



# Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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## NOTICE OF ADOPTED AMENDMENT

February 20, 2008

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment  
DLCD File Number 008-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: March 4, 2008**

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
Meg Fernekees, DLCD Regional Representative  
Amanda Punton, DLCD Natural Resource Specialist  
Bill Holmstrom, DLCD Transportation Planner  
Larry Ksionzyk, Community Development Planning Specialist  
Dan Rutzick, City of Hillsboro

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# DLCD NOTICE OF ADOPTION

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 – Division 18.

# DEPT OF

FEB 13 2008

LAND CONSERVATION AND DEVELOPMENT

Jurisdiction: CITY OF HILLSBORO

Local File No.: HCP 3-07

Date of Adoption: 2/5/08

Date Mailed: 2/11/08

Date the Notice of Proposed Amendment was mailed to DLCD: 9/28/07

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: \_\_\_\_\_

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

**A new Section 24 to the Comprehensive Plan entitled Evergreen Area Industrial Plan that prescribes land use goals, policies and implementation measures for the area supported by information, data, analyses of land use, environmental, social, economic, and infrastructure, as well as corresponding findings and conclusions.**

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

**Additional language specifies that each alternative Evergreen Conceptual Illustration recommends and encourages a 100-acre-plus land assembly configuration to accommodate future, large-lot industrial uses permitted by an implementing Evergreen Area Special Industrial District (ESID) Zoning Ordinance to developing properties in Subarea "A" of the Evergreen Industrial Area.**

**Modified language specifies that industry market trends and direction impacting the Evergreen Industrial Area will determine which of the three Conceptual Illustrations eventually takes hold within the Area. Each design alternative includes the general location of proposed onsite roadways needed to support the land use concepts. These general alignments will guide the more detailed location, planning, design, and engineering of these roadways and infrastructure as industrial uses are developed within the Evergreen Industrial Area.**

Plan Map Changed from: N/A to: N/A

Zone Map Changed from: N/A to: N/A

Location: In the northwest quadrant of NW Evergreen Road and NW Shute Road in Washington County. Acres Involved: 534

Specified Density: Previous: N/A New: N/A

Applicable Statewide Planning Goals: Goals 1, 2, 5, 9 & 12

Was an Exception Proposed? Yes:  No:

DLCD #008-07 (16442)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment FORTY FIVE (45) days prior to the first evidentiary hearing? Yes   X   No       

If no, do the Statewide Planning Goals apply? Yes        No       

If no, did the Emergency Circumstances Require immediate adoption? Yes        No       

Affected State or Federal Agencies, Local Governments or Special Districts: **Metro, Washington County, ODOT, Clean Water Services, Tualatin Valley Water District.**

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Local Contact: **Dan Rutzick**

Phone: **503-681-5358**

Address: **150 E MAIN STREET**

City: **HILLSBORO**

Zip Code + 4: **97123-4028**

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DLCD No. \_\_\_\_\_

**ORDINANCE NO. 5832**

HCP 3-07: EVERGREEN AREA INDUSTRIAL PLAN

AN ORDINANCE AMENDING HILLSBORO COMPREHENSIVE PLAN ORDINANCE NO. 2793-4-77, AS AMENDED, TO INCORPORATE THE *EVERGREEN CONCEPTUAL ILLUSTRATIONS "A", "B-1" AND "B-2"* INTO THE PLAN BY: (1) ADDING A NEW SECTION 24, EVERGREEN AREA INDUSTRIAL PLAN, TO THE PLAN; (2) INCORPORATING AS APPROPRIATE, INTO SECTION 12, PUBLIC FACILITIES AND SERVICES OF THE COMPREHENSIVE PLAN THE *WATER INFRASTRUCTURE IMPROVEMENTS* MAP AND *SANITARY SEWER SYSTEM CONCEPTUAL ALTERNATIVE* MAPS ASSOCIATED WITH *CONCEPTUAL ILLUSTRATIONS "A", "B-1" AND "B-2"*; (3) AMENDING SECTION 14, COMPREHENSIVE PLAN MAPS, TO INCLUDE THE TRANSPORTATION SYSTEM ELEMENTS IN *CONCEPTUAL ILLUSTRATIONS "A", "B-1" AND "B-2"*; AND, (4) ADOPTING THE *EVERGREEN CONCEPT PLAN DOCUMENT* IN SUPPORT OF THESE COMPREHENSIVE PLAN AMENDMENTS.

WHEREAS, in 2005, the Portland Metropolitan Service District ("Metro") approved Metro Ordinance 05-1070A which added to the Metro Urban Growth Boundary ("UGB") approximately 534-acres of land adjoining the City of Hillsboro and referred to as the Evergreen Industrial Area to satisfy a Regional 20-year industrial land supply requirement mandated in ORS 197.299, and,

WHEREAS, Metro Code, Section 3.07.1110 requires the preparation of "Title 11 Concept Plans" for lands added to the UGB prior to their urbanization and incorporation of the proposals and recommendations within such Concept Plans into the comprehensive plan and/or land use regulations of the local government that will assume land use planning jurisdiction over such lands, and,

WHEREAS, Metro Ordinance 05-1070A also requires the incorporation of the *Evergreen Concept Plan Document* into the Hillsboro Comprehensive Plan, and,

WHEREAS, pursuant to a Memorandum of Understanding executed between the City of Hillsboro and Washington County, the City was delegated the responsibility and authority to prepare a UGB Concept Plan for Industrial use of the Area as required by Title 11 of the Metro Urban Growth Management Functional Plan and the City obtained a Metro Construction Excise Tax Grant to prepare a Concept Plan, and,

WHEREAS, the City of Hillsboro prepared for incorporation into the Hillsboro Comprehensive Plan Ordinance as Amendments thereto, an *Evergreen Area Industrial Plan* in accordance with the applicable procedures and requirements set forth in Section 1(III) of the Hillsboro Comprehensive Plan, and,

WHEREAS, representatives from the Department of Land Conservation and Development (DLCD), Oregon Department of Transportation (ODOT), Washington County

Planning Division, Port of Portland, and the City's Planning Department were organized into the Evergreen Concept Plan Technical Advisory Committee (TAC) and,

WHEREAS, property owners within the Evergreen Industrial Area, were organized into the "Evergreen Stakeholder Advisory Group" (ESAG), which was also open to all interested parties, and,

WHEREAS, the proposed Comprehensive Plan Amendments, would add a new Section 24 to the Comprehensive Plan entitled *Evergreen Area Industrial Plan* that prescribes land use Goals, Policies and Implementation Measures for the Area supported by information, data, analyses of land use, environmental, social, economic and infrastructure and corresponding findings and conclusions as required by Section 1(III) of the Comprehensive Plan Ordinance which are contained in a technical planning document entitled Section 24, Evergreen Area Industrial Plan, and,

WHEREAS, the proposed *Evergreen Area Industrial Plan* Comprehensive Plan Amendments includes Implementation Measures that feature the *Evergreen Area Development Program*; *Evergreen Area Conceptual Land Use Designs (Urban Growth Diagram)*; *Evergreen Area Special Industrial District (ESID)*; *Area Annexation Plan*; *Area Natural Resources Management Plan*; *Area Public Infrastructure (Water and Sanitary Sewer) Management Plan*; and *Area Transportation System Plan*, and,

WHEREAS, following their consideration of the *Evergreen Area Industrial Plan* concept planning reports and supporting materials related to the proposed Amendments, the Planning Commission adopted Resolution No. 1629-P at their regular meeting on September 26, 2007, thereby initiating the proposed Comprehensive Plan Amendments, and,

WHEREAS, the City Council has been briefed on the *Evergreen Area Industrial Plan* at two (2) joint work sessions with the Planning Commission on August 2, 2007 and November 1, 2007 to discuss the proposed Comprehensive Plan Amendments, and,

WHEREAS, the Hillsboro Planning Commission held a public hearing on November 14, 2007, to consider the *Evergreen Conceptual Illustrations "A"*, *"B-1"* and *"B-2"* and to consider the findings of fact and conclusions and the other consultant studies and reports on the project, and,

WHEREAS, the Hillsboro Planning Commission adopted Commission Resolution No. 1643-P (November 14, 2007) recommending City Council approval of the *Evergreen Area Industrial Plan* (HCP 3-07) and associated transportation and public facilities and services elements for incorporation into the Hillsboro Comprehensive Plan, and,

WHEREAS, the Planning Commission received written comments at the November 14, 2007 hearing from the State Department of Land Conservation and Development regarding concerns over the absence of Evergreen Amendment language specifying a 100-acre-plus parcel for a large campus-like industrial site. These concerns have been addressed by adding additional

language to the Evergreen HCP 3-07 which clarifies that each alternative Evergreen *Conceptual Illustration* recommends a 100-acre-plus land assembly configuration to accommodate future, large-lot industrial uses within Sub-Area "A" permitted by an implementing Evergreen Area Special Industrial District (ESID) Zoning Ordinance, and,

WHEREAS, on February 5, 2008 the City Council held a public hearing on the proposed *Evergreen Area Industrial Plan* Amendments and heard testimony regarding the Amendments, and,

WHEREAS, on February 5, 2008 the City Council gave due consideration to Planning Commission Resolution No. 1643-P, and hereby adopts the Commission's recommendation regarding adoption of the proposed Amendments to the Comprehensive Plan contained herein, necessary to incorporate the *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"* and associated infrastructure elements, and further adopts as its own supporting findings contained in the *Evergreen Concept Plan Document* attached hereto.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HILLSBORO ORDAINS AS FOLLOWS:

Hillsboro Comprehensive Plan Ordinance No. 2793-4-77, as amended, is hereby further amended as follows:

Section 1. A new "Section 24. Evergreen Area Industrial Plan", shall be added to read as follows:

**(I) Goal.**

To expand and diversify the Hillsboro industrial economic base by establishing and implementing an *Evergreen Area Development Plan and Development Program* that provides for:

- Large parcels for large industrial campuses and other industrial sites that can accommodate large, vertically-integrated companies and related businesses in cutting-edge industry sectors such as high technology sector, sustainable energy/environmental products sector, bio-technology, bio-medical and bio-pharmaceutical sector; and
- Flex building space within small and medium-size industrial campuses and business parks to accommodate flex uses, research and development companies, incubator businesses, business suppliers, spin-off companies and other businesses that derive from, or are extensions of larger campus users and industrial developments within the Evergreen Area and Portland Region.

**(II) Policies.**

- (A) Develop, adopt and apply *performance-based* Area Comprehensive Plan and Zoning Implementation Provisions and Measures to guide the development of industrial uses, properties and projects within the Area towards conformance with this Plan and corresponding City land use regulations with sufficient flexibility and authority to enable City Plan and regulatory responsiveness to changing industrial market trends and opportunities for the Area over time.
- (B) Provide development opportunities within the Evergreen Area for industry uses that fall within any of the following preferred industry categories specified in the *Evergreen Area Development Program*:
- High technology sector and related companies and businesses.
  - Sustainable industries sector and related businesses and companies.
  - Bio-technology, bio-medical, bio-pharmaceutical sector and related businesses and companies.
  - Businesses and companies that are incubators, start-ups, spin-offs and research and development firms associated with main industrial sectors.
  - Industry supplies and distribution businesses.
  - Limited support commercial services.
- (C) Encourage and facilitate the creation of large industrial sites (parcels 50 – 100 or more acres in size) for large-scale industrial campuses and development projects, and land assembly and reservation of such sites where large-size parcels form the prevailing land ownership pattern.
- (D) Where smaller parcels form the prevailing lot ownership pattern encourage and facilitate the development of smaller, diversified industrial uses and sites (20 – 50 acres in size) - especially smaller-scaled flex-space industrial business parks - that support the main industry sectors encouraged by this Plan.
- (E) Use the industry land use categories specified in the *Evergreen Area Development Program* and graphically expressed in three alternative conceptual land use design schemes for the Area shown in *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"* (shown in Figures 1, 2 and 3, respectively) to guide new industrial development within the Area.
- (F) Only two (2) support commercial service developments shall be permitted within the Area; provided, however, that each development demonstrate that its proposed retail and business services will directly and primarily serve the daily commerce needs of businesses and employees in the surrounding industrial area. Both support commercial service developments may contain child care facilities.
- (G) Provide for aesthetically attractive, well designed industrial uses and sites within every development approved for construction in the Evergreen Industrial Area.

- (H) In accordance with ORS 268.390 (SB 722 ('07)), develop and apply an *Evergreen Area Industrial Plan* and corresponding *Evergreen Area Special Industrial District (ESID)* Ordinance that substantially comply with Metro Urban Growth Boundary (UGB) Conditions of Approval and Urban Growth Management Functional Plan requirements that may apply to the Evergreen Area.

**(III) Implementation Measures.**

(A) Evergreen Area Development Program:

- (1) The industrial use categories prescribed in Policy (II) (B), above, and corresponding *Evergreen Area Special Industrial District (ESID)* Zoning Ordinance comprise the *Evergreen Area Development Program*. City review and approval of proposed land uses and development activities within the Evergreen Area for compliance with this Plan shall be guided by whether the proposed use or activity: (1) falls within any land use category prescribed by the *Development Program*; and, (2) generally achieves the preferred Area Conceptual Land Use Design identified in Implementation Measure (III) (B) in this Section.
- (2) The *Evergreen Area Special Industrial District (ESID)* Ordinance adopted pursuant to Implementation Measure (III) (C) in this Section shall further define and implement the industrial land use categories prescribed by the *Evergreen Area Development Program* as follows:

Evergreen Area Development Program Industrial Use Categories	Preferred Project Development Scale (Range in Acres)
High Technology, Sustainable Industries and Bio-Technology, Bio-Medical, Bio-Pharmaceutical Sectors.	<ul style="list-style-type: none"> <li>• Large campuses: 50-100 or more acres</li> <li>• Small campuses: 30-50 acres</li> </ul>
Business incubators, start-ups, spin-offs, expansions, R&D associated with the major industry sectors	Small and medium-size industrial business parks and flex space: 10-40 acres
Industry suppliers and distribution businesses	Smaller- and medium-size bulk storage and distribution space: 10-20 acres
Support Commercial Services	Smaller, visible-to-traffic sites: not more than 5-10 acres

(B) Evergreen Area Conceptual Land Use Designs (Urban Growth Diagram)

Three conceptual land use design schemes for the Area are shown in *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"* (shown in Figures 1, 2 and 3,

respectively). Each alternative design is adopted by reference as a part of this Plan as a distinct Area-wide land use design alternative. Each alternative design can be implemented by a corresponding City *Evergreen Area Special Industrial District (ESID)* Ordinance. Only one of the three land use designs, however, shall be actively used at any given time to generally guide public and private land uses and development in the Area toward implementation of the *Development Program*.

Upon adoption of this Plan Ordinance, any of the three alternative Area land use design scheme may be implemented through applications of the *ESID* Ordinance to proposed land uses and developments. Over the Plan's 20-years time, industry market trends and direction impacting the Evergreen Industrial Area will determine which Area design alternative eventually takes hold within the Area. Each design alternative includes the general location of proposed onsite roadways needed to support the land use concepts. These general alignments will guide the more detailed location, planning, design, and engineering of these roadways and infrastructure as industrial uses are developed within the Area.

Each of the three alternative *Evergreen Conceptual Illustrations* addresses and fulfills a mandatory "reconfiguration plan" requirement made applicable to the Evergreen Industrial Area by a Regional UGB designation condition of approval.<sup>1</sup> Each alternative *Evergreen Conceptual Illustration* sets forth a recommended 100-acre-plus land assembly configuration to accommodate future, large-lot industrial uses permitted by an implementing *Evergreen Area Special Industrial District (ESID)* Zoning Ordinance. The aggregation and assembly of parcels in Subarea "A" of the Evergreen Industrial Area into at least one 100-acre industrial site shall be encouraged and pursued via application of the implementing *Evergreen Area Special Industrial District (ESID)* Zoning Ordinance to developing properties in Subarea "A" of the Evergreen Industrial Area.

(C) *Evergreen Area Special Industrial District (ESID)*

- (1) An *Evergreen Area Special Industrial District (ESID)* Ordinance shall be prepared, adopted and applied by the City to generally guide proposed Evergreen Area developments toward achievement of the *Development Program* by assuring general development consistency with Concept "\_\_\_". As applied to individual properties in the Area, should a land use policy conflict arise between what is specified for a property by the *Development Program* and what is shown for that property by Concept "\_\_\_", the *Development Program* provision shall prevail and control.

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<sup>1</sup> The Evergreen Industrial Area UGB condition of approval states: "In the course of Title 11 planning, the city shall develop a lot/parcel reconfiguration plan that results in at least one parcel in the Evergreen area that is 100-acres or larger in size. After reconfigurations, the parcel may be divided pursuant to the provisions of section 3.07.420E or 3.07.430D (aka "Title 4), whichever is applicable."

Application of *ESID* Ordinance provisions to Area properties may occur only upon their annexation to the City.

- (2) Consistent with ORS 268.390 (SB 722 ('07)), *ESID* Ordinance provisions shall assure that public and private land use and development actions within the Area attain substantial compliance with Regional UGB Conditions of Approval, including conditions requiring compliance with Title 4 development requirements and Regionally Significant Industrial Area (RSIA) designations.
- (3) Site design and architectural measures that provide for compatibility between and among industrial land uses developed within the Area and nearby agricultural uses and operations shall be considered and required through the City Development Review/Approval process (Section 133 of the Hillsboro Zoning Ordinance), unless demonstrated to be physically or financially impracticable. Possible compatibility measures include, but are not limited to: building orientation and setbacks; landscaping; land buffers; and access easements for farming vehicles and machinery.

(D) Area Annexation Plan.

Prior to their annexation to the City and the concurrent application of the *ESID* Ordinance to properties in the Evergreen Area, land uses within the Area shall continue to be governed by the existing Washington County zoning of the properties. Annexation of Area properties to the City shall take place in accordance with annexation policies and practices set forth in the City Municipal Code and in the Boundary Change Code of the Portland Metropolitan Service District ("Metro").

(E) Area Natural Resources Management Plan.

In accordance with the City's Goal 5 provisions of Section 6, Natural Resources, Open Space, Scenic and Historical Sites, of the Hillsboro Comprehensive Plan, significant wetland and riparian/upland wildlife habitat resources in the Evergreen Area shall be accorded the appropriate protection level prescribed by Section 131A, Significant Natural Resources Overlay District, of the Hillsboro Zoning Ordinance upon annexation to the City of the land on which they exist.

Within the Evergreen Industrial Area, mitigation and enhancement activities shall emphasize the improvement of the Waible Creek Tributary wetlands, floodplain and riparian upland wildlife habitat resources (Riparian Corridor). The overall guiding principle for the Waible Creek Tributary Riparian Corridor is connectivity of resource types in order to allow wildlife passage between the larger habitat units and genetic flow between plant communities.

For developments within the Evergreen Industrial Area that impact significant natural resources, the City may identify and require appropriate mitigation and enhancement measures to be undertaken by such development to improve connectivity and wetland and riparian upland wildlife habitat resource functions and values within, and connected to the Waible Creek Tributary wetlands, floodplain and riparian upland wildlife habitat resources (Riparian Corridor).

(F) Area Public Infrastructure (Water and Sanitary Sewer) Management Plan.

