



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/01/2012

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 005-12

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: Monday, October 15, 2012

This amendment was submitted to DLCD for review 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 Acknowledgment or 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. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

Cc: Jeannine Rustad, City of Hillsboro
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative
Amanda Punton, DLCD Natural Resources Specialist
Thomas Hogue, DLCD Economic Development Policy Analyst

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FORM **2**

DLCD

Notice of Adoption

In person electronic mailed

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DEPT OF

SEP 25 2012

LAND CONSERVATION
AND DEVELOPMENT

For Office Use Only

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **Hillsboro**

Local file number: **HCP 1-12**

Date of Adoption: **9/18/2012**

Date Mailed: **9/21/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 6/9/2012

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".

ADD A NEW SECTION 31, SOUTH HILLSBORO COMMUNITY PLAN, TO ESTABLISH GOALS, POLICIES, AND IMPLEMENTATION ACTIONS; AND A NEW SECTION 32, CITY OF HILLSBORO COMMUNITY PLAN DOCUMENT, TO INCORPORATE BY REFERENCE THE SOUTH HILLSBORO COMMUNITY PLAN IN ITS ENTIRETY AND AMENDMENTS TO SECTION 14, COMPREHENSIVE PLAN MAPS, AND SECTION 21, TRANSPORTATION SYSTEM PLAN.

Does the Adoption differ from proposal? Yes, Please explain below:

Comprehensive Plan Section 31(I)(Transportation Overlay) has been amended after receiving input from DLCD, ODOT and Washington County. Sections 14 (Comprehensive Plan Maps) and 21 (Transportation System Plan) were amended. Language of amendments is attached.

Plan Map Changed from: **County (EFU, AF-20, R-5, Inst)** to: **RL, RM, RH, R-MR, MU-UC, MU-UR**

Zone Map Changed from: **n/a** to: **n/a**

Location: **See attached list**

Acres Involved: **1400**

Specify Density: Previous: **County**

New: **11,251**

Applicable statewide planning goals:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

005-12 (19384) [17188]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, Tri-Met, Washington County, Clean Water Services, Wahsington County Fire District 2, Tualatin Valley Fire and Rescue, and Metro

Local Contact: **Jeannine Rustad**

Phone: **(503) 681-5321** Extension:

Address: **150 East Main Street, 4th Floor**

Fax Number: **503-681-6245**

City: **Hillsboro**

Zip: **97123-**

E-mail Address: **jeanniner@ci.hillsboro.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

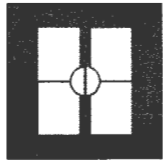
**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

SEP 25 2012

LAND CONSERVATION
AND DEVELOPMENT

CITY OF HILLSBORO



September 24, 2012

Attention: Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street, NE
Suite 150
Salem, OR 97301-2540

Re: South Hillsboro Notice of Adoption

Dear DLCD:

Attached is the City of Hillsboro's Notice of Adoption with the following attachments:

- Explanation of changes from the language submitted with our Notice of Proposed Amendment
- 2012 South Hillsboro Community Plan Map
- List of tax lots and addresses within Plan Area
- Signed Ordinance 6029 with
 - Exhibit A, South Hillsboro Community Plan Comprehensive Plan Text and Map Amendments
 - Exhibit B, Findings of Fact
 - Exhibit C, South Hillsboro Community Plan (July 2012)

Please contact me if you have any question or need additional information.

Thank you,

A handwritten signature in blue ink, appearing to read 'Jeannine Rustad', written over a light blue rectangular background.

Jeannine Rustad
Senior Planner
503-681-5321

HCP 1-12: South Hillsboro Community Plan Comprehensive Plan Text Changes

Note: Through the hearings process, several changes were made to the proposed amendments to the Hillsboro Comprehensive Plan.

Added language *italicized*

Deleted language ~~struck~~

Section 14 (B) **Comprehensive Plan Maps** Land Use Maps is amended with the addition of a new subsection (9) to read as follows:

- (9) *South Hillsboro Community Map. The South Hillsboro Community Plan Map (South Hillsboro Community Plan Figure 7) establishes the boundary of the South Hillsboro Community Plan Area and designates the land uses recommended within the Area by the Community Plan. The goals, policies and implementing actions contained in Section 31 of this Comprehensive Plan shall apply to the properties, land uses and public facility systems contained within the Community Plan.*

Section 21 **Transportation System Plan** is amended with the addition of a new paragraph, as follows:

After the completion of Tualatin Valley Highway Corridor Refinement and Focus Area Plans and city transportation analysis, the Hillsboro Transportation System Plan will be amended to incorporate transportation improvements required by the impact of the development of the South Hillsboro Plan Area. Such amendments shall be consistent with Hillsboro Comprehensive Plan Section 31(I).

New Section 28 **South Hillsboro Community Plan** to be added to read as follows:

Section 31. South Hillsboro Community Plan

(I) (ADDED BY ORD. NO. XXXX/-12) TRANSPORTATION OVERLAY.

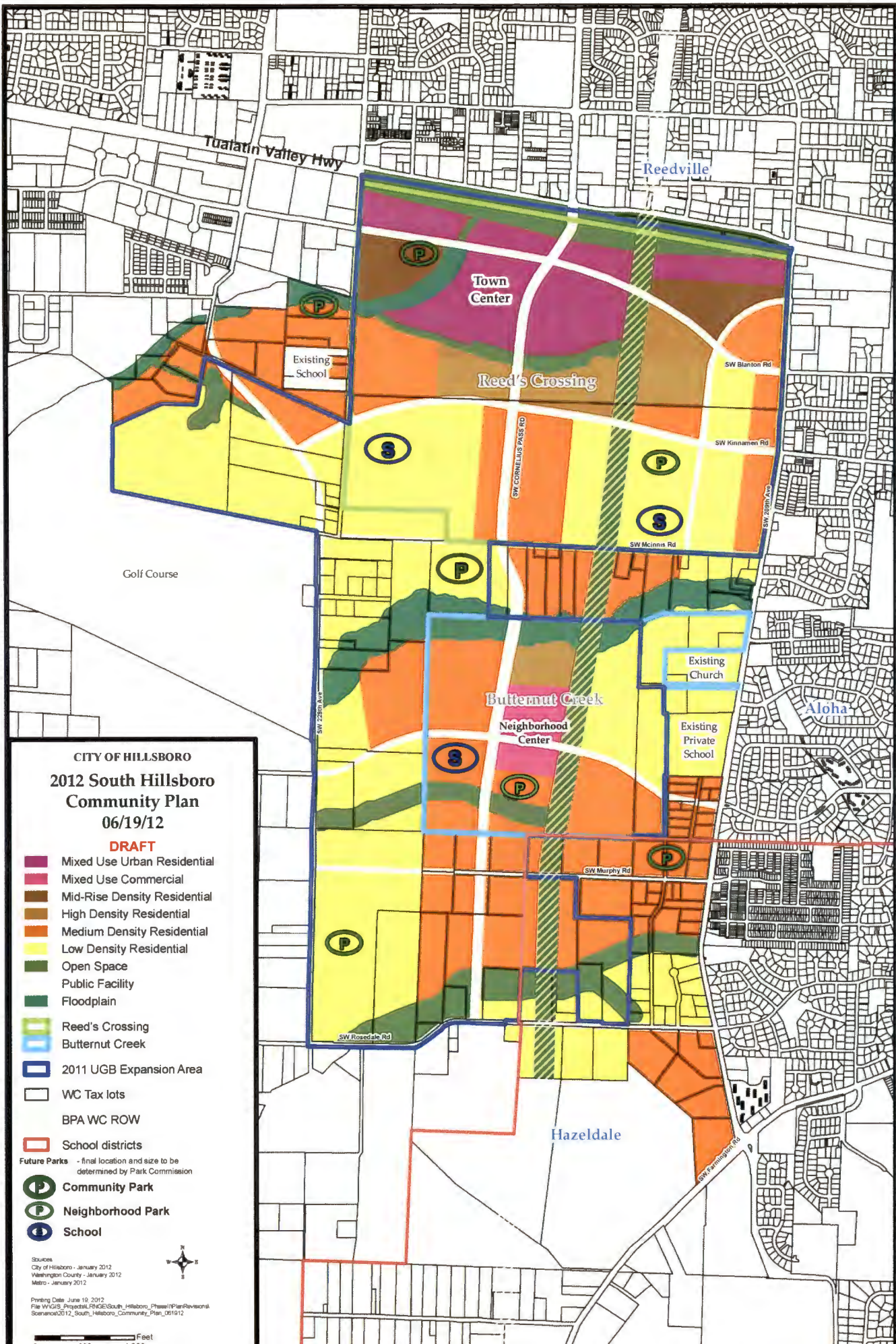
Notwithstanding anything in Sections 31 and 32, no ~~application~~ adoption of city zoning or approval of development shall be permitted by the city in the South Hillsboro Plan Area until such time as ~~a full analysis under the~~ *the requirements of Transportation Planning Rule (OAR 660-012-0060)(TPR) has been performed for have been met for the entirety of the South Hillsboro Community Plan Area and amendments have been made to the City Transportation System Plan (TSP) to address transportation improvements required by the impacts of the development of the South Hillsboro Plan Area. The TSP shall allow phased implementation of identified transportation system improvements.*

Additionally, no adoption of city zoning or approval of development shall be permitted by the city in the South Hillsboro Plan Area until such time as a

transportation financing program has been approved by the City of Hillsboro in coordination¹ and agreement² with Washington County. The financing program should identify transportation improvements required by the impacts of the development of the South Hillsboro Plan Area, funding sources and responsible party. If the financing program includes new implementing mechanism, such as a supplemental System Development Charge, the financing program should identify a process and timing for adoption of an implementing ordinance for such mechanism(s).

¹ *“Coordination” shall be undertaken in accordance with the coordination standard in Oregon Statewide Planning Goal 2 and ORS 197.015(5).*

² *As used in this section, “agreement” shall mean City and County administrative concurrence as to elements of the financing program pertaining to County roads. Actual financial contributions shall be subject to final approval by funding agency. “Agreement” shall not require any review and approval of the financing program by the County Board of Commissioners.*



CITY OF HILLSBORO
2012 South Hillsboro
Community Plan
06/19/12

DRAFT

- Mixed Use Urban Residential
- Mixed Use Commercial
- Mid-Rise Density Residential
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Open Space
- Public Facility
- Floodplain
- Reed's Crossing
- Butternut Creek
- 2011 UGB Expansion Area
- WC Tax lots
- BPA WC ROW
- School districts
- Future Parks - final location and size to be determined by Park Commission
- P Community Park
- P Neighborhood Park
- S School

SOUTH HILLSBORO UGB

SITE ADDRESS	TRS	SITE ADDRESS	TRS
0	1S210CD00200	0	1S2140002700
3755 SW 234TH AVE	1S210CD00300	0	1S214DB00100
3785 SW 234TH AVE	1S210CD00400	5095 SW 209TH AVE	1S214DB00101
3805 SW 234TH AVE	1S210CD00500	0	1S214DB00200
3775 SW 234TH AVE	1S210CD00600	5175 SW 209TH AVE	1S214DB00300
3835 SW 234TH AVE	1S210CD00700	21245 SW HAGG LN	1S214DB00400
5744 SE DAVIS RD	1S210CD00800	0	1S214DB00500
6040 SE DAVIS RD	1S210CD01000	21370 SW HAGG LN	1S214DB00600
3625 SW 229TH AVE	1S210DC00100	0	1S214DB00700
3691 SW 229TH AVE	1S210DC00200	5335 SW 209TH AVE	1S214DB00800
3901 SW 229TH AVE	1S210DC00201	5735 SW 209TH AVE	1S214DC04700
3901 SW 229TH AVE	1S210DC00300	0	1S214DC04800
3859 SW 229TH AVE	1S210DC00400	5775 SW 209TH AVE	1S214DC04900
3915 SW 229TH AVE	1S210DC00500	5835 SW 209TH AVE	1S214DC05000
3901 SW 229TH AVE	1S210DC00600	5895 SW 209TH AVE	1S214DC05001
3780 SW 234TH AVE	1S210DC00700	5955 SW 209TH AVE	1S214DC05200
3770 SW 234TH AVE	1S210DC00800	0	1S214DC05300
3680 SW 234TH AVE	1S210DC01000	0	1S214DC05400
0	1S2110001600	5800 SW 213TH AVE	1S214DC05500
21070 SW TUALATIN VALLEY	1S211AC05900	0	1S214DC05600
21150 SW TUALATIN VALLEY	1S211AC06000	0	1S214DC05700
21250 SW TUALATIN VALLEY	1S211AC06300	5880 SW 213TH AVE	1S214DC05800
21600 SW TUALATIN VALLEY	1S211BD03500	5920 SW 213TH AVE	1S214DC05900
0	1S211DA03100	21175 SW VERMONT ST	1S214DC06000
0	1S2140001900	0	1S214DC06100
4715 SW 209TH AVE	1S2140002000	5585 SW 209TH AVE	1S214DC06200
21150 SW MCINNIS LN	1S2140002001	0	1S2150000300
4775 SW 209TH AVE	1S2140002002	4451 SW 229TH AVE	1S2150000500
4935 SW 209TH AVE	1S2140002004	4499 SW 229TH AVE	1S2150000501
21300 SW MCINNIS LN	1S2140002005	4583 SW 229TH AVE	1S2150000502
21310 SW MCINNIS LN	1S2140002100	4547 SW 229TH AVE	1S2150000504
21330 SW MCINNIS LN	1S2140002101	4675 SW 229TH AVE	1S2150000505
21390 SW MCINNIS LN	1S2140002102	4535 SW 229TH AVE	1S2150000506
21530 SW MCINNIS LN	1S2140002200	0	1S2150000900
21550 SW MCINNIS LN	1S2140002201	4640 SW 229TH AVE	1S2150000901
21520 SW MCINNIS LN	1S2140002202	4994 SW 229TH AVE	1S2150000903
21980 SW MCINNIS LN	1S2140002300	22830 SW NOBLE ST	1S2150000904
21800 SW MCINNIS LN	1S2140002400	22798 SW NOBLE ST	1S2150000905
21920 SW MCINNIS LN	1S2140002401	22701 SW NOBLE ST	1S2150000907
0	1S2140002402	0	1S2150000908
0	1S2140002403	0	1S2150000909
0	1S2140002404	22855 SW NOBLE ST	1S2150000910
0	1S2140002405	4900 SW 229TH AVE	1S2150000911
0	1S2140002406	5152 SW 229TH AVE	1S2150000912
0	1S2140002600	0	1S2150000913

SOUTH HILLSBORO UGB

SITE ADDRESS	TRS	SITE ADDRESS	TRS
0	1S2150000914	21215 SW MURPHY LN	1S223AB00300
4622 SW 229TH AVE	1S2150001000	21395 SW MURPHY LN	1S223AB00400
5218 SW 229TH AVE	1S2150001100	0	1S223AB00500
5496 SW 229TH AVE	1S2150001200	0	1S223AB00600
5678 SW 229TH AVE	1S2150001201	0	1S223AB00700
5924 SW 229TH AVE	1S2150001300	6415 SW 213TH AVE	1S223AB00800
4027 SW 229TH AVE	1S215AB00100	21420 SW MURPHY LN	1S223AB00900
4149 SW 229TH AVE	1S215AB00200	21220 SW MURPHY LN	1S223AB01000
4345 SW 229TH AVE	1S215AB00300	21130 SW MURPHY LN	1S223AB01100
0	1S2220000100	20990 SW MURPHY LN	1S223AB01200
6650 SW 229TH AVE	1S2220000200	6305 SW 209TH AVE	1S223AB01300
21795 SW MURPHY LN	1S2230000300	6365 SW 209TH AVE	1S223AB01400
21825 SW MURPHY LN	1S2230000301	6405 SW 209TH AVE	1S223AB01500
21725 SW MURPHY LN	1S2230000302	6400 SW 213TH AVE	1S223AB01600
22200 SW MURPHY LN	1S2230000400	6745 SW 209TH AVE	1S223AC02200
22035 SW MURPHY LN	1S2230000401	6805 SW 209TH AVE	1S223AC02300
22325 SW MURPHY LN	1S2230000500	21005 SW ROSEDALE RD	1S223AC02400
22030 SW MURPHY LN	1S2230000600	6831 SW 211TH AVE	1S223AC02600
22330 SW MURPHY LN	1S2230000601	6800 SW 213TH AVE	1S223AC02700
22250 SW MURPHY LN	1S2230000602	21375 SW ROSEDALE RD	1S223AC02800
21820 SW MURPHY LN	1S2230000700	6765 SW 213TH AVE	1S223AC02900
21600 SW MURPHY LN	1S2230000800	6715 SW 213TH AVE	1S223AC03000
21605 SW ROSEDALE RD	1S2230001100	6615 SW 213TH AVE	1S223AC03100
21745 SW ROSEDALE RD	1S2230001101	6750 SW 211TH AVE	1S223AC03300
21815 SW ROSEDALE RD	1S2230001200	6700 SW 211TH AVE	1S223AC03400
21805 SW ROSEDALE RD	1S2230001201	6630 SW 211TH	1S223AC03500
21895 SW ROSEDALE RD	1S2230001300	6550 SW 211TH AVE	1S223AC03600
22115 SW ROSEDALE RD	1S2230001400	6565 SW 211TH AVE	1S223AC03700
22015 SW ROSEDALE RD	1S2230001401		
0	1S2230001402		
0	1S2230001500		
22500 SW ROSEDALE RD	1S2230001700		
22050 SW ROSEDALE RD	1S2230001800		
0	1S2230001900		
21740 SW ROSEDALE RD	1S2230002000		
21560 SW ROSEDALE RD	1S2230002100		
21005 SW FARMINGTON RD	1S2230002200		
21400 SW ROSEDALE RD	1S2230002202		
2100 SW FARMINGTON RD	1S2230002203		
21250 SW ROSEDALE RD	1S2230002300		
6925 SW 209TH AVE	1S2230002401		
21000 SW ROSEDALE RD	1S2230002402		
7105 SW 209TH AVE	1S2230002403		
20975 SW MURPHY LN	1S223AB00100		
20980 SW VERMONT ST	1S223AB00200		

ORDINANCE NO. 6029

HILLSBORO COMPREHENSIVE PLAN 1-12: SOUTH HILLSBORO COMMUNITY PLAN

AN ORDINANCE AMENDING THE HILLSBORO COMPREHENSIVE PLAN ORDINANCE NO. 2793, AS AMENDED, ADDING A NEW SECTION 31, SOUTH HILLSBORO COMMUNITY PLAN, TO ESTABLISH GOALS, POLICIES, AND IMPLEMENTATION ACTIONS; AND A NEW SECTION 32, CITY OF HILLSBORO, SOUTH HILLSBORO COMMUNITY PLAN DOCUMENT, TO INCORPORATE BY REFERENCE THE SOUTH HILLSBORO COMMUNITY PLAN IN ITS ENTIRETY AND AMENDMENTS TO SECTION 14, COMPREHENSIVE PLAN MAPS, AND SECTION 21, TRANSPORTATION SYSTEM PLAN.

WHEREAS, the City has prepared a proposed *South Hillsboro Community Plan* covering approximately 1,400 acres south of the Tualatin Valley Highway included in the urban growth boundary (UGB) by Metro in expansions of the UGB 2002 and 2011; and

WHEREAS, in the interest of achieving the goals of compact urban form, efficient use of land, and rational and economic provision of urban services, the City initiated a planning process with local and regional partners to create a vibrant mix-use community for the South Hillsboro Community Plan area; and

WHEREAS, Section 1 (III) of the Hillsboro Comprehensive Plan Ordinance, as amended, requires consideration, process, and a public hearing by the Hillsboro Planning Commission with respect to initiating proposed major amendments to the Comprehensive Plan, such as the proposed South Hillsboro Community Plan and Plan Map amendments to the Comprehensive Plan described in the attachments to this Order; and

WHEREAS, the Planning Commission adopted Order No. 8069 initiating the proposed Comprehensive Plan amendments on June 27, 2012; and

WHEREAS, the Planning Commission held two (2) public hearings on July 25, 2012 and August 8, 2012, to consider the South Hillsboro Community Plan and received the staff report and public testimony; and

WHEREAS, on August 8, 2012, based on the testimony, the Record and Exhibits A, B and C attached hereto, the Planning Commission recommended City Council approval of the initiated Comprehensive Plan amendments through Adoption of Order No. 8075; and

WHEREAS, the City Council considered the Planning Commission's recommendation at its regular meeting on September 4, 2012.

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

Section 1. Comprehensive Plan, Section 31, *South Hillsboro Community Plan*, will be amended to include the Goals, Policies and Implementation Measures for the South Hillsboro Plan, as set forth in Exhibit A.

Section 2. Comprehensive Plan, Section 32, *City of Hillsboro, South Hillsboro Community Plan Document*, will be added to incorporate by reference the entire South Hillsboro Community Plan and Land Use Plan Map, as attached hereto as Exhibit C.

Section 3. Comprehensive Plan, Section 14, *Comprehensive Plan Maps*, will be amended to include a reference to the South Hillsboro Community Plan Map, as set forth in Exhibit A.

Section 4. Comprehensive Plan, Section 21, *Transportation System Plan*, will be amended as set forth in Exhibit A to require amendments to the Hillsboro Transportation System Plan upon completion of the Tualatin Valley Highway Corridor Refinement and Focus Area Plans and city transportation analysis to incorporate transportation improvements required by the impact of the development of the South Hillsboro Plan Area.

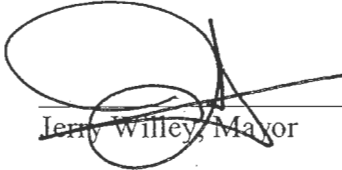
Section 5. Except as herein amended, Comprehensive Plan Ordinance No. 2793, as amended, shall remain in full force and effect.

Section 6. This ordinance shall be effective from and after 30 days following its passage and approval by the Mayor.

First approval of the Council on this 4th day of September 2012.

Second approval and adoption by the Council on this 18th day of September 2012.

Approved by the Mayor this 18th day of September 2012.



Jerry Willey, Mayor

ATTEST: Delli Werner
for Amber Ames, City Recorder

Exhibit “A”

HCP 1-12: South Hillsboro Community Plan Proposed Comprehensive Plan Text and Map Amendments

Note: Added language *italicized*

Section 14 (B) **Comprehensive Plan Maps** Land Use Maps is amended with the addition of a new subsection (9) to read as follows:

- (9) *South Hillsboro Community Map. The South Hillsboro Community Plan Map (South Hillsboro Community Plan Figure 7) establishes the boundary of the South Hillsboro Community Plan Area and designates the land uses recommended within the Area by the Community Plan. The goals, policies and implementing actions contained in Section 31 of this Comprehensive Plan shall apply to the properties, land uses and public facility systems contained within the Community Plan.*

Section 21 **Transportation System Plan** is amended with the addition of a new paragraph, as follows:

After the completion of Tualatin Valley Highway Corridor Refinement and Focus Area Plans and city transportation analysis, the Hillsboro Transportation System Plan will be amended to incorporate transportation improvements required by the impact of the development of the South Hillsboro Plan Area. Such amendments shall be consistent with Hillsboro Comprehensive Plan Section 31(l).

New Section 28 **South Hillsboro Community Plan** to be added to read as follows:

Section 31. South Hillsboro Community Plan

(I) **(ADDED BY ORD. NO. XXXX/-12) TRANSPORTATION OVERLAY.**

Notwithstanding anything in Sections 31 and 32, no adoption of city zoning or approval of development shall be permitted by the city in the South Hillsboro Plan Area until such time as the requirements of Transportation Planning Rule (OAR 660-012-0060)(TPR) have been met for the entirety of the South Hillsboro Community Plan Area and amendments have been made to the City Transportation System Plan (TSP) to address transportation improvements required by the impacts of the development of the South Hillsboro Plan Area. The TSP shall allow phased implementation of identified transportation system improvements.

Additionally, no adoption of city zoning or approval of development shall be permitted by the city in the South Hillsboro Plan Area until such time as a transportation financing program has been approved by the City of Hillsboro in coordination¹ and agreement² with Washington County. The financing program should identify transportation improvements required by the impacts of the

development of the South Hillsboro Plan Area, funding sources and responsible party. If the financing program includes new implementing mechanism, such as a supplemental System Development Charge, the financing program should identify a process and timing for adoption of an implementing ordinance for such mechanism(s).

¹ *“Coordination” shall be undertaken in accordance with the coordination standard in Oregon Statewide Planning Goal 2 and ORS 197.015(5).*

² *As used in this section, “agreement” shall mean City and County administrative concurrence as to elements of the financing program pertaining to County roads. Actual financial contributions shall be subject to final approval by funding agency. “Agreement” shall not require any review and approval of the financing program by the County Board of Commissioners.*

(II) GOALS.

(A) Provide a framework for development of a complete community that typifies the Region’s six desired outcomes adopted by Metro Council in 2010 as part of the region’s growth management strategy:

- a. Vibrant communities - People live, work and play in vibrant communities where their everyday needs are easily accessible.*
- b. Economic prosperity - Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.*
- c. Safe and reliable transportation - People have safe and reliable transportation choices that enhance their quality of life.*
- d. Leadership on climate change - The region is a leader in minimizing contributions to global warming.*
- e. Clean air and water - Current and future generations enjoy clean air, clean water and healthy ecosystems.*
- f. Equity - The benefits and burdens of growth and change are distributed equitably.¹*

(B) Implement Hillsboro Vision 2020 through development of a comprehensively planned land use and circulation system integrated with natural stream corridors that evokes a sense of small-town living. Express the key themes of Hillsboro’s Vision 2020 in a new community that reflects the City’s sense of what it means to be “Hillsboro” by:

- a. Strengthening a Common Sense of Community;*

¹ New Policies in Metro’s Regional Framework Plan adopted by Ordinance 10-12448 on Dec. 16, 2010, and Ordinance 11-1252A on Jan. 13, 2011. The policies commit Metro to several new courses of action. First, a new policy sets forth six overall outcomes that Metro efforts with local governments will aim to achieve. Second, new policies will focus Metro investments in city centers, main streets, and corridors connecting centers and light rail stations, and coordinate Metro’s investments with investments by the private sector and other governments. Third, new policies will use transportation investments to offer lower-income residents less expensive modes of travel to leave more household income for housing.

- b. *Enhancing All Neighborhoods and Districts;*
- c. *Preserving the Environment;*
- d. *Fostering Economic Opportunity;*
- e. *Expanding Support for and Access to Arts and Cultural Activities; and*
- f. *Promoting Community Health and Safety.*²

(C) *Provide for an increasing regional population while helping to balance the city of Hillsboro's and western Washington County's jobs/housing ratio by developing a new community that is Complete, Connected and Green.*

(III) GENERAL DEVELOPMENT POLICIES.

(A) Land Use

Objective: *South Hillsboro functions as a community serving all segments of the population.*

(1) *Development within the South Hillsboro Plan area shall substantially reflect the development patterns described in Metro's "Great Community Characteristics,"³ and South Hillsboro Community Plan principles of a "Complete-Connected-Green" community as follows:*

- a. *Complete – A community with a full spectrum of facilities and services that addresses the needs and desires of residents for health, housing, education, shopping and recreation.*
- b. *Connected – A community that provides residents and visitors with full multi-modal access, seamlessly connecting neighborhoods. A community that provides both new areas and older neighborhoods to the East and North with access to parks, trails, open space, shopping and family services.*
- c. *Green – A sustainable community that incorporates state-of-the-art green development practices, preserving and improving existing natural resources and wildlife corridors.*

(2) *Apply City zones consistent with the general land uses and development patterns prescribed by the South Hillsboro Community Plan text and Land Use Map.*

(3) *Locate the highest densities internally along the central north-south corridor.*

(4) *Locate the mixed use, town center and transit center adjacent to the highway-railway corridor near TV Highway and Cornelius Pass Road.*

(5) *Locate the main neighborhood center central to the South Hillsboro community along Cornelius Pass Road.*

² *Hillsboro 2020 Vision and Action Plan*, Revised August 2010, pg. 1 - Focus Area Statements

³ Metro's Great Communities are achieved through design of complete communities, ecological systems, optimization of public investments, governance, finance, economy, education and workforce development. See also; <http://www.oregonmetro.gov/index.cfm/go/by.web/id=33638>; <http://www.oregonmetro.gov/index.cfm/go/by.web/id=30756>; and http://library.oregonmetro.gov/files/hillsboro_local_aspirations.pdf

- (6) *Ensure new development in South Hillsboro reflects the following ten community Design Principles, as appropriate to the development request:*
- a. *Incorporate main street design elements into mixed use, town center and transit center areas.*
 - b. *Preserve natural features, incorporating them into the site plan;*
 - c. *Enhance walkability within the site and to external destinations;*
 - d. *Establish development density that is compatible with that of nearby developed areas;*
 - e. *Ensure development proposed along TV Highway and the railroad is appropriately buffered and screened to minimize potential conflicts;*
 - f. *Limit access along 209th Ave. by minimizing intersecting roads and driveways;*
 - g. *Ensure north-south connectivity is designed to serve regional needs;*
 - h. *Encourage east-west connectivity that will provide neighborhood access to existing and future amenities;*
 - i. *Promote residential diversity with executive and single-family housing near the golf course and higher density housing centered around commercial and civic uses;*
 - j. *Ensure commercial development occurs in neighborhood centers or the town center, prohibiting strip commercial development within the South Hillsboro community; and*
 - k. *In order to create an extraordinary sense of place, encourage developments with unique character that are also consistent with other requirements for South Hillsboro.*
- (7) *Provide development flexibility that will allow the plan to respond to changing demographics and changing market conditions.*
- (8) *Identify and preserve cultural resources throughout the development process.*

(B) Housing

Objective: *South Hillsboro provides opportunities for a range of housing densities and types intended to reduce land and infrastructure costs and increase transit feasibility. These opportunities include detached and attached single family units, townhomes and row houses, apartment flats, condominiums, co-housing and other alternative housing options.*

- (1) *Planned residential densities within the South Hillsboro Community Plan area shall reflect Metro's 2011 UGB expansion decision regarding maximum South Hillsboro residential capacity while being consistent with densities established by HCP Section 14. Comprehensive Plan Maps. Subsection (B) and HCP Section 3. Housing. Subsections (B),(C) and (V).*

- (2) Provide opportunity for at least 50 percent of new residential units to be attached single family or multiple family housing.⁴
- (3) A diverse housing stock is encouraged within the South Hillsboro Community Plan area that meets the needs of Hillsboro's workforce.
- (4) Locate workforce/affordable housing near transit and other services. Encourage different levels and types of affordable housing throughout the community.
- (5) A range of housing types, including housing for the elderly, disabled, developmentally challenged and low income citizens should be dispersed throughout residential neighborhoods that are close to schools, services, parks, shopping and employment centers -- rather than concentrating these dwellings in a way that would create a recognizable low income district.

(C) Employment

Objective: South Hillsboro offers a range of employment generating uses, especially in mixed-use areas and commercial nodes.

- (1) Encourage a mix of employment opportunities, including retail and office jobs in the town center and neighborhood center areas.
- (2) Allow combined live-work spaces in mixed-use and medium to high density residential use areas.

(D) Transportation

Objective: The South Hillsboro Community Plan transportation network provides circulation and greenspace systems that promote walkability and multi-modal transportation options to accommodate automobiles, freight, bicycles, pedestrians and transit riders.

- (1) Implement the multi-modal transportation system described in the South Hillsboro Community Plan through strategic public investments in arterial and collector road system improvements that accommodate all modes of travel (e.g., motorized and non-motorized vehicular and pedestrian).
- (2) Design and develop a grid system that includes streets, bike lanes and sidewalks for optimum connectivity.

⁴ Metropolitan Housing Rule requirement per OAR 660-007-0000: "The purpose of this rule is to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary, to provide greater certainty in the development process and so to reduce housing costs. OAR 660-007-0030 through 660-007-0037 are intended to establish by rule regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization. **OAR 660-007-0035** implements the Commission's determination in the Metro UGB acknowledgment proceedings that region wide, planned residential densities must be considerably in excess of the residential density assumed in Metro's "UGB Findings". The new construction density and mix standards and the criteria for varying from them in this rule take into consideration and also satisfy the price range and rent level criteria for needed housing as set forth in ORS 197.303."

