

CLICK ON [BLUE](#) COMPREHENSIVE PLAN
TITLE BELOW TO CONNECT TO THE
TABLE OF CONTENTS

COMPREHENSIVE PLAN

ORDINANCE NO. 2793-4-77, as amended

Passed by the Council and Approved by the Mayor April 5, 1977

Amended through December 2004

HILLSBORO COMPREHENSIVE PLAN

TABLE OF CONTENTS

[Section 1. Citizen Involvement](#)

- (I) Goals
- (II) Definitions
- (III) Plan Revision and Major Plan Amendments
- (IV) Minor Plan Amendments
 - (A) Minor Plan Amendments: Plan Text
 - (B) Minor Plan Amendments: Plan Map
 - (C) Minor Plan Amendment - General Procedures
- (V) Community Plans, Public Facility Plans and Functional Plans
- (VI) Plans Available for Public Review
- (VII) Continual Review Process
- (VIII) Communication
- (IX) Feedback Mechanism
- (X) Financial Support
- (XI) Selection Process
- (XII) Ongoing Citizen Participation Program

[Section 2. Urbanization](#)

- (I) Goal
- (II) Definitions
 - (A) Hillsboro Planning Area
 - (B) Area of Interest
- (III) Policies
 - (A) Urbanization
 - (B) Land Use Designations
 - (C) Land Use Implementation Measures
 - (D) Mutually Supportive Implementation Measures
 - (E) Intergovernmental Coordination
 - (F) Annexation and the Area of Interest
 - (G) Comprehensive and Zoning of Annexed Properties
 - (H) Service Districts
- (IV) Implementation Measures
 - (A) Urban Development

*****CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS*****

- 1. Urban Services Necessary for Development
- 2. Sewage Trunk Lines
- 3. Public Streets
- 4. Essential Services
- 5. Infill
- 6. Station Community Planning Areas
- (B) Joint Capital Improvements
- (C) Floodplain Regulations
- (D) Review of Compliance with USA's Chapter 3
- (E) Review of Comprehensive Plan Changes
- (F) Major or Minor Plan Change Determination
- (G) Annexation in the Hillsboro Planning Area
- (H) Joint Capital Improvements
- (I) New Development at Maximum Densities
- (J) Land Uses Identified on the Comprehensive Plan Map
- (K) Special Industrial District (SID) Overlay Zone
- (L) Title 4 Major Retail Use Restriction Overlay Map
- (M) Land Use Map
- (N) Amendments to the Urban Planning Area Agreement

| |
|---------------------------|
| Section 3. Housing |
|---------------------------|

- (I) Goal
- (II) Definitions
- (III) Policies
 - (A) Buildable Land
 - (B) Variety of Housing
 - (C) Construction
 - (D) Various Types, Prices, Rents
 - (E) Lots less than 7,000 Square Feet
 - (F) Low Income Housing
 - (G) Manufactured Homes
 - (H) Maintenance and Rehabilitation
 - (I) Mixed Use - Commercial/Residential
 - (J) Mid-Rise Housing
 - (K) Senior Housing
 - (L) Infrastructure in Residential Areas
 - (M) Open space
 - (N) Density
 - (O) Incompatible Uses
 - (P) Nonresidential Public and Quasi-public Uses

*****CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS*****

- (Q) New and Innovative Design Techniques
- (R) Redevelopment and Increased Density
- (S) Incentives for Achieving the Housing Goals
- (T) Revisions based upon housing needs and projections
- (U) Flexible Implementation Measures for Variety of Housing Types.
- (V) Maximum and Minimum Residential Densities
- (W) Density and Donated Land for Public Facilities
- (X) Local Commercial Convenience Activities
- (Y) Residential Density Developed within the Range Designated
- (IV) Implementation Measures
 - (A) Planned Unit Development
 - (C) Manufactured Home Parks
 - (B) Deleted
 - (D) Manufactured Homes Permitted in Single Family Zones
 - (E) Duplex Units
 - (G) Variable Lot Sizes
 - (H) Elderly Housing
 - (I) Intergovernmental Cooperation
 - (J) Development Review Hearings
 - (K) Floodplain Regulation
 - (L) Subdivision and Major and Minor Land Partition Ordinance
 - (M) Monitoring of Residential Development Densities
 - (N) Preservation of Residential Density

Section 4. Agricultural Lands

- (I) Goal
- (II) Policies
 - (A) Farm Uses
 - (B) Preservation of Agricultural Land outside the Urban Growth Boundary
 - (C) Horticultural Uses of Agricultural Lands
- (III) Implementation Measures
 - (A) Agricultural Land Conversion: Expansion of the Urban Growth Boundary
 - (B) Additional Implementation Measures: Open Space, Scenic and Historical Sites and Recreation Elements

Section 5. Forest Lands

- (I) Goal

*****CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS*****

- (II) Definitions
- (III) Policies
 - (A) Retention of Trees
 - (B) Planting of Trees
 - (C) Woods Lots for Parks and Open Space
- (IV) Implementation Measures
 - (A) Preservation and Planting of Trees
 - (B) Additional Implementation Measures Following Data Gathering on: Open Space, Scenic and Historical Sites and Recreation Elements

Section 6. Open Space, Scenic and Historical Sites

- (I) Goals
- (II) Definitions
- (III) Policies
 - (A) Open Space
 - (B) Floodplain
 - (C) Cultural Resource
 - (D) Green Corridor
- (IV) Implementation Measures

Section 7. Air, Water and Land Resource Quality

- (I) Goal
- (II) Definitions
- (III) Policies
- (IV) Implementation Measures

Section 8. Natural Disasters and Hazards

- (I) Goal
- (II) Definitions
- (III) Policies
- (IV) Implementation Measures

Section 9. Recreation

- (I) Goal
- (II) Policies
- (III) Implementation Measures

Section 10. Economy

- (I) Goals
- (II) Definitions
- (III) Policies
 - (A) Commercial Land Use
 - (B) Industrial Land Use
- (IV) Implementation Measures

Section 11. Energy

- (I) Goal
- (II) Policies
- (III) Implementation Measures

Section 12. Public Facilities and Services

- (I) Goals
 - (II) Definitions
 - (III) Policies
 - (IV) (Deleted)
 - (V) Implementation Measures
 - (A) Coordination of Services
 - (B) Transportation
 - (C) Water System
 - (D) Sanitary Sewer
 - (E) Storm Drainage
 - (F) General Government
 - (G) Police Services
 - (H) Fire Protection
 - (I) Library Facilities
 - (J) Schools
 - (K) Parks and Recreation
 - (L) (Deleted)
 - (M) (Deleted)
 - (N) (Deleted)
 - (VI) Public Facilities Plan
- Public Facility Plan Capital Improvement List (20-Year CIP Projects)**

Section 13. Transportation

- (I) Goal

*****CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS*****

- (II) Definitions
- (III) Policies
 - (A) Safety
 - (B) Multi-modal
 - (C) Trip Reduction
 - (D) Performance
 - (E) Goods Movement
 - (F) Livability
 - (G) Accessibility
 - (H) Airport
 - (I) Alternative Transportation
 - (J) Hillsboro Airport
- (IV) (Deleted)
- (V) (Deleted)
- (VI) (Deleted)
- (VII) Implementation Measures

Section 14. Comprehensive Plan Maps

- (I) Maps, Type and Purpose
 - (A) Transportation Maps
 - (B) Land Use Maps

Section 15. Station Community Planning Areas

- (I) Goal
- (II) General Station Community Planning Area Policies
- (III) Downtown SCPA Policies
- (IV) Hawthorn Farm/Fair Complex SCPA Polices
- (V) Orenco SCPA Policies
- (VI) Quatama/185th SCPA Policies

Section 16. Severability

- (I) Severability

Section 17. NE 28th Avenue/East Main Street Plan Area

- (I) Goal
- (II) General Policies
- (III) Land Use Policies
- (IV) Urban Design Policies

*****CLICK ON [BLUE](#) SECTION NUMBERS BELOW TO CONNECT TO SPECIFIC SECTIONS*****

- (V) Transportation Policies
- (VI) Implementation

Section 18. Hillsboro Tanasbourne Community Plan

- (I) Goals
- (II) Policies
- (III) Implementation Measures

Section 19. Tanasbourne Town Center Community Plan

City of Hillsboro, Tanasbourne Town Center Plan

Section 20. Shute Road Industrial Site

- (I) Goals
- (II) Policies
- (III) Implementation Measures

Section 21. Transportation System Plan (TSP)

City of Hillsboro, Transportation System Plan (TSP)

Section 22. Witch Hazel Village Community Plan

- (I) Goals
- (II) General Development Policies
- (III) Implementation Measures

Section 23. City of Hillsboro, Witch Hazel Village Community Plan

City of Hillsboro, Witch Hazel Village Community Plan

Figure Number

| | |
|------------------------------|--|
| Figure 1-1 | City Planning Subareas |
| Figure 13-1 | Alley, Cul-de-sac and Local Residential Street Sample Street Cross Sections Required ROW Width |
| Figure 13-2 | Neighborhood Sample Street Cross Sections Required ROW Width |
| Figure 13-3 | Collector Sample Street Cross Sections Required ROW Width |
| Figure 13-4 | Arterial Sample Street Cross Sections Required ROW Width |
| Figure 13-5 | Street Improvement Plan |
| Figure 13-6 | Commercial/Industrial Sample Street Cross Sections Required ROW Width |
| Figure 14-1 | Hillsboro Functional Classification Plan |
| Figure 14-1a | Future Streets Where ROW is Planned for More Than Two Lanes |
| Figure 14-2 | Street Improvement Plan |
| Figure 14-3 | Truck/Freight Route Master Plan |
| Figure 14-4 | Bicycle Master Plan |
| Figure 14-5 | Transit Master Plan |
| Figure 14-6 | Hillsboro Traffic Signal Master Plan |
| Figure 14-7 | Pedestrian Master Plan |
| Figure 14-8 | Park-and-Ride Sites |
| Figure 14-9 | Rail Routes |
| Figure 14-10 | Major Pipeline Routes |
| Figure 14-11 | Hillsboro 2040 Growth Concept Boundaries |
| Figure 17-1 | NE 28 th Avenue East Main Street Plan Area |
| Figure 17-2 | NE 28 th Avenue East Main Street Plan Area |
| Figure 18-1 | Tanasbourne Town Center Plan |
| Figure 20-1 | Shute Road Preferred Design Concept A |
| Figure 20-2 | Shute Road Alternative Design Concept B |
| Figure 20-3 | Shute Road Transportation Plan Concept A |
| Figure 20-4 | Shute Road Transportation Plan Concept B |
| Figure 20-5 | Shute Road Public Facilities & Services Concept A |
| Figure 20-6 | Shute Road Public Facilities & Services Concept B |
| Figure 22-1 | Witch Hazel Village Community Plan Map |

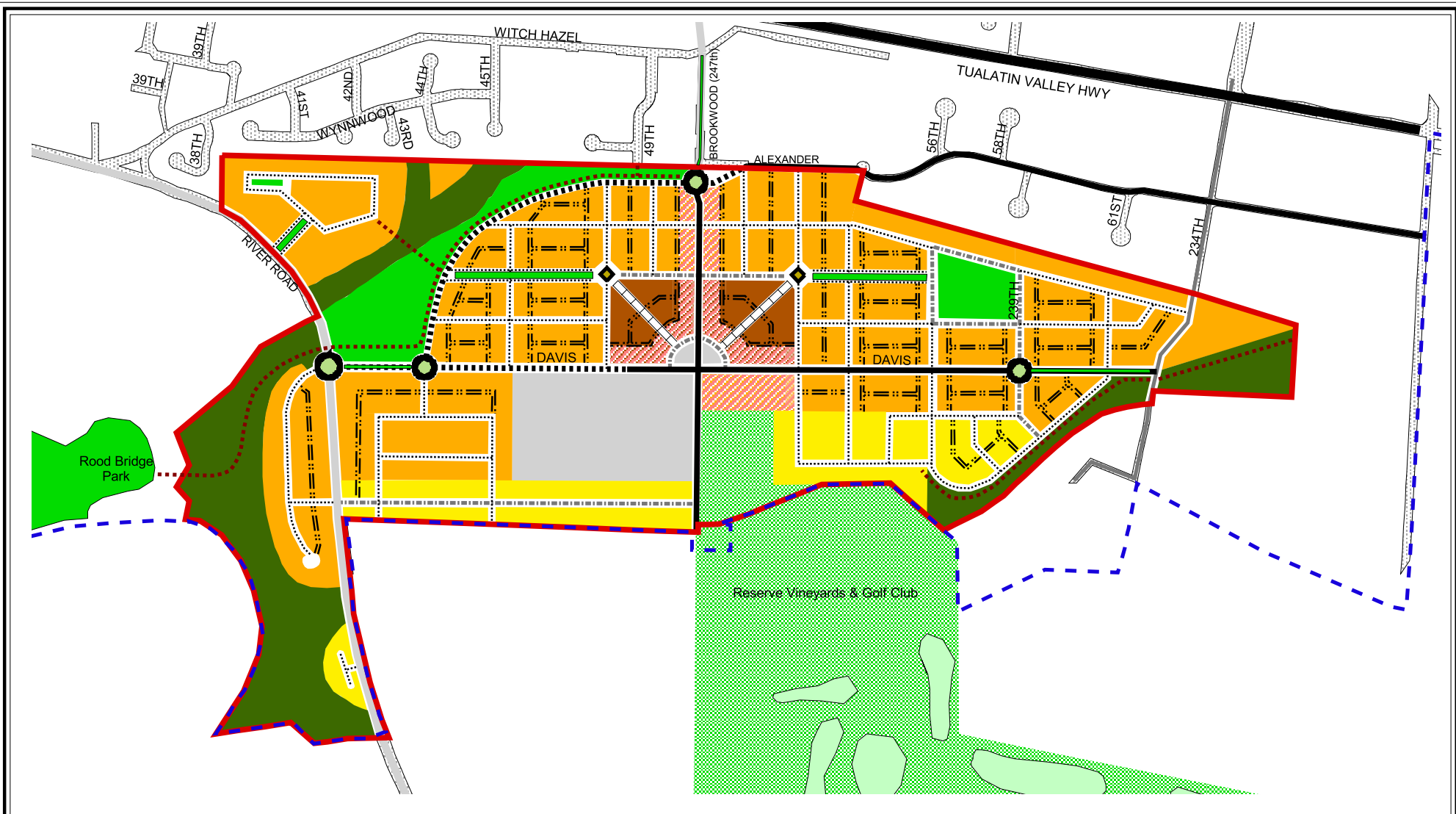


Figure 22-1: Community Plan Map

Plot Date: January 15, 2004



Legend

Land Uses

- Low Density Residential (3-7 Units Per Acre)
- Medium Density Residential (8-16 Units Per Acre)
- High Density Residential (17-23 Units Per Acre)
- Mixed-use
- Public Facility
- Private Golf Course
- Open Space
- Parks

Existing Streets

- Local Street
- Neighborhood Route
- Collector
- Arterial
- Principal Arterial

Proposed Streets

- Local Street
- Neighborhood Route
- Collector
- Alley
- Allee

Proposed Features

- Bike/Pedestrian Trail
- Greenway
- Traffic Diamond
- Roundabout

Base Map Information

- Witch Hazel Village Planning Area
- Urban Growth Boundary

SOURCE:

City of Hillsboro Planning
 City of Hillsboro GIS - Current as of June 1, 2003
 Aerial Photography - Current as of July 2002
 METRO's Regional Land Information System (RLIS) - Current as of June 2003

DISCLAIMER:

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this page, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. All data presented on this map is continually updated and is current as of the dates listed above. This map is provided "as is". Therefore, there are no warranties for this product. The City cannot accept responsibility for any errors. However, notification of errors would be appreciated.



Hillsboro Comprehensive Plan ORDINANCE NO. 2793-4-77

AN ORDINANCE ADOPTING A FRAMEWORK COMPREHENSIVE PLAN FOR THE CITY OF HILLSBORO AND RESCINDING RESOLUTION NO. 704-1-72.

The City of Hillsboro does ordain as follows:

Section 1. Planning and Citizen Involvement.

(Amended by Ord. No. 4491.)

(I) Goals.