The recommended water system and sanitary sewer system facilities shown on the *Evergreen Area Industrial Plan* public facilities and services maps in Figures 4 through 6, shall be incorporated into the following Hillsboro Public Facilities (2001) Maps (as amended) as appropriate:

- *Hillsboro Public Facility Plan Water System Improvement Map* (June, 2001) as amended (for proposed Evergreen Area water system and lines).
- *Hillsboro Public Facility Plan Sanitary Sewers System Improvement Map* (June, 2001) as amended (for proposed Evergreen Area sanitary sewer system and lines).

(G) Area Transportation System Plan.

The conceptual transportation system and facilities shown in Figures 1, 2 and 3 are intended to support development of the land use designs and arrangements shown in corresponding *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"*. Proposed roadway improvements include extensions of Huffman Road, improvements to NW 253<sup>rd</sup> Avenue, NW 264<sup>th</sup> Avenue, NW Sewell Road, NW 273<sup>rd</sup> Avenue, NW Evergreen Road to either collector or arterial status, and improvements to the roadway intersections along NW Evergreen Road and NW Shute Road, NW 253<sup>rd</sup> Avenue, NW 264<sup>th</sup> Avenue, NW Sewell Road and NW 273<sup>rd</sup> Avenue as appropriate to support each conceptual alternative design for the Area. The location and design of the transportation facilities shown in Figures 1, 2 and 3 are conceptual and general in nature. Specific roadway alignments for these facilities and specific intersection improvements along NW Evergreen Road will be determined through future studies and shall be incorporated into the City Transportation System Plan (TSP) when such specific Area roadway alignments and intersection improvements have been firmly determined and finalized.

Section 2. Section 12, Public Facilities and Services, is amended adding sanitary sewer and water line facilities shown in the *Water Infrastructure Improvement Map* and *Sanitary Sewer System Conceptual Alternative Maps* associated with the *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"*, attached hereto, into the following *Hillsboro Public Facilities Plan* (2001) Maps as appropriate:

- *Hillsboro Public Facility Plan Water System Improvements Map* (June, 2001)

(for proposed *Evergreen Area Industrial Plan* water lines).

- *Hillsboro Public Facility Plan Sanitary Sewer System Improvements Map* (June, 2001) (for proposed *Evergreen Area Industrial Plan* sanitary sewer lines).

Section 3. Section 14, Comprehensive Plan Maps, is amended adding the transportation system elements in the *Evergreen Conceptual Illustrations "A", "B-1" and "B-2"*, attached hereto, to the Functional Classification Plan Map (Figure 14-1).

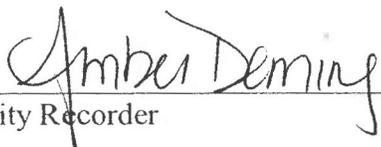
Section 4. Adopting the *Evergreen Concept Plan Document* in support of these Comprehensive Plan Amendments.

Section 5. Except as herein amended, Hillsboro Comprehensive Plan Ordinance 2793-4-77, as amended, shall remain in full force and effect.

Passed by the City Council this 5<sup>th</sup> day of February, 2008.

Approved by the Mayor this 5<sup>th</sup> day of February, 2008.

  
\_\_\_\_\_  
Mayor

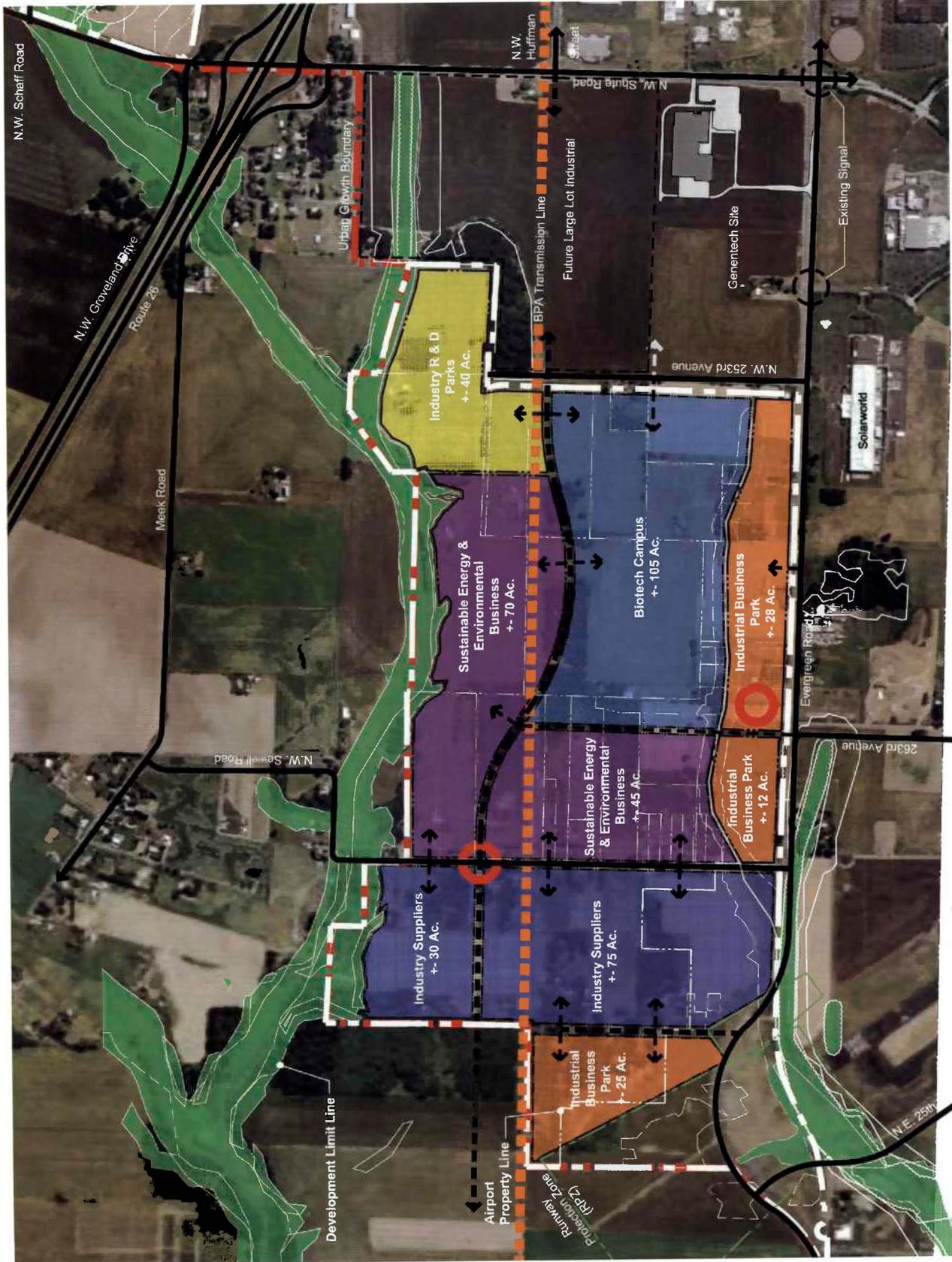
ATTEST:   
\_\_\_\_\_  
City Recorder

List of Exhibits:

- "A" Evergreen Conceptual Illustration "A" – Figure 1
- "B" Evergreen Conceptual Illustration "B-1" – Figure 2
- "C" Evergreen Conceptual Illustration "B-2" – Figure 3
- "D" Evergreen Site Water Infrastructure Improvements – Figure 4
- "E" Evergreen Concept Planning Area Sanitary Sewer System Conceptual Alternative One – Figure 5
- "F" Evergreen Concept Planning Area Sanitary Sewer System Conceptual Alternative Two – Figure 6
- "G" Evergreen Findings of Fact & Conclusions of Law
- "H" Evergreen Concept Plan Document



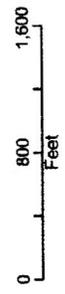
# EXHIBIT A



## Evergreen concept plan Figure 2

### Conceptual Plan B-1 7 Sept 07

- Legend**
- Sustainable Energy & Environmental Business
  - Industry R & D Parks
  - Biotech Campus
  - Industry Suppliers
  - Industrial Business Park
  - Commercial Node  
location not specific - see ESD



Angelo  
planning  
group

CH2MHILL  
IDC

LCG

DKS Associates  
TRANSPORTATION SOLUTIONS

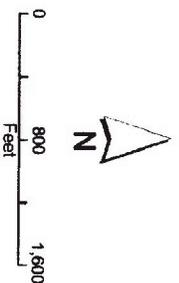


CITY OF HILLSBORO



**Evergreen**  
concept plan  
Figure 1  
**Conceptual Illustration A**  
7 Sept 07

- Legend**
- Sustainable Energy & Environmental Business
  - Industrial Business Park
  - Commercial Node  
location not specific - see EISD



 Angelo planning group  
 G2M2HILL IDC  
 LCCG  
 DKS Associates TRANSPORTATION SOLUTIONS  
 CITY OF HILLSBORO

# EXHIBIT C



**Evergreen**  
concept plan

Figure 3

## Conceptual Plan B-2 Illustration B-2 7 Sept 07

**Legend**

- Sustainable Energy & Environmental Business
- Industry R&D Parks
- Biotech Campus
- Industrial Suppliers
- Industrial Business Park
- Commercial Node  
location not specific - see ESD



**Angelo**  
planning & group

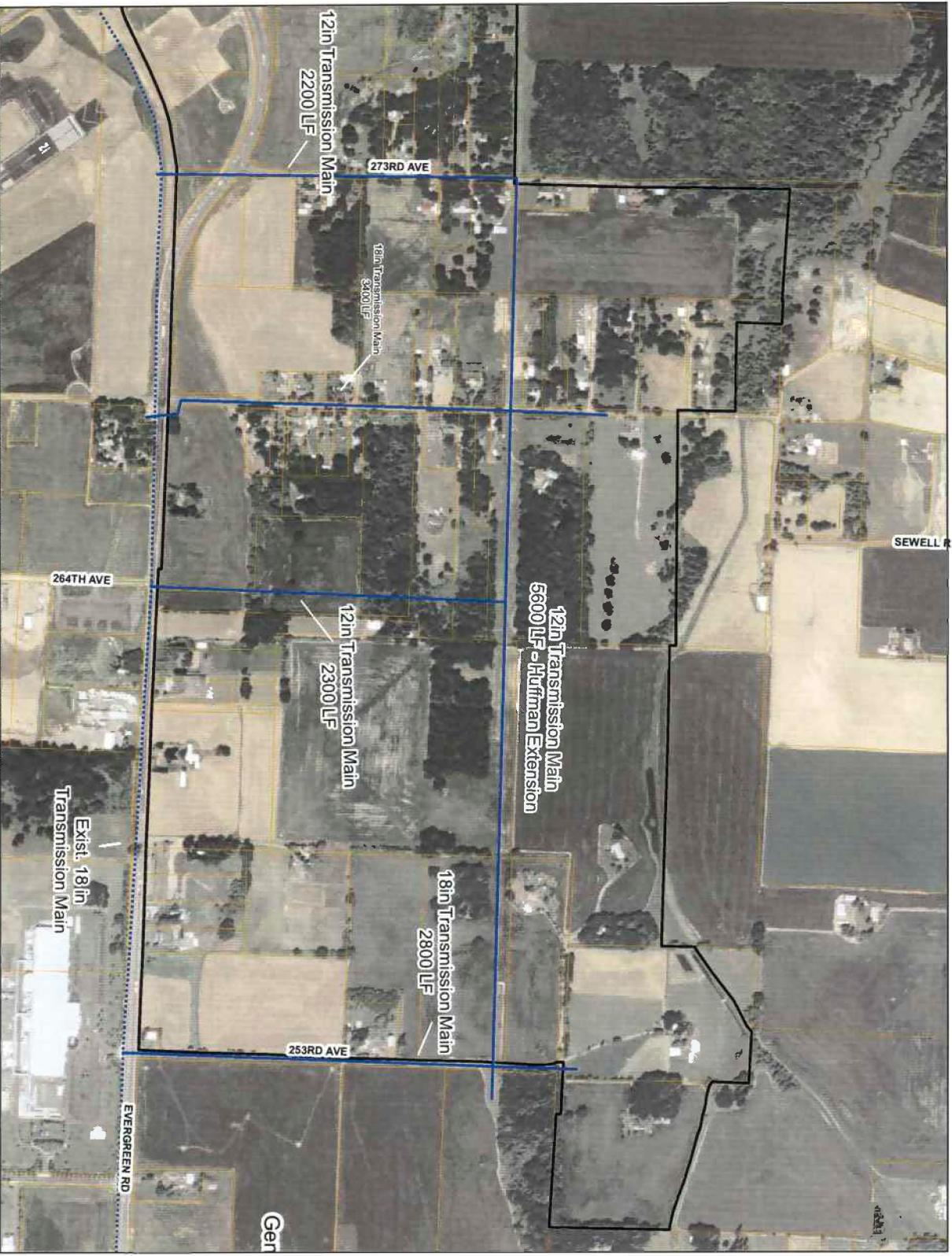
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**DKS Associates**  
TRANSPORTATION SOLUTIONS



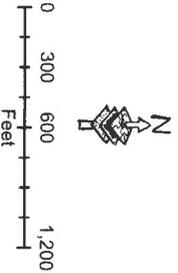
**CITY OF HILLSBORO**



**Figure 4**  
**Evergreen Site**  
**Water Infrastructure**  
**Improvements**  
 Evergreen/Helvetia UGB  
 Concept Plans

**LEGEND**

-  Tax Lots
- Main**
-  Concept Water Main
-  Existing Water Main
-  Evergreen Site (Planning Area = 532.93 ac)



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**Figure 6**  
**Evergreen Concept**  
**Sanitary Sewer System**  
**Conceptual Alternative Two**  
 Evergreen/Helvetia UGB  
 Concept Plans

**LEGEND**

- Gravity Pipe
- Force Main
- Evergreen Site (Planning Area = 532.93 ac)
- Tax Lots
- Roads

0 800 1,600  
 Feet

N

**Angepo**  
 planning group

**CH2M-HILL**

**Evergreen Findings of Fact and Conclusions of Law**  
for  
HCP 3-07, Evergreen Industrial Area Plan (Ordinance No. 5832) and  
ZOA 2-07, Evergreen Special Industrial District Zone (Ordinance No. 5833)

**Introduction**

By Metro Ordinance No. 05-1070A the Evergreen UGB Industrial Area (approximately 534-acres of land) was added to the Portland Metro Urban Growth Boundary (UGB) in December, 2005 for "Industrial Use" in accordance with ORS 197.299. Ordinance 05-1070A attached UGB Conditions of Approval to the addition of this Area to the UGB, including conditions that required preparation of an industrial concept plan and corresponding comprehensive plan amendments and implementing land use regulations, including compliance of these land use measures with "Title 4" of the Metro Urban Growth Management Functional Plan; and establishment of a lot/parcel "reconfiguration plan" to reserve at least one 100-acre large industrial parcel in the Area. A Memorandum of Understanding ("MOU") executed between Washington County and the City of Hillsboro assigned to the City the authority and responsibility to prepare the required plans and land use regulations for the Area.

In accordance with the MOU the City has prepared an Evergreen Industrial Area Plan (including an *Evergreen UGB Industrial Area Concept Plan Document* ("Plan Document") which is hereby incorporated by reference into these Findings), HCP 3-07, Evergreen Industrial Area Plan, to be incorporated into Hillsboro Comprehensive Plan Ordinance No. 2397, as amended, and ZOA 2-07, Evergreen Special Industrial District, comprised of implementing land use regulations to implement the Evergreen Industrial Area Plan elements incorporated into the City Comprehensive Plan.

Preparation and adoption by the City of HCP 3-07 (Evergreen Industrial Area Comprehensive Plan Amendments) and ZOA 2-07 (implementing Evergreen Special Industrial District) Ordinances must comply with the following applicable laws: 1) applicable Statewide Planning Goals (Goals 1, 2, 5, 9 and 12)<sup>1</sup>; 2) applicable provisions in Titles 4 and 11 of the Regional Functional Plan and Evergreen Area UGB Conditions of Approval; and, 3) Major Plan Amendment procedural requirements set by Hillsboro Comprehensive Plan Ordinance No. 2397, as amended.

**I. Statewide Planning Goals.**

**Statewide Planning Goal 1 – Citizen Involvement:** In addition to public notices by publication and by mail to all owners of properties within the Evergreen Area of a public hearing conducted by the Hillsboro Planning Commission on HCP 3-07 and ZOA 2-07 on November 14, 2007, the City organized and conducted a citizen involvement program for preparation of the Plan

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<sup>1</sup> It is Metro's obligation to assure that Metro Ordinance 05-1070A which included the Evergreen Industrial Area into the UGB complies with Statewide Goals 1 through 14 and Ordinance 05-1070A was deemed by the Department of Land Conservation and Development to comply with all these Goals. Goals 1, 2, 5 and 12 concern compliance of a local government comprehensive plan and land use regulations for the "urbanization" of areas already included the UGB and, thus, are directly applicable to HCP 3-07 and ZOA 2-07.

1 Document and draft Ordinances for HCP 3-07 and ZOA 2-07 that invited all Evergreen Area  
2 property owners to participate as members of an “Evergreen Stakeholders Advisory Group”  
3 (ESAG) as well as conducted one major project Open House at the onset of Plan development.  
4 Over the course of Plan Document development and preparation of HCP 3-07 and ZOA 2-07,  
5 four (4) ESAG meetings were conducted to obtain property owners input in Plan preparation.  
6 These activities place HCP 3-07 and ZOA 2-07 into conformance with Statewide Goal 1  
7 requirements as well as applicable Plan preparation citizen involvement requirements prescribed  
8 in the Comprehensive Plan.<sup>2</sup>

9  
10 **Statewide Planning Goal 2 – Coordination:** Representatives of the State DLCD, Metro,  
11 Washington County, the ODOT and the Port of Portland provided comments and input into the  
12 preparation of the Plan Document as members of the Evergreen Industrial Concept Plan  
13 Technical Advisory Committee (“TAC”). These agencies also provided written testimony to the  
14 Planning Commission on HCP 3-07 and ZOA 2-07 for Commission consideration during its  
15 public hearing on these Ordinances. Therefore, HCP 3-07 and ZOA 2-07 complies with Goal 2.

16  
17 **Statewide Planning Goal 5 – Natural Resources, Scenic and Historic Areas, and Open**  
18 **Space:** HCP 3-07 and ZOA 2-07 will protect Waible Creek, a Goal 5 riparian resource, and  
19 several significant forest groupings which are Goal 5 upland resources by acknowledging the  
20 Washington County Goal 5 inventory recognition of Waible Creek in the adopted alternative  
21 industrial land use concepts for the Evergreen Area. The City conducted a wetlands and upland  
22 resources inventory which has been submitted to the Oregon Department of State Lands (DSL)  
23 for wetland delineations verifications. DSL verifications will provide the baseline data for  
24 establishing and managing wetland, upland and riparian corridor protected areas, buffers and  
25 development setback requirements. These elements are baseline land use and development  
26 policies and regulations embedded, respectively, in HCP 3-07 and ZOA 2-07 and, thus, bring  
27 these Ordinances into compliance with Goal 5.

28  
29 **Statewide Planning Goal 9 – Economic Development.** HCP 3-07 and ZOA 2-07 complies  
30 with Goal 9 by establishing exclusive industrial land use policies and implementing regulations  
31 for the entire 534-acres Evergreen Area which will facilitate the eventual location of  
32 approximately 8,000 new jobs within the Area and encourage the emergence and establishment  
33 of a Sustainable Industries and Bio-tech/Bio-pharmaceutical industry clusters in the City,  
34 Washington County, Portland Region and State.

