

Exhibit "A"

HCP 4-09: AmberGlen Community Plan Proposed Comprehensive Plan Text and Map Amendments

Note: Deleted language ~~overstruck~~
Added language *italicized*
Staff comments in [brackets]

Section 2 IV (M) Urbanization Implementation Measures

- (M) The land use map shall designate property in the Hillsboro Planning Area as Low, Medium, High, or Mid-Rise Residential, Mixed-Use, *Mixed Use Urban Residential, Mixed Use Urban Commercial, Mixed Use Urban Employment, Mixed Use Institutional*, Commercial, Industrial, Open Space, Floodplain, Public Facility or Station Community Planning Area. *The land use map may also designate the boundaries of Hillsboro "community plan" areas.*

As used in this subsection, "Mixed-Use" means a mix of residential and commercial uses either vertically or horizontally. ~~The land use map may also designate the boundaries of Hillsboro "community plan" areas. Residential land outside Station Community Planning Areas shall be designated Low, Medium, or High density, or Mid-Rise Residential, so as to provide the opportunity for an overall density of 10 units per net acre, and a 50% detached single family/50% attached single family or multi-family split on new construction.~~ Appropriate Mixed Use zoning districts shall be applied to implement the Mixed Use (MU) Plan designation on all properties designated Mixed Use on the Comprehensive Plan Land Use Map, or on any properties identified for mixed use on a Community Plan Area Map.

In addition to the criteria listed in Section 1.IV. B, applications for Minor Comprehensive Plan Land Use Map changes to the Mixed Use MU Plan designation, ~~submitted after July 31, 2004~~, shall conform to the following criteria: 1) the overall area of the site proposed for the MU designation must equal five or more acres; and 2) the site proposed for the MU designation must be located adjacent to the intersection of two arterial streets, two collector streets, or an arterial street and a collector street.

Residential land outside Station Community Planning Areas shall be designated Low, Medium, or High density, or Mid-Rise Residential, so as to provide the opportunity for an overall density of 10 units per net acre, and a 50% detached single family / 50% attached single family or multi-family split on new construction.

[Remainder of section remains unchanged.]

Section 14 (B) Comprehensive Plan Maps Land Use Maps is amended with the addition of a new subsection (8) to read as follows:

- (8) *AmberGlen Community Map. The AmberGlen Community Comprehensive Plan Map establishes the boundary of the AmberGlen Community Plan Area and designates the land uses recommended within the Area by the Community Plan. The goals, policies and implementing actions contained in Section 28 of this Comprehensive Plan shall apply to the properties, land uses and public facility systems contained within the Community Plan Area [See Section 28, Figure 28-1: AmberGlen Community Comprehensive Plan Map.]*

Section 15 (II) and (VI) **Station Community Plan Areas** General Station Community Planning Area Policies and Quatama/185th SCPA Policies are amended to reflect the removal of the AmberGlen Community Plan Area from the Quatama/185th SCPA and renumbered as follows:

(II) General Station Community Planning Area Policies.

- (A) The Land Use Map shall designate four Station Community Planning Areas (SCPA's) to focus higher densities and mixed use developments around the nine light rail stations within Hillsboro. [unaffected SCPAs not shown]

Quatama /185th SCPA

Quatama/205th Avenue
~~Willow Creek/185th Avenue~~

(VI) Quatama /185th SCPA Policies

- (A) The Quatama /185th SCPA is designated as a "station community" in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts to achieve the overall density targets. Given the amount of land available for medium to high density residential development near the 205th Avenue light rail station; ~~the amount of land available for business and research park development; and the evolving concentration of institutional, educational, research and related spin-off uses northeast of the 205th Avenue station and north of the 185th Avenue station;~~ the Region 2040 density targets are achievable.
- (B) The City should work with Washington County to ensure that lands generally west of 205th Avenue to 216th Avenue and south of the Quatama/205th station to Baseline Road are planned for transit-oriented residential development.
- ~~(C) Existing institutional and research park uses, including the Oregon Regional Primate Research Center, the Oregon Graduate Institute and the Capital Center, shall be designated for transit-supportive Institutional use. Expansion and intensification of education, research and related spin-off development shall be supported in this district. A broad range of mixed uses, including student housing, support commercial and accessory industrial uses, shall be permitted within the Research Park District. (Amended by Ord. No. 4544/4-97.)~~

