

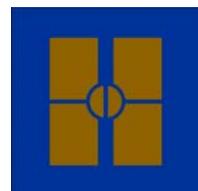
Downtown Hillsboro Urban Renewal Plan

May 2010

Prepared for

CITY OF HILLSBORO, OREGON

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Hillsboro, OR 97123



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Exhibits

- Exhibit A Public Involvement Summary**
- Exhibit B Legal Description**
- Exhibit C Relationship to Local Objectives**

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Introduction

The City of Hillsboro, through the Hillsboro 2020 Vision and other initiatives, has identified the revitalization of downtown Hillsboro and adjoining neighborhoods as a high priority. Downtown Hillsboro is the heart of the Hillsboro community, serving as the primary civic gathering spot in the city. The area contains historic residential neighborhoods, the city's traditional Main Street, and a small industrial area.

At least as long ago as 1980 when the RUDAT (Regional Urban Design Assistance Team) Plan was prepared, City officials and community leaders have recognized the importance of planning for the continued vitality of downtown and environs. In more recent years, the Station Community planning effort, the Downtown Renaissance project, the Downtown Parking Solutions project, and other initiatives have addressed specific aspects of how the City should proceed in regard to downtown revitalization.

What is generally lacking in all these efforts is a mechanism for translating the many laudable goals into concrete action. Moreover, while there have been substantial investments in downtown Hillsboro in recent years (the Walters Cultural Arts Center, MAX light rail, the new Civic Center, Pacific University's Health Professions Campus, and most recently the major remodel of the Venetian Theatre), there are many parts of town that have languished, particularly when compared with more economically robust parts of the City. Finally, many neighborhoods surrounding downtown Hillsboro lack basic infrastructure and urban amenities such as sidewalks, lights, parks, and street trees.

These factors led the City to embark on the Downtown Community Planning effort in April 2008 resulting in the *Downtown Framework Plan* (DFP), which provides direction for a healthy, stable, and sustainable downtown Hillsboro. The DFP is intended to guide future public and private actions in downtown Hillsboro and surrounding neighborhoods. It consists of a comprehensive *Vision* for downtown and close-in neighborhoods which is based on extensive public input, a *Framework* of specific short- and long-term actions to turn the vision into reality, and an *Implementation* component to provide the funding and regulatory tools necessary to carry out those actions. The overall vision, goals and policies for the downtown community are based on the work done by the citizens of Hillsboro in creating and maintaining the Hillsboro 2020 Vision as well as extensive outreach to the public over the last 12 months.

Urban renewal is a fundamental tool to implement the DFP. The DFP, adopted by the City Council in November 2009 outlines numerous possibilities and actions required to achieve economic, physical, and civic revitalization of the area. The Downtown Hillsboro Urban Renewal Plan will address the physical improvements envisioned by the community.

This Urban Renewal Plan contains the framework necessary to establish and carry out urban renewal projects in the downtown Hillsboro area, including guiding goals and objectives for implementation. The Plan will be administered by the Hillsboro Economic Development Council, made up of City of Hillsboro Council members, established as the urban renewal agency for the City of Hillsboro.

The Plan establishes \$95,000,000 (Ninety-five Million Dollars) as the maximum indebtedness that may be issued or incurred under the Plan. Any amendments to the Plan must follow processes outlined in section 7. The Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and the City of Hillsboro.

Citizen Participation

Beginning in 2007, the City Council began a public conversation about the potential for urban renewal in downtown Hillsboro. The Council has been directly advised by the appointed members of the Downtown Advisory Committee (list of members included in the Acknowledgements section) in creation of this Plan. To supplement the formal committee structure, the City engaged hundreds of citizens and technical advisors in crafting the vision, goals, projects, boundary, and other aspects of the Plan. Engagement happened through a variety of methods including surveys, newsletters, public open houses, online media, business and resident association meetings, and neighbor talks held in living rooms throughout downtown.

A summary of the public involvement that contributed to the crafting of the Urban Renewal Plan can be found as Exhibit A.

Need for Urban Renewal

While there are many places to be cherished and conserved in downtown, there also exist challenges to revitalization that require the tools of urban renewal:

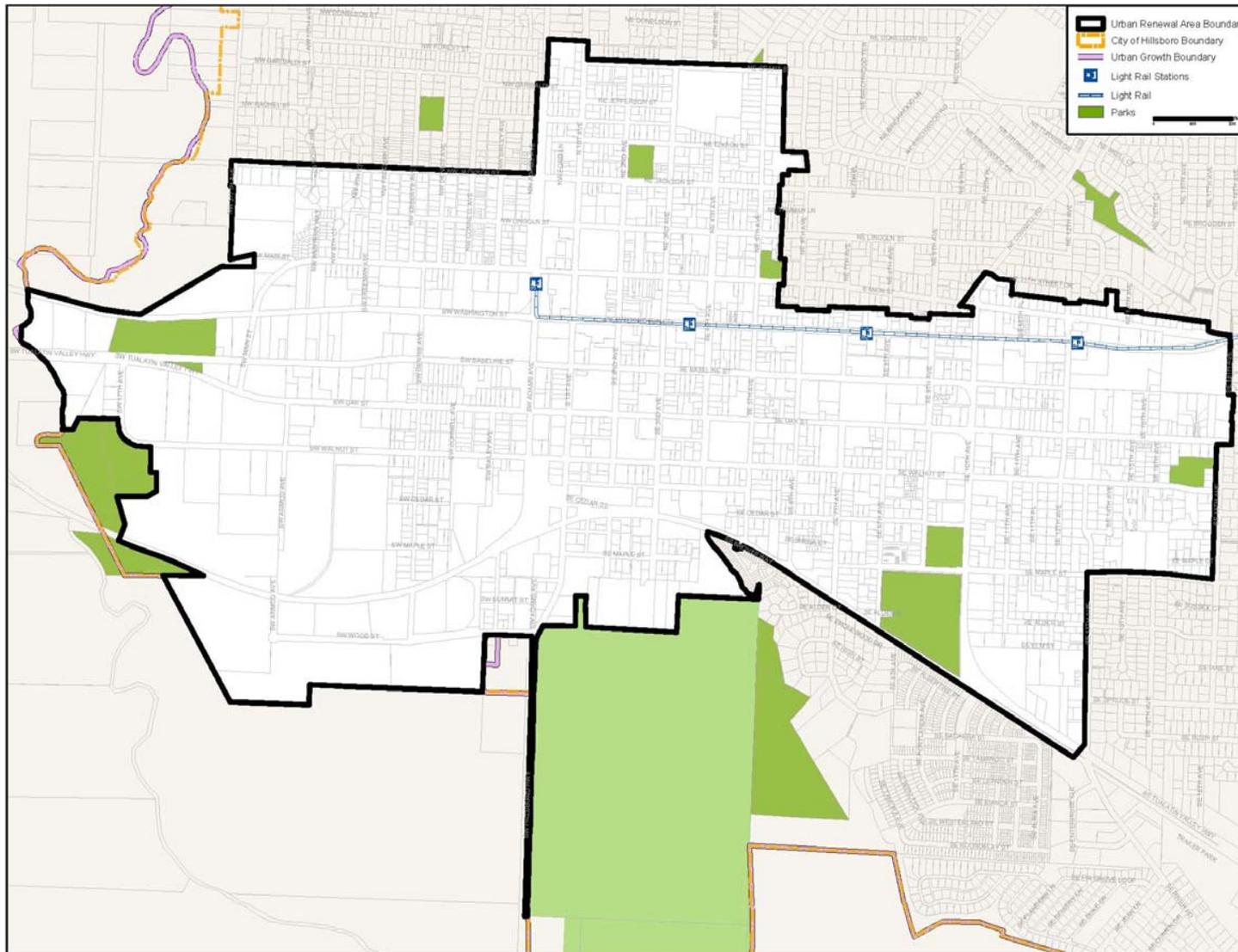
- Structures obsolete for contemporary commercial and industrial uses due to inadequate interior arrangement or size
- Economic disuse of property in the southwest industrial area
- Some platted properties and lots prevent efficient use or redevelopment in accordance with local land use policies
- Inadequate transportation facilities, parks, open spaces, and utilities
- Underutilized commercial, industrial, and mixed-use properties
- Decreasing level of investment / improvements in some areas
- Housing insufficient to support employees, businesses and other economic development initiatives of downtown

1 Urban Renewal Area Description / Map

Figure 1 is a map of the boundaries of the Downtown Hillsboro Urban Renewal Area ("Area"). A full legal description can be found in Exhibit B.

The area, totaling 1,108 acres and \$444,090,660 in assessed value, includes the Main Street commercial district; the Baseline/Oak, 10th Avenue, 1st Avenue, and light rail corridors; the southwest industrial area; and portions of downtown area residential neighborhoods.

Figure 1. Map of Downtown Hillsboro Urban Renewal Area



2 Guiding Goals and Objectives

The guiding goals and objectives form the overarching principles of the Plan. These goals were developed with extensive input from the community and reflect the desired future for downtown Hillsboro.

The goals and objectives of the Urban Renewal Plan are derived from public input, based on the work done by the citizens of Hillsboro in creating and maintaining the Hillsboro 2020 Vision and the City of Hillsboro Downtown Framework Plan (November 2009), as well as other plans and policies. The goals provide a framework for future decision-making and an outline of the development activities, public improvements, neighborhood revitalization, and public involvement that will guide and support Plan implementation.

The goals are high-level guiding principles for implementation, while the objectives are more specific actions to achieve the goals. A description of projects eligible for urban renewal participation under this Plan can be found in section 3, Projects.

Goal 1

Continue **public participation** in the revitalization of downtown and in the protection and enhancement of surrounding neighborhoods, by providing timely and accurate information, offering varied opportunities for public input, and soliciting involvement from a range of stakeholders in decision-making.

Objective 1A

Develop a program to ensure effective public involvement throughout the term of the Urban Renewal Plan, including but not limited to establishing an advisory committee for the Plan. Downtown Hillsboro stakeholders (including representatives from neighborhoods within the Area) and major taxing districts (Hillsboro School District, Washington County, and City of Hillsboro) will be invited to participate in the advisory committee, as will a member of the Hillsboro Planning Commission and the general public.

Objective 1B

Encourage and provide opportunities for all of downtown's diverse stakeholders to participate in urban renewal implementation. Coordinate public participation efforts with other public processes, such as the Hillsboro 2020 Vision.

Goal 2

Support **revitalization of the downtown commercial district**, to create a vibrant, active, sustainable, and accessible community.

Objective 2A

Leverage existing public investments by supporting and encouraging quality, mixed-use development, focused primarily along and near Main Street from 5th to Adams Avenue, Washington, Baseline, and Oak Streets, and 10th Avenue.

Objective 2B

Support rehabilitation and private investment in the older buildings of the downtown commercial district.

Objective 2C

Encourage new investment and quality development on vacant or underutilized parcels in the downtown commercial district.

Objective 2D

Provide technical and/or financial assistance to encourage redevelopment of key catalyst sites/development opportunities.

Objective 2E

Assist with development of public parking structures and with improvements that increase the efficiency of existing public and private parking facilities, to support downtown businesses and redevelopment of surface parking.

Objective 2F

Encourage development of civic amenities, such as a downtown library branch, performance venues, museum, or gallery that contribute to the vibrancy of the downtown commercial district.

Objective 2G

Promote key employment clusters in the commercial district including the Health/Education and Government clusters.

Goal 3

Assist with improvements that support large and small businesses in **creating and retaining jobs** attractive to the diverse downtown workforce.

Objective 3A

Promote development of industrial and employment lands to promote job density in downtown and to provide a variety of job opportunities for local residents.

Objective 3B

Support rehabilitation and redevelopment of underutilized or vacant industrial and commercial lands and structures.

Objective 3C

Support development of business facilities that help to expedite business startups and expansions and assist with workforce training.

Objective 3D

In establishing guidelines for business assistance programs, incorporate criteria, where appropriate, to encourage businesses that provide well-paying jobs, in recognition of the benefits of higher incomes both to individual households and the broader community.

Goal 4

Ensure adequate, universally accessible, and safe **infrastructure and multi-modal accessibility** to and within downtown for residents, visitors, and service providers.

Objective 4A

Assist with improving secondary pedestrian access and service access in the downtown commercial district, possibly through mid-block alleys or street connections.

Objective 4B

Improve safety and accessibility through repair of damaged sidewalks, streets and stormwater conveyance/management systems, construction of sidewalks where needed, additional street lighting, safe curb cuts, and traffic calming/streetscaping elements.

Objective 4C

Improve pedestrian, bicycle, and transit access and safety with connections between parks, schools, shopping, and other key destinations/activity centers, including but not limited to, the downtown commercial district, the 12th Street MAX station, Shute Park/Library and Jackson Bottom Wetlands Preserve.

Objective 4D

Enhance pedestrian safety through improved signage, streetscapes, and crossings, curb extensions and cuts, and dedicated pathways.

Objective 4E

Support development of safe and convenient bicycle facilities such as bicycle parking areas and dedicated paths, lanes, signals and/or crossings.

Objective 4F

Support undergrounding overhead utility lines where practical and appropriate, in order to facilitate high quality revitalization and redevelopment of downtown.

Objective 4G

Support projects to create a safer pedestrian and bike friendly environment with enhanced landscaping and crossings, and to encourage and support new mixed-use developments, including working with ODOT to designate Baseline/Oak Streets as an Urban Business Area (UBA).

Goal 5

Promote and support **stable and sustainable residential neighborhoods** for a range of household incomes.

