



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

10/29/2012

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 008-12

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, November 09, 2012

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

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

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

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

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FORM 2

DLCD

Notice of Adoption

In person electronic mailed

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DEPT OF

OCT 22 2012

LAND CONSERVATION
AND DEVELOPMENT

For Office Use Only

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

Jurisdiction: **City of Hillsboro**

Local file number: **HCP 2-12**

Date of Adoption: **10/16/2012**

Date Mailed: **10/19/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 8/9/2012

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **TSP Amendments**

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

The Transportation System Plan (TSP) and Comprehensive Plan map amendments were adopted to implement transportation improvements for the AmberGlen Community Plan which was adopted on 1/10/10. The adopted text and map amendments to the Hillsboro Comprehensive Plan, and the TSP Update, Jan. 2004, reclassify or create new alignments for eight roadways and revised the TSP's project lists for motor vehicles, bicycles and pedestrians to add the transportation improvements.

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

There were some minor TSP map corrections that were made as the alignments for a few of the eight roadways were depicted incorrectly on the proposed maps. These corrections were not substantive and were more like Scrivenor's errors.

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

to: **N/A**

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

to: **N/A**

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

Acres Involved: **0**

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

New: **N/A**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 008-12 (19454) [17212]

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

City of Hillsboro, Washington County and Metro

Local Contact: Jennifer K. Wells, Senior Planner

Phone: (503) 681-6214 **Extension:**

Address: 150 East Main Street

Fax Number: 503-681-6245

City: Hillsboro

Zip: 97123-

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

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

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

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

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

ORDINANCE NO. 6032

**HCP 2-12: AMBERGLEN COMMUNITY PLAN
TRANSPORTATION SYSTEM PLAN AMENDMENTS**

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

WHEREAS, the AmberGlen Community Plan has identified transportation improvements to implement the Plan, where Hillsboro Transportation System Plan amendments are necessary in order to ensure that the transportation improvements can occur in the near future; and

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

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

WHEREAS, the Planning Commission adopted Order No. 8073 initiating the proposed major Comprehensive Plan amendments on August 8, 2012; and

WHEREAS, the Planning Commission held a public hearing on September 12, 2012, to consider the proposed amendments to the Transportation System Plan and received the staff report and public testimony; and

WHEREAS, on September 12, 2012, based on the testimony, the Record and Exhibits A and B attached hereto, the Planning Commission recommended City Council approval of the initiated Comprehensive Plan amendments through adoption of Order No. 8076; and

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

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

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


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

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

First approval of the Council on this 2nd day of October 2012.

Second approval and adoption by the Council on this 16th day of October 2012.

Approved by the Mayor this 16th day of October 2012.



~~Jerry Willey, Mayor~~ Pro Tem

ATTEST: 
Amber Ames, City Recorder

EXHIBIT A

**HCP 2-12: AmberGlen Community Plan Transportation System Plan Amendments
Proposed Comprehensive Plan Text and Map Amendments**

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

PROPOSED TEXT AMENDMENTS

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

**Table 1-1 Amendments
Pedestrian Master Plan Priority Projects**

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

Table 1-1 is amended as follows:

Pedestrian Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost**
<i>NW 193rd Place</i>	<i>NW Walker Rd</i>	<i>NW Snoqualmie St</i>		√	<i>Hillsboro</i>	<i>\$500,000</i>
<i>NW 194th Ave</i>	<i>NW Cornell Rd</i>	<i>NW Amberglen Pkwy</i>		√	<i>Hillsboro</i>	<i>\$3,500,000</i>
<i>NW 194th Ave</i>	<i>NW Wilkins St</i>	<i>NW Stucki Ave Extension</i>		√	<i>Hillsboro</i>	<i>\$1,800,000</i>
<i>NW 205th Ave</i>	<i>Light Rail tracks</i>	<i>NW 206th Ave Realignment/NW Stucki Ave Extension</i>		√	<i>Hillsboro</i>	<i>\$500,000</i>
<i>NW 206th Ave</i>	<i>Light Rail tracks NW 205th Ave/ NW Stucki Ave Extension</i>	<i>NW Wilkins St</i>		√	<i>Hillsboro</i>	TBD <i>\$450,000</i>
<i>NW Edgeway Dr</i>	<i>NW Holly St</i>	<i>NW Walker Rd</i>		√	<i>Hillsboro</i>	<i>\$3,600,000</i>
<i>NW Gibbs Dr</i>	<i>NW Stucki Ave Extension</i>	<i>NW Walker Rd</i>		√	<i>Hillsboro</i>	<i>\$2,000,000</i>

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW Holly St	NW Edgeway Dr	ORPRC		√	Hillsboro	\$300,000
NW Snoqualmie St	NW 193 rd Place	NW 192 nd Ave	√		Hillsboro	\$40,000
NW Stucki Ave Extension/ Realignment	NW Cornell Rd	NW 206 th Ave		√	Hillsboro	\$10,000,000
NW Walker Rd	NW Von Neumann Dr NW Stucki Ave Extension	1725 NW Walker Rd NW 185 th Ave		√	Washington County	\$8,600,000
NW Walker Rd Extension	NW Stucki Ave Extension	NW 206 th Ave		√	Hillsboro	\$3,700,000
NW Wilkins St Extension	NW AmberGlen Pkwy/NW 194 th Ave Extension	NW 185 th Ave		√	Hillsboro	\$16,000,000

* Project cost estimates for the projects added to this list in September 2012 represent 2010 dollars, all existing projects listed in the July 2004 TSP Update represent 2003 dollars. All cost estimates are conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including sidewalks. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add sidewalks and landscape strips and associated costs.

Table 1-2 Amendments
Bicycle Master Plan Priority Projects

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

Table 1-2 is amended as follows:

Bicycle Master Plan Priority Projects

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW 194 th Ave	NW Cornell Rd	NW Walker Rd Extension		√	Hillsboro	\$2,000,000
NW 194 th Ave	NW Walker Rd Extension	NW Wilkins St		√	Hillsboro	\$2,000,000
NW 194 th Ave	NW Wilkins St	NW Stucki Ave Extension		√	Hillsboro	\$1,800,000

Project	From	To	Stand-alone Project	Roadway Improvement Project	Lead Agency	Cost*
NW 205 th Ave	Light Rail tracks	NW 206 th Ave Realignment/NW Stucki Ave Extension		√	Hillsboro	\$500,000
NW 206 th Ave	Light rail tracks NW 205 th Ave/ NW Stucki Ave Extension	NW Wilkins St	√	√	Hillsboro	\$276,000 \$450,000
NW Edgeway Dr	NW Holly St	NW Walker Rd		√	Hillsboro	\$3,600,000
NW Gibbs Dr	NW Stucki Ave Extension	NW Walker Rd		√	Hillsboro	\$2,000,000
NW Holly St	NW Edgeway Dr	ORPRC		√	Hillsboro	\$300,000
NW Stucki Ave Extension/ Realignment	NW Cornell Rd	NW 206 th Ave		√	Hillsboro	\$10,000,000
NW Walker Rd	NW AmberGlen Pkwy NW Stucki Ave Extension	NW 185 th Ave		√	Washington County	\$8,600,000
NW Walker Rd Extension	NW Stucki Ave Extension	NW 206 th Ave		√	Hillsboro	\$3,700,000
NW Wilkins St Extension	NW AmberGlen Pkwy/NW 194 th Ave Extension	NW 185 th Ave		√	Hillsboro	\$16,000,000

* Project cost estimates for the projects added to this list in September 2012 represent 2010 dollars, all existing projects listed in the July 2004 TSP Update represent 2003 dollars. All cost estimates are conceptual. For roadway improvement projects, the cost estimate represents the whole street improvement necessary for a multi-modal street including sidewalks. For stand-alone projects, the cost estimate represents the cost for retrofitting the existing street cross section to add sidewalks and landscape strips and associated costs.

**Table 1-3 Amendments
Motor Vehicle Project List**

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

Table 1-3 is amended as follows:

Motor Vehicle Project List

Location	Description	Planning Status*	Lead Agency	Cost**
Highest Priority Projects				
NW 194 th Avenue: Cornell Rd to Walker Rd Extension	Extend 3 Lane roadway	RTP 11277	Hillsboro	\$2,000,000
NW 194 th Avenue: Walker Rd Extension to Wilkins St	Extend 2 Lane roadway	RTP 11277	Hillsboro	\$2,000,000
NW 194 th Avenue: Wilkins St to Stucki Ave Extension	Extend 2 Lane roadway	RTP 10825	Hillsboro	\$1,800,000
NW 205 th Avenue: Light Rail tracks to 206 th Ave Realignment/Stucki Ave Extension	Extend 5 Lane roadway	RTP 11138	Hillsboro	\$500,000
NW 205 th Avenue: Quatama Rd to Baseline Rd	Widen to 5 lanes	RTP 10592	Hillsboro	\$18,061,000
NW 206 th Avenue: Von Neumann Dr to 205 th Ave/Stucki Ave Extension	Widen to 3 lanes	RTP 11138	Hillsboro	\$700,000
NW Edgeway Drive (Salix) Extension: Holly St to Walker Rd	Widen to 3 lanes	RTP 10828	Hillsboro	\$4,000,000
NW Gibbs Drive: Stucki Ave Extension to Walker Rd	Widen to 3 Lanes	Not in Plans	Hillsboro	\$2,000,000
NW Stucki Avenue Extension/ Realignment: Cornell Rd to 206 th Ave (north of Light Rail)	Extend/Realign to 3 Lanes	RTP 11276	Hillsboro	\$10,000,000
NW Walker Road: Stucki Ave Extension to 185 th Ave	Widen to 5 Lanes	RTP 10569	Wash. County	\$17,611,000
NW Walker Road Extension: Stucki Ave Extension to 206 th Ave	Extend 3 Lane roadway	RTP 11275	Hillsboro	\$2,500,000
NW Walker Road ROW Reservation: Stucki Ave Extension to 185 th Ave	7 Lanes	Not in Plans	Hillsboro/ Wash. Co.	\$1,700,000
NW Wilkins Street Extension: AmberGlen Pkwy/194 th Ave Extension to 185 th Ave	Extend to 3 Lanes	RTP 10829	Hillsboro	\$16,000,000
Second Highest Priority Projects				
Amberglen Parkway: Walker to 206 th ***	Extend 3 Lane roadway	Not in Plans	Hillsboro	\$2,400,000
Salix Extension: LRT to Walker ***	Extend 2/3 lane roadway	Not in Plans	Hillsboro	\$4,900,000
Walker Road: Amberglen to 185 th	Widen to 5 Lanes	RTP 3144	Wash. County	\$3,850,000
East-West Collector: Cornelius Pass to Salix ***	Extend 2/3 lane road	RTP 3105	Hillsboro	\$4,400,000
206 th Avenue: Amberwood to LRT	Widen to 3 lanes	Not in Plans	Hillsboro	\$3,500,000
Third Highest Priority Projects				
Heritage: 185 th to Salix	Extend 2 lane road	Not in Plans	Wash. County	\$2,200,000
Parr: 185 th to Salix	Connect 3 lane road	Not in Plans	Wash. County	\$2,200,000

Location	Description	Planning Status*	Lead Agency	Cost**
188 th Extension: Cornell to Walker	Extend 3-lane road	Not in Plans	Hillsboro	\$2,700,000
205 th Avenue: LRT to Baseline	Widen to 5 lanes	RTP 3107	Wash. County/ Hillsboro	\$7,100,000

* RTP = Regional Transportation Plan financially constrained and priority system improvements, August 2000-, and June 2010 for RTP project numbers: 11275, 11276, 11277, 10829, 11138, 10825, 10592, 10569, and 10828.

** Cost estimate represents current 2003 dollars, except for RTP project numbers: 11275, 11276, 11277, 10829, 11138, 10825, 10592, 10569, and 10828, where cost estimates represent 2010 dollars.