With the advice and assistance of the Citizen Involvement Advisory Committee:

- (A) Design, adopt, and implement a planning and citizen involvement process which facilitates public involvement in major Comprehensive Plan and implementing land use ordinance revisions and assures that such actions are based on factual and complete available information.
- (B) Inform the citizens of the Hillsboro planning area of the opportunity to participate in all phases of planning through the citizen involvement program.
- (C) Encourage and actively solicit citizen participation through a diverse and wide-ranging communication program.
- (D) Develop, through education, a citizenry capable of effective participation in the planning process.
- (E) Establish a City Citizen Involvement Program to be conducted by the CIAC that provides individual public involvement programs for plan revisions and major plan amendments to the Comprehensive Plan that are consistent with State Planning Goal 1 and the financial resources of the City. At a minimum, such a public involvement program will provide for adequate notice on citizen involvement activities; advanced information on matters under consideration; and opportunities for citizen participation as determined by the CIAC.

(II) Definitions.

(A) Citizen Involvement Advisory Committee (CIAC).

The CIAC is a group of citizens who reside in eight planning subareas within the City and who are appointed by the City Council to conduct the Citizen Involvement Program. At a minimum, the CIAC shall consist of at least two (2) members from each of eight planning subareas within the City; two (2) members at large; and such other members as may be deemed appropriate by, and appointed by the City Council. The Council may appoint representatives of business located within any planning subarea to the CIAC should it determine that existing circumstances within the subarea require such business representation on the Committee.

(B) Community Plan.

A “community plan” means any plan, planning document or coordinated set of planning policies which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific area of the City. A community plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. It may contain a map, policy statements and recommendation relating to development densities, public facility and utility improvements and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. A community plan shall be consistent with statewide planning goals and with the Comprehensive Plan.

(C) Public Facility Plans.

A City public facility plan may include a City plan for water systems, sewer systems, streets and roadways, public airports, public transit and public transportation, and other City public facility or utilities systems. It may contain maps, policies and recommendations relating to public facilities. City public facility plans coordinate programs, policies, jurisdictional responsibilities, project timing or financing for public facilities or services or for topic areas required by a statewide planning goal to be addressed in the Comprehensive Plan.

City public facility plans for water, sewer, storm drainage or transportation facilities including streets, roadways, public transit and public transportation may contain rough cost estimates for public projects needed to serve the land uses contemplated in the Comprehensive Plan. Except for project timing and financing provisions, a City public facility plan shall be consistent with statewide planning goals and with the Comprehensive Plan.

(D) Functional Plans.

City functional plans further refine and implement Comprehensive Plan policies and recommendations regarding specific topic areas of interest or concern to the City. Such topic areas include but are not limited to parks and recreation, housing, open spaces, natural resources development and conservation, historic resources, culture and the arts, economic development, environmental quality and other topic areas or elements addressed in the Comprehensive Plan. City functional plans are prepared from time to time in response to community need and are intended to guide the development and implementation of related functional programs or activities conducted by City agencies.

(E) Planning Subareas.

The eight City Planning Subareas referred to in this Section shall be those areas shown on the map attached hereto as Figure 1-1 and shall be identified generally as follows:

Connell/Garibaldi/Dennis Area
Glencoe/Jackson School/Sunrise Area
Downtown/Jackson Bottom/Eastwood/Henry Area
Minter Bridge/River Road/Road Bridge Area
Brogden/Cedar/Bentley Area
Airport/Orenco/West Union Area
Reedville/Witch Hazel Area
Tanasbourne/OGI/Primate Center Area

The number and location of Planning Subareas may be amended from time to time as the need arises by agreement of the CIAC, Planning Commission and City Council.

(F) Plan Revision.

As used in this Section, “plan revision” means: a revision(s) to the entire Comprehensive Plan text or map initiated by the City Council; 1) under a Periodic Review Program pursuant to ORS 197.628 conducted every 4 to 10 years; 2) to implement an adopted Regional Framework Plan or Metro Functional Plan; or 3) as part of a comprehensive evaluation of the Comprehensive Plan. All Plan revisions shall be processed in accordance with the procedures specified in Part (III) of this Section.

(G) Major Plan Amendment.

“Major Plan Amendment” includes any significant change to the Comprehensive Plan text or map initiated by the City Council of Planning Commission. A “significant change” is one that amends or refines both the Plan text and map, has operative effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to Plan amendments that incorporate community plans as part of the Comprehensive Plan or incorporate portions of public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11. All major plan amendments shall be processed in accordance with the provisions specified in Part (III) of this Section.

(H) Minor Plan Amendment

As used in this Section, “minor amendment” means any change to the Comprehensive Plan which is not a major plan amendment. Minor Plan amendments include all quasi-judicial, site-specific amendments to the Comprehensive Plan Map. All minor plan amendments shall be processed in accordance with the procedures specified in Part (IV) of this Section.

(III) Plan Revision and Major Plan Amendments.

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:

The following process will be utilized in the review and revision of the Hillsboro Comprehensive Plan.

- (A) For each proposed plan revision or major plan amendment to the Comprehensive Plan:
- (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.
 - (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.
 - (i) 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.
 - (ii) 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.

- (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:
 - (i) A summary of the plan revision or major plan amendment.
 - (ii) The time, date and place of the hearing.
 - (iii) The location(s) at which copies of the plan revision or major plan amendment summary may be obtained.
 - (iv) A statement that all interested persons may appear and provide testimony and that only those persons making an appearance of record may appeal the determination of the Planning Commission or City Council.
 - (v) A general explanation of the requirements for submission of testimony and the procedure for conduct of the hearing.
- (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.
- (10) The Planning Department shall keep copies of adopted text of the plan revision or major plan amendment on file at the City Hall and City Library for inspection by the public and shall notify citizens

and government agencies that copies of the adopted text are available for inspection.

- (11) The final City Council decision on a plan revision or major plan amendment may be appealed in accordance with applicable State statutory provisions, relating to appeals of decisions amending an acknowledged comprehensive plan.
- (12) The Planning Commission shall also establish and publicize a procedure whereby interested individuals, community organizations and public agencies may request to be included on a regular mailing list of parties to be notified of the initiation of proposed plan revisions or major plan amendments.

(IV) Minor Plan Amendments.

(A) Minor Plan Amendment: Plan Text.

On its own volition, the City Council or Planning Commission may initiate a minor plan amendment to the text of the Comprehensive Plan by resolution whenever a need for such a revision is documented. A minor plan amendment, proposing a change to the text of the Comprehensive Plan, shall be processed pursuant to legislative notice and procedures.

- (1) Notice of any public hearing on a minor plan amendment to the Comprehensive Plan text shall be by two (2) publications in a newspaper of general circulation in the City of Hillsboro not less than five (5) days, nor more than twenty (20) days prior to the date of the hearing.

(B) Minor Plan Amendment: Plan Map.

A minor plan amendment proposing a change to the Comprehensive Plan Map designation shall be processed pursuant to quasi-judicial notice and procedures and may be requested at any time by a property owner(s), a person(s) purchasing property under contract, or a person(s) who has the written consent of the property owner.

An applicant for such a Map amendment shall show: 1) that the property is better suited for uses proposed than for the uses for which the property is currently designated by the Plan; and, 2) that a need exists for the proposed Plan Map designation that is not already met by existing Plan Map designations in the general area.

- (1) Notice of any public hearing on such a minor plan amendment to the Comprehensive Plan Map shall be by two (2) publications in a newspaper of general circulation in the City not less than 5 days nor more than 20 days prior to the date of the hearing and by mailing written notice not less than 20 days prior to the date of the hearing to owners of property within the area enclosed by lines parallel to and 500 feet from the exterior boundaries of the property involved using for this purpose the name and address of the owners as shown upon the current records of the County Assessor. In addition, the written notice shall be mailed to the community or neighborhood association and the Citizen Participation Organization within which the property is located and to State, county and city agencies or individuals who request such notice. The contents of the written notice shall comply with the applicable State statutory requirements. The failure of a person to receive the notice specified in this section shall not invalidate any proceedings in connection with the proposed minor revision.
- (2) A complete application and supporting information addressing the specific criteria for Plan Map amendments shall be filed with the City Planning Department and shall be accompanied by a fee of \$1850.00. (Amended by Ord. No. 4132/3-93; and 5312/10-03.)

(C) Minor Plan Amendment - General Procedures.

- (1) A public hearing shall be held by the Planning Commission on any minor plan amendment.
- (2) Recess of hearing. The Planning Commission may recess a 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.
- (3) After hearing the proposed minor plan amendment, the Planning Commission shall deny or forward a recommendation of approval or approval with modifications to the City Council.
- (4) Any party to a proceeding on a minor plan amendment may appeal the recommendation on the amendment of the Planning Commission to the City Council by filing such an appeal with the

City Recorder within fifteen (15) days of the mailing date of the Planning Commission's Notice of Decision on the amendment.

- (5) The City Council may hold a hearing on the proposed minor plan amendment. The Council shall hold a hearing on any appeal of a Planning Commission decision on a minor plan amendment. If a public hearing is held, notice for such a hearing shall comply with the applicable notice requirements relating to minor amendments to the Plan text or to the Plan Map as set forth above. After consideration of a proposal or an appeal, the City Council may adopt or deny the minor plan amendment or uphold, reject or modify the recommendation of the Planning Commission.
- (6) The applicant shall be notified in writing of the City Council decision.
- (7) The Planning Department shall keep copies of the adopted minor plan amendment on file at City Hall and the City Library for inspection by the public and shall notify citizens and government agencies who have requested notice that copies of the adopted amendments are available for inspection.
- (8) The Planning Commission shall also establish and publicize a procedure whereby interested individuals, community organizations and public agencies may request to be included on a regular mailing list of parties to be notified of the initiation of proposed minor plan amendments.

(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.

Adoption of Public Facility Plans shall comply with applicable State statutes and regulations relating to portions of public facility plans required to be included in the Comprehensive Plan. Those portions of public facility plans required to be included in the Comprehensive Plan shall be adopted by ordinance as major plan amendments to the Comprehensive Plan Text or Map, as applicable. A Functional Plan shall be adopted by City Council Resolution.

- (VI) The Planning Department shall keep copies of the Comprehensive Plan, the City Community Development Code, adopted Community Plans and Functional Plans on file at City Hall and at all branches of the City Library for inspection by the public. The Planning Department shall notify citizens and government agencies that copies of such adopted plans are available for public review and distribution. The Planning Department shall notify citizens and government agencies that copies of the adopted plan is available for review.
- (VII) **Continual review process.** During the 4-10 years period between scheduled major reviews of the Comprehensive Plan pursuant to ORS 197.628 Periodic Review requirements, the City Planning Commission, with the assistance of the Planning Department, shall continually review the Comprehensive Plan and may initiate major or minor revisions of the Plan in order to address Citywide or community needs. As part of this responsibility, the Planning Commission shall schedule and conduct a Public plan Review Process once every two (2) years according to a schedule determined by the Planning Commission to consider such requests for Plan revisions from any property owner, City agency, government agency, or business or community organization.
- (VIII) **Communication.** A part of its responsibility to conduct the City's Citizen Involvement Program, the CIAC will advise and assist the City on techniques, methods and processes which may be used by City departments, the Planning Commission and the City Council to establish and maintain effective and continuing communication and dialogue with the various segments of the community on the Comprehensive Plan, Plan implementation measures, Community Plans, Functional Plans and City programs that implement the Comprehensive Plan. The Committee will also review the effectiveness of communication techniques and methods being applied in the various public involvement programs for major and minor revisions of the Plan and recommend necessary improvements and refinements.
- (IX) **Feedback mechanism.** Comments and recommendations resulting from the public involvement programs established for major and minor revisions of the Comprehensive Plan and Community Plans and Functional Plans will be collected and summarized by staff. Copies of the summarized comments will be made available for public review at the City Planning Department. The Planning Commission recommendations and City Council decisions on major and minor revisions to the Plan, Community Plans, and Functional Plans and the rationale relied upon by policymakers to reach such recommendation and decisions will be made available to the public in the form of a written record.

- (X) **Financial support.** The City Council will guarantee to the best of its financial ability that the CIAC has the financial support necessary for a successful citizen involvement program.

 - (XI) **Selection process.** It will be the policy of the Mayor and City Council of Hillsboro to actively solicit volunteers to fill vacancies or expired terms of Planning Commission and CIAC Positions. Volunteers will be solicited through the use of articles in the local newspaper, personal contact with citizens who have demonstrated interest in the past, and contacts with local service organizations. Each citizen applying for a position on the Commission of CIAC will be asked to submit an application and a resume. After review of the applications, the most qualified applicants may be interviewed by one or more Council members. Appointment of an applicant to the CIAC shall be confirmed by a majority of the Council.

 - (XII) **Ongoing citizen participation program.** By December 31, 1997, the CIAC shall prepare and recommend for City Council approval a plan for an ongoing City citizen participation program. In preparing the plan, the CIAC shall, at a minimum, study and consider the Tigard, Beaverton, Portland, Forest Grove and Washington County models of citizen participation. The plan shall be consistent with the provisions of this ordinance and shall identify the methods and procedures by which interested citizens businesses, and civic and community organizations may comment on planning and land use proposals and actions in the City. In preparing the plan, the CIAC shall solicit input from the citizens of Hillsboro through at least three (3) community wide workshops, public forums and/or community open houses.
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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. Establishment of land use designations in particular areas will be based upon the need to: (Amended by Ord. No. 3433/12-83.)
- (A) Accommodate long-range population growth within the Hillsboro planning area.
 - (B) Control the economic, environmental and energy consequences of urban growth.
 - (C) Retain agricultural land outside the urban area.
 - (D) Provide for the orderly and efficient extension of public facilities and service.
 - (E) Assure efficient development of land consistent and compatible with the community's needs and resources.
 - (F) Provide decent housing, employment opportunities and an environment with a high degree of livability for the citizens of Hillsboro and surrounding community.
 - (G) Assure consistency with the Regional Urban Growth Boundary. (Added by Ord. No. 3078/1-80.)
- (II) **Definitions.** (Added by Ord. No. 3736/12-87.)
- (A) **Hillsboro Planning Area** (also referenced in the Comprehensive Plan as the planning area and the urban area). The boundaries of this area are described as follows:
 - (1) those areas within the Regional Urban Growth Boundary located south of U.S. Highway 26 (Sunset Highway), north of State Highway 8 (Tualatin Valley Highway), east of Dairy Creek, and west of NW Cornelius Pass Road, NW 216th Avenue and SW 219th Avenue;
 - (2) those areas within the Regional Urban Growth Boundary located south of State Highway 8 (Tualatin Valley Highway) east of the Tualatin River, and west of SW 209th Avenue; and

- (3) those areas within the Area of Interest which are annexed to the City of Hillsboro.
- (B) **Area of Interest.** Those areas within the Regional Urban Growth Boundary identified in the 1987 Urban Service Study. The boundaries of this area are described as follows:
 - (1) from the intersection of NW Shute Road and U.S. Highway 26, east and north along NW Jacobson Road and the BPA powerline easement to West Union Road; east on West Union Road to its intersection with NW 158th Avenue; south on NW 158th to Willow Creek; west along Willow Creek to NW 173rd; south on NW 173rd Avenue and SW 170th to Farmington Road; west on Farmington Road to SW 209th Avenue; north on SW 209th Avenue to the Tualatin Valley Highway; west on the Tualatin Valley Highway to its intersection with SW 219th Avenue; north on SW 219th Avenue, SW 216th Avenue and NW Cornelius Pass Road to U.S. Highway 26; west along U.S. Highway 26 to NW Shute Road.

The Area of Interest includes only those properties within the Regional Urban Growth Boundary, and does not include any properties included in or annexed by other cities, and any such areas so included or so annexed are not a part of the Area of Interest.

(III) Policies. (Renumbered by Ord. No. 3736/12-87.)

- (A) Urbanization within the planning area shall be consistent with the goals and policies of this Plan. Development shall occur according to the availability of urban services and within the context of the Urban Planning Area Agreement. The City and other government agencies shall encourage property owners to maintain the present rural use and character of undeveloped or underdeveloped lands within the Hillsboro Planning Area until such land is required and proposed for urban use and the necessary urban services are available. (Amended by Ord. No. 3433/12-83, and Renumbered by Ord. No. 3736/12-87.)
- (B) Land use designations within the Hillsboro Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2000. (Amended by Ord. Nos. 3081/1-80; 3309/4-82; and 3433/12-83.)
- (C) Any land use implementation measure adopted by the City or other government agency shall be consistent with and supportive of the need to expand public facilities and services as outlined in this goal, and shall be designed in a manner which accommodates increased public demands for urban services and is responsive to both expected growth in the

commercial and industrial sectors and to population growth in the area. (Renumbered by Ord. No. 2970/2-79; and Amended by Ord. No. 3433/12-83.)

