NORTH HILLSBORO

INDUSTRIAL RENEWAL PLAN

NOVEMBER 2015

Hillsboro
OREGON

ACKNOWLEDGEMENTS

Hillsboro City Council, and
Hillsboro Economic Development Council (HEDC)

- Jerry Willey – Mayor
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- Fred Nachtigal – Councilor, Ward 3

Planning Commission

- Katie Eyre – President
- Brian Roberts – Vice President
- Richard Cardoza
- Charles Fleisher
- Jim Maguire
- Holly Neill
- Judith Shortt

City of Hillsboro Staff

- Mark Clemons – Economic Development Director
- Val Okada – Business Development Coordinator
- Seth Lowe – Project Specialist
- Suzanne Linneen – Finance Director
- Dan Dias – Development Services Manager
- Colin Cooper – Planning Director
- Scott Dreher – Senior Program Manager
- Michael Filicky – City Surveyor

Prepared by:
JOHNSON ECONOMICS, LLC
COMMUNITAS LLC

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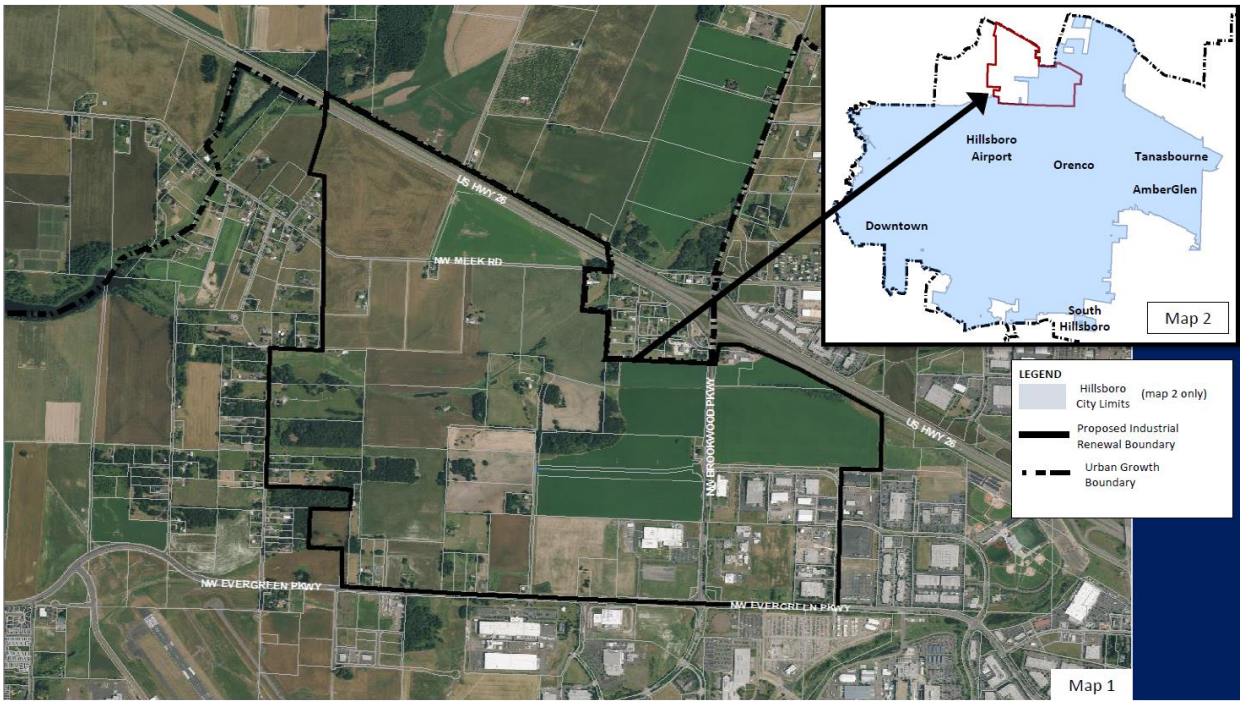
I. INTRODUCTION

The City of Hillsboro has identified the North Hillsboro Industrial Renewal Area as the location for future economic development. This largely undeveloped area sits adjacent to the city and region's center of technology innovation and manufacturing capabilities. The City of Hillsboro Economic Development Council (HEDC) has recently completed a feasibility study for establishing an Urban Renewal Area in the area. The following North Hillsboro Industrial Renewal Plan (the Plan) and accompanying Report have been prepared to establish an Urban Renewal Area (Area) that will enable implementation of the City's economic development goals.

FIGURE 1: NORTH HILLSBORO AREA AND INDUSTRIAL RENEWAL AREA BOUNDARY



The Area illustrated in Figure 1 was selected to achieve the following purpose.

A. Statement of Purpose

This Plan has been prepared to establish an Urban Renewal Area in North Hillsboro. The purpose of the Plan is to assist with the implementation of adopted plans, policies and codes, specifically intended to:

- Improve utilization of land within the Area in keeping with the Comprehensive Plan and regional goals for economic development.
- Invest in public improvements including streets, utilities, and services sufficient to meet the needs of industrial, high-tech, and other employment uses, as called for in the *Hillsboro Comprehensive Plan*;
- Create excellent open space, trails and other improvements to support and enhance the environment for private investment and for general community use through improvement and access to the Crescent Park Greenway;
- Create opportunities to plan and deliver regional natural resource mitigation and enhancement, wetland mitigation and enhancement, and Regulatory Flood Plain mitigation sites.
- Stimulate economic development and establish a world-class industrial area, by creating certainty for potential users that sufficient infrastructure can be provided in a timely manner;
- Increase the long-term taxable value of property for the City and for other partner jurisdictions;

The Plan is designed to be consistent with the Comprehensive Plan and Zoning Regulations adopted by the Hillsboro City Council. The Plan is intended to assist with the provision of public facilities and activities necessary for the orderly and proper improvement and redevelopment of the Area. Through implementation of the Plan, economic development will be stimulated by the elimination of blighting conditions (as defined in the Oregon Revised Statutes Chapter 457), provision of supporting public facilities, and general improvements in the overall appearance, condition, and function of the North Hillsboro Industrial Renewal Area.

The Plan presented in this document meets the requirements of Chapter 457 of the Oregon Revised Statutes. The Plan also complies with other state and local laws pertaining to urban renewal plans.

B. Goals and Objectives

The following Goals and Objectives provide a guiding framework for the implementation of the Plan and for future decision making over its duration, in keeping with City policies. They are derived from the extensive public processes that have gone into developing this Plan, the North Hillsboro Industrial Community Plan, the City Comprehensive Plan, and other adopted strategic and vision plans. The goals are high-level guiding principles for implementation, while the objectives are more specific actions to achieve the goals. A description of projects eligible for urban renewal participation under this Plan can be found in section III, Outline of Projects and Redevelopment Activities.

The following Goals are envisioned to improve the City's economic health, diversity of employment and industry, infrastructure functionality, and natural and recreation opportunities.

Goal 1: Provide opportunities for public participation in the preparation and adoption of the Plan, Plan amendments and implementation policies and to keep community members informed of progress toward the Plan's goals and objectives.

Goal 2: Adopt a prudent annual budget to minimize financial risk to the HEDC, the City of Hillsboro, and therefore the citizens of Hillsboro.

Objective 2.1: Establish HEDC policies to guide strategic financial investments in the Area based on public benefit, documented financial need, scale of the project and accepted underwriting principles.

Objective 2.2: Encourage the prudent phasing of public infrastructure projects to anticipate the needs and timing of prospective development.

Objective 2.3: Evaluate tax increment revenue collections regularly to minimize long term impacts to overlapping taxing districts.

Objective 2.4: Secure grant funding from regional, state, federal agencies, and private organizations to implement the Plan and supplement tax increment revenue.

Goal 3: Encourage private investment and redevelopment in the Area through strategic investments, promoting the recruitment, development, service, and retention of industrial land uses, high tech uses, business parks, businesses of all sizes, and/or any other related and appropriate uses in the Area consistent with the adopted City plans and policies.

Objective 3.1: Implement projects and investment within the Area, which encourage and leverage private development and job creation from private landowners, developers and businesses.

Objective 3.2: Implement projects and investments, which help the retention and expansion of businesses that generate and sustain well-paying jobs.

Objective 3.3: Facilitate the provision of adequate infrastructure to serve the needs of large land users and other land users as envisioned in the North Hillsboro Community Plan and other City and regional plans.

Goal 4: Assist in the provision of adequate, accessible, and safe public infrastructure to serve the Area which may include but is not limited to street improvements for all transportation modes, water, wastewater, stormwater, lighting, signage, access and other public facilities.

Objective 4.1: Encourage and invest in a multi-modal transportation network which serves new land uses within the Area, while being integrated into and supporting the safety and efficiency of the broader transportation system.

Objective 4.2: Extend water service to and through the Area to serve new businesses and land uses.

Objective 4.3: Extend sanitary sewer facilities to and through the Area to serve new businesses and land uses.

Objective 4.4: Assist with planning and developing regional stormwater management facilities.

Objective 4.5: Assist in provision of other public facilities as necessary to serve the Area.

Goal 5: Plan for and facilitate the development of a system of trails and open space.

Objective 5.1: Improve connectivity from surrounding areas into the Area, including through extension of the trail system.

Objective 5.2: Assist with the development of the Crescent Park Greenway trail and open space system.

Objective 5.3: Assist and support public improvements for trail system access, including trailhead improvements and public access to natural areas and open space, where appropriate.

Goal 6: Promote and support efforts to increase environmental stewardship of the Area through redevelopment activities.

Objective 6.1: Provide for natural resource enhancements and mitigation of development impacts.

Objective 6.2: Assist with mitigation and enhancement of wetlands in the Area.

Objective 6.3: Assist with habitat restoration and water quality improvements of Waible Creek.

Objective 6.4: Support private development efforts to implement environmentally sustainable site and building development practices.