*** Road alignment is subject to East-West Connector Study

Table 4-7 Amendments Updates to Bicycle Master Plan

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

Table 4-7 is amended as follows:

Updates to Bicycle Master Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
NW 194 th Avenue Extension - Cornell Rd to Walker Rd Extension	N/A	Planned Cycle Track
NW 194 th Avenue Extension: Walker Rd Extension to Stucki Ave Extension	N/A	Planned Multi-Use Path
NW 205 th Avenue - Light Rail tracks to 206 th Ave Realignment/Stucki Ave Extension	N/A	Planned Cycle Track
NW Edgeway Drive (Salix) Extension - Holly St to Walker Rd	N/A	Planned Cycle Track
NW Gibbs Drive - Stucki Ave Extension to Walker Rd	N/A	Planned Cycle Track
NW Stucki Avenue Extension/Realignment - Cornell Rd to 206 th Ave (north of Light Rail)	N/A	Planned Cycle Track
NW Walker Road Extension - Stucki Ave Extension to 206 th Ave	N/A	Planned Cycle Track
NW Wilkins Street Extension - 194 th Ave Extension to 185 th Ave	N/A	Planned Cycle Track

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

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

The streets that were part of the East-West Connector Study Area or have already been built are proposed to be deleted, and a new category: Expanded Study Area: AmberGlen Community Plan added to the table, where the transportation projects would be listed under that category. This would be consistent with the current formatting of the table which includes a category called Expanded Study Area: South Hillsboro that lists the functional classifications for roadways in South Hillsboro.

Table 4-10 is amended as follows:

Updates to Functional Classification Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
Salix extension—185 th to Walker *	Collector	Planned Collector
Heritage—185 th to Salix	Collector	Planned Collector
East-West connection—Salix to Stucki	Planned Collector	na
<i>Expanded Study Area: AmberGlen Community Plan</i>		
194 th Avenue Extension - Cornell Rd to Walker Rd Extension	na	Planned Collector
194 th Avenue Extension - Walker Rd Extension to Stucki Ave Extension	na	Planned Collector
205 th Avenue - Light Rail tracks to 206 th Ave Realignment/Stucki Ave Extension	na	Planned Arterial
Edgeway Drive (Salix) Extension - Holly St to Walker Rd	na	Planned Collector
Gibbs Drive - Stucki Ave Extension to Walker Rd	na	Planned Collector
Stucki Avenue Extension/Realignment - Cornell Rd to 206 th Ave (north of Light Rail)	na	Planned Arterial
Walker Road Extension - Stucki Ave Extension to 206 th Ave	na	Planned Collector
Wilkins Street Extension - 194 th Ave Extension/ AmberGlen Pkwy to 185 th Ave	na	Planned Collector

* Part of the East-West Connector Study Area

Table 4-11 Amendments

Updates to Future Streets Right-of-Way Plan

The Future Streets Right-of-Way Plan (Figure 1-6) provides the right-of-way requirements for arterial and collector streets which are anticipated within the TSP planning horizon to require more than two lanes. The updates to the Future Streets Right-of-Way Plan are summarized in Table 4-11 and are illustrated in Figure 1-6a. Figure 1-5a illustrates the number of lanes for specific roadway segments. This table, like Table 4-10, includes a category called Expanded Study Area: South Hillsboro, a road that was part of the East-West Connector Study Area is proposed to be deleted and a new category: Expanded Study Area: AmberGlen Community Plan added to the table, where the right-of-way requirements for the transportation improvements would be listed.

Table 4-11 is amended as follows:

Updates to Future Streets Right-of-Way Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
East West road - Salix to Stucki	Planned 2/3 lanes	na
<i>Expanded Study Area: AmberGlen Community Plan</i>		
<i>194th Avenue Extension - Cornell Rd to Walker Rd Extension</i>	<i>na</i>	<i>Planned 2/3 lanes</i>
<i>194th Avenue Extension - Walker Rd Extension to Stucki Ave Extension</i>	<i>na</i>	<i>Planned 2 lanes</i>
<i>205th Avenue - Light Rail tracks to 206th Ave Realignment/Stucki Ave Extension</i>	<i>na</i>	<i>Planned 4/5 lanes</i>
<i>Edgeway Drive (Salix) Extension - Holly St to Walker Rd</i>	<i>na</i>	<i>Planned 2/3 lanes</i>
<i>Gibbs Drive - Stucki Ave Extension to Walker Rd</i>	<i>na</i>	<i>Planned 2/3 lanes</i>
<i>Stucki Avenue Extension/Realignment - Cornell Rd to Walker Rd</i>	<i>na</i>	<i>Planned 4/5 lanes</i>
<i>Stucki Avenue Extension/Realignment - Walker Rd to 206th Ave (north of Light Rail)</i>	<i>na</i>	<i>Planned 2/3 lanes</i>
<i>Walker Road Extension - Stucki Ave Extension to 194th Ave Extension</i>	<i>na</i>	<i>Planned 4/5 lanes</i>
<i>Walker Road Extension - 194th Ave Extension to 206th Ave</i>	<i>na</i>	<i>Planned 2/3 lanes</i>
<i>Walker Road - Stucki Ave Extension/Realignment to 185th Ave</i>	<i>na</i>	<i>Planned 6/7 lanes</i>
<i>Wilkins Street Extension - 194th Ave Extension/ AmberGlen Pkwy to Edgeway Dr</i>	<i>na</i>	<i>Planned 2/3 lanes</i>

Table 4-13
Updates to Street Improvement Plan

This table summarizes updates to the Street Improvement Plan (Figure 1-5) which are illustrated in Figure 1-5a. The proposed streets that have been built within the OHSU West Campus Master Plan area and/or part of the East-West Connector Study Area and have been revised by the AmberGlen Community Plan are proposed to be deleted. A new category: Expanded Study Area: AmberGlen Community Plan is proposed to be added to the table, and the transportation projects listed under that category. This would be consistent with the current formatting of the table which includes a category called Expanded Study Area: South Hillsboro.

Table 4-13 is amended as follows:

Updates to Street Improvement Plan

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
Tanasbourne interior roadways north of Walker	Existing street widening	Proposed Street
Holly—185 th to Salix *	Proposed street	Street Widening
Parr—185 th to Salix *	Proposed street	Street Widening
East/West connection from 185 th to 206 th	Proposed 2/3 lanes	Future Study Area
East/West road—Salix to Stucki	Proposed street	Future Study Area
<i>Expanded Study Area: AmberGlen Community Plan</i>		
194 th Avenue Extension: Cornell Rd to Walker Rd Extension	na	Proposed street
194 th Avenue Extension: Walker Rd Extension to Amberglenn Pkwy	na	Proposed street
194 th Avenue Extension: Amberglenn Pkwy to Wilkins St	na	Multi-modal street modification
194 th Avenue Extension: Wilkins St to Stucki Ave Extension	na	Proposed street
205 th Avenue: Light Rail tracks to 206 th Ave Realignment/Stucki Ave Extension	na	Proposed street
Edgeway Drive (Salix) Extension: Holly St to Walker Rd	na	Proposed street
Gibbs Drive: Stucki Ave Extension to Walker Rd	na	Proposed street
Stucki Avenue Extension/Realignment: Walker Rd to 206 th Ave (north of Light Rail)	na	Proposed street
Stucki Avenue Extension/Realignment: Cornell Rd to Walker Rd	na	Proposed street
Walker Road Extension: Stucki Ave Extension to 194 th Ave Extension	na	Proposed street
Walker Road Extension: 194 th Ave Extension to Amberwood Dr	na	Proposed street
Walker Road Extension: Amberwood Dr connection to 206 th Ave	na	Street widening
Walker Road: Stucki Ave Extension/Realignment to 185 th Ave	na	Street widening

Roadway	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
<i>Wilkins Street Extension: 194th Ave Extension/ AmberGlen Pkwy to Edgeway Dr</i>	<i>na</i>	<i>Proposed street</i>

* Part of the East-West Connector Study Area

Table 4-14
Updates to Traffic Signal Master Plan

This table summarizes updates to the Traffic Signal Master Plan (Figure 1-8) as illustrated in Figure 1-8a. The existing intersection traffic signal locations are proposed to be amended and the proposed traffic signals for the AmberGlen Community Plan area added to this table. The status of intersection traffic signals is also proposed to be amended to reflect maintenance responsibility for existing constructed signals.

Table 4-14 is amended as follows:

Updates to Traffic Signal Master Plan

Intersection	Hillsboro 2015 TSP	Draft Hillsboro 2020 TSP
185 th /Holly	New/Future Signal	Stop Sign Control <i>Wash. County maintained</i>
188 th Avenue/Cornell	<i>na</i>	Proposed Traffic Signal <i>Wash. County maintained</i>
<i>194th Ave Extension/Stucki Ave Realignment/ Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>194th Ave Extension/Walker Rd Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>205th/206th Ave Realignment/Stucki Ave Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Amberglen Pkwy/194th Ave Extension at Wilkins St Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Amberwood Dr/206th - John Olsen Ave</i>	<i>na</i>	<i>Hillsboro maintained</i>
<i>Cornell Rd/192nd Ave</i>	<i>na</i>	<i>Wash. County maintained</i>
<i>Cornell Rd/194th Ave - Amberwood Dr</i>	<i>na</i>	<i>Wash. County maintained</i>
<i>Stucki Ave/Allie Ave</i>	<i>na</i>	<i>Hillsboro maintained</i>
<i>Stucki Ave Realignment/Extension at Gibbs Dr</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Stucki Ave Realignment/Extension/Walker Rd</i>	<i>na</i>	<i>Proposed (relocated Traffic Signal)</i>
<i>Stucki Ave/Walker Rd (Existing signal)</i>	<i>na</i>	<i>Remove Traffic Signal</i>
<i>Stucki Ave Realignment/Extension at Wilkins St Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Von Neumann Dr/194th Ave Extension - Amberglen Pkwy</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Walker Rd/191st Ave</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Walker Rd/Edgeway Dr Extension</i>	<i>na</i>	<i>Proposed Traffic Signal</i>
<i>Walker Rd/Gibbs Drive</i>	<i>na</i>	<i>Proposed Traffic Signal</i>

In addition to the proposed amendments to the TSP tables, Chapter 4: Future Demand and Land Use contains a section that establishes and describes Special Study Areas, with corresponding maps that show the boundaries of the Special Study Areas contained in Figures 4-8, 4-9 and 4-10. One of these Special Study Areas is the East-West Connector Study Area which the TSP Update identified for property located south of Walker Road between 185th Avenue and AmberGlen Parkway and north of the light rail tracks. This study area covers approximately 1,400-acres with the largest land holding being the Oregon Health Sciences University (OHSU). Figure 4-8 illustrates several potential roadway connections that were identified in the TSP Update.

The transportation analysis conducted as part of the AmberGlen Community Plan studied the East-West Connector Study Area in more depth as described in the original text below and recommends changes within the Area including revised transportation connections. The text contained in the East-West Connector Study Area is deleted in its entirety, as follows:

SPECIAL STUDY AREAS

East-West Connector Study Area

~~The Hillsboro TSP update has identified a study area for the property located south of Walker Road between 185th Avenue and AmberGlen Parkway and north of the light rail tracks. This study area covers approximately 1,400 acres with the largest land holding being the Oregon Health Sciences University (OHSU). The potential constraints to achieving acceptable collector-level circulation in the study area require additional study of both potential land use and circulation prior to any comprehensive plan changes or development approvals that may preclude potential circulation routes.~~

~~Uncertain plans for the largest land holding (OHSU) make specific recommendations that meet both circulation and land use need less definitive. Technical analysis conducted for this TSP update indicates that an east-west connection between a proposed Salix Terrace extension and AmberGlen Parkway would have a potential to benefit the future 2020 transportation system. Figure 4-8 summarizes several potential roadway connections that were identified in the TSP Update. However, given the speculative future development of the OHSU property, this TSP update does not propose a specific alignment for the east-west connector roadway, nor does it propose a specific alignment for the north-south Salix Extension. Furthermore, the alignments for multi-use paths, such as the Bronson Creek Trail, displayed in the Pedestrian and Bicycle Master Plans (Figures 1-2 and 1-3) are not intended to be specific. The TSP, therefore recommends a detailed multi-modal transportation subarea analysis be conducted for the study area which considers all reasonable roadway and trail alignment alternatives combined with future land use proposals to produce a balance between traffic circulation needs and the land use/environmental sensitivity of the area, particularly accounting for the unique scientific/research character of the OHSU West Campus.~~

PROPOSED MAP AMENDMENTS

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

- A. NW Walker Road Extension: from NW Stucki Avenue Realignment/Extension to NW Amberwood Drive (and NW 206th Avenue)
- B. NW 194th Avenue: from NW Amberwood Drive (NW Cornell Road) to NW Amberglen Parkway
- C. NW 194th Avenue: from NW Wilkins Street to NW Stucki Avenue Extension
- D. NW Stucki Avenue Extension/Realignment: from NW Cornell Road to NW 206th Avenue (north of Light Rail)
- E. NW Gibbs Drive: from NW Stucki Avenue Extension to NW Walker Road
- F. NW Walker Road 7-lane ROW Reservation: from NW Stucki Avenue Extension/Realignment to NW 185th Avenue
- G. NW Wilkins Street Extension: NW 194th Extension/NW Amberglen Parkway to NW 185th Avenue (NW Edgeway Drive Extension)
- H. NW 205th Ave Realignment: Light Rail tracks to NW 206th Avenue realignment/NW Stucki Avenue Extension
- I. NW Edgeway Drive: NW Holly Street to NW Walker Road

TSP Figure 1-2: Pedestrian Master Plan (see Attachment A-1). See Figure 1-2a: AmberGlen TSP Amendment Pedestrian Master Plan Detail Map for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-2. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-2.