35  
36 **Statewide Planning Goal 12 – Transportation:** State Transportation Planning Rule (the  
37 “TPR”) OAR 660-012-0060(1) requires Hillsboro to review whether adoption of HCP 3-07 and  
38 ZOA 2-07 would “significantly affect”<sup>3</sup> existing or planned transportation facilities.

39  
40 While actual applications of the ESID regulations in ZOA 2-07 to individual Evergreen Area  
41 properties - after their annexation to the City and rezoning under the ESID zoning standards -  
42 would significantly affect existing and planned transportation facilities within and near the Area,

---

<sup>2</sup> See. Hillsboro Comprehensive Plan Ordinance No. 2397, Section 1, Citizen Involvement.

<sup>3</sup> Generally, a land use regulation amendment would result in a “significant effect” only if the result of the amendment would allow more traffic generation than is allowed under the current regulation. ODOT, *TPR Reviews Guidelines for Implementing Section 660-012-0060*, p. 21 (April, 2006).

1 mere adoption and establishment of HCP 3-07 and ZOA 2-07, alone, would not result in  
2 “significant effects” on existing and planned transportation facilities. The land use policies and  
3 regulations cannot enable actual development within individual Evergreen Area properties (and  
4 resulting motor vehicle trips from such developments) until owners of such properties decide to  
5 annex to the City and accept ESID zoning of their properties. Under TPR 660-012-0060, the  
6 “significant effect” analysis focuses on actually *allowed* land uses (such actually allowed land  
7 uses being determined only when properties would actually be annexed and rezoned under the  
8 ESID) rather than *proposed* potential land uses (which are merely identified in HCP 3-07 and  
9 ZOA 2-07).<sup>4</sup> The City concludes that adoption and establishment of HCP 3-07 and ZOA 2-07,  
10 alone, do not result in “significant effects” on existing or planned transportation facilities.

### 11 12 **TPR Compliance – Non-State Transportation Facilities**

13 This conclusion is also reached and supported by the following TPR “significant effects”  
14 analysis of the impacts of the planned land uses proposed in HCP 3-07 and ZOA 2-07:  
15 recommended Plan and ESID amendment on existing and planned transportation facilities,  
16 improvements and services prescribed under OAR 660-012-0060:

17  
18 Under OAR 660-012-0060(4)(a) and (b), planned improvements to transportation facilities (to  
19 facilities that would be impacted by implementation of HCP 3-07 and ZOA 2-07) contained in  
20 adopted and acknowledged local government transportation system plans and/or within adopted  
21 State or Metro federally-approved financially constrained regional transportation system plans  
22 (TSPs) that will enable such impacted facilities to meet TSP performance level standards may be  
23 relied upon to determine that the amendments would not “significantly affect” those  
24 transportation facilities and, thus, meet the TPR 660-012-0060(1) compliance standard.

25  
26 A DKS Associates Memorandum: *Helvetia and Evergreen Areas Future Transportation*  
27 *Conditions Analysis*, dated October 15, 1002 (“DKS Memorandum”), which is incorporated by  
28 reference into the Plan Document and into these Findings, reviewed the estimated on- and off-  
29 site transportation system impacts of the land use concepts set forth in HCP 3-07 and ZOA 2-07.  
30 Key TPR compliance-related information and findings from the DKS Memorandum are as  
31 follows:

- 32  
33 1. By 2030 seventeen (17) of twenty-one (21) roadway intersections will require  
34 improvements (“mitigations”) to meet applicable ODOT, Washington County and/or  
35 Hillsboro adopted TSP performance standards (and thus be TPR compliant) even without  
36 the adoption of the HCP 3-07 and ZOA 2-07 and development of the resulting industrial  
37 uses within the Evergreen Area.<sup>5</sup>

---

<sup>4</sup> *Ibid* at p. 22.

<sup>5</sup> Notwithstanding OAR 660-012-0060(1) and (2), 660-012-0061(3) allows Hillsboro to approve the recommended Evergreen Plan and ESID Amendments where:

- a. a transportation facility already performs below acceptable TSP standards;
- b. even without the Amendments, planned facility improvements in the relevant TSPs would not be adequate to have the facility perform to acceptable TSP standards;
- c. developments that result from adoption of the Amendments would not result in further degradation to the performance of the facility; and
- d. the Amendments do not involve property located in an “interchange area” (property within one-half (1/2) mile of an *Interstate Highway*).

- 1 2. Table 5 of the DKS Memorandum lists the 17 intersections and related mitigations  
2 needed to have these intersections perform at acceptable level-of-service standards set by  
3 the applicable adopted State, County and/or City TSP by 2030. All these mitigations are  
4 already identified and proposed in the adopted and acknowledged Hillsboro TSP. Thus,  
5 adoption of HCP 3-07 and ZOA 2-07 would meet Goal 12 TPR requirements relating to  
6 these non-State transportation facilities.

7  
8 **TPR Compliance – Shute Road/US Highway 26 Interchange**

9 The adopted Metro 2030 Regional Transportation Plan (RTP) Financially Constrained List of  
10 approved transportation system improvements includes budget allocation for planned increased  
11 capacity improvements to the Shute Road/US Highway 26 Interchange (“Shute Road  
12 Interchange”) (estimated \$29.1 million improvements cost) that will enable it to meet RTP and  
13 ODOT interchange performance level standards. ODOT is currently designing the needed Shute  
14 Road Interchange Improvements. Thus, adoption of HCP 3-07 and ZOA 2-07 would meet Goal  
15 12 TPR requirements pertinent to this Interchange.

16  
17 In addition, ODOT has determined that a specific provision in the Evergreen UGB Industrial  
18 Area Concept Plan Document reflecting commitments by ODOT, Washington County and the  
19 City of Hillsboro to work collaboratively on assuring the future construction of needed  
20 Interchange improvements brings HCP 3-07 and ZOA 2-07 into compliance with Goal 12 TPR  
21 requirements. In a November 14, 2007 letter pertaining to the Plan Document attached to, and  
22 hereby incorporated as a part of these Findings, ODOT wrote:

23  
24 “The **Highway 26/Shute Road Interchange** section in the concept plans reflect OHP  
25 Policy 1B by recognizing existing deficiencies at the interchange and the importance of  
26 working together to ensure that interchange improvements are in place to support the  
27 industrial development in the Evergreen/Helvetia Concept Plan Areas. The plan section  
28 accomplishes this by stating, *‘In order to ensure that improvements to the interchange  
29 are in place to support industrial development in the Evergreen and Helvetia Concept  
30 Plan Areas, the Oregon Department of Transportation, Washington County and the City  
31 of Hillsboro will work collaboratively to identify a preferred design for future  
32 improvements at the Highway 26/Shute Road Interchange and attempt to develop a  
33 funding strategy (public/private).’*

34 “The department recognizes that by including the section **Highway 26/Shute Road**  
35 **Interchange** in the concept plans the City has gone above the concept plan and  
36 Transportation Planning Rule requirements for addressing transportation infrastructure  
37 needs.”

38  

---

OAR 660-012-0060(3), then, allows the City to approve the Amendments even they might not comply with the 660-012-0060(1) or -0060(2) because the failure of the intersection to meet relevant TSP level of performance standards would be attributable to other land use plans/activities rather than to the Evergreen Concept Plan land uses; adoption of the Amendments would not worsen the failure of the intersections to meet the relevant TSP performance standard levels by 2030; most of the needed intersections mitigations identified in Table 5 are not currently identified in the relevant TSPs (due to their 2030, rather than 2020 planning horizon); and, US Highway 26 is not an Interstate Highway.

1 **II. Metro Regional UGB Amendment Compliance**  
2

3 Metro “jurisdictional matters” relating to HCP 3-07 and ZOA 2-07 compliance with Regional  
4 land use codes and ordinances concern applicable requirements in Titles 4 and 11 of the  
5 Regional Urban Growth Management Functional Plan and in UGB Conditions of Approval cited  
6 in Metro Ordinance 05-1070A. Metro participated in the preparation of the Plan Document as a  
7 TAC member. Metro reviewed HCP 3-07 and ZOA 2-07 for compliance with the applicable  
8 Functional Plan Titles 4 and 11 requirements and UGB Conditions of Approval. By letter dated  
9 January 7, 2008 (attached to, and hereby incorporated into these Findings) Metro informed the  
10 City of HCP 3-07 and ZOA 2-07 “substantial compliance” with the Titles 4 and 11 and the UGB  
11 Conditions of Approval:  
12

13 “After careful review of the final recommended concept plans and meetings with City  
14 staff, Metro staff concludes that the proposals substantially comply with Metro Ordinance  
15 No. 05-1070A and the Urban Growth Management Functional Plan. Ordinance No. 05-  
16 1070A, which brought the Evergreen Industrial Area into the UGB in 2005, included  
17 several conditions of approval. One condition, a lot/parcel reconfiguration plan to achieve  
18 a 100-acre or larger lot, was of particular interest for Metro in meeting a regional  
19 industrial need. We commend the City on achieving a flexible configuration plan, based  
20 on current industrial needs, to fulfill this condition. We hope the City’s effort in  
21 providing for large-lot industrial uses will serve as a model for other UGB expansion  
22 areas designated for such uses. Upon adoption of the recommended concept plan and  
23 proposed implementing amendments, the provisions contained in Title 11 (Planning for  
24 New Urban Areas) of Metro’s Urban Growth Management Functional Plan will also be  
25 satisfied by the City’s effort.”  
26

27 **UGB Condition of Approval – One 100-Acre Parcel Reconfiguration Plan**

28 In written testimony to the City Planning Commission, the State DLCD staff raised the issue of  
29 Evergreen Concept Plan compliance with the above-captioned Evergreen large-lot  
30 reconfiguration UGB condition prescribed by Metro Ordinance 05-1070A. Both HCP 3-07 and  
31 ZOA 2-07 are modified to address this issue. As presented to the City Council for public hearing  
32 and enactment, HCP 3-07, Section 24.III.(B) includes the following provision (that was not  
33 before the Planning Commission):  
34

35 *“Each of the three alternative Evergreen Conceptual Illustrations addresses and fulfills a*  
36 *mandatory “reconfiguration plan” requirement made applicable to the Evergreen*  
37 *Industrial Area by a Regional UGB designation condition of approval.<sup>6</sup> Each alternative*  
38 *Evergreen Conceptual Illustration sets forth a recommended 100-acre-plus land*  
39 *assembly configuration to accommodate future, large-lot industrial uses permitted by an*  
40 *implementing Evergreen Special Industrial District Zoning Ordinance. The aggregation*  
41 *and assembly of parcels in Subarea “A” of the Evergreen Industrial into at least one*

---

6 The Evergreen Industrial Area UGB condition of approval states: “In the course of Title 11 planning, the city shall develop a lot/parcel reconfiguration plan that results in at least one parcel in the Evergreen area that is 100-acres or larger in size. After reconfigurations, the parcel may be divided pursuant to the provisions of section 3.07.420E or 3.07.430D (aka “Title 4), whichever is applicable.”

1           100-acre industrial site shall be encouraged and pursued via application of the  
2           implementing Evergreen Special Industrial District (ESID) Zoning Ordinance to  
3           developing properties in Subarea "A" of the Evergreen Industrial Area."  
4

5           DLCD staff has responded by email to the City dated January 15, 2008 (attached to, and hereby  
6           incorporated by reference into these Findings): "I am pleased to inform you that we have  
7           reviewed the proposed language and find it acceptable." This response confirms resolution of  
8           this issue and clear HCP 3-07 and ZOA 2-07 compliance with the subject Evergreen Area UGB  
9           Condition of approval.

10  
11           **III. Hillsboro Comprehensive Plan Major Amendment Procedural Requirements.**

12  
13           **Citizen Involvement**

14           As mentioned above, compliance with this procedural requirement was attained through the  
15           establishment and use of the Evergreen Area Stakeholders Advisory Committee structure and  
16           four (4) public meetings. The comments from stakeholders, members of the general public at  
17           these four meetings – as well as testimony from public agencies – on HCP 3-07 and ZOA 2-07  
18           and the Plan Document were compiled and presented to the Planning Commission along with  
19           corresponding City staff responses to the comments during the Commission review and public  
20           hearing processes. Thus, there has been full HCP 3-07 and ZOA 2-07 compliance with HCP  
21           citizen involvement requirements in HCP, Section 1(III) (1) through (5).

22  
23           **Planning Commission Procedures**

24           On November 14, 2007 the Hillsboro Planning Commission held was public hearing on HCP 3-  
25           07 and ZOA 2-07, considered public written and oral testimony on these measures, closed the  
26           public hearing and voted unanimously to recommend City Council approval of HCP 3-07 and  
27           ZOA 2-07, all in accordance with procedures set forth in HCP, Section 1.(III) (6) through (8).  
28           Thus, there has been full HCP 3-07 and ZOA 2-07 compliance with the Planning Commission  
29           procedures set in HCP, Section 1(III) (6) through (8).

30  
31           **City Council Procedures**

32           On February 5, 2008 the City Council held a public hearing on HCP 3-07 and ZOA 2-07,  
33           considered public testimony on these measures, closed the public hearing and rendered its  
34           decision on the measures, all in accordance with procedures set forth in HCP, Section 1(III)(9).  
35           Thus, there has been full HCP 3-07 and ZOA 2-07 compliance with the City Council procedures  
36           set in HCP, Section 1(III)(9).

**Evergreen**  
concept plan

**DRAFT**

Prepared for:  
The City of Hillsboro

November 6, 2007

# Evergreen Concept Plan Project Team

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## **I. Background**

### **A. Evergreen Concept Plan History**

In 2005, the Metro Council added the 534-acre Evergreen Concept Planning Area (Figure I-1 and Figure I-2) to the Region's Urban Growth Boundary (UGB) to help provide a 20-year industrial land supply within the Portland Region as required by State law.<sup>1</sup> The Evergreen area is currently in unincorporated Washington County. The Evergreen Concept Plan is the fulfillment of an agreement between the City of Hillsboro and Washington County that the City would prepare the industrial area concept plan for future employment growth in the Evergreen planning area. Concept plans are required when lands are added to the UGB to ensure that the transition over time from rural to urban uses occurs efficiently and consistent with the identified land needs that justified their inclusion.

### **B. Evergreen Concept Planning Process**

The City hired a team of land use planning, transportation, natural resources, real estate and economic development consultants in January 2007 to assist with the development of an Industrial Development Concept Plan for Evergreen. These professionals, in addition to key management staff from the City, became the Project Management Team and were responsible for the coordination and technical analysis necessary to compile the Evergreen Concept Plan. Planning for the 249-acre Helvetia Concept Planning Area, which came into the UGB in 2004, was undertaken by the Project Management Team at the same time, in a parallel planning process.

#### **1. Project Goals and Objectives**

One of the first tasks of the Project Management Team was to develop a set of Concept Plan goals to guide the project. The Goals and Objectives listed below were used to develop and evaluate the Conceptual Illustrations (as discussed in Chapter IV of the Concept Plan) and future implementation measures.

---

<sup>1</sup> See Appendix B, Metro Ordinance No. 05-1070A.

### Goal 1: Create Area-wide Economic Opportunities and Value

- Address state and regional directives for adequate and available industrial sites, while accommodating community and Area stakeholders development concerns;
- Develop and carry out a strategy to strengthen and diversify the local industrial economic base and sustainable employment opportunities; and
- Formulate and adopt flexible industrial site development management guidelines for the Area capable of adjusting to shifting market opportunities and constraints.

### Goal 2: Integrate Area Industrial Uses with Hillsboro Industrial Sanctuary

- Identify Area industrial development phasing strategy and steps that reflect market opportunities and constraints and Area stakeholders concerns;
- Integrate management of Area natural resources and environmental features into industrial development sites;
- Coordinate Area industrial uses and development with surrounding industrial uses and activities; and
- Revise the Shute Road Concept Plan as needed to provide an integrated set of industrial uses and development concepts for the combined Evergreen-Shute Road Areas.

### Goal 3: Provide Adequate Supporting Industrial Development Infrastructure

- Determine and describe Area infrastructure (sewer, water, roads, utilities, etc) capacity requirements needed to adequately support the development of prescribed industrial uses and concepts for the Area;
- Identify infrastructure phasing steps to implement the Evergreen Concept Plan in a manner that reflects market and financing opportunities;
- Identify equitable financing methods to promote the orderly and economic provision of public services and private utilities; and
- Explore Area-wide public and private development financing tools that capture and apply, as needed, increased Area land values to help finance the construction of public infrastructure needed to support planned Area industrial uses and concepts.

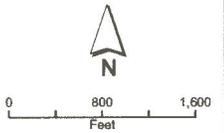


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**Figure I.2**  
**Evergreen Concept**  
**Planning Area**  
 Evergreen/Helvetia UGB  
 Concept Plans

- LEGEND**
-  Evergreen Site  
(Planning Area = 532.93 ac)
  -  UGB
  -  Roads
  -  Tax Lots



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#### Goal 4: Promote Community Awareness and Stakeholder Involvement

- Recognize and respect the varied characteristics and levels of stakeholder support and readiness for industrial development;
- Offer meaningful opportunities for participation and involvement of stakeholders and property owners in shaping the development options and implementation steps;
- Establish a clear understanding of industrial development steps and implementation actions such as zoning and annexation; and
- Identify opportunities for partnerships between property owners, the development community and the City.

## 2. Project Approach

The project approach for the Evergreen Concept Plan included compiling information on existing conditions in the study area to create a “baseline” for future planning, engaging in a public involvement strategy that actively involved property owners and interested citizens, and soliciting advice from economic development, real estate, and regulatory, land use, and transportation specialists. To this end, the project was informed by Economic Trends Workshop panelists (see Chapter III., Evergreen Concept Plan Development Program), a Technical Advisory Committee, a Project Development Panel and the Evergreen Stakeholders Advisory Group (ESAG) which was comprised of property owners within the Evergreen planning area and some additional interested parties.

The following is a summary of the objectives and expected outcomes of the Evergreen Concept Plan planning process:

- Compliance with Metro’s Concept Planning requirements and the conditions that the Metro Council placed on the area;
- Recommendation for industrial land uses and design concepts that demonstrate how the area can develop in an efficient manner;
- Integration of the Shute Road Concept Plan with the Evergreen Road Concept Plan;
- Identification of public facility and infrastructure needed to support industrial

development;

- Participation and involvement of stakeholders and property owners in shaping the development and design concepts and implementation steps;
- Demonstration of market feasibility, strengths, opportunities, conditions and requirements to achieve the industrial development concepts; and
- Completion of implementation steps including comprehensive plan and zoning ordinances, annexation strategies and management plans and tools.

The ultimate goal of the project was to develop Industrial Concepts (see Chapter IV, Evergreen Industrial Area Concept Plan) and develop a comprehensive Concept Plan that would serve as a road map for future development in Evergreen. Implementation of the Concept Plan will be carried out through the City's adoption of policy changes to the Comprehensive Plan and amendments to the Development Code to include the Evergreen Special Industrial District (see Chapter V., Implementation Steps).

### **3. Technical Advisory Committee**

The Evergreen Concept Plan's Technical Advisory Committee (TAC) was comprised of representatives from the Department of Land Conservation and Development (DLCD), Oregon Department of Transportation (ODOT), Washington County Planning Division, Port of Portland, and the City's Engineering and Planning Departments. Members acted as technical advisors for the project, as well as liaisons to policy makers within their agencies. The TAC met three times during the course of the project and provided technical and policy information that assisted in the refinement of the Industrial Urban Growth Diagrams (see Chapter IV, of the Concept Plan).