- (D) The City shall adopt and enforce mutually supporting implementation measures necessary to integrate the type, timing and location of public facilities and services in a manner which accommodates both expected growth in the commercial and industrial sectors and the increased population density within the Hillsboro Planning Area. (Renumbered by Ord. No. 2970/2-79; and Amended by Ord. No. 3433/12-83.)
 - (E) The City shall coordinate its planning activities and implementation measures with government agencies in the planning area and determine respective roles and responsibilities necessary to carry out the policies of this goal. An Urban Planning Area Agreement which clearly delineates the respective roles of the City and Washington County within the Hillsboro Planning Area shall be adopted and revised, if appropriate, as a part of the major revision process. (Renumbered by Ord. No. 2970/2-79; and Amended by Ord. No. 3433/12-83.)
 - (F) In the Area of Interest, the City will continue its current annexation policy, under which property owners interested in annexation are welcome to contact the City for whatever information and assistance they need to initiate and complete the annexation process. (Added by Ord. No. 3736/12-87.)
 - (G) Upon annexation within the Area of Interest, the City will initiate Comprehensive Plan Land Use and Transportation Map changes on recently annexed properties, to City land use designations and functional street classifications corresponding as closely as possible to those designations and classifications already adopted by Washington County for those properties. (Added by Ord. No. 3736/12-87.)
 - (H) The City will negotiate with the service districts currently providing urban services to properties in the Area of Interest, and will address service provision issues on an individual basis upon receipt of petitions for annexation. The City will work toward formal long-term service agreements with each affected service district, and shall consider the Area of Interest in all public facility plans. (Added by Ord. No. 3736/12-87.)
- (IV) Implementation Measures.** (Amended by Ord. No. 3433/12-83; and Renumbered by Ord. No. 3736/12-87.)
- (A) Urban development shall occur only where urban services exist or are available. It is the intent of this Plan to encourage development in those

areas where such services are currently available or can be readily provided in a logical manner. (Renumbered by Ord. No. 2970/2-79.)

- (1) Urban services necessary for development include adequate water, sewer, and fire protection. The documentation of the availability of these needed services must be current. (Added by Ord. No. 3433/12-83.)
- (2) Whenever feasible, the installation of sewage trunk lines shall occur prior to the development of the affected urban area. (Added by Ord. No. 3433/12-83.)
- (3) Public streets, new or existing, which are proposed for access to a particular site proposed for development, shall be developed in accordance with the transportation element of the Comprehensive Plan. (Added by Ord. No. 3433/12-83.)
- (4) Other essential services, including school districts, Police or Sheriff's Department, water districts, and transit agency, must be proven to be available to a proposed development within five years of a development approval. (Added by Ord. No. 3433/12-83.)
- (5) The infill of vacant, bypassed lands, between areas of development, at an urban level, shall be encouraged. Appropriate measures shall be taken to insure that new development in infill areas is compatible with existing developed areas. The City will support a proposed annexation of infill areas and allow subsequent development to occur under the clear and objective standards in its implementing ordinances, including the Zoning and Subdivision ordinances. (Added by Ord. No. 3433/12-83.)
- (6) Station Community Planning Areas shall be used as a tool to focus higher densities and transit supportive mixed use developments around light rail transit stations and encourage transit, walking and bicycle use. Key components of Station Community Planning Areas include:
 - (a) A pedestrian orientation;
 - (b) Increased intensity of certain land uses;
 - (c) Public amenities, including pedestrian spaces and community facilities;
 - (d) Multi-modal circulation linkages and;
 - (e) Convenient access to light rail stations.(Added by Ord. No. 4456/8-96)

- (B) The City will coordinate with Washington County and affected special districts to develop joint capital improvement programs to provide urban services within the Hillsboro Planning Area. (Added by Ord. No. 2876/1-78, Renumbered by Ord. No. 2970/2-79, Renumbered and Amended by Ord. No. 3433/12-83.)
- (C) Existing floodplain regulations will be reviewed and amended as necessary to assure compatible provisions and prevention of detrimental effects of activities across jurisdictional boundaries. (Added by Ord. No. 2876/1-78, Renumbered by Ord. Nos. 2970/2-79 and 3433/12-83.)
- (D) Any proposed land development within the City of Hillsboro, which meets the definition of “development” as contained in Chapter 1 Section 1.02.15 of the *Washington County Clean Water Service’s Design and Construction Standards and Regulations Pertaining to the Sanitary Sewerage and Storm and Surface Water Management Systems, including Regulations for Erosion Control and Protection of Water Quality Sensitive Areas*, shall be reviewed for compliance with, and shall comply with the applicable provisions and procedures of Chapter 3, *Standard Design Requirements for Storm and Surface Water* of the CWS’s Design and Construction Standards and Regulations for Sanitary Sewerage and Storm and Surface Water Management Systems. (Added by Ord. No. 4981/12-00.)
- (E) A procedure for processing minor Hillsboro Comprehensive Plan Map changes shall be established in the Urban Planning Area Agreement as approved by Hillsboro and Washington County. (Added by Ord. No. 2876/1-78, Renumbered by Ord. No. 2970/2-79, Amended by Ord. No. 3414/7-83 and Renumbered and Amended by Ord. No. 3433/12-83.)
- (F) If a property owner is in dispute with the planning staff as to whether a change is major or minor, he/she may request review by the Planning Commission for the determination. (Added by Ord. No. 2876/1-78 and Renumbered by Ord. Nos. 2970/2-79 and 3433/12-83.)
- (G) All land in the Hillsboro Planning Area is assumed to be available for annexation and/or development, consistent with the Comprehensive Plan, zoning, subdivision regulations, and the Urban Planning Area Agreement. (Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, and Renumbered and Amended by Ord. No. 3433/12-83.)
- (H) The City and County, through joint capital improvements programming and cooperation with special districts, will place a higher priority on capital expenditures which would assure the provision of full urban services in the Hillsboro Planning Area. (Added by Ord. No. 2876/1-78 and

Renumbered by Ord. No. 2970/2-79, and Renumbered and Amended by Ord. No. 3433/12-83.)

- (I) Use of services available in the Hillsboro Planning Area will be maximized through the encouragement of new development at maximum densities prescribed by the applicable Comprehensive Plan/land use ordinance, and through the infilling of partially developed areas. (Added by Ord. No. 2876/1-78 and Renumbered by Ord. No. 2970/2-79, and Amended by Ord. No. 3433/12-83.)

- (J) Land uses identified by the Comprehensive Plan Land Use Map have been determined to be the most suitable needed by the City. To meet the burden of proof for a proposed zone change, it is both necessary and sufficient to show that the proposed zone is consistent with and represents the highest use allowed by the Comprehensive Plan Land Use Map, and in the case of zone changes in residential areas, the proposed zone shall allow development of housing at a density within the range designated by the Land Use Map. In addition, the City may attach clear and objective conditions to the zone change provided such conditions are consistent with the Comprehensive Plan, the Zoning Ordinance and other rules and policies regulating development in the City.

In developed areas where existing uses and zoning are not consistent with the highest use under the Comprehensive Plan Land Use Map, an "incremental" zone change, which would allow development opportunity at the highest Plan use, shall be required prior to further redevelopment.

In undeveloped or newly annexed areas, if services are found to be inadequate to support the highest Plan use, a zone change to a zone which would not allow the opportunity for development at the highest Plan use for that area may be approved. Such an "interim" zone shall be conditioned to prohibit development: 1) until adequate urban services are provided to the site; and 2) until a subsequent "incremental" zone change has been approved which would allow the opportunity for development at the highest Plan use. Incremental zone changes shall be allowed outright if they conform to the Plan and conform with the clear and objective standards of the Zoning Ordinance.

In areas designated C Commercial, a request for a zone change to the MU-C Mixed Use Commercial zone may be approved without approval of a minor Comprehensive Plan Land Use Map change to MU Mixed Use. Such a zone change to the MU-C zone (outside the MU Plan designation) shall be conditioned to require that future development be limited to vertical mixed use buildings. For purposes of this section, vertical mixed use buildings are

defined as buildings at least two stories in height, constructed for a combination of commercial and residential occupancies within each building. (Added by Ord. No. 3076/1-80, Renumbered by Ord. No. 3433/12-83, Amended by Ord. No. 3450/3-84 and Ord. No. 5464/12-04.)

- (K) In order to protect development opportunities for large lot industrial uses until such time as there is no demonstrated demand or need for such large lots; and to provide opportunity for location of compatible small and medium size industrial uses near such large lot industrial uses; the City may place a Special Industrial District (SID) overlay zone on specific areas designated industrial on the Comprehensive Plan Land Use Map. The Special Industrial District shall limit development in any areas so zoned to primarily larger lot industrial projects. (Added by Ord. No. 3414/7-83, Renumbered by Ord. No. 3433/12-83, and Amended by Ord. Nos. 3450/3-84, 3680-2-87, and 4547.)
- (L) Any major retail use (a retail land use or retail business activity occupying a building of 60,000 square feet or more of gross leasable area per building or business) is allowed within the City as permitted by the comprehensive plan and implementing zoning ordinance, except in areas in which such a use is restricted as shown on the Title 4 Major Retail Use Restriction Overlay Map contained within the Zoning Ordinance. (Added by Ord. No. 4901/5-00.)
- (M) The land use map shall designate property in the Hillsboro Planning Area as Low, Medium, High, or Mid-Rise Residential, Mixed-Use, Commercial, Industrial, Open Space, Floodplain, Public Facility or Station Community Planning Area.

As used in this subsection, "Mixed-Use" means a mix of residential and commercial uses either vertically or horizontally. The land use map may also designate the boundaries of Hillsboro "community plan" areas. Residential land outside Station Community Planning Areas shall be designated Low, Medium, or High density, or Mid-Rise Residential, so as to provide the opportunity for an overall density of 10 units per net acre, and a 50% detached single family/50% attached single family or multi-family split on new construction.

Appropriate Mixed Use zoning districts shall be applied to implement the Mixed Use (MU) Plan designation on all properties designated Mixed Use on the Comprehensive Plan Land Use Map, or on any properties identified for mixed use on a Community Plan Area Map.

In addition to the criteria listed in Section 1.IV. B, applications for Minor Comprehensive Plan Land Use Map changes to the Mixed

Use MU Plan designation, submitted after July 31, 2004, shall conform to the following criteria: 1) the overall area of the site proposed for the MU designation must equal five or more acres; and 2) the site proposed for the MU designation must be located adjacent to the intersection of two arterial streets, two collector streets, or an arterial street and a collector street.

Station Community Planning Areas shall be designated to promote medium to high density transit-oriented and pedestrian-sensitive mixed use developments in areas within reasonably close proximity of light rail transit stations. Station Community Planning Areas shall be identified with a designation of "SCPA" on the land use map. Boundaries for Station Community Planning Areas shall generally extend a half-mile radius around light rail transit stations, but may extend farther to include 1) contiguous land under common ownership at the time of adoption of the Station Community Planning Area boundary; 2) land owned by individual(s) who participated in the Station Community Planning process and consented to be included within a Station Community Planning Area; or 3) property justified for inclusion in a Station Community Planning Area based on location factors such as proximity to a transit trunk line, major pedestrian route or feeder bus route, or because of natural or manmade boundaries. Mixed use developments, a broader range of housing types, and more intense residential and non-residential developments shall be permitted within Station Community Planning Areas. Overall residential density targets and overall employment intensity targets shall be established for Station Community Planning Areas and implemented with minimum residential densities and minimum floor area ratios through the adoption of Station Community Planning Area zoning districts. (Added by Ord. No. 2970/2-79, Amended by Ord. Nos. 3075/1-80 and 3309/4-82, and Renumbered and Amended by Ord. Nos. 3433/12-83, 4454/6-96, 4848/12-99 and 5464/12-04.)

- (N) The City shall work with Washington County during the County's scheduled process to amend the Urban Planning Area Agreement to reflect the definitions and policies regarding the City's Area of Interest. (Added by Ord. No. 3736/12-87.)

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.

- (II) **Definitions.**
 - (A) **Buildable lands.** Refers to land in urban and urbanizable areas that are suitable, available and necessary for residential use.

 - (B) **Household.** Refers to one or more persons occupying a single household.

 - (C) **Pedestrianway.** A path designed for pedestrian use constructed of asphalt, concrete or gravel and located along streets (example, sidewalks) and through public rights-of-way or public access easements.

- (III) **Policies.**
 - (A) Buildable land sufficient to meet the community's projected population growth and resulting housing needs shall be designated within the planning area. The development of housing shall be coordinated with the extension of public facilities and services necessary to assure safe, healthy, and convenient living conditions. (Amended by Ord. No. 3433/12-83.)

 - (B) A variety of housing units shall be encouraged throughout the planning area for households of all incomes, ages and living patterns. Such housing should include, but not be limited to, single-family residences, accessory dwellings, duplexes, apartments, attached single-family residences, co-op housing, condominiums, townhouses and manufactured housing. Specific locations for each type of housing shall be consistent with the comprehensive plan map and zoning map. Each type of housing should be available at various prices and rents in order to maximize housing choices of the public. (Amended by Ord. Nos. 4212/3-95 and 4901/5-00.)

 - (C) Housing in the planning area shall be designed, constructed and maintained in a manner that assures safe, healthy and convenient living conditions for the community's citizens. Construction shall be sound, energy-efficient, and of a quality that assures a reasonable structural life and attractive appearance with normal maintenance.

- (D) The provision of housing of various types and prices/rents and developments which provide for an efficient and compatible mix of housing types shall be encouraged. This will increase the choice of housing and will act to disperse housing types throughout the planning area in developments of design and construction consistent with policy (C) of this Section.
- (E) In order to promote home ownership and to increase efficient land use, developments with lots less than 7,000 square feet shall be allowed when specifically authorized by the Zoning Ordinance. Because the social and aesthetic impact of poorly designed residential developments increases with density, such developments shall be of a quality and design which effectively offsets increases in density and/or smaller lots and through provisions of usable open space as well as other amenities. (Amended by Ord. Nos. 4312/2-95 and 4351/6-95 and 4454/8-96.)
- (F) The development of low income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy (C) of this Section. Such housing shall not be so concentrated as to create a recognizable or exclusively low income district.
- (G) Manufactured homes are appropriate within the planning area when located in well planned and developed manufactured home parks or in areas that permit single family dwellings. (Amended by Ord. No. 4212/3-94.)
- (H) The maintenance and rehabilitation of the existing housing stock shall be encouraged in areas of the planning area designated for residential use.
- (I) The development of buildings which compatibly accommodate housing units and commercial activities shall be encouraged in the downtown area.
- (J) The development of mid-rise housing (3-6 stories) is appropriate near the downtown area, in Station Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are transit trunk routes. Such developments shall be subject to special planning and development review or meet specific Station Community Planning Area design and development standards. (Amended by Ord. No. 4454/8-96.)
- (K) The development of housing designed to meet the needs of senior citizens shall be encouraged, particularly in areas close to downtown, shopping, public transportation, medical and other similar facilities.

- (L) New residential areas shall have paved streets, curbs, pedestrianways, water, sewers, storm drainage, street lights and underground utilities. The provision of such services in older residential areas shall be encouraged.
- (M) The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.
- (N) Housing shall be developed to a density sufficient to allow for commercial, industrial, recreation and other land uses within the planning area in sufficient quantity to meet other citizens' needs and goal requirements.
- (O) Residential areas should be designated to avoid incompatible commercial, industrial and other uses, but criteria should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.
- (P) Nonresidential public and quasi-public uses may be located in residential areas subject to special planning and design review to insure their compatibility with surrounding residences.
- (Q) The Planning Commission may approve housing developments which utilize new and innovative design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this goal.
- (R) The City may encourage redevelopment activities and increased population densities in certain areas after taking into consideration key facilities, economic, environmental, energy and social consequences, and the optimal use of existing land, particularly in areas containing a significant number of unsound substandard housing units which cannot feasibly be rehabilitated.
- (S) The City may use the following or similar implementation measures to encourage achievement of the housing goal: tax incentives and disincentives, zoning and land use controls, subsidies and loans, fee and less-than-fee acquisition techniques, enforcement of local health and safety codes, coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.