TSP Figure 1-3: Bicycle Master Plan (see Attachment A-2). See Figure 1-3a: AmberGlen TSP Amendment Bicycle Master Plan Detail Map for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-3. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-3.

TSP Figure 1-5: Street Improvement Plan (see Attachment A-3). See Figure 1-5a: AmberGlen TSP Amendment Street Improvement Plan Detail Map for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-5. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-5.

TSP Figure 1-6: Future Streets Where Right of Way is Planned for Two or More Lanes (see Attachment A-4). See Figure 1-6a: AmberGlen TSP Amendment Future Streets Where Right of Way is Planned for Two or More Lanes Detail Map for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-6. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-6.

TSP Figure 1-8: Traffic Signal Master Plan (see Attachment A-5). See Figure 1-8a: AmberGlen TSP Amendment Traffic Signal Master Plan for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-8. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-8.

TSP Figure 1-9: Functional Classification Plan (see Attachment A-6). See Figure 1-9a: AmberGlen TSP Amendment Functional Classification Plan for specific details on how this map is being amended. The symbol for the East-West Connector Study Area and its reference in the Figure legend has been deleted from Figure 1-9. The Special Study Area Boundary encompassing the Amberglen Area has also been deleted from Figure 1-9.

TSP Figure 4-8: East-West Connector Study Area (see Attachment A-7). This figure will be deleted in its entirety.

Comprehensive Plan Figure 14-1: Functional Classification Plan (see Attachment A-8). Figure 14-1 will be amended similar to TSP Figure 1-9.

Comprehensive Plan Figure 14-1a: Future Streets Where Right of Way is Planned for More Than Two Lanes (see Attachment A-9). This map will be amended similar to TSP Figure 1-6.

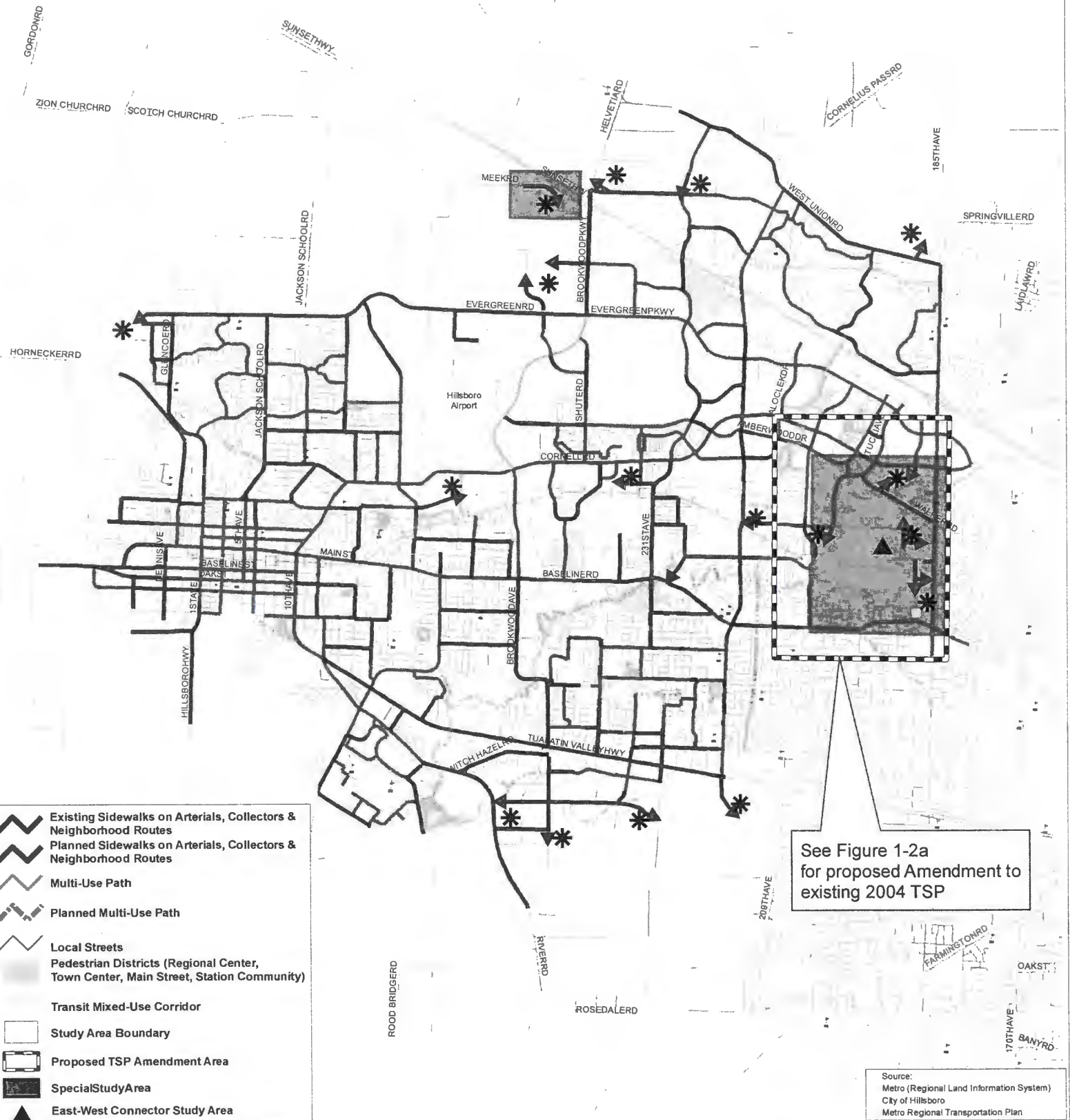
Comprehensive Plan Figure 14-2: Street Improvement Plan (see Attachment A-10). This map will be amended similar to TSP Figure 1-5.

Comprehensive Plan Figure 14-4: Bicycle Master Plan (see Attachment A-11). This map will be amended similar to TSP Figure 1-3.

Comprehensive Plan Figure 14-6: Traffic Signal Master Plan (see Attachment A-12). This map will be amended similar to TSP Figure 1-8.

Comprehensive Plan Figure 14-7: Pedestrian Master Plan (see Attachment A-13). This map will be amended similar to TSP Figure 1-2.

City of Hillsboro ATTACHMENT A-1 Transportation System Plan



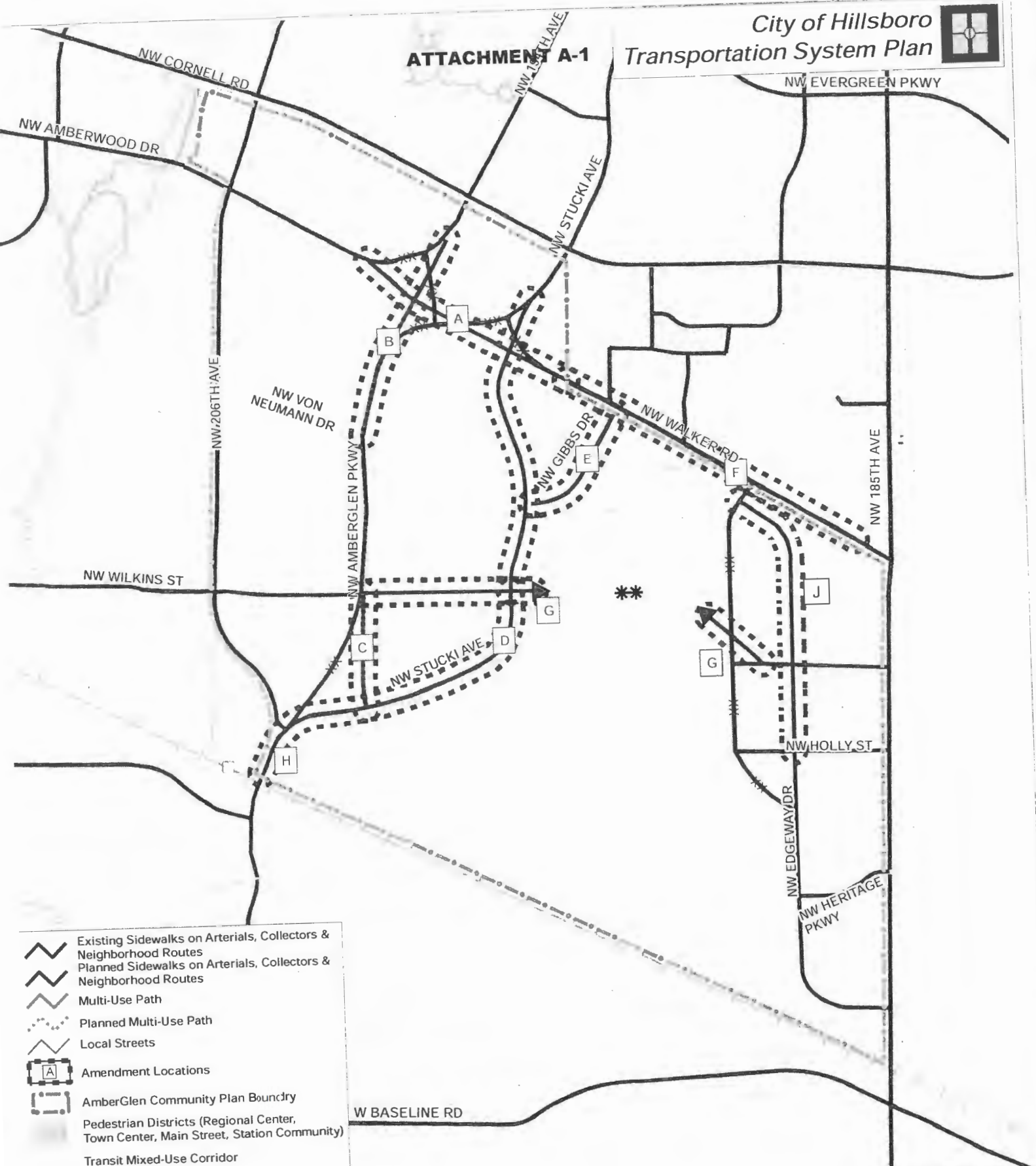
See Figure 1-2a
for proposed Amendment to
existing 2004 TSP