C. Plan Administration

The North Hillsboro Industrial Renewal Plan consists of the text and exhibits contained in this document. The Plan applies to the specific area outlined in Figure 2 and further described in Section II. The HEDC, as the Urban Renewal Agency of Hillsboro, shall administer the Plan in accordance with ORS 457, the Oregon Constitution, and all other applicable laws and ordinances, whether or not specifically referenced in this document.

D. Public Participation Process

The following is a summary of the public participation process which went into the preparation of this Plan, supporting analysis and documentation. The process included intensive outreach, feedback, and information sharing with the public, elected officials, and other stakeholders in the area.

Public Open House events

For the June and July open house events, a postcard invitation was mailed to 220 addresses, in the larger study area and on the 'interested parties' list. Notice of the September 10, 2015 was published in the Super Notice, mailed to all postal patrons in the City of Hillsboro and renewal area.

- **Open House no.1- June 18, 2015**

  50-60 attendees - individual verbal and written comments on the types of goals and projects under consideration and potential boundary options, presentation with Q&A

- **Open House no.2 - July 28, 2015**

  30-35 attendees - individual verbal and written comments on the draft goals boundary, and projects, presentation with Q&A

- **Open House no.3 - September 10, 2015**

Communications with overlapping taxing districts

The Plan and accompanying report was forwarded to the governing body of each taxing district affected by the Plan. In addition, HEDC has consulted with taxing districts as follows:

- **Hillsboro School District** presentation on planning and process to Board of Directors on June 9, 2015; meeting with Superintendent and staff
- **Washington County** board members, finance and administration staff meetings and written communications
- **Metro** Councilor Kathryn Harrington and staff
- **Washington County Fire District no. 2** staff meetings and communications

HEDC work sessions

For each work session, public notice in newspaper and advertisement of meeting on City website

- no.1 - March 17, 2015
- no.2 - April 7, 2015
- no.3 - July 7, 2015
- no.4 - August 4, 2015

Presentations and small group discussions

- **Hillsboro Area Chamber of Commerce** - Developer Roundtable, May 19, 2015

  20-25 attendees
- **Westside Economic Alliance** - Land Use and Transportation committee, July 15, 15 attendees
- **NAIOP Public Affairs Committee**, June 18, 2015, 5-10 attendees
- **Hillsboro Planning Commission work session (planned)** - September 9, 2015, review draft Plan and discuss the Planning Commission's role in the adoption process)

General public outreach

- **Project website** - updated regularly
- **Article in the City Views newsletter**, July/August edition 2015 - 44,000 printed, 43,500 mailed, 500 distributed at various locations. Information on the planning effort, process, and upcoming public meetings, calendar notice for July open house.
- **Project handouts** - Overview of Tax Increment Financing and Introduction to North Hillsboro Industrial Renewal planning and process
- **Media briefings** - Hillsboro Tribune and Hillsboro Argus (Oregonian), June 8, 2015
- **Citywide Notice (mailed late August 2015)** - four-page project overview, public meeting calendar and statutory notice to all postal patrons in Hillsboro and the Area boundary, approximately 43,550 addresses.
- **Personal letter to North Hillsboro property owners** - additional notification of planning project and potential boundary, mailed to all 52 property owners in the area

E. Definitions

1. **Agency** means Hillsboro Economic Development Council (HEDC), the Urban Renewal Agency of the City of Hillsboro.

2. **Area** means the North Hillsboro Industrial Renewal Area as proposed under this Plan.

3. **Boundary** means the geographic and legal limits which encompass the North Hillsboro Industrial Renewal Area.

4. **City** means the City of Hillsboro Oregon.

5. **City Council** means the Hillsboro City Council.

6. **County** means Washington County, Oregon.

7. **Lot** means a unit of land that is created by a subdivision or platting of land and recorded in the land records of Washington County.

8. **North Hillsboro Industrial Renewal Area** means the Urban Renewal Area, established by this Plan, as shown in Figure 2-North Hillsboro Industrial Renewal Area Boundary and as described in Section II, General Description of the Area

9. **ORS** means the Oregon Revised Statutes (State Law and specifically, Chapter 457 thereof.)

10. **Plan** means the North Hillsboro Industrial Renewal Plan consisting of the text and accompanying exhibits

11. **Project or Activity** means any work or undertaking carried out under ORS 457.170 in the Area and specifically the development or improvement projects described in Section III of this Plan.

12. **Property Owner** means any individual who owns property within the North Hillsboro Industrial Renewal Area.

13. **Report** means the report accompanying the Plan prepared pursuant to ORS 457.085(3).

14. **State** means the State of Oregon.

15. **Text** means the text of the North Hillsboro Industrial Renewal Plan document (and accompanying Report text where indicated.)

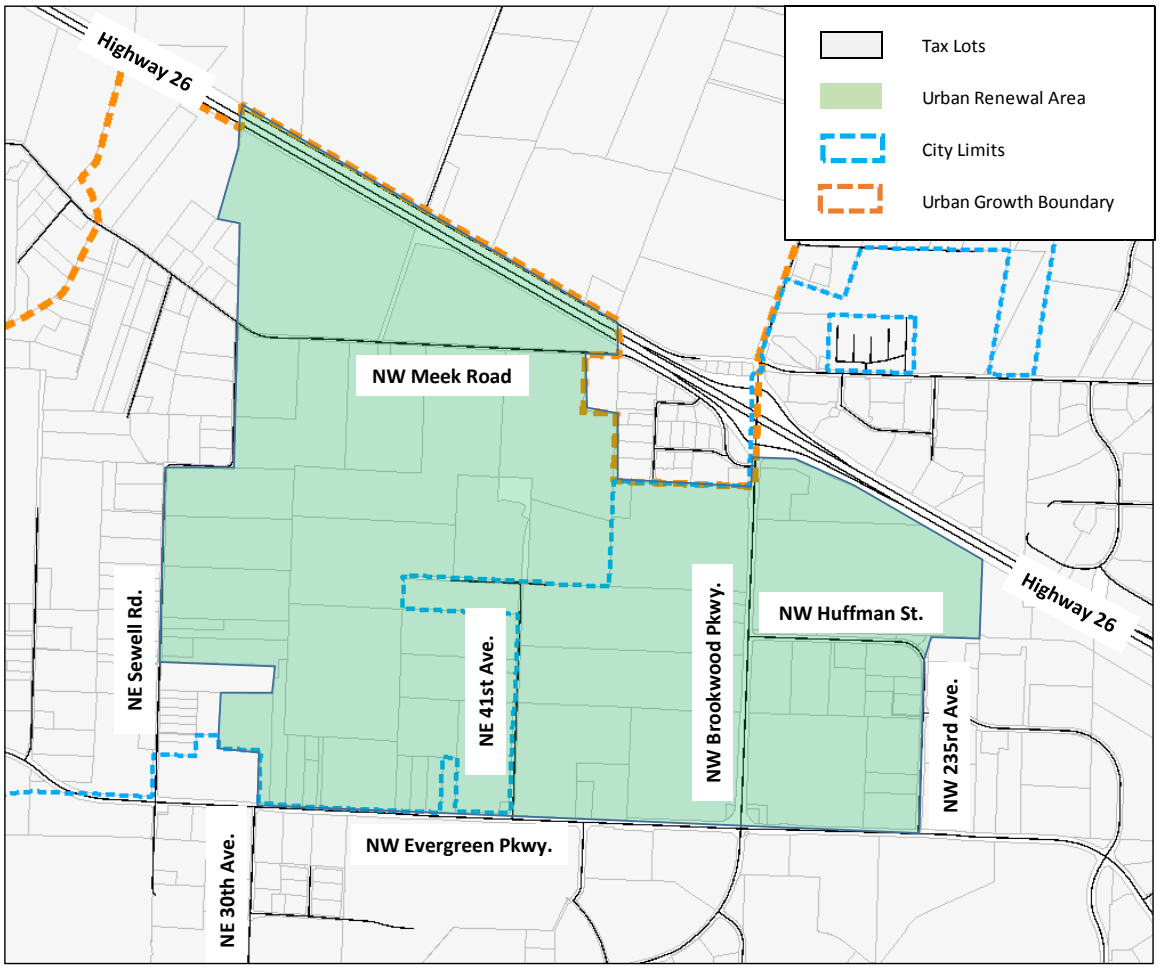
II. General Description of the Area

A. Boundary

The North Hillsboro Industrial Renewal Area includes land within the City of Hillsboro and Washington County. All land is located within the Urban Growth Boundary (UGB) of the Portland Metro region, and is designated as "Industrial" under the Hillsboro Comprehensive Plan map. It is anticipated that parcels located on unincorporated County land, but outside of City limits, will be annexed to the City and have City zoning applied at time of redevelopment over the duration of the Plan.

The Area encompasses 71 tax lots and a total of 1,090 acres including existing public street rights of way.

Figure 2: North Hillsboro Industrial Renewal Area Boundary



Source: Metro RLIS, City of Hillsboro, Johnson Economics LLC

The Area (Figure2) is a generally rectangular-shaped area located on the central north boundary of the City and adjacent County land, and is part of a large industrial zone in north Hillsboro which houses many industrial parks and large employers. The Area is generally bounded by Highway 26 and the UGB to the north. It is bounded by NE 30th Avenue to the east, NW Evergreen Parkway to the south, and NE Sewell Road to the west.

A legal description of the boundary is included as an Appendix to this Plan.

B. Eligibility and Need for Urban Renewal

The North Hillsboro Industrial Renewal Area represents one of the few significant development opportunities for large, undeveloped and diverse industrial sites in the Portland area to meet the region's needs and the public's vision for job creation and economic growth. In order to fulfill this vision, the Area requires a full complement of public infrastructure, none of which exist today:

- A connected transportation system
- Water, sanitary sewer, storm water, and other public services, including new pump stations
- Trails and open space improvements
- Natural resource enhancement and environmental sustainability

The Area currently has inadequate streets, public open spaces and trails, and utilities to support the safety, health and welfare of the community. Streets, water lines, sanitary sewer lines and pump station(s), and storm water systems all need to be added to support redevelopment of the Area for its designated use as industrial, especially for single users of large lots.