- ~~(D)~~ Continued development of the Amber Glen Business Park shall be at transit-supportive densities. New development within 2,600 feet of the light rail station shall emphasize pedestrian and bicycle connections from this employment area to the Quatama/205th Avenue light rail station and nearby residential areas.
- ~~(E)~~ **(C)** A pathway system shall be pursued along Bronson Creek to provide off-street accessibility to the Quatama /205th Avenue light rail station and linkage to the usable open space amenity provided by the Light Rail Project through wetland enhancements near the Bronson and Beaverton Creek confluence.

Section 21 Transportation System Plan is amended with minor revisions to the first paragraph, and the addition of a new paragraph, such that the entire Section reads as follows:

Section 21. Transportation System Plan (TSP).

Pursuant to Section 1(II)(G) of the Comprehensive Plan, the ~~“City of Hillsboro, Transportation System Plan (TSP)”~~ “City of Hillsboro, Transportation System Plan Public Facility Plan July 1999 (TSP)” document is incorporated into the Comprehensive Plan in its entirety and shall be the “City of Hillsboro, Transportation System Plan (TSP).” The Transportation System Plan provides specific information regarding transportation needs to guide future transportation investment in the City and to determine how land use and transportation decisions can be coordinated beneficially for the City. The TSP was updated ~~and revised~~ in 2003 2004 to be consistent with the Hillsboro 2020 Vision ~~and~~ the Metro Regional Transportation Plan; ~~and~~ to reflect new population and employment information; ~~and Revisions to the Plan were also implemented~~ to improve coordination with transportation plans from other jurisdictions – namely Washington County and the City of Beaverton. ~~The update and revision~~ Transportation System Plan Update January 2004 and Transportation System Plan Update: Technical Appendix January 2004 documents are also incorporated into the Comprehensive Plan in their entireties.

The AmberGlen Community Plan: Transportation Planning Rule Study November 2009 which identifies transportation system facilities and improvements within the AmberGlen Community Plan Area to be incorporated into the Hillsboro Transportation System Plan is also incorporated into the Comprehensive Plan in its entirety.

New Section 28 AmberGlen Community Plan to be added to read as follows:

Section 28. AmberGlen Community Plan

(I) Purpose.

The AmberGlen Community Plan establishes coordinated goals, policies, and implementing actions to guide development and implement the community’s vision. Adoption of the AmberGlen Community Plan establishes the policy framework required to amend land use regulations for higher intensities and densities, establish capital improvement projects, and pursue funding mechanisms.

The AmberGlen planning area provides a unique opportunity for transforming suburban development. Development of the area as an urban community connects the adjacent Tanasbourne Town Center to the region's Westside Light Rail line and creates a vibrant, mixed-use regional center in a suburban location. Served by US Highway 26, close to the region's intensive high-tech industrial cluster and major retail and service industry employers, the AmberGlen area is an ideal location to plan for intensive urban development.

In the mid-1990's, Station Community planning for the area resulted in the adoption of zones to support existing business and research park development. In 2006, the City of Hillsboro initiated concept planning for an urban center, recognizing the unique attributes of the location. Concept planning established a vision, guiding principles and development concept for:

- Creating intensive, mixed-use development and achieving higher levels of density close to major employers;*
- Providing high quality amenities and an urban, pedestrian environment; and*
- Supporting regional transportation infrastructure.*

The AmberGlen Community Plan provides a comprehensive guide for land use decisions necessary for accomplishing the vision for an urban regional center.