### **4. Stakeholder and Community Involvement**

Shortly after the kick-off in January 2007 of the Evergreen Concept Plan project, a survey was sent to all property owners in the study area. Answers to the survey questions indicated how long residents had resided or owned property in the area, their knowledge about the Evergreen area being brought into the UGB, and the current use of their land. Most important to the planning process, survey responses also indicated suggestions to guide growth in the area.

At the start of the project, the Project Management Team decided to involve property owners more directly with the planning process by assembling them into a stakeholder's advisory group. All 61 property owners within the Evergreen study area were invited to participate on the Evergreen Stakeholders Advisory Group (ESAG). The ESAG was also open to all interested parties. Four ESAG meetings were held over the course of the project; one of these meetings was held in conjunction with a project open house for the broader area. ESAG meeting attendance ranged from 24 to 37 attendees at each meeting. ESAG members reviewed and provided feedback on key findings and conclusions of the planning process, including survey results, existing conditions in the study area, and proposed industrial urban growth concepts. In the final ESAG meeting members discussed refinements to the growth concepts and proposed comprehensive plan policy and development code amendments that would implement the Evergreen Concept Plan.

One open house was held to present information related to the concept planning project and to solicit feedback from a wider public. Participants at the open house were planning area property owners, neighboring property owners, and members of Citizen Planning Organization (CPO) #8. A newsletter was developed to inform the public about the planning process and to invite people to attend first open house. This newsletter was distributed to the ESAG, property owners in the Evergreen area, and neighboring properties. The open house was held principally to discuss existing conditions within the study area and to solicit issues for the project team to consider as it prepared the Concept Plan. The last ESAG meeting was open to interested members of the public and focused in detail on the Industrial Urban Growth Concepts (see Chapter IV. of the Concept Plan) and the proposed policy and land use regulatory language that implements the Concept Plan

The ESAG and other interested members of the public were also kept informed through a project website ([www.evergreen-helvetia.org](http://www.evergreen-helvetia.org)) where information and products related to the Evergreen planning process were posted. Appendix C contains a complete summary of community outreach activities associated with the Evergreen concept planning. Appendix D contains the materials used at ESAG meetings.

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## **II. Existing Conditions**

A solid and comprehensive understanding of the existing conditions in the Evergreen area provided the foundation for the development of the Concept Plan. An analysis of existing physical, policy, and economic characteristics that define the area and an identification of issues relevant to the area was the subject of the Existing Conditions Report (Appendix A). The summary of the site conditions for the Evergreen area included in this section is based on information in the Existing Conditions Report.

The Evergreen area is in unincorporated Washington County and is zoned Future Development 20 Acre (FD-20). Ultimately, in order for industrial development to occur in the Evergreen area, properties will need to annex to the City of Hillsboro and be zoned for urban industrial uses (See Chapter V., Implementation Steps, in the Concept Plan).

### **A. Area Characteristics**

The Evergreen planning area is located to the northeast of downtown Hillsboro. It encompasses 534 acres and lies north of the Hillsboro Airport, south of Highway 26, and west of NW Shute Road and the area that is regulated by the Shute Road UGB Concept Plan. Evergreen Road forms the southern boundary of the planning area.

Evergreen lies within the Lower McKay Creek streamshed. Waible Creek, located in the northern portion of the Evergreen area, is a tributary of McKay Creek. The topography is flat to gently rolling, ranging from about 205 feet elevation at NW 253rd Avenue (east) to about 170 feet at the Waible Creek floodplain (north). The northern portion of the planning area drains to Waible Creek; the southern portion flows to a ditched tributary of McKay Creek.

Land uses in the Evergreen area are a mixture of agricultural-related uses and rural residential uses. Some areas of Evergreen are being actively farmed. More recently, the area has attracted suburban residences, in particular in the western portion of the planning area, on lots that access NW Sewell Road and NW 273<sup>rd</sup> Avenue. Housing stock in the area includes farm houses, mid-century and later ranch-style residences, and larger new homes

(built within the past ten years). The sole commercial use in the area is a nursery located at 5010 NW Sewell Road. This business is located on residentially zoned land.

A defining feature of the built landscape is the Bonneville Power Administration (BPA) high-voltage transmission line that runs in an east-west direction through the north central portion of the Evergreen concept planning area. The most notable built structure in this area, just south of the Evergreen area and within the Hillsboro city limits is a 422,000 square foot plant built in 1998 for the production of silicon chips. This facility was recently purchased by SolarWorld AG, a manufacturer of solar panels. The other notable land uses in the vicinity include the site of the new Genentech Building to the east and the Hillsboro Airport to the south. The Port of Portland owns vacant land in the southwestern corner of the study area (approximately 70 acres), a portion of which lies within the runway protection zone, as well as land south of Evergreen Road, outside of the study area. The Hillsboro Airport's runway is situated northwest to southeast and the runway protection zone extends into the southwest corner of the study area, over land also owned by the Port.<sup>2</sup>

## ***B. Transportation Network***

Future growth in the Evergreen area will have impacts on the transportation network in the area. A list of the roadways that serve the Evergreen area, which jurisdiction is responsible for them, their classification and the current average daily vehicular trips they carry is included in Table II-1 below.

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<sup>2</sup> Documents governing the Hillsboro Airport are reviewed in Appendix A, Existing Conditions Report. One of these documents, the Hillsboro Airport Compatibility Study Update (November 2005) was prepared in order to re-examine noise management efforts and land use policies that were established in the 1993 Hillsboro Airport Compatibility Study. One of the recommendations of this update is that an Airport Safety and Compatibility Overlay Zone for the Hillsboro Airport should be created and adopted by the City of Hillsboro and Washington County to allow certain restrictions on development within that zone. Work is currently underway to establish airport protection zones; some of these zones will cover areas of the Evergreen area.

**Table II-1: Existing Roadway Jurisdiction, Functional Classification and Characteristics<sup>3</sup>**

Roadway	Jurisdiction	Motor Vehicle Functional Class			Approximate ADT 2007
		ODOT	Washington County	City of Hillsboro	
Hwy 26 west of Shute Rd	ODOT	Rural Principal Arterial	Freeway	Freeway	40,800
Hwy 26 east of Shute Rd	ODOT	Urban Principal Arterial – Freeway	Freeway	Freeway	56,300
Evergreen Rd	County	N/A	Arterial	Arterial	12,770
Evergreen Pkwy	County	N/A	Arterial	Arterial	12,920
Cornell Rd	County	N/A	Arterial	Arterial	31,080
NE 25 <sup>th</sup> Ave	City	N/A	Arterial	Arterial	7,390
E Main St	County	N/A	Arterial	Arterial	14,320
W Baseline Rd	County	N/A	Arterial	Arterial	10,430
Shute Rd	County	N/A	Arterial	Arterial	30,600
Brookwood Pkwy	County	N/A	Arterial	Arterial	14,140
Cornelius Pass Rd	County	N/A	Arterial	Arterial	27,410
Glencoe Rd	County	N/A	Arterial	Arterial	6,690
NW Jackson School Rd	County	N/A	Arterial	N/A	5,620
NE Jackson School Rd	County	N/A	Collector	Collector	6,140
Huffman St	City	N/A	Collector	Collector	1,350
Meek Rd	County	N/A	Collector	N/A	340
NW 229 <sup>th</sup> Ave	City	N/A	Collector	Collector	10,380
Sewell Rd	County	N/A	Local Street	N/A	N/D

Notes: ADT obtained from published ODOT, Washington County, and City of Hillsboro data.

N/A = Not Applicable

N/D = No Data Available

Analysis included as part of the Existing Conditions Report (Appendix A) provided a review of existing transportation conditions for the Evergreen study area that was used to establish a baseline for the evaluation of the impact of the proposed industrial development. Several

<sup>3</sup> Two existing County roadways within the study area that not included in this table are NW 273<sup>rd</sup> Avenue and NW 253<sup>rd</sup> Avenue.

intersections in the City of Hillsboro and Washington County that will be utilized by future employment users in the area were evaluated. At each location, traffic data was gathered and analyzed to evaluate current conditions and performance for all modes of travel. Additional data was collected for other aspects of the transportation system including built facilities, as described by Metro GIS data, and reported traffic volumes on state and county facilities. The Transportation chapter of the Existing Conditions Report describes the characteristics, usage, and performance of the study intersections.

Most of the study intersections were found to currently operate within the performance standards during the PM peak hour.<sup>4</sup> The exception are four of the signalized intersections - Evergreen Pkwy/NW 229th Ave , Evergreen Pkwy/Cornelius Pass Rd , Brookwood Pkwy/Cornell Rd , and Brookwood Pkwy/E Main St-W Baseline Rd - that are operating near capacity and exceeding Washington County standards with volume-to-capacity (v/c) ratios greater than 0.9. The greatest delay at an unsignalized intersection is experienced at Jackson School Road/Hwy 26 WB ramps where over 400 vehicles make a westbound left turn from the stop-controlled approach, more than four times the volume of any other movement at the intersection.

Truck (heavy vehicle) volumes were collected as part of the intersection turn movement counts and were used in motor vehicle operations calculations. The highest truck volumes for the study area are generally found along north-south routes or intersections where two arterials meet.

The assessment of pedestrian facilities found that narrow sidewalks exist along many of the study area roadways with gaps occurring mostly where there are vacant properties or properties outside the city limits of Hillsboro. For bicyclists, bike lanes are provided on many of the arterial roadways within the city limits of Hillsboro but there are no bike lanes provided outside city limits. Pedestrian and bicycle volumes at the study intersections were counted during the PM peak periods. The greatest amount of non-motorized traffic was

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<sup>4</sup> The PM peak hour intersection volumes were used to determine the existing study intersection operating conditions based on the 2000 Highway Capacity Manual methodology for signalized and unsignalized intersections.

observed at the Evergreen Parkway/Cornelius Pass Road intersection, with 10 pedestrians counted (9 pedestrians traveling east-west; 1 traveling north-south) during the PM peak.

Transit service is provided in the study area by the Tri County Metropolitan Transportation District of Oregon (TriMet), which provides transit service for the Portland Metro area including the counties of Clackamas, Multnomah and Washington. Route 47 travels along Baseline Road, NW 229<sup>th</sup> Avenue, and Evergreen Parkway, connecting the Hillsboro Transit Center to the Willow Creek/SW 185<sup>th</sup> Ave Transit Center.

### **C. Utilities**

Currently, utilities in Evergreen are commensurate with the agricultural and rural residential land uses in the area. A more detailed description of the existing utilities available in Evergreen can be found in Chapter V. of the Existing Conditions Report (Appendix A.). A summary of available utilities is found below.

#### **1. Public Utilities**

Clean Water Services (CWS) is the public utility responsible for providing wastewater and stormwater services in the Tualatin River Watershed. The primary regulatory driver for sanitary sewer is Clean Water Services and their Design and Construction Standards. These standards regulate the design, conveyance, and installation of sanitary sewer within the Washington County UGB. There is currently an existing sanitary sewer conveyance network in the vicinity of the Evergreen Road planning area. The McKay Creek Trunk line extends from the west to NW 273rd Avenue (extended south of NW Evergreen Road) and terminates at the Rock Creek Treatment Plant. To the east of the planning area, the Dawson Creek Trunk terminates south of Evergreen Road, approximately 900 yards south of the intersection of NW Evergreen Road and NW Dawson Creek Road. The Dawson Creek Trunk flows into the Rock Creek Trunk which also terminates at Rock Creek Treatment Plant. The area to the east of Evergreen is currently under partial development and the terminus of a new sanitary sewer line will be approximately 1,600-feet from Evergreen's eastern boundary. This line could potentially be used to carry sanitary flow from a small portion of eastern Evergreen; however, it is limited by both topography and downstream capacity.

Clean Water Services also manages the conveyance, detention and water quality treatment of stormwater within the Washington County UGB. There is currently no stormwater conveyance system within the Evergreen planning area, with the exception of a storm system in the eastern section of Evergreen Road. In general, the eastern section of Evergreen is curb and gutter and served by an enclosed storm system. The western section of NW Evergreen Road is drained by roadside ditches. The storm system within NW Evergreen Road should have limited capacity to accept drainage from the Evergreen Road Planning Area. The original system design should have included capacity for flow from the proximal areas of the Evergreen Road Planning Area based on the zoning in place at the time of design, which was agricultural.

The City of Hillsboro Water Department oversees the design and installation of water distribution within the City of Hillsboro Water District. There is currently a water distribution network adjacent to the south side of the Evergreen concept planning area. There are two service mains along NW Evergreen Road. One main is an 18-inch City of Hillsboro water line and the other is the 66-inch high-pressure transmission water line owned by the Joint Water Commission.<sup>5</sup> Based on previous findings documented in a study performed by Group Mackenzie, the 66-inch high-pressure water line is not available for connecting into and providing direct service to the Evergreen area. It does, however, provide a large volume of water and adequate pressure to support the existing 18-inch water line along NW Evergreen Road and future distribution networks. According to the City of Hillsboro, the 18-inch water line has adequate flow and pressure to service the project area. No water distribution service mains have been identified along north, east, and west borders of the Evergreen concept planning area.

## **2. Private Utilities**

Private utility providers to the Evergreen area include Portland General Electric (PGE), NW Natural Gas, Bonneville Power Administration, and Qwest and Verizon (telephone).

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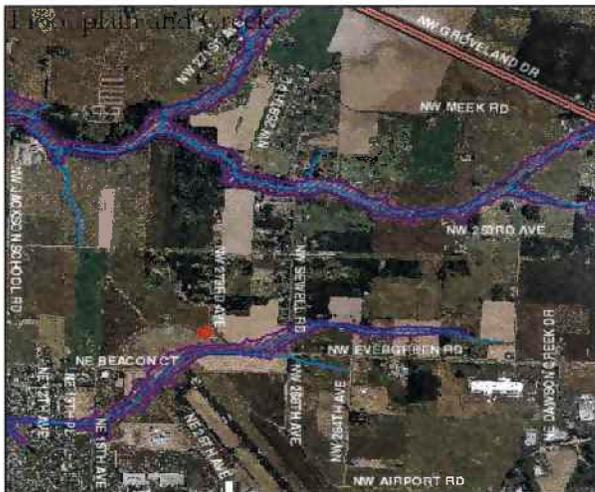
<sup>5</sup> The Joint Water Commission (JWC) consists of TVWD and the cities of Hillsboro, Beaverton, Forest Grove and Tigard. The JWC owns a 60 million gallon per day (MGD) treatment plant and a 20 million gallon reservoir. TVWD owns 10 MGD of treatment capacity. See [http://www.tvwd.org/pdf/fact\\_sheets/jwc\\_fact\\_sheet.pdf](http://www.tvwd.org/pdf/fact_sheets/jwc_fact_sheet.pdf).

Electric power is supplied to the planning area PGE and the provider is planning to build a technology enhanced substation on approximately 10 acres within the Evergreen concept planning area. The Bonneville Power Administration (BPA) maintains a high-voltage transmission line that runs in the east-west direction through the north central portion of the Evergreen area. The routing is approximately 1000 feet south of the northern border of the area.

#### **D. Natural Resources**

Natural features and environmental constraints identified in the 534-acre Evergreen planning area include riparian corridors, wetlands, floodplains, groundwater resources, and natural areas. Defining the natural landscape in the Evergreen area is the Lower McKay Creek streamshed. The major stream in the Evergreen area is Waible Creek, a tributary of McKay Creek.

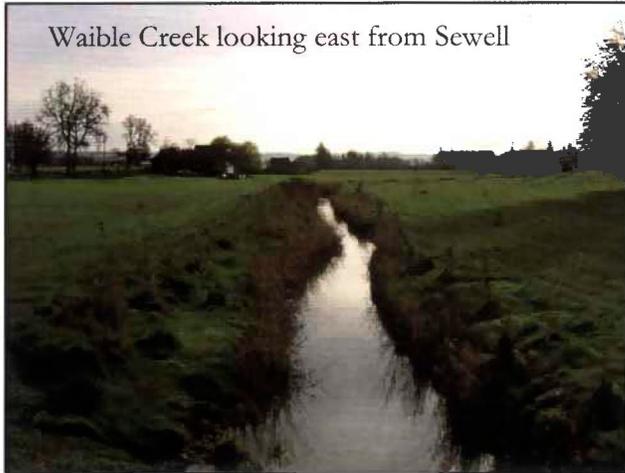
The Evergreen area is flat to gently sloping and populated primarily with hydrologic soils



that have a relatively low rates of infiltration and high runoff potential, particularly when wet. Average annual precipitation is on the order of 40-inches per year, with the majority of precipitation falling during the winter months.

The major stream in the Evergreen area is Waible Creek, a tributary of McKay Creek. Waible Creek and its tributary flows east to west near the north side of the planning area. It is mapped on the preliminary (September 28, 2007) Flood Insurance Rate Maps (FIRM) as a Special Flood Hazard Area (SFHA) and designated as Zone AE in the preliminary Flood Insurance Study. A SFHA is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year.

The 1-percent annual chance flood is also referred to as the “base flood”. Within areas designated Zone AE, purchase of mandatory flood insurance is required by FEMA.



Waible Creek looking east from Sewell

A tributary to Glencoe Swale, a tributary of McKay Creek, flows east to west along the south side of the Evergreen Road Planning Area. This drainage crosses Evergreen Road near the north edge of the Hillsboro Airport. It is mapped on the preliminary FIRM as a SFHA and designated as Zone AE from its crossing of Evergreen Road to just

east of Sewell Road, where its designation changes to Zone X. An area designated Zone X is identified as moderate flood hazard areas having a 2-percent annual chance flood. Flood insurance is available but not required in areas designated Zone X. A portion of the Glencoe Swale tributary extends beyond the area designated as Zone X. This portion was not studied as part of the preliminary Flood Insurance Study.

Currently, most rainfall infiltrates the soil mantle. The amount of impervious surface area is relatively low. Surface runoff mostly occurs during storms, and then only at low elevations. Shallow groundwater is present at varying soil depths, and varies by season and rainfall. Agricultural and rural-residential land uses probably altered groundwater quantity and quality through ditching and field tiling.

### **E. Cultural Resources**

The Evergreen concept planning area contains portions of the Edward Constable Donation Land Claim (DLC), the Henry Sewell DLC, and the William Baldra DLC (General Land Office 1862).

The Evergreen concept planning area contains one historic residence, the John W. Shute House, and the historic sites of the Methodist Meeting House and Sewell Clay Works.



The John W. Shute House stands at 4825 NW 253rd Avenue. John W. Shute. Shute was a prominent member of the community as the president of the First National Bank in Hillsboro and the J.W. Shute Bank. He was married to Elizabeth Constable, the daughter of

the first known settlers in the area, Edward and Priscella Constable. The house that was built for John and Elizabeth Shute is significant due to its association with an early influential and prominent local figure and is listed on the Washington County Historic Inventory.

The Methodist Meeting House was constructed in 1844 on the southeast portion of the Edward Constable DLC (opposite the Shute house across NW 253rd Avenue). The Meeting House was dismantled in 1868. Currently, the previous location of the Meeting House is an agricultural field. The building no longer stands but a sparse historic archaeological site has been recorded nearby that may represent archaeological deposits, possibly including a graveyard, associated with the Methodist Meeting House.

Sewell Clay Works, located in the southeast corner of the intersection of 268th Avenue and NW Evergreen Road, was begun by James H. Sewell, son of English-born pioneers Henry and Mary Ann Sewell. The works began as a manufacturing facility for drainage tile needed on the Sewell farm. By 1893, the North Pacific Clay Works as it was then named, was the largest tile manufacturer in the state and served a national clientele (Washington County Cultural Resource Inventory 1983).