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

**Figure 1-2
PEDESTRIAN MASTER PLAN**



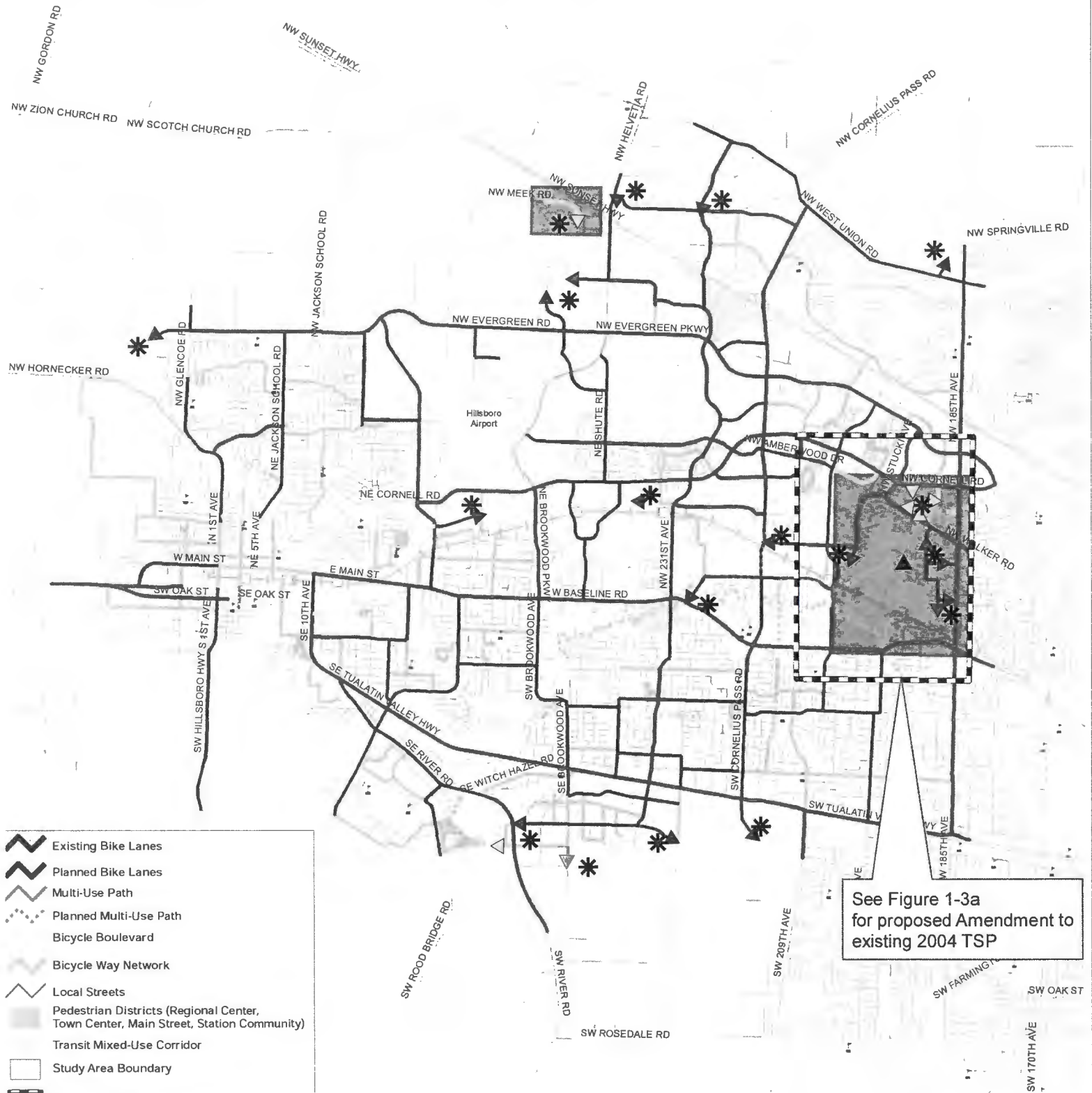
ATTACHMENT A-1



- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Multi-Use Path
- Planned Multi-Use Path
- Local Streets
- Amendment Locations
- AmberGlen Community Plan Bounclry
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Potential Wilkins Street Alignment Area
- Deleted Facility
- Light Rail Transit Stop
- Light Rail Transit Line

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

Figure 1-2a
AMBERGLEN TSP AMENDMENT
PEDESTRIAN MASTER PLAN DETAIL MAP



- Existing Bike Lanes
- Planned Bike Lanes
- Multi-Use Path
- Planned Multi-Use Path
- Bicycle Boulevard
- Bicycle Way Network
- Local Streets
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Proposed TSP Amendment Area
- Special Study Area Boundary
- East-West Connector Study Area
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Light Rail Transit Stop
- Light Rail Transit Line

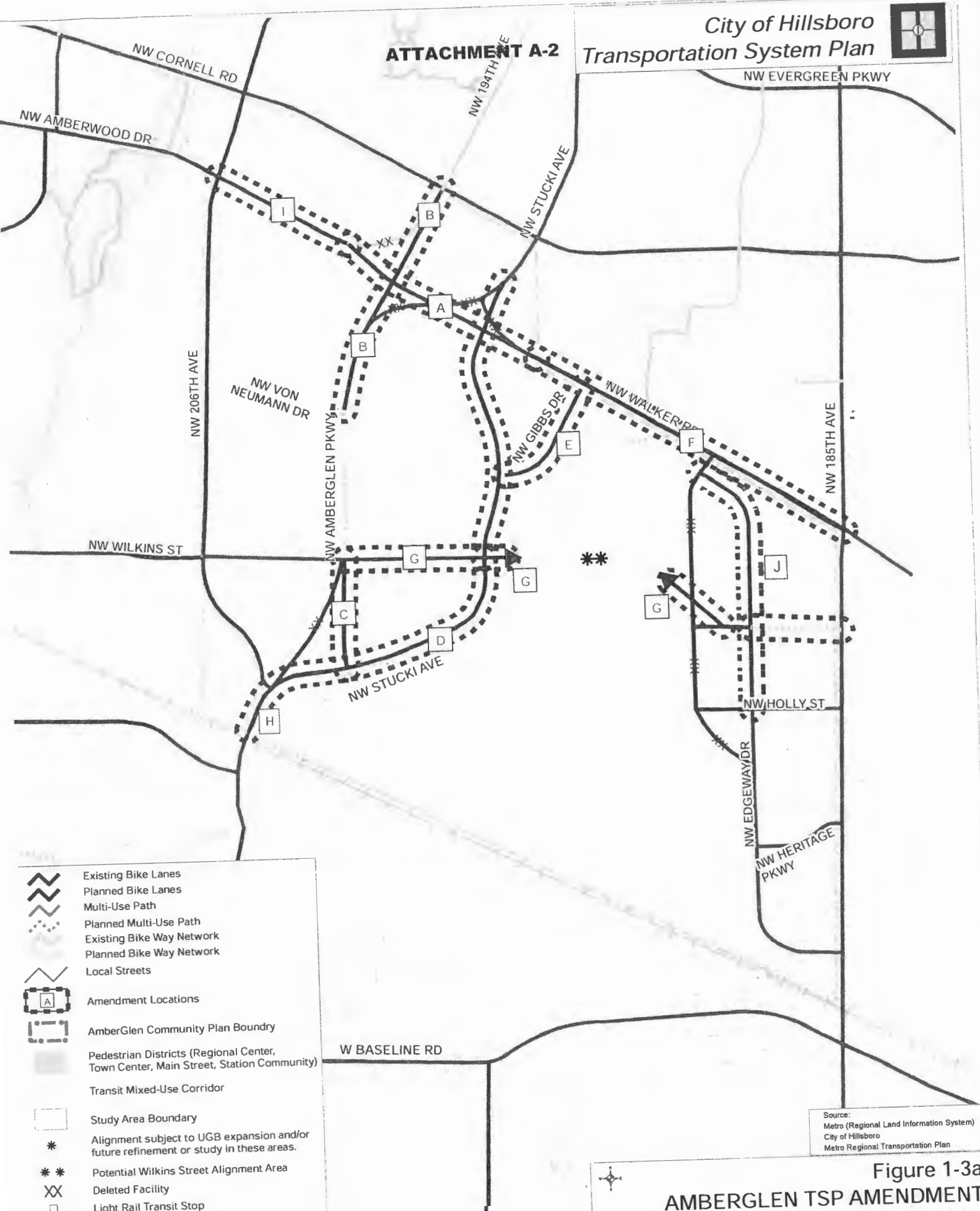
See Figure 1-3a for proposed Amendment to existing 2004 TSP

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

**Figure 1-3
 BICYCLE MASTER PLAN**

ATTACHMENT A-2

**City of Hillsboro
Transportation System Plan**



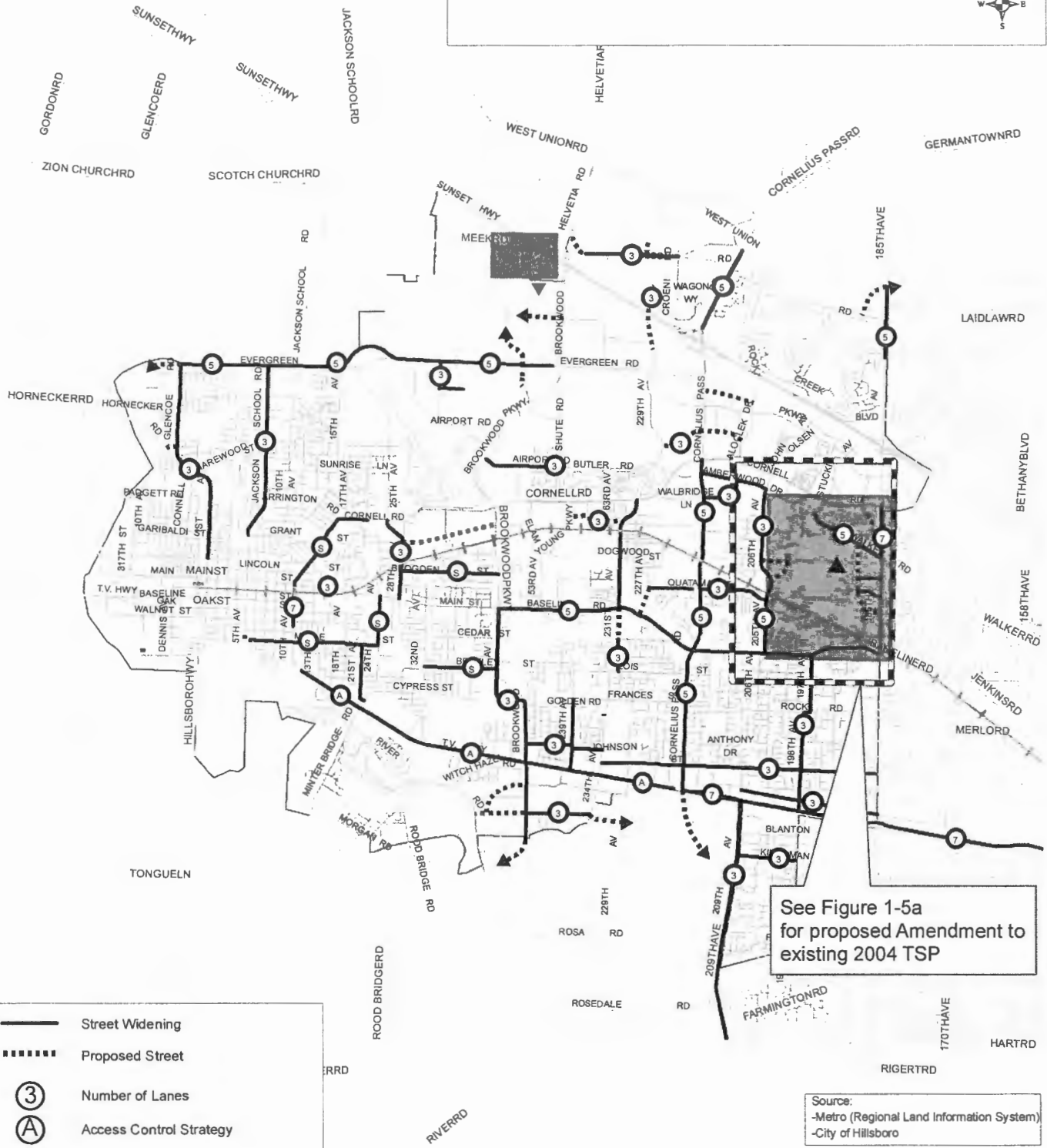
- Existing Bike Lanes
- Planned Bike Lanes
- Multi-Use Path
- Planned Multi-Use Path
- Existing Bike Way Network
- Planned Bike Way Network
- Local Streets
- Amendment Locations
- AmberGlen Community Plan Boundary
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Potential Wilkins Street Alignment Area
- Deleted Facility
- Light Rail Transit Stop
- Light Rail Transit Line

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

**Figure 1-3a
AMBERGLEN TSP AMENDMENT
BICYCLE MASTER PLAN DETAIL MAP**

ATTACHMENT A-3

City of Hillsboro Transportation System Plan



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

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

- Street Widening
- Proposed Street
- Number of Lanes
- Access Control Strategy
- New Ramps
- Multi-modal Street Reconstruction
- Proposed TSP Amendment Area
- Special Study Area
- East-West Connector Study Area