- (T) The City shall review housing needs and projections and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.
 - (U) Implementation measures should be sufficiently flexible to allow residents of all incomes and life styles the widest possible choice of housing types and locations.
 - (V) Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map. Minimum residential density zoning standards shall be prescribed for all residential areas. Minimum density standards shall result in the building of at least 80 percent of the maximum number of dwelling units per net residential acre permitted by the applicable residential zone. The minimum densities are intended to ensure the Hillsboro Comprehensive Plan achieves the residential density objectives identified in the Region 2040 Growth Concept and Regional Framework Plan, while retaining flexibility for residential development patterns and projects tailored to local conditions. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone, or which would cause the City's comprehensive plan to be in noncompliance with the adopted Metro Urban Growth Management Functional Plan. (Amended by Ord. Nos. 3075/1-80, 4454/8-96, and 4901/5-00.)
 - (W) In determining residential densities, developers may be given credit for land donated and accepted by the City for needed public facilities. (Amended by Ord. No. 3075/1-80.)
 - (X) Certain areas designated residential on the comprehensive plan map shall be considered appropriate for local commercial convenience activities. Specific locations will be determined as a result of detailed land use studies to be initiated in 1977. Until specific locations have been determined, lands designated residential on the plan map but presently zoned for neighborhood commercial use shall be considered appropriate for such uses.
 - (Y) Residential land shall develop within the density range designated by the Comprehensive Plan. (Added by Ord. No. 3075/1-80 and Amended by Ord. No. 3450/3-84.)
- (IV) Implementation Measures.** (Added by Ord. No. 2970/2-79.)

- (A) Developers of tracts of land which are sufficiently large to allow for comprehensive planning shall be encouraged to use the Planned Unit Development (PUD) process in order to permit the application of new technology, greater freedom of design, land development and ownership patterns, greater population densities and economy of land use, thereby promoting a harmonious variety of uses, a more efficient use of public facilities, and the creation of attractive, healthful and stable environments for living, shopping or working. The Planned Unit Development shall be a superimposed zone applied over the existing zone designation(s).

The procedural requirements for processing an application shall be that minimum necessary to adequately review the proposed development, and shall be coordinated with all other required reviews (i.e. Development Review). The PUD provisions of the Zoning Ordinance shall include clear and objective standards consistent with Section 2(III)(C)(6) herein.

Any ownership patterns and dwelling unit types which are allowable in the Residential designation could be included in a Planned Unit Development. Non-residential uses could be included if the use is supportive of the Residential use and is economically justified by the applicant.

Within a PUD, densities may reach the minimum density allowed in the next highest designation. Such a density increase above the existing designation need not be justified by the applicant. Densities in excess of the aforementioned must be justified by the applicant. The burden of justification shall increase as the density increases above that cited. (Added by Ord. No. 2970/2-79, and Amended by Ord. Nos. 3080/1-80, 3414/7-83 and 3450/3-84.)

- (B) (Added by Ord. No. 2970/2-79 and Deleted by Ord. No. 4212/3-94.)
- (C) Manufactured home parks provide a needed housing alternative for the citizens of Hillsboro and shall be permitted outright in those areas of the City designated Medium Density Residential on the Comprehensive Plan Land Use Map. The Zoning Ordinance shall contain specific requirements to assure the manufactured home park developments will be well planned, internally consistent and harmonious with surrounding land uses. (Added by Ord. No. 2970/2-79 and Amended by Ord. No. 4212/3-94.)
- (D) Manufactured home units meeting specific standards shall be a permitted use in all zones that permit single family dwellings. Standards shall include: conformance with applicable local, state, and federal standards in force at the time of installation pursuant to Chapter 50 - Prefabricated

Structure Code, installation on excavated and backfilled foundations, and removal of all transport related gear. In addition, other placement standards allowed by State statute may be imposed to insure the harmonious integration of this housing type with other housing in the surrounding vicinity. (Added by Ord. No. 2970/2-79 and Amended by Ord. No. 4212/3-94.)

- (E) Duplex units shall be encouraged in new single-family subdivisions as a means of providing increased density and a needed housing option in a manner which melds with the existing community and is energy and cost efficient.

The Zoning Ordinance shall allow new R-10, R-8.5, R-7, or R-6 subdivision proposals to designate a maximum of 20% of the lots as duplex lots. Duplex lots shall allow duplex or single-family dwellings and the lot designations shall be reviewed by the Planning Commission concurrently with review of the tentative plats. After final subdivision approval, lots designated for duplexes will be considered fixed and may be changed only upon approval of the Planning Commission after adequate notification of surrounding property owners. (Added by Ord. No. 2970/2-79, and Amended by Ord. Nos. 3414/7-83 and 3450/3-84.)

- (F) (Deleted by Ord. No. 3414/7-83.)
- (G) In order to provide greater flexibility and economy of land use, the Zoning Ordinance shall allow variable lot sizes in single-family residential subdivisions. A maximum of 30% of the lots in a new subdivision may contain less than the average lot area allowed in the applicable zone, but the average of the lot sizes must be that specified for the zone. In addition, the minimum lot size shall not be less than 85% of the average lot size established for each applicable zone. (Added by Ord. No. 2970/2-79.)
- (H) Housing for the elderly shall be encouraged. The livability of these developments shall be a prime concern in the review process. Large-scale developments for the elderly would be most appropriately located near the City core area. Alternative living patterns, cooperative housing and/or common facilities, which might better meet the needs of the elderly, shall be allowable outright in medium or high density areas and as a conditional use in low density areas in the Zoning Ordinance. (Added by Ord. No. 2970/2-79.)
- (I) The City shall cooperate with the Washington County Housing Authority, regional agencies, State Housing Division, HUD, FmHA, and other

agencies for the provision of moderate to low income housing and maintenance and rehabilitation activities in the City.

Housing units pursuant to the above shall not be concentrated in any one area, but shall be dispersed throughout the City. The City shall participate in the Areawide Housing Opportunity Plan for the Portland Metropolitan Area. (Added by Ord. No. 2970/2-79.)

- (J) The City shall propose and hold public hearings on an ordinance to establish a development review process, a development review board and broad design standards for all developments except single family dwellings. The proposal shall reflect the recommendation of the development review study committee, the views presented during the neighborhood workshops and public hearings on the Housing Element, and shall be altered during the hearing process so that a final action reflects the needs of the community. (Added by Ord. No. 2970/2-79, and Amended by Ord. No. 3080/1-80.)
 - (K) In order to reduce the potential danger and serious damage to Hillsboro households due to flooding, the City shall adopt regulations governing development on property located within the 100 year floodplain. (Added by Ord. No. 2970/2-79.)
 - (L) The City shall maintain and periodically review an ordinance regulating the subdivision and major and minor partitioning of land. (Added by Ord. No. 2970/2-79.)
 - (M) Residential density designations are intended to discourage development at lower densities. The densities of new developments shall be monitored and reviewed annually to assure that residential construction is implementing the Comprehensive Plan designations. If the residential density designations are not being implemented, additional land shall be designated or redesignated to help assure that the overall density will be attained. (Added by Ord. No. 3075/1-80.)
 - (N) If a parcel of land is sized and designated to allow development of substantially more than one dwelling unit, the siting of a single new dwelling unit on the parcel shall allow development of the remainder of the parcel to the density range of the designation. (Added by Ord. No. 3450/3-84.)
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Section 4. Agricultural Lands.

- (I) **Goal.** To utilize farms as open space and provide a method for:
- (A) Maintaining agricultural lands outside the urban growth boundary for farm use.
 - (B) Retaining existing farm uses within the Hillsboro Planning Area in areas outside the City limits until developed according to the Hillsboro Comprehensive Plan. The County may allow for development in certain areas outside the City limits which are in farm use, when in accordance with the adopted Urban Planning Area Agreement, and the goals, policies, and implementation measures of the Urbanization Goal. (Amended by Ord. No. 3433/12-83.)
- (II) **Policies.**
- (A) Farm uses shall be encouraged and considered compatible with urbanization unless such uses have been demonstrated to be a public nuisance. Determination of a nuisance shall be considered sufficient reason to prevent continuation of the existing, or similar, farm use. Use of farm lands for livestock shall be allowed, per specific standards set forth in the City Zoning Ordinance, in areas adjacent to the Regional Urban Growth Boundary, being designated FP, Floodplain. (Amended by Ord. No. 3268/10-81.)
 - (B) Preservation of agricultural land outside the urban growth boundary shall be attained by limiting urbanization to areas within the urban growth boundary established by this Plan. Requests for extension of the urban growth boundary shall be considered only during the major revision process and shall be based on the following considerations:
 - (1) Demonstrated need to accommodate urban population growth based on population projections and historic data.
 - (2) Demonstrated need for housing and employment opportunities which require additional lands.
 - (3) Systematic and economic extension of public facilities and service.
 - (4) Economic, environmental and energy consequences.
 - (5) Efficient land use within the existing urban growth boundary.
 - (6) Maintenance of a quality living environment.

- (C) Horticultural uses of agricultural lands should be encouraged to provide permanent open space within the urban area.

(III) Implementation Measures. (Added by Ord. No. 2970/2-79.)

- (A) When converting agricultural land to urban uses through expansion of the urban growth boundary, the conversion criteria in Agricultural Lands - Policy B shall be taken into consideration during the conversion process specified in the Urbanization element. (Added by Ord. No. 2970/2-79.)
 - (B) Additional implementation measures shall be drafted following completion of data gathering and analysis for the Open Space, Scenic and Historical Site element and the Recreation element. (Added by Ord. No. 2970/2-79.)
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Section 5. Forest Lands.

- (I) **Goal.** To conserve forested lands and significant trees in the planning area, and to provide open space, buffers from noise, separation of conflicting uses, watershed protection, maintenance of clean air and water and outdoor recreation activities.
 - (II) **Definitions.**
 - (A) **Forest lands.** Forested lands in urban and agricultural areas which provide urban buffers, wind breaks, wildlife and fisheries habitat, livestock habitat, scenic corridors, and recreational use.
 - (III) **Policies.**
 - (A) Because trees are an asset to a neighborhood and to the community, the City shall encourage and promote retention of trees on lands proposed for development or redevelopment.
 - (B) The City shall encourage and promote the planting of trees throughout the urban area and especially on lands proposed for development and redevelopment to provide windbreaks and urban buffers, to decrease noise and separate conflicting uses, to improve air and water quality and to make for a more pleasing urban environment.
 - (C) Suitable wooded lots within the City should be preserved for parks and open space.
 - (IV) **Implementation Measures.** (Added by Ord. No. 2970/2-79.)
 - (A) The preservation and planning of trees in future proposed developments in the City shall be considered during the PUD and development review processes as referenced in Housing Implementation Techniques A and J. (Added by Ord. No. 2970/2-79 and Amended by Ord. No. 3080/1-80.)
 - (B) Additional implementation measures shall be drafted following completion of data gathering and analysis for the Open Space, Scenic and Historical Site element and the Recreation element. (Added by Ord. No. 2970/2-79.)
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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 throughout the City. (Added by Ord. No. 5066/9-01).

(II) Definitions.

- (A) **Historic area.** Land with sites, structures, or objects that have local, regional, state or national historical significance.
- (B) **Open space.** Consists of lands used for agricultural or forest uses, and any land that would, if preserved and continued in its present use:
 - (a) Conserve and enhance natural or scenic resources.
 - (b) Protect the air and water.
 - (c) Conserve landscaped areas, such as golf courses, that reduce air pollution and enhance the value of abutting and neighboring properties.
 - (d) Enhance recreation opportunities.
 - (e) Preserve historic sites.
 - (f) Promote orderly and efficient urban development.
 - (g) Protect bird rookeries, spawning beds and wildlife habitat areas .
- (C) **Green Corridor.** In accordance with the provisions in Title 5, Neighbor Cities and Rural Reserves of the adopted Metro Urban Growth Management Functional Plan, the areas located between the City of

Hillsboro Urban Growth Boundary and the City of Cornelius Urban Growth Boundary including the Tualatin River, McKay Creek and Dairy Creek waterways including their floodplains, wetlands, Title 3 lands and the upland areas north and south of those waterways as shown on the Hillsboro 2040 Concept and Boundaries Map (Figure 14-1 to Subsection 14(B)(2)) are designated as a “green corridor” by this Plan for purposes of comprehensive plan consistency with Title 5 of the Urban Growth Management Functional Plan. (Added by Ord. No. 4901/5-00.)

- (D) **Significant Goal 5 Natural Resource Site.** In accordance with State Goal 5: Natural Resources, Scenic and Historic Areas and Open Spaces, a significant Goal 5 natural resource site is a natural area listed in the adopted “*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*”. (Added by Ord. No. 5066/9-01).
- (E) **Economic, Social, Environmental and Energy (ESEE) Consequences Analysis.** In accordance with State Goal 5: Natural Resources, Scenic and Historic Areas and Open Spaces, the ESEE Consequences Analysis is an evaluation conducted by the City of the natural resource sites identified on the adopted “*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*”. Through this analysis, potentially conflicting uses on listed resource sites are identified, and the economic, social, environmental and energy consequences of the conflicting uses are determined. The ESEE Consequences Analysis considers both the impacts on the significant natural resources and on the conflicting uses. (Added by Ord. No. 5066/9-01).
- (F) **Natural Resources Management Program.** In accordance with State Goal 5: Natural Resources, Scenic and Historic Areas and Open Spaces, the City will develop a “Natural Resources Management Program” that describes the degree of protection appropriate for each significant natural resource. (Added by Ord. No. 5066/9-01).

(III) **Policies.**

(A) **Open space.**

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

- (3) The City shall promote and encourage development patterns and other techniques which preserve open space within the planning area.
 - (4) The City shall promote and encourage individuals, groups and service clubs, in conjunction with adjacent property owners, to clean and maintain the beds of areas along Dawson, Dairy, Rock, Beaverton and McKay Creeks. In addition, where appropriate, public access easements to the creeks should be established.
 - (5) (Deleted by Ord. No. 3450/3-84.)
 - (6) Outdoor advertising signs (billboards) shall be regulated, especially in nonindustrial and noncommercial zones.
 - (7) Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose. Specific sign design standards shall be applied in Station Community Planning Areas and along designated pedestrian streets. (Amended by Ord. No. 4454/8-96.)
 - (8) (Deleted by Ord. No. 5268/5-03)
- (B) Floodplain.** The floodplain of the Tualatin River and its tributaries is being encroached upon by urban development. The floodplain is an asset to Hillsboro by providing for drainage and holding of stormwater runoff, providing fish and wildlife habitat, desirable open space, and potential land for future recreational development.
- (1) All land within the 100-year floodplain (elevations as established by the Army Corps of Engineers on the best topographic maps available) should be preserved as much as possible for open space, fish and wildlife habitat, urban buffers, neighborhood boundaries, future recreational development, drainage, and runoff retention.
 - (2) In order to provide for efficient urban development within the urban growth boundary, minor areas of cut and fill and certain uses involving structures may be necessary within the floodplain. Such cut and fill activity and structures shall be regulated so as to minimize the land area affected and to prevent significant deterioration of the floodplain resource. All floodplain alterations and permanent structures, except those allowed as permitted uses, shall be subject to review by the Planning Commission.

Certain open space, utility, transportation, and environmental mitigation uses may also be allowed as permitted uses in the floodplain, subject to administrative review, as specifically allowed in Zoning Ordinance Section 131. (Amended by Ord. No. 4641.)

- (3) Agricultural and residential uses not involving structures, temporary structures which can be removed during periods of flood risk, recreational uses such as picnic facilities, and underground utility facilities do not represent a significant threat to the preservation of the floodplain resource. Such uses may be appropriate in the floodplain fringe. (Amended by Ord. No. 3309/4-82.)
- (C) Cultural Resource.** Identification and management of cultural resources promotes public awareness and appreciation of the community's history; advances community pride and identity; contributes to the community's economy; and enhances local property values.
- (1) The City shall work closely with the Washington County Museum, property owners and all interested parties to identify and encourage the preservation of cultural resource sites within the planning area.
 - (2) Station Community Planning Areas shall include policies and design and development standards to preserve and enhance the character of historic neighborhoods such as downtown and the original Orenco community. (Added by Ord. No. 3450/3-84 & Amended by Ord. No. 4454/8-96.)
- (D) Green Corridor.** The designated green corridor between the City of Hillsboro and City of Cornelius will serve as a rural separation between the two cities. In the green corridor the City will not support urban development. (Added by Ord. No. 4901/5-00.)
- (E) Natural Resources Management Program** (Added by Ord. No. 5968/5-03.)
- (1) The City shall adopt a Natural Resources Management Program Ordinance that contains procedures to implement its Natural Resources Management Program including describing the degree of protection appropriate for each significant natural resource site including wetlands, riparian corridors and wildlife habitat throughout the City based on its Economic, Social, Environmental and Energy (ESEE) Decision, which shall be adopted as findings.