Objective 5A

Support preservation and improvements to existing residential structures that are consistent and support compatibility and cohesiveness with the surrounding neighborhoods.

Objective 5B

Assist with developing a range of new housing units including, but not limited to, lofts, live-work spaces for artists and small businesses, townhouses, and other types of housing that provide a range of ownership and rental choices for a range of incomes.

Objective 5C

Assist with safety improvements on local residential streets such as pedestrian-scale street lighting, infill of missing sidewalks, street trees, and traffic calming devices where warranted.

Objective 5D

Participate in financial and technical support to rehabilitate, improve energy efficiency, and sustain existing housing affordable to a range of incomes.

Objective 5E

Support provision of housing choices that address needs of area employees and students, as well as households interested in a downtown community lifestyle.

Goal 6

Enhance the livability of downtown through creation of new and improvements to existing **parks, trails, and community recreation facilities** for a range of users.

Objective 6A

Support development of a second civic square or public plaza, with a focus on the connection between the 10th Avenue business community and downtown commercial district.

Objective 6B

Improve and add to parks, open spaces, and community recreation facilities that serve the downtown neighborhoods, including but not limited to consideration of shared community/school facilities with support and partnership of the Hillsboro School District and other local schools.

Goal 7

Support and promote downtown Hillsboro's **unique identity**, in coordination with the Downtown Hillsboro Main Street program and similar programmatic efforts.

Objective 7A

Improve the streetscape in downtown, including pedestrian-friendly landscaping, benches, street lighting upgrades, signals and crossings, and wayfinding signage. Consider incorporating innovations associated with the city's high-tech companies, e.g. innovative lighting design, solar energy, and design.

Objective 7B

Support development of new public art throughout downtown.

Objective 7C

Improve the gateways to downtown through the addition of landscaping, public art or other architectural features.

Objective 7D

Support high quality private development in downtown with technical and financial assistance for enhanced landscape, building, and site design and encouragement of sustainable, quality materials complementary to existing historical and cultural resources.

Objective 7E

Support incorporation of cultural and arts facilities in downtown revitalization efforts.

Objective 7F

Support conservation and preservation of cultural resources, including historic structures.

Goal 8

Support efforts to create a model for **environmentally sustainable** efforts in the downtown community.

Objective 8A

Assist with development of 'green streets' stormwater management to be implemented as street improvements occur.

Objective 8B

Support environmentally-sensitive public landscaping improvements, including use of native plantings.

Objective 8C

Improve existing parks to expand opportunities for youth and family activities.

Objective 8D

Assist with development of new community gardens.

Objective 8E

Provide incentives for new development and redevelopment to include environmentally sustainable building practices, as well as assist with utilization of sustainable practices for existing sites and structures.

Objective 8F

Support development that enhances transit ridership, takes advantage of investments in alternative transportation modes such as light rail and bikeways, or that is proximate to services and employment, thereby reducing single-auto commuting.

Goal 9

Achieve a fair **balance of urban renewal expenditures** across geographic areas and types of projects, taking into account need, opportunity and relative scale of projects.

Objective 9A

During annual budgeting, review and report on past expenditures by area and types of projects, seeking to attain a fair balance of emphasis in implementing Goals 1 through 8. The annual report shall identify the revenues collected, how the funds were expended by category or project, and a brief summary of the principle activities undertaken and shall be used in determining budgeting for future years.

3 Projects

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Hillsboro Economic Development Council (HEDC) in accordance with applicable federal, state, county and city laws, policies and procedures. HEDC may undertake projects directly, or may provide funding for projects undertaken by other public or private parties. The HEDC may fund these projects in part or in whole. Other funding may be obtained from development partners, federal and state grant funding, or other private and public sources.

Summary outline of major project activities:

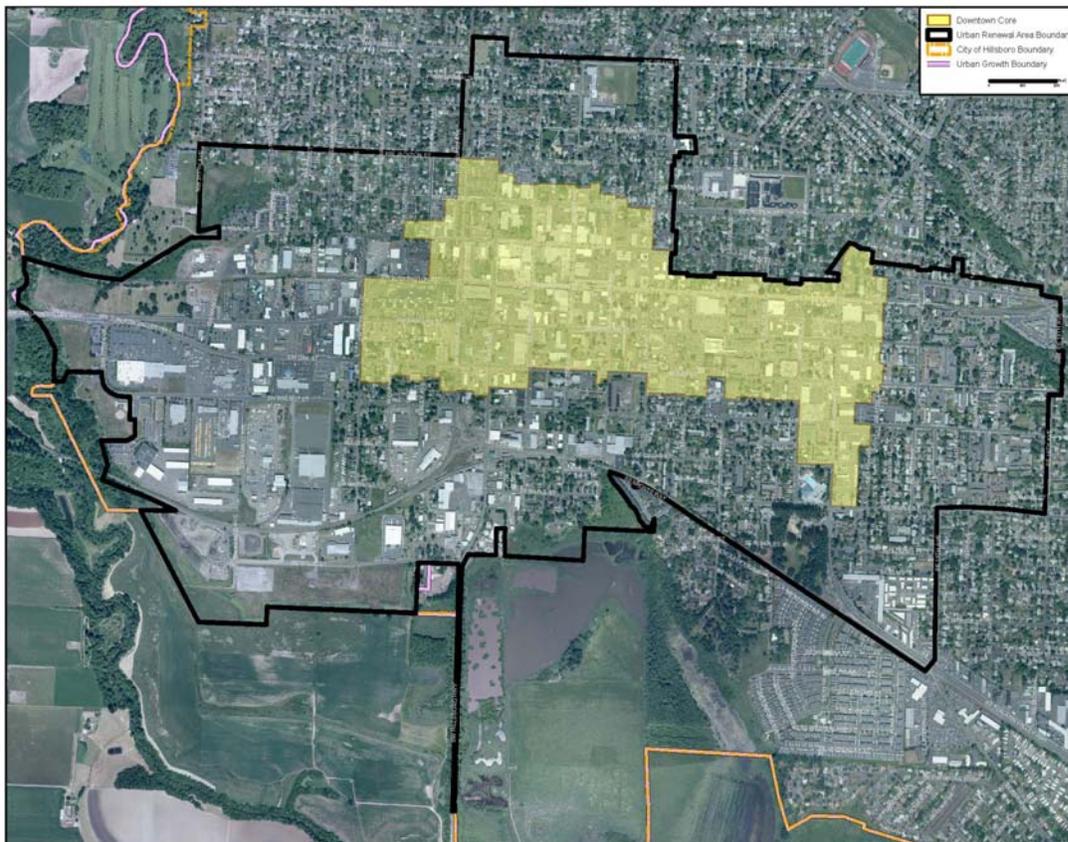
- Incentives to property or business owners for redeveloping, developing, improving or rehabilitating commercial, industrial, and mixed use properties and structures.
- Development of new or improving existing public transportation facilities.
- Cultural and community improvements to advance the civic life of the Area.
- Improvements for business development and workforce training facilities closely related to the needs of Area residents and to enhance existing businesses
- Street, streetscape, and gateway improvements to improve access and circulation and to enhance safety for multi-modal travel.
- Preserving and upgrading the existing housing stock and developing a range of new housing.

- Parks, trails, and recreation facilities to meet the need of residents and visitors.
- Incentives to increase the quality and environmental sustainability of improvements.

Eligible expenditures include planning and undertaking of projects specified in this Plan below and in compliance with ORS 457.170. Typical costs associated with carrying out urban renewal plans include direct capital investments, planning activities, and staff and administrative costs of operating the HEDC leading to implementation of the urban renewal projects. Regulations and guidelines for project expenditures shall be developed, where appropriate, by the HEDC, in coordination with downtown stakeholders. The adoption of program regulations and guidelines does not require an amendment to the Plan.

Unless otherwise stated, the projects noted may be undertaken throughout the entire Area. The 'downtown commercial district' is defined as properties within the commercial/mixed use areas near Main Street and along the corridors of Baseline Street, Oak Street, and 10th Avenue (see Figure 2 Map of Downtown Commercial District).

Figure 2. Map of Downtown Commercial District (Core)



Certain public building projects may benefit the broader community as well as the Area. In such instances, urban renewal funding shall only be used in proportion to the direct benefit to the Area, with other funding sources used for the remainder of the project costs. Any project that includes a public building must demonstrate how the building serves or benefits the Area, in accordance with ORS 457.085(2)(j). Before any public building project is undertaken the Plan shall be amended by Minor Amendment stating the findings of the project's service and benefit of the Area.

Financial Assistance for Commercial, Industrial, and Mixed Use Improvements

Financial assistance for property and/or business owners to encourage quality rehabilitation, preservation, development, or redevelopment that supports the goals of this Plan, including downtown revitalization and job retention/creation. Assistance can include grants and market or below-market loans, and can be applied to commercial, industrial, and mixed use improvements. Assistance may be used for development and acquisition activities.

Technical Assistance for Commercial, Industrial, and Mixed Use Improvements

Assistance for rehabilitation, preservation, redevelopment and development in the form of site, market, and feasibility studies; predevelopment analyses; engineering, planning, and design activities; and assessments of energy efficiency and historic preservation in support of the goals of this Plan. Assistance can be applied to commercial, industrial, and mixed use improvements.

Storefront Improvement Program

Loans or grants to property and/or business owners for improvements to the exterior, street-facing portion of structures and site. Assistance can be applied to commercial and industrial properties or commercial and industrial portions of mixed use properties.

Public Transportation Facilities

Design and development of public transportation facilities that support efficient use of land downtown and/or rehabilitation, development or redevelopment of nearby properties. If the facilities are public buildings, the buildings must serve or benefit the Area and tax increment investment in such buildings will be proportional to the benefit. Before any public building project is undertaken the Plan shall be amended by Minor Amendment stating the findings of the project's service and benefit of the Area.

Eligible improvements for assistance include:

- Public parking structures/improvements that support goals of this Plan
- Transit-supportive improvements such as bus shelters, wayfinding signage, transit stop accessibility improvements, and other amenities to transit stations and stops that encourage revitalization of the downtown area.

Public Cultural and Community Facilities

Design and development of public cultural and community facilities and public art installations. If the facilities are public buildings, the buildings must serve or benefit the Area and tax increment investment in such buildings will be proportional to the benefit. Before any public building project is undertaken the Plan shall be amended by Minor Amendment stating the findings of the project's service and benefit of the Area.

Improvements eligible for assistance include:

- Public library
- Cultural arts centers
- Museums
- Public art, functional art, and similar cultural and architectural installations
- Similar civic amenities that support revitalization of the downtown area

Workforce Training and Business Development Facilities

Technical and financial assistance for development of workforce training and business development facilities, in partnership with local business, non-profit, and education organizations. If the facilities are public buildings, the buildings must serve or benefit the Area and tax increment investment in such buildings will be proportional to the benefit. Before any public building project is undertaken the Plan shall be amended by Minor Amendment stating the findings of the project's service and benefit of the Area.

Street Improvements

Improvements to public rights-of-way with the intention of increasing connectivity, universal accessibility, safety, and access to multi-modal options to and within downtown. Improvements are also intended to encourage downtown revitalization, economic opportunities in the 'southwest industrial area', and support of 'Safe Routes to School' projects. Improvements may include design, construction, repair, rehabilitation, or replacement of all or a portion of public rights-of-way, consistent with the Hillsboro Transportation System Plan. Street improvements may also include undergrounding of utilities and on-site stormwater management systems.

Street improvement projects include:

- Mid-block alleys or street connections in the downtown commercial district that may be appropriate to improve secondary pedestrian access and service access, and to encourage more development opportunities.
- Connections to and within the southwest industrial area.
- Pedestrian safety improvements including curb cuts, curb extensions, enhanced street crossings, traffic calming, refuge islands, street lighting, and other safety and universal accessibility improvements.

- Improvements of Main and Lincoln Streets to support an active downtown commercial district, potentially including transformation to two-way traffic.
- Bicycle safety improvements, including dedicated paths, lanes, signals and/or crossings, and bicycle parking areas.
- Enhanced pedestrian and bicycle connections to key destinations such as schools, Shute Park and Library, Jackson Bottom Wetlands Preserve, MAX stations, and the downtown commercial district.
- In accordance with City street standards, improve the local residential street system with paved roadways, sidewalks, stormwater management and conveyance systems, street lighting, and bikeways, lanes, or paths as appropriate.
- Landscaping enhancements along public rights-of-way that result in greater use of native plants and trees and low-maintenance and/or drought tolerant plants.
- Installment of 'green streets' stormwater management and conveyance systems on arterial and collector streets.

Streetscape Improvements and Gateways

Streetscape and gateway improvements include street trees and landscaping, pedestrian and bicycle facilities, curb extensions, traffic calming enhancements, street lighting, street furniture, public art, way-finding signage, historic markers/signage, and other activities that support the revitalization goals of this Plan. Funding will also be made available for opportunities to utilize innovations associated with the city's high-tech companies, e.g. lighting displays, solar energy, and design. All collector and arterial streets within the Area are eligible for streetscape improvements that support downtown revitalization, with primary emphasis on the following segments:

- Main Street
- Lincoln Street
- Washington Street
- Baseline Street
- Oak Street
- 1st Avenue
- 10th Avenue
- Gateway intersections
 - Cornell Road and Main Street
 - 1st Avenue and Grant Street
 - 10th Avenue and Baseline Street/Oak Street
 - 1st Avenue/Hillsboro Highway and Wood Street/Jackson Bottom Wetlands Preserve
 - 5th Avenue and Main Street

Housing Preservation and Development

Financial and technical assistance to encourage high-quality rehabilitation and preservation of the existing housing stock and development or redevelopment of new housing complementary to the neighborhood. Assistance is intended for projects that support the goals of this Plan, including providing a range of rental and ownership opportunities while maintaining affordability for a range of incomes. The program(s) can include grants, market or below-market loans, or technical assistance in the form of feasibility studies; market analyses; engineering, planning, and design activities; and assessments of energy efficiency and historic preservation. Assistance may be used for development and acquisition activities.

