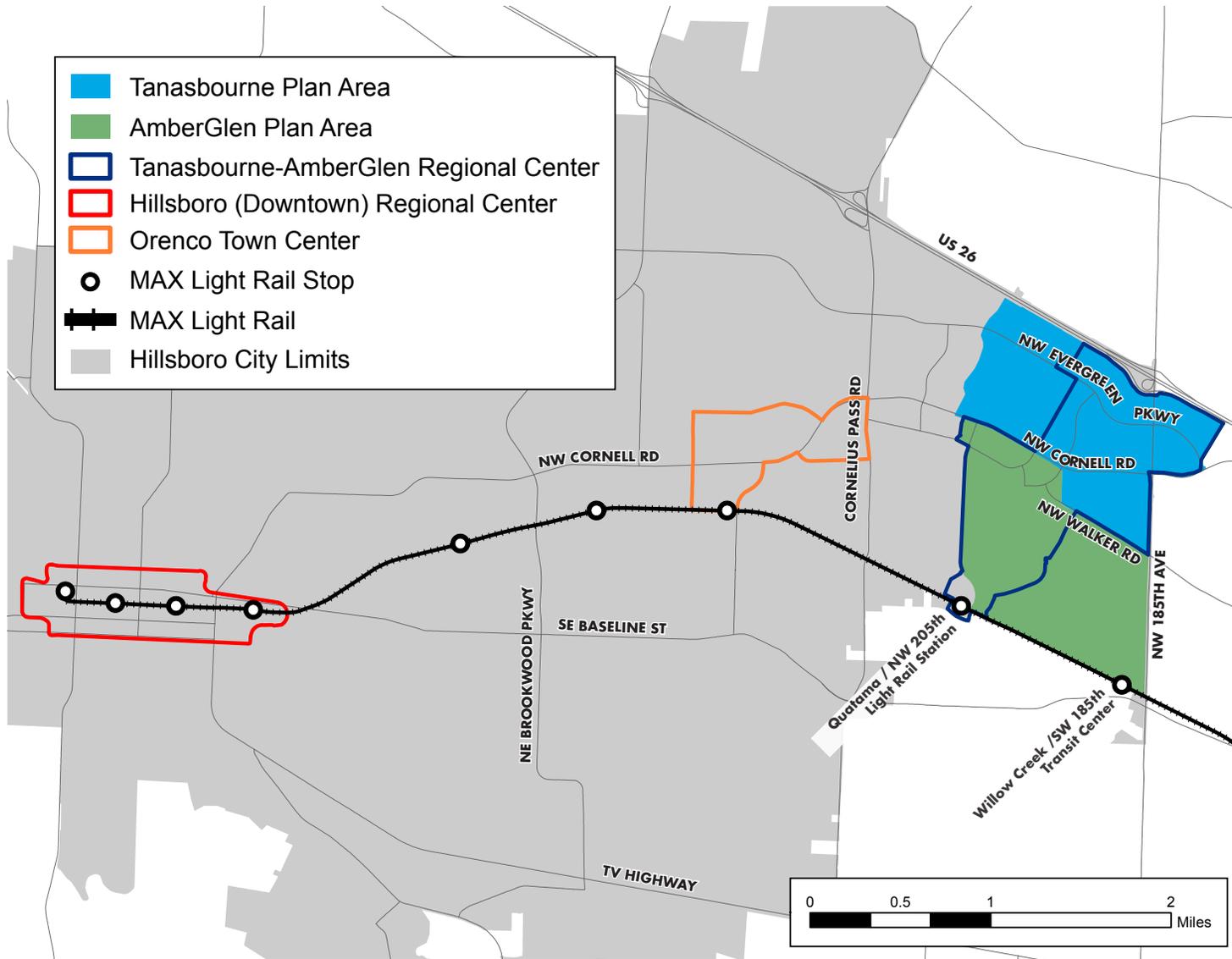


TANASBOURNE COMMUNITY PLAN: A NEIGHBORHOOD VISION

MAY 2015



| | |
|---|-----------|
| EXECUTIVE SUMMARY | 1 |
| COMMUNITY VISION | 3 |
| BACKGROUND | 24 |
| Plan Area History | 24 |
| Demographics | 28 |
| Housing | 28 |
| Commercial Retail | 29 |
| Employment | 30 |
| Land Use Overview | 30 |
| DEVELOPMENT AND REDEVELOPMENT | 33 |
| EXISTING CONDITIONS AND PLANNED IMPROVEMENTS | 41 |
| The Green Network | 41 |
| The Transportation Network | 43 |
| Public Services and Schools | 51 |
| Public Utilities | 52 |
| SUBURBAN-TO-URBAN DEVELOPMENT BEST PRACTICES | 53 |
| PUBLIC INVOLVEMENT AND INPUT | 56 |
| GOALS AND POLICIES | 62 |
| IMPLEMENTATION | 63 |
| LAND USE NEXT STEPS | 66 |
| ACKNOWLEDGEMENTS | 67 |



Tanasbourne Plan Area

More than a regional shopping destination, Tanasbourne is home to a wide diversity of residents and workers. Tanasbourne-area visitors, residents, and workers have access to a rich mix of shopping, civic amenities, and services in a suburban-development context. Many workers in nearby North Hillsboro’s high-tech “Silicon Forest” and Nike apparel’s world headquarters choose to commute considerable distances to live in more compact, connected, and walkable communities. Increased transit, pedestrian, and bicycle improvements, housing choices, civic spaces, and entertainment options would attract more of the thousands of nearby workers to live in Tanasbourne and the Tanasbourne-AmberGlen Regional Center.

This Tanasbourne Community Plan: A Neighborhood Vision document was developed following extensive public input by those who make the Tanasbourne neighborhood of Hillsboro their place to live, work, shop, and play. The largest number of comments had to do with improving non-vehicle movement through the area by providing more options for getting around on foot, by bike, or on transit. Other significant input included requests for more open space and green connections, interest in more civic amenities and entertainment options, and concerns about the nature and timing of

area redevelopment. The community vision expressed in this document aims to increase the social and economic vitality of the Tanasbourne neighborhood of Hillsboro and the entire Tanasbourne-AmberGlen Regional Center. The community vision involves the following three interconnected goals and associated policies:

Goal A: Expand the Network of Green Spaces

- Policy 1: Support and encourage the creation of additional open spaces
- Policy 2: Support and encourage the creation of additional planted streetscape improvements

Goal B: Pedestrian and Bicycle Travel is Safe and Well-Connected

- Policy 1: Support and encourage safe and convenient pedestrian improvements across and along arterials
- Policy 2: Support and encourage bicycle improvements
- Policy 3: Increase transit circulation, service, and ridership through the Regional Center
- Policy 4: Support and encourage multi-path connectivity within superblocks

Goal C: Tanasbourne is a Vibrant, Active Hillsboro Neighborhood

- Policy 1: Emphasize Tanasbourne’s identity as a Hillsboro neighborhood, part of the Tanasbourne-AmberGlen Regional Center, and gateway into the city
- Policy 2: Support and encourage a range of high-density housing types, sizes, and affordability
- Policy 3: Create more civic spaces and entertainment options
- Policy 4: Provide opportunity for the expansion of small, locally-owned businesses in Tanasbourne
- Policy 5: Celebrate the Tanasbourne community’s diversity

The community vision involves actions achievable within the next decade, as well as more aspirational actions which may occur several decades into the future. By establishing an integrated framework of coordinated goals, policies, and actions, this document will help guide the transformation of Tanasbourne into a more intensive, mixed-use urban neighborhood. A transformed Tanasbourne neighborhood could be used to further promote Hillsboro as a place to live, work, shop, and play.

SAFE AND CONVENIENT STREET CROSSINGS



POCKET NEIGHBORHOOD SINGLE-FAMILY RESIDENTIAL

SHOPPING CENTER PRIVATE POCKET PARK



MIXED-USE ENTERTAINMENT DISTRICT

SAFE AND CONVENIENT STREET CROSSINGS

Description

Strategic crossing improvements across busy roads help pedestrians and bicyclists access nearby shopping, recreation, employment, transit, and housing. Crossing improvements help people of all ages and abilities get around.

Goals

Expand the Network of Green Spaces

Pedestrian and Bicycle Travel is Safe and Well-Connected





Planted median maintained by a Business Improvement District



Evaluate existing walk signals at arterial intersections, including crossing time, phasing, and leading pedestrian intervals



Evaluate locations for signalized intersections and additional mid-block crossings to connect with new local streets through redeveloped superblocks

RAISED CYCLE TRACK

Washington County Bicycle Facility Design Toolkit

ROADWAY WITH RAISED CYCLE TRACK



This raised and colored cycle track in Bend, Oregon vertically separates bicyclists and motorists



A raised cycle track in Corvallis, Oregon allows bicyclists to transition seamlessly into the travel lane when necessary



Planted pedestrian refuge

Install protected bicycle facilities, such as raised cycle track (Washington County Bicycle Facility Design Toolkit), on Cornell Road



POCKET NEIGHBORHOOD SINGLE-FAMILY RESIDENTIAL

Description

There is great demand for housing choices in close proximity to nearby amenities. Innovative housing choices include pocket neighborhoods, which are small-lot or shared-lot, single-family residential clustered around common open spaces.

Goals

Expand the Network of Green Spaces

Tanasbourne is a Vibrant, Active Hillsboro Neighborhood



22 units per acre high-density, single-family detached housing



Shared courtyard space and other common amenities



Pocket neighborhood community garden

BUFFERED BIKE LANE

Washington County Bicycle Facility Design Toolkit

RURAL ROADWAY WITH BUFFERED BIKE LANES



Buffered bike lanes increase the shy distance between passing motorists and bicyclists



URBAN ROADWAY WITH BUFFERED BIKE LANES



A bike community in an urban setting - idem



Install protected bicycle facilities, such as buffered bike lane (Washington County Bicycle Facility Design Toolkit), on Walker Road



All parking located in adjacent surface lot

SHOPPING CENTER PRIVATE POCKET PARK



Description

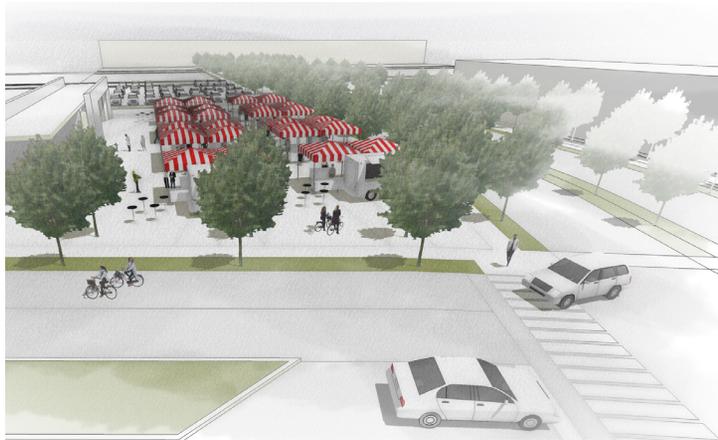
The retrofit of a shopping center parking area as a private pocket park with plaza space could play host to a large Farmers Market and provide kids' recreational options. Increased pedestrian activity could benefit a shopping center's economic performance.

Goals

Expand the Network of Green Spaces

Pedestrian and Bicycle Travel is Safe and Well-Connected

Tanasbourne is a Vibrant, Active Hillsboro Neighborhood



New location for a larger Farmers Market in the Tanasbourne area



Several small brick-and-mortar stalls provide local food options around the pocket park



Memorable public art enlivens the pocket park



Kids' play feature in private plaza beside reconfigured retail



Enjoyable walk between the pocket park and surrounding commercial retail



Description

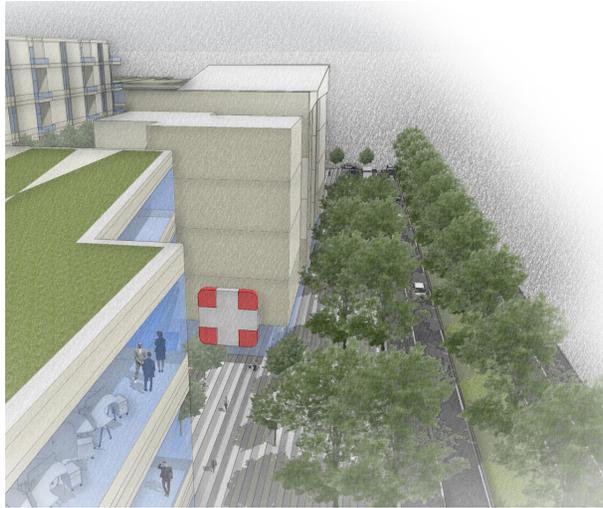
A mix of commercial retail, office, and residential uses surrounding an entertainment destination satisfies a need for social gathering spaces. Diverse uses coexisting in a single block—or even a single building—extend hours of activity from day into the evening.

Goals

Expand the Network of Green Spaces

Tanasbourne is a Vibrant, Active Hillsboro Neighborhood

MIXED-USE ENTERTAINMENT DISTRICT



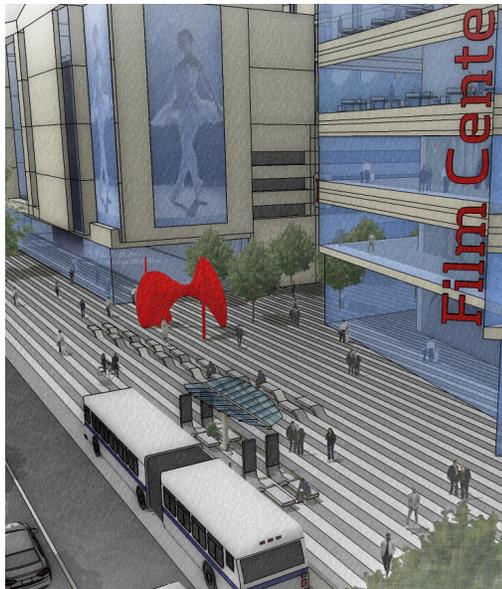
Medical office services provide weekday daytime activity



Housing in close proximity to jobs, shopping, and cultural amenities



Dining options before or after a show



Film center and public plaza



Vibrant nighttime activities for all ages



Enhanced transit shelter

SUPERBLOCK INCREASED WALKABILITY

Legend

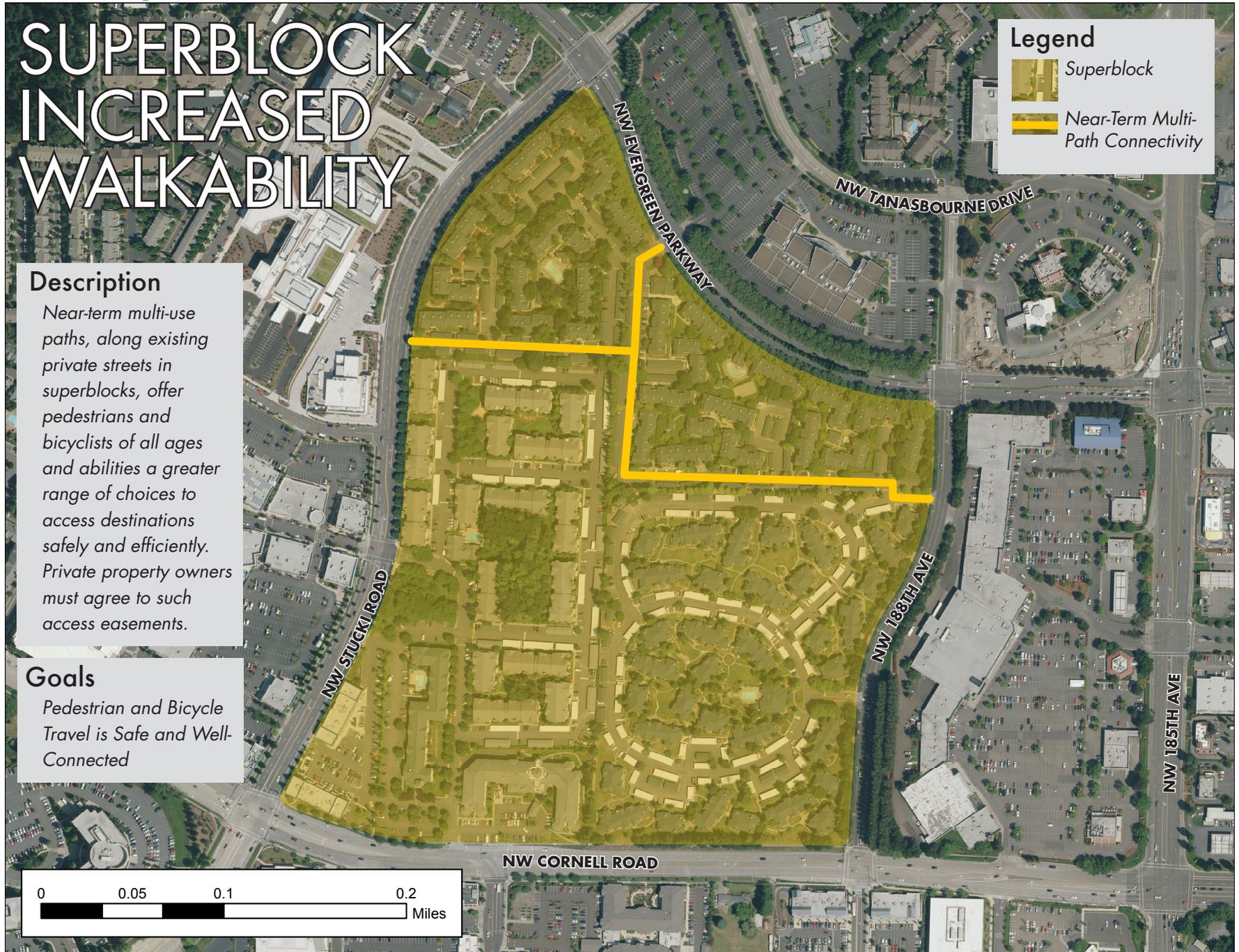
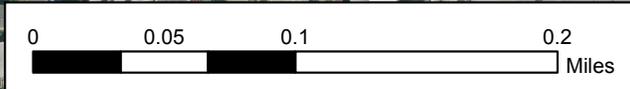
-  Superblock
-  Near-Term Multi-Path Connectivity

Description

Near-term multi-use paths, along existing private streets in superblocks, offer pedestrians and bicyclists of all ages and abilities a greater range of choices to access destinations safely and efficiently. Private property owners must agree to such access easements.

Goals

Pedestrian and Bicycle Travel is Safe and Well-Connected





Desirable, safe, and efficient walking options through a superblock



Alternate route for kids



Healthy walking options



Run short errands by bike with less exposure to busy arterials

Community Vision

Description

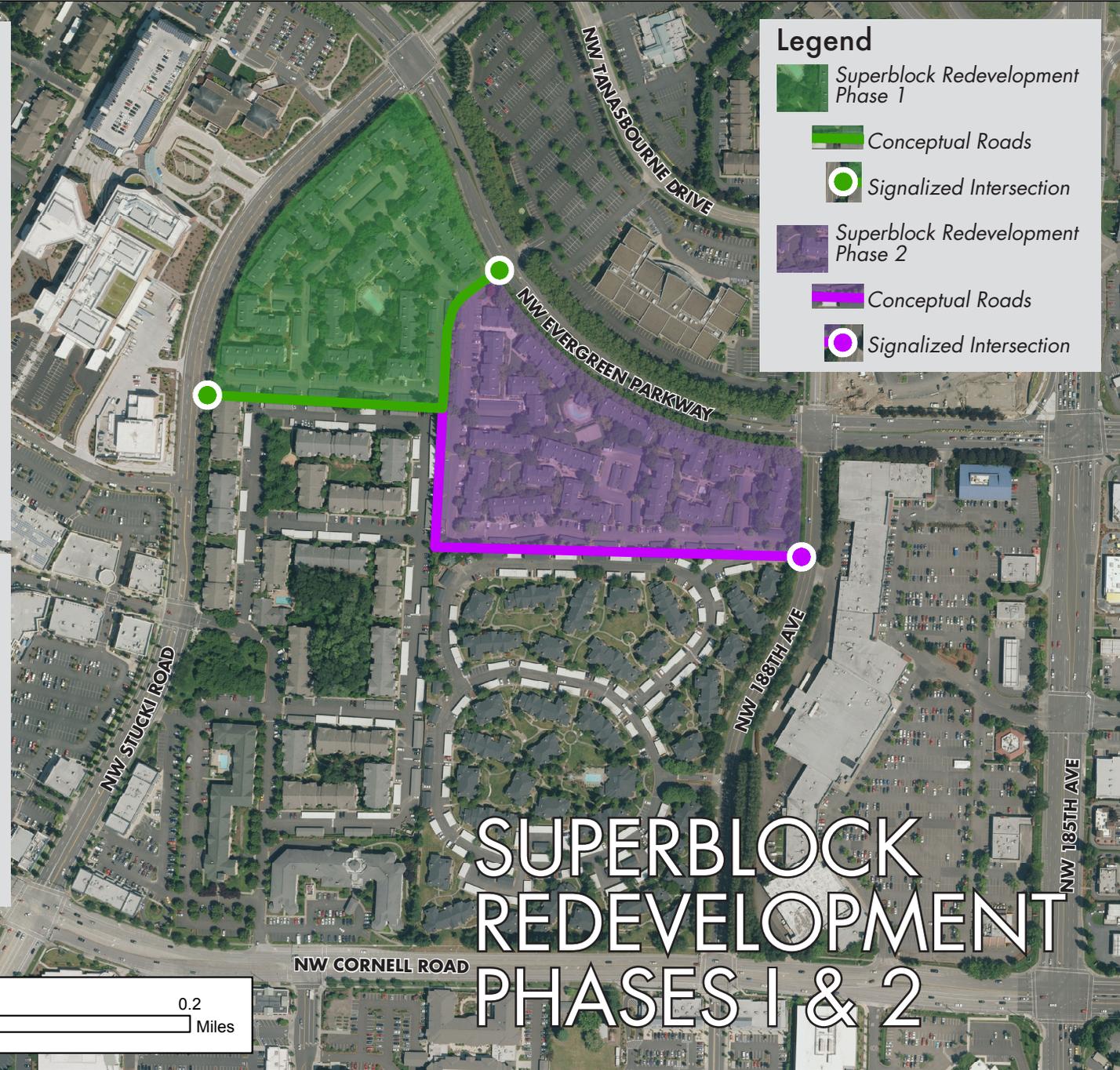
Initial superblock redevelopment and accompanying local street extensions would likely be phased. New multi-dwelling residential would be constructed at somewhat greater densities than the existing multi-dwelling residential. As redevelopment occurs, more units would bring more demand for services and activities.

