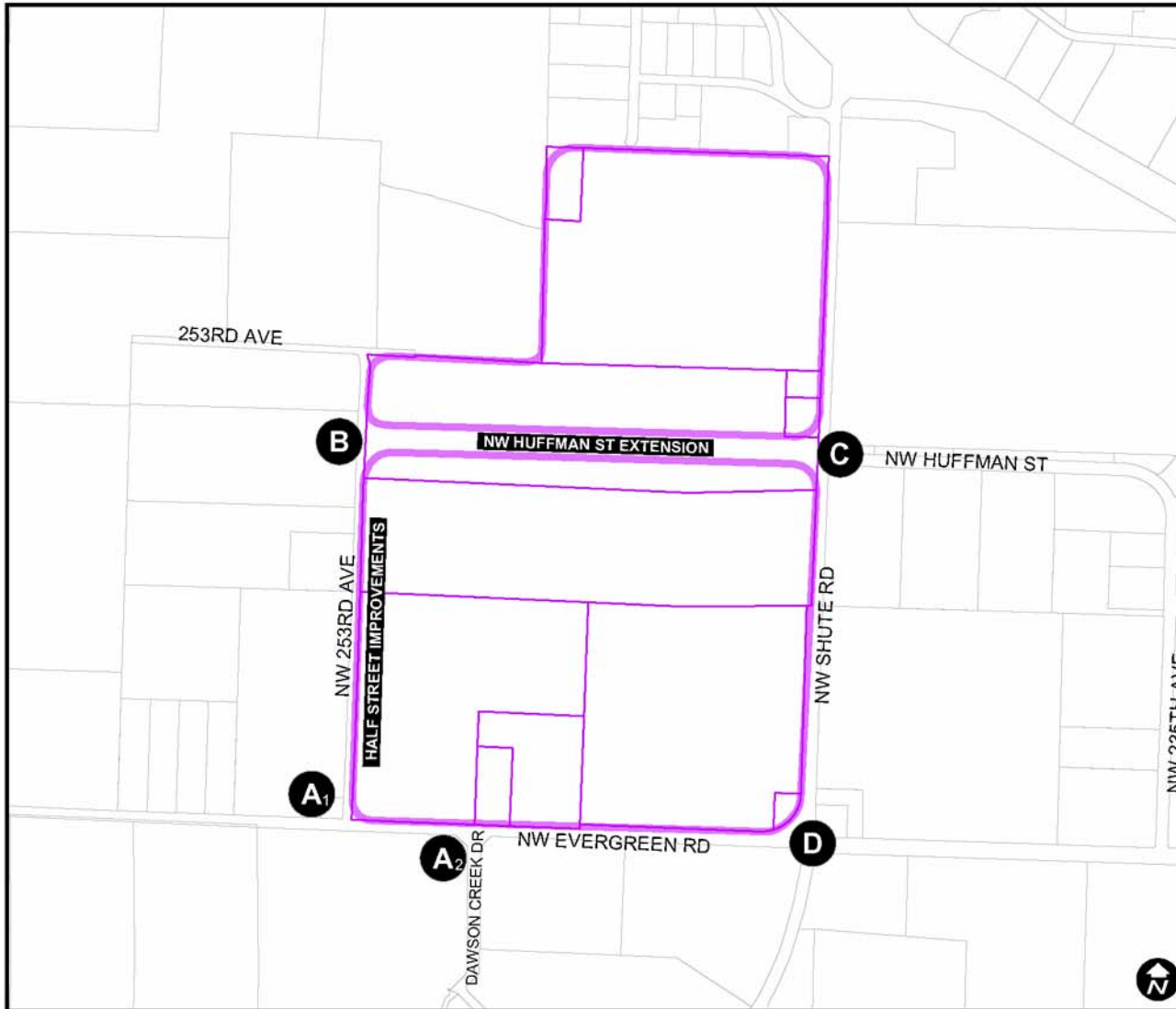
-  Concept A (One 100 ac site)
-  Site Tax Lots
-  Tax Lots

### Recommended Improvements

- A<sub>1</sub>** Install Signal  
Construct WB RT Lane  
Construct SB LT and TH/RT Lane

OR

- A<sub>2</sub>** Signal Modifications  
Construct WB RT Lane  
Construct SB LT and TH/RT Lane  
Restripe NB RT as NB TH/RT  
Construct EB LT Lane  
Realign NW 253rd Ave with Dawson  
Creek Dr at Evergreen Rd
- B** Install Stop Sign on all Approaches
- C** Construct SB RT Lane  
Widen Huffman Street to Provide WB  
TH Lane  
Construct NB LT Lane  
Construct EB LT Lane, TH Lane, Rt Lane  
Implement EB RT Overlap  
Extend Huffman Street West to NW 253rd  
Ave
- D** No Improvements