ORS 457.010 defines conditions that must be present in order for an area to be eligible to adopt an urban renewal program. The Area meets the statutory definition of need and eligibility in the following ways:

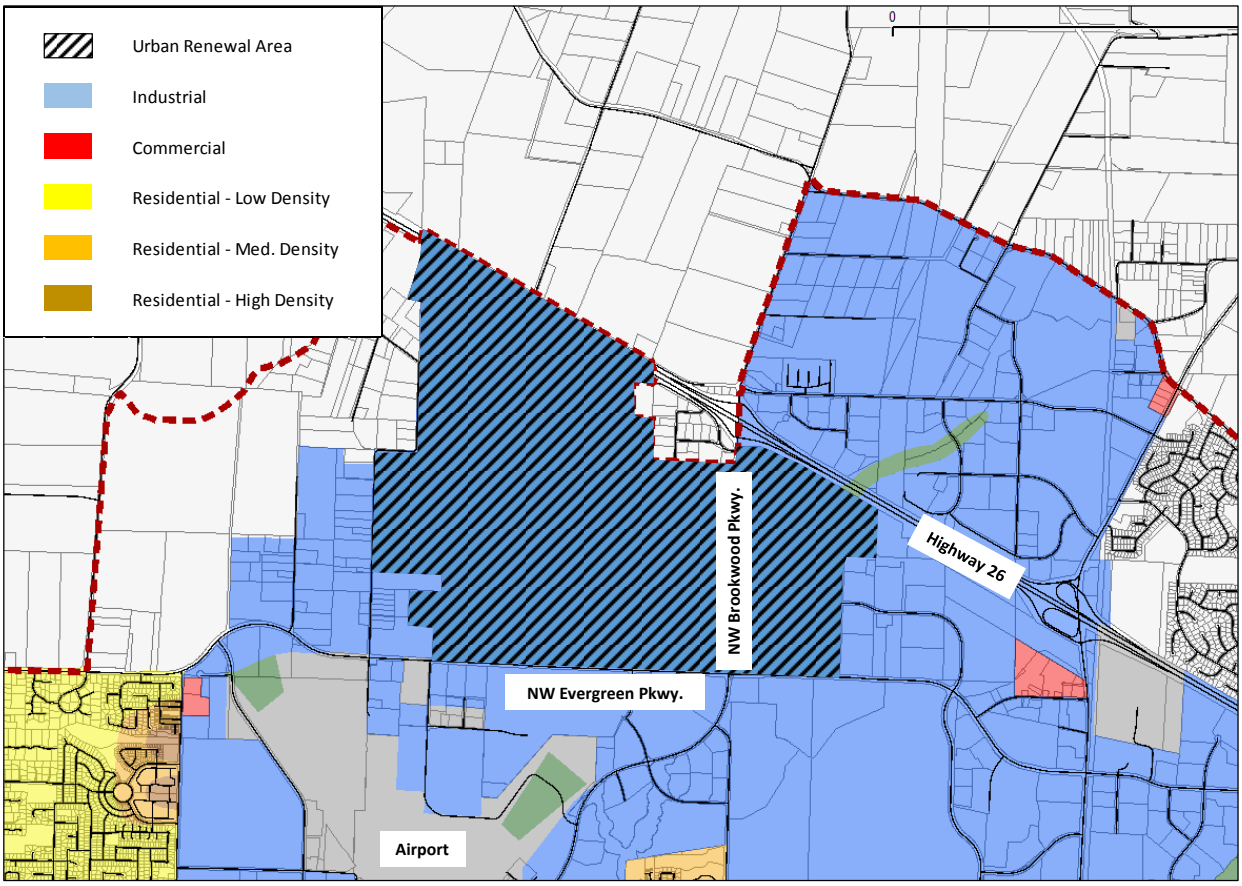
- Existing conditions within the Area include significant obstacles to the successful development of a competitive world-class industrial district that can attract and accommodate employers of all sizes, including large-lot users. Achieving this transformation is in keeping with adopted local and regional plans as well as statewide policies for land use, employment, and economic development (ORS 457.010(1)(a)(E)).
- The Area features inadequate or improper public infrastructure to meet anticipated needs of industrial development on this scale. It is highly unlikely that private industrial developers can provide this scale of infrastructure in a responsive manner to prospective large-site users, which demand timeliness and reliability in making location decisions. These conditions demonstrate the existence of inadequate transportation facilities and utilities to meet public benefit and add value. (ORS 457.010(1)(e)).
- The Area currently features some areas where lot patterns and lay outs, as well as constraints from wetlands, riparian areas and storm water issues will inhibit the efficient division or aggregation of the properties into usable large industrial lots, and other well-configured medium-sized development sites (ORS 457.010(1)(c)).

- Area-wide solutions to wetland and storm water management and community open space are necessary to unencumber industrial redevelopment sites, and particularly the large-lot sites required by local and regional policies. These conditions demonstrate the laying out of property or lots in disregard to contours, drainage or other physical conditions of the terrain (ORS 457.010(1)(d)).
- The Area currently includes areas where the condition of the title, the diverse land ownership, the street and lot layouts, and other conditions prevent envisioned redevelopment of the land according to adopted plans. There are lots of irregular form and shape and inadequate size or dimensions for property usefulness and development (ORS 457.010(1)(c)).
- The area is not being utilized in keeping with the Industrial Comprehensive Plan designation and expectations of regional land use policy defined when the Area was brought into the Urban Growth Boundary. The current rural and agricultural uses have value, however under current uses these areas cannot meet the extensive economic development potential of the envisioned industrial uses, which will provide for the welfare of the community locally and regionally (ORS 457.010(1)(h)).
- There are properties under-developed to an extent that tax receipts are inadequate for the cost of infrastructure and public improvements that are needed to fulfill the redevelopment policy direction, contained in the adopted Comprehensive Plan and industrial zoning districts (ORS 457.010(1)(g)).

C. Land Use, Zoning, Development Standards

The land use plan for the Area is based on the City of Hillsboro Comprehensive Plan Map and Community Development Code (see Figure 3), which will dictate the proposed land uses, maximum densities and building requirements within the Area.

FIGURE 3: CITY OF HILLSBORO COMPREHENSIVE PLAN MAP, AREA



Source: RLIS, City of Hillsboro

The use and development of the land within the Area shall be governed by the City of Hillsboro Comprehensive Plan and Community Development Code. No changes to zoning or zoning standards are anticipated as part of the Plan, or in response to its approval.

The entirety of the Area is covered by the "IN - Industrial" Comprehensive Plan Designation. Those areas which are within the City Limits fall within the "Industrial Park" or "Industrial Sanctuary" zones. A section of the Area also falls within the "Shute Road Special Industrial District" overlay. As properties located outside of the City Limits, but within the Area boundary are redeveloped they will be annexed and zoned with the most appropriate implementing zone (IS - Industrial Sanctuary west of Brookwood Avenue and north of Evergreen Rd and north of Jacobsen Road, and IP - Industrial Park elsewhere).

The source for complete details on zoning designations within the City and Area shall be the Hillsboro Community Development Code, Subchapter 12. The following text provides a brief overview of the relevant zones and their purpose.

1. Industrial Park (I-P)

The purpose of this zone is to create high-quality and attractive of industrial parks in newer industrial areas. This zone aims to reduce vehicle miles traveled by including limited supportive commercial uses in industrial areas. These areas help to accommodate the region-wide need for industrial lands. This zone allows a wide range of industrial, manufacturing, wholesale, utility, storage and transportation uses, and limited commercial uses. New residential uses are prohibited. This zone has flexible development standards, with no minimum or maximum lot size or Floor Area Ratio (FAR). Maximum site coverage is 50% and maximum height is 150 feet for "high profile industrial buildings", and 45 feet for other buildings.

2. Industrial Sanctuary (I-S)

The Industrial Sanctuary zone is meant to implement the Industrial Comprehensive Zone Plan designation in those areas brought into the UGB for that purpose. It functions similarly to the I-P zone. This zone allows a slightly narrower range of industrial, manufacturing, wholesale, utility, storage and transportation uses, and limited commercial uses. New residential uses are prohibited. This zone also has flexible development standards. Maximum site coverage is 50% and maximum height is 150 feet for "high profile industrial buildings", and 45 feet for other buildings. The I-S zone does have some additional standards for minimum lot dimensions and minimum setbacks that do not apply in the I-P zone, but no maximum FAR.

3. Shute Road Special Industrial District (SSID)

The SSID zone is meant to create large "high technology" industrial sites on lands brought into the UGB in 2002. This district is located on properties to the west of Brookwood Parkway, and north of Evergreen Parkway, and East of NE 41st Avenue. The zone is primarily intended to provide land for large-site users involved in high technology product manufacturing, with supportive small and medium industrial uses and limited commercial uses. This zone shares the same development standards as the I-P zone.

D. Relationship to Local Objectives

The Plan is supportive of the public goals and objectives of the City of Hillsboro and supports the general community vision for North Hillsboro. The Plan was prepared in conformance with the City of Hillsboro Comprehensive Plan (which includes the North Hillsboro Industrial Area Community Plan and the Transportation System Plan), Hillsboro 2035 Community Plan, and Hillsboro Parks and Trails Master Plan.

Please refer to Appendix B for a detailed list of the relevant goals and policies from these plans which are addressed and supported by the adopted Goals, Objectives and Projects of this Plan. In general, these are City goals and policies for economic development, orderly urbanization, the provision of adequate infrastructure, open space and trails, and environmental stewardship.

III. OUTLINE OF PROJECTS & REDEVELOPMENT ACTIVITIES

A. General Redevelopment Outline

The City of Hillsboro has established an Urban Renewal Agency, the Hillsboro Economic Development Council (HEDC), to administer urban renewal areas within the City. The HEDC has prepared the Plan. The North Hillsboro Industrial Renewal Area includes both annexed and un-annexed lands. Urban renewal has been an effective tool for stimulating public and private investment in areas in need of revitalization and redevelopment throughout Oregon.