Goals

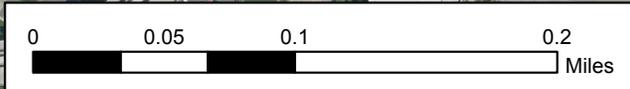
- Expand the Network of Green Spaces
- Pedestrian and Bicycle Travel is Safe and Well-Connected
- Tanasbourne is a Vibrant, Active Hillsboro Neighborhood

Legend

- Superblock Redevelopment Phase 1
- Conceptual Roads
- Signalized Intersection
- Superblock Redevelopment Phase 2
- Conceptual Roads
- Signalized Intersection



SUPERBLOCK REDEVELOPMENT PHASES 1 & 2





Opportunity for community gardens



Local street cross section with wide planter strips for healthy street trees



Three- or four-story walk-up residential buildings with some retail at the ground floor



Grid of local streets creates human-scale blocks

SUPERBLOCK REDEVELOPMENT PHASES 3 & 4

Legend

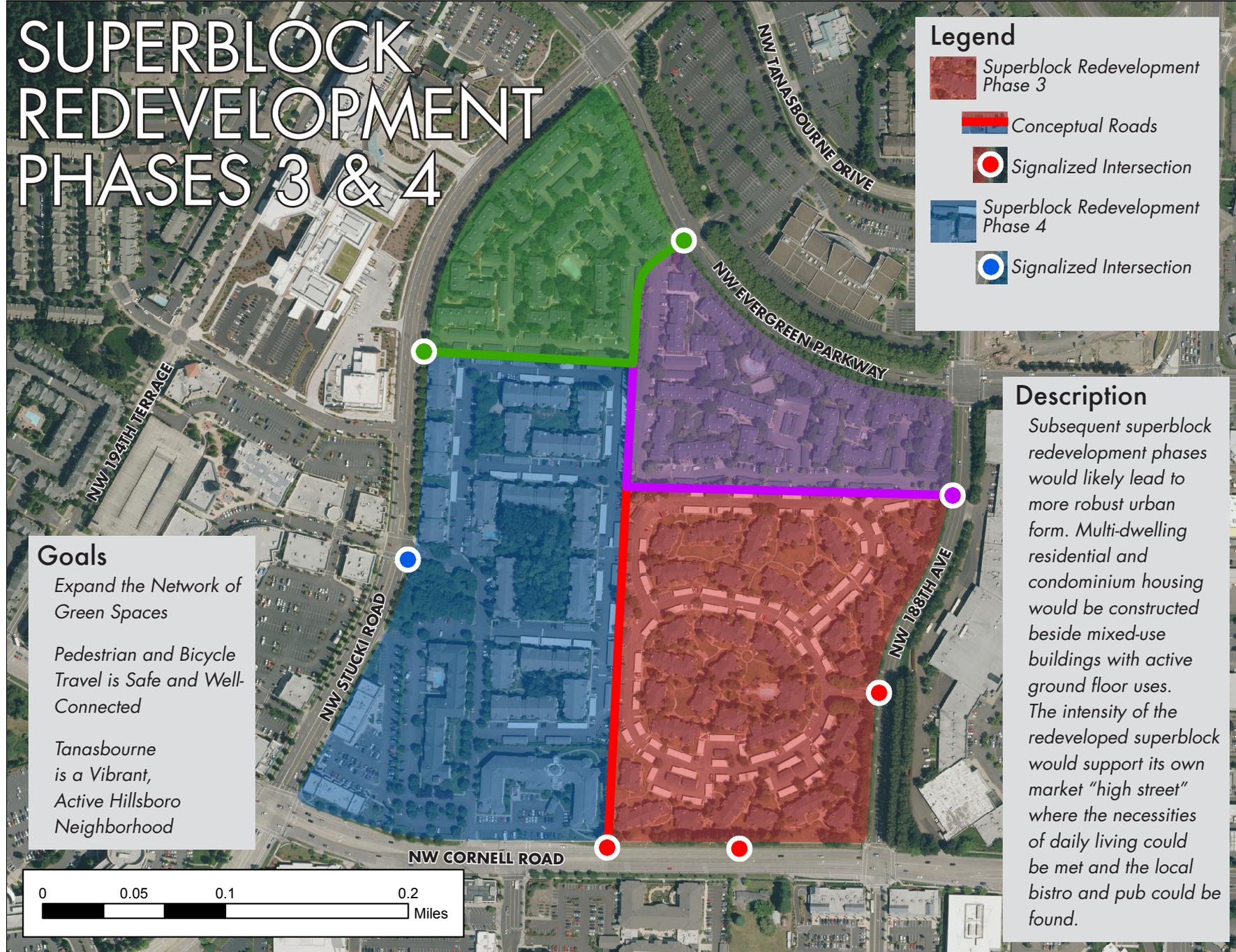
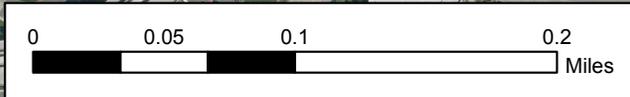
-  Superblock Redevelopment Phase 3
-  Conceptual Roads
-  Signalized Intersection
-  Superblock Redevelopment Phase 4
-  Signalized Intersection

Goals

- Expand the Network of Green Spaces
- Pedestrian and Bicycle Travel is Safe and Well-Connected
- Tanasbourne is a Vibrant, Active Hillsboro Neighborhood

Description

Subsequent superblock redevelopment phases would likely lead to more robust urban form. Multi-dwelling residential and condominium housing would be constructed beside mixed-use buildings with active ground floor uses. The intensity of the redeveloped superblock would support its own market "high street" where the necessities of daily living could be met and the local bistro and pub could be found.





Civic plaza with seasonal events that become a tradition and celebrate the community's diversity



A range of housing types, sizes, and affordability



Local-serving retail that serves as a gathering place for a growing residential population



Five- or six-story residential buildings and a full range of services, retail, dining and office spaces

Community Vision

Description

Paved surfaces in the form of roadways and parking areas occupy much of the built environment. Additional green spaces, such as community gardens, planted public plazas, and pocket parks, will provide more nearby places to recreate and relax. Planted streetscape improvements would help connect the Tanasbourne-area's existing green spaces to the proposed green redevelopment.

Legend

-  Community Vision Opportunity Site
-  Existing Green Network
-  New Green Street Network
-  Existing Green Network Outside of Study Area

Goals

- Expand the Network of Green Spaces*
- Pedestrian and Bicycle Travel is Safe and Well-Connected*
- Tanasbourne is a Vibrant, Active Hillsboro Neighborhood*

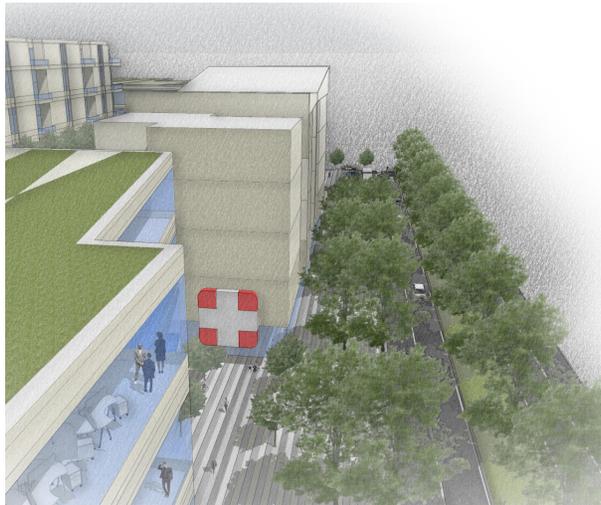
GREEN SPACES CONNECTING COMMUNITY VISION OPPORTUNITIES



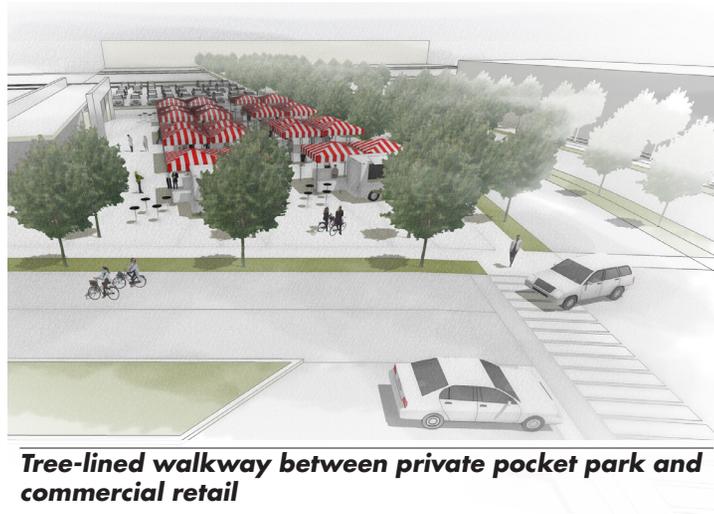
Extended allée (walkway lined with trees) and planted medians



Pocket neighborhood organized around common greens



Mixed-use entertainment district with enhanced transit amenities shaded by new trees



Tree-lined walkway between private pocket park and commercial retail

Community Vision

Description

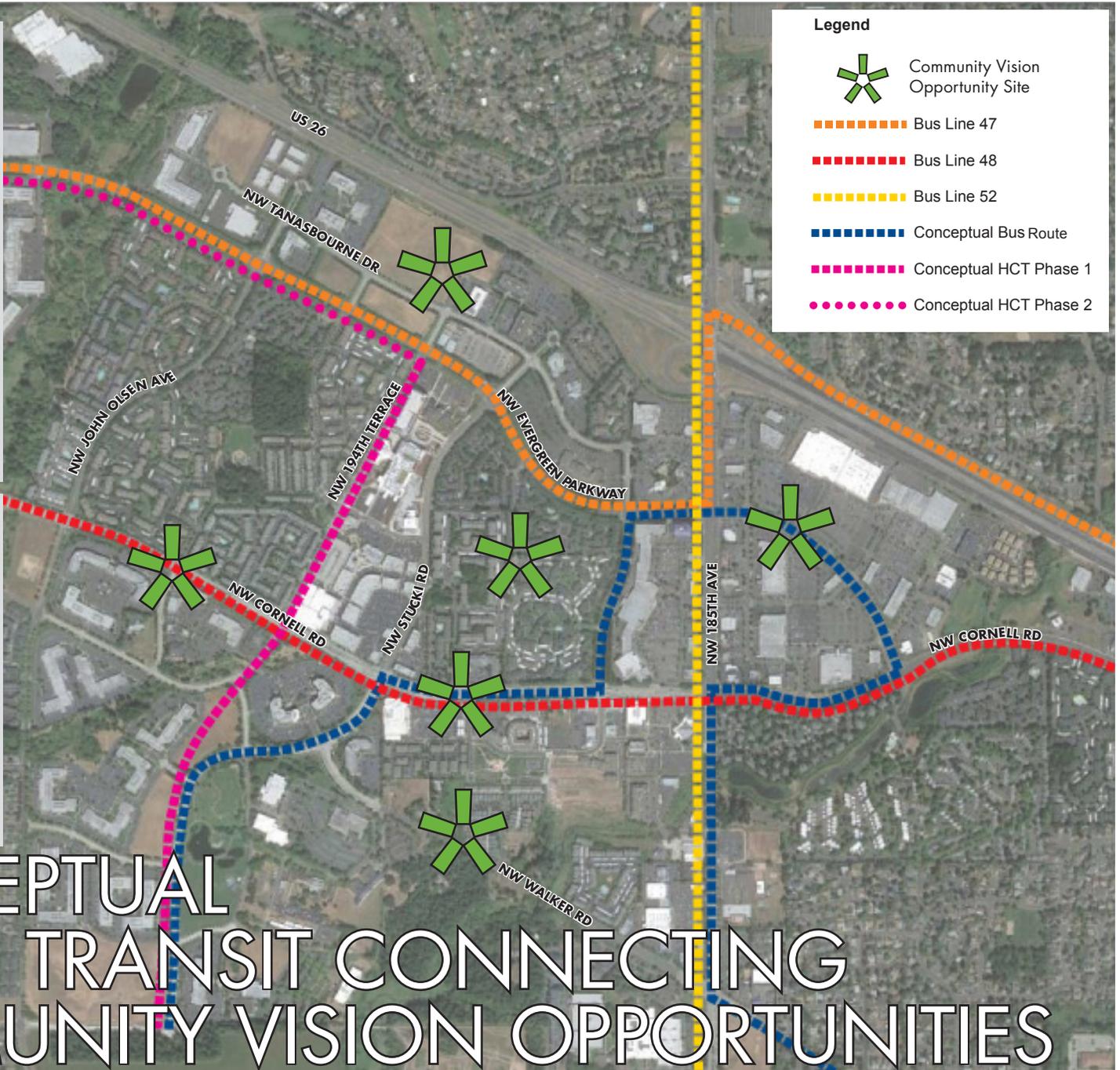
Tanasbourne is well-served by transit and implementation of the Tri-Met regional transit agency's Westside Service Enhancement Plan will bring even more frequent transit service. In cities like Hillsboro, the last mile from transit to one's destination is a challenge for transit agencies.

Goals

- Expand the Network of Green Spaces
- Pedestrian and Bicycle Travel is Safe and Well-Connected
- Tanasbourne is a Vibrant, Active Hillsboro Neighborhood

Legend

-  Community Vision Opportunity Site
-  Bus Line 47
-  Bus Line 48
-  Bus Line 52
-  Conceptual Bus Route
-  Conceptual HCT Phase 1
-  Conceptual HCT Phase 2



CONCEPTUAL FUTURE TRANSIT CONNECTING COMMUNITY VISION OPPORTUNITIES



Enhanced transit shelter provides safe refuge from the elements and timely transit information



185th Avenue transit hub with enhanced transit shelter



Tanasbourne-AmberGlen Regional Center conceptual high-capacity transit service



185th Avenue transit hub with secured bike parking

Community Vision

Description

The citywide wayfinding program underway will make Tanasbourne more recognizable as a Hillsboro neighborhood and gateway into the city. Installation of gateway elements, streetscape art, public seating, and signage will orient people to Tanasbourne civic amenities, shopping, and services.

Goals

Expand the Network of Green Spaces

Pedestrian and Bicycle Travel is Safe and Well-Connected

Tanasbourne is a Vibrant, Active Hillsboro Neighborhood





Streetscape art



Monumental public art



Gateway art

ART OFFICE



Public seating

BACKGROUND

The 612-acre Tanasbourne plan area is bounded by US 26 on the north, Rock Creek on the west, Walker and Cornell Roads on the south, and 185th Avenue and the Tanasbourne Town Center shopping on the east. This plan area, shown in Figure 1, is the same as that of the Tanasbourne Town Center planning effort completed in 2000.

Plan Area History

The origin of the name Tanasbourne has been described as a hybrid of the Chinook jargon (chinuk wawa) word “tenas” meaning small and the Middle English word “bourn” meaning an intermittent stream. Tanasbourne is a relatively new place that has experienced rapid growth and development. In the early 1970s, Standard Insurance Company purchased agricultural land between US 26 and Cornell Road that covered much of what is today Tanasbourne. Standard Insurance Company’s initial vision was a park-like alternative to the office buildings and department stores of the Portland central city. By the mid-1970s, Standard Insurance Company developed and opened the Tanasbourne Town Center, an indoor shopping center also referred to as the Tanasbourne Mall, on the east side of 185th Avenue beside US 26. In the early 1980s, Washington County approved Standard Insurance’s Master Plan to develop 850 acres in Tanasbourne on the west side of 185th Avenue. The implementation of this Master Plan is visible today through such elements as

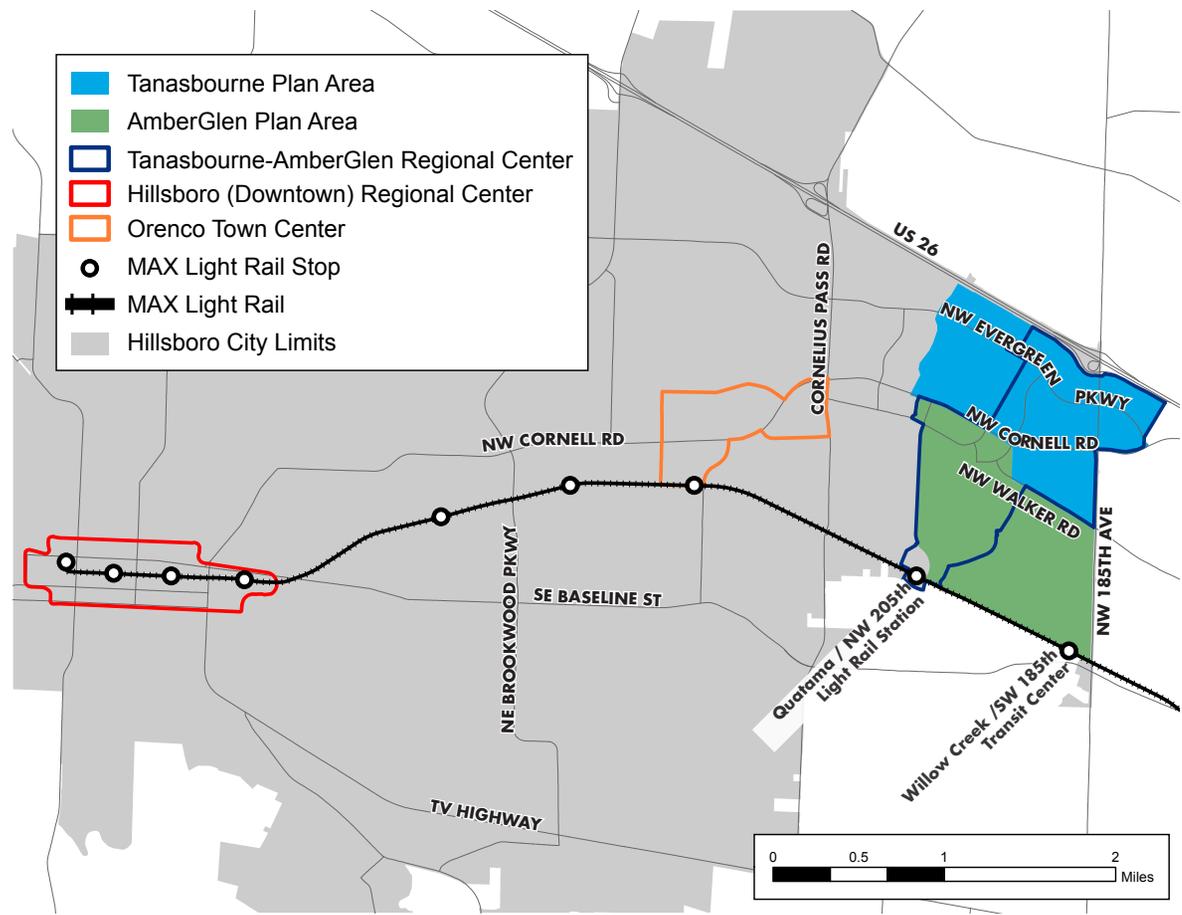


Figure 1: Tanasbourne Plan Area

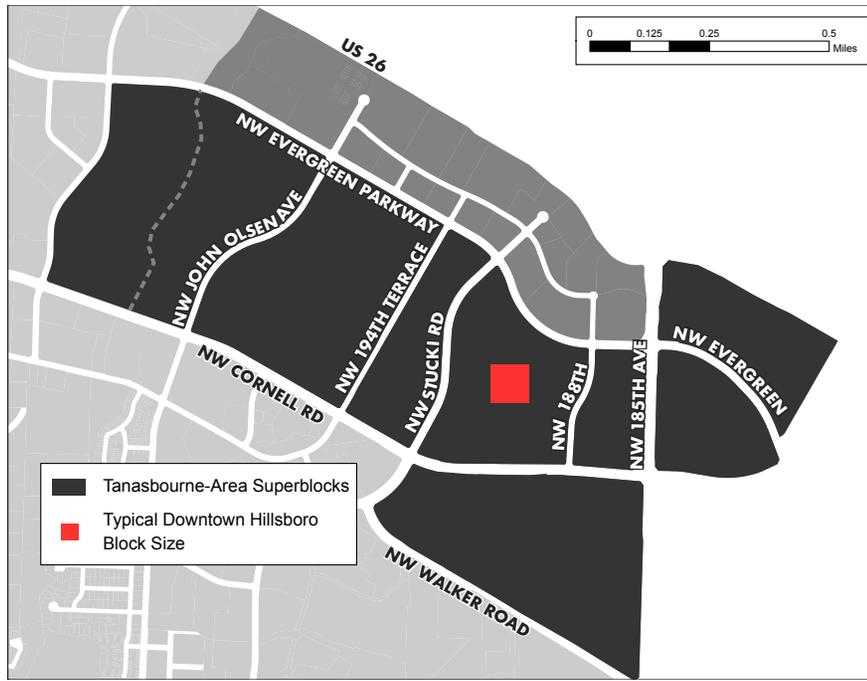


Figure 2: Tanasbourne-Area Superblocks

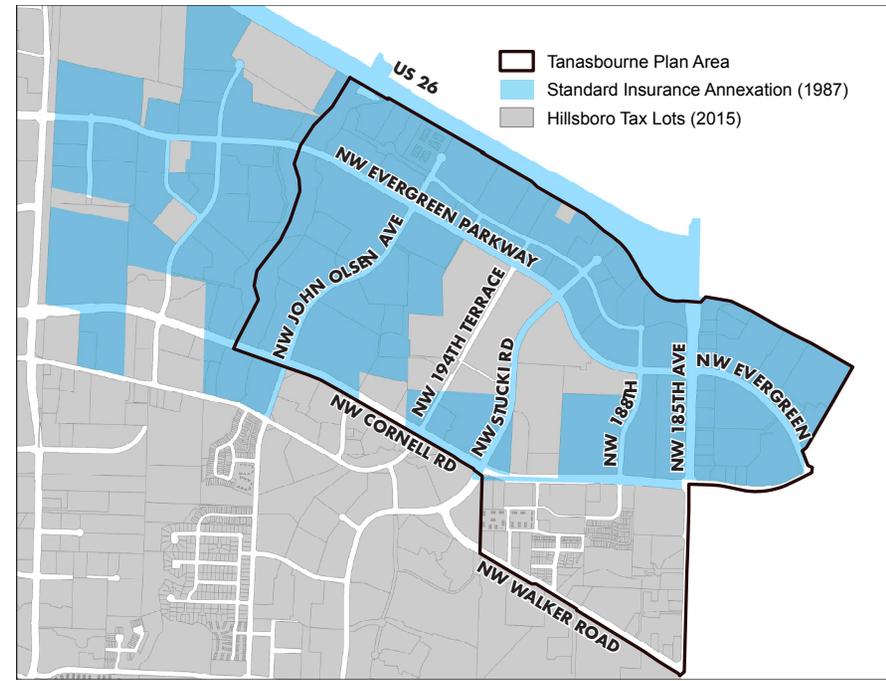
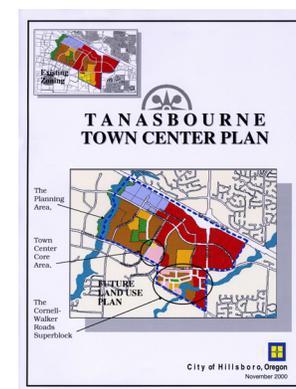


Figure 3: Standard Insurance Company Annexation (1987)

the iconic mature street trees lining Evergreen Parkway and the Tanasbourne branding signage. Another significant characteristic of this Master Plan is Tanasbourne’s grid of superblocks, much larger than traditional city blocks with greater setbacks for buildings and barred to through traffic (see Figure 2). By the late 1980s, plans were developed to renovate and develop around the Tanasbourne Mall. A new outdoor shopping center opened shortly thereafter on the west side of 185th Avenue. In the early 1990s, the Tanasbourne Mall was torn down and replaced

with the current Tanasbourne Town Center shopping center.

