HILLSBORO COMPREHENSIVE PLAN

ORDINANCE NO. 6249 | ADOPTED NOVEMBER 21, 2017 | EFFECTIVE JANUARY 2, 2018
Hillsboro is committed to being a welcoming place for people of color, diverse backgrounds, different faiths, and all ages, genders, sexual orientations, and abilities. One of the core values making up the City’s philosophy is “respect for diverse perspectives, ideas, and voices.” As a community we work hard to reflect Hillsboro’s rich character and make sure everyone is treated with civility, decency, and respect. Our community is stronger when we come together and support one another.
Greetings!

As Mayor of a City that is always looking toward the future, I am pleased to present this forward-thinking plan that is responsible for guiding the growth and development of Hillsboro. We have a proud history as a farming community. Our strength, hard work, and determination have shaped our City into what it is today. We’ve seen Hillsboro grow at a steady pace for the past 20 years, bringing about rapid change and remarkable success. Our neighborhoods reflect the City’s commitment to planning. As you look around Hillsboro, it’s easy to see that we have prepared for the growth we are experiencing today – adding housing and density in the right places to help protect neighborhood livability, while providing access to transit and adding amenities that increase quality of life.

The Comprehensive Plan is our City’s way of planting the seeds for successful growth in the future. Our work is sustaining our growing business community, providing enough housing for all of our residents, and building neighborhoods where people can walk to parks and shops. Within our neighborhoods, we are focused on creating new places where neighbors can gather; protecting environmental resources; finding alternative ways to get around town; and ensuring the safety of our diverse community.

By listening more than speaking, we respect and learn from differences and diversity. We collectively work together to engage in smart planning efforts that create opportunities for innovation, while still supporting our small town values. The Comprehensive Plan is a community-inspired and community-driven plan, and is a tangible result of our collaboration. The Comprehensive Plan’s foundation is built on input from residents and business owners that was gathered to develop our community’s Hillsboro 2035 Community Plan, and outlines the steps needed to get us there.

During the two-year process, we worked with over 600 residents, employees, business owners, community partners, and stakeholders. Thank you to everyone who participated—for the insight provided by the Citizen Advisory Committee, for the expertise provided by the Technical Advisory Committee, and all the valuable feedback provided by the members of our community. The next step will be putting our Plan into action, and we look forward to working with you to ensure that Hillsboro continues to be a great place to live, work, and visit for this generation and every generation to come.

Together, we’re growing great things.

Sincerely,

Mayor Steve Callaway
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Hillsboro’s last 30 years have brought rapid change and remarkable success. With further change on the horizon, we turned to the community for guidance and had over 600 individuals provide input that will shape how Hillsboro grows and develops in the future.

The Comprehensive Plan is an expression of the community’s values and an extension of the community vision established in the Hillsboro 2035 Community Plan. The Plan reflects what we learned from the thousands of comments gathered during the Hillsboro 2035 visioning process, as well as the time we spent with residents, community partners, and many others. This document lays the groundwork for Hillsboro to grow and develop in a way that is consistent with the community’s shared priorities.

Collectively, we created a plan that will be front and center in making day-to-day land use decisions, a plan that will be kept relevant and useful through adjustment and refinement. This is a plan that will guide Hillsboro’s evolution over the next 30 years and beyond. This is our plan.
Community members gather for the Hillsboro 4th of July Parade
PART I

OUR CITY
Children playing in the fountain at the Tom Hughes Civic Center Plaza
Nestled in the Tualatin Valley between Portland and the Pacific Ocean, Hillsboro is Oregon’s 5th largest city, with roughly 100,000 residents and one of the state’s most diverse populations. Our community benefits from a full-service City government dedicated to providing visionary leadership, delivering responsive municipal services, and fostering collaborative partnerships that enhance Hillsboro’s livability. Due to award-winning urban planning, our city boasts an affordable cost of living, a strong economic base, and high-quality parks and natural areas.

Our city has earned its reputation as a highly-desirable place to live. After its incorporation as a City in 1876, Hillsboro’s prime location and surrounding agricultural production led to the nickname “Hub City,” a moniker equally suited for Hillsboro’s position today as one of the state’s key economic anchors. To keep pace with housing needs, the City broke ground on South Hillsboro in 2016, setting the stage for the arrival of nearly 20,000 new residents in what is the largest master-planned community in Oregon’s history. Hillsboro supports the state’s fourth largest school district, two higher-education campuses, over 1,500 acres of designated green spaces, and the region’s only professional baseball team—the Hillsboro Hops.

While maintaining our hometown values and agrarian roots, Hillsboro is helping shape Oregon’s future through its innovation and ongoing evolution. Our city will continue to provide opportunities that allow community members to live, work, and play in the same place. Our people, businesses, non-profits, and government take great pride in working side by side to maintain that tradition, giving as much attention to community and livability as development and industrial growth. With a healthy patchwork of history, business opportunities, neighborhoods, infrastructure, recreation, and culture, great things are growing in Hillsboro.
Long ago, a hunter-gatherer band of the Kalapuya tribe known as the Atfalati migrated with the seasons through the Tualatin Valley. Early European explorers began arriving in the 1830s followed by American settlers during the westward migration along the Oregon Trail. The settlement that became known as Hillsboro was selected as the seat of Washington County in 1850, less than a decade after its founding. Hillsboro’s early economy was based on fruitful agricultural pursuits supported by riverboat transportation on the Tualatin River, but it was the advent of the railway that sparked the rapid growth that continues in Hillsboro today.

Between 1900 and 1920, Hillsboro more than doubled in size as it became a working city, with mills and factories processing grain, dairy products, and lumber. Cultural amenities including theaters and libraries sprang up as reflections of the community’s prosperity.

During World War II, employment in Portland’s shipyards fueled housing growth in Hillsboro and drew Mexican and Latino immigrants to Washington County through the Braceros farm labor program. By the end of the war, Hillsboro’s agricultural economy had shifted from subsistence crops to food processing and nursery stock, aided in part by the Highway Act of 1956, which brought the Tualatin Valley Highway, I-5, Highway 26 and associated development westward.

Further transformation was in store as wartime advances and the Atomic Age brought about the high-tech era. As early as 1946, Tektronix was responsible for planting the first seed in what is now commonly referred to as the “Silicon Forest.” Hillsboro began growing eastward in the 1960s, with suburban development spreading to large tracts of former agricultural land. High-tech companies such as Intel began arriving in Hillsboro in the late 1970s, creating a globally-competitive cluster and bringing thousands of jobs and people into the community.

The establishment of the Urban Growth Boundary in 1979 focused growth inward, which prompted planning for high-capacity transit service in order to provide additional options to meet the community’s transportation needs. The arrival of TriMet’s Westside MAX light rail service in 1995 and a regional emphasis on growth in centers has seen places such as Tanasbourne, Orenco, and now AmberGlen flourish, while historic sites throughout the community serve as a reminder of Hillsboro’s roots.
1841
Newly arrived Oregon Trail pioneers establish settlements throughout the Tualatin Valley, including what is now Hillsboro.

1843
David Hill establishes the area’s first post office and names the settlement Columbia.

1850
The original plat of Columbia is created on a portion of the land claims held by David Hill and Isaiah Kelsey. — Columbia is selected as the seat of Washington County’s government. —

Following David Hill’s death, Columbia is renamed Hillsborough, later shortened to Hillsboro, in his honor.

1851
The first plank of Canyon Road, an important connection between local west side farmers and Portland, is laid.

1852
A two-story cedar courthouse is constructed at First Avenue and Main Street, the site of the current Washington County Courthouse.

1854
Hillsboro hosts the first Washington County Fair.

1854
The Willamette Valley Railroad reaches Hillsboro, allowing farmers to export their crops to Portland and beyond.

1872
Hillsboro becomes an incorporated City following the adoption of its Municipal Charter.

1876
Pioneer nurseryman John Porter plants the sequoias currently towering over the south side of the Washington County courthouse.

1880
The Oregon Electric Railway connects Hillsboro residents to Portland by providing daily passenger train service along the alignment of today’s TriMet MAX Blue Line in Hillsboro.

1894
The first edition of the Hillsboro Argus newspaper is published.

1906
Shute Park is created after banker John Shute deeds land to the City of Hillsboro for use as the City’s first park.

To the east of Hillsboro, the Oregon Nursery Company relocates to a 1,200-acre site that would later become the company town of Orenco.

1908
The Oregon Electric Railway connects Hillsboro residents to Portland by providing daily passenger train service along the alignment of today’s TriMet MAX Blue Line in Hillsboro.
1911
The City of Hillsboro begins developing its first sanitary sewer system.

1913
The City’s first publicly-delivered water reaches Hillsboro residents by way of a wooden pipe after being routed east from Sain Creek by the People’s Water and Gas Company.

—
The original Hillsboro High School celebrates its first graduating class.

1914
Hillsboro’s first library, funded by Scottish steel magnate Andrew Carnegie’s foundation, opens at Second Avenue and Lincoln Street.

1920
Minnie Jones Coy establishes Jones Hospital, which later becomes Tuality Community Hospital, at Seventh Avenue and Baseline Street.

1921
The MacKay Radio and Television Company builds a transmission tower on Rood Bridge Road that measures 626 feet in height, making it the second-tallest steel tower in the world (behind only the Eiffel Tower) up until its demolition in 1952.

1928
Dr. Elmer Smith begins development of the private airfield that would later become the Hillsboro Airport.

1938
The citizens of Orenco vote to disincorporate and become part of Hillsboro.

1940
The City of Hillsboro purchases the existing water system and forms its own Utilities Commission.

1941
Under President Franklin Roosevelt, the Works Progress Administration constructs Sunset Highway (U.S. 26).

1951
Tektronix moves into a new, state-of-the-art facility in Washington County as the roots of what is now the Silicon Forest.

1953
Hillsboro’s first municipal swimming pool opens just north of Shute Park on the site of what is now the Shute Park Aquatic & Recreation Center.

1962
The infamous Columbus Day Storm topples trees, flattens buildings, blows away rooftops, and results in a prolonged power outage in Hillsboro.

1966
Ownership of the Hillsboro Airport is transferred to the Port of Portland.

IMAGE CREDIT: WASHINGTON COUNTY MUSEUM
1975
The Hillsboro Library’s collections and services are moved to the newly completed Shute Park Library location.

1976
The 100th anniversary of Hillsboro’s incorporation is celebrated throughout the community, marked by a commemorative edition of the Hillsboro Argus.

1979
Intel opens its first Hillsboro campus at Hawthorne Farm.

1980
The eruption of Mount St. Helens causes ash to fall like snow on Hillsboro.

1981
Shute Park Aquatic & Recreation Center opens in its current form as an indoor facility.

1982
The inaugural Saturday Farmers’ Market is held in Downtown Hillsboro.

1988
The Hillsboro Airport holds the first Oregon International Air Show.

1996
Intel opens the first of many facilities on its Ronler Acres campus.

1997
Flooding from a combination of severe weather events prompts City Council to declare a state of emergency.

1998
TriMet’s Westside MAX light rail service is extended to downtown Hillsboro.

2002
The first phase of mixed-use development at Orenco Station is completed.

2004
The Streets of Tanasbourne opens in northeast Hillsboro.

IMAGE CREDIT: WASHINGTON COUNTY MUSEUM
2005
The Hillsboro Civic Center is completed and becomes the second Leadership in Energy and Environmental Design (LEED) Gold rated municipal building in the U.S.

The Hillsboro City Council creates a Youth Advisory Council to represent and empower the city’s youth.

2007
The 77,000 square-foot Brookwood Library opens to Hillsboro patrons.

2009
The city’s first electric vehicle charging station is installed on Main Street in front of the Civic Center.

2011
Intel breaks ground on its $6 billion D1X research factory at Ronler Acres, the largest construction project in state history.

2013
The Kaiser Permanente Westside Medical Center opens, becoming the first new hospital in Washington County in more than 40 years.

2014
The City of Hillsboro presents a pre-design report proposing the construction of a new community center at 53rd Avenue.

2016
The opening of the Platform District marks the completion of the award-winning, mixed-use Orenco Station development.

2017
The population of Hillsboro reaches 100,000.

The Hillsboro Hops minor league baseball team plays its inaugural home game at Ron Tonkin Field.

IMAGE CREDIT: WASHINGTON COUNTY MUSEUM
Following Hillsboro’s founding in the mid-1800s, the city remained centered around its downtown for a number of decades, reaching a total of just 402 residents in 1880. By 1935, the city’s population was approximately 3,000, a figure that grew to over 5,000 residents by 1950 due in part to migration and immigration during World War II. With the Silicon Forest beginning to take root in 1980, Hillsboro’s population—located generally west of Brookwood Parkway at the time—jumped to about 28,000. Further expansion of Hillsboro’s employment and housing base took the population to 70,000 residents in the late 1990s. As the city’s boundaries grew to accommodate further economic and residential growth, Hillsboro’s population reached 99,340 in 2016.

Continuing a tradition of rapid growth, Hillsboro’s population is expected to increase by over 1.5 times from roughly 100,000 today to over 156,000 people by 2045, which is when the current supply of developable land inside the Urban Growth Boundary and urban reserve areas is expected to be built out. While following a steadier trajectory over time, employment is expected to increase by 1.7 times over the same 30-year period.

To meet demand for this growth, the Housing Needs Analysis and Economic Opportunities Analysis forecast that the City will need to accommodate over 16,000 new housing units and almost 2,800 acres of employment uses through infill development, redevelopment, and expansion by 2036. Developing communities, including North and South Hillsboro, Jackson East, and Witch Hazel Village South, will be instrumental in providing for current and future Hillsboro residents and employees. Annexations to the City will likely increase considerably over the next decade as a result of the limited supply of land available to provide for the forecasted 20-year urban population growth.

Sources:
2016 Certified Population Estimates (Portland State University) • TAZ MetroScope Gamma 2.0 (Metro Regional Government) • 2014 LEHD Employment Statistics (U.S. Census Bureau) • American Community Survey 5-Year Population and Housing Profile, 2011-2015 (U.S. Census Bureau) • American Community Survey 5-Year Estimates, Table 101, 2011-2015 (U.S. Census Bureau) • American Community Survey 5-Year Estimates, Table 1601, 2011-2015 (U.S. Census Bureau) • American Community Survey 5-Year Estimates, Table DP05, 2011-2015 (U.S. Census Bureau)
**Population**

- **Current Population:** 99,340
- **Projected 2045 Population:** 156,398

**HISTORICAL POPULATION**

Graph showing population growth from 1960 to 2017.

**PRIMARY JOBS**

- **Number of Jobs:** 66,585

**POPULATION PROJECTION**

Graph showing population projection from 2015 to 2026.

**JOBS PROJECTION**

Graph showing job projection from 2015 to 2025.

**Median Household Income**

- **Income:** $67,757

**HOUSEHOLD INCOME DISTRIBUTION**

- Less than $25K: 16.3%
- $25K-$50K: 18.7%
- $50K-$75K: 21.0%
- $75K-$100K: 16.4%
- Greater than $100K: 27.6%

**Age Distribution**

- **Female:**
  - <5: 7.9%
  - 5-9: 7.3%
  - 10-14: 6.6%
  - 15-19: 6.1%
  - 20-24: 6.7%
  - 25-29: 9.5%
  - 30-34: 8.8%
  - 35-39: 6.8%
  - 40-44: 7.5%
  - 45-49: 6.7%
  - 50-54: 6.7%
  - 55-59: 5.9%
  - 60-64: 5.8%
  - 65-69: 3.8%
  - 70-74: 3.9%
  - 75-79: 2.7%
  - 80-84: 1.4%
  - 85+: 1.1%

- **Male:**
  - <5: 8.1%
  - 5-9: 6.5%
  - 10-14: 7.0%
  - 15-19: 6.0%
  - 20-24: 5.9%
  - 25-29: 8.8%
  - 30-34: 8.8%
  - 35-39: 8.6%
  - 40-44: 7.5%
  - 45-49: 6.4%
  - 50-54: 5.1%
  - 55-59: 3.9%
  - 60-64: 2.9%
  - 65-69: 2.9%
  - 70-74: 1.9%
  - 75-79: 1.5%
  - 80-84: 0.6%
  - 85+: 0.7%

**Average Household Size**

- **Size:** 2.7

**Median Age**

- **Age:** 33.6

**Language Spoken at Home**

- English: 71.1%
- Spanish: 17.4%
- Other: 11.5%

**Race & Ethnicity**

- White: 61%
- Hispanic or Latino: 23%
- Asian: 10%

**Educational Attainment**

- **Percent:** 36%
- Hold a Bachelor’s Degree or Higher

- **Two or More Races:** 4%
- **Black or African American:** 1%
CHAPTER 2

LAND USE GALLERY
The perspective provided by aerial imagery presents a compelling story about Hillsboro and its land use.

The physical environment directly impacts the way those who live, work, and play in Hillsboro experience daily life. The setting for day-to-day activities such as traveling to and from school or work and spending time in parks and open space is largely determined by land use and transportation planning, as well as the development that follows.

Aerial imagery reveals distinctions between the patterns of land use, transportation, and development that shape Hillsboro. The following images—which are publicly available through Google Earth—represent 24.8 acres of land in or adjacent to Hillsboro and are presented here as on-the-ground examples of how the Comprehensive Plan’s land use designations, goals, and policies contribute to Hillsboro’s continual evolution.
URBAN GROWTH BOUNDARY

Three sides of Hillsboro’s border coincide with the edge of the Portland metropolitan area’s Urban Growth Boundary (UGB), a land use planning line—evident here at Evergreen Parkway in northwestern Hillsboro—managed by the Metro regional government. The purpose of the UGB is to promote the efficient use of land, public facilities, and services inside the boundary, as well as preserve farms and forests located outside the boundary by protecting them from urban expansion.

Every six years, Metro prepares a 20-year forecast of the region’s population and employment growth and makes adjustments to the UGB, if necessary. Over 3,500 acres have been added to the UGB around Hillsboro since the late 1990s. Each expansion of the UGB came as a result of the City of Hillsboro successfully demonstrating that land inside the UGB could not reasonably accommodate Hillsboro’s forecasted residential or employment growth needs.
SINGLE-FAMILY RESIDENTIAL

Low-density residential is the single largest land use type in Hillsboro, accounting for more than a quarter of Hillsboro's land area. Development within this land use designation is homogenous, consisting solely of suburban-style neighborhoods made up of single-family homes built on lots ranging from 6,000 to 19,999 square feet in size.

Suburban development boomed following World War II and remains popular today for a number of reasons, including the desire for personal space, private yards and garages, and the quiet cul-de-sacs this development style offers. However, the dispersed arrangement of single-family homes that are not near activities and services can lengthen travel distances and encourage automobile use.

The creation of small neighborhood centers within single-family residential areas can provide easy access to retail and services that help people in the immediate neighborhood meet day-to-day living needs.

45.541351°, -122.982111°

Image: Landsat / Copernicus
© Google
MEDIUM-DENSITY, HIGH-DENSITY & MID-RISE RESIDENTIAL

Medium-density, high-density, and mid-rise residential areas are dispersed throughout Hillsboro in locations such as the Arbor Roses neighborhood located south of Shute Park. Development in these land use designations is characterized by a variety of housing types, an interconnected street and sidewalk network, and communal areas such as parks, clubhouses, swimming pools, and other amenities.

Housing development in medium-density, high-density, and mid-rise residential areas ranges from detached single-family homes and attached townhouses to three-to-five-story multifamily buildings.

Networks of streets and paths facilitate movement within and beyond high-density neighborhoods and reduce the need to drive short distances, especially when located near transit or commercial areas. However, the dense arrangement of housing and concentration of residents can lead to perceived issues with parking.

45.508921°, -122.973846°
Image: Landsat / Copernicus
© Google
Commercial areas provide access to many of the daily needs of Hillsboro’s residents. They contain concentrations of dining, retail, and service uses—often belonging to regional or national chains—and are generally located along major roadways. Development within this land use designation ranges from car washes and coffee shops to grocery and big-box stores.

While commercial “strip mall” development such as the Sunset Esplanade is easily accessible by car, the proximity to high-traffic corridors and the amount of land dedicated to parking can make it difficult to access this type of development by bicycle or on foot.

Dispersing commercial development throughout Hillsboro and mixing commercial uses with residential and other uses allows community members to make shorter, more convenient trips.
Mixed-use and station community areas leverage proximity to transit to combine and create connections between a range of residential, commercial, and employment uses. These land use types are primarily concentrated in Hillsboro’s regional and town centers (e.g., Downtown, Orenco, Tanasbourne, and AmberGlen), which are supported by frequent or high-capacity transit service that connects our community with the rest of the region.

Mixed-use and station community development is growing in popularity with both developers and residents. The density and mix of housing, commercial, and employment uses contribute to an attractive, vibrant, and walkable environment. In some cases, these land use types are supported by marquee public amenities like the Jerry Willey Plaza at Orenco Station, which provides a flexible outdoor venue for year-round community gatherings and events.
INDUSTRIAL

Industrial land, the second most prevalent land use designation in Hillsboro, supports one of the region’s premier employment centers. Located primarily north of Cornell Road, Hillsboro’s industrial areas are home to many of Oregon’s largest and most productive companies, particularly in the high-tech and manufacturing sectors. Development in these areas ranges from major industrial and manufacturing sites—such as the Intel Ronler Acres campus pictured here—to smaller office parks.

Much of the land designated as industrial has yet to be fully developed. These areas are a key component of Hillsboro’s long-term strategy to fulfill regional and local goals for managed growth and economic development, including the creation and retention of well-paid jobs.
PUBLIC FACILITY

The public facility land use designation provides space for critical community infrastructure and services in Hillsboro. Development in these areas may include fire stations, police stations, public buildings (e.g., libraries, government offices), public utilities, and other facilities that serve a public purpose. Examples include the Hillsboro School District’s elementary, middle, and high schools, Hare Field, the Clean Water Services Rock Creek Treatment Facility, and the BPA Keeler Substation.

One of Hillsboro’s most recognizable features, the Hillsboro Airport, which is owned and operated by the Port of Portland, is located on land designated for public facilities and provides a variety of services to residents and businesses alike. On any given day, the Hillsboro Airport serves hundreds of non-commercial flights, ranging from students learning to fly propeller planes to business jets and news helicopters.
The open space and floodplain land use designations serve multiple purposes, with one of the most prominent being creating space for Hillsboro’s beautiful parks and its wealth of outdoor recreation opportunities. Open space and floodplain areas provide space for passive (e.g., casual walks through natural areas) and active (e.g., playgrounds, disc golf, basketball) recreation, as well as space for natural resource preservation and buffers protecting development from potential flood damage.

While parks and other recreation opportunities are common within many of Hillsboro’s land use designations, notable destinations such as Shute Park, Rood Bridge Park, the Jackson Bottom Wetlands Preserve, and the Rock Creek Trail are located within open space and floodplain areas. These land use designations are critical to Hillsboro’s livability because they provide community members with a variety of opportunities for enjoying natural areas and outdoor recreation.
PART II

OUR PLAN
Construction of AmberGlen on the Park, a 276-unit multifamily housing development located along AmberGlen Parkway.
CHAPTER 3
WHAT IS THE COMPREHENSIVE PLAN?

The Comprehensive Plan is the guiding document—or “blueprint”—for how our community will grow and develop over the next 30 years.

The Comprehensive Plan is a planning document that directs all activities related to land use and the future of natural and man-made systems and services in Hillsboro. The plan helps manage expected population and employment growth through a set of goals, policies, and implementation measures that align with the community’s vision. City leaders use the Comprehensive Plan to coordinate public investments and to make decisions about new development, existing neighborhoods, transportation, and a variety of other topics.

WHY IS IT NEEDED?

The City of Hillsboro first adopted its Comprehensive Plan in 1977 and, due to a period rapid growth, a full update followed in 1983. Since then, Hillsboro has changed in dramatic ways. The past 30 years have brought about a series of landmark developments, including the creation and progression of Intel’s Ronler Acres Campus, the arrival of the Westside MAX Blue Line, and the completion of three generations of development at Orenco Station.

Hillsboro’s growth has been remarkable—the city’s area has doubled and our population has tripled since the last full Comprehensive Plan update—and, with South Hillsboro breaking ground in 2016, further growth is on the horizon. With vibrant and livable neighborhoods, a world class economy, thriving culture, and abundant recreational activities, our community is projected to add over 57,000 new residents and almost 50,000 new jobs by 2045. While the Comprehensive Plan has been amended to satisfy pressing needs as necessary in the past, this update positions the City to address the dramatic change Hillsboro has experienced in a comprehensive way.

The recent (2015) Hillsboro 2035 visioning effort, and the public priorities it revealed, indicates that now is the perfect time to strategically update the City’s Comprehensive Plan. Updating the Plan provides a great opportunity to look at where we have come from, where we are now, and where we want to be in the next 20 years.
HOW IS IT IMPLEMENTED?

The scope of the Comprehensive Plan is far-reaching and helps coordinate activities across City departments, as well as with regional and State agencies. The Plan establishes a policy framework that helps inform other critical planning documents used by the City to guide growth and development in Hillsboro. More than just a set of goals and policies, the Comprehensive Plan includes background research, analyses, and area-specific and system plans that provide more information related to particular topics or areas. These components informed the development of and assist in carrying out the policy directives of the Plan. Together, the components of the Comprehensive Plan allow Hillsboro to plan for near- and longer-term urban growth and critical public service investment, while preserving the amenities that make Hillsboro a great place to live.

The Plan also guides the establishment of procedures for all types of land use decisions (i.e., legislative, quasi-judicial, administrative, ministerial), including those for public noticing and public hearings, within the Community Development Code. The City Council and recommending bodies must provide substantiation as to how a legislative or, in many cases, a quasi-judicial decision supports the Comprehensive Plan by demonstrating consistency with varying applicable goals and policies. The decision-making bodies must consider and weigh these policies together in order to get to an outcome that best embodies the overarching intent of the Plan.

The Comprehensive Plan informs other City operations, including the budgeting process, work programs, and public service provision. Ultimately, the Comprehensive Plan sets the direction the City will take when planning for land use and informs all of its land use decisions and actions, including how land is developed and provided services. Collectively, these plans serve as a coordinated, overarching strategy for the City in shaping the community.

WHEN AND HOW IS IT USED?

Our goal through this process was to create a Comprehensive Plan that best serves the community. In addition to its use by City Council; appointed commissions, committees, and boards; and City staff, Hillsboro’s Comprehensive Plan is designed to be used by individuals and
groups, including public agencies, organizations, residents, businesses, and developers.

Public Agencies

The State of Oregon and Metro may refer to the Comprehensive Plan when determining the consistency of a supporting document or development project. Service coordination partners, such as Washington County or the Hillsboro School District, may also use the plan to determine whether a proposed requirement, project, or program is consistent with the Plan.

Organizations

The Comprehensive Plan includes goals, policies, and actions to address a variety of community needs. Organizations may refer to the Comprehensive Plan to learn more about the City’s planned actions and investments supporting their mission and may identify opportunities to collaborate for more effective efforts.

Community Members

Developers. Since the Comprehensive Plan guides where and how development may take place, developers may use the Comprehensive Plan to determine the land use designations for particular sites or areas. The Plan also contains background that could inform a development application or the development process.

Businesses. The Comprehensive Plan includes the policies guiding investments that the City will make to support businesses and indicates where and how these investments will be made. Businesses may also refer to the Comprehensive Plan Map to determine how policy or land use changes may shape the business environment in an area.

Residents. The Comprehensive Plan describes the land use changes that may affect the form and character of neighborhoods, the strategies for attracting businesses that provide jobs and needed goods and services, and plans for infrastructure improvements that support existing residents and allow for future growth.

All community members may use the Plan to:

- Support or advocate for specific programs in the City’s work plan;
- Review and comment on proposed land use projects, infrastructure improvements, and public service provisions;
- Learn about planning topics and issues and trends in Hillsboro, as well as specific land use designations for their property and neighborhood; and
- Inform development of applications for grants or other funding.

HOW DOES IT RELATE TO OTHER PLANS?

The Comprehensive Plan reflects the vision established in the Hillsboro 2035 Community Plan and guides the City’s actions toward implementing that vision. While Comprehensive Plans are locally-developed, locally-implemented, and locally-maintained, they are also the primary tool for achieving regional and State goals and must therefore demonstrate consistency with these larger land use planning efforts.

Hillsboro 2035 Community Plan

As described in Chapter 1: About Our City, the Hillsboro 2035 Community Plan provides our City’s shared vision for the future, covering everything from health and wellness to livability and recreation to environmental sustainability. Visioning is a voluntary, citizen-driven process with no limit in scope that provides a guiding strategy for all City functions; whereas the Comprehensive Plan is required by law and driven by City staff and decision-makers with citizen participation to establish regulations limited to land use planning. Therefore, the Comprehensive Plan has
an important purpose as the primary means for realizing the community’s vision for the future.

Many topics addressed by the vision are included in the Comprehensive Plan; however, there are some initiatives in Hillsboro 2035 that do not pertain to land use planning and are therefore outside of the scope of the Comprehensive Plan, including services or amenities such as education, cultural resources, arts, social services, and healthcare. Similarly, the Comprehensive Plan addresses several regulatory topics related to efficient and resilient land use planning that are not addressed in the community’s vision for the future, including historic resources; urbanization; natural hazards; natural resources; air, water, and land resources; public facilities and services; and land use procedures.

While not every initiative may be relevant to the Comprehensive Plan, the focus areas identified in the Hillsboro 2035 Community Plan—Health, Wellness + Safety, Education + Community Involvement, Economy + Infrastructure, Livability + Recreation, and Environmental Sustainability—provide the basis for the core areas of the Comprehensive Plan. (Chapter 6: Using the Comprehensive Plan describes the relationship between the specific Hillsboro 2035 Community Plan focus areas and the Comprehensive Plan core areas in more detail.) This approach ensures that the input collected from citizens through the visioning process has been integrated into a valuable tool that combines cutting-edge policies, informed by community priorities, with forward-thinking and concrete implementation actions in order to better reflect current community values in City operations. Together, the Comprehensive Plan and the Hillsboro 2035 Community Plan put the foundation in place for Hillsboro to grow and prosper in the future and position the City for continued success.

Statewide Planning Goals

All Oregon cities and counties are required to have a comprehensive plan that is consistent with 19 Statewide Planning Goals established by the Legislature. These goals set broad statewide policy goals for land use planning, citizen involvement, housing supply, economic development, transportation systems, public facilities and services, natural resources management, recreation, and more. They also direct the content within comprehensive plans. (Chapter 6: Using the Comprehensive Plan describes the relationship between the specific Statewide Planning goals and Hillsboro’s Comprehensive Plan core areas in more detail.) Under State law, all area and community plans, zoning codes, permits, and public improvements must be consistent with the comprehensive plan. This structure ensures that cities implement the State’s policy goals first through the comprehensive plan, and then by more detailed supporting and implementing documents, such as development codes and community plans, which are in turn consistent with the Comprehensive Plan.
Statewide Planning Goal 2, Land Use Planning outlines more specific requirements for the comprehensive plan document and development. Through a phased process that includes coordination with all affected agencies (i.e., other City, County, special district, regional, State, and Federal agencies) and provides opportunities for public involvement and review, the comprehensive plan must include and establish the relationship between the following components (Chapters 4 through 6 describe these components in greater detail):

- A factual basis, including inventories and other data, that identifies community needs and land use and planning issues, which inform the development of goals and policies.
- A set of goals and policies which provide for community needs and address the land use and planning issues identified in the factual basis, and define how the jurisdiction will grow over the long term.
- A comprehensive plan map that spatially designates residential, employment, and mixed-use development and resource lands in a way that best implements the goals and policies included in the comprehensive plan.
- Implementation measures or tools establishing programs and identifying procedures consistent with and adequate to carry out the goals and policies in the comprehensive plan as part of City operations. Within each of the 19 Statewide Planning Goals there are also directives for local jurisdictions to provide implementation measures addressing more specific policy applications within each topical area.

Once the comprehensive plan has been developed and adopted, the Department of Land Conservation and Development (DLCD), the administrative branch of the State Land Conservation and Development Commission (LCDC), reviews the Plan for consistency with state law and the Statewide Planning Goals, as set forth in Senate Bill 100 in 1973. Once a Plan is determined to be consistent, DLCD “acknowledges” or approves the plan.

**Metro Regional Planning Documents**

Through Senate Bill 100, the State adopted the concept of the urban growth boundary (UGB) in an attempt to control urban sprawl. Metro, the regional government agency for Clackamas, Multnomah, and Washington counties, is responsible for managing the Portland metropolitan area’s UGB. To implement a coordinated plan for managing growth and establishing a preferred vision for urban form within the region, Metro adopted a suite of documents: the 2040 Growth Concept, Regional Framework Plan, Urban Growth Management Functional Plan (UGMFP), and Regional Transportation Plan.

The 2040 Growth Concept establishes a set of urban design types for organizing regional growth and development and applies those design types on a conceptual map, focusing on infill development within the UGB. The Hillsboro Comprehensive Plan incorporates design types consistent with the 2040 Growth Concept. The Regional Framework Plan identifies policies for achieving the vision of the 2040 Growth Concept by providing guidance on regional planning and coordination, as well as natural resource protection, sustainability, and urban design and development patterns.

The UGMFP provides the tools and guidance for local jurisdictions to implement the regional policies in the 2040 Growth Concept and the Regional Framework Plan and includes directives for changes to a local government’s comprehensive plan, development code, and associated maps. It consists of 12 code titles pertaining to compliance procedures, as well as regulations for the following topics covering many sections...
The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

For more information on these initiatives, visit [http://www.oregonmetro.gov/2040](http://www.oregonmetro.gov/2040)
in the Hillsboro Comprehensive Plan: housing capacity; regional parking policy; water quality and flood management; industrial and other employment areas; centers, corridors, station communities, and main streets; housing choice; planning for new urban areas, protection of residential neighborhoods; nature in neighborhoods; and the UGB.

Metro is also a Federally-mandated body tasked with allocating Federal transportation funds for the region. The Regional Transportation Plan (RTP) is a system plan that serves as a guiding document for transportation investments and improvements in the region. The RTP, adopted in 2014 and consistent with the 2040 Growth Concept, sets policy priorities for all modes (e.g., cars, transit, bicycles, pedestrians) of transportation, as well as goods movement; creates a list of regional projects implementing those priorities (considering projects identified in City and County Transportation System Plans [TSPs]); and implements a strategy for funding selected transportation improvements in cities and counties across the region. Local TSPs, which are a component of the comprehensive plan, are required to comply with the regional requirements established in the RTP.

Under State law and Metro Charter, comprehensive plans adopted by local governments within the UGB, as well as supporting documents and implementing tools, must accommodate growth and development in a manner consistent with these plans. However, the City has the ultimate responsibility for shaping how the community grows—designating land use, designing neighborhoods, providing a range of housing options, supporting a world class economy, and practicing good stewardship of natural resources. Hillsboro has been, and will continue to be, an active partner in the regional and larger State effort to grow responsibly and protect our agricultural heritage, reflecting the values deemed important by all Oregonians.
KEY DATES IN OREGON & HILLSBORO LAND USE PLANNING

1966
The Columbia Region Association of Governments is formed as a regional planning agency for Multnomah, Washington, Clackamas, and Clark (Washington State) counties, predecessor to Metro.

1969
Senate Bill 10 is adopted, requiring every City and County in the state to adopt a comprehensive land use plan.

1973
Senate Bill 100 is approved, creating the Department of Land Conservation and Development and the Land Conservation and Development Commission (LCDC) and requiring LCDC to adopt Statewide Planning Goals to govern the development of comprehensive plans.

1977
The City of Hillsboro adopts its first Comprehensive Plan.

1978
Voters approve the creation of Metro, the current iteration of regional government in the area.

1983
The City of Hillsboro adopts the Tanasbourne Master Plan and revises the Comprehensive Plan, which was the regulatory document used through 2017.

1992
Voters approve an updated Charter for Metro, which grants the agency a greater role and more authority in planning for regional land use.

1993
The Oregon Legislature passes Senate Bill 122 to provide a new process for annexing land within urban growth boundaries, requiring the establishment of urban service agreements between special districts, counties, and cities in order to address the orderly and efficient provision of urban services.

1995
Metro adopts the 2040 Growth Concept Plan.

1999
The City of Hillsboro adopts the current Transportation System Plan with the goal of a multi-modal transportation system that will meet the needs of city residents, businesses, and visitors over a 25-year horizon.
2000
The City of Hillsboro adopts the 2020 Vision and Action Plan.
—
The City adopts the Tanasbourne Town Center Plan with the goal of developing a rich mix of higher density housing and commercial and civic amenities.

2009
The Oregon Legislature passes House Bill 2001, which requires metropolitan areas to develop a preferred land use and transportation scenario designed to reduce greenhouse gas emissions from light-duty vehicles to a level 75 percent below that in 1990 by 2050.
—
The City adopts the Downtown Framework Plan, which provides direction and funding for an active, vibrant, and sustainable downtown Hillsboro.

2010
Hillsboro prepares the AmberGlen Community Plan with a vision to create a vibrant center enlivened with intensive, mixed-use development, and high-quality pedestrian and environmental amenities.
—
The City completes its first comprehensive greenhouse gas inventory and Sustainability Plan.

2014
HB 4078 is passed, expanding the urban growth boundary in Washington County and establishing urban and rural reserves, removing nearly all of Hillsboro’s Urban Reserve land for future employment.
—
Metro adopts a "Climate Smart Strategy."

2015
Building on the success of Hillsboro 2020, the City of Hillsboro adopts the 2035 Community Plan.
—
The City creates Tanasbourne Community Plan: A Neighborhood Vision to continue to direct the area’s future, as many of the goals in the Town Center Plan have been achieved prior to the 2020 horizon.

2017
The City of Hillsboro adopts the updated Comprehensive Plan.
Flight preparations at the Hillsboro Airport
The Comprehensive Plan update occurred over a two-year period and was designed to leverage community engagement gathered during the Hillsboro 2035 Community Plan effort, as well as contributions from various City departments, interagency partners, and community representatives. The topics covered in the plan reflect State requirements, though the City has added a few topics and expanded others in response to clear direction from the community as expressed in the Hillsboro 2035 Community Plan.

Each of the 21 topics in the Comprehensive Plan was developed by followed an iterative, consistent process that involved City staff, interagency partners, community representatives, elected and appointed officials, and the general public. Following this process ensured that the background research and proposed goals and policies were thoroughly vetted and refined to consider the perspectives of everyone affected by the plan—staff, partners, developers, commuters, and residents across our diverse community.

The Comprehensive Plan is explicitly designed to be a living document—written with implementation, evaluation, and revision in mind. As community needs evolve, the Plan will be periodically reviewed and revised.

**BACKGROUND RESEARCH & DEVELOPMENT**

Work on each topic began with the development of a Background Report, which summarized staff research into each topic, including the effectiveness of current regulations and identification of potential policy questions or updates to consider. Background research into each topic identified specific Federal, State, or regional regulatory requirements, the historical context...
for the topic in Hillsboro, and specific issues or opportunities that should be addressed.

The research was vetted by internal committees convened by Planning Department staff that included subject matter experts from departments across the City and partner agencies. This background research served as the basis for developing initial drafts of goals and policies, which were also vetted by internal working groups prior to first review with the Technical Advisory Committee.

**TECHNICAL & CITIZEN ADVISORY COMMITTEES**

Two advisory committees played a key role in reviewing background research and refining draft goals and policies. The Plan’s Technical Advisory Committee (TAC) consisted of City staff from nearly every department, as well as representatives from the Port of Portland, TriMet, Clean Water Services, Washington County, Department of Land Conservation and Development, Tualatin Valley Water District, and Metro.

The Citizen Advisory Committee (CAC) consisted of representatives from City boards and commissions, including City Council, Planning Commission, Planning and Zoning Hearings Board, Parks and Recreation Commission, Library Commission, Utilities Commission, Advisory Committee for Citizen Involvement, Historic Landmarks Advisory Committee, and the Mayor’s Youth Advisory Council. The CAC also included representatives from the Hillsboro Chamber of Commerce and Hillsboro School District, as well as two at-large community representatives.

**OUTREACH**

Planning Department staff developed a Public Involvement Plan (PIP) in consultation with Hillsboro’s Advisory Committee for Citizen Involvement and Planning Commission. The PIP outlined a multifaceted public involvement effort including a project website, outreach at community events, and engagement of community representatives, including elected and appointed officials. Outreach efforts were designed to engage those who are not usually involved in planning efforts, connect with diverse communities across the entire city, empower youth, and build community connections through existing networks and information channels.

Over the course of the project, staff talked with hundreds of community members at popular events such as Celebrate Hillsboro, OrenKoFest, and the Hillsboro Latino Cultural Festival. Almost 400 online surveys were completed, and 20 free-form comments on topics ranging from historic resources to transportation to natural resources were received.
ADOPTION PROCESS

The majority of the work to develop the Comprehensive Plan update was completed in informal public processes before formal adoption began in August 2017. Adopting a new Comprehensive Plan is a legislative procedure which requires Planning Commission to begin the process by approving an order initiating a public amendment to the existing Comprehensive Plan. Initiation is followed by one or more public hearings at Planning Commission, which then forwards a recommendation to City Council to adopt or reject the Plan. City Council then takes that recommendation into account when considering an ordinance to formally adopt the Comprehensive Plan.


UPDATING THE PLAN MOVING FORWARD

The Hillsboro Comprehensive Plan is intended to be a living document. The Plan was designed with the flexibility for revisions reflecting changing circumstances, with two key paths for maintaining the plan:

- Goals and policies for each topic, while clearly interrelated, are developed in a modular, self-contained manner to allow for easy amendment. Each policy was developed, wherever possible, to address a single policy subject, making policies easy to understand, apply, and refine where needed.

- Implementation measures for each of the new policies are developed and maintained outside of the Comprehensive Plan document. These implementation measures inform biannual department work plans, and can be frequently reviewed, updated, and reprioritized to ensure that the City can be responsive to changing needs of the community, while also maintaining a solid connection to our collective vision. As implementation measures are maintained outside of the Comprehensive Plan document, updates can be made without the need to follow formal adoption processes.
Native pollinator nesting station at Jackson Bottom Wetlands Preserve
CHAPTER 5

RELATED PROJECTS & ANALYSES

As described in the previous chapter, Oregon law requires that comprehensive plans include analyses and background research identifying existing needs, conditions, capacity, and trends. Analyses and inventories use specific data to establish findings that serve as the technical basis for developing policy recommendations and provide a factual base for the comprehensive plan and all subsequent land use decisions and actions. The four major analyses and inventories prepared as part of this update and adopted by reference as components of the Hillsboro Comprehensive Plan are (see Section 23, Incorporated by Reference): the Transportation System Plan (see Section 32, Transportation System Plan), the Housing Needs Analysis, the Economic Opportunities Analysis, and the Buildable Lands Inventory.

HOUSING NEEDS ANALYSIS

Statewide Planning Goal 10: Housing requires jurisdictions to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth. The City must provide flexibility in housing location, type, and density (specifically at an overall density of 10 or more units per acre with the opportunity for 50 percent of new units to be attached single-family or multifamily) to ensure the availability and prices of housing units are commensurate with the needs and financial capabilities of Oregon households. The Housing Needs Analysis (HNA) provides information about the factors that could affect housing development, including demographics, affordability trends, workforce housing availability, market health, and regulatory structure. The Comprehensive Plan specifically includes goals and policies derived from the findings of the HNA within the Housing section. Any policies related to housing included within other sections of the Plan must also be consistent with the HNA.

The HNA includes the City’s buildable lands inventory for housing with the UGB. It analyzes existing development patterns and intensity, land and development values, existing land use designations and zoning, and building constraints to determine where there is vacant land and land that is likely to be redeveloped. The analysis compares the existing supply of residential land to emerging trends and indicators for future estimates of demand to ensure that current use designations provide an adequate
short- and long-term land supply for housing to meet existing needs and those of projected growth.

**ECONOMIC OPPORTUNITIES ANALYSIS**

Statewide Planning Goal 9: Economic Development requires jurisdictions to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth, ensuring citizens have adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon. The Economic Opportunities Analysis (EOA) provides information about the factors that could affect economic development in Hillsboro, including demographics, industry and workforce trends, market health, and regulatory structure. The analysis compares the existing supply of employment land to emerging trends and indicators for future estimates of demand. The Comprehensive Plan specifically includes goals and policies derived from the findings of the EOA within the Economic Development section, although, regardless, any policies related to economic development included within other sections of the Plan must be consistent with the EOA.

The EOA includes the City’s buildable lands inventory for employment within the UGB. It analyzes existing development patterns and intensity, land and development values, existing land use designations and zoning, and building constraints to determine where there is vacant land and land that is likely to be redeveloped. The analysis compares the existing supply of employment land to emerging trends and indicators for future estimates of demand to ensure that current use designations provide an adequate short- and long-term land supply for employment to meet existing needs and those of projected growth.
CHAPTER 6

USING THE COMPREHENSIVE PLAN

CORE AREAS

Hillsboro’s updated Comprehensive Plan is organized around eight core areas that cover broad, interconnected subjects. Each core area includes one or more topics with a set of goals and policies that is consistent with community priorities identified in the Hillsboro 2035 Community Plan, as well as Oregon’s Statewide Planning Goals.

- **Bolstering Community Involvement**
  - Public Involvement

- **Enhancing Livability & Recreation**
  - Design & Development
  - Historic Resources
  - Housing
  - Library Services
  - Parks & Recreation
  - Urbanization

- **Promoting Health, Wellness & Safety**
  - Access to Healthy Food
  - Natural Hazards
  - Noise Management
  - Police & Fire Services

- **Fostering Healthy Ecosystems**
  - Natural Resources
  - Stormwater Management

- **Building Economy & Infrastructure**
  - Economic Development
  - Public Facilities & Services
  - Water Supply & Distribution

- **Advancing Environmental Sustainability**
  - Air Quality
  - Energy & Climate Change
  - Wastewater

- **Cultivating Transportation Options**
  - Transportation

- **Land Use Procedures & Plan Administration**
  - Land Use Planning & Procedures
### Relationship Between Hillsboro 2035 Focus Areas, Comprehensive Plan Core Areas & Oregon’s Statewide Planning Goals

<table>
<thead>
<tr>
<th>Hillsboro 2035 Focus Areas</th>
<th>Comprehensive Plan Core Areas</th>
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<tbody>
<tr>
<td>Education + Community Involvement</td>
<td>Bolstering Community Involvement</td>
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<tr>
<td>Livability + Recreation</td>
<td>Enhancing Livability &amp; Recreation</td>
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<tr>
<td>Health, Wellness, &amp; Safety</td>
<td>Promoting Health, Wellness &amp; Safety</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Fostering Healthy Ecosystems</td>
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<tr>
<td>Economy + Infrastructure</td>
<td>Building Economy &amp; Infrastructure</td>
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<tr>
<td>Environmental Sustainability</td>
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<td>Land Use Procedures &amp; Plan Administration</td>
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<td>Oregon’s Statewide Planning Goals</td>
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<td><strong>Goal 1:</strong> Citizen Involvement</td>
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<td><strong>Goal 2:</strong> Land Use Planning</td>
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<td><strong>Goal 5:</strong> Natural Resources, Scenic and Historic Areas, and Open Spaces</td>
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<td><strong>Goal 6:</strong> Air, Water, and Land Resources Quality</td>
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<td><strong>Goal 7:</strong> Areas Subject to Natural Hazards</td>
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<td><strong>Goal 8:</strong> Recreational Needs</td>
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<td><strong>Goal 9:</strong> Economic Development</td>
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<td><strong>Goal 10:</strong> Housing</td>
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<td><strong>Goal 11:</strong> Public Facilities</td>
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<td><strong>Goal 12:</strong> Transportation</td>
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<td><strong>Goal 13:</strong> Energy Conservation</td>
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<td><strong>Goal 14:</strong> Urbanization</td>
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TOPICS

The topics within the Comprehensive Plan core areas include two parts: a background report (combined in a separate volume) and a Goals & Policies document. The background report fulfills the State’s requirement that a comprehensive plan be rooted in a factual base and supported by accurate and current information and data. It provides detailed descriptions based on in-depth research and analysis to illustrate local conditions and priorities related to each topical area. While policy-neutral, it also considers emerging issues, trends, and opportunities. The Goals & Policies document uses the context from the background report as a foundation for setting policy directives that respond to identified needs and reflect the unique issues and opportunities in Hillsboro in order to guide funding and program implementation.

USER’S GUIDE

Each topic opens with a statement articulating the important role that the subject matter plays in the function of our community and is followed by a short summary providing context and information about the City’s policy strategy going forward. The Goals & Policies document is organized in a way and includes features that maximize its ease and efficiency of use in land use planning practice. It aspires to present information in a way that is clear and accessible, avoiding the use of jargon where possible and providing definitions where specific terms are necessary, in order to provide a tool that is useful to the community as well as the City. The policies contained within the document will direct decisions shaping the form and function of the City.
Goal Identifier. Each goal is in numbered order and includes a title describing the purpose of the goal.

Goal Statement. A goal is a broad statement of purpose that defines our community’s ideal future. Goals are advisory.

Policy Identifier. Each policy is preceded by a notation that includes an acronym that corresponds to the topic and a number based on the overall goal and policy order. An introductory title communicates the key policy theme.

Policy Statement. A policy is a clear statement guiding a specific course of action for decision-makers to achieve a desired goal. Policies are regulatory.

Defined term. Terms that are defined in the glossary are signified by an underline (in the first occurring instance in a goal or policy).
OVERVIEW OF THE IMPLEMENTATION PROGRAM

Implementation measures (combined in a separate volume) are the specific, concrete, and measurable actions that apply policies as part of on-the-ground City operations. Traditionally, comprehensive plans include long lists of implementation measures alongside the goals and policies without a strategy for putting those measures to work. Since any modifications to the Comprehensive Plan must go through an amendment procedure including noticing, public hearings, and State review, even simple revisions to address changes in existing conditions or shifting priorities must be completed through a cumbersome process.

As part of Hillsboro’s Comprehensive Plan update, implementation measures have been split out into a separate, living document in order to provide more flexibility in their use as a City work program. Progress will be tracked periodically to ensure that implementation is ongoing. Implementation measures will be assigned a responsible department(s), identify potential costs, and provide a timeline for action. This approach goes above and beyond the base level requirement to create a tool that will increase transparency and accountability in planning activities to help our community thrive in the long term.

Within the implementation program, State law requires local governments to provide implementation tools adequate to fulfill the purpose of the Comprehensive Plan. Implementation tools are another important component of the comprehensive planning process. The Comprehensive Plan informs the development of zoning codes, development and annexation agreements, urban renewal plans, service coordination agreements, master plans, and other City plans. These tools play a key role in applying the broad goals and policies of the Comprehensive Plan to specific land use and administration decision-making. As with all other components, implementation tools and measures must be consistent with the Comprehensive Plan.
PART III

OUR GOALS & POLICIES
Locally-grown blueberries
Hillsboro remains a welcoming and attractive home to all people. Hillsboro is a city of diverse cultures, respected and honored for their differences. Personal connections, cultural understanding, and civic engagement create an environment where every resident has a voice and a role in keeping Hillsboro a great place to live, work, and play.
SECTION 1
PUBLIC INVOLVEMENT
Block 67 public open house at the Walters Cultural Arts Center
Proactive and effective public involvement is a cornerstone of planning practice, and focused public engagement is crucial to achieve success in land use and transportation planning initiatives that often impact the entire community. Hillsboro residents expect the City to maintain transparency, provide access to information, and offer meaningful public participation in the planning process.

**CONTEXT**

Statewide Planning Goal 1 requires the City to design and maintain an active public involvement program that provides for widespread involvement, effective two-way communications with the public, the opportunity for the public to be involved throughout the planning process, access to technical information in an understandable form, and a mechanism for the public to provide feedback to policymakers.

The Hillsboro Planning Department coordinates a number of public involvement activities ranging from proactively notifying residents of pending development applications, holding community meetings and workshops to discuss more complex or longer-range planning projects, and facilitating access to information on planning and development in the city both online and in-person. Some projects have included various public involvement methods such as surveys, design charrettes, outreach at public events, newsletters, or public tours. The Department also researches and publishes information about historical growth patterns, population trends, and other development statistics.

Public oversight is provided by the Hillsboro Planning Commission, the Planning and Zoning Hearings Board, and the Public Engagement Committee. The Hillsboro Planning Commission makes quasi-judicial decisions (many of which involve public hearings), makes recommendations on legislative actions, and provides additional advice to the City Council on land use issues and priorities. The Planning and Zoning Hearings Board conducts public hearings for certain types of land use applications, such as conditional use permits and variances. The Public Engagement Committee reviews and approves Public
Involvement Plans for major planning initiatives including community plan projects and major Comprehensive Plan amendments.

**GOING FORWARD**

Going forward, the City's approach to public involvement will be centered around three main goals: Engagement, Inclusion, and Accountability. As Oregon's most diverse large city, engagement across all of Hillsboro’s diverse communities is critical, including people of different ages, incomes, cultures, languages, and abilities. The City will emphasize the use of technology to extend public involvement and engagement, while also preserving opportunities for in-person dialog at community events and meetings. Finally, the Planning Department will continually monitor and assess its public involvement efforts to ensure continual improvement and ongoing effective public service.

**FAR LEFT:**
A young member of the community shares her idea for making it easier to get around Hillsboro as part of the public involvement efforts connected to the Comprehensive Plan update project.

**LEFT:**
Sample poster used to prompt public input on the topic of transportation at a superhero-themed community event.

**BELOW:**
Planning staff gathers input from community members at the Hillsboro 2035 Community Celebration.
Members of the community discuss a map of the Jackson East Project Area at a community meeting held at the Brookwood Library.
PUBLIC INVOLVEMENT (PI) GOAL 1

ENGAGEMENT
Implement and maintain a comprehensive public information and involvement program to spread outreach and engagement in land use and transportation-related projects, decisions, and initiatives.

POLICY PI 1.1  Ongoing dialog. Ensure and encourage ongoing dialog between the public and the City regarding land use planning and decision-making.

POLICY PI 1.2  Develop consistent procedures. Develop and utilize a consistent set of procedures for notifying and soliciting input from the public as appropriate to the scale and type of the proposed action.

POLICY PI 1.3  Public Communications and Engagement Program. Create and maintain a Planning Department Public Communications and Engagement Program that outlines how staff will plan, implement, and evaluate public involvement activities within the context of individual planning projects and functions.

POLICY PI 1.4  Accessible information. Provide information to the public in accessible and easy to understand formats, including multiple languages where appropriate.

POLICY PI 1.5  Public involvement budget and resources. Provide adequate personnel, budget, and material resources to support the City’s land use-related Public Involvement Program.

PUBLIC INVOLVEMENT (PI) GOAL 2

INCLUSION
Respect and cultivate community diversity and wisdom through inclusive, meaningful, and innovative community participation.