Figure 1-5 STREET IMPROVEMENT PLAN

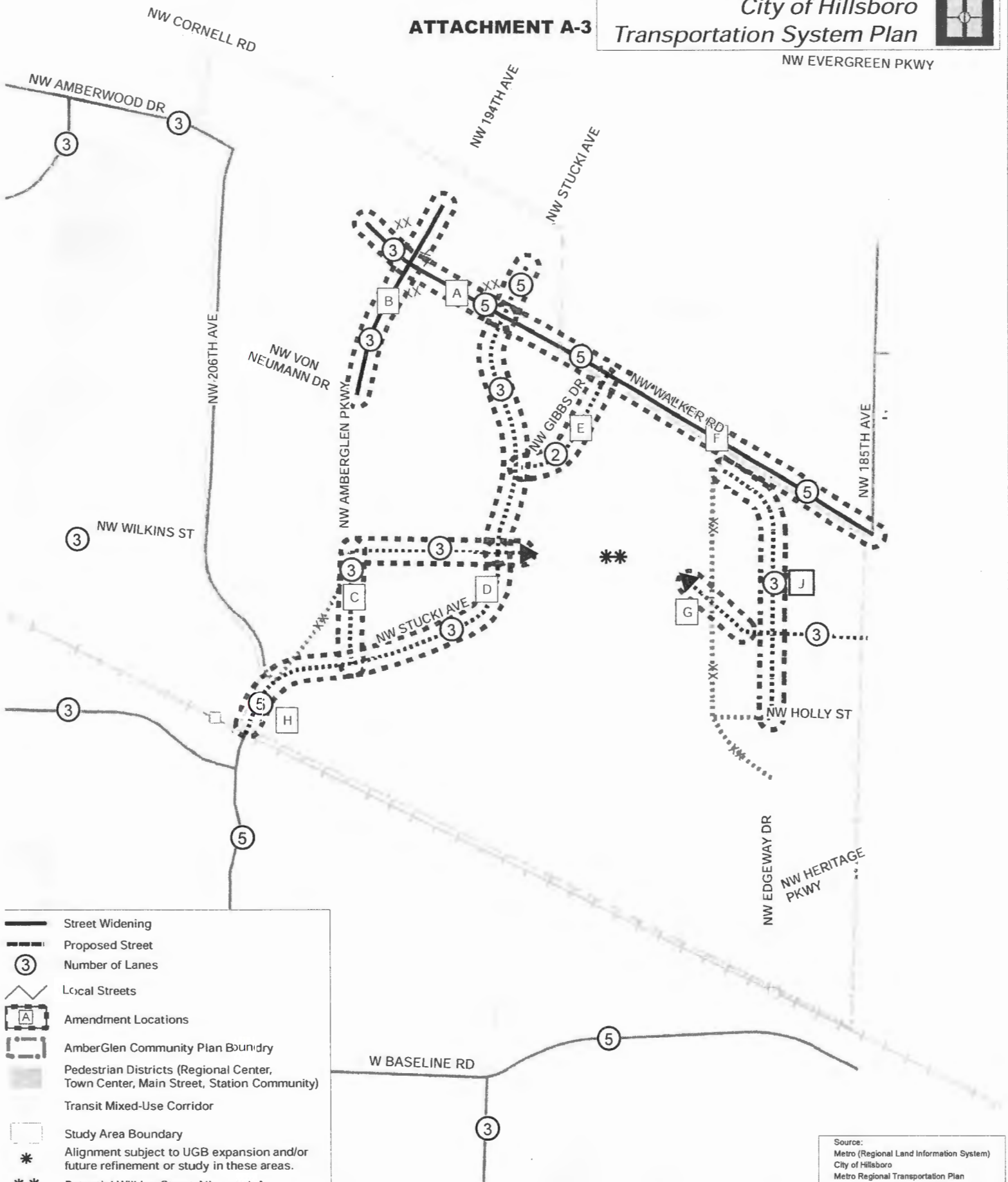


Path: W:\GIS_Projects\URANGE\Transportation\TSP_SpotAmend\TSP_SpotAmend_AG\Figure 1_5 Street Improvement Plan_Spot_AG.mxd

ATTACHMENT A-3



NW EVERGREEN PKWY

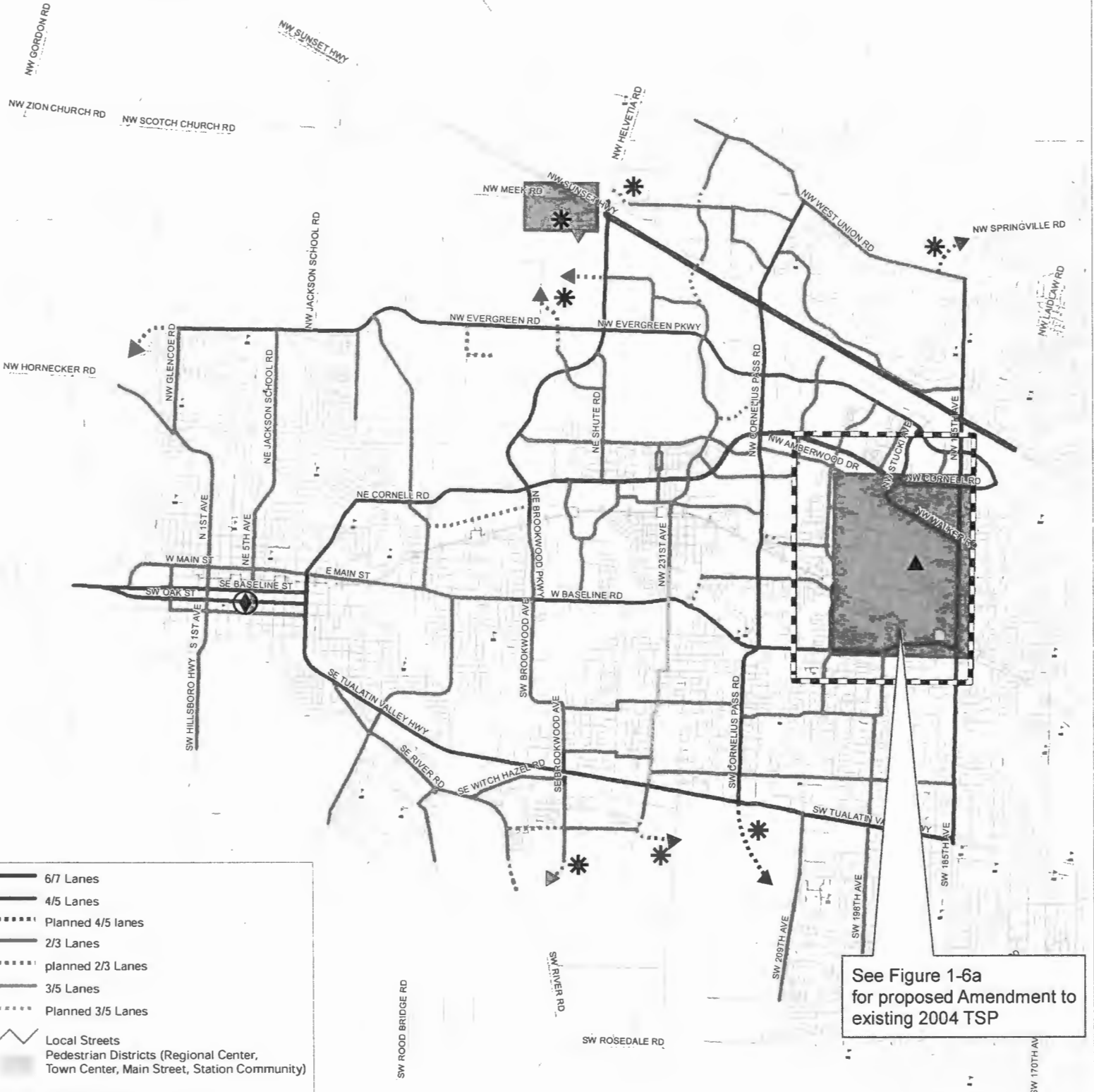


- Street Widening
- Proposed Street
- Number of Lanes
- Local Streets
- Amendment Locations
- AmberGlen Community Plan Boundary
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Potential Wilkins Street Alignment /Area
- Deleted Facility
- Light Rail Transit Stop
- Light Rail Transit Line

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

Figure 1-5a
**AMBERGLEN TSP AMENDMENT
STREET IMPROVEMENT PLAN DETAIL MAP**

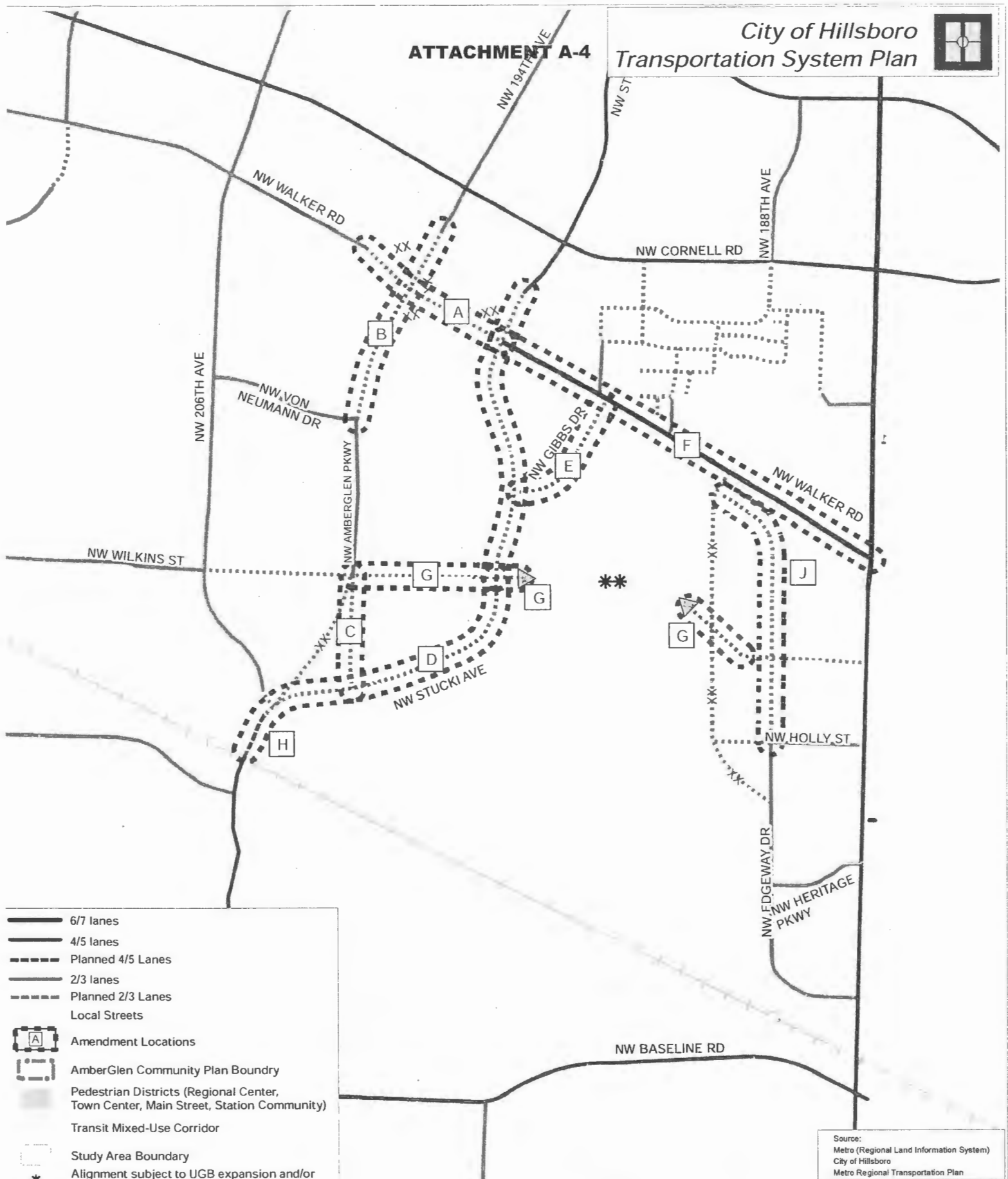
City of Hillsboro ATTACHMENT A-4 Transportation System Plan