The annexation of Standard Insurance Company land in 1987 expanded the City of Hillsboro boundary to the east of Cornelius Pass Road and into much of the Tanasbourne area (see Figure 3). The multi-family housing that began to be developed while Tanasbourne was in unincorporated Washington County continued following annexation. In response to a Metro 2040 Growth Concept Town Center designation



2000 Tanasbourne Town Center Plan

Background

and as part of its periodic review work program, the City began concept planning for the Tanasbourne area starting in 1997. The 2040 Growth Concept is a long-range plan adopted by the regional government in 1995. Town Center and Regional Center are two of the ten urban design components identified in the 2040 Growth Concept as areas of focused growth (see Table 1).

The Tanasbourne Town Center Plan document along with City Comprehensive Plan and Zoning Ordinance amendments were adopted in 1999 and amended the following year. The Tanasbourne Town Center Plan document described the general land use plans for Tanasbourne, the planning goals, and development and design guidelines. The Town Center Plan's main objectives were to implement applicable land use and transportation policies, the planning needs of this area, and the development objectives of stakeholders. A primary element of the Town Center Plan document was development of the Cornell-Walker Road superblock, which included replacing single-family designations with multi-family and applying mixed-use designations to properties along Cornell and Walker Roads

Table 1: 2040 Growth Concept Designations

| 2040 Growth Concept Designation | Regional Center | Town Center |
|---------------------------------|---|--|
| Number in Region | 10 | 34 |
| Services | Hub of commerce and local government services for hundreds of thousands of people | Localized services for tens of thousands of people within a 2 to 3-mile radius |
| Development | Characterized by 2 to 4-story buildings with compact employment and housing development | Characterized by 1 to 3-story buildings for employment and housing |
| Transit | Served by high-quality transit | Well served by transit |

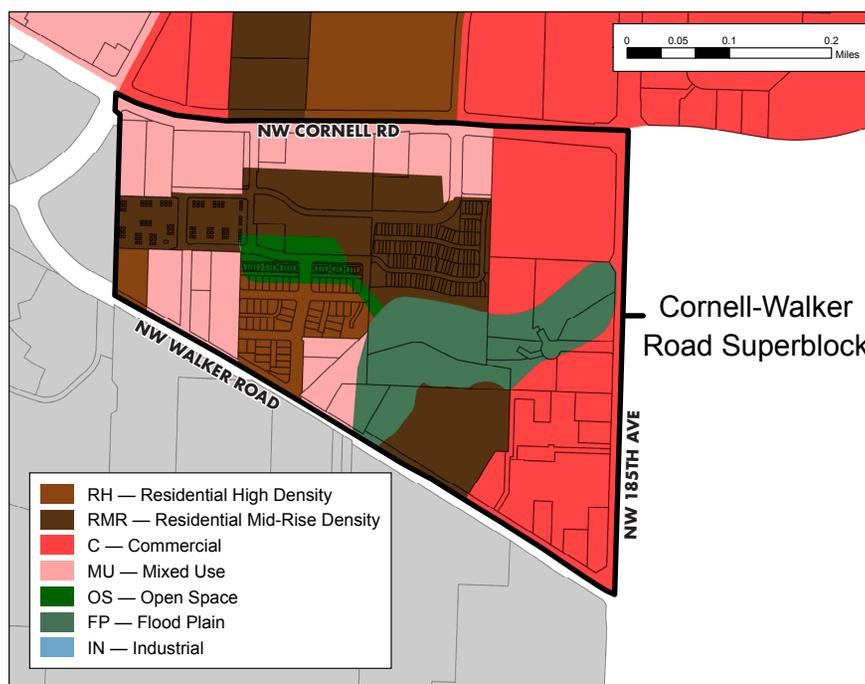


Figure 4: Cornell-Walker Road Superblock

(see Figure 4). Another element was identifying a Town Center core area opportunity on the current site of The Streets of Tanasbourne. In the decade following completion of the Town Center Plan, much of Tanasbourne had developed into one of the most successful Town Centers in the Portland metropolitan region.

Located to the direct south of Tanasbourne, AmberGlen is a 605-acre area of low-intensity business, office, and institutional uses, some large undeveloped parcels, and passive open spaces (see Figure 5). In 2010, the City adopted the AmberGlen Community Plan document and associated Comprehensive Plan amendments. These were followed by Zoning Ordinance amendments in 2012. The AmberGlen Community Plan offers a vision to create a vibrant center enlivened with intensive, mixed-use development and high-quality pedestrian and environmental amenities that take advantage of the region's light rail system. Developers in the AmberGlen Community Plan area have recently completed a 177-unit apartment project, a 358-unit apartment project is under construction, and there is significant additional development interest.

In 2010, the Metro regional government designated much of the Tanasbourne and AmberGlen areas as a Regional Center in the 2040 Growth Plan. The decision to change the designation from Town Center to Regional

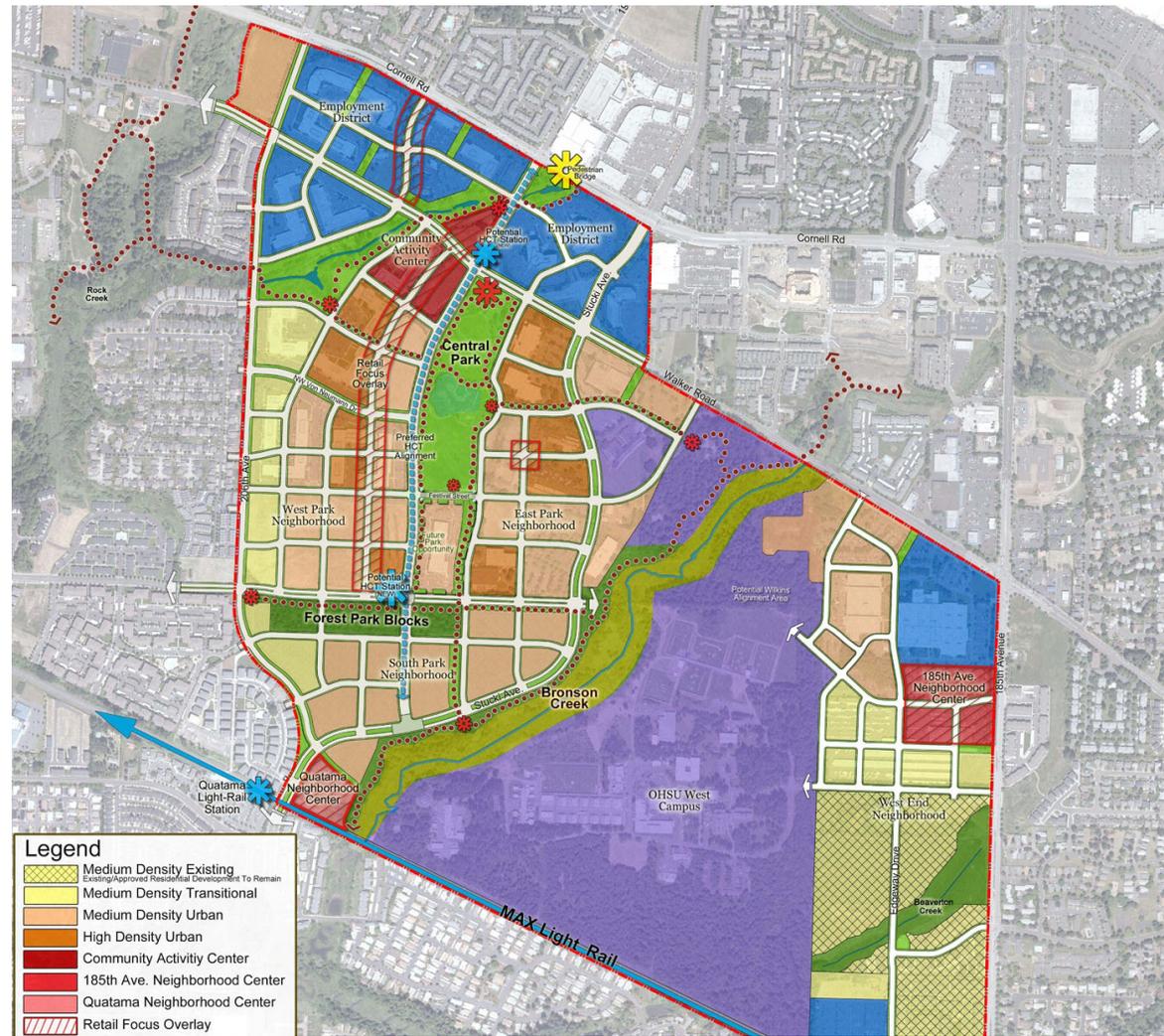


Figure 5: AmberGlen Plan Area

Center was consistent with regional plans and the City of Hillsboro's interest in achieving goals more consistent with Regional Center metrics. The Tanasbourne and AmberGlen areas have market potential for additional urban intensity and robust business and commerce growth

stemming from their prime, central Washington County location and direct access to downtown Portland. To increase the social and economic vitality of the Tanasbourne neighborhood of Hillsboro, and the entire Tanasbourne-AmberGlen Regional Center, the City began

Background

a preliminary visioning process in 2012 that informed the development of this Tanasbourne Community Plan: A Neighborhood Vision document following extensive public input in summer 2014.

Demographics

According to U.S. Census 2009-2013 American Community Survey estimates, Tanasbourne has approximately 8,000 residents and 3,800 households. The area has a higher percentage of one-person households than the rest of Hillsboro, and nearly half of the area's population is between 25 and 40 years of age. In comparison, about a third of Hillsboro's residents are between 25 and 40 years of age.

Hillsboro has one of the state's most diverse populations, with about one-third of residents speaking a language other than English at home and one-fifth being foreign born. Tanasbourne is truly an international neighborhood with nearly one-third speaking a language other than English at home and a quarter of its residents being foreign born. About 40 percent of Tanasbourne's residents are Asian or of another non-white origin.

A higher percentage of educational attainment was achieved by Tanasbourne-area residents than by Hillsboro residents overall. Nearly half of Tanasbourne residents over 25 years of age have

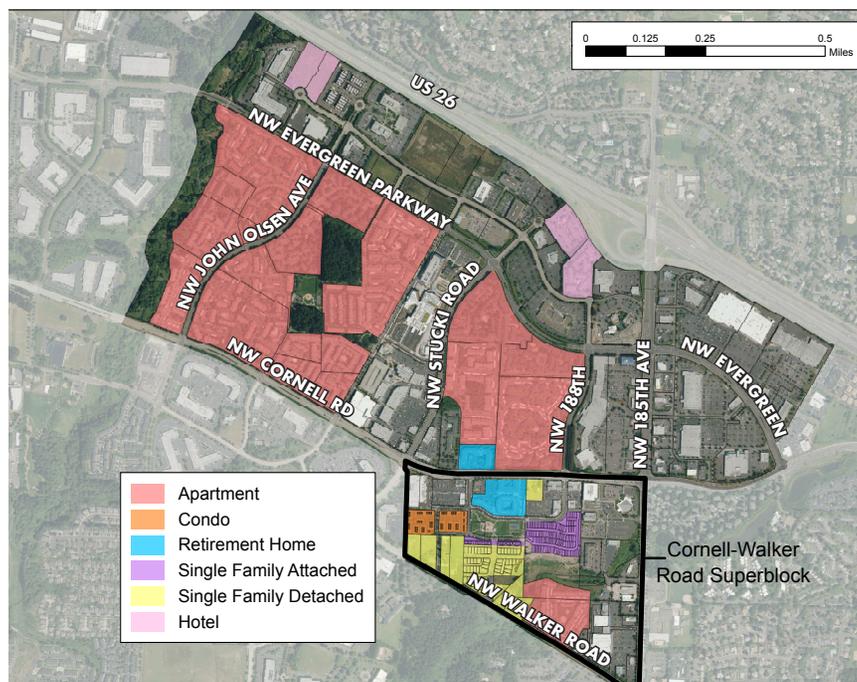


Figure 6: Tanasbourne-Area Housing

received a bachelor's degree and 8 percent have a doctorate degree. Also, a higher percentage of Tanasbourne-area residents are employed than Hillsboro residents overall. Additionally, per capita income is a third higher in Tanasbourne than in the city as a whole, with a considerably lower percentage of households below the poverty level.

Housing

Tanasbourne is the most concentrated area of rental housing in Hillsboro, with nearly all housing being renter-occupied (see Figure 6). Two-story multi-family rental units were built beginning in the late 1980s. Subsequent multi-family rental housing was largely constructed as three-story walk-ups. The plan area's apartment complexes are almost entirely clustered on three superblocks between Cornell Road and Evergreen Parkway. The plan area has about 4,100 multi-family rental housing units.

Only 5 percent of the plan area's housing is owner-occupied. In contrast, 55 percent of Hillsboro's total housing units are owner-occupied. Tanasbourne's homeownership units are all found within the Cornell-Walker Road superblock. With the exception of existing homes along Walker Road and one on Cornell Road, all other homeownership units were constructed following completion of the Tanasbourne Town Center Plan. The Cornell-Walker Road superblock has approximately 60 single-family detached housing units, 80 single-family attached units, and 90 condo units. An additional 50 single-family attached units are under construction.

The Tanasbourne area includes two retirement homes along Cornell Road with a total of 338 units. A hotel with 277 extended stay units is located along Tanasbourne Drive. Also along Tanasbourne Drive are two hotels completed over the past year with a combined 271 rooms.

The Tanasbourne area has few vacant units for sale and a low vacancy rate for rental housing that is on par with Hillsboro overall. Rents in Tanasbourne have been steadily increasing over the past several years. No regulated housing units made affordable through public subsidies, agreements, or statutory regulations are located in the plan area. The relatively few Tanasbourne-area households living below the poverty level may be using housing choice vouchers (commonly called "Section 8" vouchers), which provide rental

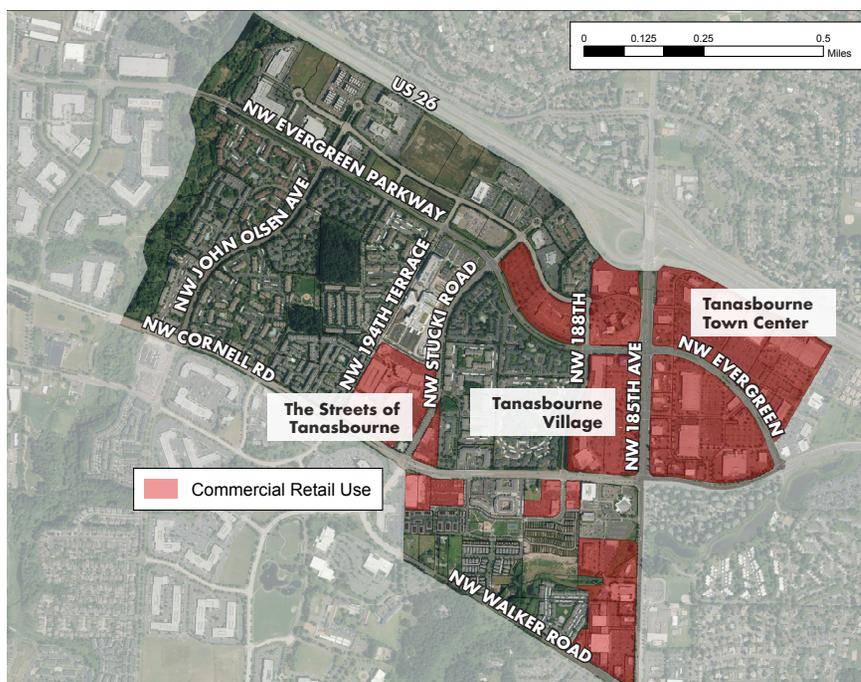


Figure 7: Tanasbourne-Area Commercial Retail Use

assistance to low-income households in the private market.

Commercial Retail

Tanasbourne has been a destination location for shopping going back to the mid-1970s when the Town Center indoor shopping center came online beside the 185th Avenue and US 26 interchange. The plan area's rich mix of retail is visible from the Tanasbourne Town Center and Tanasbourne Village big box development along

185th Avenue to The Streets of Tanasbourne (see Figure 7). When it opened in 2004, The Streets of Tanasbourne was the region's first lifestyle shopping center development. This outdoor shopping mall, which was designed as a main street, has 386,000 square feet of retail space and 55 store locations. Tanasbourne-area retail draws residents from within the plan area, throughout Washington County, and from communities along the Oregon Coast. With the exception of some local businesses, Tanasbourne-area businesses are primarily corporate retail chains.

Background

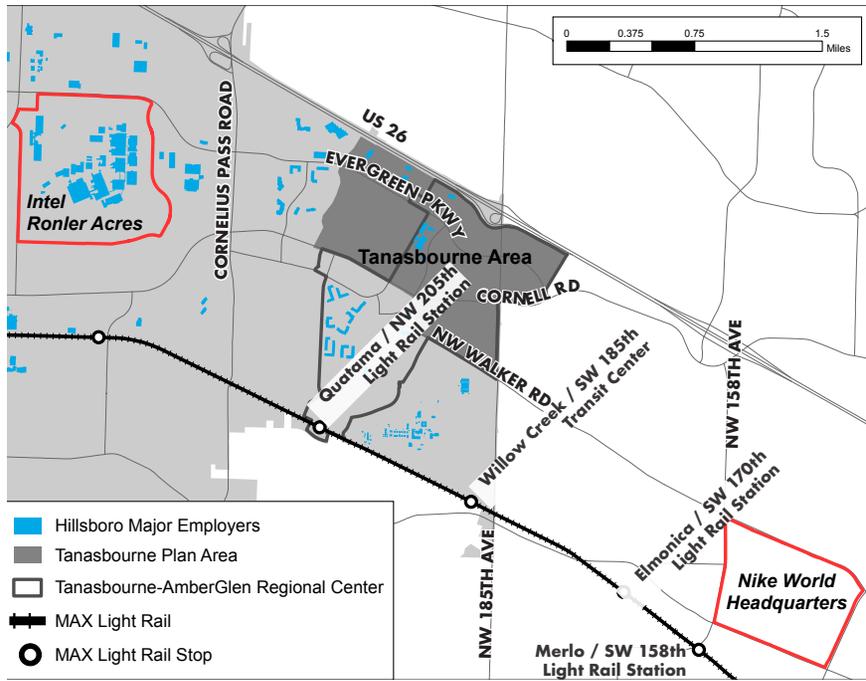


Figure 8: Hillsboro Major Employers



Kaiser Permanente Westside Medical Center

Employment

Major employers in the Tanasbourne area include StanCorp Mortgage Investors (headquartered in Tanasbourne), Umpqua Bank, and Kaiser Permanente’s Westside Medical Center, the first new hospital built in Washington County in 40 years. Completed in 2013, the Westside Medical Center is projected to eventually bring 1,100 jobs to the area. The North Hillsboro Enterprise Zone extends eastward into the plan area along Tanasbourne Drive and ends at Stucki Avenue.

Over 5,000 jobs are located in the Tanasbourne

area. The largest number of jobs is in retail, followed by accommodation and food services. Most Tanasbourne-area employees reside outside the plan area.

The industry sector employing the greatest share of Tanasbourne residents is manufacturing, followed by retail, health care, and social assistance. Tanasbourne is centrally located for the multitude of residents who are employed several miles away at Intel’s Ronler Acres campus, other Hillsboro major employers, and Nike apparel’s world headquarters (see Figure 8).

Land Use Overview

The original development vision for Tanasbourne was the ultimate in modernity: state-of-the-art industry and commercial offices in a park-like setting. US 26 provided convenient access from all parts of the Portland metro region. Downtown Portland was in close proximity by car, but the concerns of the central city—parking and congestion—were a world away.