POLICY PI 2.1  Diverse engagement. Develop strategies to facilitate meaningful participation in planning
activities that aim to build engagement across the City's diverse communities.

**POLICY PI 2.2**  
**Address participatory barriers.** Design public involvement activities in a manner that identifies and addresses participatory barriers such as language, time, location, and level of involvement.

**POLICY PI 2.3**  
**Public Engagement Committee.** Create a single, diverse Public Engagement Committee responsible for advising the City on land use-related public involvement practices and implementing related duties described in Goal 1 of the Statewide Planning Goals, structured to provide broad representation and selected by an open, well-publicized public process.

**POLICY PI 2.4**  
**Engage community organizations.** Engage existing community organizations, such as faith groups, business associations, and school districts to extend participation and engagement.

**POLICY PI 2.5**  
**Emerging technologies.** Utilize emerging technologies, methods, and techniques to enhance and extend public involvement.

**POLICY PI 2.6**  
**Youth engagement.** Create opportunities for youth to be engaged in planning projects and decision-making processes.

**POLICY PI 2.7**  
**Periodic evaluation.** Evaluate the success of public involvement activities in mitigating barriers.

**PUBLIC INVOLVEMENT (PI) GOAL 3**

**ACCOUNTABILITY**  
Ensure accountability in City processes and decisions.

**POLICY PI 3.1**  
**Rights and responsibilities.** Establish clear rights and responsibilities of applicants, decision-makers, staff, and other participants of planning projects, initiatives, and decision-making processes.
POLICY PI 3.2  **Public access to records and data.** Maintain and publicize consistent public access to planning-related projects, statistics, data, decisions, initiatives, and documents, including both in-person and online access.

POLICY PI 3.3  **Communicate scope of influence.** Define and consistently communicate which aspects of planning decisions and projects can be influenced through public participation, and clearly identify the level of engagement that can be expected in public processes.

POLICY PI 3.4  **Public reports.** Provide periodic reports and evaluations of the City’s land use decision processes and public engagement processes for public comment.
CHAPTER 8

ENHANCING LIVABILITY & RECREATION

With its clean, walkable neighborhoods, open spaces and trails, abundant recreational activities, and a thriving culture, Hillsboro is recognized as one of the most vibrant and livable communities in the Pacific Northwest. Hillsboro is a city of homes, not just houses, of neighborhoods, not just developments. The city’s character is shaped by its many neighborhoods and districts, each with a unique atmosphere and various lifestyles.
Hub 9 facade and Reflected Past, a public art installation inspired by the memory of overhead fruit tree blossoms
Urban design and development shape the environment in which Hillsboro residents, employees, and visitors experience day-to-day life. Good urban design combines planning, architecture, and landscapes that focus on people and improve their quality of life.

**CONTEXT**

Urban design is the shaping of the built environment using human beings—their size and their senses—as the fundamental metric of scale, proportion, comfort, and materials. The arrangement and design of land uses and sites; structure, shape, and character of groups of buildings; and organization of streets and blocks all influence the form and function of a city. The best practices of urban design can be regulated and implemented to develop vibrant and attractive urban environments and create a sense of place.

Hillsboro has experienced remarkable growth over the past several decades, becoming a blend of developments with different forms, scales, and character over time. This diversity of suburban form has made it increasingly difficult to maintain a consistent, identifiable community design style. Creating community cohesion requires utilizing a variety of urban design principles as part of a broader urban design framework.

The City has made great strides over the past 15 years with several community plans and projects that place a strong emphasis on design and development, including such features as plazas, streetscapes, green spaces, and walkable and bicycle-friendly infrastructure that provide for daily living and recreation. The Comprehensive Plan also includes a set of design types for specific areas based on Metro’s 2040 Growth Concepts. Each of these areas is unique and each plan utilizes a different set of urban design tools to create cohesive, efficient, and attractive neighborhoods with their own distinct character. The next step is an overall vision for urban design that distinguishes our entire community as uniquely Hillsboro.

**GOING FORWARD**

When planning for the future, the City’s strategy for design and
development will focus on five main goals: Places, Character, Employment Areas, Public Realm, and Sustainability. Urban design guidelines that provide a framework for the unique character of neighborhoods and places will be a key tool for implementing Hillsboro’s urban design vision. The City’s focus will be creating compact, walkable places with an active public realm to enrich the lives and health of our community. The City is also working to transition to a strategic and consistent citywide wayfinding system over the next several years to create a sense of arrival, to build identity and pride, and to help locals and visitors navigate and discover everything that Hillsboro has to offer.

LEFT:
Yoga & “Unwine,” a Summer Social community event held on the raised deck at the Jerry Willey Plaza at Orenco Station

RIGHT:
Digital wayfinding and information kiosk located near the Hillsboro Civic Center
GOALS & POLICIES

DESIGN & DEVELOPMENT

Streets of Tanasbourne fountain and plaza
PLACES
Build compact, walkable places with distinct identities and design characteristics.

**POLICY D 1.1**  
**Innovation to enrich.** Advance innovative architectural and site design to enrich the lives and health of the community.

**POLICY D 1.2**  
**Design type characteristics.** Focus higher-density, pedestrian-oriented, and transit-supportive mixed-use development within Regional Centers, Transit Station Communities, Town Centers, Neighborhood Centers, and along select Corridors.

**POLICY D 1.3**  
**Multi-modal design.** Support multi-modal design patterns that allow people to easily meet the majority of their daily needs nearby.

**POLICY D 1.4**  
**Preserve compatibility.** Pursue innovative architectural and site design in new development, infill development, and redevelopment that preserves compatibility within existing neighborhoods.

**POLICY D 1.5**  
**Reduce superblocks.** Avoid the proliferation of superblocks by encouraging a more compact development pattern that is internally connected and publicly-accessible by multiple modes.

**POLICY D 1.6**  
**Adaptive reuse.** Support adaptive reuse of existing buildings in established neighborhoods in a way that integrates and respects existing land use scales and patterns.

**POLICY D 1.7**  
**Employment areas with access.** Focus higher employment densities in areas with planned or existing enhanced transportation connectivity, access to transit, and utility infrastructure.
POLICY D 1.8  Context sensitive parking. Integrate context-sensitive parking that enhances the quality of the built environment.

POLICY D 1.9  Flexibility as a reflection of innovation. Facilitate development review flexibility when proposed development is designed to be innovative and have positive aesthetic, environmental, and social impacts; creates public benefits; and demonstrates exemplary levels of architectural detail, site design, and/or international urban design best practices.

DESIGN & DEVELOPMENT (D) GOAL 2

CHARACTER
Develop an urban design framework that reflects the unique character of each Hillsboro design type designations while protecting existing single-family neighborhoods and ensuring urban design coherence citywide.

POLICY D 2.1  Context-sensitive design. Ensure context-sensitive design and development that reinforce each area's identity, based on the fundamental characteristics of each Hillsboro design type designation, as well as areas that do not have a design type designation.

POLICY D 2.2  Urban design coherence. Ensure urban design coherence between Hillsboro design types by employing consistent citywide public realm elements including wayfinding, directional signage, gateway enhancements, public art, cohesive street naming, lighting, or other treatments.

POLICY D 2.3  Scaled transitions. Develop effective transitions between higher and lower intensity development in areas of different scales and/or uses.

POLICY D 2.4  Street grid. Implement and maintain a citywide uniform street naming and addressing system.
POLICY D 2.5  **Incentives & partnerships.** Pursue programs that create and support market incentives and partnerships to enhance urban design and architectural integrity, such as storefront enhancement programs, green roofs, enhanced public spaces, and signage.

**DESIGN & DEVELOPMENT (D) GOAL 3**

**EMPLOYMENT AREAS**

Pursue employment areas with innovative site design elements that contribute to the public realm.

**POLICY D 3.1**  **Innovative site design.** Advance innovative employment area site and building design, such as general orientation of development towards street frontages and appropriate setbacks and screening.

**POLICY D 3.2**  **High-quality public realm.** Facilitate the creation of a high-quality public realm in employment areas, such as integrating off-street pathways, vegetated stormwater management, and street trees, as appropriate and compatible with surrounding infrastructure.

**POLICY D 3.3**  **Multi-modal commuting.** Design employment areas to support multi-modal commuting options.

**POLICY D 3.4**  **High-quality commercial nodes.** Pursue the design of high-quality commercial nodes to serve the needs of businesses and employees in the surrounding uses.

**DESIGN & DEVELOPMENT (D) GOAL 4**

**PUBLIC REALM**

Plan, develop, and maintain an active public realm that enriches the lives and health of the community.

**POLICY D 4.1**  **Activate the public realm.** Support the interaction and activation between the public realm and adjacent development and uses.

**POLICY D 4.2**  **Multi-modal streetscapes.** Design and retrofit major roadways to facilitate safe, multi-modal streetscapes.
POLICY D 4.3  Green infrastructure. Support the integration of natural and green infrastructure, such as street trees, green spaces, eco-roofs, gardens, and vegetated stormwater management into the public realm.

POLICY D 4.5  Four-sided architecture. Consider the application of four-sided architecture when feasible and/or appropriate.

POLICY D 4.5  Ground floor flexibility. Allow adaptive temporary ground floor uses to support existing development until the time that redevelopment becomes economically viable.

POLICY D 4.6  Innovative public facility design. Advance innovative public facility design that promotes health and enhances livability.

POLICY D 4.7  Partnerships for the public realm. Consider partnerships for development; redevelopment; and maintenance of streetscapes, natural areas, and third places.

DESIGN & DEVELOPMENT (D) GOAL 5

SUSTAINABILITY
Use urban design as a sustainability tool.

POLICY D 5.1  Resilient and regenerative energy. Support emerging trends and technology that integrate resilient and/or regenerative energy and water infrastructure; and materials sourcing and reuse into the design and development of the built environment.

POLICY D 5.2  District-wide resource efficiency. Facilitate the creation of ecodistricts and other collaborative arrangements where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.
**REGIONAL CENTERS**

Compact hubs of high-density housing, employment, and commercial uses supported by high-quality transit, multi-modal street networks, and supportive amenities and services.

**EMPLOYMENT AREAS**

Areas that serve as hubs for regional commerce. They include industrial land for high-tech, business parks, manufacturing, aviation, and other business uses. These areas should include limited supporting commercial and retail uses to serve employees. These areas should contain multi-modal commuting options and good connectivity to regional transportation facilities for the movement of goods and cargo.

**TRANSIT STATION COMMUNITIES**

Nodes of higher-density development centered around a light rail or high-capacity transit station that feature a high-quality pedestrian environment and feature a variety of shops and services.

**TOWN CENTERS**

Areas comprised of medium to high intensity mixed-use development containing housing, commercial, retail and civic uses. These areas are well served by transit, have supportive amenities, and are accessible by the surrounding neighborhood by walking or biking.
NEIGHBORHOOD CENTERS

Areas with a mix of retail and services to meet day-to-day living needs of the immediate neighborhood with less density and intensity than Regional or Town Centers. These areas have a high level of connectivity to the immediate neighborhood by walking or biking, with the potential for transit access nearby.

CORRIDORS

Major streets that may accommodate higher densities and intensities and feature a high-quality pedestrian environment and convenient access to transit. Corridors provide critical connections to centers, and serve as major multi-modal transportation routes for people and goods.

HISTORIC NEIGHBORHOODS

Areas intended to promote public awareness and appreciation of the City’s history and advance civic pride and identity. Special protections apply to preserve the character of the area while ensuring integration with surrounding areas and uses.

PLAN AREAS

Geographic areas for which special regulations have been created by the City through the adoption of a community or area plan.
Cultural Resource No. 10

Mary Eagleton Pittenger House

“American Foursquare” style

built circa 1909
SECTION 3
HISTORIC RESOURCES

Historic plaque posted on the front porch of the Pittenger House
Historic and cultural resources provide important context for what Hillsboro was in the past and what it will become in the future. In addition to preserving local history and character, investment in historic and cultural resources enriches our sense of community identity and enhances Hillsboro’s livability.

**CONTEXT**

From the native Atfalati to the arrival of the “Red River Settlers” in the late 1830s, Hillsboro originally developed as an agricultural community. The prosperity brought on by the railroad led to grand infrastructure projects, rich cultural amenities, and Hillsboro’s transition to a working city of mills and factories. World War II brought further changes, ultimately leading to Hillsboro’s ascendance as a high-tech hub for the “Silicon Forest,” which continues to attract large numbers of jobs and people into the city today.

Statewide Planning Goal 5 requires local governments to adopt programs that will preserve for future generations the historic resources that provide these glimpses into our past. Going above and beyond State law, Hillsboro has established a Cultural Resources Inventory and accompanying regulation in the Community Development Code for alterations and improvements to historic sites. The largest concentration of historic residential, commercial, and institutional resources, dating as far back as 1880, are located within the city’s downtown commercial core and in the old “company town” of Orenco. The City also owns and maintains three historic sites: the Malcolm McDonald...
Hillsboro’s Historic Landmarks Advisory Committee plays a critical role in the preservation of historic and cultural resources in Hillsboro. The Committee, made up of local residents, provides public education on historic sites, makes recommendations related to cultural resources to the Planning Commission and City Council, offers technical and economic information to property owners, and develops local preservation financing programs. Together, our community has launched a concerted effort to balance preservation and development, ensuring that historic resources remain as reminders of our roots, with the added benefit of enhancing property value and contributing to the economy.

**GOING FORWARD**

As part of a holistic approach to development, the City will emphasize preservation and awareness of historic resources. Promoting public awareness and appreciation of the community’s history will be critical to building stewardship for historic resource management. The City will focus on innovative strategies for enhancing the use of historic resources, including identifying opportunities for incorporating community meeting rooms and exploring the potential for adaptive reuse, and expanding the historic preservation program through coordinated partnerships and targeted use of social media. Finally, the Planning Department will take action to update the Cultural Resources Inventory and ensure that the Community Development Code balances the financial concerns of property owners and the community’s value of historic integrity.

LEFT: The historic Wehrung House, which was converted into a permanent residence for homeless individuals with mental illnesses

BELOW: Decadent Creations, a downtown Hillsboro bakery located in a remodeled historic home
Bark on one of the historic sequoias towering over the Washington County Courthouse in downtown Hillsboro.
PRESERVATION
Preserve, protect, and utilize historic and cultural sites that have architectural integrity; create a sense of place; contribute to neighborhood character; and/or reflect local community history.

POLICY HR 1.1 Maintain historic neighborhood character. Apply design and development standards to new development in present historic neighborhoods such as downtown and Old Orenco to maintain their unique character, and develop new standards as necessary to maintain historic neighborhoods of the future.

POLICY HR 1.2 Provide educational resources to property owners. Coordinate with the State Historic Preservation Office, Washington County Museum, and other historic and heritage advocacy groups to provide educational resources to property owners on regulations and best practices for maintenance, restoration, rehabilitation, and reuse of historic sites.

POLICY HR 1.3 Cultural Resource Inventory. Maintain and update the Cultural Resource Inventory as sites become historic.

POLICY HR 1.4 Maintenance and preservation. Establish tools for owners of designated historic resources to maintain and preserve the quality and character of the resources, including necessary upkeep and repair.

POLICY HR 1.5 Historic Landmarks Advisory Committee. Provide ongoing support to the Historic Landmarks Advisory Committee.

POLICY HR 1.6 Historic districts. Use and expand historic districts as a way to preserve groupings of historic resources, enhance the distinctive characteristics of their surroundings, and facilitate state and federal funding of preservation programs.
POLICY HR 1.7  Balance property rights and preservation. Apply balanced regulations that recognize both property rights and community interests in preservation.

POLICY HR 1.8  Adaptation and reuse. Promote adaptation and reuse of historic buildings to encourage preservation.

POLICY HR 1.9  Retain structures for conservation. Retain existing structures to conserve natural resources, reduce waste, and promote sustainability.

POLICY HR 1.10 Retain context around structures. Retain the historic context around historic structures to maintain neighborhood character.

HISTORIC RESOURCES (HR) GOAL 2

AWARENESS
Increase awareness and appreciation of Hillsboro's historic and cultural resources and heritage.

POLICY HR 2.1  Raise public awareness. Build support for preservation by raising public awareness.

POLICY HR 2.2  Publicize good stewardship. Recognize and publicize examples of good stewardship of historic sites.

POLICY HR 2.3  Public ownership of historic sites. Support and celebrate public ownership of historic sites that represent our common civic heritage.
Single-family housing in Hillsboro
SECTION 4

HOUSING
Housing will continue to be a top priority as the City of Hillsboro plans for further growth and development. The City’s vision is to provide a range of housing options in order to meet the various needs and preferences of existing and future residents, and plan for a complete, balanced community.

**CONTEXT**

Statewide Planning Goal 10 requires jurisdictions to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth. Local governments must complete a Housing Needs Analysis that provides information about the factors that may affect residential development, including changes in the housing market and shifting demographics, among others. This analysis outlines where the City should focus its efforts to provide for flexibility in housing location, type, and density, as part of a strategy that ensures the availability and prices of housing units are commensurate with the needs and financial capabilities of Hillsboro households.

As a regional employment center, Hillsboro has been growing at a rapid pace, boasting a faster growth rate than that of the county, region, and state. Hillsboro’s urban area has changed as the city has grown to accommodate new residents and businesses, growing out as well as up. Our community has unique
housing needs to consider with a population that is more ethnically diverse, includes a larger share of households with children, and made up of more renters than Washington County and the Portland region.

Hillsboro has a balanced portfolio of well-designed housing types developed across the community, serving different people at different points in their lives. However, long-term needs indicate that affordable housing for families below the poverty level, executive housing options for high-income workers, more economical options for Millennials and Hispanic/Latino households, and smaller, urban dwellings for Baby Boomers will be more important in the future. The Comprehensive Plan includes a policy framework for providing housing choices located near employment, services, and other amenities for people at all income levels and for households of different sizes and compositions.

**GOING FORWARD**

Going forward, the City’s approach to housing will focus on six goals: Housing Choice, Affordability, Livability, Supply, Innovation, and Sustainability. In addition to the critical aspects of housing choice and affordability, Hillsboro’s vision goes further to develop connected, vibrant, and sustainable neighborhoods that incorporate innovative features. The City will evaluate current regulations for development and coordinate development review procedures to foster neighborhoods that integrate a variety of housing types, amenities such as open space, resource- and energy-efficient technologies, and accessible multi-modal networks.
GOALS & POLICIES

HOUSING

4th Main mixed-use development in downtown Hillsboro
HOUSING (H) GOAL 1

HOUSING CHOICE
Provide opportunities for the development of a variety of housing choices that meet the needs and preferences of current and future households.

POLICY H 1.1 Variety of housing choice. Employ development standards that allow the opportunity for development of housing types such as single-family residences, single-story single-family housing, accessory dwellings, duplexes, apartments, attached single-family residences, cottage housing, co-op housing, condominiums, townhouses, government-assisted affordable housing, and manufactured housing.

POLICY H 1.2 Housing for all incomes. Provide opportunities to develop housing that is appealing to people at all income levels that work at businesses in Hillsboro and want to live in the City.

POLICY H 1.3 High-amenity housing. Provide opportunities for development of high-amenity, and/or larger single-family housing (on lots about 7,000 square feet or greater), and high-amenity condominiums (in urban centers) in areas with high amenities.

POLICY H 1.4 Choice regardless of circumstance. Support housing options for those who want to remain in their homes or neighborhoods independent of age, ability, or income, and those who want to age-in-place.

POLICY H 1.5 Aging population and disabled population. Allow and support a diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.

POLICY H 1.6 Allow manufactured housing. Provide opportunities for development of manufactured housing in well-planned and developed manufactured home parks or in areas that permit single-family dwellings.
POLICY H 1.7  Consistency with City plans. Locate housing types to be consistent with the Comprehensive Plan Map and Zoning Map.

HOUSING (H) GOAL 2

AFFORDABILITY

Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels.

POLICY H 2.1  Balanced housing supply. Ensure opportunities to develop an efficient, compatible, and balanced mix of housing types and unit sizes at a range of housing prices, rents, and amenities dispersed throughout the City.

POLICY H 2.2  Multi-dwelling ownership. Support homeownership opportunities in multi-dwelling housing by encouraging the creation of condominiums, cooperative housing, and limited equity cooperatives.

POLICY H 2.3  Lower housing/transportation cost burden. Provide housing opportunities that decrease commuting and lower the combined housing/transportation cost burden for people who live or work in Hillsboro.

POLICY H 2.4  Affordable housing location. Attempt to locate new government-assisted affordable housing and workforce affordable housing in areas that have access to jobs, active transportation, open spaces, schools, and supportive services and amenities.

POLICY H 2.5  Affordable housing compatibility. Integrate and ensure compatibility of government-assisted affordable housing with surrounding neighborhoods.

POLICY H 2.6  Affordable housing dispersal. Disperse government-assisted affordable housing throughout the City to diffuse concentration of poverty.
**POLICY H 2.7**  **Fair housing.** Employ strategies that support the Fair Housing Act and affirmatively further fair housing.

**POLICY H 2.8**  **Affordable housing tools.** Support the development of government-assisted affordable housing and workforce affordable housing through strategies such as partnerships, code flexibility, land banking, or other tools consistent with state-enabling legislation.

**POLICY H 2.9**  **Affordable housing partnerships.** Partner with non-profit housing developers and other agencies to create the opportunity to provide moderate- and low-income housing and rehabilitation activities in Hillsboro.

**HOUSING (H) GOAL 3**

**LIVABILITY**

Foster connected, vibrant districts and neighborhoods that serve the daily needs of residents that are safely accessible by walking, biking, transit, or a short commute.

**POLICY H 3.1**  **Well-designed neighborhoods.** Promote qualities of well-designed neighborhoods so that existing and new neighborhoods in Hillsboro are attractive, safe, and healthy places to live; respect surrounding context; and enhance community character.

**POLICY H 3.2**  **Livability amenities.** Integrate amenities such as enhanced open space, community gardens, community gathering spaces, and multi-use paths for connectivity in single-family, multifamily, and mixed-use development.

**POLICY H 3.3**  **Walk and bike to daily needs.** Support development of new retail and personal services in conjunction with housing in locations that are compatible with the surrounding area, including commercial areas that allow for ease of pedestrian and bicycling access, and enhance the ability of people to easily meet their daily needs.
POLICY H 3.4 **Reasonably increased densities.** Leverage development and redevelopment potential to reasonably increase densities with respect to existing or planned neighborhoods and infrastructure.

POLICY H 3.5 **Density to support transit.** Foster the development of housing at densities that support transit and in areas near existing or planned transit.

POLICY H 3.6 **Compatible development patterns.** Establish development patterns that combine residential with other compatible uses in mixed-use areas as appropriate, such as downtown, AmberGlen, Tanasbourne, and South Hillsboro.

POLICY H 3.7 **Standards for streets.** Provide land use regulations and standards that address various street classifications, including special development setbacks for specific streets where warranted.

POLICY H 3.8 **Reduce negative impacts.** Mitigate the impact of close proximity traffic, noise, odor, lack of privacy, and negative visual aesthetics, through compatible site and building design.

POLICY H 3.9 **Residential and public use compatibility.** Ensure compatibility of non-residential public uses such as schools, trails, or cell towers, and quasi-public uses, such as a bed and breakfast inn, home occupations, or day care, when they are located in residential areas, through special planning and design review when necessary.

POLICY H 3.10 **Residential and public facilities compatibility.** Ensure compatibility between residential areas and public facilities, including emergency services.

POLICY H 3.11 **Historic context.** Promote housing and site design that supports the conservation, enhancement, and continued vitality of areas with special historic, architectural, or cultural value.
POLICY H 3.12  Open space provisions. Foster the provision of land for open space and recreation for new and existing residents when developing housing.


HOUSING (H) GOAL 4

SUPPLY

Ensure that the City has an adequate housing supply with enough land to support the community’s growth.

POLICY H 4.1  Adequate land supply. Ensure that the City has enough land to accommodate Hillsboro’s projected share of regional household growth, through regular monitoring and adjustments of available land.

POLICY H 4.2  Land use efficiency. Ensure that land provided for housing within the City is efficiently-developed, locationally-appropriate, and at densities that can accommodate forecasted growth.

POLICY H 4.3  Densities. Establish minimum and maximum densities for all areas designated for residential or mixed-use on the Comprehensive Plan Map, resulting in the building of at least 80 percent of the maximum number of dwelling units per net residential acre permitted by the applicable residential zone, and as consistent with the adopted Metro Urban Growth Management Functional Plan.

POLICY H 4.4  Density variation. Allow residential development at densities higher than those designated by the Comprehensive Plan when approved by the City under the Planned Unit Development Process.

POLICY H 4.5  High-rise housing. Provide for development of high-rise housing (three to six stories) within the area designated in the Downtown Framework Plan, in Transit Station Communities, and in other areas designated for mixed-use or multifamily residential use.
POLICY H 4.6  Supportive public facilities and services. Ensure the appropriate type, location, and phasing of public facilities and services, including schools, sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

POLICY H 4.7  Existing housing stock maintenance. Support the maintenance and rehabilitation of the existing housing stock, where feasible, in areas designated for residential use.

POLICY H 4.8  Donated land accounting. Account for land donated and accepted by the City for needed public facilities in the determination of allowed residential densities as appropriate.

HOUSING (H) GOAL 5

INNOVATION
Encourage innovative architectural and site design in planning and developing housing.

POLICY H 5.1  Innovative housing types. Support innovative design techniques that allow the opportunity for varied housing types such as, but not limited to, tiny houses, cottages, courtyard housing, cooperative housing, accessory dwelling units, single story units, and extended family and multi-generational housing.

POLICY H 5.2  Innovative site design. Foster flexibility in the division of land and the siting of buildings and other improvements to allow for innovation.

POLICY H 5.3  Sustainable technologies. Promote the use of sustainable and efficient technologies and materials in housing construction that increase the quality and useful life of new and existing housing.

POLICY H 5.4  Allow variation based on public benefit. Ensure the quality and design of developments seeking adjustments or variation to established
development standards are reflected through the provision of additional amenities or public benefit elements, such as sustainable building design, provision of additional usable open space, or higher quality architectural design.

Housing (H) Goal 6

Sustainability
Encourage sustainable practices in planning and developing housing.

Policy H 6.1 Energy efficiency. Promote energy-efficient design and construction, and construction methods, such as the installation of renewable energy, and water reuse to improve housing quality and reduce housing operating costs.

Policy H 6.2 Green infrastructure. Promote the use of vegetated stormwater facilities, pervious pavement and similar “green streets” elements compatible with publicly-maintained infrastructure, where site conditions are favorable to stormwater infiltration and it is technically feasible and appropriate.

Policy H 6.3 Environmental impact reduction. Foster flexibility in the division of land, the siting of buildings, and use of construction methods and technologies to reduce environmental impacts and promote renewable energy.

Policy H 6.4 Impact mitigation through density modification. Allow density reductions or transfers within residential development projects that seek to minimize impacts to environmentally-sensitive areas such as Significant Natural Resource Overlay zones and floodplains.

Policy H 6.5 Tree preservation. Preserve viable, mature trees within housing developments where possible.

Policy H 6.6 Habitat impact. Promote wildlife habitat-friendly development practices.
SECTION 5

LIBRARY SERVICES

Entrance to the Brookwood Library
Library services appeal to residents of all ages and backgrounds and play an important role in enhancing Hillsboro’s livability and helping the community meet informational, educational, professional, and recreational needs. In addition to providing a range of useful items and resources, Hillsboro’s libraries have become important community gathering places.

**CONTEXT**

While library services is not a topic specified in the Statewide Planning goals, the City of Hillsboro recognizes its library is an essential public facility that plays a critical role in building and maintaining community. The Hillsboro Public Library is a department of the City of Hillsboro, as well as one of 14 Washington County Cooperative
Services member libraries (a partnership of the County, nine local cities, and two non-profit associations) that share a countywide collection of almost 2 million items. The Hillsboro Public Library serves all residents living in Washington County.

Hillsboro is served by two library facilities—the Main Library on Brookwood Parkway and the Shute Park Library—which provide free library cards and other programs and services. In response to recent growth, the City recently modernized these facilities to accommodate more visitors. In total, the Hillsboro Public Library provides over 92,000 square feet of facility space and around 350,000 items—including books, CDs, DVDs, and even bakeware and gadgets—available for checkout. Study rooms, conference rooms, and computers may also be reserved with a library card.

The Hillsboro Public Library remains the third busiest library in the state, behind the Multnomah County and Beaverton Libraries, and boasts facilities in top-notch condition with a high ratio of space per resident. Even still, the City is continually identifying opportunities to improve the number of facilities, locations, hours of operation, and availability of resources. To maximize community benefit, the library places special emphasis on obtaining current, popular materials in a wide variety of formats, providing information in a cost-efficient manner, stimulating children's interest in and appreciation for reading, supporting students, and promoting lifelong learning.

**GOING FORWARD**

Going forward, the City’s approach to library services will focus on providing a system that is accessible and valuable for all members of the community and remains an integral part of the community’s resources. The City will foster the role of libraries as activity and education centers by adding programming and additional space for working and gathering in order to meet growing demand. The City will continue to look for innovative strategies to increase accessibility and expanding resources which take the concept of borrowing from a library to the next level, including off-site venues like the Book-O-Mat, mobile locations like Library on the Loose, and untraditional items within the Library of Things.
Book-O-Mat, the Hillsboro Library’s automated book kiosk

GOALS & POLICIES
LIBRARY SERVICES
LIBRARY SERVICES GOAL 1

Ensure that Hillsboro's library system is accessible and valuable for all members of the community and that it remains an integral part of the community's resources.

POLICY LS 1.1 Access to library resources. Maintain and enhance access to library resources throughout the community, improving the number of facilities, locations, hours of operation, and availability of resources.

POLICY LS 1.2 Libraries as gathering spaces. Foster the evolving role of libraries as valued community gathering spaces.

POLICY LS 1.3 Facility access. Ensure that all library facilities are near safe and accessible transportation facilities, including transit routes and other multi-modal options, and that facilities are dispersed geographically.

POLICY LS 1.4 Library services co-location. Promote co-locating library services with other community assets.
SECTION 6

PARKS & RECREATION

A community member out for a run along the Rock Creek Trail
The City of Hillsboro offers a variety of high-quality parks, greenways, trails, open spaces, and recreation opportunities that contribute to a high quality of life for community members. The City aims to continue meeting the recreation needs of a growing and changing population through careful planning.

**CONTEXT**

Statewide Planning Goal 8 requires local governments to plan for parks, open space, and trails adequate to satisfy the recreational needs of Oregon residents and visitors. Hillsboro’s award-winning and nationally-accredited Parks & Recreation Department offers a variety of unique recreation opportunities, including shared use facilities established through partnerships with the Hillsboro School District and Washington County Fairgrounds. The Hillsboro Parks & Recreation Commission oversees the management of all City recreation facilities and activities, has the authority to regulate and establish user fees and charges, and makes recommendations regarding recreation to the City Council.

Hillsboro has come a long way over the past several decades—increasing the ratio of developed park land acres per resident by three times as the population continued to grow rapidly. Each year thousands of residents enjoy
the 35 developed parks (totaling 622 acres), 4 indoor recreation centers, and 3 sports complexes managed and operated by Hillsboro Parks & Recreation. From multi-field sports complexes and an aquatic and recreation center to small playgrounds and large picnic facilities, the Parks & Recreation Department offers a wide variety of opportunities for Hillsboro residents and visitors to play. The department also maintains around 400 acres of greenways and open space that provide areas for wildlife and stormwater management and facilitate connections between parks and offer trail-related outdoor recreation. In addition to these facilities, Hillsboro Parks & Recreation offers hundreds of diverse, year-round recreational programs and activities that enrich the lives of residents and visitors of all ages (guided by the Hillsboro 2035 Community Plan).

GOING FORWARD

When planning for parks and recreation in the future, the City will focus on four goals: Opportunities, Connectivity, Ecology, and Funding. A balanced, healthy urban environment requires parks, open spaces, and ample opportunity for indoor and outdoor leisure activities. The City recognizes the importance of connecting parks and open space with housing, schools, and employment through a system of interconnected trails and on-street bicycle and pedestrian facilities. The City will also examine emerging best practices and innovative strategies for recreational opportunities that meet changing community needs, including multi-generational facilities, environmentally-conscious landscapes, waterways, and co-located school facilities.
Wayfinding signage along Rock Creek Trail

GOALS & POLICIES
PARKS & RECREATION
OPPORTUNITIES
Plan, develop, and enhance recreation opportunities to meet the needs of community members of all ages, abilities, cultures, and incomes.

POLICY PR 1.1 Recreational network. Provide a comprehensive network of recreation opportunities that address the needs and abilities of diverse communities.

POLICY PR 1.2 Distribution of recreation opportunities. Disperse the types and sizes of recreation opportunities throughout the City in proportion to the population of the area.

POLICY PR 1.3 Recreational opportunities growth. Increase recreation opportunities consistent with the City’s population growth while maintaining a balance between active recreation and passive recreation.

POLICY PR 1.4 Indoor recreational facilities. Increase indoor recreation facilities and valued community gathering spaces.

POLICY PR 1.5 Interim recreational uses. Allow for the interim use of vacant and underutilized private parcels throughout the City for community member-initiated and managed recreation opportunities, where appropriate.

POLICY PR 1.6 Health, education, and wellness. Promote health, education, and community wellness through expanded recreation opportunities.

POLICY PR 1.7 Educational institution coordination. Coordinate with school districts and other educational institutions in the acquisition, development, and maintenance of combined park and school sites wherever desired, feasible, and mutually-agreeable to both parties.

POLICY PR 1.8 Partnerships for planning, development, and maintenance. Create partnerships within the City
and with other public agencies, the private sector, organizations, property owners, and residents on recreation planning, development, and maintenance.

**POLICY PR 1.9** Update recreation plans. Continue to revise and update recreation plans in response to changing conditions and emerging trends to ensure that the needs of a growing community and diverse population are met.

**PARKS & RECREATION (PR) GOAL 2**

**CONNECTIVITY**
Create a citywide network of safe, interconnected recreation opportunities.

**POLICY PR 2.1** Active transportation network. Create a network of interconnected trails and on-street bicycle and pedestrian facilities to extend the active transportation network, expand recreation opportunities, and to increase connectivity between recreation opportunities.

**POLICY PR 2.2** Transit connectivity. Utilize transit to improve connections to recreation opportunities and fill gaps between them.

**POLICY PR 2.3** Greenways, trails, and waterway recreation. Pursue the expansion of greenways, trails, and waterway recreation through and around the City to serve both as recreation resources and viable transportation alternatives. As new development, redevelopment, or other opportunities occur, pursue the creation of public access easements.

**POLICY PR 2.4** Public safety and emergency access. Incorporate public safety and emergency access measures in the planning, design, and management of greenways, open space, and trails.
**ECOLOGY**
Strive for recreation opportunities that preserve and promote ecological health.

**POLICY PR 3.1** *Ecological preservation and restoration.* Incorporate the preservation and restoration of wetland, riparian, and upland wildlife habitats to safeguard sensitive environmental areas and wildlife corridors when designing and developing recreation opportunities.

**POLICY PR 3.2** *Eco-conscious management.* Integrate the development, operation, and maintenance of indoor and outdoor recreation opportunities to reduce energy, water, and chemical use, and support a wide variety of species.

**FUNDING**
Facilitate funding for land acquisition, recreation development, operations, and maintenance.

**POLICY PR 4.1** *Construct recreation to City standards.* Require that recreation opportunities are constructed to current City standards.

**POLICY PR 4.2** *Development contributions.* Pursue proportional contributions from new development and redevelopment for the expansion of public recreation opportunities.

**POLICY PR 4.3** *Funding methodologies.* Adopt additional funding methodologies, as needed for new development and redevelopment to adequately fund the expansion of recreation opportunities.

**POLICY PR 4.4** *Creative funding strategies.* Pursue creative and flexible funding strategies for the operations and maintenance of existing and new recreation resources.
Undeveloped land located outside the Urban Growth Boundary
SECTION 7

URBANIZATION
Urbanization is a multifaceted topic that has widespread impacts for residential and employment growth within Hillsboro, the transition of land from rural to urban uses, the provision of public services to new urban areas, and long-term local and regional governance. The Urban Growth Boundary (UGB) provides a tool for protecting rural and natural resources from urban sprawl and promoting efficient urban development.

**CONTEXT**

The Hillsboro Planning Department is responsible for ensuring that the City meets the requirements of Statewide Planning Goal 14 for facilitating the orderly transition, utilization, and service of urban land. The UGB establishes a perimeter limiting urban expansion into open space areas, identifying urbanizable land available to accommodate projected 20-year housing and employment growth. Urban reserve areas identify land outside the UGB that may be added in the future to accommodate 50-year growth.

Metro is the regional government for the Portland metropolitan area responsible for managing the UGB. Using a forecast of population and employment growth for the region, Metro evaluates whether the UGB needs to be adjusted in response to changing trends and forecasts. A series of plans developed by Metro work together with State requirements to define the region’s long-range growth management strategy.

Cooperative intergovernmental urban service and planning agreements between Hillsboro, Beaverton, Washington County,
Metro, and various special districts identify the City of Hillsboro as the jurisdiction responsible for planning, service provision, and governance of adjacent urbanized unincorporated areas within the UGB, such as portions of Aloha and Reedville. Over 3,500 acres have been added to the Portland metro region’s UGB around Hillsboro since the late 1990’s, as forecasted growth needs could not be reasonably accommodated on land already inside the UGB. Annexation of these prior UGB expansion areas will likely increase considerably over the next decade as a result of the limited supply of land to meet urban population growth.

**GOING FORWARD**

As part of a targeted growth strategy, the City will focus on five goals related to urbanization: Growth, Consistency, Inclusivity, Facilities & Services, and Edge Compatibility. Balance is a critical feature of any urbanization strategy—between maintaining service and expanding service, growing up and growing out, efficient development and inclusive development, and aesthetic and compatible design. As part of this effort, the City will ensure that properties planned for annexation can be reasonably served by public facilities and that new development and redevelopment adequately fund the necessary extension of public facilities and services.

**LEFT:**
Crews perform site work to prepare for development in South Hillsboro, the largest master-planned community in Oregon history.

**ABOVE:**
Ongoing development within the Witch Hazel Village community plan area, the last piece of which was brought into the Urban Growth Boundary in 2002.
GOALS & POLICIES

URBANIZATION

All three phases of development at Orenco Station with Intel Ronler Acres in the background.
URBANIZATION (UR) GOAL 1

GROWTH
Accommodate long-range population and employment growth within the Hillsboro Planning Area.

POLICY UR 1.1 Transition from rural to urban. Provide for the orderly and efficient transition of land from rural to urban use.

POLICY UR 1.2 Designate land for projected growth. Designate land uses in a manner that accommodates projected population and employment growth.

POLICY UR 1.3 Facilitate infill. Facilitate the infill development of vacant or underutilized land consistent with City Comprehensive Plan land use designations.

POLICY UR 1.4 Compact, mixed-use development in centers and along corridors. Focus higher density, pedestrian-oriented, and transit-supportive mixed-use development within Regional Centers, Transit Station Communities, Town Centers, Neighborhood Centers, and along select Corridors.

POLICY UR 1.5 Balance higher densities with other impacts. Promote higher densities when proposed development is sufficiently-designed to mitigate potential negative aesthetic, environmental, and social impacts and demonstrates high levels of compliance with City development standards and design guidelines.

POLICY UR 1.6 Targeted revitalization. Prioritize investment in and revitalization of areas where private investment patterns are not accomplishing this objective.

POLICY UR 1.7 Range of employment lot sizes. Manage employment land to provide a range of lot sizes that accommodate a variety of employment types.

POLICY UR 1.8 Routinely verify supply of developable land. Routinely verify whether the City's supply of
developable land is sufficient to meet short- and long-term employment and housing needs.

**POLICY UR 1.9 Request additional lands for projected growth.**
Request additional lands for urbanization when the Hillsboro Planning Area will not accommodate the 20-year projected demand for employment and/or housing.

**URBANIZATION (UR) GOAL 2**

**CONSISTENCY**
Ensure local planning consistency with the region and the state.

**POLICY UR 2.1 Local and regional plans consistency.**
Ensure consistency with the Metro Urban Growth Management Functional Plan.

**POLICY UR 2.2 Adopt Comprehensive Plan designations.** Ensure that all lands within Hillsboro City limits receive City Comprehensive Plan land use designations.

**POLICY UR 2.3 Development consistent with zoning, plans, and agreements.** Support new development, infill development, and redevelopment in a manner that maintains compatibility with surrounding areas and is consistent with adopted zoning, relevant City community-level plans, partner agency plans adopted by reference and incorporated into the Comprehensive Plan, and formal intergovernmental agreements.

**POLICY UR 2.4 Urbanized unincorporated annexation.** Adopt City land use designations that are most comparable to existing Washington County designations for newly-annexed urbanized areas until the City has completed community-level planning, consistent with the urban planning intergovernmental agreement and other intergovernmental agreements.

**POLICY UR 2.5 Unurbanized unincorporated annexations.** Require City community-level planning and the subsequent adoption of City Comprehensive Plan
land use designations prior to the annexation of unincorporated, unurbanized areas.

**POLICY UR 2.6**  
**Consistent community-level planning procedures.** Maintain consistent procedures for City community-level planning in new development, infill development, and redevelopment areas.

**POLICY UR 2.7**  
**Partner to ensure City governance and service delivery.** Partner with Washington County, other public agencies, and special districts to ensure that local planning reflects City responsibility for ultimate governance of and service delivery to identified unincorporated urbanized and unurbanized areas.

**POLICY UR 2.8**  
**Update urban service and planning agreements.** Establish and periodically update urban service, urban planning, and other formal intergovernmental agreements as needed to support urbanization, annexation, and urban service provision.

**URBANIZATION (UR) GOAL 3**

**INCLUSIVITY**

Plan, develop, and enhance the urban built environment to meet the needs of community members of all ages, abilities, cultures, and incomes.

**POLICY UR 3.1**  
**Compatibility with the community’s needs and resources.** Ensure development of land that is consistent and compatible with the community’s needs and resources.

**POLICY UR 3.2**  
**Mix of uses and innovative design.** Advance a mix of uses and innovative architectural and site designs that integrate access to daily needs into neighborhoods and yield an active public realm that enriches the lives and health of the whole community.

**POLICY UR 3.3**  
**Range of housing choices.** Provide a range of housing choices that meet the needs and preferences
of current and future community members of all ages, abilities, cultures, and incomes.

**POLICY UR 3.4**  **Strategies and tools to address gentrification.**
Create strategies to assess the risk associated with gentrification and use tools to mitigate the effects of new development and change on vulnerable households.

**POLICY UR 3.5**  **Range of employment types.** Foster a range of employment types intended to benefit Hillsboro and the region.

**POLICY UR 3.6**  **Perform ESEE analysis.** Consider the economic, environmental, social, and energy (ESEE) consequences of urban growth when determining the appropriate location and intensity of urban growth.

**POLICY UR 3.7**  **Energy implications of urbanization and higher density redevelopment.** Support climate change mitigation and climate change adaptation measures including pursuing resource efficiency, renewable energy, and reduction of non-renewable energy use when areas are urbanized or are being redeveloped at higher densities.

**URBANIZATION (UR) GOAL 4**

**FACILITIES & SERVICES**
Provide for the orderly and efficient extension of public facilities, utilities, and services.

**POLICY UR 4.1**  **Urban service extension while maintaining existing services.** Integrate the type, design, timing, and location of public facilities, utilities, and services in a manner that accommodates expected population and employment growth while maintaining the City’s ability to continue providing existing public facilities, utilities, and services citywide.

**POLICY UR 4.2**  **Urban service extension prior to urban development.** Require the provision of public
facilities, utilities, and services prior to or concurrent with urban development.

**POLICY UR 4.3**  
**Development contributes to funding urban service extension.** Adopt additional funding methodologies, as needed, to ensure that new development and redevelopment adequately contribute to funding the necessary extension of public facilities, utilities, and services.

**POLICY UR 4.4**  
**Annexation based on proximity to services.** Ensure that properties to be annexed can be reasonably served by public facilities, utilities, and services.

**POLICY UR 4.5**  
**Equitable and standardized annexation practices.** Maintain equitable and standardized annexation practices.

**POLICY UR 4.6**  
**Interagency coordination on service delivery.** Coordinate the extension of public facilities, utilities, and services and prioritization of capital expenditures with Washington County, other public agencies, and special districts responsible for providing public facilities, utilities, and services within Hillsboro City limits.

**POLICY UR 4.7**  
**Interagency collaboration on regional infrastructure and environmental impacts.** Collaborate with regional partners on the regulations that address regional infrastructure and environmental impacts, such as transportation, water, and floodplain development standards.

**URBANIZATION (UR) GOAL 5**

**EDGE COMPATIBILITY**
Enhance compatibility between urban uses and agricultural and forest uses on adjacent land outside the Urban Growth Boundary.

**POLICY UR 5.1**  
**Compatibility between urban uses and agricultural or forest practices.** Promote compatibility between...
urban uses and adjacent agricultural or forest practices outside the Urban Growth Boundary.

**POLICY UR 5.2** Lower-intensity uses beside rural reserves. Focus lower-intensity urban development adjacent to rural reserves, designed to create an effective transition between urban uses and agricultural and forest uses.

**POLICY UR 5.3** Urban uses beside urban reserves. Design development adjacent to urban reserves to maintain a cohesive urban environment as these areas develop in the future.

**POLICY UR 5.4** Public facility design near agricultural and forest practices. Consider the design of public facilities, utilities, and services to accommodate nearby agricultural and forest practices.

**POLICY UR 5.5** City greenway system buffer. Pursue a City greenway system that enhances buffering between urban uses and nearby agricultural and forest uses outside the Urban Growth Boundary.
Hillsboro is a safe and healthy city for all community members. The community approaches policing, fire prevention, and emergency planning in a manner that builds trust, encourages public participation, and fosters community preparedness and resiliency. Community partnerships and progressive planning ensure Hillsboro residents have knowledge of and access to affordable housing, fresh local food, and healthy lifestyles.
Picking fresh greens at Working Theory Farm

SECTION 8
ACCESS TO HEALTHY FOOD
The abundance of farming activity just beyond City limits represents a clear opportunity to increase citywide access to healthy, locally-grown food. Increasing access to healthy food through urban agriculture, community gardens, and farmers’ markets helps improve individual health, support the local economy, and provide environmental benefits.

**CONTEXT**

Hillsboro and the surrounding area have produced generous crops over the course of generations. As the city has expanded eastward from its historic downtown core, much of the land that was once used for agricultural purposes has been developed to accommodate a growing population. An abundance of agricultural land remains just beyond Hillsboro’s borders, largely due to the region’s forward-thinking planning efforts and the establishment of the Urban Growth Boundary.

Members of our community have expressed an interest in greater access to local food, which connects food producers and food consumers in the same geographic region. Hillsboro’s Community Garden Program consists of four organic, pesticide-free gardens which host over 200 community gardeners cultivating nearly two acres of land. In addition to opportunities to grow food on their own property or on a community garden plot, community members are able to access local food by shopping at select Hillsboro-area grocers that carry food from local producers, purchasing local food...
directly from nearby farm stores, visiting one of Hillsboro’s multiple farmers’ markets, picking up a Community Supported Agriculture share, or buying a variety of processed food products that are grown and prepared locally.

By reducing the distance between food producers and consumers, there are fewer negative environmental impacts from long-distance hauling and distribution of food products by truck. Households with access to local produce benefit from the added nutritional value contained in food that has been recently picked or harvested. Local farmers benefit from the steady stream of customers participating in Community Supported Agriculture and patronizing farmer’s markets, which often have the added benefits of employing local workers and supporting nearby businesses.

**GOING FORWARD**

Moving forward, the City will look to promote community health, prosperity, and sustainability by improving access to local food. To do so, the City will facilitate household-level agricultural activities such as personal gardening, raising farm animals (restricting number and type), and tending plots in community gardens. The City will also work with other entities to support farmers’ markets, community-supported agriculture, and other food access programs. Finally, the City will develop and maintain a citywide Food Systems Plan.

**LEFT & ABOVE:**
*Working Theory Farm, a small vegetable farm just beyond Hillsboro’s southern border, provides fresh produce to restaurants and grocers throughout the region*

**IMAGE CREDIT:** THE WEAVER HOUSE
GOALS & POLICIES

ACCESS TO HEALTHY FOOD

IMAGE CREDIT: THE WEAVER HOUSE

Radishes from Working Theory Farm
ACCESS TO HEALTHY FOOD (AF) GOAL 1

FOOD ACCESS
Increase access to healthy, fresh, and affordable food.

POLICY AF 1.1  Personal gardens. Integrate opportunities into residential and mixed-use development for personal gardening for consumption, education, and limited sales or donation purposes.

POLICY AF 1.2  Farm animals. Allow the keeping of a limited number of animals in residential areas to produce food for personal consumption, limited sales, or donation purposes, where compatible with the neighborhood and as allowed in the Municipal Code.

POLICY AF 1.3  Farmers’ markets. Support the retention and expansion of farmers’ markets to encourage community building, support regional agriculture, and foster economic development.

POLICY AF 1.4  Community gardens. Allow for the establishment and maintenance of publicly available community gardens near residential areas or in areas with good access to transit.

POLICY AF 1.5  Community Supported Agriculture. Accommodate compatible itinerant or periodic uses providing access to food opportunities in neighborhoods, such as Community Supported Agriculture distribution points.

POLICY AF 1.6  Food access programs. Support efforts of schools, local organizations, property owners, the private sector, and other agencies to expand access to healthy food.

POLICY AF 1.7  Food Systems Plan. Develop and maintain a citywide Food Systems Plan.
County Bridge 1312, which is scheduled for maintenance work in 2017-2018
A thorough understanding of natural hazards and their potential impacts can help a community prepare for the unexpected. Through conscientious planning and coordination, the City of Hillsboro can help reduce the vulnerability of people, property, and critical services to natural hazard events.

CONTEXT

Statewide Planning Goal 7 protects life and property from natural disasters and hazards. Due to its location and geography, eight different types of natural hazards—earthquakes, floods, landslides, regional volcanic activity, wildfires, droughts, windstorms, and winter storms—have the potential to impact Hillsboro. Natural disaster events vary in the threat that they pose to people, facilities, and infrastructure. This risk increases when land is developed, as the natural environment is changed when natural resources are removed, pavement is added, and people are brought closer to places where natural hazards may occur.

Of the potential hazards identified, Hillsboro is most vulnerable to earthquakes. Nearly half of all structures in Hillsboro were built in or before 1980, using construction techniques that are now known to be inadequate in a seismic event. Most of these pre-1980 structures are residential buildings, with major implications for the protection of life and the provision of shelter both during and following a disaster. Retrofitting these older structures to current safety standards can drastically reduce their vulnerability to damage or destruction in an earthquake.

Hillsboro is actively planning to prevent injuries and loss from natural hazards as a partner in Washington County’s Multi-Jurisdictional Natural Hazards Mitigation Plan and has outlined an all-hazard disaster response and recovery strategy in the Emergency Operations Plan. As part of this effort, a number of critical public facilities, including City and regional infrastructure such as transportation routes, bridges, water systems, and utilities, have been found to be vulnerable to natural disasters. Increasing the resilience of these facilities will require a coordinated approach among jurisdictions, and capital investment directed towards retrofitting existing facilities and developing infrastructure redundancies.

GOING FORWARD

Through a coordinated resiliency strategy, the City will focus on five goals related to natural hazards: Minimizing Risk, Increasing Preparedness, Improving Coordination, Building Resilience, and Mitigating Hazards. The City will enhance ordinances and standards as part of this effort—especially those relating to the siting of essential facilities and other development—minimizing the potential risk of natural hazards to people and property. Hillsboro will also coordinate emergency preparedness, resilience building, and hazard mitigation efforts with local and regional partners in both the public and private sectors.
GOALS & POLICIES

NATURAL HAZARDS

Roadway signage stored at the Hillsboro Public Works Facility
MINIMIZE RISK
Minimize impacts of natural hazards on people and property.

POLICY NH 1.1 Limit hazard impact. Enhance ordinances and design standards that limit the impact of flooding and other natural hazards on people and property.

POLICY NH 1.2 Transition hazard areas to little or no development. Facilitate the shifting of existing uses of developed land in natural hazard areas to open space, recreation, or other low-density uses over time.

POLICY NH 1.3 Create mitigation plan. Develop and maintain a mitigation plan for natural hazards.

POLICY NH 1.4 Avoid development in unsafe areas. Avoid development in natural hazard areas where the risk to people and property cannot be mitigated.

POLICY NH 1.5 Site essential facilities outside of hazard areas. Prohibit the siting of essential facilities in identified natural hazard areas where the risk to public safety cannot be mitigated, unless an essential facility is needed to provide essential emergency response services in a timely manner.

POLICY NH 1.6 Site hazardous materials storage outside of hazard areas. Prohibit the siting of hazardous materials storage facilities and special occupancy structures in identified natural hazard areas where the risk to public safety cannot be mitigated.

POLICY NH 1.7 Support natural resource preservation. Support the preservation and maintenance of natural resources to mitigate the impact of natural hazards: for example, maintaining, preserving, and properly installing trees as necessary to ensure a safe depth and spread of their root systems in order to minimize damage caused by the trees as they grow and during wind storms.
POLICY NH 1.8  Protect cultural resources from hazards. Support measures to protect historic and cultural resources from damage caused by natural hazards.

POLICY NH 1.9  Plan for rapid recovery. Support programs, plans, and investments intended to expedite the restoration of critical services, permitting alternative access routes to essential facilities, or allowing temporary use of public rights-of-way for emergency supply or debris storage and equipment staging.

NATURAL HAZARDS (NH) GOAL 2

PREPAREDNESS

Provide information and services to support hazard preparation and recovery for people of all ages, abilities, cultures, and incomes.

POLICY NH 2.1  Educate the public on hazards. Ensure availability of information to build awareness about natural hazards and mitigation measures to members of the public in a variety of formats, media, and languages, focusing especially on actionable items such as earthquake retrofitting and stocking emergency supplies.

POLICY NH 2.2  Develop hazard warning and information system. Promote multiple sources for outreach in a variety of formats, media, and languages for sharing of information, alerts, and instruction during a hazard event.

POLICY NH 2.3  Support structural enhancements. Promote development policies and practices that protect the safety of people in Hillsboro, including retrofitting structures and fortifying vital communication and transportation systems.

POLICY NH 2.4  Allow for temporary sheltering in public facilities. Enable the emergency and immediate use of appropriate public facilities and quasi-public facilities for temporary congregation and sheltering locations during and following a disaster event.
POLICY NH 2.5  Allow construction of temporary housing. Facilitate the expedient provision of temporary or private housing immediately following a disaster event.