Parks, Trails, and Community Recreation Facilities

Develop new or improve and add to existing or develop new parks, trails, and community recreation facilities within the Area for a diversity of users. Assistance can include acquisition and development activities.

- New neighborhood park south of Baseline Street and west of 8th Avenue, as determined by the Hillsboro Parks Master Plan
- Improvements to school properties for joint community/school use
- Improve or add to existing parks such as Shute, Bagley, and Walnut Street 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.)
- New parks, recreation, or open space facilities serving employment areas, as determined by the Hillsboro Parks Master Plan
- A second civic square or public plaza to add to the opportunities for community gatherings, year-round music and entertainment, and activities within downtown, with a focus on the connection between the 10th Avenue business community and the balance of the commercial district
- New or improved public community garden areas on properties owned by public, non-profit, or community organizations
- Multi-use pathway or boardwalk along 1st Avenue/Hillsboro Highway connecting the Jackson Bottom Wetlands Preserve to the downtown area
- Multi-use pathway connecting Dairy Creek Park to 1st Avenue/Hillsboro Highway and other regional trail connections to the downtown area
- Improve or add to existing community recreation facilities within a public park, community organization, or school properties

Quality Development Program

Financial and technical assistance for high-quality design and materials used in private development. Assistance can be used for improved landscape, building, and site design; achieving neighborhood compatibility; and materials or design complementary to existing historical and cultural resources.

Sustainability Assistance Program

Financial and technical assistance for utilization of environmentally sensitive and sustainable development techniques. Eligible improvements include 'green' building, energy and water efficiency/conservation, and native landscaping.

4 Property Acquisition and Disposition Procedures

The Plan authorizes the buying or receiving; and selling, leasing or otherwise conveying property for private development and public improvements in the Area. Property purchased for private development must be obtained from property owners that are willing to sell. At this time there are no properties identified for acquisition by the HEDC.

Acquisition and Disposition for Private Development

Property acquisition from willing sellers may be required to support development projects called for in this Plan. The Plan does not authorize the threat or use of eminent domain to acquire property for private development. If state law should change in the future to allow for eminent domain for private development this language will still preclude such use of eminent domain until and unless the HEDC explicitly amends the Plan to eliminate the prohibition. Any amendment to the Plan which would authorize the HEDC to acquire property by eminent domain for private development would be a Substantial Amendment to the Plan and its adoption would follow the process outlined in section 7, Substantial Amendments.

Property purchased by the HEDC under the Plan shall be purchased at the value as determined and agreed to by the HEDC and the willing seller.

Land sold or leased by the HEDC for private development shall be sold or leased at its fair re-use value, which is the value at which the HEDC determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in the Plan. Where land is sold or leased for private development, the HEDC must obligate the purchaser or lessee to use the land for the purposes designated in the Plan and to begin the building of their improvements within a period of time, which the HEDC determines is reasonable.

The identification of property for acquisition for private use is a Minor Plan Amendment and would follow the process outlined in section 7, Minor Amendments.

Acquisition and Disposition for Public Improvements

The HEDC may require property acquisition for public improvement projects authorized under the Plan. Interests in real property, including fee simple ownership, easements, leases, licenses and other forms of ownership or use may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures. Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements to ensure that property owners' rights are fully respected.

The exact property description and schedule for acquisition of land for a public improvement project will be determined based on the timing of the construction of the public improvement. The identification of property for acquisition for public improvement projects is a Minor Plan Amendment and would follow the process outlined in section 7, Minor Amendments.

If the HEDC acquires property for public improvement projects, the HEDC will dispose of that property by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The HEDC may retain such property during construction of the improvement.

The schedule for disposition of land for a public improvement project will be consistent with the timing of the commencement or completion of construction of the public improvement.

5 Relocation Assistance

Relocation assistance is required by state law where residents and businesses are temporarily or permanently dislocated as a result of acquisition of property by a public entity. Those dislocated will be provided assistance in accordance with ORS 35.500-35.530 *Relocation of Displaced Persons*. The HEDC will follow the City of Hillsboro Real Property Acquisition Policies and Procedures (adopted January 4, 1994), which were drafted in accordance to applicable local, state, and federal laws. Updates and re-adoption of the City's relocation regulations do not require amendments to the Plan.

6 Tax Increment Financing / Maximum Indebtedness

The HEDC may borrow money and accept advances, loans, grants, dedications, conveyances, and any other form of financial assistance from federal, state, city, county, or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan. This Plan is also authorizes any other financing as allowed by ORS 457.

The funds obtained by the HEDC shall be used to pay or repay any costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or in

otherwise exercising any of the powers granted by ORS 457 in connection with the implementation of this Plan.

The HEDC proposes to finance the projects, in whole or in part, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in Article IX, Section 1c of the Oregon Constitution and according to ORS 457.

Any indebtedness permitted by law and incurred by the HEDC or the City of Hillsboro, in connection with pre-planning for this Urban Renewal Plan may be repaid from tax increments from the Plan when and if such funds are available.

The maximum indebtedness authorized under this Plan is Ninety-five Million Dollars (\$95,000,000). The maximum indebtedness is within the limit of ORS 457.190(4) in that it is less than \$207 million (limit calculated as per legislative amendments in House Bill 3056). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

7 Plan Amendments

Over time, it may be necessary to adjust or amend this Plan to meet the goals and carry out projects. In the event an amendment to this Plan is necessary, the HEDC may proceed with amendments as follows:

Substantial Amendments

ORS 457.220(3) and (4) limit the scope of certain Substantial Amendments. ORS 457.220(2) requires any Substantial Amendments to the Plan be adopted in the same manner as the adoption of the Plan itself. Substantial Amendments must follow the same notice, hearing, and approval procedures required under ORS 457.085, 457.095, and 457.105, if applicable.

Substantial Amendments for the Plan are limited to:

- Adding land to the Area which totals more than one percent (1%) of the existing area;
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan; and
- Amendments to the Plan which authorize the use of eminent domain to acquire property for private development under the Plan.

Amendments Requiring City Council Approval

Council Approved amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan, or;
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved amendments shall be forwarded to the Planning Commission for review and comment, and require approval by the Agency by resolution and by the City Council by ordinance.

Minor Amendments

Minor Amendments are amendments to the Plan that are not Substantial Amendments or Council Approved Amendments. Minor amendments shall be forwarded to the Planning Commission for review and comment and are effective when approved by adoption of an HEDC resolution.

Amendments to the Comprehensive Plan or Zoning Code

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

8 Land Uses

Land uses within the Area are governed by the Hillsboro Comprehensive Plan. Development and future land uses will comply with the regulations prescribed in the Comprehensive Plan, other adopted zoning and development regulations of the City of Hillsboro, and any other applicable local, county, state or federal laws regulating the use of property in the Area.

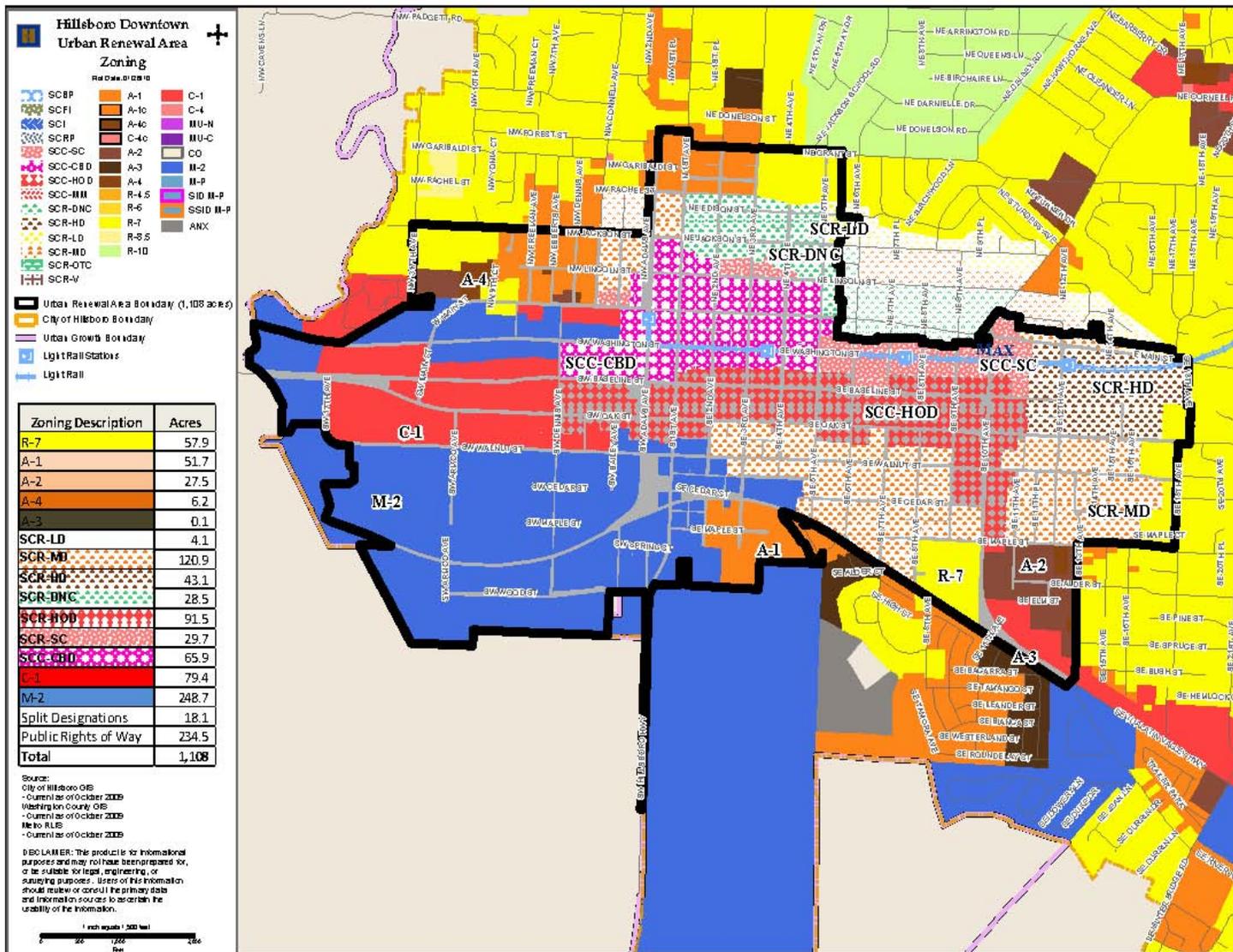
The Area currently contains 13 zoning districts (see Figure 3 for a map of zoning in the area). What follows is a summary of the allowed land uses in each zone.

Zone	Name	General allowances
R-7	Single Family Residential	Low density residential: single family and duplex structures allowed <ul style="list-style-type: none"> • Minimum 7,000 sq.ft. lots
A-1	Duplex Residential	Moderate density: duplex, multifamily (including condominiums and townhomes), manufactured home park, and group living allowed <ul style="list-style-type: none"> • 11-16 units per net residential acre
A-2	Multifamily Residential	Moderate density: Same as A-1 plus mobile businesses and residential facilities <ul style="list-style-type: none"> • 17-21.25 units per net residential acre
A-4	Multifamily Residential	Moderate density: Same as A-1 plus mobile businesses
C-1	General Commercial	General commercial allowing for commercial offices and services. <ul style="list-style-type: none"> • Restrictions on major retail use and transitions into residential neighborhoods. • Maximum building height is 35 feet • Maximum building lot coverage is 60% • Minimum building setbacks 0-1 foot
SCC-CBD	Station Community Commercial Central Business District	Intended to assure an intense mix of pedestrian-sensitive commercial, governmental and community service uses as well as hotels, offices, restaurants, artistic outlets, indoor recreational opportunities and other attractions in order to create a vibrant 18-hour activity window in the Central Business District. <ul style="list-style-type: none"> • Residential uses are allowed as part of a mixed use environment on and above the second story of commercial buildings. • Up to 36 dwelling units per net acre allowed • Maximum building height is 5 stories with potential for higher; minimum building height of 2 stories • Minimum floor area ratio of 0.50-0.75 • No building setbacks required