Construction of the Tanasbourne Town Center indoor shopping was followed by development that brought Tanasbourne to the attention of

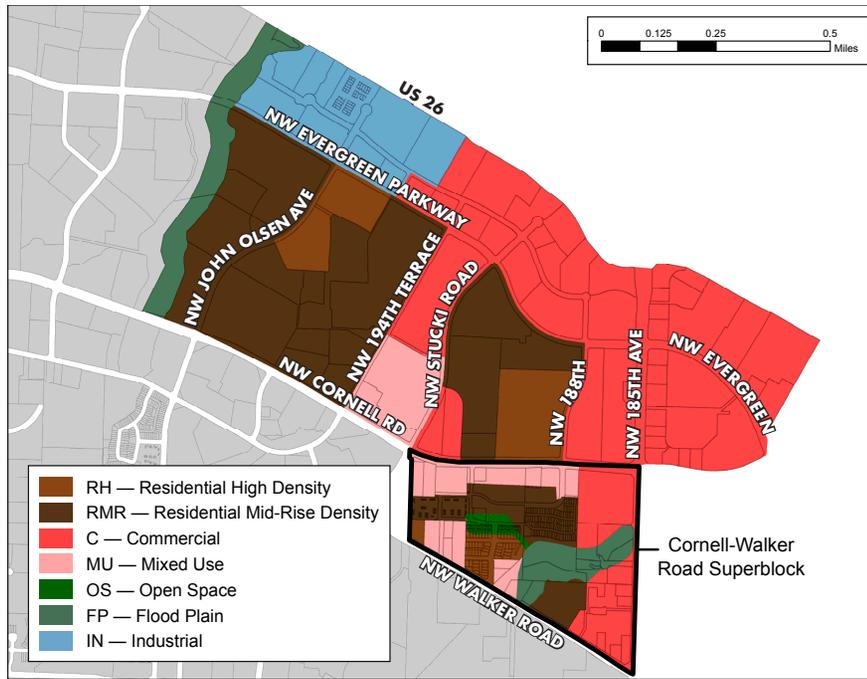


Figure 9: Tanasbourne Area Comprehensive Plan Map Designations

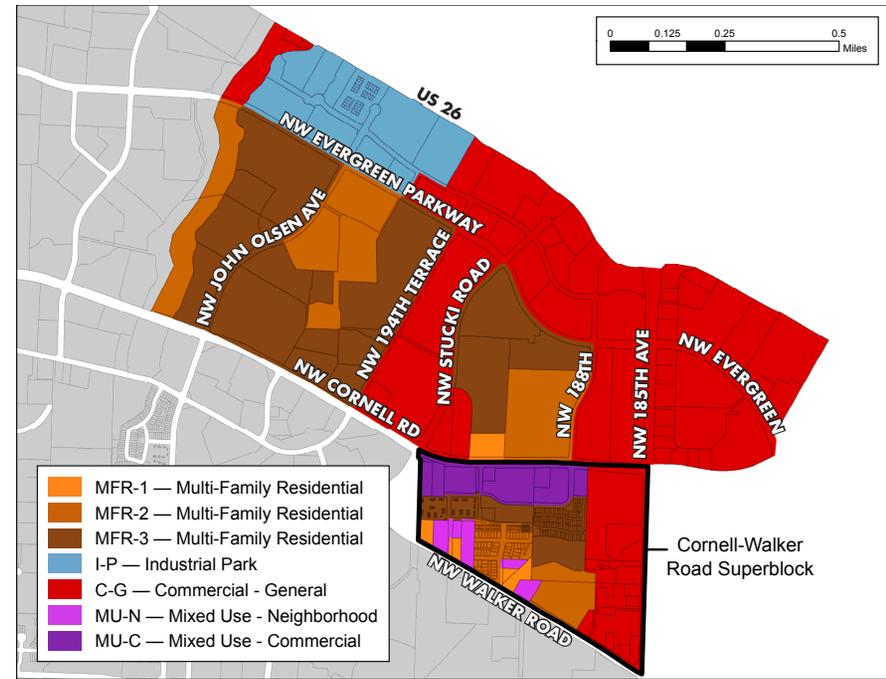


Figure 10: Tanasbourne-Area Zoning

the general public. Because the transformation from rural uses to commercial retail, office, and industrial uses was so abrupt, the regulation of development was initially conditioned by covenants, codes, and restrictions. As the area matured and was incorporated into the City of Hillsboro, the Tanasbourne area received City commercial, industrial, and residential Comprehensive Plan designations and implementing zones.

Following completion of the Tanasbourne Town Center planning effort in 2000, portions of the Cornell-Walker Road superblock and the site of the current Streets of Tanasbourne received a Comprehensive Plan designation of Mixed Use (see Figure 9). All Single-Family Residential within the Cornell-Walker Road superblock was rezoned to Multi-Family, Mixed Use – Commercial, or Mixed Use – Neighborhood (see Figure 10). The Mixed Use – Commercial



Streets of Tanasbourne

Background

and Mixed Use – Neighborhood zones allow and encourage buildings with ground floor retail and office or residential on upper floor levels. Substantial new development in the Cornell-Walker Road superblock has occurred, but the urban form is characterized by a set of single-use buildings with the mix of uses that supports neighborhood activity occurring horizontally rather than vertically and intensively on individual parcels.

The Tanasbourne-area's zoning governs land use more than building or urban design. Setbacks are deep and the design of the streets is not coordinated with the adjacent private development to form a cohesive public realm. Residential development tends to be internally focused and disconnected from abutting properties. Commercial retail is single-story and automobile-dependent, separated from the adjacent streets by large parking lots.

The surrounding region has grown significantly since the first development within Tanasbourne. Tanasbourne is no longer the stately office industrial park surrounded by the farmland of Washington County. Development is now continuous from Hillsboro to Portland. Nearby development—such as Intel's Ronler Acres to the west and the Nike apparel world headquarters campus to the east—has boosted the status of Tanasbourne as a regional attraction and a close-in home for nearby workers. The single-purpose

zones that worked to govern development for so many years are not robust enough to respond to the community's vision for intensification of the Tanasbourne area.



Commercial retail is single-story and automobile-dependent, separated from the adjacent streets by large parking lots.

According to the real estate economist consultant for this project, the Tanasbourne area has market opportunities for increased urban density and intensity with the potential for robust growth in residential, business, and commerce. A prime, central Washington County location—with shopping, recreation, nearby employment, transit connections to the region, and direct freeway access to downtown Portland—make Tanasbourne and AmberGlen attractive places to live, work, shop, and play. Over the last several years, the Portland metropolitan area has seen sustained economic expansion. This has fueled a strong residential market, particularly rental residential. The metropolitan area rental market is consistently rated as among the best in the country for investment, with occupancy rates in excess of 97 percent and significant growth in rental rates.

Figure 11 shows Tanasbourne-area development over the past 15 years. The following is a list of key recent market activity that will have a substantial impact on anticipated development and redevelopment in the market area:

- Completion of two hotels—an Embassy Suites and a Hampton Inn (2014)
- A new lease at the former Haggen grocery store in the Tanasbourne Town Center shopping center (2014)

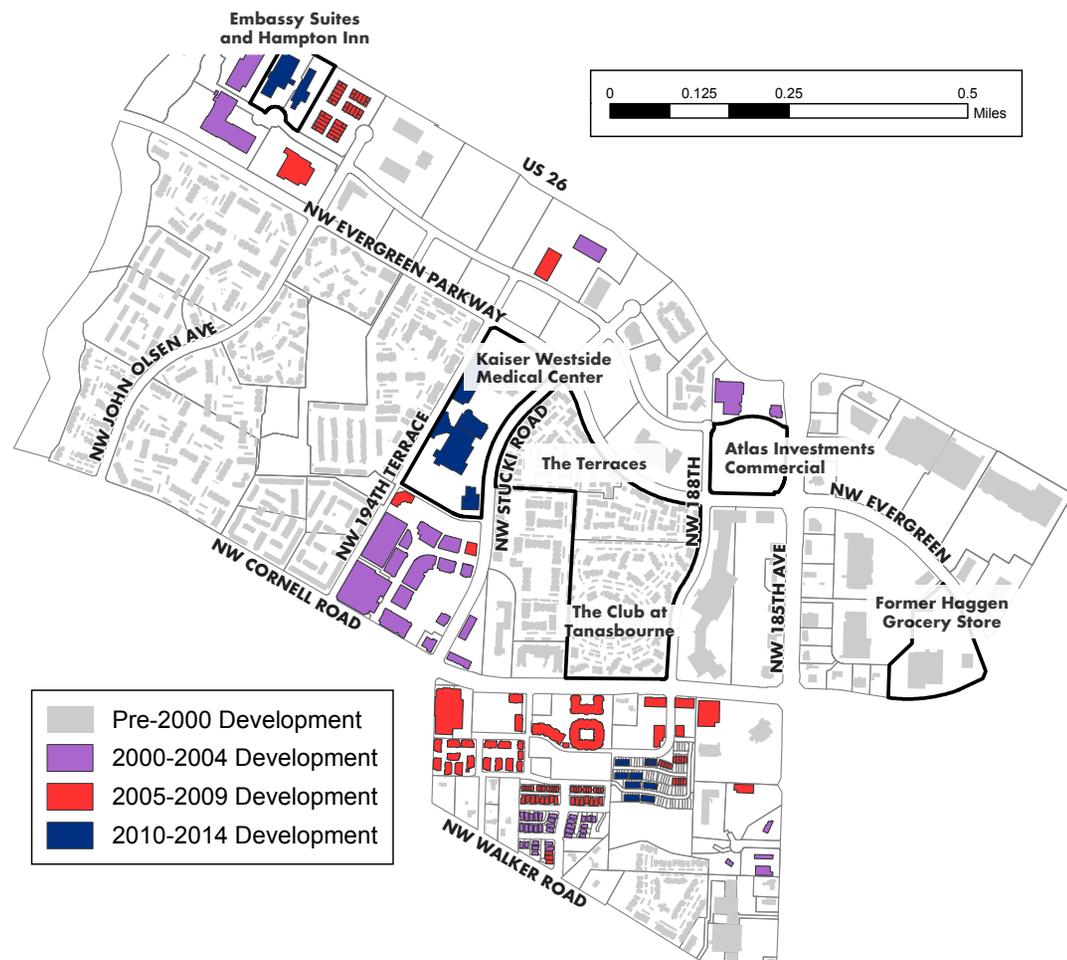


Figure 11: Tanasbourne-Area Development Since 2000

Development and Redevelopment

Table 2: Redevelopment costs

| | |
|----------------------|-----------|
| Site Size | 10,000 |
| Retail Square Feet | 2,500 |
| Lease Rate | \$16.00 |
| Occupancy | 90% |
| Net Operating Income | \$36,000 |
| Cap Rate | 0.08 |
| Value | \$450,000 |
| Value/Square Feet | \$45.00 |

- Completion of the Kaiser Westside Medical Center facility (2013)
- Additional improvements on the Atlas Investments commercial property at the northwest corner of 185th Avenue and Evergreen Parkway (2013)
- A significant investment in remodeling of The Terraces and Club at Tanasbourne rental apartments (2012)

The general rule for predicting development and redevelopment activity underlying a market analysis model is that development is more likely to occur when the residual land value under allowable uses is close to or exceeds the current value of land and improvements. As

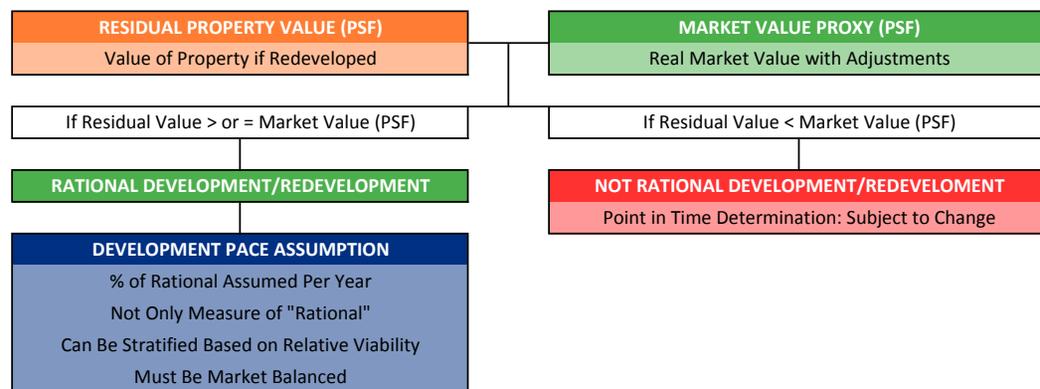
a result, new construction or investments in property improvements reduce the likelihood of redevelopment, as the current improvements have significant economic life. In addition, while increases in achievable pricing support higher residual land values, the higher pricing also increases the value of current improvements.

Key Factors of Development and Redevelopment Potential

The key factors in predicting the likelihood and form of development and redevelopment activity are a series of market and return variables. From a developer's perspective, variables such as achievable pricing, cost to develop, lending terms, tenant requirements, and entitlements are considered in determining the development program that generates the greatest level of risk-adjusted return. This approach is generally referred to as the "highest and best use"—defined as the reasonably probable use of property that is legally possible, physically possible, financially feasible (and appropriately supported), and which results in maximum profitability. As market variables change over time, the highest and best use solution in a market can change as well.

The cost of acquisition is the key determinant of any development program because the likelihood of development or redevelopment is a function of the return on investment. The returns generated from the highest and best use

Table 3: Economic Development Methodology



program must be able to support the costs of site acquisition. The maximum supportable acquisition price is commonly referred to as the residual property value. This is particularly relevant for redevelopment in places like Tanasbourne where current improvements on a property often increase the cost of acquisition and reduce the potential for redevelopment.

While a site may appear to be underdeveloped, if the value of the land and improvements is higher than supportable acquisition prices for the property under the highest and best use the property is unlikely to be a candidate for near-term redevelopment. As shown in Table 2, a modest 2,500-square-foot retail center on a 10,000-square-foot lot yields an estimated value of \$450,000, with a value of \$45 per square foot for the site. In this instance, redevelopment would only be expected to occur if there was a development program with a residual property value greater than \$45 per square foot. Under current market conditions in the Tanasbourne area, redevelopment is unlikely in the near term because residual land values in the current market are significantly below \$45 per square foot.

Economic Model Methodology

The economic model used to predict development and redevelopment activity is based on the relationship between residual property values and the current value of properties. Development and

redevelopment activity is predicted whenever the residual property value exceeds the property value under the existing use. If the residual value is greater than or equal to the market value of the property, it is assumed to represent a “rational” development or redevelopment opportunity (i.e., a developer can purchase the property at current market value for a new intended purpose that places a greater value on the site). See Table 3: Economic Model Methodology, at left.

While development or redevelopment is considered viable in these instances, it does not necessarily mean that it will occur within the 30-year time frame of this study. There are a number of additional factors that impact development and redevelopment, and only a portion of opportunities identified as viable will be realized within the study horizon. Factors that cannot be modeled but have a substantive impact on development and redevelopment outcomes include owner disposition and tenant and lease commitments.

Economic Model Output for Design Concepts

The outputs from economic models will shift over time. In fact, they have already shifted somewhat since initial economic analysis work began in the spring of 2012. Rental residential rates are now about 8 percent higher than just over a year ago, while retail interest has also increased achievable rental retail rates. Ownership residential has

also improved over the last few years, and the likelihood of a condominium project in the area has increased.

The form of residential development in the near term continues to be three-story, wood-frame construction with surface parking. Rising rents and achievable pricing makes higher density residential solutions more likely in the mid-term. While higher achievable pricing increases supportable residual property values, it also increases the value of existing improvements. Recent investments in some of the older rental apartment stock in the area are likely to shift the likelihood of redevelopment of those projects further out into the future.

Over time, as the area continues to evolve, increases in achievable pricing are expected to support both higher residual land values as well as higher density development forms. As a result, an increased number of properties will shift into the likely to redevelop category, and the form of new development will be of a higher intensity.

Another factor influencing development and redevelopment is ownership patterns. Multiple property ownerships and owner dispositions will continue to impact the realized form of development and redevelopment in the area.

Development and Redevelopment

Table 4: Residual Value by Use Type

| | Office | Retail | Residential |
|----------------------|-------------------------|-------------------------|-------------------------|
| 2011 Baseline | \$5 to \$9/Square Foot | \$17 - \$28/Square Foot | \$9 - \$15/Square Foot |
| 2014 Estimate | \$7 to \$12/Square Foot | \$18 - \$30/Square Foot | \$11 - \$18/Square Foot |

Market Interventions

A series of market interventions were evaluated during the Tanasbourne preliminary visioning work in the spring of 2012. Interventions studied included System Development Charge waivers, property tax abatements, development of more amenities, and transportation investments. These areas of intervention remain valid ways in which the development equation can be impacted. Shifts in key market variables related to pricing, costs, entitlements, and rates of return can change the predicted development outcome, and can therefore be used to alter investment patterns to better match public policy objectives.

Zoning (development entitlements) can often have a significant impact on development environment, particularly when it doesn't allow a development form that would otherwise represent the highest and best use. As an example, a residential development zone that allows up to 40 units per acre will not impact the market if the highest and best use is garden apartments, but that same zone will have an impact if a higher density residential form would otherwise

provide the highest return. To the extent that entitlements impact the highest and best use equation, they will reduce residual property values and reduce the likelihood of redevelopment.

Market Analysis Model Output

The market analysis model utilized a series of simplified pro formas to assess indicated residual land values for a range of use types by subarea within the Tanasbourne area. As summarized in Table 4, the results indicate a range of residual land values by general use type.

Currently, Tanasbourne pricing levels support the three-story, wood-frame construction types for residential and low-rise construction for commercial, both with surface parking. A gap exists between current pricing and the levels needed to provide proper market returns for denser, mid-rise construction types and structured parking, but this gap has been closing for rental residential development. As achievable pricing rises while capitilization rates have decreased, higher density development forms become viable for residential development, while

retail and office space remain at densities similar to current patterns.

Consistent with the 2012 analysis, some degree of higher density development forms would be expected, such as mid-rise construction viable in highly amenitized locations, particularly in the longer term planning horizon. In addition, topographical features may require or support structured parking solutions even with lower achievable rent assumptions. Structured parking is expected to be the exception as opposed to the norm within the overall area. The cost of structured parking in the area is too great relative to prevailing land values, and is only likely in cases with very high locational premiums, such as adjacent to medical institutions or regional malls. Medical office buildings in close proximity to the Kaiser Westside Medical Center facility will have achievable pricing that could allow for mid-rise construction.

The 2015 screening for development and redevelopment potential in the Tanasbourne area relied upon Washington County assessor data with respect to Real Market Value (RMV) per square foot. The results of this analysis are summarized in Figure 12.

Development and redevelopment patterns in the plan area are most likely to occur over time at the parcel level. For the purpose of this document, redevelopment could involve the tear-down

of existing improvements or their renovation or reconfiguration. The following maps show parcels identified as likely to develop or redevelop (referred to in the maps as “Redevelopment”) over the next 30 years based on current market conditions.

A gap exist between current pricing and the levels needed to provide proper market returns for denser, mid-rise construction types and structured parking, but this gap has been closing for rental residential development.

—Johnson Economics

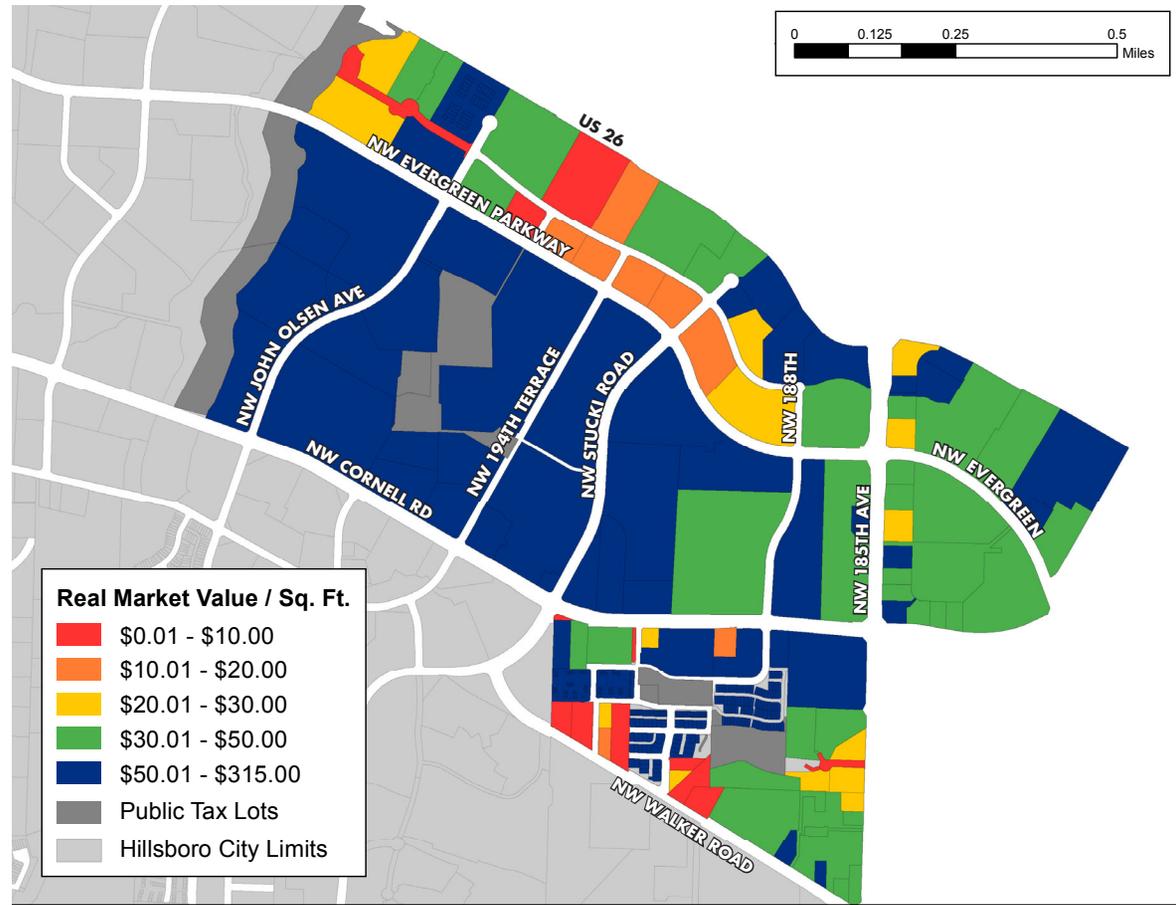


Figure 12: Real Market Value per Square Foot, 2015



Parcels likely to develop or redevelop over the next 30 years, in Tanasbourne Town Center Shopping, (near right), and along Walker Road (far right)

Development and Redevelopment

As shown in Figure 13, Tanasbourne-area development and redevelopment within the first 10-year time period is likely to occur north of Evergreen Parkway on a series of vacant parcels, as well as a likely reconfiguration of the cinema site upon the expiration of its current lease. Single-family residential parcels along Walker Road could also see redevelopment. In addition, some of the sites with moderate potential may see some redevelopment consideration. Sites that have seen significant improvements since the preliminary visioning market analysis work completed in the spring of 2012 are less likely to redevelop over the next decade.