July 2003



# Figure 20-4 Transportation Plan

## Concept B

### Legend

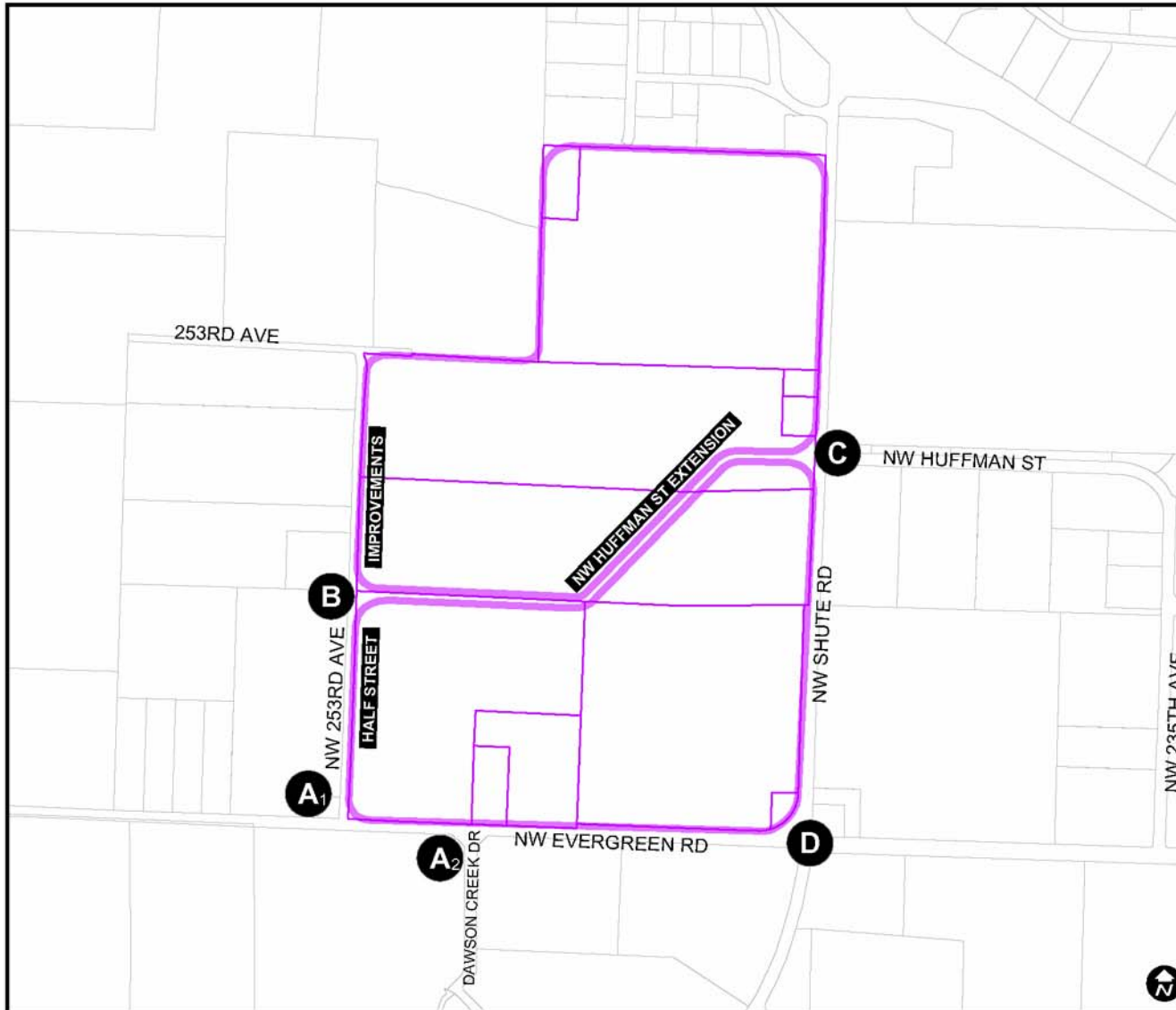
-  Concept B (One 100 ac site)
-  Site Tax Lots
-  Tax Lots

### Recommended Improvements

- A<sub>1</sub>** Install Signal  
Construct WB RT Lane  
Construct SB LT and TH/RT Lane

OR

- A<sub>2</sub>** Signal Modifications  
Construct WB RT Lane  
Construct SB LT and TH/RT Lane  
Restripe NB RT as NB TH/RT  
Construct EB LT Lane  
Realign NW 253rd Ave with Dawson Creek Dr at Evergreen Rd
- B** Install Stop Sign on all Approaches
- C** Construct SB RT Lane  
Widen Huffman Street to Provide WB TH Lane  
Construct NB LT Lane  
Construct EB LT Lane, TH Lane, Rt Lane  
Implement EB RT Overlap  
Extend Huffman Street West to NW 253rd Ave
- D** No Improvements