The AmberGlen Community Plan contains goals, policies and actions in five areas: Parks and Open Space; Land Use; Transportation; Infrastructure; and Economic Development. Goals and policies capture concepts embodied in the vision, with Goals indicating a desired end and Policies stating what must be done to achieve that desired end by identifying the City's position. Action statements outline projects or standards which implement goals and policies. The goals, policies and actions are interrelated, and work together to guide implementation of the urban regional center vision .

(II) Parks and Open Space Goals, Policies and Actions

(A) Goals and Policies

Goal 1: *Design high density urban development to fit within, complement and enhance the natural environment to create a landmark identity and to provide community and ecological benefits.*

Policy 1.1: *Organize development sites around the central park and protected natural resource areas.*

Policy 1.2: *Design parks and open space to create a landmark identity and to provide a significant, natural amenity for high-density urban development.*

Policy 1.3: *Enhance the local amenity value of parks and open space by maximizing residential views and ensuring distinctive, quality design highlighting natural features and beauty.*

Goal 2: *Provide a range of recreation opportunities for residents, employees and community members.*

Policy 2.1: Provide a public community park compatible with plan area development to serve a range of ages and interests. Feature a variety of places, active and passive programs, and “third place” opportunities. Provide park uses for the local neighborhood including landscaped areas, pathways and trails, seating and picnic areas, playground uses, and open lawns. Consider special gardens and water features, urban plazas and promenades, concessions, and commercial lease space for “third place” uses that appeal to the broader community.

Policy 2.2: Provide a continuous off-street pedestrian and bike trail system within parks and adjacent to protected natural resource areas with connections to local and regional greenway trail systems.

Policy 2.3: Develop unified designs for off-street pedestrian and bike facilities to enhance wayfinding, ease of use, and plan area identity

Policy 2.4: Ensure access to a public or private park within a short walking distance of approximately ¼ mile.

Policy 2.5: Pursue development of a signature indoor recreation center focused on health and wellness programs for the broader community.

Goal 3: Protect natural resources and enhance opportunities for people to be in contact with natural systems.

Policy 3.1: Provide opportunities for walking and wildlife viewing within protected natural resource areas, and for bicycles adjacent to protected natural resource areas. Avoid environmental impacts or if avoidance is not possible, minimize impacts to the greatest extent practicable.

Policy 3.2: Design parks, trails and streets to ensure stormwater runoff is treated prior to discharging to riparian corridors and natural resource areas.

Policy 3.3: Incorporate sustainable features, methods and materials in the development of parks and open space to enhance energy efficiency, environmental health and plan area identity.

Policy 3.4: Develop guidelines, regulations, or other incentives to preserve the existing mature tree canopy within the plan area thereby avoiding loss of environmental and visual amenity benefits.

(B) Implementing Actions

Action 1: Develop a strategy for acquiring land for key green framework elements including the central park, forest park blocks, and green connectors.

Action 2: Sponsor a competition for the design and programming of the central park and key green framework elements. The intent is to establish world-class urban and sustainable design, and to raise awareness of the plan area vision.

Action 3: *Develop and adopt public area design standards consistent with the urban and sustainable design concepts established in Action 2. Elements addressed include gateways, treatments for landmark locations, plazas, transit stops, and streetscape elements.*

Action 4: *Complete a signature recreation center study to identify programs, building requirements, locations, costs, and funding sources. Explore potential partnerships with plan area healthcare stakeholders such as Kaiser Permanente, Providence Healthcare and Oregon Health Sciences University.*

Action 5: *Investigate the feasibility for local food distribution and community gardens in the plan area focusing on food quality, creation of gathering places and a shared civic identity, support for the local economy, and marketing to local restaurants.*

Action 6: *Identify parks and open space facilities, programs, costs and funding sources for inclusion in the City of Hillsboro Parks and Trails Master Plan.*

Action 7: *Based on the Stormwater Master Plan identified in Infrastructure Actions 32 and 33, identify opportunities to coordinate with Clean Water Services, private development and others to improve stormwater system efficiencies, water quality and to identify design features for public open space and right-of-way.*

Action 8: *Capture and reuse stormwater run-off from development in a public detention facility for use in irrigating parks and landscaped areas.*

