



# **APPENDIX F: ADOPTED LOCALLY PREFERRED ALIGNMENTS**

# Cornelius Pass Rd LPA



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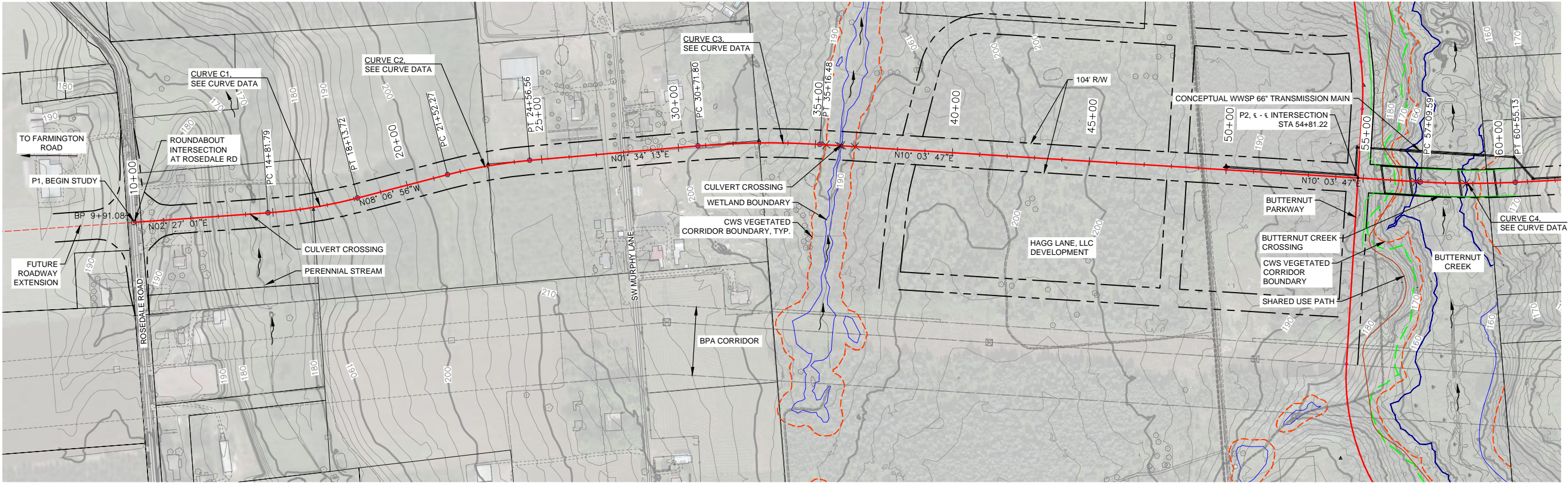




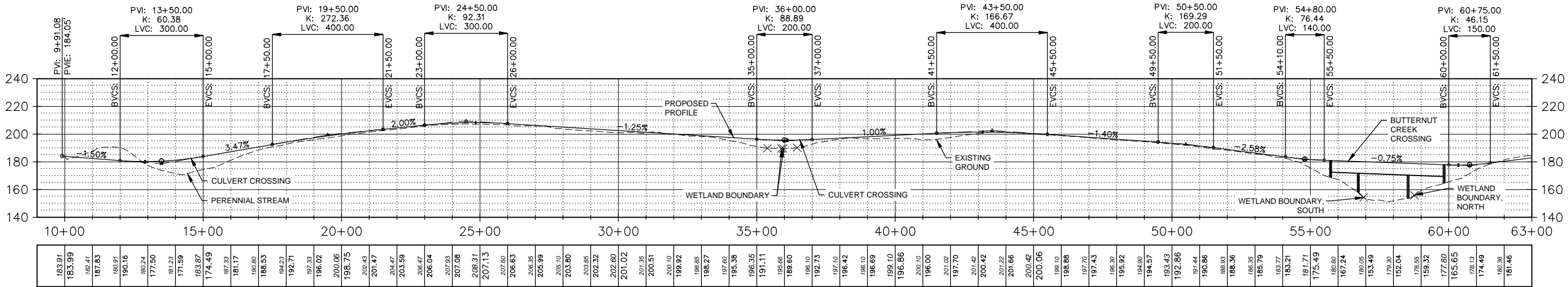
ALIGNMENT CURVE DATA						
NO.	PC STA.	PT STA.	R	Δ	T	e
C1	14+81.79	18+13.72	1,800	10°33'57"	166.44'	N.C.
C2	21+52.27	24+56.56	1,800	09°41'09"	152.51'	N.C.
C3	30+71.80	35+16.48	3,000	08°29'34"	222.75'	N.C.
C4	57+09.59	60+55.13	3,000	06°35'58"	172.96'	N.C.

ALIGNMENT CONTROL POINTS			
NO.	DESCRIPTION	NORTHING	EASTING
P1	ℳ OF CORN. PASS RD & APPROX. ℳ OF ROSEDALE RD	666713.321	7585301.984
P2	ℳ OF CORN. PASS RD & ℳ OF BUTTERNUT PARKWAY	671164.743	7585646.621

COORDINATES ARE OREGON STATE PLANE, NORTH ZONE (NAD 83)



PLAN



PROFILE

SHEET NO.

DRAWING NO.

PROJECT NO.

1

OF 2

HBOX0072

CORNELIUS PASS ROAD

PLAN & PROFILE STUDY

SOUTH SEGMENT

DAVID EVANS AND ASSOCIATES INC.  
2100 SW River Parkway  
Portland Oregon 97201  
Phone: 503.223.6663

SCALE	PLAN 1"=400'	PROFILE 1"=40'
DRAWN	CABE	JABE
CHECKED		
DATE	REVISION	BY / APP'D

FILENAME: ALIGNMENT ALTERNATIVE NORTH-SOUTH.DWG

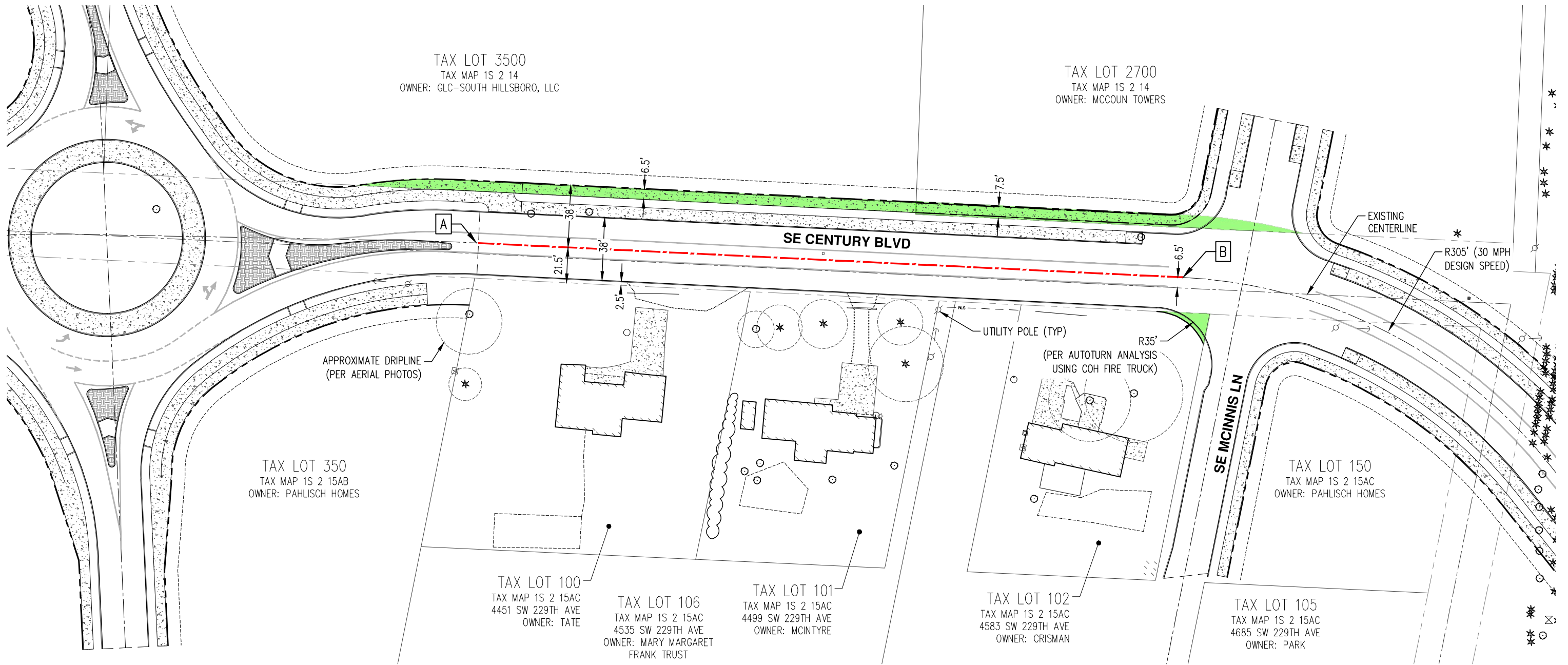
PLOT DATE: 6/21/2016 4:01 PM

# Century Blvd LPA



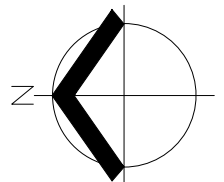
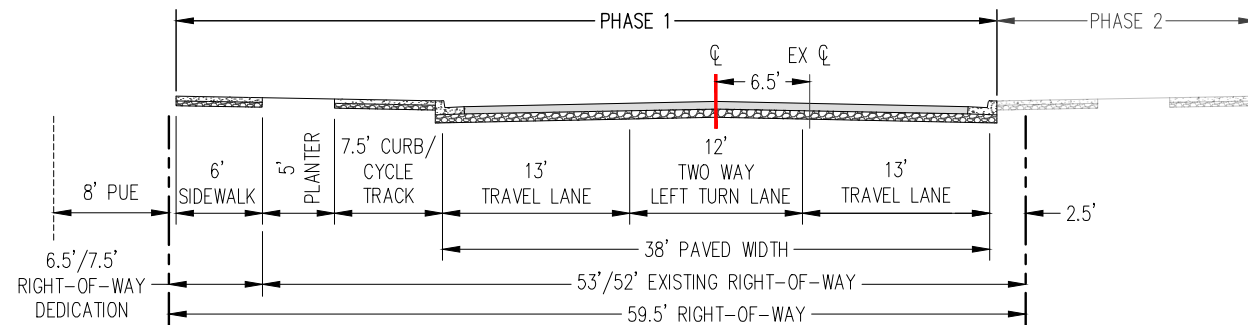
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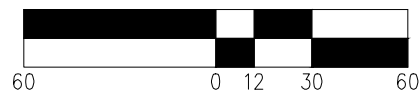