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### **III. Evergreen Concept Plan Development Program**

#### **A. Summary of Economic Trends Workshop**

On Monday February 26, 2007, the City of Hillsboro hosted an Economic Trends Workshop at the Hillsboro Civic Center Auditorium that served as the “kick-off” to the Evergreen and Helvetia Concept Plans. The Workshop consisted of three panels and a roundtable forum, where experts from the Portland metro region and around the country discussed economic and industry trends from both a local and national perspective. The workshop was intended to inform the upcoming concept planning of the Evergreen and Helvetia Industrial Areas through the exploration of economic trends and emerging industry clusters in Washington County. Panelists discussed issues related to workforce, flexibility in site planning, target industries, and regional collaboration. A full summary of the Economic Trends Workshop is included in Appendix E.

#### **B. Economic Characteristics of the Area**

In order to assess the area’s development potential, a detailed analysis of ownership and development patterns was performed at the beginning of the concept planning process. This work is included in the Existing Conditions Report (Appendix A). There are 61 landowners in the Evergreen Area. An estimated 371 acres (71 percent) of property in the Evergreen Area is owned by 16 property owners with 10 or more acres of land. The largest landowner, the Port of Portland, owns an estimated 70 acres of vacant land in the southwestern portion of the Area. However, no single tax lot is larger than 50 acres.

Vacant lands comprise an estimated 40 percent (205 acres) of property in the Evergreen Area. Sixty percent (314 acres) of property is improved, primarily with single-family residences and farm structures that occupy only a limited portion of the total lot area. Approximately 25 percent of improved properties are small- to medium-size lots under 10 acres, whereas 35 percent of improved properties are larger lots of 10 acres or more.

Existing demographics also provide an indication of future development types in the area. The Economic Characteristics chapter of the Existing Conditions Report summarizes population, employment, income, and educational attainment. One of the conclusions from

this data research is that there is an available, well-educated workforce in Hillsboro and Washington County, which makes these places a desirable location for high-tech employers that require a high degree of education, specialized training and management experience.

Hillsboro's industrial economy is fueled by companies such as Intel and Sun Microsystems that specialize in computer and electronic product manufacturing (NAICS 334). In addition to several large, high-tech manufacturing employers, major healthcare facilities and customer service call centers also are located in Hillsboro. The majority of existing industrial users on the Westside are within the high-tech cluster. Recent investments by companies such as Genentech and SolarWorld have increased interest and speculation with regard to the City's potential to attract biosciences and sustainable industries firms. Local real estate and economic development experts generally agree that the Evergreen and Helvetia Areas are most likely to accommodate growth in the high-tech and semiconductor industries and sustainable industries.

### **C. *Development Program***

A development program – a narrative and quantitative description of how a property or area could be developed – was developed for both Evergreen and Helvetia to serve as a guide for the development of the respective Concept Plans. The development program (Appendix F) describes an overall identity for the project areas, including how the properties will be best positioned. The overall objective is to prepare concept plans that offer the opportunity to capture target markets, maintain economically viable conditions, and strengthen prospects for financial success while addressing Metro's and Hillsboro's goals for job creation and place making.

The development program for Evergreen responds to a series of "Big Ideas" that describe the general type of development that the community desires and that is likely to be achieved. Serving as objectives for the planning effort, these Big Ideas become benchmarks against which concept alternatives can be evaluated. The Big Ideas that will drive employment growth in Hillsboro, and Evergreen in particular, are described below:

Category	Users	Land/Building
<u>Industry of Today</u> (what we've already got)	Silicon (Intel, solar, display panels)	Large campuses (200 acres, 100 acres, etc.)
<u>Industry of Tomorrow</u> (what Hillsboro is beginning to see)	Medical, pharma, bio (Genentech, OHSU), sustainable energy	Medium campuses (75 acres)
<u>Industry of the Future</u> (what Hillsboro could get someday)	Medical (biochips, merging of industries of today/tomorrow)	Office/flex/R&D space, medium to large single-user campuses
<b><i>Other components</i></b>		
Services to support all three paradigms	Software companies, suppliers	Leased space in industrial parks or 10-20 acre single-user sites
Commercial service center	Hotel, bank, food	5-10 acres

The ability for Evergreen to actually capture the above industries is driven by Hillsboro's strengths, such as having a pool of skilled workers in the technology and silicon industries, relatively cheap and reliable power, and a proximity to similar types of industries.

The development program includes a variety of assumptions about market opportunities and implementation. These assumptions include a program development planning horizon of year 2030, that the eastern portion of Evergreen will develop first before expanding westward, and that land banking will occur as larger users enter the area and purchase more property than is initially needed in order to preserve the opportunity for future expansions. A complete list of these assumptions is found in Appendix F.

## 1. Development Types

The program for Evergreen includes combinations of development types and typical parcel sizes. The development types are described below:

**Sustainable, Environmental and Energy Businesses (50 to 100+ acres):** These sites provide locations for major corporate and manufacturing campuses for global companies in the sustainable, environmental, and energy industries. The variety of sizes allows for a range

of product development (vertically integrated) as well as supporting corporate office and R&D functions. Potential industries could include those related to solar and silicon manufacturing, wind energy, high technology, and biotechnology.

**Biotech Campus (35 to 50+ acres):** A biotech campus would provide a medium-sized parcel for a business that would be directly related to Hillsboro's emerging biotech industry.

**Industry Suppliers (10 to 20+ acres):** Industry supplier parcels provide sites for businesses that provide materials and services in support of the larger industrial users in Evergreen and elsewhere in Hillsboro. These could include both manufacturers as well as distributors of products that are used in the manufacture of products at other companies. Potential users could include suppliers of test equipment, uniforms and linens, lab supplies, sub-components and circuit boards, and packaging materials.

**Industrial Incubators, Start-ups, and Spin-offs Business Parks (12 to 40 acres):** These sites would be developed by commercial developers and leased in multi-tenant business and industrial parks. Leased park space is needed for smaller and emerging companies that do not have the capital or desire to be owners or for those that are in a growth mode and want the flexibility to move in the future. Industrial business parks typically have a unifying brand and image, which is controlled by a set of CC&Rs. Some industrial business parks may have a focus on raw industrial space, while others may be more focused on flex buildings that combine office and industrial space. Based on interviews with developers, sites of between 20 and 40 acres are preferred.

**Industry Research and Development (R&D) Parks (20 to 30 acres):** Similar to the above, industry R&D parks provide flexible development space (either as a single user or multi-tenant) for supporting businesses and spin-offs from Hillsboro's core and emerging technology industries.

**Support Commercial Services (5 to 10 acres):** Support commercial services are a key component of most employment centers. A commercial service center provides needed daily services for employees (food, banking, convenience goods) and is an amenity that attracts employers to the area. By locating the service center where it will be within walking

distance to many employees (yet remaining visible to drive-by traffic), it can also reduce midday traffic trips.

These development types were the basis for the industrial use categories listed in the proposed Evergreen Road Area Special Industrial District (ESID) in the Hillsboro Development Code (see Appendix L).

## **2. Programs for the Alternative Concepts**

The development program for the Evergreen area provides the opportunity for large parcels to accommodate campuses for Fortune 500 companies and global leaders in cutting-edge industries such as high technology, sustainable and environmental energy, biotech, biomedical, and other industries that have not even been invented yet. Supporting these anchor uses at Evergreen would be a range of development sites and smaller campuses to provide space for flex uses, research and development companies, incubator businesses, suppliers, spin-off/start-up companies, and other businesses that have a direct connection to the large campus users at Evergreen and in the surrounding area. In order to provide needed amenities for businesses and employees, as well as to reduce trips outside the area, up to two small commercial service centers are also provided to accommodate uses such as banks, restaurants, and limited retail.

Three unique development programs have been prepared that correspond to the three Conceptual Illustrations for the Evergreen Concept Plan (see Chapter IV. in the Concept Plan). The *Evergreen Development Programs* tables in Appendix F demonstrate the types of users, and the amount of land they would use, under each growth scenario.

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## **IV. Evergreen Industrial Area Concept Plan**

### **A. Industrial Urban Growth Conceptual Illustrations**

The purpose of this section is to present illustrations that show how the Evergreen area may develop in the future. The Industrial Urban Growth Conceptual Illustrations (“Conceptual Illustrations” or “Concepts”) that were developed for Evergreen reflect the types of users the City of Hillsboro would like to attract to the area, considers the lotting patterns and physical location of the area that will be urbanized with industrial uses, and respects existing natural features. These Conceptual Illustrations are not zoning maps but rather are expressions of how the area could develop, consistent with the Evergreen Concept Plan. The Concepts are consistent with the proposed policy and code language that implements the Evergreen Concept Plan (see Chapter V., Implementation Steps) and the corresponding transportation improvements necessary to support the anticipated industrial development (see Section B, Transportation Plan).

The Evergreen site is planned as a “Primary Industrial” area. The intent is for the Evergreen site to serve as an area of logical progression for new industries that are consistent with the caliber and quality of those existing primary industrial uses currently located south of the site. Further, the site is planned as a framework for a sustainable industrial environment that helps attract and retain top workforce talent.

#### **1. Conceptual Illustration A**

Conceptual Illustration A was developed to address a projected robust demand in the Sustainable Energy & Environmental Business industry.

As shown in Conceptual Illustration A, multiple parcels are provided to accommodate the same Sustainable Energy & Environmental Business land use type. The largest parcel, in the 200-acre range, is located adjacent to current bio-pharm development (Genentech) and north of SolarWorld and one medium parcel, in the 100-acre range, is established for development of a separate campus. In addition, Concept A provides a single smaller Industrial Business Park and two Commercial Nodes at highly-visible intersections (locations are not specific, but commercial uses are allowed). While developing the plan, respect was

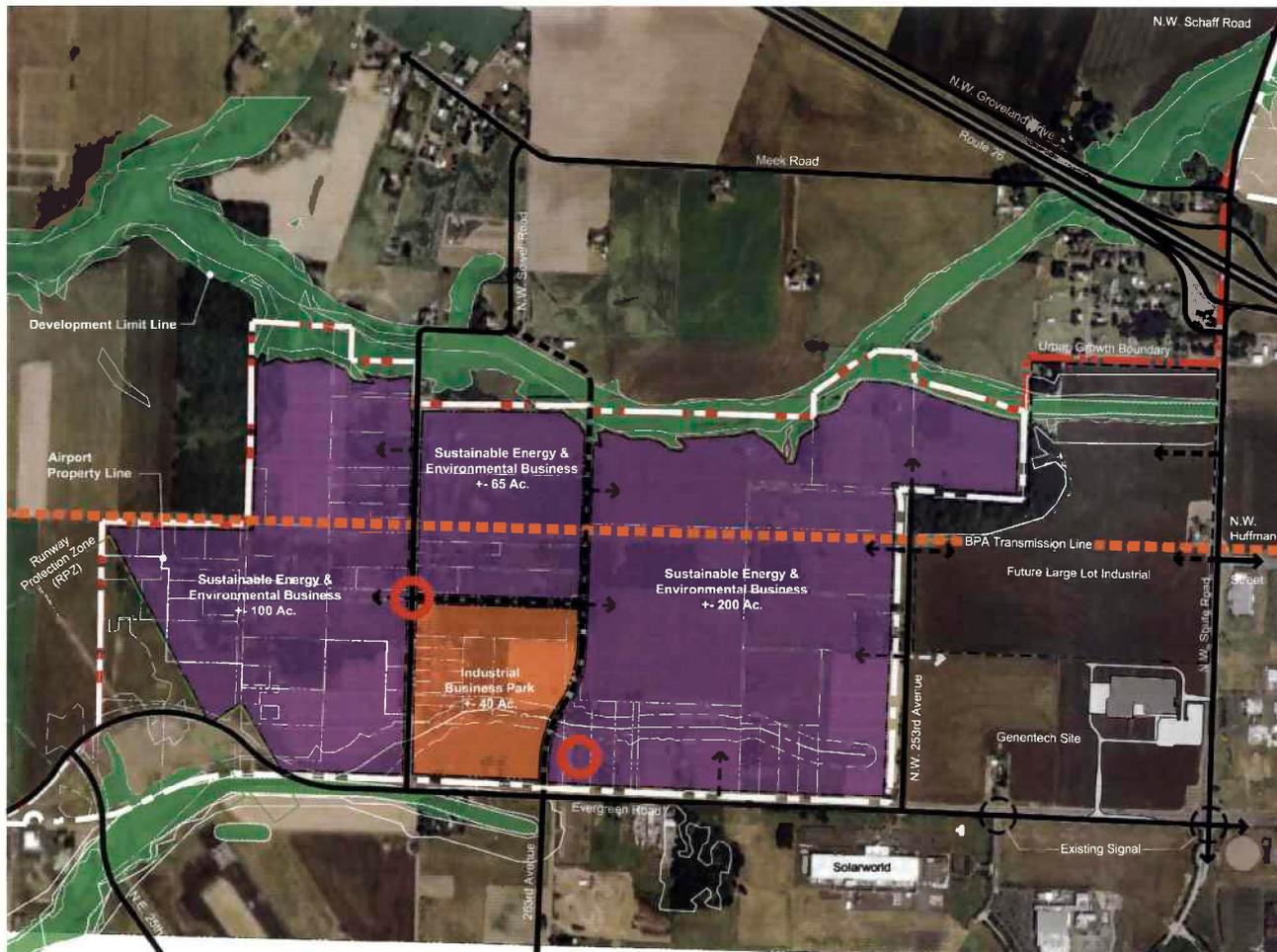
given to the 100-year floodplain along the northern site boundary, which was not encroached upon by the proposed concept.

In addition to addressing these land-use issues, this concept also responds to concerns about minimizing the number of parcels affected by future acquisition of property, and to providing north/south transportation connectivity through the site. Acquisition concerns are addressed by using existing property lines to define the areas proposed for future uses and the proposed roadway network. Connectivity concerns are addressed by connecting 263rd Avenue to NW Sewell Road north to the planning area boundary. Additional transportation connectivity concerns related to this concept include the possibility of not extending NW Huffman Road in order to preserve a large parcel that extends the North South boundaries and to the West through the planning area. Additional circulation is gained by adding an East /West connector road between NW Sewell & NW 263rd to the north of the Industrial Business Park.

## **2. Conceptual Illustration B-1**

Conceptual Illustration B1 was developed to accommodate a wider variety of land uses, with relatively equal areas allocated for each development type.

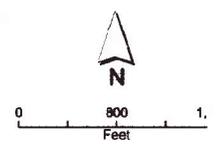
As shown in Conceptual Illustration B-1, these land uses include Sustainable Energy & Environmental Business, Industry Suppliers, Biotech Campus, Industry R&D Parks, Industrial Business Park, and Commercial Nodes at highly-visible intersections (locations not specific – see ESID code language in Appendix L). Included within each land use type are multiple parcels with relatively equal amounts of land for Sustainable Energy & Environmental Business, Industry Suppliers and Biotech Campus, with smaller amounts of land and multiple parcels for Industrial Business Parks and a single smaller parcel for the Industry R&D Park. Additional benefits of this concept are the compatible placement of the Biotech Campus adjacent to the existing Bio-pharm facility (Genentech) to the East, and the preferable location of the Industry R&D Park in the North East corner of the site. A detriment to this concept is the lack of a single developable parcel in excess of approximately 100 acres. While developing the plan, respect was given to the 100-year floodplain to the



**Evergreen**  
concept pla

**Figure IV.1**  
**Conceptual Illustration A**  
October 2007

- Legend**
- Sustainable Energy & Environmental Business
  - Industrial Business Park
  - Commercial Node  
location not specific - see ESD



- Angelo planning Group
- CH2MHILL DC
- LCG
- DKS Associates TRANSPORTATION SOLUTIONS
- CITY OF HILLSBORO

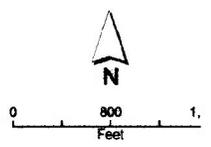
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**Evergreen**  
concept plan

**Figure IV.2**  
**Conceptual**  
**Illustration B-1**  
October 2007

- Legend**
- Sustainable Energy & Environmental Business
  - Industry R&D Parks
  - Biotech Campus
  - Industry Suppliers
  - Industrial Business Park
  - Commercial Needs  
location not specific - see EIR



Angelo  
planning group

CH2MHILL  
llc

LCG

DKS Associates  
TRANSPORTATION SOLUTIONS

CITY OF HILLSBORO

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north which was not encroached by the proposed concept.

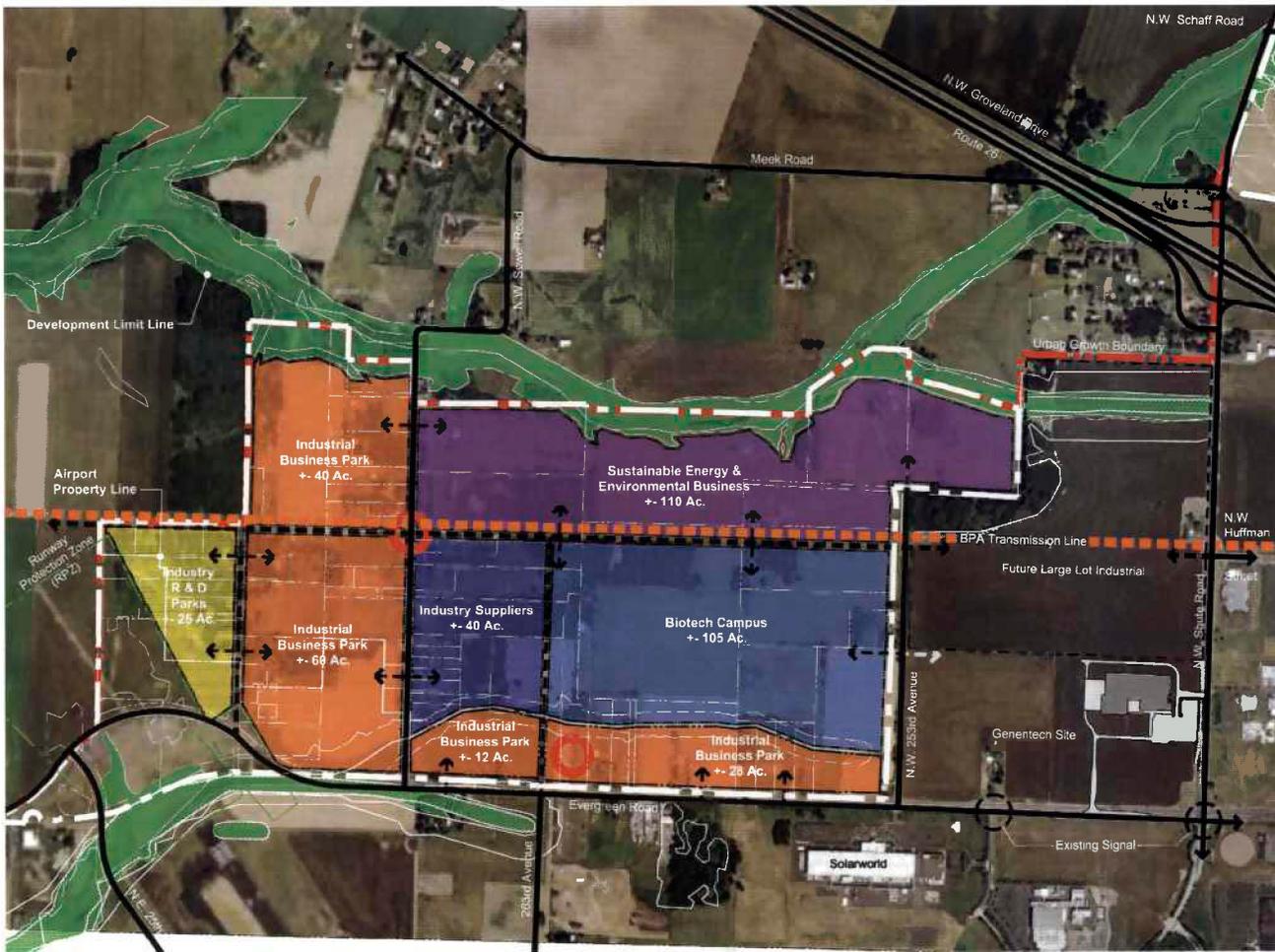
In addition to providing space for a wider variety of tenants, this concept also responds to concerns about minimizing the number of parcels affected by future acquisition of property and providing north/south and east/west transportation connectivity through the site. Acquisition concerns are addressed by using existing property lines to define the areas proposed for future uses and the proposed roadway network. Connectivity concerns are addressed by extending NW Huffman Road through the site to the west and extending NW 263rd north to the NW Huffman extension. An additional benefit of the proposed layout of NW Huffman is the flexibility of the curvilinear road. This layout could potentially grow or shrink parcels to the north and south of the road, according to changes in land use needs, and also adds a more attractive internal campus circulation spine.