The Plan outlines a series of public realm investments including transportation, utility, trail, storm water and wetland management, and other improvements. This Plan is envisioned to facilitate the provision of public infrastructure to allow timely development of regionally-significant industrial lands in the Area, provide open space and trail improvements to the community, provide wetland and storm water solutions, among other goals (refer to Goals and Objectives in Section I.B).

To meet these goals, the projects outlined herein are primarily focused on the development of public infrastructure improvements in a manner responsive to community- plans and policies for the Area, potential land users and the future development patterns in the Area. In addition, there are funds provided for potential natural resource enhancement activities, development of public facilities, assistance to private property owners for redevelopment activities, and administrative costs of implementing the Plan. This is not an exhaustive list and does not include all potential categories of projects which might be undertaken during the duration of this Plan.

Other than the acquisition of land from willing sellers or acquisition of public right-of-way, this Plan calls for no acquisition, demolition, or clearance of properties in the Area. Development of sites within the Area is envisioned to be accomplished by private land owners.

The following is a description of the possible projects by category. The HEDC reserves the right to pursue any and all project types allowed under ORS 457 and other applicable laws.

B. Plan Projects

1) TRANSPORTATION PROJECTS

Physical road improvements and related improvements to increase accessibility, allow sufficient traffic circulation, improve mobility, and reduce congestion from existing and new development. Projects may include right-of-way acquisition, and the construction, extension, improvement or other physical changes to transportation infrastructure including but not limited to streets, intersections, bike facilities, sidewalks, lighting, signaling, signage, landscaping, access and other improvements.

Specific identified projects include, but are not limited to:

- NE Huffman Street – Extension from NW Brookwood Parkway to Jackson School Road.
- NE 41st Avenue (aka 253rd) – Improvement and extension from NW Evergreen Parkway to Highway 26.
- NE 30th Avenue (aka 264th) – Extension from NW Evergreen Parkway to NW Meek Road.
- NW Meek Road – Improvement and extension from NE 30th Avenue to NE 41st Avenue.
- Internal connectivity street(s) between NW Evergreen, NW Bennett and NW Huffman.
- Intersection signaling – on Huffman Street and on Evergreen Parkway.

2) PUBLIC UTILITY PROJECTS

Physical improvements which improve, extend, or increase capacity of public utilities and utility-related land, easements and facilities in order to serve the Area and/or accompany transportation improvements as appropriate. Projects may include physical above- or below-ground improvements which facilitate the provision of water, storm water, sewer, and other public services to the Area, including regional storm water solutions.

Specific identified projects include, but are not limited to:

- NE Huffman Street – Extension of facilities to accompany transportation improvements
- NE 41st Avenue (aka 253rd) – Extension of facilities to accompany transportation improvements
- NE 30th Avenue (aka 264th) – Extension of facilities to accompany transportation improvements
- NW Meek Road – Extension of facilities to accompany transportation improvements
- Facilities to accompany internal connectivity street(s) between NW Evergreen, NW Bennett and NW Huffman.
- Regional storm water solutions
- Sanitary sewer pump stations, and conveyance

3) TRAIL AND OPEN SPACE IMPROVEMENTS

Projects related to the provision of trail and open space improvements, including but not limited to the acquisition of right of way, grading, paving, lighting, furniture, access points, landscaping, signage and public art. May include improvement of riparian areas and other open space areas.

4) NATURAL RESOURCE ENHANCEMENT AND SUSTAINABILITY PROJECTS

Projects related to mitigating the impacts of development, enhancing the natural resources of the Area and supporting sustainable strategies for site and building development. Activities may include the enhancement and mitigation of impacts on wetlands and floodplains; vegetated corridors and resource overlay areas; and Waible Creek and its tributaries. These projects may include, but are not limited to, enhancement and mitigation efforts including site work, land acquisition, building design and construction and, any necessary scientific or consultant studies, surveys, or plans.

5) PROPERTY ACQUISITION AND DISPOSITION

Acquisition of key property within the Area in the furtherance of Plan goals and objectives and to accomplish the categories of projects described in this section. Properties in this category will be acquired from willing sellers for uses such as land assembly and land banking for economic development purposes. These projects may include, but are not limited to, funding the costs of purchase, lease, or option, and transactional costs of negotiation, purchase, carrying costs, financing, planning, improving, marketing and/or selling, leasing, optioning or other disposition of the property.

6) PUBLIC BUILDINGS OR FACILITIES

Projects to partially or wholly fund the provision of public facilities, which may include facilities for work force training, public safety, administrative facilities, field offices, or other physical public facilities. When a specific project to construct a public building is identified, a minor amendment to the Plan shall be adopted in keeping with ORS requirements. The extent of the Agency's participation in funding such facilities will be based upon an Agency finding on the benefit of that project to the Area, and the importance of the project in carrying out Plan objectives.

7) TECHNICAL AND FINANCIAL ASSISTANCE FOR INDUSTRIAL IMPROVEMENTS

Technical and financial assistance for industrial redevelopment and development in the form of site, market, and feasibility studies; predevelopment analyses; engineering, planning, and/or design activities; environmental assessments; and/or investigation of barriers to redevelopment in support of the goals of the Plan.

8) URBAN RENEWAL PLANNING AND ADMINISTRATIVE COSTS

Funding to pay for the on-going administrative costs of the Plan including but not limited to management, public outreach, finance and budgeting, and all other administrative costs associated with implementing the Plan. In addition, administrative costs may include but are not limited to additional planning processes, technical studies, architectural, engineering, design, and economic services, marketing materials, and other processes required to procure these services.

IV. PROPERTY ACQUISITION AND RELOCATION PLAN

The Plan allows for making potential contributions, in part or in whole, to the acquisition of right-of-way for transportation improvements, utilities, open space and trails, wetland mitigation, storm water management, natural resource enhancements, and other public uses, or sites for public facilities. The City of Hillsboro Transportation System Plan, Parks and Trails Master Plan, and other planning documents shall guide the location and alignment of these improvements. Such property would be retained for public use and might be purchased at any time during the life of the Plan. Prior to the HEDC acquiring property, there shall be a Minor Amendment to the Plan.

The Plan also allows for the potential acquisition from willing sellers of land parcels for economic development purposes such as land banking or land assembly of key sites. Such property might be purchased at any time during the life of the Plan. Prior to any acquisition, the HEDC shall have approved a Minor Amendment to the Plan to identify the real property to be acquired.

There are no anticipated relocation activities required by the projects as outlined in this Plan. If such necessity arises during the execution of this Plan, all relocation activities will be undertaken and payments made in accordance with the requirements specified in the ORS 35.500 et seq. Prior to any acquisition activity which may require displacement, the HEDC will establish a Relocation Policy which will call for the HEDC's assistance to those residents and/or businesses displaced. Such assistance may include providing information regarding suitable locations, payments of moving expenses and other reimbursements, as deemed necessary.

V. METHODS OF FINANCING

A. General Description of Financing Methods

The HEDC may borrow money and accept advances, loans, grants and any other form of financial assistance from the federal government, the state, the county or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out the projects and intents of this Plan. This Plan also authorizes any other financing methods, public or private, allowed to an Urban Renewal Agency under ORS 457.

The primary anticipated source of funding for carrying out this Plan and its projects, in part or in whole, is Tax Increment Financing as authorized in Section 1c, Article IX of the Oregon Constitution and ORS 457. This Plan allows for a division of ad valorem taxes under ORS 457.220 to ORS 457.440.

Revenues obtained by the HEDC will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Maximum Indebtedness

The limit on maximum indebtedness allowed under this Plan by the calculation method described in ORS 457.190(4)(c) is one hundred seventy-two million two hundred thousand dollars ($172,200,000).

In keeping with ORS 457.190(4)(d) the total maximum indebtedness may be increased annually on July 1 of each year to reflect inflation of construction and other costs involved in the Plan projects. The amount of inflation which has occurred since initial adoption shall be calculated using the Consumer Price Index.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the City or the HEDC in connection with planning and preparation of this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

VI. PLAN AMENDMENTS

The Plan anticipates the possibility of both minor and substantial amendments becoming necessary in response to future changes in economic conditions, land use, and other factors. In accordance with ORS 457.220, any substantial amendment to the Plan shall, before being carried out, be approved and recorded in the same manner as called for in the original plans adopted under the requirements of ORS 457.085.