--- RELOCATED CENTERLINE

RIGHT-OF-WAY TO BE DEDICATED OR ACQUIRED

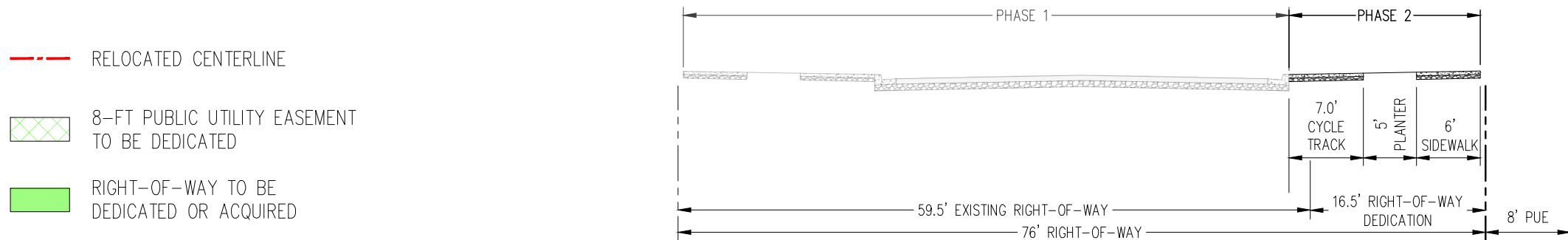
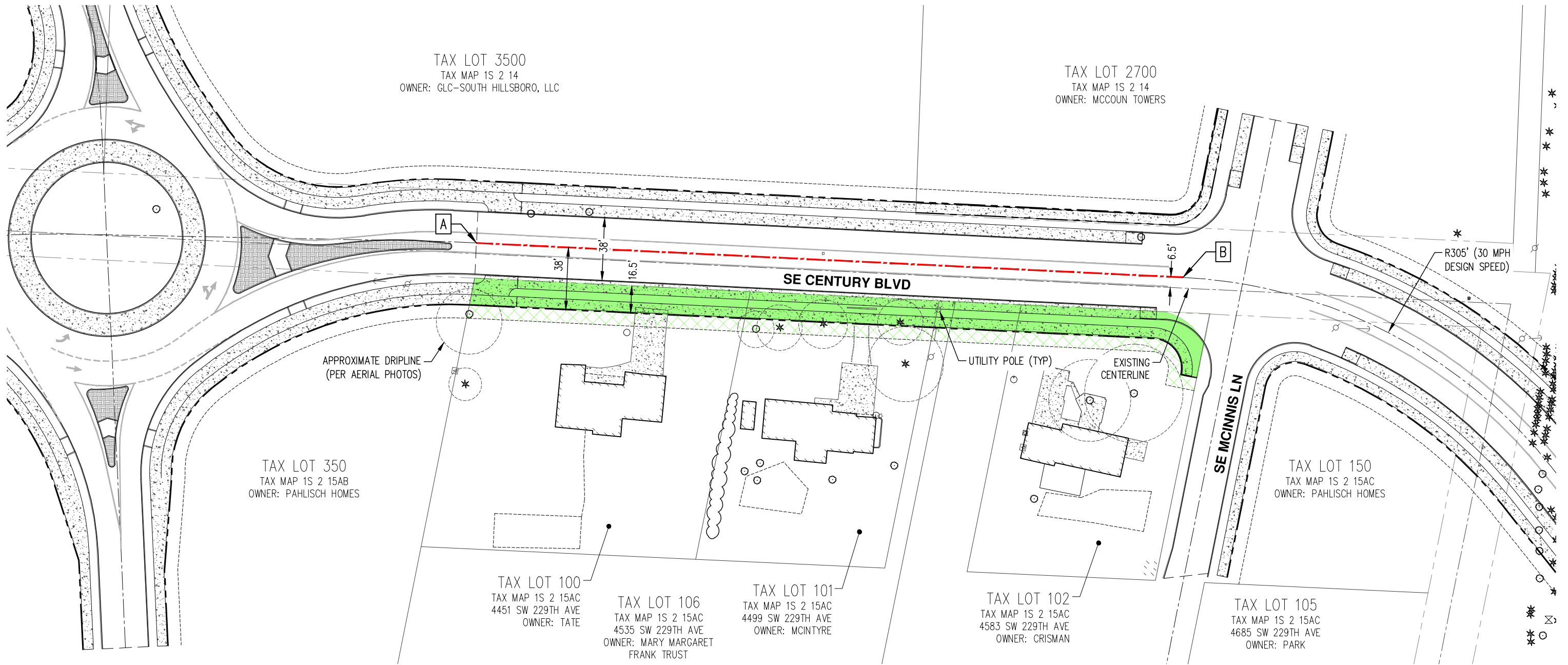


SCALE: 1"= 60 FEET

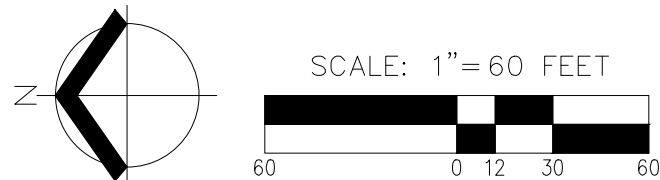



LOCALLY PREFERRED ALTERNATIVE OPTION 4A - PHASE 1		OPTION
SE CENTURY BLVD PLAN AND PROFILE STUDY		4A
 <p>PHONE: 503.681.6146   FAX: 503.681.6245 150 E MAIN ST   4TH FLOOR   HILLSBORO, OR 97123-4089</p>		DRWN: MTS
		CHKD: AHH
		DATE 11/17/20





- RELOCATED CENTERLINE
- 8-FT PUBLIC UTILITY EASEMENT TO BE DEDICATED
- RIGHT-OF-WAY TO BE DEDICATED OR ACQUIRED



LOCALLY PREFERRED ALTERNATIVE OPTION 4B - PHASE 2		OPTION
SE CENTURY BLVD PLAN AND PROFILE STUDY		4B
 <p>PHONE: 503.681.6146   FAX: 503.681.6245 150 E MAIN ST   4TH FLOOR   HILLSBORO, OR 97123-4089</p>		DRWN: MTS
		CHKD: AHH
		DATE 11/17/20

## **RESOLUTION NO. 2826**

A RESOLUTION ADOPTING THE ALIGNMENT OF SW 209<sup>TH</sup> AVENUE ALONG THE SOUTHEREASTERN BOUNDARY OF THE SOUTH HILLSBORO PLAN DISTRICT AS THE LOCALLY PREFERRED ALTERNATIVE AND DIRECTING THE PLANNING COMMISSION TO AMEND THE COMPREHENSIVE PLAN AND THE TRANSPORTATION SYSTEM PLAN TO IMPLEMENT THIS RESOLUTION.

WHEREAS, Metro added the land located generally south of OR8, west of SW 209<sup>th</sup> Avenue, east of SW 229<sup>th</sup> Avenue, and north of SW Farmington Road, identified as “South Hillsboro”, to the Metro UGB via Ordinance No. 11-1246B on October 20, 2011; and

WHEREAS, the Hillsboro City Council in September 2012 approved the South Hillsboro Community Plan covering approximately 1,400 acres; and

WHEREAS, the Oregon Legislature adopted House Bill 4078, effective April 1, 2014 (codified at Oregon Laws 2014 Chapter 92), which affirmed the UGB Order; and

WHEREAS, the Hillsboro City Council approved amendments to its Comprehensive Plan and Community Development Code (the “Regulatory Package”), which are intended to provide the land-use framework to implement the South Hillsboro Community Plan; and

WHEREAS, the City’s Comprehensive Plan and Transportation System Plan identifies a need for SW 209<sup>th</sup> Avenue to have a 5-lane cross-section from OR8 to SW Farmington Road; and

WHEREAS, Condition of Approvals #41 and #65 of Case No. PUD-010-16 requires the applicant to construct a right-turn lane and a second left-turn lane on SW 209<sup>th</sup> Avenue’s southbound approach at the SW Farmington Road intersection by the 684<sup>th</sup> weekday PM peak hour trip; and

WHEREAS, between January 2023 and July 2023 the City undertook a locally preferred alternative process to set the final alignment of SW 209<sup>th</sup> Avenue and the improvements needed at the SW 209<sup>th</sup> Avenue / SW Farmington Road intersection; and

WHEREAS, the City has held one (1) in-person public open house and distributed information mailings on SW 209<sup>th</sup> Avenue; and

WHEREAS, after due consideration of the final public comments read into the record at the October 24, 2023 meeting held by the Transportation Committee, the City Council has concluded that the locally preferred alternative alignment represents the best location and improvement solution for SW 209<sup>th</sup> Avenue in that segment and the best possible outcome for the orderly and phased construction of the road and its associated multi-modal transportation infrastructure.