Zone	Name	General allowances
SCC-HOD	Station Community Commercial Highway Oriented District	<p>Intended to recognize and allow for the continuation and expansion of existing, but allow no new, auto-oriented commercial uses along Oregon State Highway 8 unless expressly authorized in the Comprehensive Plan and in Section 139. Because of its adjacency to the Central Business District a similar mix of transit supportive, pedestrian-sensitive commercial and community service uses, hotels, residential hotels and indoor recreational facilities are encouraged.</p> <ul style="list-style-type: none"> • Residential uses are permitted in free-standing residential structures and on or above the second story of commercial buildings throughout the District. • Hospitals and their related facilities are permitted as conditional uses • Up to 36 dwelling units per net acre allowed • Maximum building height is 5 stories • Minimum floor area ratio 0.25-1.0 • Minimum building setbacks 0-15 feet
SCC-SC	Station Community Commercial Station Commercial	<p>Intended to assure a mix of transit supportive retail, service, professional, community service, child care facilities, recreational and similar uses near, and within easy walking distance of, the light rail stations outside the CBD.</p> <ul style="list-style-type: none"> • More intense uses such as high density housing (both free-standing and in mixed use buildings), hotels and residential hotels are encouraged near the station. • Neighborhood commercial uses in the District are intended to be pedestrian-sensitive and compatible with the scale of surrounding residential development. However, where a District is adjacent to or bisected by an arterial street, neighborhood commercial uses may be auto-accommodating provided that the auto-accommodating uses are clustered in a node, as opposed to being extended along the arterial, and provided the amount and intensity of such development is limited so as not to adversely impact the nearby residential areas or take on the look of strip development. • Up to 36 dwelling units per net acre allowed • Maximum building height is 5 stories • Minimum floor area ratio 0.40-0.75 • No building setbacks required
SCR-DNC	Station Community Residential-Downtown Neighborhood Conservation	<p>Intended to conserve and enhance the historic, open space and architectural qualities of these traditional "small town" neighborhoods while providing opportunity for intensified development through rehabilitation of existing buildings, new development, infill development, and mixed use development where appropriate.</p> <ul style="list-style-type: none"> • Within the District, infill and new development shall be permitted subject to additional design requirements intended to preserve and enhance the pedestrian-scale, residential character of the District. • New street and alley infrastructure, landscaping, and street lighting shall be consistent with SCR-DNC standards to enhance the traditional streetscape of the overlay district. • Up to 23 dwelling units per net acre allowed • Maximum building height is 35 feet • Minimum building setbacks 5-20 feet

Zone	Name	General allowances
SCR-HD	Station Community Residential-High Density	<p>Intended to assure high density multi-family and single family attached residential development near LRT stations.</p> <p>Mid-rise residential buildings may include non-residential uses of a size and scale to serve the needs of building residents and the immediate neighborhood, but shall not include additional off-street parking to accommodate the customers of such shops and activities, nor shall the minimum residential density otherwise required be reduced to accommodate location of non-residential uses</p> <ul style="list-style-type: none"> • Up to 45 dwelling units per net acre allowed • Maximum building height of 5 stories; minimum building height of 2 stories • Minimum building setbacks 5-10 feet
SCR-MD	Station Community Residential-Medium Density	<p>Intended to assure medium density multi-family, attached and detached single family residential development and ancillary dwellings. The District may be applied as a transition zone between higher density residential and commercial activities nearer than 2,600 feet of a light rail station site, and may also be applied to property at the outside edge of a higher density SCPA District in order to buffer a less dense existing residential community outside the SCPA.</p> <ul style="list-style-type: none"> • Up to 36 dwelling units per net acre allowed • Maximum building height of 3 stories; minimum building height of 2 stories • Minimum building setbacks 5-10 feet
SCR-LD	Station Community Residential-Low Density	<p>Intended to assure quality detached and attached single family dwellings, ancillary dwelling units and duplexes within reasonable proximity to an LRT station and, where necessary, to transition between the edges of the SCPA and very low density residential neighborhoods beyond the SCPA.</p> <ul style="list-style-type: none"> • Up to 18 dwelling units per net acre allowed • Maximum building height of 2 stories • Minimum building setbacks 5-10 feet
M-2	Industrial	<p>Uses permitted in C-1 plus manufacturing, storage, railroad facilities, and transit park and ride lots.</p> <ul style="list-style-type: none"> • No maximum building height • No maximum building lot coverage • Minimum building setbacks 0-1 foot

Figure 3. Downtown Hillsboro Zoning Map



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Exhibit A

Public Involvement Summary

Downtown Hillsboro
Urban Renewal Plan and Framework Plan
Public Involvement Efforts through December 2009

Public participation has been a primary focus in the planning process of the Downtown Community Plan and the Downtown Urban Renewal Plan. The City started the process in April 2008. The City Council adopted the *Downtown Framework Plan* (DFP) in November of 2009 which is a direct result of the Downtown Community Planning effort. The DFP provides direction and funding for a healthy, stable, and sustainable downtown Hillsboro. Urban renewal was identified through the Downtown Community Planning effort as one of the implementation tools to fund many of the actions identified by the community in the DFP.

The City viewed the planning effort as an opportunity for downtown businesses, property owners, residents and other stakeholders to provide guidance through a variety of forums regarding their aspirations for downtown and close-in neighborhoods. This outreach effort extended beyond the traditional downtown to the neighborhoods which ring downtown, including the Southwest Industrial area, the commercial strip lying to the immediate west of downtown, the Heart of Hillsboro and Main Street neighborhoods, the 10th Avenue business district, and the predominantly residential neighbors lying south of Oak, east of 10th, and to the northwest.

Feedback from downtown residents was collected through various outlets: multiple public workshops/open houses, neighborhood meetings, community events, surveys, satellite office visits, phone calls and emails. There has been a great deal of interest and excitement coming from citizens, and there is a clear desire to be fully engaged in this process aimed at improving the neighborhoods in which they live.

Stakeholders from within and beyond the study area were engaged throughout the planning process. Public input was received during citizen-led Downtown Advisory Committee (DAC) meetings, five project open houses, neighborhood meetings, stakeholder interviews, a housing market survey, Downtown Area Latino Businesses Focus Group Meeting, two Citizen Participation Organization (CPO) meetings and a Hillsboro Vision 2020 Town Hall event. Public feedback was also obtained through email, letters, surveys, and comment cards. Over twenty-eight thousand (28,000) project newsletters, comment cards and meeting notifications were mailed to property owners in-and-around the study area. The interactive project website: www.downtownhillsboro.net and local newspaper articles publicized upcoming project events. The project website served as an important resource for providing the public with relevant documents, reports, and images.

What follows is a comprehensive list of the public involvement to-date for the Downtown Community Planning effort, including the Downtown Urban Renewal Plan.

Promotion of the Downtown Community Planning Project:

- *Hillsboro Vision 2020 Town Hall* at Hillsboro Civic Center (4/30/08)
- Latino Outreach Advisory Committee (LOAC) presentation (6/9/08)
- Citizen Involvement Advisory Committee (CIAC) presentation (6/11/08)
- Leafleting in Shute Park, along the 10th Avenue business corridor, and around multi-family housing east of 10th Avenue (June – September 2008)
- Spanish Seventh Day Adventist Church presentation (6/28/08 & 9/24/08)
- St. Matthew Catholic Church presentation (6/29/08)
- Project Website (July 2008 – ongoing)
- *Hillsboro Tuesday Marketplace* (July – August 2008)
- Bienestar's Sunset Gardens Apartments Grand Reopening Event (7/24/08)
- Satellite Office Hours at Walters Cultural Art Center, Mobile Community Station–WinCo Parking Lot, and Shute Park Aquatic & Recreation Center (August – September 2008)
- Citizen Participation Organization (CPO) 9 presentation (8/11/08)
- Southeast Sub-Area Highland Addition Neighborhood BBQ (8/21/08)
- Hillsboro Chamber's *Back to School/Regreso a La Escuela* at M&M Swap Meet (8/23/08)
- Hillsboro Chamber's *Despierta, Hillsboro!* Bilingual Networking Event at Mayas Restaurant (9/10/08)
- *Downtown Area Latino Businesses Focus Group Meeting* at Mayas Restaurant (9/10/08)
- *End of Summer Family Festival* at M&M Swap Meet (9/13/08)
- *Bagley Park Celebration* (9/17/08)

Input on Strengths/Assets & Needs/Concerns:

- Southwestern Neighborhoods Subarea Meeting at M&M Swap Meet (6/25/08)
- Northern Neighborhoods Subarea Meeting at Hillsboro Civic Center (6/28/08)
- Southeastern Neighborhoods Subarea Meeting at Hillsboro Community Senior Center (6/30/08)
- Southeastern Subarea Addition Meeting at Hillsboro Community Senior Center (7/21/08)
- *Downtown Focus* Neighborhood Camera Project (July 2008)
- Project Website Online Survey #1 (July – August 2008)
- *Hillsboro Tuesday Marketplace* (July 2008)
- Downtown Community Plan Workshop #2 at Hillsboro Civic Center (7/30/08)

Input on Goals:

- Project Website Online Survey #1 (July – August 2008)
- Downtown Community Plan Workshop #2 at Hillsboro Civic Center (7/30/08)
- Satellite Office Hours at Walters Cultural Art Center, Mobile Community Station–WinCo Parking Lot, and Shute Park Aquatic & Recreation Center (August – September 2008)
- *Hillsboro Tuesday Marketplace* (August 2008)
- Interviewed Western Farm Workers Association Manager Guillermo Magallon (8/5/08)
- Hillsboro Police's *National Night Out* at Shute Park (8/5/08)
- *Hillsboro's Outpost Program* Free Summer Student Lunches at Shute Park (8/7/08)
- Interviewed Community Action's Housing & Homeless Services Manager Pat Rogers (8/19/08)

Input on Strategies/Action Items:

- Satellite Office Hours at Walters Cultural Art Center, Mobile Community Station–*WinCo* Parking Lot, and Shute Park Aquatic & Recreation Center (August – September 2008)
- Project Website Online Survey #2 (August – September 2008)
- *Downtown Area Latino Businesses Focus Group Meeting* at Mayas Restaurant (9/10/08)
- *End of Summer Family Festival* at M&M Swap Meet (9/13/08)
- Downtown Community Plan Workshop #3 at Hillsboro Civic Center (9/17/08)
- Interviewed Spanish Seventh Day Adventist Church Pastor Edwin Vargas (9/24/08)
- Spanish Seventh Day Adventist Church (9/25/08)

Input on Downtown Community Plan Opportunities & Constraints:

- Downtown Advisory Committee Meeting (October 30, 2008)
- Downtown Community Plan Open House Workshop #4 at Hillsboro Civic Center (November 6, 2008)

Input on Planning the Future of Downtown and Potential Downtown Urban Renewal Area:

- Downtown Open House to discuss potential downtown urban renewal area (April 16, 2009) and release the public draft of the Downtown Framework Plan (dated April 2009)

Input on Public Draft of Downtown Framework Plan (dated April 2009):

- Re-opened Satellite Office Hours at Walters Cultural Arts Center, Mobile Community Station–*WinCo* Parking Lot, and Shute Park Aquatic & Recreation Center (May 2009)

Input on Downtown Urban Renewal Plan Goals, Objectives & Projects:

- Downtown Urban Renewal Plan Open House at Hillsboro Civic Center (October 15, 2009)

Downtown Advisory Committee Meetings:

- September 10, 2008
- October 30, 2008
- January 14, 2009
- March 12, 2009
- May 28, 2009
- August 13, 2009
- October 8, 2009
- December 10, 2009

Exhibit B

Legal Description

DOWNTOWN HILLSBORO URBAN RENEWAL AREA

January 27, 2010

A tract of land located in Sections 31 and 32, Township 1 North, Range 2 West, and Sections 5, 6 and 7, Township 1 South, Range 2 West, and Sections 35 and 36, Township 1 North, Range 3 West, and Section 1, Township 1 South, Range 3 West, being more particularly described as follows:

Beginning at the Section corner common to Sections 1 and 12 in Township 1 South, Range 3 West and Sections 6 and 7 in Township 1 South, Range 2 West, Willamette Meridian;

thence North $0^{\circ}13'25''$ East along the section line, a distance of 2635.46 feet to the Quarter Section corner between Section 1, Township 1 South, Range 3 West and Section 6, Township 1 South, Range 2 West;

thence North $89^{\circ}46'35''$ West, a distance of 30.0 feet to the west right-of-way line of Oregon State Highway 219;

thence North $0^{\circ}13'25''$ East, along the west right-of-way line of Oregon State Highway 219, a distance of 8.66 feet to the south right-of-way line of SW Wood Street;

thence North $89^{\circ}38'24''$ West, along the south right-of-way line of SW Wood Street, a distance of 502.07 feet to the northeast corner of Partition Plat 1995-116;

thence South $0^{\circ}14'06''$ West, along the east line of Partition Plat 1995-116, a distance of 516.52 feet to the easterly southeast corner thereof;

thence North $89^{\circ}16'55''$ West, along the south line of Partition Plat 1995-116, a distance of 1734.37 feet;

thence South $0^{\circ}43'05''$ West, along the south line of Partition Plat 1995-116, a distance of 200.0 feet;

thence North $89^{\circ}15'56''$ West, along the south line of Partition Plat 1995-116, a distance of 800.20 feet to the southwest corner of Partition Plat 1995-116;

thence North $30^{\circ}07'59''$ West, along the west line of Partition Plat 1995-116, a distance of 1399.80 feet to the northwest corner of thereof;

thence South $89^{\circ}16'38''$ East, along the north line of Partition Plat 1995-116, a distance of 452.52 feet to its intersection with the south right-of-way line of the Southern Pacific Railroad right-of-way;

thence North $69^{\circ}08'$ West, along said right-of-way line, a distance of 707.63 feet to an angle point therein;

thence South $20^{\circ}52'$ West, along said right-of-way, a distance of 10.0 feet to an angle point therein;

thence North 69°08' West, along said right-of-way, a distance of 220.93 feet to the southwesterly projection of the most southerly west line of that tract of land described in Exhibit A, Page 2 of Washington County Deed Document No. 2004-068452;