POLICY NH 2.6  Maintain list of accessible facilities. Create and maintain a list of accessible facilities for use by the public in the event of a natural hazard event.

NATURAL HAZARDS (NH) GOAL 3

COORDINATION

Improve coordination with public and private partners.

POLICY NH 3.1  Create hazard response strategy with public and private partners. Build and maintain a citywide hazard response strategy based on existing plans and close coordination with public and private sector partners.

POLICY NH 3.2  Ensure clear communication between departments. Coordinate language pertaining to hazard planning and response between City departments to support clear communication in documents, strategies, and methods.

POLICY NH 3.3  Pursue creative funding solutions for hazard mitigation. Optimize funding for natural hazard mitigation, response, recovery, and outreach by pursuing creative and flexible funding strategies.

POLICY NH 3.4  Identify opportunities to restore critical services. Coordinate with private sector service providers and other jurisdictions to identify opportunities to provide continuity of critical services and expedite their restoration.

POLICY NH 3.5  Plan for disaster sanitation needs. Coordinate with local and regional jurisdictions to develop solutions for debris management and disaster sanitation needs following natural hazard events.

POLICY NH 3.6  Provide temporary use permits for debris storage. Facilitate temporary use permits for short-term storage of debris during hazard clean up and recovery.
NATURAL HAZARDS (NH) GOAL 4

CAPACITY
Build capacity for greater urban resilience.

POLICY NH 4.1 Support building retrofits. Promote replacement, retrofitting, and redesign of at-risk buildings.

POLICY NH 4.2 Support resilience of public structures. Promote and support a sustained program of capital investment to improve resilience in public structures, especially essential facilities and schools.

POLICY NH 4.3 Provide infrastructure redundancies. Provide redundancies to critical infrastructure to reduce service down times and expedite recovery.

POLICY NH 4.4 Fortify lifeline transportation routes. Support actions and investments to improve availability of lifeline transportation routes, including aviation services, following a natural hazard.

POLICY NH 4.5 Develop Resiliency Plan. Develop and maintain a citywide Resilience Plan to support rapid recovery of the City and its services.

POLICY NH 4.6 Address cascading hazards. Expand the City’s capacity to address cascading hazards.

NATURAL HAZARDS (NH) GOAL 5

HAZARD MITIGATION
Manage and maintain spatial, demographic, and economic data to support hazard mitigation planning.

POLICY NH 5.1 Update data used for analysis. Promote frequent updates to the spatial, demographic, and economic data used by the City to support hazard planning and response.

POLICY NH 5.2 Regularly update mapping. Ensure continuous and timely revisions to natural hazard mapping.
on a communitywide basis in conjunction with federal, state, and local efforts.

**POLICY NH 5.3** Support use of best available technology.
Leverage existing technology and support investment for additional hardware and software in favor of comprehensive natural hazard planning and response.
SECTION 10
NOISE MANAGEMENT
Home construction in the Jackson Hollow subdivision
Noise is a natural outcome of the vitality that makes Hillsboro a great place to live, work, and play. While some noise is unavoidable, the City of Hillsboro can play an important role in limiting excessive and potentially harmful noise through policy, land use planning, and design.

**CONTEXT**

A variety of activities create noise in an urban setting. Noise pollution can negatively impact quality of life and can contribute to a number of health issues, including stress, headaches, and sleep loss. Noise may become a disturbance when it reaches certain levels of intensity (amount of sound), frequency (rate of recurrence), or duration (length of occurrence), or when it is present at certain times of day. By national standards, noise is considered to be noise pollution when it becomes an unwanted or disturbing sound that negatively impacts quality of life or contributes to noise-related health issues. Statewide Planning Goal 6 includes noise as a consideration for maintaining land quality.

Noise pollution in Hillsboro typically occurs due to the use of construction tools, transportation (i.e., horns, engines, and travel), industrial machinery, domestic equipment like air conditioners and lawnmowers, and recreational sites where festivals and other events may be hosted. Ongoing growth leads to a rise in the activities that produce noise—new development and construction, greater industrial production, and more traffic—increasing the potential for additional noise pollution. With continued growth...
anticipated for the future, noise management will continue to play an important role in Hillsboro.

At present, the City regulates noise through the Hillsboro Municipal Code, which establishes noise limits based on time of day and location, and enforces noise regulations on an individual, complaint-driven basis through the Hillsboro Police Department. The subjective nature of determining what levels and types of sound are considered “unwanted or disturbing” can make implementing noise-reducing measures a challenge. Individuals have different levels of sensitivity—a sound that may be tolerable to one person may be unbearable for another.

By actively working together to manage noise, we will continue to maintain the quality of life Hillsboro residents currently enjoy.

**GOING FORWARD**

Hillsboro will work toward managing noise and mitigating noise pollution. Collecting noise data and monitoring noise levels is an important first step to understanding and addressing noise-related issues. The City will emphasize the use of physical measures that reduce potential for noise pollution, including separating and buffering noise-producing and noise-sensitive land uses, utilizing noise-reducing site and building design techniques, and implementing construction methods that limit noise disturbance. Finally, the City will work to ensure compatibility between noise standards and across plan documents, including coordinating noise management efforts across City departments and with other private and public entities.
Road construction at the intersection of Cornelius Pass Road and Tualatin Valley Highway

GOALS & POLICIES

NOISE MANAGEMENT
NOISE MANAGEMENT (NM) GOAL 1

MANAGE NOISE
Limit unwanted, excessive, and harmful noise to protect public health, wellness, and safety.

POLICY NM 1.1 Noise data. Ensure the availability and quality of noise source data through periodic noise measurement, mapping, and monitoring to support noise mitigation efforts.

POLICY NM 1.2 Land use compatibility. Ensure compatibility between land uses by separating and buffering noise-producing and noise-sensitive land uses through land use designation, zoning, and site design.

POLICY NM 1.3 Design and construction methods. Minimize the exposure of noise-sensitive land uses to noise through noise-reducing design and construction methods.

POLICY NM 1.4 Siting and lot size flexibility. Allow flexibility in siting and lot size standards for noise mitigation purposes.

POLICY NM 1.5 Consistency between plans and standards. Ensure compatibility between noise mitigation standards found in the Comprehensive Plan, Hillsboro Municipal Code, and Community Development Code, as well as alignment with standards found in other plans, such as the Hillsboro Airport Master Plan and Compatibility Study and the Transportation System Plan.

POLICY NM 1.6 Noise management coordination. Coordinate noise management efforts across City departments and with other entities, including the Port of Portland.
A Hillsboro Fire Department firefighter sprays a fire as part of a training exercise.
Public safety is a foundation of strong communities. The City of Hillsboro prioritizes public safety and provides comprehensive police and fire services that help Hillsboro attract new residents, businesses, and visitors. Effective police and fire services play a critical role in sustaining Hillsboro’s growth, livability, and prosperity.

**CONTEXT**

Community members value public safety and have identified effective police and fire services as a critical component of Hillsboro’s vision. Recognizing these values and their importance, police and fire services make up a significant portion of the City’s overall service portfolio. Roughly 10 percent of the City’s budget is allocated to police and fire services—nearly
as much as it takes to operate Hillsboro’s water system.

The Hillsboro Police Department provides police services throughout Hillsboro. The City’s police force engages in a variety of activities, including law, parking, and code enforcement; and collaborates on initiatives focusing on gangs, narcotics, forensics, fraud and identity theft, crimes against children, and transit security. Community policing is central to the department’s work, with a focus on fostering relationships while reducing crime and enhancing neighborhood livability.

The Hillsboro Fire Department responds to fire, rescue, and hazard incidents throughout the city, including structural fires, medical calls, motor vehicle crashes, and technical rescue situations. Firefighters also have an active presence in our community—they perform inspections and provide training and public education services to help people identify ways they can improve safety and prevent fires and other emergencies from happening.

Together, police and fire services save lives, protect property, and help our community be as safe as possible. Master planning efforts generally address departmental operations and programming. However, certain aspects of police and fire service provision are impacted by the physical characteristics of a city—including its geography, form, and buildings—and should be considered during planning, design, and development processes. Many of these considerations are addressed in existing building codes, but additional measures can be implemented when reviewing development proposals to improve the safety of a site.

GOING FORWARD

Hillsboro’s approach to police and fire services going forward will focus on three main goals: public safety, emergency response, and safe design. In collaboration with developers and other partners, the City’s strategy will identify opportunities to creatively respond to public safety challenges in new development and redevelopment. The City will continue to support the provision of effective public safety services by evaluating additional demand created by development and coordinating facility planning. The City will also facilitate the creation and maintenance of emergency response infrastructure and utilize design practices that improve public safety, especially at transit stations, parks, and other public places.
Firefighter Sauter serves lunch to community members at the Outpost at Shute Park.
PUBLIC SAFETY
Provide comprehensive and effective public safety services.

POLICY PFS 1.1 Maintain level of service. Provide police, fire, medical, and other necessary public safety services at levels of service commensurate with the City’s population and commercial and industrial activity.

POLICY PFS 1.2 Evaluate additional demand. Evaluate additional demand on police and fire safety levels of service, budgets, or facilities resulting from new development, redevelopment, or infill development.

POLICY PFS 1.3 Facility location. Locate police, fire, and other public safety facilities as appropriate to ensure adequate and consistent service coverage and response times throughout the City.

POLICY PFS 1.4 Facility and service planning coordination. Support coordination of public facility and service planning between departments within the City, and with other local and regional mutual aid partners, to improve efficiency and service delivery.

POLICY PFS 1.5 Analyze demand and capabilities. Monitor police and fire service demand, reported incidents, and other appropriate data to ensure the adequacy of current service capacities, facilities, and budgets.

POLICY PFS 1.6 Coordination with system plans. Coordinate police and fire service and facility planning with other public infrastructure plans, such as the Water Master Plan and Transportation System Plan.

POLICY PFS 1.7 Community awareness and engagement. Facilitate community public safety awareness, education, volunteer, and training programs.
POLICY PFS 1.8  Funding sources and strategies. Identify funding sources and strategies for new or additional police and fire services or facilities.

POLICE & FIRE SERVICES (PFS) GOAL 2

EMERGENCY RESPONSE
Support and extend the City's ability to respond to emergencies.

POLICY PFS 2.1  Continuity and security of services. Support efforts to assure continuity and security of services following disasters, disruptions, and other events.

POLICY PFS 2.2  Emergency response infrastructure. Facilitate the creation and maintenance of emergency response infrastructure including emergency communications, coordination, management, and facilities.

POLICE & FIRE SERVICES (PFS) GOAL 3

SAFE DESIGN
Use development and redevelopment to improve public safety.

POLICY PFS 3.1  Address public safety through site and building design. Allow for flexibility in site design, building placement, infrastructure placement, and design standards to incorporate measures intended to improve public safety.

POLICY PFS 3.2  Planning for new facilities. Identify and procure locations for new police and fire facilities, if necessary, at the time of concept planning, annexation, or significant redevelopment.

POLICY PFS 3.3  Crime Prevention Through Environmental Design. Support efforts to implement Crime Prevention Through Environmental Design principles in building and site design.

POLICY PFS 3.4  Community-based policing and prevention. Create neighborhoods, developments, facilities,
and programs with strong identities that encourage community-based policing and preventive programs to improve public safety.

**POLICY PFS 3.5**  **Safety and security at gathering places.** Support measures to improve safety and security at public facilities and quasi-public facilities, gathering places, transit facilities, and similar locations.

**POLICY PFS 3.6**  **Access and safety in parks and public facilities.** Design parks, open spaces, and public facilities to incorporate public safety measures and ensure emergency access.

**POLICY PFS 3.7**  **Development review integration.** Ensure integrated review processes involving City departments and other applicable agencies to collaboratively identify and resolve public safety-related issues during development review and permitting.
Hillsboro practices good stewardship in balancing the use and protection of its natural and environmental resources, including nearby agricultural lands and wildlife habitat, streams and wetlands, trees and woodlands, open spaces, and waterways. The greater Hillsboro area features abundant wildlife and healthy agricultural activity, which are protected from unwarranted development. Public educational programs stimulate understanding and support for a positive relationship with the community’s resources and natural surroundings.
SECTION 12

NATURAL RESOURCES

A honeybee on the flower ball of an allium plant
Protecting natural resources ensures long-term community livability, preserves Hillsboro's legacy, and promotes long-term ecosystem health. The City takes pride in its green spaces and is committed to proactively protecting these natural assets that protect open space corridors for wildlife, connect people with open space, and offer outdoor recreation opportunities for the community.

**CONTEXT**

Natural resources can describe a wide range of natural assets in a city, from open spaces to wildlife habitat to floodplains. In the Hillsboro Comprehensive Plan, the Natural Resources section focuses on the quality and function of riparian corridors, wetlands, wildlife habitat, and our urban forest. Other sections of the Comprehensive Plan cover related topics, including stormwater management, floodplain protection, and open space.

Hillsboro is home to natural resources including wetlands and streams that provide wildlife habitat and the City has a strong tradition of protecting natural resources even in the face of rapid growth. Our leaders have set a strong vision for sustainability that includes proactive protection of natural assets, and an acknowledgment of the link between our community's prosperity and the health of our environment. The City's Environmental Sustainability Plan, first adopted in 2015, sets out clear strategies for making sustainability an inherent part of the City's work, including objectives and actions to address energy use, resource conservation, and resource recovery and renewal.

Guided by Statewide Planning Goal 5, the City has also inventoried...
significant natural resources, and adopted development code provisions that shape new development in a way that protects the function of these resources. Working collaboratively with our regional agency partners, the City strives to provide clarity to the development community while ensuring that our high-quality natural resources remain a key part of what makes Hillsboro an unparalleled place to work and live.

**GOING FORWARD**

In the years ahead, Hillsboro will continue to emphasize strong protections for fish and wildlife habitat, watersheds, and our urban forest, in an efficient regulatory framework that is sensible and balanced while also encouraging innovation. The City will also look to collaborative approaches with public and private partners to expand community awareness and stewardship of natural resources. Finally, the City will continue to manage its natural resources inventories to proactively identify how to best protect natural resources in the face of additional growth.

**LEFT & ABOVE:** Wildflowers in bloom at the Jackson Bottom Wetlands Preserve
GOALS & POLICIES

NATURAL RESOURCES

The McKay Creek Wetlands along Hillsboro’s western edge.
ENVIRONMENTAL QUALITY
Protect and enhance the function, quality, and diversity of the City’s natural resources and ecosystems.

POLICY NR 1.1 Natural resource protection. Support efforts to protect natural resources and areas critical to ecosystem and watershed function, including wetlands, floodplains, upland habitat, tree groves, and riparian areas, through plans and investments that contribute to the economic health and livability of Hillsboro for residents, workers, and visitors.

POLICY NR 1.2 Biodiversity. Strive to achieve and maintain self-sustaining populations of native species, including native plants and trees, native resident and migratory fish and wildlife species, indicator species, at-risk species, and beneficial insects through plans and investments.

POLICY NR 1.3 Design with nature. Support site development and design practices that incorporate and promote natural ecosystem elements, including native trees and vegetation, minimize effects on natural resources, and that avoid the degradation or loss of wetland, watershed, and ecosystem services.

POLICY NR 1.4 Natural resource inventory. Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources, and ensuring that environmental data received during land use reviews are incorporated in the citywide inventory in a timely manner.

POLICY NR 1.5 Evaluate impacts of growth. Evaluate and address the potential adverse impacts of proposed development or urbanization on significant natural resource areas and ecosystems.

POLICY NR 1.6 Soils. Minimize unnecessary soil loss, erosion, contamination, and other impacts.
to soil quality, function, and infiltration capacity resulting from development.

**POLICY NR 1.7 Vegetation in natural resource areas.** Emphasize the use of native trees and vegetation consistent with the area’s ecosystem, especially in significant natural resource areas.

**POLICY NR 1.8 Invasive species.** Prevent, and where possible, impede or remediate, the spread and impacts of invasive plants, animals, and insects.

**NATURAL RESOURCES (NR) GOAL 2**

**FISH & WILDLIFE HABITAT**
Protect habitat areas for fish and wildlife species that live and move through the City.

**POLICY NR 2.1 Habitat areas and corridors.** Establish, restore, and maintain a network of connected and diverse terrestrial and aquatic wildlife habitat corridors that facilitate compatible species access and movement between habitat areas.

**POLICY NR 2.2 Habitat improvement.** Support efforts and investments that improve habitat function and biodiversity, including natural resource protection, restoration, planting, landscaping, and property acquisition.

**POLICY NR 2.3 Hazards to wildlife.** Promote building, lighting, site, and infrastructure designs that allow for fish and wildlife passage, and that reduce or mitigate hazards to birds, amphibians, bats, and other wildlife.

**NATURAL RESOURCES (NR) GOAL 3**

**WATERSHEDS**
Support healthy watersheds and resilient floodplains.

**POLICY NR 3.1 Floodplain management.** Manage floodplains to protect and restore associated natural
resources and functions, and to minimize the adverse impacts of flood events.

**POLICY NR 3.2**  
**Wetland and floodplain function.** Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property; provide water conveyance and storage; improve water quality; and maintain and enhance fish and wildlife habitat.

**POLICY NR 3.3**  
**Development in floodplains and riparian areas.** Review and place appropriate conditions on development activities in floodplains and riparian areas to avoid negative impacts to natural resources.

**POLICY NR 3.4**  
**Water quality.** Support plans and investments to address water quality issues including temperature, metals, toxics, bacteria, and sediment pollution in rivers, streams, floodplains, groundwater, and wetlands.

**POLICY NR 3.5**  
**Prevent surface water pollution.** Reduce the potential for surface water pollution (such as from leakage of hazardous materials) through implementation and long-term maintenance of appropriate site design and stormwater control measures.

**POLICY NR 3.6**  
**Waste management.** Pursue strategies for managing waste disposal, including enforcement for illegal dumping of trash, in order to protect watersheds and water source quality.

**NATURAL RESOURCES (NR) GOAL 4**  
**URBAN FOREST**  
Support the role of trees in enhancing the ecological health, attractiveness, and livability of the City.

**POLICY NR 4.1**  
**Urban forest.** Promote efforts to improve the quantity, quality, and distribution of Hillsboro’s urban forest through plans and investments.
POLICY NR 4.2  Tree preservation. Support the preservation of viable specimen trees, mature groves, and forested areas where appropriate.

POLICY NR 4.3  Resiliency. Facilitate use of local and climate resilient native trees and vegetation that are consistent with the area’s ecosystem, particularly within urban habitat corridors.

POLICY NR 4.4  Urban tree regulations. Explore and review alternative best practices, including additional policies, codes, and standards, before considering establishing regulations related to urban trees.

NATURAL RESOURCES (NR) GOAL 5

REGULATORY FRAMEWORK
Establish a sensible, balanced regulatory framework that protects natural resources while supporting development.

POLICY NR 5.1  Environmental plans and regulations. Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on best available data and an evaluation of cumulative environmental, social, and economic impacts and tradeoffs.

POLICY NR 5.2  Protect the environment while supporting economic development. Facilitate concurrent strategies to balance the protection and improvement of both ecosystem health and economic development.

POLICY NR 5.3  Regulatory hierarchy for impacts to natural resources. Construct a regulatory hierarchy that aims to avoid negative natural resource impacts wherever practicable, minimize those that cannot be avoided, and mitigate impacts that cannot be avoided or reduced.

POLICY NR 5.4  Mitigation effectiveness. Develop mitigation approaches to compensate for adverse development
impacts on significant natural resources, including both on-site and in-kind compensatory mitigation, with an emphasis on achieving connected, appropriate, and high-quality mitigation.

**POLICY NR 5.5 Flexible development options.** Provide flexibility in the division of land, the siting and design of buildings, and design standards as appropriate to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees.

**POLICY NR 5.6 Innovation.** Support promising alternative mitigation or management approaches that are projected to provide an equivalent or better level of environmental benefit.

**POLICY NR 5.7 Low impact development and best practices.** Promote the use of low impact development practices, habitat-friendly development, and green infrastructure, where appropriate.

**POLICY NR 5.8 Adaptive management.** Collect and monitor data to evaluate trends in watershed and environmental health to improve the effectiveness of future City plans and investments.

**POLICY NR 5.9 Efficient regulations and processes.** Create permit application processes that emphasize efficiency, standardize data collection and mapping requirements, minimize the use of jargon, and include documentation or educational materials to aid applicants.

**NATURAL RESOURCES (NR) GOAL 6 COMMUNITY STEWARDSHIP**
Promote natural resources as shared and critical community assets.

**POLICY NR 6.1 Access to nature.** Protect the natural functions and values of streams, wetlands, riparian areas, tree groves, and fish and wildlife habitat.
while also providing opportunities for physical and visual access to nature citywide.

**POLICY NR 6.2  Equity.** Prevent or reduce inequities in access to and benefits from natural resources and open spaces, through plans and investments.

**POLICY NR 6.3  Community stewardship.** Support and facilitate voluntary efforts between property owners, community organizations, and public agencies to restore, re-create, and provide ongoing management of habitat on their private property, including removing invasive species and planting native species.

**POLICY NR 6.4  Partnerships.** Coordinate plans and investments with other agencies, jurisdictions, and community groups to optimize the benefits, distribution, and cost-effectiveness of ecosystem restoration and enhancement efforts.

**POLICY NR 6.5  Educational opportunities.** Support opportunities to use natural resources as informative and educational resources to spread awareness of local natural resources and build community stewardship.
A stormwater drainage grate near the Streets of Tanasbourne
SECTION 13

STORMWATER MANAGEMENT
Stormwater management is a challenging but crucial task that plays an important role in preventing flooding, protecting wildlife habitat, and preserving water quality. Rather than strictly a waste product, The City views stormwater more comprehensively as an important resource for maintaining the natural water cycle.

**CONTEXT**

When development occurs on land that was once forests and meadows, some of those vegetated natural areas are converted into driveways, parking lots, roads, sidewalks, and rooftops. These hard surfaces are referred to as "impervious surface." During rainstorms, impervious surface prevents rain from sinking in, and this water becomes "runoff," also known as "stormwater." Managing stormwater is crucial to maintaining the quality of our watersheds and protecting both wildlife habitat and the recreational use of our local streams and bodies of water.

Statewide Planning Goal 6 directs local governments to manage all waste and pollutant discharges from development. Hillsboro and Clean Water Services have a longstanding partnership to help manage stormwater and mitigate negative impacts from runoff, mostly through regulations and implementation of design and construction standards. These standards address new development, redevelopment, management of vegetated corridors, minimization of erosion, and the design and operation of infrastructure that helps manage and treat runoff.

There are many approaches to managing stormwater, including detaining it on or near a site that's generating the runoff, conveying it to local streams, treating stormwater to remove contaminants, and designing sites to encourage water to infiltrate soils on site. These approaches are often combined in a way that best addresses the context where development is occurring. For example, soils in Hillsboro are generally not conducive to infiltration, so more emphasis is placed on detention, filtration, and ultimately, conveyance. Low Impact Development approaches can also reduce the amount of stormwater generated by development to begin with.

**GOING FORWARD**

As part of a targeted strategy, the City will continue to closely examine stormwater management impacts when planning and implementing new development, as well as focusing on continually improving its development standards to address stormwater and water quality needs. Particular attention will be paid to Low Impact Development approaches that leverage vegetation and soil infiltration to reduce stormwater impacts from development. The City will continue to employ emerging best practices to minimize the amount of stormwater that is generated, and using creative approaches to managing stormwater despite local soils challenges.
GOALS & POLICIES

STORMWATER MANAGEMENT

A bioswale at the Hillsboro Public Works Facility
STORMWATER MANAGEMENT (S) GOAL 1

DEVELOPMENT
Address stormwater impacts through the development process.

POLICY S 1.1 Design and Construction Standards. In coordination with Clean Water Services, implement the City of Hillsboro Design & Construction Standards to provide stormwater detention and treatment on new development projects.

POLICY S 1.2 Appropriate facility selection. Consider long-term maintenance needs and performance assurance mechanisms in the selection, siting, platting, and design of stormwater facilities.

POLICY S 1.3 Encourage overcompliance. Incentivize, credit, and/or allow flexibility for projects that go above and beyond minimum requirements and provide enhanced levels of stormwater detention and treatment as public benefits.

POLICY S 1.4 Long-term maintenance provisions. Establish and enforce performance assurances and access easements as appropriate.

POLICY S 1.5 Proportional improvements. When redevelopment is proposed in areas that were constructed prior to current stormwater standards, bring the site into greater compliance with current stormwater standards through site improvements, partnerships, payments-in-lieu, or a combination thereof that are proportional to the project size, value, and portion to be redeveloped.

STORMWATER MANAGEMENT (S) GOAL 2

SYSTEM MANAGEMENT
Maintain and improve the physical stormwater system and the City’s management program.

POLICY S 2.1 Engineering documentation. Obtain, verify, and track documentation on stormwater infrastructure engineering objectives, assumptions,
designs, as-built construction, inspections, maintenance, repairs, and replacements.

**POLICY S 2.2**  
**Performance monitoring.** Inspect and monitor stormwater facilities and conveyances to ensure they perform to City and Clean Water Services performance standards and permit conditions and provide their intended benefits over the long term.

**POLICY S 2.3**  
**Asset management.** Maintain and enhance information on stormwater facilities, conveyances, inspections, work orders, and other system and program elements.

**POLICY S 2.4**  
**Regular maintenance.** Maintain public stormwater facilities on schedule to ensure they continue to provide their intended benefits over the long term and to reduce replacement and rehabilitation needs.

**POLICY S 2.5**  
**Stormwater master plan.** In collaboration with partner agencies, update and maintain a citywide stormwater master plan to ensure adequate capacity within the City’s existing stormwater conveyance system and to coordinate system expansions and enhancements.

**STORMWATER MANAGEMENT (S) GOAL 3**  
**COLLABORATION**  
Collaborate and coordinate among City departments, partner agencies, and other entities to protect and improve water quality.

**POLICY S 3.1**  
**Regulatory compliance.** Maintain compliance with state and federal law.

**POLICY S 3.2**  
**Policies and standards.** Participate in updates of relevant guidance, standards, and policy documents, such as Clean Water Services Design and Construction Standards.

**POLICY S 3.3**  
**Private-to-public facility transition.** Facilitate the transition of private stormwater...
facilities that serve multiple properties or could serve public purposes as appropriate.

**POLICY S 3.4 Watershed restoration.** Support opportunities for watershed restoration projects when planning and reviewing new development and redevelopment proposals.

**POLICY S 3.5 Benefits of other programs.** Maintain an inventory of other local, regional, and state programs that also benefit stormwater and water quality and, where possible, quantify these benefits.

**STORMWATER MANAGEMENT (S) GOAL 4 INNOVATION**

Pursue innovative ways to manage stormwater.

**POLICY S 4.1 Stormwater management planning.** Discuss and include stormwater management as an explicit, coordinated element of community-level plans, including new development, infill development, and redevelopment.

**POLICY S 4.2 Parking.** Promote site designs that minimize land area consumed by surface parking through techniques such as parking ratio flexibility, shared parking agreements, vertically integrated parking, and design that is conducive to transit and active transportation.

**POLICY S 4.3 Reduce impervious surface.** Identify and allow features such as green roofs and co-located driveways that reduce the amount of impervious surface associated with development.

**POLICY S 4.4 Co-benefits.** Consider and coordinate additional factors such as aesthetics, greenways, nuisance flooding, environmental education, and wildlife corridors when planning water resource protection to maximize benefits to the community.
**POLICY S 4.5**  Vegetation. Seek appropriate opportunities to utilize vegetation and trees to benefit water quality.

**POLICY S 4.6**  Soil infiltration. Protect soils that have better infiltration from development impacts and leverage their capabilities to help manage stormwater through flexibility in the design and siting of buildings, parking, and infrastructure.

**POLICY S 4.7**  Innovation. Pursue and encourage the use of emerging approaches, pilot projects, and new technologies in the management of stormwater.
Hillsboro’s world class economy, advanced technical training, and innovative, business-friendly culture attract investments and support businesses of all sizes. The city boasts a diverse and sustainable employment base, with jobs accessible to all community residents. 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.
Kaiser Permanente Westside Medical Center, the first new hospital built in Washington County in over 40 years.
SECTION 14

ECONOMIC DEVELOPMENT
Hillsboro is an attractive place to do business because of its technologically-skilled workforce; manufacturing infrastructure; proximity to major highways, interstates, and the airport; and business-friendly climate. The city has continued to sustain its role as Oregon’s economic engine and is focused on developing vibrant nodes of economic activity where residents can shop, dine, and be entertained.

**CONTEXT**

Statewide Planning Goal 10 requires local governments to prepare an Economic Opportunities Analysis to ensure an adequate land supply accommodating 20-year projected growth that includes adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon. Currently, Hillsboro has an enviable economic base with a diverse range of firms that provide high-quality employment opportunities. The city is one of the few areas in the state that effectively competes for nationally- and internationally-competitive firms, which has bolstered the local and regional economy.

Hillsboro employers provide job opportunities for a broadly distributed workforce, drawing employees from throughout the region and the state. The computer and electronics manufacturing industry accounts for almost a quarter of all employment in Hillsboro, and other major industries include information services and health services. Wages in Washington County are significantly higher than the regional average. This is due in large part to a greater concentration of higher-wage industries, but also as a result of the more competitive labor market. With a robust local economy, many industries in Hillsboro have been outperforming national trends.
Hillsboro is estimated to add approximately 40,000 new jobs over the next 20 years. The City’s continued support is expected to facilitate manufacturing growth that outperforms national trends and maximize emerging opportunities in the information (e.g., software, data processing, data centers), professional and technical services, and healthcare sectors. The City’s tradition of working collaboratively with businesses, contractors, and other partners has created an environment that will continue to be ripe for economic growth in the future.

**GOING FORWARD**

In the years ahead, the City’s approach to economic development will be centered around five main goals: Competitive Advantage; Utilities, Facilities, and Services; Land Supply; Equity; and Livability. An effective strategy for fostering a high-quality business environment must include actively seeking opportunities to support and expand its economic base. As part of such an effort, the City will continue to support investments that catalyze economic development and sustain urban amenities that attract and retain employers. Further, the Planning Department will strive to continue to maintain an ongoing inventory of a wide range of available and readily-developable sites critical to supporting economic development.

**LEFT:**
*Metal pipes at an industrial site south of Downtown Hillsboro*

**BOTTOM:**
*Block 67, the former Hank’s Thriftway grocery store site, which is poised for redevelopment following its purchase by the City in 2016*
Patrons dine at Little Big Burger located on the ground level of Hub 9 in the Platform District.
ECONOMIC DEVELOPMENT (ED) GOAL 1

COMPETITIVE ADVANTAGE
Diversify and expand the economy to give Hillsboro, the region, and the state a competitive advantage.

POLICY ED 1.1 Competitive advantage. Maintain and strengthen the City’s competitive economic advantages, including access to a highly-skilled workforce; vibrant local workforce development; business diversity; competitive business climate; quality educational institutions; and globally-competitive public facilities, utilities, and services.

POLICY ED 1.2 Diverse range of employment opportunities. Foster a diverse range of employment opportunities to benefit Hillsboro, the region, and the state.

POLICY ED 1.3 Employment land supply. Pursue an ample employment land supply to benefit Hillsboro, the region, and the state.

POLICY ED 1.4 Traded-sector and target industry retention, expansion, and recruitment. Sustain the ongoing vitality of the City’s traded-sector and targeted industries by aligning plans and investments to retain, expand, and recruit employers and investment in Hillsboro.

POLICY ED 1.5 Business innovation. Facilitate scale-up and business innovation opportunities where new or incubating companies can create a sense of place and benefit from co-location, proximity to transit, affordable space, mentorship, and shared services.

POLICY ED 1.6 Partnerships. Leverage program and resource partnerships with local, regional, and statewide stakeholders, such as governments, educational institutions, economic development and business organizations, and major employers, to attract and retain employment and investment.
POLICY ED 1.7 Economic resiliency. Pursue collaborative and innovative approaches to strengthen and sustain Hillsboro, the region, and the state’s economic resiliency.

POLICY ED 1.8 Energy, water, and environmental challenges. Reduce the vulnerability of Hillsboro, the region, and the state’s economies to energy, water, and environmental challenges.

ECONOMIC DEVELOPMENT (ED) GOAL 2

FACILITIES, UTILITIES & SERVICES

Catalyze economic development through high-quality public facilities, utilities, and services.

POLICY ED 2.1 Competitive utilities. Maintain existing public utility assets and invest in the expansion of high-quality utilities to catalyze economic development.

POLICY ED 2.2 High-quality public facilities and services. Maintain and invest in expansion of high-quality public facilities and services to catalyze economic development.

POLICY ED 2.3 Multi-modal transportation. Develop safe, well-connected, and efficient multi-modal transportation facilities that improve access to employment areas.

POLICY ED 2.4 Hillsboro Airport. Leverage the long-term viability of the Hillsboro Airport facility and support the long-term growth of critical airport infrastructure.

POLICY ED 2.5 Freight facilities. Support the development of a transportation system that places a strong emphasis on facilitating freight movement capabilities for economical and efficient goods movement.

POLICY ED 2.6 Coordination of public facilities, utilities, and services. Coordinate the type, design, timing, and location of public facilities, utilities, and services with other public agencies, utilities, the private
sector, and property owners to move employment land closer to development-ready status.

**POLICY ED 2.7** Financing of public facilities, utilities, and services. Adopt additional funding methodologies, as needed to fund the necessary extension of public facilities, utilities, and services.

**ECONOMIC DEVELOPMENT (ED) GOAL 3**

**LAND SUPPLY**

Manage land supply to meet short- and long-term economic development needs of Hillsboro, the region, and the state.

**POLICY ED 3.1** Supply of developable employment sites and flexibility. Sustain a supply of developable employment sites and adequate flexibility to meet the short- and long-term needs of Hillsboro, the region, and the state.

**POLICY ED 3.2** Employment land designation. Adopt land use designations in a manner that accommodates projected employment growth.

**POLICY ED 3.3** Employment land lot sizes. Manage employment land to provide a range of available and developable lot sizes to accommodate a variety of uses, industry clusters, and emerging market opportunities.

**POLICY ED 3.4** Higher density employment land. Pursue development of higher employment densities in areas with planned or existing enhanced transportation connectivity, access to transit; and public facilities, utilities, and services.

**POLICY ED 3.5** Health and education campuses. Promote the stability and growth of health and education campuses as essential service providers, centers of innovation, workforce development providers, and major employers that can also provide amenities to surrounding neighborhoods.
POLICY ED 3.6  Revitalization and reinvestment. Support additional investment in existing Employment Areas, Regional Centers, Town Centers, and along targeted Corridor areas, such as assembly of existing small employment parcels for redevelopment, programs supporting adaptive reuse, and identification of options to mitigate and/or redevelop sites and structures.

POLICY ED 3.7  Employment land supply. Pursue additional employment land when the Hillsboro Planning Area will not accommodate the 20-year projected demand to meet local, regional, and state needs.

ECONOMIC DEVELOPMENT (ED) GOAL 4

EQUITY
Promote economic development opportunities for individuals and small and emerging businesses to ensure equitable access to resources.

POLICY ED 4.1  Individual training. Encourage collaboration between local K-12 schools, trade schools, colleges, and employers to facilitate individuals’ access to cutting-edge career development, workforce programs, technology, and other high-quality educational opportunities.

POLICY ED 4.2  Entrepreneurial opportunities. Expand opportunities for small business and business development across our diverse community.

POLICY ED 4.3  Retain existing businesses. Create strategies to retain existing businesses and mitigate displacement resulting from redevelopment and/or increasing land values.
ECONOMIC DEVELOPMENT (ED) GOAL 5

LIVABILITY
Develop and sustain a vibrant City to support economic development.

POLICY ED 5.1 High-quality public realm. Plan, develop, and enhance a high-quality public realm that complements adjacent development and uses.

POLICY ED 5.2 Development impacts. Ensure architectural and site designs that enhance and complement surrounding neighborhoods and that respect the fundamental characteristics of applicable Hillsboro design type designations.

POLICY ED 5.3 Innovative architecture and site design. Facilitate innovative architectural and site designs that complement and enhance the public realm, particularly at the edges of development sites, to enhance their integration into adjacent uses.

POLICY ED 5.4 Distribution of commercial areas. Disperse the types and sizes of commercial opportunities throughout the City in proportion to the needs of the area.

POLICY ED 5.5 Shopping, dining, entertainment, and recreation options. Facilitate and disperse an array of shopping, dining, entertainment, and recreation options throughout the City that help attract and retain employers.

POLICY ED 5.6 Employee housing choice. Provide a wide range of housing choices to accommodate employees with diverse needs who want to work and live in Hillsboro.

POLICY ED 5.7 Locational compatibility. Focus economic development in Employment Areas, Regional Centers, Town Centers, Neighborhood Centers, and along Corridors.
POLICY ED 5.8  **Innovation economy.** Plan for new and innovative economic trends, such as the sharing economy.

POLICY ED 5.9  **Environmental sustainability.** Pursue environmental sustainability actions that aim to preserve natural resources and reduce environmental impacts.
Traffic cones and other equipment at the Hillsboro Public Works Facility
SECTION 15

PUBLIC FACILITIES & SERVICES
The City of Hillsboro is the primary or sole provider of multiple urban services and will be the ultimate source of local governance within the Hillsboro Urban Service Area. Coordinated strategies for public facilities planning and infrastructure and service provision over the long-term horizon are essential for meeting the needs of a rapidly-growing city like Hillsboro.

**CONTEXT**

Statewide Planning Goal 11 directs communities to develop Public Facilities Plans that inform and direct water, sewer, and transportation facilities projects over a longer term horizon than is normally used in Capital Improvement Programs, which typically span five years or less. The City of Hillsboro is proud to be a full-service City, one of only a few in the region providing a complete set of direct services to citizens, including police and fire protection, community development, library, parks and recreation, and some utilities such as sanitary sewer (many of which are included as other sections of the Comprehensive Plan). The Public Facilities Plan provides a tool for aligning community goals with future investments.

Infrastructure systems and service areas are not necessarily co-terminus with City boundaries—Hillsboro’s Urban Service Area generally includes the Urban Growth Boundary (the 20-year growth threshold) and the unincorporated county portions of Aloha, Reedville, and the Rock Creek neighborhood. As a result,
the City partners with other local service providers and districts located outside of Hillsboro or supplying joint or special services (e.g., schools). Service provision to city residents and businesses is governed in part by the 2003 Hillsboro Urban Service Agreement, which establishes the service boundary and assigns roles and responsibilities to service providers.

Effective collaboration is necessary for meeting the service requirements of State and Federal regulations and effectively working with multiple private and public entities. Hillsboro desires to maintain and grow all of its public services for the future and will continue to explore taking over public services provided by other local governments or utilities within City limits. Balance between the maintenance and operation of existing services and the extension of new public services will be critical to reliable, resilient, cost-effective, and equitable service provision.

GOING FORWARD

Going forward, Hillsboro will focus on achieving five main goals related to providing public facilities, utilities, and services: Service Provision, Urbanization, Equity, Operations, and Expenditures. A successful public facility and service system is characterized by the timely, orderly, and efficient delivery of services at levels appropriate for planned land uses. The City will identify opportunities for creative problem solving and cost effectiveness through coordinated planning efforts, while continually engaging in efforts to improve the quality, productivity, and sustainability of infrastructure in Hillsboro.

LEFT:
A Hillsboro Garbage Disposal truck

BELOW:
Liberty High School entryway
GOALS & POLICIES
PUBLIC FACILITIES & SERVICES

A Hillsboro Public Works street sweeper truck stationed at the Hillsboro Public Works Facility.
PUBLIC FACILITIES & SERVICES (PF) GOAL 1

SERVICE PROVISION

Provide public facilities, utilities, and services in a timely, orderly, and efficient manner.

POLICY PF 1.1 Full service City. Maintain and enhance the City’s role in the provision of a complete array of public services to the community, particularly for police, fire, and emergency medical services.

POLICY PF 1.2 Service provider coordination. Collaborate with service providers on extensions of public facilities, utilities, and services and prioritization of capital expenditures.

POLICY PF 1.3 Intergovernmental agreements. Clearly define roles and responsibilities through the use of interagency coordination agreements with service providers, including the Hillsboro Urban Service Area Agreement (HUSA) and Urban Planning Area Agreement.

POLICY PF 1.4 Ultimate service provision. Manage boundaries and agreements to ensure the City of Hillsboro is the ultimate local governance and municipal service provider to the urban area where appropriate, except as otherwise specified in the HUSA.

POLICY PF 1.5 City department coordination. Coordinate planning and provision of public facilities, utilities, and services among City departments, as appropriate.

POLICY PF 1.6 Public Facility Plan. Develop and maintain a Public Facility Plan as a 20-year strategy to ensure delivery of public facilities, utilities, and services to the planning area at urban levels of service.

POLICY PF 1.7 School facility plans. Coordinate with public school districts in developing and updating their facility plans designed to meet enrollment increases and population growth, including land supply analysis for future school siting.
POLICY PF 1.8 Regulatory consistency. Collaborate with state and regional partners on the regulations that address regional environmental and infrastructure impacts, such as transportation, stormwater mitigation, and floodplain development standards.

POLICY PF 1.9 State and federal regulations. Work toward fiscally-sustainable compliance with state and federal mandates through intergovernmental coordination and problem-solving.

POLICY PF 1.10 Data and information exchange. Develop processes to ensure a timely and accurate exchange of data with service providers to facilitate utilization of best available information.

POLICY PF 1.11 Urban service extension. Allow the extension or provision of public facilities, utilities, or services outside of City limits only in conjunction with annexation or in cases where the City has agreements or contracts in place.

POLICY PF 1.12 Innovation. Creatively and progressively explore new technologies in all public services, with emphasis on communications technologies.

PUBLIC FACILITIES & SERVICES (PF) GOAL 2

URBANIZATION
Utilize the availability of public facilities, utilities, and services as a tool for guiding urbanization within the Hillsboro Planning Area.

POLICY PF 2.1 Future levels of service. Improve the capacity of public facilities, utilities, or services where feasible and cost effective, in order to provide future delivery of services to urbanizable areas upon annexation.

POLICY PF 2.2 Concurrency. Require the provision of public facilities, utilities, and services prior to or concurrent with development, in accordance with state statute.
**POLICY PF 2.3**  
**Feasible and cost-effective service.** Ensure that properties to be annexed can be reasonably served by public facilities, utilities, and services and that any public costs associated with annexation are minimized.

**POLICY PF 2.4**  
**Future school siting.** Collaborate with public school districts to identify acceptable sites for new schools within the Urban Growth Boundary (UGB) or, if inadequate land supply exists within the UGB, work with the school district to rezone, aggregate existing lots or parcels in separate ownership, or expand the UGB.

**POLICY PF 2.5**  
**School capacity planning.** Provide notification to public school districts when new residential development is proposed and encourage their participation when master planning activities are initiated.

**PUBLIC FACILITIES & SERVICES (PF) GOAL 3**

**EQUITY**

Equitably support existing and planned land uses with needed public facilities, utilities, and services.

**POLICY PF 3.1**  
**Balanced service extension.** Balance the extension of public facilities, utilities, and services in a manner that accommodates expected population and employment growth while maintaining the City’s ability to continue providing existing services citywide.

**POLICY PF 3.2**  
**Adequate service provision.** Establish, improve, and maintain public facilities, utilities, and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

**POLICY PF 3.3**  
**Appropriate service levels.** Maintain facilities and systems, including public buildings, technology, fleet, rights of way, and internal service infrastructure, to enable service provision at appropriate levels.
POLICY PF 3.4  **Co-location of community amenities.** Collaborate with private and public entities such as schools, businesses, and recreation providers to facilitate the shared use of multi-purpose venues to help meet the education, recreation, and civic use needs of the community, particularly in neighborhoods with limited access to parks, meeting venues, and public spaces.

POLICY PF 3.5  **Community and business group partnerships.** Partner with community and business groups to improve the appearance, maintenance, and functionality of public spaces, rights-of-way, and community venues.

POLICY PF 3.6  **School access planning.** Collaborate with education providers to facilitate safe routes to existing schools and to consider safety and access when determining attendance boundaries, new school locations, and school designs.

POLICY PF 3.7  **Waste management.** Ensure development review, rights-of-way regulations, and public facility investments to allow the City to manage solid waste effectively and in a manner that is consistent with regional and state waste reduction and recovery goals.

POLICY PF 3.8  **Equitable access to services.** Ensure access to services in all areas of the City, reduce disparities in capacity and affordability, and provide reliable service for the community.

PUBLIC FACILITIES & SERVICES (PF) GOAL 4

**OPERATIONS**
Provide and manage the public facilities, utilities, and services necessary for a safe, healthy, and livable environment.

POLICY PF 4.1  **Efficiency of facilities.** Endeavor to reduce the energy and resource use, waste, and carbon emissions from public facilities.
POLICY PF 4.2  **Risk management.** Work with service providers to ensure the facilities, utilities, and services for the community are maintained and improved to minimize or eliminate risks to the economy, public health, safety, and the environment.

POLICY PF 4.3  **Infrastructure resiliency.** Create durable and resilient infrastructure through monitoring, planning, investment, maintenance, adaptive technology, asset management, and continuity planning.

POLICY PF 4.4  **Minimize visible utilities.** Minimize overhead and other visible electrical and telecommunications utility infrastructure, especially in Regional Centers, Town Centers, and in areas where higher density development is allowed.

POLICY PF 4.5  **Technology and communication.** Work with service providers to ensure the community's technology and communication facilities are adequately maintained and enhanced to support public safety, facilitate access to information, accommodate new technology, and maintain City operations.

POLICY PF 4.6  **Temporary use of right-of-way.** Support temporary commercial or community use of rights-of-way, such as for public gatherings, events, outdoor dining, and other unique uses, with appropriate permits when required, as long as they provide a community benefit, maintain safety, and minimize conflict with the ultimate use and purpose of rights-of-way.

PUBLIC FACILITIES & SERVICES (PF) GOAL 5

**EXPENDITURES**

Provide public facilities, utilities, and services in a cost-effective manner.

POLICY PF 5.1  **Capital improvement program.** Maintain a long-term capital improvement program to include a comprehensive list of projects from service providers' adopted master plans, and identify costs and
funding sources for achieving desired types and levels of public facilities, utilities, and services.

**POLICY PF 5.2** Funding sources. Adopt additional funding methodologies, as needed, to ensure that new development and redevelopment fund the adequate and equitable extension and long-term maintenance of public facilities, utilities, and services.

**POLICY PF 5.3** Asset management. Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

**POLICY PF 5.4** Investment coordination. Encourage capital improvements that complement and leverage other major capital improvements.

**POLICY PF 5.5** Funding priorities. Prioritize funding for facilities, utilities, and services considered critical to the livability and safety of the community, including but not limited to those that protect life and safety, as well as contractual obligations such as debt service.
Water delivered by the Hillsboro Water Department to the faucet of a local residence.
SECTION 16
WATER SUPPLY & DISTRIBUTION
Safe and reliable water is essential to the health and prosperity of Hillsboro and its residents. Hillsboro customers want complete confidence that the City will manage the water system in a way that protects public health, provides fire protection, supports the local economy, and provides reliable service right to the tap. Providing quality water requires significant planning and coordination on behalf of the City.

**CONTEXT**

The Tualatin River begins in the Coast Range Mountains and flows east into the agricultural areas at the urban fringes of Washington County, before meeting the Willamette River in the City of Tualatin. The upper Tualatin River serves as Hillsboro’s water source in the winter and spring months when water flows are high, and is supplemented by water from Hagg Lake and Barney Reservoir during the summer and fall. Hillsboro has been operating its own water system for over 75 years, withdrawing directly from the river just south of Forest Grove.

The City is a founding member of the Joint Water Commission — a network that serves over 360,000 customers in Washington County. In addition to Hillsboro, the City provides or wholesales water to several rural cities and communities in unincorporated Washington County. Through direction from the Utilities Commission, the City’s Water Department operates and manages Hillsboro’s water system, including the acquiring real property for infrastructure siting, setting rates for the use and consumption of water, and establishing system development charges for new and expanding construction.

Providing high-quality water to residents and businesses requires careful balance to protect surface and ground water sources, as identified by Statewide Planning Goals 6 and 11 (other sections of the Comprehensive Plan address riparian areas, stormwater, and sanitary sewer). Among regional water providers, Hillsboro has the highest percentage of non-residential water use and is the only provider that has over half of its water consumed by non-residential customers. Further, water demand in Washington County is anticipated to double over the next 50 years. As such, significant planning and coordination is necessary to make sure all processes—including intake, treatment, storage, transmission, and distribution—are carried out safely and consistently.

**GOING FORWARD**

As part of a strategic approach to water supply and distribution, the City will plan for a water system that provides clean and safe drinking water, delivers an adequate supply of water to meet community needs, and incorporates sustainability in operations and management. Supply development and diversification are necessary to ensure the redundancy and resiliency of the water supply system. The City will continue to emphasize strong leadership in coordination with other service providers in order to exceed water quality standards and make a concerted effort to encourage water and energy conservation, reuse and recycling, and renewable energy.
GOALS & POLICIES

WATER SUPPLY & DISTRIBUTION

The Fernhill Reservoirs
located south of Forest Grove
WATER SUPPLY & DISTRIBUTION (WS) GOAL 1

WATER QUALITY
Provide safe, high-quality water to all customers.

POLICY WS 1.1 Regulatory standards. Ensure that water provided to Hillsboro customers meets all water quality regulatory standards.

POLICY WS 1.2 Water quality. Support the water quality needs of all water users.

POLICY WS 1.3 Source protection. Coordinate with local and regional stakeholders to protect the quality of Hillsboro’s current and planned water sources.

WATER SUPPLY & DISTRIBUTION (WS) GOAL 2

WATER SUPPLY
Provide a reliable, adequate, and economical supply of water to meet current and future needs.

POLICY WS 2.1 Coordination. Coordinate the provision of water with local and regional water agencies and stakeholders.

POLICY WS 2.2 Leadership. Maintain a leadership role in regional water provision.

POLICY WS 2.3 Supply development and diversification. Plan for the development of additional water sources to meet projected water demand and diversify the portfolio of water sources that provide water to Hillsboro.

POLICY WS 2.4 Capital improvement projects. Support capital improvement projects that enhance public water providers’ ability to deliver an adequate supply of water to current and future Hillsboro customers.

POLICY WS 2.5 Storage and operational facilities. Provide sufficient opportunity for water storage and operational facilities to ensure supply reliability and serve emergency needs.
POLICY WS 2.6  **Industrial users.** Plan for the water supply needs of high-volume industrial water users.

POLICY WS 2.7  **Aging infrastructure.** Plan for the replacement or rehabilitation of existing infrastructure that is near the end of its useful life.

POLICY WS 2.8  **Resiliency.** Upgrade existing infrastructure to reduce risk posed by seismic events, climate change, and other hazards.

**WATER SUPPLY & DISTRIBUTION (WS) GOAL 3**

**SUSTAINABILITY**
Encourage sustainable practices in the supply and distribution of water.

POLICY WS 3.1  **Water conservation.** Support water-conserving development practices while maintaining the financial viability of the municipal water supply and distribution system as the primary source of water to customers.

POLICY WS 3.2  **Energy conservation.** Pursue measures that conserve energy in the water treatment and transmission processes when financially- and operationally-feasible.

POLICY WS 3.3  **Reuse and recycling.** Support and provide guidance to customers pursuing reuse and recycling of water.

POLICY WS 3.4  **Renewable energy.** Pursue renewable energy generation as part of water facilities when financially- and operationally-appropriate.
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 organizations understand the link between economic prosperity and environmental health, and work collaboratively to maintain a thriving city for future generations.
Dynamic Orbits, a public art installation on the corner of 2nd Avenue and Washington Street in Downtown Hillsboro
SECTION 17

AIR QUALITY
Clean air plays an important role in a healthy community and a sustainable environment. While recent rapid growth has impacted the tenuous balance between increasing development and maintaining air quality, overall air pollution in the region has decreased dramatically over the past few decades. The City is committed to protecting our resources so that residents and employees have clean air to breathe.

**CONTEXT**

Statewide Planning Goal 6 addresses the quality of air, water, and land resources. Local governments are required to ensure that pollutant and greenhouse gas emissions from existing and future developments do not violate State or Federal pollution and public health standards or threaten air quality. Many pollutants have harmful short- and long-term health effects that are especially dangerous for children, seniors, and people with existing lung and heart conditions.

Air quality is influenced by an area’s size and topography and the amount of pollutants emitted into the atmosphere by various sources, including vehicles, wood-burning residences, certain commercial and/or industrial businesses, power-generating plants, construction, and other human activities such as painting or mowing. It is primarily a regional problem, requiring coordinated management, as pollutants are carried in and out of the city by wind and weather. Air quality issues may emerge as pollutant-emitting industries and residences move closer to one another, people live farther from their jobs, and the number of cars and trucks on the road increases.

Towards achieving the target for zero days with air pollution...
at unhealthy levels established in Hillsboro’s Environmental Sustainability Plan, the City Council passed an ordinance to ban open burning and restrict residential wood burning during the winter months when air quality reaches unhealthy levels. The City also contributes funding to Washington County’s Wood Stove Exchange Program which provides rebates for the purchase of more efficient wood stoves or other cleaner heating systems. As addressed in the following sections, the City is engaged in many other efforts facilitating energy efficiency and conservation, and fuel efficiency and transportation demand management that improve air quality.

**GOING FORWARD**

Four primary goals guide Hillsboro’s strategy for improving air quality: Clean Air, Minimizing Pollutants, a Healthy Community, and a Collaborative Approach. Balancing the priorities of air quality and urban growth will be critical to maintaining the quality of life in Hillsboro. To this end, the City will collaborate with multiple partners on strategies that reach across boundaries to improve regional air quality and minimize the impacts resulting from pollutant emissions on all members of the community. Finally, the Planning Department will support best management practices in development for efficient processes, high-performance technologies, and innovation toward reducing pollutant emissions.

**LEFT:**
The Hillsboro City Council passed an Ordinance in 2015 that limits wood burning within City limits in order to ensure clean air for residents and continued compliance with the Federal Clean Air Act.

**BELOW:**
Smoke from wildfires throughout the Pacific Northwest obscures views from Hillsboro on an unhealthy air quality day in August 2017.
GOALS & POLICIES

AIR QUALITY

Seeds of Orenco apple sculpture in Orenco Woods Nature Park on a clear summer day
AIR QUALITY (AQ) GOAL 1

CLEAN AIR
Improve air quality to provide a healthy and sustainable environment consistent with federal and state standards.

POLICY AQ 1.1  Air pollutants. Incorporate best practices for improving air quality and community health into City planning and investment decisions in order to continue to meet and, where feasible and practicable, strive to exceed federal and state air quality standards for criteria pollutants and toxic air contaminants.

POLICY AQ 1.2  Greenhouse gas emissions. Strive to reduce greenhouse gas emissions that adversely affect public health and contribute to climate change.