See Figure 1-6a for proposed Amendment to existing 2004 TSP

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

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



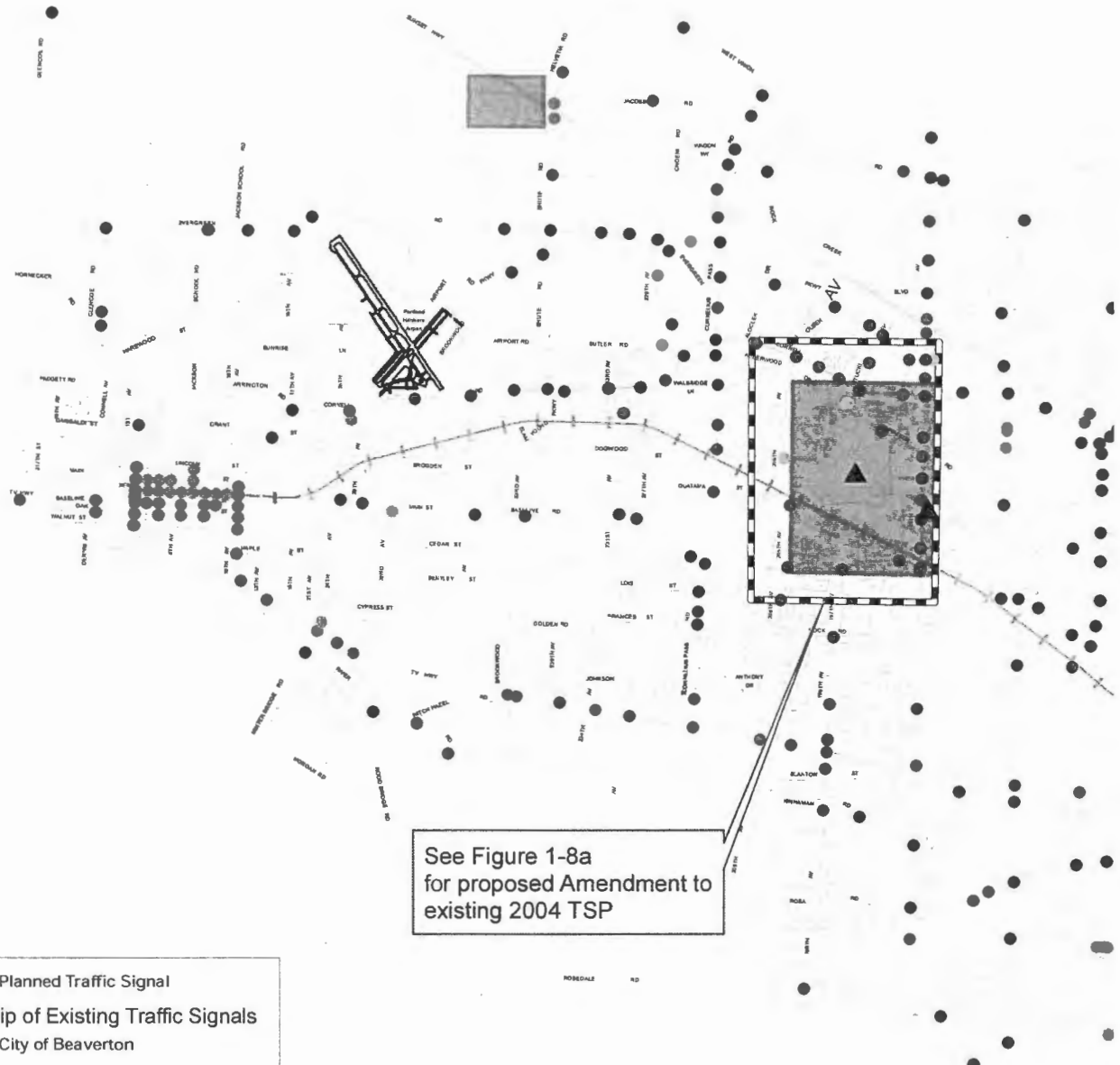
- 6/7 lanes
- 4/5 lanes
- Planned 4/5 Lanes
- 2/3 lanes
- Planned 2/3 Lanes
- Local Streets
- Amendment Locations
- AmberGlen Community Plan Boundary
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Potential Wilkins Street Alignment Area
- Deleted Facility
- Special Study Area
- East-West Connector Study Area

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

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

ATTACHMENT A-5

*City of Hillsboro
Transportation System Plan*



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

- Planned Traffic Signal
- Ownership of Existing Traffic Signals**
- City of Beaverton
- City of Hillsboro
- ODOT
- Washington County
- ▭ Proposed TSP Amendment Area
- ▨ Special Study Area
- ▭ Study Area Boundary
- ▲ East-West Connector Study Area

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

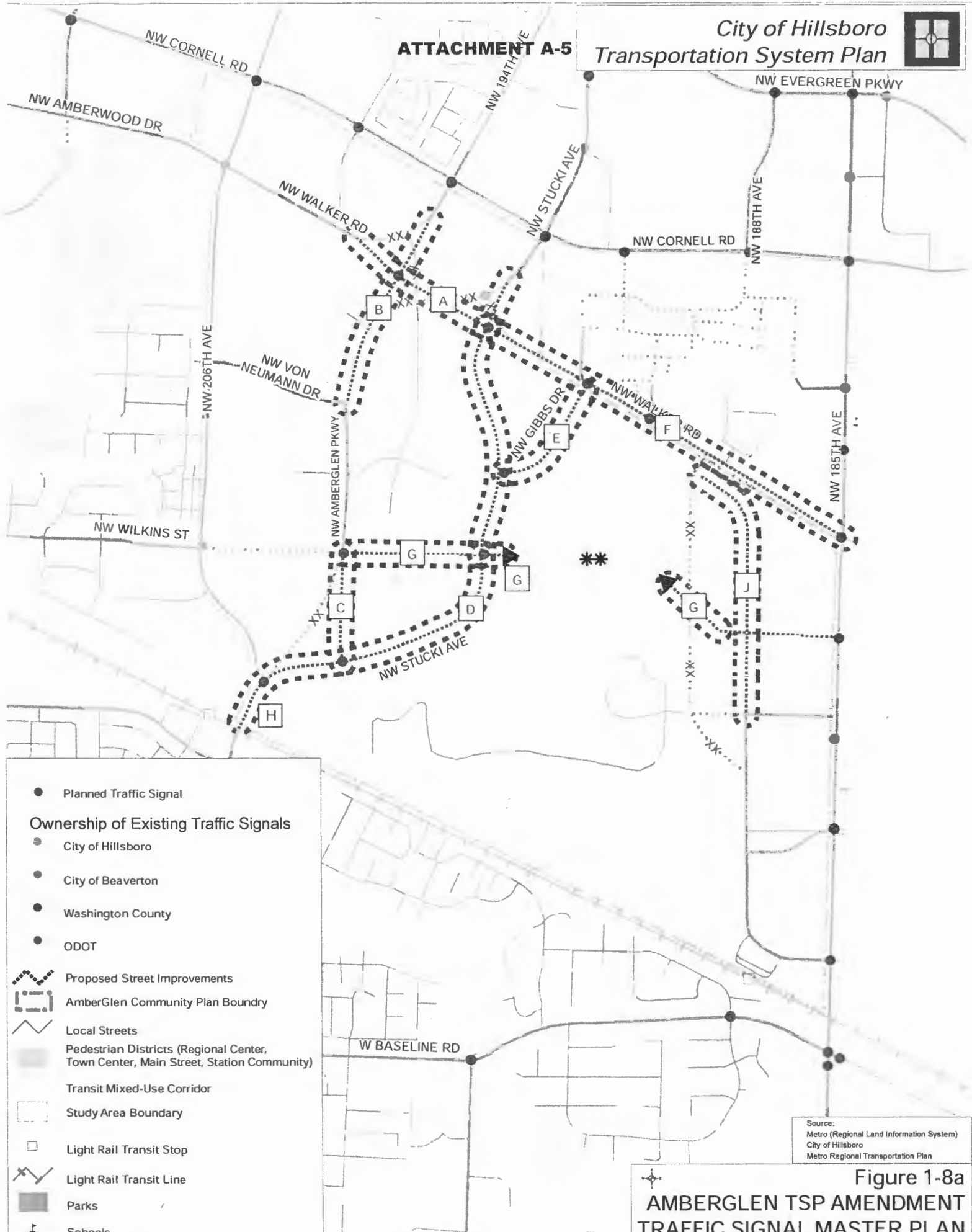
**Figure 1-8
HILLSBORO TRAFFIC
SIGNAL MASTER PLAN**

0 5,000 10,000
Feet

Path: W:\GIS_Projects\LRNGEITransportation\TSP_SpotAmend\TSP_SpotAmend_AQ\Figure 1_8 Traffic Signal Master Plan_Spot_AQ.mxd



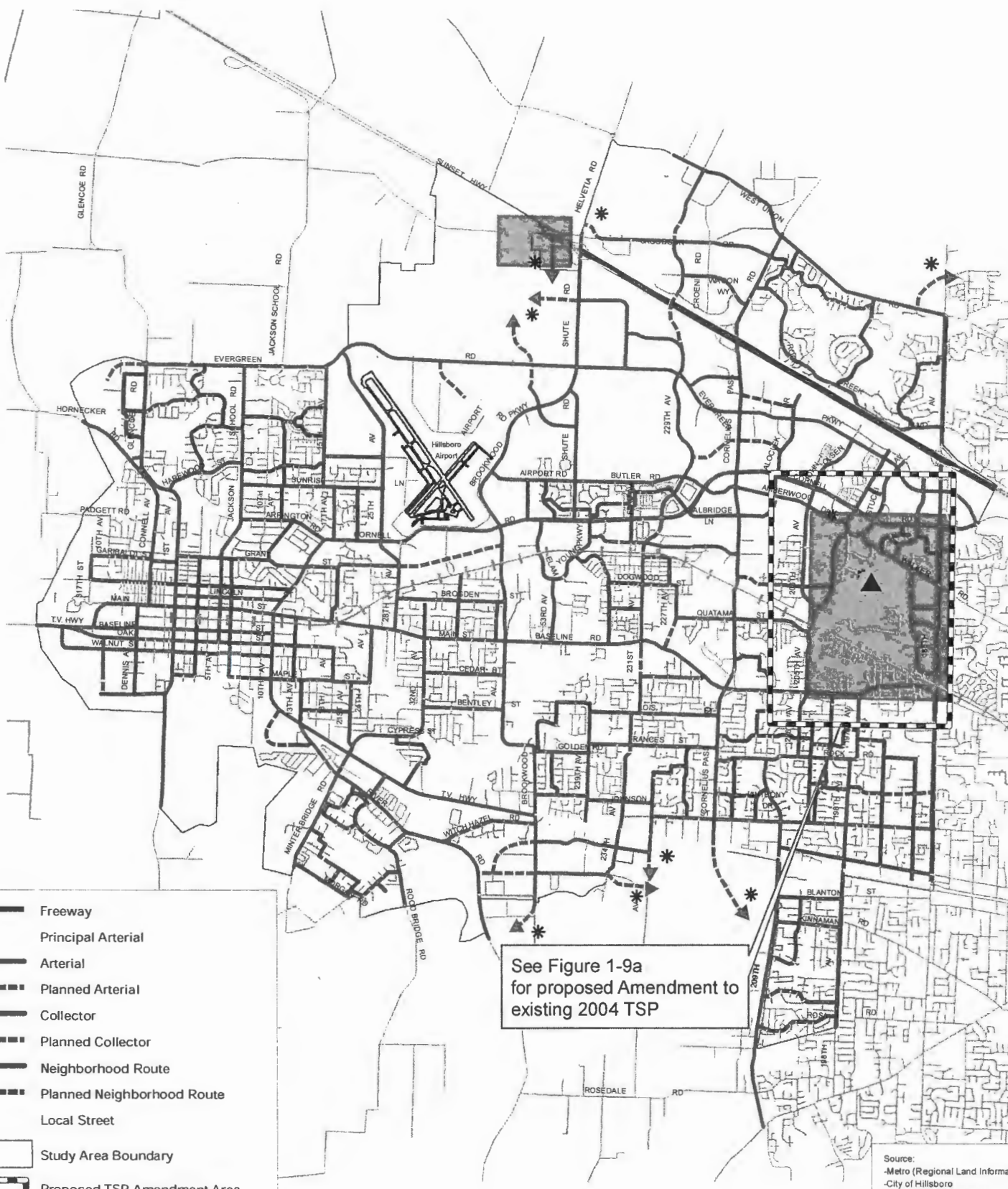
ATTACHMENT A-5



- Planned Traffic Signal
- Ownership of Existing Traffic Signals**
- City of Hillsboro
- City of Beaverton
- Washington County
- ODOT
- Proposed Street Improvements
- - - AmberGlen Community Plan Boundary
- Local Streets
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Light Rail Transit Stop
- Light Rail Transit Line
- Parks
- Schools

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

Figure 1-8a
AMBERGLEN TSP AMENDMENT
TRAFFIC SIGNAL MASTER PLAN



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

- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Study Area Boundary
- Proposed TSP Amendment Area
- Special Study Area
- East-West Connector Study Area
- Alignment subject to UGB expansion

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

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



- Freeway
- Principal Arterial
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Local Street
- Amendment Locations
- AmberGlen Community Plan Boundary
- Study Area Boundary
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Potential Wilkins Street Alignment Area