For the purposes of the document, "Substantial Amendment" means:

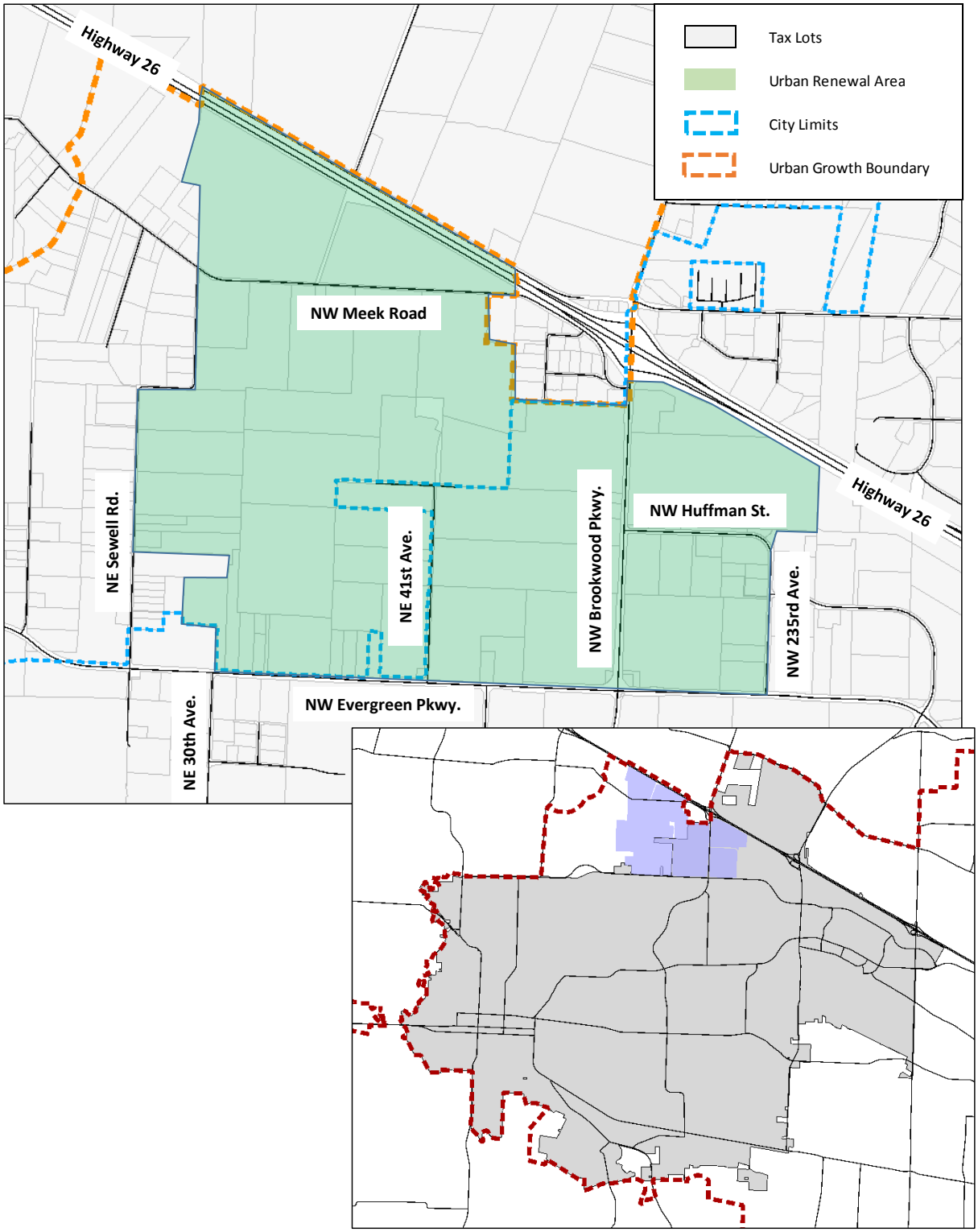
- Adding land to the Area, except for an addition of land that totals not more than one (1) percent of the existing area of the North Hillsboro Industrial Renewal Area. The aggregated total of all additions may not exceed 20% of the total land area in the original boundary.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan. The aggregated total of all additions may not exceed 20% of the original maximum indebtedness, after adjustment for inflation as described in ORS 457.220(4)(b).

All amendments or changes in this Plan which are not Substantial Amendments, as specified above, shall be considered Minor Amendments. Minor amendments to the Plan shall be approved by Resolution of the HEDC.

Presentation of any amendment to the HEDC or City Council shall be accompanied by the recommendations of staff.

Amendments to the City of Hillsboro Comprehensive Plan or other adopted zoning and development regulations of the City of Hillsboro that affect property in the Area shall govern land use in the Area and do not require separate approval by a Plan amendment.

APPENDIX A - NORTH HILLSBORO INDUSTRIAL RENEWAL AREA MAP



Source: Metro RLIS, City of Hillsboro, JOHNSON ECONOMICS LLC

APPENDIX B – ADOPTED GOALS AND POLICIES SUPPORTED BY PLAN

The Plan is supportive of the public goals and objectives of the City of Hillsboro and supports the general community vision for the North Hillsboro Industrial Renewal Area. The Plan was prepared in conformance with the City of Hillsboro Comprehensive Plan (which includes the North Hillsboro Industrial Area Community Plan and the Transportation System Plan), Hillsboro 2035 Community Plan, and Hillsboro Parks and Trails Master Plan.

The following is a list of the most relevant goals and policies from these plans which are addressed and supported by the adopted Goals, Objectives and Projects of this Plan. In general, these are City goals and policies for economic development, orderly urbanization, the provision of adequate infrastructure, open space and trails, and environmental stewardship.

CITY OF HILLSBORO COMPREHENSIVE PLAN

(Adopted April 5, 1977, ordinance no. 2763-4-77; Amended through January 2015.)

While the Urban Renewal Plan is designed to be supportive of all City goals and initiatives, the key sections of the Comprehensive Plan are:

- Section 1: Citizen Involvement
- Section 2: Urbanization
- Section 6: Natural Resources, Open Space, Scenic and Historical Sites
- Section 7: Air Water and Land Resource Quality
- Section 9: Recreation
- Section 10: Economy
- Section 11: Energy
- Section 12: Public Facilities and Services
- Section 13: Transportation
- Section 30: North Hillsboro Industrial Area Community Plan

The following is a list of the most relevant Comprehensive Plan Goals and Policies addressed by the North Hillsboro Industrial Renewal Plan.

SECTION 1: CITIZEN INVOLVEMENT

(I) Goals

With the advice and assistance of the Citizen Involvement Advisory Committee (CIAC):

(A) Design, and implement citizen involvement programs, which facilitates public involvement in major Comprehensive Plan and implementing land use ordinance revisions and assures that such actions are based on factual and complete available information. At a minimum, such public involvement programs will provide for adequate notice on citizen involvement activities;

advanced information on matters under consideration; and opportunities for citizen participation as determined by the CIAC.

(B) Inform the citizens of the Hillsboro planning area of the opportunity to participate in all phases of planning through the citizen involvement program.

(C) Encourage and actively solicit citizen participation through a diverse and wide-ranging communication program.

(D) Develop, through education, a citizenry capable of effective participation in the planning process

SECTION 2: URBANIZATION

(I) Goal. To provide for the orderly and efficient transition of land from rural to urban use by identifying and establishing areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area. Establishing land use designations in particular areas will be based upon the need to:

(B) Control the economic, environmental and energy consequences of urban growth.

(C) Retain agricultural land outside the urban area.

(D) Provide for the orderly and efficient extension of public facilities and service.

(E) Assure efficient development of land consistent and compatible with the community's needs and resources.

(F) Provide decent housing, employment opportunities and an environment with a high degree of livability for the citizens of Hillsboro and surrounding community.

(G) Assure consistency with the Regional Urban Growth Boundary.

(III) Policies

(A) Urbanization within the planning area shall be consistent with the goals and policies of this Plan. Development shall occur according to the availability of urban services and within the context of the Urban Planning Area Agreement. The City and other government agencies shall encourage property owners to maintain the present rural use and character of undeveloped or underdeveloped lands within the Hillsboro Planning Area until such land is required and proposed for urban use and the necessary urban services are available.

(B) Land use designations within the Hillsboro Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2035.

(C) Any land use implementation measure adopted by the City or other government agency shall be consistent with and support the need to expand public facilities and services as outlined in this goal, and shall be designed in a manner that accommodates increased public demands for urban services and is responsive to both expected growth in the commercial and industrial sectors and to population growth in the area.

(D) The City shall adopt and enforce mutually supporting implementation measures necessary to integrate the type, timing and location of public facilities and services in a manner that accommodates both expected growth in the commercial and industrial sectors and the increased population density within the Hillsboro Planning Area.

(E) The City shall coordinate its planning activities and implementation measures with government agencies in the planning area and determine respective roles and responsibilities necessary to carry out the policies of this goal. An Urban Planning Area Agreement that clearly delineates the respective roles of the City and Washington County within the Hillsboro Planning Area shall be adopted and revised, if appropriate, as a part of the major revision process.

(F) In the Area of Interest, the City will continue its current annexation policy, under which a property owner interested in annexing to the City is encouraged to contact the City for information and assistance about how to initiate and complete the annexation process.

(G) Upon annexation within the Area of Interest, the City may initiate amendments to the City Comprehensive Plan Land Use and Transportation Maps for the annexed property. City land use designations and functional street classifications should correspond as closely as possible to the designations and classifications previously adopted by Washington County for the property. In the South Hillsboro Community Plan Area, the City may adopt City land use designations and functional street classifications that are consistent with the South Hillsboro Community Plan as described in Section 31 of the City Comprehensive Plan.

(H) The City will negotiate with the service district(s) currently providing urban services to property in the Area of Interest and will address service provision issues on an individual basis upon receipt of a petition for annexation. The City will work toward formal long-term service agreements with each affected service district and consider the Area of Interest in all public facility plans.

(III) Implementation Measures

(A) Urban development shall occur only where urban services exist or are available. It is the intent of this Plan to encourage development in those areas where such services are currently available or can be readily provided in a logical manner.

(1) Urban services necessary for development include adequate water, sewer, and fire protection. The documentation of the availability of these needed services must be current.

(2) Whenever feasible, the installation of sewage trunk lines shall occur prior to the development of the affected urban area.

(3) Public streets, new or existing, that are proposed for access to a particular development site shall be designed, located and constructed in accordance with the transportation element of the Comprehensive Plan.

(4) Other essential services, including school districts, Police or Sheriff's Department, water districts, and transit agency, must be shown to be available to a proposed development within five years of a development approval.

(5) The infill of vacant, bypassed lands, between areas of development, at an urban level, shall be encouraged. Appropriate measures shall be taken to insure that new development in infill areas is compatible with existing developed areas. The City will support a proposed annexation of infill areas and allow subsequent development to occur under the clear and objective standards in its implementing ordinances, including the Zoning and Subdivision ordinances.

(B) The City will coordinate with Washington County and affected special districts to develop joint capital improvement programs to provide urban services within the Hillsboro Planning Area.

(C) Existing floodplain regulations will be reviewed and amended as necessary to assure compatible provisions and prevention of detrimental effects of activities across jurisdictional boundaries.