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

Section 1. The drawings as shown in Exhibit A is hereby adopted as the Locally Preferred Alternative for SW 209<sup>th</sup> Avenue from 600-feet north of the SW Rosedale Road intersection to the SW Farmington Road intersection.

Section 2. Pursuant to Community Development Code Section 12.70.060, the Planning Commission is hereby directed to initiate a Type IV application to amend the Hillsboro Comprehensive Plan, as amended, and the Transportation System Plan, as amended, to incorporate the Locally Preferred Alternative as depicted in Exhibit A.

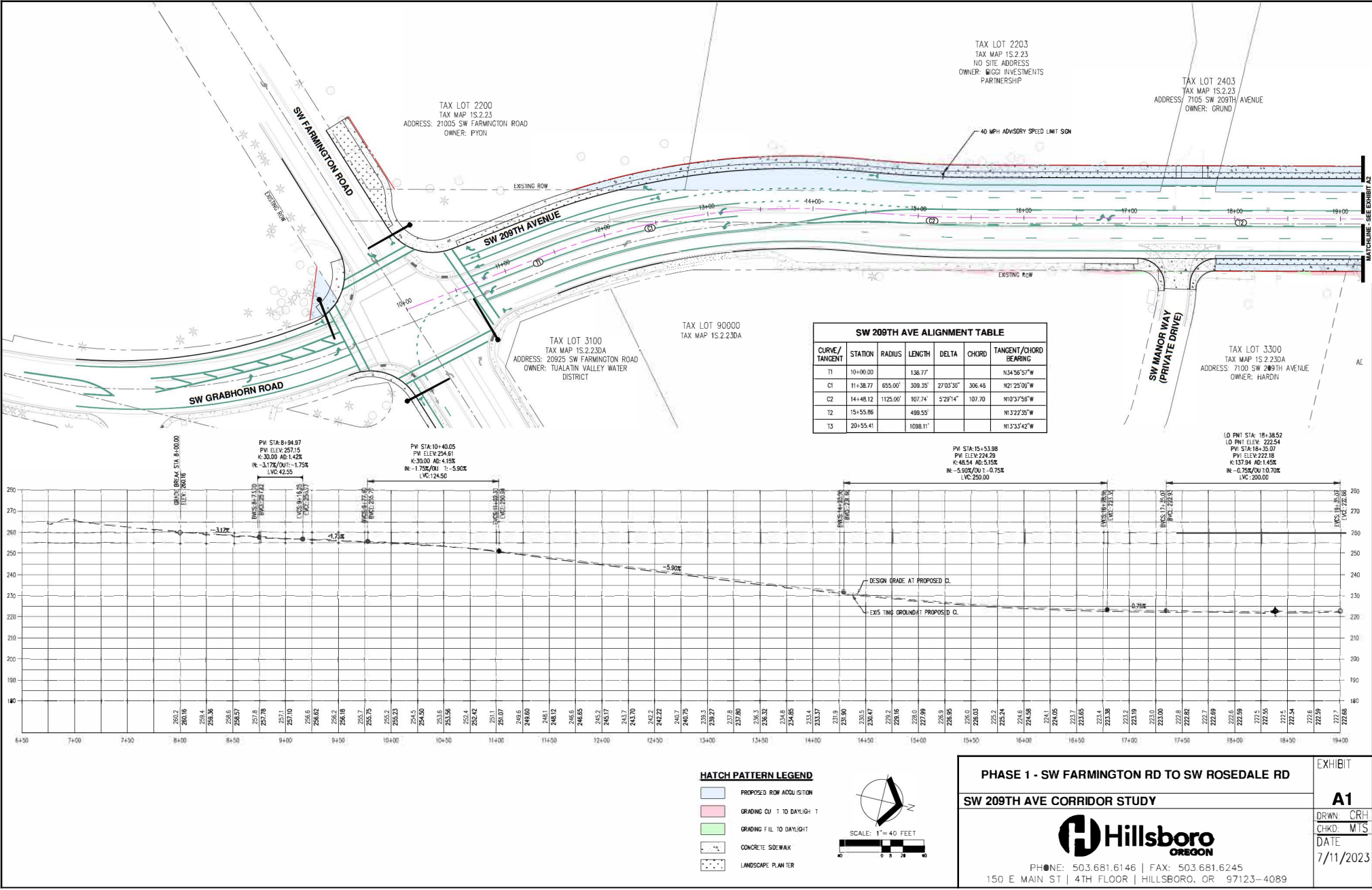
Section 3. This resolution is effective on November 22, 2023.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 21<sup>st</sup> day of November 2023.

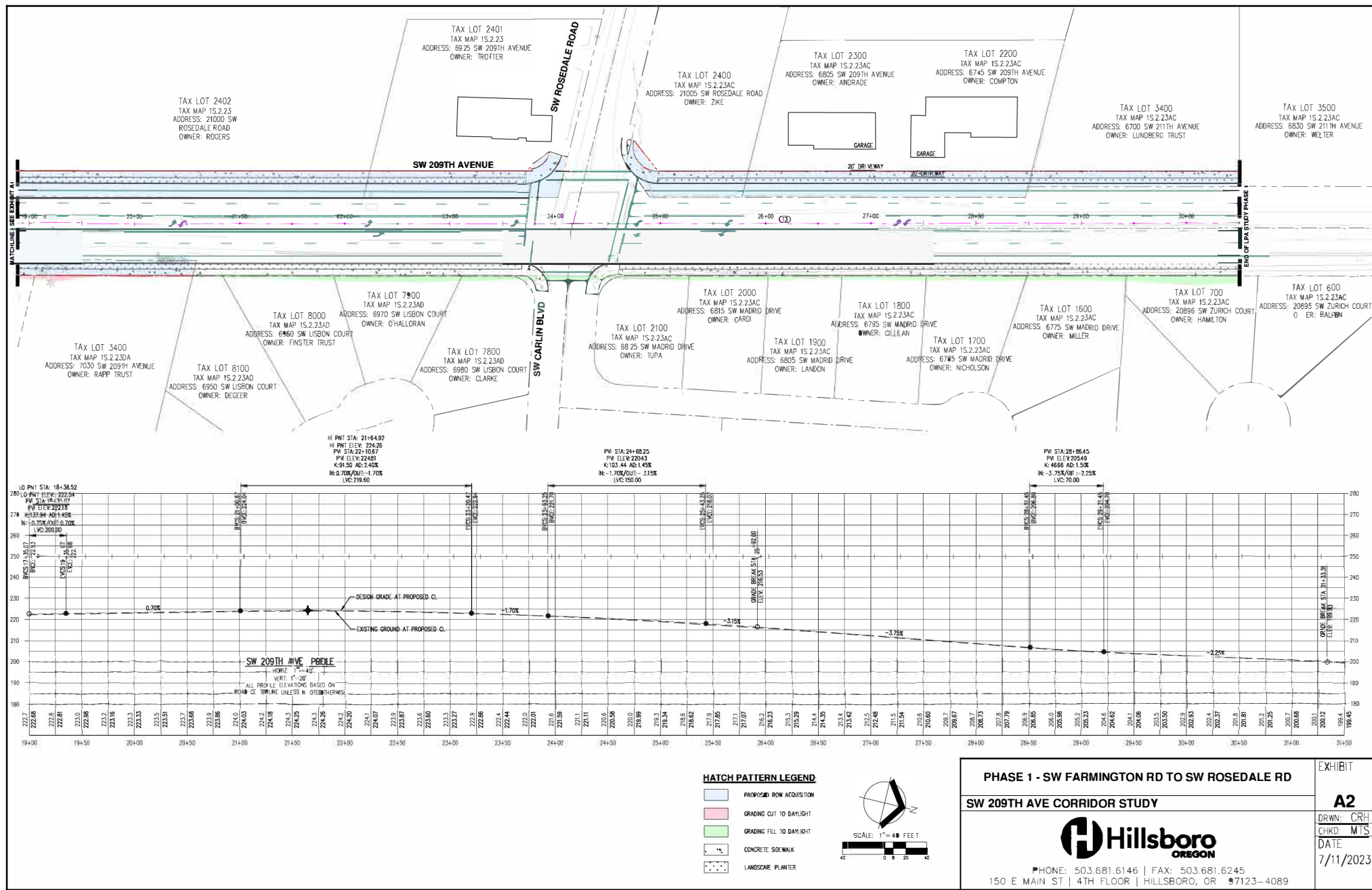
  
Steve Callaway, Mayor

ATTEST:

  
Amber Ames, City Recorder







# Walker Road LPA



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## **RESOLUTION NO. 2601**

A RESOLUTION ADOPTING THE CURVILINEAR ALIGNMENT OF WALKER ROAD IN THE AMBERGLEN PLAN AREA AS THE LOCALLY PREFERRED ALTERNATIVE AND DIRECTING THE PLANNING COMMISSION TO AMEND THE COMPREHENSIVE PLAN AND THE TRANSPORTATION SYSTEM PLAN TO IMPLEMENT THIS RESOLUTION.

WHEREAS, the City Council adopted Ordinance No. 5933 on January 19, 2010 which established the Amberglenn Community Plan; and

WHEREAS, the adoption of the Amberglenn Community Plan established the policy framework to amend land use regulations that increased land use densities in the Plan Area; and

WHEREAS, the adoption of the Amberglenn Community Plan also set the framework for a regional scale mixed-use center enlivened with high-quality pedestrian and environmental amenities; and

WHEREAS, the Amberglenn Community Plan realigned the arterial and collector roadways in the northern section of the community and specifically realigned Walker Road into a direct east-west connection to Amberwood Drive and the north-south alignments of Amberglenn Parkway and Stucki Avenue; and

WHEREAS, the realignment of Walker Road was included in Hillsboro Comprehensive Plan and Transportation System Plan Amendment No. HCP 2-12 which reclassified and created new alignments for eight roadways and made other necessary revisions in the Plan Area; and

WHEREAS, in January 2018 the City undertook a locally preferred alternative process to set the final alignment of Walker Road through the Amberglenn Community Plan Area; and

WHEREAS, the City has held three (3) open houses, mailed more than 5,000 letters and received many verbal and written comments on the two main alignment alternatives for Walker Road; and

WHEREAS, after due consideration and evaluation the City has concluded that the Curvilinear Alignment represents the highest and best use for Walker Road and its associated transportation infrastructure.