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



Figure 1-9a
AMBERGLEN TSP AMENDMENT
FUNCTIONAL CLASSIFICATION PLAN

ATTACHMENT A-7

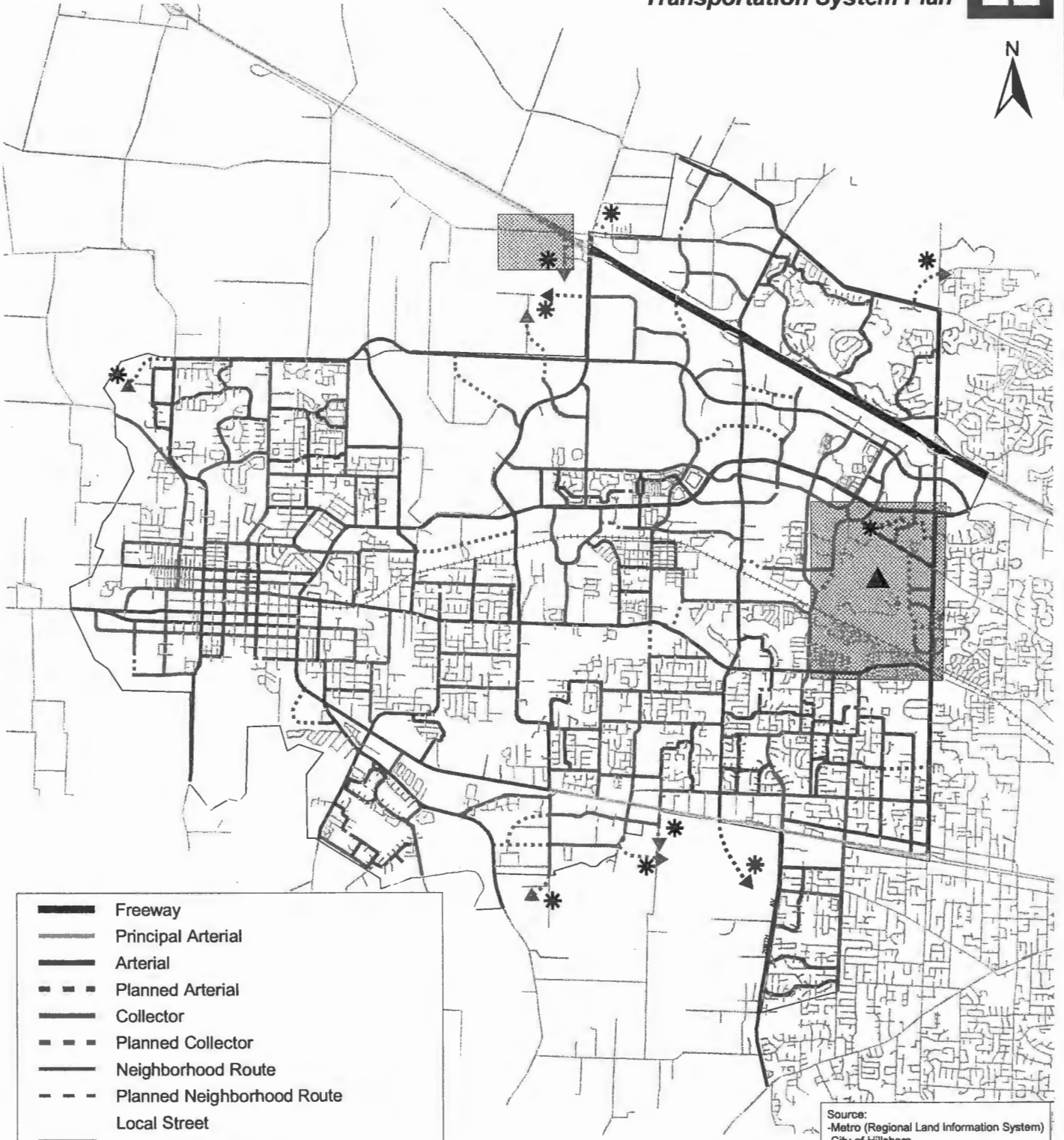
Figure 4-8 East-West Connector Study Area

Deleted October 2012, Ordinance _____

ATTACHMENT A-8

DKS Associates
TRANSPORTATION SOLUTIONS

City of Hillsboro
Transportation System Plan



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

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

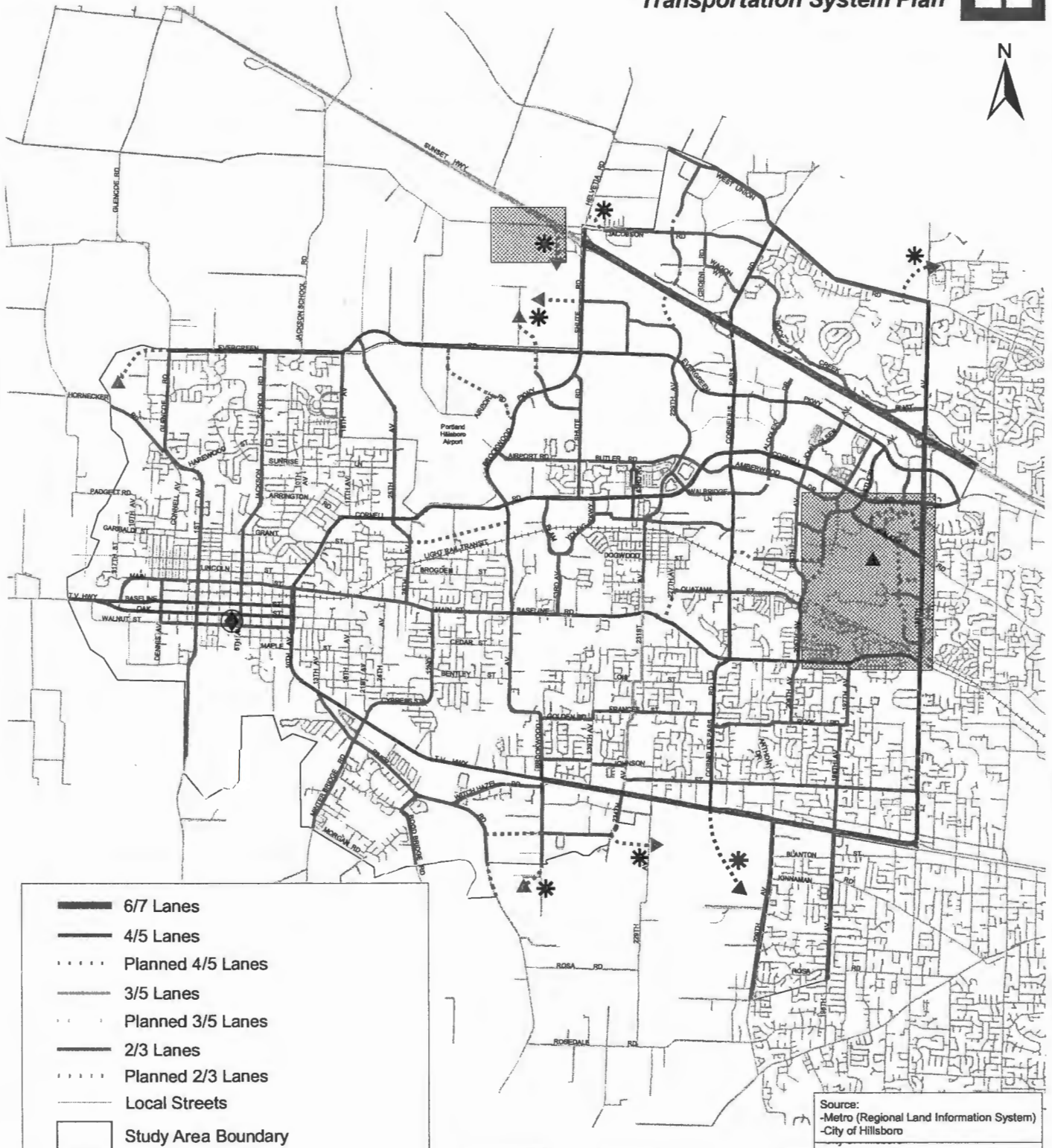
Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION PLAN

0 5000 10000 Feet

ATTACHMENT A-9

DKS Associates
TRANSPORTATION SOLUTIONS

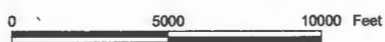
City of Hillsboro
Transportation System Plan



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

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

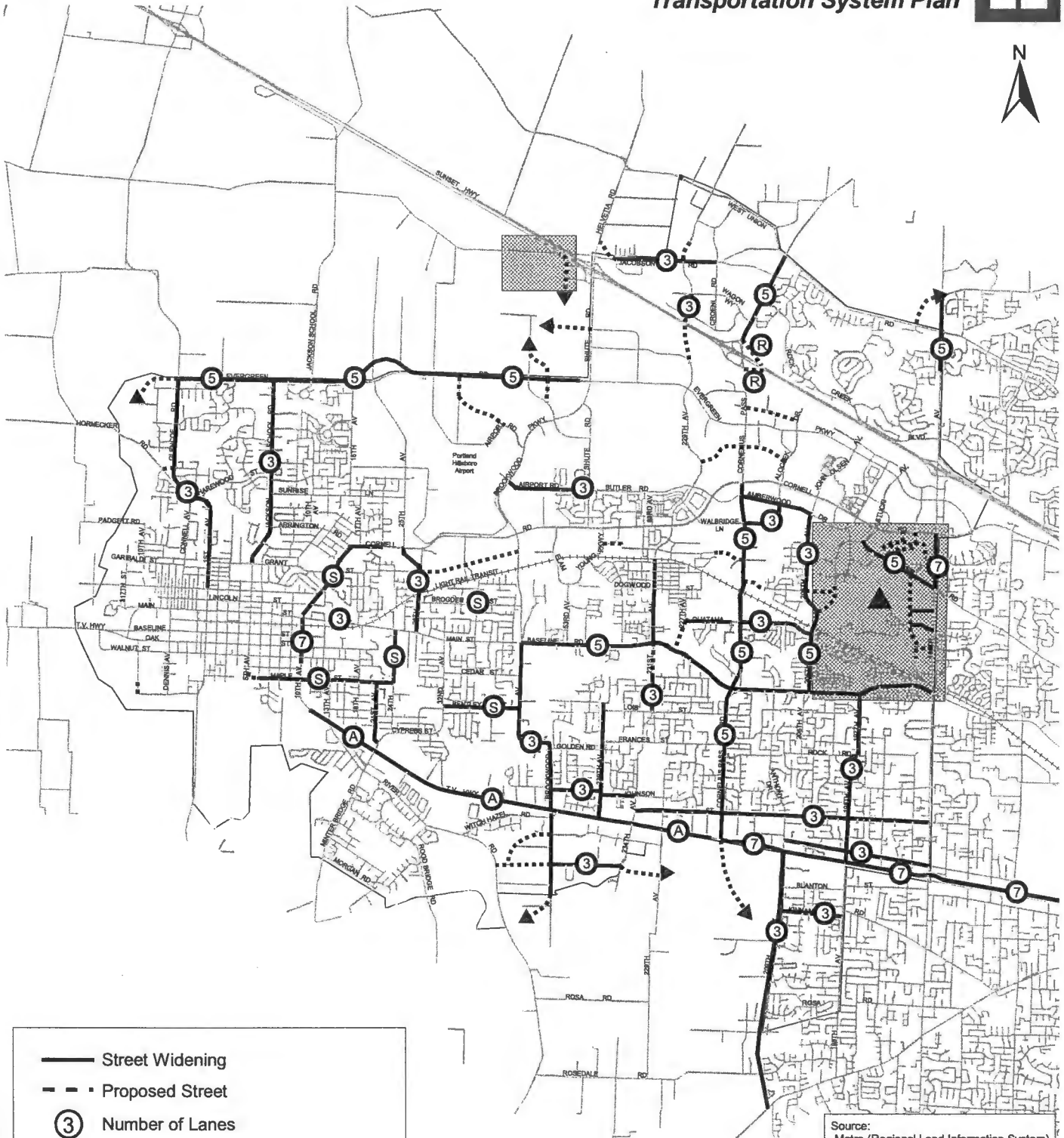
Figure 14-1a
FUTURE STREETS WHERE
ROW IS PLANNED FOR MORE
THAN TWO LANES



ATTACHMENT A-10

DKS Associates
TRANSPORTATION SOLUTIONS

City of Hillsboro
Transportation System Plan



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

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

Figure 14-2
STREET IMPROVEMENT PLAN

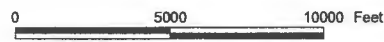
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- Existing Bike Lanes
- Planned Bike Lanes
- Multi-Use Path
- Planned Multi-Use Path
- Bicycle Boulevard
- Bicycle Way Network
- Local Street
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Study Area
- Special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