Action 9: *Encourage the use of native and drought tolerant landscape material in public and private parks to reduce irrigation requirements, intercept rainfall, improve wildlife habitat and to enhance aesthetics and connections to nature.*

Action 10: *Require existing landscaping material and/or organic waste to be composted to the greatest extent practicable for reuse in new parks proposed within the plan area.*

Action 11: *Encourage the use of locally produced and available materials in the design and construction of park and open space areas to reduce transportation costs and support the local economy.*

Action 12: *Site and design park facilities to take advantage of solar exposure to reduce energy costs related to lighting and heating.*

(III) Land Use Goals, Policies and Implementing Actions

(A) Goals and Policies

Goal 4: *Create a vibrant, mixed-use urban community with a landmark identity.*

Policy 4.1: *Create a mix of residential, retail, employment, civic, and open space uses at urban densities.*

Policy 4.2: *Provide a variety of urban housing design types, densities and heights to serve a range of households, ages and income levels.*

Policy 4.3: Organize development around a signature central park and open space framework amenity to ensure views and access to recreation and nature.

Policy 4.4: Focus and design retail uses to activate plan districts, leverage high density residential development, and complement and connect to existing retail centers.

Policy 4.5: Develop land use requirements based on development types representing a mix of land uses and varying levels of density and intensity to encourage a mix of uses within buildings, blocks and districts.

Policy 4.6: Provide “third places” or gathering places designed to foster social interaction and strengthen community relationships throughout the plan area.

Policy 4.7: Promote high quality design and strong urban form to create a compelling community identity.

Policy 4.8: Ensure a rich, varied urban environment by creating a range of neighborhood districts, each with a distinct character.

Policy 4.9: Provide flexibility when implementing land use concepts to support existing development until the time that redevelopment becomes economically viable.

Policy 4.10: Amend the Metro 2040 Growth concept to designate the combine Tanasbourne Town Center and AmberGlen Community Plan areas as a Metro 2040 Regional Center.

Policy 4.11: Reference the cultural and natural history of the plan area in design themes and in the naming of streets, districts and landmarks to strengthen a distinct and meaningful sense of place.

Goal 5: Create a model for environmentally sustainable community development.

Policy 5.1: Design development to encourage people to walk, bike and use transit.

Policy 5.2: Promote the use of building materials, construction and landscaping methods, and energy systems to enhance efficiencies and ecological functions.

Policy 5.3: Identify opportunities to integrate private development with public infrastructure and open space to maximize efficiencies related to stormwater management, irrigation, energy production, bio-waste, and local food production.

(B) Implementing Actions

Action 13: Develop and recommend amendments to zoning and development standards to implement the development program identified in the AmberGlen Community Plan Land Use Concept.

Action 14: *Develop and adopt design standards and guidelines for Districts and Neighborhoods identified in the AmberGlen Community Plan Land Use Concept. Coordinate with public area design standards project identified in Parks and Open Space Action 3.*

Action 15: *Develop sustainable standards, guidelines and incentives for public and private development. In the interim, require development to exceed the state's minimum energy conservation requirements.*

Action 16: *Develop design concepts for the Community Activity Center, including a pedestrian connection through the Employment District to the Streets of Tanasbourne, to identify opportunities, constraints, and recommendations for access, parking and other key requirements.*

Action 17: *Identify potential public uses and partnerships that could serve as catalysts to leverage private investment.*

Action 18: *Collaborate with regional agencies to achieve the combined Tanasbourne Town Center and AmberGlen Community Plan areas as a Metro 2040 Growth Concept Regional Center with full multi-modal support.*

Action 19: *Conduct an analysis projecting price ranges and housing types that are likely to be built in accordance with the AmberGlen Community Plan Development Program. Include affordability estimates for both owner-occupied and renter-occupied housing.*

(IV) Transportation Goals, Policies and Implementing Actions

(A) Goals and Policies

Goal 6: *Support the development of a balanced, multimodal transportation system serving residents, employees, and visitors.*