0 200 400 800 Feet

July 2003



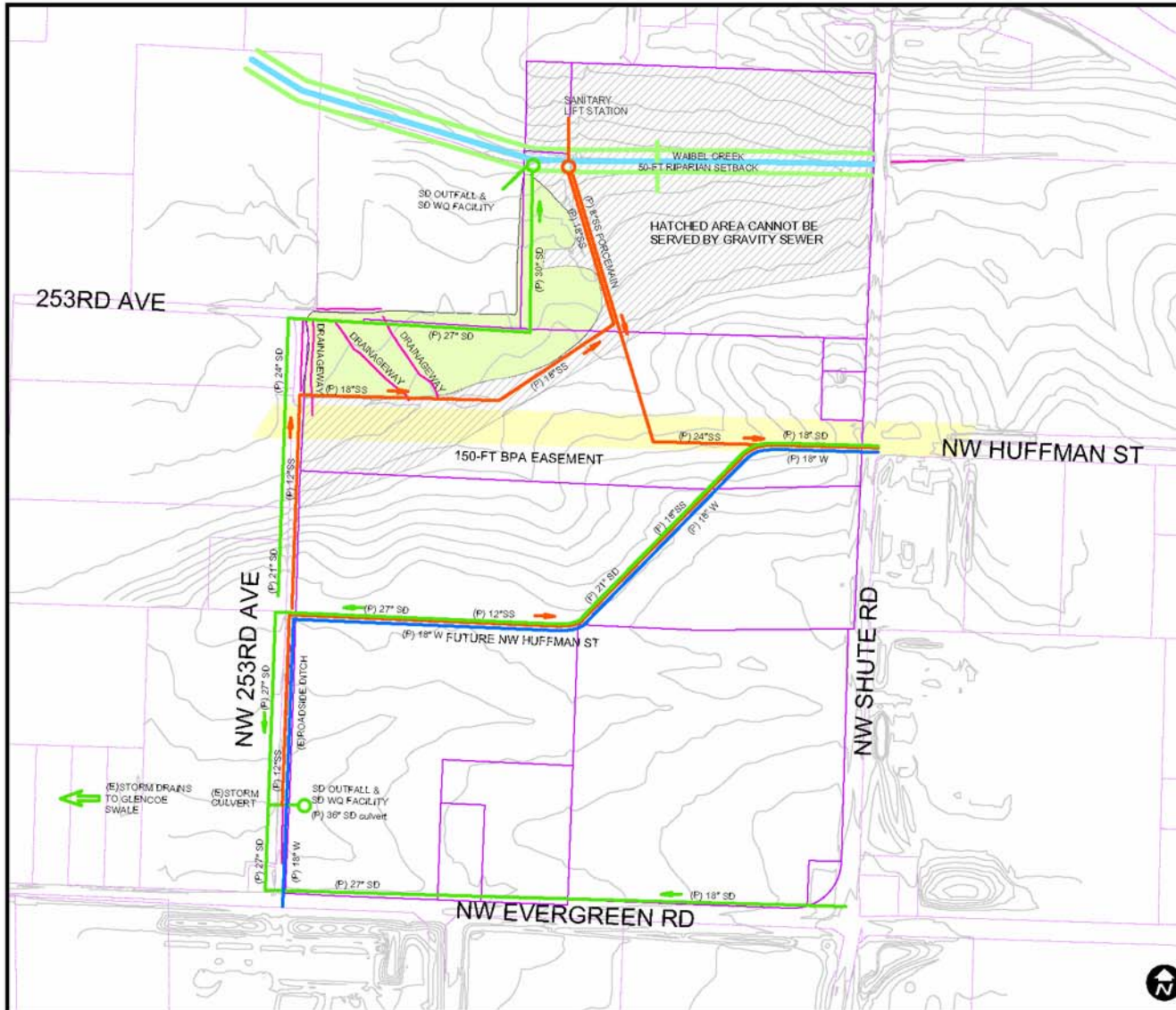
# Figure 20-6 Public Facilities and Services