### **3. Conceptual Illustration B-2**

Conceptual Illustration B-2 was developed to accommodate a variety of land uses, with a premium placed on developer-initiated Industrial Business Park projects.

As shown in Conceptual Illustration B-2, the land use include Sustainable Energy & Environmental Business, Industry Suppliers, Biotech Campus, Industry R&D Parks , Industrial Business Parks , and Commercial Nodes at highly-visible intersections (locations not specific – see ESID). Included within each land use type are a single parcel of relatively equal amounts of land for Sustainable Energy & Environmental Business and Biotech Campus, with smaller amounts of land and single parcels for the Industry Suppliers and Industry R&D Parks. Additional benefits of this concept are the compatible placement of the Biotech Campus adjacent to the existing Bio-pharm facility (Genentech) to the east; a detriment is the location of the R&D Park near the airport with a potential for exceeding noise and vibration limitations. While developing the plan, respect was given to the 100-year floodplain to the North which was not encroached by the proposed concept.

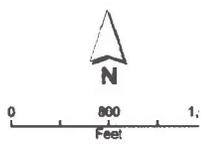
In addition to providing space for a wide variety of tenants, this concept also responds to concerns about minimizing the number of parcels affected by future acquisition of property by large industrial users and providing north/south and east/west connectivity through the site. Acquisition concerns are addressed by using existing property lines to define the areas proposed for future uses and the proposed roadway network. Connectivity concerns are addressed by extending NW Huffman through the site to the west and extending NW 263<sup>rd</sup> north to the North Huffman extension. An additional benefit of the proposed layout of NW Huffman is the increased efficiency of a linear road layout.



**Evergreer**  
concept pla

**Figure IV.3**  
**Conceptual**  
**Illustration B-2**  
October 2007

- Legend**
- Sustainable Energy & Environmental Business
  - Industry R&D Parks
  - Biotech Campus
  - Industry Suppliers
  - Industrial Business Park
  - Commercial Node location not specific - see BDD



- Angelo  
planning Group
- CH2MHILL  
DC
- LCG
- DKS Associates  
TRANSPORTATION SOLUTIONS
- CITY OF HILLSBORO

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## **B. Transportation Plan**

This section provides an overview of the future transportation conditions within the Evergreen Concept Plan area, both without additional development in the Evergreen planning area and with full development of the Evergreen planning area consistent with the Conceptual Illustrations. Listed in this section are improvements to the transportation network that will be needed to mitigate traffic levels anticipated from development in Evergreen. Also listed are improvements and associated costs needed to onsite collector roads and fronting arterial streets.

### **1. 2030 Future Conditions**

In order to determine what impacts future industrial development in the Evergreen planning area would have on the transportation system, twenty-one study intersections were analyzed without the addition of Evergreen project traffic for the 2030 PM peak hour to determine the transportation system improvements that would be required if buildout of the Concept Plan did not occur. Seventeen of the study intersections would require mitigation in order to meet performance standards. The following table identifies those 17 intersections that will require improvements to meet performance standards without the addition of any development in the Evergreen planning area (see Appendix G, Transportation Forecasting Documentation for full transportation analysis).

**Table IV-1: Transportation Mitigations for 2030 No Build Conditions (Without Concept Plans)**

	<b>Location</b>	<b>Improvement Item</b>	<b>Planned Project?</b>
1	NW Glencoe Rd/ NW Evergreen Rd	Add a northbound right turn lane	NEW
		Add a northbound right turn overlap	NEW
		Add second westbound left turn lane	NEW
		Add additional southbound receiving lane on Glencoe south of intersection to Milne for dual westbound left turn	NEW
2	NE Jackson School Rd/ NW Evergreen Rd	Add a northbound right turn overlap phase	NEW
3	Evergreen Road	Widen to 5 lane section from NE 253rd-Glencoe (TSP project)	Hillsboro TSP
4	New East-West Carrying Capacity	New roadway (or expanded existing roadway) to relieve traffic on Evergreen at Shute Road and Cornelius Pass	NEW

	Location	Improvement Item	Planned Project?
		<i>(Needs to be considered in TSP update)</i>	
5	NW Shute Rd/ NW Evergreen Pkwy	Add northbound right turn overlap phase	NEW
6	NW 229 <sup>th</sup> Ave/ NW Evergreen Rd	Add a northbound right turn overlap phase	NEW
		Add a southbound right turn lane	Hillsboro TSP
		Add second northbound right turn lane	NEW
7	NW Jackson School Rd/ NW Meek Rd	Add a single lane roundabout	NEW
8	NW Jackson School Rd/ Hwy 26 WB Ramp	Add a traffic signal	NEW
		Add a second westbound left turn lane	NEW
		Add a second southbound receiving lane on Jackson School south of the intersection	NEW
9	NW Cornelius Pass Rd/ NW Evergreen Pkwy	Add an eastbound right turn lane	Hillsboro TSP
		Add a northbound right turn lane	
		Add second northbound left turn lane	Hillsboro TSP
		Add second southbound left turn lane	Hillsboro TSP
		Add second westbound left turn lane	Hillsboro TSP
		Add westbound right turn lane	Hillsboro TSP
10	NW Helvetia Rd/ NW Jacobson Rd	Add a traffic signal	NEW
		Add a northbound right turn lane	NEW
11	NW Shute Rd/ Hwy 26 WB Ramp	Add a single lane roundabout	Draft RTP
		Widen structure over Hwy 26 for additional northbound lane (modification to current RTP project)	NEW
12	NW Shute Rd/ Hwy 26 EB Ramp	Add second northbound through lane	NEW
13	NW Shute Rd/ HW Huffman St	Remove trees in median and install two-way left turn lane.	NEW
		Install traffic signal controls.	<i>Built by Others</i>
14	NE Brookwood Pkwy/ NE Cornell Rd	Add second eastbound left turn lane	NEW
		Add second westbound left turn lane	NEW
		Add westbound right turn lane	NEW
		Add southbound through lane	NEW
15	NE Brookwood	Restripe to add second eastbound through lane	NEW

	Location	Improvement Item	Planned Project?
	Pkwy/ W Baseline Rd	(five lane section east of intersection as TSP project)	
		Add second southbound through lane	NEW
		Add southbound receiving lane south of intersection	NEW
		Add second westbound left turn lane	NEW
16	NW Jacobson Rd/NW Century Blvd	Add a traffic signal	NEW
		Add northbound right turn lane	NEW
		Add northbound right turn overlap phase	NEW
		Add southbound left turn lane	NEW
17	NW Cornelius Pass Rd/ NW Jacobson Rd	Add second eastbound left turn lane	NEW

The project numbers in Table IV-1 correspond to project locations indicated on Figure IV.4.

Only four study intersections would not require mitigation due to background traffic growth. These improvements would be triggered by other growth in the area without the assumed Concept Plan development. These findings indicate that transportation improvements in the area are needed in addition to what was projected in the Washington County and Hillsboro TSPs. The additional improvements account for traffic growth projected to the year 2030, ten years beyond the 2020 TSP projections.

Since most of the study intersections would not meet performance standards under the 2030 No Build (e.g. no development in Evergreen) scenario, a number of transportation mitigations would be needed without the adoption of the Evergreen or Helvetia Concept Plans. Most of the mitigations are focused on adding capacity at major intersections. A few would involve substantial expansion to existing roadways, and should be considered as part of the Transportation System Plan update for the city. Specifically, the Evergreen Road corridor between NW Shute Road and Cornelius Pass Road far exceeds planned capacity by 2030. For the purpose of this study, it was assumed that expanding the Evergreen Road corridor would be one possible method to meet this need, even though the city would need to officially support this decision at a later time, or select another option, such as alternative routes that can add capacity or more aggressive transportation demand management solutions.

## 2. Recommended Improvements with Development in Evergreen Planning Area

With the addition of industrial development in the Evergreen planning area, four intersections would require additional mitigation with Concept Plan traffic levels in order to meet performance standards in 2030:

The additional mitigation required at these locations (assuming mitigation triggered by the No Build scenario is built) in order to meet performance standards is listed in Table IV-1.

**Table IV-2: Additional 2030 Transportation Improvements Needed for Evergreen Concept Plan**

	Location	Improvement Item	Planning Cost + ROW*
A	NW 229 <sup>th</sup> Ave/NW Evergreen Rd	Add second northbound left turn lane	\$750,000
		Add second southbound left turn lane	\$750,000
B	NW Brookwood Pkwy/W Baseline Rd	Add a southbound right turn lane	\$375,000
C	NW Shute Rd/NW Evergreen Rd	Add eastbound right turn lane	\$375,000
D	NW Sewell Rd/NW Evergreen Rd	Add a traffic signal	\$250,000
		<b>TOTAL COST</b>	<b>\$2,500,000</b>

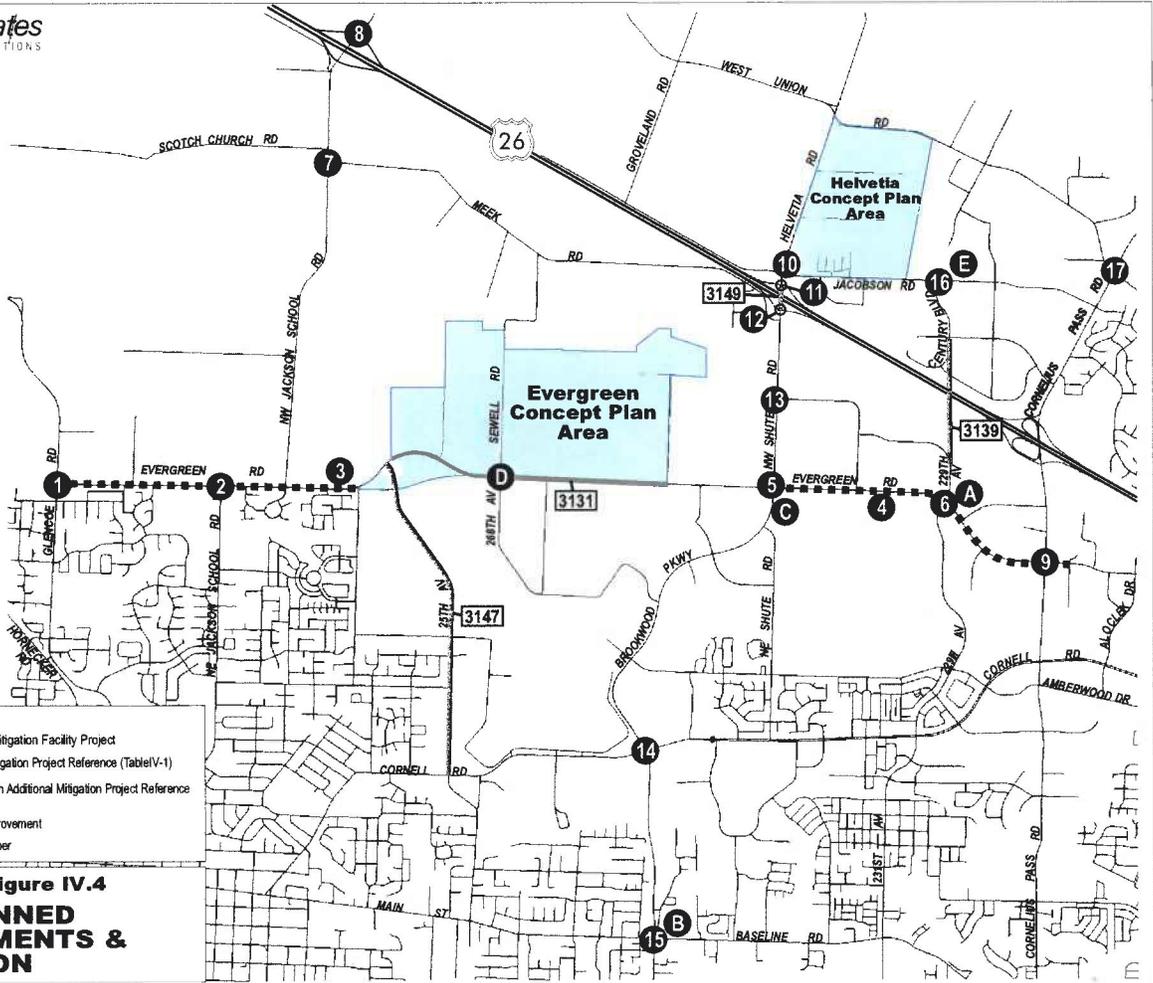
Notes: \*Assumes additional 50% to project costs for Right of Way.

The project letters in Table IV-2 correspond to project locations indicated on Figure IV.4.<sup>6</sup>  
2030 Planned Transportation Improvements

<sup>6</sup> Also indicated on Figure IV.4 is a project location "E." This project is an intersection mitigation project necessary due to development in the Helvetia area. See Appendix G for the full transportation analysis for both the Evergreen and Helvetia planning areas.



NO SCALE



**LEGEND**

- ■ ■ ■ - 2030 No Build Mitigation Facility Project
- ① - 2030 No Build Mitigation Project Reference (Table IV-1)
- Ⓐ - 2030 Concept Plan Additional Mitigation Project Reference (Table IV-2)
- — — — — Planned RTP Improvement
- 0000 - RTP Project Number

**5** Figure IV.4

**2030 PLANNED IMPROVEMENTS & MITIGATION**

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### 3. Site Circulation and Access Improvements

The Evergreen concept plan site identified new street networks that connect to existing public streets along the frontage. The street improvements associated with the Evergreen Road site were evaluated to determine preliminary engineering cost estimates. Most of these improvements are onsite collector roads, and the half-street improvements to the fronting arterial streets.

The street improvements for NW Evergreen Road site include the NW Huffman Road extension from the Genentech property boundary, and the upgrade of existing Sewell Road to urban county standards. The NW Huffman Road cross-section should be designed to 3-lanes west of the eastern Evergreen planning area boundary. From that point to NW Shute Road, the forecasted traffic volumes will require additional capacity, such as a 5-lane street cross-section.

In addition, the fronting street improvements of Evergreen Road to a full 5-lane section along the site to NW 281st Avenue have been included in the cost estimates. These include right-of-way onsite, street constructions, and conservative assumptions about project design, administration and construction. The total cost for these improvements is \$49 million, including the cost for right-of-way. These improvements should be eligible for System Development Charge credits, since they are or will be considered as planned improvements in the City of Hillsboro and Washington County Transportation System Plans. Refer to Appendix G for cost estimate details.

**Table IV-3: Evergreen Road Site Street Improvements**

Street	Extent	Facility Type	Right-of-Way	Construction Costs	Total Cost
Sewell Road	Evergreen Road to Meek Rd.	3-lane Collector	\$5,218,184	\$6,715,500	\$14,375,684
Huffman Road	E. Boundary to W. Boundary	3-lane Collector	\$10,282,892	\$13,634,500	\$23,917,392
Evergreen Road	NW 281st to Meier Jurgen	5-lane Arterial	\$3,302,845	\$7,515,625	\$10,818,470
				<b>\$27,865,625</b>	<b>\$49,111,546</b>

### **C. Highway 26 / Shute Road Interchange**

The Highway 26 / Shute Road interchange has been and will continue to be a major entry point to the large industrial employment base in the northern portion of the City of Hillsboro. The addition of the Evergreen and Helvetia planning areas to the Urban Growth Boundary and the anticipated employment that will be generated in these areas will place greater demand on the Highway 26 / Shute Road Interchange to provide access into this section of the City. The Shute Road Interchange is currently approaching or exceeding the mobility standard identified in the *Oregon Highway Plan (OHP)* for this facility. Of primary concern is the heavy westbound off ramp traffic during the AM peak hour heading southbound and the corresponding northbound to eastbound movement in the PM peak and their effect on traffic operations in the vicinity of the interchange. The Meek Road/Shute Road and Jacobson Road/Groveland Road/Helvetia Road intersection do not meet OHP access spacing standards and have operational concerns due to their proximity to the interchange. A project to address operational and mobility concerns at the interchange, including establishing a westbound to southbound loop ramp, has been identified in the financially constrained *2004 Regional Transportation Plan (RTP)* and has been submitted for inclusion in the functional constrained *2007 RTP* by Washington County.

In order to ensure that improvements to the interchange are in place to support industrial development in the Evergreen and Helvetia Concept Plan Areas, the Oregon Department of Transportation, Washington County and the City of Hillsboro will work collaboratively to identify a preferred design for future improvements at the Highway 26 / Shute Road Interchange and attempt to develop a funding strategy (public/private). This work will need to consider the operation of the interchange within the context of the overall transportation system in this section of Hillsboro, including the arterial network that feeds into this and other US 26 interchanges and overcrossings. This joint effort should build upon the results of the transportation evaluation conducted for the Evergreen and Helvetia Concept Plans which identified a series of improvements to the existing transportation network and new transportation facilities necessary to serve future employment growth (see Appendix G).

ODOT, Washington County and Hillsboro will work together to:

- Determine the ultimate configuration of the Highway 26 / Shute Road Interchange;
- Identify incremental improvements to the interchange that can be phased over time;
- Prepare an Interchange Area Management Plan addressing land use strategies for protecting the interchange for its planned function and identifying access spacing and access management requirements;
- Determine the ultimate location for NW Meek Road, NW Jacobson Road and NW Groveland Road as they access NW Shute and NW Helvetia Roads respectively;
- Attempt to develop an implementation strategy for constructing/funding improvements (public/private contributions towards interchange improvements may include developer proportionate share contributions/construction of incremental interchange improvements);
- Develop and adopt an Interchange Area Management Plan, including any necessary updates to transportation system plans and implementing ordinances.

## **D. Natural Resources Plan**

### **1. Level of Protection**

Consistent with the City's Goal 5 provisions of Section 6, Natural Resources, Open Space, Scenic and Historical Sites, of the Hillsboro Comprehensive Plan, significant wetland and riparian/upland wildlife habitat resources in the Evergreen Area must be protected prior to urbanization. Upon annexation of lands with such resources to the City, these resources will be given an appropriate protection level, as prescribed by Section 131A, Significant Natural Resources Overlay (SNRO) District, of the Hillsboro Zoning Ordinance. The City is currently undertaking an inventory and will determine which of the inventoried resources are significant. For the significant resources, the City will conduct an ESSE analysis and will determine the level of protection. Once annexed, the City will add these resources to the mapped areas protected under the SNRO District.