- (3) *Develop Cornelius Pass Road as a Major Arterial through the SoHi planning area to create a north-south spine for the community plan. Identify options for extension of Cornelius Pass Road across Tualatin Valley Highway and the railroad tracks.*
- (4) *Develop the north-south Cornelius Pass Road extension and east-west Blanton-Alexander Road extensions as critical early stage elements of the community plan infrastructure system.*
- (5) *Provide a landscape and screening buffer with “green street” design along SW 209th Avenue.*
- (6) *Merge Century Boulevard with 229th Avenue.*
- (7) *Adopt multi-modal solutions consistent with the TV Highway Corridor Plan and Focus Area Plan to increase regional connectivity.*
- (8) *Ensure block sizes enable pedestrian and non-motorized vehicular movement by requiring blocks to be no more than 400 feet on each side or that mid-block pedestrian ways be included when blocks must exceed the optimum size of a maximum block perimeter length of 1,600 feet.*
- (9) *Require multi-modal facilities⁵ as part of development entitlements throughout the South Hillsboro Plan area.*
- (10) *Recognize the potential for high capacity transit, including future commuter rail transit along Tualatin Valley Highway by designing the South Hillsboro Town Center to function as a future transit hub for citywide and regional transportation. The transit center should be designed to ultimately support high capacity transit such as frequent bus, bus rapid transit, a potential future commuter rail line, an expansion of the TriMet system, park & ride, and/or other transit systems such as a streetcar or trolley.*

(E) Public Utilities

Objective: *Provision of adequate public utilities and facilities is coordinated with orderly, efficient, and timely development.*

- (1) *Ensure that public utilities such as water, wastewater and storm drainage facilities are designed on an area-wide basis and are adequate to meet the needs of development as it occurs.*
- (2) *Phase the provision of infrastructure improvements with incremental development activity.*
- (3) *Evaluate per unit public utility development costs and ensure adequate financing for needed public service extension (e.g., streets, sewer, water and storm drainage).*
- (4) *Establish a financing mechanism acceptable to the City, property owners and developers that will generate revenue for infrastructure construction prior to development, and produce SDC/TIF funding streams associated with construction.*

(F) Public Facilities and Services

⁵ Multi-modal facilities are transportation facilities that accommodate people who walk, bike or use mobility devices, as well as cars and transit.

Objective: Public facilities and services such as police, fire protection, libraries and schools are adequate to serve development as it occurs within the South Hillsboro area.

- (1) Identify adequate land to ensure provision of K-12 educational facilities on sites consistent with the school facility master plans of Hillsboro School District 1-J (minimum of three to four sites in the 2011 UGB expansion area) and Beaverton School District 48, as applicable.
- (2) Optimize walkability to school sites using a network of street sidewalks and paths through greenspace corridors.
- (3) Design a connected circulation system that will ensure rapid response times for emergency services.
- (4) Include a civic component in the design of South Hillsboro. Provide the opportunity for civic uses in the Town Center such as gathering places, extension of the Hillsboro public library, and police sub-station. Provide the opportunity for uses throughout the plan area including gathering places and a community center.
- (5) Create neighborhoods with a strong identity that encourages community-based policing and preventive programs for emergency services.
- (6) Identify a preferred location for a fire station to serve the South Hillsboro community.

(G) Parks, Recreation and Open Space

Objective: Active and passive recreational areas are provided within the South Hillsboro area in accordance with the Community Plan text and general location of identified park areas as shown on the South Hillsboro Community Plan Land Use Map.

- (1) The City Parks Master Plan will determine the general need for parks in the South Hillsboro Community Plan area.
- (2) Co-locate and/or connect schools with parks and open space corridors to make them accessible for children. Integrate open space and transportation corridors to make neighborhoods, public spaces and commercial areas walkable and bikeable.
- (3) Preserve greenspace corridors and integrate them with a series of parks and the BPA powerline corridor to create a greenspace circulation system that links the community internally and with adjacent neighborhoods.
- (4) Incorporate trails/passive recreational opportunities along the edges of greenspace areas.
- (5) Design open space connectivity as part of compact neighborhoods, using the BPA powerline corridor to link the Town Center and Neighborhood Center.
- (6) Capitalize on open space opportunities to provide visual relief as well as environmental benefits within developments as part of the entitlement process.

(H) Natural and Cultural Resources

Objective: The Greenspace Concept is used to provide wildlife habitat and corridors throughout the community, connecting east-west stream corridors with north-south wildlife travel corridors. Protect archaeological sites within South Hillsboro.

- (1) *Preserve larger forested areas (over 200 feet wide) to provide habitat for interior forest species.*
- (2) *Encourage preservation of riparian/upland forest connecting mature forest patches to creek and river wildlife travel corridors.*
- (3) *Encourage the creation of a large forested area near the confluence of Butternut Creek and its tributary.*
- (4) *Maintain wetland/stream hydrology in sub-basins through development of a stormwater master plan and creation of a wetland mitigation bank.*
- (5) *Incorporate wetland corridors into Town Center and neighborhood designs.*
- (6) *Expand future greenspace to improve connectivity with the Tualatin River. Restore wetlands in mapped hydric soil areas around the Gordon Creek, Rosedale Creek and Butternut Creek tributary headwaters.*
- (7) *Use natural buffers as part of the UGB where possible to buffer nearby agricultural uses.*
- (8) *Natural resources determined to be significant and their Impact Areas will be added to the Significant Natural Resource Overlay (SNRO) zone as part of the rezoning process. An Economic, Social, Environmental, and Energy (ESEE) Consequences Analysis will be conducted for sites added to the SNRO zone.*
- (9) *Implement a voluntary program that encourages the use of Habitat Friendly Development Practices and Habitat Benefit Areas, including Low Impact Development (LID) techniques, designed to reduce environmental impacts of new development and remove barriers to their use.*
- (10) *Require compliance with applicable State and Federal law governing conservation and management of archaeological resources.*

(I) Implementation

Objective: *The complexity and magnitude of infrastructure, and corresponding public and private investments, needed to build a “master-planned”, complete South Hillsboro community over a 20-year time frame, create a need for Plan implementation tools that provide long-term certainty regarding public and private sector infrastructure investment and construction. Therefore, agreements between the City of Hillsboro and the area’s major property owners and developers, that attach to affected South Hillsboro properties (i.e, “run with the land”), will be executed prior to City adoption of South Hillsboro Comprehensive Plan amendments. These agreements are designed to insure the short- and long-term development of planned South Hillsboro land uses and the construction of adequate and timely supporting public and private infrastructure, utilities and services.*

(1) Types and timing of agreements.

- a. *A Memorandum of Understanding will be executed prior to adoption of South Hillsboro Plan Amendments. Prior to the adoption of implementing zoning and issuance of land use permits Annexation Agreements and/or Development Agreements will be executed. The MOU and subsequent*

agreements will identify and confirm, at levels of detail commensurate with the specificity of the land use entitlement, City and major property owners land use and infrastructure development and financing commitments that assure Plan implementation.

- b. Parties to these agreements shall include owners and/or developers of land in which essential or strategic land uses, infrastructure and utilities are planned to be located in order to complete major infrastructure systems needed to support full development of the South Hillsboro Community Plan area. Agreements shall be prepared and executed prior to approval and adoption of a Comprehensive and/or Community Plan amendment, an application to annex, application of zoning and/or development review.
- (2) As appropriate to the particular stage in the South Hillsboro Plan implementation and development process, the agreements may:
- a. Address public and private share of future development costs for major infrastructure facilities, public utilities and public services facilities. As mutually agreed-to by the parties, the appropriate level of detail and performance regarding developer/property owner and city responsibility and commitments to fund and construct planned public and private land uses, infrastructure and utilities will be commensurate with, and appropriate to the specific planning or regulatory stage of the South Hillsboro planning/development process.
 - b. Identify the timing or phasing of development in order to ensure that infrastructure improvements called for in the South Hillsboro Community Plan will be available concurrently with development. Generally, it shall be the developer/property owner's responsibility to cover the full cost of providing local streets, storm water, water and wastewater facilities within their developments.

(J) Governance and Annexation

Objective: A formal Memorandum of Understanding (MOU) or other appropriate agreement with Washington County should be finalized that acknowledges the City as the ultimate urban service provider and local governance body for the entire South Hillsboro planning area.⁶

- (1) Ensure urban service agreements between the City, County and Special Districts support implementation of the South Hillsboro Community Plan.
- (2) Require annexation of property as a prerequisite for City zoning or extension of city utilities and services. The zoning that will be applied will be determined by the City's Comprehensive Plan Map designation for the property.

(IV) IMPLEMENTATION MEASURES.

⁶ The City managed the South Hillsboro Community Plan effort at the request of Washington County.

The land use designations shown on the South Hillsboro Community Plan Map (Map 31-1) shall be implemented through appropriate city zones applied by the City following annexation of property in the South Hillsboro Community Plan area that lies within the regional UGB. City zones shall identify permitted uses, minimum densities and floor area ratios as appropriate, and development and design standards applicable to the South Hillsboro planning area. Planned Unit Development Overlay zones may also be used to implement the development and design standards.

The following table is an example of the types of City zones that may be applied within the South Hillsboro Community Plan area based on the City's adopted Comprehensive Plan designations for the South Hillsboro Community. Zones shall be applied with appropriate flexibility to achieve desired housing and employment capacity, density and diversity, as set forth in the South Hillsboro Community Plan:

PLAN DESIGNATION	RL	RM	RH	R-MR	MU-UC	MU-UR	FP	OS*	PF*
ZONE:									
R-6	X								
R-7	X								
R-8.5	X								
R-10	X								
R-4.5		X							
A-1		X							
A-4			X						
A-3				X					
NC					X				
MU-N					X				
MU-C						X			
C-1						X			
OS (new)**								X	
PF (PF)**									X
RFO							X		

** New zones to be created and adopted following adoption of CDC.

- (A) Future development in Areas 69 and 71 will be developed in compliance with the land uses, infrastructure financing and other fundamental components of the South Hillsboro Community Plan.*
- (B) Land use regulations applicable to the South Hillsboro Community will reflect consistent urban design and street standards (including “green street” requirements) that reflect the design concepts and themes established for the South Hillsboro Community.*
- (C) Land division (partitions and subdivisions) within the South Hillsboro Community Plan area will be processed in accordance with Subdivision Ordinance No. 2808 or future land division regulations of the City. In a situation where an applicant submits a subdivision application on property with multiple residential zoning designations, the City will allow the applicant to blend those residential densities and uses over the project site through a Planned Unit Development process. Blended residential densities and uses may require transitional buffering at the project edges to provide compatibility with dissimilar adjoining uses or plan designations. Non-residential uses should occur only at the location and intensity identified in the South Hillsboro Community Plan.*
- (D) Large scale development within the South Hillsboro Community Plan General Land Use Plan Map area shall be developed using the Planned Unit Development (PUD) entitlement process established in Section 127 of the Hillsboro Zoning Ordinance No. 1945, as amended, or future planned unit regulations of the City. Notwithstanding Section 127 requirements, open space provided through individual entitlement actions shall be based on parks and open space parameters established in the South Hillsboro Community Plan.*
- (E) Implementation measures contained in Section 2. Urbanization, Subsections (IV)(A)(1-5), (IV)(B), (IV)(D), (IV)(H), (IV)(I), (IV)(J) and (IV)(M) shall apply to developments within the South Hillsboro Community Plan area.*
- (F) Identified infrastructure funding options and phasing to ensure their development concurrent with land development shall form the basis for publically funded infrastructure provision.*
- (G) Implementation of transportation system improvements identified in the South Hillsboro Community Plan and illustrated on the South Hillsboro Community Plan Transportation System Map shall control City land use decisions until such time as the transportation system policies, provisions and improvements identified in the South Hillsboro Community Plan have been incorporated into the City Transportation System Plan (TSP) in their entirety. Thereafter, the TSP shall guide transportation improvements within the South Hillsboro Community.*

New Section 32 **South Hillsboro Community Plan Document** to be added to read as follows:

Section 32. City of Hillsboro, South Hillsboro Community Plan Document

(Added by Ord. No. XXXX/-12)

The City of Hillsboro South Hillsboro Community Plan outlines the principles, approach and implementation actions that will realize the Plan's vision. The Plan provides a framework for development of a mixed-use community organized around a new town center near Tualatin Valley Highway -- complemented by a neighborhood center further south, civic facilities, neighborhood parks, natural areas, and a variety of housing choices consistent with Metro's Great Communities concept. The South Hillsboro Community Plan will produce a complete community composed of compact, walkable neighborhoods served by a variety of transportation modes, as well as an opportunity to preserve green corridors and blend those corridors with other community assets.

The South Hillsboro Community Plan, including the 2002/2011 UGB Expansion Subarea, is added in its entirety to the City Comprehensive Plan pursuant to Comprehensive Plan Sections 1(II)(B) and (G). Except for the UGB Expansion Subarea General Land Use Plan Map, all other planning maps and graphic exhibits contained in the South Hillsboro Community Plan serve only to illustrate planning policy concepts prescribed by the Community Plan narrative and Section 31 of this Comprehensive Plan.

EXHIBIT “B”

BEFORE THE PLANNING COMMISSION OF THE CITY OF HILLSBORO

A REQUEST FOR COMPREHENSIVE
PLAN AMENDMENTS TO
INCORPORATE THE SOUTH HILLSBORO
COMMUNITY PLAN

CITY OF HILLSBORO
CASE FILE NO. HCP 1-12
FINDINGS OF FACT

Introduction

The South Hillsboro Community Plan (Plan) addresses approximately 1,400 acres of land in South Hillsboro that was brought within the Urban Growth Boundary (UGB) in 2002 and 2011 in order to meet the rising demand for housing opportunities in the area. Metro’s expansion of the UGB to include South Hillsboro included the following actions:

- December 5, 2002 (Metro Ordinance No. 02-969B): Metro expanded the Urban Growth Boundary (UGB) to include approximately 248 acres of land situated south of the Tualatin Valley Highway and west of SW 209th Avenue and generally identified as “Area 69”, and
- October 20, 2011 (Metro Ordinance No. 11-1264B): Metro expanded the UGB to include approximately 87 acres of land situated immediate east of the Witch Hazel Village and generally identified as “Area 71, and
- October 20, 2011 (Metro Ordinance No. 11-1264B, Metro expanded the UGB to include approximately 1063 acres of land situation south of the Tualatin Valley Highway, north of Rosedale Road, west of SW 209th Avenue and Area 69 and east of Area 71 and SW 229th Avenue and generally identified as “Area 2.

The Plan establishes the framework for a residential mixed-use community organized around a new town center that can accommodate concentrations of retail and service uses, employment opportunities, civic facilities, schools, parks and natural areas, and a variety of housing choices. The Plan integrates urban areas into the natural landscape while protecting and enhancing natural resources, and creates a walkable community served by a multi-modal transportation network. The Plan identifies Comprehensive Plan land use designations that will be applied to land within the Plan area; it also identifies possible zoning designations that may be considered or applied at the time of or after annexation. In addition, the Plan establishes a conceptual transportation network including streets, bicycle and pedestrian facilities, and a connected open space system. The conceptual location of parks, schools and future infrastructure (water and sewer) is also identified.

To implement the Plan, the city will adopt the following amendments to its Comprehensive Plan:

- Add a new Section 31, South Hillsboro Community Plan, to include a set of goal, policies, and implementation measures;
- Add a new Section 32, City of Hillsboro, South Hillsboro Community Plan, to incorporate by reference the entire South Hillsboro Community Plan and Land Use Plan;
- Section 14, Comprehensive Plan Maps, will be amended to include a reference to the South Hillsboro Community Plan Map; and

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- Amend Section 21, Transportation System Plan, to require adoption of transportation improvements required by the impact of the development of the South Hillsboro Plan Area after the completion of Tualatin Valley Highway Corridor Refinement and Focus Area Plans and city transportation analysis.

In order to adopt the Plan, the city must demonstrate that the Plan is consistent with applicable state, regional and local policies, rules and regulations. Applicable policies, rules and regulations include:

- Oregon Statewide Planning Goals
- Oregon Administrative Rule (OAR) 660, Division 007 – Metropolitan Housing Rule
- OAR 660, Division 023 - Procedures and Requirements for Complying with Goal 5
- Metro Regional Functional Plan Requirements
 - Title 1 Housing Capacity
 - Title 3 Water Quality and Flood Management
 - Title 6 Centers, Corridors, Station Communities and Main Streets
 - Title 7 Housing Choice
 - Title 11 Planning for New Urban Areas
 - Title 13 Nature in Neighborhoods
- City of Hillsboro Comprehensive Plan Amendment Requirements, including:
 - Section 1 Citizen Involvement
 - Section 2 Urbanization
 - Section 3 Housing
 - Section 6 Open Space, Scenic and Historic Sites
 - Section 7 Air, Water and Land Resource Quality
 - Section 9 Recreation
 - Section 10 Economy
 - Section 11 Energy
 - Section 12 Public Facilities and Services
 - Section 13 Transportation

This report provides findings of fact that demonstrate Plan consistency with applicable policies, rules and regulations. Each policy, rule or regulation is cited, followed by findings and a consistency statement. Generally, sections of policies, rules or regulations that do not apply to adoption of the Plan are not included.

Oregon Statewide Planning Goals

Goal 1 Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Stakeholders from within and beyond the South Hillsboro Community Plan area were engaged throughout the planning process. During the 2007-2008 planning process, citizen involvement occurred in the following ways:

- A citizen-led Task Force, which met six times with the project team
- Three project open houses
- Two community forums
- One scenario planning workshop
- Stakeholder interviews
- A housing market focus group session
- A local business community meeting
- Several Citizen Participation Organization (CPO) meetings
- One Hillsboro Vision 2020 Town Hall event

Public feedback was also obtained through email, letters, surveys, and comment cards. Over twelve-thousand (12,000) project newsletters, comment cards and meeting notifications were mailed to property owners in-and-around the study area. An interactive project website¹ and local newspaper articles publicized upcoming project events.

In 2011, with the anticipation of the inclusion of the entire Plan Area in the UGB, city staff undertook a series of six meetings with department heads and service providers including water, sanitary sewer, transportation, storm water, public and private parks, open spaces, libraries, police, fire and schools, for the purpose of (1) updating infrastructure plans and costs and (2) developing an understanding (to be memorialized in Memoranda of Understanding) of individual responsibilities for provision and timing of infrastructure.

In 2012, during the update to the Plan, public participation included:

- Property owner meetings.
- Service provider meetings held March 7, 2012, with: the Hillsboro Public Works Department; Clean Water Services; Hillsboro Transportation and Facilities/Fleet Departments; parks, library and schools representatives; and fire and police representatives.
- Planning Commission and City Council work sessions.
- Media outreach.
- Two public open houses held on March 22, 2012 and May 8, 2012. The second open house was held in conjunction with on open house on the Tualatin Valley Highway Corridor Refinement Plan and the Aloha/Reedville Study and Livability Community Plan.

¹ Project website: http://www.ci.hillsboro.or.us/Planning/South_Hillsboro.aspx

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- Notice was sent to the Department of Land Conservation and Development (LCDC) on June 19, 2012, 35 days in advance of the first evidentiary hearing as required by ORS 197.610.
 - Notice of the Planning Commission hearing was mailed to property owners within the South Hillsboro Plan Area, property owners within 500 feet of the South Hillsboro Plan Area and interested parties on July 03, 2012, and published in the Hillsboro Argus on July 3, 10, and 17 2012.

The project website continues to serve as an important resource for providing the public with relevant documents, reports, and images.

Based on the above findings, the Plan is consistent with Goal 1 Citizen Involvement.

Goal 2 Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: The city has established a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The City of Hillsboro Comprehensive Plan was adopted by the City and acknowledged by the Land Conservation and Development Commission (LCDC) as being in compliance with the statewide goals, state statutes and state administrative rules, in 1984. The planning process for the South Hillsboro Community Plan establishes a factual base for the Plan, including the following elements:

- A Plan area vision and community principles
- Environmental context
- Cultural context
- Planning context
- Market conditions
- Assessment of retail conditions
- Regulatory context
- Infrastructure conditions

Decisions for the Plan were made based on the factual base and consistent with existing city policies. Therefore, the Plan is consistent with Goal 2.

Goal 3 Agricultural Lands

To preserve and maintain agricultural lands

Finding: The proposed amendments provide for urban development of land recently added to the urban growth boundary and which are intended for future urbanization. Therefore, Goal 3 does not apply to this proposal.

Goal 4 Forest Lands

To conserve forest lands

Finding: The proposed amendments provide for urban development of land recently added to the urban growth boundary and which are intended for future urbanization. Therefore, Goal 4 is not applicable to this proposal.

Goal 5 Natural Resources, Scenic and Historic Areas and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Natural Resources Finding: Several tributaries to the Tualatin River flow west/southwesterly through the Plan area, including Gordon Creek, Butternut Creek, a Butternut Creek tributary and Rosedale Creek. The South Hillsboro park and open space system is designed to protect and take advantage of these creek corridors and their associated floodplains by utilizing them as connected open spaces (in conjunction with the existing Bonneville Power Association (BPA) right-of-way that runs north-south through the Plan area). Figure 13 of the Plan shows the location of the open space corridors. The Hillsboro Zoning Ordinance Volume 1 Section 131 contains standards and regulations intended to protect floodplains by limiting the types of uses that can be located within floodplain areas.

Wetlands and natural resources within the vicinity of the Plan area were mapped in 2001 by Fishman Environmental Services for Hillsboro's Goal 5 Natural Resources Inventory and Assessment. The local wetlands inventory was conducted according to the Oregon Department of State Lands (DSL) offsite option. Therefore, wetland and natural resource boundaries mapped in the inventory are approximate and are intended for general planning purposes only. Significant riparian corridors and upland wildlife habitat were also mapped along Gordon Creek and Butternut Creek in the city's Goal 5 inventory.

Because the South Hillsboro community is not currently located within the Hillsboro city limits, the city's existing Goal 5 inventory does not cover many of the properties in the Plan area. Properties not previously inventoried that may contain natural resources will be inventoried and a significance determination made using the methodologies described in the adopted Hillsboro Goal 5 Natural Resource Inventory & Assessment Report. Significant natural resources and their associated impact areas will be added to the Significant Natural Resource Overlay (SNRO) district as part of the rezoning process subsequent to annexation. The SNRO district provides protection for significant wetlands, riparian corridors and wildlife habitats. An Economic, Social, Environmental, and Energy (ESEE) Consequences Analysis will be conducted for the Significant Natural Resource (SNR) sites added to the SNRO district. In addition to the city's SNRO district, the city is a partner in the Tualatin Basin Fish & Wildlife Habitat Program. This is a voluntary program that encourages 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. Figure 3 in the Plan identifies locations of Habitat Benefit Areas, which generally correspond with locations of the creek corridors.

Furthermore, the Plan includes a proposed new section of goals and policies for the Comprehensive Plan (Section 31 South Hillsboro Community Plan) that includes the following policy language:

The Greenspace Concept is used to provide wildlife habitat and corridors throughout the community, connecting east-west stream corridors with north-south wildlife corridors.

The above policy contains specific objectives related to protection of natural resources, including preservation of wide forested areas, creation of a stormwater master plan and wetland mitigation bank, and adding resources to the SNRO as part of the rezoning process.

Historic Resources Finding: The Oregon State Historic Preservation Office (SHPO) database indicates that there may be documented and undocumented historic sites and archeological resources within the Plan area. Issues associated with cultural resources will be addressed in more detail as part of the development agreement/entitlement process and as the city updates its Goal 5 inventory or environmental, cultural and historic resources for the Plan area subsequent to annexation. Proposed policy language for Section 31 of the Comprehensive Plan also includes the following language:

Require compliance with applicable State and Federal law governing conservation and management of archaeological resources.

Based on the findings above, the Plan is consistent with Goal 5 Natural Resources, Scenic and Historic Areas and Open Spaces.

Goal 6 Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding: As mentioned previously, several tributaries of the Tualatin River flow through the Plan area, including Butternut and Gordon Creeks. Those water resources are protected by existing floodplain and natural resource regulations in Section 131 (Regulatory Floodplain District) and Section 131A (Significant Natural Resources Overlay) and through integrating the creek corridors into an interconnected open space network throughout the Plan area. Furthermore, Oregon Department of Environmental Quality (DEQ) regulates air, water and land with CWA Section 401 Water Quality, Water Quality Certificate, State 303(d) listed waters, Hazardous Wastes, Clean Air Act (CAA), and Section 402 NPDES Construction and Stormwater Permits. Department of State Lands and the Army Corps of Engineers regulate jurisdictional wetlands and CWA Section 404 water of the state and the country respectively. Clean Water Services regulates impervious surface and stormwater runoff throughout the city. Future development within the Plan area will need to comply with these state and national regulations and protections for air, water and land resources quality.

In addition, the proposed Comprehensive Plan amendments (Section 31) include policy language to protect air, water and land resources, including the following:

- Preserve wide forested areas to provide habitat
- Create riparian/upland forest to connect to existing forest; create large forested area near the confluence of Butternut Creek and its tributary
- Maintain wetland/stream hydrology in sub-basins through stormwater master planning and wetland mitigation bank
- Incorporate wetland corridors into Town Center and neighborhood designs.
- Restore wetlands around Gordon Creek, Rosedale Creek and Butternut Creek tributary headwaters

Based on the findings above, the Plan is consistent with Goal 6 Air, Water and Land Resources Quality.

Goal 7 Areas Subject to Natural Hazards

To protect people and property from natural hazards

Finding: The natural hazard most likely to occur in the Plan area is flooding from one of the Tualatin River tributaries. The city has existing regulations (Section 131 Regulatory Floodplain District) that are intended to limit development within the floodplain and protect people and property from potential

flood damage. The floodplain district (RFD) will be applied to land within the South Hillsboro plan area where floodplains are identified. Development in the RFD district is limited to a small selection of uses that are appropriate for a floodplain such as some types of agriculture and recreation, public roadways, utilities and temporary structures outside of flood season.

According to the City of Hillsboro Multi-Hazard Mitigation Plan, the city is not subject to an elevated risk of landslides, wildfires, tsunamis, or coastal erosion. The planning area is essentially flat with no steep slopes or known hazards associated with landslides or erosion. In addition, the proposed amendments do not affect regulations in the building code, including those related to earthquake mitigation.

Based on the findings above, the Plan is consistent with Goal 7 Areas Subject to Natural Hazards.

Goal 8 Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: The Community Plan Map (Figure 13 of the Plan) includes an interconnected parks and open space system, which is designed to take advantage of the north-south BPA right-of-way and the Gordon, Butternut and Cross Creek corridors, including their tributaries. The highest density residential portions of the site are concentrated around the Town Center (adjacent to the Tualatin Valley Highway), the Cornelius Pass Road extension and along 229th and 209th Avenues, taking advantage of the connectivity provided by that corridor. Per Table 1 of the Plan, 167 acres (approximately 12 percent) of the South Hillsboro Community will be designated open space, providing areas for passive and active recreation for citizens.

The conceptual location for neighborhood parks and the preferred location for a community park has also been identified in the Community Plan Map. The Community Plan assumes development of six neighborhood parks and one community park that will serve the planning area, as well as residents to the north and east. The approximate number, acreage and location of proposed parks is consistent with city guidelines and levels of service, which relate to the number of people served and proximity of parks to residents. The park locations shown on the plan map are generalized and may be modified during plan implementation as detailed development plans are prepared and reviewed and the Parks and Recreation Department considers alternative sites during site acquisition. Specific park needs (for example: park type, size, and amenities) will be identified based on the Hillsboro Parks Master Plan Guidelines, which are summarized in Table 2 of the Community Plan.

Based on the findings above, the Plan is consistent with Goal 8 Recreational Needs.

Goal 9 Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: The purpose of the South Hillsboro Community Plan is to establish the framework for a mixed-use residential community organized around a new town center that will accommodate concentrations of retail and service uses, employment opportunities, schools and a variety of housing choices for residents. A 2012 market analysis conducted by Johnson Reid indicated that additional retail and commercial services will be needed to serve future residents in the Plan area as well as adjacent areas that are currently underserved by such uses (for example, Aloha Reedville). Specifically, the market analysis indicated the following opportunities for economic development in the Plan area:

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- Total commercial demand of approximately 576,000 square feet (at full build-out of Plan area)
 - Largest portion of expected demand will be for general merchandise stores, including large-format retail and automotive sales
 - Demand for small retail businesses consistent with mixed-use communities will be approximately 290,000 square feet
 - Concentrating commercial development in the town and neighborhood centers will improve their economic viability

The planned mix of housing types and pricing, including high and medium density developments, is generally consistent with market trends and will support the commercial and employment uses in the Plan area. In addition to supporting future residents of the Plan area, commercial services there also will support existing residents in adjacent neighborhoods, some of which are currently underserved by such services.

Based on the findings above, the Plan is consistent with Goal 9 Economic Development.

Goal 10 Housing

To provide for the housing needs of citizens of the state.

Finding: The intention of the South Hillsboro Community Plan is to create a residential, mixed-use community that provides a variety of housing types at a range of prices. The Johnson Reid 2012 market analysis indicated that there will continue to be a strong demand for housing in the greater Hillsboro area; at full build-out, the South Hillsboro area will meet approximately 46 percent of that demand by the year 2035. The market analysis also indicated that higher density housing will reduce land costs and increase transit feasibility, which will be vital to achieving housing affordability within the Plan area.

Figure 13 of the Plan shows the conceptual locations and amounts of low, medium, and high-density housing, which are generally organized within and around town and neighborhood centers. Based on the anticipated Comprehensive Plan designations in Table 1, the Plan will create 11,251 new dwelling units at densities ranging from 7.5 units per acre (low density) to 42 units per acre (mixed use urban residential). The range of residential zones will allow for a wide variety of housing types, including large-lot “executive housing,” single-family detached homes, townhomes and duplexes, and condominiums and apartments, including those that are part of future mixed-use developments. This mix of housing types will also promote housing affordability by creating opportunities for a variety of smaller units such as apartments and town homes. Further contributing the ability to achieve a diverse mix of housing, including affordable housing, is the fact that two property owners are responsible for almost 50 percent of the Plan area.

According to an overview of the Community Plan prepared in 2010 by Fregonese Associates², approximately half the housing units in the Plan area are planned as multifamily or attached housing. The Fregonese report also made the following statements:³

² *South Hillsboro Community Plan - SoHi Overview*, Fregonese Associates, spring 2010. This *Overview* was prepared based on the 2008 South Hillsboro Community Plan, which provided for a range of dwelling units between 8,415 and 10,754.

³ Fregonese developed a housing affordability profile for the South Hillsboro Community Plan Area by translating the 2008 concept plan into a GIS-based scenario model built on a series of building prototypes. The building prototypes were calibrated specific to the region and developed based on local market conditions including floor area ratio, lot size, units per acre, and mix of retail, office and residential development. The scenario provided a detailed breakdown of the likely mix of land uses, the number of possible jobs, the amount of

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- *Based on a more in-depth analysis of housing types and current and future household incomes, it is projected that families earning less than the median income could afford more than half the housing units.*
 - *Of all the proposed rental units, 88 percent will be affordable to families earning less than 80 percent of median income.*
 - *Forty-Two percent of the owner-occupied units will be affordable to a family of three earning the region's medium income.*
 - *Due to the size of the proposed community, the overall housing profile offers a diverse mix of detached, attached, and multifamily housing options that would result in a complete community with affordable housing opportunities for a broad range of incomes.*

Based on the findings above, the Plan is consistent with Goal 10 Housing.

Goal 11 Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The Plan includes an assessment of existing and proposed infrastructure within the South Hillsboro community and provides a discussion of how sewer, water and storm drainage will be managed as the area develops. Sewer service will be provided through a combination of existing facilities at the Aloha and Cross Creek Pump Stations, extension of the existing 24-inch sewer line at 229th Avenue, and construction of new collection, pumping and conveyance facilities to serve developing areas. New facilities anticipated within the Plan area include:

- Proposed Butternut Creek Pump Station
- Proposed Rosedale Pump Station
- Force main line and gravity line between Butternut Creek and Rosedale Pump Stations
- Force main line extending from Butternut Creek Pump Station to Rock Creek Treatment Plant

Water service will be provided through a combination of existing water lines located to the northwest of the Plan area and new water facilities, including:

- City of Hillsboro Water Department planned 15 million gallon reservoir
- New reservoir will connect to the 42-inch Joint Water Commission water line along Tualatin Valley Highway
- New major waterlines along collector and arterial streets within the Plan area (shown on Figure 15 in the Plan)

Storm water management will be accomplished with a combination of conventional systems and low-impact facilities.