POLICY AQ 1.3  Volatile organic compounds. Promote strategies to minimize the use of volatile organic compounds posing a significant risk to community health and affecting both outdoor and indoor air quality.

POLICY AQ 1.4  Air quality monitoring. Support and verify efforts of the Oregon Department of Environmental Quality to monitor pollutant emissions.

POLICY AQ 1.5  Local monitoring. Explore options for developing local air quality monitoring capabilities.

POLICY AQ 1.6  Risk assessment. Coordinate with federal, state, and local agencies and the scientific community to utilize the best-available data to assess the current risks from air pollutants and develop strategies for reducing and managing those risks.
AIR QUALITY (AQ) GOAL 2

MINIMIZING POLLUTANTS
Reduce pollutant emissions to limit potential health risks and better maintain air quality.

POLICY AQ 2.1  Sustainable development. Promote new development, infill development, and redevelopment that limits adverse impacts to air quality from increased traffic or energy pollutant emissions, facilitates high-performance building through innovative construction methods and technologies, and inspires residents and employees to use alternative forms of transportation, including active transportation, public transit, and alternative fuel vehicles.

POLICY AQ 2.2  Leverage existing technology. Support the use of best available technology in buildings and site design to contain routine and accidental pollutant and other hazardous discharges.

POLICY AQ 2.3  Fuel efficiency. Support strategies that promote the more efficient use of fuel and reduce pollutant emissions impacting air quality, including programs for reduced idling, fuel-efficient vehicles, carpooling, and route planning to conserve fuel and reduce trips.

POLICY AQ 2.4  Toxic air contaminant source reduction. Support the use of best management practices to reduce toxic air contaminants emissions from on- and off-road vehicles and industrial, commercial, and residential uses.

AIR QUALITY (AQ) GOAL 3

HEALTHY COMMUNITY
Minimize impacts from pollutant sources for community members of all ages, abilities, cultures, and incomes.

POLICY AQ 3.1  Land use compatibility. Ensure compatibility between land uses by separating and buffering pollutant-emitting land uses and sensitive populations through land use designation, zoning, and site design.
**POLICY AQ 3.2** Legal non-conforming residential uses. Strive to reduce potential air quality impacts to existing legal non-conforming residential uses within industrial areas.

**POLICY AQ 3.3** Transition to conforming uses. Work with property owners to explore transitioning existing legal non-conforming residential uses within industrial zones to conforming uses in the future in order to mitigate potential impacts to health and safety resulting from pollutant emissions from adjacent conflicting land uses.

**POLICY AQ 3.4** Efficient design. Promote the use of feasible measures in site, building, and infrastructure design that reduce construction and operational emissions from development and support continued emissions monitoring over time, providing a model to inform future design and development.

**POLICY AQ 3.5** Vegetative buffers. Support efforts to plant native non-invasive species of trees and other vegetation to create green streets and as windbreaks from pollutant-emitting land uses, where applicable, to separate and buffer conflicting uses and thereby sequester a portion of carbon dioxide emissions to improve air quality.

**POLICY AQ 3.6** Sensitive populations. Mitigate the health risks of criteria pollutants, toxic air contaminants, and odors to sensitive populations by considering potential impacts when siting sensitive populations or pollutant-emitting land uses.

**POLICY AQ 3.7** Disproportionate impacts. Address and prevent disproportionate impacts from pollutant sources on any segment of the community, including communities of color, low-income populations, and other under-served or under-represented groups.
AIR QUALITY (AQ) GOAL 4

COLLABORATIVE APPROACH
Promote education and collaboration in strategies for reducing pollutant emissions.

POLICY AQ 4.1 Interagency coordination. Coordinate with the Oregon Department of Environmental Quality, Washington County Department of Health and Human Services, the Port of Portland, and other local jurisdictions on existing programs and in developing future strategies for improving air quality, including initiatives such as managing wood burning emissions.

POLICY AQ 4.2 Clean fuels partnerships. Partner with regional and state agencies on strategies promoting clean fuel use, fuel-economy, and fuel-efficiency, and coordinate on clean fuel outreach efforts.

POLICY AQ 4.3 Community education. Educate the public about the health effects of and standards for air pollutants and facilitate individual participation in efforts improving air quality and reducing emissions of greenhouse gases.
SECTION 18
ENERGY &
CLIMATE CHANGE
Solar panels situated atop the Intermodal Transit Facility near Tuality Community Hospital
A cleaner and more efficient energy system that generates fewer emissions contributing to climate change is necessary to achieve environmental sustainability and community resiliency. In recent years, there has been an increasing awareness among residents and business owners within our community about the need to be more resource efficient in the way we live and work.

**CONTEXT**

Data suggests that climate change may result in higher temperatures, more wet weather conditions, and water resource shortages for Oregon in the future. Strategies for mitigating the impacts of climate change and adapting to future changes in our climate are essential to support the long-term economic, social, and energy resiliency of our community. Energy production and use, and its contribution to climate change, are key elements of a more sustainable system.

Statewide Planning Goal 13 directs planning efforts to maximize the conservation of all forms of energy, based upon sound economic principles, and encourage land conservation and development actions to utilize renewable energy sources whenever possible. The path toward a cleaner energy future involves improving energy efficiency in new development, redevelopment, public facilities, utilities, and operations, as well as retrofitting existing development.

The City emphasizes proactive resource management policies where there is likely to be broad agreement. Partnerships with key Federal and State agencies, local stakeholders, and private entities have helped Hillsboro increase the availability of renewable energy and achieve a top-two ranking nationwide in voluntary renewable energy purchasing.

Further, Hillsboro’s coordinated, efficient permitting system incentivizes the expansion of renewable energy systems. The City is also actively engaged in reducing the use of non-renewable fossil fuels from transportation through the installation of electric vehicle charging stations, addition of alternative fuel vehicles to the City fleet, and installation of traffic management systems. By fostering collaboration around clean energy, Hillsboro will continue to maintain a thriving community for future generations.

**GOING FORWARD**

Going forward, the City’s approach to energy and climate change will be centered around four main goals: Resource Efficiency, Renewable Energy, Transportation, and Innovation. Collaborative and flexible approaches will be critical to addressing energy and climate change challenges and opportunities. The City will promote innovative strategies for reuse of resources, energy efficiency, and water use efficiency in building and system design and
construction, and will promote the expansion of clean energy use, production, and storage. Finally, the Planning Department will continue to facilitate compact development projects that include a mix of land uses encouraging people to conserve energy by driving less and traveling by foot, bicycle, or transit more.
GOALS & POLICIES

ENERGY & CLIMATE CHANGE

Electric vehicle charging station on Main Street
RESOURCE EFFICIENCY
Advance resource efficiency in the built environment.

POLICY ECC 1.1 High-performance building. Facilitate high-performance building through innovative construction methods and technologies, such as a net-positive approach to energy, water, and other natural resources.

POLICY ECC 1.2 Energy-conserving features. Promote the integration of energy-conserving features in new development, redevelopment, and retrofit.

POLICY ECC 1.3 Passive solar. Advance energy efficiency by promoting passive solar in new site design and development.

POLICY ECC 1.4 Distributed systems. Foster the development and maintenance of small-scale, district-wide, and/or other distributed systems, where appropriate.

POLICY ECC 1.5 Construction material efficiency. Promote construction material efficiency through such measures as construction waste recycling, sourcing of raw materials, and reusable building elements.

POLICY ECC 1.6 Water efficiency, reuse, and recycling. Save energy by promoting water use efficiency, reuse, and recycling.

POLICY ECC 1.7 Urban heat island effect. Reduce urban heat island effect through such measures as increasing tree canopy, landscaping, cool pavements, and cool roofs.

POLICY ECC 1.8 Waste-to-energy. Promote resource efficiency by considering waste-to-energy operations.
ENERGY & CLIMATE CHANGE (ECC) GOAL 2

RENEWABLE ENERGY
Increase the use, production, and storage of renewable energy.

POLICY ECC 2.1 Use of renewable energy. Increase the use of renewable energy in City facilities and promote renewable energy use in the larger community.

POLICY ECC 2.2 Renewable energy production and storage. Promote the production of renewable energy and energy storage, essential components of a net-positive approach.

POLICY ECC 2.3 Design for renewable energy production. Pursue opportunities to integrate renewable energy production in new development and redevelopment through design, such as maximizing solar access in the division of land and siting of buildings.

POLICY ECC 2.4 Renewable energy-ready construction. Facilitate, incentivize, and/or allow flexibility for construction methods and technologies in new development and redevelopment, such as solar-ready construction, to expand opportunities for the production of renewable energy.

ENERGY & CLIMATE CHANGE (ECC) GOAL 3

TRANSPORTATION
Reduce carbon emissions from the transportation sector.

POLICY ECC 3.1 Compact walkable places. Promote compact mixed-use areas, and innovative architectural and site designs, so daily activities can be accessed nearby, preferably by active transportation and/or transit.

POLICY ECC 3.2 Compatible, locally-serving commercial. Explore the introduction of limited, locally-serving commercial uses compatible within existing residential neighborhoods to reduce transportation demand.
POLICY ECC 3.3  Active transportation and transit. Expand and promote active transportation infrastructure and transit that is safe, well-connected, and efficient.

POLICY ECC 3.4  Emerging user and systemwide technologies. Routinely update development codes and standards so that they are supportive of the use of emerging user technologies and Intelligent Transportation Systems to improve the overall efficiency of the transportation system and improve freight mobility.

POLICY ECC 3.5  Alternative-fuel vehicle infrastructure. Promote the expansion of alternative-fuel vehicle infrastructure in existing development, new development, and redevelopment.

POLICY ECC 3.6  Alternative-fuel vehicles. Promote public agencies, the private sector, non-profit organizations, property owners, and residents moving to alternative fuel-vehicles.

POLICY ECC 3.7  Locally-produced goods. Promote the use of locally-produced goods.

ENERGY & CLIMATE CHANGE (ECC) GOAL 4

INNOVATION
Promote collaborative and innovative approaches to address energy and climate change challenges and opportunities.

POLICY ECC 4.1  Responsive development code and standards. Support the use of emerging technologies as appropriate to respond to changing conditions and emerging trends in climate change mitigation and climate change adaptation.

POLICY ECC 4.2  Partnerships around climate change. Create partnerships within the City and with other public agencies, the private sector, non-profit organizations, property owners, and residents on climate change.
mitigation and climate change adaptation strategies and implementation measures.

**POLICY ECC 4.3** **Energy and climate change education.** Facilitate energy and climate change education, inclusive and accessible to developers, builders, and diverse communities, using tools such as on-site signage, innovative technologies, demonstrations, and tours.

**POLICY ECC 4.4** **Public-private partnerships for regenerative design.** Partner with stakeholders such as other public agencies, the private sector, and non-profit organizations to encourage regenerative design.

**POLICY ECC 4.5** **Quantify energy use, resource impacts, and carbon emissions.** Inform climate change mitigation and climate change adaptation efforts by promoting development that quantifies energy use, resource impacts, and carbon emissions associated with all phases of a proposed project, from raw material extraction to final use, disposal, and reuse.

**POLICY ECC 4.6** **Adaptive reuse, adaptable building and site design.** Advance adaptive reuse when designing buildings and sites to respond to changing economic, environmental, and energy needs and conditions while remaining compatible with adjacent development and uses.
Manhole cover located in the Orenco Gardens neighborhood
SECTION 19

WASTEWATER
Collection and treatment of wastewater is vital to protecting public health, preserving the environment, and providing clean water. The City takes its role as a regional leader in the protection, treatment, and delivery of high-quality water seriously, ensuring Hillsboro wastewater is treated to some of the highest standards in the nation before being returned to the environment.

**CONTEXT**

After water is no longer suitable for use it is considered to be wastewater, which must be treated before being reused or returned.
to one of four treatment facilities. Treatment typically involves using physical, chemical, and biological processes to remove contaminants and produce an environmentally-safe byproduct.

Water pollution can come from many different sources, including discharges from stormwater or sanitary sewer systems, agricultural waste and fertilizers, industrial discharges of heated water, and improper disposal of hazardous chemicals. As established in Statewide Planning Goal 6, all waste and process discharges are required to comply with applicable State and Federal environmental quality statutes, rules, and standards.

The City and Clean Water Services (CWS) share responsibility for the transmission of Hillsboro’s wastewater, and CWS is solely responsible for maintaining regional wastewater treatment facilities. CWS has pursued innovative operations strategies, including the nation’s first integrated, municipal watershed-based permit (MS4) for a creative bundled treatment approach that delivers the same quality at a huge cost savings. However, the existing wastewater system dates back to 1911 and will require repairs and upgrades to provide for significant growth on the horizon and maintain resiliency in the face of natural hazards.

GOING FORWARD

In the future, the City’s approach to wastewater management will focus on collection and treatment, environmental sustainability, and watershed stewardship. Investing in an upgraded and expanded wastewater system allows for more efficient local transmission and innovation in treatment technology that better provide for current and future needs and protect water quality. The City will develop a risk assessment to identify investments to improve system resiliency and employ an electronic asset management system to manage infrastructure replacement. The City will also work with CWS and other local and regional partners to provide responsible stewardship of the local watershed by encouraging sustainable practices in the collection and treatment of wastewater, including water reuse and recycling, energy efficiency and generation opportunities, fertilizer recapture, and natural treatment methods.
Cleaned wastewater is returned into the Tualatin River south of the Clean Water Services Rock Creek Wastewater Treatment Facility.
WASTEWATER (W) GOAL 1

COLLECTION & TREATMENT
Provide for the collection and treatment of wastewater to meet current and future needs.

POLICY W 1.1  Coordination. Coordinate wastewater collection and treatment with local and regional agencies and stakeholders.

POLICY W 1.2  System expansion. Plan for the expansion of the sanitary sewer network to meet projected demand.

POLICY W 1.3  Capital improvement projects. Support capital improvement projects that enhance Hillsboro’s and Clean Water Services’ ability to build and operate an adequate wastewater collection and treatment system to current and future users.

POLICY W 1.4  Industrial users. Plan for the diverse wastewater needs of industrial water users, including high contaminant levels and heavy water use.

POLICY W 1.5  Aging infrastructure. Improve and maintain the wastewater system using asset management principles to optimize preventative maintenance; reduce unplanned reactive maintenance; achieve scheduled service delivery; and protect the quality, reliability, and adequacy of services.

POLICY W 1.6  Resiliency. Create and maintain a resilient system to reduce risk posed by seismic events and other hazards of various scales.

WASTEWATER (W) GOAL 2

STEWARDSHIP
Provide responsible stewardship of the Tualatin River watershed.

POLICY W 2.1  Regulatory standards. Support partner agency efforts to ensure that wastewater discharges meet regulatory standards.
POLICY W 2.2  Watershed protection. Coordinate with local and regional stakeholders to protect the quality of the Tualatin River watershed.

WASTEWATER (W) GOAL 3

SUSTAINABILITY
Encourage sustainable practices in the collection and treatment of wastewater.

POLICY W 3.1  Conservation. Promote development practices that have a smaller draw on the sanitary sewer system and make efficient use of water and wastewater, including graywater.

POLICY W 3.2  Energy reduction. Support partners’ efforts to pursue renewable energy generation and energy reduction practices as part of wastewater facilities when economically- and operationally-appropriate.

POLICY W 3.3  Resource recovery. Support partners’ use of nutrient recovery and materials reclamation (e.g., biosolids) as part of wastewater facilities when economically- and operationally-appropriate.
CHAPTER 13
CULTIVATING TRANSPORTATION CHOICES

Hillsboro has a complete, integrated, and intelligent transportation system that efficiently moves people to where they live, work, and play, and competitively moves goods and services to market. The city has walkable and bikeable neighborhoods that are linked to surrounding areas, parks and schools, community destinations, and transit services to reduce reliance on the automobile for daily needs. The city is a leader in promoting efficient regional multi-modal investments to maintain our economic competitiveness, while protecting and enhancing our quality of life.
A pedestrian, bicyclist, and motorists travel along Century Boulevard.
Planning for a transportation system that is able to move people and goods safely, efficiently, cost-effectively and reliably, can be a challenging endeavor. Much of this work is accomplished through a Transportation System Plan (TSP), which provides direction, identifies needs, and addresses transportation-related issues associated with development consistent with the requirements of Statewide Planning Goal 12.

**CONTEXT**

Hillsboro faces a number of challenges related to planning and implementing transportation improvements. The city is connected to the larger region by a network of roads, trails, rail lines, pipelines, airport, and other facilities that must be planned for, designed, funded, constructed, and maintained. New communities, employment areas, and job centers need to be connected to the regional transportation network. Doing so often requires transforming formerly-rural roads once used to transport agricultural products to more urban uses, functioning as major multi-modal streets in new housing or employment areas. Even with this expansion, most people who work in the city will likely continue to live elsewhere, increasing demand on regional connections.

At the same time, the City must also ensure that the transportation network accommodates a variety of transportation needs and is implemented and operated in a way that supports livability today and into the future. For example, as our city’s population continues to age, the city’s transportation system must also evolve to meet needs for those age 65 and over. Evolving commute patterns and an increasing share of trips being taken by transit, bicycle, and walking also indicate the need to more proactively plan comprehensive networks for all modes. Transportation plans also need to consider equity issues, both in terms of mitigating disproportionate impacts and in terms of promoting access to transportation options for all segments of the community.

**GOING FORWARD**

The Comprehensive Plan and TSP work together to set the policy framework guiding the growth and operation of the city’s
transportation system, as well as a refined set of specific projects identified for implementation to improve particular elements of the overall system. Combined with a strong emphasis on data collection, technology integration, and innovation, these policies and investments ensure that the City can be proactive in identifying and addressing transportation needs. Hillsboro is taking a holistic approach to building a truly multi-modal system, from re-examining street designs to account for different neighborhood contexts when promoting safety, to continuing to emphasize access to walking, biking, and transit options to reduce overall dependence on the automobile for daily needs.

LEFT:
The Orenco/NW 231st Avenue MAX Light Rail Station links Orenco Station with the rest of Hillsboro and beyond

TOP RIGHT:
Bicycle parking and repair station at the Brookwood Library bicycle pavilion

BOTTOM RIGHT:
Ride Connection offers shuttle service in addition to travel training and on-demand transit service for older adults, people with disabilities, and low-income individuals
GOALS & POLICIES

TRANSPORTATION

TriMet buses arrive at Hillsboro Central Transit Center located adjacent to the 4th Main mixed-use building.
SAFETY
Develop and maintain a transportation system that seeks to eliminate fatalities and serious injuries.

POLICY T 1.1 Safety for all modes. Develop and maintain the transportation system to enable users of all modes, including pedestrians, cyclists, drivers, and those taking transit, to be equally safe and comfortable.

POLICY T 1.2 Protection of vulnerable users. Improve safety for more vulnerable system users, including pedestrians, bicyclists, and those who need special accommodations under the Americans with Disabilities Act.

POLICY T 1.3 Minimize conflicts. Design streets and manage access to minimize user conflicts and improve safety.

POLICY T 1.4 Pedestrian network safety. Improve pedestrian safety throughout the City, particularly near schools, transit stops and stations, public facilities, and rail and street crossings.

POLICY T 1.5 Safety monitoring and mitigation. Monitor the City transportation system to identify, prioritize, and mitigate safety issues, and improve high-crash locations for all modes.

POLICY T 1.6 Education, awareness, and enforcement. Partner across agencies and departments to improve transportation system safety education, build awareness, and ensure enforcement across the community.

POLICY T 1.7 Rail crossing safety. Ensure that rail crossings are safe for all users.

POLICY T 1.8 Hazardous materials. Require safe routing of hazardous materials within the City consistent with state and federal guidelines.
POLICY T 1.9  Street and path lighting. Require appropriate illumination that provides for the safety of all users.

TRANSPORTATION (T) GOAL 2

MULTI-MODAL
Provide a complete, connected, and efficient multi-modal transportation system.

POLICY T 2.1  Multi-modal corridors and facilities. Design transportation corridors and facilities that support and promote the use of multiple modes of travel to move people, goods, and services.

POLICY T 2.2  Network design for each mode. Establish and enhance discrete citywide networks for pedestrian, bicycle, automobile, transit, and freight traffic that are integrated and interconnected into a comprehensive, easily-navigable multi-modal system.

POLICY T 2.3  Connecting destinations. Provide multi-modal transportation options within, between, and in close proximity to Regional Centers, Employment Areas, Transit Station Communities, Town Centers, Neighborhood Centers, Corridors, and current and future major destinations.

POLICY T 2.4  Low-stress alternatives. Develop pedestrian- and bicycle-friendly alternatives to arterials and collectors for multi-modal travel to improve connectivity and serve local needs.

POLICY T 2.5  Transit expansion. Collaborate with local and regional transit providers to improve and expand transit service as needed, particularly the availability of frequent transit service including evening and weekend service, in all areas of the City.

POLICY T 2.6  High-Capacity Transit. Coordinate with local and regional partners to expand high-capacity transit service where consistent with the City's needs and interests, to enhance mobility options, increase overall
transit use, and better connect local and regional employment, commercial, and residential areas.

**POLICY T 2.7** Bicycle and pedestrian facilities. Improve and expand bicycle and pedestrian facilities that accommodate users of various abilities on a standalone basis or in conjunction with street construction or reconstruction projects.

**POLICY T 2.8** Bicycle and pedestrian access. Ensure safe and convenient access to existing and planned bike and pedestrian facilities, including bicycle parking, from nearby schools, transit, parks, public facilities, employment, and retail areas.

**POLICY T 2.9** Trails connectivity. Connect local off-street trails with regional trail systems and local pedestrian and bicycle networks as part of an integrated transportation system.

**TRANSPORTATION (T) GOAL 3**

**TRIP REDUCTION**
Reduce the number of motor vehicle trips and per capita vehicle miles traveled by providing viable travel options.

**POLICY T 3.1** Reduce vehicular miles traveled. Foster the reduction of single-occupancy vehicular miles traveled to improve efficiency of the existing system.

**POLICY T 3.2** Mode options. Plan an efficient transportation system that encourages users to choose modes and transportation alternatives that reduce single-occupancy car use.

**POLICY T 3.3** Short trips. Create a transportation system that increases the use of non-vehicular modes, including biking and walking, for short distance travel.

**POLICY T 3.4** Transportation Demand Management. Support the use of Transportation Demand Management
measures and incentives including carpools, vanpools, shuttle services, telecommuting, current and emerging technologies, parking strategies, and staggered work hours as a means of reducing transportation demand.

**POLICY T 3.5 Jobs-housing proximity.** Support opportunities to locate jobs and housing in close proximity to one another in order to reduce locally-generated motor vehicular trips and/or per capita vehicle miles traveled.

**TRANSPORTATION (T) GOAL 4**

**SYSTEM DESIGN**

Plan and implement a City transportation system that accommodates current and future needs.

**POLICY T 4.1 Coordinate land use and transportation.** Align land use and transportation planning efforts to create an efficient and effective multi-modal transportation system that supports densities, land uses, and development types envisioned in the Comprehensive Plan, community plans, and/or other adopted land use plans.

**POLICY T 4.2 Functional classifications.** Organize the street network around a street classification hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses.

**POLICY T 4.3 Standardized cross-section designs.** Develop and maintain standardized cross-section design standards for public streets that reflect intended land uses and design characteristics and envision future needs.

**POLICY T 4.4 Special street classification design standards.** Establish specialized design standards when necessary to address the unique context of individual streets and/or surrounding land uses.

**POLICY T 4.5 Special designs.** Allow deviation from standardized and special street classification.
design standards where proposed designs support adjacent uses, address unique constraints, and provide for acceptable performance.

**POLICY T 4.6**  
**Design for different vehicle sizes.** Design the transportation system to accommodate different sizes and types of vehicles.

**POLICY T 4.7**  
**Connectivity.** Increase connectivity and create redundant connections between existing, new, and future development to reduce out-of-direction travel and prevent neighborhoods with limited ingress and egress.

**POLICY T 4.8**  
**Right-of-way protection.** Identify and protect right-of-way for potential public use necessary to accommodate future needs and demands.

**POLICY T 4.9**  
**Parking supply.** Establish and maintain context-sensitive standards to ensure appropriate parking capacity for all modes, while also considering parking management for the efficient use of resources.

**POLICY T 4.10**  
**Area-specific parking management.** Create area-specific parking management plans where appropriate, and ensure parking standards address neighborhood livability and needed capacity to support development.

**POLICY T 4.11**  
**Emergency services access.** Require appropriate access to properties for emergency services vehicles throughout the City.

**POLICY T 4.12**  
**Public safety coordination.** Coordinate with law enforcement and emergency response agencies in the planning and design of transportation facilities and emergency response operations.

**POLICY T 4.13**  
**Regional consistency.** Apply regional street design guidelines on streets identified in the Metro Regional Transportation System Plan within the context of local needs.
TRANSPORTATION (T) GOAL 5

PERFORMANCE

Manage the City transportation system to maximize capacity while ensuring efficiency and safety.

POLICY T 5.1  System performance standards. Meet system performance standards consistent with local and regional goals.

POLICY T 5.2  Emerging performance measurements. Explore the feasibility and applicability of emerging methods of measuring and evaluating transportation system performance and safety.

POLICY T 5.3  Address congestion. Invest in the transportation system to manage congestion consistent with local performance and safety goals.

POLICY T 5.4  Additional capacity. Support additional capacity on arterials and highways, where appropriate, to relieve congestion and improve mobility.

POLICY T 5.5  Development impacts. Identify strategies and measures to proactively address projected impacts of new development, infill development, and redevelopment on local and regional transportation systems, including placing appropriate conditions of approval on land use decisions.

POLICY T 5.6  Systemwide technologies. Collaborate with regional and state partners to develop, operate and maintain Intelligent Transportation Systems including coordination of traffic signals, transit prioritization, and the integration of other emerging technologies to improve the efficiency and safety of the transportation system.

POLICY T 5.7  Emerging user technologies. Support the use of emerging user technologies to improve the overall efficiency and safety of the transportation system.
POLICY T 5.8  Preserve investments in transportation facilities. Inspect, maintain, and manage transportation system assets to provide a system that is safe, reliable, and efficient over the long term.

POLICY T 5.9  Monitor performance. Define and monitor metrics addressing system performance and user characteristics such as safety, demand, trip types, congestion, mode share, origin-destination patterns, and jobs-housing patterns.

TRANSPORTATION (T) GOAL 6

ECONOMY

Utilize the transportation system to support and sustain local and regional economic development.

POLICY T 6.1  Regional role. Collaborate with regional partners to ensure that the City and regional transportation networks can support regional growth while maintaining livability and economic viability.

POLICY T 6.2  Goods and services movement. Design the transportation system to facilitate the efficient movement of goods, services, workers, and equipment.

POLICY T 6.3  Continued use of facilities. Support the continued safe use and development of freight rail, aviation, pipeline transportation, and utility facilities as appropriate and beneficial to the community.

POLICY T 6.4  Freight industry collaboration. Work with local and regional freight users and agency partners to understand their unique needs, and develop mutually-beneficial strategies and initiatives to improve freight mobility.

POLICY T 6.5  Airport planning coordination. Coordinate with the Port of Portland in planning for the Hillsboro Airport.

POLICY T 6.6  Standards compliance. Ensure compliance with federal, state, and local safety and design standards
in the operation, construction, and maintenance of the transportation system to move freight and goods.

**TRANSPORTATION (T) GOAL 7**

**LIVABILITY**
Integrate the transportation system with neighborhoods and places to increase livability and improve quality of life.

**POLICY T 7.1** Impact mitigation. Design and manage the transportation system to mitigate significant potential livability and environmental impacts.

**POLICY T 7.2** Context-sensitive street design. Plan and design streets that reflect their intended use, are compatible and well-integrated with surrounding neighborhoods, and accommodate planned land uses and system users.

**POLICY T 7.3** Attractive pedestrian environment. Develop attractive pedestrian environments by coordinating sidewalks, landscape design, street trees, utility placement, safety features, lighting, transit stop amenities, and other streetscape amenities that support pedestrian use in compliance with applicable City standards.

**POLICY T 7.4** Minimize non-local neighborhood traffic. Manage the transportation system to minimize non-local motorized vehicular traffic within residential neighborhoods.

**POLICY T 7.5** Minimize unsafe behaviors. Incorporate design features to decrease speeding and other unsafe behaviors on local and neighborhood routes.

**POLICY T 7.6** Health and wellness impacts. Promote positive health outcomes for individuals, families, and neighborhoods through investments in measures such as active transportation and physical activity, while reducing pollution and environmental impacts.
**POLICY T 7.7**  
**Natural and green infrastructure.** Increase integration of natural and green infrastructure into the transportation system, including street trees, pervious pavement, the use of vegetated stormwater management, and alternative design techniques, where appropriate.

**POLICY T 7.8**  
**Promote environmental sustainability.** Pursue design options that attempt to expand the use of renewable energy, reduce environmental impacts, lower noise levels, and reduce emissions of greenhouse gases when planning and implementing transportation system investments.

**POLICY T 7.9**  
**Airport compatibility.** Promote compatibility between the Hillsboro Airport and surrounding uses by limiting noise-sensitive uses and avoiding the establishment of uses that could present physical hazards to air traffic.

**POLICY T 7.10**  
**Airport safety zones.** Coordinate with the Port of Portland on the implementation of the Hillsboro Airport Master Plan, including codifying an overlay zone that includes safety and compatibility requirements consistent with state and federal law.

**TRANSPORTATION (T) GOAL 8**

**EQUITY**

Reduce barriers and improve equity for all users.

**POLICY T 8.1**  
**Transportation system equity.** Manage transportation system operations and investments to provide residents of all ages, cultures, incomes, and abilities with affordable, reliable, convenient, and safe transportation options to meet daily needs.

**POLICY T 8.2**  
**Evaluate impacts.** Evaluate transportation-related plans, alternatives, and investments to identify potential significant impacts on transportation costs, access, and affordability for protected classes and low-income households.
POLICY T 8.3 **Mitigate disproportionate impacts.** Plan transportation investments to minimize and/or mitigate disproportionate environmental, economic, or community impacts on any segment of the community, including communities of color, low-income populations, and other under-served or under-represented groups.

POLICY T 8.4 **Reduce barriers for biking, walking, and transit.** Reduce barriers for pedestrians, bicyclists, transit users, and those using mobility devices while maintaining compatibility with surrounding land uses through design standards and transportation system investments.

POLICY T 8.5 **Expand access to transit and multi-modal options.** Expand access to multi-modal transportation options, including local and regional transit service, to areas of the City that have been under-served historically relative to demand.

POLICY T 8.6 **Benefits and burdens.** Consider disparate impacts on local property owners when siting transportation facilities.

POLICY T 8.7 **Education and awareness.** Support efforts to build awareness of transportation resources and options across all of the City’s diverse communities.

POLICY T 8.8 **Americans with Disabilities Act.** Construct and pursue retrofit of transportation facilities to conform to the requirements of the Americans with Disabilities Act to ensure that transportation facilities are accessible to people of all ages and abilities.

TRANSPORTATION (T) GOAL 9

FUNDING
Provide adequate funding for transportation system maintenance and enhancement.

POLICY T 9.1 **Transportation Financing Plan.** Develop and maintain an overall Transportation Financing Plan that addresses planned long-term investments,
prioritizes investments to meet community goals, and identifies stable funding sources and mechanisms.

**POLICY T 9.2**  
**Capital improvement program.** Develop and maintain a prioritized capital improvement program for transportation projects.

**POLICY T 9.3**  
**Leverage public and private investments.** Identify opportunities to make public transportation investments that complement and leverage other public and private capital investments.

**POLICY T 9.4**  
**Diverse revenue sources.** Provide a cost-effective transportation system with a variety of revenue sources.

**POLICY T 9.5**  
**Non-traditional funding sources.** Support exploration of creative, non-traditional transportation funding sources that align with City needs and priorities.

**POLICY T 9.6**  
**Maintenance funding.** Include applicable transportation maintenance expenditures in short and long-term financing and capital improvement planning, and consider long-term maintenance costs as part of any proposed capital improvement project.

**POLICY T 9.7**  
**Collaboration.** Identify opportunities for partnerships and collaboration between departments and agencies to share resources and ease mutual financial and/or resource burdens where appropriate.
Hillsboro’s Comprehensive Plan is useful, accessible, relevant, and structured in a way that best serves our community. The Comprehensive Plan and associated implementation tools build on the community’s vision for the future; align with regional, State, and Federal law; and are upheld through efficient and effective land use and plan administration procedures.
An approved plat map
SECTION 21

LAND USE PLANNING & PROCEDURES
The Comprehensive Plan is linked to essential land use planning procedures that impact our urban form, meaning that the process for updating and managing the plan is critically important. Transparent and streamlined procedures provide a process for managing growth and planning for land use that ensures consistency from the grand-scale vision to the broad goals and policies, the refined components, the concrete implementation tools, and finally in development review and decision-making.

**CONTEXT**

As described in Part II: Our Plan, the Comprehensive Plan includes a set of components including background analyses and inventories, goals and policies, implementing plans for specific geographical areas and infrastructure systems, and a land use map. Together, these components establish a policy framework, rooted in a factual basis, that helps inform other
critical planning documents and implementing tools that together serve as a kind of coordinated, overarching strategy for how the City works and provides services and the types of services that it provides. Administration of the Comprehensive Plan includes maintaining the collaborative components of the Plan itself; the relationships between the Comprehensive Plan and its implementation tools; and the connections between the Comprehensive Plan, Hillsboro 2035 Community Plan vision, and regional and State law.

Land use procedures provide the mechanism for applying the aspirations identified in the Plan to the administrative process of reviewing a development application, guiding the internal management of the Comprehensive Plan and the operations of the Planning Department. As conditions and needs may change over the life of the Comprehensive Plan, the City must have a process in place for amending and changing the Comprehensive Plan and its supporting documents and implementation tools. Through the following goals and policies, Hillsboro has established a broader framework for updating and managing this suite of documents so that they remain flexible enough to respond to changing needs and conditions, while being specific enough to guide day-to-day land use decisions.

GOING FORWARD

The City’s approach to land use will focus on providing consistency in planning and procedures; maintaining a well-structured, working Comprehensive Plan; implementing the Plan; and administrating the plan. The City will regularly review the Comprehensive Plan and implementation measures to ensure that the Plan remains a living document that continues to respond to shifting needs and priorities. It will be front and center as the City evaluates development, it will be continually evaluated for success, and it will be continually refined as time goes on.
A community member brings a proposal to the Planning counter.
PLANNING AND PROCEDURAL COORDINATION

Ensure that Hillsboro’s Comprehensive Plan, implementation tools, and administration procedures build on the community’s vision for the future and align with regional, state, and federal plans and regulations.

POLICY LU 1.1  Community-wide vision. Maintain a Comprehensive Plan comprised of coordinated and interrelated components developed with guidance from the community-wide vision and action plan so that the consistent implementing tools further the aspirations of the Plan and, subsequently, the vision in day-to-day land use decisions and actions.

POLICY LU 1.2  Regional, state, and federal consistency. Maintain a Comprehensive Plan and associated implementation tools consistent with the Metro Urban Growth Management Functional Plan, Regional Framework Plan, and Regional Transportation Plan; the Oregon Statewide Planning Goals; and all other applicable state and federal regulations.

POLICY LU 1.3  Compatible procedures. Ensure that land use and plan administration procedures are compatible with the goals and policies in the Comprehensive Plan, consider relevant agreements with and plans by other local jurisdictions, and comply with regional, state, and federal plans and regulations.

POLICY LU 1.4  Land use and administration legislation. Advocate for City policy priorities within state and regional legislation and regulation by actively participating in shaping laws pertaining to land use and urban development and administration of the Comprehensive Plan.
A WELL-STRUCTURED, WORKING PLAN

Strive for a Comprehensive Plan grounded in fact, comprised of coordinated components, and designed to be clear and accessible, and that is reviewed regularly to respond to changing conditions, shifting community needs and priorities, and newly-enacted laws.

POLICY LU 2.1 Technical framework. Provide a technical foundation that documents and evaluates existing conditions related to social, economic, energy, and environmental needs in order to inform and refine policy recommendations and act as a foundation for future updates.

POLICY LU 2.2 Approachable design. Present information in the Comprehensive Plan in a way that is clear, accessible, available, and engaging to a broad audience, using technology as appropriate.

POLICY LU 2.3 Effective communication. Ensure that the Comprehensive Plan empowers community members to act as informed participants in the land use planning process by describing how the Plan and implementation tools work together.

POLICY LU 2.4 Goals and policies. Provide a framework of goals and policies to guide land use, development, and public facility, utility, and service decisions.

POLICY LU 2.5 Comprehensive Plan Map. Adopt a map illustrating the boundaries of applied land use designations consistent with the list of land use designations provided in the Comprehensive Plan.

POLICY LU 2.6 Functional and implementing maps. Adopt additional maps as needed within the Comprehensive Plan to show the boundaries of municipal incorporation, the Urban Service Boundary, and
applicable maps from implementing plans (e.g., street plan maps, community plan maps).

**POLICY LU 2.7 Analyses and inventories.** Refine policy recommendations using analyses and inventories related to economic development, housing, and natural resources and adopt these analyses and inventories as part of the Comprehensive Plan, including:

a) Economic Opportunities Analysis,
b) Housing Needs Assessment,
c) Buildable Lands Inventory, and
d) Natural Resources Inventory.

**POLICY LU 2.8 System plans.** Adopt and maintain system plans as part of the Comprehensive Plan, including identifying street classifications and the public facility projects needed to serve designated land uses and expected new housing and jobs over a 20-year period, including:

a) Public Facilities Plan,
b) Transportation System Plan, and

**POLICY LU 2.9 Community plans.** Develop and maintain community plans that:

a) include background on historical context and existing conditions, vision statements, and/or design preferences that provide context and guidance for policy directives,
b) provide geographically-specific maps and/or identify public facility projects,
c) establish specific goals and policies more appropriate at smaller geographic scales (e.g., corridor, neighborhood) within the framework of the Comprehensive Plan that regulate land use decisions, and
d) clearly identify where any of the above components conflict with the Comprehensive Plan and resolve any inconsistencies.
POLICY LU 2.10  Community plan consistency. Ensure that the goals and policies in community plans as listed in Table LU 1 are consistent with the Comprehensive Plan as follows:

a) Comprehensive Plan goals and policies are minimum requirements,

b) community plan goals and policies are additive to the Comprehensive plan and do not relieve development from compliance with the Comprehensive Plan, and

c) Comprehensive Plan goals and policies supersede those in a community plan where the regulation within the Comprehensive plan is more restrictive.

POLICY LU 2.11  Regular review. Regularly review and modify the Comprehensive Plan, as necessary, to reflect updated land use processes and regulations, integrate best practices and the best available data, and improve service provision to the community.

LAND USE PLANNING & PROCEDURES (LU) GOAL 3

PLAN IMPLEMENTATION
Utilize a variety of implementation tools addressing plan management to area- and site-specific measures that are consistent with and work cooperatively to execute the goals and policies in the Comprehensive Plan.

POLICY LU 3.1  Implementation plan. Develop, maintain, and regularly update an implementation plan that includes measures carrying out the Comprehensive Plan in a flexible format that supports monitoring, progress tracking, and periodic updates.

POLICY LU 3.2  Community Development Code. Maintain and codify criteria and procedures to amend a Community Development Code establishing a set of regulations applying to various zones, districts, uses, and development types that implement the Comprehensive Plan.
POLICY LU 3.3  **Land use matrix.** Establish a clear relationship between the Comprehensive Plan Map land use designations and implementing zones, as provided in Table LU 2, to guide amendments to the Community Development Code and Zoning Map over the life of the Plan.

POLICY LU 3.4  **Zoning Map.** Maintain a Zoning Map illustrating the boundaries of zones and overlay zones that are applied in a way that implements the land use designations and best advances the goals and policies in the Comprehensive Plan.

POLICY LU 3.5  **Amending the Zoning Map.** Maintain and codify procedures for amending the Zoning Map consistent with the Comprehensive Plan and according to the relationship established in the land use matrix.

POLICY LU 3.6  **Development and annexation agreements.** Utilize development and annexation agreements where appropriate to establish annexation conditions and requirements and to ensure that the scope and timing of subsequent development of the property will occur in a manner that facilitates the timely and equitable construction of necessary infrastructure improvements.

POLICY LU 3.7  **Urban renewal plans.** Ensure that urban renewal plans include boundaries, goals, and objectives for infill development, rehabilitation, and redevelopment consistent with the Comprehensive Plan.

POLICY LU 3.8  **Collaborative implementation.** Ensure that implementation measures are consistent with other City department and local agency master plans and other infrastructure planning efforts.
PLAN ADMINISTRATION
Establish accessible, efficient, and effective procedures for managing the Comprehensive Plan and its implementation tools.

**POLICY LU 4.1 Review procedures.** Codify a set of review procedures and approval criteria for ministerial, administrative, quasi-judicial, and legislative land use decisions that comply with state and federal law and ensure these actions implement the Comprehensive Plan in a way that:

a) makes the review process clear and understandable for applicants,

b) enables the public to effectively participate in the local decision-making process, and

c) facilitates timely review of land use applications by the City.

**POLICY LU 4.2 Review authorities.** Designate boards and commissions with the authority to review quasi-judicial and legislative land use actions consistent with the Municipal Code.

**POLICY LU 4.3 Notification procedures.** Codify consistent public hearing and noticing procedures for quasi-judicial and legislative land use decisions that comply with state law.

**POLICY LU 4.4 Public involvement.** Coordinate with the Public Engagement Committee to develop and approve a Public Communications and Engagement Plan for all legislative Comprehensive Plan amendments that considers public notice and involvement processes as appropriate to the scale and type of the proposed action, such as:

a) noticing requirements above and beyond those established for legislative amendments,

b) a wide-ranging approach using diverse
methods of communication to actively solicit public participation,
c) advanced contextual and technical information on matters under consideration,
d) a program for educating local residents on land use and land use decision processes,
e) added strategies promoting effective two-way communication between the public and elected or appointed officials,
f) identifying opportunities for public engagement in all phases of the planning process,
g) a feedback mechanism for compiling and summarizing public comments and recommendations, and
h) follow-up reporting on the public feedback received.

**POLICY LU 4.5**  
**Amending the Comprehensive Plan.** Establish and codify criteria in the Community Development Code for authorizing legislative and quasi-judicial amendments to the Comprehensive Plan to ensure that the proposed changes forward the overall intent of the Comprehensive Plan and its components taken together as a whole rather than solely the existing policy language or designation.

**POLICY LU 4.6**  
**Public record.** Maintain a written public record of quasi-judicial and legislative land use decisions and the rationale relied upon by review authorities to reach the recommendation.

**POLICY LU 4.7**  
**Plan documents.** Maintain current copies of the Comprehensive Plan, the Community Development Code, and all adopted community and system plans on file at the Civic Center, the Washington County Recording Office, all branches of the Hillsboro Public Library, and the City website, and communicate to the public and affected government agencies that these documents are available for public review and distribution.
POLICY LU 4.8  **Incorporating community plans.** Incorporate goals and policies from community plans as a single, separate section in the Comprehensive Plan according to the legislative Comprehensive Plan amendment procedures codified in the Community Development Code on an as needed basis to address changing community needs. Include additional information from the community plan background document by reference in the Comprehensive Plan as needed for the purpose of illustrating the policy concepts, but without the force and effect of the adopted goals and policies.

POLICY LU 4.9  **Incorporating system plans.** Adopt updates to system plans, as required by state law or necessary to address changing community needs, and incorporate these plans by reference in the Comprehensive Plan according to the legislative Comprehensive Plan amendment procedures codified in the Community Development Code.
The following table lists existing community plans adopted prior to the effective date of the Comprehensive Plan and identifies the section of the Comprehensive Plan containing the goals and policies, the adopting and amending ordinances, the ordinance or resolution adopting any applicable background information, and the adoption date.

Table LU 1: Community Plans: Supplemental Information

<table>
<thead>
<tr>
<th>Plan Name</th>
<th>Goals &amp; Policies</th>
<th>Reference</th>
<th>Amendments</th>
<th>Community Plan (Narrative)</th>
<th>Adoption Date</th>
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<td>Station Community Planning Areas</td>
<td>Chapter 16: Section 24</td>
<td>Ord. No. 4454/8-96</td>
<td>Ord. No. 4544/4-97; Ord. No. 4928/7-00; Ord. No. 5933/1-10; Ord. No. 6004/3-12; Ord. No. 6096/9-14</td>
<td>None&lt;sup&gt;1&lt;/sup&gt;</td>
<td>1996</td>
</tr>
<tr>
<td>Hillsboro Tanasbourne Community Plan</td>
<td>Chapter 16: Section 26</td>
<td>Ord. No. 4848/12-99</td>
<td>Ord. No. 5728/3-07; Ord. No. 4966/11-00; Ord. No. 5464/12-04; Ord. No. 6096/9-14</td>
<td>Ord. No. 4848/12-99&lt;sup&gt;2&lt;/sup&gt;</td>
<td>2000</td>
</tr>
<tr>
<td>Witch Hazel Village Community Plan</td>
<td>Chapter 16: Section 27</td>
<td>Ord. No. 5344/3-04</td>
<td>Ord. No. 5728/3-07; Ord. No. 4966/11-00; Ord. No. 5464/12-04; Ord. No. 6096/9-14</td>
<td>Ord. No. 5344/3-04</td>
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<td>AmberGlen Community Plan</td>
<td>Chapter 16: Section 29</td>
<td>Ord. No. 5933/1-10</td>
<td>Ord. No. 5728/3-07; Ord. No. 4966/11-00; Ord. No. 5464/12-04; Ord. No. 6096/9-14</td>
<td>Ord. No. 5933/1-10</td>
<td>2010</td>
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<td>North Hillsboro Industrial Area Community Plan</td>
<td>Chapter 16: Section 30</td>
<td>Ord. No. 5977/1-12</td>
<td>Ord. No. 5728/3-07; Ord. No. 4966/11-00; Ord. No. 5464/12-04; Ord. No. 6096/9-14</td>
<td>Ord. No. 5977/1-12</td>
<td>2012</td>
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<td>South Hillsboro Community Plan</td>
<td>Chapter 16: Section 31</td>
<td>Ord. No. 6029/9-12; 6109/01-15</td>
<td>None</td>
<td>Ord. No. 6109/01-15</td>
<td>2014</td>
</tr>
</tbody>
</table>

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<sup>1</sup> The adopting ordinance for Station Community Planning Areas includes supplemental information and a set of maps that provide guidance for the location of implementing zones with their defined uses and standards.

<sup>2</sup> The Planning Commission adopted Resolution No. 1692-P endorsing the Tanasbourne Community Plan: A Neighborhood Vision on May 27, 2015. While not a regulatory document, the vision provides additional aspirational goals and policies to guide the future transformation of the neighborhood.
### Table LU 2: Comprehensive Plan Land Use Designation and Implementing Zone Crosswalk

<table>
<thead>
<tr>
<th>Comprehensive Plan Designation</th>
<th>Implementing Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Low Density (RL)</td>
<td>SFR-10 Single Family Residential</td>
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<tr>
<td></td>
<td>SFR-8.5 Single Family Residential</td>
</tr>
<tr>
<td></td>
<td>SFR-7 Single Family Residential</td>
</tr>
<tr>
<td></td>
<td>SFR-6 Single Family Residential</td>
</tr>
<tr>
<td>Residential Medium Density (RM)</td>
<td>SFR-4.5 Single Family Residential</td>
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<td></td>
<td>MFR-1 Multi-Family Residential</td>
</tr>
<tr>
<td>Residential High Density (RH)</td>
<td>MFR-2 Multi-Family Residential</td>
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<tr>
<td>Residential Mid-Rise Density (RMR)</td>
<td>MFR-3 Multi-Family Residential</td>
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<tr>
<td>Station Community Planning Area (SCPA)</td>
<td>SCR-LD Station Community Residential Low Density</td>
</tr>
<tr>
<td></td>
<td>SCR-OTC Station Community Residential Orenco Townsite Conservation</td>
</tr>
<tr>
<td></td>
<td>SCR-DNC Station Community Residential Downtown Neighborhood Conservation</td>
</tr>
<tr>
<td></td>
<td>SCR-MD Station Community Residential – Medium Density</td>
</tr>
<tr>
<td></td>
<td>SCR-HD Station Community Residential – High Density</td>
</tr>
<tr>
<td></td>
<td>SCR-DT Station Community Commercial – Downtown</td>
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<tr>
<td></td>
<td>SCC-SC Station Community Commercial – Station Commercial</td>
</tr>
<tr>
<td></td>
<td>SCC-MM Station Community Commercial – Multi-Modal</td>
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<td></td>
<td>SCR-V Station Community Residential Village</td>
</tr>
<tr>
<td></td>
<td>SCBP Station Community Business Park</td>
</tr>
<tr>
<td></td>
<td>SCI Station Community Industrial</td>
</tr>
<tr>
<td></td>
<td>SCFI Station Community Fair Complex Institutional</td>
</tr>
<tr>
<td>Commercial</td>
<td>C-G Commercial – General</td>
</tr>
<tr>
<td></td>
<td>MU-C Mixed-Use – Commercial</td>
</tr>
<tr>
<td>Industrial</td>
<td>I-G Industrial General</td>
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<tr>
<td></td>
<td>I-P Industrial Park</td>
</tr>
<tr>
<td></td>
<td>I-S Industrial Sanctuary</td>
</tr>
<tr>
<td></td>
<td>SSID Shute Road Special Industrial District¹</td>
</tr>
<tr>
<td></td>
<td>ESID Evergreen Area Special Industrial District¹</td>
</tr>
<tr>
<td></td>
<td>HSID Helvetia Area Special Industrial District¹</td>
</tr>
</tbody>
</table>

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1 The Industrial Sanctuary (I-S) zone was created to replace the Shute Road Special Industrial District (SSID), Evergreen Area Special Industrial District (ESID), and Helvetia Area Special Industrial District (HSID) zones in the North Hillsboro Industrial Area Community Plan, which will be phased out with individual property rezones over time.
### Mixed-Use

<table>
<thead>
<tr>
<th>Comprehensive Plan Designation</th>
<th>Implementing Zone</th>
</tr>
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<tbody>
<tr>
<td>Mixed-Use (MU)</td>
<td>MU-N Mixed-Use – Neighborhood</td>
</tr>
<tr>
<td></td>
<td>MU-C Mixed-Use – Commercial</td>
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<td></td>
<td>MU-VTC Mixed-Use – Village Town Center</td>
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<td>UC-NC Urban Center – Neighborhood Center</td>
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<tr>
<td>Mixed-Use – Urban Residential (MU-UR)</td>
<td>UC-RM Urban Center – Residential Medium Density</td>
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<td>UC-MU Urban Center – Mixed-Use Urban Density</td>
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<tr>
<td>Mixed-Use – Urban Employment (MU-UE)</td>
<td>UC-MU Urban Center – Mixed-Use Urban Density</td>
</tr>
<tr>
<td></td>
<td>UC-OR Urban Center – Office/Research</td>
</tr>
<tr>
<td>Mixed-Use – Urban Commercial (MU-UC)</td>
<td>UC-AC Urban Center – Activity Center</td>
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<tr>
<td>Mixed-Use – Institutional (MU-I)</td>
<td>UC-MU Urban Center – Mixed-Use Urban Density</td>
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<td>UC-OR Urban Center – Office/Research</td>
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<td>UC-RP Urban Center – Research Park</td>
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### Institutional

<table>
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<tr>
<th>Comprehensive Plan Designation</th>
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<tr>
<td>Public Facility (PF)</td>
<td>SCFI Station Community Fair Complex Institutional</td>
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### Environmental

<table>
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<th>Comprehensive Plan Designation</th>
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<tr>
<td>Open Space (OS)</td>
<td>All base zones are considered implementing zones. Standards for usable open space are defined in 12.50.210, and by plan district in 12.61.400-800, 12.62.500, 12.63.300, 12.64.210, and 12.65.210.</td>
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<tr>
<td>Floodplain (FP)</td>
<td>All base zones are considered implementing zones. The corresponding RFO Regulatory Floodplain Overlay zone may be applied.</td>
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### Other

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<th>Comprehensive Plan Designation</th>
<th>Implementing Zone</th>
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<tbody>
<tr>
<td>May be applied in MDR, HDR, and IN designations</td>
<td>C-N Commercial Neighborhood</td>
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### Overlay Zones

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<th>Comprehensive Plan Designation</th>
<th>Implementing Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>May be applied in any designation</td>
<td>SNRO Significant Natural Resource Overlay zone</td>
</tr>
<tr>
<td></td>
<td>PUD Planned Unit Development</td>
</tr>
<tr>
<td></td>
<td>CRO Cultural Resource Overlay zone</td>
</tr>
<tr>
<td></td>
<td>RFO Regulatory Floodplain Overlay zone</td>
</tr>
<tr>
<td>May be applied in certain areas designated as IN</td>
<td>Special Industrial District²</td>
</tr>
</tbody>
</table>

---

2 Pursuant to CDC Section 12.27.610, the Special Industrial District (SID) can only be applied to properties within the Industrial Park (I-P) zone.
RESIDENTIAL DESIGNATIONS

Residential Low Density (RL). Provides for large to moderate lot, single family detached residential development and secondary dwelling units at 3 to 7 units per acre in a neighborhood with compatible uses such as schools, assembly facilities, and parks. This designation may act as a transition between rural agricultural areas and the urban edge.

Residential Medium Density (RM). Provides for a mix of small-lot detached single family, attached single family, second dwellings, duplexes, triplexes, townhomes, or other lower density multifamily units at 8 to 16 units per acre in a neighborhood with compatible uses such as schools, assembly facilities, and parks.

Residential High Density (RH). Provides for higher density attached single family or multifamily developments at 17 to 23 units per acre in a neighborhood with compatible uses such as schools, assembly facilities, and parks.

Residential Mid-rise Density (RMR). Provides for higher density attached single family or multifamily developments at 24 to 30 units per acre in a neighborhood with compatible uses such as schools, assembly facilities, and parks.
**MIXED-USE DESIGNATIONS**

**Mixed-Use (MU).** Provides for a mix of commercial and residential uses on the same site, either horizontally side-by-side or vertically in the same structure, in appropriate locations to shorten transportation trips and facilitate multi-modal development.

**Mixed-Use – Urban Residential (MU-UR).** Provides for a range of medium- to high-density housing types (e.g., townhomes, apartments, and condominiums) with an urban character, constructed at or near the street frontage and sidewalk, while also accommodating complementary office and retail, and schools, assembly facilities, and parks.

**Mixed-Use – Urban Commercial (MU-UC).** Provides for a vibrant mix of retail, restaurants, civic, cultural, entertainment, and recreational uses, complemented by secondary office and residential uses, creating focused activity served by high-capacity transit and active street frontages that provide visual and physical connections to other activity centers.