Within the Evergreen Industrial Area, mitigation and enhancement activities will be required to improve the Waible Creek Tributary wetlands, floodplain, and riparian upland wildlife habitat resources (Riparian Corridor). The overall guiding principle for the Waible

Creek Tributary Riparian Corridor is connectivity of resource types in order to allow wildlife passage between the larger habitat units and genetic flow between plant communities. For developments within the Evergreen Industrial Area that impact significant natural resources, the City may identify and require appropriate mitigation and enhancement measures to be undertaken by such development to improve connectivity and wetland and riparian upland wildlife habitat resource functions and values within, and connected to, the Riparian Corridor.

In addition, some natural resource areas within Evergreen may be considered Habitat Benefit Areas, as defined by the adopted Tualatin Basin Fish & Wildlife Habitat Program. A key element of this program is the encouragement of the use of habitat Friendly Development practices, including Low Impact-Development (LID) techniques, designed to reduce the environmental impacts of new development and remove barriers to their utilization. The intent is to provide flexibility in the land development ordinances to encourage the protection of qualified Habitat Benefit Areas. Habitat-Friendly development techniques, design, and construction practices are included in Section 131B, Habitat Friendly Development, of the Hillsboro Zoning Ordinance.

## ***E. Public Facilities and Services Plan***

### **1. Sewer**

Appendix H, Draft Sanitary Sewer Trunk Concept Design Evergreen Road Planning Area, provides a complete overview of the existing sanitary services in the planning area, the challenges in sewerage the area, and the proposed method of providing future sanitary service. The Evergreen area lies in Washington County, outside and adjacent to the current Clean Water Services (CWS) service area. The area will be brought into both the City's and CWS's service area.

Two alternatives are proposed for providing sanitary service to Evergreen. The first alternative provides for an all-gravity system into the McKay Trunk system. The second alternative is a pump station with discharge to the Dawson Creek system. Pending the findings of a downstream analysis and a detailed design study, parts of both of these alternatives could be combined to provide the optimal alternative.

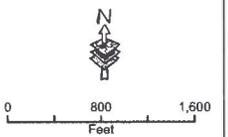


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**Figure IV.6**  
**Evergreen Concept**  
**Planning Area**  
**Sanitary Sewer System**  
**Conceptual Alternative Two**  
 Evergreen/Helvetia UGB  
 Concept Plans



- LEGEND**
- Gravity Pipe
  - Force Main
  - Evergreen Site (Planning Area = 532.93 ac)
  - Roads
  - Tax Lots



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**Alternative 1:** Alternative 1 is an all-gravity connection to the McKay Creek trunk. The gravity alternative provides the benefits of increased reliability and reduced maintenance. There may, however, be downstream capacity limitations of the McKay Creek system. There is limited elevation change between the low point at the northern end of NW 273<sup>rd</sup> Avenue and the ground elevation at the intersection of NW 273<sup>rd</sup> Avenue and NW Evergreen Road. However, the invert elevation at the intersection of NW 273<sup>rd</sup> Ave and NW Evergreen Road is deep enough to allow connection of a gravity pipe at minimum slope; although the very northern edge of the ERPA cannot be served by gravity. (See Figure IV.5, Evergreen Concept Planning Area Sanitary Sewer System Conceptual Alternative One.)

**Alternative 2:** Alternative 2 is a pump-station alternative. A gravity system can be used to convey flow to the low spot at the northern end of NW 273<sup>rd</sup> Avenue. At that location a pump station will discharge through a 20-inch forcemain to the Dawson Creek Trunk in NW Dawson Creek Drive. Disadvantages to Alternative 2 include the increased initial cost and long-term maintenance. Advantages include avoidance of potential downstream capacity to accommodate peak flow. (See Figure IV.6, Evergreen Concept Planning Area Sanitary Sewer System Conceptual Alternative Two.)

#### Project Costs

Planning level cost estimates are given in Table IV-4. Cost estimates for the conceptual sanitary collection system alternatives are based on best professional judgment. Total program cost includes engineering fees equal to 30% of the estimated construction cost. These are costs for main lines only and do not include minor collectors or laterals.

**Table IV-4: Sewer Conceptual Construction and Program Costs**

Alternative	Total Construction Cost	Total Program Cost
Alternative 1	\$2,900,000	\$3,700,000
Alternative 2	\$5,100,000	\$6,700,000

## **2. Storm**

Appendix I, Draft Stormwater Concept Design Evergreen Road Planning Area, reviews the regulatory standards applicable to managing stormwater from future industrial development in Evergreen. Future development will need to meet Clean Water Services (CWS) for conveyance, water quality and detention. If a nexus exists between project permitting within Evergreen and the Federal Endangered Species Act, the project will be also subject to National Marine Fisheries Service (NMFS) consultation and their stormwater management guidelines.

Water quality treatment options are contained in Chapter 4 of CWS's Design and Construction Standards. Low Impact Development (LID) options are specifically addressed in §4.07 of CWS's Design and Construction Standards. Among the acceptable LID options for private systems are: pervious paving, Eco-Roofs/Roof Gardens; Infiltration Planters; Flow through Planters; Sand Filters; and Tree boxes. Acceptable LID options for public systems also include: Street Swales; Vegetated Filter Strips; and Vegetated Infiltration Basins. For any developments less than one acre, if at least 75-percent of the post development impervious area is treated with LID options no additional stormwater management may be required by CWS.

Discharge of piped or overland conveyance should go to Wiable Creek or to the Evergreen Road storm sewer system. The stormwater system within Evergreen Road was originally designed to accommodate runoff from agricultural zoning on the north, not industrial; therefore, a downstream analysis must be performed on the system to determine permissible discharge rates. Outfalls to Wiable Creek should be designed in compliance with §5.07.7 of CWS's Design and Construction Standards. They should be above mean low water level and use energy dissipation. These outfalls may also trigger Clean Water Act permit issues.

## **3. Water**

The average water demand for the approximately 519-acre Evergreen site is estimated to be approximately 5,500 Gallons per day (GPD)/Acre, on a continuous basis, assuming that the

area will be developed primarily with general industry and commercial industry. This results in a total water system average demand of approximately 2.85 Million Gallons per Day (MGD). The peaking factor for this use is estimated to be 1.5 considering there could be irrigation demands in the summer months. This results in a peak water demand of 4.28 MGD.

The Evergreen development site resides within the service area of the City of Hillsboro Water Department. As the water provider, the City has indicated that the additional 5 to 6 MGD of peak demand could be provided to the Evergreen site without the need of any specific public water infrastructure improvements. The City of Hillsboro currently has an 18 inch water transmission main located adjacent to the southern boundary of the Evergreen site along NW Evergreen Road. The City has indicated that the development could connect to this 18inch transmission main and extend the private water infrastructure within the site to adequately supply the needed water for general industry applications.

The primary water system infrastructure improvements required for the Evergreen development site are illustrated in Figure IV.7. The improvements primarily consist of water transmission pipelines and 4 interconnections and 4 metering stations with the City of Hillsboro 18 inch water transmission main located along NW Evergreen Road. Water transmission pipelines have been sized with design criteria maintain pipeline velocities less than 5 feet per second. The City of Hillsboro has also requested that two of the transmission mains be upsized to enable the conveyance of water to the north of the development at some point in the future. See Appendix J, Evergreen Water System Concept Planning, for a complete analysis of estimated water demands, water supply sources, private water infrastructure improvements and estimated costs for developing the needed water infrastructure for industrial development in Evergreen.

#### Project Costs

The estimated construction costs for developing the primary water infrastructure for the Evergreen development is approximately \$4.44 M. A detailed breakdown of the cost estimate is presented in Table IV-5, this estimate is considered an order of magnitude estimate with an accuracy of +30%/-50%. In addition to capital improvement costs, the

development will incur System Development Charges (SDCs) from the City of Hillsboro for enabling the City to provide the water supply for the Evergreen site. The SDCs are based on the water usage for the development. Based on an average flow rate of 2.85 MGD and peak flow rate of 4.28 MGD, the total SDCs for this development are estimated to be \$31M. The City of Hillsboro SDC calculation worksheet is provided in Attachment A of Appendix J.

**Table IV-5: Evergreen Development Water Infrastructure Improvements Order of Magnitude Comparative Construction Cost Estimates**

Item Description	Quantity	Materials		Labor		Unit Price	Line Total	Costing Assumptions
		Unit	Total	Unit	Total			
<b>General Conditions</b>	<b>\$511,900</b>							
General Conditions	1 LS	\$163,900	\$163,900	\$177,300	\$177,300	\$341,200	\$341,200	Allow 10% of Total Contract Amount
Bonds/Insurance	1 LS	32,800	32,800	35,500	35,500	68,300	68,300	Allow 2% of Total Contract Amount
Mobilization/Demobilization/Site Facilities	1 LS	49,200	49,200	53,200	53,200	102,400	102,400	Allow 3% of Total Contract Amount
<b>Earthwork</b>	<b>\$2,900,000</b>							
Pipe Installed in City Streets--12" dia	10,100 LF	70.00	707,000	80.00	808,000	150.00	1,515,000	Means 06 BCCD 02510 730 2100
Pipe Installed in City Streets--18" dia	6,200 LF	90.00	558,000	110.00	682,000	200.00	1,240,000	Means 06 BCCD 02510 730 2100
Valved Branches in Main Line	10 EA	2,500	25,000	1,000	10,000	3,500	35,000	Allowance
Valves in Main Line	2 EA	3,500	7,000	1,500	3,000	5,000	10,000	Allowance
Connection to Existing Service (8 inch service)	4 EA	24,000	96,000	1,000	4,000	25,000	100,000	Allowance
<b>Subtotal Estimated Construction Cost of Evergreen UGB Industrial Area Water Supply</b>							<b>\$3,411,900</b>	
■ Contingency @ 30%							1,028,100	
<b>Total Estimated Construction Cost of Evergreen UGB Industrial Area Water Supply</b>							<b>\$4,440,000</b>	

The cost estimates shown have been prepared for guidance in project evaluation and implementation from the information available at the time of the estimate. The final costs of the project will depend on actual labor and material costs, competitive market conditions, final project scope, implementation schedule and other variable factors. As a result, the final project costs will vary from the estimates presented herein. Because of this, project feasibility and funding needs must be carefully reviewed prior to making specific financial decisions to help ensure proper project evaluation and adequate funding.



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## **V. Implementation Steps**

The Evergreen planning area lies outside of the City of Hillsboro's city limits and is not currently subject to the city's zoning ordinance. Land within the Evergreen area can not urbanize without first being brought into the city limits; upon annexation, parcels within the Evergreen area will be given a city plan designation and urban zoning. In order to implement the Evergreen Concept Plan, the City will need to adopt new Comprehensive Plan policies and Development Code language that addresses future development. It is the recommendation of the Concept Plan that the City adopt a new zone for the Evergreen planning area: The Evergreen Road Special Industrial District (ESID).

### **A. Comprehensive Plan Amendments**

#### **1. Evergreen Area Industrial Plan**

The Comprehensive Plan designation to be applied to land within the Evergreen area upon annexation to the City is Industrial (see Figure V.1). A new Comprehensive Plan section, Evergreen Area Industrial Plan, has been drafted to capture the vision for future development in this area, consistent with the Evergreen Concept Plan (see Appendix K). As paraphrased below, policies in this new section include:

- Develop adopt and apply performance-based policy and code measures to guide the development of industrial uses, properties and projects within the Area, while allowing sufficient flexibility and authority to enable the City to respond to changing industrial market trends and opportunities for the Area over time.
- Provide development opportunities within the Evergreen Area for industry uses that fall within any of the preferred industry categories, as specified in the Evergreen Area Development Program, including:
  - High technology sector and related companies and businesses
  - Sustainable industries sector and related businesses and companies
  - Bio-technology, bio-medical, bio-pharmaceutical sector and related businesses and companies

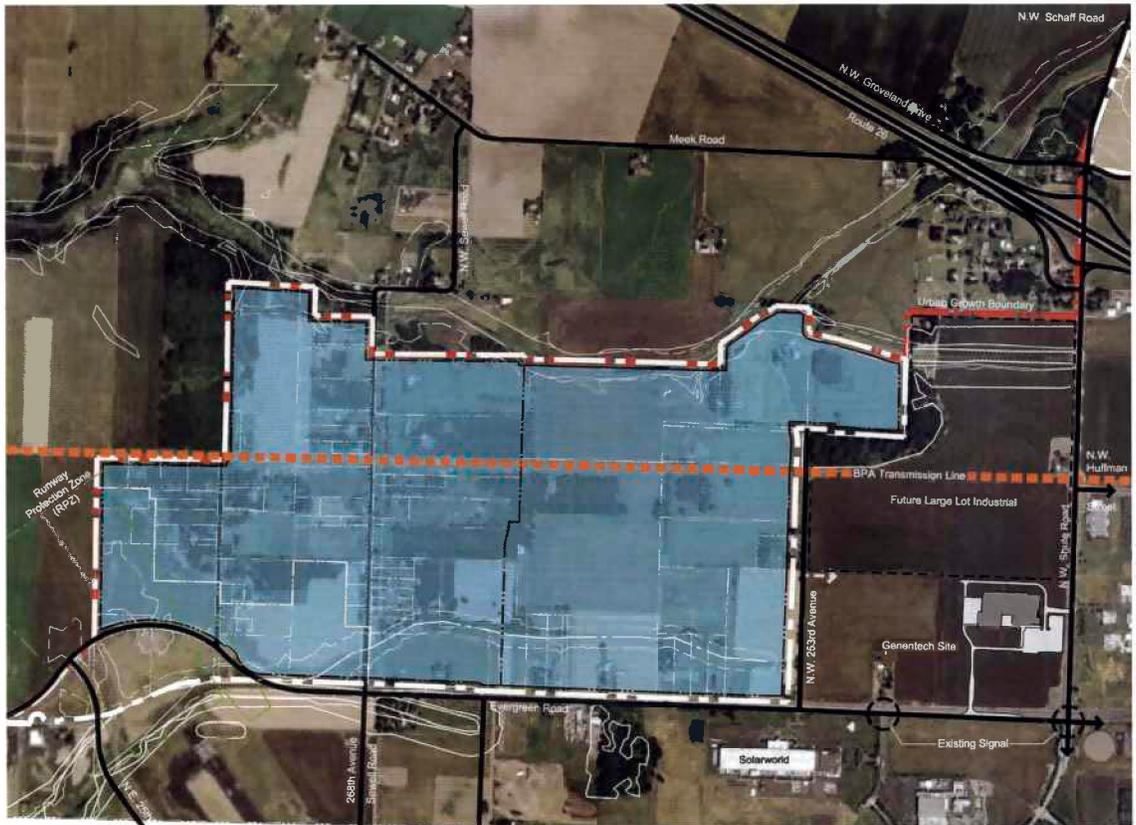
- Businesses and companies that are incubators, start-ups, spin-offs and research and development firms associated with main industrial sectors
  - Industry suppliers and distribution businesses
  - Limited support commercial services
- Encourage and Facilitate the creation of large industrial sites (parcels 50 – 100 or more acres in size) for large-scale industrial campuses and development projects
  - Facilitate the development of smaller, diversified industrial uses and sites (20 – 50 acres in size) - especially smaller-scaled flex-space industrial business parks - that support the main industry sectors encouraged by this Plan.
  - Use the land use categories specified in the Evergreen Area Development Program and the Evergreen Conceptual Illustrations, (shown in Figures IV.1, IV.2, and IV.3) to guide new industrial development within the Area.
  - Provide for aesthetically attractive, well designed industrial uses and sites within every development approved for construction in the Evergreen Industrial Area.
  - Develop and apply an Evergreen Road Area Special Industrial District Ordinance that substantially complies with the Metro Urban Growth Boundary (UGB) Conditions of Approval and the Urban Growth Management Functional Plan.

Implementation measures in the new policy section presuppose the development of an Evergreen Special Industrial District (ESID) that includes regulations to govern future development in Evergreen. Approval of proposed land uses and development activities within the Evergreen area will be based on whether or not the proposed use or activity is consistent with the land use categories in the ESID and if the proposal generally achieves the preferred Evergreen Conceptual Illustration.

**Figure V.1**  
**Evergreen**  
**Comprehensive**  
**Plan Designation**

**Legend**

 **Industrial**



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The Comprehensive Plan amendments incorporate an Area Natural Resources Management Plan, Area Public Infrastructure (Water/Sewer Systems) Management Plan, and Area Transportation System Plan, the elements of which have been discussed earlier in this document.

## **B. Zoning Code Amendments**

In order to implement the Evergreen Concept Plan and the proposed Comprehensive Plan policies for the Evergreen Road Special Industrial Site, the city must amend the Zoning Ordinance to include the Evergreen Road Area Special Industrial District (ESID) overlay zone.

### **1. Evergreen Special Industrial District (ESID)**

The Evergreen Special Industrial District (ESID) is a proposed new zoning district to implement the Evergreen Concept Plan and the proposed Comprehensive Plan policies (see Figure V.2). Consistent with proposed comprehensive plan policy in the (new) Evergreen Area Industrial Plan section, the ESID code section contains regulatory language to guide future development in Evergreen (see Appendix L). The ESID zoning map shows two subareas; Subarea A East Evergreen, which encompasses the eastern part of the planning area, and Sub-area B West Evergreen, which contains parcels in the western part of the ESID (see Figure V.2). Subarea A is comparable in size to the area that Metro previously identified as a Regionally Significant Industrial Area (RSIA).

Subarea B of the ESID allows all of the uses detailed in the Development Program. Subarea A, which is intended to provide land for larger industrial users, does not allow Industry Suppliers or Distribution Businesses. Retail and professional services that directly and primarily serve the daily needs of business and employees in the immediate surrounding industrial area are allowed in both ESID Subareas after a specific amount of industrial development has been permitted. Before the City will consider or approve support commercial development in Subarea A, at least one million total square feet of building floor area of industrial development must be permitted; within Subarea B, at least one-half million total square feet of building floor area of industrial development must be permitted.

No more than 10 acres of net developed land may be used for Support Commercial Services in either Subarea A or Subarea B. Such uses may not contain more than 50,000 square feet of total structure or building floor area and no single use in this category may exceed 20,000 square feet.

The minimum lot size in the Sub-area A is 50 acres. This provision is to encourage lot consolidation, as there are currently no parcels 50 acres or larger within Subarea A. Lots larger than 50 acres in size may subdivide as long as the resulting land division creates one lot or parcel of at least 50 acres and the remaining lot(s) created contains at least one parcel of 25 acres of contiguous land. The minimum lot size in Subarea B is 10 acres. Lots larger than 10 acres in size may subdivide as long as the resulting land division creates one lot or parcel of at least 10 acres and the remaining lot(s) created contains at least one parcel of 5 acres of contiguous land. The minimum lot size provision in both Sub-areas is to encourage the retention of larger lots, and lot consolidation, to maintain or create sites attractive to industrial developers. Lots of record that are below the minimum lot size in either Subarea A or B may develop with a use that is listed as permitted in the respective subarea.