- (2) The Natural Resources Management Program Ordinance shall include a map which generally identifies the extent and location of significant wetlands, riparian corridors and wildlife habitat areas and their impact areas, as identified in the adopted "*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*" and its supporting document the "*City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report*", and the ESEE analyses, completed pursuant to the Goal 5 and Oregon Administrative Rules 660, Division 23 provisions.
 - (3) The maps contained in the adopted "*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*" and its supporting document the "*City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report*", as amended in May 2003, shall only serve as a base inventory in order to establish the Natural Resources Management Program Ordinance map and will not be amended in the future.
 - (4) Procedures for amending the Natural Resources Management Program Ordinance map shall be contained within the Natural Resources Management Program Ordinance.
 - (5) Development projects located in or partially within the overlay area for the Natural Resources Management Program Ordinance map shall address preservation of wildlife habitat, natural vegetation, wetlands, water quality, open space and other natural resources important to the ecosystem in the vicinity of the proposed development site. During the Development Review process, development projects and subdivision applications in Station Community Planning Areas shall address the potential impacts of proposed projects on these resources, shall address provisions of Zoning Ordinance No. 1945 Section 127.III.L and Section 127 IV.B.3.e through h, and shall incorporate measures to mitigate any impacts that result from the proposed development
- (IV) Implementation Measures.** (Added by Ord. No. 3130/6-80.)
- (1) The floodplain ordinance shall establish standards regulating cut and fill activity, permanent structures, and other urban-related uses in the floodplain fringe which provide for efficient urbanization, while at the same time protecting the majority of the floodplain resource. (Added by Ord. No. 3130/6-80 and Amended by Ord. No. 3309/4-82.)
 - (2) The City shall continue to participate in the Jackson Bottom Area Coordinated Resource Management Plan. (Added by Ord. No. 3130/6-80.)

- (3) The City will work with the City of Cornelius, Washington County and Metro to develop an intergovernmental agreement restricting urban development in the designated “green corridor”. (Added by Ord. No. 4901/5-00.)
 - (4) The City shall adopt a Cultural Resource Management Ordinance which contains procedures to 1) establish a Cultural Resource Inventory and 2) review alterations to sites on the Cultural Resource Inventory. (Added by Ord. No. 3450/3-84.)
 - (5) The City shall continue the cooperative work program with the Washington County Museum to complete the remainder of the necessary research on the sites listed in the Cultural Resources Survey. The program will be concluded no later than September 30, 1984. Following completion of research, the City shall propose for inclusion in the Cultural Resource Inventory such sites as are deemed culturally significant. (Added by Ord. No. 3450/3-84.)
 - (6) The City shall amend its Comprehensive Plan to adopt the “*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*”, with the “*City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report*”, which includes a Local Wetlands Inventory (LWI) and Assessment and Riparian Corridor and Upland wildlife Habitat Inventories and Assessments and identifies significant natural resource sites, adopted as supporting findings. (Added by Ord. No. 5066/9-01).
 - (7) The City shall conduct an Economic, Social, Environmental and Energy (ESEE) Consequences Analysis in accordance with the OAR 660-023-0040 ESEE Decision Process, which includes identifying conflicting uses, determining the impact area for significant natural resources, analyzing the ESEE consequences, and determining whether to allow, limit, or prohibit identified conflicting uses for significant natural resources listed in the adopted “*List of Significant Goal 5 Natural Resource Sites in the City of Hillsboro*”. (Added by Ord. No. 5066/9-01).
 - (8) The City shall develop and adopt a *Natural Resources Management Program* including policies and regulations that will be applied to conflicting uses in each natural resource area and its impact area identified in the ESEE Consequences Analysis. (Added by Ord. No. 5066/9-01).
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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.
- (II) **Definitions.**
 - (A) **Waste and process discharges.** Refers to solid waste, thermal, noise, atmosphere, or water pollutants, contaminants, or products therefrom. Included here also are indirect sources of air pollution which result in emissions of air contaminants for which the state has established standards.
- (III) **Policies.**
 - (A) The City shall discourage total dependence on auto transportation by promoting and encouraging less polluting transportation including, but not limited to, local transit, bicycling and walking, and by providing for convenience commercial and service centers in or near residential areas.
 - (B) The City shall design a storm sewer and sanitary sewer master plan and develop implementation measures necessary to assure that a storm sewer and sanitary system are provided to areas designated urban. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Hillsboro Planning Area. (Amended by Ord. No. 3433/12-83.)
 - (C) The City shall promote and encourage the maintenance of Dawson, Dairy, Rock, Beaverton and McKay Creek channels in the planning area to maintain water flow, lower flood potential and improve the quality of the water and surrounding greenway. (Added by Ord. No. 3130/6-80.)
 - (D) Industrial and commercial activities in the planning area shall operate within all applicable state and federal environmental standards regarding waste and process discharges.
 - (E) (Deleted by Ord. No. 3130/6-80.)
 - (F) Land use activities which result in conflicting impacts on the air, land, or water should be separated and/or buffered to minimize the negative effects of the conflicting activities.
 - (G) New development shall be allowed only if urban services such as water, sewer, and streets, are available, and only in accord with the Urban Planning Area Agreement. (Amended by Ord. No. 3433/12-83.)

- (H) All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.
- (I) Implementation measures designed to maintain and improve the air, land and water resources and manage land use and development shall be consistent with, and reflective of, the community's desires for a quality living environment, state and federal environmental quality statutes, rules, standards and implementation plans.
- (J) The City may use the following or similar implementation measures to encourage achievement of the air, water and land resources goal, tax incentives and disincentives, land use controls and ordinances multiple-use and joint development practices, capital facility programming, and enforcement of local health and safety ordinances.

(IV) Implementation Measures. (Added by Ord. No. 3130/6-80.)

- (1) Hillsboro lies within the Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA). This area is described in the draft State Implementation Plan (SIP) for air quality, published jointly by the Department of Environmental Quality and the Metropolitan Service District in April, 1979. The draft SIP shows that the entire AQMA is in non-attainment for meeting the recently revised federal ambient air quality standards for ozone and is predicted to remain in non-attainment to at least 1987 unless additional control measures are undertaken. MSD and DEQ are developing a regional control strategy to bring the metropolitan area into attainment by 1987. Hillsboro will cooperate and work with these agencies to realize this goal.

Until such time as control strategies are realized, Hillsboro will use measures described in the DEQ Handbook for "Environmental Quality Elements of Oregon Local Comprehensive Land Use Plans" when planning any development activities having the potential to directly (by direct emissions) or indirectly (by increasing vehicular travel) affect air quality. (Added by Ord. No. 3130/6-80.)

- (2) The City shall strive to implement the bike path and public transit portions of the Transportation Plan. (Added by Ord. No. 3130/6-80.)

HILLSBORO COMPREHENSIVE PLAN

Ordinance No. 2793-4-77

SECTION 7. AIR, WATER
AND LAND RESOURCE QUALITY

- (3) The City shall strive to continue operating its chipping service so as to reduce the amount of backyard burning. (Added by Ord. No. 3130/6-80.)
- (4) Hillsboro recognizes and assumes its responsibility for operating, planning and regulating waste water systems as designated in Metro's Waste Treatment Management Component. (Added by Ord. No. 3130/6-80.)
- (5) During development of a storm sewer master plan (see Public Facilities and Services element) the issue of water quality aspects of urban storm runoff shall be addressed. (Added by Ord. No. 3130/6-80.)
- (6) The City shall maintain or improve, within funding available, its program for cleaning city streets. (Added by Ord. No. 3130/6-80.)
- (7) Regulations regarding the cleaning of private commercial and residential parking lots shall be addressed during development of the storm sewer master plan. (Added by Ord. No. 3130/6-80.)
- (8) The City shall cooperate with and offer assistance to the Metropolitan Service District during the process of siting new solid waste disposal facilities. (Added by Ord. No. 3130/6-80.)
- (9) Prior to the next update, the existing nuisance ordinance shall be evaluated to determine its effectiveness in resolving noise complaints. (Added by Ord. No. 3130/6-80.)
- (10) (Deleted by Ord. No. 3344/7-82.)
- (11) (Deleted by Ord. No. 3344/7-82.)
- (12) (Deleted by Ord. No. 3344/7-82.)
- (13) Other than the existing public facility and open space designations, land use designations within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan shall be limited to industrial, commercial and low density residential. (Added by Ord. No. 3344-7-82 and Amended by Ord. No. 5021/4-01.)
- (14) The location of service facilities such as schools, hospitals, and nursing homes; public assembly; and high-density residential development shall be avoided within the future projected LDN 55 contour contained in the most current adopted Airport Master Plan. (Added by Ord. No. 3344-7-82, and Amended by Ord. Nos. 3433/12-83 and 5021/4-01.)

HILLSBORO COMPREHENSIVE PLAN

Ordinance No. 2793-4-77

SECTION 7. AIR, WATER
AND LAND RESOURCE QUALITY

- (15) Medium density residential development shall be avoided within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan. (Added by Ord. No. 3344/7-82 and Amended by Ord. No. 5021/4-01.)
 - (16) Land uses which create high concentrations of people shall be avoided within the aircraft approach zones. (Added by Ord. No. 3344/7-82.)
 - (17) Land uses approvals within the future projected LDN 60 contour contained in the most current adopted Airport Master Plan shall be conditioned to require hold-harmless clauses, including noise disclosure statements. Land use approvals within the future projected LDN 55 contour contained in the most current adopted Airport Master Plan shall be conditioned to require disclosure of potential noise impacts from airport operations. (Added by Ord. No. 3344/7-82 and Amended by Ord. No. 5021/4-01.)
 - (18) (Deleted by 3433/12-83.)
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Section 8. Natural Disasters and Hazards.

- (I) **Goal.** To protect life and property within the planning area from natural disasters and hazards, developments subject to damage or capable of causing damage to other property or resulting in loss of life shall not be allowed in known natural disaster or hazards areas without appropriate safeguards.
- (II) **Definitions.**
 - (A) Areas of natural disasters and hazards. Areas that are subject to natural events that are known to result in death or endanger the works of man, such as stream flooding, groundwater, erosion and deposition, landslides and weak foundation soils.
- (III) **Policies.**
 - (A) Floodplains. See open space.
 - (B) Areas subject to natural disasters and hazards shall be inventoried, designated on the Comprehensive Plan Map, and the degree of hazard and disaster potential determined. This information shall be used to determine the suitability of a location for development and, if necessary, be used to limit a development to a level consistent with the degree of hazard and disaster potential. Lowering density requirements and intensity of development from what the land is designated shall be considered an appropriate limitation on a use in a natural disaster and hazard area.
 - (C) The potential for hazard and disaster resulting from proposed government programs and projects shall be determined and, if necessary, such programs and projects limited accordingly.
 - (D) The effect of development on land designated natural disaster or hazard should be measured against the effect of allowing the land to remain unchanged.
- (IV) **Implementation Measures.** (Added by Ord. No. 3130/6-80.)
 - (1) A Floodplain Ordinance shall be adopted to limit development in the floodplain, thereby reducing hazard to life and property. (Added by Ord. No. 3130/6-80.)
 - (2) In order to reduce erosion and deposition, soil stabilization measures shall be required on all floodplain alterations. (Added by Ord. No. 3130/6-80.)

HILLSBORO COMPREHENSIVE PLAN

Ordinance No. 2793-4-77

SECTION 8. NATURAL DISASTERS
AND HAZARDS

- (3) Because of the poor percolation qualities and shallow water table associated with much of the soil in the planning area, urban level development will be required to utilize sanitary sewers. (Added by Ord. No. 3130/6-80.)
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Section 9. Recreation.

(Amended by Ord. No. 3630/6-86.)

- (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.
 - (D) (Deleted by Ord. No. 3630/6-86.)

- (II) **Policies.**
 - (A) The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.
 - (B) Recreation facilities and programs shall be designed to meet the recreation needs of citizens of all ages and physical capabilities.
 - (C) The development of parks, recreation facilities and programs shall be coordinated with other public agencies, including schools, in order to efficiently use public lands and facilities for recreation.
 - (D) The types and sizes of parks and recreation facilities shall be dispersed in park planning neighborhoods throughout the planning area in proportion to the population of the neighborhood.
 - (E) Floodplains may be used for park and recreation facilities requiring large areas of land. The development of the parks and recreation facilities shall be consistent with the provisions of the Floodplain Ordinance and shall avoid wildlife nesting, feeding and mating habitats.
 - (F) A pathways plan shall be developed to link open spaces, parks, recreation facilities and schools within the planning area.
 - (G) The donation of land for public parks within new development shall be encouraged.

- (H) The creation and preservation of private parks and open spaces within developments shall be encouraged.
- (I) Private citizens and groups shall be encouraged to assist in the development and maintenance of the City's parks, recreation facilities, and programs.
- (J) Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.
- (K) The preservation of some natural areas will be considered when designing and developing parks.
- (L) In Station Community Planning Areas, usable open space shall be provided to mitigate higher overall residential and employment densities and to provide for public and private local parks and recreation opportunities in station communities. Open space requirements shall be identified in implementing districts for each Station Community Planning Area. (Added by Ord. No. 4454/8-96.)

(Subsections (A) through (K) Amended by Ord. No. 3630/6-86.) (Subsections (L) through (U) Deleted by Ord. No. 3630/6-86.)

(III) Implementation Measures. (Added by Ord. No. 3130/6-80.)

- (1) The City shall prepare and adopt a Parks Master Plan, based on the relevant goals and policies contained in the Hillsboro Comprehensive Plan. The Parks Master Plan shall establish park standards and definitions, define the need for park land, and set forth objectives for achieving the park needs of the planning area. (Added by Ord. No. 3130/6-80 and Amended by Ord. No. 3630/6-86.)
- (2) The City shall prepare and adopt a Recreational Facilities Plan, based on the relevant goals and policies contained in the Hillsboro Comprehensive Plan. The Recreational Facilities Plan shall define the need for various types of physical facilities necessary to provide opportunities for residents of Hillsboro, establish facility standards and definitions, and set forth objectives for achieving the recreational needs of the planning area. (Added by Ord. No. 3130/6-80 and Amended by Ord. No. 3630/6-86.)
- (3) The City shall prepare and adopt a Pathways Plan, based on the relevant goal and policies contained in the Hillsboro Comprehensive Plan. The Pathways Plan shall define the need for pathways, evaluate the resources available for pathways, establish pathway standards and definitions and set forth objectives for achieving a pathways network in

the planning area. (Added by Ord. No. 3130/6-80 and Amended by Ord. No. 3630/6-86.)

- (4) The City shall prepare and adopt a specific plan for parks and recreation services within Station Community Planning Areas. The specific plan shall define the need for park and recreation facilities and pathways; set forth objectives for achieving a parks network; and establish accessibility and design standards for parks within the Station Community Planning Areas. (Added by Ord. No. 4454/8-96.)

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.

(II) **Definitions.**

- (A) **Diversify.** To increase the variety, type and location of business, industrial and commercial activities.
- (B) **Expand.** To increase the scale of business, industrial and commercial activities.
- (C) **Improve.** A beneficial change in those business, industrial and commercial activities which generate employment, products and services consistent with the availability of long-term human and natural resources.

(III) **Policies.**

- (A) **Commercial land use.** Present commercial land uses are located in the central business district, along the Oak-Baseline couplet, Tenth Avenue and the Tualatin Valley Highway. Land for future commercial development should be designated in a manner which concentrates commercial activities, prevents expansion of strip commercial development, and provides land for commercial growth.
 - (1) The central business district should continue as one of the major retail shopping centers in the Hillsboro trade area and provide a variety of service, cultural, recreational, social, professional and governmental activities to help it become the focus of community life.
 - (2) Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe

and convenient movement of pedestrians and other non-auto transportation.

- (3) Commercial establishments shall be grouped together for shopping convenience, sharing of parking, pedestrian safety and integrated design.
- (4) Sufficient land shall be designated commercial on the Comprehensive Plan Map to meet expected growth in commercial activities and provide more and better commercial establishments to meet the increasingly diverse needs of the public.
- (5) Commercial land shall be designated in a manner which locates high volume trade activities near major roads, groups a variety of medical facilities and services near hospitals, and groups professional and governmental facilities near the downtown area and major commercial locations. A mix of transit supportive commercial and industrial uses shall be encouraged within Station Community Planning Areas. To ensure transit supportive development consistent with the density objectives in the Region 2040 Growth Concept and Regional Framework Plan, the Zoning Code shall provide for sufficient land and shall establish development regulations and design standards that coincide with these objectives and encourages new commercial and industrial development within Station Community Planning Areas. Minimum floor area ratios shall be applied based on the implementing Station Community Planning Area Zoning District. Employment density goals shall be established for each Station Community Planning Area. (Amended by Ord. No. 4454/8-96.)
- (6) A sufficient number of locations should be made available for shopping centers and other commercial activities as the urban area population increases.
- (7) Commercial establishments should be well landscaped and maintained and should provide off-street parking for employees, customers and delivery of goods.
- (8) Convenient commercial service centers may be located close to, or within, neighborhoods and residential areas. The centers shall be located and designed to provide safe and convenient access for pedestrians, bicycles and autos. To minimize any adverse impacts which might occur on surrounding residential properties, design of such centers shall be reviewed by the appropriate government body.