(D) Any proposed land development within the City of Hillsboro, that meets the definition of “development” as described in Chapter 1 Section 1.02.15 of the Washington County Clean Water Service’s Design and Construction Standards and Regulations Pertaining to the Sanitary Sewerage and Storm and Surface Water Management Systems, including Regulations for Erosion Control and Protection of Water Quality Sensitive Areas, shall be reviewed for compliance with, and shall comply with the applicable provisions and procedures of Chapter 3, Standard Design Requirements for Storm and Surface Water of the CWS’s Design and Construction Standards and Regulations for Sanitary Sewerage and Storm and Surface Water Management Systems.

(G) All land in the Hillsboro Planning Area is expected to be annexed and made available for urban development consistent with the Comprehensive Plan, applicable community plans, City zoning and subdivision regulations, and the Urban Planning Area Agreement.

(H) The City and County, through joint capital improvements programming and cooperation with special districts, will place a higher priority on capital

expenditures which would assure the provision of full urban services in the Hillsboro Planning Area.

(I) Maximum use of urban services available in the Hillsboro Planning Area will be achieved by encouraging new development at the maximum densities prescribed by the applicable Comprehensive Plan/land use ordinance, and through infill of partial developed areas. The potential for poorly designed development to have a negative impact on social and aesthetic values increases with density. Consequently, development proposals above the minimum prescribed density of the applicable zone must demonstrate outstanding compliance with any applicable objective development standards and design guidelines adopted by the City Council or the Planning Commission.

(K) In order to protect development opportunities for large lot industrial uses until such time as there is no demonstrated demand or need for such large lots; and to provide opportunity for location of compatible small and medium size industrial uses near such large lot industrial uses; the City may place a Special Industrial District (SID) overlay zone on specific areas designated industrial on the Comprehensive Plan Land Use Map. The Special Industrial District shall limit development in any areas so zoned to primarily larger lot industrial projects.

(N) The City shall work with Washington County during the County's scheduled process to amend the Urban Planning Area Agreement to reflect the definitions and policies regarding the City's Area of Interest.

SECTION 6: NATURAL RESOURCES, OPEN SPACE, SCENIC AND HISTORICAL SITES

(I) Goals

(A) Preserve, protect and maintain for present and future residents of Hillsboro and surrounding community open space, historic sites and structures.

(B) Provide a livable and attractive environment.

(C) Promote and encourage development in character with the natural features of the land.

(D) Identify and provide appropriate protection for “significant” Goal 5 natural resource sites including wetlands, riparian corridors and wildlife habitat areas, including Habitat Benefit Areas not within the Significant Natural Resource Overlay District throughout the City.

(III) Policies

(A) Open space.

(1) The City shall assure at the time of development the preservation of open space at a level which maintains a balance of land uses within the planning area and shall encourage the creation and maintenance of open space in the urban area. A funding mechanism

for public acquisition of open space shall be developed and utilized in appropriate situations.

(2) A process shall be developed and utilized which determines the suitability of lands for open space and provides a method for preserving suitable open space lands.

(3) The City shall promote and encourage development patterns and other techniques which preserve open space within the planning area.

SECTION 7: AIR, WATER, AND LAND RESOURCE QUALITY

(I) Goal. To maintain and improve the quality of the air, water and land resources, the total waste and process discharges from all developments and activities in the planning area shall not degrade resources or threaten resource availability.

(III) Policies

(A) The City shall discourage total dependence on auto transportation by promoting and encouraging less polluting transportation including, but not limited to, local transit, bicycling and walking, and by providing for convenience commercial and service centers in or near residential areas.

(B) The City shall design a storm sewer and sanitary sewer master plan and develop implementation measures necessary to assure that a storm sewer and sanitary system are provided to areas designated urban. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Hillsboro Planning Area.

(D) Industrial and commercial activities in the planning area shall operate within all applicable state and federal environmental standards regarding waste and process discharges.

(F) Land use activities which result in conflicting impacts on the air, land, or water should be separated and/or buffered to minimize the negative effects of the conflicting activities.

(G) New development shall be allowed only if urban services such as water, sewer, and streets, are available, and only in accord with the Urban Planning Area Agreement.

(H) All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.

(I) Implementation measures designed to maintain and improve the air, land and water resources and manage land use and development shall be consistent with, and reflective of, the community's desires for a quality

living environment, state and federal environmental quality statutes, rules, standards and implementation plans.

(K) To reduce potential impacts of airport operations on surrounding properties, the City shall limit noise sensitive and public assembly and uses in proximity with the Hillsboro airport, consistent with the current Airport Master Plan and Compatibility Study.

SECTION 9: RECREATION

(I) Goal. To design a parks and recreation facilities plan and provide a recreation program that:

(A) Provides a variety of open spaces, parks, recreation facilities and recreation programs.

(B) Links open spaces, parks, recreation facilities, and school, via a pedestrian and bicycle trail system.

(C) Promotes and encourages a physically fit and healthy community.

(II) Policies

(A) The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.

(B) Recreation facilities and programs shall be designed to meet the recreation needs of citizens of all ages and physical capabilities.

(C) The development of parks, recreation facilities and programs shall be coordinated with other public agencies, including schools, in order to efficiently use public lands and facilities for recreation.

(E) Floodplains may be used for park and recreation facilities requiring large areas of land. The development of the parks and recreation facilities shall be consistent with the provisions of the Floodplain Ordinance and shall avoid wildlife nesting, feeding and mating habitats.

(F) A pathways plan shall be developed to link open spaces, parks, recreation facilities and schools within the planning area.

(G) The donation of land for public parks within new development shall be encouraged.

(H) The creation and preservation of private parks and open spaces within developments shall be encouraged.

(J) Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.

(K) The preservation of some natural areas will be considered when designing and developing parks.

SECTION 10: ECONOMY

(I) Goals

(A) Expand, improve and diversify the economy of the planning area.

(B) Provide local employment opportunities for area residents.

(C) Conserve energy by lowering commuting distance.

(D) Increase and expand the economic base, tax base and economic independence of the area.

(III) Policies

(B) Industrial land use. Industry in Hillsboro was located primarily south and west of the central business district in an area bounded by the Oregon Electric and Southern Pacific Rail lines. This area was laid out in urban lots within the usual street grid system, with existing industry being interspersed with both residential dwelling and commercial establishments. This has made expansion of existing industry and establishment of new industry difficult and prevents efficient industrial development patterns from occurring in this area. In addition, industrial use west of the central business district detracts from the visual appearance of retail areas and inhibits business expansions in this direction. Therefore, if Hillsboro is to become economically less dependent on Portland and other cities, then sufficient land must be designated industrial in other parts of the Hillsboro Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns.

(1) Land in the vicinity of the airport should be designated for uses which will take advantage of the special services provided by the Port facility.

(2) Sufficient land shall be designated industrial on the Comprehensive Plan Map to:

(a) Attract and accommodate both labor intensive and land intensive industrial activities.

(b) Provided areas for different types of industrial developments.

(c) Develop a diverse industrial base offering an increasing number of employment opportunities.

(d) Decrease the property tax burden on residential property.

(3) The City may use the following or similar implementation measures to promote and encourage the establishment and expansion of industry in the planning area; tax incentives, land use controls and ordinances, preferential assessments, capital improvement programming, fee and less-than-fee acquisition techniques and available state and federal programs or grants.

(4) Public facilities and services necessary to meet the special needs of industrial activities should be planned for those areas designated industrial on the Comprehensive Plan Map and should be provided at a level sufficient to support proposed activities.

(5) All industries shall meet federal, state and local environmental quality standards.

(6) Industrial developments should be well landscaped and maintained, and existing trees should be preserved, where possible.

(IV) Implementation Measures

(1) The Land Use Map shall designate adequate vacant land of various types and sizes for industrial and commercial development. Future planning efforts related to the economy should be focused on monitoring and providing adequate vacant land.

SECTION 11: ENERGY

(I) Goal. To conserve energy by using energy conservation as a determinant in:

(A) The location of various land use activities (residential, commercial, industrial).

(B) The design of developments.

(C) The design and development of a transportation system.

(D) The design and construction of housing and other structures.

(III) Policies

(A) The City shall promote and encourage the construction of energy-efficient residential, commercial and industrial structures.

(D) Improvement and expansion of the transportation system will be designed to safely accommodate energy efficient transportation methods.

(G) Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.

(H) The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials.

SECTION 12: PUBLIC FACILITIES AND SERVICES

(I) Goals

(A) Provide public facilities and services in an orderly and efficient manner consistent with the expansion of urbanization into rural areas.

(B) Utilize the availability of public facilities and services as a tool for guiding urbanization with the Hillsboro Planning Area. …

(E) Provide that future development is appropriately guided and supported by the provision of public facilities and services in a timely, orderly, and efficient manner.

(III) Policies

(A) The extension of a public facility, utility or service outside the urban area shall occur only in conjunction with an expansion of the Urban Growth Boundary and shall be provided at a level consistent with the intended density and designated land use for the area. …

(D) Public facilities and services shall be provided at a level sufficient to create and maintain an adequate supply of housing and service an increasing level of commercial and industrial activity. …

(M) The City shall promote coordination among the City and other governmental and interested parties including special districts to facilitate the most effective uses of public facilities serving the planning area.

SECTION 13: TRANSPORTATION

(I) Goals

(A) **Safety.** Develop and maintain a safe City transportation system.

(B) **Multi-modal Travel.** Provide a balanced City transportation system.

(C) **Trip Reduction.** Develop a transportation system that helps to reduce the number of motor vehicle trips and contributes to regional goals to reduce per capita vehicle miles of travel.

(D) **Performance.** Provide an efficient transportation system that manages congestion.

(E) **Goods Movement.** Provide for efficient movement of goods and services.

(F) **Livability.** Transportation facilities within the City shall be designed and constructed in a manner that enhances livability of Hillsboro.

(G) **Accessibility.** Develop transportation facilities that are accessible to all members of the community and minimize out-of-direction travel.