thence North 20°51'02" East , along said southwesterly projection , a distance of 80.0 feet to the southwest corner of that tract of land described in Exhibit A, Page 2 of Washington County Deed Document No. 2004-068452;

thence North 20°51'02" East, along the said southerly west line, a distance of 105.21 feet to the northwest corner of that tract of land described in Exhibit A, Page 2 of Washington County Deed Document No. 2004-068452 and a point on the west line of Parcel 1, Partition Plat 1991-013;

thence North 19°47'15" West, along said west line, a distance of 269.04 feet to an iron rod as set in Washington County Record of Survey number 27,452;

thence South 89°59'47" East, along the adjusted property line as depicted in said survey number 27,452, a distance of 370.98 feet;

thence North 59°13'26" East, along the adjusted property line as depicted in said survey number 27,452, a distance of 108.11 feet;

thence North 0°00'13" East, along the adjusted property line as depicted in said survey number 27,452, a distance of 182.36 feet;

thence North 89°59'47" West, along the adjusted property line as depicted in said survey number 27,452, a distance of 67.0 feet;

thence North 0°00'13" East, along the adjusted property line as depicted in said survey number 27,452, a distance of 250.87 feet to a point on the south right-of-way line of SW Walnut Street;

thence North 89°59'47" West, along the south right-of-way line of SW Walnut Street, a distance of 222.32 feet;

thence, continuing along the south right-of-way line of SW Walnut Street, along a curve to the right having a radius of 233.0 feet, an arc distance of 365.31 feet to the southeast corner of Partition Plat 1990-070;

thence South 89°39'48" West , along the south line of Partition Plat 1990-070, a distance of 126.24 feet to the southwest corner of said Partition Plat;

thence South 89°39'48" West, along the south line of that tract of land described as Parcel III in Washington County Deed Document No. 2007-000708, a distance of 271.65 feet to a point on the east line of that tract of land described as Parcel II in Washington County Deed Document No. 2007-000708;

thence South 25°38'05" West, along the east line of that tract of land described as Parcel II in Washington County Deed Document No. 2007-000708, a distance of 100.60 feet;

thence North 89°42'37" West, along the south line of that tract of land described as Parcel II in Washington County Deed Document No. 2007-000708, a distance of 85.90 feet to a point in the center of Dairy Creek;

thence North 0°01'04" West, along the center of Dairy Creek and the west line of that tract of land described as Parcel II in Washington County Deed Document No. 2007-000708, a distance of 334.22 feet to the Northwest corner of that tract of land described as Parcel II in Washington County Deed Document No. 2007-000708;

thence North 21°51' West, along the centerline of Dairy Creek and the west line of that tract of land described as Parcel I in Washington County Deed Document No. 2007-000708, a distance of 228.20 feet;

thence North 46°00' West, along the centerline of Dairy Creek and the west line of that tract of land described as Parcel I in Washington County Deed Document No. 2007-000708, a distance of 198.48 feet to the south right-of-way line of Tualatin Valley Highway;

thence Northwesterly, continuing along the centerline of Dairy Creek , a distance of 85.0 feet more or less to the point where said centerline intersects the south line of Section 36, Township 1 North, Range 3 West;

thence continuing along the centerline of Dairy Creek, a distance of 200 feet more or less to the intersection with the west line of Lot 1, Block 1, Hillsboro Garden Tracts a duly recorded subdivision in said county;

thence North, along the said west line of Lot 1, Block 1, Hillsboro Garden Tracts, a distance of 150 feet more or less to the intersection with the centerline of Dairy Creek;

thence along the centerline of Dairy Creek, a distance of 350 feet more or less to the intersection with the south right-of-way line of the Burlington Northern and Santa Fe Railroad;

thence North 2°33'21" West, a distance of 62.51 feet more or less to the north right-of-way line of the Burlington Northern and Santa Fe Railroad;

thence Southeasterly, along said north right-of-way line, a distance of 1250 feet more or less to its intersection with the South line of the H. Davis DLC No. 68;

thence North 58°24'30" East, along the South line of the H. Davis DLC No. 68, a distance of 950.0 feet more or less to the southwest corner of Parcel 4 as described in Washington County Deed Document No.2008-000297;

thence South 89°21' East, along the south line of said Parcel 4, a distance of 319.04 feet to southeast corner thereof;

thence North 0°00'30" West, along the east line of said Parcel 4, a distance of 197.22 feet to the easterly angle point in the south line of the H. Davis DLC No. 68;

thence South 58°24'30" West, along the south line of the H. Davis DLC No. 68, a distance of 281.47 feet to the centerline of vacated NW 317th Avenue;

thence North, along the centerline of vacated NW 317th Avenue, a distance of 824.89 feet to a point on the westerly projection of the north line of Lot 4, Block 5, Hillsboro Garden Tracts;

thence West, along the projection of the north line of Lot 4, Block 5, Hillsboro Garden Tracts, a distance of 30.0 feet to a point on the west right-of-way line of NW 317th Avenue;

thence North, along the west right-of-way line of NW 317th Avenue, a distance 175.06 feet to the northeast corner of Lot 5, Block 4, Hillsboro Garden Tracts;

thence North, a distance of 60.0 feet to the southeast corner of Lot 12, Block 3, Hillsboro Garden Tracts;

thence East, a distance of 60.0 feet to the southwest corner of Lot 1, Block 6, Hillsboro Garden Tracts and a point on the north right-of-way line of NW Jackson Street;

thence East, along the north right-of-way line NW Jackson Street, a distance of 2974.0 feet more or less to the southeast corner of Lot 40, Block 13, Garden Tract Addition and a point on the west right-of-way of NW Adams Avenue;

thence North, along the east line of said block, a distance of 404.74 feet to the northeast corner thereof;

thence North 1°04' East, along the east right-of-way line of NW Adams Avenue, a distance of 116.18 feet to a point on the south right-of-way line of NW Rachel Street;

thence North 16°51'06" East, a distance of 62.39 feet to the southeast corner of Lot 10, Carter's Addition, a duly recorded subdivision in said county, and a point on the north right-of-way line of NW Rachel Street;

thence North 1°04' East, along the east line of Lots 9 and 10, Carter's Addition, a distance of 245.24 feet to the northeast corner of Carter's Addition and a point on the south right-of-way line of NW Garibaldi Street;

thence North 1°04' East, along the projection of the east line of Lot 9, Carter's Addition, a distance of 60.0 feet to the north right-of-way line of NW Garibaldi Street;

thence South 88°43' East, along said north right-of-way line and the easterly extension thereof, a distance of 120.0 feet to the east right-of-way line of the Southern Pacific Railroad and the southwest corner of that tract of land described in Washington County Deed Book 436, Page 490;

thence North 1°04' East, along said east right-of-way of the Southern Pacific Railroad, a distance of 445.0 feet to the southwest corner of Partition Plat 1992-056;

thence South 89°16'45" East, along the south line of Partition Plat 1992-056, a distance of 324.12 feet to the southeast corner of Partition Plat 1992-056 and a point on the west right-of-way line of North First Avenue;

thence South 89°16'45" East, along the projection of the south line of Partition Plat 1992-056, a distance of 65.0 feet to a point on the west line of Rutten's First Street Subdivision, a duly recorded subdivision in said county, and the east right-of-way line of North First Avenue;

thence South, along the east right-of-way of North First Avenue, a distance of 179.90 feet more or less to the southwest corner of Lot 8, Block 9, Thorne's Addition, a duly recorded subdivision in said county, and a point on the north right-of-way line of NE Grant Street;

thence East, along the north right-of-way line of NE Grant Street, a distance of 2007.98 feet more or less to its intersection with the northerly projection of the east line of Lots 18 and 20 through 25, Griffith Park, a duly recorded subdivision in said county;

thence South 0°11' East, along said northerly projection, said east line, and the southerly projection thereof, a distance of 835.22 feet to a point on the south right-of-way line of NE Edison Street;

thence South 89°06' East, along said south right-of-way line, a distance of 244.8 feet to its intersection with the east right-of-way line of NE 6th Avenue;

thence South 6°12' East, along said east right-of-way line, a distance of 177.36 feet to its intersection with the easterly projection of the north line of that tract of land described in Washington County Deed Document No. 2002-5662;

thence West, along said projection and north line, a distance of 188.28 feet to the northwest corner of said tract described in said Washington County Deed Document No. 2002-5662;

thence South, along the west line of said tract, a distance of 50.0 feet to the northeast corner of that tract of land described in Washington County Deed Document No. 2007-106565;

thence West, along the north line of said tract, a distance of 65.5 feet to the northwest corner thereof;

thence South, along the west line of said tract, a distance of 100.0 feet to a point on the north right-of-way line of NE Jackson Street;

thence West, along said right-of-way line, a distance of 28.46 feet to its intersection with the northerly projection of the northerly west line of Gracie Meadows, a duly recorded subdivision in said county;

thence South 0°08' 39" West, along said projection and said west line, a distance of 201.26 feet to an angle point in said line;

thence North 89°54' 24" West, a distance of 8.0 feet to the most westerly northwest corner of Lot 4 of said Gracie Meadows;

thence South 1°37'14" West, along the west line of said lot, a distance of 51.64 feet to a point on the north line of NE Truman Lane;

thence West, along said north line, a distance of 7.35 feet to the northwest corner of said NE Truman Lane;

thence South, along the west line of NE Truman Lane, a distance of 16.0 feet to the southwest corner thereof;

thence East, along the south line of NE Truman Lane, a distance of 59.43 feet to the northeast corner of Lot 12, Block 4, Tucker and Stewart's Addition, a duly recorded subdivision in said county;

thence South, along the east line of said Lot 12, the southerly projection thereof, and the east line of Lot 5, Block 7 of said subdivision, a distance of 449.10 feet to the southwest corner of Lot 4, Block 7 of said subdivision;

thence East, along the south line of said lot, a distance of 49.5 feet to the southeast corner thereof;

thence South, along the southerly projection of the east line of said lot, a distance of 16.0 feet to the northeast corner of Lot 13, Block 7 of said subdivision;

thence continuing South, along the east line of said Lot 13 and the southerly projection thereof, a distance of 256.0 feet to a point on the south right-of-way line of East Main Street;

thence West, along said right-of-way line, a distance of 49.5 feet to the northeast corner of Lot 1, Block 1, Morgan Addition, a duly recorded subdivision in said county;

thence South, along the east line of said lot, a distance of 198.0 feet to the northwest corner of Lot 5 of said Block 1;

thence East, along the north line of Lot 5 and Lot 4 of said Block 1, a distance of 198.0 feet to a point on the west right-of-way line of SE 6th Avenue;

thence South, along said right-of-way line, a distance of 40.0 feet to the westerly projection of the south line of that tract of land described in Washington County Deed Document No. 99034079;

thence East, along a said projection and south line, a distance of 314.0 feet to the southerly southeast corner thereof;

thence North, along the southerly east line of said tract, a distance of 40.0 feet to a point on the south line of Lot 3, Block 2 of said Morgan Addition;

thence East, along the south line of Lots 3 and 4, Block 2 of Morgan Addition, a distance of 148.0 feet to a point on the west right-of-way line of SE 7th Avenue;

thence North, along said right-of-way line, a distance of 10.0 feet to its intersection with the westerly projection of the north line of the alley in Block 3 of Fairview Addition, a duly recorded subdivision in said county;

thence East, along said projection and north line, a distance of 440.0 feet to a point on the west right-of-way line of SE 8th Avenue;

thence South, along west said right-of-way line, a distance of 58.0 feet to the westerly projection of the south line of that tract of land described in Washington County Deed Document No. 2005-029153;

thence East, along said projection and south line, a distance of 160.0 feet to the southeast corner thereof and the southwest corner of that tract land described in Washington County Deed Document No. 2006-087989;

thence East, along the south line of Washington County Deed Document No. 2006-087989, a distance of 75.0 feet to the southeast corner thereof and the southwest corner of that tract of land described in Washington County Deed Document No. 2000-089094;

thence East, along the south line of that tract of land described in Washington County Deed Document No. 2000-089094, a distance of 15.0 feet to the southerly southeast corner thereof and a point on the west line of that tract of land described in Washington County Deed Document No. 81-024324;

thence South, along said west line, a distance of 30.0 feet to the southwest corner thereof;

thence East, along the south line of that tract of land described in Washington County Deed Document No. 81-024324, a distance of 52.0 feet to the southeast corner thereof and the southwest corner of Station Place Condominium, a duly recorded condominium plat in said county;

thence East, along the south line of said plat, a distance of 138.10 feet to the southeast corner thereof and the west right-of-way line of SE 9th Avenue;

thence North, along said west right-of-way line, a distance of 56.0 feet to the westerly projection of the north line of that tract of land described in Washington County Deed Book 1126, Page 716;

thence East, along said projection and north line, a distance of 220.0 feet to the northeast corner of said tract and the northwest corner of that tract of land described in Washington County Deed Document No. 2002-158567;

thence East, along the north line of said tract, a distance of 60.0 feet to the northeast corner thereof and the northwest corner of that tract of land described in Washington County Deed Document No. 2008-086584;

thence East, along the north line of said tract, a distance of 138.0 feet to the west line of that tract of land described in Washington County Deed Document No. 89-28012 and a point on the west right-of-way line of SE 10th Ave;

thence North 0°54' East, tracing the west line of Washington County Deed Document No. 88-56748, a distance of 50.84 feet to the beginning of a 20 foot radius curve to the left in said west line;

thence tracing said west line, along said curve, through a central angle of 85°03', an arc distance of 29.69 feet to an angle point in said west line;