Policy 6.1: *Improve access to and within the plan area and create a pedestrian-scale environment by incorporating an urban grid system comprised of streets and landscaped access lanes.*

Policy 6.2: *Design and prioritize transportation projects to serve existing development, stimulate new development and attract people to the area.*

Policy 6.3: *With regional partners, pursue the extension of High Capacity Transit (HCT) connecting the existing Westside Light Rail line to the plan area and to employment centers to the north and west.*

Policy 6.4: *Support a local transit circulator system within the combined AmberGlen plan area and the Tanasbourne Town Center to provide convenient access between commercial, institutional, recreational and residential uses, and to strengthen connections to light rail, HCT and bus transit.*

Policy 6.5: *Provide strong pedestrian and bicycle connections throughout the plan area, and to adjacent retail centers, health providers, employers, parks and*

natural areas, and transit. On key major streets, provide increased separation between vehicles and pedestrians and cyclists to encourage walking and biking as viable, alternative travel modes.

Policy 6.6: *Ensure livability and access for neighborhoods adjacent to the AmberGlen plan area by maintaining mobility functions on major streets commensurate with travel demand created by plan area development, and by preventing encroachment of parking for plan area uses into adjacent neighborhoods.*

Policy 6.7: *Create and maintain an environment where there is less reliance on motor vehicle trips by coordinating public and private trip reduction strategies and pursuing a comprehensive travel demand management program.*

Goal 7: *Incorporate sustainable features, methods and materials into the design and construction of the transportation system.*

Policy 7.1: *Incorporate stormwater management functions into the design of streets, pathways and access lanes by providing green street features to reduce runoff, increase stormwater system efficiency, and reduce negative impacts of development on water quality and stream habitat.*

Policy 7.2: *Provide green street features to enhance the urban street environment, strengthen area identity, and effectively address stormwater management and water quality in light of infiltration potential. Green street features include, but are not limited to, use of pervious pavement, street trees, permeating curbs, vegetative filters, swales, and linear detention and infiltration basins.*

Policy 7.3: *Consider paving materials with a high Solar Reflectance Index (SRI) to minimize the amount of urban heat island effect generated by heat gain through impervious surfaces.*

Policy 7.4: *Reuse demolished roadway material as available for bedrock foundation of new streets in cases where there are no associated negative environmental impacts.*

(B) Implementing Actions

Action 20: *Initiate and fund development of an Interchange Area Management Plan (IAMP) or equivalent public multi-jurisdictional process for the NW 185th Avenue interchange with US Highway 26 for adoption by the City of Hillsboro, Washington County, other local governments as appropriate, and the Oregon Department of Transportation (ODOT) to address, among other things, issues outlined in the AmberGlen Traffic Analysis and Summary and to identify improvements to the state and local street network needed to protect interchange and local street network functions based on adopted local land use plans. Ensure a transparent public process as identified by ODOT in the IAMP Guidelines.*

Action 21: *Amend the City's Transportation System Plan to include street improvements and access management policies identified in the Interchange*

Area Management Plan or equivalent multi-jurisdictional process for the NW 185th Avenue interchange with US Highway 26 (Action 20), and functional classifications identified in the AmberGlen Transportation Concept. Coordinate with Washington County to ensure consistency with the Washington County Transportation Plan, and with Metro to ensure consistency with the Regional Transportation Plan.

Action 22: *Develop a detailed street plan, design criteria and standard details for adoption in the Hillsboro Zoning Ordinance. Coordinate for consistency with the urban and sustainable design concepts established by Parks and Open Space Actions 2 and 3.*

Action 23: *Fully assess opportunities, constraints, costs and benefits associated with incorporating green street features in the design of streets, greenways, and green access lanes as part of the development of the comprehensive stormwater strategy identified in Infrastructure Actions 32 and 33.*

Action 24: *Based on Action 23 green streets feasibility findings, develop design standards for “green streets” and determine maintenance programs, and adopt “green street” standards into the City’s Transportation System Plan.*