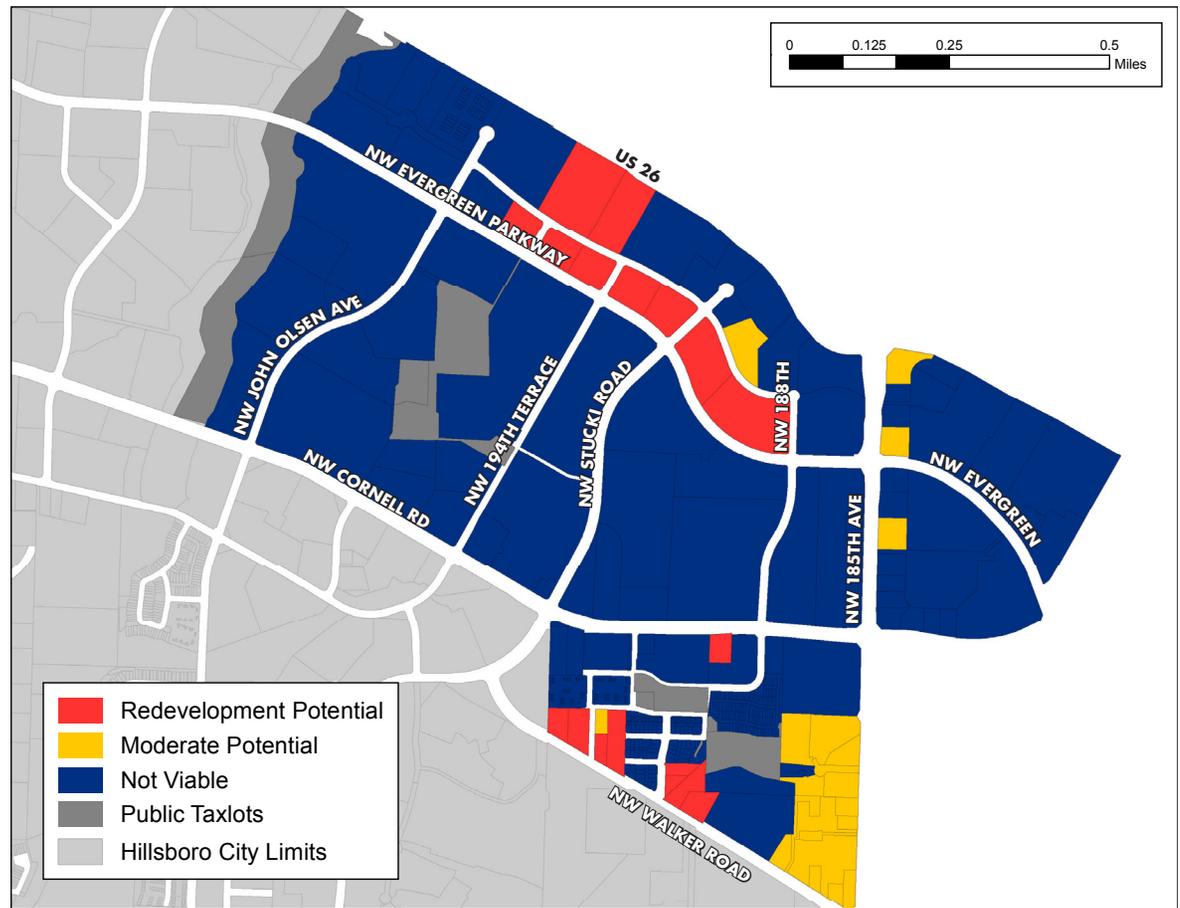


Figure 13: Development and Redevelopment Likelihood / 2015-2025

Tanasbourne-area development and redevelopment within the next 10-years is likely to occur north of Evergreen Parkway and along Walker Road

—Johnson Economics



Vacant parcels on Evergreen Parkway

Between 2025 and 2035, most of the Tanasbourne-area parcels with redevelopment potential over the first 10-year time period are likely to have developed or redeveloped. Figure 14 shows sites projected to have development or redevelopment potential within the 2025 to 2035 time frame. While aging, most of the existing improvements in the area are expected to have too much value to be redeveloped.

During this time frame, there will likely be pressure to redevelop some of the older and lower value rental apartment projects, though recent investments in these projects may move likely redevelopment out to later years. Also, there is likely to be redevelopment potential in some aging commercial concentrations on the west side of 185th Avenue. While a number of commercial parcels would benefit from assemblage with adjacent parcels, this is unlikely due to the disparate interests of the various ownership entities. Existing retail pads east of 185th Avenue have been categorized as having moderate redevelopment potential.

Over time, as the area continues to evolve, increases in achievable pricing are expected to support both higher residual land values as well as higher density development forms.

—Johnson Economics

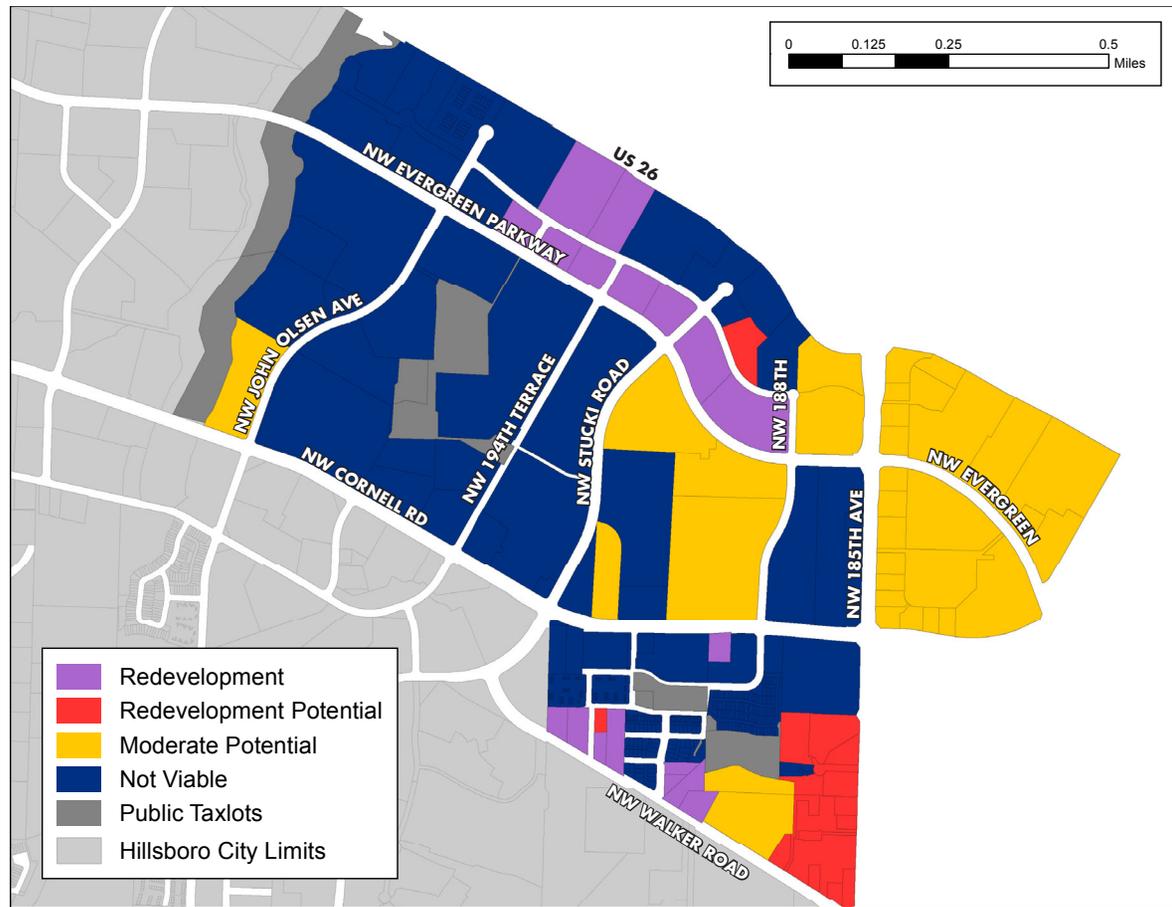


Figure 14: Development and Redevelopment Likelihood / 2025-2035



Retail pads east of 185th Avenue

Development and Redevelopment

As Figure 15 shows, very few existing improvements will still be viable enough to preclude consideration for redevelopment between 2035 and 2045. The exception will be particularly high-value properties such as Kaiser’s Westside Medical Center, the new Embassy Suites and Hampton Inn, and single-family residential constructed over the past decade. The redevelopment of sites may occur incrementally, particularly for retail commercial properties that will alter configurations over time in response to tenant needs and shifting market preferences. In some cases, the current development pattern will allow for more intensive use over time.

The degree to which redevelopment occurs will again largely reflect the physical and locational characteristics of specific sites, and the resulting achievable lease rates for a range of uses. While escalating achievable pricing increases residual land values, it also increases the value of the existing improvements assuming that their configuration is still marketable and they retain economic life.

Between 2035 and 2045, there will likely be more pressure to begin redevelopment of some of the older and lower value rental apartment projects such as those within the Stucki Road-188th Avenue superblock between Cornell and Evergreen Roads. More of the existing retail properties on the west and east side of 185th Avenue will likely be brought into redevelopment potential status.

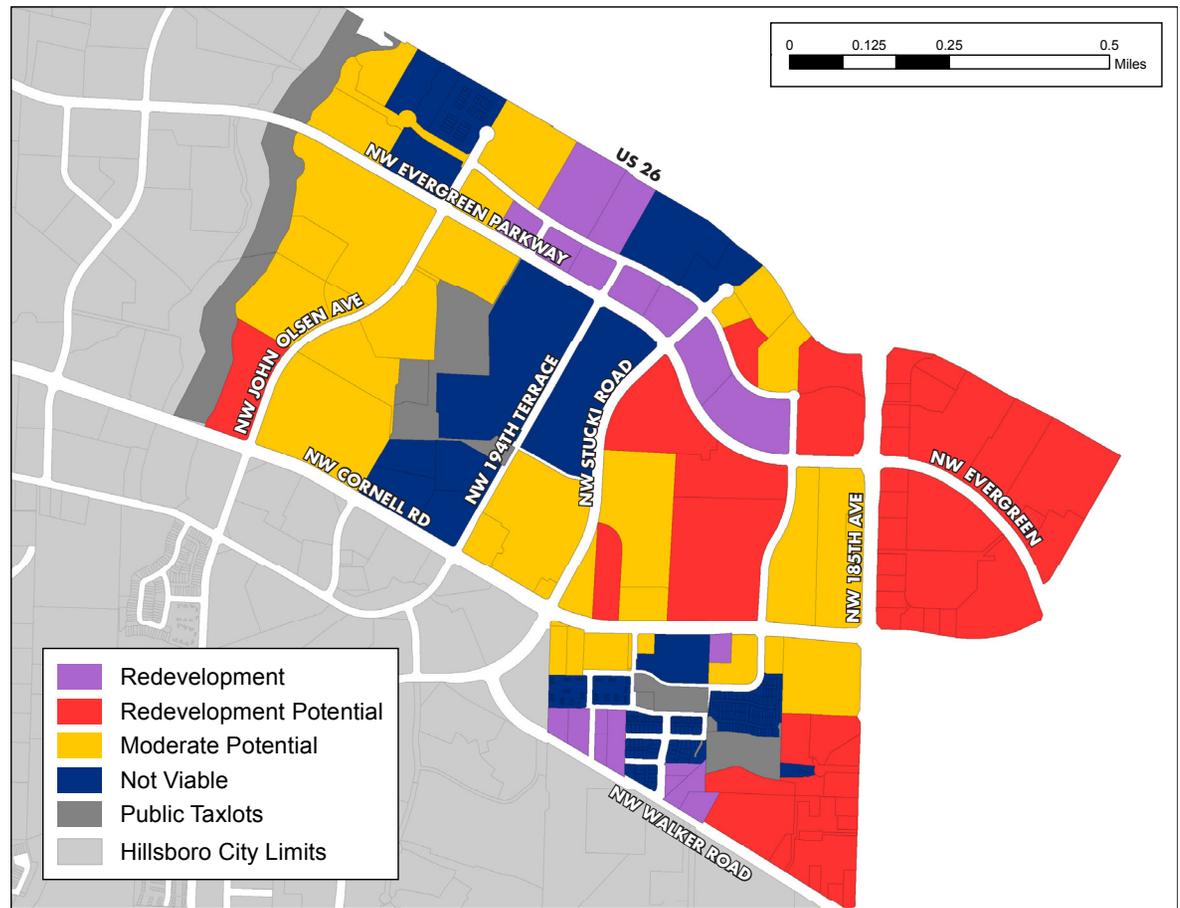


Figure 15: Development and Redevelopment Likelihood / 2035-2045



Rental apartments in the Stucki Road-188th Avenue superblock

The Green Network

Existing Conditions

Multiple park, recreation, and open space amenities are located within or in close proximity to the Tanasbourne area (see Figure 16). Hillsboro Parks and Recreation facilities within Tanasbourne include Magnolia Park, Magnolia Meadows Park, Evergreen Park, and the Rock Creek Regional Trail. Located in the Cornell-Walker Road superblock, the 3.1-acre Magnolia Park is heavily used by nearby residents and visitors from outside the area. This urban neighborhood park includes a large playground with a very popular water feature. Benches along the perimeter pathway system and chess tables meet the needs for quiet, passive recreation. A half-court basketball surface and a tennis court meet the needs for active play. Additionally, Magnolia Park has a shelter pavilion that is very popular with rentals and small-venue musical programming. The adjacent 4.75-acre Magnolia Meadows Park is more natural in character with less developed portions including a nature play area for children. Paved walking paths along Bronson Creek offer a pastoral connection to 185th Avenue.

The 12.5-acre Evergreen Park north of Cornell Road is a community park that is moderately used by residents from the surrounding multi-family housing development. Because it is less visible than Magnolia Park, Evergreen Park is far

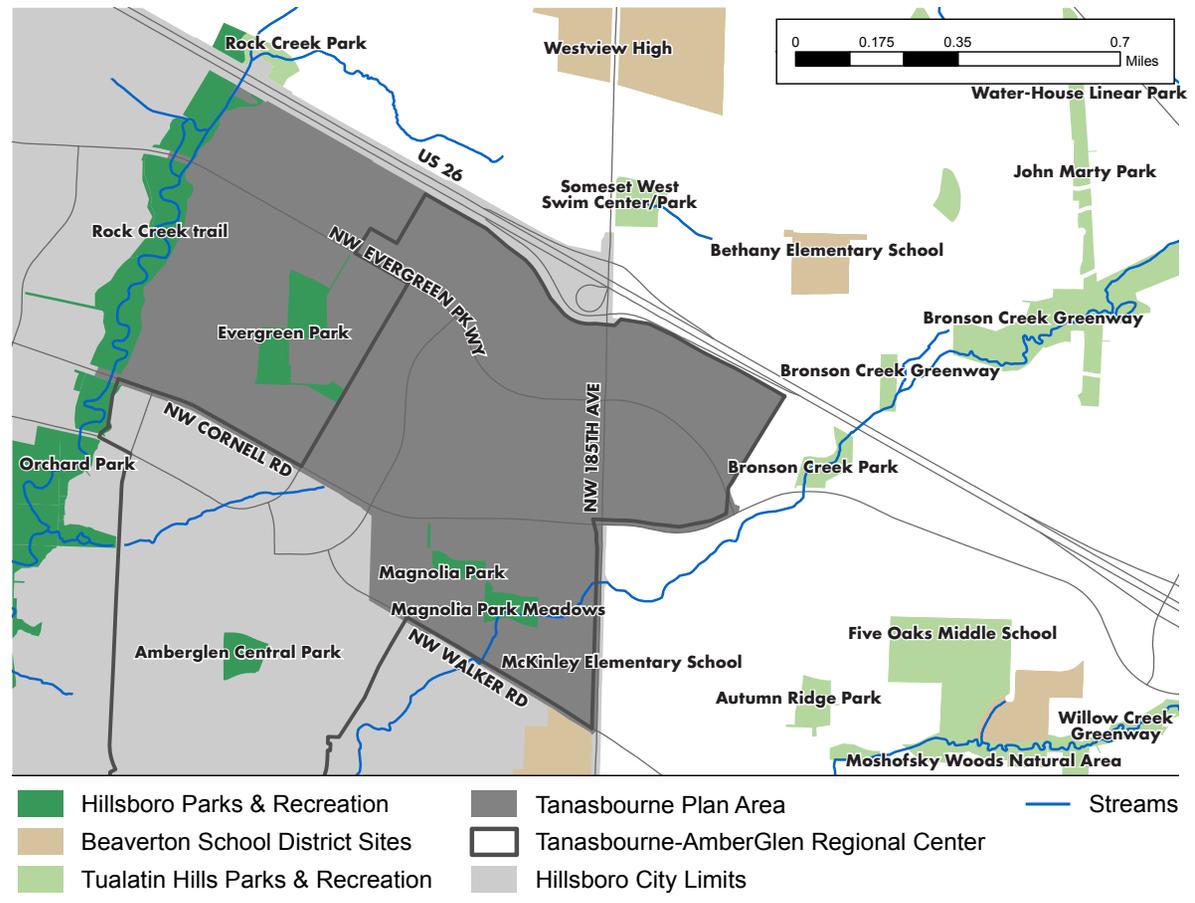


Figure 16: Parks, Recreation, and Open Space



Magnolia Park shelter pavilion

Existing Conditions and Planned Improvements

less known and is sometimes considered to be a private park associated with the surrounding apartments. Evergreen Park amenities include trails, a basketball court, and a large lawn for multiple recreation opportunities that is a popular rental site for weddings.

A segment of the Rock Creek Regional Trail runs along the western edge of the Tanasbourne plan area. The Hillsboro stretch of this trail, which is surrounded by about 41 acres of natural area that includes Rock Creek and its floodplain, was donated to Hillsboro Parks and Recreation by Standard Insurance in the early 1990s. Providing views of meadows and woodlands, the Rock Creek Regional Trail connects walkers, joggers, and cyclists from residential neighborhoods north of Hillsboro city limits to Tanasbourne-area employment, shopping, and entertainment.

Not far from Tanasbourne, Hillsboro Parks and Recreation has acquired a nearly five-acre central park space within AmberGlen. The Tualatin Hills Parks and Recreation District (THPRD) has multiple open space facilities near the Tanasbourne area (see Figure 16 on previous page). These include Rock Creek Park north of US 26 and Bronson Creek Park east of the Tanasbourne Town Center shopping center. The Beaverton School District also has a number of playfields and other open space amenities in close proximity to Tanasbourne.

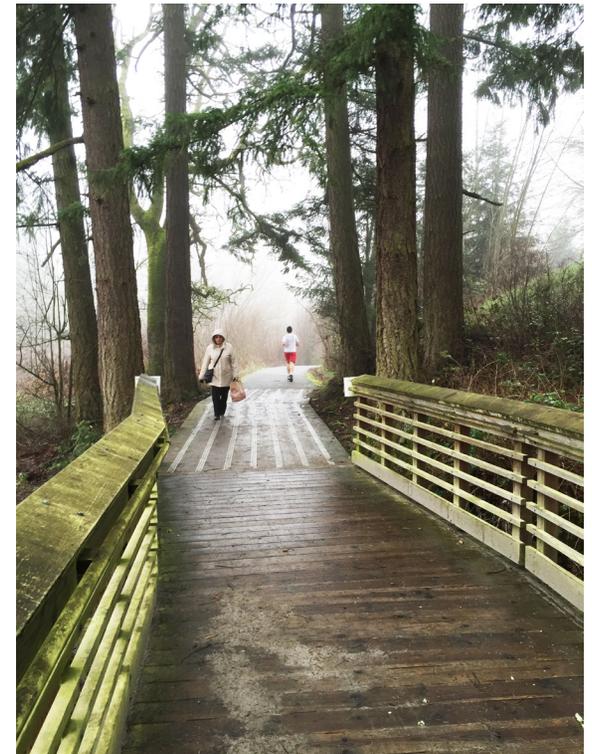
There are no Hillsboro Parks and Recreation indoor recreation facilities near the Tanasbourne-AmberGlen Regional Center. Several THPRD indoor recreation facilities are located in nearby unincorporated county to the east and north of Tanasbourne. Tanasbourne residents can participate in most THPRD programs by either paying a 25% premium above the posted adult in-district rate, or paying a quarterly or annual assessment fee to receive an in-district rate.