thence North 0°54' East, a distance of 7.7 feet to a point on the south right-of-way line of East Main Street;

thence North 84° 38' West, along said south right-of-way line, a distance of 110.0 feet more or less to its intersection with the southwest projection of the northwest right-of-way line of Cornell Road;

thence North 38°03' East, along said projection and right-of-way line, a distance of 296.30 feet to an angle point on said right-of-way line;

thence West, continuing along the northwest right-of-way line of NE Cornell Road, a distance of 11.88 feet to an angle point;

thence North 38°03' East, continuing along said right-of-way line, a distance of 149.14 feet to its intersection with the northwesterly projection of the north line of that tract of land described in Washington County Deed Document No. 2008-59258;

thence South 66°09' East, along said projection and said north line, a distance of 151.3 feet more or less to an angle point therein;

thence South 84°33' East, continuing along said north line, a distance of 75.47 feet to the northeast corner of said tract and a point on the west line of Lot 8 , Miller's Addition, a duly recorded subdivision in said county;

thence North 0°19' East, along the west line of said lot 8 , a distance of 3.60 feet to the northwest corner thereof;

thence South 84°38' East, along the north line of said Lot 8, a distance of 70.0 feet to a point on the west right-of-way line of Northeast 11th Avenue;

thence South 5°22'12" West, along said right-of-way line, a distance of 145.29 feet to its intersection with the westerly projection of the south line of Lots 9 through 14 of said Miller's Addition;

thence South 84°38' East, along said projection and said south line, a distance of 545.92 feet to a point on the west right-of-way line of Northeast 12th Avenue;

thence South 0°03' West, along said right-of-way line, a distance of 27.54 feet to its intersection with the westerly projection of the north line of that tract of land described in Washington County Deed Document No. 2007-048489;

thence North 89°59' East, along said projection and said north line, a distance of 153.97 feet to the northeast corner thereof and a point on the west line of Lot 5, Seabold Addition, a duly recorded subdivision in said county;

thence North 0°03' West, along the west line of said Lot 5, a distance of 27.35 feet to the northwest corner thereof;

thence South 84°27' East, along the north line of Lots 5 through 8 of said subdivision, a distance of 270.40 feet to a point on the west line of Lot 13 of said subdivision;

thence North 0°03' West, along the west line of said Lot 13, a distance of 140.0 feet to the northwest corner thereof;

thence South 84°27' East, along the north line of said Lot 13, a distance of 108.0 feet to the northeast corner thereof;

thence South 0°03' East, along the east line of said Lot 13, a distance of 180.0 feet to the northwest corner of Lot 6 of Warren Grove, a duly recorded subdivision in said county;

thence North 89°57' East, along the north line of said Lot 6, a distance of 99.50 feet to the northeast corner thereof and a point on the west right-of-way line of NE 14th Avenue;

thence South 01°03" East, along said right-of-way line, a distance of 15.64 feet more or less to its intersection with the westerly projection of the north line of Lot 5, Warren Grove, a duly recorded subdivision in said county;

thence North 89°57' East, along said projection and said north line, a distance of 159.50 feet to the northeast corner of said Lot 5 and a point on the west line of Lot 8, Harmony Vale, a duly recorded subdivision in said county;

thence South 0°03' East, along the east line of said lot, a distance of 12.31 feet to the southwest corner of Lot 8 of Harmony Vale;

thence South 84°27' East, along the south line of said Harmony Vale, a distance of 519.91 feet to the southeast corner thereof and the northwest corner of that tract of land described in Washington County Deed Document No. 2005-048490;

thence South 84°27' East, along the north line of said tract, a distance of 80.95 feet to the northeast corner thereof and the northwest corner of that tract of land described in Washington County Deed Document No.2000-057081;

thence South 84°27' East, along the north line of said tract, a distance of 84.52 feet to a point on the west right-of-way line of NE 18th Avenue;

thence South 3°42'05" West, along said west right-of-way line, a distance of 85.0 feet to a point on the north right-of-way line of East Main Street;

thence South 84°10'16" East, along said right-of-way line, a distance of 80.05 feet to a point on the east right-of-way line of NE 18th Avenue;

thence South 3°42'05" West, along said right-of-way line, a distance of 15.01 feet to a point on the north right-of-way line of East Main Street;

thence South 84°10'16" East, along said right-of-way line, a distance of 154.3 feet more or less to its intersection with the northerly projection of the west line of that tract of land described in Washington County Deed Book 1109, Page 889;

thence South 0°02'16" West, along said projection and said west line, a distance of 596.8 feet more or less to a point on the north line of Block K of the Amended Plat of Fairview Addition, a duly recorded subdivision in said county;

thence South 87°25'07" East, along said north line, a distance of 48.13 feet to the northwest corner of that tract of land described as Parcel 2 in Washington County Deed Document No.2005-157197;

thence South 0°38'30" West, along the west line of said parcel 2, a distance of 160.0 feet to the southwest corner thereof and the most northerly northwest corner of that tract of land described in Washington County Deed Document No. 2000-56355;

thence continuing South 0°33' West, along the west line of said tract, a distance of 10.0 feet to an angle point therein;

thence North 89°55' West, along the north line of said tract, a distance of 10.0 feet to the most westerly northwest corner of said tract;

thence South 0°33' West, along the west line of said tract, a distance of 92.0 feet to the most westerly southwest corner of said tract;

thence South 82°38' East, along the most northerly south line of said tract, a distance of 10.0 feet to an angle point;

thence South 0°33' West, along the west line of said tract , a distance of 15.0 feet to the southerly southwest corner thereof and the northwest corner of that tract of land described in Washington County Deed Document No. 2000-074595;

thence South 0° 28' West, along the west line of said tract and southerly projection thereof; a distance of 214.0 feet to the south right-of-way line of SE Oak Street;

thence West, along said south right-of-way line, a distance of 150.0 feet more or less its intersection with the west right-of-way line of SE 18th Avenue;

thence South, along said west right-of-way line, a distance of 1335.0 feet more or less to a point on the north right-of-way line of SE Maple Street;

thence Northwesterly, along the north right-of-way line of SE Maple Street, a distance of 1272.0 feet more or less to its intersection with the northerly projection of the west right-of-way line of SE 13th Avenue;

thence South, along said northerly projection, west right-of-way line and southerly projection thereof, a distance of 1903.0 feet more or less to its intersection with south right-of-way line of the Southern Pacific Railroad;

thence Northwesterly, along the south right-of-way line of the Southern Pacific Railroad, a distance of 4005.0 feet, more or less, to the most northerly corner of Tract B , Heathcliff , a duly recorded subdivision in said county;

thence South 24°40'55" West, along the northwest line of said Tract B, a distance of 29.80 feet to a point on the northeast line of Lot 33 of said subdivision;

thence North 65°19'05" West, along said northeast line and the northeast line of Lot 32 of said subdivision, a distance of 28.0 feet;

thence South 71°02'36" West, along the north line of said Lot 32, a distance of 5.80 feet;

thence South 27°24'40" West, along the northwest line of said Lot 32, a distance of 21.74 feet to the intersection of said Northwest line and the northeast line of Tract A of said subdivision;

thence North 62°35'22" West, along said northeast line, a distance of 34.0 feet to a point on the southeast line of Lot 30 of said subdivision;

thence North 27°24'40" East, along the southeast line of Lot 30 and 31 of said subdivision, a distance of 51.44 feet to a point on the south right-of-way line of the Southern Pacific Railroad;

thence along said right-of-way line, along a 2959.48 foot radius curve concave to the south, through a central angle of 6°12'33", with chord bearing North 71°16'57" West 320.57', an arc distance of 320.72 feet to the most northerly corner of Tract G and the northeast corner of Tract E of said subdivision;

thence along the boundary of said Tract E the following courses and distances:

South 0°23' West 47.4 feet, South 28°32'09" East 41.85 feet, South 38°42'40" East 63.45 feet, South 47°04' East 74.21 feet, South 40°04'30" East 139.50 feet, South 40°23' East 59.0 feet, South 19°37' East 28.0 feet, South 52°18'30" East 77.0 feet, South 30°36'00" East 85.0 feet, South 20°22'40" East 55.75 feet, South 48°04' East 54.6 feet, South 26°08' East 22.0 feet, South 71°19' East 53.0 feet, North 77°17' East 32.0 feet, North 30°24' East 36.5 feet, North 12°06'49" East 58.42 feet, North 56°25'53" East 11.01 feet, South 0°00'47" East 139.74 feet, South 65°28'14" West 4.13 feet, North 89°46'48" West 812.44 feet to the southwest corner of said Tract E and a point on the east line of that tract of land described in Washington County Deed Document No. 2005-7512;

thence South, along the east line of that tract of land described in Washington County Deed Document No. 2005-7512, a distance of 368.98 feet to the southeast corner thereof and a point on the north line of that tract of land described in Washington County Deed Washington County Deed Book 335, page 176;

thence North 88°59' West, along said north line, a distance of 917.9 feet more or less to the southwest corner of that tract of land described in Washington County Deed Document No. 93-091525;

thence North 0°28' West, along the west line of that tract of land described in Washington County Deed Document No. 93-091525, a distance of 301.6 feet;

thence South 88°30' West, along the north line of that tract of land described in Washington County Deed Book 335, Page 176, a distance of 98.9 feet;

thence South 1°31' East, a distance of 296.7 feet to the southeast corner of that tract of land described in Washington County Deed Book 645, Page 285;

thence North 88°59' West, along the south line of that tract of land described in said Book 645, Page 285, a distance of 362.2 feet to a point on the east right-of-way line of Oregon State Highway 219;

thence Southerly, along the east right-of-way line of Oregon State Highway 219, along the arc of a curve to the left having a radius of 447.47 feet, an arc distance of 173.92 feet to an angle point in said right-of-way line;

thence Easterly, along said right-of-way line, a distance of 35.0 feet to an angle point in said right-of-way line;

thence South 1°41'10" West, along the east right-of-way line of Oregon State Highway 219, a distance of 2721.81 feet more or less to the Northwest corner of that tract of land described in Washington County Deed Document No. 2001-010054;

thence West, a distance of 65.0 feet to the centerline of Oregon State Highway 219;

thence continuing West, a distance of 6.93 feet to the Section line between Section 12, Township 1 South, Range 3 West and Section 7, Township 1 South, Range 2 West;

thence North 0°13'25" East, along said Section line, a distance of 78.82 feet to the true point of beginning.

DOWNTOWN URBAN RENEWAL DISTRICT BOUNDARY

1-28-2010 1" = 8000'

LEGEND

-  Downtown Urban Renewal District
-  City Limits
-  Tax Lots

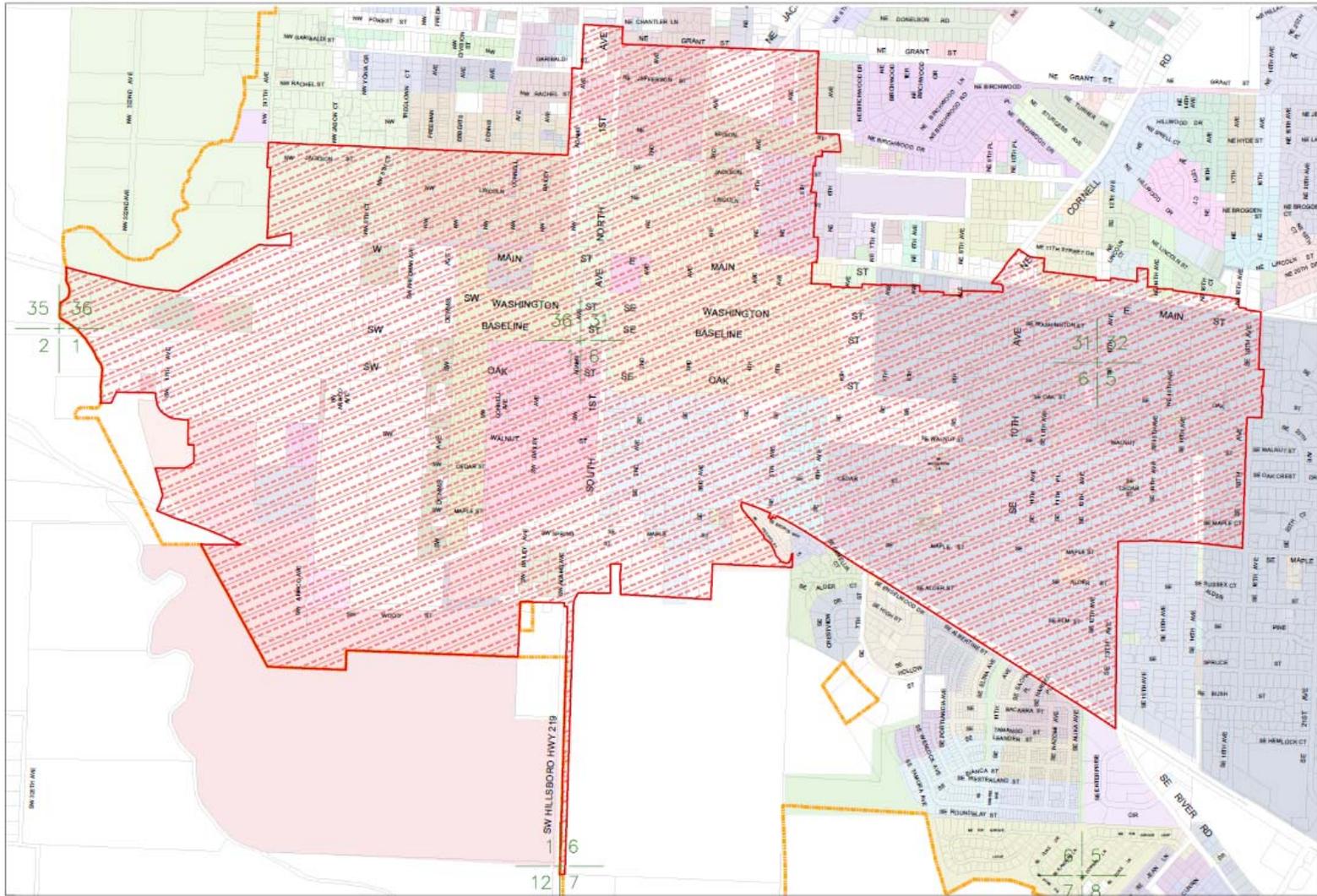


Exhibit C

Relationship to Local Objectives

The City of Hillsboro has a variety of plans that contain goals and policies applicable to the Area. These plans adopted by the Hillsboro City Council include the Hillsboro Comprehensive Plan, City of Hillsboro Strategic Plan, Parks Master Plan, Downtown Hillsboro Renaissance Action Plan, and the Hillsboro 2020 Vision and Action Plan. What follows are the relevant objectives, as of the time this Plan was prepared, with which this Urban Renewal Plan will implement and comply.