**Mixed-Use – Urban Employment (MU-UE).** Provides concentrated opportunities for office and research employment to complement residential, retail, and commercial services within high intensity areas of the City served by transit that provide visual and physical connections to other activity centers.

**Mixed-Use – Urban Institutional (MU-I).** Provides for a range of research, development, and testing laboratory; educational; medical research and clinical; and high-tech and bio-tech research and applied technology uses, encouraging a transit-supportive, pedestrian-sensitive campus environment, and preventing conflicts among the mix of uses and activities.

**Station Community Planning Area (SCPA).** Provides for medium- to high-density transit-oriented and pedestrian-sensitive mixed-use developments, authorized at more intensive land use densities and floor area ratios than other residential zones, in areas within reasonably close proximity of light rail transit stations.
EMPLOYMENT AND PUBLIC DESIGNATIONS

Commercial (C). Provides for retail, service, and office commercial developments in small-scale neighborhood nodes to serve daily community needs or at larger scales along highways and transit routes, or in downtown and other employment areas, for more convenient access to goods and services by various transportation modes.

Industrial (IN). Provides for all types of research and development, manufacturing, warehouse, and wholesale industrial, which may take a traditional form concentrated along highways and freight and transit routes, or as industrial park neighborhoods or mixed commercial business parks with high-amenity multi-modal access.

Public Facility (PF). Provides for public facilities such as airports, schools, fire stations, police stations, public buildings (e.g., libraries, public offices), public utilities (e.g., wastewater treatment center) and similar types of public uses and facilities.

OPEN SPACE DESIGNATIONS

Open Space (OS). Provides usable open space for active or passive recreation (e.g., parks, golf courses, playgrounds) and unusable open space for natural resource preservation as an important aspect of livability, public health, and well-being for residents, employees, and customers.

Floodplain (FP). Identifies the boundaries of the 100-year base flood maps by the National Flood Insurance Program for agricultural, wetland, or recreational use, or some underground utility or accessory structures in order to protect the public from damage to life and property from flooding.
The Comprehensive Plan Map is a key element of the Plan and a controlling instrument that illustrates the location and types of uses within Hillsboro to direct the future of growth. It spatially designates residential, employment, mixed-use development, and resource lands in a way that best implements the goals and policies included in the Comprehensive Plan. The Comprehensive Plan Map includes land use designations establishing the intended urban pattern and the general use and intensity of development, as well as land use boundaries illustrating the Metro Urban Growth Boundary, City limits, and area-specific or community plan areas. The Comprehensive Plan also incorporates a set of other maps related to the Comprehensive Plan Map, including:

- **Metro 2040 Growth Concept Boundaries Map.** Designates the regional design types within the Urban Growth Boundary (adopted by reference below).
- **Area-Specific Plan Maps.** Establishes the boundary of the community plan area and designates land according to the land use types and policies within the associated planning document (see Part IV, Additional Plans & Maps for area-specific plan maps).
- **Transportation System Plan Maps.** Illustrates street classifications, transportation plans, and infrastructure (see Part IV, Additional Plans & Maps for Transportation System Plan maps).

While the Comprehensive Plan provides policy guidance for the general and long-term location, type, density, and timing of new growth and development, the zoning outlined in the Hillsboro Community Development Code enacts detailed regulations and use standards for the specific, immediate use and development of land. Zones, which must be consistent with the Comprehensive Plan, translate the broad land use designations into detailed land use classifications that are applied to parcels with more precision (as demonstrated in the Goals & Policies contained in Part III). A clear relationship between land use designations and zoning is important in order to ensure that the goals and policies of the Plan
are consistently carried out as the Community Development Code and corresponding Zoning Map are amended over the life of the Plan.
In accordance with State Statute and regulations implementing the Statewide Planning Goals, the following documents are hereby incorporated into the Comprehensive Plan by reference:

**SECTION 23.1 Metro 2040 Growth Concept.** The “Metro 2040 Growth Concept,” including the Metro 2040 Growth Concept Map and design types, is incorporated into the Comprehensive Plan in its entirety. The Design Type Designations identified in Section 5, Design and Development are consistent with those in the 2040 Growth Concept.

**SECTION 23.2 Cultural Resources Inventory.** The “City of Hillsboro, Cultural Resources Inventory, June 2006” (Ord. No. 5801/10-07), providing a cultural resources inventory supporting the goals and policies within the Historic Resources Section and other sections of the Comprehensive Plan including historic resource-related policies, is incorporated into the Comprehensive Plan in its entirety.

**SECTION 23.3 Housing Needs Assessment/Buildable Lands Inventory – Housing.** The “City of Hillsboro, Housing Needs Analysis, January 2016,” providing a housing analysis and inventory supporting the goals and policies within the Housing Section and other sections of the Comprehensive Plan including housing-related policies, is incorporated into the Comprehensive Plan in its entirety.

**SECTION 23.4 Economic Opportunities Analysis/Buildable Lands Inventory – Employment.** The “City of Hillsboro, Economic Opportunities Analysis (Oregon Statewide
Planning Goal 9), February 2017," providing an employment analysis and inventory supporting the goals and policies within the Economic Development Section and other sections of the Comprehensive Plan including employment-related policies, is incorporated into the Comprehensive Plan in its entirety.

**SECTION 23.5 Natural Resources Inventory.** The "City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report, 2000 (amended through December 2018)" (Ord. Nos. 5066/9-01 and 6290/1-19), providing natural resources assessments supporting the goals and policies within the Natural Resources Section and other sections of the Comprehensive Plan including natural resource-related policies, and "List of Significant Goal 5 Natural Resources Sites in the City of Hillsboro, 2001 (amended through December 2018)" (Ord. Nos. 5066/9-01 and 6290/1-19) are incorporated into the Comprehensive Plan in their entirety.

**SECTION 23.6 Public Facilities Plan.** The "City of Hillsboro, Public Facility Plan, December 2001 (PFP)" (Ord. No. 5102/1-02) is incorporated into the Comprehensive Plan in its entirety and shall be the "City of Hillsboro, Public Facility Plan (PFP)."

**SECTION 23.7 Hillsboro School District Long Range Facility Plan.** The "Hillsboro School District, Long Range Facility Plan, June 2016" is incorporated into the Comprehensive Plan in its entirety.

**SECTION 23.8 Transportation System Plan.** The "City of Hillsboro, Transportation System Plan: Public Facility Plan, July 1999 (TSP)" document and "Transportation System Plan Update, January 2004 (amended through January 2017)" (Ord. No. 5341/2-04; Amended by Ord. No. 5933/1-10 and Ord. No. 6029/9-12) document and Technical Appendix are incorporated into the Comprehensive Plan in their entirety and shall be the "City of Hillsboro, Transportation System Plan (TSP)."

SECTION 23.10  Hillsboro Airport 2005 Master Plan and Compatibility Study Exhibits. "Exhibit 1E" and "Exhibit 1F" of the Hillsboro Airport 2005 Master Plan and Compatibility Study by the Port of Portland illustrating noise impact boundaries are incorporated into the Comprehensive Plan.
PART IV

ADDITIONAL PLANS & MAPS
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CHAPTER 15

AREA-SPECIFIC PLANS

State law provides for the adoption of area-specific refinement plans as a type of implementing component of the Comprehensive Plan. These plans are voluntarily developed documents that establish planning policy at the neighborhood or sub-area level within the framework of (and consistent with) the Comprehensive Plan. Area-specific plans are developed by refining the Comprehensive Plan’s broad policies and identifying specific policy directives that meet area-specific goals and needs (often set during community outreach). These plans serve as a foundation for the development of new or redeveloping urban areas, and may include planned land use designations, transportation systems, infrastructure and service provision details, and community design characteristics and standards.

In many cases, area-specific plans may be developed as a strategy for dealing with rapid change where multiple adjustments to the Comprehensive Plan and community development code are necessary to address immediate expansion needs within the City while still providing for coordinated and efficient development. Hillsboro, in coordination with partner jurisdictions, service providers, and property owners, has created several area-specific plans referred to as "community plans." (Section 21, Land Use Planning & Procedures contains a list of key date and document references for community plans and Sections 24 through 31 incorporate the goals and policies from each community plan.)

Current Hillsboro community plans include the following:

- NE 28th Ave/East Main Street Plan Area,
- Tanasbourne Community Plan,
- Witch Hazel Village Community Plan,
- Downtown Framework Plan,
- Hillsboro AmberGlen Community Plan,
- North Hillsboro Industrial Area Community Plan, and
- South Hillsboro Community Plan.
SECTION 24

STATION COMMUNITY PLANNING AREAS

(Section 24 Added by Ord. No. 4454/8-96.)

(I) Goal. To provide for higher density mixed use development in Station Community Planning Areas, thereby reinforcing and encouraging use of public transit and supporting the public investment in Light Rail Transit.

(II) General Station Community Planning Area Policies.

(A) The Land Use Map shall designate four Station Community Planning Areas (SCPAs) to focus higher densities and mixed use developments around the nine light rail stations within Hillsboro.

Downtown SCPA
Government Center
Hillsboro Center
Tuality/8th Avenue
Washington/12th Avenue

Fair Complex/Hawthorne Farm SCPA
Fair Complex
Hawthorne Farm

Orenco SCPA
Orenco/231st Avenue

Quatama SCPA
Quatama/205th Avenue

(Amended by Ord. No 5933/1-10.)

(B) SCPA boundaries shall generally extend a half-mile radius around each LRT station, but may extend farther to include: 1) contiguous land under common ownership at the time of adoption of the SCPA boundary; 2) land owned by individual(s) who participated in the Station Community Planning process and consented to be included within a Station Community Planning Area; or 3) property justified for inclusion in a SCPA based on location factors such as proximity to a transit trunk line, major pedestrian route or feeder bus route, or because of natural or manmade
boundaries. Development and design standards and guidelines may vary according to the specific goals and objectives identified for a particular Station Community Planning Area.

(C) The SCPA plan designation shall be implemented through establishment of appropriate zoning districts. Those districts shall identify permitted land uses, minimum densities and floor area ratios, and development and design standards and guidelines.

(D) Zoning districts which implement the Station Community Planning Area designation shall include the following:

1. Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian while not excluding the automobile;

2. Concentration of housing and/or jobs in centers that encourage transit users to live and work near transit stations;

3. Provision for public and private amenities, including parks, plazas and other facilities to support the higher densities and mixed use developments;

4. Provisions that reduce off-street parking requirements within Station Community Planning Areas.

(E) With the exception of individual single family detached dwellings, duplexes, or ancillary dwelling units, all new development projects within Station Community Planning Areas are subject to Development Review. However, Development Review is required when single family detached dwellings, duplexes, ancillary dwelling units, and subdivisions are (1) within a Conservation District or (2) impacts inventoried Significant Natural Resources. General and community-specific design standards for new development in Station Community Planning Areas shall be set forth in the Community Development Code. (Amended by Ord. No. 6096/9-14.)

(F) A wide range of housing types shall be authorized within Station Community Planning Areas, including but not limited to small lot single family detached, attached single family, townhouses or rowhouses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior apartments, and housing above retail and office uses.

(G) Residential development in medium density residential districts located next to single family neighborhoods established prior to the adoption of the Station Area Interim Protection Ordinance (“SAIPO”) shall transition the type and density of new housing to be compatible with the established single family neighborhood.

(H) To ensure transit supportive development and achieve employee density objectives of the Region 2040 Growth Concept, minimum floor area ratios (FAR) shall be established,
where appropriate, for all new non-residential development within Station Community Planning Areas. Minimum FAR’s shall be implemented through SCPA zoning districts.

(III) Downtown SCPA Policies.

(A) The Central Business District, the Highway-Oriented District (north of Walnut Street), the Station Community Commercial Districts on Washington Street south of East Main Street, on Main Street near NW Connell Street and NE Cornell Road, and on NE Lincoln Street near NE Second, Third and Fourth Avenues, and the Residential-High Density District in the Downtown SCPA are designated as the “Regional Center” under the Region 2040 Growth Concept. Overall density targets of 60 persons per net acre are anticipated under this regional designation. Given the existing concentration of government center functions and employment in the Central Business District; the expected growth of Tuality Hospital and related medical facilities; and opportunities for intensification of retail, service and higher density residential uses in proximity to the four Downtown light rail stations, the Region 2040 density targets are achievable. (Amended by Ord. No. 4928/7-00.)

(B) The Station Community Residential – Medium Density, Residential – Low Density, and Residential – Downtown Neighborhood Conservation District neighborhoods surrounding the Regional Center are designated as a Station Community in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. Given the opportunities for residential infill and redevelopment, and for appropriately-scaled mixed use buildings within these neighborhoods, the Region 2040 density targets are achievable. (Amended by Ord. No. 4928/7-00.)

(C) The Downtown Hillsboro Station Community Plan is not an official part of the Comprehensive Plan, but serves as a supporting document to provide guidance and direction for development within the Downtown SCPA. Community-specific development and design standards for the Downtown SCPA are set forth in the Community Development Code. (Amended by Ord. No. 6096/9-14.)

(D) The Central Business District of downtown Hillsboro shall be zoned for mixed use commercial development that encourages 18-hour activity in the downtown. A mix of transit supportive retail, office, entertainment, service and employment uses is permitted and encouraged in the Central Business District with minimum floor area ratios established in the zoning district. Residential uses are allowed on and above the second story of commercial buildings in the Central Business District.

(E) A specific district shall apply to property generally located within one-half block of the State Highway 8 corridor (Baseline Street, Oak Street, and SE Tenth Avenue) in downtown Hillsboro. This district is intended to allow for the continuation of existing auto-oriented commercial uses along State Highway 8, while encouraging new development that includes a mix of transit supportive retail, office, service and employment uses. Except on Tax Map 1N2-31DD, Tax Lots 8300, 8400, 8500 and 8501, and except as permitted as interim conditional uses within this District, new auto-oriented uses in this district shall not be allowed. New development within this district shall
comply with ODOT access management requirements and shall incorporate sidewalks and bike lanes as set forth in the zoning district. *(Amended by Ord. Nos. 4544/4-97 and 4928/7-00.)*

(F) Specific standards and guidelines for development in the downtown SCPA shall be included in the Community Development Code. Such standards and guidelines shall required new development to be compatible with existing neighborhood character, while allowing the greater intensities of use characteristic of Regional Centers and Station Communities. Additional development standards and design guidelines may be applied in certain neighborhoods within the Downtown SCPA designated as conservation districts. *(Added by Ord. No. 4928/7-00, Amended by Ord. No. 6096/9-14.)*

(IV) **Hawthorne Farm/Fair Complex SCPA Policies.**

(A) The Hawthorne Farm/Fair Complex SCPA is designated as a “station community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will strive to achieve this density target, while recognizing the constraints to increased densities posed by the airport clear zone and largely established patterns of business park and single family neighborhood development.

(B) Development of the remaining undeveloped lots in the Hawthorne Farm Business Park shall be encouraged through application of the Station Community Business Park Zoning District. Site development review shall emphasize pedestrian connections from new employment uses to the Hawthorne Farm light rail station.

(C) A specific Fair Complex Institutional Zoning District shall apply to publicly-owned property located north of the Fair Complex light rail station, east of NE 28th Avenue, south of Cornell Road, and west of the airport clear zone. Phased development of events facilities is encouraged to support the master plan for the Fair Complex adopted by the Washington County Board of Commissioners. The Fair Complex Institutional District is intended to encourage convention and conference centers, public recreational facilities and sports playing fields, facilities for indoor and outdoor educational displays and exhibits, and facilities for related events and activities that can support and benefit from proximity to the Fair Complex light rail station.

(V) **Orenco SCPA Policies.**

(A) The Orenco SCPA is designated as a “Station Community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts which allow the overall density targets to be achieved. Given the amount of vacant land available for intensive mixed use development to the north of the Orenco light rail station and strong high tech employment growth in the immediate vicinity, the Region 2040 density targets are achievable.
(B) A specific zoning district, Orenco Townsite Conservation, shall apply to property within or near the originally platted Orenco Townsite. This district is intended to preserve and enhance the historic, open space and architectural qualities of the historic Townsite while providing opportunities for rehabilitation of existing buildings, in-fill residential, and new development.

(C) In addition to general standards in the Community Development Code, all development within the Orenco Townsite shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area. *(Amended by Ord. No. 6096/9-14.)*

(D) *(Deleted by Ord. No. 6004/3-12.)*

(E) The City should work with Tri-Met and local industries to establish a shuttle service between the Orenco light rail station and major employers in the area.

(F) The City should work with Washington County to develop and implement a Station Community Plan for areas within the County contained within the boundaries of the Urban Planning Area Agreement between the two jurisdictions.

(VI) **Quatama SCPA Policies.**

(A) The Quatama SCPA is designated as a “Station Community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts to achieve the overall density targets. Given the amount of land available for medium to high density residential development near the 205th Avenue light rail station; the Region 2040 density targets are achievable.

(B) The City should work with Washington County to ensure that lands generally west of 205th Avenue to 216th Avenue and south of the Quatama/205th station to Baseline Road are planned for transit-oriented residential development.

(C) A pathway system shall be pursued along Bronson Creek to provide off-street accessibility to the Quatama/205th Avenue light rail station and linkage to the usable open space amenity provided by the Light Rail Project through wetland enhancements near the Bronson and Beaverton Creek confluence. *(Amended by Ord. No. 5933/1-10.)*

**Note:** Maps are available in the Planning Department.
SECTION 25

NE 28TH AVENUE/EAST MAIN STREET PLAN AREA

(Section 25 Added By Ord. No. 4820/9-99.)

(I) Goal. To provide for the development of a “Region 2040 Main Street Area” in the vicinity of the intersection of NE 28th Avenue and East Main Street which features linear mixed-use development along East Main Street between NE/SE 24th Avenue and NE 30th/SE 29th Avenues, pedestrian- and bicycle-friendly and transit supportive uses and nearby multifamily developments.

(II) General Policies.

(A) Adopt land development and design standards that facilitate the establishment of a Region 2040 Main Street Area in the vicinity of the intersection of NE 28th Avenue and East Main Street.

(B) Maintain a residential scale within the NE 28th Avenue/East Main Street Plan Area and a transition in height, bulk and scale of new buildings and intensity of development within the most intensive development on East Main Street and the least intensive development adjacent to the surrounding residential community.

(C) Encourage a pedestrian orientation in new development and major redevelopment projects in the NE 28th Avenue/East Main Street Plan Area where buildings, streets and public and private spaces are oriented toward the pedestrian while not excluding the automobile.

(D) Establish provisions that reduce off-street parking requirements and provide for on street and shared parking.

(III) Land Use Policies.

(A) The general development concept for the NE 28th Avenue/East Main Street Plan Area is shown on the NE 28th Avenue/East Main Street Plan Area Development Concept Map (Figure 25-2). The general development concept includes: Mixed-Use which consists of neighborhood commercial (retail and office) and residential uses and Multifamily Residential which consists of moderate-density residential development including attached single family dwellings, duplexes, attached duplexes, townhouses and rowhouses, garden apartments and multifamily dwellings. Detailed land uses for the Main Street Area shall be governed by the Community Development Code however, any use permitted by zoning shall be
required to be generally consistent with the development concept illustrated in the NE 28th Avenue/East Main Street Plan Area Development Concept Map. *(Amended by Ord. No. 6096/9-14.)*

Mixed-Use development is recommended on properties located within three areas on both the north and south sides’ of East Main Street. The first mixed-use area extends approximately 300 feet north of East Main Street beginning on the east side of NE 24th Avenue and extending east to the west side of NE 28th Avenue. The second mixed-use area is located roughly 200 feet north of East Main Street beginning about 140 feet east of the intersection of East Main Street and NE 28th Avenue extending east about 280 feet. The third area extends approximately 200 feet south of East Main Street beginning on the east side of SE 24th Avenue extending east to the west side of SE 29th Avenue.

Multifamily residential developments are encouraged on properties directly abutting the mixed-use areas.

(IV) Urban Design Policies.

(A) Site Design and Parking:

(1) Streets and parking areas within the NE 28th Avenue/East Main Street Plan Area should support the establishment of a pedestrian-oriented main street and are recommended to feature the following characteristics:

(a) Block lengths should not exceed 200 feet in length unless a greater length provides a public benefit such as improved circulation.

(b) Vehicular access along East Main Street and NE 28th Avenue is limited to the extent practicable.

(c) On-street parking and shared parking lots within mixed-use areas are recommended.

(d) Use of alleys for access to rear parking garages or spaces is encouraged.

(e) Adjacent developments are encouraged to share parking areas and accessways in order to encourage pedestrian activity and reduce redundant driveways.

(2) Streets and parking areas within the NE 28th Avenue /East Main Street Plan Area may be designed to incorporate vegetated stormwater management facilities and other “green streets” design elements and facilities where technically feasible and appropriate. *(Added by Ord. No. 5728/3-07.)*
(B) Pedestrian Network:

(1) Pedestrian amenities within streets and pedestrian travel ways are encouraged. Pedestrian amenities include wider sidewalks, reduced curb cuts, continuous building lines, human-scale buildings, street trees, landscaping, appropriately designed stormwater management facilities, street furniture, weather protection such as awnings or canopies, pedestrian-oriented signs, pedestrian scale lighting and public spaces and facilities. Pedestrian amenities are encouraged along East Main Street and all the mixed-use blocks located along NE/SE 24th Avenue, NE 25th Avenue, SE 26th Avenue, NE 28th Avenue, SE 29th Avenue and NE 30th Avenue. (Amended by Ord. No. 5728/3-07.)

(2) To provide access to and from residential and other surrounding areas, pedestrian connections to these areas from the NE 28th Avenue/East Main Street Plan Area are a high priority.

(C) Building Orientation and Design:

(1) All developments within the NE 28th Avenue/East Main Street Plan Area shall be subject to the City Development Review and Approval policies and provisions, including the building orientation and design policies and provisions.

(2) Developments within the mixed-use areas along East Main Street shall be oriented toward the street. Mixed-Use developments not oriented toward East Main Street shall be oriented toward the streets adjoining East Main Street. Within mixed-use developments, retail and commercial uses are encouraged within ground floor spaces while the upper floors may contain commercial or residential uses.

(3) All new multifamily residential development shall be oriented toward adjoining streets in order to create an urban, pedestrian environment.

(4) Throughout the NE 28th Avenue/East Main Street Plan Area installation of shade trees, shrubs and groundcovers is encouraged.

(V) Transportation Policies.

(A) The City transportation goals, policies and implementation measures contained in Section 20, Transportation of the Comprehensive Plan as amended shall apply to the development or improvement of transportation facilities within the NE 28th Avenue/East Main Street Plan Area unless modified by any provisions within this Section.

(B) The planned transportation system and improvements (including roadway functional classifications and locations, pedestrian and bicycle facilities, transit, and other travel modes) identified in
Transportation Maps in Section 32 of the Comprehensive Plan as amended shall apply to the NE 28th Avenue/East Main Street Plan Area unless modified by any provisions within this Section.

(C) All new developments within the NE 28th Avenue/East Main Street Plan Area shall be subject to City Development Review and Approval.
SECTION 26
HILLSBORO TANASBOURNE COMMUNITY PLAN

(Section 26 Added By Ord. No. 4848/12-99.)

(I) Goals. The planning and development goals for the Tanasbourne Community Plan Area are as follows:

(A) Establish a safe, attractive and convenient Town Center Core Area(s) that protect and enhance the economic health and social vitality of the entire Town Center Planning Area.

(B) Establish within the Tanasbourne Town Center one or more activity centers that integrate with, and add value to the entire Town Center Planning Area.

(C) Establish and apply flexible Town Center planning and development/urban design guidelines and land development approval processes throughout the Planning Area in order to be sensitive to changes in the market and regulatory environment while protecting the Planning Area’s environmental quality and economic and residential vitality and public health, safety and general welfare.

(II) Policies. The planning and development policies for the entire Tanasbourne Community Plan Area are as follows:

(A) Planning and development within the entire Tanasbourne Town Center Area shall occur in accordance with the following policies:

(1) Encourage building one or more public or private squares, plazas, or buildings that provide an easily identifiable and recognized physical, social, and ceremonial community focal point within the Tanasbourne Town Center.

(2) Encourage parks, plazas, schools, churches, public buildings, and other gathering places and uses which complement and support the key focal point(s) of the Town Center.

(3) Encourage a mix of residential, retail, workplace and civic uses that contribute to home and business needs of the community in convenient proximity to the Town Center focal points.

(4) Encourage upgraded, attractive building facades, storefronts and signage that enliven the street experience, increase retail and other types of desirable traffic, and contribute to the Town Center focal points as an amenity and people destination.
(5) Encourage a business environment that contains adequate automobile access and parking, building visibility, adequate supporting infrastructure and other market amenities.

(6) Encourage a range and variety of attractive, new and recycled housing at costs which accommodate age group and economic diversity.

(7) Encourage a network of safe, convenient and beautiful streets and pathways that provide alternative travel routes and parking options, while facilitating walking, biking and wheelchair uses and the use of "green streets" design elements and facilities where technically feasible and appropriate. *(Amended by Ord. No. 5728/3-07.)*

(8) Encourage development and redevelopment patterns that achieve compatibility between compact development and preservation of significant natural resources.

(9) Encourage compatibility with, and appropriate connections to surrounding properties and land uses, as well as to other parts of the Region.

(10) Encourage flexible, simplified and streamlined regulations and codes that reward positive changes in development patterns.

(B) In addition to the policies applicable to the entire Tanasbourne Town Center Area, the following policies shall apply only to the Cornell-Walker Roads Superblock Area:

(1) New development and redevelopment will be consistent with Town Center policies contained in Subsection 26 (II) (A) (1-10) above.

(2) Medium- to high- density residential neighborhoods with supporting commercial uses are permitted at appropriate locations.

(3) Overall target residential densities for new housing developments inside the Superblock will be 18 units per acre. *(Amended by Ord. No. 4966/11-00 and 5464/12-04.)*

(4) Neighborhood commercial uses including offices and first floor retail are permitted at appropriate locations.

(5) General building heights shall have a minimum visual appearance of 22 feet and a maximum of 70 feet. *(Amended by Ord. No. 5464/12-04.)*

(6) Development within 100 feet of existing Walker Road single family homes is limited to 14 units per acre, with 2-story maximum building heights.
(7) Development shall accommodate pedestrian and bicycle travel throughout the Superblock.

(8) Greenway trail connections to and along Bronson Creek are encouraged.

(9) Access and overlook facilities to Bronson Creek wetlands will be provided.

(10) Pedestrian and vehicular connections between and among the complex containing the Providence Tanasbourne Medical Clinic, Providence Health and Life Style Center, Tuality Urgent Care and the Sunset Square shopping center to the south will be provided.

(11) The development of strong pedestrian connection(s) across Cornell Road safely linking the Core Area with the Superblock will be developed as a part of the development of the Superblock.

(12) Two (2) signaled road connections from the block to Cornell Road are recommended.

(13) Two or three signaled road connections from the block to Walker Road are recommended.

(14) One or two east-west streets inside the block that connect to north-south streets that access Cornell and Walker Roads are recommended.

(15) A usable park within the block of about 2 acres will be provided.

(III) Implementation Measures.

(A) Development of land within properties designated on the Tanasbourne Town Center General Land Use Plan Map as non Mixed-Use areas shall be encouraged to use the Planned Unit Development (PUD) process established in the Community Development Code. (Amended by Ord. No. 5464/12-04 and Amended by Ord. No. 6096/9-14.)

(B) The following implementation measures shall apply to developments within the Tanasbourne Town Center Area:

(1) 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. (Renumbered by Ord. No. 2970/2-79.)

(a) Urban services necessary for development include adequate water, sewer, and fire protection. The documentation of the availability of these needed services must be current. (Added by Ord. No. 3433/12-83.)
(b) Whenever feasible, the installation of sewage trunk lines shall occur prior to the development of the affected urban area. (Added by Ord. No. 3433/12-83.)

(c) 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. (Added by Ord. No. 3433/12-83 and Amended by Ord. No. 6109/01-15.)

(d) 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. (Added by Ord. No. 3433/12-83 and Amended by Ord. No. 6109/01-15.)

(e) 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. (Added by Ord. No. 3433/12-83.)

(2) 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. (Added by Ord. No. 2876/1-78, Renumbered by Ord. No. 2970/2-79, Renumbered and Amended by Ord. No. 3433/12-83.)

(3) 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. (Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, and Renumbered and Amended by Ord. Nos. 3433/12-83 and 6109/01-15.)

(4) 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. (Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, and Renumbered and Amended by Ord. No. 3433/12-83.)

(5) 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. *(Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, Amended by Ord. Nos. 3433/12-83, 5777/8-07, 5891/12-08 and 6109/01-15.)*

(6) 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. *(Added by Ord. No. 3414/7-83, Renumbered by Ord. No. 3433/12-83, and Amended by Ord. Nos. 3450/3-84, 3680-2-87, and 4547.)*

(C) Implementation of the Transportation System elements recommended in the Tanasbourne Town Center Plan shall occur as part of City implementation of transportation system policies and provisions contained in the adopted Citywide Transportation System Plan (July 1999) that apply to the Town Center Planning Area as described in the Town Center Plan document.
TANASBOURNE TOWN CENTER COMMUNITY PLAN

(Section 19 Added By Ord. No. 4848/12-99.)

The “City of Hillsboro, Tanasbourne Town Center Plan” document is incorporated into the Comprehensive Plan in its entirety. The “City of Hillsboro, Tanasbourne Town Center Plan” shall be the Hillsboro Tanasbourne Community Plan pursuant to Section 21, Land Use Planning & Procedures, Policy LU 2.9, 2.10, and 4.8 of the Comprehensive Plan. Except for the Tanasbourne Town Center General Land Use Plan Map, all other planning maps and other graphic exhibits contained in the document serve only to illustrate the land use, urban design or transportation system improvement policy concepts prescribed in the Town Center Plan and do not have the force and effect of the adopted Hillsboro Comprehensive Plan Land Use, Transportation System or Public Facility System Maps.
SECTION 27

WITCH HAZEL VILLAGE COMMUNITY PLAN

(Added By Ord. No. 5344/3-04.)

(I) Goals.

(A) To provide a framework for development of a community that maintains the existing close knit, small town atmosphere that defines Hillsboro by carefully integrating land uses and the transportation system to create a sense of place.

(B) To set the tone for "third places", a central theme of the Hillsboro 2020 Vision by:

• Linking a complex array of land uses with civic places, parks and open spaces throughout the entire site;

• Including a rich mix of neighborhood oriented opportunities for people to shop or recreate near where they live;

• Blending the best attributes of quality design, affordability and scale of housing at the Metro required ten dwelling units per net residential acre; and

• Fully integrating a diverse multi-modal transportation network that emphasizes local service and comfort over regional access and speed—preserving the principle land base for resident uses.

(II) General Development Policies.

(A) Land Use. Development within the Plan area shall conform substantially to the general land uses and development pattern prescribed by the Witch Hazel Village Community Plan as shown in the Witch Hazel Village Community Plan Map.

(B) Employment. Provide for limited employment opportunities in the area designated for mixed-use. Additional commercial development could include accessory service and medical office, increasing the commercial concentration. The potential for combined live-work spaces is considered limited, but some of this type of development may be supportable.
(C) **Housing Policies.**

(1) The planned residential densities within the Witch Hazel Village Community Plan shall be consistent with Policies H 4.1 through 4.3 in Section 4, Housing of the Comprehensive Plan.

(2) Encourage a diverse housing stock within the Witch Hazel Village Community Plan area, including but not limited to detached and attached single family units, courtyard clusters, Charlestown row houses, row houses, subdivided manors, garden apartments and condominiums.

(D) **Transportation.** The planned transportation system shall be implemented as described in the Witch Hazel Village Community Plan unless future transportation analysis does not support the proposed improvements.

(E) **Public Utilities and Facilities.** Provision of public utilities and facilities, such as water, sanitary sewer, and storm water facilities shall conform substantially to that described in the Witch Hazel Village Community Plan.

(F) **Parks and Recreation.** Provision of parks, recreation facilities and community amenities, shall conform substantially to the Witch Hazel Village Community Plan Map, which identifies the general location of the following recommended facilities:

(1) Civic Plaza located at the intersection of SW 247th/Brookwood Avenue and SW Davis Road. The plaza is designed to be the central gathering place in the neighborhood.

(2) Bike and pedestrian pathways located along stream corridors.

(3) Allees — Pedestrian walkways lined with trees. Designed to be primarily an urban greenway providing and designed to provide pedestrian connectivity to the system of parks in the community and are not considered to be part of the primary transportation system.

(4) Traffic Diamonds — Small gardens that function as traffic diamonds that would be planted with flowers or shrubs to provide greenspace near the high density residential development.

(5) Two Linear Parkways — The linear parkway lanes are 2.5 acres each and are tree lined lawn areas set between one-way travel lanes.

(6) One Neighborhood Park in the eastern portion of the plan area.

(7) 13-acre park site located on the west end of the plan area that includes both active parkland and passive natural area uses.
(G) All development within the Witch Hazel Village Community Plan area shall be subject to City Development Review.

(H) Design guidelines and standards for new developments within the area shall be prescribed in Community Development Code amendments implementing the Community Plan.  *(Amended by Ord. No. 6096/9-14.)*

(I) **Annexation.** Notwithstanding HCP Section 7, Urbanization Policies UR 2.1 through 2.8, annexation within the Witch Hazel Village Community Plan area may be restricted due to inadequate transportation infrastructure and may be subject to certain annexation criteria.

(III) **Implementation Measures.**

(A) The land use designations shown on the Witch Hazel Village Community Plan Map shall be implemented through appropriate zoning districts. The zoning districts shall identify permitted land uses, minimum densities and floor area ratios, and development and design standards and guidelines, as appropriate.

(B) All development within the Witch Hazel Village Community Plan General Land Use Plan Map area is required to use the Planned Unit Development (PUD) process established in Section 12.80.120 of the Community Development Code. The open space requirement may be waived based on the provision of parks and open space in the Plan.  *(Amended by Ord. No. 6096/9-14.)*

(C) The following implementation measures shall apply to developments within the Witch Hazel Village Community Plan area:

1. 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.  *(Renumbered by Ord. No. 2970/2-79.)*

   (a) Urban services necessary for development include adequate water, sewer, and fire protection. The documentation of the availability of these needed services must be current.  *(Added by Ord. No. 3433/12-83.)*

   (b) Whenever feasible, the installation of sewage trunk lines shall occur prior to the development of the affected urban area.  *(Added by Ord. No. 3433/12-83.)*

   (c) 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.  *(Added by Ord. No. 3433/12-83 and Amended by Ord. No. 6109/01-15.)*
(d) 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.  
(Added by Ord. No. 3433/12-83 and Amended by Ord. No. 6109/01-15.)

(e) 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.  
(Added by Ord. No. 3433/12-83.)

(2) 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.  
(Added by Ord. No. 2876/1-78, Renumbered by Ord. No. 2970/2-79, Renumbered and Amended by Ord. No. 3433/12-83.)

(3) 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.  
(Added by Ord. Nos. 4981/12-00 and 6109/01-15.)

(4) 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.  
(Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, and Renumbered and Amended by Ord. No. 3433/12-83.)

(5) 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.  
(Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, Amended by Ord. Nos. 3433/12-83, 5777/8-07, 5891/12-08 and 6109/01-15.)
(6) Land uses identified by the Comprehensive Plan Land Use Map have been determined to be the most suitable for the City. To meet the burden of proof for a proposed zone change, it is both necessary and sufficient to show that the proposed zone is consistent with and represents the highest use allowed by the Comprehensive Plan Land Use Map. In the case of a zone change in a residential area, the proposed zone shall allow development of housing at a density within the range designated by the Land Use Map. In addition, the City may attach clear and objective conditions to the zone change provided such conditions are consistent with the Comprehensive Plan, the Community Development Plan and other rules and policies regulating development in the City (Amended by Ord. Nos. 6096/9-14 and 6109/01-15).

In developed areas where existing uses and zoning are not consistent with the highest use under the Comprehensive Plan Land Use Map, an “incremental” zone change, which would allow development opportunity at the highest Plan use, shall be required prior to further redevelopment.

In undeveloped or newly annexed areas, if services are found to be inadequate to support the highest Plan use, the City may approve a zone change to a zone that does not allow the opportunity for development at the highest Plan use for that area. Such an “interim” zone shall be conditioned to prohibit development until (Amended by Ord. No. 6109/01-15): (1) adequate urban services are provided to the site (Amended by Ord. No. 6109/01-15); and (2) a subsequent “incremental” zone change has been approved which would allow the opportunity for development at the highest Plan use. (Amended by Ord. No. 6109/01-15.)

An Incremental zone change is allowed outright if it conforms to the Plan and standards of the Community Development Code. (Amended by Ord. Nos. 6096/9-14 and 6109/01-15.)

In areas designated C Commercial, a request for a zone change to the MUC Mixed-Use Commercial zone may be approved without approval of a minor Comprehensive Plan Land Use Map change to MU Mixed-Use. Such a zone change to the MU-C zone (outside the MU Plan designation) shall be conditioned to require that future development be limited to vertical mixed use buildings. For purposes of this section, a “vertical mixed use building” is defined as a building that is at least two stories in height and constructed for a combination of commercial and residential occupancies within the building. (Added by Ord. No. 3076/1-80, Renumbered by Ord. No. 3433/12-83, Amended by Ord. Nos. 3450/3-84, Ord. No. 5464/12-04 and 6109/01-15.)

(D) Implementation of the transportation system elements recommended in the Plan shall occur in accordance with the Witch Hazel Village Community Plan Transportation Map (Plan document, Figure 15) until such time as the transportation system policies, provisions and improvements on that Map have been incorporated into the City Transportation System Plan (TSP) (October 2003), at which time the City TSP shall thereafter guide transportation improvements within the Community.
The “City of Hillsboro, Witch Hazel Village Community Plan” shall be added to incorporate the “Witch Hazel Village Community Plan” document in its entirety, into the Comprehensive Plan which shall become the Witch Hazel Village Community Plan pursuant to Section 21, Land Use Planning & Procedures, Policy LU 2.9, 2.10, and 4.8 of the Comprehensive Plan. Except for the Witch Hazel Village General Land Use Plan Map, all other planning maps and other graphic exhibits contained in the document serve only to illustrate the land use, urban design or transportation system improvement policy concepts prescribed in the Community Plan and do not have the force and effect of the adopted Hillsboro Comprehensive Plan Land Use, Transportation System or Public Facility System Maps.
Goal A. The Downtown Core is Vibrant, Active, Sustainable and Accessible.

Policy 1. Support and encourage new higher-density mixed-use growth in the area along and south of Washington, Baseline and Oak from the Tuality/Pacific University’s Health Professions Campus area to Adams Avenue.

Actions.

1. Support a range of new housing opportunities, especially within walking distance of light rail stations. These opportunities should include lofts, live-work spaces for artists and small businesses, townhouses, and other types of housing that provide a range of ownership and rental choices to attract new residents whether they be students, retirees, artists, professionals, or downtown area employees.

2. Support private development that brings new businesses and employees into the downtown core, as well as revitalize older buildings that can be adaptively reused.

3. Encourage development of public resources, such as a downtown library or other civic amenities.

4. In order to encourage new investments, review and simplify the zoning code provisions and review processes within the downtown core to allow more flexibility for development and to encourage a mix of uses that will support a vibrant downtown core, while respecting the historic nature of nearby residential neighborhoods.

5. Review and recommend changes to all three of the Station Community Commercial (SCC) zones (CBD-Central Business District, HOD-Highway Oriented District, and SC-Station Commercial) in the study area to establish minimum development standards. These standards should encourage new mixed-use developments that take advantage of and support the public’s investment in infrastructure and provide for ground floors that can be retrofitted over time to allow for changes in use.
(6) Review existing codes to address transitions between the downtown core development and the surrounding neighborhoods to ensure compatibility, and to protect older neighborhoods.

(7) Protect the Downtown Conservation Zone.

(B) Policy 2. Support new investments in the downtown core area that are respectful of the area and add to its character and vitality.

Actions.

(1) Determine the feasibility of establishing an urban renewal area, and if feasible, adopt a plan that will support new investments in the downtown community to help sustain business and add vitality in the core area and improve/maintain neighborhood livability.

(2) Investigate the feasibility of time-limited System Development Charges (SDC) discounts and other incentives to encourage a wide range of new investments in the core area. Any SDC or other fee discounts will be considered in the context of the impacts on affected projects and programs funded by the relevant SDC or fee.

(3) Consider use of a SDC overlay zone where additional SDC payments are invested to make improvements (to be determined) in the area in which they are generated.

(4) Identify key catalyst sites/development opportunities, such as the old Wells Fargo bank building on 4th and Main. Provide technical and/or financial pre-development assistance to help jumpstart redevelopment on these sites.

(5) Work with the Hillsboro Downtown Business Association (HDBA) to consider establishing a Main Street Program for the downtown core area to address promotions, manage events (including cleanups), recruitment of new businesses, management of parking, participation in storefront improvement efforts, and to provide support for ongoing HDBA management and staff support. Investigate the feasibility of forming an Economic Improvement District (EID) or other funding mechanism.

(6) Work with the HDBA to offer assistance to downtown property owners in making improvements to store fronts (painting, signage, awnings) and other street frontage improvements.

(7) Ensure that projects receiving funding from urban renewal or City incentives respect the human scale.

(8) Increase employment by actively encouraging businesses to locate in the downtown area.
(9) Create a business assistance center that helps expedite business startups and expansions (in partnership with the Greater Hillsboro Chamber of Commerce).

(10) Continue to implement the Downtown Renaissance Project recommendations, including initiating an "artist-in-residence" program, a percent-for-art program to fund public art, and upgraded street lighting.

(11) Support implementation of the Hillsboro Public Art Master Program provisions, such as development of funding mechanisms, a maintenance and conservation program for existing public art, a mural art program, and development of public and private partnerships to encourage new installations. Consider specific siting opportunities, such as the commercial core area, the Tuality/Pacific University’s Health Professions Campus, and the 10th Avenue business district.

(C) Policy 3. Ensure adequate infrastructure and multi-modal accessibility to and within the core area for residents, visitors, and service providers.

Actions.

(1) Evaluate the capacity of existing infrastructure to service new investments, and identify needs and costs if added capacity is needed.

(2) Evaluate the feasibility (constructability and public/private financial opportunities) to bury utilities underground.

(3) Implement the parking management recommendations found in the Hillsboro Downtown Parking Solutions Study (e.g., parking manager, a shared public-private parking program, increased enforcement, funding for future parking facilities, modifying parking limits, reducing demand for long-term parking, establishing commuter mode splits for employees, etc.).

(4) Develop parking structures with ground-floor commercial uses for the downtown core and the Tuality/Pacific University’s Health Professions Campus to support redevelopment of surface parking areas with active uses and new mixed-use developments.

(5) Provide improved pedestrian-scale way-finding signs and information that directs visitors from outside the downtown area to key destinations within the downtown core area.

(6) Consider mid-block alleys or street connections in the downtown core and other areas that may be appropriate to improve secondary pedestrian access and service access, and to encourage more development opportunities. This should be done in such a manner that the pedestrian vitality of nearby streets is not diminished.
(7) Evaluate the cost-benefit value to downtown vitality of converting from a one-way to two-way street system in the core area and adding alleys to create smaller blocks where feasible, paying particular attention to the impacts on local businesses.

(8) Identify a site and create a second civic square or public plaza to add to the opportunities for community gatherings, year-round music and entertainment, and activities within the downtown community, with a focus on the connection between the 10th Avenue business community and the balance of the core area.

(9) Encourage the cooperative library study and advocate for the addition of a small branch library (3,000–4,000 sq. ft.) in the downtown core.

(II) **Goal B.** Development in downtown neighborhoods is compatible.

(A) **Policy 1.** Develop and adopt guidelines and procedures that provide both developer and community direction for new infill development in older historic neighborhoods.

**Actions.**

(1) Review the existing codes to address transitions between core downtown developments and the surrounding neighborhoods to ensure compatibility and to protect historic structures and the quality of life in older neighborhoods.

(2) Recommend changes to the existing code to help clarify the language and reduce misunderstandings and confusion created by the code provisions.

(3) Strengthen the code with illustrative design guidance and procedures for integrating new infill developments into existing residential neighborhoods outside the core area.

(4) Review the code to determine if existing zoning in neighborhoods is a deterrent to obtaining financing and insurance and is negatively affecting home values.

(B) **Policy 2.** Adopt programs and actions to enhance livability and safety in the downtown neighborhoods.

**Actions.**

(1) Provide city and community support for the established neighborhood associations and creation of new associations in areas that want them.

(2) Provide financial and technical support to rehabilitate, improve energy efficiency, and sustain existing affordable housing.
(3) Support efforts to increase home ownership opportunities.

(4) Provide technical assistance to property owners interested in seeking historic designations for their properties.

(5) Develop a paint and maintenance program for historic homes.

(6) Consider adding a new neighborhood park to the area south of Baseline Street and west of 1st Avenue that is shown in the Hillsboro Parks Master Plan, Figure 4.5 as being an area underserved by a neighborhood park.

(7) Improve and add to parks that serve the downtown neighborhoods.

(8) Improve safety through repair of damaged sidewalks and streets, construction of sidewalks where needed, addition of street lighting, and traffic calming/streetscaping elements.

(9) Enhance enforcement of City ordinances, including citations for noise, abandoned vehicles, lack of maintenance for vacant lots, and non-allowed uses (especially along Dennis Avenue bordering the industrial area).

(10) Provide technical assistance to help residents comply with graffiti removal requirements.

(11) Conduct a study to evaluate whether to establish a maintenance code for rental housing units, including standards to determine if there is a violation and enforcement provisions (notice, penalties, etc.).

(12) Continue and enhance police presence and police/community partnerships to address vandalism, gangs, drug trafficking, and MAX line/MAX station safety.

(III) Goal C. Pedestrian, bicycle and transit travel is safe and well-connected.

(A) Policy 1. Improve pedestrian, bicycle, and transit access and safety with connections between parks, schools, shopping, and other activity centers.

Actions.

(1) Develop a plan and implement a system of bicycle routes (trails/designated streets) that connect the surrounding neighborhoods to the core, MAX stations, parks (especially Shute and Dairy Creek Park), other Hillsboro neighborhoods, and to other places outside the city via the County and ODOT bicycle networks.
(2) Consider improvements that will provide connections to key destinations such as Shute Park, schools, the Shute Park Library, MAX access, and the core area. Determine whether Washington Street can be modified to accommodate bicyclists and minor improvements to Main, Walnut, and Lincoln as parallel east-west bicycle connectors. Identify appropriate north-south streets with adequate right-of-way to accommodate bicycles. If street improvements prove to be cost prohibitive, consider designating low-traffic through streets as “bicycle boulevards.”

(3) Support development of a bicycle and pedestrian boardwalk with added pullouts/viewing platforms along Highway 219 adjacent to the Jackson Bottom Wetlands Preserve connecting the downtown community to the Preserve and the offices of Clean Water Services.

(4) Develop ways to connect Hillsboro’s green spaces and parks to the regional trail system. For example, support construction of a multi-use pathway connecting Dairy Creek Park to Highway 219 (1st Avenue).

(5) Enhance pedestrian conditions, including signs to transit stations, and make streetscape improvements to help encourage new investments along the light rail corridor.

(6) Enhance the safety of street crossings that provide access to transit stations, schools and parks, with special attention to north-south movements across Baseline and Oak and east-west movements across 10th Avenue.

(7) Provide additional spaces for parking bicycles in the core area, including review of code to address the provision of bicycle facilities as development occurs.

(IV) **Goal D.** Major streets are more inviting with enhanced streetscapes and safe pedestrian/bike crossings.

(A) **Policy 1.** Improve the quality of the entries and main thoroughfares within the downtown community for both visitors and residents, and to enhance future development and redevelopment potential.

**Actions.**

(1) Improve the gateways to the downtown community through the addition of landscaping or architectural features at the following locations: 10th and Main, 10th Avenue from Shute Park northward, 1st Avenue from the south, Jackson Street and 1st Avenue, 5th Avenue and Main Street, and Baseline and Oak entry points.

(2) Develop a streetscape program, and where technically feasible, incorporate green design in conjunction with business owners along 10th Avenue and Baseline/Oak which creates a more distinctive appeal with features such as murals, landscaping, colorful lighting, benches, etc.
(3) Evaluate designating Baseline/Oak as Urban Business Areas (UBAs) as provided in ODOT-adopted policies that encourage “redevelopment and reinvestment” and “shift land use patterns from auto-oriented properties with individual driveways to patterns of development served by common access, nodal development, and more compatibility with pedestrians and bicycles.”

(4) Tie streetscape improvements and art to innovations related to the city’s high-tech companies, e.g., innovative lighting designed to use solar technology along Baseline/Oak and in way-finding signs to the downtown core.

(5) Improve the character and appearance of the Baseline/Oak couplet through added street trees, public art, landscaping, and new lights.

(B) Policy 2. Respect the need to address both intra- and inter-city traffic movements as part of regional freight and passenger movements.

**Actions.**

(1) Study state highway bypass options for reducing the amount of through traffic coming through the downtown community, especially on Baseline/Oak. If a bypass is feasible that diverts through traffic away from the downtown community and maintains freight mobility and downtown viability, evaluate the future of Baseline/Oak as major Hillsboro streets if they are no longer needed as part of the state system.

(2) Improve the safety and number of east-west pedestrian/bicycle crossings of 10th Avenue and north-south crossings of Baseline/Oak, including consideration of adding curb extensions (bulb-outs) at key intersections, traffic signal additions/ adjustments, and other approaches to improve pedestrian-bicycle crossings.

(3) Improve pedestrian safety and access at the 12th Avenue MAX station.

(V) Goal E. Downtown’s economic, environmental, cultural and historic diversity is sustained and enhanced.

(A) Policy 1. Develop plans and programs that support and promote the unique diversity of this area—the heart of the city—while supporting and encouraging new development opportunities that are consistent with these diverse interests.

**Actions.**

(1) Provide resources to help preserve and enhance identified existing cultural resources (e.g., historic buildings) without creating a historic preservation district that would add restrictions on development.
(2) Provide small business assistance, training, and grants/loans for new and expanding small businesses.

(3) Develop a mechanism to continue to maintain and improve the streetscape in the downtown core, including landscaping, benches, street lighting upgrades, signal and pedestrian crossings, cleanups after events, etc.

(4) Implement the Hillsboro Public Art Master Plan, which recommends that the downtown core and the Tuality/Pacific University's Health Professions Campus be focus areas for public art.

(5) Build on the cultural diversity of the community through festivals and concerts.

(6) Create gathering places and community gardens that feature the agricultural history of the area, and/or build on the traditions of the community’s cultural groups.

(7) Identify sites and develop one or two viewpoints/viewing platforms on the northern edge of the Jackson Bottom Wetlands Preserve which are accessible from the neighborhoods while limiting access into the preserve to protect its natural resource/habitat qualities.

(8) Initiate a series of three Subarea Refinement Plans based on sustainability principles, such as “civic ecology” principles. The refinement planning process could identify additional approaches the City could use to improve the social, environmental and economic ecology of downtown.

(B) **Policy 2.** Initiate efforts to create a model for environmentally sustainable efforts in the downtown community.

**Actions.**

(1) Consider establishing green design/building standards or guidelines and incentives for public and private development.

(2) Consider investment in a residential, commercial and energy efficiency training, assessment, and implementation program.

(3) Develop a City program to preserve and maintain existing trees and plant trees in downtown neighborhoods.

(4) Evaluate development and adoption of a green streets program to be implemented as street improvements occur within the downtown area in order to reduce the environmental impact of development in downtown Hillsboro.
(5) Consider development of green streetscape standards for the downtown community, including use of native plants and trees as improvements are made.

(6) Support a community garden program by identifying available sites, e.g., non-profit or public, and by including maintenance within the neighborhoods to provide gathering spaces and promote local food production and networks.

(7) Improve or add to existing parks such as Shute, Bagley, Walnut Street, and McKinley Parks to provide facilities for accessible and affordable youth and family activities (i.e., a skate park, soccer fields, community gardens, gardening classes, water spray area, etc.).

(VI) **Goal F.** The Downtown Framework Plan is a living document, actively implemented and regularly updated.

(A) **Policy 1.** Implementation of various Downtown Framework Plan action items will occur through other documents.

   **Actions.**

   (1) Add actions where appropriate to the Capital Improvement Plan, Transportation System Plan, Community Development Code and other applicable adopted plans. *(Amended by Ord. No. 6096/9-14.)*

   (2) List applicable capital investments listed in the Downtown Framework Plan in the Downtown Urban Renewal Plan if and when the Downtown Urban Renewal plan is adopted.

   (3) Address non-capital projects in the annual budget and work programs.

(B) **Policy 2.** Reflect appropriate Downtown Framework Plan actions in the Hillsboro 2020 Vision and Action Plan.

   **Actions.**

   (1) Annual review by the Vision Implementation Committee (VIC) for those actions deemed appropriate for inclusion in the Hillsboro 2020 Vision and Action Plan document.
HILLSBORO DOWNTOWN FRAMEWORK PLAN

(Added by Ord. No. 5930/11-09.)

The “Hillsboro Downtown Framework Plan” shall be added to incorporate by reference the “Downtown Framework Plan” document in its entirety, into the Comprehensive Plan which shall become the Downtown Framework Plan pursuant to Section 21, Land Use Planning & Procedures, Policy LU 2.9, 2.10, and 4.8 of the Comprehensive Plan.
SECTION 29
AMBERGLEN COMMUNITY PLAN

(Added by Ord. No. 5933/1-10.)

(I) Purpose.

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

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

In the mid-1990s, Station Community planning for the area resulted in the adoption of zones to support existing business and research park development. In 2006, the City of Hillsboro initiated concept planning for an urban center, recognizing the unique attributes of the location. Concept planning established a vision, guiding principles and development concept for creating intensive, mixed-use development and achieving higher levels of density close to major employers; providing high quality amenities and an urban, pedestrian environment; and supporting regional transportation infrastructure.

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

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

(A) Goals and Policies.

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

(a) Policy 1.1. Organize development sites around the central park and protected natural resource areas.

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

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

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

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

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

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

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

(e) Policy 2.5. Pursue development of a signature indoor recreation center focused on health and wellness programs for the broader community.
Goal 3. Protect natural resources and enhance opportunities for people to be in contact with natural systems.

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

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

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

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

Implementing Actions.

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

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

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

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

Action 5. Investigate the feasibility for local food distribution and community gardens in the plan area focusing on food quality, creation of gathering places and a shared civic identity, support for the local economy, and marketing to local restaurants.
(6) **Action 6.** Identify parks and open space facilities, programs, costs and funding sources for inclusion in the City of Hillsboro Parks and Trails Master Plan.