Future Improvements

The Parks and Trails Master Plan and Natural Resource Analysis, adopted by the Hillsboro Parks and Recreation Commission in 2010, considered a new community park east of Cornelius Pass Road to accommodate AmberGlen development. An Indoor Recreation Facilities Master Plan, adopted by the Hillsboro Parks and Recreation Commission in 2013, calls for a new specialized 50,000-square-foot Community Center to be located in the AmberGlen area. The City's Hillsboro Trails System Master Plan, which is in development, will expand on previous work. This Master Plan will identify Hillsboro's vision for a thriving network of off-street trails and paths and their connection with parks, other key destinations, and on-street bicycle and pedestrian facilities. The City's Rock Creek Trail Alignment Study, which will be conducted shortly, will look at alignment alternatives for future extensions of the Rock Creek Regional Trail.



Evergreen Park



Rock Creek Regional Trail

The Transportation Network

Streets and Roads

Existing Conditions

As Figure 17 shows, the Tanasbourne street network is structured on a major north-south arterial (185th Avenue), four north-south primary collectors (188th Avenue, Stucki Avenue, 194th Terrace, and John Olsen Avenue) and three east-west arterials (Cornell Road, Walker Road, and Evergreen Parkway). As the only major arterial that runs north-south through Tanasbourne, 185th Avenue provides direct access to US 26 (US 26) and connects Tanasbourne to regional destinations. US 26 and the 185th Avenue Interchange are maintained by the Oregon Department of Transportation (ODOT). Arterials through the area—Evergreen Parkway, Cornell Road, Walker Road, and 185th Avenue—are maintained by Washington County. All other streets within Tanasbourne are maintained by the City of Hillsboro.

The network of collectors and arterials connects the Tanasbourne area to other local and regional destinations. The collectors and arterials in Tanasbourne generally provide facilities for auto, bicycle, and pedestrian traffic, with the exception of unimproved Walker Road and John Olsen Avenues.

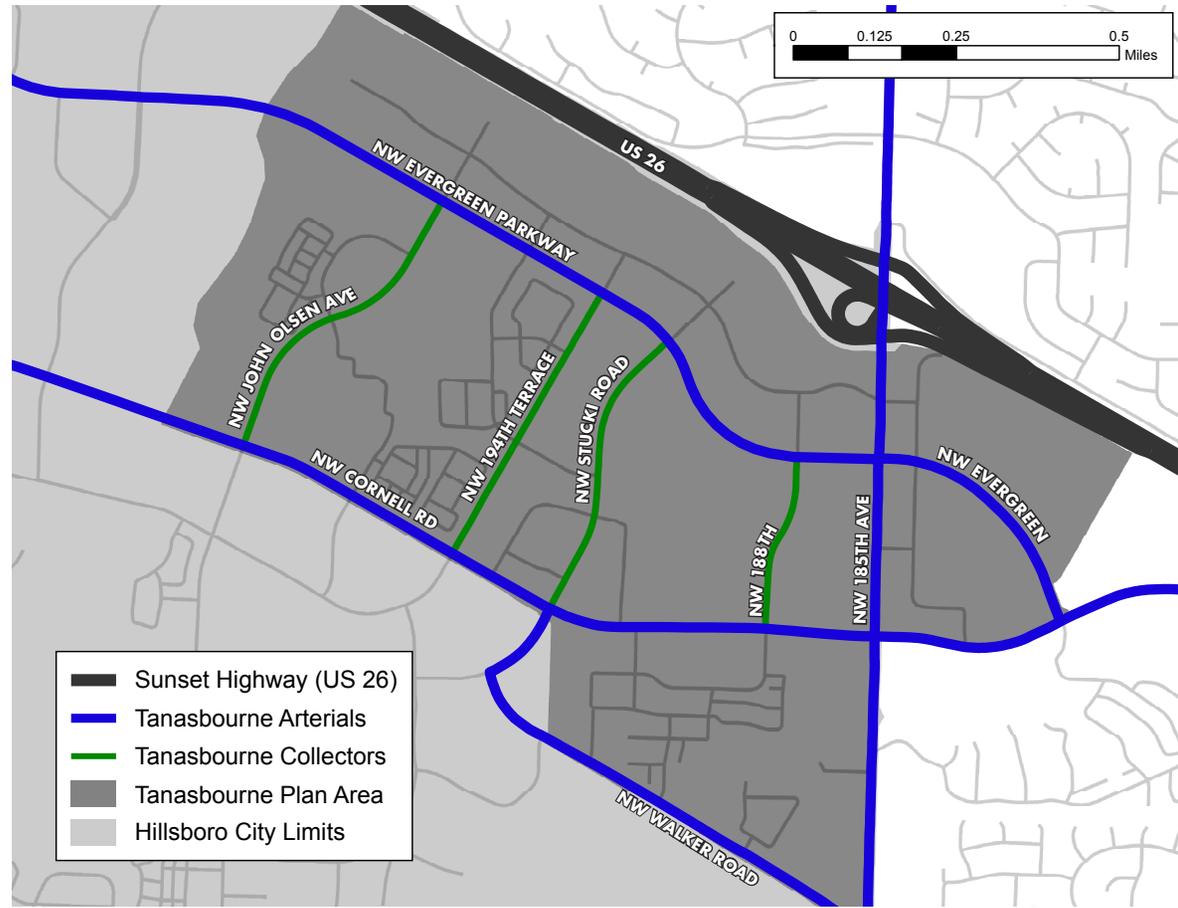


Figure 17: Tanasbourne-Area Road Network and Functional Classifications



Cornell Road and Stucki Avenue intersection

Existing Conditions and Planned Improvements

Table 5: Tanasbourne-Area Average Daily Traffic

| Location | Average Daily Traffic | | Average Increase per Year | % Change per Year |
|--|-----------------------|--------|---------------------------|-------------------|
| | 2008 | 2014 | | |
| 185th Avenue (north of Cornell Road) | 27,675 | 32,599 | 821 | 3.0% |
| 185th Avenue (north of Evergreen Parkway) | 48,891 | 54,456 | 928 | 1.9% |
| Evergreen Parkway (west of 188th Avenue) | 16,645 | 19,788 | 524 | 3.1% |
| Cornell Road (west of Stucki Avenue) | 20,962 | 23,465 | 417 | 2.0% |
| Walker Road (west of 185th Avenue) | 12,706 | 13,523 | 136 | 1.1% |
| 188th Avenue (between Cornell Road and Evergreen Parkway) | 1,945 | 2,520 | 96 | 4.9% |
| Stucki Avenue (between Evergreen Parkway and Venetian Drive) | 6,133 | 8,963 | 472 | 7.7% |
| 194th Terrace (north of Cornell Road) | 4,058* | 4,774 | 143 | 3.5% |
| John Olsen Avenue (between Evergreen Parkway and Cornell Road) | 5,243* | 5,484 | 48 | 0.9% |

*Historical count for 194th Terrace and John Olsen Avenue from 2009 instead of 2008

Source: City of Hillsboro, Washington County



Characteristic of its role in the street network, 185th Avenue supports significant automobile traffic. Tanasbourne-area arterials are very busy roads with multiple intersections over capacity. In 2008, the average daily traffic (ADT) volume on 185th Avenue north of Evergreen Parkway was 48,891; in 2014, the ADT was 54,456. This represents an average annual increase of 1.9 percent, or 928 vehicles. All other streets in the Tanasbourne street network experienced increases in traffic over the same timeframe. The opening of the Kaiser Westside Medical Facility brought a measurable increase in automobile use to both

Stucki Avenue and 194th Terrace. Average daily traffic and annual increases for major roads through Tanasbourne are summarized in Table 5.

Future Improvements

Both the City of Hillsboro's Transportation System Plan (TSP) from 2004 and the Washington County TSP from 2014 highlight plans for improvements to major roads and intersections within the Tanasbourne network (see Table 6).

While each of the above projects is triggered by substantial increases in automobile traffic, these projects focus on adapting the network to accommodate future demands for all modes, including transit, bicycles, and pedestrians. All of the planned projects include sidewalks, bike lanes, and transit accommodations, as required. The proposed refinement planning project for the 185th Avenue interchange with US 26 seeks to evaluate alternatives for improving access and connectivity within and through the interchange for all modes. This future study will evaluate ways to improve access for users within Tanasbourne

Table 6: Tanasbourne-Area Planned Improvements

| Location | Improvement Type | Description |
|-----------------------------------|------------------|--|
| US 26 | Roadway | Widen highway to six lanes from 185th Avenue to Cornelius Pass Road |
| 194th Avenue | Roadway | Extend three lane road from Cornell Road to Wilkins Street; extend two lane road from Wilkins Street to Stucki Avenue extension |
| 205th/206th Avenues | Roadway | Extend five lane road from Light Rail Tracks to 206th Avenue Realignment; widen 206th Avenue to three lanes from Von Neumann Drive to Stucki Avenue extension |
| Walker Road | Roadway | Widen to five lanes from Stucki Avenue extension to 185th Avenue; extension of Walker Road from Stucki Avenue extension to 206th Avenue; ROW reservations for seven lanes from Stucki Avenue extension to 185th Avenue |
| Stucki Avenue Extension | Roadway | Extend/Realign to three lanes from Cornell Road to 206th Avenue (north of light rail) |
| 185th Avenue | Roadway | Widen to seven lanes from Cornell Road to Walker Road |
| 185th Avenue at Walker Road | Intersection | Add second southbound and eastbound left turn lanes, and westbound right turn lane |
| 185th Avenue at Evergreen Parkway | Intersection | Add southbound right turn lane and second northbound left turn lane |
| Cornell Road at Stucki Avenue | Intersection | Add eastbound right turn lane |
| Cornell Road at 185th Avenue | Intersection | Add northbound and southbound double left turn lane, and northbound right turn lane |
| US 26 at 185th Avenue | Interchange | Refinement planning of interchange improvements |
| Cornell Road | Traffic Signal | 185th Avenue to 25th Avenue interconnect traffic signals |

and AmberGlen while limiting the impacts to the Rock Creek neighborhood north of US 26.

The AmberGlen Community Plan (2010) recommends changes to the transportation network inside AmberGlen that will have a positive impact on the Tanasbourne street network. One of the guiding principles of the AmberGlen Plan is to provide full and robust connectivity that supports walking,

bicycling, and transit use. The transportation concept for AmberGlen features the extension and redevelopment of Stucki Avenue into an arterial roadway as the primary arterial route for users traveling from the south of AmberGlen to Evergreen Parkway. An extension and realignment of 194th Terrace and AmberGlen Parkway, as well as Walker Road and Amberwood Drive, would provide another north-south and east-west collector to connect

the AmberGlen and Tanasbourne areas. In addition, future studies will continue to evaluate the potential for an east-west connection between AmberGlen and 185th Avenue.

Existing Conditions and Planned Improvements

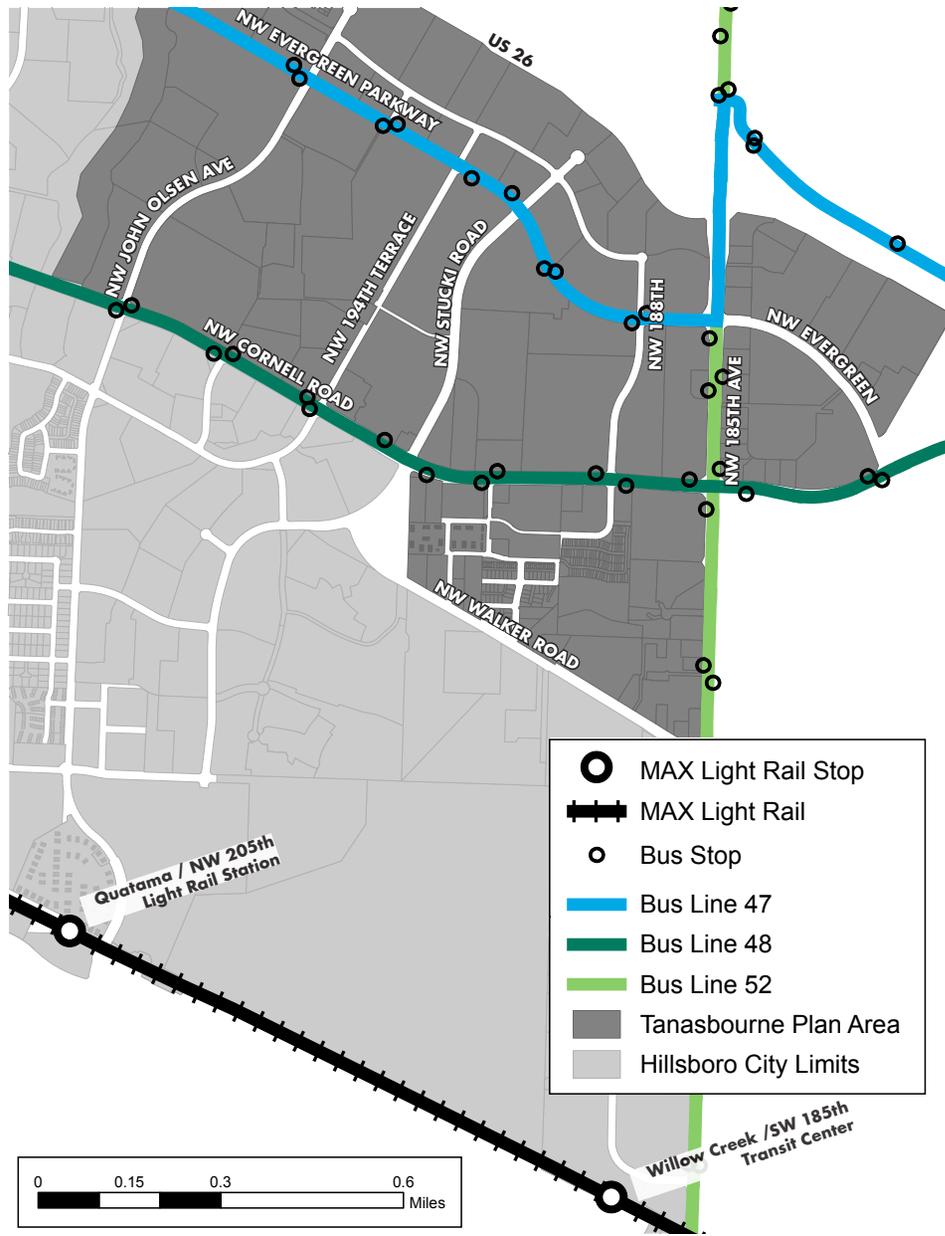


Figure 18: Tanasbourne-Area Existing Transit

Transit Service

Existing Conditions

As seen in Figure 18, the Tanasbourne area is located approximately one mile north of two westside light rail transit stations along the MAX Blue Line: the Quatama/205th Avenue Station and the Willow Creek/185th Avenue Station. Both of the TriMet regional transit agency's light rail stations are accessible from Tanasbourne by 206th Avenue, AmberGlen Parkway, and 185th Avenue.

In addition to the regional transit service provided by light rail, three TriMet bus lines serve the Tanasbourne area with local transit routes through and around Tanasbourne (see Table 7).

Future Improvements

The Metro Regional Transportation Plan (RTP) adopted in 2014 and the 2009 Regional High Capacity Transit (HCT) System Plan both identify the US 26 Corridor as a Next Phase Regional Priority Corridor for HCT from the Sunset Transit Center to Tanasbourne, with a possible extension further west into Hillsboro. The HCT System Plan describes a Next Phase Regional Priority as a corridor where future investments to the HCT system may be possible if recommended planning and policy actions are implemented.

In regards to local transit service, TriMet identified new and better transit connections, more frequent

Table 7: Tanasbourne-Area Existing Transit Service

| Bus Line | Description | Frequency |
|-----------------------------|---|---|
| Line 47 Baseline/Evergreen) | Runs between downtown Hillsboro and Portland Community College Rock Creek Campus, with routes along Evergreen Parkway through the Tanasbourne area | Every 15 minutes during the peak periods / 30 minutes offpeak |
| Line 48 (Cornell) | Runs between Sunset Transit Center and downtown Hillsboro, with routes along Cornell Road through the Tanasbourne area | Every 15 minutes during the peak periods / 30 minutes off-peak (from Sunset Transit Center to Stucki Avenue); 30 minutes all day (From Stucki Avenue to downtown Hillsboro) |
| Line 52 (Farmington/185th) | Runs between Beaverton Transit Center and Portland Community College Rock Creek Campus, with routes along 185th Avenue through the Tanasbourne area | Every 15 minutes during the peak periods / 30 minutes offpeak |

Table 8: Tanasbourne-Area Proposed Bus Transit Service

| Bus Line | Future Service Description | Proposed Frequency |
|------------------------------|---|--|
| Line 47 (Baseline/Evergreen) | Service continues to run between Portland Community College Rock Creek Campus and downtown Hillsboro, with routes along Evergreen Parkway through the Tanasbourne area | Every 15 minutes or better most of the day on weekdays (Frequent Service bus line) |
| Line 48 (Cornell) | Service continues to run between Sunset Transit Center and downtown Hillsboro, with routes along Cornell Road through the Tanasbourne area | Every 15 minutes or better most of the day on weekdays (Frequent Service bus line) |
| Line 52 (Farmington/185th) | Service continues to run between Beaverton Transit Center and Portland Community College Rock Creek Campus, with routes along 185th Avenue through the Tanasbourne area | Every 15 minutes or better most of the day on weekdays (Frequent Service bus line) |
| Line 59 (Walker/Park Way) | Extension of service from Walker Road to the Quatama/205th light rail station, with routes looping through the Tanasbourne-AmberGlen Regional Center | Every 30 minutes all day |
| Line 88 (Hart/198th) | Extension of service from Willow Creek/185th Transit Center to North Hillsboro employment, with routes along the Tanasbourne area boundary (Walker Road) | Every 30 minutes all day |

service, and improved access to transit in the Westside Service Enhancement Plan (2014). Bus service through Tanasbourne is planned to better connect residents, workers, and visitors to the Tanasbourne area through realigned and extended routes. Specific improvements called out in the Westside Service Enhancement Plan are listed in Table 8.

Evergreen Parkway bus stop



Existing Conditions and Planned Improvements

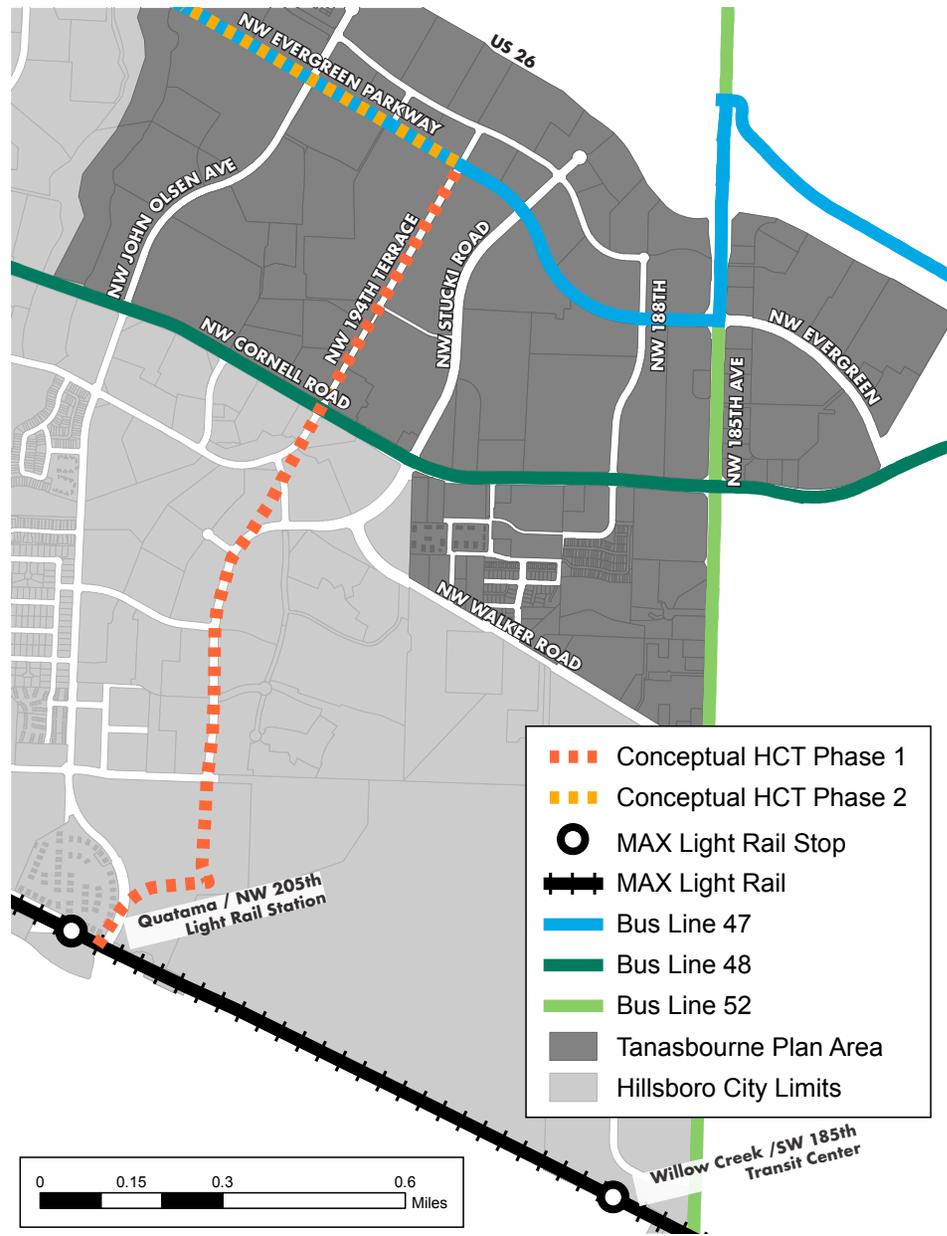


Figure 19: Tanasbourne-AmberGlen Conceptual High Capacity Transit (HCT)

The AmberGlen Community Plan also includes plans for enhanced transit facilities to serve the AmberGlen and Tanasbourne areas. The City of Hillsboro and TriMet are currently assessing the feasibility of a Tanasbourne-AmberGlen Regional Center high capacity transit extension from the Willow Creek Transit Center up through the AmberGlen and Tanasbourne areas, and potentially to the industrial employment centers to the north and west (See Figure 19).