Hillsboro Comprehensive Plan

City of Hillsboro Comprehensive Plan, adopted April 5, 1977 (ordinance no. 2793-4-77) amended through February 2010.

Section 1. Planning and Citizen Involvement

(I) Goals.

...

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

...

FINDING: The Plan will implement citizen involvement goals in developing a program for ongoing public participation to include establishing an advisory group and other opportunities to include diverse stakeholders.

Section 2. Urbanization

(I) Goal.

To provide for an orderly and efficient transition of land from rural to urban use through the identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area...

...

(III) Policies

(A) Urbanization within the planning area shall be consistent with the goals and policies of this Plan. Development shall occur according to the availability of urban services and within the context of the Urban Planning Area Agreement...

...

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

(D) The City shall adopt and enforce mutually supporting implementation measures necessary to integrate the type, timing and location of public facilities and services in a manner which

accommodates both expected growth in the commercial and industrial sectors and the increased population density within the Hillsboro Planning Area.

(E) The City shall coordinate its planning activities and implementation measures with government agencies in the planning area and determine respective roles and responsibilities necessary to carry out the policies of this goal...

...

FINDING: The Urbanization goals and policies will be implemented through financing of public infrastructure and facilities in downtown to support redevelopment and infill development, the Plan will further the goal of efficient use of land and existing investments.

Section 3. Housing

(I) Goal.

To provide for the housing needs of the citizens of Hillsboro and surrounding community by encouraging the construction, maintenance, development and availability of a variety of housing types, in sufficient number and at price ranges and rent levels which are commensurate with the financial capabilities of the community's residents.

...

(III) Policies.

...

(B) A variety of housing units shall be encouraged throughout the planning area for households of all incomes, ages and living patterns. Such housing should include, but not be limited to, single-family residences, accessory dwellings, duplexes, apartments, attached single-family residences, co-op housing, condominiums, townhouses and manufactured housing. Specific locations for each type of housing shall be consistent with the comprehensive plan map and zoning map. Each type of housing should be available at various prices and rents in order to maximize housing choices of the public.

(C) Housing in the planning area shall be designed and constructed in a manner that assures safe, healthy and convenient living conditions for the community's citizens. Residential projects shall be designed to promote a diverse, pedestrian-scale environment; respect surrounding context and enhance community character; consider security and privacy; and provide usable open space. Construction shall be sound, energy-efficient, and of a quality that assures a reasonable structural life and attractive appearance with normal maintenance. To apply this policy, the City may adopt development standards and design guidelines to be used in evaluation of residential projects through the subdivision, planned unit development, or development review process.

(D) The provision of housing of various types and prices/rents and developments which provide for an efficient and compatible mix of housing types shall be encouraged. This will increase the choice of housing and will act to disperse housing types throughout the planning area in developments of design and construction consistent with policy (C) of this Section.

...

(F) The development of low income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy (C) of this Section. Such housing shall not be so concentrated as to create a recognizable or exclusively low income district.

(G) Manufactured homes are appropriate within the planning area when located in well planned and developed manufactured home parks or in areas that permit single family dwellings.

(H) The maintenance and rehabilitation of the existing housing stock shall be encouraged in areas of the planning area designated for residential use.

(I) The development of buildings which compatibly accommodate housing units and commercial activities shall be encouraged in the downtown area.

(J) The development of mid-rise housing (3-6 stories) is appropriate near the downtown area, in Station Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are transit trunk routes. Such developments shall be subject to special planning and development review or meet specific Station Community Planning Area design and development standards.

(K) The development of housing designed to meet the needs of senior citizens shall be encouraged, particularly in areas close to downtown, shopping, public transportation, medical and other similar facilities.

(L) New residential areas shall have water, sewers, storm drainage, street lights and underground utilities. In addition, new residential areas shall have paved streets, curbs, and pedestrian ways; and where site conditions are favorable to stormwater infiltration, the use of vegetated stormwater management facilities, pervious pavement and similar "green streets" elements is encouraged where technically feasible and appropriate. The provision of such services in older residential areas shall be encouraged.

(M) The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.

(N) Housing shall be developed to a density sufficient to allow for commercial, industrial, recreation and other land uses within the planning area in sufficient quantity to meet other citizens' needs and goal requirements.

(O) Residential areas should be designated to avoid incompatible commercial, industrial and other uses, but criteria should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.

(P) Nonresidential public and quasi-public uses may be located in residential areas subject to special planning and design review to insure their compatibility with surrounding residences.

(Q) The Planning Commission may approve housing developments which utilize new and innovative design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this goal.

(R) The City may encourage redevelopment activities and increased population densities in certain areas after taking into consideration key facilities, economic, environmental, energy and social consequences, and the optimal use of existing land, particularly in areas containing a significant number of unsound substandard housing units which cannot feasibly be rehabilitated.

(S) The City may use the following or similar implementation measures to encourage achievement of the housing goal: tax incentives and disincentives, zoning and land use controls, subsidies and loans, fee and less-than-fee acquisition techniques, enforcement of local health and safety codes, coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.

(T) The City shall review housing needs and projections and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.

(U) Implementation measures should be sufficiently flexible to allow residents of all incomes and life styles the widest possible choice of housing types and locations.

(V) Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map. Minimum residential density zoning standards shall be prescribed for all residential areas. Minimum density standards shall result 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. The minimum densities are intended to ensure the Hillsboro Comprehensive Plan achieves the residential density objectives identified in the Region 2040 Growth Concept and Regional Framework Plan, while retaining flexibility for residential development patterns and projects tailored to local conditions. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone, or which would cause the City's comprehensive plan to be in noncompliance with the adopted Metro Urban Growth Management Functional Plan.

(W) In determining residential densities, developers may be given credit for land donated and accepted by the City for needed public facilities.

(X) Certain areas designated residential on the comprehensive plan map shall be considered appropriate for local commercial convenience activities. Specific locations will be determined as a result of detailed land use studies to be initiated in 1977. Until specific locations have been determined, lands designated residential on the plan map but presently zoned for neighborhood commercial use shall be considered appropriate for such uses.

(Y) Residential land shall develop within the density range designated by the Comprehensive Plan unless higher densities are approved by the City under the Planned Unit Development process. Density reductions and transfers may also be allowed within the Significant Natural Resource Overlay (SNRO) District and within Habitat Benefit Areas that fall outside of the SNRO District.

...

FINDING: The Plan will provide financing for housing programs that will improve the quality of the existing supply of housing and facilitate the development of a range of housing types for households at a variety of incomes.

Section 6. Natural Resources, Open Space, Scenic and Historical Sites

(I) Goals.

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

(B) Provide a livable and attractive environment.

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

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

(III) Policies.

(A) Open space.

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

...

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

...

(7) Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose. Specific sign design standards shall be applied in Station Community Planning Areas and along designated pedestrian streets.

...

(C) Cultural Resource(s). Identification and management of cultural resources promotes public awareness and appreciation of the community's history; advances community pride and identity; contributes to the community's economy; enhances local property values, identifies conflicts that can arise between preservation of cultural resources and alternative land uses, and provides means through which such conflicts can be mitigated.

(1) The City shall work closely with the State Historic Preservation Office, the Washington County Museum, Hillsboro Historical Society, property owners and all interested parties to encourage the preservation of cultural resources within the planning area by educating property owners and the public about the appropriate methods of restoration, rehabilitation and reuse of cultural resource sites.

(2) Station Community Planning Areas shall include policies and design and development standards to preserve and enhance the character of historic neighborhoods such as downtown and the original Orengo community.

...

(5) The City shall endeavor to develop financial and other incentives to encourage property owners to restore, maintain, or adaptively reuse their cultural resource sites.

...

E) Natural Resources Management Program (Added by Ord. No. 5268/5-03)

...

(6) In accordance with the Tualatin Basin Fish & Wildlife Habitat Program, encourage land developers and property owners to incorporate habitat friendly practices in their site design where technically feasible and appropriate. Habitat friendly development practices include a broad range of development techniques and activities that reduce the detrimental impact on fish and wildlife habitat associated with traditional development practices.

FINDING: The Plan will assist in financing improvements to existing and adding new open space. It will also invest in environmentally sensitive and sustainable urban development, including enhancement and preservation of Hillsboro's cultural resources.

Section 7. Air, Water and Land Resource Quality

(I) Goal.

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

...

(III) Policies.

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

...

FINDING: The Plan will support improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area. The Plan directly addresses street safety concerns and calls for financing for transportation upgrades to the Area that will improve the safety of arterial and collector street corridors, completion of the local street network, and linkages/accessibility improvements.

Section 9. Recreation

(I) Goal.

To design a parks and recreation facilities plan and provide a recreation program that:

- (A) Provides a variety of open spaces, parks, recreation facilities and recreation programs.
- (B) Links open spaces, parks, recreation facilities, and school, via a pedestrian and bicycle trail system.
- (C) Promotes and encourages a physically fit and healthy community.

(II) Policies.

- (A) The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.
- (B) Recreation facilities and programs shall be designed to meet the recreation needs of citizens of all ages and physical capabilities.
- (C) The development of parks, recreation facilities and programs shall be coordinated with other public agencies, including schools, in order to efficiently use public lands and facilities for recreation.
- (D) The types and sizes of parks and recreation facilities shall be dispersed in park planning neighborhoods throughout the planning area in proportion to the population of the neighborhood.
- (E) Floodplains may be used for park and recreation facilities requiring large areas of land. The development of the parks and recreation facilities shall be consistent with the provisions of the Floodplain Ordinance and shall avoid wildlife nesting, feeding and mating habitats.
- (F) A pathways plan shall be developed to link open spaces, parks, recreation facilities and schools within the planning area.
- (G) The donation of land for public parks within new development shall be encouraged.
- (H) The creation and preservation of private parks and open spaces within developments shall be encouraged.
- (I) Private citizens and groups shall be encouraged to assist in the development and maintenance of the City's parks, recreation facilities, and programs.
- (J) Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.

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

(L) In Station Community Planning Areas, usable open space shall be provided to mitigate higher overall residential and employment densities and to provide for public and private local parks and recreation opportunities in station communities. Open space requirements shall be identified in implementing districts for each Station Community Planning Area.

FINDING: Recreation goals and policies will be implemented through financial assistance for development of conveniently located park, trails and recreation facilities with strong pedestrian and transit links to downtown neighborhoods. Assistance can also be provided for improving existing parks, trails and recreational facilities.

Section 10. Economy

(I) Goals.

- (A) Expand, improve and diversify the economy of the planning area.
- (B) Provide local employment opportunities for area residents.
- (C) Conserve energy by lowering commuting distance.
- (D) Increase and expand the economic base, tax base and economic independence of the area.
- (E) Provide choice in the purchase of goods and services available to the public.

...

(III) Policies.

(A) Commercial land use. Present commercial land uses are located in the central business district, along the Oak-Baseline couplet, Tenth Avenue and the Tualatin Valley Highway. Land for future commercial development should be designated in a manner which concentrates commercial activities, prevents expansion of strip commercial development, and provides land for commercial growth.

(1) The central business district should continue as one of the major retail shopping centers in the Hillsboro trade area and provide a variety of service, cultural, recreational, social, professional and governmental activities to help it become the focus of community life.

(2) Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe and convenient movement of pedestrians and other non-auto transportation.

(3) Commercial establishments shall be grouped together for shopping convenience, sharing of parking, pedestrian safety and integrated design.

...

(7) Commercial establishments should be well landscaped and maintained and should provide off-street parking for employees, customers and delivery of goods.

(8) Convenient commercial service centers may be located close to, or within, neighborhoods and residential areas. The centers shall be located and designed to provide safe and convenient access for pedestrians, bicycles and autos. To minimize any adverse impacts which might occur on surrounding residential properties, design of such centers shall be reviewed by the appropriate government body.

(9) Kiosks (attractively designed structures which allow posting of notices) should be encouraged in the downtown area to increase shopping convenience and public awareness of downtown facilities and services.

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

...

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

...

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

FINDING: The Plan will provide participation in financing for renewal of existing commercial/mixed-use areas with a particular emphasis on supporting the vitality of the central business district. The Plan will also facilitate improvements to industrial lands in ways that will retain and generate jobs and accommodate a diversity of business types.