Timing and funding of new and expanded infrastructure in the Plan area will be closely coordinated with development. The Plan includes a discussion of infrastructure responsibilities (city, county, Tualatin Valley Water District, Clean Water Services, etc.) and how provision of services will be coordinated

land dedicated to infrastructure, parks and civic uses and various mix of owner- and renter-occupied units at various price points. The analysis considered affordability to include households spending no more than 30 percent of their income on housing.

between the various agencies and individual developers. The Plan also includes a flexible phasing plan (Figure 19) that was developed to aide the city in planning for financing of major public improvements.

Furthermore, the implementing policies proposed for Section 31 of the Comprehensive Plan include the following language pertaining to provision of public utilities:

(III)(E) Public Utilities

Objective: Provision of adequate public utilities and facilities is coordinated with orderly, efficient, and timely development.

- (1) Ensure that public utilities such as water, wastewater and storm drainage facilities are designed on an area-wide basis and adequate to meet the needs of development as it occurs.*
- (2) Synchronize infrastructure provision with incremental development activity.*
- (3) Evaluate per unit public utility development costs and ensure adequate financing for needed public service extension (e.g., streets, sewer, water and storm drainage).*
- (4) Establish a financing mechanism acceptable to both the City and developers that will generate revenue for infrastructure construction prior to development, and produce SDC/TIF funding streams associated with construction.*

Section 31(III)(I) of the Comprehensive Plan recognizes the need for a coordinated approach to infrastructure. The objective of this section includes the following language:

The complexity and magnitude of infrastructure, and corresponding public and private investments, needed to build a “master-planned”, complete South Hillsboro community over a 20-year time frame, create a need for Plan implementation tools that provide long-term certainty regarding public and private sector infrastructure investment and construction. Therefore, agreements between the City of Hillsboro and the area’s major property owners and developers, that attach to affected South Hillsboro properties (i.e., “run with the land”), will be executed prior to City adoption of South Hillsboro Comprehensive Plan amendments. These agreements are designed to insure the short- and long-term development of planned South Hillsboro land uses and the construction of adequate and timely supporting public and private infrastructure, utilities and services.

This section sets the framework for requiring Memorandum of Understanding, followed by Annexation Agreements and/or Development Agreements. Implementation measure in Section 31(III)(I) include:

- (1) Types and timing of agreements.*
 - a. A Memorandum of Understanding will be executed prior to adoption of South Hillsboro Plan Amendments. Prior to the adoption of implementing zoning and issuance of land use permits Annexation Agreements and/or Development Agreements will be executed. The MOU and subsequent agreements will identify and confirm, at levels of detail commensurate with the specificity of the land use entitlement, City and major property owners land use and infrastructure development and financing commitments that assure Plan implementation.*
 - b. Parties to these agreements shall include owners and/or developers of land in which essential or strategic land uses, infrastructure and utilities are planned to be located in order to*

complete major infrastructure systems needed to support full development of the South Hillsboro Community Plan area. Agreements shall be prepared and executed prior to approval and adoption of a Comprehensive and/or Community Plan amendment, an application to annex, application of zoning and/or development review.

(2) As appropriate to the particular stage in the South Hillsboro Plan implementation and development process, the agreements may:

a. Address public and private share of future development costs for major infrastructure facilities, public utilities and public services facilities. As mutually agreed-to by the parties, the appropriate level of detail and performance regarding developer/property owner and city responsibility and commitments to fund and construct planned public and private land uses, infrastructure and utilities will be commensurate with, and appropriate to the specific planning or regulatory stage of the South Hillsboro planning/ development process.

b. Identify the timing or phasing of development in order to ensure that infrastructure improvements called for in the South Hillsboro Community Plan will be available concurrently with development. Generally, it shall be the developer/property owner's responsibility to cover the full cost of providing local streets, storm water, water and wastewater facilities within their developments.

Based on the findings above, the Plan is consistent with Goal 11 Public Facilities and Services.

Goal 12 Transportation

To provide and encourage a safe, convenient and economic transportation system.

Finding: The Plan identifies a multi-modal transportation network for the South Hillsboro community that incorporates the following elements:

- Grid pattern of streets with bike lanes and sidewalks
- Greenspace circulation system with walkways, bicycle and hiking trails
- Transit center to enable future bus or commuter rail service
- Implementation of previous and ongoing planning work for the Tualatin Valley Highway corridor to increase regional connectivity and address current and future capacity, safety and other issues
- A north/south extension of Cornelius Pass Road to increase regional connectivity and provide a primary north/south arterial within the study area
- A system of north/south and east/west collector streets to serve the Plan area and provide connections to roads adjacent to and outside the Plan area
- Linkages to Downtown Hillsboro, North Hillsboro employment areas and Tanasbourne/Amber Glen

Figure 17 of the Plan identifies the conceptual alignments of arterial, collector and neighborhood streets. The Plan also includes an assessment of transportation improvement costs and a discussion of funding sources, including developer contributions, the county-wide Transportation Development Tax, and a list of potential funding options not currently used by the city.

The proposed Comprehensive Plan amendments include a section of policies and objectives related to transportation intended to provide a transportation network that “promotes walkability and multi-modal transportation options to accommodate automobiles, freight, bicycles, pedestrians and transit riders.” Specific objectives include:

- Strategic public investments in arterial and collector road improvements that accommodate all modes of travel
- A grid pattern that includes bike lanes and sidewalks for maximum connectivity
- Cornelius Pass Road extension through the Plan area
- Landscape buffer with green street design along SW 209th Avenue
- Merge Century Boulevard with SW 229th Avenue
- Require block sizes to be 250-350 feet on each side, or require mid-block pedestrian ways
- Require multi-modal facilities as part of development
- Enable future high-capacity transit options

Based on the findings above, the Plan is consistent with Goal 12 Transportation.

Goal 13 Energy Conservation

To conserve energy.

Finding: The Plan identifies the South Hillsboro community as a “complete, connected and green” community that provides the full spectrum of facilities and services needed to serve its residents. The Plan maximizes connectivity for biking and walking and integrates open spaces and green development practices, including a natural systems approach to managing stormwater, an emphasis on use of walking, bicycling and transit, particularly for trips to meet daily shopping and other needs at commercial and retail establishments within the Plan area. All of these features help conserve energy by reducing dependence on automobiles and vehicle miles traveled. The greenstreet design identified for new streets in the Plan area will provide opportunity for natural stormwater treatment, temperature mitigation and air quality improvements. Development within the Plan area will be encouraged to use green building practices in order to reduce energy usage and associated costs (heating and cooling, solar orientation and on-site stormwater management for example).

Based on the findings above, the Plan is consistent with Goal 13 Energy Conservation.

Goal 14 Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding: The Plan area was included in amendments to the urban growth boundary approved by Metro in 2002 and 2011 intended to meet local and regional needs for housing. There is substantial evidence in the Metro records associated with the UGB amendment related to consistency and compliance with Goal 14.

The purpose of the South Hillsboro Community Plan is to establish the framework for a residential mixed-use community inside the UGB that will provide needed housing for the greater Hillsboro area. The Plan envisions a community organized around a town center and complemented by a neighborhood

center that can accommodate a variety of housing options, employment opportunities, commercial and institutional uses, parks and natural areas and a well-connected, multi-modal transportation system. The Plan emphasizes a “complete” community that balances protection of natural resources with efficient use of land and increased overall residential density. The Plan also identifies public facility improvements needed to efficiently and effectively serve the Plan area and surrounding neighborhoods. Ongoing transportation planning efforts associated with the Tualatin Valley Highway corridor will address operational and capacity issues for that road.

The Plan area is located between developed urban areas of Hillsboro to the north and east and rural agricultural areas to the south and west. The Plan responds to this variation in land character by clustering the higher intensity development (town center and high density residential uses) near the northern end of the Plan area while lower intensity residential uses are designated for the southern Plan area. This will provide a gradual transition between the urban and rural areas.

Based on the findings above, the Plan is consistent with Goal 14 Urbanization.

- Goal 15 Willamette River Greenway**
- Goal 16 Estuarine Resources**
- Goal 17 Coastal Shorelands**
- Goal 18 Beaches and Dunes**
- Goal 19 Ocean Resources**

Finding: The proposed amendments do not involve land or resources that have been designated as part of the Willamette Greenway nor as coastal resources associated with Goals 15 through 19. The proposed amendments do not affect policies that may be associated with Goals 15 through 19. As such, Statewide Planning Goals 15 through 19 do not apply.

Oregon Administrative Rules

OAR 660, Division 007 – Metropolitan Housing Rule

660-007-0015

Clear and Objective Approval Standards Required

- (1) Except as provided in section (2) of this rule, a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of needed housing on buildable land. The standards, conditions and procedures may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.*

Finding: The Community Plan identifies appropriate Comprehensive Plan designations for land within the South Hillsboro planning area, but does not apply zoning designations. Specific zoning will be applied to individual properties as they annex into the city; zoning will be applied consistent with the Comprehensive Plan designations. The Community Plan does provide recommendations for which zoning designations should be applied to buildable lands within the South Hillsboro planning area. The zoning designations recommended in the Plan include:

- Single family residential designations R-4.5, R-6, R-7, R-8.5 and R-10
- Multi-family residential designations A-1, A-3 and A-4
- Mixed use designations NC, MU-N, MU-C and C-1

All of these zones allow residential uses and provide clear and objective development standards, conditions and procedures that facilitate development of new housing. Metropolitan Housing Rule standards for density and mix of housing are not directly applicable since they apply to the entire supply of residential land within a jurisdiction, rather than land within a specific area. However, the Community Plan provides for a wide range of housing types and densities that will be offered across price ranges, consistent with the overall intent of the Metropolitan Housing Rule. In addition, regional standards related to density and housing mix and which help implement the Housing Rule within the Portland Metro area apply and are addressed elsewhere in these findings.

Based on the findings above, the Plan is consistent with OAR 660-007-0015.

660-007-0018

Specific Plan Designations Required

(1) Plan designations that allow or require residential uses shall be assigned to all buildable land. Such designations may allow nonresidential uses as well as residential uses. Such designations may be considered to be "residential plan designations" for the purposes of this division. The plan designations assigned to buildable land shall be specific so as to accommodate the varying housing types and densities identified in OAR 660-007-0030 through 660-007-0037.

Finding: The Community Plan identifies Comprehensive Plan designations that will be applied to land within the South Hillsboro planning area. Those Comprehensive Plan designations include:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mid-rise Density Residential
- Mixed Use Commercial
- Mixed Use Urban Residential
- Public Facility
- Open Space
- Floodplain

At the time of annexation, implementing zones will be applied that are consistent with the above Comprehensive Plan designations. The Public Facility, Open Space, and Floodplain Comprehensive Plan designations do not have corresponding implementing zones. Typically, those lands are zoned to be consistent with the adjoining land uses. All zones recommended in the Community Plan allow residential uses of varying types and densities.

Findings to demonstrate consistency with the specific housing types and densities identified in OAR 660-007-0030 through 660-007-0037 are provided under those OAR sections below.

Based on the findings above, the Plan is consistent with OAR 660-007-0018.

(2) A local government may defer the assignment of specific residential plan designations only when the following conditions have been met:

Finding: As demonstrated in the findings above, the Community Plan does not defer the assignment of residential plan designations. Therefore, this sub-section of the rule does not apply.

660-007-0020

The Rezoning Process

A local government may defer rezoning of land within the urban growth boundary to maximum planned residential density provided that the process for future rezoning is reasonably justified:

- (1) The plan must contain a justification for the rezoning process and policies which explain how this process will be used to provide for needed housing.*
- (2) Standards and procedures governing the process for future rezoning shall be based on the rezoning justification and policy statement, and must be clear and objective.*

Finding: The Community Plan does not defer the rezoning of land within the urban growth boundary to maximum planned residential density. Therefore, this rule does not apply.

660-007-0022

Restrictions on Housing Tenure

Any local government that restricts the construction of either rental or owner occupied housing on or after its first periodic review shall either justify such restriction by an analysis of housing need according to tenure or otherwise demonstrate that such restrictions comply with ORS 197.303(1)(a) and 197.307(3).

Finding: The Community plan does not call for any restrictions on construction of rental or owner-occupied housing. Therefore, this rule does not apply.

660-007-0030

New Construction Mix

- (1) Jurisdictions other than small developed cities must either designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances. Factors to be considered in justifying an alternate percentage shall include, but need not be limited to:*

Finding: Per Table 1 in the Community Plan, the medium to high density and mixed-use Comprehensive Plan designations will provide for 8,825 (or approximately 78 percent) of the new dwelling units anticipated in the planning area. Those Comprehensive Plan designations will be implemented by zones that allow opportunities for single-family attached and multi-family housing. Therefore, the Community Plan complies with the new construction mix required by OAR 660-007-0030.

660-007-0035

Minimum Residential Density Allocation for New Construction

The following standards shall apply to those jurisdictions which provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing:

(3) Multnomah County and the cities of Portland, Gresham, Beaverton, Hillsboro, Lake Oswego and Tigard must provide for an overall density of ten or more dwelling units per net buildable acre. These are larger urbanized jurisdictions with regionally coordinated population projections of 50,000 or more for their active planning areas, which encompass or are near major employment centers, and which are situated along regional transportation corridors.

Finding: This requirement applies to the entire supply of land zoned for residential use within a jurisdiction and to lands added to a city's urban growth boundary, including the South Hillsboro area. Per Table 1 in the Community Plan, the Plan will provide for 11,251 new dwelling units on 770 net residential acres. The resulting overall density will be approximately 14.6 dwelling units per net buildable acre designated for residential use. Therefore, the Plan meets the minimum residential density allocation for new construction called for by this rule.

660-007-0037

Alternate Minimum Residential Density Allocation for New Construction

The density standards in OAR 660-007-0035 shall not apply to a jurisdiction which justifies an alternative new construction mix under the provisions of OAR 660-007-0030. The following standards shall apply to these jurisdictions:

Finding: The Plan does not call for an alternative new construction mix under 660-007-0030. Therefore, this rule does not apply.

OAR 660, Division 023 - PROCEDURES AND REQUIREMENTS FOR COMPLYING WITH GOAL 5

Purpose and Intent

This division establishes procedures and criteria for inventorying and evaluating Goal 5 resources and for developing land use programs to conserve and protect significant Goal 5 resources. This division explains how local governments apply Goal 5 when conducting periodic review and when amending acknowledged comprehensive plans and land use regulations.

Finding: Volume 1, Section 131A of the Hillsboro Zoning Ordinance contains the Significant Natural Resources Overlay (SNRO) District. This district was adopted by the city to provide protection for Significant Natural Resources under Statewide Planning Goal 5 and to comply with the provisions of OAR 660, Division 23. The purpose language for the SNRO District states that, "For the purpose of this ordinance, Significant Natural Resources are designated as Significant Wetlands, Riparian Corridors and Wildlife Habitat. These resources have been inventoried within the City of Hillsboro according to procedures, standards and definitions established under Goal 5 and are identified in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report*."

The Plan and associated Comprehensive Plan amendments state that properties within the Community Plan area that have not previously been inventoried by the city for Goal 5 natural resources will be inventoried and a determination of significance will be made using the methodologies described in the adopted *City of Hillsboro Goal 5 Natural Resource Inventory & Assessment Report*. Natural resources identified as significant and their associated impact areas will be added to the SNRO District as part of the rezoning process when properties annex into the city. An Economic, Social, Environmental and Energy (ESEE) analysis will be conducted by the city for all natural resource sites added to the SNRO District.

Based on the above findings, the Plan is consistent with OAR 660, Division 23.

Metro Urban Growth Management Functional Plan

Regional Functional Plan Requirements

Title 1: Housing Capacity

3.07.120 Housing Capacity

A. A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection D or E. A city or county may reduce its minimum zoned capacity in other locations under subsections C, D or E.

Finding: The Plan does not reduce the minimum zoned capacity of any Central City, Regional Center, Town Center, Corridor, Station Community, Main Street or other location. Therefore, this requirement does not apply.

B. Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(hh). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.

Finding: All Hillsboro zoning designations in which dwelling units are authorized have minimum density standards. The Plan recommends several existing residential zoning designations that may be applied to properties within the Plan area as they annex into the city. No new zoning designations are being established as part of the Plan at this time. Therefore, the Plan complies with this requirement.

C. A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299:

Finding: The Plan does not reduce the minimum zoned capacity of any Central City, Regional Center, Town Center, Corridor, Station Community, Main Street or other location. Therefore, this requirement does not apply.

Title 3: Water Quality and Flood Management

3.07.310 Intent

To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

Finding: Volume 1, Section 131 of the Hillsboro Zoning Ordinance contains provisions for the city's Regulatory Floodplain District (RFD), which complies with Title 3 by reducing the potential for flood damage and limiting development in areas subject to flooding. The provisions in Section 131 limit the types of uses that can be established in the RFD and include standards to ensure development does not negatively impact the floodplain. The standards also require coordination and consistency with state and federal agencies and regulations. Per Table 1 in the Plan, five percent (69 acres) of the Plan area will be designated RFD (floodplains associated with Gordon, Butternut and Rosedale Creeks). The Plan incorporates those RFD areas into the green/open space system, which includes stream corridors, a powerline corridor and new parks and trails.

In addition, as discussed in the findings for OAR 660, Division 23, water quality resources will be protected by applying the SNRO District to the significant riparian corridors along the creeks within the Plan area. Again, those creek corridors are identified as part of the open space network in the Plan and will be protected from development.

Based on the findings above, the Plan is consistent with Title 3.

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

- 1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;*
- 2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and*
- 3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.*

Finding: The conditions of approval for the South Hillsboro UGB expansion required that Hillsboro apply Metro's Town Center and Neighborhood designations within the Plan area consistent with the Regional Framework Plan 2040 Growth Concept (RFP). As such, Title 6 applies.

The Community Plan establishes boundaries for a Town Center and Neighborhood (see Figure 7 of the Plan), includes an assessment of the Plan area, and provides actions and investments to enhance the Centers. Findings for each of these elements are provided in subsections (B) through (D) below.

B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

- 1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;*
- 2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;*
- 3. For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and*
- 4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection A of section 3.07.820 of this chapter.*

Finding: The 2040 Growth Concept Map⁴ (updated March 2012) does not identify a Town Center within the Plan area. However, as mentioned previously, the conditions of approval for the 2011 South Hillsboro UGB expansion stated that “The city shall apply the Town Center and Neighborhood designations to Area 2...as described in the regional framework plan, Summary of the 2040 Growth Concept.” It is assumed that the next update of the 2040 Growth Concept Map will include a Town Center in South Hillsboro as shown on Figure 7 of the Community Plan.

The boundary for the Town Center and Neighborhood in the Community Plan will be adopted by the City of Hillsboro as part of the city's Comprehensive Plan and may be revised by the city council based on input from ODOT and Metro.

The Plan does not identify a Corridor and therefore subsections (2) and (3) above do not apply.

C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:

- 1. Physical and market conditions in the area;*
- 2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;*
- 3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit supportive development;*
- 4. Existing and potential incentives to encourage mixed use pedestrian-friendly and transit-supportive development in the area; and*
- 5. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.*

⁴ http://library.oregonmetro.gov/files//concept_021312.pdf

Finding: The Community Plan provides an analysis of physical and market conditions (Project Context, pages 13-20), an assessment of physical and regulatory barriers to development (Project Context, pages 13-20), and a discussion of city zoning designations that will be applied to land within the Plan area as it annexes into the city (Development Program, pages 41-43). Hillsboro already has areas designated as Station Communities, Regional Centers, and Town Centers, and the city's code includes provisions to encourage and provide incentives for, mixed-use, pedestrian friendly and transit supportive development. Many of these same provisions will be applied to the town and neighborhood centers within South Hillsboro when zoning designations are established and applied to the area.

D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:

- 1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;*
- 2. Revisions to its comprehensive plan and land use regulations, if necessary, to allow:*
 - a. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and*
 - b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;*
- 3. Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and*
- 4. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the RTFP, that includes:*
 - a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;*
 - b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and*
 - c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.*

Finding: The Infrastructure Plan and Implementation Action sections of the Community Plan contain the elements described in subsections (1) and (3) above. Revisions to the city's Comprehensive Plan to implement the South Hillsboro Community Plan and associated Town Center and Neighborhood designations have been developed (new Sections 31 and 32) and will be adopted concurrent with the Plan. Existing zoning designations in the city already allow the mix and intensity of uses associated with the land use designations specified in the Community Plan.

The Community Plan does not identify specific mode share targets for the South Hillsboro area at this time. The city will establish targets as part of the larger Tualatin Valley Highway Corridor Refinement Plan, Focus Area Plan and other transportation studies currently underway. Those efforts are expected to identify and prioritize transportation system solutions and potential funding for transportation issues within the Tualatin Valley Highway Corridor, including the South Hillsboro Plan area.

In addition, the Community Plan includes strategies for increasing the share of bicycle and walking trips, including:

- Developing a circulation system and greenway network that provides multiple ways to travel within the area, including by bicycling and walking
- Incorporating street designs that accommodate bike lanes, sidewalks and multi-way pathways
- Calling for development of a transit center or hub to enable future frequent bus or other high capacity transit service that provides connections to other parts of the city and region.
- Incorporating a land use pattern with a mix of residential, commercial and retail uses that will allow a larger percentage of residents to meet daily shopping and other personal service needs by walking or bicycling.

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

Finding: The Community Plan does not include actions to lower mobility standards or trip generation rates within the Plan. Therefore, these provisions do not apply.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

A. A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

1. *Central City - 250 persons*
2. *Regional Centers - 60 persons*
3. *Station Communities - 45 persons*
4. *Corridors - 45 persons*
5. *Town Centers - 40 persons*
6. *Main Streets - 39 persons*

Finding: The Town Center is anticipated to have up to 54 residents and 21 workers per net acre, for a total of up to 73 persons per net acre⁵, which exceeds the recommendation for a Town Center above.

B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

1. *The land uses listed in State of the Centers:
Investing in Our Communities, January, 2009, such as grocery stores and restaurants;*
2. *Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;*
3. *Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.*

Finding: The Community Plan identifies land use designations and policies that will facilitate a mix of uses including commercial, retail, institutional and civic, consistent with (B) above.

⁵ Calculations are based on 1633 dwelling units in the town center and an average of 2.60 people per household from the 2010 U.S. Census. Workers were based on an estimated 1,663 jobs.

C. Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:

1. The types of housing listed in the “needed housing” statute, ORS 197.303(1);
2. The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and
3. Accessory dwellings pursuant to section 3.07.120 of this chapter.

Finding: The Community Plan identifies a mix of housing types at a range of prices, including large-lot “executive housing,” single-family detached homes; townhomes and duplexes; and condominiums and apartments, including those that are part of future mixed-use developments.

In conclusion, the South Hillsboro Community Plan is consistent with the requirements and recommendations in Title 6.

Title 7: Housing Choice

3.07.730 Requirements for Comprehensive Plan and Implementing Ordinance Changes

Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:

- A. *Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.*
- B. *Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.*
- C. *Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing.*

Finding: The South Hillsboro Community Plan identifies a range of housing types for the Plan area, including single-family detached and attached, duplexes, multi-family, and mixed-use developments. The proposed implementing policies for the Comprehensive Plan (Section 31) contain the following language related to housing:

(A) Housing

Objective: South Hillsboro provides housing densities and a range of housing types that reduce land costs and increase transit feasibility, including but not limited to detached and attached single family units, townhomes and row houses, apartment flats, condominiums, co-housing and other alternative housing options

- (1) Planned residential densities within the South Hillsboro Community Plan area shall reflect Metro’s 2011 UGB expansion decision regarding maximum South Hillsboro residential capacity while being consistent with densities established by HCP Section 3. Housing, Subsection (IV)(M).*
- (2) Provide opportunity for at least 50 percent of new residential units to be attached single family or multiple family housing.*
- (3) A diverse housing stock is encouraged within the South Hillsboro Community Plan area that meets the needs of Hillsboro’s workforce, especially for employees within professional, business and retail, leisure, hospitality and health services occupations.*

-
- (4) *Locate workforce/affordable housing near transit and other services. Provide different levels and types of affordable housing throughout the community.*
 - (5) *A range of housing types, including housing for the elderly, disabled, developmentally challenged and low income citizens should be dispersed throughout residential neighborhoods that are close to schools, services, parks, shopping and employment centers -- rather than concentrating these dwellings in just a few areas.*

In addition, the Comprehensive Plan also contains adopted policy language (Section 3 Housing) that encourages a variety of housing options for households of all incomes, ages and living patterns. Section 3 also states that “development of low income housing is appropriate throughout the planning area.” The mix of housing types combined with the higher densities will support development of smaller units with lower land costs and increased opportunities for transit, all of which can facilitate more affordable housing. Per the previously cited overview report by Fregonese Associates, the Plan area is projected to have over 2,000 rental units, of which 88 percent would be affordable to a family of three earning less than 80 percent of the region’s median income. The balance of the housing units are projected as owner-occupied units, of which 42 percent would be affordable to a family of three earning the region’s median income.

The above policy language and consistency with the city’s existing Comprehensive Plan provisions associated with new housing will ensure Plan consistency with Title 7 Housing Choice.

Title 11: Planning for New Urban Areas

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

Finding: The South Hillsboro Community Plan addresses approximately 1,400 acres of land in South Hillsboro that was brought within the Urban Growth Boundary (UGB) in 2002 and 2011 in order to meet the rising demand for urban housing opportunities in the area. As a new urban area, it is subject to the planning provisions in Title 11.

3.07.1105 Planning for Areas Designated Urban Reserve

A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

Finding: Pursuant to Title 11, Section 3.07.1140, Section 3.07.1110 became applicable on December 31, 2011, after the UGB was expanded to include the South Hillsboro Plan. Therefore, this section is not applicable.

3.07.1120 Planning for Areas Added to the UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by section 3.07.1455B(4) of this chapter.

Finding: Based on Metro's *Conditions on Land Added to the UGB* contained in Ordinance No. 11-1264-B, Exhibit B ("Conditions of Approval," Hillsboro is the city responsible for comprehensive planning of the South Hillsboro Community Plan area. The city is adopting comprehensive plan provisions and land use regulations as required to comply with subsection (C) below.

B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

Finding: Metro's Conditions of Approval assigned planning responsibility for South Hillsboro to the City of Hillsboro.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;

Finding: The Plan identifies plan designation boundaries (Community Plan Figure 13) that were derived from, and are generally consistent with, the design types assigned by Metro when the area was added to the UGB. The designations include Town Center, Neighborhood Center, Mixed-Use, Compact Neighborhood, Single-Family Neighborhood, Large Lot Single Family, Recreation/Open Space, Green Space and Civic/Institutional. The Plan also identifies appropriate corresponding Hillsboro Comprehensive Plan designations that will be assigned to properties to implement the Plan. Therefore, the Plan is consistent with subsection (C1).

2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;

Finding: The Plan states that the city will require annexation of properties into the city before zoning is applied. The city's annexation process will also require annexation into any applicable service district. The proposed Comprehensive Plan amendments (Section 31) contain the following provisions regarding annexation:

(f) Governance and Annexation

Objective: A formal Memorandum of Understanding (MOU) or other appropriate agreement with Washington County should be finalized that acknowledges the City as the ultimate urban service provider and local governance body for the entire South Hillsboro planning area.⁶

- (1) Ensure urban service agreements between the City, County and Special Districts support implementation of the South Hillsboro Community Plan.*
- (2) Require annexation of property as a prerequisite for City zoning or extension of city utilities and services. The zoning that will be applied will be determined by the City's Comprehensive Plan Map designation for the property.*

Based on the above findings, the Plan is consistent with subsection (C2).

3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455B(2) of this chapter;

Finding: Metro's Conditions of Approval when the UGB was expanded in 2011 established a target capacity of up to approximately 10,766 in the area added, for an approximate total of 12,066 dwelling units for the entire Plan area (Ordinances 10-1244B, 11-1252A and 11-1264B). Specifically, the condition states that:

*The city of Hillsboro shall demonstrate that land use regulations adopted pursuant to Metro Code section 3.07.1120 will provide, during the 20-year planning period, capacity to **achieve a target of approximately 10,766 dwelling units in Area 2 and adjoining South Hillsboro Community Plan lands currently in the UGB. No current dwelling unit capacity in the adjoining South Hillsboro Community Plan lands may be counted toward the 10,766 dwelling unit target.** (Metro Ordinance No. 11-1264B, Exhibit B, Conditions on Land Added to UGB).*

Areas 69 and 71 had a potential capacity of 1,300 dwelling units based upon the 2002 requirement of ten dwelling units per acre.

Per Table 1 in the Community Plan, a total of 11,251 new dwelling units are planned for the South Hillsboro Plan area, which is 93 percent of the target established by Metro. The Plan also allows for flexibility to increase densities and/or provide additional opportunities and capacity for residential development if market conditions warrant it (Comprehensive Plan Section 31(III)(A)(7)). Medium to high density and mixed-use Comprehensive Plan designations will provide for 8,825 (or approximately 78 percent) of the new dwelling units anticipated in the Plan area. The resulting overall density will be approximately 14.6 dwelling units per net buildable acre designated for residential use.

The condition is specifically worded to "**achieve a target of approximately 10,766 dwelling units.**" As such, the Plan substantially complies with this requirement by providing the capacity of 93% of the targeted number of units, with the built-in flexibility to achieve higher densities if supported by the market.

⁶ The City managed the South Hillsboro Community Plan effort at the request of Washington County.

4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.

Finding: As demonstrated in the previous findings for Title 7 and Statewide Planning Goal 10, the Plan area is projected to have over 2,000 rental units, of which 88 percent would be affordable to a family of three earning less than 80 percent of the region's median income. The balance of the housing units are projected as owner-occupied units, of which 42 percent would be affordable to a family of three earning the region's median income. As such, the South Hillsboro Community Plan area will exceed the affordability targets outlined in Title 11.

5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

Finding: The Plan envisions several school sites combined with parks where possible. The Hillsboro and Beaverton School Districts were participants in the South Hillsboro community planning effort and assisted in estimating future school needs within the Plan area, ensuring an appropriate number of school sites. The Hillsboro School District has reached agreements to acquire four (4) school sites, totaling 50 acres within the Plan area, including 10 acres in the Butternut Creek area and 40 acres in the Reed's Crossing area. These sites are anticipated for a combined elementary/middle school (20 acres) and three (3) additional elementary schools (10 acres each). The Hillsboro School District has already purchased 40 acres from one of the major property owners to provide land for schools in the Reed's Crossing portion of the Plan area. The exact configuration and location of sites and timing of construction will be determined as the area develops.

Based on the above findings, the Plan complies with the requirements in subsection (C5).

6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.

Finding: The recommended location for new parks is shown on Figure 7 of the Community Plan. The Community Plan assumes development of six neighborhood parks and one community park, which will serve the Plan area as well as residents to the north and east of it. The approximate number, acreage and location of proposed parks is consistent with city guidelines and levels of service relating to the number of people served and proximity of parks to residents. In addition, the proposed Comprehensive Plan policies contain the following language pertaining to parks:

(B) Parks, Recreation and Open Space

Objective: Active and passive recreational areas are provided within the South Hillsboro area in accordance with the Community Plan text and general location of identified park areas as shown on the South Hillsboro Community Plan Land Use Map.

(1) The City Parks Master Plan will determine the general need for parks in the South Hillsboro Community Plan area.

(2) Co-locate and/or connect schools, parks and open space corridors to make them walkable for children. Integrate open space and transportation corridors to make neighborhoods, public spaces and commercial areas walkable and bikeable.

-
- (3) *Preserve greenspace corridors and integrate them with a series of parks and the BPA powerline corridor to create a greenspace circulation system that links the community internally and with adjacent neighborhoods.*
 - (4) *Incorporate trails/ passive recreational opportunities along the edges of greenspace areas.*
 - (5) *Design open space connectivity as part of compact neighborhoods, using the BPA powerline corridor to link the Town Center and Neighborhood Center.*
 - (6) *Capitalize on open space opportunities to provide visual relief as well as environmental benefits within developments as part of the entitlement process.*

The above information demonstrates consistency with this requirement.