Action 25: *Develop a strategy for acquiring land for critical rights-of-way identified in the AmberGlen Transportation Framework.*

Action 26: *Work closely with Tri-Met to develop new regional transit options and to enhance existing transit options within and adjacent to the plan area.*

Action 27: *Prepare a transit service strategy for the combined AmberGlen Plan Area and Tanasbourne Town Center that includes analysis of costs and benefits associated with a local transit circulator. Compare fixed-route systems such as a street car or personal rapid transit with a bus-based system.*

Action 28: *Study the potential for providing improved pedestrian access to connect the plan area to adjacent retail centers and employers to the north.*

Action 29: *Work with employers, transportation agencies, the Westside Transportation Alliance, and other transportation partners to develop a comprehensive travel demand management program.*

Action 30: *Develop a district parking strategy including parking requirements to foster non-auto trips. These may include development of a paid parking district, and standards that establish maximum parking rations and limits on surface parking spaces or area.*

(V) Infrastructure Goals, Policies and Actions

(A) Goals and Policies

Goal 8: *Ensure adequate capacity, quality, and efficient delivery of water, sanitary sewer, stormwater and public safety services to support planned development.*

Policy 8.1: *Reuse existing infrastructure facilities to the extent practicable.*

Policy 8.2: *Provide infrastructure in substantial conformance with the AmberGlen Community Plan Infrastructure Concept. Alternative improvements may be identified to support uses and densities identified in the AmberGlen Community Plan Development Program.*

Policy 8.3: *Investigate the feasibility of establishing a “zero net impact” objective for stormwater quantity and quality. City owned facilities should strive to meet the Clean Water Services Low Impact Design Guidelines for “zero net impact” stormwater quantity and quality.*

Policy 8.4: *Promote district-based strategies for heating and/or cooling based on carbon-neutral power sources to increase efficiencies, reduce costs and provide ecological benefits not available through conventional or site-by-site development approaches.*

Policy 8.5: *Identify opportunities to capture and reuse sewage, stormwater or other infrastructure discharge to provide heating, non-potable water, and other services to public and/or private development.*

Policy 8.6: *Feature innovative infrastructure improvements and district-based strategies in the planning and design of public and private catalyst projects to strengthen community identity and to serve as demonstration projects for future development.*

Policy 8.7: *Ensure that the Police Department and Fire Department have the equipment, staff and expertise required to provide a safe and healthy environment given the larger scale and density of planned development.*

(B) Implementing Actions

Action 31: *Complete detailed engineering plans and cost estimates for infrastructure system improvements to support uses and densities identified in the AmberGlen Community Plan Development Program.*

Action 32: *Complete a comprehensive strategy for stormwater management based on development of a Stormwater Master Plan for the AmberGlen area and the use of Low Impact Development Approaches for sites, streets and where required, regional stormwater facilities. Work in partnership with Clean Water Services, Washington County, City of Hillsboro Parks and Recreation, Engineering and Planning Departments, property owners and other public and private partners.*

Action 33: *Complete a detailed analysis and coordinated designs for managing stormwater within streets and public open space based on the Stormwater Master Plan for the AmberGlen area identified in Action 32. Coordinate designs with the development and adoption of “green street” standards into the City’s Transportation System Plan identified in Transportation Actions 23 and 24.*

Action 34: Address innovative and integrated infrastructure improvements in the City-sponsored competition for design and programming of the central park and key green framework elements identified in Parks and Open Space Action 2.

Action 35: Amend Hillsboro Public Facilities Maps as needed to incorporate infrastructure system improvements identified in Action 30.

Action 36: Identify staffing, training, equipment and other Police Department and Fire Department resources required to effectively serve the larger scale and density of planned development.

Action 37: Initiate a district energy strategy which would seek to evaluate, identify and begin to develop energy production for planned development.

(VI) Economic Development Goals, Policies and Implementing Actions

(A) Goals and Policies

Goal 9: Support a vital and sustainable economy within the AmberGlen Community Plan Area.