Pedestrian Facilities

Existing Conditions

Existing pedestrian facilities throughout the Tanasbourne area are primarily characterized by sidewalks along both sides of the majority of roads. The largest gap in pedestrian facilities is found along stretches of unimproved Walker Road. The Rock Creek Regional Trail at the west end of the Tanasbourne area serves as a local pedestrian and bicycle connection across US 26.

Block length and block perimeter in the Tanasbourne area are characteristic of the era of their design and construction when the car was the primary form of reliable transportation. This superblock pattern discourages walking because it requires pedestrians to take long and indirect routes around the superblocks by following major roadways. More importantly, the only opportunities for pedestrians to legally cross are at the intersections of major roads. These

intersections prioritize vehicular movement, and, as a result, the physical crossing distances and wait times are greatest for pedestrians at these locations. Navigating superblocks is also a challenge for those on-foot.

Future Improvements

The Metro Regional Transportation Plan (RTP) classifies the Tanasbourne and AmberGlen Regional Center as a pedestrian district in the regional pedestrian network. The RTP's pedestrian district designation highlights the importance of creating walkable environments in areas such as Tanasbourne that have an abundance of attractive destinations for pedestrians. Similarly, the City's TSP calls for improvements to the pedestrian network to ensure there is a grid that provides consistent access and connectivity for pedestrians to key activity centers such as Tanasbourne. The existing superblock configuration lacks this access and connectivity and warrants further evaluation to determine necessary improvements to the pedestrian system that will create this grid of pedestrian facilities and promote active transportation within Tanasbourne. Realignment of Walker Road will lead to future pedestrian improvements along the western section of Walker Road within the plan area.

In addition to the planned roadway projects with pedestrian components cited in the City

and County TSPs, the City TSP highlights the importance of planning pedestrian projects that include safe and convenient crossings of arterial streets, which typically act as a barrier to pedestrian movement. Evergreen Parkway, Cornell Road, Walker Road, Stucki Avenue, and 185th Avenue are designated as Pedestrian Parkways in the County TSP, indicating a need to consider additional pedestrian crossings. A Rock Creek Trail mid-block crossing, similar to the existing facility completed on Evergreen Parkway in 2012, is to be constructed on Cornell Road in 2015 to facilitate improved pedestrian and cyclist connectivity.

To provide pedestrian access to transit facilities, TriMet's Westside Service Enhancement Plan includes plans to enhance the pedestrian facilities near transit connections within the Tanasbourne area. AmberGlen's Stucki Avenue extension is planned to feature separated pedestrian facilities to create a major pedestrian route between AmberGlen and Tanasbourne. Pedestrian facilities on 194th Avenue and 206th Avenue will provide alternative routes for pedestrians to access Tanasbourne. Within AmberGlen, street design is aimed to emphasize safe and convenient access for users on foot through the implementation of wider sidewalks, streetscaping, and reduced widths at street crossings.



Pedestrian crossing at Evergreen Parkway adjacent to Tanasbourne Town Center Shopping



Sidewalk adjacent to Magnolia Park and Springs at Tanasbourne

Existing Conditions and Planned Improvements

Bike Facilities

Existing Conditions

Existing bike lanes on Cornell Road, Evergreen Parkway, Stucki Avenue, and 185th Avenue make up the majority of the bicycle network in the Tanasbourne area. Collectors such as 188th Avenue and 194th Terrace, while lacking bike lanes, carry lower vehicular traffic and are alternative north-south bike routes. Bike lanes on 206th Avenue and AmberGlen Parkway south of Tanasbourne provide connections for bikes south of the Tanasbourne area. The Rock Creek Regional Trail bordering the west side of the Tanasbourne area provides regional connectivity for bikes across US 26. Bike lanes are absent from Walker Road and gaps exist along John Olsen Avenue. Bike facilities are not found along Tanasbourne-area local streets where they are not required.

Though most Tanasbourne-area major roads have bike lanes, these facilities are adjacent to high-speed traffic and feel unsafe to most cyclists. The lack of protected bicycle facilities along major roads is a significant barrier to Tanasbourne-area biking. Connectivity and access for bicyclists through the superblocks is also lacking.

Future Improvements

The City's TSP calls for completed bike lanes on roadways such as 206th Avenue and John Olsen Avenue, Amberwood Drive, Walker Road, as well as the extension of 194th Terrace and Stucki Avenue in the future. The County TSP designates Evergreen Parkway, Cornell Road, and Walker Road as Enhanced Major Street Bikeways, in which enhanced bicycle facilities, such as buffered bike lanes or cycle tracks, may be appropriate if the roadway is reconstructed through development or a capital project. As mentioned previously a Rock Creek Trail mid-block crossing, similar to the existing facility completed on Evergreen Parkway in 2012, is to be constructed on Cornell Road in 2015 to facilitate improved pedestrian and cyclist connectivity.

AmberGlen's Stucki Avenue extension is planned to feature enhanced bicycle facilities to create a major route for bicyclists between AmberGlen and Tanasbourne. Enhanced facilities on 206th and 194th Avenues would provide alternate routes for bikes going to and from AmberGlen. Realignment of Walker Road and Amberwood Drive will lead to a new east-west connection for bicycles in the future along the southern boundary of the Tanasbourne area.



Bicycle lane on Cornell Road



Rock Creek Regional Trail provides regional connectivity for bikes across US 26



Bike parking at Kaiser Westside Medical Center

Public Services and Schools

Existing Conditions

City of Hillsboro Police and Fire and Rescue serve the needs of the Tanasbourne area for emergency response. The Hillsboro Police east precinct is located just outside the study area boundary to the immediate west on Cornell Road. The nearest Hillsboro Fire Station is off of Evergreen Parkway, approximately 1.5 miles west of the Tanasbourne plan area. Tualatin Valley Fire and Rescue (TVF&R) operates a fire station on 185th Avenue immediately north of US 26. A mutual aid agreement is in place between the City and TVF&R.

The Hillsboro Public Library is a department of the City of Hillsboro, as well as one of the 14 Washington County Cooperative Services member libraries. Although there is currently no branch of the Hillsboro Public Library in the Tanasbourne area, a previous independent library, the Tanasbourne Town Center Library opened in 1976 in the former Tanasbourne Mall. After becoming a branch of the Hillsboro Public Library in 1990, the Library moved to space leased in the Tanasbourne Village on the west side of 185th Avenue. This branch closed when its collection was moved to the Main Library on Brookwood Parkway in 2007.

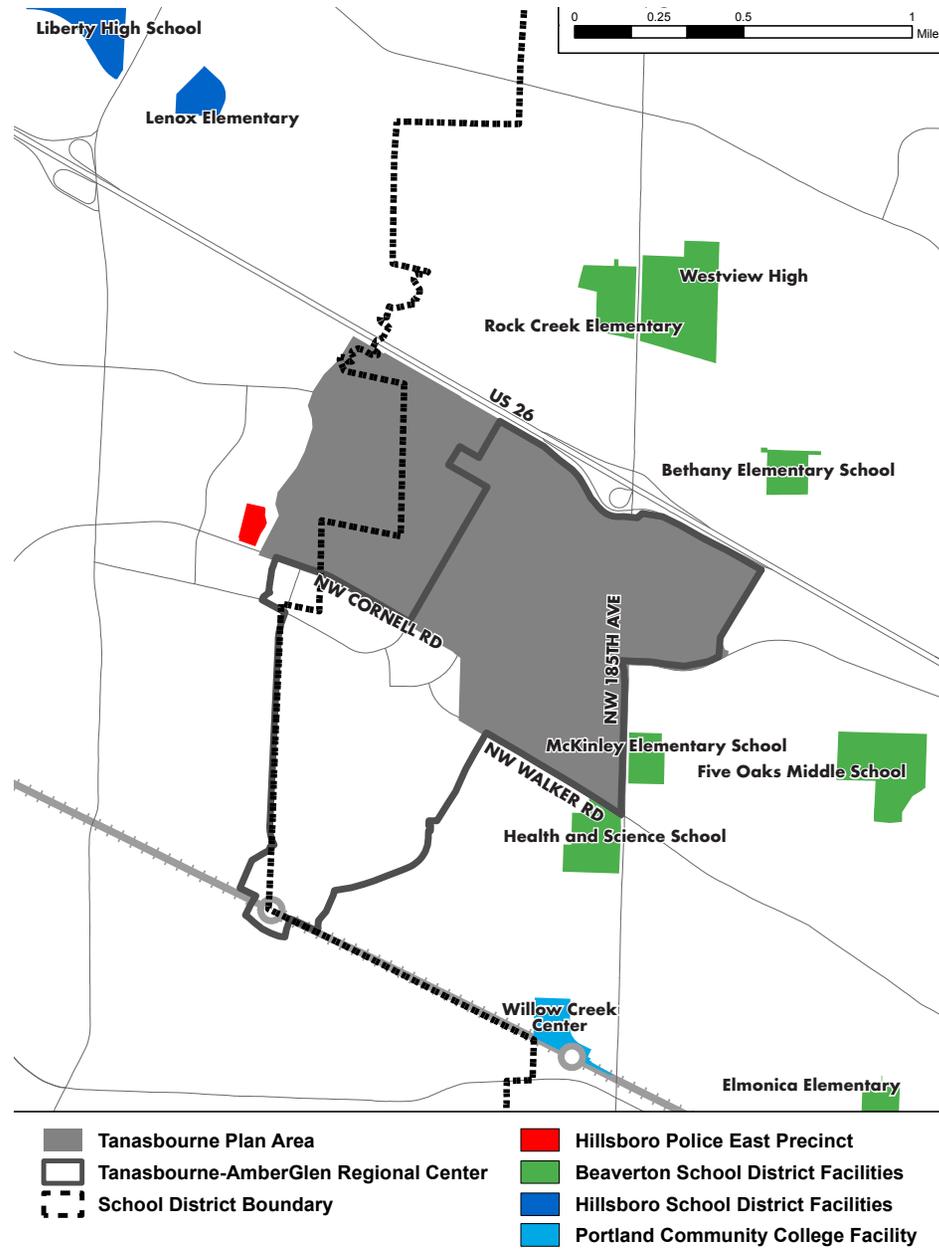


Figure 20: Public Services and Schools

Existing Conditions and Planned Improvements

The Tanasbourne area has no existing public schools for any grade level. Almost all students that are residents of Tanasbourne attend schools in the Beaverton School District (see Figure 20). Tanasbourne-area youth attend the Beaverton School District's nearby Health and Science School serving grades 6 through 12, McKinley Elementary and Five Oaks Intermediate School east of 185th Avenue, and Westview High School north of US 26. A smaller percentage of Tanasbourne-area youth attend schools within the Hillsboro School District, including Lenox Elementary and Liberty High School. The urban form of Tanasbourne makes crossing busy roads a challenge for young people and no schools are located in Tanasbourne. Multiple school bus routes move through the Tanasbourne area to provide safe and convenient access to schools.

Portland Community College (PCC) has two nearby campuses—the Willow Creek Center at the light rail transit station on 185th Avenue and the Rock Creek Campus north of US 26.

Future Improvements

To accommodate future Regional Center growth, Hillsboro Fire and Rescue may explore the option of a future Fire Station east of Cornelius Pass Road. With libraries more popular than ever, a potential Hillsboro Public Library branch or small service outlet could be located in the

Regional Center. A branch library, perhaps co-located with another use, is more likely to be developed within AmberGlen due to its greater supply of vacant land. Beaverton School District is open to exploring the idea of a new elementary school site in the AmberGlen area to accommodate Regional Center growth.

Public Utilities

Existing Conditions

Prior to development in the latter half of the 20th century, the Tanasbourne area was actively farmed. All of the current public utilities within the plan area have been installed and enlarged in connection with development. The plan area's water system is managed by the Tualatin Valley Water District. The City of Hillsboro and Clean Water Services work together to manage sanitary sewer and storm infrastructure in the Tanasbourne area.

Future Improvements

Tanasbourne-area public utilities generally have adequate capacity to support both existing and potential redevelopment over the next twenty years. Superblock reconfiguration or other significant redevelopment in the long-term would likely require the upsizing of public utility lines.

Because much of Hillsboro's soils are not suitable for infiltration, low impact development approaches (LIDA) may be considered as amenities for private development in limited quantity to augment other stormwater facilities. Maintenance will be a key factor in determining where and how LIDA strategies can be used, given limited public resources available for maintenance of such facilities. In general, the City will require that an active tenant association exists in the area where LIDA is being considered and a dependable mechanism and agreement are established with the City that the association will maintain the LIDA facilities. Due to maintenance challenges and costs, LIDA facilities will not be used for stormwater management on public roadways constructed as part of the development of a site, and are not desirable in single-family residential developments.



Maintenance will be a key factor in determining where and how LIDA strategies can be used

Remaking America's outer-ring cities is shaping up to be the biggest challenge to urban revitalization of the 21st century. Across the United States, auto-oriented places like the Tanasbourne area are being transformed into vibrant, vital urban neighborhoods. A large part of Tanasbourne's ultimate transformation will involve the deconstruction of superblock areas into more fluid spaces similar to the redeveloped Cornell-Walker Road superblock. Over time and with each completed urban retrofit project, a strong case is being made across the development industry that high-quality urban design has real commercial value.

Why is this important?

Like many rural areas that experienced dramatic transformation and growth in the last half of the 20th century, the Tanasbourne area grew up around the car. Served by the US 26 and in close proximity to Hillsboro's intensive high-tech industrial cluster, today Tanasbourne is the ideal location for an urban retrofit that takes advantage of the desire for more intensive, mixed-use urban development.

Shifting demographics, including the age wave of the baby boom generation and its accompanying millennial age wave, are major market forces that are driving the transformation of auto-oriented places like Tanasbourne into more urban, mixed-use neighborhoods. Employers in cities such as Hillsboro are interested in nearby transit-served,

mixed-use centers because such environments will help recruit a workforce that is increasingly showing interest in amenity-rich urban areas. Hillsboro is seeking to enable this market-driven opportunity using community informed policy and proven urban design principles. The Goals and Policies established for this project effectively encourage a public-private partnership of economic growth and identity through new urban form. What this transformation means for Tanasbourne is a subtle, incremental regeneration from the current condition of isolated and independent land uses into a diverse community of integrated land uses and destinations that fulfills its expectations in contributing to the Tanasbourne-AmberGlen Regional Center.

American cities similar to Hillsboro in size have successfully approached retrofitting auto-oriented contexts into vibrant, complete neighborhoods with distinctive character. These cities have coordinated a series of physical improvements aimed at creating more compact, connected, and walkable communities while maintaining the desirable qualities of their communities. Some physical improvements are incremental and experienced as change occurring gradually over time, such as increased landscaping along parking lot edges. Some change is occurring much more dramatically, such as new mixed-use buildings or higher-intensity housing near transit. In each of the case studies examined, a similar set of coordinated goals, policies, and actions was developed, endorsed, and implemented by public and private entities over

time. These successful common goals, policies, and actions serve as inspiration for this Tanasbourne Community Plan: A Neighborhood Vision document and are as follows:

- Walking is the fundamental metric of neighborhood identity, and transformation begins where multiple transportation, housing, and retail networks overlap.
- Providing additional housing and a range of different types, sizes, and densities of rental and ownership housing.
- Providing a variety of parks and shared open spaces, including a connected network of pocket parks, public plazas, and green spaces.
- Improving transit service and access to transit by:
 - Creating a high-quality public realm, through Urban Design, that strengthens sense of place and neighborhood identity;
 - Breaking up existing superblocks with a fine-grained network of pedestrian-scale streets and blocks;
 - Minimizing or eliminating surface parking lots that degrade the quality of the built environment.
 - Strengthening urban form development through policy and economic incentives.

Suburban-to-Urban Development Best Practices

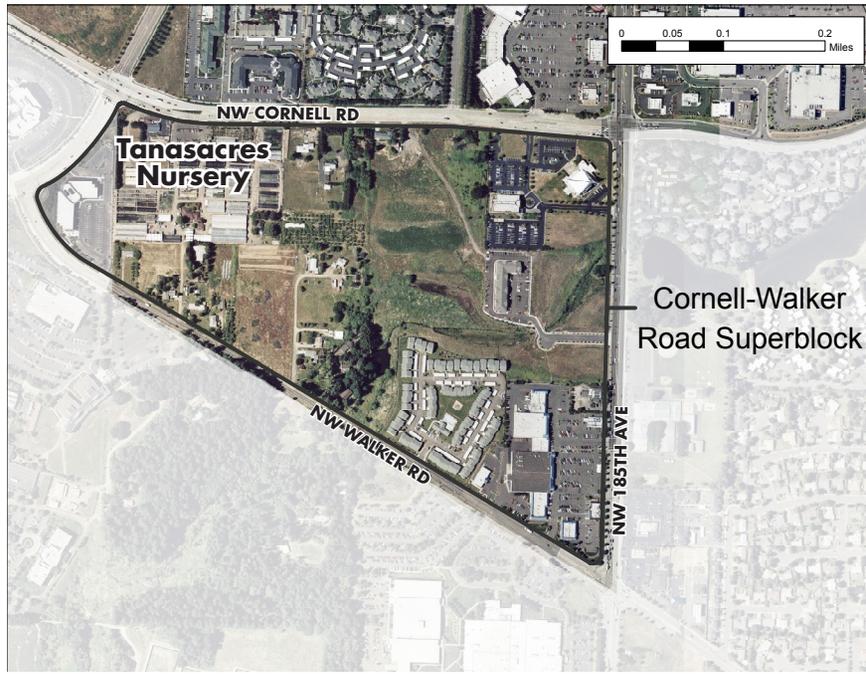


Figure 21: Cornell-Walker Road superblock in 2000

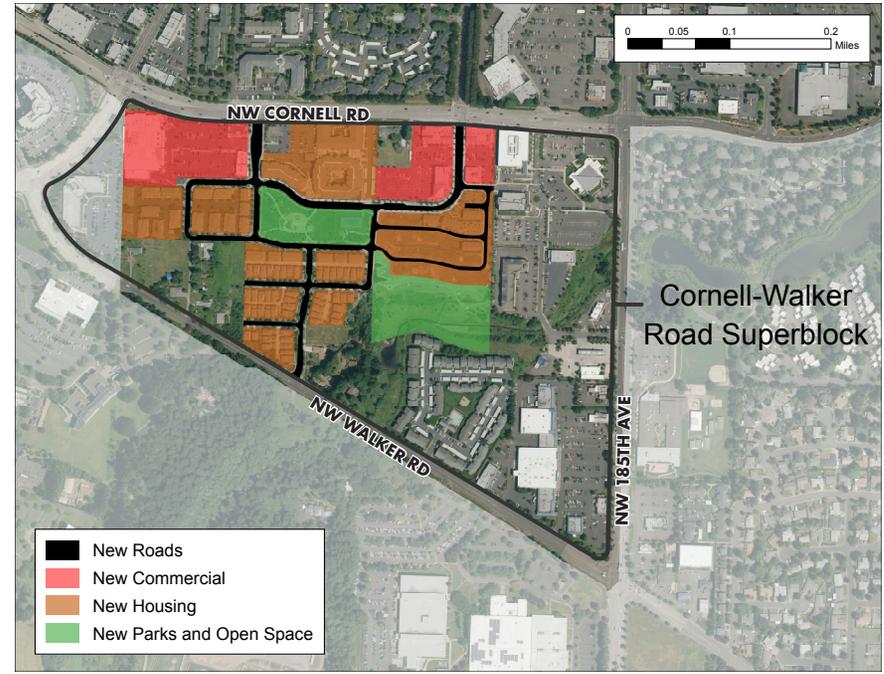


Figure 22: Cornell-Walker Road superblock transformation since 2000

Over the past 15 years, the Tanabourne area has started to embrace certain of these best practices through redevelopment of the Cornell-Walker Road superblock. Twenty years ago, this superblock had no grid of local streets (see Figure 21). Today a fine-grained network of pedestrian-scale streets and blocks is found within the western half of this superblock (see Figure 22).