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

(B) Industrial land use. Industry in Hillsboro was located primarily south and west of the central business district in an area bounded by the Oregon Electric and Southern Pacific Rail lines. This area was laid out in urban lots within the usual street grid system, with existing industry being interspersed with both residential dwelling and commercial establishments. This has made expansion of existing industry and establishment of new industry difficult and prevents efficient industrial development patterns from occurring in this area. In addition, industrial use west of the central business district detracts from the visual appearance of retail areas and inhibits business expansions in this direction. Therefore, if Hillsboro is to become economically less dependent on Portland and other cities, then sufficient land must be designated industrial in other parts of the Hillsboro Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns. (Amended by Ord. No. 3433/12-83.)

- (1) Land in the vicinity of the airport should be designated for uses which will take advantage of the special services provided by the Port facility. (Amended by Ord. No. 3433/12-83.)
- (2) Sufficient land shall be designated industrial on the Comprehensive Plan Map to:
 - (a) Attract and accommodate both labor intensive and land intensive industrial activities.
 - (b) Provided areas for different types of industrial developments.
 - (c) Develop a diverse industrial base offering an increasing number of employment opportunities.
 - (d) Decrease the property tax burden on residential property.
- (3) The City may use the following or similar implementation measures to promote and encourage the establishment and expansion of industry in the planning area; tax incentives, land use controls and ordinances, preferential assessments, capital

improvement programming, fee and less-than-fee acquisition techniques and available state and federal programs or grants.

- (4) Public facilities and services necessary to meet the special needs of industrial activities should be planned for those areas designated industrial on the Comprehensive Plan Map and should be provided at a level sufficient to support proposed activities.
- (5) All industries shall meet federal, state and local environmental quality standards.
- (6) Industrial developments should be well landscaped and maintained, and existing trees should be preserved, where possible.

(IV) Implementation Measures.

1. The Land Use Map shall designate adequate vacant land of various types and sizes for industrial and commercial development. Future planning efforts related to the economy should be focused on monitoring and providing adequate vacant land and adopting a development strategy for the Central Business District.
2. The City shall develop detailed standards for the location of Neighborhood Commercial developments. Neighborhood Commercial developments should not attract regional or City-wide shopping trips. Major industrial, high density and medium density developed areas should contain adequate Neighborhood Commercial activities to meet some of the needs of the major developed uses. General locations for future Neighborhood Commercial should include: along Glencoe Road; Brookwood and Main; along NE 15th south of Evergreen; and along 242nd north of Cornell Road.
3. Prior to the next major plan update, the allowance of general commercial uses in the M-2 zone of the Zoning Ordinance shall be studied to determine its effect on the City economy, the compatibility of commercial uses in industrial areas, and the effect on land availability.
4. To minimize conflicts between industrial and residential land uses, the City shall require M-P Industrial Park zoning on any Industrial-designated parcel zoned or rezoned following the effective date of this measure, if that parcel is subject to one or both of the following criteria: (a) the parcel is located in a Specially-Regulated Area (SRA); and/or (b) the parcel is located adjacent to an area designated Residential. (Subsection IV, §1.,

§2., & §3. Added by Ord. No. 3107-4-80.) (Subsection IV, §4. Added by Ord. No. 3433/12-83.)

Section 11. Energy

- (I) **Goal.** To conserve energy by using energy conservation as a determinant in:
- (A) The location of various land use activities (residential, commercial, industrial).
 - (B) The design of developments.
 - (C) The design and development of a transportation system.
 - (D) The design and construction of housing and other structures.
- (II) **Policies.**
- (A) The City shall promote and encourage the construction of energy-efficient residential, commercial and industrial structures.
 - (B) Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. However, inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
 - (C) Minor commercial activities which are compatible with residential uses shall be dispersed throughout the planning area to serve the public and conserve energy resources.
 - (D) Improvement and expansion of the transportation system will be designed to safely accommodate energy efficient transportation methods.
 - (E) The City may use the following or similar implementation methods to encourage achievement of this energy goal: Lot size, dimension and siting controls; building height, bulk and surface area; density of use, particularly housing density; availability of light, wind and air; compatibility with and conflict between competing land use activities; and systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste.
 - (F) Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.
 - (G) Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.

- (H) The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials. (Amended by Ord. No. 3130/6-80.)

(III) Implementation Measures.

- (1) The City shall cooperate with efforts by the Metropolitan Service District (Metro) to encourage voluntary recycling in the planning area. The City shall also cooperate with Metro in the timely establishment of a recycling center in Hillsboro.
- (2) Energy conservation shall be addressed in the Transportation Plan. This should include development of bicycle/pedestrian paths, local mass transit, and light rail or express bus system master plans.
- (3) The Transportation Plan shall encourage commercial and industrial centers and high density residential development to locate so as to encourage use of public transportation.

(Section III. Added by Ord. No. 3130/6-80.)

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. (Amended by Ord. No. 3433/12-83.)
- (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. (Added by Ord. No. 5102/1-02.)
- (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. (Added by Ord. No. 5102/1-02.)

(II) Definitions.

- (A) **Public facilities, utilities and services.** Facilities, utilities and services provided by government agencies, public service facilities and public utilities to meet the health, safety and welfare needs of the public and include: police and fire protection, water, sanitary and storm sewer, health and education services, zoning and subdivision control, recreation facilities and services, transportation system and services, energy and communication services and local government services.
- (B) **Planning Area.** In this section planning area corresponds to the Hillsboro Urban Service Boundary Area (HUSBA), which is the study area for the Public Facilities Plan. The HUSBA is defined to the north, south, and west of Hillsboro by the Metro Urban Growth Boundary. To the east, SW/SE 185th Avenue is generally treated as the study area boundary for the Public Facility Plan. (Added by Ord. No. 5102/1-02.)

(III) Policies.

- (A) The extension of a public facility, utility or service outside the urban area shall occur only in conjunction with an expansion of the Urban Growth Boundary and shall be provided as a level consistent with the intended density and designated land use for the area. (Amended by Ord. No. 5102/1-02.)

- (B) (Deleted by Ord. No. 3433/12-83.)
 - (C) (Deleted by Ord. No. 3433/12-83.)
 - (D) Public facilities and services shall be provided at a level sufficient to create and maintain an adequate supply of housing and service an increasing level of commercial and industrial activity.
 - (E) The ability of residents to pay for public facilities and services at varying densities of development should be a prime consideration in determining appropriate densities and land uses in the planning area.
 - (F) (Deleted by Ord. No. 5102/1-02.)
 - (G) The location of schools should be used as a tool in directing future growth within the planning area.
 - (H) (Deleted by Ord. No. 5102/1-02.)
 - (I) When possible, government offices should locate in the vicinity of the County courthouse to form over time a public buildings complex and civic center.
 - (J) The City shall work with the school districts to develop a facilities plan designed to meet enrollment increases and population growth.
 - (K) Utilization of schools and other public facilities as multi-purpose facilities should be encouraged to help meet the education, recreation and civic needs of the community.
 - (L) Citizens' should assist in the development of funding methods and programs for public facility and service projects. (Amended by Ord. No. 5102/1-02.)
 - (M) The City shall promote coordination among the City and other governmental and interested parties including special districts to facilitate the most effective uses of public facilities serving the planning area. (Added by Ord. No. 5102/1-02.)
- (IV) Airport.** (Deleted by Ord. No. 5102/1-02.)
- (V) Implementation Measures.** (Added by Ord. No. 3107/4-80 and Amended by Ord. No. 5102/1-02.)
- A. COORDINATION OF SERVICES.**

1. The City of Hillsboro shall coordinate with applicable special districts and other intergovernmental entities and enter into agreements to facilitate the most effective uses of public facilities serving the planning area.
2. Intergovernmental agreements to which the City of Hillsboro is a party shall acknowledge the City as coordinator for the Hillsboro Public Facilities Plan.
3. The City's Public Facilities Plan shall be updated at each Periodic Review and as needed to reflect major changes in service provision. As a supporting document to the Comprehensive Plan, updates to the Public Facilities Plan are not Comprehensive Plan amendments.
4. The future urban service boundary has not been finalized between Hillsboro and Beaverton. When the boundary is determined it may lie to the west of 185th Avenue, but will not lie to the east. Using 185th as a study area boundary ensures that the PFP contains an analysis of all areas between Hillsboro and Beaverton that could become part of the Hillsboro urban service area.

(Added by Ord. No.5102/1-02.)

B. TRANSPORTATION.

1. Comprehensive Plan goals, definitions, policies, and implementation measures related to transportation are provided in Section 13, Transportation, of the Hillsboro Comprehensive Plan.

(Added by Ord. No. 5102/1-02.)

C. WATER SYSTEM.

1. The water system shall be coordinated with the Land Use Map in the provision of public facilities, especially sanitary sewers and fire protection.
 - (a) The City shall coordinate with applicable special districts and other intergovernmental entities and enter into agreements to ensure adequate water for planned growth.
 - (b) The City and water related districts and entities shall coordinate master planning for the water systems in the

planning area. Master Plans shall include deficiencies and needed improvements. Master Plans may require changes to the City's Public Facilities Plan.

(Added by Ord. No. 5102/1-02.)

2. Consistent with the adopted UPAA and other agreements with service providers the City shall require properties in the urban area to annex to the City prior to the provision of water service by the City or Tualatin Valley Water District (TVWD). (Amended by Ord. No. 5102/1-02.)
3. Territory within the TVWD service boundary, when annexed to the City, shall maintain TVWD as the full service provider unless otherwise agreed by TVWD. (Amended by Ord. No. 5102/1-02.)
4. Regarding areas presently within both the Hillsboro city limits and the TVWD service boundary and that are served by the TVWD, except for the territory served by the TVWD north of Oregon Highway 26 and east of Cornelius Pass Road, Hillsboro may annex the territory within the planning area and withdraw retail water distribution services as provided by law, including assumption of debts and liabilities, and become the retail service provider within that area. (Amended by Ord. No. 5102/1-02.)
5. (Deleted by Ord. No. 5102/1-02.)

D. SANITARY SEWER.

1. The City shall cooperate with Clean Water Services (CWS) for the provision of service in the urban area consistent with the Comprehensive Plan policies and maps.
 - (a) The City and CWS will maintain an intergovernmental agreement, for approving the installation of sewage collection lines, approving and inspecting new service connections, and for operation and maintenance of the collection system. CWS is responsible for the construction and operation on the conveyance system (pipes over 24 inches and force mains) and the sewage treatment plants. CWS is responsible for adhering to CWS construction and design standards for private development. While interconnected, each entity owns its components. (Added by Ord. No. 351 1/12-84 and Amended by Ord. No. 5102/1-02.)

- (b) Consistent with the adopted UPAA and other agreements with service providers within Urban Area "A" the City shall require properties to annex to the City prior to the provision of sanitary sewer service. (Added by Ord. No. 3511/12-84 and Amended by Ord. No. 5102/1-02.)
 - (c) Within Urban Area "B" as defined by the Urban Planning Area Agreement, the City may require properties to annex to the City prior to the provision of sanitary sewer service. The City shall negotiate with service districts currently providing urban services to properties in Area B, and will address service provision issues on an individual basis upon receipt of petitions for annexation. (Added by Ord. No. 3511/12-84 and Amended by Ord. No. 5102/1-02.)
 - (d) The City and CWS shall coordinate Master Plans for the sanitary sewage system. Master Plans shall identify deficiencies and needed improvements. Master Plans may require changes to the City's Public Facilities Plan. (Amended by Ord. No. 5102/1-02.)
- 2. (Deleted by Ord. No. 5102/1-02.)
 - 3. The City shall continue its program of sealing, repairing and replacement of sewer lines to further reduce infiltration. Most projects in the City's Capital Improvement Plan (CIP) involve the repair and/or replacement of installed components to address one of these conditions. (Amended by Ord. No. 5102/1-02.)
 - 4. (Deleted by Ord. No. 5102/1-02.)
 - 5. (Deleted by Ord. No. 5102/1-02.)

E. STORM DRAINAGE.

- 1. The City and CWS shall coordinate Master Planning for the stormwater system. Studies shall also develop lists of needed improvements for the Urban Area. Master Plans may require changes to the City's Public Facilities Plan. (Amended by Ord. No. 5102/1-02.)
- 2. CWS plans significant investment in the storm water management system to address both conveyance and water quality needs. A portion of this investment will address drainage deficiencies in

areas where drainage elements are undersized for meeting the area's design storm service standard. Other improvements will serve a combination of new and existing residents. The most significant improvements are for water quality enhancement facilities. The drainage system includes a network of pipes, culverts, ditches, and natural drainage channels that eventually discharge into the Tualatin River. (Amended by Ord. No. 5102/1-02.)

3. By intergovernmental agreement the City of Hillsboro assumes ownership and maintenance of public drainage facilities that are part of the City street system, natural waterways located in public easements and public water quality facilities. A separate intergovernmental agreement between the City and Washington County Land Use and Transportation Department establishes guidelines for transfer of ownership of county roads to the City after annexation of adjoining properties. (Amended by Ord. No. 5102/1-02.)
4. By intergovernmental agreement, the City of Hillsboro is responsible for inspection and approval of constructed drainage improvements, and for inspection and maintenance of the collection system within the Hillsboro Urban Service Boundary Area. CWS is responsible for planning and designing the regional conveyance system and regional storm water quality projects. The City and CWS are responsible for adhering to CWS construction and design standards for public and certain private improvements. (Amended by Ord. No. 5102/1-02.)
5. The City shall follow and enforce the Orders, Standards, specifications, work programs, and performance criteria promulgated by CWS, subject to program funding and to the extent the City may be lawfully authorized to act. (Added by Ord. No. 5102/1-02.)
6. All major land use actions shall provide for adequate storm drainage retention or removal, or a combination of these two. (Amended by Ord 5102/1-02.)
7. Storm sewer improvements shall be coordinated with the implementation of the Transportation Plan where appropriate.

F. GENERAL GOVERNMENT.

1. Prior to the first major Comprehensive Plan revision, the City shall study general government services and assess the adequacy of existing facilities and project future facility requirements. (Amended by Ord. No. 5102/1-02.)
2. Prior to the first major Comprehensive Plan revision, the City shall review the Zoning Ordinance and determine if the existing zones adequately address the location of such public facilities as: churches, schools, utilities, and government agencies. (Amended by Ord. No. 5102/1-02.)
3. The City shall periodically convene a Technical Advisory Committee consisting of representatives from the Public Works, Water, Finance and Planning and the appropriate service provider districts to coordinate long term public facilities and to plan for public facilities. (Added by Ord. No. 5102/1-02.)

G. POLICE SERVICES.

1. The City shall maintain, within the funding available, the current level of police protection in relation to the crime rates and calls for service. The crime rates and calls for service shall be monitored annually, so that the funding level of police services can be evaluated in relation to the needs of the community.
2. The City shall, within the funding available, continue its efforts to reduce the incidence of reported crime. These efforts include maintaining manpower commensurate with the population, an ongoing training program for police personnel, and pursuing a community-wide program of crime prevention.

H. FIRE PROTECTION.

1. The City shall maintain, within the funding available, the current level of fire protection, emergency medical and fire related services.
2. Prior to the first major revision, the City shall study future fire station locations and major equipment needs. The study shall establish station locations or locational criteria and identify the needs for major equipment acquisition.
3. The City shall continue to coordinate fire protection efforts, including station locations, with Washington County RFPD #2, to assure maximum effectiveness and efficiency.

4. Fire flows should be analyzed to assist in determining the location of new lines to improve water pressures in areas that may be deficient. (Amended by Ord. No. 5102/1-02.)

I. LIBRARY FACILITIES.

1. Library needs and activities shall be monitored in the future to determine the need and optimum time for physical improvements.

(Amended by Ord. No. 5102/1-02.)

J. SCHOOLS.

1. Public Facilities planning and projections shall be maintained in five year increments and shall be coordinated with the joint City/County urbanization studies.
2. The City shall coordinate with the school districts located in the Urban Area to help assure an adequate level of educational services. Areas of coordination shall include:
 - a. Location of school site;
 - b. Reservation of potential school sites during the development approval process;
 - c. Provision of adequate pedestrian, bicycle and bus access from residential districts to school sites;
 - d. Consideration of school capacities, school population, and district assessed value during the development approval process; and
 - e. Provision of population projections.

(Amended by Ord. No. 5102/1-02.)