Policy 9.1: Pursue economic development strategies that build on the AmberGlen Plan Area's unique mix of assets.

Policy 9.2: Develop flexible regulatory structures that combine a range of incentives and performance measures to achieve an economically vital district.

Policy 9.3: Provide mechanisms to support new development, redevelopment, and adaptive reuse of existing structures and sites.

Policy 9.4: Create a branding strategy that establishes and promotes the AmberGlen Plan area as a distinct, desirable Hillsboro location.

Policy 9.5: Identify public/private partnerships that support financing of economically vital mixed-use development.

Goal 10: Identify and implement funding strategies to support creation of an economical vital, mixed-use district.

Policy 10.1: Pursue diverse funding strategies that include but are not limited to: tax increment financing (urban renewal), System Development Charges (SDCs), Local Improvement Districts (LIDs), Vertical Housing Tax Credits, General Obligation and Revenue Bonds, Grants, and other public and private funding sources.

Goal 11: Identify strategic public investments to leverage widespread and sustained private investment.

Policy 11.1: Accelerate development with strategic public investments consistent with the Plan's Guiding Principles.

Policy 11.2: Support the removal of regulatory barriers without jeopardizing the AmberGlen vision.

Policy 11.3: Enhance coordination between public and private partners to facilitate timely decision making.

Goal 12: Expand economic activity and the jobs base within the AmberGlen Plan Area through the recognition that quality of life issues are critical to successfully attracting and retaining professional and support jobs in a global marketplace.

Policy 12.1: Provide opportunities to retain and expand existing AmberGlen businesses.

Policy 12.2: Identify and recruit businesses that are complementary to existing “Silicon-Forest” business clusters.

Policy 12.3: Work with local, state, federal, and private trade organizations to identify and recruit businesses to the AmberGlen Community Plan Area.

Policy 12.4: Create a system of performance measures to support a healthy and efficient business climate and ensure that the AmberGlen Community Plan retains its economic vitality.

(B) Implementing Actions

Action 38: Conduct an urban renewal feasibility study and adopt a plan to support infrastructure and other investments necessary to create an urban scale mixed use center.

Action 39: Complete a comprehensive public/private funding strategy to support the plan.

Action 40: Develop and use SDC incentives to implement the AmberGlen Community Plan.

Action 41: Identify potential Transit Oriented Development (TOD) funding.

Action 42: Establish methods of financing the development and ongoing maintenance of public amenities such as parks, open spaces, community center, and other similar public amenities.

Action 43: Develop an implementation strategy and schedule for Catalyst Projects.

Action 44: Provide incentives for developers to provide targeted public and private amenities and services that add substantial value within the plan area.

Action 45: Encourage the creation of an AmberGlen business association to develop and implement private business marketing strategies.

Action 46: *Identify potential market barriers and employ economic development strategies to ameliorate barriers.*

Action 47: *Develop a business recruitment strategy.*

Action 48: *Develop and implement a parking strategy that supports market driven parking solutions.*

New Section 29 AmberGlen Community Plan Document to be added to read as follows:

Section 29. AmberGlen Community Plan Document

Pursuant to Sections 1(II) (B) and (G) of this Comprehensive Plan, the “AmberGlen Community Plan November, 2009” document is incorporated into the Comprehensive Plan in its entirety. Except for the AmberGlen Community Comprehensive Plan Map, all other planning maps and other graphic exhibits contained in the document serve only to illustrate the land use, urban design or transportation system improvement policy concepts prescribed in the Community Plan and do not have the force and effect of the adopted Hillsboro Comprehensive Plan Land Use, Transportation System or Public Facility System Maps.