### **C. Metro Compliance**

When Metro brought the Evergreen planning area into the UGB the eastern portion of the Evergreen area (234 acres) was designated RSIA land and the remainder of the area (300 acres) was given the designation of Industrial Area. These designations are described in Title 4 of the Urban Growth Management Functional Plan and their intent is to protect a supply of sites for employment uses within the metropolitan region. Title 4 limits the amount of new commercial in the RSIA and Industrial Area designations.<sup>7</sup>

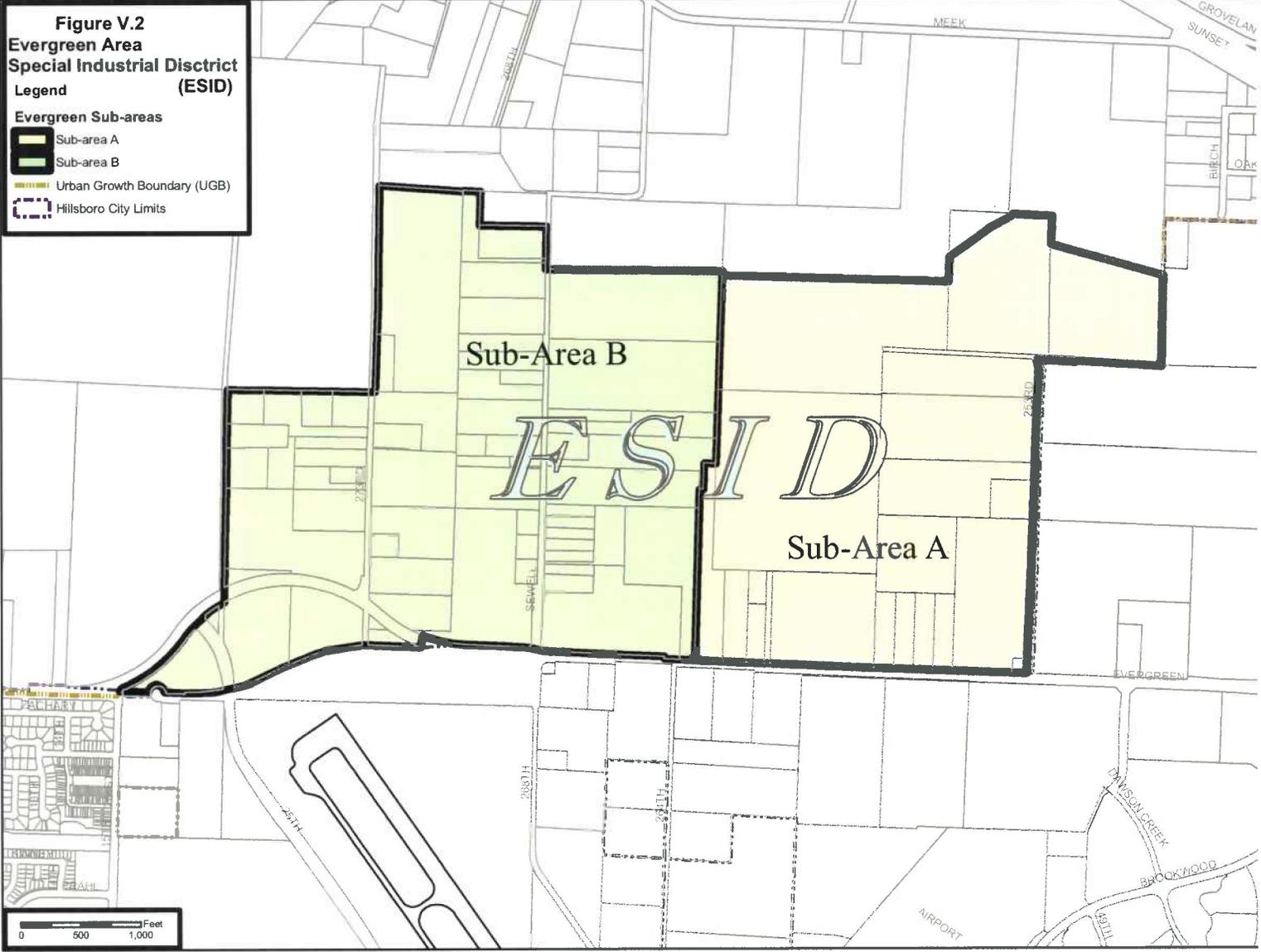
The proposed ESID complies with the intent of Title 4 by limiting commercial in a number of ways. "Support Commercial" is defined as "a clustering within a single development project of support commercial retail uses and professional services that directly and primarily

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<sup>7</sup> In RISAs, new buildings for stores, branches, agencies or other outlets for retail uses and services can not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project. Retail uses and services in Industrial Areas are limited to 5,000 square feet in a single outlet.

**Figure V.2**  
**Evergreen Area**  
**Special Industrial District**  
**(ESID)**  
**Legend**

- Evergreen Sub-areas**
-  Sub-area A
  -  Sub-area B
  -  Urban Growth Boundary (UGB)
  -  Hillsboro City Limits



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serve the daily needs of businesses and employees in the immediate surrounding industrial area.” Support commercial may be allowed only after a specified amount of industrial development has been given permits (at least one million total square feet of building floor area in Subarea A and at least one-half million total square feet of building floor area in Subarea B). Support Commercial is limited to ten acres in each of the two Subareas and such uses may not contain more than 50,000 square feet of total structure or building floor area. No single use in this category may exceed 20,000 square feet.

The Metro Conditions of Approval associated with Ordinance No. 05-1070A, the action that brought the Evergreen area into the UGB, stated that the city must develop a lot/parcel configuration plan that results in at least one parcel in the east Evergreen area that is 100 acres or larger in size. Each of the Conceptual Illustrations (Figures IV.1, IV.2, and IV.3) shows a configuration of future users that accommodates at least one large, 100 acre+, industrial user. The ESID furthers the region’s and the city’s goals to provide large industrial sites in the Evergreen area by restricting land division in each Subarea. Lots larger than 50 acres in size in Subarea A may subdivide as long as the resulting land division creates one lot or parcel of at least 50 acres and the remaining lot(s) created contains at least one parcel of 25 acres of contiguous land. Because there are currently no parcels larger than 48 acres in the Evergreen planning area, this code provision may have the effect of encouraging lot consolidation in the eastern portion of the planning area.

#### ***D. Annexation Strategy***

Property within the Evergreen area can only be developed as urban if it is served by public utilities at an urban service level. In order to receive urban services, property will need to be annexed into the City of Hillsboro. The City of Hillsboro has a passive annexation policy and will not forcibly annex properties within the Evergreen planning area. Past city practice has been to assist property owners in recently urbanized industrial areas with the annexation procedures in order to facilitate industrial growth. City annexation policy requires that property to be annexed must be adjacent to the City of Hillsboro City Limits and within the Urban Growth Boundary.

## **E. Financing Strategy and Tools**

### **1. Infrastructure Costs**

It is assumed that private development will finance all onsite development costs in the Evergreen area (internal roads, onsite utilities, onsite open spaces and trails, etc.) and a portion of offsite development costs. As described in the infrastructure financing analysis (Appendix M), mandatory fees and charges that private developers are assessed at the time of development are expected to generate a surplus of revenues to finance offsite infrastructure costs associated with development in the Evergreen area.

Infrastructure costs related to development at Evergreen will fall into the following categories: Transportation (including storm drainage facilities), Water, and Sanitary Sewer. Detailed cost information for each of these categories can be found in separate technical memorandums: Appendix G (transportation), Appendix H (sanitary sewer), and Appendix J (water).

Existing City financing tools include required system development charges (SDCs) and traffic impact fees (TIF) from new development. SDCs and TIF revenues generated by development in Evergreen can be used to finance offsite improvements, including systemwide improvements. SDCs may also be used to reimburse developers for offsite sanitary sewer infrastructure costs.

Table V-1 illustrates the estimated costs and revenues for all onsite and offsite infrastructure improvements associated with the Evergreen concept plan. These are good faith estimates based on the preliminary Evergreen concept plan.

**Table V-1: Summary of Costs and Revenues Associated with Evergreen Development**

<b>Infrastructure Type</b>	<b>Costs</b>	<b>Developer Requirements</b>	<b>TIF Revenues</b>	<b>Resulting Balance (Costs - Revenues)</b>
Transportation	\$51,611,546	\$49,111,546	\$8,039,574	-\$5,539,574 (surplus)
Water	\$4,440,000	\$4,400,000	n/a	\$0
Sanitary Sewer Alt. 1	\$3,700,000	\$3,700,000	n/a	\$0
Sanitary Sewer Alt. 2	\$6,700,000	\$6,700,000	n/a	\$0

As shown above, revenues generated by private development in the Evergreen area are projected to exceed the combined cost of onsite and offsite infrastructure improvements needed for the Evergreen concept plan by \$5.5 million. Therefore, no funding gap is anticipated.

#### Transportation Costs

The Helvetia and Evergreen Area Future Transportation Conditions Analysis (see Appendix G) identifies transportation infrastructure improvements that build-out of the Evergreen area will require. The projected cost of onsite transportation infrastructure in the Evergreen area is \$49 million. An additional \$2.5 million in offsite transportation infrastructure costs is needed to finance intersection improvements, including additional turn lanes and a traffic signal, at five locations that will be impacted by development in the Evergreen area.

#### Transportation Revenues

Development at Evergreen will contribute to transportation funding in two primary ways:

**Onsite infrastructure:** Developers will construct all onsite transportation infrastructure at their own expense.

**TIFs:** The City of Hillsboro collects TIFs for all new development, which is assigned to one of five general use categories: residential, business/commercial, office, industrial, or institutional. TIFs are calculated based on the total trips a development is projected to generate. Within each general use category, “unit factors” are assigned to different development types and reflect the magnitude of the impacts the development is anticipated to have on the transportation system. For example, within the industrial use category, warehouses, which generally have a very low job density, will generate fewer trips than industrial parks, which have a higher job density.

For industrial uses, total trips are estimated by multiplying a building’s total gross square footage (TGSF) by the appropriate unit factor. The methodology for estimating total trips for most commercial uses is similar, except the unit factor is multiplied by a building’s total

gross leasable square footage (TGLSF). For hotels, however, total trips are estimated by multiplying the number of rooms by the hotel unit factor.

Table V-2 shows projected TIF revenues for the Evergreen Area. Assuming a job density of 21.3 employees per acre, development in the Evergreen Area is projected to produce \$8.0 million in TIF revenues, which may be used to finance offsite improvements.

**Table V-2: Projected TIF Revenues for Evergreen Concept Area<sup>8</sup>**

Item	Area (acres)	Building Area (s.f.)/No. of Rooms	GLA (COM Uses)	Description	No. of Units	Total Trips (Gross Bldg s.f. x No. of Units/1000) <sup>1/</sup>	Basis of Trip Rate	TIF estimate (Basis of Trip Rate x Total Trips)
Gross area	534.0							
less infrastructure/circulation (16%)	84.0							
Net development area	450.0							
First Sustainable Energy & Environmental Business	70.0	609,840	n/a	Industrial Park	6.97	4,251	\$308	\$1,309,180
Second sustainable energy & environmental business	45.0	392,040	n/a	Industrial Park	6.97	2,733	\$308	\$841,616
Biotech Campus	105.0	914,760	n/a	Industrial Park	6.97	6,376	\$308	\$1,963,770
Industry Suppliers 1	30.0	274,428	n/a	Manufacturing	3.85	1,057	\$308	\$325,417
Industry Suppliers 2	75.0	686,070	n/a	Manufacturing	3.85	2,641	\$308	\$813,542
Industrial Business Park 1	28.0	292,723	n/a	Industrial Park	6.97	2,040	\$308	\$628,406
Industrial Business Park 2	25.0	261,360	n/a	Industrial Park	6.97	1,822	\$308	\$561,077
Industrial Business Park 3	12.0	125,453	n/a	Industrial Park	6.97	874	\$308	\$269,317
Industry R & D Parks	40.0	418,176	n/a	Manufacturing	4	1,610	\$308	\$495,873
Hotel	2.5	200 rooms	n/a	Hotel	8.70	1,740	\$81	\$140,940
Commercial Node 1	7.5	98,010	40,000	Shopping Center Unter 50000 Gr. SF	94.71	3,788	\$81	\$306,860
Commercial Node 2	10.0	130,680	50,000	Shopping Center Unter 50000 Gr. SF	94.71	4,736	\$81	\$383,576
<b>TOTAL</b>	<b>450.0</b>	<b>4,072,860</b>						<b>\$8,039,574</b>

<sup>1/</sup> For hotels, total trips calculation is no. of rooms x no. of units. For shopping centers, total trips calculation is gross leasable area (GLA) x no. of units.

<sup>2/</sup> For hotels, job density calculation is no. of employees per room.

Revenues generated by development in the Evergreen area are expected to exceed the cost of onsite transportation improvements. What is not accounted for in Table V-2 or this analysis is the cost of offsite transportation improvements that will be needed regardless of development occurring in Evergreen.

<sup>8</sup> For the purpose of transportation modeling, assumptions were made about the average employment density and number of jobs projected for the Evergreen concept area at build-out. The development program presented in Table 2 most closely reflects these assumptions.

### Water Costs

The Water System Concept Design developed by CH2M Hill (see Appendix J) identifies water system infrastructure improvements that will be required for the Evergreen concept area, which will be served by the City of Hillsboro. The total construction cost estimate for Evergreen water improvements, including a 30 percent contingency, is \$4.4 million.

### Water Revenues

The water system improvements described above are considered onsite improvements that would be the responsibility of developers. Thus, there will be no public utility obligations to fund water infrastructure at Evergreen.

Development at Evergreen will generate revenues based on SDCs that are levied on development as it occurs. These fees, assessed by the City of Hillsboro, enable the District to build and maintain the internal capacity to serve the Evergreen area. The methodology for determining SDCs is described in CH2M Hill's technical memorandum.

### Sanitary Sewer Costs

The Sanitary Sewer Trunk Concept Design developed by CH2M Hill (see Appendix H) proposes two alternatives for providing sanitary service to the Evergreen concept area. The total program cost estimate for Alternative 1, which provides for an all-gravity system in to the McKay Trunk system, is \$3.7 Million. The total program cost estimate for Alternative 2, a pump station with discharge to the Dawson Creek system, is \$6.7 Million.

### Sanitary Sewer Revenues

Based on CH2M Hill's analysis of sanitary sewer infrastructure requirements, it is assumed that private development will bear the total cost of sanitary sewer improvements associated with build-out of the Evergreen area. Specifically, developer requirements will include:

**Onsite infrastructure:** Developers will be responsible for all onsite infrastructure costs.

**Connection fees/SDCs:** Clean Water Services (CWS), which will be the sanitary sewer service provider for the Evergreen Area, will assess SDCs to new development to finance connection charges, which may include:

- a. Direct connections to the District sewer system;
- b. Indirect connections to the District sewer system including, but not limited to, building additions, or expansions, which include sanitary facilities;
- c. Change in the use of an existing connection; and
- d. Substantial increase(s) in the flow or alteration of the character or sewage to an existing connection.

For industrial uses, connection fees will be calculated as Dwelling Unit Equivalents (DUEs) based on the estimated or actual metered flow in incoming water, or metered effluent. The fees are calibrated to match the expected true cost of any offsite improvements required by the development. Thus, there will be no unmet funding obligation as a result of development at Evergreen.

## **2. Financing Methods**

Despite the fact that no infrastructure financing gap is projected, the City may wish to explore alternative funding sources to buy down the cost of development in order to attract private investment to the Evergreen area or to help pay for other planned, but unfunded, improvements. The City and Washington County, working with Metro and the State, will also need to identify funding sources to pay for offsite transportation costs associated with regional growth. A wide range of funding tools is available to support capital improvements and infrastructure planning in Oregon. Many transportation funding tools are funded via the Oregon Department of transportation (ODOT) through competitive grants that are offered annually or biannually. Local funding tools, such as urban renewal and LIDs, may be used to finance capital improvements within designated geographic areas or special districts.

The following programs and funding tools are some of the most common and most likely to be of use in the Evergreen concept area.

### Tax Increment Financing/Urban Renewal

Tax increment financing (TIF) is one of the most powerful public funding tools for revitalization. TIF is a mechanism where public projects are financed by debt borrowed against the future growth of property taxes in a defined urban renewal district. The assessed value of all properties within the district is set at the time the district is first established (the frozen base). As public and private projects enhance property values within the district, the increase in property taxes over the base (the increment) is set aside. Debt is issued, up to a set maximum amount (the maximum indebtedness), to carry out the urban renewal plan and is repaid through the incremental taxes generated within the district. The duration of urban renewal districts is usually 15 to 20 years. When the district is retired, the frozen base is removed and all property taxes in the district return to normal distribution. Because urban renewal is such a useful tool for revitalization and can generate significant amounts of money for infrastructure, it should be strongly considered to help fund projects in the Evergreen Area. As a part of subsequent conceptual plan implementation, the City would need to prepare an urban renewal plan, which would identify specific projects to be funded and the likely funding capacity from tax increment revenues.

### Local Improvement District

A Local Improvement District, or LID, is a special assessment district where property owners are assessed a fee to pay for capital improvements such as sidewalks, underground utilities, shared open space, and other features. LIDs are typically petitioned by and must be supported by a majority or supermajority of the affected property owners. Since LIDs are funded by private property owners, they can help share the funding burden in a public-private partnership. Further, since it requires private property owner support, it is a good mechanism to help organize property owners around a common goal. Such a mechanism could be a useful tool to fund shared amenities and infrastructure at Evergreen.

### Oregon Pedestrian and Bicycle Program (ODOT)

A range of pedestrian and bicycle improvements will be a part of the Evergreen transportation infrastructure. ODOT provides grants for crosswalks, bike lane striping, and

pedestrian crossing islands that fall within the rights-of-way of streets, roads and highways. Bike/ped grants usually fall between \$80,000 and \$500,000.

#### Oregon Transportation Enhancements (TE) Program

Using federal transportation funds, ODOT TE grants are awarded to local governments and other public agencies to support projects that improve communities and enhance the experience of traveling. New sidewalks, bike lanes, and pedestrian amenities such as benches and streetlights are eligible TE projects, as are the restoration of historic railroad stations, bus stations, and bridges. TE awards typically range from \$200,000 to \$1 million, and local governments must contribute ten percent of the project's cost.

#### State Transportation Improvement Program

The STIP is Oregon's adopted four-year investment program for major state and regional transportation systems, including interstate, state, and local highways and bridges, public transportation systems, and federal and tribal roads. It covers all major transportation projects for which funding is approved and project implementation is expected to occur during a certain time frame. The STIP includes all major transportation projects and programs in Oregon that are funded with federal dollars. It also includes state-funded projects that relate to the state highway system, and "regionally significant" locally funded projects in metropolitan areas that affect the state's transportation system.

#### Immediate Opportunity Fund (IOF)

The IOF program is a special program in the STIP administered by the ODOT Financial Services' Economics and Policy Analysis Unit. It was created in 1988 by the Oregon Transportation Commission (OTC) in order to quickly process and fund transportation improvements that would attract or retain jobs. The fund is a collaborative effort between the Oregon Economic and Community Development Department (OECDD) and ODOT. It is intended as quick-response or incentive funding for either targeted business development projects or business district revitalization projects. Projects are either pulled from a city or county's transportation system plan (TSP), or are small projects that are not listed in the TSP and may be added onto other larger projects.

Major Streets Transportation Improvement Program (MSTIP)

Washington County voters approved a third version of the MSTIP in 1995. The MSTIP uses property tax revenue to issue bonds for capital construction of major transportation projects with Countywide benefit. Most of these projects take place on County roads. From FY06-07 through FY11-12, \$140 million has been allocated for projects in MSTIP C3.

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