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

Section 1. The Curvilinear Alignment of Walker Road as shown in Exhibit A is adopted as the Locally Preferred Alternative.

Section 2. Pursuant to Hillsboro Municipal Code Section 12.70.060 of the community development code the Planning Commission is hereby directed to initiate a Type IV application to amend the Hillsboro Comprehensive Plan, as amended, and the Transportation System Plan

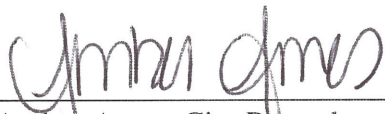


Update, as amended, to implement the Curvilinear Alignment of Walker Road as shown in Exhibit A.

Section 3. This resolution is effective immediately upon adoption.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 17<sup>th</sup> day of July 2018.

  
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Steve Callaway, Mayor

ATTEST:   
\_\_\_\_\_  
Amber Ames, City Recorder

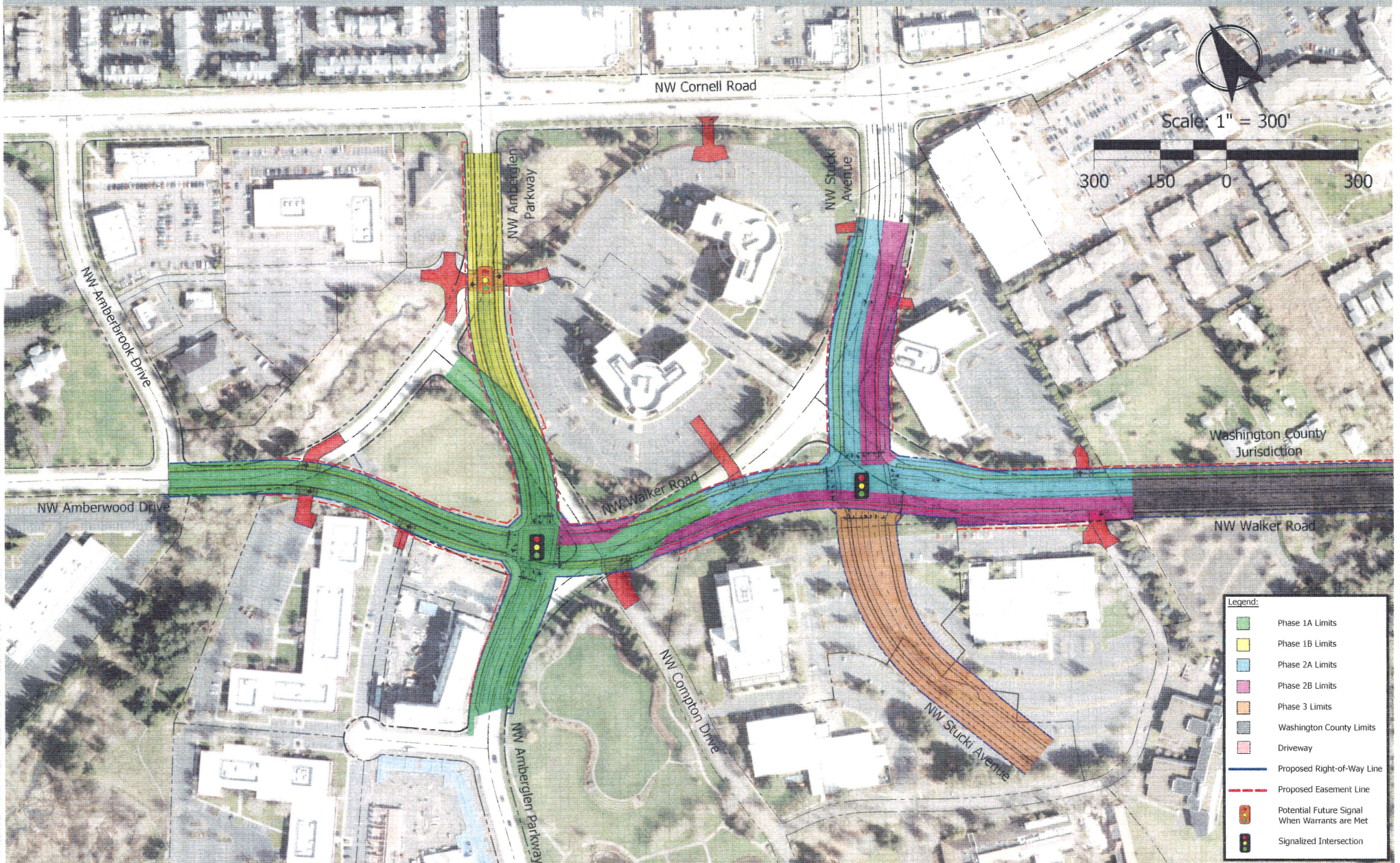


# Walker Road LPA

Exhibit A

Preliminary Design Subject to Change

Date: 06/13/2018



**KITTELSON**  
& ASSOCIATES

**Hillsboro**  
OREGON

PHONE: 503.681.6146 | FAX: 503.681.6245  
150 E MAIN ST | 4TH FLOOR | HILLSBORO, OR 97123-4089

Hillsboro, Oregon





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SW 209th Ave LPA





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## **RESOLUTION NO. 2826**

A RESOLUTION ADOPTING THE ALIGNMENT OF SW 209<sup>TH</sup> AVENUE ALONG THE SOUTHEREASTERN BOUNDARY OF THE SOUTH HILLSBORO PLAN DISTRICT AS THE LOCALLY PREFERRED ALTERNATIVE AND DIRECTING THE PLANNING COMMISSION TO AMEND THE COMPREHENSIVE PLAN AND THE TRANSPORTATION SYSTEM PLAN TO IMPLEMENT THIS RESOLUTION.

WHEREAS, Metro added the land located generally south of OR8, west of SW 209<sup>th</sup> Avenue, east of SW 229<sup>th</sup> Avenue, and north of SW Farmington Road, identified as “South Hillsboro”, to the Metro UGB via Ordinance No. 11-1246B on October 20, 2011; and

WHEREAS, the Hillsboro City Council in September 2012 approved the South Hillsboro Community Plan covering approximately 1,400 acres; and

WHEREAS, the Oregon Legislature adopted House Bill 4078, effective April 1, 2014 (codified at Oregon Laws 2014 Chapter 92), which affirmed the UGB Order; and

WHEREAS, the Hillsboro City Council approved amendments to its Comprehensive Plan and Community Development Code (the “Regulatory Package”), which are intended to provide the land-use framework to implement the South Hillsboro Community Plan; and

WHEREAS, the City’s Comprehensive Plan and Transportation System Plan identifies a need for SW 209<sup>th</sup> Avenue to have a 5-lane cross-section from OR8 to SW Farmington Road; and

WHEREAS, Condition of Approvals #41 and #65 of Case No. PUD-010-16 requires the applicant to construct a right-turn lane and a second left-turn lane on SW 209<sup>th</sup> Avenue’s southbound approach at the SW Farmington Road intersection by the 684<sup>th</sup> weekday PM peak hour trip; and

WHEREAS, between January 2023 and July 2023 the City undertook a locally preferred alternative process to set the final alignment of SW 209<sup>th</sup> Avenue and the improvements needed at the SW 209<sup>th</sup> Avenue / SW Farmington Road intersection; and

WHEREAS, the City has held one (1) in-person public open house and distributed information mailings on SW 209<sup>th</sup> Avenue; and

WHEREAS, after due consideration of the final public comments read into the record at the October 24, 2023 meeting held by the Transportation Committee, the City Council has concluded that the locally preferred alternative alignment represents the best location and improvement solution for SW 209<sup>th</sup> Avenue in that segment and the best possible outcome for the orderly and phased construction of the road and its associated multi-modal transportation infrastructure.

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

Section 1. The drawings as shown in Exhibit A is hereby adopted as the Locally Preferred Alternative for SW 209<sup>th</sup> Avenue from 600-feet north of the SW Rosedale Road intersection to the SW Farmington Road intersection.

Section 2. Pursuant to Community Development Code Section 12.70.060, the Planning Commission is hereby directed to initiate a Type IV application to amend the Hillsboro Comprehensive Plan, as amended, and the Transportation System Plan, as amended, to incorporate the Locally Preferred Alternative as depicted in Exhibit A.