(III) Policies

(A)(1) Build, maintain and/or support a well-defined and safe transportation system within the City for pedestrian, bicycle, transit, motor vehicles, air and rail travel.

(B)(1) Design transportation facilities within Hillsboro that accommodate multiple modes of travel within transportation corridors where appropriate and encourage their use to move people, goods and services within these corridors. Encourage and coordinate efforts to provide convenient linkages between various modes of travel.

(B)(2) Construct bikeways and pedestrian facilities on major, new or reconstructed arterial and collector streets within Hillsboro (with roadway construction or reconstruction projects). Coordinate (or require where appropriate) convenient access to existing or planned bike and pedestrian facilities from nearby schools, parks, transit, public facilities and retail areas.

(B)(4) Link the regional trails network to Hillsboro's bicycle and pedestrian systems.

(C)(2) Ensure that nearby commercial, community service and high employment industrial land uses are developed in a manner that provides convenient access to pedestrians, bicyclists and transit riders….

(D)(1) Maintain a level of service consistent with regional goals and reduce traffic congestion.

(D)(4) Provide a cost-effective transportation system where the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.

(E)(1) Design arterial routes, highway access and adjacent land uses in ways that facilitate the efficient movement of goods and services

(E)(2) Coordinate with the Port of Portland in planning for the Hillsboro Airport.

(F)(2) Relate the design of street capacity and improvements to their intended use, as well as to their impact on the natural and built environments.

SECTION 30: NORTH HILLSBORO INDUSTRIAL AREA COMMUNITY PLAN

(I) Goals

(A) To identify land planning and design concepts for the North Hillsboro Industrial Area to guide land use, development lotting patterns and public facilities planning and implementation within the Area in order to expand opportunities for job creation.

(B) To expand and diversify the Hillsboro industrial economic base by providing for:

- Large parcels to accommodate industrial campuses, vertically-integrated companies and related businesses and other industrial users;
- Medium and small parcels to accommodate industrial campuses and business parks for flex space users, research and development companies, incubator businesses, business suppliers, spin-off companies and other businesses that derive from, or are extensions of larger

campus users and industrial developments within the North Hillsboro Industrial Area and the Portland Region.

(II) Policies

(A) Where the prevailing ownership pattern is larger lots, encourage and facilitate the creation of large industrial sites (parcels 50 – 100 or more acres in size) for large-scale industrial campuses and development projects. Assist with land assembly and reservation of such sites where large-size parcels form the prevailing land ownership pattern. Encourage assembly of large lots resulting in remnant parcels that are useable for smaller industrial uses and/or commercial purposes consistent with this Section.

(B) Where the prevailing ownership pattern is smaller lots, encourage and facilitate the development of smaller, diversified industrial uses and sites (20 – 50 acres in size) - especially smaller-scaled flex-space industrial business parks suitable for spin-off operations and start ups. …

(C) Provide for aesthetically attractive, well-designed industrial development within every development site in the North Hillsboro Industrial Area.

(III) Implementation Policies

(D) Natural Resources Management

In accordance with the City's Goal 5 provisions of Section 6, Natural Resources, Open Space, Scenic and Historical Sites, of the Hillsboro Comprehensive Plan, upon annexation to the city, significant wetland and riparian/upland wildlife habitat resources in the North Hillsboro Industrial Area shall be accorded the appropriate protection level prescribed by Section 12.27.200, Significant Natural Resources Overlay District, of the Community Development Code.

In particular, mitigation and enhancement activities shall emphasize the improvement of the Waible Creek Tributary wetlands, floodplain and riparian upland wildlife habitat resources, collectively referenced as the Waible Creek Tributary Riparian Corridor. In the Corridor, the guiding principle for mitigation and enhancement activities is connectivity of resource types, to allow wildlife passage between larger habitat units and genetic flow between plant communities. Where development projects impact significant natural resources, the City may identify and require appropriate mitigation and enhancement measures by such projects to improve connectivity and resource functions and values within and connected to the Corridor.

(E) Parks and Open Space

Greenspace corridors will be preserved and passive recreational opportunities and trails provided along the edges of greenspace areas for employees within the North Hillsboro Industrial Area.

HILLSBORO 2035 COMMUNITY PLAN

(August 2015)

This Plan is supportive of the Hillsboro 2035 Community Plan which presents a vision for the 20-year development of the community. The 2035 Plan presents goal statements and initiatives over a range of subjects important to the community. The most relevant of these subjects to the Area include, but are not limited to:

- Economy and Infrastructure
- Livability and Recreation
- Environmental Sustainability

ECONOMY AND INFRASTRUCTURE

Goal Statement: Hillsboro's world class economy, advanced technical training, and innovative, business-friendly culture attracts investments and supports businesses of all sizes. State of the art infrastructure systems including communications, roads, transit and water supply are in place and continually updated to accommodate the city's growth and evolution. Hillsboro is a vibrant, regional destination for arts, recreation, cuisine and entertainment.

Initiative 1: Promote and preserve Hillsboro's business-friendly culture.

Initiative 2: Encourage and support the growth of emerging industries, small business and the spirit of entrepreneurship.

Initiative 3: Sustain Hillsboro's role as Oregon's economic engine by retaining, expanding and recruiting technology and other traded-sector industries.

- 3(A): Implement activities including industry cluster development, marketing and business outreach to support retention, expansion and recruitment of companies with emphasis on technology and manufacturing.
- 3(B): Facilitate technology employment opportunities for Hillsboro residents by expanding and promoting specialized training.
- 3(C): Develop and enhance Hillsboro's globally competitive infrastructure essential to supporting and attracting traded-sector employers including development ready sites, transportation, workforce, communications systems, water supply and incentives.

Initiative 6: Implement efforts to ease traffic congestion in and around Hillsboro.

- 4(B): Support continued expansion of Highway 26 including lanes, interchange capacity and bridges through targeted policies and pursuit of regional funding.

4(C): Add capacity to the regional arterial street network to ease congestion and improve freight mobility, with emphasis on north/south corridors.

4(D): Dedicate resources to repair, maintain and enhance existing roadways

LIVABILITY AND RECREATION

Goal Statement: With its clean, walkable neighborhoods, alternative transportation options, access to a variety of housing, open spaces and trails, abundant recreational activities and a thriving arts culture, Hillsboro is recognized as one of the most vibrant and livable communities in the Pacific Northwest.

Initiative 6: Expand recreational facilities and opportunities to serve Hillsboro's growing and diversifying population.

6(B): Create interactive trails with amenities like art and cultural activities

Initiative 7: Make Hillsboro walkable and bicycle-friendly citywide for daily living and recreation.

7(B): Add and promote off-street walking, running and hiking trails citywide

7(C): Improve on-street bicycle commute and recreation infrastructure by adding lanes, improving buffers and connections, and promoting designated travel routes

ENVIRONMENTAL SUSTAINABILITY

Goal Statement: Hillsboro is a sustainable community that takes proactive steps to protect natural assets, minimize greenhouse gas emissions, and recover, recycle and renew resources. Residents, businesses and community institutions understand the link between economic prosperity and environmental health, and work collaboratively to maintain a thriving city for future generations.

Energy Objectives:

- Reduce greenhouse gas emissions
- Reduce use of non-renewable energy resources
- Expand use of renewable energy resources to meet demand

Resource Conservation Objectives:

- Enhance understanding of the importance of natural assets and ecosystem services
- Protect and enhance environmental assets (air, land, water and habitat)

- Foster healthy human and wildlife populations

Resource Recovery and Renewal Objectives:

- Reduce waste stream volumes
- Repurpose waste stream elements for beneficial use
- Pursue a "one-water" use and reuse strategy

[See also the Environmental Sustainability Plan (2035)]

HILLSBORO PARKS & TRAILS MASTER PLAN AND NATURAL RESOURCE ANALYSIS

(February 2010)

This Plan is supportive of the Hillsboro Parks & Trails Master Plan, which was completed in 2010 and is undergoing an update at this time. The Master Plan finds a need for additional greenways and open space and trails. Waible Creek in the Area is identified as a potential location for both greenway and creek improvements:

> "Waible Creek – This creek is primarily outside the urban growth boundary, north of Hillsboro. Protection of this creek from the confluence with McKay Creek on the west to the Waible Creek tributary to the east provides an opportunity for a greenway buffer, potentially incorporating a future footpath or multi-use path…. To the north of Hillsboro the Waible Creek could provide an opportunity for an unpaved trail or footpath from McKay Creek Greenway east through the Gordon Faber Recreation Complex and continuing on to the Rock Creek Trail. Establishing a foot path in this area could provide low impact recreational trail opportunities for the future northern employment district of Hillsboro."