7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;

Finding: Figure 17 of the Plan shows the conceptual street plan for the South Hillsboro Plan area, including arterials, collectors, neighborhood routes and connections to adjacent areas. The Plan identifies a multi-modal transportation network for the South Hillsboro community that incorporates the following elements:

- Grid pattern of streets with bike lanes and sidewalks
- Greenspace circulation system with walkways, bicycle and hiking trails
- Transit center to enable future bus or commuter rail service
- Implementation of previous and ongoing planning work for the Tualatin Valley Highway corridor to increase regional connectivity and address current and future capacity, safety and other issues
- A north/south extension of Cornelius Pass Road to increase regional connectivity and provide a primary north/south arterial within the study area
- A system of north/south and east/west collector streets to serve the Plan area and provide connections to roads adjacent to and outside the Plan area
- Linkages to Downtown Hillsboro, North Hillsboro employment areas and Tanasbourne/Amber Glen

The Comprehensive Plan policy language proposed for the Plan area includes provisions related to streets, including projects to improve local and regional access, including the following:

- Strategic public investments in arterial and collector road improvements that accommodate all modes of travel
- A grid pattern that includes bike lanes and sidewalks for maximum connectivity
- Cornelius Pass Road extension through the Plan area
- Landscape buffer with green street design along SW 209th Avenue
- Merge Century Boulevard with SW 229th Avenue
- Require block sizes to be 250-350 feet on each side, or require mid-block pedestrian ways

-
- Require multi-modal facilities as part of development
 - Enable future high-capacity transit options

Those portions of the Plan area that allow residential or mixed-use development will meet the street connections standards established in the RTFP.

The findings above demonstrate that the Plan is consistent with subsection (C7).

8. Provision for the financing of local and state public facilities and services; and

Finding: The Plan contains an assessment of public facility costs and a discussion of potential funding sources, some of which are not currently used by the city. In addition, the proposed Comprehensive Plan policies (subsection E Public Utilities) address provision of public utilities, and require evaluation of per unit public utility development costs to ensure adequate financing is available for needed public service extensions. The public utility provisions also require establishment of a “financing mechanism acceptable to the City, property owners and developers that will generate revenue for infrastructure construction prior to development, and produce SDC/TIF funding streams associated with construction.”

Proposed Comprehensive Plan language (Subsection I Implementation) also includes provisions for developer agreements that address public and private share of future development costs for major infrastructure facilities.

9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

Finding: There are no existing or planned state highway interchanges in proximity to the Plan area; therefore, this subsection does not apply.

D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using the method in section 3.07.120, within 30 days after adoption of new land use regulations for the area.

Finding: Metro’s Conditions of Approval assigned planning responsibility for South Hillsboro to the City of Hillsboro. The city will submit a determination of residential capacity to Metro consistent with this rule.

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by regulations in effect at the time of addition of the area to the UGB;*
- B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;*

C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in section 3.07.1010 of this chapter, or for a new public school;

Finding: The City of Hillsboro will not adopt or approve any of the above land use actions until land use regulations that comply with section 3.07.1120 become applicable to the area following annexation.

Overall Finding: Based on the findings above, the Plan is consistent with Title 11.

Title 13: Nature in Neighborhoods

3.07.1310 Intent

The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

Finding: In response to Metro's Title 13 provisions, a consortium of eight cities, Washington County, Clean Water Services and the Tualatin Hills Parks and Recreation District, in coordination with Metro, developed its own fish and wildlife habitat protection program for the Tualatin Basin. Hillsboro is one of the eight cities participating in this program. To implement the program, the city adopted ordinances intended to remove regulatory barriers, and further encourage and facilitate the use of Habitat Friendly Development and Low Impact Development practices and techniques. Those provisions are found in Volume 1, Section 131B of the Hillsboro Zoning Ordinance.

The South Hillsboro Community Plan identifies Habitat Benefit Areas (Figure 3) in the South Hillsboro community and the provisions of Section 131B will be available to development in those identified areas. The provisions are intended to provide flexibility for development to occur in conjunction with protection of qualified Habitat Benefit Areas.

Based on the findings above, the Plan is consistent with Title 13.

City of Hillsboro Comprehensive Plan

Section 1 Planning and Citizen Involvement

Plan Revision and Major Plan Amendments. (Amended by Ord. No. 5987/10-11)

Plan revisions and major plan amendments shall be processed as legislative procedures. The following process shall be used when conducting any plan revision or major plan amendment of the Comprehensive Plan:

(A) For each proposed plan revision or major plan amendment to the Comprehensive Plan, the City Planning Department will:

(1) With the advice and assistance of the CIAC, establish and conduct a citizen involvement program which provides for public involvement and input into the proposed revision or amendment which complies with Statewide Planning Goal 1 requirements. At a minimum, such a public involvement program shall provide for adequate notice on citizen involvement activities; advanced information on matters under consideration; and opportunities for public involvement in all phases of the planning process applicable to the proposed plan revision or major plan amendment as determined by the CIAC.

Finding: As demonstrated in the findings for Statewide Planning Goal 1 Citizen Participation, the Plan process invited citizen participation through a wide range of methods throughout Plan development. As such, the Plan is consistent with this policy.

(2) Identify issues to be addressed and related information and data to be collected, reviewed and made available for public review. Inform citizens of these issues; and provide opportunity for citizen access to the related information and data; and for citizen input on these issues.

(3) Notify affected government agencies of planning activities; invite review and comment.

(4) Collect relevant information and data.

(5) Analyze each issue and identify proposed actions which address the issue sufficiently. As part of the public involvement program for the plan revision or major plan amendment:

(a) Compile and combine the issue, relevant data and information and actions into text format and make copies of such text available for review and comments by citizens and affected government agencies.

(b) Compile comments received from citizens and affected government agencies for consideration by the Planning Commission. The Planning Department shall prepare written responses to comments and make the responses available for public review and to the Planning Commission during its consideration of the proposed plan revision or major plan amendment.

Finding: Development of the Plan included the following steps related to the above requirements:

- Collection and analysis of available data and background information, including environmental conditions, cultural conditions, planning context, market conditions, infrastructure conditions and deficiencies, transportation conditions and regulatory context. Background information is summarized in the Plan and was reviewed by members of the project advisory committees, other government agency staff and community members throughout the 2006-2008 planning process, as well as during the process of updating the Community Plan in 2011-2012.
- Background information was made available to the public and was used to develop alternative land use and transportation scenarios for the Plan area. Scenarios were developed using input from the citizen Task Force, stakeholder interviews and a design workshop (during the 2008 planning process). Scenarios were evaluated and issues were identified so that a preferred scenario could be chosen. All of this information was summarized and made available at public open houses and on the project website.
- The planning process to update the Community Plan in 2011 and 2012 included seven meetings with affected public agencies, including Hillsboro Public Works Department; Clean Water Services; Hillsboro Transportation and Facilities/Fleet Departments; parks, library and schools representatives; and fire and police representatives. The first six meetings were held in 2011 to review the prior (2008) planning work and identify issues and opportunities related to infrastructure and provision of public facilities. The same group met again in March 2012 to review revisions to the Plan. Again, all information was summarized and made available through the project website. Additionally, two open houses were held in 2012, as well as three Planning Commission work sessions.
- Comments received from citizens and affected agencies were compiled by the Planning Department and have been forwarded to the Planning Commission for consideration, along

with Planning Department responses. Comments and responses will be part of the public record and will be available for public review.

(6) A Planning Commission public hearing on a plan revision or major plan amendment shall be conducted after completion of the tasks set forth in Section (III)(A)(1 through 5) above and the citizen involvement program for the plan revision or major plan amendment established by the CIAC. Notice of any public hearing by the Planning Commission or City Council on a plan revision or major plan amendment to the Comprehensive Plan shall be published in a newspaper of general circulation in the City a minimum of 20 days prior to the date of the initial public hearing. Any such notice shall contain:

(7) The Planning Commission may recess the hearing in order to obtain further information or provide additional notification. Upon recessing for these purposes, the Commission shall announce the time and date when the hearing will be resumed.

(8) After hearing the plan revision or major plan amendment, the Planning Commission shall forward a recommendation of denial, approval, or approval with modifications of the plan revision or major plan amendment to the City Council.

(9) The City Council shall hold a hearing during its consideration of a plan revision and may hold a public hearing on any major plan amendment. Notice of the hearing shall be provided in the manner prescribed in subsection (III)(A)(6). After consideration of the plan revision or major plan amendment, the City Council may adopt or deny the plan revision or major plan amendment.

Finding: The Planning Commission held two work sessions (April 11 and June 13, 2012) to review and discuss the South Hillsboro Community Plan; both work sessions were open to the public. The city Planning Commission held a public hearing on July 25, 2012, in which it heard testimony from the public. The Planning Commission held the record open and continued the hearing until August 8, 2012, recommending that staff prepare and order and findings recommending approval of the proposed Comprehensive Plan amendments.

Public notice regarding the July 25, 2012 hearing was mailed to property owners within the South Hillsboro Plan Area, property owners within 500 feet of the South Hillsboro Plan Area and interested parties on July 03, 2012, and published in the Hillsboro Argus on July 3, 10, and 17 2012. At the close of the hearing, the Planning Commission will forward a recommendation to the City Council for approval, denial, or approval with modifications of the Plan. The City Council has tentatively scheduled the first reading of this major plan amendment for September 4, 2012. The City Council may deny, approve or approve with modifications adoption of the Plan or may elect to hold a public hearing before taking action on this major plan amendment.

Based on the above, the Plan will be consistent with Section 1.

(V) Community Plans, Public Facility Plans and Functional Plans.

A Community Plan, a Public Facility Plan or a Functional Plan may be initiated by the City Council or Planning Commission at any time in response to community need. Community Plans shall be adopted by the City Council as major plan amendments to the City's Comprehensive Plan Text or Land Use Map as applicable.

Finding: The South Hillsboro Community Plan will be adopted by the City Council as a major plan amendment to the Comprehensive Plan and includes both text and map amendments. Therefore, the Plan is consistent with this policy.

Section 2 Urbanization

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

Finding: As demonstrated in the findings for Statewide Planning Goal 14 Urbanization, the Plan provides for orderly and efficient transition of land from rural to urban uses and establishes areas designed to accommodate the full range of urban uses within the South Hillsboro Community. Therefore, the Plan is consistent with Section 2.

Section 3 Housing

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

Finding: As demonstrated in the findings for Statewide Planning Goal 10 Housing, the Plan provides for a variety of housing options intended to accommodate a range of incomes, ages and family sizes. As such, the Plan is consistent with Section 3 policies.

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

(I) Goals.

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

(B) Provide a livable and attractive environment.

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

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

Finding: As demonstrated in the findings for Statewide Planning Goal 5, the Plan provides for protection and enhancement of natural and archeological resources. The city will conduct a natural resources inventory at the time of rezoning and will apply the SNRO District to identified significant natural resources. Therefore, the Plan is consistent with Section 6.

Section 7. Air, Water and Land Resource Quality.

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

Finding: As demonstrated in the findings for Statewide Planning Goal 6, the Plan provides for protection of the air, water and land resources in the Plan area. Issues associated with total waste and process discharges from the development and activities within the South Hillsboro Plan area will be addressed in more detail as part of the development agreement/entitlement process. Therefore, the Plan is consistent with Section 7.

Section 9 Recreation.

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

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

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

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

Finding: As demonstrated in the findings for Statewide Planning Goal 8, the Plan establishes the framework for a connected network of open spaces, parks and other recreational opportunities. As such, the Plan is consistent with Section 9.

Section 10. Economy.

(I) Goals.

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

(B) Provide local employment opportunities for area residents.

(C) Conserve energy by lowering commuting distance.

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

(E) Provide choice in the purchase of goods and services available to the public.

Finding: As demonstrated in the findings for Statewide Planning Goal 9 Economic Development, the Plan establishes a new community organized around a town center that will accommodate concentrations of retail and service uses, employment opportunities, schools and a variety of housing choices for residents. The new South Hillsboro Community will expand and diversify the economic base for the greater Hillsboro area and will provide nearby employment, shopping and service opportunities to its residents. In addition, planning for new housing in this area is part of a larger strategy by the city to improve the balance between housing and employment in Hillsboro, providing more housing opportunities for people who currently work in the city or may work there in the future. Therefore, the Plan is consistent with Section 10.

Section 11. Energy.

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

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

(B) The design of developments.

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

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

Finding: The Plan identifies the South Hillsboro community as a “complete, connected and green” community that provides the full spectrum of facilities and services needed to serve its residents. The Plan maximizes connectivity for biking and walking and integrates open spaces and green development practices, including a natural systems approach to managing stormwater, an emphasis on the use of walking, bicycling and transit, particularly for trips to meet daily shopping and other needs at

commercial and retail establishments within the Plan area. All of these features help conserve energy by reducing dependence on automobiles and vehicle miles traveled. The greenstreet design identified for new streets in the Plan area will provide opportunity for natural stormwater treatment, temperature mitigation and air quality improvements. Development within the Plan area will be encouraged to use green building practices in order to reduce energy usage and associated costs (heating and cooling, solar orientation and on-site stormwater management for example). For these reasons, the Plan is consistent with Section 11.

Section 12 Public Facilities and Services

(I) Goals.

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

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

(C) Provide a safe and healthy living environment.

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

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

Finding: As demonstrated in the findings for Statewide Planning Goal 11 Public Facilities and Services, the Plan provides for public facilities and services in an orderly and efficient manner to ensure a safe environment and appropriate future development. Therefore, the Plan is consistent with Section 12.

Section 13. Transportation.

(I) Goals:

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

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

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

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

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

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

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

Finding: As demonstrated in the findings for Statewide Planning Goal 12 Transportation, the Plan provides for a multi-modal transportation system within, and connecting to, the South Hillsboro Community Plan area. The Plan emphasizes connectivity, walkability and an efficient grid pattern of streets to help reduce vehicle miles and improve livability. Therefore, the Plan is consistent with Section 13.



Exhibit "C"
Case File No. HCP 1-12

South Hillsboro Community Plan



City of Hillsboro, Oregon

July 2012



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Hillsboro City Council

2006-2008:

Mayor Tom Hughes
Councilor Aron Carleson
Councilor Cynthia O'Donnell
Councilor Doug Johnson
Councilor Ed Dennis
Councilor Joe Keizur
Councilor Nenice Andrews

2012:

Mayor Jerry Willey
Councilor Aron Carleson
Councilor Nenice Andrews
Councilor Olga Acuña
Councilor Darell Lumaco
Councilor Steve Callaway
Councilor Mike Castillo

Hillsboro Planning Commission

2006-2008:

President John Coulter
Vice President Katie Eyre
Commissioner Charles Fleisher
Commissioner Ray Lankford
Commissioner Ross Matthews
Commissioner Steve Callaway

2012:

President John Coulter
Vice President Brian Roberts
Commissioner Charles Fleisher
Commissioner Richard Cardoza
Commissioner Jim Fitzgerald
Commissioner Holly Neill
Commissioner Judith Shortt

South Hillsboro Task Force

Brad Smith, Property Owner
Cordia Gilliam, Property Owner
Dave Wood, Newland Communities Property Owner

Deanna Strauss, Witch Hazel Village Representative
Jin Park, The Reserve Vineyards and Golf Club Property Owner
Joe Hanauer, 189-acre Butternut Creek Property Owner
Linda Gray, Property Owner
Lona Frank, South of Rosedale Representative / Property Owner
Marc San Soucie, Washington County Planning Commissioner
Mike Stephenson, Property Owner
Ramsay Weit, Washington County Planning Commissioner
Ray Lankford, Hillsboro Planning Commissioner
Read Stapleton, Vision Land Management Property Owner
Steve Callaway, Hillsboro Planning Commissioner
Steve Karl, Property Owner
Steve Larrance, CPO 6 Resident / Aloha
Rick Van Beveren, TV Highway Business Owner

South Hillsboro Technical Advisory Committee

Aisha Willits, Washington County Planning Division
Andy Braun, Clean Water Services
Carlos Perez, Hillsboro School District
Charles Kettenring, Oregon Department of Transportation Rail Division
Cliff Crawford, Northwest Natural Gas
Gregg Leion, Washington County Planning Division
Jerry Green, Beaverton School District
Jim Rose, Comcast
Marah Danielson, Oregon Department of Transportation (ODOT)
Meg Fernekøes, Department of Land Conservation and Development
Oral Lee Rose, Bonneville Power Administration (BPA)
Tim O'Brien, METRO
Trent Lutz, Portland General Electric (PGE)

City of Hillsboro Staff

Pat Ribellia, Planning Director
Wink Brooks, Planning/Economic Development Liaison
Valerie Scilichi, Long Range Planning Supervisor
Karla Antonini, South Hillsboro Community Plan Project Manager / Urban Planner III
Bernie Monahan, Water Project Manager
Debbie Raber, Planning Project Manager
Don Odermott, Transportation Planning Engineer
Doug Miller, Planner II
Daniel Rutzick, Planner II
Henry Reimann, Police Lieutenant
John Rinier, Fire Marshall
Kevin Smith, Parks and Recreation Development Manager

Ricky Icenogle, Assistant Building Director
Tom Arnold, Engineering Project Manager
Jeannine Rustad, South Hillsboro Project Manager / Urban Planner III
Alwin Turiel, Long Range Planning Supervisor

Consultant Staff

Ric Stephens, South Hillsboro Community Plan Principal-in-Charge, Alpha Community Development
Dave Cady, Development Advisor, Alpha Community Development
Deb Meihoff, Public Involvement Coordinator, Communitas
Eric Hovee, Market, Funding & Financing Analyst, ED Hovee & Company
Glen Bolen, Planning Consultant, Fregonese Associates
Jeff Mitchem, Urban Designer, Ankrom Moison Architects
Jerry Palmer, Development Advisor, Alpha Community Development
John Fregonese, Planning Consultant, Fregonese Associates
Kim Gould, Fish/Aquatic Ecologist, SWCA
Leila Aman, Planner, Fregonese Associates
Mike Van Loo, Project Civil Engineer, Alpha Community Development
Scott Harmon, Transportation Engineer, David Evans Associates
Stacy Benjamin, Wetland Ecologist, SWCA
Stephanie Butler, Archaeologist, SWCA
Tess Jordan, Funding & Financing Analyst, ED Hovee & Company
Tom McConnell, Project Planner, Alpha Community Development
Doug Rux
Matt Hastie, Angelo Planning Group
Bill Reid, Johnson Reid

Advisory Group

Dave Wood, Newland Communities
Joe Hanauer, Butternut Creek Property
Andy Tiemann, Centex
Brian Campbell, PB Placemaking
Dave Leland, Leland Consulting Group
Erin Jacobs, Mithun
Jeff Bachrach, Newland Communities
Lisa Folkins, Mithun
Tim Schauer, Mackay & Sposito

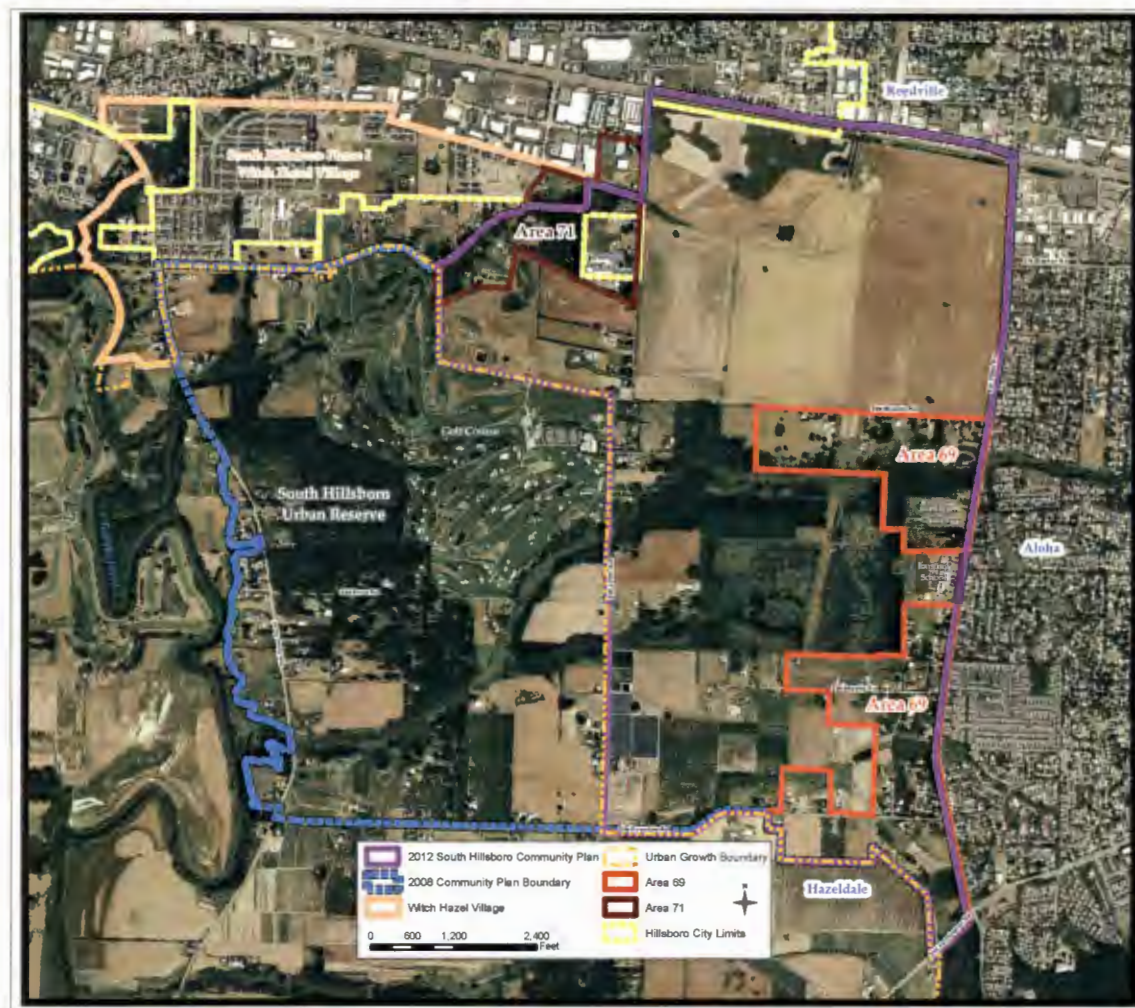
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South Hillsboro Community Plan

The South Hillsboro Community Plan (the “Plan”) presents a unique opportunity to create a new and innovative community responding to the needs of the Metro Region, City of Hillsboro and neighboring residents. The Plan outlines the foundation, principles, approach, and implementation action plan that will realize this vision.

Figure 1: South Hillsboro Plan Area Map



The Plan encompasses the lands north of Rosedale Road, south of the Tualatin Valley Highway, east of the Tualatin River, and west of SW 209th Avenue. The original study area encompasses 2,330 acres of rural, developed and open space lands (the “Study Area”). The Community Plan addresses approximately 1,400 acres within the Study Area (the “Community Plan Area” or “Plan Area”). Gordon and Butternut creeks traverse the site from west to east. A Bonneville Power Administration (BPA) powerline corridor crosses the eastern section of the Study Area from north to south. The

Reserve Vineyards and Golf Club is located near the center of the Study Area. An existing circulation network encircles the Study Area.

The Plan provides the framework for a residential mixed-use community organized around a new town center, complemented by a neighborhood center that can accommodate concentrations of retail and service uses; employment opportunities; civic facilities; schools; community and neighborhood parks; natural areas; and a variety of housing choices, consistent with Metro's 2040 Growth Concept. This conceptual framework integrates urban centers into the natural landscape, while protecting and enhancing natural resources, and creating compact walkable neighborhoods served by a variety of transportation modes, allowing the rational and economic provision of urban services. The South Hillsboro Community Planning effort allows the opportunity to:

- provide a coordinated transportation grid;
- preserve green corridors and blend the corridors with other community assets;
- improve Hillsboro's housing / jobs balance.

The Plan also provides the opportunity to create a sense of place by creating the opportunity for third places in a suburban environment. Third places are neither home nor work, but where people often choose to spend their time. Together, these features create a community with an extraordinary sense of place, not only for the Plan Area, but also for the surrounding community.

Finally, as the Plan illustrates, the area's location directly contiguous to developed urban areas to the north and to the east provides a gradual transition from urban development to rural agricultural uses to the Southwest. The development of South Hillsboro in accordance with the Plan will create livable communities, preserve the viability and vitality of the agricultural and forest industries, and protect the important natural landscape features of the Plan Area. The City of Hillsboro's strong leadership in developing the Plan and the active participation of the major landowners provides assurance that these lands will ultimately be developed in a manner consistent with the aspirations of the region.

Outline

Purpose

The Plan defines the guiding principles, land use and development proposed for the Study Area. The original plan was prepared in 2008 with direction from a citizen-led Task Force, Technical Advisory Committee, the Hillsboro Planning Commission, a stakeholder advisory team, consultant team and City staff. It was further refined and updated in 2012 by city staff and service providers in partnership with major property owners and other community members, a consulting team and the Hillsboro Planning Commission.

Sequence

The Project Context section provides an overview of the existing environmental, cultural, planning and regulatory conditions. This is followed by the various regional and local planning principles

that—combined with the existing conditions—form the basis for the land use plan and other key elements of the Plan. The Plan’s Community Principles, Vision Statement and Design Principles drive the themes and design elements of the Plan. The City Comprehensive Plan designations have been applied to the Plan map to create compatible land uses per City code. Finally, the required infrastructure was identified and the estimated costs calculated. Funding options were identified/created specific to the plan, and a general Phasing Plan has been developed to match funding with development. Approaches to ensure adequate provision of public facility and services associated with development and funding are detailed in the Implementation Action Plan.

This planning sequence can be summarized as follows:

1. Scenario development
2. Hybrid Scenario recommendation and refinement
3. Concept Plan Map
4. 2008 Community Plan Map (Comprehensive Plan)
5. 2012 refinement of the Community Plan Map
6. Infrastructure
7. Funding
8. Phasing

All major maps and plans in this report are available at a larger scale at the City of Hillsboro Planning Department.

Plan Area Vision

The Vision for the Plan blends an array of local and regional influences with community driven development principles.

Metro Great Communities Characteristics and Regional Values

The Metro Great Communities Characteristics and Regional Values directly shape the design and development of South Hillsboro. The six regional values include vibrant communities, economic prosperity, safe & reliable transportation, leadership on climate change, clean air & water, and equity.

Hillsboro 2020 Vision

The Plan implements the Hillsboro 2020 Vision principles. The Hillsboro 2020 Vision statement focus areas include strengthening and sustaining community, enhancing neighborhoods and districts, preserving the environment, creating economic opportunity, expanding education and cultural horizons, and promoting health and safety.

Natural & Cultural Resource Preservation

The Vision encourages preservation and enhancement of the significant natural and cultural resources. The Gordon and Butternut Creek corridors are part of a community-wide green space

network. Cultural resources have also been identified and preserved throughout the development process.

Infrastructure Funding & Phasing

The adequate provision of utilities, facilities and services are guided by an infrastructure funding and phasing program described in the Implementation Action section. The Plan focuses on the adequate provision of public facilities and services as development occurs.

Market Feasibility

The Plan is responsive to the economic and market conditions shaping growth. This includes providing development flexibility to adjust to changing demographics and other market conditions.

These considerations collectively influenced the creation of the Plan for an innovative, dynamic, and vibrant community.

Community Principles

In addition to meeting the demands of local and regional forces and development principles, three overriding general principles emerged during the concept planning process:

Complete : Connected : Green

- ✦ **Complete**—a community with the full spectrum of facilities and services. A life-cycle community that addresses the needs and desires of all residents for health, housing, education, shopping and recreation.
- ✦ **Connected**—a community that provides residents and visitors with full multi-modal access. A community that seamlessly connects neighborhoods and easily transitions from urban to rural lands. A community plan, which in addition to serving future residents, provides older neighborhoods to the East and to the North, with access to needed parks, trails, open space, shopping and family services.
- ✦ **Green**—a community that integrates open spaces with neighborhoods. A sustainable community that incorporates state-of-the-art green development practices. Preservation and improvement of existing natural resources and wildlife corridors to create a truly distinct natural environment.

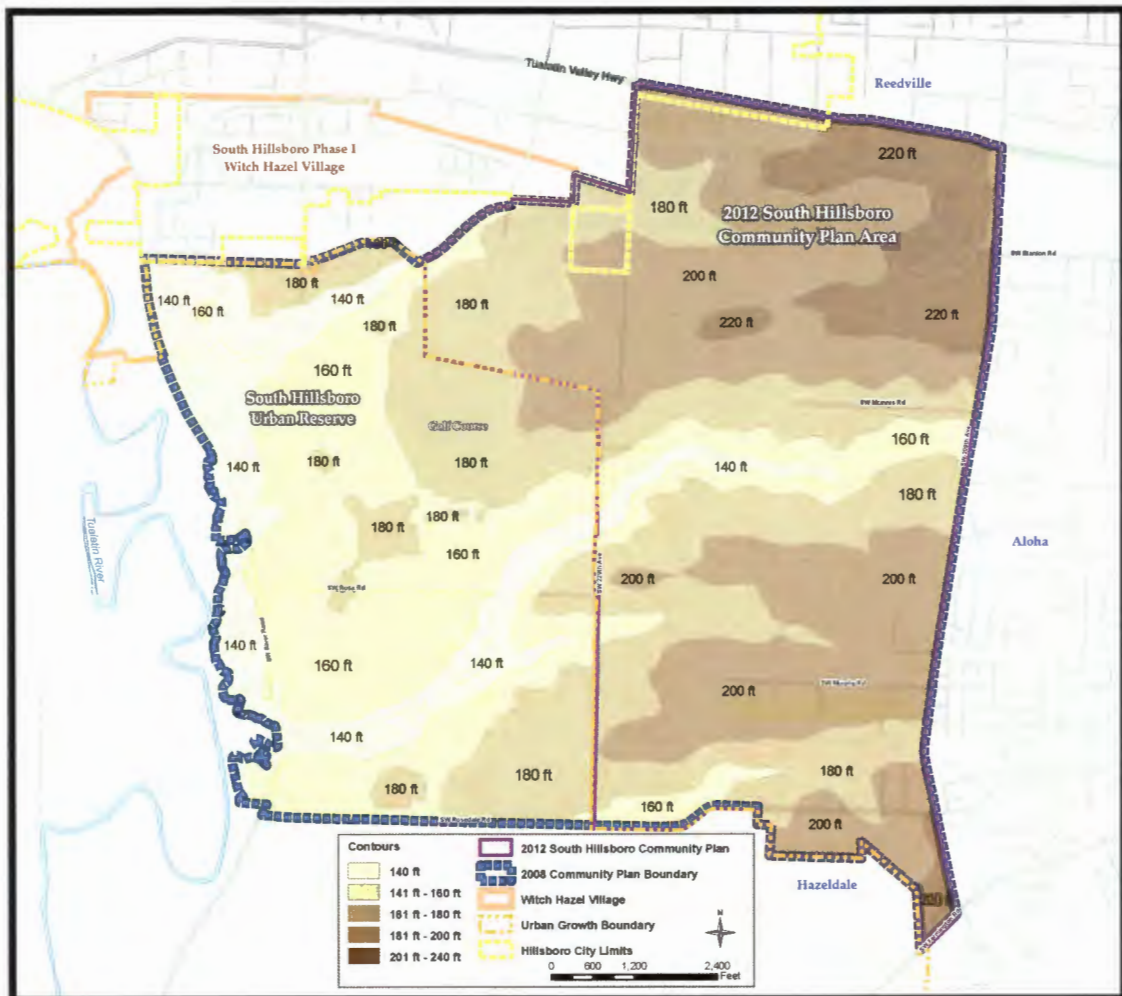
Complete : Connected : Green provides the framework for ensuring that the evolving Plan Area remains a special and unique place.