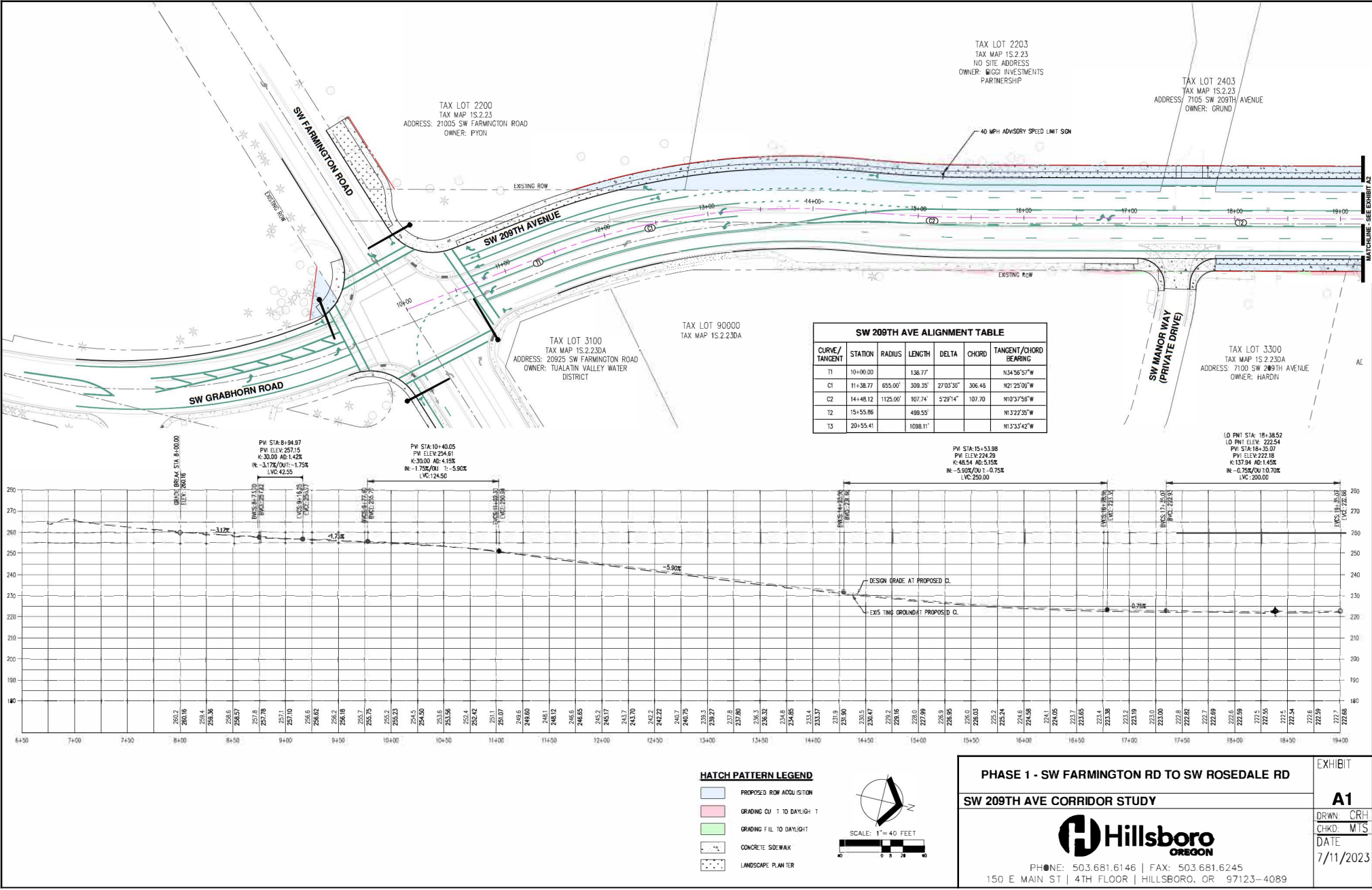
Section 3. This resolution is effective on November 22, 2023.

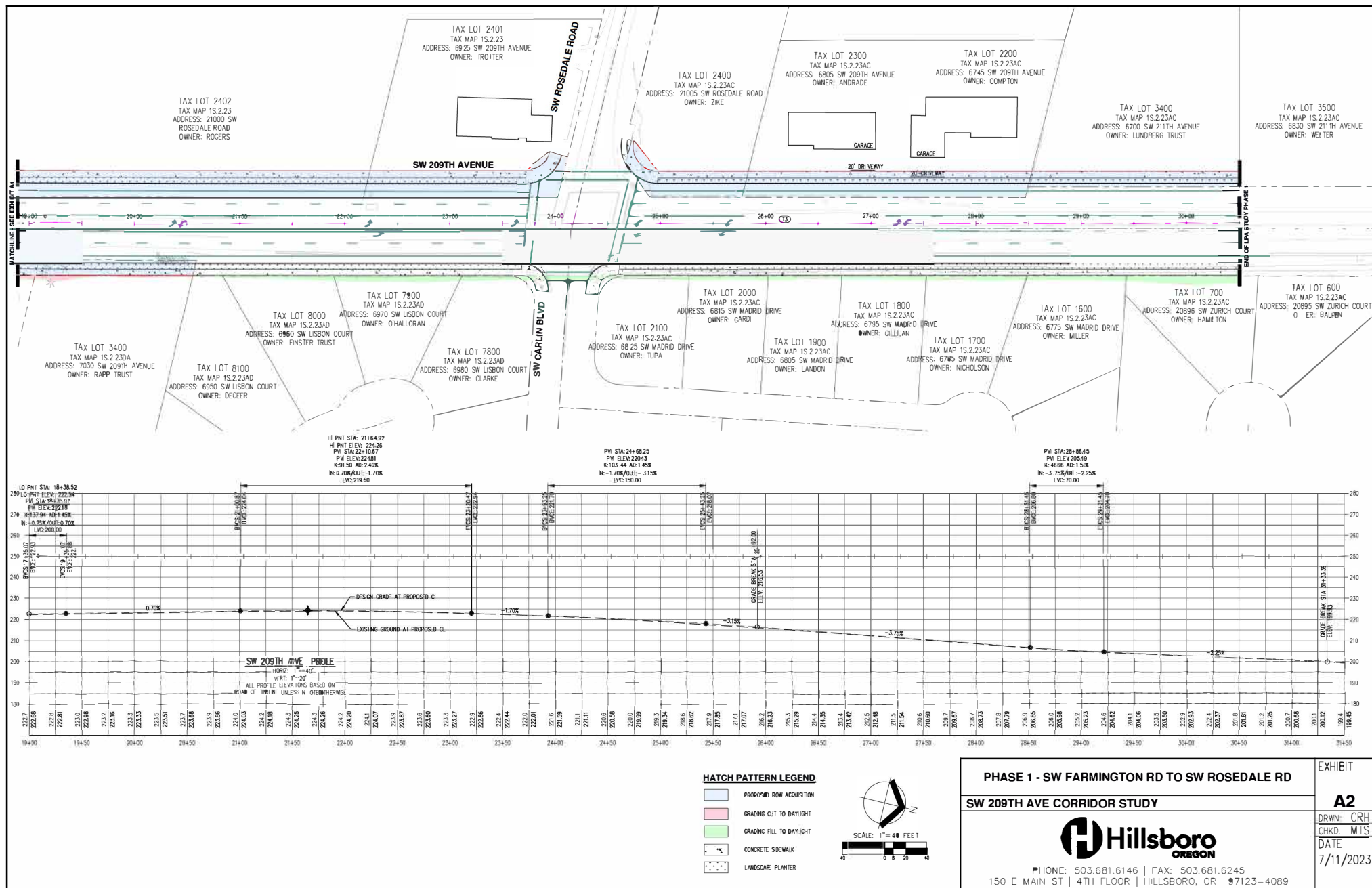
Approved and adopted by the Hillsboro City Council at a regular meeting held on the 21<sup>st</sup> day of November 2023.

  
\_\_\_\_\_  
Steve Callaway, Mayor

ATTEST:

  
\_\_\_\_\_  
Amber Ames, City Recorder





# Brookwood Ave LPA





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## **RESOLUTION NO. 2822**

A RESOLUTION ADOPTING THE ALIGNMENT OF SE BROOKWOOD AVENUE IN THE WITCH HAZEL VILLAGE AND WITCH HAZEL VILLAGE SOUTH PLAN AREAS AS THE LOCALLY PREFERRED ALTERNATIVE, AMENDING THE FUNCTIONAL CLASSIFICATION FOR A PORTION OF SE BROOKWOOD AVENUE, AND DIRECTING THE PLANNING COMMISSION TO AMEND THE COMPREHENSIVE PLAN AND THE TRANSPORTATION SYSTEM PLAN TO IMPLEMENT THIS RESOLUTION.

WHEREAS, in 2014 the Oregon Legislative Assembly enacted House Bill 4078, establishing urban and rural reserve areas in Washington County, and adding approximately 940 acres of land extending south of the Witch Hazel Village plan district to SW Rosedale Road, and east to SW 229<sup>th</sup> Avenue (future SE Century Blvd.) subsequently referred to as the Rosa Reserves; and

WHEREAS, the Witch Hazel Village South sub-area of the Rosa Reserves was planned as principally a residential area, and its Concept Plan was prepared by the City and approved by Metro in 2018; and

WHEREAS, the Witch Hazel Village South was adopted into the Urban Growth Boundary by Metro in December of 2018; and

WHEREAS, the City Council adopted Ordinance No. 6419 on November 15, 2022 incorporating the Witch Hazel Village South plan area into the City's Comprehensive Plan and incorporated the transportation capital improvements identified in the Plan into the Transportation System Plan; and

WHEREAS, the City's Comprehensive Plan and Transportation System Plan adopted by Ordinance No. 6419 contained two possible alignment alternatives for SE Brookwood Avenue in the Witch Hazel Village South plan areas with associated vehicular, bicycle and pedestrian improvements, as reflected in the Transportation System Plan Figures and Tables in Exhibit B of the adopting Ordinance, and

WHEREAS, the City Council's adopted Ordinance 6419 established the roadway classification for the SE Brookwood Avenue extension through the Witch Hazel Village South plan district to SW River Road as a southward continuation of the City's Arterial roadway classification, and

WHEREAS, the City and Washington County have determined that the design of the SE Brookwood Avenue extension should comply with City of Hillsboro Design and Construction standards for a Residential Collector roadway within the Witch Hazel Village South Plan Area, and

WHEREAS, to assure continuity of roadway infrastructure design, the roadway classification for SE Brookwood Avenue should be amended in the City's Transportation System Plan from its current Arterial Road classification to the City's Residential Collector classification for that portion of SE Brookwood Avenue located south of its intersection with SE Alexander Street extending to SW River Road, and