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

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

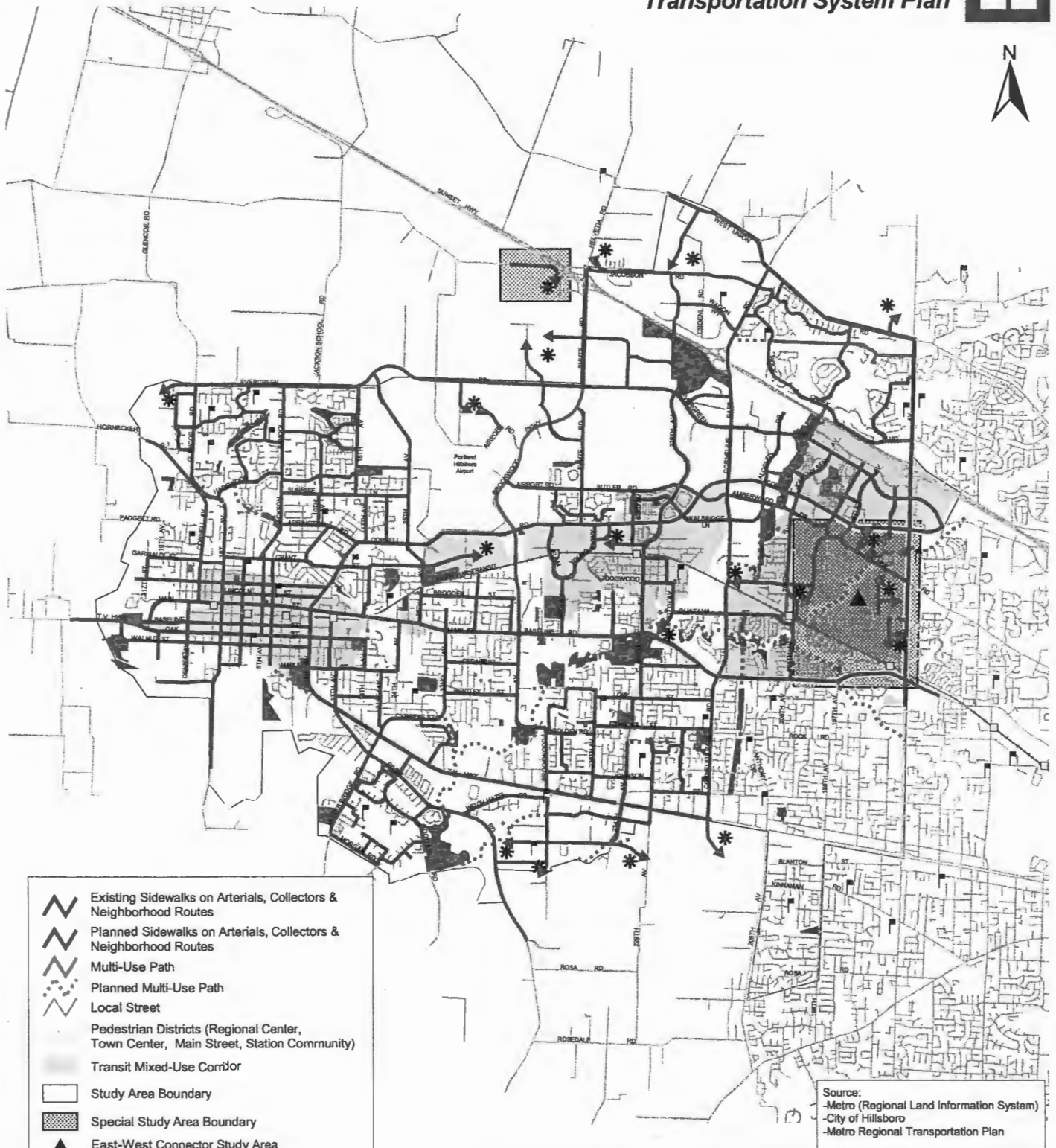
Figure 14-6
HILLSBORO TRAFFIC
SIGNAL MASTER PLAN

0 5000 10000 Feet

ATTACHMENT A-13

DKS Associates
TRANSPORTATION SOLUTIONS

City of Hillsboro
Transportation System Plan



- Existing Sidewalks on Arterials, Collectors & Neighborhood Routes
- Planned Sidewalks on Arterials, Collectors & Neighborhood Routes
- Multi-Use Path
- Planned Multi-Use Path
- Local Street
- Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
- Transit Mixed-Use Corridor
- Study Area Boundary
- Special Study Area Boundary
- East-West Connector Study Area
- Alignment subject to UGB expansion and/or future refinement or study in these areas.
- Light Rail Transit Stop
- Light Rail Transit Line
- Parks and Open Space
- Schools

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

Figure 14-7
PEDESTRIAN MASTER PLAN



EXHIBIT B

BEFORE THE PLANNING COMMISSION OF THE CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO IMPLEMENT
TRANSPORTATION IMPROVEMENTS FOR
THE AMBERGLEN COMMUNITY PLAN

CITY OF HILLSBORO
CASE FILE NO. HCP 2-12
FINDINGS OF FACT

NATURE OF AMENDMENTS

The proposed amendments to the Hillsboro Comprehensive Plan (HCP) Ordinance No. 2793, as amended and the City of Hillsboro Transportation System Plan (TSP) Update, January 2004, to amend text and maps to implement transportation improvements for the AmberGlen Community Plan are legislative major plan amendments. The amendments were initiated by the Planning Commission through adoption of Order No. 8073. The proposed amendments would reclassify or create new alignments for eight roadways and make revisions to the TSP's project lists for motor vehicles, bicycles and pedestrians to add the transportation improvements.

BACKGROUND ON PROPOSED AMENDMENTS

On January 10, 2010, the City Council adopted the AmberGlen Community Plan (Plan), which was developed to achieve higher levels of density close to major employers, provide high-quality amenities, support regional transportation infrastructure, and to transform the combined Tanasbourne/AmberGlen areas into a regional center. Public goals included meeting ongoing demand for jobs and a variety of housing, improving the jobs/housing balance, relieving pressure on established neighborhoods, planning for an uncertain energy future, fully supporting the region's investment in light rail, and providing a model development for urban sustainability.

In January, 2010, the Hillsboro Transportation System Plan was also amended to add The AmberGlen Community Plan: Transportation Planning Rule Study (November 2009), which identified transportation system facility deficiencies and required improvements within the Plan area to be subsequently incorporated into the TSP (the existing TSP is incorporated into the HCP in its entirety by reference).

On June 5, 2012, the City Council adopted the new zones and development regulations to implement the Plan. The new regulations incorporated Urban Center site planning standards that address the street system in the Plan Area including the street classifications, street design types and street cross sections.

The planning process for the AmberGlen Community Plan and the new Urban Center site planning standards established the list of required transportation improvements to be added to the TSP's project lists for motor vehicles, bicycles and pedestrians. The Streetscape Standards establish the street cross sections for these improvements and will be contained in the Public Works Design and Construction Standards

MAJOR PLAN AMENDMENT PROCEDURES

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

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

(III) Plan Revision and Major Plan Amendments

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

- (A) For each proposed plan revision or major plan amendment to the Comprehensive Plan, the City Planning Department will:
 - (1) With the advice and assistance of the CIAC, establish and conduct a citizen involvement program which provides for public involvement and input into the proposed revision or amendment which complies with Statewide Planning Goal 1 requirements. At a minimum, such a public involvement program shall provide for adequate notice on citizen involvement activities; advanced information on matters under consideration; and opportunities for public involvement in all phases of the planning process applicable to the proposed plan revision or major plan amendment as determined by the CIAC.

Finding: Hillsboro Planning staff met with the CIAC on June 27, 2012 to establish the citizen involvement program that provides for public involvement and input into the proposed major plan amendments. The CIAC approved the public involvement plan.

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

Finding: Hillsboro planning staff identified issues to be addressed and data to be collected, reviewed and made available for public review on the proposed transportation improvements to implement the AmberGlen Community Plan as part of the development and adoption of the AmberGlen Community Plan.

The Transportation Chapter of the AmberGlen Community Plan summarized the issues to be addressed and related information and data for public review. The specific components of the Transportation Chapter that establish the proposed TSP amendments are:

- Transportation Concept Map showing all transportation modes including the functional street classifications
- Transportation goals, policies and actions
- Identification of specific transportation improvements and additional future transportation analyses

The Transportation Chapter also includes a Streetscape Concept Map which addresses street design and street character for all streets shown on the Transportation Concept Map, and includes Conceptual Street Design Types (street cross sections). The street design including cross sections for the Plan area will be contained in the City of Hillsboro Public Works Design and Construction Standards and are not implemented through the TSP.

The AmberGlen Community Plan process is described as follows:

In 2006, the AmberGlen Community Plan (Plan) effort began with the initiation of concept planning in the OHSU/AmberGlen area by the City of Hillsboro. The public involvement process began with 50 stakeholder interviews in July, 2006. The Plan effort consisted of two phases: concept planning and community planning. The 16-month concept planning process was completed in November, 2007, with endorsement of the OHSU/AmberGlen Concept Plan by the City Council and Planning Commission.

In February 2009, City and regional leaders and stakeholders affirmed a shared commitment to the vision established during concept planning. They also agreed to pursue high-capacity transit link such as light rail through the AmberGlen plan area to connect to employment centers to the north and west, and to pursue designation of the combined Tanasbourne Town Center and AmberGlen plan areas as a Metro 2040 Regional Center.

After endorsement of the Concept Plan and the shared regional commitment, the development of the Plan began with the Community Plan refinement process in February, 2009.

The Community Plan planning process occurred between February, 2009 and January, 2010. The approximately 27-month AmberGlen Community Plan planning process (including the Concept Plan phase) consisted of, in addition to the 50 stakeholder interviews identified on the previous page, the following:

- A 6-day Design Charrette with stakeholders and the city in August, 2006
- 23 Stakeholder/Advisory Group Meetings
- 5 Open Houses
- 4 Joint Planning Commission/City Council Public Work Sessions
- 1 Planning Commission Public Work Session
- A tour of the AmberGlen plan area and the Pearl District in Portland
- A meeting with Citizen Participation Organization No. 7, with presentation and receipt of public comments on the Draft AmberGlen Community Plan and transportation issues
- 9 Planning Commission and City Council Meetings in addition to Work Sessions
- Project website

In January, 2010, the Hillsboro Transportation System Plan was amended to add The AmberGlen Community Plan: Transportation Planning Rule Study (November 2009), which identified transportation system facility deficiencies and required improvements within the Plan area to be subsequently incorporated into the TSP (the existing TSP is incorporated into the Hillsboro Comprehensive Plan in its entirety).

The AmberGlen Community Plan was adopted on January 10, 2010 by the City Council.

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

Finding: Affected government agencies of the planning activities (e.g. the development of the AmberGlen Community Plan) were members of the Technical Advisory Committee (TAC). The TAC was heavily engaged in the planning process, attending seven meetings and providing staff with technical guidance.

The city provided public notice to the Department of Land Conservation and Development (DLCD) of the proposed major plan amendments on August 9, 2012.

- (4) Collect relevant information and data.

Finding: Relevant information and data for the proposed transportation improvements was collected and refined as part of the AmberGlen Community Plan process as previously described in the finding for HCP Section 1(III)(A)(2).

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

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

Finding: The analysis for each issue and proposed actions for the proposed major plan amendments occurred during the AmberGlen Community Plan process as previously described in the finding for HCP Section 1(III)(A)(2).

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

Finding: The Planning Commission held a public hearing on the proposed major plan amendments on September 12, 2012. Public notice was published in the Hillsboro Argus on August 21, 2012, which was 22 days prior to the date of the initial public hearing. The public notice contained all of the items listed in Section 1(III)(A)(6)(a) through (e).

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

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

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

Finding: Order No. 8076 to which these findings are attached as Exhibit B forwards a recommendation for approval of the proposed major plan amendments to implement transportation improvements for the AmberGlen Community Plan.

- (9) The City Council shall hold a hearing during its consideration of a plan revision and may hold a public hearing on any major plan amendment. Notice of the hearing shall be provided in the manner prescribed in subsection (III)(A)(6). After consideration of the plan revision or major plan amendment, the City Council may adopt or deny the plan revision or major plan amendment.

Finding: Order No. 8076 will be forwarded to City Council for its consideration on September 26, 2012. The City understands that the Council may hold a public hearing on the proposed major plan amendments and would give notice of the hearing in the manner prescribed in subsection (III)(A)(6) if the Council determines that it would hold a public hearing.

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

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

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

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

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

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

CONCLUSION

For the reasons set forth above, the Planning Commission finds that the Comprehensive Plan and Transportation System Plan text and map amendments proposed to implement transportation improvements for the AmberGlen Community Plan are consistent with comprehensive plan goals, policies and implementation measures and meet the approval criteria for a major plan amendment. The Planning hereby recommends approval of HCP 2-12 as supported by these Findings of Fact.



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**LAND CONSERVATION
AND DEVELOPMENT**

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CITY OF HILLSBORO



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