K. PARKS AND RECREATION.

1. The City of Hillsboro shall complete a Park Master Plan. The plan shall identify park needs based on the level of service standards in the existing Master Plan for the planning area. The City shall also prepare a capital improvement program to address existing

service deficiencies and anticipated park and recreation needs for the planning period.

2. The City shall address long term operation and maintenance of park and recreation facilities within available funding parameters.
3. The City shall examine strategic partnerships with local, state, and federal partners, especially for acquisition and shared-use facilities.

(Added by Ord. No. 5102/1-02.)

L. ENERGY AND COMMUNICATIONS. (Deleted by Ord. No. 5102/1-02.)

M. ALTERNATIVE TRANSPORTATION. (Deleted by Ord. No. 5102/1-02.)

N. HILLSBORO AIRPORT. (Deleted by Ord. No. 5102/1-02.)

(VI) Public Facilities Plan

(A) In accordance with Goal 11 and OAR 660-011, the City completed a Public Facilities Plan (PFP) in 2001 which includes the following elements:

1. Interagency Coordination and Decision Making;
2. Existing Conditions and Future Needs Analysis;
3. **Capital Improvement Project List** and Financing Plan; and
4. Maps that identify the Planned Improvements.

(B) The PFP is adopted as a supporting document to the Comprehensive Plan.

(C) The list of Capital Improvement Projects is a required element of the HCP in accordance with Goal 11. The following project list is an estimate of the infrastructure improvements needed to serve planned urban development in the Hillsboro urban growth boundary for the planning period.

(Added by Ord. No. 5102/1-02.)

Note: This project list does not obligate the City or other service providers to build the projects listed below.

Type Key

T = Transportation

W = Water

SS = Sanitary Sewage

D = Storm Water

P = Parks and Recreation

CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

| Count | Type | Item | Project | Location | Description | Year | Cost Est. | Funding | Agency | Notes |
|-------|------|-------------|---------------------|--|---|-----------|-----------|----------------------|-------------------|-------------------------------------|
| 1 | T | RTP 3127 | Maple Street | from 16th Avenue to 24th Avenue | Pedestrian link to community activity centers | 2005 | 318,900 | Metro/Road Fund | Hillsboro | |
| 2 | T | RTP 3127 | Oak Street | from 10th Avenue to 18th Avenue | Pedestrian link to community activity centers | 2003 | 318,900 | Metro/Road Fund | Hillsboro | |
| 3 | T | RTP 3127 | Walnut Street | from 10th Avenue to 18th Avenue | Pedestrian link to community activity centers | 2003 | 318,900 | Metro/Road Fund | Hillsboro | |
| 4 | T | RTP 3127 | 18th Avenue | from Oak Street to Maple Street | Pedestrian link to community activity centers | 2005 | 318,900 | Metro/Road Fund | Hillsboro | |
| 5 | T | RTP 3127 | 21st Avenue | from Cypress Street to Maple Street | Pedestrian link to community activity centers | 2005 | 318,900 | Metro/Road Fund | Hillsboro | |
| 6 | T | RTP 3111 | Glencoe Road | from North of Glencoe H.S. to Grant Street | Pedestrian link to community activity centers | 2006-2020 | 95,670 | Metro/Road Fund | Washington County | |
| 7 | T | RTP 3110 | Jackson School Road | from Evergreen Road to Grant Street | Pedestrian link to community activity centers | 2004 | 2,894,858 | Metro/Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 8 | T | local | Connell Ave. | from Cory Street to Darnielle Street | Pedestrian link to community activity centers | 2003 | 915,818 | Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 9 | T | local | Arrington Road | from Cornell Road to Jackson School Road | Pedestrian link to community activity centers | 2005 | 244,490 | Road Fund | Hillsboro | |
| 10 | T | local | Delsey Road | from Arrington Road to Grant Street | Pedestrian link to community activity centers | 2005 | 138,190 | Road Fund | Hillsboro | |
| 11 | T | local | 24th Avenue | from Spruce Street to Maple Street | Pedestrian link to community activity centers | 2005 | 90,355 | Road Fund | Hillsboro | |
| 12 | T | local | Cedar Street | from 32nd Avenue to Brookwood Avenue | Pedestrian link to community activity centers | 2005 | 790,345 | Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 13 | T | local | Frances Street | from 239th Avenue to Cornelius Pass Road | Pedestrian link to community activity centers | 2005 | 318,900 | Road Fund | Hillsboro | |
| 14 | T | local | Minter Bridge Road | from River Road to City limits | Pedestrian link to community activity centers | 2003 | 1,401,510 | Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 15 | T | local | Rood Bridge Road | from River Road To Rood Bridge Park | Pedestrian link to community activity centers | 2005 | 63,780 | Road Fund | Hillsboro | |
| 16 | T | local | Witch Hazel Road | from TV Highway to River Road | Pedestrian link to community activity centers | 2006-2020 | 127,560 | Road Fund | Washington County | |
| 17 | T | local | 37th Avenue | from Main Street to LRT Station | Pedestrian link to community activity centers | 2006-2020 | 255,120 | Road Fund | Hillsboro | |
| 18 | T | local | Arrington Road | from Jackson School Road to Cornell Road | Pedestrian link to community activity centers | 2006-2020 | 361,420 | Road Fund | Hillsboro | |
| 19 | T | local | Sunrise Lane | from Jackson School Road to 25th Avenue | Pedestrian link to community activity centers | 2006-2020 | 382,680 | Road Fund | Hillsboro | |
| 20 | T | local | Grant Street | from 1st Avenue to Cornell Road | Pedestrian link to community activity centers | 2002 | 392,103 | ODOT grant/Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 21 | T | local | Grant Street | from Cornell Road to 25th/28th Avenue | Pedestrian link to community activity centers | 2005 | 375,565 | Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 22 | T | local | Lois Street | from 239th Avenue to Cornelius Pass Road | Pedestrian link to community activity centers | 2003 | 293,725 | Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 23 | T | RTP 3025 | TV Highway | from 10th Avenue to Cornelius Pass Road | Fill in gaps where some sidewalks exist | 2006-2020 | 8,823 | Metro/Road Fund | ODOT | |

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|-------|------|----------------------|---|---|---|-----------|-----------|-----------------|---------------------------------|--|
| 24 | T | RTP 3115 | 28th Avenue | from Grant Street to E. Main Street | Fill in gaps where some sidewalks exist | 2005 | 1,078,955 | Metro/Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 25 | T | RTP 3126/ 3134 | Cornelius Pass Road | from TV Highway to Evergreen Road | Fill in gaps where some sidewalks exist | 2006-2020 | 414,570 | Road Fund | Washington County | |
| 26 | T | RTP 3144 | Walker Road | from Amberglen Parkway to 185th Avenue | Fill in gaps where some sidewalks exist | 2006-2020 | 191,340 | Road Fund | Washington County | |
| 27 | T | local | Stucki Avenue | from Cornell Road to Evergreen Parkway | Fill in gaps where some sidewalks exist | 2006-2020 | 127,560 | Road Fund | Hillsboro | |
| 28 | T | local | Garabaldi Street | from 317th Avenue to 1st Avenue | Fill in gaps where some sidewalks exist | 2006-2020 | 106,300 | Road Fund | Hillsboro | |
| 29 | T | local | Golden Road | from Brookwood Avenue to 239th Avenue | Fill in gaps where some sidewalks exist | 2006-2020 | 191,340 | Road Fund | Hillsboro/ Washington County | |
| 30 | T | | 3106 231st Avenue | from Cornell Road to Century High School | Construct sidewalks with roadway improvement projects. | 2006-2020 | 1,848,065 | Road Fund | Hillsboro/ Washington County | Bike/ped only, does not include Right-of-Way costs |
| 31 | T | 3130/ 3131 | Evergreen Road | from Shute Road to Glencoe Road | Construct sidewalks with roadway improvement projects. | 2002 | 361,420 | Metro/Road Fund | Washington County | |
| 32 | T | | 3104 Alocleck Drive | from Amberwood Drive to Cornelius Pass Road | Construct sidewalks with roadway improvement projects. | 2006-2020 | 255,120 | Metro/Road Fund | Hillsboro | |
| 33 | T | | 3105 East/west connector/Parr (Wilkes Street) | from 185th Avenue to 63rd Parkway | Construct sidewalks with roadway improvement projects. | 2006-2020 | 586,776 | Metro/Road Fund | Hillsboro | |
| 34 | T | local | Amberglen Parkway/206th Avenue | from Von Neuman Drive to Baseline Road | Construct sidewalks with roadway improvement projects. | 2006-2020 | 457,090 | Metro/Road Fund | Hillsboro | |
| 35 | T | RTP 3109 | Quatama Street | from 227th Avenue to Baseline Road | Construct sidewalks with roadway improvement projects. | 2006-2020 | 127,560 | Road Fund | Hillsboro | |
| 36 | T | local | Butler/Amberwood Drive | from Shute Road to 206th Avenue/John Olsen | Construct sidewalks with roadway improvement projects. | 2005 | 663,312 | Road Fund | Hillsboro | Partially completed |
| 37 | T | local | Salix Extension | from 185th Avenue to Cornell Road | Construct sidewalks with roadway improvement projects. | 2006-2020 | 435,830 | Road Fund | Hillsboro | |
| 38 | T | local | 206th Avenue | from Wilkins St. to 200 ft. north (on west side of 206th) | Construct sidewalks with roadway improvement projects. | 2005 | 99,865 | Road Fund | Hillsboro | Sidewalks included, but not Right-of-Way costs |
| 39 | T | RTP 3012 | Rock Creek Trail | from Evergreen Parkway to River Road | Connect key bicycle corridors to community activity centers | 2006-2020 | 2,767,085 | Metro/Road Fund | Hillsboro | Does not include Right-of-Way costs |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|------------------------|--------------------------------|--|---|-----------|-----------|-----------------|---------------------------------|-------------------------------------|
| 40 | T | RTP 3110 | Jackson School Road bike lanes | from Evergreen Road to Grant Street | Connect key bicycle corridors to community activity centers | 2004 | 2,894,858 | Metro/Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 41 | T | local | Glencoe Road bike lanes | from Evergreen Road to Grant Street | Connect key bicycle corridors to community activity centers | 2006-2020 | 495,358 | Metro/Road Fund | Washington County | |
| 42 | T | RTP 3147 | 25th Avenue bike lanes | from Evergreen Road to 25th Avenue gap | Fill in gaps in bicycle network | 2006-2020 | 2,126,000 | Metro/Road Fund | Hillsboro | |
| 43 | T | RTP 3094 | Cornell Road bike lanes | from Elam Young (west) to Ray Circle | Fill in gaps in bicycle network | 2006-2020 | 637,800 | Metro/Road Fund | Hillsboro | |
| 44 | T | local | 10th Avenue bike lanes | from Walnut Street to Main Street | Fill in gaps in bicycle network | 2006-2020 | 160,513 | Road Fund | ODOT/ Washington County | |
| 45 | T | local | Oak Street bike lanes | from TV Highway to Dennis Avenue | Fill in gaps in bicycle network | 2006-2020 | 267,876 | Road Fund | ODOT | |
| 46 | T | local | Cornell Road bike lanes | from Grant Street to 25th Avenue | Fill in gaps in bicycle network | 2006-2020 | 321,026 | Road Fund | Washington County | |
| 47 | T | 3102/ 3108 | Baseline Road bike lanes | from Lisa Drive to 231st Avenue | Construct bike lanes with roadway improvement projects | 2003 | 1,993,125 | Metro/Road Fund | Washington County | |
| 48 | T | 3136/ 3137 | Brookwood Parkway bike lanes | from Airport Road to TV Highway | Construct bike lanes with roadway improvement projects | 2006-2020 | 1,275,600 | Metro/Road Fund | Hillsboro/ Washington County | |
| 49 | T | 3126/ 3134/ 3218 | Cornelius Pass Road bike lanes | from Baseline to Cornell Road | Construct bike lanes with roadway improvement projects | 2006-2020 | 1,514,775 | Metro/Road Fund | Washington County | |
| 50 | T | 3130/ 3131 | Evergreen Road bike lanes | from Sewell (268th Avenue) to Glencoe Road | Construct bike lanes with roadway improvement projects | 2003 | 9,432,000 | Metro/Road Fund | Washington County | |
| 51 | T | 3139/ 3140 | 229th Avenue bike lanes | from Bennett Street to north of Jacobson | Construct bike lanes with roadway improvement projects | 2006-2020 | 1,195,875 | Metro/Road Fund | Hillsboro | |
| 52 | T | 3114 | 28th Avenue bike lanes | from Grant Street to Main Street | Construct bike lanes with roadway improvement projects | 2005 | 1,078,955 | Metro/Road Fund | Hillsboro | Does not include Right-of-Way costs |
| 53 | T | 3106 | 231st Avenue bike lanes | from TV Highway to Cornell Road | Construct bike lanes with roadway improvement projects | 2006-2020 | 1,195,875 | Metro/Road Fund | Hillsboro/ Washington County | |
| 54 | T | RTP 3091 | Quatama Street bike lanes | from 227th Avenue to Baseline Road | Construct bike lanes with roadway improvement projects | 2006-2020 | 127,560 | Metro/Road Fund | Hillsboro | |
| 55 | T | local | Jacobson Road bike lanes | from Helvetia Road to Cornelius Pass Road | Construct bike lanes with roadway improvement projects | 2005 | 637,800 | Road Fund | Hillsboro | |

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Public Facility Plan
 Capital Improvement List