Concept B

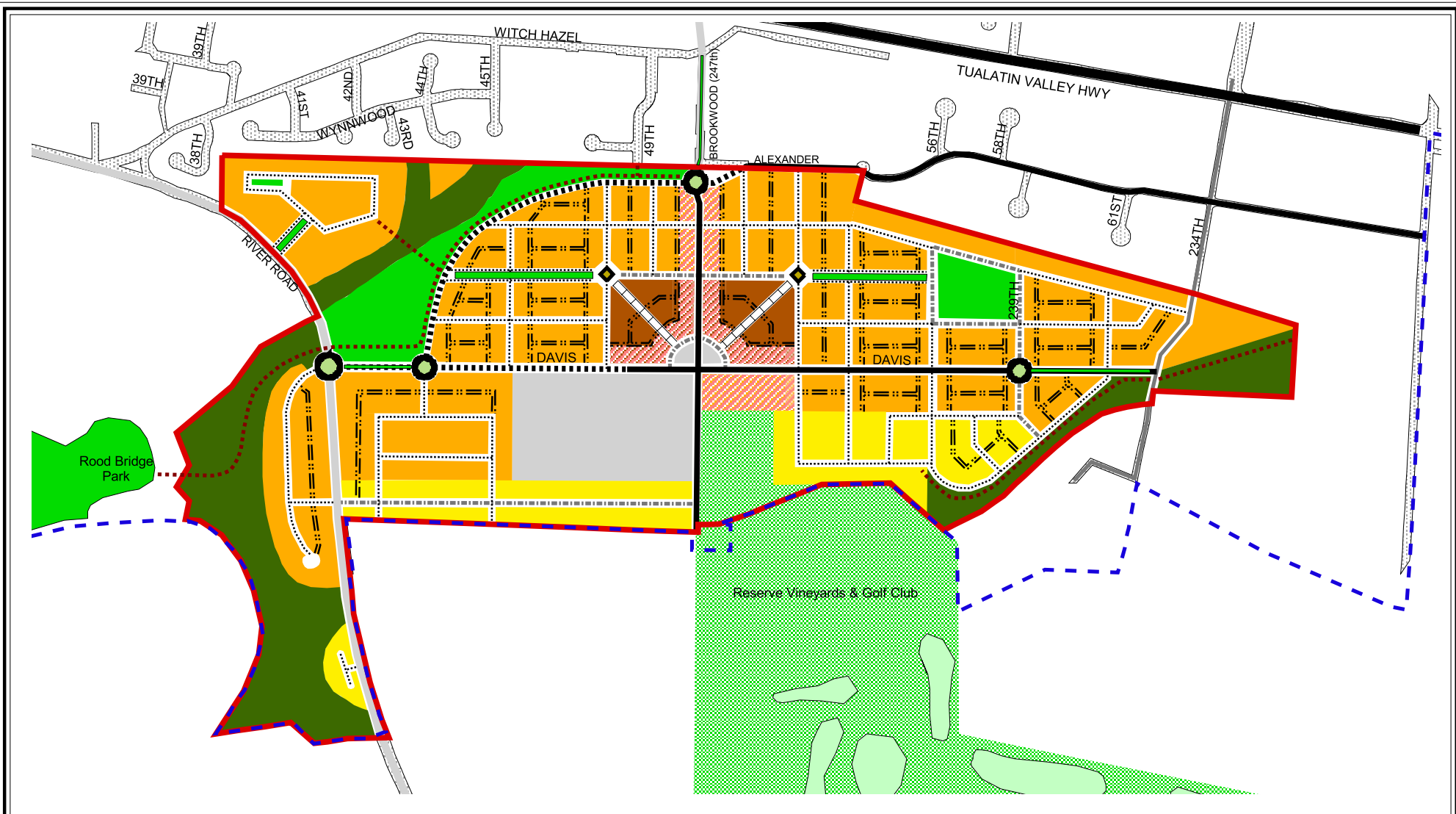
### Proposed Infrastructure

- Sanitary Sewer
- Storm Sewer
- Water Line
- Riparian Setback
- Waibel Creek
- Drainageways
- Tax Lots
- Site Tax Lots
- Natural Resource Area

Note: Utility locations are conceptual in nature and do not necessarily represent exact and final locations.



July, 2003



**Figure 22-1: Community Plan Map**

Plot Date: January 15, 2004



**Legend**

**Land Uses**

- Low Density Residential (3-7 Units Per Acre)
- Medium Density Residential (8-16 Units Per Acre)
- High Density Residential (17-23 Units Per Acre)
- Mixed-use
- Public Facility
- Private Golf Course
- Open Space
- Parks

**Existing Streets**

- Local Street
- Neighborhood Route
- Collector
- Arterial
- Principal Arterial

**Proposed Streets**

- Local Street
- Neighborhood Route
- Collector
- Alley
- Alley

**Proposed Features**

- Bike/Pedestrian Trail
- Greenway
- Traffic Diamond
- Roundabout

**Base Map Information**

- Witch Hazel Village Planning Area
- Urban Growth Boundary

**SOURCE:**

City of Hillsboro Planning  
 City of Hillsboro GIS - Current as of June 1, 2003  
 Aerial Photography - Current as of July 2002  
 METRO's Regional Land Information System (RLIS) - Current as of June 2003

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