WHEREAS, the adopted City Comprehensive Plan and Transportation System Plan transportation elements anticipated that future efforts were needed to properly establish the final alignment, grade, and multi-modal elements for SE Brookwood Avenue between SE Davis Street and SW River Road, in addition to the selected alignment's determination of the supporting Collector and Neighborhood Route roadway systems within the Witch Hazel Village South plan area; and

WHEREAS, the primary developer of Witch Hazel Village South has approximately 85% of the land area under development contract including essentially 100% of the land located south of Gordon Creek affording the developer maximum flexibility to locate the SE Brookwood Avenue extension south of Gordon Creek in a manner that maximizes development yield with no impact on non-developing properties; and

WHEREAS, the horizontal and vertical alignment of the SE Brookwood Avenue extension from SE Davis Road to the south side of Gordon Creek impacts numerous adjacent properties and requires a closely coordinated integration of roadway design and public outreach with impacted property owners; and

WHEREAS, between October 2021 and November 2023 the City undertook a locally preferred alternative process to set the final alignment and modified cross-sections of SE Brookwood Avenue from SE Davis Road to the south side of Gordon Creek which included a determination to narrow the proposed 3-lane SE Brookwood Avenue south of SE Pheasant Lane to accommodate a 2-lane bridge over Gordon Creek before widening back to 3-lanes for the remaining extension to SW River Road; and

WHEREAS, the City has held more than 20 in-person meetings with impacted adjacent property owners, public hearings at Planning Commission and two City Council Transportation Committee meetings, and held two (2) virtual open houses in conjunction with the Comprehensive Plan and its elements including transportation impacts and the alignment of SE Brookwood Avenue's extension; and

WHEREAS, after due consideration of the final engineering design elements and public feedback received by staff at in-person property owner visits plus public testimony received at the October 12, 2022 Planning Commission meeting and the December 13, 2022 and September 26, 2023 public hearings held by the Transportation Committee, the City Council has concluded that the Alternative Alignment 2 crossing Gordon Creek downstream from the Reserve Golf Course together with modified cross-sections for SE Brookwood Avenue between SE Davis Road and the south side of Gordon Creek represents the best location and improvement solution for SE Brookwood Avenue in that segment and the best possible outcome for the orderly and phased construction of the road and its associated multi-modal transportation infrastructure.

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

Section 1. Alternative Alignment 2 as shown in Exhibit A is hereby adopted as the Locally Preferred Alternative for the SE Brookwood Avenue arterial roadway improvements and extension between SE Davis Road and SW River Road.


Section 2. Pursuant to Community Development Code Section 12.70.060, the Planning Commission is hereby directed to initiate a Type IV application to amend the Hillsboro Comprehensive Plan, as amended, and the Transportation System Plan Update, as amended, to incorporate Alternative Alignment 2 and its associated multi-modal infrastructure improvements as depicted in Exhibit A and to amend the functional classification of SE Brookwood Avenue between SE Alexander Street and SW River Road to a Residential Collector.

Section 3. This resolution is effective on December 6, 2023.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 5<sup>th</sup> day of December, 2023.

  
Steve Callaway, Mayor

ATTEST:

  
Amber Ames, City Recorder

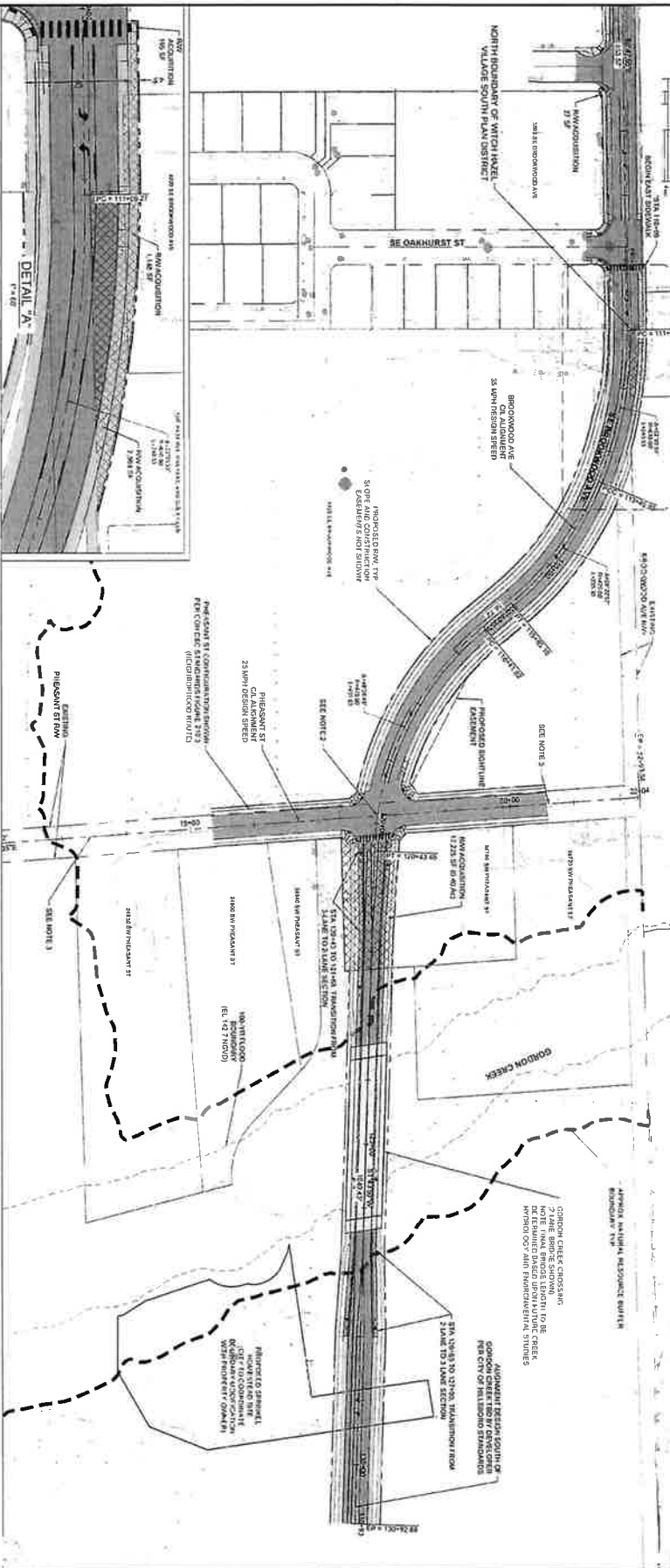






\* STA 10+00 TO STA 113+00 PROPOSED OF EASTERN SIDEWALK SUBJECT TO PROPERTY OWNERS NEGOTIATIONS

# 2-LANE CREEK CROSSING

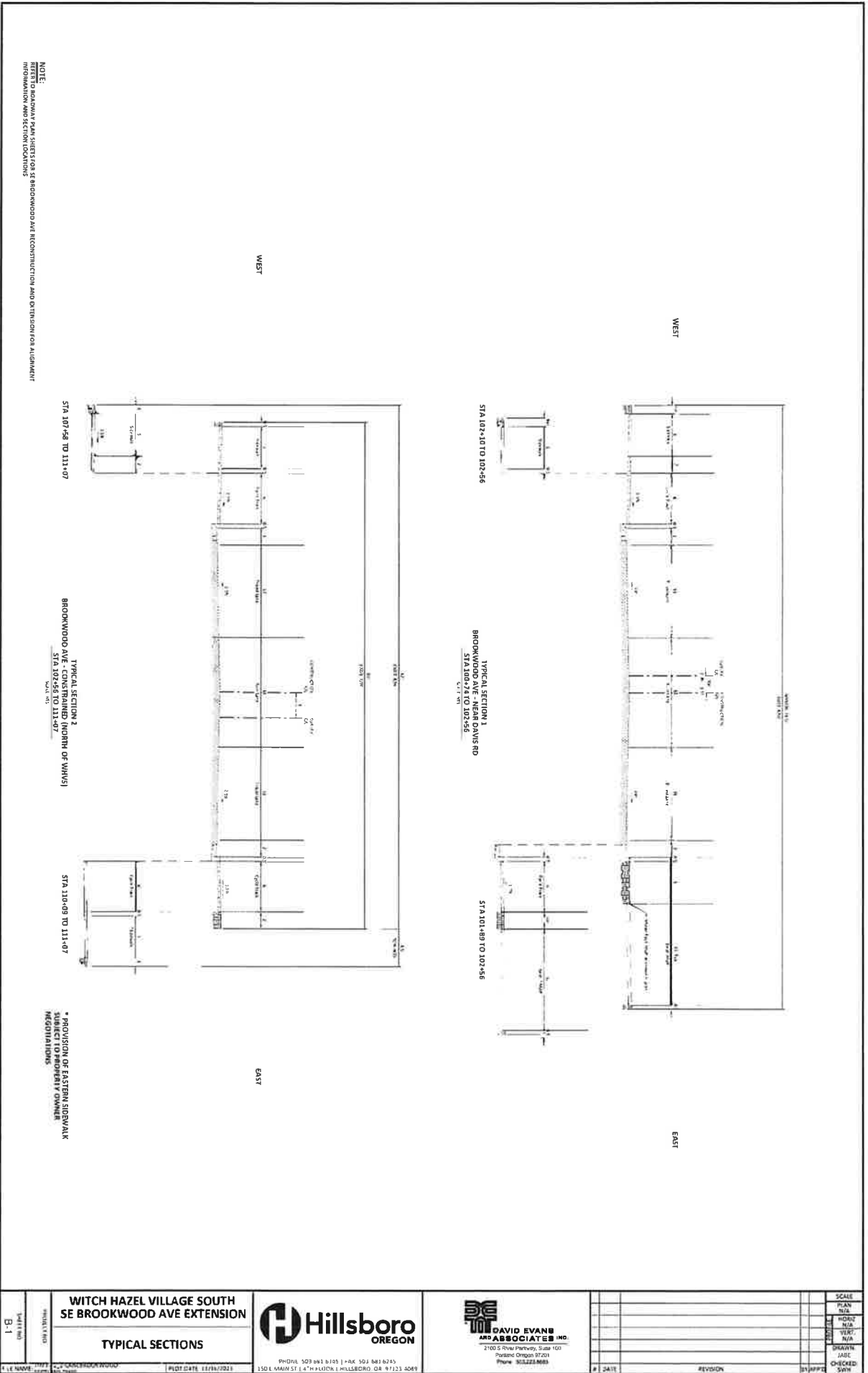


REVISION	DATE	BY	CHKD

PROJECT NO.	WITCH HAZEL VILLAGE SOUTH SE BROOKWOOD AVE EXTENSION
SHEET NO.	A-2

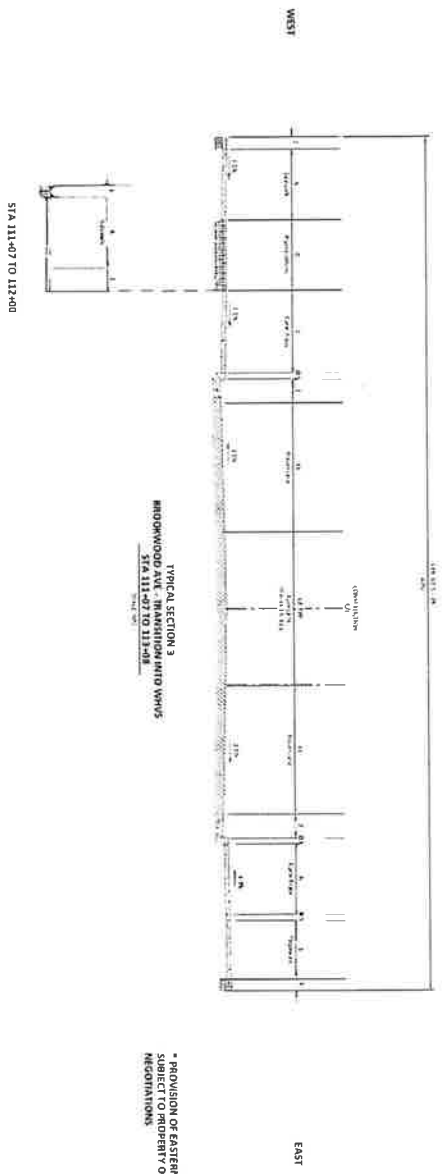
**SE BROOKWOOD AVE - SOUTH SEGMENT (EXTENSION)**

NOTE:  
1. SEE TYPICAL SECTIONS FOR ROADWAY CONSTRUCTION DETAILS.  
2. SEE ELEVATION TABLE FOR ELEVATIONS.  
3. SEE PLAN SHEET A-1 FOR ALTERNATE PROPOSED ALIGNMENT.  
4. SEE ELEVATION TABLE FOR ELEVATIONS.  
5. SEE PLAN SHEET A-1 FOR ALTERNATE PROPOSED ALIGNMENT.



NOTE:  
REFER TO ROADWAY PLAN SHEETS FOR SE BROOKWOOD AVE RECONSTRUCTION AND EXTENSION FOR ALIGNMENT  
INFORMATION AND SECTION LOCATIONS

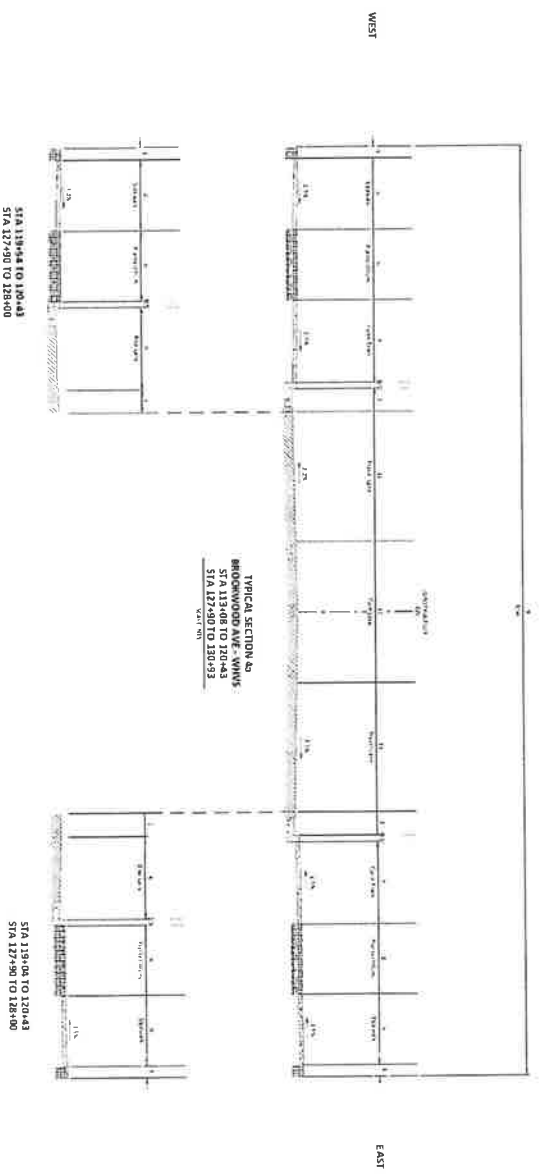
WITCH HAZEL VILLAGE SOUTH SE BROOKWOOD AVE EXTENSION		Hillsboro OREGON		DAVID EVANS AND ASSOCIATES INC. 2100 S River Parkway, Suite 100 Portland, Oregon 97201 Phone: 503.223.8888		SCALE PLAN N/A SECTION N/A ELEVATION N/A DRAWN JAE CHECKED SMH	
TYPICAL SECTIONS		PHOTO: 503.683.5100   FAX: 503.683.6245 1501 L MAIN ST. 14TH FLOOR   HILLSBORO, OR 97123   AD&P		# 2411		REVISION	
B-1		DATE: 08/26/2023					



STA 11+47 TO 12+00

TYPICAL SECTION 3  
BROOKWOOD AVE EXTENSION AND WAYS  
STA 11+47 TO 12+00

\* RESURFACING OF EXISTING SIDEWALK  
SUBJECT TO PROPERTY OWNER  
NEGOTIATIONS

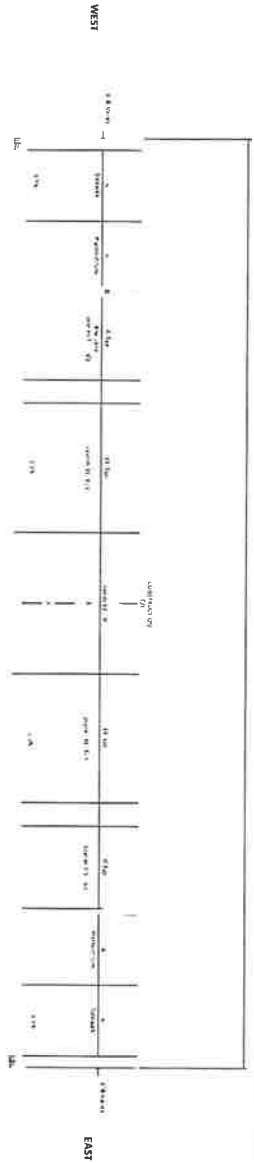


STA 12+90 TO 13+43

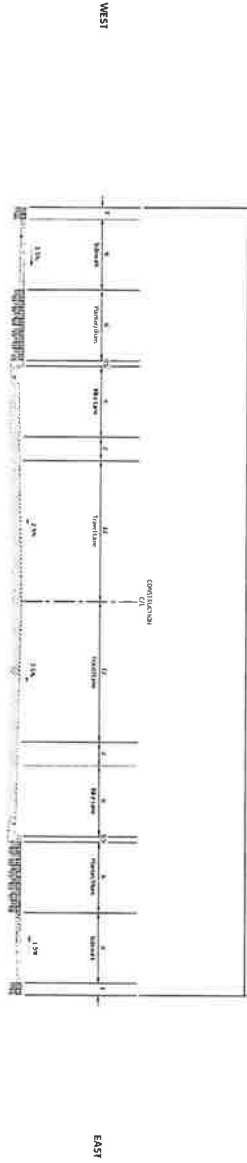
STA 12+90 TO 13+43

TYPICAL SECTION 2  
BROOKWOOD AVE EXTENSION AND WAYS  
STA 12+90 TO 13+43

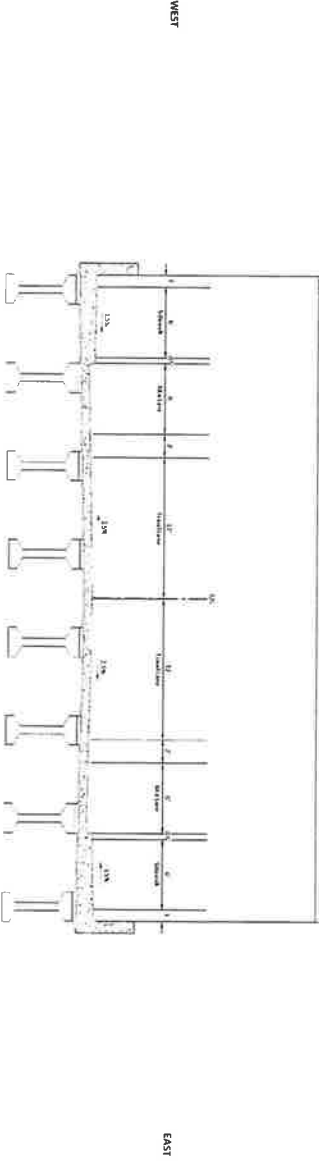
NOTE:  
REFER TO ROADWAY PLAN SHEET 28 OF BROOKWOOD AVE RECONSTRUCTION AND EXTENSION FOR ALIGNMENT  
INFORMATION AND SECTION LOCATIONS



TYPICAL SECTION 4b  
BROOKWOOD AVE. - WHIS (MEDIAN TRANSITION)  
STA 120+43 TO 121+68  
STA 126+65 TO 127+90  
SCALE: 1"=10'



TYPICAL SECTION 4c  
BROOKWOOD AVE. - WHIS (MEDIAN TRANSITION)  
STA 121+68 TO 123+65  
STA 126+95 TO 128+65  
SCALE: 1"=10'



TYPICAL SECTION 5  
BROOKWOOD AVE. - WHIS (MEDIAN TRANSITION)  
STA 128+65 TO 130+65  
SCALE: 1"=10'

NOTE:  
SEE TO ROADWAY PLAN SECTION 5 OF BROOKWOOD AVE RECONSTRUCTION AND EXTENSION FOR ALIGNMENT  
INFORMATION AND SECTION LOCATIONS



# Huffman St LPA



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## **RESOLUTION NO. 2834**

A RESOLUTION ADOPTING THE ALIGNMENT OF NE HUFFMAN STREET IN THE JACKSON EAST AND EVERGREEN WEST PLAN AREA AS THE LOCALLY PREFERRED ALTERNATIVE AND DIRECTING THE PLANNING COMMISSION TO AMEND THE COMPREHENSIVE PLAN AND THE TRANSPORTATION SYSTEM PLAN TO IMPLEMENT THIS RESOLUTION.