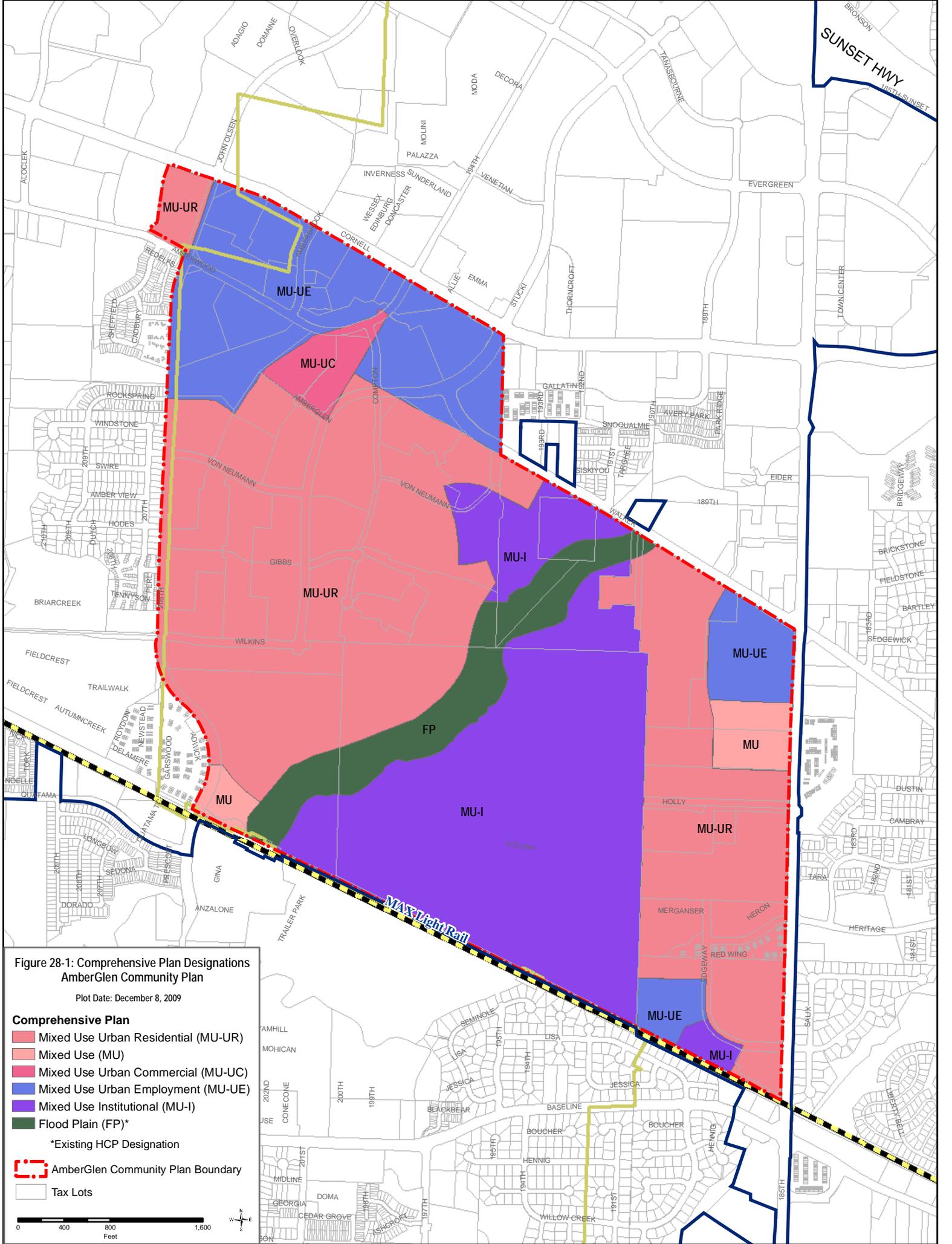


Figure 28-1: Comprehensive Plan Designations
AmberGlen Community Plan

Plot Date: December 8, 2009

- Comprehensive Plan**
- Mixed Use Urban Residential (MU-UR)
 - Mixed Use (MU)
 - Mixed Use Urban Commercial (MU-UC)
 - Mixed Use Urban Employment (MU-UE)
 - Mixed Use Institutional (MU-I)
 - Flood Plain (FP)*
- *Existing HCP Designation
- AmberGlen Community Plan Boundary
 - Tax Lots