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

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

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

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

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

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

(III) **Land Use Goals, Policies, and Implementing Actions.**

(A) **Goals and Policies.**

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

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

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

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

(d) **Policy 4.4.** Focus and design retail uses to activate plan districts, leverage high density residential development, and complement and connect to existing retail centers.
(e) **Policy 4.5.** Develop land use requirements based on development types representing a mix of land uses and varying levels of density and intensity to encourage a mix of uses within buildings, blocks and districts.

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

(g) **Policy 4.7.** Promote high quality design and strong urban form to create a compelling community identity.

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

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

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

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

(2) **Goal 5.** Create a model for environmentally sustainable community development.

(a) **Policy 5.1.** Design development to encourage people to walk, bike and use transit.

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

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

(B) **Implementing Actions.**

(1) **Action 13.** Develop and recommend amendments to zoning and development standards to implement the development program identified in the AmberGlen Community Plan Land Use Concept.
(2) **Action 14.** Develop and adopt design standards and guidelines for Districts and Neighborhoods identified in the AmberGlen Community Plan Land Use Concept. Coordinate with public area design standards project identified in Parks and Open Space Action 3.

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

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

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

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

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

(IV) **Transportation Goals, Policies, and Implementing Actions.**

(A) **Goals and Policies.**

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

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

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

   (c) **Policy 6.3.** With regional partners, pursue the extension of High Capacity Transit (HCT) connecting the existing Westside Light Rail line to the plan area and to employment centers to the north and west.
Policy 6.4. Support a local transit circulator system within the combined AmberGlen plan area and the Tanasbourne Town Center to provide convenient access between commercial, institutional, recreational and residential uses, and to strengthen connections to light rail, HCT and bus transit.

Policy 6.5. Provide strong pedestrian and bicycle connections throughout the plan area, and to adjacent retail centers, health providers, employers, parks and natural areas, and transit. On key major streets, provide increased separation between vehicles and pedestrians and cyclists to encourage walking and biking as viable, alternative travel modes.

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

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

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

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

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

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

Policy 7.4. Reuse demolished roadway material as available for bedrock foundation of new streets in cases where there are no associated negative environmental impacts.
(B) Implementing Actions.

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

(2) **Action 21.** Amend the City’s Transportation System Plan to include street improvements and access management policies identified in the Interchange Area Management Plan or equivalent multi-jurisdictional process for the NW 185th Avenue interchange with US Highway 26 (Action 20), and functional classifications identified in the AmberGlen Transportation Concept. Coordinate with Washington County to ensure consistency with the Washington County Transportation Plan, and with Metro to ensure consistency with the Regional Transportation Plan.

(3) **Action 22.** Develop a detailed street plan, design criteria and standard details for adoption in the Community Development Code. Coordinate for consistency with the urban and sustainable design concepts established by Parks and Open Space Actions 2 and 3. *(Amended by Ord. No. 6096/9-14.)*

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

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

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

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

(8) **Action 27.** Prepare a transit service strategy for the combined AmberGlen Plan Area and Tanasbourne Town Center that includes analysis of costs and benefits associated with a local transit circulator. Compare fixed-route systems such as a street car or personal rapid transit with a bus-based system.
(9) **Action 28.** Study the potential for providing improved pedestrian access to connect the plan area to adjacent retail centers and employers to the north.

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

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

(V) **Infrastructure Goals, Policies, and Implementing Actions.**

(A) **Goals and Policies.**

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

(a) **Policy 8.1.** Reuse existing infrastructure facilities to the extent practicable.

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

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

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

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

(f) **Policy 8.6.** Feature innovative infrastructure improvements and district-based strategies in the planning and design of public and private catalyst projects to strengthen community identity and to serve as demonstration projects for future development.
(g) **Policy 8.7.** Ensure that the Police Department and Fire Department have the equipment, staff and expertise required to provide a safe and healthy environment given the larger scale and density of planned development.

(B) **Implementing Actions.**

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

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

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

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

(5) **Action 35.** Amend Hillsboro Public Facilities Maps as needed to incorporate infrastructure system improvements identified in Action 34.

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

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

(VI) **Economic Development Goals, Policies, and Implementing Actions.**

(A) **Goals and Policies.**

(1) **Goal 9.** Support a vital and sustainable economy within the AmberGlen Community Plan Area.
(a) **Policy 9.1.** Pursue economic development strategies that build on the AmberGlen Plan Area’s unique mix of assets.

(b) **Policy 9.2.** Develop flexible regulatory structures that combine a range incentives and performance measures to achieve an economically vital district.

(c) **Policy 9.3.** Provide mechanisms to support new development, redevelopment, and adaptive reuse of existing structures and sites.

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

(e) **Policy 9.5.** Identify public/private partnerships that support financing of economically vital mixed-use development.

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

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

(3) **Goal 11.** Identify strategic public investments to leverage widespread and sustained private investment.

(a) **Policy 11.1.** Accelerate development with strategic public investments consistent with the Plan’s Guiding Principles.

(b) **Policy 11.2.** Support the removal of regulatory barriers without jeopardizing the AmberGlen vision.

(c) **Policy 11.3.** Enhance coordination between public and private partners to facilitate timely decision making.

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

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

(2) **Action 39.** Complete a comprehensive public/private funding strategy to support the plan.

(3) **Action 40.** Develop and use SDC incentives to implement the AmberGlen Community Plan.

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

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

(6) **Action 43.** Develop an implementation strategy and schedule for Catalyst Projects.

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

(8) **Action 45.** Encourage the creation of an AmberGlen business association to develop and implement private business marketing strategies.

(9) **Action 46.** Identify potential market barriers and employ economic development strategies to ameliorate barriers.

(10) **Action 47.** Develop a business recruitment strategy.

(11) **Action 48.** Develop and implement a parking strategy that supports market driven parking solutions.

(Added by Ord. No. 5933/1-10.)
HILLSBORO, AMBERGLEN COMMUNITY PLAN

(Added by Ord. No. 5933/1-10.)

Pursuant to Section 21, Land Use Planning & Procedures, Policy LU 2.9, 2.10, and 4.8 of this Comprehensive Plan, the “AmberGlen Community Plan, January, 2010” document is incorporated into the Comprehensive Plan in its entirety. Except for the AmberGlen Community Comprehensive Plan Map, all other planning maps and other graphic exhibits contained in the document serve only to illustrate the land use, urban design or transportation system improvement policy concepts prescribed in the Community Plan and do not have the force and effect of the adopted Hillsboro Comprehensive Plan Land Use, Transportation System or Public Facility System Maps.
Figure 29-1: Comprehensive Plan Designations
AmberGlen Community Plan
Plot Date: December 8, 2008

Comprehensive Plan
- Mixed Use Urban Residential (MU-UR)
- Mixed Use (MU)
- Mixed Use Urban Commercial (MU-UC)
- Mixed Use Urban Employment (MU-UE)
- Mixed Use Institutional (MU-I)
- Flooding Plain (FIP)

*Existing HCP Designation

AmberGlen Community Plan Boundary
Tax Lots
SECTION 30

NORTH HILLSBORO INDUSTRIAL AREA COMMUNITY PLAN

(Added by Ord. No. 5977/1-12, Amended by Ord. No. 6047/4-13 and Ord. No. 6290/1-19.)

(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) Create opportunity for location of support commercial nodes at specified areas, to reduce vehicle miles traveled and serve the daily commerce needs of businesses and employees in the surrounding industrial areas, provided that such nodes are located based on demonstrable need from surrounding development.

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

(E) In accordance with ORS 268.390 and Metro Service District (Metro) Code, apply the Industrial Sanctuary zone to lands within the North Hillsboro Industrial Area in a way that substantially complies with Metro Urban Growth Boundary (UGB) Conditions of Approval and Urban Growth Management Functional Plan requirements for properties in the North Hillsboro Industrial Area.

(III) Implementation Measures.

(A) Annexation. Prior to their annexation to the City and the concurrent application of Industrial Sanctuary zoning to properties in the North Hillsboro Industrial Area, land uses within the Area shall continue to be governed by the existing Washington County zoning of the properties. Annexation of Area properties to the City shall take place in accordance with annexation policies and practices set forth in the City Municipal Code and in Metro Code Section 3.09.

(B) Compatibility with Agricultural Uses. Site design and architectural measures that provide for compatibility between and among industrial land uses developed within the Area and nearby agricultural uses and operations shall be provided through the City Development Review/Approval process (Section 12.80.040 of the Community Development Code), unless demonstrated to be physically or financially impracticable. Possible compatibility measures include, but are not limited to: building orientation and setbacks; landscaping; land buffers; access easements for farming vehicles and machinery; and designated lanes on adjacent public roadways for movement of slow-moving farm machinery. (Amended by Ord. No. 6096/9-14.)

(C) Commercial Nodes. Development of new commercial uses shall be clustered into mapped nodes within the Area in order to primarily serve the needs of businesses and employees in the surrounding industrial uses. In addition to the mapped nodes, commercial uses shall be allowed as per Section 30(III)(G)(2). New commercial development will demonstrably serve the spectrum of daily convenient commerce needs of businesses and employees in the surrounding industrial area, which may include supporting commercial service developments containing child-care and pet care facilities.

(D) Natural Resources Management. In accordance with the City’s Goal 5 provisions of Section 12, Natural Resources of the Comprehensive Plan, upon annexation to the city, Significant wetland and riparian/upland wildlife habitat resources in the North Hillsboro Industrial Area identified in the “List of Significant Goal 5 Natural Resources in the City of Hillsboro” (see Section 23.5) and their associated Impact Areas
shall be accorded the appropriate Protection Level prescribed by the evaluation procedures outlined in the City of Hillsboro Economic, Social, Environmental, and Energy (ESEE) Analyses of Significant Goal 5 Resource Sites (May 2003). *(Amended by Ord. No. 6290/1-19.)*

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.

(F) **Historic Resources.** At the time of Development Review and construction on property in the vicinity of the probable former location of the historic Methodist Meeting House, as documented on the Washington County cultural and historic resource list, the City shall require construction of a Monument on that property by the developer. The Monument shall commemorate the historical importance of the Methodist Meeting House and shall include plaques or other written descriptions of the history of the Meeting House and its historical significance to the local community and Washington County. The Monument shall further include historical information relating to burial grounds once associated with the Meeting House location. Final design and location of the Monument shall be reviewed by the Historic Landmarks Advisory Committee (HLAC), who shall provide recommendation to the Planning Director, who shall approve the proposal as a part of required project Development Review prior to its construction.

(G) **Compliance with Metro Functional Plan and UGB Expansion Conditions.**

(1) Consistent with ORS 268.390, Metro Code and applicable Metro Council “Conditions on Land Added to the UGB,” the City’s adopted Industrial Sanctuary zone shall be applied to the Area upon annexation to assure that public and private land use and development actions within the Area attain substantial compliance with Regional UGB Conditions of Approval, including standards assuring substantial compliance with Title 4 development requirements and Regionally Significant Industrial Area (RSIA) designations.

(2) The 330 acres brought into the UGB in 2011 (Metro Ordinance 11-1264B)(“NoHi”) shall provide for at least two parcels of 50 acres or more and one parcel of 100 acres or more. Consistent with this Section, smaller-scale industrial flex-space and commercial uses shall be allowed on remnant parcels resulting from compliance with this provision.
(H) **Public Infrastructure (Water and Sanitary Sewer) Management Plans.** The recommended water system, sanitary sewer system, and storm water disposal system facilities shown on the North Hillsboro Industrial Area Public Facilities and Services Maps, as shown in Figures 30-A through 30-I, shall be incorporated into the following Hillsboro Public Facilities Plan (2001) Maps as appropriate:

- Water System Improvements Map (June, 2001)
- Surface Water Management System Improvements Map (June, 2001)
- Sanitary Sewer System Improvements Map (June, 2001)

(I) **Transportation System Plans.** Transportation System Plans are shown in Figures 30-J through 30-L. Proposed roadway improvements include the following:

**Arterial Streets**
- NW Evergreen Road
- NW Brookwood Parkway
- Meek Road

**Collector Streets**
- NW Huffman extension
- Dawson Creek Drive extension
- NW 253rd Avenue extension
- NW 263rd / 264th Avenue extension
- NW Sewell Road extension
- NW 273rd Avenue
- NW Jacobson Road realignment
- NW Schaff Road extension
- NW Pubols Road extension

The location and design of the transportation facilities shown in Figures 30-J through 30-L are conceptual and general in nature. Specific roadway alignments and intersection improvements shall be incorporated into the City Transportation System Plan (TSP) when such alignments and improvements have been firmly determined and finalized.

Figure 30-A Evergreen/Shute Sub-Areas Conceptual Water System

Figure 30-B Helvetia/West Union Sub-Areas Conceptual Water System

Figure 30-C NoHi Sub-Area Conceptual Water System Alternatives
Figure 30-D Evergreen/Shute Sub-Areas Conceptual Sanitary Sewer System

Figure 30-E Helvetia/West Union Sub-Areas Conceptual Sanitary Sewer System

Figure 30-F NoHi Sub-Area Conceptual Sanitary Sewer System Alternatives

Figure 30-G Evergreen/Shute Sub-Areas Conceptual Storm Drainage System

Figure 30-H Helvetia/West Union Sub-Areas Conceptual Storm Drainage System

Figure 30-I NoHi Sub-Area Conceptual Storm Drainage System Alternatives

Figure 30-J Evergreen/Shute Sub-Areas Conceptual Street System with Commercial Support Node Locations

Figure 30-K Helvetia/West Union Sub-Areas Conceptual Street System with Commercial Support Node Locations

Figure 30-L NoHi Sub-Area Conceptual Street System Alternatives

(Section 30 Added by Ord. No. 5977/1-12 and Amended by Ord. No. 6047/4-13.)
Figure 30-B: Helvetia/West Union Sub-Areas Conceptual Water System
Figure 30-C: North Hillsboro 330-Acre Sub-Area Conceptual Water System

Legend

- Urban Growth Boundary
- Planned Water Lines (Sizes TBD)
- Alternative Planned Water Lines (Sizes TBD)
- Stream/Creek

North Hillsboro 330-Acre Sub-Area Conceptual Water System

- Groveland
- 253rd Rd
- 264th
- 268th
- 273rd Rd
- 281st
- Oak
- Birch
- Hefelia
- Brookwood

- Meek
- Sewell

- 253rd Rd
- 253rd Rd
- 253rd Rd

Legend:
- Urban Growth Boundary
- Planned Water Lines (Sizes TBD)
- Alternative Planned Water Lines (Sizes TBD)
- Stream/Creek

Scale: 0, 500, 1,000, 2,000 Feet
Figure 30-F: North Hillisboro 330-Acre Sub-Area Conceptual Sanitary Sewer System

Legend

- Stream or Creek
- Alternative Planned Sanitary Sewer Lines (sizes TBD)
- Planned Sanitary Sewer Lines (sizes TBD)
- Potential Site for Future Pump Station
- Force Main Lines not shown

Note: All map lines not shown (including roads and utilities) in this figure are not to scale.
Figure 30-G: Evergreen/Shute Sub-Areas Conceptual Storm Drainage System

Legend:
- Urban Growth Boundary
- Planned Storm Sewer Lines (Sizes TBD)
- Stream/Creek

Note: The map shows the conceptual storm drainage system for the Evergreen/Shute sub-areas with designated urban growth boundaries, planned storm sewer lines, and stream/creek areas.
Figure 30-1: North Hillsboro 330-Acre Sub-Area Conceptual Storm Drainage System
Figure 30-K: Helvetia/West Union Sub-Areas Conceptual Street System with Commercial Support Node Locations
**SECTION 31**

**SOUTH HILLSBORO COMMUNITY PLAN**

(Added by Ord. No. 6029/9-12 and Replaced Entirely by Ord. No. 6109/01-15.)

(I) **Goals.**

(A) Implement Hillsboro Vision 2020 through development of a comprehensively planned land use and circulation system integrated with natural stream corridors that evokes a sense of small-town living. Express the key themes of Hillsboro’s Vision 2020 in a new community that reflects the City’s sense of what it means to be “Hillsboro” by:

1. Strengthening a Common Sense of Community;
2. Enhancing All Neighborhoods and Districts;
3. Preserving the Environment;
4. Fostering Economic Opportunity;
5. Expanding Support for and Access to Arts and Cultural Activities; and
6. Promoting Community Health and Safety.¹

(B) Provide a framework for development of a complete community as enunciated by Hillsboro Vision 2020, the Hillsboro Comprehensive Plan, other relevant City master plans, and that is consistent with regional and state land use, transportation, and growth management strategies.

(C) Provide for an increasing regional population while helping to balance the city of Hillsboro’s and western Washington County’s jobs/housing ratio by developing a new community that is Complete, Connected and Green.

¹ Hillsboro 2020 Vision and Action Plan, Revised August 2010, pg. 1, Focus Area Statements
(II) General Development Policies.

(A) Land Use.

Objective: South Hillsboro functions as a complete community serving all segments of the population when it is fully developed.

(1) Land uses and development patterns within the South Hillsboro Plan Area (as illustrated in Figure 31-1) shall reflect principles of a "Complete-Connected-Green" community (discussed in further detail in the Appendix of this section) as follows:

(a) Complete — The community shall have a full spectrum of facilities and services that address the needs and desires of residents for health, housing, education, shopping and recreation.

(b) Connected — The community shall provide residents and visitors with a transportation system that provides for all modes of travel (walking, bicycling, driving and transit), seamlessly connecting neighborhoods. The community shall provide both new areas and older neighborhoods to the East and North with access to parks, trails, open space, shopping and family services.

(c) Green — Development of South Hillsboro shall result in a sustainable community that incorporates state-of-the-art green development practices, preserving and improving existing natural resources and wildlife corridors.

(2) City zones shall be applied in a manner consistent with the general land uses and development prescribed for South Hillsboro by:

(a) Relevant sections of the Hillsboro Comprehensive Plan (including but not limited to this section, Figure 31-2 and its Appendix); and,

(b) The zoning concept illustrated in Figure 31-3, which assumes ultimate buildout of 95% of the maximum dwelling units allowed under the depicted zones.

(3) Development within South Hillsboro should be consistent with development patterns described in Metro’s "Great Community Characteristics."1

(4) More intense land uses should be placed along Cornelius Pass Road, such that:

(a) A “Town Center” is located south of the railway corridor near the intersection of Cornelius Pass Road and Tualatin Valley Highway, to include commercial, employment, residential (including multifamily), mixed-use, civic, and transit center uses with an associated greenspace system;

(b) A “Village Center” is located along the Cornelius Pass Road extension south of Butternut Creek, to include commercial and residential uses with an associated greenspace system, with connections to nearby residential and institutional uses (e.g., parks and schools);

(c) Commercial development is confined to the Town and Village Centers with the exception of small-scale, low-impact commercial uses such as home occupations or small neighborhood-serving retail as consistent with the Community Development Code;

(d) Strip commercial development is prohibited; and,

(e) Compact, mixed-use development is encouraged in a way that utilizes as much of the allowable land capacity as possible, consistent with Community Development Code provisions in Town and Village Centers and other higher-density areas.

(5) Overall development density should be compatible with surrounding planned density. A variety of development densities should be utilized where:

(a) Higher-density housing is located near the Town and Village Centers, along Cornelius Pass Road and in other areas identified on the City’s Zoning and Comprehensive Plan maps and in the Appendix of this section;

(b) Single-family detached residential units are generally located farther from the centers, except as specified in the Appendix of this Section; and

(c) The least dense residential areas are located along the golf course and rural edges.

(6) Provide flexibility, balanced against financing assumptions, to allow response to changing demographics, market conditions, and market demands, through Planned Unit Development review, or via adjustments and variances adjudicated by staff or the Planning Commission.

(B) **Urban Design.**

Objective: Development in South Hillsboro that supports a high-quality built environment, cohesive community interaction, an involved and active population, opportunities for recreation and open space, and thriving village and town centers.
(1) Form and massing:

(a) In all areas, development should incorporate design elements that provide for articulation of building facades, incorporate design details that create visual interest and result in an attractive, high quality, human scaled built environment. This objective is achieved through the following design approaches:

(i) Provide for building façade articulation.

(ii) Ensure that buildings are oriented and connected to the street by use of windows and entrances facing the street and direct connections between buildings and the street.

(iii) Provide for ground-level architectural details.

(iv) Use human-scale proportions for buildings facing the street that promote a safe and compelling pedestrian environment.

(v) Create appropriate connections and transitions between private development and public spaces.

(vi) Utilize high-quality, durable, and attractive materials.

(b) The Town Center and Village Center shall be designed to have a strong urban character. The Village Center will have less intensive land uses in terms of the size and scale of development. Specific design elements in the Town and Village Centers should include:

(i) Setbacks and building heights that establish a sense of enclosure of the street, create an active street frontage, and support an urban environment.

(ii) Buildings with prominent and visible primary entrances that open onto the public street and provide direct access to commercial spaces.

(iii) Design and placement of doors and windows to provide for a strong degree of transparency and visual connection that promotes safety and a sense of interaction between activities inside and outside of buildings, particularly along public streets.

(iv) Parking designed to support an inviting pedestrian environment, with parking areas placed behind or to the side of buildings. In the Town and Village Centers, structured parking should be encouraged and designed so that it is architecturally compatible with surrounding structures and uses.
(v) Corner buildings designed to include interesting sight lines, unique or easily recognizable architectural features, and sufficient building mass or height to anchor and define the adjacent intersection.

(vi) Protection from the elements consistent with requirements of the Hillsboro Community Development Code.

(vii) Entrances to buildings accessible to all users.

(viii) Public spaces that include provisions or opportunities for public art.

(ix) Distinctive landscaping, shade trees, water features, and street-level seating as contextually appropriate.

(x) Parking areas, mechanical or utility systems, or similar components of development screened from adjacent streets to reduce their environmental and visual impacts.

(c) Residential development shall be designed to facilitate and encourage connection with the street. Specific design elements for residential development should include:

(i) Façade treatments that enhance building character and include porches, balconies, stairs, railings, fascia boards, and/or trim.

(ii) Buildings that incorporate front-facing windows, porches, balconies, or stoops.

(iii) Windows and doors placed and designed to reflect the interior function of spaces, while considering and respecting privacy of neighboring lots.

(iv) Trim treatments used to highlight wall and door openings and other architectural features.

(v) Vehicle garages and parking areas oriented behind buildings and houses, and away from the street where possible.

(vi) Landscaping used to define property edges without impeding connection to the street or adjacent properties.

(d) Development along Tualatin Valley Highway and the railroad shall be appropriately compatible, buffered and screened to minimize potential conflicts.
(2) Transportation & Connectivity:

(a) Create an integrated and unified street and trail network 
(as illustrated in Figures 31-4 and 31-5) that:

(i) supports communities and places;

(ii) connects people to each other and to destinations; and,

(iii) attracts and sustains economic activity

(b) Design transportation networks to maximize transportation choice 
among different modes of travel, with an emphasis on providing effective 
and robust pedestrian and bicycle connections and amenities.

(c) Identify where transportation networks overlap, and design these areas to 
provide a safe and enjoyable experience for all users regardless of mode.

(d) Create a gridded block pattern as a means of ensuring a high degree 
of connectivity, eliminating out-of-direction travel, and establishing 
a street network that is easy and intuitive to navigate.

(e) Design spaces to provide safe, convenient, and comfortable 
pedestrian movement by effectively connecting building entries, 
open spaces, streets, transit facilities, and parking areas.

(f) Design areas and amenities to ensure that all users, including small children, 
older residents and people with physical or cognitive disabilities can safely 
and effectively use them and move within and among them.

(3) Natural resources:

(a) Integrate natural resources, wildlife habitat, and corridors into development 
plans to preserve and enhance their function. Ensure that urbanization 
occurs in a way that preserves essential regional natural systems.

(b) Preserve key view corridors by integrating them into site plans.
(4) Sense of place:

(a) Provide opportunities to create informal meeting places such as plazas, courtyards, other outdoor seating areas or similar facilities that are encourage social interaction and are welcoming, comfortable, and enticing for both neighborhood residents and visitors.

(b) Locate and design public spaces between and adjacent to buildings to support recreation, social, and/or cultural activities.

(c) Design key intersections (shown in Figure 31-6) as gateways, through the use of landscaping, public art, or other treatments to provide a sense of place and entry into South Hillsboro, or where appropriate, to the City as a whole.

(d) Include wayfinding devices such as directional and street signage, design features, or other public realm elements to facilitate navigation and a sense of place in South Hillsboro, while also integrating the South Hillsboro area into the Citywide wayfinding program.

(e) Include a range of design characteristics that provide continuity and connection between individual neighborhoods and reinforce a sense of place.

(f) Design areas near the rural edge to provide for an orderly transition between urban and rural environments.

(g) Encourage the integration of sustainable or innovative design elements to reinforce the sense of place in South Hillsboro.

(5) Design attributes

(a) Design of fences, walls, hedges, and berms should integrate into the urban environment by:

(i) Balancing the need for privacy with the need to maintain connections between properties and neighborhoods; and,

(ii) Utilizing sight-obscuring fences and walls only to screen mechanical systems, waste facilities, or other "back-of-house" support services.

(b) Street and other exterior lighting should provide for security and extended use of properties into nighttime hours, while ensuring an environmentally sensitive and energy efficient nighttime environment that includes the ability to view the stars against a dark sky from residential and other appropriate viewing areas.
(c) Site design should support Crime Prevention through Environmental Design principles as outlined in the Hillsboro Community Development Code.

(d) Encourage housing designs that incorporate innovative, environmentally sustainable approaches such as energy-efficient construction, water-efficient fixtures, photovoltaic panels, recycled and regional materials, water-efficient landscaping, and similar techniques.

(e) Low-impact design approaches for stormwater management should be encouraged in cases where:

   (i) The design of the facility is compatible with publicly-maintained infrastructure and is approved by City of Hillsboro Public Works Engineering; and,

   (ii) The facility is operated and maintained by a commercial business association or similar entity pursuant to a management agreement acceptable to the City of Hillsboro.

(f) Utilize landscape features for commercial, multifamily, other medium to high density residential and mixed use development to:

   (i) Visually enhance development projects and provide a buffer between potentially conflicting uses;

   (ii) Minimize water consumption for landscape management through the use of native or non-invasive drought tolerant species;

   (iii) Provide opportunities for on-site stormwater management, consistent with the overall approach to stormwater management described in the Appendix of this section; and,

   (iv) Minimize heat islands and reduce overall energy use by using shade vegetation.

(g) Buildings should be placed to optimize solar access and orientation.

(C) Housing.

Objective: South Hillsboro shall provide opportunities for a range of housing densities and types intended to reduce land and infrastructure costs, increase transit feasibility and provide opportunities for residents with a range of incomes to live in South Hillsboro. These opportunities include detached and attached single family units, townhomes and row houses, apartment flats, condominiums, co-housing and other alternative housing options.
(1) Planned residential densities within the South Hillsboro Community Plan area shall reflect Metro’s 2011 UGB expansion decision regarding maximum South Hillsboro residential capacity while being consistent with densities established by:

(a) Hillsboro Comprehensive Plan Sections 22, Comprehensive Plan Map and 23.1, Metro 2040 Growth Concept; and,

(b) Hillsboro Comprehensive Plan Section 4, Housing, Policies H 1.1, 3.1, and 4.3.

(2) Provide for attached single-family or multi-family housing sufficient to provide for ongoing citywide compliance with the Metropolitan Housing Rule.¹

(3) Achieve or exceed an overall density of 23 dwelling units per acre in the Town Center and 18 dwelling units per acre in the Village Center.

(4) Provide a range of housing types and products appropriate to the intent of each zone and that meet the needs of people in a range of household incomes and structures, including:

(a) Locating workforce/affordable housing near transit and other services;

(b) Encouraging different levels and types of affordable housing throughout the community, rather than concentrating affordable housing in a way that would create a recognizable low-income district; and,

(c) Dispersing housing for the elderly, disabled, developmentally challenged and low income citizens throughout residential neighborhoods in areas that are close to schools, services, parks, shopping and employment centers.

(5) Provide for emerging housing product types including cottage housing, secondary dwelling units and live-work units as appropriate to the underlying zone.

(6) Higher-density housing developments should provide shared courtyard or other recreational or gathering spaces.

¹ Metropolitan Housing Rule requirement per OAR 660-007-0000: “The purpose of this rule is to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary, to provide greater certainty in the development process and so to reduce housing costs. OAR 660-007-0030 through 660-007-0037 are intended to establish by rule regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization. OAR 660-007-0035 implements the Commission’s determination in the Metro UGB acknowledgment proceedings that region wide, planned residential densities must be considerably in excess of the residential density assumed in Metro’s “UGB Findings”. The new construction density and mix standards and the criteria for varying from them in this rule take into consideration and also satisfy the price range and rent level criteria for needed housing as set forth in ORS 197.303.”
(7) Encourage the development of housing products that integrate new designs or that utilize emerging techniques as demonstration projects to showcase or prototype innovative and sustainable approaches to residential development.

(D) Employment.

Objective: South Hillsboro offers a range of employment generating uses, especially in mixed-use areas and commercial nodes.

(1) Encourage a mix of employment opportunities, including retail and office jobs in the Town and Village Centers.

(2) Encourage live-work units in mixed-use and medium to high density residential use areas.

(E) Transportation.

Objective: The South Hillsboro Community Plan transportation network provides circulation and greenspace systems that promote walkability and multi-modal transportation options to accommodate pedestrians, bicycles, transit riders, freight, and automobiles.

(1) System design:

(a) Implement the multi-modal transportation system (described in the Appendix to this section) through strategic public investments in arterial and collector road system improvements (illustrated in Figure 31-4) that safely and efficiently accommodate all modes of travel and mobility.

(b) Develop Cornelius Pass Road as an Arterial through the South Hillsboro planning area to create a north-south spine for the community, including:

(i) Extension of Cornelius Pass Road across Tualatin Valley Highway and the railroad tracks consistent with the approved Oregon Department of Transportation Rail Order #51058 (RX1695); and,

(ii) Closure of the existing at-grade crossing at SW 229th Avenue as required by the rail order.

(iii) Throughout South Hillsboro, Cornelius Pass Road should be designed to support a 35 mph posted speed limit, with a 25 mph limit in the Village Center.
(c) Prioritize critical transportation improvements that support early-stage development including:

(i) Extension of Cornelius Pass Road south of Tualatin Valley Highway to the Blanton-Alexander Road extension, including a new rail crossing; and,

(ii) East-west Blanton-Alexander road extensions.

(d) With consultation and coordination with TriMet, construct a transit facility in the Town Center to function as a future transit hub for citywide and regional transportation, designed to support potential future development of:

(i) Local and regional bus service, including frequent service routes;

(ii) High-capacity transit service, including potential bus rapid transit, streetcar, light rail, or commuter rail routes within or adjacent to the Town Center; and,

(iii) Transit-supportive resources including park and ride lot capacity, rider and operator amenities, and related facilities.

(e) Design and develop a grid system that facilitates access, connectivity, and circulation throughout South Hillsboro, integrating:

(i) Streets of all types including arterials, collectors, local roads, and alleyways;

(ii) Sidewalks and pedestrian crossings associated with all street types and major intersections;

(iii) On-street bicycle facilities, including cycle tracks, bicycle lanes and shared roadways, depending on street design and traffic levels and speeds;

(iv) Off-street pedestrian and/or bicycle trails and paths; and,

(v) Citywide and regional transportation networks.

(f) Ensure connectivity in all directions, including:

(i) North-south connectivity designed to serve regional needs, and;

(ii) East-west connectivity designed to provide neighborhood access to existing and future amenities.
(g) Merge Century Boulevard with 229th Avenue.

(h) Require multi-modal facilities as part of development entitlements throughout the South Hillsboro Plan area.

(2) System attributes:

(a) Design streets to incorporate urban design concepts and themes described in the Urban Design policies enunciated in Section 31(II)(A), as appropriate to the context.

(b) Ensure block sizes enable pedestrian and non-motorized vehicular movement by limiting block size or including mid-block pedestrian access when blocks must exceed the optimum size.

(c) Require cycle tracks, bicycle lanes or other similar bicycle facilities on all collector and arterial streets.

(d) Construct continuous sidewalks on both sides of roads to maximize walkability.

(e) Limit access along 209th Avenue by minimizing intersecting roads and driveways.

(f) Utilize design techniques for roadways classified as Active Use Streets as identified in the Appendix of this section that emphasize pedestrian orientation and safety, including but not limited to:

(i) Sidewalk widths of 12 feet or higher;

(ii) High-visibility crosswalks and crossing aids

(iii) Tight curb radii and curb extensions;

(iv) Parking restrictions or other provisions at corners to reduce pedestrian conflicts;

(v) Enhanced sidewalk or pedestrian lighting; and,

(vi) Other design features which support traffic calming and mitigate potential conflicts between road and sidewalk users.

(g) Allow low-impact design approaches for stormwater management in public rights-of-way only as they are approved for use and ongoing maintenance by City of Hillsboro Public Works Engineering.
Public Utilities.

Objective: Provision of adequate public utilities and facilities is coordinated with orderly, efficient, and timely development.

(1) Ensure that public utilities such as water and wastewater (conceptually shown in Figures 31-7 and 31-8) and storm drainage facilities are designed on an area-wide basis and are adequate to meet the needs of development as it occurs.

(2) Phase the provision of infrastructure improvements with incremental development activity.

(3) Evaluate per unit public utility development costs and ensure adequate financing for needed public service extension (e.g., streets, sewer, water and storm drainage).

(4) Establish a financing mechanism acceptable to the City, property owners and developers that will:

   (a) Generate revenue for infrastructure construction prior to development; and,

   (b) Produce funding streams associated with construction through the use of System Development Charges, Transportation Development Taxes, and other fees or charges as may be adopted by the City.

(5) Encourage the use of City-maintained regional stormwater quality and detention facilities where possible to reduce maintenance and construction costs and provide better protection for the receiving stream. When regional stormwater facilities are not available or practical, on-site privately owned and maintained stormwater facilities that serve multiple parcels will be reviewed by the City on a case-by-case basis.

(6) Place utilities underground wherever possible. When utilities cannot be placed underground, they should be designed and placed in a manner that mitigates visual impact while maintaining safety and reliability.

(7) Utility installations in natural areas should be designed to minimize visual impact and disturbance to habitat.

(8) Encourage the provision of broadband (fiber) network connectivity to all development sites, including single-family homes.
Public Facilities and Services.

Objective: Public facilities and services such as police, fire protection, libraries and schools are adequate to serve development as it occurs within the South Hillsboro area.

(1) Overall system:

(a) Provide civic resources throughout South Hillsboro, including:

   (i) Gathering places that support and enhance a sense of community and social interaction;

   (ii) Schools;

   (iii) A Hillsboro Public Library branch;

   (iv) Police and fire substations or offices;

   (v) Indoor community and recreational center space; and,

   (vi) Non-recreational public facilities such as community gardens, public plazas, pocket greens, etc.

(b) To the extent possible, ensure that public facilities are made available as development occurs.

(c) Locate civic resources in prominent locations to create neighborhood identity and encourage public use.

(d) Where complementary facilities are co-located, ensure that they are designed such that access between them is safe and convenient for pedestrians and bicyclists.

(2) Schools:

(a) Identify adequate land to ensure provision of K-12 educational facilities on sites consistent with the school facility master plans of Hillsboro School District 1-J (minimum of three to four sites in the 2011 UGB expansion area) and Beaverton School District 48, as applicable.

(b) Optimize the ability to walk or bike to school sites using a network of street sidewalks and paths through parks or open space corridors, as shown in Figure 31-5.
(c) Avoid separation of adjacent schools and parks by streets other than local roads.

(3) Public safety:

(a) Create neighborhoods with strong identities that encourage community-based policing and preventive programs for emergency services.

(b) Design a connected circulation system that will ensure rapid response times for emergency services.

(c) Identify a preferred location for a fire station to serve the South Hillsboro community.

(H) Parks, Recreation, and Open Space.

Objective: Active and passive recreational areas are provided within the South Hillsboro area in accordance with the Community Plan text and general location of identified park areas as shown on the South Hillsboro Community Plan Land Use Map.

(1) Overall system:

(a) Parks facilities shall include a community park, a system of neighborhood parks, an indoor recreation center, a looped trail system, and other facilities as necessary to meet the need for parks in South Hillsboro, as determined by the City of Hillsboro Parks and Trails Master Plan standards.

(b) Parks shall be developed pursuant to the park design and trail design guidelines prescribed in the City of Hillsboro Parks and Trails Master Plan.

(c) The number, size and location of parks shall be consistent with Figure 31-5, the policies below and the information and criteria in the Appendix of this section.

(d) Provide at least 10 acres of public parks and open space lands per 1,000 residents, in accordance with strategies identified in the City of Hillsboro Parks and Trails Master Plan.

(e) Emphasize public ownership of the parks and open space necessary to meet City standards for park acreage, improvements, and location.

(2) Locations:

(a) Locate parks and open space of varying scales and character throughout the plan area to ensure equal access.
(b) Encourage the collocation of schools, parks, open space, and civic resources.

(c) Locate parks adjacent to a local street or neighborhood route, such that adjacent complementary facilities (including, but not limited to, schools) are not separated by a collector or arterial street.

(d) Integrate open space and both on-street and off-street pedestrian and bicycle facilities to create safe and enjoyable connections between surrounding neighborhoods and local schools, parks, open spaces, and civic resources.

(e) Locate play areas for children within a ½ mile walking distance from schools and homes.

(f) Utilize the BPA transmission corridor as a recreational asset, trail connection and greenspace corridor.

(g) Neighborhood parks shall be of an adequate size to meet City Park design standards and programming needs and consistent with the City of Hillsboro Park and Recreation Master Plan.

(h) Expand future greenspaces to improve connectivity with the Tualatin River and other citywide trail resources including but not limited to the Crescent Trail and Surf-To-Turf Trail systems.

(3) Design attributes:

(a) Parks shall be designed to maximize integration with and accessibility from adjacent neighborhoods. Parks should not be landlocked or have only one access path.

(b) Capitalize on open space opportunities to provide visual relief as well as environmental benefits within developments as part of the entitlement process.

(c) Incorporate trails/passive recreational opportunities along the edges of greenspace areas.

(d) Design trails to encourage ease of use, including:

(i) Designated trailheads with auto and/or bicycle parking where appropriate;

(ii) Pedestrian crossings including safety and visibility features;

(iii) Gateway features;

(iv) Identification of key attractions including natural resource, view corridors, etc.
(e) Encourage trail designs that minimize potential conflicts with adjacent land uses and that mitigate potential hazards, including:

(i) Placement of trails perpendicular to residential building entries (along the sides of residences rather than across their front);

(ii) Trail crossings at corners rather than mid-block, except where pedestrian crossing protections can be provided.

(f) Discourage routing of designated pathways over residential sidewalks except where necessary to provide network continuity or to address other routing or design conflicts.

(g) Design trails and pathways to safely accommodate a variety of users.

(h) Design planters, landscaping, and other elements to maintain visibility into and out of parks and open space areas.

(I) Natural and Cultural Resources.

Objective: Provide, protect and maintain wildlife habitat and corridors (as illustrated in Figure 31-9) throughout the community, connecting east-west stream corridors with north-south wildlife travel corridors. Protect archaeological sites within South Hillsboro.

(1) Preservation:

(a) Encourage preservation of specimen trees and other identifying natural resources.

(b) Encourage preservation of riparian/upland forest connecting mature forest patches to creek and river wildlife travel corridors.

(c) Identify and preserve cultural resources throughout the development process. Require compliance with applicable State and Federal law governing conservation and management of cultural and archaeological resources.

(d) Natural resources determined to be significant and their Impact Areas will be added to the Significant Natural Resource Overlay (SNRO) district.

(2) Enhancement:

(a) Restore wetlands in mapped hydric soil areas around the Gordon Creek, Rosedale Creek and Butternut Creek tributary headwaters.
(b) Natural and cultural resource management should consider both resource preservation/enhancement and access via development.

(c) Manage the BPA corridor and wetland corridors as an overall greenspace network.

(3) Impact mitigation:

(a) Maintain wetland/stream hydrology in sub-basins through development of a stormwater master plan.

(b) Identify and incorporate natural resources including wetland corridors and habitat areas into development plans.

(c) Encourage the use of natural features to buffer nearby agricultural uses.

(d) Encourage the use of Habitat Friendly Development Practices and Habitat Benefit Areas, potentially including Low Impact Development (LID) techniques, designed to reduce environmental impacts of new development and remove barriers to their use, as deemed acceptable by City of Hillsboro Public Works.

(e) To the extent feasible, mitigate impacts on natural resources resulting from infrastructure placement.

(f) Landscaping shall be designed to be compatible with (and not invasive to) natural resources.

(III) Implementation.

(A) Transportation Financing Program.

Objective: To identify funding sources for key transportation infrastructure prior to development.

Except as provided in Section 31(III)(B), the City will not adopt city zoning or approve development in the South Hillsboro Plan Area until a transportation financing program ("Financing Program") has been approved by the City in coordination and agreement with Washington County, and the requirements of Transportation Planning Rule (OAR 660-012-0060)(TPR) have been met for the entire South Hillsboro Community Plan Area. The Financing Program should identify transportation improvements required to address development of the South Hillsboro Plan Area and identify funding sources and the responsible

1 "Coordination" shall be undertaken in accordance with the coordination standard in Oregon Statewide Planning Goal 2 and ORS 197.015(5).

2 As used in this section, "agreement" shall mean City and County administrative concurrence as to elements of the financing program pertaining to County roads. Actual financial contributions shall be subject to final approval by funding agency. "Agreement" shall not require any review and approval of the financing program by the County Board of Commissioners.
party. If the Financing Program includes new implementing mechanism, the Program should identify a process and timing for adopting any implementing ordinances or administrative mechanism(s).

(B) **Infrastructure Improvements.**

Objective: To allow timely development of key infrastructure improvements.

Notwithstanding anything in Section 31(III)(A), the City may approve a zone change and/or development necessary for the construction of infrastructure improvements including: Transportation improvements, including arterial, collector and neighborhood routes (consistent with the TSP and depicted on Figure 31-4); Water or sewer lines in arterial, collector or local streets consistent with Figures 31-7 and 31-8; Other water, sewer (as depicted in Figure 31-8) or storm water infrastructure necessary to serve development and generally consistent with Figures 31-7 and 31-8.

Development approval may include land divisions, mass site alterations, mass grading, and building permits necessary for the construction of the listed infrastructure.

Development approval may not include habitable structures or buildings.\(^1\)

(C) **Annexation and Development Agreements.**

Objective: To ensure awareness of annexation conditions and requirements, and to provide certainty to the property owner, the City, and the public that when a property annexes into the City, the scope and timing of subsequent development of the property will occur in a manner that facilitates the timely and equitable construction of necessary infrastructure improvements.

(1) An annexation agreement between the City and the owner(s) of the property to be annexed should, in most cases, be executed prior to the annexation application. The City may waive the requirement for annexation agreements when the annexation is initiated by the City. An annexation agreement is intended to describe the intended long-term use of the property following annexation, the development review process, and the parties’ commitments regarding the infrastructure necessary to support the development.

(2) A development agreement is intended to provide reasonable certainty to the property owner, the City, and the public that the scope and timing of development of the property will occur in a manner that facilitates the timely and equitable construction of necessary infrastructure improvements. The development agreement is intended to follow annexation and describe in greater detail the owner’s intended use of the property, the parties’ commitments regarding subsequent development of the property, the infrastructure determined to be necessary to support development, and the parties’ obligations with respect

\(^1\) "Building" is defined as "a structure having a roof supported by columns or walls, which is built for the support shelter or enclosure of persons, animals, or property of any kind." (Community Development Code Section 12.01.500).
to financing and constructing the infrastructure. To that end, a development agreement should address, at a minimum, the following elements to the City’s satisfaction:

(a) The location and condition of the property, including the current zoning and use;

(b) The existing infrastructure that serves the property, including the condition and capacity of the infrastructure;

(c) The owner’s intended long-term development and use of the property and the impact of the development on public infrastructure;

(d) The public infrastructure that will be necessary to support the long-term development of the property, including the City’s and the owner’s responsibilities for financing and constructing the infrastructure;

(e) The owner’s commitment to seek or forego public subsidies or credits;

(f) The annexation and development review process, including the timing and sequencing of development approval; and,

(g) Any projected limits on the scope, sequencing and timing of development.

(3) When an annexation agreement is not required, or in the City’s discretion, is not appropriate, the City may require a development agreement as a condition of annexation, zone change, or development approval. In this case, in addition to the requirements of Section 31(III)(C)(2), the development agreement should establish the City’s and the owner or developer’s respective obligations regarding such things as:

(a) The type and scope of development;

(b) The timing and sequencing of development;

(c) The financing and construction of public infrastructure, including compliance with the assumptions set forth in the Transportation Finance Program and Methodology Report; and,

(d) Specific aspects of the development, including but not limited to:

   (i) Design;

   (ii) Open Space;
(iii) Amenities; and,

(iv) Phasing.

(D) Governance and Annexation.

Objective: A formal Memorandum of Understanding (MOU) or other appropriate agreement with Washington County should be finalized that acknowledges the City as the ultimate urban service provider and local governance body for the entire South Hillsboro planning area.¹

(1) Ensure urban service agreements between the City, County and Special Districts support implementation of the South Hillsboro Community Plan.

(2) Require annexation of property as a prerequisite for City zoning or extension of city utilities and services. The zoning that will be applied will be determined by the City's Comprehensive Plan Map designation for the property.

(E) Zoning Concept and Implementation Measures.

(1) The land use designations shown on the South Hillsboro Community Plan Map (Map 31-2) will be implemented through appropriate city zones consistent with the Zoning Concept Map (Figure 31-3) applied by the City following annexation of property in the South Hillsboro Community Plan area. City zones identify permitted uses, minimum densities and floor area ratios as appropriate, and development and design standards applicable to the South Hillsboro planning area. Planned Unit Development Overlay zones may also be used to implement the development and design standards.

The following table is an example of the types of City zones that may be applied within the South Hillsboro Community Plan area based on the City’s adopted Comprehensive Plan designations for the South Hillsboro Community. Zones should be applied with appropriate flexibility to achieve desired housing and employment capacity, density and diversity, as set forth in the South Hillsboro Community Plan:

¹ The City managed the South Hillsboro Community Plan effort at the request of Washington County.
To ensure orderly development and the timely construction of infrastructure in South Hillsboro, development shall be consistent with the following implementation measures:

(a) To ensure that land development occurs within available infrastructure capacity, including infrastructure that is both planned and funded, development in the South Hillsboro Plan area will comply with the land uses, infrastructure financing, phasing and other fundamental components of the South Hillsboro Community Plan (see the appendix to Section 31).

(b) Land division (partitions and subdivision) within the South Hillsboro Community Plan area will be processed in accordance with HMC 12.80.090-.098, and HMC 12.70.040 (Type II Procedure) or HMC 12.70.050 (Type III Procedure) as appropriate to the application type, or future land division and procedural regulations of the City. If a person submits a subdivision application on property with multiple residential zones, the City may allow the person to blend those residential densities and uses over the project site through a Planned Unit Development process. Blended residential densities and uses may require transitional buffering at the project edges to provide compatibility with dissimilar adjoining uses or plan designations. Non-residential uses should occur only at the location and intensity identified in the South Hillsboro Community Plan.
(c) Large scale development such as those exceeding 15 acres in size within the South Hillsboro Community Plan General Land Use Plan Map area shall be developed using the Planned Unit Development (PUD) entitlement process established in HMC 12.80.120 and 12.80.122, as amended, or future planned unit regulations of the City. Notwithstanding these requirements, open space provided through individual entitlement actions shall be based on parks and open space parameters established in the South Hillsboro Community Plan.

(3) The following implementation measures shall apply to developments within the South Hillsboro Community Plan area:

(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.

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

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

(iii) 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.

(iv) 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.

(e) 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.

(f) 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.

(g) Land uses identified by the Comprehensive Plan Land Use Map have been determined to be the most suitable for the City. To meet the burden of proof for a proposed zone change, it is both necessary and sufficient to show that the proposed zone is consistent with and represents the highest use allowed by the Comprehensive Plan Land Use Map. In the case of a zone change in a residential area, the proposed zone shall allow development of housing at a density within the range designated by the Land Use Map. In addition, the City may attach clear and objective conditions to the zone change provided such conditions are consistent with the Comprehensive Plan, the Community Development Plan and other rules and policies regulating development in the City.

In developed areas where existing uses and zoning are not consistent with the highest use under the Comprehensive Plan Land Use Map, an "incremental" zone change, which would allow development opportunity at the highest Plan use, shall be required prior to further redevelopment.

In undeveloped or newly annexed areas, if services are found to be inadequate to support the highest Plan use, the City may approve a zone change to a zone that does not allow the opportunity for development at the highest Plan use for that area. Such an "interim" zone shall be conditioned to prohibit development until: (i) adequate urban services are provided...
to the site; and (ii) a subsequent “incremental” zone change has been approved which would allow the opportunity for development at the highest Plan use.

An Incremental zone change is allowed outright if it conforms to the Plan and standards of the Community Development Code.

In areas designated C Commercial, a request for a zone change to the MUC Mixed-Use Commercial zone may be approved without approval of a minor Comprehensive Plan Land Use Map change to MU Mixed-Use. Such a zone change to the MU-C zone (outside the MU Plan designation) shall be conditioned to require that future development be limited to vertical mixed use buildings. For purposes of this section, a “vertical mixed use building” is defined as a building that is at least two stories in height and constructed for a combination of commercial and residential occupancies within the building.

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

As used in this subsection, “Mixed-Use” means a mix of residential and commercial uses either vertically or horizontally. Appropriate Mixed Use zoning districts shall be applied to implement the Mixed-Use (MU) Plan designation on all properties designated Mixed-Use on the Comprehensive Plan Land Use Map, or on any properties identified for Mixed-Use on a Community Plan Area Map.

Minor Comprehensive Plan Land Use Map changes to the Mixed-Use MU Plan designation shall conform to the criteria listed in Section 12.80.162(E) of the Community Development Code.

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

Station Community Planning Areas shall be designated to promote medium to high density transit-oriented and pedestrian-sensitive mixed use developments in areas within reasonably close proximity of light rail transit stations. Station Community Planning Areas shall be identified with a designation of “SCPA” on the land use map. Boundaries for Station Community Planning Areas shall generally extend a half-mile radius around light rail transit stations, but may extend farther to include 1) contiguous land under common
ownership at the time of adoption of the Station Community Planning Area boundary; 2) land owned by individual(s) who participated in the Station Community Planning process and consented to be included within a Station Community Planning Area; or 3) property justified for inclusion in a Station Community Planning Area based on location factors such as proximity to a transit trunk line, major pedestrian route or feeder bus route, or because of natural or manmade boundaries. Mixed use developments, a broader range of housing types, and more intense residential and non-residential developments shall be permitted within Station Community Planning Areas. Overall residential density targets and overall employment intensity targets shall be established for Station Community Planning Areas and implemented with minimum residential densities and minimum floor area ratios through the adoption of Station Community Planning Area zoning districts.

(4) Identified infrastructure funding options and phasing to ensure their development concurrent with land development shall form the basis for publicly funded infrastructure provision.

(IV) Figures.

Continued on the following page.
Figure 31-1: South Hillsboro Plan Area
Figure 31-3: South Hillsboro Zoning Concept

Zoning Concept

- MFR-1: Duplex Residential
- FP: Floodplain
- MFR-2: Multi-Family Residential
- MFR-3: Multi-Family Residential
- SFR-4.5: Single Family Residential
- SFR-6: Single Family Residential
- SFR-7: Single Family Residential
- SFR-8.5: Single Family Residential
- SFR-10: Single Family Residential
- MU-VTC: Mixed Use - Village/Town Center
- C-1: Commercial

Date: 12/22/2014
Figure 31-4: South Hillsboro Streets

Legend
- Traffic Signals
- South Hillsboro Plan District Boundary
- Arterial
- Planned Arterial
- Collector
- Planned Collector
- Neighborhood Route
- Planned Neighborhood Route
- Town and Village Center Core Areas
- Active Use Overlay, Type 1
- Active Use Overlay, Type 2
- Roundabout

Note: All future alignments to be established through project level design

Date: 11/7/2014
Figure 31-5: Parks, Trails, Schools, and Open Space
Figure 31-6: Hillsboro Gateway Opportunities

Gateway Opportunities

- Citywide Gateway
- South Hillsboro District Gateway
Figure 31-7: South Hillsboro Existing and Future Water System
Figure 31-9: South Hillsboro Natural Resources Framework
| Figure 32-1 | Alley, Cul-de-sac and Local Residential Street Sample Street Cross Sections Required ROW Width | 16-3 |
| Figure 32-2 | Neighborhood Sample Street Cross Sections Required ROW Width | 16-4 |
| Figure 32-3 | Collector Sample Street Cross Sections Required ROW Width | 16-5 |
| Figure 32-4 | Arterial Sample Street Cross Sections Required ROW Width | 16-6 |
| Figure 32-5 | Commercial/Industrial Sample Street Cross Sections Required ROW Width | 16-7 |
| Figure 32-6 | Street Improvement Plan | 16-8 |
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| Figure 32-7a | Future Streets Where ROW is Planned for More Than Two Lanes | 16-10 |
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| Figure 32-13 | Park-and-Ride Sites | 16-16 |
| Figure 32-14 | Rail Routes | 16-17 |
| Figure 32-15 | Major Pipeline Routes | 16-18 |
| Figure 34-1 | Design Type Designations Map | 17-2 |
CHAPTER 16

SYSTEM PLAN MATERIALS

System plans are required by state law to implement the policies related to service provision and infrastructure improvements for a specific topic within the Comprehensive Plan, rather than a specific area. System plans guide public investments for streets, off-street paths, parks, and water, stormwater, and wastewater systems, establishing more detailed work plans for the timely, orderly, and efficient development of infrastructure systems. Hillsboro has three system plans that are included as part of the Comprehensive Plan and are incorporated by reference in Section 23:

- **Hillsboro School District Long Range Facility Plan.** State law (ORS 195.110) requires large school districts (over 2,500 students) to develop a school facility plan covering a period of at least 10 years and applicable jurisdictions to adopt school facility plans as part of the comprehensive plan. The Hillsboro School District Long Range Facility Plan adopted in 2016 guides coordinated facilities planning with the City for new and expanded facilities, long-term forecasting, site acquisition, UGB expansion option evaluation, and detailed growth strategies.

- **Transportation System Plan.** In addition to being adopted by reference, the Transportation System Plan includes a list of transportation infrastructure projects needed to serve existing and future designated land uses over a 20-year period that is incorporated as Section 32 of this chapter.