WHEREAS, in 2014 the Oregon Legislative Assembly enacted House Bill 4078, establishing urban and rural reserve areas in Washington County, and adding approximately 550 acres of land located generally north of NE Evergreen Road, south of Highway 26, west of NW Sewell Avenue, and east of NE Jackson School Road, Waible Creek and Storey Creek, identified as "Jackson East", to the Metro UGB for employment purposes; and

WHEREAS, the City Council adopted Jackson East plan area on August 16, 2022 into the City's comprehensive plan and incorporated the transportation capital improvements as identified in the transportation system plan as established in Ordinance No. 6409; and

WHEREAS, the City's comprehensive plan and transportation system plan adopted by Ordinance No. 6409 contained two possible alignment alternatives for NE Huffman Street in the Jackson East and Evergreen West plan areas, as reflected in the Transportation System Plan Figure 32-1 in Exhibit A of the adopting Ordinance, and anticipated that future efforts were needed to properly establish the final line and grade of NE Huffman Street; and

WHEREAS, the Jackson East Finance Plan adopted as Exhibit B to Ordinance No. 6409 identified the classification and cross section of NE Huffman Street on the Jackson East transportation capital improvement list and documented the need for improvements for an arterial road including a center turn lane, through lanes, bicycle facilities, and sidewalks; and

WHEREAS, between January 2023 and March 2024 the City undertook a locally preferred alternative process to set the final alignment of NE Huffman Street and the improvements needed between its future intersection at NW Jackson School Road east to the future intersection of NE 30<sup>th</sup> Avenue; and

WHEREAS, the City has held three (3) in-person public open houses, held three (3) virtual open houses, conducted multiple personal visits with adjacent landowners, distributed information in seven mailings and received many verbal and written comments on the alignment alternatives for NE Huffman Street; and

WHEREAS, in September 2023 the Bonneville Power Administration informed the City that it will require an additional 75 feet of easement width in the Jackson East and Evergreen West Plan Areas, necessitating further review by the City to avoid that utility reservation; and

WHEREAS, after further review, the City determined that alignment options for NE Huffman Street can coexist with the additional easement required by the Bonneville Power

Administration, and informed property owners of this at a virtual open house on February 22, 2024; and

WHEREAS, after due consideration of the final public comments read into the record at the March 26, 2024 public hearing held by the Transportation Committee, the City Council has concluded that the Alternative 1-3(D) represents the best location and improvement solution for NE Huffman Street in that segment and the best possible outcome for the orderly and phased construction of the road and its associated multi-modal transportation infrastructure.

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

Section 1. Alternative 1-3(D) as shown in Exhibit A is hereby adopted as the Locally Preferred Alternative for NE Huffman Street between NW Jackson School Road and NE 30<sup>th</sup> Avenue.

Section 2. Pursuant to Community Development Code Section 12.70.060, the Planning Commission is hereby directed to initiate a Type IV application to amend the Hillsboro Comprehensive Plan, as amended, and the Transportation System Plan Update, as amended, to incorporate Alternative 1-3(D) as depicted in Exhibit A.

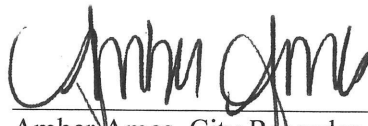
Section 3. Due to the proximity of the Hillsboro Airport and the Bonneville Power Administration's power transmission corridor; the flight regulations adopted by the Federal Aviation Administration (FAA) through the regulatory Part 77 surface and runway protection zones; and the land use permitting process required by the Bonneville Power Administration, a Federal agency; the City Engineer is hereby authorized to adjust the locally preferred alternative as necessary to meet federal aviation and power transmission requirements.

Section 4. This resolution is effective on April 16, 2024.

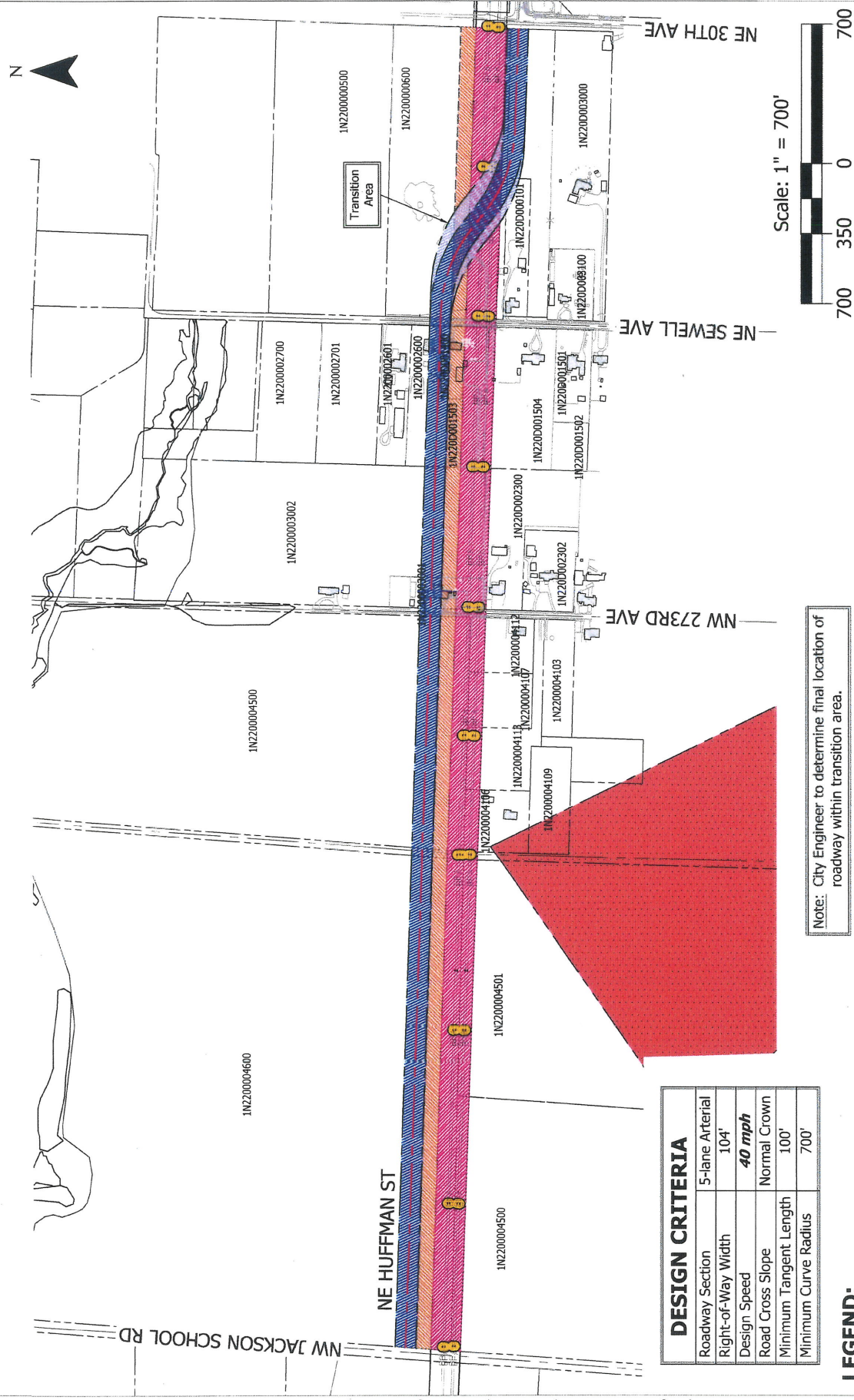
Approved and adopted by the Hillsboro City Council at a regular meeting held on the 16<sup>th</sup> day of April 2024.

  
Steve Callaway, Mayor

ATTEST:

  
Amber Ames, City Recorder





Note: City Engineer to determine final location of roadway within transition area.

DESIGN CRITERIA	
Roadway Section	5-lane Arterial
Right-of-Way Width	104'
Design Speed	40 mph
Road Cross Slope	Normal Crown
Minimum Tangent Length	100'
Minimum Curve Radius	700'

LEGEND:

- Boilerplate Power Administration (BPA)
- Easement (Federal Dept. of Energy)
- Utility Reservation (BPA - Federal Dept. of Energy)
- Runway Protection Zone (Federal Aviation Administration)
- Primary Residence
- Proposed Roadway Alignment

NE Huffman Street  
Locally Preferred Alignment  
Alignment 1-3D