Environmental Context

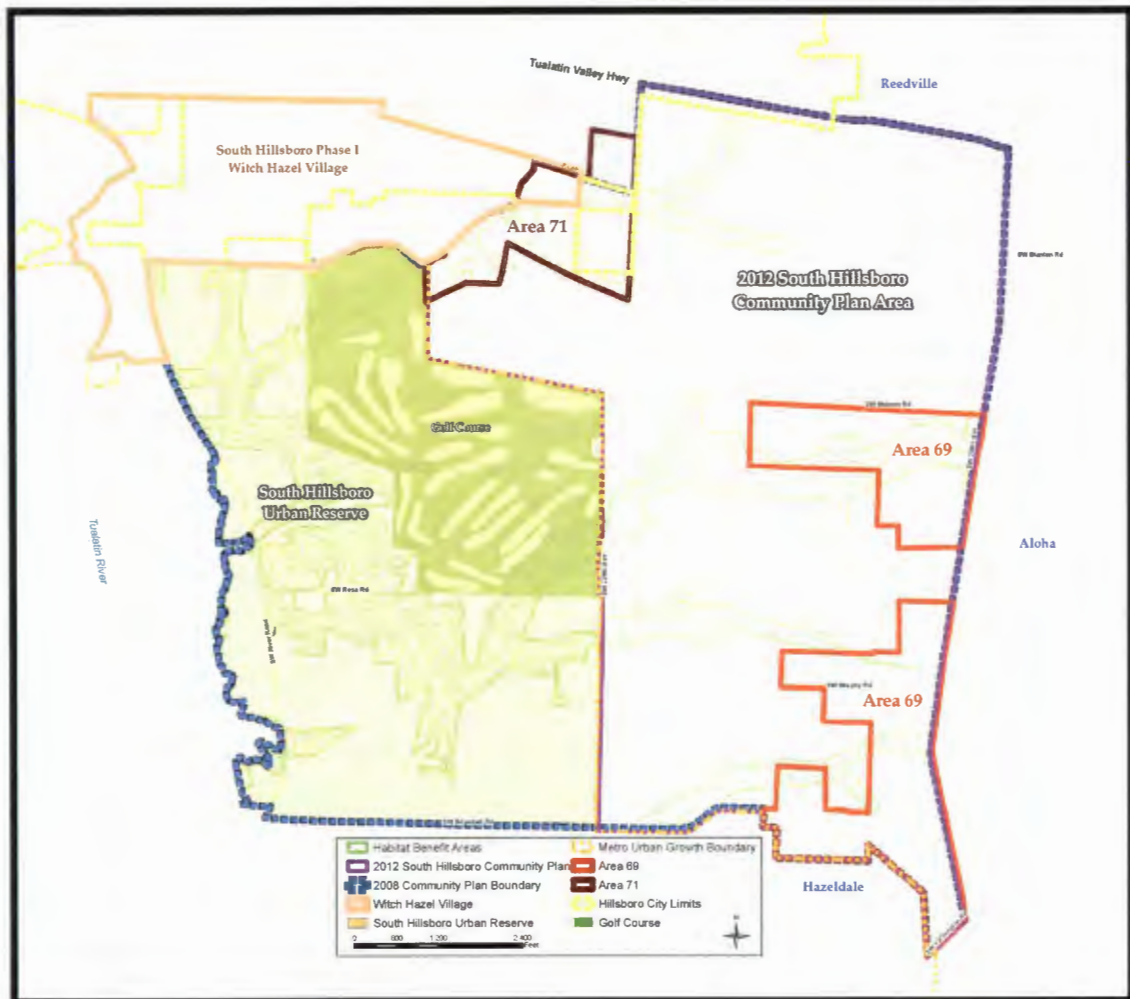
The Study Area is located in the Middle Tualatin-Rock Creek Watershed within three sub-watersheds including Middle Tualatin-Gordon Creek, Butternut Creek, and Middle Tualatin-Rosedale Creek. The Tualatin River flows southerly near the western boundary of the Study Area. The Tualatin River ranges from 300 feet to a quarter mile from the site. Several tributaries to the Tualatin River flow west/southwesterly through the site, including Gordon Creek, Butternut Creek, a Butternut Creek tributary, Rosedale Creek (also referred to as Hazeldale Creek), and an unnamed Tualatin River tributary that originates immediately west of the Reserve Vineyards and Golf Club and joins the Tualatin River at approximately river mile 36.5.

Figure 2: South Hillsboro Community Plan Study Area Topography



Wetlands and natural resources were mapped in 2001 by Fishman Environmental Services for 949 acres of the Plan Area in the City of Hillsboro Goal 5 Natural Resources Inventory and Assessment. The local wetlands inventory was conducted according to the Oregon Department of State Lands (DSL) offsite option. Therefore, wetland and natural resource boundaries mapped in the inventory are approximate and are intended for general planning purposes only. Significant riparian corridors and upland wildlife habitat were also mapped along Gordon Creek and Butternut Creek in the City's Goal 5 inventory. Properties not previously inventoried by the City that contain natural resources will be inventoried and a significance determination made using the methodologies described in the adopted City of Hillsboro Goal 5 Natural Resource Inventory & Assessment Report. Natural resources determined to be significant and their Impact Areas will be added to the Significant Natural Resource Overlay (SNRO) District as part of the rezoning process. An Economic, Social, Environmental, and Energy (ESEE) Consequences Analysis will be conducted for the Significant Natural Resource (SNR) sites added to the SNRO District. A formal wetland delineation has been prepared by DSL for the portion of Gordon Creek located east of SW 229th Avenue. In addition to the City's SNRO District, the City is a partner in the Tualatin Basin Fish & Wildlife Habitat Program. This is a voluntary program that encourages 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.

Figure 3: South Hillsboro Community Plan Habitat Benefit Areas



Cultural Context

An archival search at the Oregon State Historic Preservation Office (SHPO) was conducted to determine if known prehistoric or historic archaeological sites or other documented cultural resources are present within or near the Plan Area.

The SHPO database indicates that historic and archaeological sites not formally documented do occur within the 2,330-acre Study Area. The database indicates that an unmarked cemetery lies within the Study Area. The cemetery is referred to as the “Original Reed Farm Cemetery” or the “Ladd-Reed Cemetery.” No survey report or site form is associated with this resource. SHPO records also indicate that Native American archaeological sites exist in the Plan Area.

In addition to the SHPO database, the records of the Oregon Commission on Historic Cemeteries indicate that another nameless cemetery is located in Section 14 of Township 1 South, Range 2 West, Willamette Meridian. The cemetery is documented in the Oregon Burial Site Guide. The cemetery is located south of Reedville, on the Ladd-Reed farm. The guide states that the gravestones were intentionally covered with 2 to 3 feet of soils so that farming could continue in the area. It is estimated that the cemetery consists of 10 to 12 graves. Issues associated with cultural resources will be addressed in more detail as part of the development process and as the city updates its Goal 5 inventory of environmental, cultural and historic resources for the Plan Area subsequent to annexation.

Planning Context

The South Hillsboro area has been a candidate for future urban growth for the past decade. Located southeast and adjacent to the City of Hillsboro, the 2,330 acre Study Area is bordered by the Tualatin Valley Highway on the north, 229th Avenue, Gordon Creek, the Witch Hazel Village Neighborhood, and Tualatin River on the west, Rosedale Road on the south and 209th Avenue on the east. A large portion of the Plan Area includes areas already included within the regional Urban Growth Boundary (UGB). These areas are UGB expansion Areas 69 and 71, shown in orange and brown lines respectively on Figure 4, and the more recent South Hillsboro expansion in 2011 known as Area 2. The portion of the Study Area not included in the 2011 UGB expansion has been designated by Metro and Washington County as urban reserves. The Plan Area is adjacent to the Reedville, Hazeldale, Aloha and Witch Hazel Village neighborhoods.

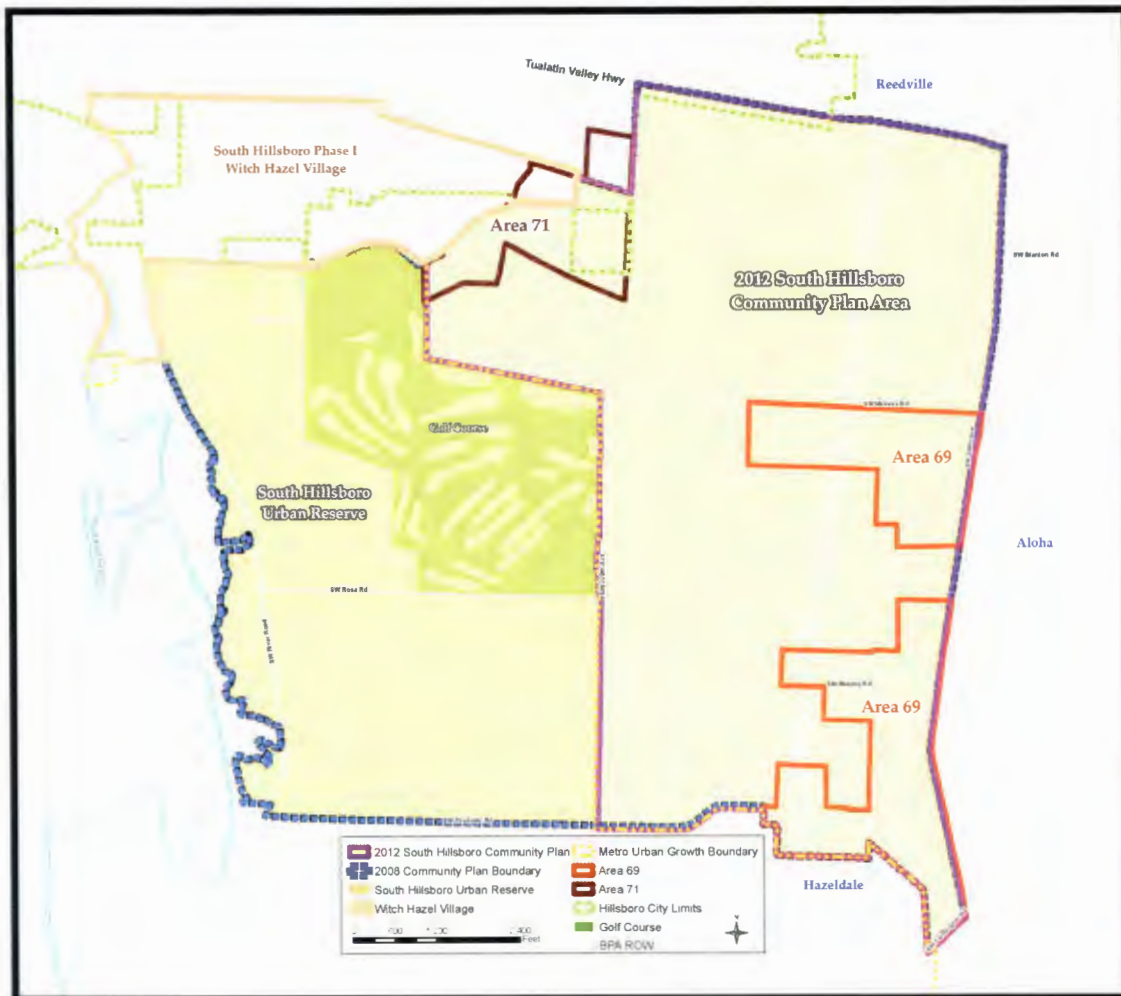
The City of Hillsboro has been planning for the future of this area since 1998. Because of the large concentration of family wage employers in the City (e.g., Intel, SolarWorld, government employers), the City has focused on creating a diverse range of residential opportunities in the Plan Area. According to the 2009 draft Economic Opportunities Analysis (EOA) prepared by Johnson Reid, the city's ratio of jobs to housing is 2.2 (approximately 72,000 jobs; 32,000 occupied housing units). This existing ratio is substantially higher than the City's jobs/housing balance goal of 1.5 jobs per housing unit, which is intended to reduce the percent of cost-burdened households within the city by lowering worker commuting costs. If the City is to reach this goal, a substantial increase in housing opportunities within the city is needed, especially if the city's employment base nearly doubles by 2035, as projected in the draft EOA.

Over the last decade the South Hillsboro area has seen multiple planning initiatives. In 1997, Metro designated 1,450 acres of land south of Hillsboro as urban reserves for future inclusion in the region's urban growth boundary. In 1998, Hillsboro signed a Memorandum of Understanding with Washington County to plan and serve the area and completed an extensive public planning process creating a conceptual land use plan for the area. The South Hillsboro Urban Reserve Concept Plan was completed in 1998, but not adopted. However a portion of it known as Witch Hazel Village was incorporated into the City's Comprehensive Plan in 2004, and is currently being developed. Elements of the South Urban Reserve Concept Plan prepared in 1998 were used as a starting point to inform the current Plan effort. The Plan is an extension of this long-term planning effort and encompasses the areas that were brought into the Urban Growth Boundary in 2002 and 2011.

State legislation provides an alternative method for considering future Urban Growth Boundary expansions in the Portland Metropolitan Area. Senate Bill 1011, enacted by the 2007 Legislature, enables Metro and local counties to designate Urban and Rural Reserves in order to determine where the Portland metropolitan region will — and will not — expand to accommodate population and employment growth over the next 40 to 50 years. In 2010-2011, Metro, Multnomah, Clackamas and Washington Counties collectively designated urban and rural reserves. The South Hillsboro Study Area was included in the urban reserve designation (see Figure 4). In 2011, the area roughly between Area 71 and 229th to the west, Tualatin Valley Highway to the north, Area 69 and 209th Avenue to the east and Rosedale Road to the south was added to the UGB by Metro. The purpose of the Plan is to guide future planning and development decisions within the Plan Area, including updates to the city's comprehensive plan, subsequent zoning amendments and decisions about the provision of future public facilities and services.

Early traffic analysis indicated that traffic for the entire Study Area could not be accommodated at current automobile trip rates and transportation mode splits. In the long term the entire area is logical for future urban expansion but, because of current traffic generation, the Study Area was divided into two areas. The Plan Area (shown in yellow on Figure 4) comprises approximately 1,400 acres and includes the UGB expansion 2002 and 2011 UGB expansion areas. The potential future urban reserve area (outlined in purple on Figure 4) encompasses approximately 930 acres and specific plans for this area are not addressed in the Community Plan.

Figure 4: South Hillsboro Community Plan Area



Market Context

Housing

The Plan was designed with a mix of housing types and price ranges. This diversity will encourage supportive commercial, mixed use, and third places where people can gather informally—all critical for marketability and sustainability.

A market analysis was prepared as part of the community planning process in 2007-2008. This analysis was updated in 2012 by Johnson Reid. Key findings from this analysis related to current and future housing development in the area include the following:

- ✦ There will continue to be a strong future demand for housing in the Hillsboro area. At full build-out South Hillsboro would meet less than half (about 46%) of the total area demand for new housing through 2035.
- ✦ The scale, density and type of housing proposed in the plan, including housing envisioned in medium-density, high-density and mid-rise residential areas, as well as mixed use residential/commercial areas are generally consistent with market demand in the area in terms of average densities, likely pricing and market depths based on Hillsboro-market area trends.
- ✦ There may be less demand in the future for lower density residential development than assumed in the land use plan for South Hillsboro. This provides the city and property owners with flexibility for adjusting these proposed housing types and densities in the future.

The Plan includes opportunities to develop a mix of housing types and price ranges for Hillsboro's workforce, especially for the forecasted number of employees within professional and business, retail, leisure, hospitality, and health services. A range of housing types and price ranges would help those employed within the commercial areas of the Concept Plan's Town and Neighborhood Centers. Housing densities that reduce land costs and increase transit feasibility will be key to achieving housing affordability within the Plan Area.

Retail

Many areas of the City of Hillsboro are currently well-served by retailers and functions as a retail destination, particularly for comparison goods. However, recent market analysis conducted for the South Hillsboro area indicates that more retail and commercial services will be needed to serve future residents in the Plan Area as well as adjacent areas such as Aloha and Reedville, which are currently underserved by commercial and retail services. An updated market analysis conducted for the Plan Area by Johnson Reid in 2012 includes the following observations and conclusions related to retail development.

- ✦ At full build-out, assuming that South Hillsboro residents spend no more than 25% of their disposable income close to home, total commercial demand is estimated at approximately 576,000 square feet for the Plan Area.
- ✦ General merchandise stores, including large-format retail stores, as well as automotive sales, comprise the largest portion of expected demand in the area.
- ✦ Spending for smaller retail businesses is expected to generate about 290,000 square feet of development. These types of businesses would be more consistent with mixed use and other non-large format development types.
- ✦ Total land needs for future commercial use are projected to be between 28 and 66 acres of land, depending on whether large-format retailers are included.
- ✦ Concentrating commercial development in town center and neighborhood center areas will improve its economic viability.

In general, residential development with the Plan must lead retail development. Phase 1 of a retail center could include 130,000 square feet with a grocery anchor. A Plan Area retail center should be located for maximum accessibility.

Regulatory Context

Future comprehensive plan amendments that implement the Plan must conform to the requirements of a variety of State and Regional land use rules and plans, including Statewide Planning Goals and Administrative Rules, and provisions of Metro's Regional Functional Plan. The most important of these are the Statewide Metropolitan Housing Rule adopted by LCDC as an implementation measure under Goal 10 (Housing); the Transportation Planning Rule; and, Metro's Urban Growth Management Functional Plan, Title 11 requirements.

Department of Land Conservation and Development:

Urban and Rural Reserves Rule: OAR 660, Division 027:

This Rule provided the framework for the regional designation of urban and rural reserves, including the Study Area as urban reserves.

Metropolitan Housing Rule: OAR 660, Division 007:

LCDC first established the Metropolitan Housing Rule in December 1981.

In general, the Rule requires that the city "designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing." The Rule establishes minimum densities that are to be achieved. The City of Hillsboro is required to provide for an overall density of ten or more dwelling units per net buildable acre. The Rule applies to "larger urbanized jurisdictions with regionally coordinated population projections of 50,000 or more for their active planning areas, which encompass or are near major employment centers, and which are situated along regional transportation corridors."

Transportation Planning Rule: OAR 660, Division 012:

The purpose of the Transportation Planning Rule (TPR) is to guide jurisdictions in Oregon through meeting the broad objectives of the Statewide Transportation Goal, which are to provide a safe, convenient and economic transportation system, while addressing the needs of the transportation disadvantaged. The primary mechanism through which the TPR strives to accomplish its mission is the requirement that jurisdictions within a Metropolitan Planning Organization area adopt a Transportation System Plan (TSP) that contains specific elements, including a public transportation plan, a bicycle and pedestrian plan, a parking plan, and a transportation financing program.

The rule is intended to maintain a balance between the land uses allowed under a comprehensive plan and zoning and the transportation system that supports those land uses. The Rule provides that where a proposed comprehensive plan or land use regulation amendment would "significantly affect" an existing or planned transportation facility, then a local government must put in place

measures to assure that the land uses allowed by the amendment are consistent with the identified function, capacity and performance standards of the affected facility. The Rule includes a number of criteria for determining whether a facility would be significantly affected when related to the relative performance and classification of nearby transportation facilities.

This portion of the TPR was recently amended (effective 2012). The amendments exempt zoning map amendments from a significant effect determination if the amendment is consistent with certain criteria. Other changes include exempting proposed amendments to functional plans, comprehensive plans, or land use regulations in locally designated multimodal mixed-areas (“MMAs”) from applying performance standards related to traffic congestion and delay if specific criteria are met. An MMA can be a town center, downtown, transit-oriented development, “special transportation area” or other area with a mix of different land uses and street and pedestrian facilities that provide for safe and accessible connections.

Metro Regional Functional Plan

Title 11 and Metro Code Requirements

Metro has adopted a regional Urban Growth Management Functional Plan as an implementation measure of the authority vested in Metro by State law. The Plan is codified as part of the Metro Code, at Chapter 3.07, and contains 13 Titles. Title 11 governs “Planning for New Urban Areas.”

Title 11 requires that concept planning be done for newly urbanized areas including planning for residential densities to support local and regional housing needs and provide a diversity of housing stock, affordable housing, transportation planning, identification and mapping of resource areas to be protected, conceptual public facilities and service plans and a conceptual school plan identifying land and facilities necessary to serve the area. In December 2011, when Metro expanded the UGB to include the additional area with the South Hillsboro area they set forth a target capacity of up to approximately 12,066 dwelling units within the overall Plan Area as part of the adopting ordinance. This target is an increase over the usual 10 units per net acre and has required additional planning efforts to substantially comply with this requirement.

Future planning and zoning in the Plan Area also will need to meet other Metro Code requirements at the time zoning is applied. The Plan provides the basis for consistency with those requirements.

Urban Growth Boundary Expansion

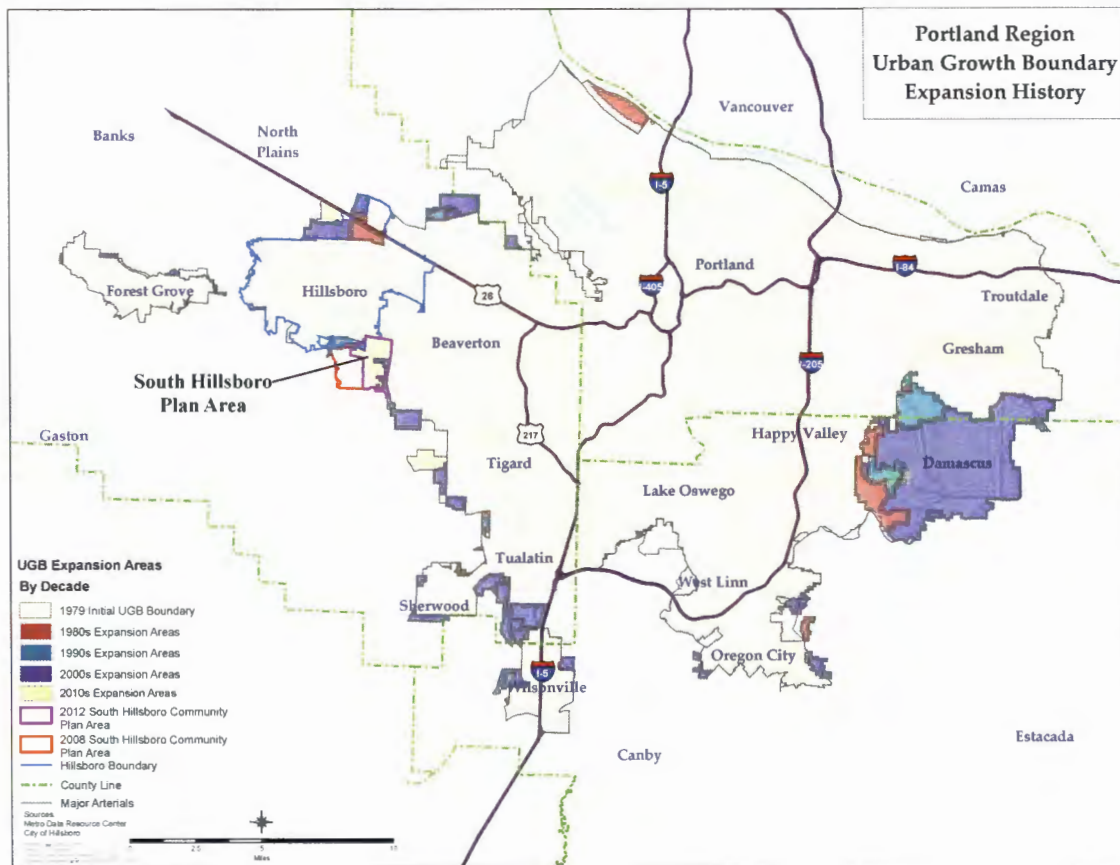
The most recently adopted regional population forecasts project over 600,000 new residents in the Metro Region by the year 2030. About 40% or more of these new residents are predicted to reside in Washington County [State Office of Economic Analysis]. The existing cities are expected to absorb about 20% to 40% of this growth, depending on the ability of existing infrastructure to accommodate new development. The remaining residents will need to be accommodated within new Urban Growth Boundary expansion areas [Westside Economic Alliance]. Metro conditioned the South Hillsboro 2011 UGB expansion on the following:

The city of Hillsboro shall demonstrate that land use regulations adopted pursuant to Metro Code section 3.07.1120 will provide, during the 20-year planning period, capac-

ity to achieve a target of approximately 10,766 dwelling units in Area 2 and adjoining Plan¹ lands currently in the UGB. No current dwelling unit capacity in the adjoining South Hillsboro Community Plan lands may be counted toward the 10,766 dwelling unit target.²

In addition, the state Metropolitan Housing Rule requires that the City “designate sufficient buildable land to provide the opportunity for at least fifty percent (50%) of new residential units to be attached single family housing or multiple family housing. The Plan will substantially comply with Metro’s new housing target and will create a complete community for approximately 9,000 to 11,251 dwelling units and 23,400 to 29,250 residents. [Population assumes an average of 2.60 people per household from the 2010 U.S. Census]

Figure 5: Portland Region Urban Growth Boundary Expansion History



¹ “South Hillsboro Community Plan” (February 22, 2008, Final Draft).

² Metro estimated a capacity of approximately 1,300 dwelling units in Areas 69 and 71.



Community Planning Process

Framework

The Plan combines regional and local needs and aspirations, and is the result of a collaborative process that involved agency officials, consultants, stakeholders and the general public. The Community Planning Process section includes the following elements:

- ✦ **Metro Great Communities Characteristics and Regional Values**—the eight characteristics and corresponding six values for creating a great community.
- ✦ **Hillsboro 2020 Vision**—the city-wide vision components.
- ✦ **Planning Foundation Summary**—the various regional and local “drivers” that shape land use decision-making.
- ✦ **Public Participation**
- ✦ **Design Principles and Elements**—the site-specific design objectives
- ✦ **Scenario Development**
- ✦ **Concept Plan and Findings**—the refinements to the plan derived from land use and transportation modeling.
- ✦ **Market Consideration**

These elements, or “drivers,” are critical in shaping local and regional planning efforts. The Metro Great Communities Characteristics and corresponding Regional Values help the city measure the Plan’s performance as a complete community. As a new community in the City, the Plan implements the Hillsboro 2020 Vision. In addition to the Hillsboro 2020 Vision, the Plan must apply the Hillsboro Comprehensive Plan policies. To create a unique sense of place, the Plan embodies a strong planning foundation, design principles and elements.

The application of these “drivers” was guided by the Task Force, Technical Advisory Committee, Planning Commission, stakeholder advisory group, consultant team and City staff. The following describes the design principles and considerations that shape the Plan.

Metro Great Communities Characteristics

The Plan contains all eight characteristics that describe a Great Community. The Plan will help implement the Metro 2040 Growth Concept Plan and the Statewide Planning Program as a model Great Community.

1. Community Design

Well-designed areas are more likely to enjoy cohesive community interaction, an involved and active population and thriving business districts. Density, walkability, connectivity and legibility are important attributes of good community design.

Community design for the Plan adheres to all aspects of the Great Community characteristics. The project has sufficient town and neighborhood centers with densities exceeding 23

and 18 dwelling units per acre, respectively. The centers provide a wide diversity of uses to support and encourage walkability. Connectivity is one of the three key Community Principles guiding the development of the community planning process. The Plan's transportation system considers and provides for automobiles, freight, bicycles, pedestrians and transit-riders. Block sizes range from 250-350 feet on each side. Longer blocks may occur with mid-block pedestrian ways. The Plan preserves and enhances the natural creek corridors, and the Concept-Driven Design section under Greenspace Systems describes these rich, distinctive and site-specific characteristics. Well designed gateways will help create a unique and attractive sense of place. Urban design, architecture and landscape architecture are further discussed in the Development Program section.

2. Complete Communities

It is important to consider how to support the viability of existing communities when adding land to the UGB. Areas should be considered for addition to the UGB only if they fulfill a recognized need.

The Plan helps create “complete communities” by providing for an increasing regional population and helping balance the City of Hillsboro’s overall jobs/housing ratio. The Plan also includes educational, recreational, and commercial opportunities not currently available to nearby residents.

3. Ecological Systems

When creating new Great Communities or when enhancing existing ones, ecological systems can and should be preserved. It is critical to the long-term health of the region that urbanization occurs in a way that preserves essential regional natural systems.

The Greenspace Concept provides wildlife habitat and corridors throughout the community. These corridors will be preserved, enhanced and integrated with a series of parks and the BPA powerline corridor to create a greenspace network. Please see the Concept-Driven Design section under Greenspace Systems for more information.

4. Optimize Major Public Investments

When the region is making decisions for the long term, it is timely and appropriate to consider previous and future infrastructure investments. Additions to the UGB should optimize existing and/or identify likely future major regional public investments for transportation, sewer, water and other utility infrastructure such as light rail alignments, as well as parks or open space areas.

South Hillsboro is uniquely situated to capture value from surrounding major public investments including:

- **Tualatin Valley Highway—** Since 2009, the City has been working on a Tualatin Valley Highway Corridor Refinement Plan, to be followed by a South Hillsboro Focus Area Plan. These efforts are expected to identify and prioritize transportation system solutions and potential funding for transportation issues within the Tualatin Valley Highway Corridor, as well as the Plan Area.
- **Railway—**The existing railway alignment offers a unique potential opportunity for future commuter rail transit. The Plan provides a Transit Center located near this railway line.

- **Cornelius Pass Road**—The Plan sets the alignment for a significant regional north/south connection that anticipates potential future Urban Reserves to the south.
- **Greenspace/Parks Network**—The Plan preserves and enhances a significant greenspace/parks network that provides habitat, recreation and connectivity.

5. Governance

One of the most important aspects associated with urbanization is the governance question: specifically, is there a vision for the area and service providers or a jurisdiction that is willing and able to provide urban-level services to an area if added to the UGB? Metro Functional Plan generally requires that areas added to the UGB be governed by a city and annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations (Metro Code 3.07.1110(A)&(C) and 3.07.1120(C)(2). These requirements make it possible to evaluate how any new area could cost-effectively and efficiently urbanize.

The City of Hillsboro is a full service city, providing a full array of urban services to its citizens. The City is the logical provider of urban services to South Hillsboro and will accept the responsibility for serving any of the Community Plan Area that is now included or may be included by Metro inside the Urban Growth Boundary and is approved for inclusion in the City by a comprehensive plan amendment and annexation.

The City has managed the Plan effort in cooperation with Metro and Washington County.

6. Finance

The feasibility of urbanizing a specific area depends on the cost of supplying public services and the governments' ability to finance the capital costs of extending services. Those financial issues are critical to this analysis and development of Great Communities. First, to finance public services, a financially-capable local government, or set of local governments, needs to be established with financing authority. Second, before bringing an area into the UGB, the cost per unit of development of extending primary linear-public services, such as streets, sewer, water and storm drainage must be evaluated. Finally, a plan to finance at least the capital costs of each system needs to be developed prior to bringing an area into the UGB.

The Implementation Action section describes the infrastructure plan, funding options and phasing program proposed for the Plan.

7. Economy

The role of the market cannot and should not be ignored when evaluating areas for UGB expansion and future great community development. A challenge to land use planning is to provide for a sufficient supply of developable land to meet regional needs while maintaining the quality of life that keeps this region a desirable place to live.

The Market Context section details market considerations for the Plan.

8. Education and Workforce Development

Historically, schools have been a defining element for how citizens relate to their communities; they are commonly one of the central building blocks of a community.

The Plan envisions several school sites combined with parks where possible. These sites are located to optimize walkability and many are near or adjacent to the greenspace corridor network. The Hillsboro and Beaverton School Districts were participants in the South Hillsboro community planning effort, ensuring appropriate number of school sites. The Hillsboro School District has reached agreements to acquire four (4) school sites, totaling 50 acres within the Plan Area, including 10 acres in the Butternut Creek area and 40 acres in the Reed's Crossing area. These sites are anticipated for a combined elementary/middle school (20 acres) and three (3) additional elementary schools (10 acres each). The exact configuration and location of sites and timing of construction will be determined as the area develops.

Hillsboro 2020 Vision

Plan Vision Statement

Hillsboro: Hometown for the Future

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

The Plan implements the Hillsboro 2020 Vision through a comprehensively planned land use and circulation system integrated with the natural stream corridors.

Strengthening and Sustaining Community (community identity, cultural diversity, community activities and citizen relationships)

South Hillsboro provides a scale of development that provides the full-spectrum of amenities and services. At the same time, the circulation pattern of streets and greenspace corridors ensures connectivity associated with small-town living. The town center, neighborhood center, schools, parks, and greenspace corridors offer numerous opportunities for events and gathering places.

Enhancing Neighborhoods and Districts (connecting neighbors and businesses to the larger community; parks, transportation, housing)

The Plan blends the wetlands corridors with the powerline corridor to create a greenspace network with a unique sense of place. South Hillsboro creates new neighborhoods with their own "unique atmosphere and various lifestyles." The town and neighborhood centers provide a range of business opportunities serving both this community and the neighboring communities. Numerous parks connected by the greenspace network provide an array of recreational opportunities. A transit center located on the TV Highway / railway corridor will connect residents with downtown Hillsboro and the greater metropolitan area.

Preserving the Environment (natural resources protection and preservation, air and water quality)

The South Hillsboro Greenspace Concept envisions a balanced approach to development with natural resource preservation. See the Greenspace System in the Concept-Driven Design section.

Creating Economic Opportunity (jobs and the workforce, business development)

The South Hillsboro Town Center and Neighborhood Center provide two unique commercial opportunities providing the spectrum of uses from mixed-use to civic. Regional commercial needs will be served via the Town Center; local commercial needs will be met by the Neighborhood Center. TV Highway provides the east-west axis for the regional Town Center. Cornelius Pass provides the north-south axis connecting the Town Center with the Neighborhood Center.

Expanding Educational and Cultural Horizons (education and learning, arts and culture)

The Plan includes a school network designed in coordination with the Hillsboro and Beaverton School Districts. These schools will serve the entire South Hillsboro community and portions of surrounding neighborhoods that need additional capacity. The Town Center envisions a civic component for a community center and an extension of the Hillsboro Public Library.