Today the Cornell-Walker Road superblock has public parks at its heart, surrounded by new homes



A variety of new homes occupy the superblock, such as attached homes, or rowhouses

Suburban-to-Urban Development Best Practices



Case Studies

Tysons Corner, Fairfax County, Virginia

BelMar, Lakewood, Colorado

Crystal City, Arlington, Virginia

Columbia Pike, Arlington, Virginia

Woodmont Commons, Londonderry, New Hampshire

Downtown Kendall, Miami Dade County, Florida

Mosaic, Falls Church, Virginia



New housing on the Cornell-Walker Road superblock include small lot detached dwellings (top photo) and senior housing (above)

Public Involvement and Input

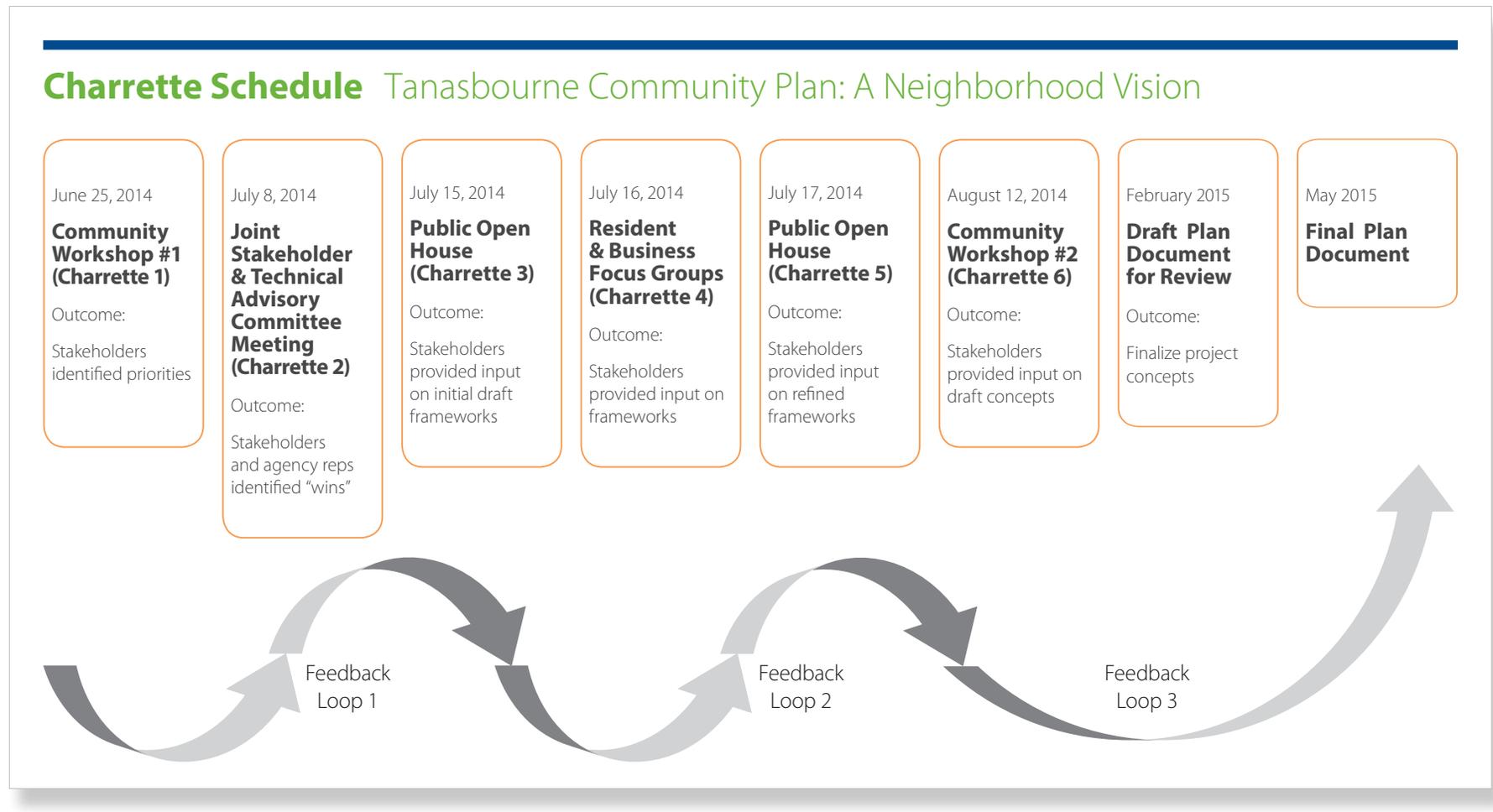


Figure 23 Project Charrette Schedule

Public Involvement

The National Charrette Institute (NCI) defines a charrette as “a collaborative planning process that harnesses the talents and energies of all interested parties to create and support a buildable Smart Growth plan.” The Tanasbourne planning project was supported and informed by robust public involvement as a key element of a “deconstructed charrette,” where public and private stakeholder input was solicited, recorded, and discussed. The NCI recommends a minimum of three feedback loops during a charrette process, thus allowing “two to get it wrong.” Accordingly, for this project, stakeholder meetings were sequenced into three feedback loops (see Figure 23).

The first loop allowed stakeholders to identify priorities. The second feedback loop provided stakeholders the opportunity to offer additional feedback to inform project frameworks. By the third and final feedback loop, stakeholders reviewed and commented on the project draft concepts to inform finalization of the Tanasbourne Community Plan: A Neighborhood Vision document. The interrelated sequence of public and private stakeholder meetings provided all participants with three complete cycles of input and feedback. With each loop of input and feedback, the data became more complete, the issues were more carefully targeted, and the level of trust in the process by the community increased.

Representatives from City departments, public agencies, and utilities informed the project team of their current operational needs and future plans. Project technical advisory committee members included City staff from Hillsboro Public Works, Parks and Recreation, Library, Police, Fire, Economic Development, and the City Manager’s Office. Inter-agency staff on the technical advisory committee included representatives from Washington County, Clean Water Services, Tualatin Valley Water District, Hillsboro and Beaverton School Districts, Metro, TriMet, and the Oregon Department of Transportation.

The project stakeholder group consisted of plan area homeowners, renters, employees, business owners, and property owners, as well as several members of the larger community and property owners within the AmberGlen Community Plan area. Over 100 members of the public attended public meetings and workshops. More than 300 comments were received. The largest number of comments had to do with improving non-vehicle movement through the area by providing more options for getting around on foot, by bike, or on transit. Other significant input included requests for more open space and green connections, requests for more civic amenities and entertainment options, and concerns about the nature and timing of area redevelopment.



Scenes from the Charrette

The preliminary Tanasbourne visioning work completed several years ago involved resident and employee focus group sessions led by Davis, Hibbitts & Midgall (DHM) Research. Input from these preliminary vision stakeholders echoed many of the major themes shared by stakeholders in the summer of 2014.

Public Involvement and Input

What we Heard

What follows is a sample of feedback received during the Charrette

I would love to see more and larger community spaces, such as farmers markets, and places for music. I try to drive as little as I can, and would like to see the Cornell crossing and signage improve. Better and visible signage, and safe and convenient street crossings would make the neighborhood more pedestrian friendly.

As a young mother, and a long time resident, I think that rather than adding more park spaces, we should improve our existing parks and open spaces by increasing pedestrian and bike accessibility to them.

In my opinion, pedestrian safety around Cornell-Evergreen-185th needs to be improved; I would like to see more affordable residential opportunities. I find that the buildings are set back too far along Evergreen so people do not feel safe waiting for the bus, especially with all of the trees making it less visible.

I believe that the signage around Tanasbourne needs to be improved; help first time visitors navigate through the area. We need to place signs strategically, and increase the number of trash bins and recycling bins throughout the neighborhood.



Public Involvement and Input

What we Heard

We are generally content with the area. There are many convenient amenities—shopping, hiking, medical, and it's close to work. The town could increase walkability especially for the needs of daily living and for recreation. Access to transit is particularly important as we often take the bus to the Max to the Airport when traveling. A win for us would make the area more accessible to, and safer for, pedestrians.

As long time, elderly residents, my wife and I would like to see safer road crossings, especially around Walker Road. Social events such as festival that becomes a tradition would make our neighborhood unique and strengthen the sense of community.

As a small business employee, my recommendation would be to create a more inviting environment for bikers and walkers; improve access and amenities for customers by providing bike racks, which could be part of our store's identity as a neighborhood store. Create a more urban, connected Tanasbourne.

As a small business owner, I find it important to plan spaces for new types of businesses; We need to be flexible with our space to allow for changing use. Trees can impede visibility, which can hurt businesses when they locate based on visibility. Keep business and the environment flexible.

I would like to see a satellite library in the neighborhood, small, near a coffee shop, to provide a "third place" for residents and workers. A good location for it could be in Amberglenn. Libraries function as another setting for education and training ranging from home-schooling to job training, which would benefit many members of our community.



GOAL A

EXPAND THE NETWORK OF GREEN SPACES

Policy 1

Support and encourage the creation of additional open spaces

Policy 2

Support and encourage the creation of additional planted streetscape improvements

GOAL B

PEDESTRIAN AND BICYCLE TRAVEL IS SAFE AND WELL-CONNECTED

Policy 1

Support and encourage safe and convenient pedestrian improvements across and along arterials

Policy 2

Support and encourage bicycle improvements

Policy 3

Increase transit circulation, service, and ridership through the Regional Center

Policy 4

Support and encourage multi-path connectivity within superblocks

GOAL C

TANASBOURNE IS A VIBRANT, ACTIVE HILLSBORO NEIGHBORHOOD

Policy 1

Emphasize Tanasbourne's identity as a Hillsboro neighborhood, part of the Tanasbourne-AmberGlen Regional Center, and gateway into the city

Policy 2

Support and encourage a range of high-density housing types, sizes, and affordability

Policy 3

Create more civic spaces and entertainment options

Policy 4

Provide opportunity for the expansion of small, locally-owned businesses in Tanasbourne

Policy 5

Celebrate the Tanasbourne community's diversity

The community's vision for the Tanasbourne area culminated in the development of three interconnected goals and associated policies.

As listed in the previous section, the community’s vision for the Tanasbourne area culminated in the development of the following three interconnected goals:

- Goal A: Expand the Network of Green Spaces;
- Goal B: Pedestrian and Bicycle Travel is Safe and Well-Connected; and
- Goal C: Tanasbourne is a Vibrant, Active Hillsboro Neighborhood.

Table 9 below identifies the Tanasbourne Community Plan’s near-, mid-, and long-term actions that respond to an individual goal or, oftentimes, a combination of these goals. Near-term is defined as 2015 to 2025, mid-term as 2025 to 2035, and long-term as beyond 2035. To arrive at achievable outcomes over the coming decades, lead partners as well as support or potential partners have been identified.

Table 9: Community Vision Actions

| | Community Vision Actions | Associated Goals | Timeline | Lead Partner | Support/ Potential Partners |
|---|--|----------------------------|-------------------|------------------------------|---|
| 1 | Share with property owners the recently completed market analysis for the Tanasbourne area and the Plan vision | Goal A Goal B Goal C | Near-term ongoing | Hillsboro Planning | City Manager's Office, Hillsboro Economic Development, Hillsboro Chamber of Commerce |
| 2 | Implement aspects of the Citywide wayfinding program that emphasizes the area as a Hillsboro neighborhood and builds connections between Tanasbourne civic amenities, shopping, and services | Goal A Goal B Goal C | Near-term ongoing | City Manager's Office | Hillsboro Public Works, Hillsboro Parks & Recreation, Hillsboro Public Library, Hillsboro Planning, Washington County Department of Land Use & Transportation |
| 3 | Support street closures for block parties (e.g., along portion of 188th Avenue) | Goal C | Near-term ongoing | Hillsboro Public Works | Private Sector |
| 4 | Encourage community gardens in private open spaces | Goal A Goal C | Near-term ongoing | Hillsboro Parks & Recreation | Private Sector, Non-Profit Organizations |
| 5 | Analyze and adopt Comprehensive Plan and Community Development Code amendments that encourage a range of vertical mixed-use densities and pocket neighborhood high density, single family detached housing within specific Tanasbourne areas | Goal C | Near-term ongoing | Hillsboro Planning | Washington County Department of Land Use & Transportation, Oregon Department of Transportation, Metro, Department of Land Conservation & Development |
| 6 | Encourage a range of housing types, sizes and affordability | Goal C | Near-term ongoing | Hillsboro Planning | |

Implementation

| | Community Vision Actions | Associated Goals | Timeline | Lead Partner | Support/ Potential Partners |
|----|--|----------------------------|-------------------|---|--|
| 7 | Encourage the development of a Tanasbourne-area mixed-use entertainment district | Goal A Goal C | Near-term ongoing | Hillsboro Planning | Private Sector, City Manager's Office, Hillsboro Economic Development, Hillsboro Parks & Recreation |
| 8 | Encourage the private sector to provide more Tanasbourne-area entertainment options | Goal C | Near-term ongoing | Private Sector | Hillsboro Economic Development, City Manager's Office, Hillsboro Planning |
| 9 | Encourage the recruitment of small, locally owned businesses | Goal C | Near-term ongoing | Hillsboro Chamber of Commerce | Hillsboro Economic Development |
| 10 | Install public art that reflects the community's diversity | Goal C | Near-term ongoing | Hillsboro Parks & Recreation | City Manager's Office |
| 11 | Evaluate existing walk signals at arterial intersections, including crossing time, phasing, and leading pedestrian intervals | Goal B | Near-term ongoing | Washington County Department of Land Use & Transportation | Hillsboro Public Works, Hillsboro Planning |
| 12 | Increase Tanasbourne-area bicycle parking | Goal B | Near-term ongoing | Private Sector | Washington County Department of Land Use & Transportation, Hillsboro Public Works, Hillsboro Planning, Hillsboro Parks & Recreation |
| 13 | Install enhanced bus shelters at Tri-Met bus stops within the Tanasbourne area | Goal B Goal C | Near-term ongoing | Tri-Met | Washington County Department of Land Use & Transportation, Hillsboro Planning, Hillsboro Public Works |
| 14 | Install curb cuts, crosswalks, and traffic calming improvements within the Cornell-Walker Road superblock | Goal B | Near-term | Hillsboro Public Works | |
| 15 | Explore Tanasbourne-area business districts' financing and maintenance of streetscape improvements (e.g., expanded allée [walkway lined with trees] along Evergreen Parkway and Cornell Road, planted medians) | Goal A Goal B Goal C | Near-term | Hillsboro Planning | Private Sector, Hillsboro Chamber of Commerce, Hillsboro Public Works, Hillsboro Economic Development, Washington County Department of Land Use & Transportation |
| 16 | Explore the creation of a trail system on the west side of Bronson Creek | Goal A Goal B | Near-term | Hillsboro Parks & Recreation | Oregon Health and Sciences University |
| 17 | Explore access easement opportunities through superblocks | Goal B | Near-term | Hillsboro Planning | Private Sector, Hillsboro Public Works |
| 18 | Complete 185th Avenue/US 26 Interchange Refinement Plan | Goal A Goal B Goal C | Near-term | Oregon Department of Transportation | Washington County Department of Land Use & Transportation, Hillsboro Planning, Hillsboro Public Works, |

| | Community Vision Actions | Associated Goals | Timeline | Lead Partner | Support/ Potential Partners |
|----|---|----------------------------|------------------|---|---|
| 19 | Evaluate locations for signalized intersections and additional mid-block crossings to connect with new local streets through redeveloped superblocks | Goal A Goal B | Mid-term ongoing | Washington County Department of Land Use & Transportation | Hillsboro Planning, Hillsboro Public Works |
| 20 | Install protected bicycle facilities along arterials | Goal B | Mid-term ongoing | Washington County Department of Land Use & Transportation | Hillsboro Planning |
| 21 | Increase recreational programming through the development of a Community Center in the Regional Center | Goal A Goal C | Mid-term | Hillsboro Parks & Recreation | |
| 22 | Re-establish a Hillsboro Public Library branch in the Regional Center | Goal C | Mid-term | Hillsboro Public Library | |
| 23 | Develop a Tanasbourne transit hub with bicycle parking on 185th Avenue | Goal B Goal C | Mid-term | Tri-Met | Washington County Department of Land Use & Transportation, Hillsboro Planning, Hillsboro Public Works |
| 24 | Retrofit a shopping center parking area as a private pocket park with plaza space that could host a Farmers Market, offer recreation options for kids, and provide improved pedestrian connections to surrounding commercial retail | Goal A Goal B Goal C | Mid-Term | Private Sector | Hillsboro Farmers Market |
| 25 | Route a bus through the Regional Center | Goal B | Mid-term | Tri-Met | Hillsboro Planning, Washington County Department of Land Use & Transportation |
| 26 | Construct a high capacity transit (HCT) line through the Regional Center | Goal B Goal C | Mid-term | Tri-Met | Hillsboro Planning, Washington County Department of Land Use & Transportation |
| 27 | Create a neighborhood park in a redeveloped superblock | Goal A Goal B Goal C | Long-term | Hillsboro Parks & Recreation | |
| 28 | Develop a green civic plaza in a redeveloped superblock for art, culture, and special events | Goal A Goal B Goal C | Long-term | Hillsboro Parks & Recreation | |
| 29 | Explore the construction of a wide pedestrian bridge, capable of hosting small events, over Cornell Road to provide a significant linkage between AmberGlen and The Streets of Tanasbourne | Goal A Goal B Goal C | Long-term | Hillsboro Planning | Washington County Department of Land Use & Transportation, Hillsboro Public Works |
| 30 | Construct a high capacity transit (HCT) line from the Regional Center to North Hillsboro employment | Goal B Goal C | Long-term | Tri-Met | Hillsboro Planning, Washington County Department of Land Use & Transportation |

LAND USE NEXT STEPS

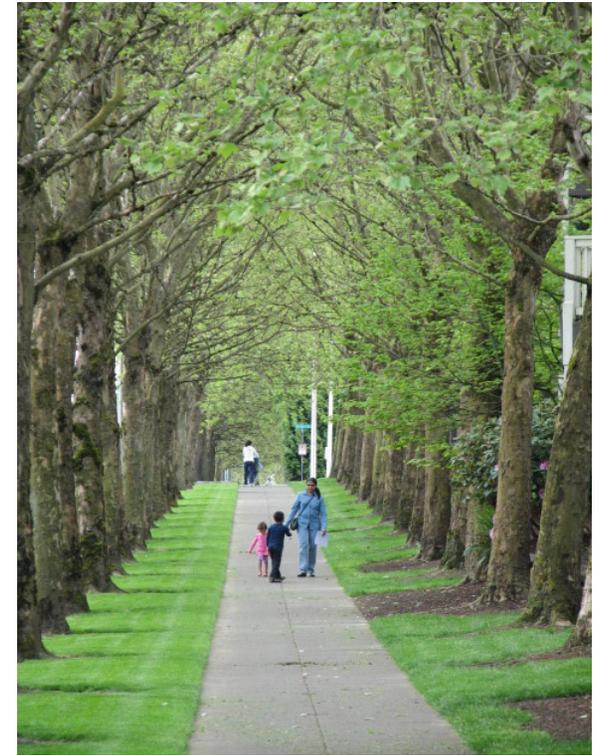
The following next steps will inform the land use development of Tanasbourne's few remaining vacant parcels as well as near- and mid-term redevelopment sites. Of all of the possible next steps, the most important one is updating the existing Comprehensive Plan Section 18 – Hillsboro Tanasbourne Community Plan. Comprehensive Plan amendments should be drafted which incorporate the following policies identified during this visioning effort: proposed civic and entertainment uses; high-density pocket neighborhood concept; and eventual superblock redevelopment with vertical mixed-use densities. All proposed Comprehensive Plan policies and amendments should work within the current City of Hillsboro system and structure, rather than inventing something novel or importing something foreign.

The Tanasbourne Town Center Community Plan, currently incorporated into Comprehensive Plan Section 19, should be replaced with a modified version of this Plan document. A refined Plan represents an opportunity to highlight Comprehensive Plan map amendments; for example, the extent that additional mixed-use designations might be applied to areas currently designated commercial or industrial. Robust transportation analysis and modeling will inform the extent of such amendments.

Following adoption of Comprehensive Plan amendments, the AmberGlen Community Plan's development code language and mixed-use zones adopted in 2010 should be revisited. This would help clarify the development code and re-zoning opportunities to implement the policies identified in this visioning effort for the Tanasbourne area. Development of new language could help clarify the relationship between Comprehensive Plan policies, development code requirements, and potential zone district purpose statements.

The application of new base zones in Tanasbourne could help resolve the complications of sites with split zones, such as the several vacant parcels that have both industrial and commercial zoning north of Evergreen Parkway. More emphasis could be placed on base zone design and form and less on use, especially in the mixed-use zones. How the pocket neighborhood concept would be applied in portions of the Tanasbourne area will need further clarification. Active ground floor uses and building design guidelines should be addressed. Marginally appropriate uses, such as drive-through and self-service storage, should be carefully examined.

Any new or modified development and design standards should be harmonious with the more urban and pedestrian-friendly environment



desired for the Tanasbourne area. Standards should not be overly regulatory. However, urban design will take a strong role in defining real-world application of this comprehensive vision and inform the implementation of this vision with firm and high-quality standards. New or unique standards should not be invented when an existing standard would essentially accomplish the same result.

Stakeholder Group

| | |
|-------------------|---|
| Terry Larsen | Area Resident |
| Annee Von Borg | Area Resident |
| Vivianna Von Borg | Area Resident |
| Jon McWilliams | Area Resident |
| Rohi Gheewala | Hillsboro Youth Advisory Council |
| Mary Beth Cottle | Citizen Participation Organization 7 |
| Jonae Waldroop | Streets of Tanasbourne |
| Willy Paul | Kaiser Permanente |
| Mark Fisher | Standard Insurance |
| Katy Durant | Atlas Investments |
| Brad Freeman | Kimco Realty Corporation |
| John Weishaar | The Springs at Tanasbourne |
| Jorjia Fields | Tanasbourne Unitas Community Credit Union |
| Leora Stein | Whole Foods |
| Danielle Pinkard | Trader Joe's |
| Ken Potter | 5 Star Guitars |
| Steve Abel | Stoel Rives (Principal Financial) |
| Michael Harrison | Oregon Health & Sciences University |

Technical Advisory Committee

| | |
|----------------|---------------------------------|
| Tina Bailey | Hillsboro Public Works |
| Lisa Goorjian | Hillsboro Parks and Recreation |
| Corinne Weiss | Hillsboro City Manager's Office |
| Peter Brandom | Hillsboro City Manager's Office |
| Chris Hartye | Hillsboro City Manager's Office |
| Mark Clemons | Hillsboro Economic Development |
| Karla Antonini | Hillsboro Economic Development |
| Henry Reimann | Hillsboro Police |
| Mark Prince | Hillsboro Fire and Rescue |
| Tyler Wubbena | Hillsboro Water |

| | |
|---------------------|---|
| Steve Szigethy | Washington County Land Use & Transportation |
| Amanda Garcia-Snell | Washington County Public Health |
| Andy Braun | Clean Water Services |
| Stu Davis | Tualatin Valley Water District |
| Brian Harper | Metro |
| Tom Mills | Tri-Met |
| Marah Danielson | ODOT |
| Adam Stewart | Hillsboro School District |
| Jennifer Garland | Beaverton School District |

Project Team

| | |
|-----------------|-------------------|
| Dan Rutzick | City of Hillsboro |
| Colin Cooper | City of Hillsboro |
| Jeannine Rustad | City of Hillsboro |
| Nick Baker | City of Hillsboro |
| Aaron Ray | City of Hillsboro |
| Don Odermott | City of Hillsboro |
| Brad Choi | City of Hillsboro |
| Dan Dias | City of Hillsboro |
| Genny Bond | City of Hillsboro |

Consultant Team

| | |
|-----------------|--------------------------|
| Marcy McInnelly | Urbsworks, Inc. |
| Joseph Readdy | Urbsworks, Inc. |
| Keith Liden | Bainbridge |
| Jerry Johnson | Johnson Economics |
| Scott Harmon | David Evans & Associates |
| Josh Anderson | David Evans & Associates |