- Hillsboro Parks & Trails Master Plan (pgs. 42,44)

APPENDIX C – LEGAL DESCRIPTION

North Hillsboro Industrial Renewal Area - boundary

A tract of land located in Sections 16, 17, 20, 21 and 22 in Township 1 North, Range 2 West, Willamette Meridian, Washington County, Oregon more particularly described as follows:

Beginning at the most southerly Southwest Corner of Lot 1 (Washington County Tax Lot 1N222DD000100), Oregon Technology Park, a duly recorded subdivision in Washington County, and being a point on the northerly right-of-way line of NW Evergreen Parkway (49.0 feet from centerline);

thence along the easterly right of way of NW 235th Avenue, along a curve to the right having a radius of 29.50 feet, through a central angle of 39°54’52”, an arc distance of 20.55 feet (chord bears North 49°47’12”, 20.14 feet);

thence continuing along the easterly right of way of NW 235th Avenue, North 2°14’05” East, a distance of 1974.30 more or less to the Southeast corner of Tract “F” (Tax Lot 1N222D000700), Oregon Technology Park No. 2, a duly recorded subdivision said County;

thence along the easterly boundary of Tract “F”, North 2°14’00” East, a distance of 172.46 feet to an angle point on the easterly boundary of Tract “F”;

thence along a curve to the left having a radius of 283.50 feet, through a central angle of 18°56’33”, an arc distance of 93.73 feet (chord bears North 29°16’51” East, 93.30 feet) to a point on the south boundary line of that property described in Washington County Deed Document Number 2003-111822 (Tax Lot 1N2220000200);

thence along said south line, South 88°02’06” East, a distance of 542.05 feet to the southeast corner of said Document Number 2003-111822;

thence along the east line of said Document Number 2003-111822, North 1°33’50” East, a distance of 908.00 feet to a point on the southerly right of way line of US Hwy No. 26;

thence along said southerly right of way line North 60°06’10” West, a distance of 1629.21 feet to an angle point in said south right of way line;

thence continuing along said south right of way, North 66°37’39” West, a distance of 352.27 feet to an angle point in said south right of way line;

thence continuing along said south right of way, North 61°32’29” West, a distance of 200.06 feet to an angle point in said south right of way line;

thence continuing along said south right of way, North 71°25’14” West, a distance of 101.98 feet to an angle point in said south right of way line;

thence continuing along said south right of way, North 67°13’59” West, a distance of 201.55 feet to an angle point in said south right of way line;

thence continuing along said south right of way, North 88°59’38” West, a distance of 333.12 feet to a point on the east right of way line of NW Brookwood Parkway;

thence along said east line, South 16°13’56” West, a distance of 86.10 feet;

thence along said east line South 3°21’03” West, a distance of 124.50 feet;

thence continuing along said east right of way, South 2°36’51” West, a distance of 119.77 feet to a point being the intersection of the said east right of way line with the extension of the south line of the Plat of Sunset Acres, a duly recorded subdivision in said county;

thence along said extension and the south line of Sunset Acres, North 87°49’52” West, a distance of 1688.78 feet to the southwest corner of Lot 5 (Tax Lot 1N221AA01302), of Sunset Acres;

thence along the west line of said Sunset Acres, North 2°25’09” East, a distance of 785.83 feet to the southeast corner of that property described in Washington County Deed Records 83018094 (Tax Lot 1N2210001400);

thence along the south line of said property North 86°53’11” West, a distance of 383.00 feet to the southwest corner of said property;

thence along the west line of said property, North 2°25’09” East, a distance of 661.24 feet to a point on the south right of way line of NW Meek Road (20 feet from centerline);

thence along said south right of way line, South 87°03’33” East, a distance of 383.00 feet to the northeast corner of that property in said Deed 83018094;

thence leaving said south right of way line, North 2°40’48” East, a distance of 40.0 feet to a point on the north right of way line of NW Meek Road and being the southeast corner of that property described in Deed Document Number 94-100079 (Tax Lot 1N2160000700);

thence North 21°09’52” East, a distance of 71.88 feet to the southwesterly right of way line of US Hwy No. 26;

thence leaving the southwesterly right of way line and following the Metro Urban Growth Boundary as of August 2015, North 12°56’25” West, a distance of 330.11 feet to a point on the northeasterly right of way line of US Hwy 26, and the southeast corner of that property described in Deed Document Number 97043257 (Tax Lot 1N2160000103);

thence along the northeasterly right of way line of US Hwy 26, also being along the Metro Urban Growth Boundary as of August 2015, the following courses:

North 60°02’30” West, a distance of 712.15 feet;

North 59°53’27” West, a distance of 1607.96 feet;

North 59°48’48” West , a distance of 177.00 feet;

North 63°39’20” West, a distance of 58.03 feet;

North 59°55’35” West, a distance of 1003.02 feet;

North 59°55’35” West, a distance of 1003.02 feet;

North 58°34’13” West, a distance of 105.48 feet;

North 59°02’31” West, a distance of 101.45 feet;

North 60°45’41” West, a distance of 130.64 feet;

North 60°38’06” West, a distance of 442.91 feet;

North 60°32’52” West, a distance of 629.33 feet to a southwest corner of that property described in Deed Document Number 98004010 (Tax Lot 1N2160000600);

thence leaving said northeasterly right of way line, continuing along the Metro Urban Growth Boundary as of August 2015, South 1°25’58” West, a distance of 280.02 feet to the northwest corner of that property described in Deed Document Number 90-035830 (Tax Lot 1N2160000801), also being a point on the southwesterly right of way line of said US Hwy 26;

thence leaving said Metro Urban Growth Boundary as of August 2015, along the westerly line of said Document 90-035830, South 1°26’48” West, a distance of 44.58 feet;

thence continuing along said westerly line, South 6°17’08” West, a distance of 200.96 feet;

thence continuing along said westerly line, South 17°21’26” West, a distance of 840.13 feet;

thence continuing along said westerly line, South 81°27’19” East, a distance of 261.94 feet;

thence continuing along said westerly line, South 1°28’18” West, a distance of 1089.45 feet to a point on the northerly right of way line of NW Meek Road (20 feet from centerline);

thence South 21°30’32” West, a distance of 46.45 feet to the northeast corner of Partition Plat 1999-104, a duly recorded partition plat in said county, also being a point on the west right of way line of NW Sewell Road (20 feet from centerline);

thence along said westerly right of way line, South 1°36’53” West, a distance of 1649.19 feet to the southeast corner of that property described in Washington County Deed Records Book 1152, Page 495 (Tax Lot 1N2200000102), also being an angle point in said right of way line;

thence along the north right of way line of NW Sewell Road, North 87°10’55” West, a distance of 775.99 feet to an angle point in said right of way line;

thence along the west right of way line of said NW Sewell Road, South 1°40’36” West, a distance of 2304.80 feet to a point being the intersection of the extension of the north line of that property described in Deed Document Number 99-103544 (Tax Lot 1N220D000200) and the west right of way line of NW Sewell Road (20 feet from centerline);

thence along the extension of the north line and the north line of said Document Number 99-103544, South 88°22’17” East, a distance of 1346.75;

thence South 2°00’41” West, a distance of 332.62 feet to a point on the north line of that property described in Deed Document Number 91-030607 (Tax Lot 1N220D000300);

thence along the west line of said Deed Document Number 91-030607, South 1°38’28” West, a distance of 655.93 feet to an angle point in said west line;

thence continuing along said west line, South 88°06’32” East, a distance of 487.34 feet to an angle point in said west line;

thence continuing along said west line South 2°01’08” West, a distance of 609.73 feet to the north right of way line of NW Evergreen Road (39.50 feet from centerline as shown on Washington County Survey Number 31,955);

thence leaving said north right of way line, South 5°57’23” East, a distance of 86.51 feet to a point on the south right of way line of NW Evergreen Road (45.50 feet from centerline as shown on Washington County Survey Number 31,955), said point being NW Evergreen Road centerline station 128+39.42, 45.50 feet left;

thence along the south right of way line of NW Evergreen Road the following courses:

along a curve to the right having a radius of 3954.50 feet, through a central angle of 3°00’11”, an arc distance of 207.26 feet (chord bears South 85°02’23” East, 207.24 feet) to a point of reverse curve;

along a curve to the left having a radius of 4045.50 feet, through a central angle of 3°50’55”, an arc distance of 271.74 feet (chord bears South 85°18’49” East, 271.68 feet);

South 87°12’24” East, a distance of 537.85 feet;

South 87°39’08” East, a distance of 457.05 feet;

along a curve to the right having a radius of 3954.50 feet, through a central angle of 1°29’10”, an arc distance of 102.56 feet (chord bears South 85°59’53” East, 102.56 feet) to a point of reverse curve;

along a curve to the left having a radius of 4045.50 feet, through a central angle of 2°23’50”, an arc distance of 169.25 feet (chord bears South 86°27’13” East, 169.24 feet);

North 2°20’51” East, a distance of 6.50 feet;

South 87°39’08” East, a distance of 1913.98 feet;

South 87°41’46” East, a distance of 170.10 feet;

South 87°39’22” East, a distance of 274.76 feet;

South 2°21’58” West, a distance of 33.0 feet;

South 87°39’16” East, a distance of 450.25 feet;

North 2°20’42” East, a distance of 29.56 feet;

South 86°39’09” East, a distance of 488.87 feet;

South 2°20’33” West, a distance of 11.0 feet;

along a curve to the right having a radius of 560.0 feet, through a central angle of 9°04’06”, an arc distance of 88.63 feet (chord bears South 83°07’25” East, 88.54 feet) to a point of reverse curve;

along a curve to the left having a radius of 560.0 feet, through a central angle of 9°04’06”, an arc distance of 88.63 feet (chord bears South 83°07’25” East, 88.54 feet);

South 87°39’30” East, a distance of 164.61 feet, to a point also being on the west right of way line of NE Brookwood Parkway;

North 88°49’36” East, a distance of 271.03 feet, to a point also being on the east right of way line of NE Brookwood Parkway;

South 88°04’57” East, a distance of 229.04 feet;

along a curve to the left having a radius of 2811.0 feet, through a central angle of 5°04’09”, an arc distance of 248.70 feet (chord bears North 89°22’55” East, 248.62 feet) to a point on the east line of Parcel 2, Partition Plat 2002-025 (Tax Lot 1N227BB00200);

continuing along a curve to the left having a radius of 2811.0 feet, through a central angle of 0°06’29”, an arc distance of 5.30 feet (chord bears North 87°06’46” East, 5.30 feet);

along a curve to the right having a radius of 562.0 feet, through a central angle of 6°33’09”, an arc distance of 64.27 feet (chord bears South 89°57’21” East, 64.24 feet);

along a curve to the right having a radius of 94.0 feet, through a central angle of 7°21’14”, an arc distance of 12.06 feet (chord bears South 84°21’37” East, 12.06 feet);

North 8°41’47” East, a distance of 9.29 feet;

South 88°04’50” East, a distance of 1445.16 feet;

thence leaving said NW Evergreen Road south right of way line, North 1°55’28” East, a distance of 98.20 feet to the point of beginning.

The bearing and distance calls herein shall be lengthened or shortened to the controlling calls respectively. The basis of bearing for the above description is the Oregon State Coordinate System North Zone (NAD 83/91 Epoch 2002).