Section 11. Energy

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

- (A) The location of various land use activities (residential, commercial, industrial).
- (B) The design of developments.
- (C) The design and development of a transportation system.
- (D) The design and construction of housing and other structures.

(II) Policies.

- (A) The City shall promote and encourage the construction of energy-efficient residential, commercial and industrial structures.
- (B) Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. However, inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
- (C) Minor commercial activities which are compatible with residential uses shall be dispersed throughout the planning area to serve the public and conserve energy resources.

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

(E) The City may use the following or similar implementation methods to encourage achievement of this energy goal: Lot size, dimension and siting controls; building height, bulk and surface area; density of use, particularly housing density; availability of light, wind and air; compatibility with and conflict between competing land use activities; and systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste.

(F) Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.

...

FINDING: The Plan will facilitate investment in environmentally sensitive and sustainable urban development, including energy efficiency improvements to structures and support of a multi-modal transportation system throughout downtown.

Section 12. Public Facilities and Services.

The Statewide Planning Goal 11 requires the City to prepare a Public Facilities Plan. The purpose of the plan is to help assure that urban development in and around Hillsboro is guided and supported by urban facilities and services that are appropriate for the needs of the area and to provide a framework for future improvement and maintenance of the City's transportation, water, sanitary sewer, storm drainage, and parks and recreation facilities. The Public Facilities Plan is a supporting plan and implementing document of the Comprehensive Plan. It includes a list and description for each type of facility, short and long-range capital improvement plans, a financing plan and policies related to public facilities. This section of the HCP also addresses general government, police services, fire protection, libraries, schools, and energy and communications.

(I) Goals.

...

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

(C) Provide a safe and healthy living environment.

(D) Provide that existing land uses are and will continue to be supported by needed public facilities and services.

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

...

(III) Policies.

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

...

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

...

(G) The location of schools should be used as a tool in directing future growth within the planning area.

...

(I) When possible, government offices should locate in the vicinity of the County courthouse to form over time a public buildings complex and civic center.

...

(K) Utilization of schools and other public facilities as multi-purpose facilities should be encouraged to help meet the education, recreation and civic needs of the community.

The Plan will provide financing for redevelopment and infill in downtown that w

FINDING: Through financing of public infrastructure and facilities in downtown to support redevelopment and infill development, the Plan will further the goal of efficient use of existing infrastructure investments.

Section 13. Transportation.

(I) Goals:

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

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

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

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

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

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

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

(III) Policies.

The following policies are organized by the seven transportation goals.

(A) Safety.

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

...

(7) Coordinate, when applicable and appropriate, federal, state and local safety and compliance standards in the operation, construction and maintenance of the rail and pipeline systems in Hillsboro.

(8) Encourage grade separations or gate controls at primary railroad crossings.

(B) Multi-modal.

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

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

(3) Connect gaps in the sidewalk system according to the Hillsboro Pedestrian System Plan.

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

(5) Encourage and work with Tri-Met to improve local bus transit service.

(C) Trip Reduction.

...

(2) Ensure that nearby commercial, community service and high employment industrial land uses are developed in a manner that provides convenient access to pedestrians, bicyclists and transit riders. Support compact, mixed-use development including infill and redevelopment in appropriate areas of the City.

(3) Implement City Station Community Planning Areas in ways that encourage the location of the highest land use densities and mixed uses near the best transit service.

(4) Limit the provision of parking to meet regional and state standards.

(5) On- and off-street parking requirements may be reduced in areas where light rail transit or bus transit service is available or where other non-auto travel modes (such as walking or bicycle facilities) are conveniently accessible.

(6) Be consistent with local, regional and state land use plans and programs.

(D) Performance.

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

...

(E) Goods Movement.

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

...

(3) Encourage continued use and development of rail and air transportation facilities.

...

(F) Livability.

(1) Design and build local and neighborhood streets to minimize speeding.

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

(3) Construct transportation facilities to comply with applicable City landscape and design standards.

(4) Avoid or minimize potential adverse environmental impacts associated with traffic and transportation system development through facility design and system management.

(G) Accessibility.

(1) Construct transportation facilities, which conform to the requirements of the Americans with Disabilities Act.

(2) Locate transit dependent land uses close to transit stations.

(3) Design the local street network to facilitate street connectivity and limit out-of-direction travel. Provide connectivity to and from activity centers and destinations, giving priority to pedestrian and bicycle connections.

(4) Develop an efficient arterial grid system that provides access within the City, and serves through City traffic.

...

FINDING: The Plan will support improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area. The Plan directly addresses street safety concerns and calls for financing for transportation upgrades to the Area that will improve the safety of arterial and collector street corridors, completion of the local street network, and linkages/accessibility improvements. Improving the transportation system to facilitate efficient freight movement will also be financed.

Section 15. Station Community Planning Areas.

(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.

...

FINDING: Station Area goals will be implemented in downtown through financial incentives for commercial and mixed-use development that supports transit ridership.

Section 26. Downtown Framework Plan

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.

Policy 2. Support new investments in the downtown core area that are respectful of the area and add to its character and vitality.

Policy 3. Ensure adequate infrastructure and multi-modal accessibility to and within the core area for residents, visitors, and service providers.

FINDING: The Plan will provide incentives for rehabilitation, preservation, development, and redevelopment that support downtown revitalization, job retention/creation, and cohesive neighborhoods. The Plan will also assist with improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area.

Goal B. Development in Downtown Neighborhoods is Compatible

...

Policy 2. Adopt programs and actions to enhance livability and safety in the downtown neighborhoods.

FINDING: This goal will be implemented through financial assistance for high-quality and compatible rehabilitation and preservation of the existing housing, installation of a safe and accessible local transportation network, and improvements to neighborhood parks and community facilities.

Goal C. Pedestrian, Bicycle and Transit Travel is Safe and Well-Connected

Policy 1. Improve pedestrian, bicycle, and transit access and safety with connections between parks, schools, shopping, and other activity centers.

FINDING: The Plan will assist with improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area.

Goal D. Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings

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.

Policy 2. Respect the need to address both intra- and inter-city traffic movements as part of regional freight and passenger movements.

FINDING: The Plan will assist with improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area, including facilitation of efficient freight movement. Additional enhancements to be provided funding through the Plan include streetscapes, downtown gateways, and development of wayfinding signage.

Goal E. Sustain and Enhance Downtown's Economic, Environmental, Cultural, and Historic Diversity

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.

Policy 2. Initiate efforts to create a model for environmentally sustainable efforts in the downtown community.

FINDING: This goal is implemented through support for design and development of cultural and community facilities, civic spaces, and public art installations. It will also invest in environmentally sensitive and sustainable urban development, including energy efficiency improvements to structures.

Other Council-adopted Plans

City of Hillsboro Strategic Plan, adopted January 2010

...

STRATEGY 4.1: Support for Hillsboro 2020. Continue to actively support the implementation of Hillsboro 2020.

4.1a Continue to support and facilitate vision implementation committee activities to implement the Hillsboro 2020 Vision.

FINDING: As outlined below, Strategy 4.1 will be supported by providing financing for development of community cultural and recreational facilities, safe infrastructure, preservation of historic resources, and reinvestment in downtown economic activity.

...

STRATEGY 4.4: Public Engagement and Outreach. Engage residents, businesses and stakeholders with education, outreach and opportunities for community involvement.

...

4.4a Develop and implement departmental outreach plans Short Term that: Engage inter-jurisdictional stakeholders, business community, individuals and other partners. Engage non-traditional or underrepresented communities, including different cultures, socioeconomic groups, age groups, individuals and new residents.

FINDING: The Plan will implement community outreach goals in developing a program for ongoing public participation to include establishing an advisory group and other opportunities to include diverse stakeholders.

...

STRATEGY 8.2: Community Sustainability. Track community sustainability efforts and support expansion of sustainable practices.

8.2d Establish conservation programs, including sustainability incentives.

FINDING: The Plan will facilitate investment in environmentally sensitive and sustainable urban development through financial and technical assistance for energy efficiency improvements to structures and support of a multi-modal transportation system throughout downtown.

...

Hillsboro Parks Master Plan, adopted February 2, 2010.

PARKS

Strategies

...

4.1. Continue to strive to meet the goal of providing 10 acres of park land per 1,000 residents, as adopted in the 2003 Park Master Plan. Avoid setting goals or standards for individual park classifications.

...

4.4. Continue with the goals of providing a community park within 2 miles of and a neighborhood park within ½-mile of each resident. Use a network analysis rather than a straight-line analysis to evaluate the service area. When new areas are brought into City limits or the urban growth boundary, evaluate whether an additional community or neighborhood park will be needed.

FINDING: Strategies 4.1 and 4.4 will be pursued through assistance with financing development of parks throughout the Area, especially in those neighborhoods that have been identified as deficient.

4.5. Maintain the IGA with the School District. Consider expanding it to address access to elementary school sites for use as neighborhood parks. The following schools are recommended sites to add neighborhood park amenities. Priority One schools should be considered first, followed by those listed under Priority Two.

FINDING: The Plan seeks to extend community/school partnerships with the potential for assisting with funding for community gardens and joint community park space, to the extent allowed under intergovernmental agreements.

...

4.8. Conduct specific outreach to the employment population to further define the park and recreation needs of employees. Hillsboro should target companies or employees in areas where there are lands designated 'Industrial' on the Comprehensive Plan map...

FINDING: The Plan will assist with development of new parks and recreation facilities and linkages to access existing facilities, as needed to meet the needs of the downtown employment populations.

...

Downtown Hillsboro Renaissance, adopted June 2007.

The four highest priority actions / projects are recommended as *Signature Projects* for the Downtown Hillsboro Renaissance. These priorities are:

...

Urban Renewal Program: Urban renewal is a major funding mechanism for many communities in Oregon, and could become an important funding source for new capital investments in downtown Hillsboro. Currently, State law allows formation of an Urban Renewal Area (URA) in the downtown, but Hillsboro does not yet have one. URA status would allow the City to divert property tax proceeds on the incremental value of taxable land within the URA boundary, and use those proceeds (the "tax increment") to fund a variety of arts and culture infrastructure projects and other initiatives (storefront grant program,

new mixed use development, and so forth) which reinforce downtown as an active and vibrant place. The designation of these *Signature Projects* is intended to ensure the City's sustained policy support for and focus on the most important actions that will provide the foundation for the Downtown Hillsboro Renaissance.

FINDING: The Plan will assist with financing of downtown commercial and mixed-use rehabilitation and development. It will also support design and development of cultural and community facilities and public art installations.

Hillsboro 2020 Vision and Action Plan, revised plan adopted July 2005

Vision

Hillsboro: Hometown for the Future. In the year 2020, Hillsboro is our hometown. Within a rapidly changing metropolitan region and global economy, we live in a dynamic community that sustains our quality of life. Here, neighbors, generations and cultures connect. We live and work in balance with nature. Hillsboro is a safe and affordable community, a place our children and their children will be proud to call home.

...

Strategy 4.

Develop a community identity program that reflects Hillsboro's character.

...

Action 4.2. Develop signage program, incorporating Hillsboro motto and logo, and including community gateways and neighborhood components.

FINDING: The Plan will provide financial assistance for improvements to gateways of downtown and development of wayfinding signage.

...

Strategy 7. Promote the establishment of centers for meetings, conferences and other community activities.

Action 7.1 A) Locate and develop an additional facility for community meeting space in downtown Hillsboro.

FINDING: The Plan will assist with financing of downtown cultural and community facilities.

...

Strategy 10. Assure the adequate provision of recreation, sports, aquatic facilities and programs that are affordable and accessible to all area residents, and plan for their development.

FINDING: A goal of the Plan is to assist financing the development of conveniently located park, trails and recreation facilities with strong pedestrian and transit links to downtown neighborhoods. Assistance can also be provided for improving existing parks, trails and recreational facilities.

...

Strategy 13. Complete an integrated system of sidewalks and bike paths to serve the entire city, improving neighborhood connections, recreation options and safety.

...

Action 13.3. Explore feasible funding options including state, regional or private, grants, public or special levies or other means to upgrade and complete the City's bike path / pedestrian system in accordance with current codes and ordinances.

Action 13.4. Provide incentives to adjacent property owners to complete and repair sidewalk system.

FINDING: The Plan will support improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area. The Plan directly addresses street safety concerns and calls for financing for transportation upgrades to the Area that will improve the safety of arterial and collector street corridors, completion of the local street network, and linkages/accessibility improvements. The Plan will also assist with trails development.

...

Strategy 15. Protect and enhance historical and cultural sites and other resources.

...

Action 15.5 Develop tax and other incentives to restore and update historic structures.

FINDING: The Plan will provide financial incentives for rehabilitation and preservation of cultural and historic resources.

...

Strategy 16. Develop a new public square in downtown Hillsboro that serves as the heart of the community.

FINDING: The Plan will provide funding toward development of a second civic square or public plaza in downtown, with a focus on the connection between the 10th Avenue business community and the balance of the commercial core.

...

Strategy 17. Provide and encourage "third places" at commercial and public facilities that are attractive and accessible where citizens can meet and talk informally, including such locations in existing and new neighborhood plans.

...

Action 17.4. Develop a public place in the 10th Avenue area to provide linkage to the Civic Center area.

FINDING: The Plan will provide funding toward development of a second civic square or public plaza in downtown, with a focus on the connection between the 10th Avenue business community and the balance of the commercial core. The Plan will also support development of cultural and community facilities