- **Public Facility Plan.** In addition to being adopted by reference, Hillsboro’s Public Facility Plan includes a list of public facilities projects needed to serve existing and future designated land uses over a 20-year period that is incorporated as Section 33 of this chapter.
Statewide Planning Goal 12: Transportation requires jurisdictions plan for transportation infrastructure by adopting a detailed, long-range Transportation System Plan (TSP), ensuring that the City’s transportation system is safe, convenient, and economically-efficient. The TSP provides specific information regarding existing transportation infrastructure conditions and identified local, regional, and state needs and must consider all modes of transportation. The TSP guides future transportation investment in the City, determines how land use and transportation decisions can best be beneficially coordinated, and includes a list of transportation infrastructure projects needed to serve existing and future designated land uses over a 20-year period. The Transportation System Plan (TSP) is adopted by reference in Section 23 and street classifications and street plan maps are incorporated hereafter. Hillsboro’s current TSP was updated in 2004 to be consistent with the Hillsboro 2020 Vision and the Metro Regional Transportation Plan, to reflect new population and employment information, and to improve coordination with transportation plans from other jurisdictions – namely the Oregon Department of Transportation, Washington County, and the City of Beaverton. A TSP update is currently underway, and the Comprehensive Plan will be amended to incorporate the updated TSP following adoption. This Section incorporates the street classifications and master plan maps from the TSP.
Notes:
1. Space between curb and median minimum 10' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show that desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within RW based on modal priorities and adjacent land use.

Criteria

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<table>
<thead>
<tr>
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<tr>
<td>Vehicle Lane Widths:</td>
<td>9 to 10 ft.</td>
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<td>(minimum widths)</td>
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<tr>
<td>On-Street Parking</td>
<td>6 to 7 ft.</td>
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<tr>
<td>Sidewalks:</td>
<td>5 ft.</td>
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<tr>
<td>(minimum width)</td>
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<tr>
<td>Landscape Strips:</td>
<td>Required</td>
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<tr>
<td>Neighborhood Traffic</td>
<td>Should not be necessary (under special conditions)</td>
</tr>
<tr>
<td>Management:</td>
<td></td>
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Figure 32-1
ALLEY, CUL-DE-SAC AND LOCAL RESIDENTIAL STREET SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH

P - On-street Parking
<1500 vpd - Guide for Traffic Volume Per Day (does not require conversion of existing routes)
**Notes:**

1. Space between curb and median minimum 18' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
7. These are guidelines for future neighborhood route development and does not require changes/conversion to existing streets.

**Criteria**

- **Vehicle Lane Widths:** (minimum widths) 10 ft.
- **On-Street Parking:** 6 to 8 ft.
- **Curb Extensions for Pedestrians:** Consider on Pedestrian Routes
- **Sidewalks:** (minimum width) 5 ft.
- **Landscape Strips:** Required
- **Neighborhood Traffic Management:** Appropriate when warranted

**Figure 32-2**

**NEIGHBORHOOD SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH**
**City of Hillsboro**

**Transportation System Plan**

List:
- Jacobson Road
- Rock Creek Boulevard
- Shute Road (South of Brookwood)
- Butler Road
- 231st Avenue
- NE Orenco Station Parkway
- Aloha Place
- Amberwood Drive
- John Olsen Avenue
- 206th Avenue
- 205th Avenue
- Stucki Avenue
- 188th Avenue
- Elm Young Parkway
- 53rd Avenue
- Dogwood Street/227th Avenue
- Guatamala Street
- East/west Connector
- Sixx Extension
- Homecker Road/Connell Avenue
- Garibaldi Street
- 317th Avenue
- Walnut Street
- Main Street
- Lincoln Street
- Grant Street
- Herman Street
- Jackson School Road
- (South of Evergreen)
- 19th Avenue
- 17th Avenue
- Sunrise Lane
- Brogden Street
- Road Bridge Road
- Witch Hazel Road
- Davis Road Connection
- 229th Avenue
- Johnson Street
- Golden Road
- Frances Street
- Rock Road
- 197th Avenue
- 198th Avenue
- Anthony Drive/209th Avenue
- Amico Avenue
- Wood Street
- Oak Street
- Maple Street
- 24th Avenue
- 21st Avenue
- Dennis Avenue
- 18th Avenue

**Notes:**
1. Space between curb and median minimum 18’ with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
6. Typically 1’ is provided from R/W line to edge of concrete surface (for maintenance/utilities).
7. Encourage use of curb extensions at intersections in commercial areas and on any pedestrian routes.
8. For constrained settings, a three lane cross section can be developed in 44 feet (8 ft. bike lanes, 10 ft. travel lane, 12 ft. turn lane/median)

*Note that, where appropriate, the median lane may not be provided resulting in 2 and 4 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs. Reduced right-of-way between 64’- 69’ can be considered through design exception (for example, station areas).*

**Criteria**

<table>
<thead>
<tr>
<th>Vehicle Lane Widths: (minimum)</th>
<th>11 ft. Preferred</th>
<th>10 ft. Minimum (adjacent to 6 ft. bike lane)</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Street Parking:</td>
<td>Residential 7 ft.</td>
<td>Commercial 8 ft.</td>
</tr>
<tr>
<td>(adds to right-of-way width)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Lanes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(minimum widths)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalks: (minimum width)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscape Strips:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Traffic Management:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Figure 32-3**

**COLLECTOR SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH**
Figure 32-4
ARterial
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH

Criteria

<table>
<thead>
<tr>
<th>Vehicle Lane Widths:</th>
<th>Truck Route = 12 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(minimum widths)</td>
<td>Bus Route = 12 ft.</td>
</tr>
<tr>
<td></td>
<td>11 ft. (12 ft. Preferred)</td>
</tr>
<tr>
<td>On Street Parking:</td>
<td>None (with few existing exceptions)</td>
</tr>
<tr>
<td>Bicycle Lanes:</td>
<td>New Construction = 6 ft.</td>
</tr>
<tr>
<td>(minimum widths)</td>
<td>Reconstruction = 5 to 6 ft.</td>
</tr>
<tr>
<td>Sidewalks: (minimum width)</td>
<td>5-13 ft. Consider Curb</td>
</tr>
<tr>
<td></td>
<td>Extensions on Ped Routes</td>
</tr>
<tr>
<td>Landscape Strips:</td>
<td>Required</td>
</tr>
<tr>
<td>Medians:</td>
<td>57 Lane = Required</td>
</tr>
<tr>
<td></td>
<td>3 Lane = Optional</td>
</tr>
<tr>
<td>Neighborhood Traffic Management:</td>
<td>Only Under Special Conditions:</td>
</tr>
<tr>
<td></td>
<td>Selected Measures</td>
</tr>
</tbody>
</table>

Notes:
1. Space between curb and median minimum 18' with mountable curb design to be coordinated with Fire Department.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W line to edge of concrete surface (for maintenance/utilities).

*Note that, sidewalk widths above 6 ft. may require additional right-of-way.
Where appropriate, the median lane may not be provided resulting in 2, 4 and 6 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs.
38' Standard Commercial

![Diagram of 38' Standard Commercial](image)

60' Right-of-way

40' Standard Industrial

![Diagram of 40' Standard Industrial](image)

62' Right-of-way

**Notes:**
1. These cross sections apply where fronting adjacent land uses are commercial or industrial and are not designated arterial or collector streets.
2. The wider right-of-way standard will apply where adjacent land uses vary.
3. Width of curb is included in planter strip width.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of sidewalk may be adjusted to meet modal priorities of adjacent land use. Sidewalk widths above 10 feet require additional R/W.

**Criteria**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Lane Widths:</td>
<td>11 ft.</td>
</tr>
<tr>
<td>(minimum widths)</td>
<td></td>
</tr>
<tr>
<td>On-Street Parking:</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Industrial</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Sidewalks:</td>
<td></td>
</tr>
<tr>
<td>(minimum width)</td>
<td>5 ft.</td>
</tr>
<tr>
<td>Landscape Strips:</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>Required</td>
</tr>
<tr>
<td>Industrial</td>
<td>Urban street trees or strip required</td>
</tr>
</tbody>
</table>

**Legend**

- **P** - On-street Parking Lane

---

**Figure 32-5**

COMMERCIAL/INDUSTRIAL SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH
Figure 32-7a
FUTURE STREETS WHERE RIGHT OF WAY IS PLANNED FOR TWO OR MORE LANES

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

Key:
- 6/7 Lanes
- Planned 6/7 Lanes
- 4/5 Lanes
- Planned 4/5 lanes
- 2/3 Lanes
- Planned 2/3 Lanes
- 3/5 Lanes
- Planned 3/5 Lanes

Local Streets
Pedestrian Districts (Regional Center, Town Center, Main Street, Station Community)
Transit Mixed-Use Corridor
Study Area Boundary
Alignment subject to UGB expansion and/or future refinement or study in these areas
Couplet with 3 lanes in each direction
SECTION 33
PUBLIC FACILITIES PLAN

Statewide Planning Goal 11: Public Facilities and Services directs communities with populations greater than 2,500 to plan for the provision of public facilities and services through a Public Facility Plan (PFP) that addresses, at a minimum, water, sewer, and transportation facilities (which are addressed in the Transportation System Plan as discussed in Section 32 above). The City of Hillsboro completed its PFP in 2001, which inventories existing facilities and identifies future needs, establishes policies for service provision, and guides the development of intergovernmental service agreements. The 2001 PFP and the associated list of significant public facility projects prioritized in accordance with Comprehensive Plan Policies is adopted by reference in the Comprehensive Plan in Section 23. A list of public facilities projects needed to serve existing and future designated land uses over a 20-year period is included as part of the Capital Improvement Plan implementing the PFP and is provided as part of this Section.
<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>T</td>
<td>RTP</td>
<td>3127</td>
<td>Maple Street from 16th Avenue to 24th Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>318,900</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>T</td>
<td>RTP</td>
<td>3127</td>
<td>Oak Street from 10th Avenue to 18th Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2003</td>
<td>318,900</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>T</td>
<td>RTP</td>
<td>3127</td>
<td>Walnut Street from 16th Avenue to 18th Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2003</td>
<td>318,900</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>T</td>
<td>RTP</td>
<td>3127</td>
<td>18th Avenue from Oak Street to Maple Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>318,900</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>T</td>
<td>RTP</td>
<td>3127</td>
<td>21st Avenue from Cypress Street to Maple Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>318,900</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>T</td>
<td>RTP</td>
<td>3111</td>
<td>Glencoe Road from North of Glencoe H.S. to Grant Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2006-2020</td>
<td>95,670</td>
<td>Metro/Road Fund</td>
<td>Washington County</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>T</td>
<td>RTP</td>
<td>3110</td>
<td>Jackson School Road from Evergreen Road to Grant Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2004</td>
<td>2,894,858</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
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<tr>
<td>8</td>
<td>T</td>
<td>local</td>
<td>Connell Ave. from Cory Street to Darnielle Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2003</td>
<td>915,818</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
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<tr>
<td>9</td>
<td>T</td>
<td>local</td>
<td>Arrington Road from Cornell Road to Jackson School Road</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>244,490</td>
<td>Road Fund</td>
<td>Hillsboro</td>
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<td>10</td>
<td>T</td>
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<td>Delany Road from Arrington Road to Grant Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>138,190</td>
<td>Road Fund</td>
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<td>11</td>
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<td>24th Avenue from Sprite Street to Maple Street</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>90,355</td>
<td>Road Fund</td>
<td>Hillsboro</td>
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<td>12</td>
<td>T</td>
<td>local</td>
<td>Cedar Street from 32nd Avenue to Brookwood Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>790,345</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>T</td>
<td>local</td>
<td>Frances Street from 239th Avenue to Cornelius Pass Road</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>318,900</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>T</td>
<td>local</td>
<td>Mintz Bridge Road from River Road to City limits</td>
<td>Pedestrian link to community activity centers</td>
<td>2003</td>
<td>1,401,510</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
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<td>15</td>
<td>T</td>
<td>local</td>
<td>Rood Bridge Road from River Road To Rood Bridge Park</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>63,780</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
<td></td>
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<tr>
<td>16</td>
<td>T</td>
<td>local</td>
<td>Witch Hazel Road from TV Highway to River Road</td>
<td>Pedestrian link to community activity centers</td>
<td>2006-2020</td>
<td>127,560</td>
<td>Road Fund</td>
<td>Washington County</td>
<td></td>
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<td>17</td>
<td>T</td>
<td>local</td>
<td>37th Avenue from Main Street to LRT Station</td>
<td>Pedestrian link to community activity centers</td>
<td>2016-2020</td>
<td>255,120</td>
<td>Road Fund</td>
<td>Hillsboro</td>
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<td>18</td>
<td>T</td>
<td>local</td>
<td>Arrington Road from Jackson School Road to Cornel Road</td>
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<td>2006-2020</td>
<td>361,420</td>
<td>Road Fund</td>
<td>Hillsboro</td>
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<td>19</td>
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<td>local</td>
<td>Sunrise Lane from Jackson School Road to 26th Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2006-2020</td>
<td>362,680</td>
<td>Road Fund</td>
<td>Hillsboro</td>
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<td>20</td>
<td>T</td>
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<td>Grant Street from 1st Avenue to Cornel Road</td>
<td>Pedestrian link to community activity centers</td>
<td>2002</td>
<td>392,103</td>
<td>ODOT grant/ Road Fund</td>
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<td>Does not include Right-of-Way costs</td>
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<td>21</td>
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<td>local</td>
<td>Grant Street from Cornel Road to 25th Avenue</td>
<td>Pedestrian link to community activity centers</td>
<td>2005</td>
<td>375,550</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
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<tr>
<td>22</td>
<td>T</td>
<td>local</td>
<td>Lois Street from 239th Avenue to Cornelius Pass Road</td>
<td>Pedestrian link to community activity centers</td>
<td>2003</td>
<td>293,725</td>
<td>Road Fund</td>
<td>Hillsboro</td>
<td>Does not include Right-of-Way costs</td>
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<tr>
<td>23</td>
<td>T</td>
<td>RTP</td>
<td>3025</td>
<td>TV Highway from 10th Avenue to Cornelius Pass Road</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>2006-2020</td>
<td>8,823</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
<td></td>
</tr>
</tbody>
</table>

Note: This project list does not obligate the City or other service providers to build the projects listed below.

Type Key:
- T = Transportation
- W = Water
- SS = Sanitary Sewage
- D = Storm Water
- P = Parks and Recreation

Page 1 of 22
<table>
<thead>
<tr>
<th>Type Key</th>
<th>Item Description</th>
<th>Location</th>
<th>Notes</th>
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<tbody>
<tr>
<td>T</td>
<td>27th Avenue from Grant Street to E. Main Street</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2005, Cost 1,078,955, Funding Metro/Road Fund, Hillsboro Does not include Right-of-Way costs.</td>
</tr>
<tr>
<td>T</td>
<td>Cornelius Pass Road from TV Highway to Evergreen Road</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2006-2020, Cost 414,570, Funding Road Fund, Washington County.</td>
</tr>
<tr>
<td>T</td>
<td>Walker Road from Amberglen Parkway to 185th Avenue</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2006-2020, Cost 191,340, Funding Road Fund, Washington County.</td>
</tr>
<tr>
<td>T</td>
<td>Stucki Avenue from Cornell Road to Evergreen Parkway</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2006-2020, Cost 127,560, Funding Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>Garabaldi Street from 317th Avenue to 1st Avenue</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2006-2020, Cost 106,300, Funding Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>Golden Road from Brookwood Avenue to 239th Avenue</td>
<td>Fill in gaps where some sidewalks exist</td>
<td>Year 2006-2020, Cost 191,340, Funding Road Fund, Hillsboro/ Washington County.</td>
</tr>
<tr>
<td>T</td>
<td>231st Avenue from Cornell Road to Century High School</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 1,848,065, Funding Road Fund, Hillsboro/ Washington County. Bike/ped only, does not include Right-of-Way costs.</td>
</tr>
<tr>
<td>T</td>
<td>Evergreen Road from Shute Road to Glencoe Road</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2002, Cost 361,420, Funding Metro/Road Fund, Washington County.</td>
</tr>
<tr>
<td>T</td>
<td>Alocleck Drive from Amberwood Drive to Cornelius Pass Road</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 255,120, Funding Metro/Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>East/west connector/Parr (Wilkes Street)</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 586,776, Funding Metro/Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>Amberglen Parkway/206th Avenue</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 457,090, Funding Metro/Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>Quatama Street from 227th Avenue to Baseline Road</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 127,560, Funding Road Fund, Hillsboro.</td>
</tr>
<tr>
<td>T</td>
<td>Butler/Amberwood Drive</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2005, Cost 663,312, Funding Road Fund, Hillsboro. Partially completed.</td>
</tr>
<tr>
<td>T</td>
<td>Salix Extension from 185th Avenue to Cornell Road</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2006-2020, Cost 435,830, Funding Road Fund, Hillsboro.</td>
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<tr>
<td>T</td>
<td>206th Avenue from Wilkins St. to 200 ft. north (on west side of 206th)</td>
<td>Construct sidewalks with roadway improvement projects.</td>
<td>Year 2005, Cost 99,865, Funding Road Fund, Hillsboro. Sidewalks included, but not Right-of-Way costs.</td>
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<tr>
<td>Count</td>
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<td>Item</td>
<td>Project</td>
</tr>
<tr>
<td>-------</td>
<td>------</td>
<td>------</td>
<td>---------</td>
</tr>
<tr>
<td>40</td>
<td>T</td>
<td>RTP</td>
<td>3110</td>
</tr>
<tr>
<td>41</td>
<td>T</td>
<td>local</td>
<td>Glencoe Road bike lanes from Evergreen Road to Grant Street</td>
</tr>
<tr>
<td>42</td>
<td>T</td>
<td>RTP</td>
<td>3147</td>
</tr>
<tr>
<td>43</td>
<td>T</td>
<td>RTP</td>
<td>3094</td>
</tr>
<tr>
<td>44</td>
<td>T</td>
<td>local</td>
<td>10th Avenue bike lanes from Walnut Street to Main Street</td>
</tr>
<tr>
<td>45</td>
<td>T</td>
<td>local</td>
<td>Oak Street bike lanes from TV Highway to Dennis Avenue</td>
</tr>
<tr>
<td>46</td>
<td>T</td>
<td>local</td>
<td>Cornell Road bike lanes from Grant Street to 25th Avenue</td>
</tr>
<tr>
<td>47</td>
<td>T</td>
<td>3102/3108</td>
<td>Baseline Road bike lanes from Lisa Drive to 231st Avenue</td>
</tr>
<tr>
<td>48</td>
<td>T</td>
<td>3136/3137</td>
<td>Brookwood Parkway bike lanes from Airport Road to TV Highway</td>
</tr>
<tr>
<td>49</td>
<td>T</td>
<td>3126/3134/3216</td>
<td>Cornelius Pass Road bike lanes from Baseline to Cornell Road</td>
</tr>
<tr>
<td>50</td>
<td>T</td>
<td>3130/3131</td>
<td>Evergreen Road bike lanes from Sewell (26th Avenue) to Glencoe Road</td>
</tr>
<tr>
<td>51</td>
<td>T</td>
<td>3139/3140</td>
<td>22nd Avenue bike lanes from Bennett Street to north of Jacobson</td>
</tr>
<tr>
<td>52</td>
<td>T</td>
<td>3114</td>
<td>28th Avenue bike lanes from Grant Street to Main Street</td>
</tr>
<tr>
<td>53</td>
<td>T</td>
<td>3106</td>
<td>23rd Avenue bike lanes from TV Highway to Cornell Road</td>
</tr>
<tr>
<td>54</td>
<td>T</td>
<td>RTP</td>
<td>3091</td>
</tr>
<tr>
<td>55</td>
<td>T</td>
<td>local</td>
<td>Jacobson Road bike lanes from Helvetia Road to Cornelius Pass Road</td>
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</tbody>
</table>
### Public Facility Plan

#### Capital Improvement List

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>56 T</td>
<td>local Butler/Amberwood bike lanes from Brookwood Parkway to John Olsen Avenue</td>
<td>2006-2020</td>
<td>1,076,819</td>
<td>Road Fund Hillsboro</td>
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<tr>
<td>57 T</td>
<td>RTP 3144 Walker Road bike lanes from Amberglen Parkway to 185th Avenue</td>
<td>2006-2020</td>
<td>287,010</td>
<td>Road Fund Washington County</td>
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<tr>
<td>58 T</td>
<td>Master Plan Projects: Three Projects: Minter Bridge-Cyress-32nd/Quatama/Golden-/Frances Bicycle corridors that connect neighborhoods</td>
<td>2006-2020</td>
<td>2,544,822</td>
<td>Road Fund Hillsboro</td>
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<tr>
<td>59 T</td>
<td>Master Plan: Eight Projects WestUnion/Shute/Quatama/Grant/205th-206th/Salix/New Roads Construct bike lanes with roadway improvement projects</td>
<td>2006-2020</td>
<td>5,742,326</td>
<td>Road Fund Hillsboro</td>
<td></td>
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<tr>
<td>60 T</td>
<td>Master Plan: Four Corridors Rock Creek/Beaverton Creek/Bronson Creek/Bethany Pond Multi-use trails for citywide and recreational need</td>
<td>2006-2020</td>
<td>4,321,095</td>
<td>Road Fund Hillsboro</td>
<td></td>
<td></td>
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<tr>
<td>61 T</td>
<td>RTP 3113 10th Avenue from Main Street to Baseline Street Add right turn lane, widen sidewalk</td>
<td>2006-2020</td>
<td>1,594,500</td>
<td>Metro/Road Fund Hillsboro Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
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<tr>
<td>62 T</td>
<td>RTP 3114 28th Avenue Grant to Main Widen to 3 lanes 2005</td>
<td>10,204,800</td>
<td>Metro/Road Fund Hillsboro Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>63 T</td>
<td>RTP 3106 231st/234th Avenue Extension Baseline to TV Hwy Extend south of Baseline to Century High School a 3 Lane roadway</td>
<td>2006-2020</td>
<td>24,661,600</td>
<td>Metro/Road Fund Hillsboro/ Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>64 T</td>
<td>RTP 3104 Aloclek Drive Amberwood to Cornelius Pass Extend 3 lane road</td>
<td>2006-2020</td>
<td>2,126,000</td>
<td>Metro/Road Fund Hillsboro Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>65 T</td>
<td>RTP 3103 Baseline Road Murray Blvd. to Brookwood Widen to 5 lanes</td>
<td>2006-2020</td>
<td>6,378,000</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
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<tr>
<td>66 T</td>
<td>RTP 3102/3108 Baseline Road Lisa to 231st Widen to 3 Lanes 2003</td>
<td>15,720,000</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
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<tr>
<td>67 T</td>
<td>RTP 3136/3137 Brookwood Parkway Airport to TV Hwy Widen to 5 Lanes to past Cornell, extend south as 3 lanes</td>
<td>2006-2020</td>
<td>11,318,400</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>68 T</td>
<td>RTP 3132 Cornelius Pass Road US 26 to West Union Widen to 5 Lanes</td>
<td>2006-2020</td>
<td>3,933,100</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>69 T</td>
<td>RTP 3135 Cornelius Pass Road Aloclek to Baseline Widen to 5 Lanes</td>
<td>2006-2020</td>
<td>15,945,000</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>70 T</td>
<td>RTP 3134 Cornelius Pass Road Baseline to TV Hwy Widen to 5 Lanes</td>
<td>2006-2020</td>
<td>9,567,000</td>
<td>Metro/Road Fund Washington County Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>Count</td>
<td>Type</td>
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<tr>
<td>71</td>
<td>T</td>
<td>RTP</td>
<td>Evergreen Road</td>
<td>Glencoe to 15th</td>
<td>Widen to 3 Lanes</td>
<td>2002</td>
<td>13,606,400</td>
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<tr>
<td>72</td>
<td>T</td>
<td>RTP</td>
<td>Evergreen Road</td>
<td>15th to 253rd</td>
<td>Widen to 5 Lanes</td>
<td>2002</td>
<td>9,460,700</td>
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<tr>
<td>73</td>
<td>T</td>
<td>Planned</td>
<td>185th Avenue</td>
<td>TV Highway to Barry</td>
<td>Widen to 3 Lanes</td>
<td>20/06/20-20</td>
<td>3,826,800</td>
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<tr>
<td>74</td>
<td>T</td>
<td>RTP</td>
<td>TV Highway/Cornell Signal Timing/System</td>
<td>TV Highway/Cornell Signal Timing/System</td>
<td>Operational Improvements</td>
<td>20/06/20-20</td>
<td>2,976,400</td>
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<tr>
<td>75</td>
<td>T</td>
<td>RTP</td>
<td>TV Highway Boulevard improvements</td>
<td>TV Highway Boulevard improvements</td>
<td>Complete Boulevard Improvements</td>
<td>20/06/20-20</td>
<td>2,126,000</td>
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<tr>
<td>76</td>
<td>T</td>
<td>STIP Planned</td>
<td>TV Highway</td>
<td>Cornelius Pass to 209th</td>
<td>Improvement</td>
<td>20/06/20-20</td>
<td>1,328,750</td>
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<tr>
<td>77</td>
<td>T</td>
<td>RTP</td>
<td>US 26/Jackson School Road</td>
<td>US 26/Jackson School Road</td>
<td>Channelization/Safety</td>
<td>2002</td>
<td>531,500</td>
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<tr>
<td>78</td>
<td>T</td>
<td>STIP Planned</td>
<td>US 26 at 185th</td>
<td>US 26 at 185th</td>
<td>Sound Walls</td>
<td>2003</td>
<td>2,072,850</td>
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<tr>
<td>79</td>
<td>T</td>
<td>STIP Planned</td>
<td>Johnson at 198th</td>
<td>Johnson at 198th</td>
<td>Traffic Signal</td>
<td>2001</td>
<td>547,000</td>
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<tr>
<td>80</td>
<td>T</td>
<td>Local</td>
<td>1st Avenue/ Glencoe Road</td>
<td>Lincoln to Evergreen</td>
<td>Widen to 3 Lanes</td>
<td>20/06/20-20</td>
<td>3,720,500</td>
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<tr>
<td>81</td>
<td>T</td>
<td>Not in Plans</td>
<td>185th Avenue</td>
<td>Westlawn to Springville</td>
<td>Widen to 5 Lanes</td>
<td>20/06/20-20</td>
<td>4,996,100</td>
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<tr>
<td>82</td>
<td>T</td>
<td>RTP</td>
<td>205th Avenue</td>
<td>LRT to Baseline</td>
<td>Widen to 5 Lanes</td>
<td>20/06/20-20</td>
<td>5,102,400</td>
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<tr>
<td>83</td>
<td>T</td>
<td>Not in Plans</td>
<td>206th Avenue</td>
<td>Amberwood to LRT</td>
<td>Widen to 3 Lanes</td>
<td>20/06/20-20</td>
<td>3,295,300</td>
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<tr>
<td>84</td>
<td>T</td>
<td>Not in Plans</td>
<td>Amberglen Parkway</td>
<td>Walker to LRT</td>
<td>Extend 3 Lane roadway</td>
<td>20/06/20-20</td>
<td>2,232,300</td>
</tr>
<tr>
<td>85</td>
<td>T</td>
<td>Not in Plans</td>
<td>Amberwood</td>
<td>206th to Cornelius Pass</td>
<td>Widen to 3 Lanes</td>
<td>20/06/20-20</td>
<td>1,594,500</td>
</tr>
</tbody>
</table>
1. Note: This project list does not obligate the City or other service providers to build the projects listed below.

<table>
<thead>
<tr>
<th>Type Key</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T</td>
<td>86</td>
<td>Butler Road 63rd to Brookwood/Airport</td>
<td>Widen and extend to 3 lane road</td>
<td>2004</td>
<td>1,275,600</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>87</td>
<td>3128 Cornell Road Arrington to Main</td>
<td>Widen to 5 Lanes</td>
<td>2006-2020</td>
<td>6,378,000</td>
<td>Metro/Road Fund Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>88</td>
<td>Downtown Area Improvements 1st and 10th Avenues</td>
<td>Signals, Striping, Widening, Two-way.</td>
<td>2006-2020</td>
<td>2,413,010</td>
<td>Metro/Road Fund ODOT/ Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>89</td>
<td>3105 East-West Collector Campus to Cornelius Pass</td>
<td>Extend 3 lane road</td>
<td>2003</td>
<td>8,078,800</td>
<td>Metro/Road Fund Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
</tr>
<tr>
<td>T</td>
<td>90</td>
<td>3105 East-West Collector Cornelius Pass to Salix</td>
<td>Extend 3 lane road</td>
<td>2006-2020</td>
<td>11,586,700</td>
<td>Metro/Road Fund Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>91</td>
<td>Jackson School Road Evergreen to Grant</td>
<td>Widen to 3 Lanes</td>
<td>2006-2020</td>
<td>3,720,500</td>
<td>Metro/Road Fund Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<td>T</td>
<td>92</td>
<td>Jacobson Road Croeni to Cornelius Pass</td>
<td>Extend new 3 lane alignment</td>
<td>2000</td>
<td>4,677,200</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>93</td>
<td>Jacobson Road at Helvetia</td>
<td>Realign intersection north of US 26</td>
<td>2006-2020</td>
<td>1,807,100</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>94</td>
<td>3091 Quatama Street LRT to 227th Avenue</td>
<td>Widen/improve 3 lane road</td>
<td>2006-2020</td>
<td>4,464,600</td>
<td>Metro/Road Fund Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>95</td>
<td>3091 Quatama Street 227th to Baseline</td>
<td>Extend 3 lane road</td>
<td>2006-2020</td>
<td>2,338,600</td>
<td>Metro/Road Fund Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>96</td>
<td>Salix Extension LRT to Walker</td>
<td>Extend 3 Lane roadway</td>
<td>2006-2020</td>
<td>4,570,900</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>97</td>
<td>3144 Walker Road Amberglen to 185th</td>
<td>Widen to 5 Lanes</td>
<td>2006-2020</td>
<td>10,630,000</td>
<td>Metro/Road Fund Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
</tr>
<tr>
<td>T</td>
<td>98</td>
<td>63rd Parkway Cornell to Butler</td>
<td>Extend 2/3 lane road</td>
<td>2000</td>
<td>1,381,900</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>99</td>
<td>Other Collector Reconstruction Multiple Locations</td>
<td>Other Collector Reconstruction</td>
<td>2006-2020</td>
<td>40,500,300</td>
<td>Not in plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>T</td>
<td>100</td>
<td>Intersections Improvements Multiple Locations (see Table 11-7)</td>
<td>Intersections Improvements</td>
<td>2006-2020</td>
<td>53,681,500</td>
<td>Not in Plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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</table>
### 20-Year CIP Projects

<table>
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<tr>
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<th>Type</th>
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<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>101</td>
<td>T</td>
<td>Not in Plans</td>
<td>Other Traffic Signals (16)</td>
<td>NE &amp; SE quadrants</td>
<td>City/County operational enhancement</td>
<td>2006-2020</td>
<td>4,252,000</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>102</td>
<td>T</td>
<td>RTP 3133</td>
<td>US 26/Cornelius Pass Road</td>
<td>NE &amp; SE quadrants</td>
<td>Build new diagonal ramps in NE &amp; SE quadrants. Add ramp meter storage. New loop ramp and interchange modifications</td>
<td>2006-2020</td>
<td>5,315,000</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>104</td>
<td>T</td>
<td>RTP 3133/3140</td>
<td>US 26/229th Overcrossing</td>
<td>229th from Bennett St. to West Union</td>
<td>Extend 229th from Bennett to West Union as 3 Lane roadway</td>
<td>2006-2020</td>
<td>7,228,400</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>105</td>
<td>T</td>
<td>Not in Plans</td>
<td>Airport Road</td>
<td>Evergreen to Brokwood</td>
<td>Realign and widen to 3 lanes</td>
<td>2005</td>
<td>2,976,400</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>107</td>
<td>T</td>
<td>Not in Plans</td>
<td>Baseline Road/185th Intersection</td>
<td>Baseline Road/185th Intersection</td>
<td>Upgrade Capacity/Grade Separation</td>
<td>2006-2020</td>
<td>15,945,000</td>
<td>Not in Plans</td>
<td>Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>108</td>
<td>T</td>
<td>Not in Plans</td>
<td>Brookwood Extension s/o TV Hwy</td>
<td>Brookwood Extension s/o TV Hwy</td>
<td>Extend 3 Lanes, realign Witch Hazel</td>
<td>2006-2020</td>
<td>1,381,900</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>109</td>
<td>T</td>
<td>RTP 3218</td>
<td>Cornelius Pass Road Extension</td>
<td>Cornelius Pass Road Extension</td>
<td>Extend 3 lane road south of TV Hwy to 209th</td>
<td>2006-2020</td>
<td>14,882,000</td>
<td>Not in Plans</td>
<td>Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>110</td>
<td>T</td>
<td>Not in Plans</td>
<td>Heritage</td>
<td>185th to Salix</td>
<td>Extend 2 lane road</td>
<td>2006-2020</td>
<td>2,019,700</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>111</td>
<td>T</td>
<td>Not in Plans</td>
<td>Jackson School Road/US 26</td>
<td>Jackson School Road/US 26</td>
<td>Interchange</td>
<td>2006-2020</td>
<td>10,630,000</td>
<td>Not in Plans</td>
<td>ODOT</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>112</td>
<td>T</td>
<td>Not in Plans</td>
<td>Parr</td>
<td>185th to Salix</td>
<td>Connect 3 lane road</td>
<td>2006-2020</td>
<td>2,019,700</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>113</td>
<td>T</td>
<td>Not in Plans</td>
<td>West of Road Bridge</td>
<td>TV Hwy to River</td>
<td>Connecting 3 Lane roadway</td>
<td>2006-2020</td>
<td>744,100</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>114</td>
<td>T</td>
<td>RTP 3121</td>
<td>TV Highway</td>
<td>Access Control</td>
<td>Driveway/Turn Lane modifications</td>
<td>2006-2020</td>
<td>15,945,000</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
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<tr>
<td>115</td>
<td>T</td>
<td>Not in Plans</td>
<td>East-West Collector</td>
<td>Brookwood to 28th</td>
<td>Build new 3 lane road n/o LRT</td>
<td>2006-2020</td>
<td>7,547,300</td>
<td>Not in Plans</td>
<td>Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
</tr>
<tr>
<td>Count</td>
<td>Type</td>
<td>Item</td>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Year</td>
<td>Cost Est.</td>
<td>Funding</td>
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<tr>
<td></td>
<td></td>
<td>117 T</td>
<td>Not in Plans</td>
<td>185th Avenue Cornell to Walker</td>
<td>Widen to 7 Lanes</td>
<td>2006-2020</td>
<td>3,401,600</td>
<td>Not in Plans Washington County</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>118 T</td>
<td>Not in Plans</td>
<td>188th Extension Cornell to Walker</td>
<td>Extend 3 lane road</td>
<td>2006-2020</td>
<td>2,551,200</td>
<td>Not in Plans Hillsboro</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>119 T</td>
<td>Not in Plans</td>
<td>US 26 Auxiliary Lanes Shute to 185th</td>
<td>Add Auxiliary Lanes</td>
<td>2006-2020</td>
<td>21,260,000</td>
<td>Not in Plans ODOT</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>120 T</td>
<td>RTP 731a</td>
<td>US 26/Glencoe Road</td>
<td>US 26/Glencoe Road Interchange improvement/modernization</td>
<td>2006-2020</td>
<td>12,756,000</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
<td>Includes sidewalks, bicycle lanes and transit accommodations as required.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>121 T</td>
<td>Glencoe Road/Hornecker Road</td>
<td>Install traffic signal; add SB right turn lane, NB left turn lane EB right turn lane</td>
<td>2002</td>
<td>1,328,750</td>
<td>TIF, Private Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>122 T</td>
<td>Glencoe Road-1st Street/Grant Street</td>
<td>Install traffic signal; Glencoe 3 Lanes</td>
<td>2006-2020</td>
<td>265,750</td>
<td>TIF, Private Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>123 T</td>
<td>Main Street/1st Avenue/Lincoln Street</td>
<td>Add WB right turn lane (restripe- remove parking); signal modification/additions</td>
<td>2005</td>
<td>531,500</td>
<td>TIF, Private Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>124 T</td>
<td>US 26/Shute Road</td>
<td>US 26/Shute Road</td>
<td>Add 2nd NB thru &amp; right turn lane + interchange study of future geometry</td>
<td>2006-2020</td>
<td>2,763,800</td>
<td>Federal, State ODOT</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>125 T</td>
<td>US 26/Cornelius Pass Road EB ramps</td>
<td>Add N/B to E/B diagonal ramp as a free movement</td>
<td>2006-2020</td>
<td>-</td>
<td>Federal, State ODOT</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>126 T</td>
<td>US 26/Cornelius Pass Road WB ramps</td>
<td>Add WB diagonal off-ramp</td>
<td>2006-2020</td>
<td>-</td>
<td>Federal, State ODOT</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>127 T</td>
<td>Cornelius Pass Road/West Union Road</td>
<td>Install traffic signal; add left turn lanes SB, EB, WB; add NB and EB RT lanes</td>
<td>2002</td>
<td>2,391,750</td>
<td>TIF Washington County</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>128 T</td>
<td>Cornelius Pass Road/Jacobson</td>
<td>Install traffic signal; add SB right turn lane: Cornelius Pass 5 Lanes</td>
<td>2005</td>
<td>531,500</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>129 T</td>
<td>Cornelius Pass Road/Wagon Way</td>
<td>Install traffic signal; Cornelius Pass 5 Lanes</td>
<td>2001</td>
<td>265,750</td>
<td>Developer Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>130 T</td>
<td>Evergreen Road/Jackson School (east)</td>
<td>Install traffic signal; add SB right turn lane; Evergreen 3 Lanes; Connect W/B right turn lane with 5 lane section of Evergreen</td>
<td>2002</td>
<td>1,222,450</td>
<td>MSTIP Washington County</td>
<td>Future Intersection Improvement</td>
<td></td>
<td></td>
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</table>
### 20-Year CIP Projects

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>131 T</td>
<td>11</td>
<td></td>
<td>Evergreen Road/Jackson School (west)</td>
<td>Evergreen Road/Jackson School (west)</td>
<td>Install traffic signal; Evergreen 3 Lanes</td>
<td>2002</td>
<td>265,750</td>
<td>MSTIP</td>
<td>Washington County</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>132 T</td>
<td>12</td>
<td></td>
<td>Evergreen Road/15th Avenue</td>
<td>Evergreen Road/15th Avenue</td>
<td>Install traffic signal; EB right turn lane; Evergreen 5 Lane section starts</td>
<td>2002</td>
<td>531,500</td>
<td>MSTIP</td>
<td>Washington County</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>133 T</td>
<td>13</td>
<td></td>
<td>Evergreen Road/25th Avenue</td>
<td>Evergreen Road/25th Avenue</td>
<td>Provide second NB right turn lane, second WB left turn lane; Evergreen 5 Lanes</td>
<td>2001</td>
<td>797,250</td>
<td>MSTIP, Private Washington County</td>
<td>Future Intersection Improvement</td>
<td></td>
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<tr>
<td>134 T</td>
<td>14</td>
<td></td>
<td>Evergreen Road/Shute-Brookwood Parkway</td>
<td>Evergreen Road/Shute-Brookwood Parkway</td>
<td>Add NB and SB right turn lanes</td>
<td>2003</td>
<td>531,500</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
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<tr>
<td>135 T</td>
<td>15</td>
<td></td>
<td>Evergreen Parkway/229th Avenue</td>
<td>Evergreen Parkway/229th Avenue</td>
<td>Add NB and EB right turn lanes; use protected/permitted signals N/S</td>
<td>2004</td>
<td>664,375</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
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<tr>
<td>136 T</td>
<td>16</td>
<td></td>
<td>Evergreen Road/Cornelius Pass Road</td>
<td>Evergreen Road/Cornelius Pass Road</td>
<td>Double left turn lanes on all approaches; add right turn lanes on all approaches</td>
<td>2003</td>
<td>3,189,000</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
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<tr>
<td>137 T</td>
<td>17</td>
<td></td>
<td>Evergreen Parkway/John Olsen Avenue</td>
<td>Evergreen Parkway/John Olsen Avenue</td>
<td>Install traffic signal</td>
<td>2000</td>
<td>265,750</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>138 T</td>
<td>18</td>
<td></td>
<td>Evergreen Parkway/Stuti Avenue</td>
<td>Evergreen Parkway/Stuti Avenue</td>
<td>Install traffic signal</td>
<td>2000</td>
<td>265,750</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>139 T</td>
<td>19</td>
<td></td>
<td>Evergreen Parkway/15th Avenue</td>
<td>Evergreen Parkway/15th Avenue</td>
<td>Add SB right turn lane; NB double left turn lanes</td>
<td>2003</td>
<td>797,250</td>
<td>TIF</td>
<td>Hillsboro/ Washington County</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>140 T</td>
<td>20</td>
<td></td>
<td>Cornell Road/10th East Main Street</td>
<td>Cornell Road/10th East Main Street</td>
<td>Add NB right turn lane; add SB through lane</td>
<td>2006-2020</td>
<td>2,072,850</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>141 T</td>
<td>21</td>
<td></td>
<td>Cornell Road/10th Ave/Grant Street</td>
<td>Cornell Road/10th Ave/Grant Street</td>
<td>Add EB left turn lane</td>
<td>2005</td>
<td>531,500</td>
<td>Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>142 T</td>
<td>22</td>
<td></td>
<td>Cornell Road/25th Avenue</td>
<td>Cornell Road/25th Avenue</td>
<td>NB + SB double lefts; add SB and EB right turn lanes</td>
<td>2005</td>
<td>1,594,500</td>
<td>County, Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>143 T</td>
<td>23</td>
<td></td>
<td>Cornell Road/Brookwood Parkway</td>
<td>Cornell Road/Brookwood Parkway</td>
<td>Add second left turn lanes EB + WB; Add SB right turn lane</td>
<td>2006-2020</td>
<td>1,328,750</td>
<td>County, Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td>144 T</td>
<td>24</td>
<td></td>
<td>Cornell Road/231st - 229th Avenue</td>
<td>Cornell Road/231st - 229th Avenue</td>
<td>Add EB and SB right turn lanes; add WB 2nd left turn lane</td>
<td>2006-2020</td>
<td>1,063,000</td>
<td>County, Road Fund Hillsboro</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>145 T</td>
<td>25</td>
<td></td>
<td>Cornell Road/ Cornelius Pass Road</td>
<td>Cornell Road/ Cornelius Pass Road</td>
<td>Add WB right turn lane; EB double left turn lanes</td>
<td>2006-2020</td>
<td>797,250</td>
<td>Private Hillsboro</td>
<td>Future Intersection Improvement</td>
<td></td>
</tr>
</tbody>
</table>

Note: This project list does not obligate the City or other service providers to build the projects listed below.

**Type Key**
- **T** = Transportation
- **W** = Water
- **SS** = Sanitary Sewage
- **D** = Storm Water
- **P** = Parks and Recreation

Public Facilities Plan, December 2001

Shading indicates missing or incomplete information
<table>
<thead>
<tr>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>146</td>
<td>T26 Cornell Road/185th Avenue</td>
<td>Cornell Road/185th Avenue</td>
<td>Add NB and SB double left turn lanes; add NB right turn lane; 185th 7 Lanes</td>
<td>2006-2020</td>
<td>$1,328,750</td>
<td>County, Road Fund</td>
<td>Hillsboro/Washington County</td>
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<tr>
<td>147</td>
<td>T27 Grant Street/'25th -28th Avenue</td>
<td>Grant Street/'25th -28th Avenue</td>
<td>Install traffic signal; add WB left turn lane</td>
<td>2004</td>
<td>$797,250</td>
<td>Road Fund</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>148</td>
<td>T28 Quatama/Cornelius Pass</td>
<td>Quatama/Cornelius Pass</td>
<td>Install traffic signal; SB right turn lane, Quatama 3 Lanes</td>
<td>2003</td>
<td>$531,500</td>
<td>TIF</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>149</td>
<td>T29 Walker Road/185th Avenue</td>
<td>Walker Road/185th Avenue</td>
<td>Add double left turn lanes on all approaches; add WB right turn lane; 185th 7 Lanes</td>
<td>2006-2020</td>
<td>$2,391,750</td>
<td>County, Road Fund</td>
<td>Hillsboro/Washington County</td>
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<tr>
<td>150</td>
<td>T30 Baseline-East Main/28th Avenue</td>
<td>Baseline-East Main/28th Avenue</td>
<td>Install traffic signal; add WB right turn lane</td>
<td>2006-2020</td>
<td>$531,500</td>
<td>MSTIP</td>
<td>Hillsboro/Washington County</td>
</tr>
<tr>
<td>151</td>
<td>T31 Baseline-East Main/32nd Avenue</td>
<td>Baseline-East Main/32nd Avenue</td>
<td>Widen Baseline Road to 5 lanes</td>
<td>2006-2020</td>
<td>-$</td>
<td>Metro/Road Fund</td>
<td>Hillsboro/Washington County</td>
</tr>
<tr>
<td>152</td>
<td>T32 Baseline Road/Brookwood Parkway</td>
<td>Baseline Road/Brookwood Parkway</td>
<td>Widen Baseline Road to 5 lanes; add EB + SB right turn lanes; signal change</td>
<td>2006-2020</td>
<td>$664,375</td>
<td>Road Fund</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>153</td>
<td>T33 Baseline Road/53rd Avenue</td>
<td>Baseline Road/53rd Avenue</td>
<td>Widen Baseline Road to 5 lanes</td>
<td>2006-2020</td>
<td>-$</td>
<td>County, Road Fund</td>
<td>Hillsboro/Washington County</td>
</tr>
<tr>
<td>154</td>
<td>T34 Baseline Road/231st Avenue</td>
<td>Baseline Road/231st Avenue</td>
<td>Widen Baseline Road to 5 lanes; extend 3 Lane 231st</td>
<td>2006-2020</td>
<td>-$</td>
<td>MSTIP</td>
<td>Hillsboro</td>
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<tr>
<td>155</td>
<td>T35 Baseline Road/Cornelius Pass Road</td>
<td>Baseline Road/Cornelius Pass Road</td>
<td>Widen Cornelius Pass + Baseline Road to 5 lanes; right turn lanes all approaches</td>
<td>2006-2020</td>
<td>$1,063,000</td>
<td>Metro/Road Fund</td>
<td>Washington County</td>
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<tr>
<td>156</td>
<td>T36 Baseline Road/205th-206th Avenue</td>
<td>Baseline Road/205th-206th Avenue</td>
<td>Widen 205th + Baseline to 5 lanes; add EB and WB right turn lanes</td>
<td>2006-2020</td>
<td>$531,500</td>
<td>Metro/Road Fund</td>
<td>Hillsboro/Washington County</td>
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<tr>
<td>157</td>
<td>T37 Baseline Road/185th Avenue</td>
<td>Baseline Road/185th Avenue</td>
<td>Interchange or 185th 7 lanes with double lefts</td>
<td>2006-2020</td>
<td>$15,945,000</td>
<td>Metro/Road Fund</td>
<td>Washington County</td>
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<tr>
<td>158</td>
<td>T38 Baseline Street/10th Avenue</td>
<td>Baseline Street/10th Avenue</td>
<td>Add SB right turn lane; NB double left turn; restripe for 2nd WB lane</td>
<td>2006-2020</td>
<td>$1,727,375</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
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<tr>
<td>159</td>
<td>T39 TV Highway/13th Avenue-River Rd</td>
<td>TV Highway/13th Avenue-River Rd</td>
<td>Add EB right turn lane</td>
<td>2006-2020</td>
<td>$531,500</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
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<tr>
<td>160</td>
<td>T40 TV Highway/Minter-Bridge Road</td>
<td>TV Highway/Minter-Bridge Road</td>
<td>Add NB right turn lane; remove split traffic signal phasing</td>
<td>2006-2020</td>
<td>$345,475</td>
<td>Metro/Road Fund</td>
<td>ODOT</td>
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</table>
### 20-Year CIP Projects

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
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<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
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<tbody>
<tr>
<td>161</td>
<td>T</td>
<td>41</td>
<td>TV Highway/Brookwood Parkway</td>
<td>TV Highway/Brookwood Parkway</td>
<td>Extend Brookwood south 3 Lane; traffic signal phasing; double left turns for NB and SB approaches; add NB, SB and EB right turn lanes; add WB left turn lane</td>
<td>2006-2020</td>
<td>1,594,500</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>162</td>
<td>T</td>
<td>42</td>
<td>TV Highway/239th Avenue</td>
<td>TV Highway/239th Avenue</td>
<td>Traffic signal</td>
<td>2006-2020</td>
<td>265,750</td>
<td>Metro/Road Fund</td>
<td>Hillsboro</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>163</td>
<td>T</td>
<td>43</td>
<td>TV Highway/Corinellus Pass Road</td>
<td>TV Highway/Corinellus Pass Road</td>
<td>Add NB + SB double left turn lanes; add EB right turn lane</td>
<td>2006-2020</td>
<td>1,328,750</td>
<td>Metro/Road Fund</td>
<td>ODOT/ Washington County</td>
<td>Future Intersection Improvement</td>
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<tr>
<td>164</td>
<td>T</td>
<td>44</td>
<td>Frances Street/Corinellus Pass Road</td>
<td>Frances Street/Corinellus Pass Road</td>
<td>Traffic signal; 5 lane Corinellus Pass</td>
<td>2006-2020</td>
<td>265,750</td>
<td>Metro/Road Fund</td>
<td>Washington County</td>
<td>Future Intersection Improvement; already signalized</td>
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<tr>
<td>165</td>
<td>T</td>
<td>45</td>
<td>Johnson/Corinellus Pass Road</td>
<td>Johnson/Corinellus Pass Road</td>
<td>Traffic signal; 5 lane Corinellus Pass</td>
<td>2006-2020</td>
<td>265,750</td>
<td>Metro/Road Fund</td>
<td>Washington County</td>
<td>Future Intersection Improvement; already signalized</td>
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<tr>
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<td>Subtotal 588,011,177</td>
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<tr>
<td>166</td>
<td>W</td>
<td>P-12</td>
<td>P-12: 8&quot; Pipeline</td>
<td>NW Neakahme to 191st and Columbia.</td>
<td>1,780 feet of 8-inch loop through residential area to improve local fire flow availability.</td>
<td>2004</td>
<td>132,000</td>
<td>Rates TVWD</td>
<td>TVWD</td>
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<tr>
<td>167</td>
<td>W</td>
<td>P-4</td>
<td>P-4: 12&quot; Pipeline</td>
<td>NW Baseline from 201st to 197th</td>
<td>See Map</td>
<td>2005</td>
<td>42,000</td>
<td>SDC TVWD</td>
<td>TVWD</td>
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<tr>
<td>168</td>
<td>W</td>
<td>P-6</td>
<td>P-6: 16&quot; Pipeline</td>
<td>See Map</td>
<td>Upgrade 9,600 linear ft of 16-inch pipeline.</td>
<td>2006</td>
<td>1,408,000</td>
<td>SDC/Rates TVWD</td>
<td>TVWD</td>
<td></td>
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<tr>
<td>169</td>
<td>W</td>
<td>P-3</td>
<td>P-3: 16&quot; Pipeline</td>
<td>Kinnaman from 185th to 198th</td>
<td>Upgrade 4,040 feet of 16-inch water pipeline.</td>
<td>2006</td>
<td>589,000</td>
<td>SDC/Rates TVWD</td>
<td>TVWD</td>
<td></td>
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<tr>
<td>170</td>
<td>W</td>
<td>PS-1</td>
<td>189th Pump Station Upgrade</td>
<td>189th and Hart Rd.</td>
<td>Upgrade pumping station and ventilation system</td>
<td>2006</td>
<td>589,000</td>
<td>SDC TVWD</td>
<td>TVWD</td>
<td></td>
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<tr>
<td>171</td>
<td>W</td>
<td>R-6</td>
<td>Grabhorn Reservoir #2</td>
<td>near Leland Dr and Miki Ct.</td>
<td>15 MG (Steel-Ground Level)</td>
<td>2005</td>
<td>7,020,000</td>
<td>SDC TVWD</td>
<td>TVWD</td>
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<tr>
<td>172</td>
<td>W</td>
<td>S-1 A</td>
<td>Aquifer Storage and Recharge (ASR)</td>
<td>Undetermined</td>
<td>4 MGD Groundwater injection and recovery system</td>
<td>2003</td>
<td>4,000,000</td>
<td>SDC TVWD</td>
<td>TVWD</td>
<td></td>
</tr>
<tr>
<td>173</td>
<td>W</td>
<td>S-1 B</td>
<td>Aquifer Storage and Recharge (ASR)</td>
<td>Undetermined</td>
<td>3.5 MGD Groundwater injection and recovery system</td>
<td>2006</td>
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### Capital Improvement List

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**Note:** This project list does not obligate the City (or other service providers) to build the projects listed below.
Note: This project list does not obligate the City or other service providers to build the projects listed below.