Promoting Health and Safety (police, fire, emergency response services; assisting at-risk youth; health and human services)

The Plan will create neighborhoods with a strong identity that encourage community-based policing and preventive programs for emergency services. A fire station may be incorporated adjacent to the community park and a police sub-station or community policing center may be included within a larger civic space. The circulation system ensures rapid response-times for emergency services.

Planning Foundation

In order to better plan for the future of South Hillsboro, this community plan proposes a comprehensive approach that includes both lands within the Urban Growth Boundary (UGB), as well as future development within directly adjacent urban reserves. This holistic approach helps ensure the area will become a healthier, safe and vibrant community through five key elements:

Infrastructure Delivery

Adequate public services and facilities are critical to the future development of the South Hillsboro area, as well as surrounding neighborhoods. Improvements to existing and future streets, water/sewer systems, and many other public facilities should be coordinated on a large scale and adequate facilities and services should be in place to serve development as it occurs. The Plan serves to guide the provision of facilities and services on an area-wide basis rather than an incremental approach.

Public Participation

As a democratic society, we value participatory decision-making, and citizen involvement is a key element in planning. Planning provides the forum for community consensus building. The Plan

involved a significant public participation process that included the general public, focus groups, a citizen-led Task Force, stakeholders, and a Technical Advisory Committee.

Public/Private Interests

Planning serves to help balance public and private interests. The market system does not address societal need, and planning provides a basis for identifying where and how governmental regulation should occur. In addition to public participation, the project is a collaborative design with City staff, consultants and property owners.

Environmental Management

The complexity and scope of human activity related to the natural environment requires more planning to ensure significant adverse impacts can be avoided or mitigated. In combination with population expansion, growth management must be planned in consideration for intergenerational equity (sustainable development) as well as environmental management. By planning for the larger area, a green space network can be developed that preserves and enhances significant natural areas.

Stability

Planning provides a framework for the future and helps ensure economic and social stability. The Comprehensive Plan and implementing zoning help establish expectations and value for future development. The Comprehensive Plan provides a blueprint, and zoning describes the “nuts and bolts” to achieve that vision. The Plan provides the vision and tools to ensure a vibrant, stable community.

Public Participation Summary

Stakeholders from within and beyond the Plan Area were engaged throughout the planning process. During the 2008 planning process, public input was received during citizen-led Task Force meetings, three project open houses, two community forums, one scenario planning workshop, stakeholder interviews, a housing market focus group session, a local business community meeting, several Citizen Participation Organization (CPO) meetings and a Hillsboro Vision 2020 Town Hall event. Public feedback was also obtained through email, letters, surveys, and comment cards. Over twelve-thousand [12,000] project newsletters, comment cards and meeting notifications were mailed to property owners in-and-around the Study Area. An interactive project website (ci.hillsboro.or.us/Planning/South_Hillsboro.aspx) and local newspaper articles publicized upcoming project events. In 2012, during the update to the Plan, public participation included property owner/service provider meetings, planning commission and city council work sessions, media outreach, two public open houses, and work sessions with the City’s Planning Commission. The project website continues to serve as an important resource for providing the public with relevant documents, reports, and images.

Figure 6: Public Open House, April 2012



Design Principles & Elements

The Plan planning process included development of a number of scenarios that evaluated various land use and development strategies. Through public outreach, workshops, and open houses, the following Design Principles were formulated:

Design Principles

1. Natural features should be preserved and incorporated into the community.
2. The community should be walkable.
3. Overall development density should be compatible with area-wide density and residential diversity should be promoted, with executive housing located near the golf course and higher density housing centered around commercial and civic uses. Locations of different types of housing may change to some degree in response to changing market conditions.
4. Development along TV Highway and the railroad should be compatible and appropriate.
5. Development along 209th Avenue should have limited access with no driveways and a limited number of intersecting roads to effectively meet the transportation needs of the Plan Area while providing adequate capacity for surrounding traffic needs.
6. North/south connectivity should serve regional needs.
7. East/west connectivity should encourage neighborhood access to future amenities.
8. Commercial development should take the form of one or more neighborhood centers and a town center rather than strip development.
9. The community should have a unique character and identity—an extraordinary sense of place.

Two Concept Plan scenarios evaluated different development programs and considered such options as a centralized town center, couplet circulation pattern, corridor development, and others. Compatible characteristics from each plan were retained, and elements that were less appropriate removed. The Hybrid Scenario identified the following development program elements that matched the Design Principles:

Design Elements

Gordon Creek Wetlands

Incorporate wetland corridors into the Town Center.

Wetlands Corridors

Incorporate wetlands into neighborhoods.

Walkable Schools, Parks, Neighborhoods and Centers

Combine schools, parks and open space corridors to make them walkable for children. Integrate open space and transportation corridors to make neighborhoods, public spaces and commercial areas all walkable.

Green Corridors

Include active open space and trails connecting parks and schools. Design significant open space connectivity for compact neighborhoods connecting with the Town Center and Neighborhood Center, as well as with the community and neighborhood parks.

Area-wide Compatibility

Focus the highest densities internally along the central corridor. Allow for some medium density areas to be distributed throughout the Plan Area.

TV Highway / Railroad Compatibility

Locate the mixed use, town center, and transit center in close proximity to the highway/railway corridor.

SW 209th Avenue Compatibility

Consider incorporating a landscape and screening buffer with “green street” design along SW 209th Avenue. [See Urban Design section]

Cornelius Pass Road Connectivity

Develop a Major Arterial through the site for north/south connectivity.

Century Boulevard Connectivity

Merge Century Boulevard with 229th Avenue.

Street Pattern

Design and develop a grid system for optimum connectivity.

Residential Diversity

Locate the workforce/affordable housing near transportation and other services. Provide different affordability levels throughout the community.

Town Center Location

Locate the Town Center at Tualatin Valley Highway and Cornelius Pass Road.

Town Center Design

Provide a main street, town center and transit center.

Neighborhood Center

Locate a Neighborhood Center along Cornelius Pass Road.

These design elements provide the framework to develop the proposed Community Plan map which also addresses state requirements for multi-family housing opportunities and Metro requirements for residential density and units.

Planning Process

During the 2006-2008 SoHi planning process, elements of several Concept Plan scenarios were blended to create the South Hillsboro Hybrid Scenario. This scenario was further refined in 2012 to formulate the integrated land use, circulation and open space plan described in this document. Over the course of the planning process, the plan evolved significantly during the following phases:

1. **Scenario Development**—The Task Force, Technical Advisory Committee, public, staff and consultant teams created a series of scenarios in 2007 and 2008 to explore possible community designs. This effort culminated in the preparation of a Final Hybrid Scenario that blended the best features of the proposed scenarios.
2. **Conceptual Planning**—The Task Force, Technical Advisory Committee, staff and consultant teams further refined the Final Hybrid Scenario to meet State, Metro, service agencies, and City requirements. This effort culminated in the Concept Plan
3. **Comprehensive Plan**—The land uses for the Concept Plan are converted to City Comprehensive Plan designations and formed the Plan
4. **2012 Plan Update**—The City and consultants worked to revise the Plan to include increased residential density amounts specified by Metro as part of the 2011 UGB expansion. The project team also confirmed assumptions related to needed capital improvements and funding strategies and reviewed the proposed refined plan with property owners, other members of the public and the Hillsboro Planning Commission.

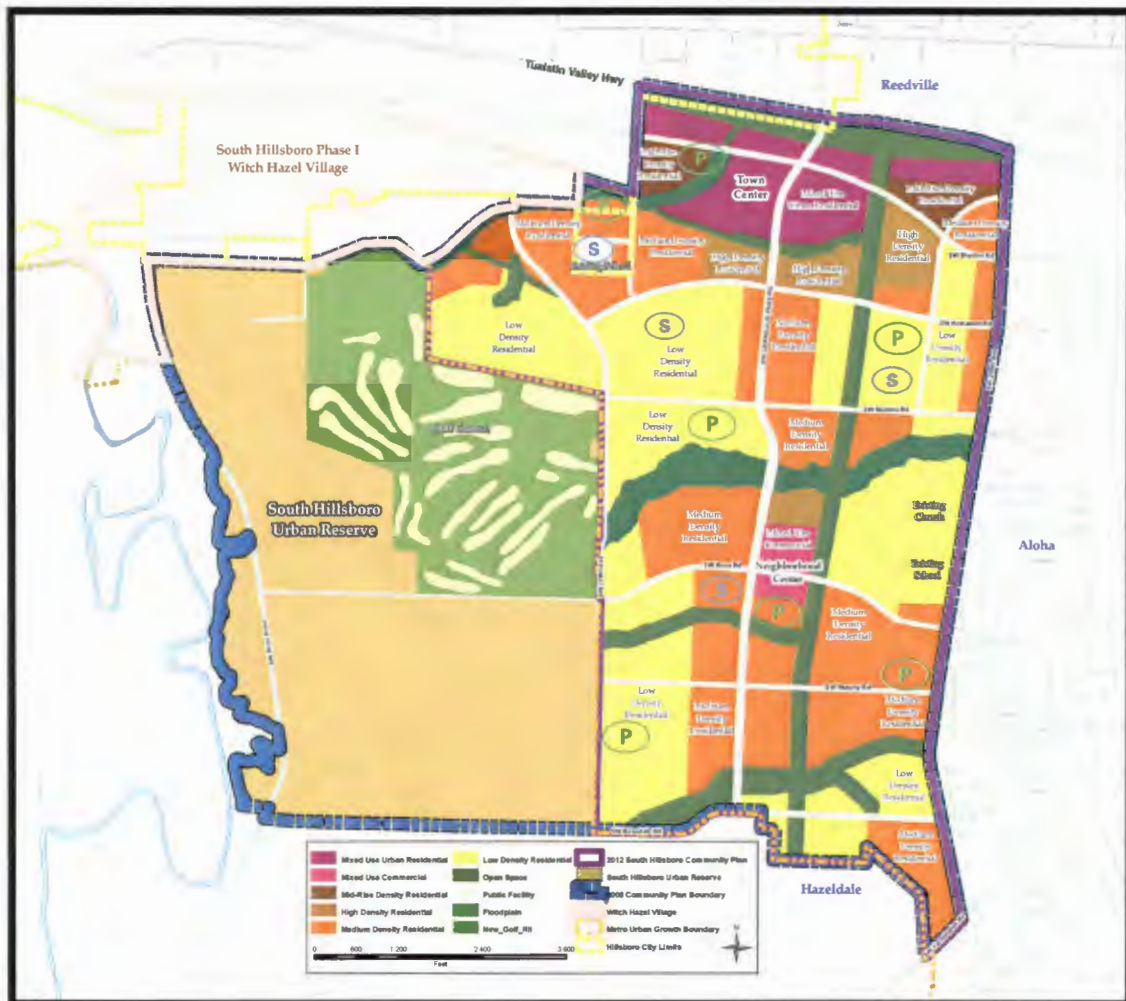


Development Program

Community Plan Map

The Plan map reflects the community principles and vision, design principles and elements and local, state and regional requirements described in the previous section. It also reflects analysis of opportunities and constraints in the Plan Area and an iterative design process conducted in 2006-2008 and further refined in 2012.

Figure 7: South Hillsboro Community Plan Map



Concept-Driven Design

Concept—Theme—Design

Concept-driven design provides a framework for creating a comprehensively-planned, cohesive community. Key concepts are derived from the “urban trilogy”: social development; economic strategies; and environmental quality. The planning process has interpreted these as complete, connected and green. These concepts have been used to create themes or thematic designs for the community. These themes provide the imagery for detailed urban design, architecture and landscape architecture. The concepts for South Hillsboro are directly linked to the Hillsboro 2020 Vision and Metro Great Communities.

Figure 8: Future Town Center Design Concept

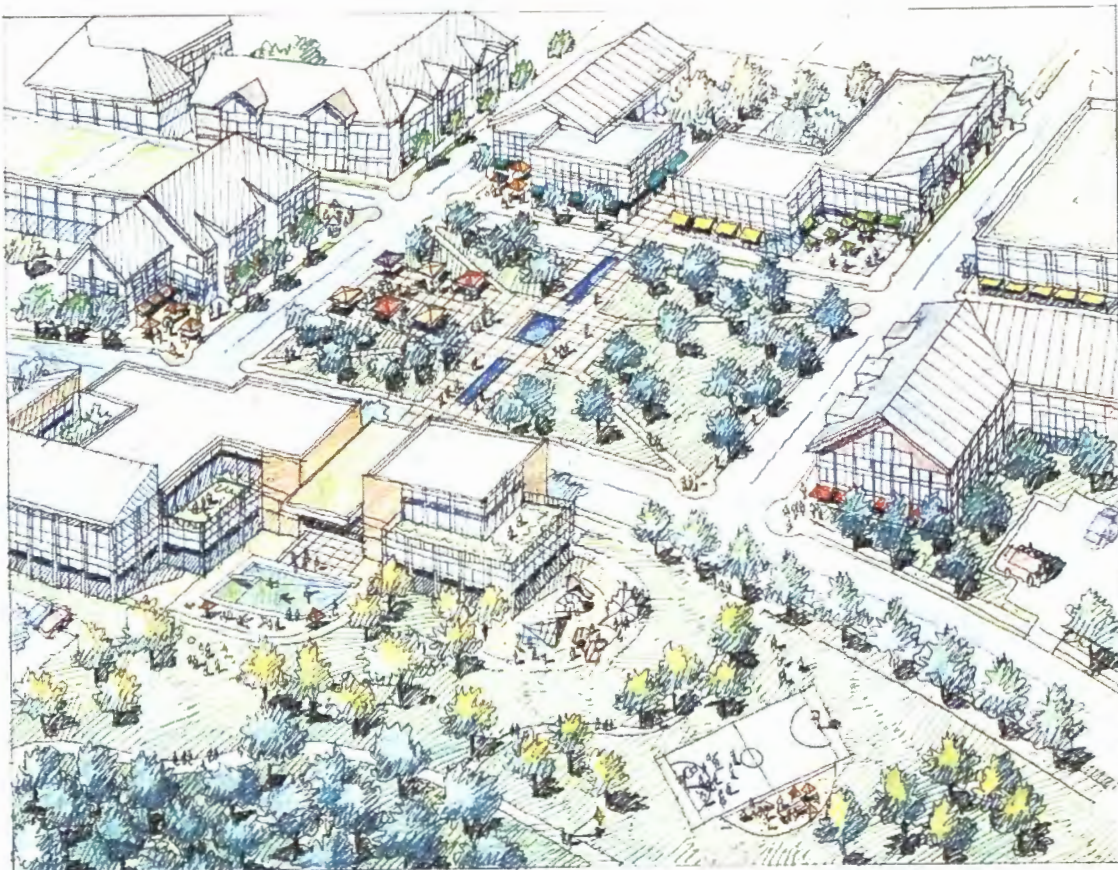


Image courtesy of Communita Design

COMPLETE—Lifestyle System

Complete means the spectrum of activities that define where we live; where we work or attend school; and where we spend our time outside of home and work. The Plan provides a balance of land uses to accommodate each of these.

Providing shelter creates space for “inhabitants.” Providing a home creates space for “residents.” But providing a community creates space for “citizens.”

The Plan provides both a sense of place and a sense of community. This “complete community” concept is directly related to the six key focus areas of the Hillsboro 2020 Vision as described in the Hillsboro 2020 Vision section of this report. It also mirrors the Metro Great Communities “Complete Communities” characteristics and Regional Values. The Plan provides a unique opportunity to create a new, complete community with the full spectrum of land uses and public services. In addition, the Community Plan will provide affordable housing, parks and recreation and will accommodate age and income diversity. Areas where residents live, work and play will include a town center, neighborhood center, compact, single-family and large-lot single-family neighborhoods. South Hillsboro will be a life-cycle community serving all segments of the population. The physical design:

- ✦ Creates a transitional community, with more intense uses close to TV Highway, becoming less intense moving outward toward a long term Urban Growth Boundary.
- ✦ Integrates a Town Center with commercial, residential, mixed-use, civic uses, transit center, and the greenspace system.
- ✦ Integrates a Neighborhood Center with commercial, residential and the greenspace system.
- ✦ Integrates compact neighborhoods with the Town and Neighborhood Centers, schools and the greenspace system.
- ✦ Integrates single-family neighborhoods with schools and the greenspace system.
- ✦ Creates third places that benefit both the immediate Plan Area and the larger Hillsboro/Washington County community.

Figure 9: Possible Concepts for Future Parks and Plazas



Images courtesy of Communita Design

CONNECTED—Multi-Modal Transportation / Communications System

Connectivity is key to creating a cohesive, complete community. The Plan provides a circulation system and greenspace network that promotes walkability and provides multiple ways to travel within the area. Different neighborhood orientations to streets, greenspace areas and other design features help create a diverse set of corridors, walking/biking trails, and roadways. The physical design includes the following elements:

- ✦ Grid pattern circulation system to accommodate streets, bike lanes and sidewalks.
- ✦ Greenspace circulation system to accommodate walkways, bicycle and hiking trails.
- ✦ Transit center to enable a future bus/commuter rail transit system. The transit center is intended to support potential high capacity transit service and help provide for transit connections between South Hillsboro and other areas in the city and region.
- ✦ Implement recommended improvements from the Tualatin Valley Highway Corridor and South Hillsboro Focus Area Plans to increase regional connectivity.
- ✦ North/south extension of Cornelius Pass Road for regional connectivity.
- ✦ Transportation planning envisions linkages to Downtown Hillsboro, North Hillsboro employment and Tanasbourne/AmberGlen via the circulation system and expanded transit system.

GREEN—Greenspace System

The Greenspace system includes the natural stream corridors, the BPA powerline corridor, new parks and trails. Collectively these form a greenspace network that links the community both internally and with adjacent neighborhoods. The greenspace system supports riparian habitat, passive and active recreation, and open space preservation. The powerline corridor can help create a unifying feature for orienting the compact neighborhoods. The physical design for this concept includes:

- ✦ Connect east-west stream corridors with north-south wildlife travel corridors.
- ✦ Use the powerline corridor as a north-south greenspace connector for trails. The corridor will be designed to ensure public health and safety through regulated design and use.
- ✦ Preserve wide forested areas (over 200 feet wide) to provide habitat for interior forest species.
- ✦ Maintain wetland/stream hydrology in sub-basins (develop stormwater master plan).
- ✦ Incorporate trails/passive recreational opportunities in outer edges of greenspace areas.
- ✦ Expand future greenspace to improve connectivity with Tualatin River.
- ✦ Use natural buffers as part of the UGB where possible, to complete the transition to agricultural uses.
- ✦ Promote habitat friendly development practices.

Figure 10: Concepts for Open Space and Trails



Image courtesy of Mike Kolwalski, Communita Design

Opportunities for Greenspace Expansion

- ✦ Restore historic wetlands in mapped hydric soil areas for:
 - Gordon Creek headwaters.
 - Butternut Creek tributary headwaters.
 - Rosedale Creek headwaters.
- ✦ Create wetland mitigation bank(s).
- ✦ Create riparian/upland forest to connect existing mature forest patches to:
 - Create wildlife travel corridors to connect Gordon Creek, Butternut Creek, Rosedale Creek, and Tualatin River.
 - Create large forested area near confluence of Butternut Creek and Butternut Creek tributary.
 - Expand future riparian/upland forest along Tualatin River.

Benefits for the Community

- ✦ Creation of meaningful wildlife habitat.
- ✦ Recreational & educational opportunities.
- ✦ Incorporate regional stormwater treatment with wetland restoration.

- ✦ Incorporate best practices related to sustainable design and development principles.

Urban Design, Landscape Architecture & Architecture

Urban design, landscape architecture and architecture for the Plan follow the design concept themes. This allows considerable design flexibility while maintaining a consistent quality and sense of place throughout the Plan Area. Community-wide design guidelines provide guidance for the entire Plan.

Figure 11: Future Neighborhood Center Concept



Image courtesy of Mike Kolwalski, Communita Design

Additional design guidelines for Reed’s Crossing and Butternut Creek are also provided to create individual neighborhood character.

Community Design

- ✦ **Town Center and Neighborhood Center Character**—Community centers will have cohesive design guidelines describing their urban design, landscape architecture and architecture. The Town Center will have a strong urban character, while the Neighborhood Center will have a

main street feeling and lower densities and a less intensive scale, emphasizing their separate community functions.

- ✦ **Neighborhood Character**—Consistent urban design, landscape architecture and architecture that is compatible with the design concepts and themes will be required for all neighborhoods.
- ✦ **Streetscapes**—Streetscapes will follow a hierarchy of design with the following scale: principal arterials, arterials, collectors, neighborhood routes, local streets, and alleys. Arterials and collectors will have a consistent design throughout the community; local streets, alleys and other specialized streets may have individual neighborhood designs.

Figure 12: Future Town Center Concept



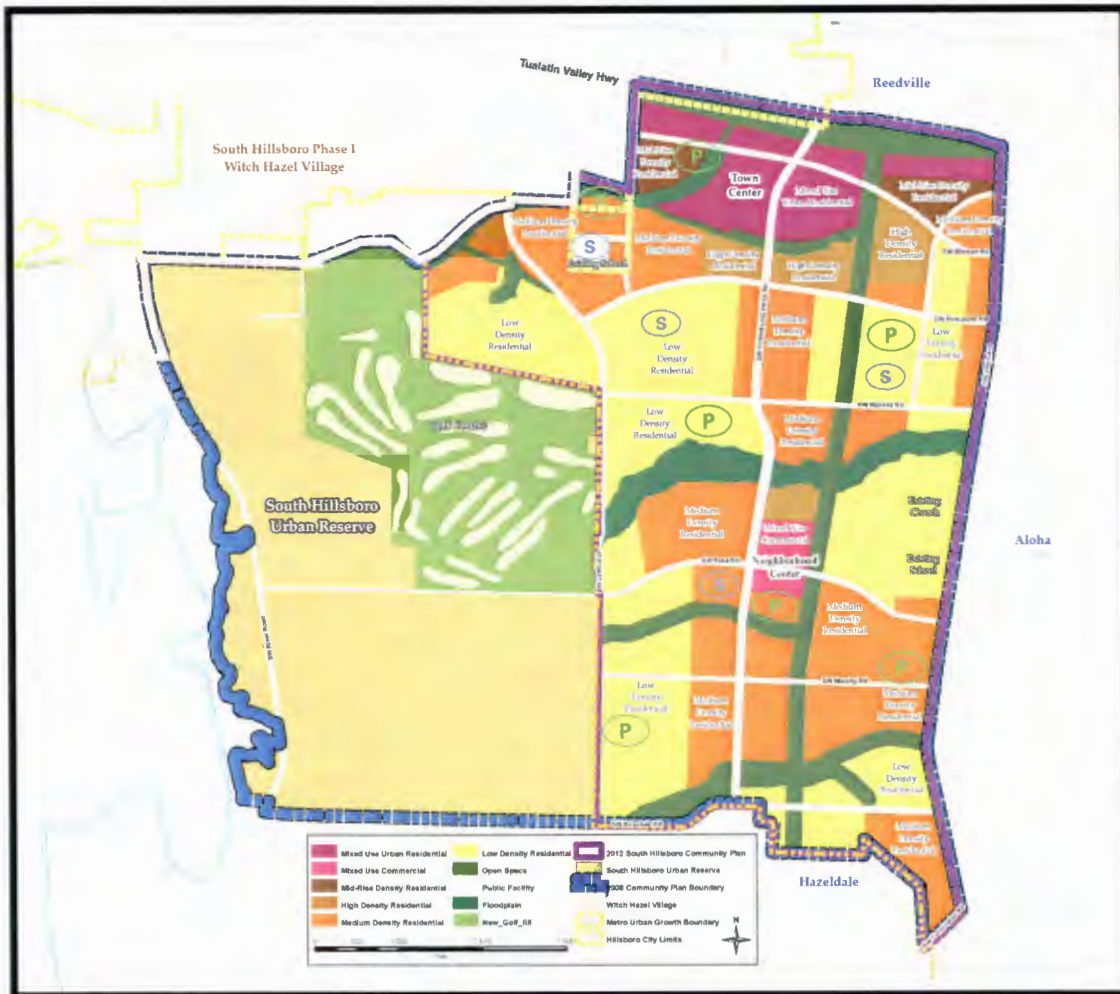
Image courtesy of Communita Design

- ✦ **Greenstreets**—Streets will employ greenstreet designs where technically feasible to integrate a system of stormwater management within its right of way; reduce the amount of water piped directly to streams and rivers; be a visible component of a system of “green infrastructure” that is incorporated into the aesthetics of the community; make the best use of the street tree canopy for stormwater interception as well as temperature mitigation and air quality improvement; and ensure the street has the least impact on its surroundings.
- ✦ **Traffic Calming**—Streets will employ traffic calming techniques to provide for efficient and safe vehicle and pedestrian travel. Traffic circles, roundabouts, and other techniques may be incorporated throughout community neighborhoods.
- ✦ **Gateways**—Gateways will follow a hierarchy of design consistent with the streetscape hierarchy. Entrances to the project, community centers, neighborhoods, greenspaces and parks will have a consistent design character.

Comprehensive Plan Land Use

This summary is provided to outline the method by which the South Hillsboro Comprehensive Plan will be implemented. The City's existing Comprehensive Plan (Figure 13) land use and appropriate Zoning District designations to implement the Comprehensive Plan will be used.

Figure 13: South Hillsboro Community Plan Map



Development of the Plan will allow flexibility in blending densities as outlined in the next section, and the Comprehensive Plan will allow flexibility in amending the Comprehensive Plan Land Use Map to meet market demand.

Background

The City utilizes a two-map system of implementing land use. The guiding map is the Comprehensive Plan Land Use Map which assigns specific land use categories (e.g. Commercial, Indus-

trial, Open Space, and Residential of varying densities) to property within the City's planning area. The Comprehensive Plan designations are then implemented by applying corresponding zoning districts on the City's Zoning Map for property located within the city limits. The zoning districts address the specific uses allowed (outright or conditionally) and the development standards applicable to each district.

The South Hillsboro Community Plan prepared in 2008 identified ten distinct land use categories:

- ✦ Mixed Use / Flex Use
- ✦ Town Center
- ✦ Neighborhood Center
- ✦ Compact Neighborhood
- ✦ Single Family Neighborhood
- ✦ Large Lot Single Family
- ✦ Potential Future Urban Reserves
- ✦ Recreation / Open Space
- ✦ Green Space
- ✦ Civic / Institutional

Each of these land use categories were subsequently translated to the most applicable Comprehensive Plan Land Use designation the City currently uses. In the case of the residential districts, the densities proposed by each category are assessed to match it to the appropriate residential Comprehensive Plan designation. The City's existing residential designations include:

- ✦ Low Density Residential (RL) – 3 to 7 units per net acre
- ✦ Medium Density Residential (RM) – 8 to 16 units per net acre
- ✦ High Density Residential (RH) – 17 to 23 units per net acre
- ✦ Mid-Rise Residential (RMR) – 24 to 30 units per net acre

The Compact Neighborhood provides several housing types that cover multiple existing Comprehensive Plan designations (RM, RH, and RMR). However, the concept planning process identified a specific percentage for each housing type which can then be allocated to the appropriate residential plan designation on the Comprehensive Plan map.

Zoning

City zoning districts would be applied to properties once the property is annexed into the City. The zoning that will be applied is determined by the Comprehensive Plan designation. In the case where more than one zone is available to implement the Comprehensive Plan designation, then the zone that best implements the Plan will be chosen. The following table is an example of the

types of city zones that may be applied within the South Hillsboro Community Plan area based on the City’s adopted Comprehensive Plan designations for the South Hillsboro Community. Zoning districts shall be applied with appropriate flexibility to achieve desired housing and employment capacity, density and diversity, as set forth in the South Hillsboro Community Plan. Existing zone districts may be modified to achieve such flexibility, particularly in the Town and Neighborhood Center.

Flex Use/Mixed Use, Town Center and Neighborhood Center on the Plan should be zoned for Mixed Use – Commercial District (MU-C) or a similar designation. The Mixed Use – Commercial District is designed to provide for a mix of larger-scale commercial and residential uses with design amenities that provide equal accommodations for pedestrians and motorists.

Compact Neighborhoods in the Plan Area are comprised of residential uses ranging in density from 7 units per net acre to 33 units per net acre. The higher density Compact Neighborhood would be located in the immediate vicinity of the Town Center. This portion should be zoned A-3 Multi-Family Residential. Extending a little further away from the Town Center and another area just north of the Neighborhood Center are residential uses that would fall in the 17 to 23 units per acre range and should be zoned A-4 Multi-Family Residential or a similar designation. Lastly, the Compact Neighborhood uses located furthest from either the Town Center or Neighborhood Center should be zoned R-4.5 Single Family Residential (8 to 10 units per net acre) or A-1 Duplex Residential (11 to 16 units per net acre).

Table 1: Community Plan Area Comprehensive Plan Designations

Community Plan Area Comprehensive Plan Designations					
Comprehensive Plan Designation	Gross Acres	Acres %	Net Residential Acres	Dwelling Units	Units per Net Residential Acre
Low Density Residential	454	32%	324	2,426	7.5
Medium Density Residential	392	28%	329	5,265	16.0
High Density Residential	54	4%	48	1,023	21.2
Mid-Rise Density Residential	28	2%	24	693	28.7
Mixed Use Commercial	17	1%	6	211	35.0
Mixed Use Urban Residential	86	6%	39	1,633	42.0
Public Facility	133	10%	-	-	-
Open Space	167	12%	-	-	-
Floodplain	69	5%	-	-	-
Total	1,400	100%	770	11,251	-

Single Family Neighborhoods in the Plan Area are intended for lower density single family detached residential uses. These areas could be zoned either R-6 (6,000 square foot minimum) or R-7 (7,000 square foot minimum). The City would need to amend the Zoning Ordinance to allow R-6 to occur within the South Hillsboro Concept Plan Area due to a code provision which currently limits its applicability to a specific geographic area identified on the 1983 Urban Planning Area Agreement map.

Large Lot Single Family areas would provide the opportunity for larger lot “executive housing” within the Plan Area. This would most likely be focused in the area surrounding the Reserve Vineyards and Golf Club. Zoning in this location should be either R-8.5 (8,500 square foot minimum) or R-10 (10,000 square foot minimum).

The Public Facility, Open Space, and Floodplain designations do not have corresponding implementing zones. Typically, these lands are zoned to be consistent with the adjoining land uses. Planned uses that would be anticipated for these lands (e.g. schools on the Public Facility lands, park or recreational activity on the Open Space lands) are reviewed through the City’s Conditional Use process.

Development Process

Land division applications (partitions or subdivisions) within the Plan Area will be processed per the provisions of the City’s Subdivision Ordinance (No. 2808). Partitions are reviewed administratively. Subdivisions may be reviewed either administratively, or if conditions warrant, may be reviewed in a public hearing by the Planning Commission. Planned Unit Developments are also reviewed through the public hearing process by the Planning Commission under the standards contained in Section 127 of the Zoning Ordinance (No. 1945).

In a situation where an applicant submits a subdivision application and the subject property includes multiple residential zoning designations, the City will allow the applicant to blend those densities and uses over the project site. This opportunity will be limited to only residential uses. Non-residential uses should continue to occur at the location and intensity identified in the Plan. If an applicant chooses to blend densities and uses, there shall be a transitional buffering at the project edges to best provide compatibility with adjoining uses or designations.