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<th>Count</th>
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Subtotal: $48,384,100

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<td>D 1999K Morgan Road Noland Street to outfall</td>
<td>Reline 479' of 18&quot; pipe</td>
<td>45,243 Utility Funds</td>
<td>CWS</td>
<td></td>
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</tbody>
</table>
**Type Key**

- **T** = Transportation  
- **W** = Water  
- **SS** = Sanitary Sewage  
- **D** = Storm Water  
- **P** = Parks and Recreation

---

**CITY OF HILLSBORO**  
**Public Facility Plan**  
**Capital Improvement List**

### 20-Year CIP Projects

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
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<tbody>
<tr>
<td>241</td>
<td>D</td>
<td>1999L</td>
<td>Lincoln Street</td>
<td>Lincoln and 14th Avenue</td>
<td>Reline 320’ of 8” pipe from manhole to outfall</td>
<td>2003</td>
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<td>CWS</td>
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<td>242</td>
<td>D</td>
<td>1998-4</td>
<td>Garabaldi Storm Sewer</td>
<td>SE 234th Avenue</td>
<td>Install 2500’ of 16” and 400’ of 12” line</td>
<td>2004</td>
<td>377,025</td>
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<td>CWS</td>
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<td>D</td>
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<td>SE 234th Avenue</td>
<td>Connell to 317th Avenue</td>
<td>Drainage improvements</td>
<td>2006-2020</td>
<td>68,550</td>
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<td>SW 239th</td>
<td>SW 239th</td>
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<td>SW 239th</td>
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<td>SE 24th Avenue</td>
<td>SE 24th</td>
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<td>1995-10</td>
<td>NW Garabaldi Street Drainage</td>
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<td>2003</td>
<td>205,650</td>
<td>Utility funds</td>
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<td>250</td>
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<td>2000-2</td>
<td>NE Sunrise Lane</td>
<td>Jackson School Rd to 17th Ave</td>
<td>Install 5600’ of 12” to 30” drainage lines</td>
<td>2002</td>
<td>822,600</td>
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<td>251</td>
<td>D</td>
<td>2000-3</td>
<td>SE Bentley Road Storm Sewer</td>
<td>between SE 40th and SE 43rd</td>
<td>Install 250’ of 12” storm sewer</td>
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<td>75,405</td>
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<td>2000-1</td>
<td>NE 3rd Avenue Storm Sewer</td>
<td>from NE Grant to the end of NE 3rd Ave</td>
<td>Install 2000’ of 18” storm sewer</td>
<td>2001</td>
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<td>253</td>
<td>D</td>
<td>Table D- Basin C 1a</td>
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<td>Replace 2100’ of storm lines ranging from 15” to 30”</td>
<td>2006-2020</td>
<td>205,650</td>
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<td>254</td>
<td>D</td>
<td>Table D- Basin F 1b</td>
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<td>Replace approximately 2340’ of storm lines ranging in size from 15” to 24”</td>
<td>2006-2020</td>
<td>616,990</td>
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<td>Table D- Basin G 1c</td>
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<td>Replace 2445’ of storm lines ranging in size from 15” to 24” and 12 manholes</td>
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<td>D</td>
<td>Table D- Basin I 1d</td>
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<td>Install 320’ of 18” to 24” storm lines and 5 manholes</td>
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<td>27,420</td>
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<td>CWS</td>
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<tr>
<td>257</td>
<td>D</td>
<td>Table D- Basin J 1e</td>
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<td>Replace 405’ of storm lines with 15” pipe and replace 2 manholes</td>
<td>2006-2020</td>
<td>41,130</td>
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<td>D</td>
<td>Table D- Basin K 1f</td>
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<td></td>
<td>Replace approximately 325’ of storm lines ranging in size from 15” to 36” and replace 13 manholes</td>
<td>2006-2020</td>
<td>404,445</td>
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<td>CWS</td>
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### City of Hillsboro Public Facility Plan

#### Capital Improvement List

<table>
<thead>
<tr>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
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</thead>
<tbody>
<tr>
<td>2006-2020</td>
<td>1,083,090</td>
<td>Utility funds CWS</td>
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<tr>
<td>2006-2020</td>
<td>767,760</td>
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<tr>
<td>2006-2020</td>
<td>1,158,495</td>
<td>Utility funds CWS</td>
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</tbody>
</table>

#### Project List

- **259 D Table D-1g**
  - **Basin L** from NE Arrington Rd and west of Cornell, replace storm lines throughout the basin south and west to NE Grant Ave and 8th Avenue
  - Replace around 9,300' of storm lines ranging from 15" to 42" and 26 manholes
  - **2006-2020**
  - **Cost Est.** 1,083,090
  - **Funding** Utility funds CWS

- **260 D Table D-1h**
  - **Basin M** from NE Darby St and 21st Ave south to NE Grant St and from about NE 22nd Avenue to NE 16th Ave on NE Grant
  - Replace around 5,980' of storm lines w/ pipes ranging from 15" to 48" and 27 manholes
  - **2006-2020**
  - **Cost Est.** 767,760
  - **Funding** Utility funds CWS

- **261 D Table D-1i**
  - **Basin N** along N 1st Ave from NE Grant to SE Walnut and along NE 3rd Ave from E Main to SE Walnut
  - Replace 6,645' of storm lines from 15" to 48" and 21 manholes
  - **2006-2020**
  - **Cost Est.** 1,158,495
  - **Funding** Utility funds CWS

- **262 D**
  - **Citywide Update Surface Water Master Plan**
  - **2005**
  - **Cost Est.** 150,000
  - **Funding** Utility funds and SDCs

- **263 P**
  - **Evergreen Park Park Planning Neighborhood #13**
  - **Neighborhood Park**
  - **2001-2002**
  - **Cost Est.** 750,000
  - **Funding** SDCs Hillsboro

- **264 P**
  - **Rock Creek Greenway Park Planning Neighborhood #13**
  - **Urban Area Park**
  - **2001-2002**
  - **Cost Est.** 400,000
  - **Funding** SDC and SWM Hillsboro and CWS

- **265 P**
  - **Rood Bridge Phase IV Hilhi Park Planning Neighborhood**
  - **Urban Area Park**
  - **2001-2002**
  - **Cost Est.** 500,000
  - **Funding** SDC, Grants, and Donations Hillsboro

- **266 P**
  - **Cultural Arts Center Downtown Park Planning Neighborhood**
  - **Facility**
  - **2001-2002**
  - **Cost Est.** 1,000,000
  - **Funding** SDC, Donations Hillsboro

- **267 P**
  - **Jones Farm Park Sunrise Lane Park Planning Neighborhood**
  - **Neighborhood Park**
  - **2001-2002**
  - **Cost Est.** 200,000
  - **Funding** SDCs Hillsboro

- **268 P**
  - **Cornelius Pass/Frances Street Site**
  - **Frances Street Park Planning Neighborhood**
  - **Neighborhood Park**
  - **2002-2003**
  - **Cost Est.** 1,200,000
  - **Funding** SDCs Hillsboro

- **269 P**
  - **Frances Street Site**
  - **Frances Street Park Planning Neighborhood**
  - **Neighborhood Park**
  - **2002-2003**
  - **Cost Est.** 1,000,000
  - **Funding** SDCs Hillsboro

- **270 P**
  - **Rock Creek Greenspace Site**
  - **Park Planning Neighborhood #14**
  - **Urban Area Park**
  - **2002-2003**
  - **Cost Est.** 1,000,000
  - **Funding** SDC and Grants Hillsboro and Metro

- **271 P**
  - **Dairy Creek/Walnut Street McKinney Park Planning Neighborhood**
  - **Community Park**
  - **2003-2004**
  - **Cost Est.** 500,000
  - **Funding** SDCs Hillsboro

- **272 P**
  - **Drake Lane Greenspace Site**
  - **Frances Street Park Planning Neighborhood**
  - **Urban Area Park**
  - **2003-2004**
  - **Cost Est.** 500,000
  - **Funding** SDC and Grants Hillsboro and Metro

- **273 P**
  - **Soloflex Site**
  - **Orenco Park Planning Neighborhood**
  - **Community Park**
  - **2004-2005**
  - **Cost Est.** 2,000,000
  - **Funding** SDCs Hillsboro

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Note: This project list does not obligate the City or other service providers to build the projects listed below.

Type Key

- T = Transportation
- W = Water
- SS = Sanitary Sewage
- D = Storm Water
- P = Parks and Recreation
### 20-Year CIP Projects

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
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<tr>
<td>274</td>
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<td>Landfill Site</td>
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<td>2006-2020</td>
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<td>Acquisition need at 2015</td>
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<td>283</td>
<td>W</td>
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<td>284</td>
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<td>Con. &quot;A&quot; 12&quot; Sanitary Sewer</td>
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<tr>
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<td>SS</td>
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</tbody>
</table>

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Public Facilities Plan, December 2001

Shading indicates missing or incomplete information
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Cost Est.</th>
<th>Funding</th>
</tr>
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<tbody>
<tr>
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<td>Shute Road Industrial Site</td>
<td>1300 feet of sewer forcemain 2004-2010</td>
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<td>287 SS Con. &quot;B&quot; 8&quot; Sanitary Sewer Forcemain</td>
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<td>1900 feet of sewer forcemain 2004-2010</td>
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<td>288 SS Con. &quot;A&quot; Sanitary Lift Station</td>
<td>Shute Road Industrial Site</td>
<td>1 Sanitary Lift Station 2004-2010</td>
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<td>288 SS Con. &quot;B&quot; Sanitary Lift Station</td>
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<td>1 Sanitary Lift Station 2004-2010</td>
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<td>289 D Con. &quot;B&quot; 18&quot; Storm Sewer</td>
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<td>4900 feet of sewer line 2004-2010</td>
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<td>290 D Con. &quot;B&quot; 21&quot; Storm Sewer</td>
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<td>292 D Con. &quot;B&quot; 27&quot; Storm Sewer</td>
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<td>293 D Con. &quot;A&quot; 30&quot; Storm Sewer</td>
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<td>800 feet of sewer line 2004-2010</td>
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<tr>
<td>293 D Con. &quot;B&quot; 30&quot; Storm Sewer</td>
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<td>800 feet of sewer line 2004-2010</td>
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<td>294 D Con. &quot;A&quot; 36&quot; Storm Sewer Culvert Crossing</td>
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<td>75 feet of sewer culvert crossing 2004-2010</td>
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<td>294 D Con. &quot;B&quot; 36&quot; Storm Sewer Culvert Crossing</td>
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<td>75 feet of sewer culvert crossing 2004-2010</td>
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<td>295 D Con. &quot;A&quot; Downstream Upgrades</td>
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<td>296 T Con. &quot;A&quot; Huffman Road</td>
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<td>2600 foot extension of Huffman Road 2004-2010</td>
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<td>296 T Con. &quot;B&quot; Huffman Road</td>
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<td>297 T Con. &quot;A&quot; Shute Road southbound right-turn lane at Huffman Road</td>
<td>Shute Road Industrial Site</td>
<td>300 foot right-turn lane 2004-2010</td>
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<td>297 T Con. &quot;B&quot; Shute Road southbound right-turn lane at Huffman Road</td>
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<tr>
<td>298 T Con. &quot;A&quot; Huffman and Shute Road Intersection Sign</td>
<td>Shute Road Industrial Site</td>
<td>1 intersection signal 2004-2010</td>
<td>$360,000.00</td>
<td>SDCHillsboro</td>
</tr>
<tr>
<td>298 T Con. &quot;B&quot; Huffman and Shute Road Intersection Sign</td>
<td>Shute Road Industrial Site</td>
<td>1 intersection signal 2004-2010</td>
<td>$360,000.00</td>
<td>SDCHillsboro</td>
</tr>
<tr>
<td>Count</td>
<td>Type</td>
<td>Item</td>
<td>Project</td>
<td>Location</td>
</tr>
<tr>
<td>-------</td>
<td>------</td>
<td>------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>299</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>253rd Avenue Half Street (North of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>299</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>253rd Avenue Half Street (North of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>300</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>253rd Avenue Half Street (South of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>300</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>253rd Avenue Half Street (South of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>301</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>253rd Avenue southbound right-turn lane</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>301</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>253rd Avenue southbound right-turn lane</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>302</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>253rd Avenue and Evergreen Road Intersection Signal</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>302</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>253rd Avenue and Evergreen Road Intersection Signal</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>303</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>(Deduct) 253rd Avenue Half Street (South of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>303</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>(Deduct) 253rd Avenue Half Street (South of Huffman)</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>304</td>
<td>T</td>
<td>Con. &quot;A&quot;</td>
<td>(Add Dawson Creek Drive Alternate) Cost to realign 253rd Avenue to entry at Dawson Creek Drive</td>
<td>Shute Road Industrial Site</td>
</tr>
<tr>
<td>304</td>
<td>T</td>
<td>Con. &quot;B&quot;</td>
<td>(Add Dawson Creek Drive Alternate) Cost to realign 253rd Avenue to entry at Dawson Creek Drive</td>
<td>Shute Road Industrial Site</td>
</tr>
</tbody>
</table>

Subtotal w Shute Rd Con. A $6,351,774.00
Subtotal w Shute Rd Con. B $6,396,246.00
### City of Hillsboro

#### Public Facilities Plan

<table>
<thead>
<tr>
<th>Item</th>
<th>Project Description</th>
<th>Location</th>
<th>Year</th>
<th>Cost Est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>305</td>
<td>T Local SE Alexander Street Extension</td>
<td>Extend west from SW 247th Ave to the Davis Rd extension</td>
<td>2005</td>
<td>$2,084,000</td>
</tr>
<tr>
<td>306</td>
<td>T Local SE Brookwood Ave Improvements</td>
<td>SW 247th Ave/SE Brookwood Ave between Witch Hazel Rd &amp; SE Alexander St</td>
<td>2005</td>
<td>$271,600</td>
</tr>
<tr>
<td>307</td>
<td>T Local SE Davis Rd Extension</td>
<td>Extend Davis Rd from the middle of the Witch Hazel Elementary School 3 lanes (include on-street parking, bike lanes, and sidewalks on both sides of the street.</td>
<td>2005</td>
<td>$640,600</td>
</tr>
<tr>
<td>308</td>
<td>T Local Roundabouts</td>
<td>Two on Davis Road, one at Alexander and 247th Avenue</td>
<td>2005</td>
<td>$922,300</td>
</tr>
<tr>
<td>309</td>
<td>T Local SE River Rd/SE Rood Roundabout</td>
<td>Roundabout at intersection of SE River Rd and SE Davis Rd</td>
<td>2006</td>
<td>$402,700</td>
</tr>
<tr>
<td>310</td>
<td>T Local SW 229th Ave/SE Alexander St Signalization</td>
<td>Signal installation at SW 229th Ave/SE Alexander St</td>
<td>2006</td>
<td>$196,600</td>
</tr>
<tr>
<td>311</td>
<td>T Local SW 234th Ave/SE Alexander St Signalization</td>
<td>Signal installation at SW 234th Ave/SE Alexander St</td>
<td>2006</td>
<td>$240,400</td>
</tr>
<tr>
<td>312</td>
<td>T Local SE River Rd/SE Rood Bridge Rd Improvements</td>
<td>SE River Rd/SE Rood Bridge Rd Intersections</td>
<td>2006</td>
<td>$235,600</td>
</tr>
<tr>
<td>313</td>
<td>T Local SE Witch Hazel Rd/SE River Rd Signalization</td>
<td>Signal installation at SE Witch Hazel Rd/River Rd Intersection</td>
<td>2006</td>
<td>$160,500</td>
</tr>
<tr>
<td>314</td>
<td>T Local River Rd/TV Highway Improvements</td>
<td>River Rd/TV Highway Intersection</td>
<td>2006</td>
<td>$199,600</td>
</tr>
<tr>
<td>315</td>
<td>T Local Brookwood Ave/TV Highway Improvements</td>
<td>SW 247th Ave/SE Brookwood Ave/TV Hwy realignment</td>
<td>2007</td>
<td>$3,685,800</td>
</tr>
<tr>
<td>316</td>
<td>T Local SW 229th Ave/TV Highway Improvements</td>
<td>SW 229th Ave/TV Highway Intersection</td>
<td>2006</td>
<td>$912,700</td>
</tr>
</tbody>
</table>
### 20-Year CIP Projects

<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project Details</th>
<th>Location Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Agency</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>317</td>
<td>T</td>
<td>local</td>
<td>Cornelius Pass Rd/TV Highway Improvements</td>
<td>Cornelius Pass Rd/TV Highway Intersection</td>
<td>Eastbound left-turn lane</td>
<td>Medium</td>
<td>617,000</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>318</td>
<td>T</td>
<td>local</td>
<td>SW 209th Ave/TV Highway Improvements</td>
<td>SW 209th Ave/TV Highway Intersection</td>
<td>Northbound and southbound right-turn lanes</td>
<td>Medium</td>
<td>1,165,300</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>319</td>
<td>T</td>
<td>local</td>
<td>Footpath</td>
<td>Footpath crossing Witch Hazel Creek in the Witch Hazel Village Planning area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>320</td>
<td>T</td>
<td>local</td>
<td>Bike and Pedestrian Pathways</td>
<td>located along Witch Hazel Creek &amp; Gordon Creek in the Witch Hazel Village Planning area</td>
<td></td>
<td></td>
<td></td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>321</td>
<td>P</td>
<td>local</td>
<td>Civic Plaza</td>
<td>Located at the intersection of 247th Avenue and Davis Rd in the Witch Hazel Village Community Plan area</td>
<td>Construction of plaza at 247th Ave/Davis Rd in the Witch Hazel Village Neighborhood</td>
<td></td>
<td>425,000</td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>322</td>
<td>P</td>
<td>local</td>
<td>Allee's</td>
<td>Radiating from the civic plaza in the Witch Hazel Village Planning area</td>
<td>Pedestrian walkways lined with trees. Designed to be primarily an urban greenway providing &amp; designed to provide pedestrian connectivity to the system of parks in the Witch Hazel Village Community</td>
<td></td>
<td></td>
<td>Hillsboro</td>
<td></td>
</tr>
<tr>
<td>322</td>
<td>P</td>
<td>local</td>
<td>Traffic Diamonds</td>
<td>In the Witch Hazel Village Community Planning area, near the high density housing</td>
<td>Small gardens that function as traffic diamonds; planted with flowers or shrubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>323</td>
<td>P</td>
<td>local</td>
<td>Linear Parkways</td>
<td>Located in the Witch Hazel Village Planning area</td>
<td>2.5 acres each; tree-lined lawn areas set between one-way travel lanes</td>
<td></td>
<td>55,200</td>
<td>Hillsboro</td>
<td></td>
</tr>
</tbody>
</table>

Subtotal: 11,734,700

Subtotal: 480,200

---

Note: This project list does not obligate the City or other service providers to build the projects listed below.

Type Key
- T = Transportation
- W = Water
- SS = Sanitary Sewage
- D = Storm Water
- P = Parks and Recreation
<table>
<thead>
<tr>
<th>Count</th>
<th>Type</th>
<th>Item</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Year</th>
<th>Cost Est.</th>
<th>Funding</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>324</td>
<td>CA</td>
<td>local Center Green Strip</td>
<td>Davis Rd “B” West Roundabout to River Rd / East Roundabout to SW 234th Ave</td>
<td>Landscaped median in center of roadway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>325</td>
<td>SS</td>
<td>local</td>
<td>8-inch sanitary sewer line</td>
<td>Located in future SW Davis Rd right-of-way, between SW 247th Ave &amp; SW River Rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>326</td>
<td>SS</td>
<td>local</td>
<td>36-inch trunk line</td>
<td>Located in River Rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>327</td>
<td>SS</td>
<td>local</td>
<td>Pump Station</td>
<td>Located in River Rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>328</td>
<td>SS</td>
<td>local</td>
<td>10-inch &amp; 18-inch forcemains</td>
<td>Designed to transport sewer over the Witch Hazel Creek culvert to Rock Creek Wastewater Treatment Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: This project list does not obligate the City or other service providers to build the projects listed below.
CHAPTER 17

DESIGN TYPE DESIGNATIONS
SECTION 34

DESIGN TYPE
DESIGNATIONS MAP

Design Types
- City of Hillsboro
- Urban Growth Boundary
- Regional Center
- Employment District
- Transit Station Community
- Town Center
- Village Center
- Neighborhood Center
- Corridor

Other Designations
- Urban Reserve Area
- Undesignated
- Senate Bill 122 Area
- Plan Area
- Jackson East
- Historic Neighborhood
- Park or Open Space
- Undeveloped / Proposed Park or Open Space

Community Assets
- Library
- Community Center
- Planned Community Center
- School Site
- Proposed School Site
- Higher Education Site
- Light Rail
- Light Rail Station
Sidewalk scene in Downtown Hillsboro
CHAPTER 18

SUPPORTING MATERIALS
**SECTION 35**

**GLOSSARY**

**Active Recreation.** A type of recreation or activity that generally requires the use of designated areas and structure improvements, including, but not limited to, sports fields and courts, indoor and outdoor aquatic facilities, exercise facilities, and various forms of structured play equipment and facilities.

**Active Transportation.** Any form of human-powered transportation and wheelchairs or other mobility devices meeting the requirements of the Americans with Disabilities Act, including walking, bicycling, the use of strollers, in-line skating, and skateboarding.

**Adaptive Management.** A systematic approach for improving natural resource management by learning from management outcomes. Adaptive approaches often involve exploring alternative ways to meet management objectives, predicting the outcomes of alternatives based on the current state of knowledge, implementing one or more of these alternatives, monitoring to learn about the impacts of management actions, and then using the results to update knowledge and adjust management actions.

**Adaptive Reuse.** Reusing an old site or building for a purpose other than that for which it was built or designed.

**Administrative Decision.** A decision on an administrative permit or application made by City staff based on reasonably objective approval criteria that require only limited discretion in application. Administrative decisions require public notice and an opportunity for appeal, but do not require a public hearing. A final decision to approve or deny an administrative matter must be made unless the application is withdrawn.

**Affected Government Agencies.** Local governments, state and federal agencies, and special districts which have programs, land ownerships, or responsibilities within the area included in the Comprehensive Plan.

**Affordable Housing.** Housing that serves extremely low-, very low-, and low-income households. In determining affordability, the cost of housing, utilities, and transportation are considered. The U.S. Department of Housing and Urban Development defines “affordable” as housing that costs no more than 30 percent of a household’s monthly income.

**Alternative Fuel Vehicle Infrastructure.** Systems and equipment that support the use of motor vehicles that utilize energy sources other than petroleum-based fuels, such as electricity, natural gas, propane, and biodiesel. Infrastructure components may include items such as charging stations, fueling and distribution systems, and storage systems.

**Alternative Fuel Vehicles.** Motor vehicles that utilize energy sources other than petroleum-based fuels, such as electricity, natural gas, propane, and biodiesel.

**Amenities.** A desirable or useful feature or facility of a building or place.

**Architectural Integrity.** The degree to which a building or structure has kept its original massing and detailing.
At-Risk Buildings. Buildings with little or no structural integrity that are unlikely to withstand a natural hazard event, such as an earthquake. Often these include structures built prior to 1980 using construction techniques now known to be inadequate for protection in the event of an earthquake. Structural retrofits can remove a building from at-risk status.

At-Risk Species. Fish and wildlife species that have been identified for some measure of protection, for example through the Endangered Species Act, or by similar classifications.

Bed and Breakfast Inn. A residential building or group of residential buildings with separate bedroom units for travelers’ temporary accommodation.

Beneficial Insects. Insect species that perform valued services including pollination and pest control. Supporting beneficial insects is one element of integrated pest management approaches.

Biodiversity. The variety of life and its processes, including the variety of living organisms, the genetic differences among them, and communities and ecosystems in which they occur.

Biosolids. Nutrient-rich organic materials resulting from the treatment of domestic wastewater in a treatment facility. When treated and processed, these residuals can be recycled and applied as fertilizer to improve and maintain productive soils and stimulate plant growth.

Capital Improvement. Facilities or assets used for the following: water supply, treatment, and distribution; wastewater collection, transmission, treatment and disposal; drainage and flood control; transportation; or parks and recreation. Capital improvement does not include costs of the operation or routine maintenance of capital improvements.

Capital Improvement Program. A list of the capital improvements that the City intends to fund, in whole or in part, with revenues from an improvement fee and the estimated cost, timing, and percentage of costs eligible to be funded with revenues from the improvement fee for each improvement.

Cascading Hazards. Hazard events or conditions that occur as a result of a primary hazard in which effects may be transferred or multiplied in a new medium. For example, a seismic event could be a primary hazard and a flood, failed bridge, or hazardous material spill that occurs as a result of that event would be the cascading hazard.

Civic Uses. Land uses that serve a public function or provide a public amenity, including libraries, public safety facilities, post offices, schools, community centers, places of worship, cultural and recreational facilities (other than a park), and similar uses.

Clean Fuels. Fuels that generate lower carbon emissions over their lifecycle (production, transport, storage, and use) than the standard for the fuel it replaces, including most types of ethanol, biodiesel, natural gas, biogas, electricity, propane, and hydrogen.

Clean Water Services (CWS). An agency created by Washington County voters in 1970 to consolidate wastewater treatment plants, which has since become the lead agency for implementing federal stormwater permit requirements in the Tualatin River watershed.

Climate Change Adaptation. Actions that aim to manage risks from climate change impacts, protect communities, and strengthen the community’s ability to adapt to changing conditions.

Climate Change Mitigation. Actions that aim to reduce greenhouse gas emissions in order to slow climate change.
Community Garden. Land used by multiple users for the cultivation of fruits, vegetables, plants, flowers, or herbs for personal use, consumption, donation, or limited occasional sale, often arranged into individually-managed plots.

Community Plan. A community plan or “area-specific refinement plan” means any plan, planning document or coordinated set of planning policies, which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific area of the City. An area-specific refinement plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. It may contain a map, policy statements, and recommendations relating to development densities, public facility and utility improvements, and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. An area-specific refinement plan must be consistent with the Statewide Planning Goals and the Comprehensive Plan.

Community Supported Agriculture (CSA). A farm operation supported by a group of individual or household member shareholders providing mutual support, and sharing the risks and benefits of food production. Members typically pledge in advance to cover the anticipated costs of farm operations, and in return are granted a share in the crop yield. Distributions to members are often regularly scheduled and are either delivered directly or made available for pickup.

Compatibility. The capability of adjacent uses to exist together without significant discord or disharmony.

Compatible. The ability of adjacent uses to exist together without significant discord or disharmony.

Compatible Species. Non-invasive fish and wildlife species whose existence in an urban context does not create significant ecological discord or disharmony.

Construction Material Efficiency. The sourcing of construction materials, reduction of construction materials, and reuse of construction materials for beneficial use other than disposal.

Cool Pavements. A range of established and emerging materials that tend to store less heat and may have lower surface temperatures compared with conventional products.

Cool Roofs. Roof surfaces designed to reflect radiation from the sun, reducing heat reflection and transfer into the building.

Cooperative Housing. A non-traditional housing model that is designed to foster an intentional community and cooperation, while preserving independence. Cooperative housing often combines the autonomy of private dwellings with the advantages of community living by clustering private residences near shared facilities.

Corridors. See Design Type Designations in Section 2, Design & Development.

Cottages. A grouping of small, single-family dwelling units clustered around a common area and developed with a coherent plan for the entire site.

Crime Prevention Through Environmental Design (CPTED). A multi-disciplinary approach to deterring criminal behavior through thoughtful building and site design, including access control, landscaping, sight lines, visibility, lighting, entrance placement, and access and egress paths.

Criteria Pollutants. Six common air pollutants designated by EPA under the 1970 Clean Air Act as harmful to human health
and the environment, including: carbon monoxide, ozone, particulate matter, nitrogen oxides, sulfur oxides, and lead.

**Critical Infrastructure.** The means by which critical services are delivered or conveyed; for example, power lines, water systems, communication networks, and transportation routes.

**Critical Services.** Utilities and infrastructure that provide vital life services, such as electricity and potable water.

**Cultural Resource.** Any building, structure, site, or object included on the Cultural Resource Inventory.

**Cultural Resources Inventory.** The list of buildings, structures, sites, and objects within the City recognized by City Council Resolution as being culturally significant.

**Cultural Sites.** Areas characterized by evidence of an ethnic, religious, or social group with distinctive traits, beliefs, and social forms, including archaeological sites.

**CWS Design and Construction Standards.** CWS engineering standard documents that specify how public and private improvements (e.g., utility infrastructure, roadways) will be designed, constructed, and maintained.

**Density.** A measure of the intensity of development on a net acre of developable land. Residential density is measured in number of dwelling units per net acre. Non-residential density or intensity may be measured by floor area ratio. The methodology for calculating density is included in Section 12.50.120 of the Hillsboro Community Development Code.

**Design and Construction Standards.** CWS and the City of Hillsboro both have engineering guidance documents that specify how public and private improvements (e.g., utility infrastructure, roadways) will be designed and constructed.

**Detention.** In the context of stormwater, this term refers to the practice of slowing down the rate at which urban stormwater runoff reaches a waterway. Detention often refers to a manmade pond-like impoundment facility that captures rainfall and gradually releases it.

**Development.** Any man-made change to real property in the City, including but not limited to construction or installation of a building or other structure, major site alterations such as grading or paving, or improvements for use as parking. Vegetation removal outside the boundaries of a Significant Natural Resource Area is not development.

**Development-ready.** Lands available for development within 180 days, with appropriate zoning to allow industrial or traded-sector uses.

**Distributed Systems.** Shared resource generation, distribution, and management using decentralized sources.

**Ecodistricts.** Areas, typically located in centers, where energy, water, and resource-efficiency approaches are co-developed at district scale with multiple buildings, sometimes including district energy systems and other shared systems.

**Economic Resiliency.** Reducing the vulnerability of economies to crises and strengthening their capacity to absorb and overcome severe economic shocks while supporting strong growth.

**Ecosystem.** A biological community of interacting organisms and their physical environment.

**Ecosystem Services.** The benefits that natural environments provide to human communities. These services are typically organized
into four broad categories: provisioning (i.e., water and timber), regulating (i.e., flood control), supporting (i.e., habitats), and cultural (i.e., recreation).

**Education Providers.** Public or private entities providing state-mandated basic education to students in kindergarten through 12th grade and state-accredited public or private colleges, universities, and institutions which offer courses of study leading to an associate, bachelors, and/or advanced degree or trade certification.

**Educational Institutions.** Public and private entities that provide instructional or education-related services to individuals and/or other educational institutions.

**Employment Areas.** See Design Type Designations in Section 2, Design & Development.

**Engineering Documentation.** Reports, plans, and data (e.g., photographs, location, attributes, calculations) regarding designs for engineered facilities.

**Environmental Sustainability.** Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Essential Facilities.** Hospitals, fire and police stations, structures containing water or fire-suppression materials, emergency vehicle shelters and garages, standby power generating equipment for essential facilities, and government communication centers or other facilities required in emergency response.

**Farmers’ Market.** An open-air market, often seasonal, where fresh fruits, produce, flowers, and related value-added products such as jams, jellies, sauces, and baked goods are sold by food producers and artisans directly to consumers.

**Food Systems Plan.** A community-wide plan that examines issues and sets policies concerning local food production, processing, distribution and access, consumption, resource use, and waste management, as well as associated supporting activities and regulatory institutions.

**Four-sided Architecture.** Using an integrated design on all sides of a structure so that, no matter what vantage point it is viewed from, the design is never interrupted and all the parts are perceived as part of a unified whole.

**Floodplain.** The area subject to inundation by the base flood as identified on the Flood Insurance Rate Map (FIRM). The floodplain includes both the floodway and flood fringe. The base flood is one that has a 1 percent chance of being equaled or exceeded in any given year, also referred to as the “100-year flood.”

**Freight Users.** Companies that produce, receive, or transport freight on the local and regional transportation network.

**Gentrification.** An under-valued area that becomes desirable, resulting in rising property values and changes to demographic and economic conditions of the neighborhood. These changes sometimes include a shift from lower income to higher income households, and often there is a change in racial and ethnic make-up of the neighborhood’s residents and businesses.

**Government-Assisted Affordable Housing.** Housing that is made affordable through public subsidies and/or agreements or statutory regulations that restrict or limit resident income levels and/or rents. Government-assisted affordable housing generally provides housing for households that otherwise could not afford adequate housing at market rates.

**Graywater.** Shower and bath wastewater, bathroom sink wastewater, kitchen sink wastewater, and laundry.
wastewater. Graywater does not mean toilet or garbage wastes or wastewater contaminated by soiled diapers.

**Green Infrastructure.** Public or private assets—either natural resources or engineered green facilities—that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, ecoroofs, bioswales, wetlands, and natural waterways.

**Green Roof.** A roof of a building that is partially- or completely covered with vegetation over a growing medium and waterproofing membrane with many benefits including saving energy and reducing urban heat island effect.

**Green Streets.** A right-of-way that, through a variety of design and operational treatments, gives priority to pedestrian circulation and open space over other transportation uses. The treatments may include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features.

**Greenways.** A linear, vegetated open space typically associated with a naturally occurring corridor such as a stream or river, set aside for recreational use and/or natural resource protection.

**Greenhouse Gas.** Any gas that traps heat in the atmosphere, creating a “greenhouse effect.” Greenhouse gases include: carbon dioxide, methane, nitrous oxide, ozone, and fluorinated gases.

**Habitat Corridors.** A link of wildlife habitat, generally of vegetated land cover, that joins two or more larger areas of wildlife habitat and facilitates wildlife migration.

**Habitat-Friendly.** Strategies to provide habitat for, and prevent harm to, native resident and migratory wildlife. Strategies also involve development design and practices that limit the amount of light, noise, vibration, and other disturbance or hazards that negatively affect wildlife and wildlife habitat, improve wildlife access and passage, and minimize the impact of construction on and in waterways, and on terrestrial species (such as nesting birds).

**Habitat-Friendly Development.** A range of development techniques and activities used to reduce detrimental impact on fish and wildlife habitat relative to traditional development practices.

**Hazardous Materials.** A substance or material capable of posing an unreasonable risk to health, safety, or property when transported in commerce.

**Hazardous Materials Storage Facilities.** Structures housing, supporting, or containing sufficient quantities of toxic or explosive substances to be of danger to the safety of the public if released.

**Health and Education Campuses.** Essential healthcare and education service providers in a defined geographic area that serve as a major sources of jobs, workforce development, and innovation.

**High-Capacity Transit.** Public transit using vehicles that make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit service can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus, using an exclusive right-of-way, a non-exclusive right-of-way, or a combination of both.

**High-Crash Locations.** Highway or road segments that are susceptible to an inordinate number of crashes, usually the result of poor road design, absence of appropriate traffic signing or signals, or lack of enforcement. Identification of high crash locations are a desirable part of the problem identification process.
High-Performance Building. Building design and construction performance exceeding code minimum requirements for energy efficiency, natural resource impact and durability, life-cycle performance, and occupant health and productivity.

Hillsboro Design & Construction Standards. City of Hillsboro engineering standard documents that specify how public and private improvements (e.g., utility infrastructure, roadways) will be designed and constructed.

Hillsboro Planning Area. Hillsboro City limits as well as unincorporated areas where the City is ultimately responsible for comprehensive planning and implementing regulations to govern future development per the urban planning intergovernmental agreement and other intergovernmental agreements with Washington County.

Historic Sites. Locations, structures, and/or objects that have local, regional, statewide, or national historical significance.

Historic Neighborhoods. See Design Type Designations in Section 2, Design & Development.

Home Occupations. A lawful business conducted on a residential property only by the principal residents and not more than two closely-related persons, where the business operation is secondary to the use of the dwelling. Standards for approval and operation of Home Occupations are contained in Section 12.40.170 of the Hillsboro Community Development Code.

Housing/Transportation Cost Burden. A consideration of both the costs for housing and costs for transportation to meet daily needs. A household’s ability to afford a house or apartment is most often measured by calculating the percentage of household income devoted to housing costs, the single biggest expense for most households. However, transportation costs are typically the second biggest draw on household income. The measure for the Portland Metro area is that households spending more than 50 percent of their income on housing and transportation are considered cost burdened.

Impervious Surface. Hard manmade surfaces such as driveways, parking lots, roads, sidewalks, and rooftops that prevent stormwater from sinking into the ground (infiltration). Impervious surface is a major contributor of both stormwater and pollutants to surface waters.

Improvement Fee. A fee for costs associated with capital improvements to be constructed.

Incubating Companies. New and start-up companies that require an array of business support resources and service to develop, such as physical space, capital, coaching, common services, and networking connections.

Indicator Species. A plant, animal, or other organism whose presence and/or condition serves as a measure of the environmental conditions that exist in a given locale.

Industry Clusters. Groups of similar and related firms in a defined geographic area that share common markets, technologies, and worker skill needs, and which are often linked by buyer-seller relationships.

Infill Development. Additional development on already developed lots, usually achieved through subdividing the lot or otherwise increasing its density.

Infiltration. To pass into or through (a substance) by filtering or permeating. Soils in Hillsboro generally have poor infiltration, so rainfall doesn’t sink into the ground. Instead, it ponds on the surface and contributes to nuisance flooding.
Soils with better infiltration produce less surface stormwater runoff.

**Integrity.** The degree to which a site or object has kept its original character.

**Intelligent Transportation Systems (ITS).** The application of a broad range of communications-based information, control, and electronics technologies to improve the efficiency and safety of transportation systems. ITS can be integrated into the transportation system infrastructure and in vehicles to help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, and improve safety.

**Intensity.** A description of the amount and characteristics of physical development on a given site, including both the quantity of gross building area developed, as well as the qualities of building mass, scale, transparency, and relationships to surrounding development.

**Invasive Species.** Plant, animal, or other species that are non-native to the ecosystem under consideration and whose introduction causes, or is likely to cause, economic or environmental harm, or harm to human health.

**Land Banking.** Aggregation of parcels of land for future development.

**Legal Non-Conforming Residential Uses.** A pre-existing residential use, which was legally-compliant prior to a change in the base zone to commercial or industrial.

**Legislative Decision.** A decision made by an elected or appointed Review Authority that involves a large geographic area containing many properties and/or the adoption or amendment of policy by ordinance. Legislative decisions require general public notice and a public hearing, but do not require a final decision to approve or deny a legislative matter.

**Level of Service (LOS).** A tool for evaluating system performance and identifying deficiencies for roadways, transit, and other motorized and non-motorized modes of travel. For example, roadway measures of level of service often assign criteria based on volume-to-capacity ratios. A qualitative measure describing operational conditions within a traffic stream from a motorist’s point of view. A level of service definition describes conditions in terms of speed and travel time, freedom to maneuver, and traffic interruptions. LOS is rated on a scale of A through F:

- A—Virtually free flow; completely unimpeded.
- B—Stable flow with slight delays; reasonably unimpeded.
- C—Stable flow with delays; less freedom to maneuver.
- D—High density but stable flow.
- E—Operating conditions at or near capacity; unstable flow.
- F—Forced flow, breakdown conditions.

> F—Severe congestion, demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period.

**Library Resources.** Information, resources, and services provided by a publicly-accessible library system, including but not limited to printed and electronic books and periodicals, audiovisual materials, internet or other online resources, other curated collections of items lent to patrons, and publicly-accessible meeting and browsing facilities.

**Lifeline Transportation Routes.** Transportation routes (e.g., streets, highways, and bridges) that support emergency response and recovery efforts by providing a backbone system that connects service providers, incident areas and essential supply lines.

**Limited Equity Cooperatives.** A cooperative that restricts the
amount of equity appreciation, or the resale price above the owner’s purchase price, that the cooperative owners may obtain upon resale of the cooperative share.

**List of Accessible Facilities.** A list of shelters and other facilities, as well as other information for public consumption, should be accessible to the public both online and offline in the event that internet service is unavailable during or immediately following a natural hazard. Information should be provided in English and Spanish, at minimum, with graphical content wherever possible; text should be printed in large format in order to be accessible to the greatest number of people.

**Livability.** The sum of the factors that add up to overall quality of life, including but not limited to the quality and sustainability of the built and natural environments, broad economic prosperity and resiliency, accessibility and mobility, availability of community amenities, social stability and equity, educational opportunity, and cultural, entertainment, and recreation possibilities.

**Low Impact Development.** A stormwater management and land development strategy applied at the parcel and subdivision scale that emphasizes conservation and use of onsite natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.

**Material Resource Efficiency.** The sourcing of construction materials, reduction of construction materials, and reuse of construction materials for beneficial use other than disposal.

**Mature Tree.** Deciduous trees of 8 inches or greater in diameter measured 4 feet above native grade, or coniferous trees 30 feet or taller in height, or as otherwise defined in standards for mature trees in the Hillsboro Community Development Code.

**Ministerial Decision.** A decision on a permit or application made by City staff based on clear and objective approval criteria that does not require exercise of policy or legal judgment. Notice and the right to appeal apply only to the applicant and a final decision to approve or deny a ministerial matter is required unless the application is withdrawn.

**Mobility Device.** Devices that facilitate individual human transportation for people with restrictions in their ability to move or be moved freely and easily.

**Mode.** The different means by which people and freight achieve mobility, such as cars, motorcycles, trucks, other vehicles, transit, bicycles, and walking.

**Moderate- and Low-Income Housing.** Typically based on annual Median Family Income (MFI) limits published by HUD. Households earning 0 to 30 percent MFI are “extremely low-income”; 31 to 50 percent MFI are “very low-income”; 51 to 80 percent MFI are “low-income”; and 81 to 120 percent MFI are “moderate-income.”

**MS4.** Municipal Separate Storm Sewer System, also known as an urban stormwater system. The US Environmental Protection Agency created the MS4 permitting framework under the Clean Water Act to help address stormwater impacts on our nation’s waterways.

**Multi-Modal.** Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles, and walking.

**Mutual Aid.** Cooperative service agreements between emergency response agencies to lend assistance across jurisdictional boundaries to mitigate the potential of an emergency to overwhelm the resource capabilities of a single agency.

**Natural Hazard Areas.** Land prone to natural hazards, such as...
those whose geologic conditions predispose them to earthquake, landslide, or sinkhole impacts, or whose location, within a 100-year floodplain or adjacent to wildlands, increases the likelihood of flood or wildfire.

**Natural Hazards.** Severe or extreme weather, climate, geologic, or fire events that occur naturally or as a result of a natural event (e.g., lightning, high winds).

**Neighborhood Centers.** See Design Type Designations in Section 2, Design & Development.

**Net Positive.** Producing more resources than are consumed, such as a building sending excess energy back into the electricity grid.

**New Development.** Development of a site that was previously unimproved or that has had previously existing buildings demolished.

**Nodes.** A concentration of activity, density, and intensity, often located along or at the intersection of multiple transportation corridors.

**Noise-Producing Land Use.** Uses that can be expected to regularly generate significant recurring, intermittent, or continuous noise emissions, often including but not limited to vehicular traffic, transportation facilities (e.g., airports, rail corridors, and stations), and certain industrial and commercial uses.

**Noise-Sensitive Land Use.** Uses that may be subject to stress and/or significant interference from noise, often including but not limited to parks, open space, residences, hospitals, hotels, schools, libraries, churches and similar uses. Occupied habitat for threatened or endangered wildlife species may also be considered noise-sensitive.

**Passive Recreation.** Low-intensity recreational areas and activities that are generally non-structured in their design, including, but not limited to, walking and hiking paths, open fields and lawn areas, picnic facilities, nature viewing areas, and natural areas.

**Passive Solar.** Site and development design to collect, store, and distribute solar energy in the form of building heat in the winter and to avoid building heat gain in the summer.

**Payment-In-Lieu.** An agreement between the City and developers where a developer voluntarily pays into an established fund or program instead of meeting a standard or providing a facility that would otherwise be required. Payments-in-lieu may be acceptable under programs related to district parking, natural resource mitigation, and stormwater management.

**Plan Areas.** See Design Type Designations in Section 2, Design & Development.

**Planning Area.** In Section 15, Public Facilities & Services, planning area corresponds to the adopted Hillsboro Urban Service Area.

**Pollutant-Emitting Land Uses.** Uses that can be expected to regularly generate significant recurring, intermittent, or continuous air pollutant emissions, often including but not limited to vehicular traffic, transportation facilities (e.g., airports, rail corridors, and stations), and certain industrial and commercial uses.

**Public Agency.** See public entity.

**Public Benefit Element Incentives.** The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits (as identified in the Hillsboro Community Development Code) are included in a project.

**Public Communications and Engagement Plan.** A public involvement plan which complies with Statewide Planning Goal 1 requirements to provide adequate notice on public involvement.
activities, advanced information on matters under consideration, and opportunities for community involvement in all phases of the planning process.

**Public Entity.** Refers to any elected or appointed authority under state law which is authorized to exercise a legislative, policy-making, quasi-judicial, administrative, or advisory function.

**Public Facilities Plan.** A plan, required by Goal 11 and OAR 660-011, that includes, but need not be limited to, the water, sewer, and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan within an urban growth boundary containing a population greater than 2,500.

**Public Facilities, Utilities, and Services.** Facilities, utilities, and services provided by government agencies, public service facilities, and public utilities to meet the health, safety, and welfare needs of the public, including: police and fire protection, water, sanitary and storm sewer, health and education services, zoning and subdivision control, recreation facilities and services, transportation system and services, energy and communication services, and local government services.

**Public Realm.** The system of publicly-accessible spaces made up of streets, pathways, rights of way, parks, open spaces, and public and civic buildings and facilities, as well as publicly-accessible spaces in private development (e.g., lobbies and courtyards) where appropriate and mutually agreed upon.

**Quasi-Judicial Decision.** A decision on an application made by an elected or appointed Review Authority that requires substantial exercise of discretion and judgment in applying approval criteria. Quasi-judicial decisions require public notice and a public hearing. A decision to approve or deny a quasi-judicial application must be made unless the application is withdrawn.

**Quasi-Public Facilities.** Facilities that provide public benefit but are under private ownership or control.

**Redevelopment.** Construction of new structures, expansion or change of existing structures or building footprints, reconfiguration of existing driveways or parking, and site grading related to such additions, changes, or reconfigurations.

**Regenerative.** Processes that restore, renew, or revitalize their own sources of energy and materials, creating sustainable systems that mimic natural processes with little or no waste.

**Regenerative Design.** Processes that restore, renew, or revitalize their own sources of energy and materials, creating sustainable systems that mimic natural processes with little or no waste.

**Regional Centers.** See Design Type Designations in Section 2, Design & Development.

**Renewable Energy.** Energy from natural sources that are continually-replenished such as sunlight, wind, rain, tides, waves, geothermal heat, and timber when harvested sustainably. Non-renewable energy is energy from a natural resource which is not reproduced, grown, generated, or used on a scale which can sustain the rate of its consumption such as coal, petroleum and natural gas.

**Resilience.** The ability to adapt to changing conditions and recover quickly from disasters or hazard events.

**Resilient.** See resilience.

**Resource Efficiency.** Consideration of the relative efficiency of resource use, re-use, and disposal, including energy, water, and materials.

**Retrofit.** In the context of stormwater runoff, this term refers to practices that address the stormwater generated by existing
development. For example, adding a detention pond downstream of an existing neighborhood to slow the rate at which its runoff reaches the receiving stream would be a kind of stormwater retrofit.

Right-Of-Way. An area of land dedicated, deeded, or granted to the public to accommodate public uses such as a portion of a transportation system or public utility system. Examples of rights-of-way include transportation routes for motor vehicles, transit, bicycles, and pedestrians, and public utility corridors for water, sewer, and stormwater lines, and for power lines and gas lines where adequate public utility easements are not available.

Riparian Area. The area adjacent to a river, lake, or stream, consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem as defined in OAR 660-023-0090.

Runoff. See stormwater.

Rural Reserves. Lands designated by Metro to be protected from urbanization for 50 years following designation, sometimes including working farms on high-value farmland, or significant natural features.

Scale-Up. Companies looking to expand in terms of market access, revenues, added value, or number of employees.

Sensitive Populations. Uses that may be subject to stress and/or significant health risks from air pollutant and odor emissions, often including but not limited to residences, schools, childcare centers, playgrounds, hospitals, healthcare facilities, rehabilitation centers, retirement homes, convalescent homes, and other similar uses.

Service Providers. City departments, other public agencies, and special districts providing public utilities, infrastructure, facilities, and services within the planning area.

Sharing Economy. An economic model in which individuals borrow, rent, or trade goods, services, space, and/or other resources from each other, typically via the internet.

Significant Natural Resource Area. A significant wetland, riparian corridor, and/or wildlife habitat as identified in the List of Significant Goal 5 Natural Resources Sites adopted in by the City.

Solar Access. The ability of one property to continue to receive sunlight across property lines without obstruction, such as from another property.

Solar-Ready Construction. New development designed to accommodate the future installation of solar photovoltaic (PV) or solar hot water systems after construction is complete.

Spatial Data. Information with a geographic component that allows analysis, representation, and visualization of data for the purpose of decision-making. This reference to the City's spatial data includes not just the data the City creates and maintains, but also the data acquired from other sources, such as the Oregon Department of Geology and Mineral Industries (DOGAMI), the US Geological Survey (USGS), and the Oregon Department of Land Conservation and Development.

Special Occupancy Structures. Covered structures whose primary occupancy is public assembly with a capacity greater than 300 persons; buildings with a capacity greater than 250 individuals used in association with public, private, parochial school through secondary level, or child care centers; buildings for colleges or adult education with a capacity greater than 500 persons; medical facilities with 50 or more residents, incapacitated patients, or patients requiring daily care or assistance; jail and detention facilities; and all structures and
occupancies with a capacity greater than 5,000 persons.

**Stormwater.** Water that originates from precipitation events and snow or ice melt. Stormwater can soak into the soil (infiltrate), be held on the surface and evaporate, or runoff and end up in nearby streams, rivers, or other water bodies (surface waters). Poorly controlled stormwater conveys water pollutants and degrades aquatic habitats.

**Stormwater Control Measure.** A general term that encompasses both engineered stormwater facilities and programmatic techniques to reduce, detain, treat, or improve the quality or quantity of stormwater runoff generated by urban land uses. For example, providing bags and receptacles for dog waste is a stormwater control measure that could reduce fecal bacteria conveyed by stormwater to City streams.

**Stormwater Facility.** An engineered site feature that reduces, detains, treats, or improves the quality or quantity of stormwater runoff generated by urban land uses.

**Street Classification.** A functional hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses.

**Arterial.** A street intended to serve as a primary route for travel between the City and other parts of the region or between major areas of urban activity.

**Collector.** A street providing both access and circulation within residential and commercial/industrial areas. Collector streets may penetrate residential neighborhoods distributing trips for the local and neighborhood route systems.

**Neighborhood.** A street providing connectivity between local residential streets and collector streets or arterial streets, used by residents in an area to enter or exit a neighborhood but not serving as citywide area circulation.

**Local.** A street intended to serve only abutting land.

**Streetscapes.** The design elements that constitute the physical makeup of a street and that as a group define its character, including building frontage, street paving, street furniture, landscaping (e.g., trees, other plantings), signs, and lighting.

**Superblocks.** Parcels larger than traditional City blocks which interrupt street grids or transportation corridors, lack safe street connections and pedestrian crossings, and are not well-integrated with surrounding neighborhoods.

**Surface Water.** In the context of stormwater runoff, this term refers to water that are generally appears on or originates from the land surface of the earth. This is a broad category for water that would include the water in rivers, wetlands, streams, creeks, and ditches, as well as untreated stormwater, treated discharges from stormwater facilities, and floodwaters.

**Third Places.** A location which is neither “home” nor “work”, which functions as a gathering place for social interaction. Third places can be either indoors or outdoors and either publicly- or privately-owned.

**Tiny House.** A detached house that is typically 400 square feet or less of habitable space.

**Town Centers.** See Design Type Designations in Section 2, Design & Development.

**Toxic Air Contaminants.** A specific category of 187 airborne pollutants known or suspected to cause cancer or other serious health or environmental effects designated by the United States Environmental Protection Agency (EPA) under the 1970 Clean Air Act.

**Traded-Sector.** Industries and firms that produce goods and services sold outside the region.
**Transit.** Scheduled passenger transportation services provided by public, private, or non-profit entities. Examples of transit include bus service, bus rapid transit, commuter rail, high-capacity transit, light-rail transit, and streetcar transit.

**Transit Station Communities.** See Design Type Designations in Section 2, Design & Development.

**Transit-Oriented Development (TOD).** A mix of residential, retail, and office land uses designed with transit-supportive characteristics, and typically located near a regional transit stop to support a high level of transit use. The key features may include:
(a) A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;
(b) Relatively high density of residential development near the transit stop that is sufficient to support transit operation and neighborhood commercial uses within the TOD;
(c) A network of roads, and bicycle and pedestrian paths to provide a high level of access to and within the TOD.

**Transportation Corridor.** Any land area designated by the state, a county, or a municipality which is between two geographic points and which area is used or suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. (Note: Transportation Corridors are distinct from the Corridor Design Type Designation described in Section 2, Design & Development.)

**Transportation Demand Management (TDM).** General term for strategies designed to optimize system performance through techniques such as the use of alternative modes, ridesharing, car sharing and vanpool programs, telecommuting, and providing flexible work schedules. Managing demand is about providing all travelers with choices of location, route, and time, not just mode of travel.

**Transportation Disadvantaged.** Those individuals who have difficulty in obtaining transportation because of their age, income, and/or physical or mental disability.

**Transportation System.** Various transportation modes or facilities (aviation, bicycle and pedestrian, throughway, street, pipeline, transit, rail, water transport) serving as a single unit or system.

**Treatment.** In the context of stormwater runoff, this term refers to practices that reduce pollutants before the stormwater flows into the receiving surface water body. Treatment can occur on the surface of the ground, as in the case of a water quality swale, in which a parcel is graded to direct stormwater over vegetation that is specially selected to remove pollutants. Treatment can also refer to metal box structures with cartridges containing sand or other media that absorbs pollutants from the water before discharging it to the stormwater conveyance system.

**Unurbanized.** Lands not developed at urban levels or receiving urban services.

**Upland Habitat.** Areas contiguous to a stream or wetland which include a combination of significant wildlife habitat and riparian areas.

**Urban Forest.** The collection of woodlands, groups of trees, and individual trees, in all portions of an urban area.

**Urban Reserves.** Lands designated by Metro for urbanization within 50 years following designation.

**Urban Heat Island Effect.** Roads, buildings, industry and people causing urban air and surface temperatures that are higher relative to those in surrounding rural areas.
Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Urbanized. Lands developed at urban levels and receiving urban services.

User Technologies. Software and hardware tools utilized by transportation system users to help inform transportation choices and maximize trip efficiency. Examples include smartphone or in-vehicle applications that assist with mode selection and routing, and automated or autonomous vehicles.

Utilities. Fundamental services necessary to support community health, well-being, and economic function, including but not limited to electricity, natural gas, water, sewer, telecommunications, and waste management services.

Vertically Integrated Parking. Development configurations that integrate parking into structures rather than siting it on adjacent land. A technique to reduce the amount of impervious cover generated by new development.

Volatile Organic Compounds. Organic chemicals that have a high vapor pressure at ordinary room temperature and are emitted as gases from certain solids or liquids. VOCs include a wide variety of individual chemicals that are produced both naturally and by humans. Certain VOCs released into the atmosphere, especially from the production and combustion of fossil fuels, influence climate change.

Vulnerable System Users. Transportation system users that are at most at risk of injury or death in traffic, often including pedestrian, cyclists, children, and those with mobility impairments.

Wastewater. Liquid waste discharged by domestic residences, commercial properties, industry, or agriculture.

Waste-To-Energy. Process of generating energy in the form of electricity and/or heat from the primary treatment of waste.

Water Use Efficiency. Strategies that reduce water use and increase water reuse.

Watershed. The area that catches rain and snow and drains into a corresponding river, stream, or other waterbody. A watershed is a geographic area that begins at ridge tops (highest elevations) and ends at a river, lake, or wetland (lowest elevation).

Within a watershed, there can also be sub-watersheds. These drainage areas are smaller and are defined by their tributaries.

Wetland. An area inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wildlife Corridors. A link of wildlife habitat, generally of vegetated land cover, which joins two or more larger areas of wildlife habitat and facilitates wildlife migration.

Wildlife Habitat. An area upon which wildlife depends in order to meet their requirements for food, water, shelter, and reproduction as defined in OAR 660-023-0110.

Workforce Affordable Housing. Housing that is affordable for households with incomes ranging from 50 to 120 percent Median Family Income (MFI) with access to multi-modal commuting options.
# Section 36

## Amendment History

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<tr>
<th>Ord. No.</th>
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<tbody>
<tr>
<td>6290</td>
<td>January 2019</td>
<td>Amended Section 23 and Section 30.</td>
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</table>
This update of the Hillsboro Comprehensive Plan represents over two years of work by City staff and broad participation from technical committees, local and regional partners, and over 600 members of the community. The contributions of the following individuals and groups helped create a plan that will move Hillsboro forward over the next 20 years.

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