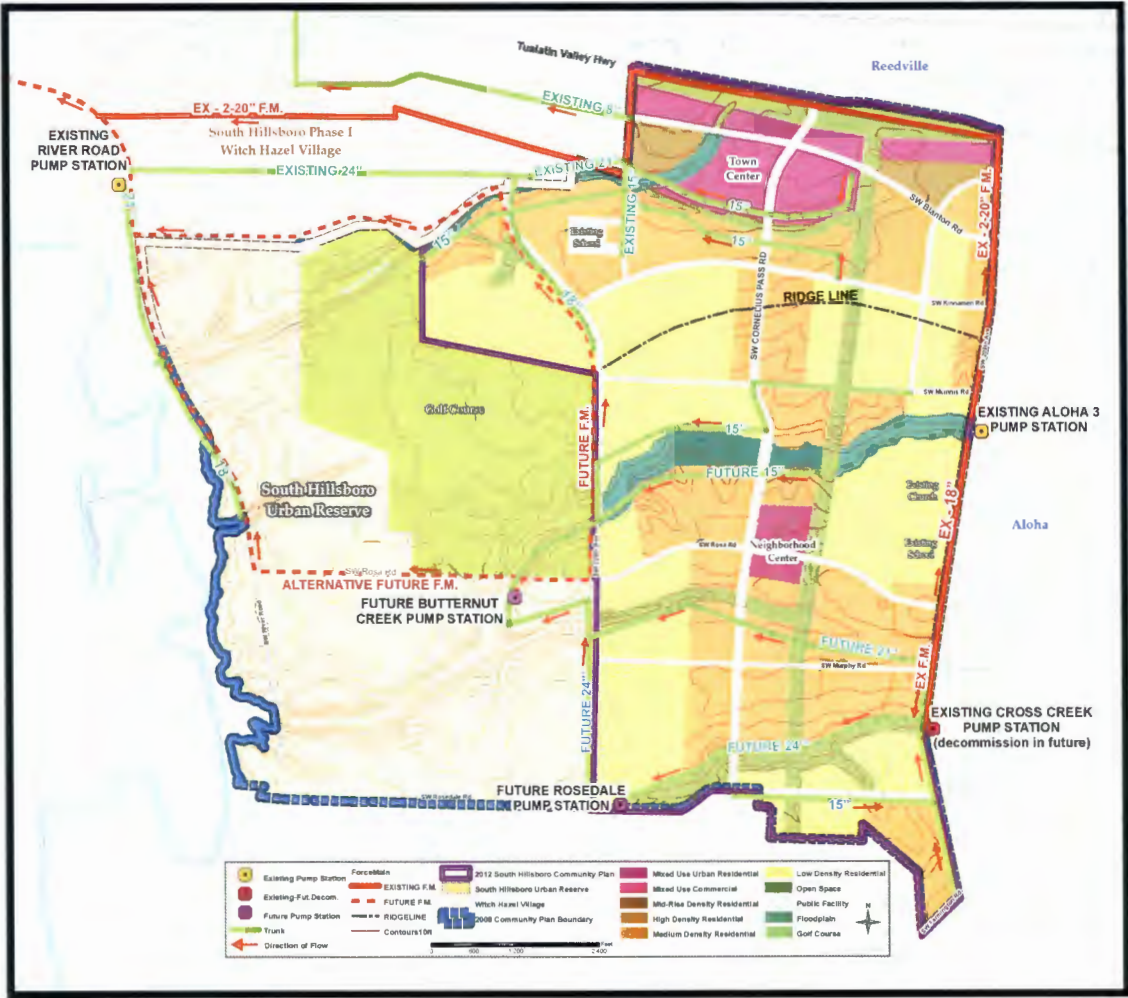
Infrastructure Plan



Existing Infrastructure

Sanitary Sewer

Figure 14: South Hillsboro Sanitary Sewer Plan



A 24” trunk sewer in Davis Road extending from the River Road Pump Station to SW 229th Avenue has been constructed. The trunk sewer is designed to serve 525 acres. The service area includes a significant portion of the South Hillsboro planning area, generally lying east of SW 234th Avenue and north of SW Kinnaman Road. Area 71 is within this service area.

The Clean Water Services “Aloha 3 Pump Station” on SW 209th Avenue near SW Stoddard Drive and the Cross Creek Pump Station further south on 209th Avenue near SW Murphy Lane can serve 100 - 300 acres including a portion of Area 69 of the South Hillsboro planning area.

A Clean Water Service pump station on River Road has capacity for serving approximately 1,600 acres including Witch Hazel Village and the planning area.

Water

Existing 8" and 10" waterlines to the northwest of the Study Area provide distribution to current development in that area and will eventually be connected to the grid for the South Hillsboro Plan Area. An existing 42" transmission line is located at the south side of the railroad tracks along the north edge of the South Hillsboro Plan Area. Connection to this line will be made to serve south into the Plan Area.

The City of Hillsboro Water Department and Tualatin Valley Water District (TVWD) service area boundary line is at SW 209th Avenue. TVWD has two water lines in SW 209th Avenue that normally would not provide service to the South Hillsboro Plan Area.

The potential to use Tualatin River water for landscape irrigation was explored. There are no irrigation water rights available for the regular (dry) season. The river water is over appropriated and possibly has been for 20-30 years. It is possible that out of season rights, December to April, may be available, but additional research would be required to identify the quantity and location on the main river channel or creek tributaries. Another option would be to acquire transfer of an existing right from say, current land owners or farmers long the Tualatin River tributaries within the South Hillsboro Study Area.

Storm Drainage

Development to the west and north of the Study Area includes storm drainage conveyance, storage and treatment of the areas consistent with standards in place at the time of the respective land use action. Outfall from these systems is to natural drainage tributaries of the Tualatin River. Throughout the South Hillsboro Plan Area ditches provide storm water management along roadways. Large agricultural tracts have surface ditches that direct flow to natural conveyances.

Parks System

The City of Hillsboro currently has no park or recreation facilities located within the Plan Area. The City owns park facilities in the vicinity of South Hillsboro north of Tualatin Valley Highway, and, west of 229th Avenue south of Tualatin Valley Highway. North of the Tualatin Valley Highway, facilities include Reedville Creek Park located at the intersection of Frances Street and Cornelius Pass Road and the Paula Jean and Trachsel Meadows Parks located in the Bonneville Power Administration (BPA) right-of-way east of Cornelius Pass Road, south of Baseline Road and north of Johnson Street. The BPA right-of-way north of Tualatin Valley Highway extends south into the Community Plan Study Area. South of the Tualatin Valley Highway, Rood Bridge Park is located west and south of River Road on the north side of the Tualatin River on Rood Bridge Road. Consistent with the Witch Hazel Village Community Plan, the City Park and Recreation Department is considering future park acquisition, in the Witch Hazel Village neighborhood, directly west of the plan study area. The Parks Master Plan identifies ideal parks standards and definitions as shown in the following table:

Table 2: Parks Master Plan Guidelines

Parks Master Plan Guidelines			
Park Type	Desirable Size	Service Area	Definition
Community Park	12 - 30 acres	2 mile radius	Community parks are larger parks that provide both active and passive recreation opportunities that appeal to the entire community. These sites typically support organized, active recreation and large-group activities.
Neighborhood Park	3 - 10 acres	1/2 mile radius	Neighborhood parks support close-to-home recreation opportunities, provide a neighborhood gathering space, enhance neighborhood identity, and preserve open space. These sites are designed primarily for nonsupervised, non-organized recreation activities.
Special Use Park	varies		Special use facilities include stand-alone recreation facilities not located within larger parks. These include single-purpose sites that may serve a city-wide audience—such as sports complexes, aquatic facilities, recreation centers, urban plazas, dog parks, historical landmarks, and community gardens.
Greenway	varies	Provide equitable access to residents throughout the community	Greenways include built or natural corridors that protect open space corridors, tie park components together, provide people with trail-related outdoor recreation opportunities, and allow for uninterrupted and safe pedestrian and bicycle movement throughout the community.
Nature Park	10 - 100+ acres		Nature parks are natural open space areas designed to provide access to unique or significant natural features for recreation. Nature parks typically reflect the shape and size of the resource at the site, which distinguishes them from greenways.

Transportation System

Current transportation facilities generally consist of two lane sections without curbs. Drainage crossings are primarily culverts with some minor retaining/transition structures. At grade railroad crossings connect the Study Area to Tualatin Valley Highway.

Proposed Infrastructure

Sanitary Sewer

Extension from the new 24" trunk sewer at 229th Avenue and south of Alexander Street will serve the area south to the golf course and east to 209th Avenue. An east-west ridge line extending to 209th Avenue defines the southerly boundary of the included service area for the trunk sewer. [See Figure 14] This includes Phase Areas 1RC-A, 1RC-B, 1BC-B, 3, and 4. Area 71 is included in this service area. [See Figure 19]

Sewer service to Phases 1BC-A and portions of 1BC-B, 1BC-C and 5 which comprises Area 69 can be provided by the existing Aloha Pump Station and Cross Creek Pump Station.

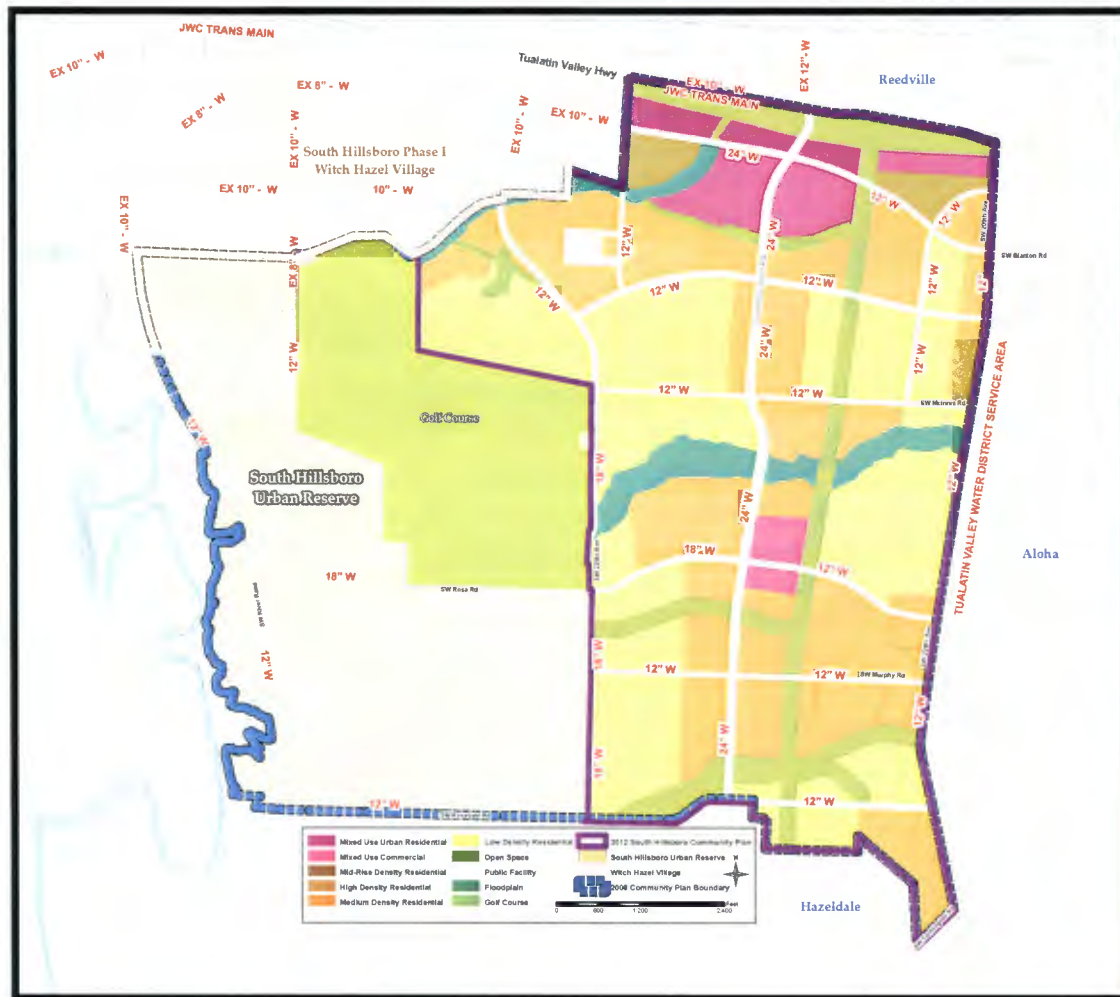
Analysis by Clean Water Services has determined there is station capacity and cost effectiveness to remove infiltration and inflow contributing to current flow that when removed will provide capacity to serve this portion of the Study Area.

As additional area west and north of Area 69 (Phases 1BC-B, 1BC-C, 1BC-D, 2 and a portion of 5) is developed it will become necessary to develop new collection, pumping and conveyance facilities. A proposed Butternut Creek Pump Station has been identified to serve the new area. Clean Water Services plans to retain the Aloha 3 Pump Station. The Cross Creek Pump Station will be decommissioned sometime in the future. A gravity line will be in or adjacent to the Butternut Creek drainage but will not connect to the Aloha 3 Pump Station. At the time of decommissioning of the Cross Creek Pump Station a new gravity line will be constructed in or adjacent to the Cross Creek Drainage and connect to a new Rosedale Pump Station. A force main and gravity line will be constructed between the Rosedale and Butternut Creek Pump Stations in the future. A smaller interim pump station is likely to be constructed to serve initial phases of the Butternut Creek area in the short term. It would be replaced with a larger pump station when more capacity is needed in the future. Timing and funding for the improvements will need to be coordinated with development. A force main will extend from the Butternut Creek Pump Station to the Rock Creek Treatment Plant with tentative alignment along SW 229th, SE Oakhurst Street and River Road. An alternative for the force main is Rosa Road to River Road then north to the River Road Pump Station. Phase 6 can be served by extending gravity sewer from the River Road Pump Station located near Davis Road.

Water

The City of Hillsboro Water Department has planned a 15 million gallon reservoir in the South Hillsboro planning area. The potential location has been identified at the SE corner of SW 229th Avenue and Tualatin Valley Highway. This new reservoir will connect to the 42" Joint Water Commission water line extending along TV Highway. A water booster pump station will also be installed at this location. The water department has also estimated the major waterline component sizes based on preliminary studies evaluating expected demands from land use and density information. The major waterlines will be located in the collector and arterial streets as shown in Figure 15.

Figure 15: South Hillsboro Water Plan



Drainage

Storm water management will be accomplished with a combination of conventional systems and low impact facilities. The low impact facilities proposed include road side bioswales and bioretention cells as final alignment and topography offer. Additionally opportunities to incorporate ponds, bioswales and planter gardens in open space, community parking lots and along trails are included.

Parks System

The South Hillsboro park system is designed to take advantage of existing site opportunities which include the BPA right-of-way which runs north – south through the entire length of the eastern portion of the site paralleling 209th Avenue; and, the Gordon, Butternut and Cross Creek corridors, including their tributaries. The highest density portions of the site are located adjacent to or near the

BPA corridor, taking advantage of the connectivity provided by that corridor. The preferred location for a community park has been identified in the Community Plan Map. Neighborhood park locations shown on the plan map are generalized locations for park sites and may be modified during plan implementation as detailed development plans are prepared and reviewed and the Parks and Recreation Department considers alternative sites during site acquisition. Preliminary park needs have been identified and approximate locations of parks are shown in Figure 13. Park Standards are summarized in Table 2 and cost estimates are shown in Tables 3 - 7. More specific facility needs will be determined as development occurs.

Transportation System

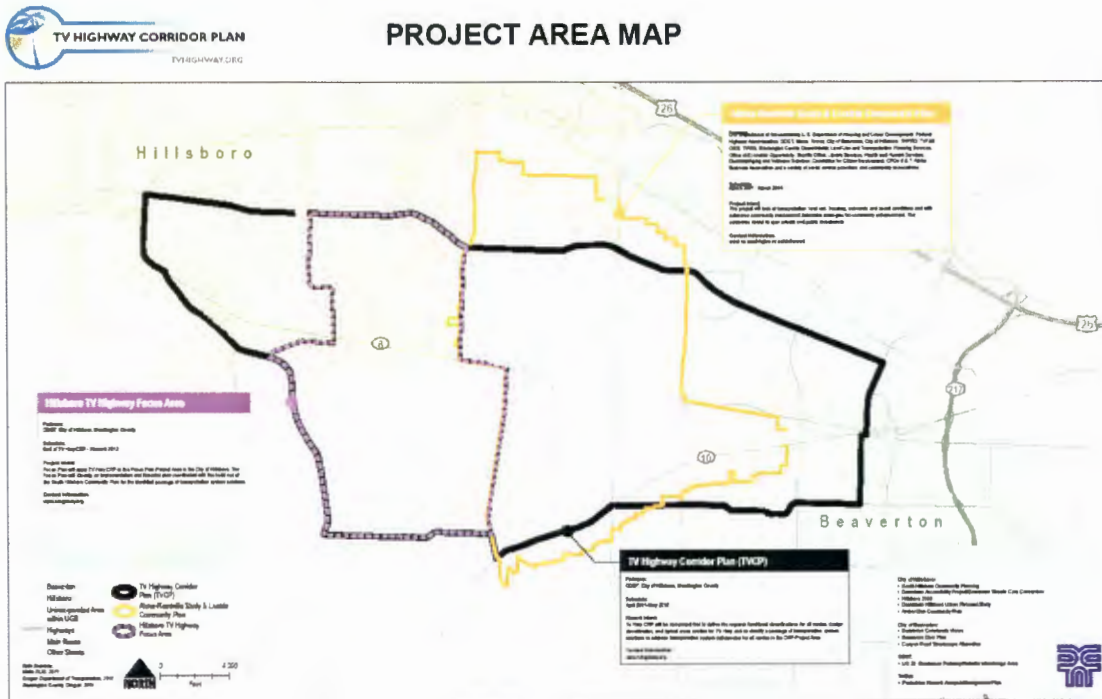
Tualatin Valley (TV) Highway Mobility Corridor³ is a critical roadway that experiences heavy levels of congestion, with many intersections operating above capacity. The Mobility Corridor also experiences conflicts between modes, such as at-grade rail crossings and pedestrian/bicycle highway crossings. In 2009, the City was granted Transportation and Growth Management Grant to develop solutions for both the Tualatin Valley Highway Corridor and South Hillsboro Focus Area (See Figure 16: TV Highway Corridor Plan Project Area Map). The study will result in critical regional decisions to provide the transportation system foundation to support the growth in the Plan Area and future development strategies for the Aloha-Reedville Study Area. The Project consists of two distinct elements:

1. A TV Hwy Corridor Refinement Plan (CRP) will be completed first to define the regional functional classifications for all modes, design classification, and typical cross section for TV Hwy, and to identify a package of transportation system solutions to address transportation system deficiencies for all modes in the CRP Project Area; and
2. A Focus Plan will apply TV Hwy CRP to the Focus Plan Project Area in the City of Hillsboro. The Focus Plan will identify a package of transportation system solutions to address any additional local street network improvements in the Focus Plan Project Area needed to address existing and future transportation system deficiencies with the build out of the Plan. The Focus Plan will develop an implementation and financial plan coordinated with the build out of the Plan for the identified package of transportation system solutions.

³ The Tualatin Valley Highway between Beaverton and Forest Grove is identified as “*Mobility Corridor 24*” in the 2035 *Regional Transportation System Plan* and is described as:

“The Beaverton to Forest Grove mobility corridor encompasses Tualatin Valley Hwy (Hwy 8), MAX light rail, Westside Express Service (WES) commuter rail, parallel arterial streets as well as transit service and bicycle routes that support movement in and through the corridor. The Tualatin Valley Hwy supports intraregional travel between the cities of Beaverton, Hillsboro, Cornelius and Forest Grove. W Baseline, Beaverton-Hillsdale Hwy/Farmington Rd (Hwy 10) and SW Scholls Ferry Rd (Hwy 210) are key parallel streets in this corridor. The corridor is a diverse mix of urban and rural land uses, with several commercial centers, employment and industrial areas in the urbanized sections. The local street network is a patchwork of well-connected and discontinuous streets. Farm-to-market roads provide mobility outside the urbanized areas.”

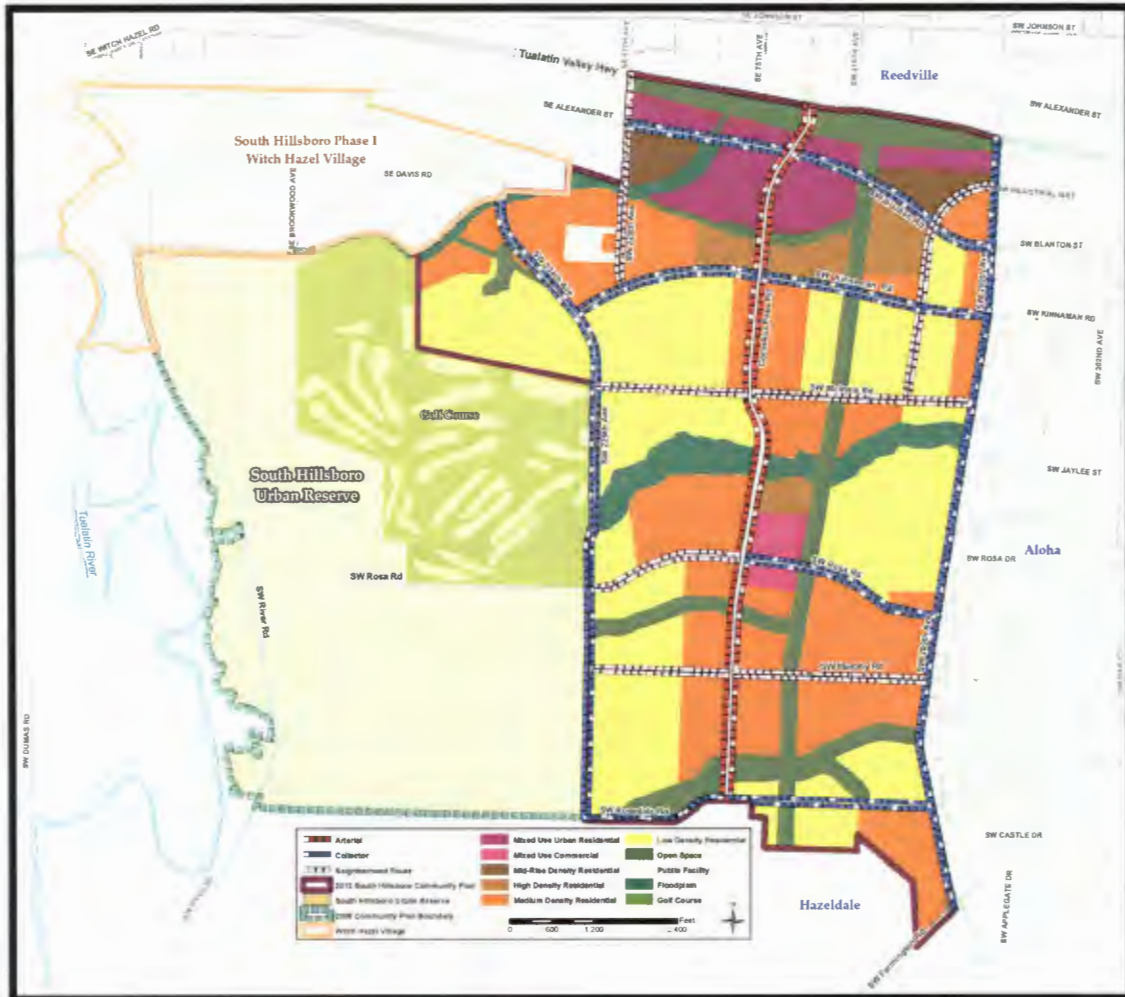
Figure 16: TV Highway Corridor Plan Project Area Map



For the Plan, Cornelius Pass Road is assumed to be an arterial with a 5-lane cross section and all other streets shown as collectors with 3-lane configuration. Both sections will include six-foot (6') bike lanes on each side and a median/turn lane center section. Creek crossings will be made consistent with the standards of Division of State Lands and Corp of Engineers. Consideration for utilities at these crossings is also included.

Bicycle and pedestrian improvements along all roads and through some open space areas are planned to connect the town center and neighborhood center, as well as the schools. In addition to a regular bus system, proposed future transportation options include: a streetcar or local trolley service, linking to Hillsboro's employment centers and a potential commuter rail line paralleling TV Highway.

Figure 17: South Hillsboro Circulation Plan



Implementation Action



Infrastructure Costs

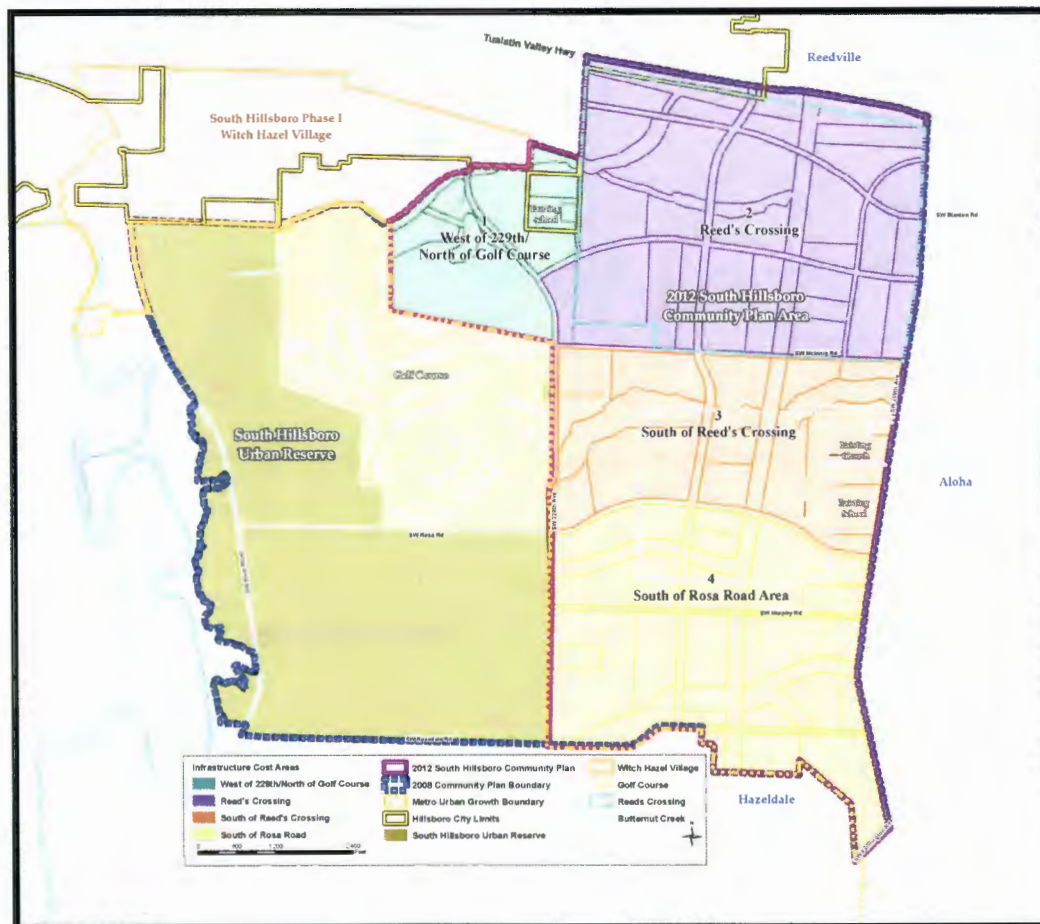
Infrastructure costs for the Plan Area may be divided into four categories:

- ✦ Open Space Amenities
- ✦ Transportation
- ✦ Sanitary Sewer
- ✦ Water System

The Plan Cost Areas are:

1. West of 229th/North of Golf Course
2. Northeast Area (Reed's Crossing)
3. Butternut Creek (South of Reed's Crossing)
4. South of Rosa Road Area

Figure 18: South Hillsboro Infrastructure Cost Areas



Tualatin Valley Highway expansion projects and costs are not included in the following tables.

Table 3: Area 1 Conceptual Cost Summary

West of 229th/North of Golf Course Conceptual Cost Summary	
ITEM	2012 TOTAL
OPEN SPACE AMENITIES	
WETLAND ENHANCEMENT/MITIGATION	\$71,300
PARKS	\$6,000,000
TRAILS (INSIDE BPA R/W: 25' IMPROVEMENT)	\$300,000
SUBTOTAL FOR AMENITIES	\$6,371,300
TRANSPORTATION CONCEPT PLAN 2	
SW KINNAMAN ROAD EXTENSION	\$5,183,000
SW 229TH AVE. (1/2-STREET IMPROVEMENTS)	\$2,826,000
SW 234TH AVE.	\$5,600,000
GORDON CREEK CROSSING, SW 229TH AVE. (BOX CULVERT, 1/2 STREET)	\$101,000
GORDON CREEK CROSSING, SW 234TH AVE. (BRIDGE)	\$8,318,000
SUBTOTAL FOR TRANSPORTATION COST	\$22,028,000
UTILITY CONCEPT COST	
SANITARY SEWER	
15" TRUNK LINE	\$670,000
CREEK CROSSING	\$10,100
SUBTOTAL FOR SANITARY SEWER	\$680,100
WATER SYSTEM 3	
SW KINNAMAN ROAD EXTENSION	\$393,000
SW 229TH AVE.	\$223,000
SW 234TH AVE.	\$474,000
CREEK CROSSING	\$5,100
SUBTOTAL FOR WATER	\$1,095,100

Table 4: Area 2 Conceptual Cost Summary

Northeast Area (Reed's Crossing) Conceptual Cost Summary	
ITEM	2012 TOTAL
OPEN SPACE AMENITIES	
WETLAND ENHANCEMENT/MITIGATION	\$330,000
PARKS	\$14,000,000
TRAILS (INSIDE BPA R/W: 25' IMPROVEMENT)	\$408,000
SUBTOTAL FOR AMENITIES	\$14,738,000
TRANSPORTATION CONCEPT PLAN 2	
RAILROAD REALIGNMENT	\$20,289,000
SW CORNELIUS PASS ROAD/TUALATIN VALLEY HIGHWAY	\$1,570,000
SW CORNELIUS PASS ROAD EXTENSION	\$10,976,000
SW KINNAMAN ROAD EXTENSION	\$9,363,000
SW ALEXANDER / BLANTON	\$9,891,000
GORDON CREEK CROSSING, SW CORNELIUS PASS ROAD (BOX CULVERT)	\$243,000
SUBTOTAL FOR TRANSPORTATION COST	\$52,332,000
UTILITY CONCEPT COST	
SANITARY SEWER	
15" TRUNK LINE	\$1,806,000
SUBTOTAL FOR SANITARY SEWER	\$1,806,000
WATER SYSTEM 3	
SW CORNELIUS PASS ROAD EXTENSION	\$1,176,000
SW KINNAMAN ROAD	\$784,000
SW 229TH AVE.	\$224,000
SW ALEXANDER / BLANTON	\$1,110,000
SW 212 AVE. / INDUSTRIAL WAY	\$516,000
SW MCINNIS LANE	\$383,000
REGIONAL RESERVOIR*	\$0
SUBTOTAL FOR WATER	\$4,193,000

* COSTS BORNE BY PAID SDC'S COLLECTED BY WATER DEPARTMENT FOR ALL CITY DEVELOPMENT. COST + \$21,000,000

Table 5: Area 3 Conceptual Cost Summary

Butternut Creek (South of Reed's Crossing) Conceptual Cost Summary	
ITEM	2012 TOTAL
OPEN SPACE AMENITIES	
WETLAND ENHANCEMENT/MITIGATION	\$152,000
PARKS	\$12,000,000
FOOTBRIDGE	\$71,000
TRAILS (INSIDE BPA R/W: 25' IMPROVEMENT)	\$294,000
TRAILS (ALONG RIPARIAN CORRIDOR: 25' WIDE IMPROVEMENT)	\$1,227,000
SUBTOTAL FOR AMENITIES	\$13,744,000
TRANSPORTATION CONCEPT PLAN 2	
SW CORNELIUS PASS ROAD EXTENSION	\$6,868,000
SW 229TH AVE. (1/2 STREET IMPROVEMENTS)	\$2,709,000
SW ROSA ROAD (209th TO CORNELIUS PASS ROAD) (1/2 STREET IMPROVEMENTS)	\$2,536,000
BUTTERNUT CREEK CROSSING, CORNELIUS PASS ROAD (BRIDGE)	\$15,156,000
BUTTERNUT CREEK CROSSING, SW 229TH AVE. (BRIDGE)	\$14,608,000
SUBTOTAL FOR TRANSPORTATION COST	\$41,877,000
UTILITY CONCEPT COST	
SANITARY SEWER	
15" TRUNK LINE	\$720,000
CREEK CROSSING	\$10,000
15" TRUNK LINE 3	\$2,130,000
FUTURE PUMP STATION*	\$0
FUTURE FORCE MAIN*	\$0
SUBTOTAL FOR SANITARY SEWER	\$2,860,000
<i>* COSTS BORNE BY PAID SDC'S COLLECTED BY CLEAN WATER SERVICES FOR ALL DEVELOPMENT</i>	
WATER SYSTEM 4	
SW CORNELIUS PASS ROAD EXTENSION	\$661,000
SW 209TH AVE.	\$438,000
SW 229TH AVE.	\$499,000
SW MCINNIS LANE	\$383,000
SW ROSA ROAD	\$404,000
CREEK CROSSING	\$10,000
SUBTOTAL FOR WATER	\$2,395,000

Table 6: Area 4 Conceptual Cost Summary

South of Rosa Road Conceptual Cost Summary	
ITEM	2012 TOTAL
OPEN SPACE AMENITIES	
WETLAND ENHANCEMENT/MITIGATION	\$162,000
PARKS	\$18,000,000
FOOTBRIDGE	\$71,000
TRAILS (INSIDE BPA R/W: 25' IMPROVEMENT)	\$429,000
TRAILS (ALONG RIPARIAN CORRIDOR: 25' WIDE IMPROVEMENT)	\$954,000
SUBTOTAL FOR AMENITIES	\$19,616,000
TRANSPORTATION CONCEPT PLAN 2	
SW CORNELIUS PASS ROAD EXTENSION	\$8,711,000
SW 229TH AVE. (1/2 STREET IMPROVEMENTS)	\$2,916,000
SW ROSA ROAD (1/2 STREET IMPROVEMENTS)	\$4,555,000
SW ROSEDALE ROAD (1/2 STREET IMPROVEMENTS)	\$4,418,000
BUTTERNUT CREEK CROSSING, SW 229TH AVE. BRIDGE	\$8,217,000
BUTTERNUT CREEK CROSSING, SW CORNELIUS PASS ROAD (BOX CULVERT)	\$243,000
ROSEDALE CREEK CROSSING (BOX CULVERT)	\$974,000
SUBTOTAL FOR TRANSPORTATION COST	\$30,034,000
UTILITY CONCEPT COST	
SANITARY SEWER	
15" TRUNK LINE	\$828,000
CREEK CROSSING	\$10,000
FUTURE 21" TRUNK	\$1,522,000
FUTURE PUMP STATION* 3	\$0
FUTURE FORCE MAIN* 3	\$0
SUBTOTAL FOR SANITARY SEWER	\$2,360,000
<i>* COSTS BORNE BY PAID SDC'S COLLECTED BY CLEAN WATER SERVICES FOR ALL DEVELOPMENT. PROJECTS NOT IN CURRENT SOHI COMMUNITY PLAN</i>	
WATER SYSTEM 4	
SW CORNELIUS PASS ROAD EXTENSION	\$944,000
SW MURPHY LANE	\$687,000
SW 209TH AVE.	\$595,000
SW 229TH AVE.	\$567,000
SW ROSA ROAD	\$403,000
SW ROSEDALE ROAD	\$718,000
CREEK CROSSINGS	\$61,000
SUBTOTAL FOR WATER	\$3,975,000

Table 7: Civic Amenities Cost Summary

Civic Amenities Cost Summary	
ITEM	2012 TOTAL
1 - SCHOOL SITE, AREA 2	Constructed
2 - SCHOOL SITES, AREA 3	Optioned
1 - SCHOOL SITE, AREA 4	Optioned
1 - FIRE STATION, AREA 4 or 5	\$4,500,000
1 - POLICE PRECINCT, AREA 3	\$4,565,000
1 - LIBRARY BRANCH, AREA 3	\$7,405,000
Subtotal	\$16,470,000

Infrastructure Funding

Regulatory Context

Infrastructure funding for new communities is an issue with which the region and state are currently wrestling. Newly incorporated areas in the Portland metro area have developed new funding tools to cover the significant cost of creating the roads, sewers and parks a community requires. The task is complicated by the scale of the costs, the fact that there are minimal existing residents in these 'future urban communities,' and the timing gap between when infrastructure is needed (up front) and development-associated revenue streams are realized.

Particularly for roads, current charges levied against new development are insufficient to cover the cost for creating an entire infrastructure network where none currently exists. This appears to be true for planned communities within all metro area counties. For Washington County, this is in part by design – the Transportation Development Tax (which replaced the Transportation Impact Fee in 2009) is intended to cover a portion – but not all – of transportation needs, with the balance coming from state, federal and other local sources that have proven insufficient or failed to materialize. For the South Hillsboro Plan Area, SDC/TDT revenue estimates are sufficient to cover estimated infrastructure costs for water, sewer and stormwater, but cover an estimated 86% of parks costs and 39% of transportation development (that will serve South Hillsboro and other existing needs). Neither parks nor roads are typically fully funded by SDC and TDT dollars. Hillsboro assumes developers would pay the full cost of planning and building local streets inside their developments; these local streets have not been included in the transportation cost estimate. Many possible avenues of additional funding are identified within this Plan to address the transportation gap related to non-local streets and the parks gap. For most of these avenues, the legal, political and administrative feasibility require further research.

At this early planning stage, a recommended financial strategy has yet to be finalized. However, a preliminary funding analysis has been completed and several possible tools have been outlined that can be combined or in some cases, used in isolation, to achieve the funding the Plan Area will require. Development of a final strategy will be based on city leadership and partnerships and agreements with Plan Area landowners and developers, and likely input from Washington County and Metro as well.

Infrastructure Responsibility & Current Revenue Sources

This section reviews the main categories of infrastructure and current mechanisms for their provision and funding. Categories of infrastructure funding considered are transportation, water, sanitary sewer and storm water and parks.

Transportation

Responsibility: Primary transportation infrastructure is built and maintained by the following entities:

1. Oregon Department of Transportation, which maintains state highways. In Hillsboro, this includes Highway 26, Tualatin-Valley Highway, and Farmington Road.
2. Washington County, which maintains most arterials and some collectors within the City of Hillsboro plus all roads in unincorporated areas of the county (including, currently, the South Hillsboro Plan Area).
3. City of Hillsboro, which maintains all streets within the city limits not under state or county jurisdiction. The City would acquire responsibility for streets within the South Hillsboro Plan Area upon annexation except those on the County road network.

Current Revenue Sources: Two primary sources of funding are currently in place for funding new infrastructure development in Hillsboro.

1. **Developer contributions.** Typically, developers cover costs for on-site streets (internal to their development) and for the portion of off-site costs viewed as triggered by the increased demand that new development will generate.
2. **Countywide Transportation Development Tax (TDT).** The TDT replaces the former Transportation Impact Fee (TIF). The TIF was started in 1985 in unincorporated Washington County and instituted countywide in 1990. The 2008 Plan was based on the TIF program in which the City of Hillsboro participated.

The TDT was implemented in July 2009. This is a countywide tax in which the City of Hillsboro participates. Fees are based on a land use category (number units/thousand gross square feet gross floor area/ thousand gross square feet gross leasable area, as example) multiplied by a rate.

TDT funds can be used for any project impacting a roadway listed in the Capital Improvement Project List, which is essentially a list of the county's arterials and collectors. The report is updated every 1-2 years via a Board of County Commissioners Resolution and Order. Hillsboro's arterial and collector streets are represented on this list; new road projects (such as the Cornelius Pass extension) would be added at the City's request. Developers can earn credit against the TDT by submitting a credit voucher for the construction or improvement of a roadway listed in the Capital Improvement Project List. Capacity-oriented elements of the project (vs. streetscape) are eligible for credit.

The TDT contrasts with the city's remaining developer fees in that it is a tax rather than a System Development Charge.

Water

Responsibility: The City of Hillsboro is currently served by two water entities. Areas north of US Hwy 26 (Sunset Hwy) and east of Cornelius Pass Rd are served by Tualatin Valley Water District (TVWD); addresses west of Cornelius Pass and south of US 26 (Sunset Highway) are served by the Hillsboro Water Department (HWD). In accordance with the Urban Service Agreement between TVWD and the city, the service area boundary between TVWD and HWD follows TV Hwy east from Cornelius Pass Rd and then turns south along SW 209th Ave, such that the proposed South Hillsboro Plan Area is entirely within the HWD service area. Both districts maintain their own distribution systems and reservoirs but utilize a treatment plant maintained by the Joint Water Commission, to which the Cities of Beaverton, Tigard and Forest Grove also belong.

Current Revenue Sources:

1. **Developer contributions.** These direct developer incurred costs are negotiated, but generally encompass all on-site and nearby off-site costs. Over-sizing pipes to provide capacity for future off-site development is typically not the developer's responsibility, but may be reimbursed.
2. **System Development Charges (SDCs).** In Oregon, jurisdictions can impose SDCs for water, wastewater, storm drain, transportation, parks and schools. Two types of SDCs are allowed: improvement (new infrastructure that must be provided to serve new development); and reimbursement (a portion of the existing remaining capacity within existing infrastructure that new development will utilize). In addition, SDC fees can be structured to recover 'other costs' (planning, compliance reporting) and annual inflation.

Sanitary Sewer and Storm Water

Responsibility: Hillsboro provides sanitary sewer service through a collaborative service delivery arrangement. By intergovernmental agreement with Clean Water Services (CWS), the City of Hillsboro is responsible for operation and maintenance of the sanitary sewer collection system, which is comprised of gravity sanitary sewer lines and facilities smaller than 24 inches in diameter. The City is also responsible for approving the installation of new collection system components and for approving and inspecting new service connections within City limits. CWS is responsible for all wastewater treatment and for the construction and operation of the conveyance system, public pump stations and force mains and gravity sanitary sewer lines 24 inches in diameter and larger.

CWS and Washington County currently share the responsibility of providing South Hillsboro with public stormwater management. CWS responsibilities include public stormwater system master planning, operation and maintenance of the conveyance system, regional water quality treatment and detention facilities, and discharge to natural drainage ways. Washington County oversees drainage improvements in the public right-of-way associated with County roads and unincorporated areas outside city jurisdiction. Once properties annex into the City the City will be responsible for operation and maintenance of the public conveyance systems.

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Current Revenue Sources:

1. **Developer contributions.** These are negotiated, but typically include all on-site and off-site improvements as necessary to connect to existing system and through the development to the furthest property line to serve upstream properties. Again, over-sizing to accommodate other future off-site or area-wide development is one cost that would be excluded from this category, but may be reimbursable.
2. **SDCs.** Storm/surface water SDCs are dedicated to projects listed in Hillsboro or Clean Water Service’s Master Plans.

Parks

Responsibility: The City of Hillsboro’s Parks Department is responsible for the development and maintenance of all parks and open space within its boundaries. Parks situated outside of incorporated areas are the responsibility of the Washington County Facilities and Parks Services Division (except those within the SB 122 planning area which corresponds to the school district boundary).

Current Revenue Sources:

1. **SDCs.** Parks SDCs are dedicated to projects listed in the Hillsboro Parks Master Plan.

Cost & Revenue Comparison

The following table compares infrastructure cost estimates based on projected residential units and commercial building square footage. The Plan Area has been divided into four different development sub-areas; costs and revenue are reported for each area. Transportation and parks are the services for which revenue falls most significantly short of costs. Across the entire Plan Area, there is a transportation shortfall of approximately \$73 million, with estimated revenues of about \$73 million of the required \$146 million in costs, or 50% of costs recovered. The revenue shortfall for parks facilities is approximately \$8.6 million, with an estimated \$46 million in revenues compared to \$54 million in costs, or 84% of costs recovered.

Other observations related to the analysis include:

- ✦ Transportation facilities comprise the majority of anticipated public infrastructure costs, estimated at \$146.27 million in current dollars.
- ✦ The transportation development tax is estimated to generate almost \$72.9 million for facilities development throughout South Hillsboro, the single-largest infrastructure finance revenue stream for the planning area.

- ✦ Development planned in the Reed’s Crossing area is estimated to generate over \$97.0 million in SDCs and transportation development tax revenue, or roughly 42% of all such revenues generated in South Hillsboro. Transportation development tax revenue comprises \$31.7 million of that.
- ✦ Infrastructure planned for the Reed’s Crossing planning subarea will require the largest investment among the four subareas in South Hillsboro, for a combined \$73.1 million or 33% of community infrastructure cost. Transportation facilities are estimated to cost \$52.3 million in this area, the majority of public investment need for the planning subarea.
- ✦ Development in the South of Reed’s Crossing area is estimated to generate \$40.9 million in total SDC and transportation development tax revenues. Of that, \$12.6 million is specifically TDT revenue for transportation facilities.
- ✦ The funding gap for transportation in the Reed’s Crossing subarea is estimated at \$20.6 million, or 28% of necessary transportation cost burden for the whole Plan Area. However, projected revenues exceed estimated costs for park facilities in this subarea by approximately \$6.4 million.
- ✦ Development in the South of Reed’s Crossing subarea is estimated to generate \$40.9 million in total SDC and transportation development tax revenues. Of that, \$12.6 million is specifically TDT revenue for transportation facilities. Transportation funding from growth in the South of Reed’s Crossing subarea is estimated to experience a gap of \$29.3 million, or 40% of the identified transportation gap. Likewise, the cost of parks in the South of Reed’s Crossing subarea is estimated to exceed SDC revenues by \$7.1 million, or 36%.
- ✦ In all cases, revenues from water SDCs for the City of Hillsboro Water Department and wastewater/storm water SDCs for Clean Water Services exceed corresponding infrastructure need within South Hillsboro. Revenue estimates are not, however, indicative of funding surplus but rather funding need for more system-wide facility need of which a significant part of SDC calculations incorporate.

The following caveats should be kept in mind when reviewing these initial estimates:

- ✦ Revenue numbers are preliminary estimates and subject to revision. All estimates are in current (2012) dollars and not inflation adjusted to year of construction.
- ✦ Residential units were estimated by the City of Hillsboro and equal 100% of the maximum density allowed in the proposed Comprehensive Plan designations. If the market supports higher densities, SDC and TDT revenue would correspondingly increase.
- ✦ Similarly, if the market favors lower density development SDC and TDT revenue would be lower than these estimates (albeit with some infrastructure cost also potentially being reduced).
- ✦ Estimated commercial square footage was based upon building prototypes generated by Fregonese Associates, which informed the generation of the Hybrid Scenario. Non-residential development occurs within four land use types: Town Center, Neighborhood Center, Flex and Civic. Within the Town Center and Neighborhood Center, most commercial development was programmed at an FAR of approximately 0.35 (single story with surface parking). Mixed Use

Commercial, Mixed Use Residential and Mid-Rise Density development were assumed to develop as mixed use buildings, with ground floor commercial uses and upper story residential in both the Town Center and Neighborhood Center designations. The extent to which the market delivers these building types is another source of possible variance between these estimates and actual SDC and TDT revenue.

- ✦ Commercial building SDCs and TDT were estimated based on five building prototypes (two office and three retail prototypes) that were circulated among City of Hillsboro planning and engineering staff. These prototypes are assumed to provide a sufficient level of detail for this first sketch analysis.
- ✦ Civic revenues describe SDCs and TDT associated with four planned schools, three elementary and one middle school. Estimates were based on a 76,000 square foot elementary school currently in planning. The middle school was assumed to be 60% larger, and fees were correspondingly increased by 60%. Costs for school construction and funding sources available have not been addressed here.

Table 8: Infrastructure Cost and SDC/TDT Revenue Comparison

	Units	Square Feet	Water	Sanitary Sewer/ Stormwater	Parks	Transportation
1 West of 229th/North of Golf Course						
Cost Estimate			\$1,095,100	\$680,100	\$6,371,300	\$22,029,000
Revenue Estimate						
Residential	1,157		\$6,590,000	\$5,580,000	\$4,580,000	\$7,712,000
Commercial		-	\$0	\$0	\$0	\$0
Civic/Parks		-	\$45,000	\$5,000	\$0	\$3,000
Total	1,157	-	\$6,635,000	\$5,585,000	\$4,580,000	\$7,715,000
Surplus (Gap)			\$5,539,900	\$4,904,900	(\$1,791,300)	(\$14,314,000)
2 Reed's Crossing						
Cost Estimate			\$4,193,000	\$1,806,000	\$14,738,000	\$52,332,000
Revenue Estimate						
Residential	5,056		\$17,897,000	\$23,711,000	\$20,020,000	\$26,250,000
Commercial		450,000	\$1,150,000	\$1,045,000	\$770,000	\$5,090,000
Civic/Parks		198,747	\$590,000	\$644,000	\$320,000	\$387,000
Total	5,056	648,747	\$19,637,000	\$25,400,000	\$21,110,000	\$31,727,000
Surplus (Gap)			\$15,444,000	\$23,594,000	\$6,372,000	(\$20,605,000)
3 South of Reed's Crossing						
Cost Estimate			\$2,395,000	\$730,000	\$13,744,000	\$41,877,000
Revenue Estimate						
Residential	1,940		\$10,778,000	\$9,322,000	\$7,680,000	\$12,210,000
Commercial		46,500	\$84,000	\$65,000	\$66,000	\$360,000
Civic/Parks		-	\$250,000	\$22,000	\$0	\$23,000
Total	1,940	46,500	\$11,112,000	\$9,409,000	\$7,746,000	\$12,593,000
Surplus (Gap)			\$8,717,000	\$8,679,000	(\$5,998,000)	(\$29,284,000)
4 South of Rosa Road Area						
Cost Estimate			\$3,975,000	\$2,360,000	\$19,616,000	\$30,034,000
Revenue Estimate						
Residential	3,098		\$17,850,000	\$14,867,000	\$12,280,000	\$20,480,000
Commercial		23,250	\$42,000	\$36,500	\$33,000	\$180,000
Civic/Parks		76,421	\$545,000	\$235,000	\$155,000	\$162,000
Total	3,098	99,671	\$18,437,000	\$15,138,500	\$12,468,000	\$20,822,000
Surplus (Gap)			\$14,462,000	\$12,778,500	(\$7,148,000)	(\$9,212,000)
ALL AREAS						
Cost Estimate			\$11,658,100	\$5,576,100	\$54,469,300	\$146,272,000
Revenue Estimate						
Residential	11,251		\$53,115,000	\$53,480,000	\$44,560,000	\$66,652,000
Commercial		519,750	\$1,276,000	\$1,146,500	\$869,000	\$5,630,000
Civic/Parks		275,168	\$1,430,000	\$906,000	\$475,000	\$575,000
Total	11,251	794,918	\$55,821,000	\$55,532,500	\$45,904,000	\$72,857,000
Surplus (Gap)			\$44,162,900	\$49,956,400	(\$8,565,300)	(\$73,415,000)

Supplemental Funding Options

The Plan Area faces two distinct issues in filling its park and transportation funding gap:

- ✦ Locating and likely creating sources of funding to cover costs beyond those covered by existing revenue sources, and
- ✦ Establishing a financing mechanism acceptable to both the City and developers that will generate cash flow for infrastructure construction prior to development actually occurring (and receipt of the SDC/TDT funding stream associated with that development).

Each of these issues – the generation of funds and the timing of fund availability – will require attention as South Hillsboro area planning moves forward.

The following list of funding options was generated through conversations with city, county and Metro staff and legal counsel, the Oregon Economic and Community Development Department (OECD) and the Oregon League of Cities. Documents created for and by other jurisdictions that have faced similar challenges in funding infrastructure have also been reviewed (as for Pleasant Valley, Villebois and North Bethany). The most likely potential funding tools are described in more detail. Other sources are mentioned briefly, with additional information about them available upon request to the city.

1. Property Taxes

Both the City of Hillsboro and Washington County have the authority to levy property taxes with double majority voter approval. However, local option levies are limited by several previous ballot measures, and any tax increase must be within those limits. It is unknown at this time whether the city or county has the ability to increase its local option levy due to statutory limitations.

General obligation bonds, in contrast, are not subject to the same limits other than double majority voter approval. These must be used for capital projects, a criterion which infrastructure investment should meet.

While a city or county-wide property tax has the potential to generate significant funds, one disadvantage is the perceived fairness of who pays versus who benefits from growth. A property tax spreads the unmet costs of growth across the entire community. However, this wide base also offers the potential of a relatively lower per property burden. Washington County voters have twice passed property tax measures to fund transportation investments, as described below.

2. Washington County Major Street Transportation Improvement Program (MSTIP)

This program originated as a voter-approved property tax dedicated to transportation projects geographically distributed throughout the County. As a result of Ballot Measures 47/50, the MSTIP was combined with the general property tax, but the County Board continues to use it as a dedicated transportation funding source. This funding source has twice been renewed by voters, each time with a list of projects that accompanied the vote. The MSTIP is currently projected to generate an average of \$35 million in annual funding over the next five years, for a total of \$175 million through 2018.

Most MSTIP projects currently in the design and construction stages were funded under the current list of MSTIP projects. Those projects will be substantially complete in 2013. The County is currently going through the process of identifying a recommended list of projects to be funded over the next five years (fiscal years 2013-2014 and 2017-2018). Transportation projects (or portions of them) identified in this Plan could be included in future MSTIP project lists

Increased SDC/TDT Rates

Metro is moving to encourage this approach, as indicated through its July 2007 document ‘Promoting vibrant communities with System Development Charges.’ Steps being recommended include “unbundling” SDCs to separate cost elements, encouragement of best management practices, green design SDC discounts, and transition to “impact-based” SDCs (such as higher SDCs for greenfield than urban development to better accomplish real cost recovery objectives). Other ideas suggested by Metro include a differential (or location-based) SDC fee schedule that could reduce fees for higher density development with fewer occupants per unit, as well as lowering the level of service (LOS) standards for urban area infrastructure. Area-specific SDCs are likely to be considered for implementation in South Hillsboro.

The Metro analysis also suggests that SDC rates should be set to aim for full cost recovery and that SDCs can be effective in influencing development patterns and encouraging development that is less taxing to infrastructure – including in-fill development and development that favors smaller units, lots sizes, and locations adjacent to transit systems.

3. Supplemental SDC

An area-specific SDC was considered for the recent Witch Hazel Village concept planning area. In the South Hillsboro Plan Area, assigning an additional transportation SDC (versus the current TDT tax) has the potential to generate significant revenue. As with a city or countywide increase in TDT rates, public support for an area-specific approach to increase SDC fees is yet unknown. However, this appears to be a potentially promising approach which will be explored further and may be incorporated in development or other funding agreements for the Plan Area.

4. Local Improvement District (LID)

LIDs are similar to SDCs in that they charge only those who will benefit from the infrastructure investment. A LID is a semi-voluntary charge against property values requiring the support of 51% of landowners within the district; the boundaries of a district are flexible. Property owners can opt to pay over as many as 20 years and funds can be used for capital improvements or maintenance.

Unlike SDC or TDT funding, the LID is not triggered by land development and therefore may be viewed as a penalty against those who do not develop (to increase the value/revenue stream associated with their land). In the same vein, it can be a more reliable funding source than funds which would be realized only when and if development occurs.

In Oregon, LIDs have been used for small-scale projects such as local street improvement and for larger transportation improvements, such as the Portland downtown transit mall light rail exten-

sion and streetcar development. A key consideration in South Hillsboro’s potential use of a LID is land owners’ willingness and ability to contribute and the risk associated with possible future real estate downturns.

5. Grants/Donations

Of the Plan Area’s infrastructure needs, parks and open space likely represents the best potential fit for grants and donations. Possible sources would be determined on a project basis and may generate relatively few funds. The initial comparison of infrastructure costs and revenues indicates that there is in fact a parks surplus, although this may change as figures are revised.

6. Selective Classification of Arterials and Collectors

Study Area roadways will be classified as arterials, collectors, neighborhood routes and local streets according to their projected Average Daily Traffic. Arterial and collector streets constructed by developers qualify for Traffic Impact Fee credits. To qualify for credits, arterial and collector streets must be listed in the TDT Base Report. The City of Hillsboro has suggested not listing planning area arterial and collector streets on the Base Report, to enable TDT funds to focus on off-site roadway systems impacted by Study Area development.

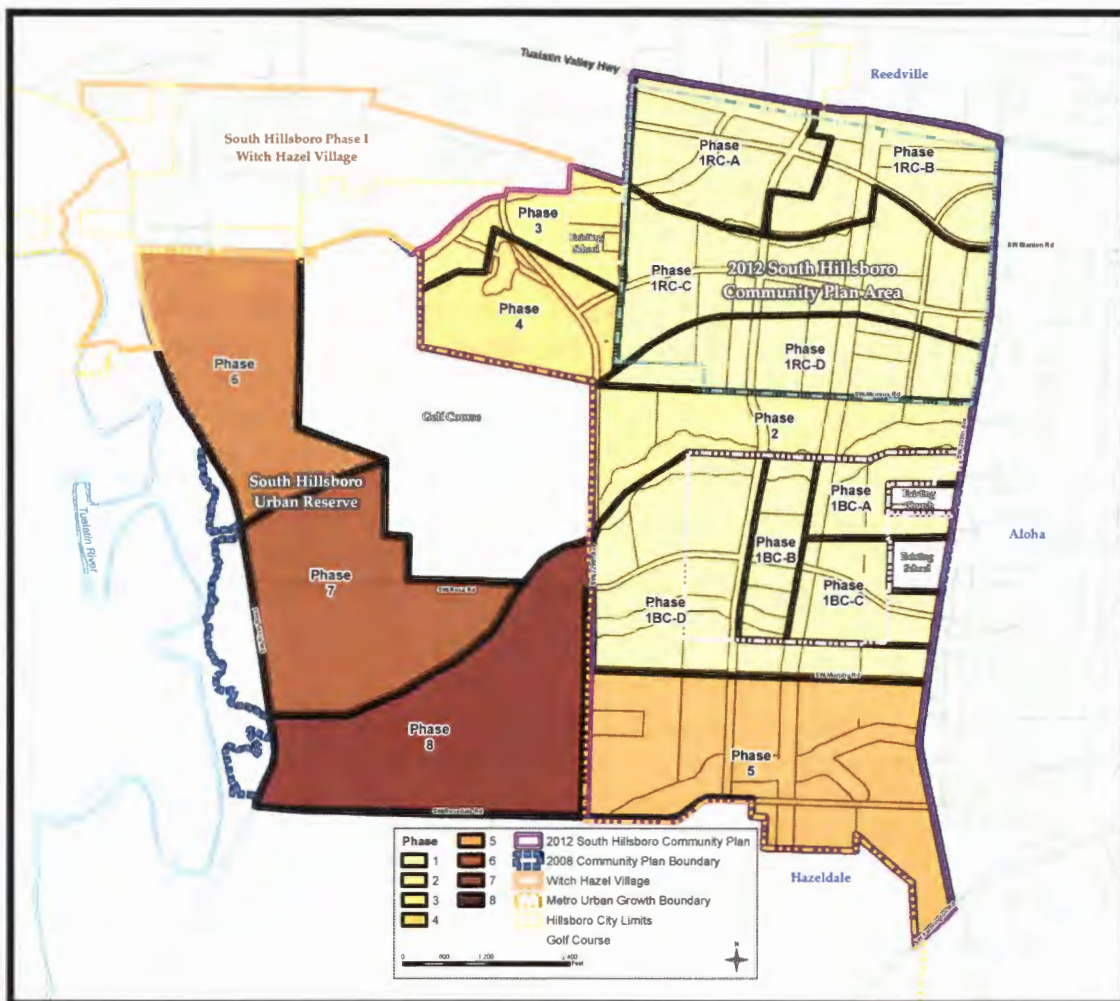
7. Other Financing Mechanisms

A variety of other funding sources were discussed during the development of this plan. However, the majority of them could not be implemented without changes in state law or significant legislative actions. These mechanisms include but are not limited to a real estate transfer tax, windfall tax, urban renewal or tax increment financing, formation of a county service district, excise tax, vehicle registration surcharge and/or use of state or federal grant or loan programs. Homeowners Associations also can be a source of help in maintaining certain types of facilities once they are constructed.

Phasing Plan

A generalized phasing plan has been developed for South Hillsboro. This plan is intended to help the city in planning for financing of major public improvements. However, it is recognized that the timing of development by property owners in the study area will drive the phasing of both development and needed public facilities. As a result, the phasing plan described here should be considered preliminary and flexible.

Figure 19: South Hillsboro Phasing Plan



The South Hillsboro Plan Area is located south of the Tualatin Valley Highway and the Portland and Western Railroad. How these transportation systems are adapted for access to the South Hillsboro Plan Area is paramount to initial development and subsequent development phases. The railroad operators have concern with continued at-grade crossings especially when traffic volumes increase. However, the cost for a separated crossing is significant and, consequently, the City is pursuing an at-grade crossing to extend Cornelius Pass Road into the Plan Area.

Extension of Cornelius Pass Road south also requires crossings at Butternut Creek and Cross Creek. The environmental sensitivity and length of the crossings will require detailed planning and coordination with Division of State Lands and Corps of Engineers. Significant cost elements for this work must be factored into development financing.

Available utility and street connections at the edge of proposed expansion areas will guide the sequence and rate of development. The Town Center and Neighborhood Center have the highest potential for initial development based on proximity to existing utilities and street networks. The next tier would be UGB expansion Areas 69 and 71. The phasing plan identifies these areas as Phases 1A, 1B, 1C, 2A, 2B and 2C, which will likely be the early phases to develop.

Other areas may develop simultaneously or follow as demand for housing dictate. The phasing plan identifies the next growth “level” occurring in areas 1D, 3, 4, 5 and 6.

Phasing numbers 1 and 2 indicate the first set of areas for probable development. The letters reflect subareas that may or may not develop in the sequence shown. Variables such as housing demand, property owner interest to develop or sell property to developers and available infrastructure for extension are some of the variables that will influence order and rate of development.

Prior to or coincident with annexation and/or development of properties within the Plan Area, the City expects to enter into memoranda of understanding pre-annexation or development agreements with South Hillsboro property owners or developers. These agreements would clarify property owner/developer and city responsibilities for paying for public improvements within the Plan Area. They also would identify certain triggers that would control the timing or phasing of development. The value of this approach is its ability to secure assurances for the City and owners and developers throughout South Hillsboro that improvements called for in the Plan (i.e., transportation, infrastructure, parks) will be built in a timely manner, commensurate with a managed flow of development activity and funding. It could also help establish equitable terms of cost sharing among owners and developers and the city.

The Plan represents the combined efforts of City, County, and affected agencies; guidance from Task Force and Technical Advisory Committee members, active participation of local residents and adjacent neighbors; innovative design from city staff and an expanded consultant team; and a public/private partnership to collaboratively plan and implement this project. These collective efforts span more than a decade, and have created a plan that captures local and regional aspirations and defines a unique sense of place for the future South Hillsboro community.

**Density**

The number of dwelling units per net acre.

Greenstreets

Public or private streets designed to allow roadways to better manage stormwater runoff quantity and quality within the right-of-way over the long term. Design elements and facilities that can be used to accomplish this include, but are not limited to, minimizing paving and/or using pervious paving materials, maximizing street tree coverage, using multi-functional open drainage systems in lieu of more conventional curb-and-gutter systems, reducing cul-de-sac radii and using vegetated islands in the center. (Added by Ord. No. 5728/3-07)

Habitat Friendly Development Practices

Includes a broad range of development techniques and activities that reduce the detrimental impact on fish and wildlife habitat relative to traditional development practices. (Added by Ord. No. 5729/3-07)

Infrastructure

The fundamental facilities and systems serving a community as transportation and communications systems, schools and parks.

Mixed Use Development

One or more structures, on a lot or contiguous lots, in which a combination of residential and commercial or commercial and industrial uses are permitted, but where uses not permitted in the underlying zone are limited to less than 40 percent of the overall floor area of the structure or structures.

Open Space

Consists of lands used for agricultural or forest uses, and any land that would, if preserved and continued in its present use:

1. Conserve and enhance natural or scenic resources.
2. Protect the air and water.
3. Conserve landscaped areas, such as golf courses, that reduce air pollution and enhance the value of abutting and neighboring properties.
4. Enhance recreation opportunities.
5. Preserve historic sites.
6. Promote orderly and efficient urban development.
7. Protect bird rookeries, spawning beds and wildlife habitat areas.

Significant Natural Resources

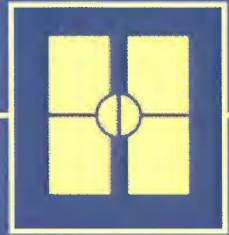
Significant Wetlands, Riparian Corridors and Wildlife Habitat within the City of Hillsboro city limits and identified in the adopted List of Significant Goal 5 Natural Resource Sites in Hillsboro and the City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report (Ord. No. 5066/9-01).

Third Place

A commonly accessible location within a neighborhood, which is neither “home” nor “work”, which functions as a gathering place for social interaction among residents and visitors. Alternatively, a commonly accessible location within a business district or a campus development which fulfills the same function for employees and customers. Such locations are characterized by planned or spontaneously occurring amenities such as hardscaped or landscaped group seating areas and activities equipment. Third places can be either indoors or outdoors, and either publicly or privately owned. (Added by Ord. No. 5778/8-07)

Wetlands

Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that, under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions.





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Attn: Plan Amendment Specialist
Dept of Land Conservation &
Development
635 Capitol Street NE, Suite 150
Salem Oregon 97301