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|-------|------|---------------|---------------------------------------|--|--|-----------|------------|-----------------|-----------------------------|---|
| 56 | T | local | Butler/Amberwood bike lanes | from Brookwood Parkway to John Olsen Avenue | Construct bike lanes with roadway improvement projects | 2006-2020 | 1,076,819 | Road Fund | Hillsboro | |
| 57 | T | RTP 3144 | Walker Road bike lanes | from Amberglen Parkway to 185th Avenue | Construct bike lanes with roadway improvement projects | 2006-2020 | 287,010 | Road Fund | Washington County | |
| 58 | T | | Master Plan Projects: Three Projects: | Minter Bridge-Cyress-32nd/Quatama/Golden-Frances | Bicycle corridors that connect neighborhoods | 2006-2020 | 2,544,822 | Road Fund | Hillsboro | |
| 59 | T | | Master Plan: Eight Projects | West Union/Shute/Quatama/G Grant/205th-206th/Salix/New Roads | Construct bike lanes with roadway improvement projects | 2006-2020 | 5,742,326 | Road Fund | Hillsboro | |
| 60 | T | | Master Plan: Four Corridors | Rock Creek/Beaverton Creek/Bronson Creek/Bethany Pond | Multi-use trails for citywide and recreational need | 2006-2020 | 4,321,095 | Road Fund | Hillsboro | |
| 61 | T | RTP 3113 | 10th Avenue | from Main Street to Baseline Street | Add right turn lane, widen sidewalk | 2006-2020 | 1,594,500 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 62 | T | RTP 3114 | 28th Avenue | Grant to Main | Widen to 3 lanes | 2005 | 10,204,800 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 63 | T | RTP 3106 | 231st/234th Avenue Extension | | Extend south of Baseline to Century High School a 3 Lane roadway | 2006-2020 | 24,661,600 | Metro/Road Fund | Hillsboro/Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 64 | T | RTP 3104 | Aloclek Drive | Baseline to TV Hwy Amberwood to Cornelius Pass | Extend 3 lane road | 2006-2020 | 2,126,000 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 65 | T | RTP 3103 | Baseline Road | Murray Blvd. to Brookwood | Widen to 5 lanes | 2006-2020 | 6,378,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 66 | T | RTP 3102/3108 | Baseline Road | Lisa to 231st | Widen to 3 Lanes | 2003 | 15,720,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 67 | T | RTP 3136/3137 | Brookwood Parkway | Airport to TV Hwy | Widen to 5 Lanes to past Cornell, extend south as 3 lanes | 2006-2020 | 11,318,400 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 68 | T | RTP 3132 | Cornelius Pass Road | US 26 to West Union | Widen to 5 Lanes | 2006-2020 | 3,933,100 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 69 | T | RTP 3135 | Cornelius Pass Road | Aloclek to Baseline | Widen to 5 Lanes | 2006-2020 | 15,945,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 70 | T | RTP 3134 | Cornelius Pass Road | Baseline to TV Hwy | Widen to 5 Lanes | 2006-2020 | 9,567,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|----------------------|--|--|------------------------------------|-----------|------------|--------------------|-------------------------------|---|
| 71 | T | RTP 3130 | Evergreen Road | Glencoe to 15th | Widen to 3 Lanes | 2002 | 13,606,400 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 72 | T | RTP 3131 | Evergreen Road | 15th to 253rd | Widen to 5 Lanes | 2002 | 9,460,700 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 73 | T | Planned | 185th Avenue | TV Highway to Bany | Widen to 3 Lanes | 2006-2020 | 3,826,800 | Planned | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 74 | T | RTP 3134/ 3150 | TV Highway/Cornell Signal Timing/System | TV Highway/Cornell Signal Timing/System | Operational Improvements | 2006-2020 | 2,976,400 | Metro/Road Fund | ODOT/ Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 75 | T | RTP 3119 | TV Highway Boulevard improvements | TV Highway Boulevard | Complete Boulevard Improvements | 2006-2020 | 2,126,000 | Metro/Road Fund | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 76 | T | STIP Planned | TV Highway | Cornelius Pass to 209th | Improvement | 2006-2020 | 1,328,750 | STIP Planned | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 77 | T | RTP 3110 | US 26/Jackson School Road | US 26/Jackson School Road | Channelization/Safety | 2002 | 531,500 | Metro/Road Fund | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 78 | T | STIP Planned | US 26 at 185th | US 26 at 185th | Sound Walls | 2003 | 2,072,850 | STIP Planned | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 79 | T | STIP Planned | Johnson at 198th | Johnson at 198th | Traffic Signal | 2001 | 547,000 | STIP Planned | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 80 | T | local | 1st Avenue/ Glencoe Road | Lincoln to Evergreen | Widen to 3 Lanes | 2006-2020 | 3,720,500 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 81 | T | Not in Plans | 185th Avenue | Westview to Springville | Widen to 5 Lanes | 2006-2020 | 4,996,100 | Not in plans | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 82 | T | RTP 3107 | 205th Avenue | LRT to Baseline | Widen to 5 Lanes | 2006-2020 | 5,102,400 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 83 | T | Not in Plans | 206th Avenue | Amberwood to LRT | Widen to 3 Lanes | 2006-2020 | 3,295,300 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 84 | T | Not in Plans | Amberglen Parkway | Walker to 206th | Extend 3 Lane roadway | 2006-2020 | 2,232,300 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 85 | T | Not in Plans | Amberwood | 206th to Cornelius Pass | Widen to 3 Lanes | 2006-2020 | 1,594,500 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|--------------|--------------------------------|-------------------------------------|---------------------------------------|-----------|------------|-----------------|----------------------------|---|
| 86 | T | Not in Plans | Butler Road | 63rd to Brookwood/Airport | Widen and extend to 3 lane road | 2004 | 1,275,600 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 87 | T | RTP 3128 | Cornell Road | Arrington to Main | Widen to 5 Lanes | 2006-2020 | 6,378,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 88 | T | local | Downtown Area Improvements | 1st and 10th Avenues | Signals, Striping, Widening, Two-way. | 2006-2020 | 2,413,010 | Metro/Road Fund | ODOT/ Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 89 | T | RTP 3105 | East-West Collector | Cornelius Pass to Salix | Extend 3 lane road | 2006-2020 | 11,586,700 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 90 | T | RTP 3105 | East-West Collector | Campus to Cornelius Pass | Extend 3 lane road | 2003 | 8,078,800 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 91 | T | local | Jackson School Road | Evergreen to Grant | Widen to 3 Lanes | 2006-2020 | 3,720,500 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 92 | T | Not in Plans | Jacobson Road | Croeni to Cornelius Pass | Extend new 3 lane alignment | 2000 | 4,677,200 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 93 | T | Not in Plans | Jacobson Road at Helvetia | Jacobson Road at Helvetia | Realign intersection north of US 26 | 2006-2020 | 1,807,100 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 94 | T | RTP 3091 | Quatama Street | LRT to 227th Avenue | Widen/improve 3 lane road | 2006-2020 | 4,464,600 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 95 | T | RTP 3091 | Quatama Street | 227th to Baseline | Extend 3 lane road | 2006-2020 | 2,338,600 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 96 | T | Not in Plans | Salix Extension | LRT to Walker | Extend 3 Lane roadway | 2006-2020 | 4,570,900 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 97 | T | RTP 3144 | Walker Road | Amberglen to 185th | Widen to 5 Lanes | 2006-2020 | 10,630,000 | Metro/Road Fund | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 98 | T | Not in Plans | 63rd Parkway | Cornell to Butler | Extend 2/3 lane road | 2000 | 1,381,900 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 99 | T | Not in Plans | Other Collector Reconstruction | Multiple Locations | Other Collector Reconstruction | 2006-2020 | 40,500,300 | Not in plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 100 | T | Not in Plans | Intersections Improvements | Multiple Locations (see Table 11-7) | Intersections Improvements | 2006-2020 | 53,681,500 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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| 101 | T | Not in Plans | Other Traffic Signals (16) | | City/County operational enhancement | 2006-2020 | 4,252,000 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 102 | T | RTP 3133 | US 26/Cornelius Pass Road | NE & SE quadrants | Build new diagonal ramps in NE & SE quadrants. Add ramp meter storage. | 2006-2020 | 5,315,000 | Metro/Road Fund | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 103 | T | US 26 Interchange Study | US 26/Shute Road | | | 2006-2020 | 5,315,000 | US 26 Interchange Study | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 104 | T | RTP 3139/3140 | US 26/229th Overcrossing | 229th from Bennett St. to West Union | Extend 229th from Bennett to West Union as 3 Lane roadway | 2006-2020 | 7,228,400 | Metro/Road Fund | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 105 | T | Not in Plans | Airport Road | Evergreen to Brookwood | Realign and widen to 3 lanes | 2005 | 2,976,400 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 106 | T | Not in Plans | Amberwood | Cornelius Pass to Cornell | Extend 3 lane road to Butler | 2000 | 2,232,300 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 107 | T | Not in Plans | Baseline Road/185th Intersection | Baseline Road/185th Intersection | Upgrade Capacity/Grade Separation | 2006-2020 | 15,945,000 | Not in Plans | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 108 | T | Not in Plans | Brookwood Extension s/o TV Hwy | Brookwood Extension s/o TV Hwy | Extend 3 Lanes, realign Witch Hazel | 2006-2020 | 1,381,900 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 109 | T | RTP 3218 | Cornelius Pass Road Extension | Cornelius Pass Road Extension | Extend 3 lane road south of TV Hwy to 209th | 2006-2020 | 14,882,000 | Not in Plans | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 110 | T | Not in Plans | Heritage | 185th to Salix | Extend 2 lane road | 2006-2020 | 2,019,700 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 111 | T | Not in Plans | Jackson School Road/US 26 | Jackson School Road/US 26 | Interchange | 2006-2020 | 10,630,000 | Not in Plans | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 112 | T | Not in Plans | Parr | 185th to Salix | Connect 3 lane road | 2006-2020 | 2,019,700 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 113 | T | Not in Plans | West of Rood Bridge | TV Hwy to River | Connecting 3 Lane roadway | 2006-2020 | 744,100 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 114 | T | RTP 3121 | TV Highway | Access Control | Driveway/Turn Lane modifications | 2006-2020 | 15,945,000 | Metro/Road Fund | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 115 | T | Not in Plans | East-West Collector | Brookwood to 28th | Build new 3 lane road n/o LRT | 2006-2020 | 7,547,300 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |

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**CITY OF HILLSBORO
Public Facility Plan
Capital Improvement List**

20-Year CIP Projects

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|-------|------|--------------|---------------------------------------|---------------------------------------|---|-----------|------------|-----------------|-------------------|---|
| 116 | T | Not in Plans | East-West Collector | River to 209th | Extend and widen to 3 lane road | 2006-2020 | 19,346,600 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 117 | T | Not in Plans | 185th Avenue | Cornell to Walker | Widen to 7 Lanes | 2006-2020 | 3,401,600 | Not in Plans | Washington County | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 118 | T | Not in Plans | 188th Extension | Cornell to Walker | Extend 3 lane road | 2006-2020 | 2,551,200 | Not in Plans | Hillsboro | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 119 | T | Not in Plans | US 26 Auxiliary Lanes | Shute to 185th | Add Auxiliary Lanes | 2006-2020 | 21,260,000 | Not in Plans | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 120 | T | RTP 731a | US 26/Glencoe Road | US 26/Glencoe Road | Interchange improvement/modernization | 2006-2020 | 12,756,000 | Metro/Road Fund | ODOT | Includes sidewalks, bicycle lanes and transit accommodations as required. |
| 121 | T | 1 | Glencoe Road/Hornecker Road | Glencoe Road/Hornecker Road | Install traffic signal; add SB right turn lane, NB left turn lane EB right turn lane | 2002 | 1,328,750 | TIF, Private | Hillsboro | Future Intersection Improvement |
| 122 | T | 2 | Glencoe Road-1st Street/Grant Street | Glencoe Road-1st Street/Grant Street | Install traffic signal; Glencoe 3 Lanes | 2006-2020 | 265,750 | TIF, Private | Hillsboro | Future Intersection Improvement |
| 123 | T | 3 | Main Street/1st Avenue/Lincoln Street | Main Street/1st Avenue/Lincoln Street | Add WB right turn lane (restripe- remove parking); signal modification/additions | 2005 | 531,500 | TIF, Private | Hillsboro | Future Intersection Improvement |
| 124 | T | 4 | US 26/Shute Road | US 26/Shute Road | Add 2nd NB thru & right turn lane + interchange study of future geometry | 2006-2020 | 2,763,800 | Federal, State | ODOT | Future Intersection Improvement |
| 125 | T | 5 | US 26/Cornelius Pass Road EB ramps | US 26/Cornelius Pass Road EB ramps | Add N/B to E/B diagonal ramp as a free movement | 2006-2020 | - | Federal, State | ODOT | Future Intersection Improvement |
| 126 | T | 6 | US 26/Cornelius Pass Road WB ramps | US 26/Cornelius Pass Road WB ramps | Add WB diagonal off-ramp | 2006-2020 | - | Federal, State | ODOT | Future Intersection Improvement |
| 127 | T | 7 | Cornelius Pass Road/West Union Road | Cornelius Pass Road/West Union Road | Install traffic signal; add left turn lanes SB, EB, WB; add NB and EB RT lanes | 2002 | 2,391,750 | TIF | Washington County | Future Intersection Improvement |
| 128 | T | 8 | Cornelius Pass Road/Jacobson | Cornelius Pass Road/Jacobson | Install traffic signal; add SB right turn lane: Cornelius Pass 5 Lanes | 2005 | 531,500 | Road Fund | Hillsboro | Future Intersection Improvement |
| 129 | T | 9 | Cornelius Pass Road/Wagon Way | Cornelius Pass Road/Wagon Way | Install traffic signal; Cornelius Pass 5 Lanes | 2001 | 265,750 | Developer | Hillsboro | Future Intersection Improvement |
| 130 | T | 10 | Evergreen Road/Jackson School (east) | Evergreen Road/Jackson School (east) | Install traffic signal; add SB right turn lane; Evergreen 3 Lanes; Connect W/B right turn lane with 5 lane section of Evergreen | 2002 | 1,222,450 | MSTIP | Washington County | Future Intersection Improvement |

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Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|------|--|--|--|-----------|-----------|-------------------|-----------------------------|---------------------------------|
| 131 | T | 11 | Evergreen Road/Jackson School (west) | Evergreen Road/Jackson School (west) | Install traffic signal; Evergreen 3 Lanes | 2002 | 265,750 | MSTIP | Washington County | Future Intersection Improvement |
| 132 | T | 12 | Evergreen Road/15th Avenue | Evergreen Road/15th Avenue | Install traffic signal; EB right turn lane; Evergreen 5 Lane section starts | 2002 | 531,500 | MSTIP | Washington County | Future Intersection Improvement |
| 133 | T | 13 | Evergreen Road/25th Avenue | Evergreen Road/25th Avenue | Provide second NB right turn lane, second WB left turn lane; Evergreen 5 Lanes | 2001 | 797,250 | MSTIP, Private | Washington County | Future Intersection Improvement |
| 134 | T | 14 | Evergreen Road/Shute-Brookwood Parkway | Evergreen Road/Shute-Brookwood Parkway | Add NB and SB right turn lanes | 2003 | 531,500 | Road Fund | Hillsboro | Future Intersection Improvement |
| 135 | T | 15 | Evergreen Parkway/229th Avenue | Evergreen Parkway/229th Avenue | Add NB and EB right turn lanes; use protected/permitted signals N/S | 2004 | 664,375 | Road Fund | Hillsboro | Future Intersection Improvement |
| 136 | T | 16 | Evergreen Road/Cornelius Pass Road | Evergreen Road/Cornelius Pass Road | Double left turn lanes on all approaches; add right turn lanes on all approaches | 2003 | 3,189,000 | Road Fund | Hillsboro | Future Intersection Improvement |
| 137 | T | 17 | Evergreen Parkway/John Olsen Avenue | Evergreen Parkway/John Olsen Avenue | Install traffic signal | 2000 | 265,750 | Road Fund | Hillsboro | Future Intersection Improvement |
| 138 | T | 18 | Evergreen Parkway/Stucki Avenue | Evergreen Parkway/Stucki Avenue | Install traffic signal | 2000 | 265,750 | Road Fund | Hillsboro | Future Intersection Improvement |
| 139 | T | 19 | Evergreen Parkway/185th Avenue | Evergreen Parkway/185th Avenue | Add SB right turn lane; NB double left turn lanes | 2003 | 797,250 | TIF | Hillsboro/Washington County | Future Intersection Improvement |
| 140 | T | 20 | Cornell Road/10th/ East Main Street | Cornell Road/10th/ East Main Street | Add NB right turn lane; add SB through lane | 2006-2020 | 2,072,850 | Road Fund | Hillsboro | Future Intersection Improvement |
| 141 | T | 21 | Cornell Road-10th Ave/Grant Street | Cornell Road-10th Ave/Grant Street | Add EB left turn lane | 2005 | 531,500 | Road Fund | Hillsboro | Future Intersection Improvement |
| 142 | T | 22 | Cornell Road/25th Avenue | Cornell Road/25th Avenue | NB + SB double lefts; add SB and EB right turn lanes | 2005 | 1,594,500 | County, Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 143 | T | 23 | Cornell Road/Brookwood Parkway | Cornell Road/Brookwood Parkway | Add second left turn lanes EB + WB; Add SB right turn lane | 2006-2020 | 1,328,750 | County, Road Fund | Hillsboro | Future Intersection Improvement |
| 144 | T | 24 | Cornell Road/231st - 229th Avenue | Cornell Road/231st - 229th Avenue | Add EB and SB right turn lanes; add WB 2nd left turn lane | 2006-2020 | 1,063,000 | County, Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 145 | T | 25 | Cornell Road/ Cornelius Pass Road | Cornell Road/ Cornelius Pass Road | Add WB right turn lane; EB double left turn lanes | 2006-2020 | 797,250 | Private | Hillsboro | Future Intersection Improvement |

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Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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| 146 | T | 26 | Cornell Road/185th Avenue | Cornell Road/185th Avenue | Add NB and SB double left turn lanes; add NB right turn lane; 185th 7 Lanes | 2006-2020 | 1,328,750 | County, Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 147 | T | 27 | Grant Street/25th -28th Avenue | Grant Street/25th -28th Avenue | Install traffic signal; add WB left turn lane | 2004 | 797,250 | Road Fund | Hillsboro | Future Intersection Improvement |
| 148 | T | 28 | Quatama/Cornelius Pass | Quatama/Cornelius Pass | Install traffic signal; SB right turn lane, Quatama 3 Lanes | 2003 | 531,500 | TIF | Hillsboro | Future Intersection Improvement |
| 149 | T | 29 | Walker Road/185th Avenue | Walker Road/185th Avenue | Add double left turn lanes on all approaches; add WB right turn lane; 185th 7 Lanes | 2006-2020 | 2,391,750 | County, Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 150 | T | 30 | Baseline-East Main/28th Avenue | Baseline-East Main/28th Avenue | Install traffic signal; add WB right turn lane | 2006-2020 | 531,500 | MSTIP | Hillsboro/Washington County | Future Intersection Improvement |
| 151 | T | 31 | Baseline-East Main/32nd Avenue | Baseline-East Main/32nd Avenue | Widen Baseline Road to 5 lanes | 2006-2020 | | Metro/Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 152 | T | 32 | Baseline Road/Brookwood Parkway | Baseline Road/Brookwood Parkway | Widen Baseline Road to 5 lanes; add EB + SB right turn lanes; signal change | 2006-2020 | 664,375 | Road Fund | Hillsboro | Future Intersection Improvement |
| 153 | T | 33 | Baseline Road/53rd Avenue | Baseline Road/53rd Avenue | Widen Baseline Road to 5 lanes | 2006-2020 | | County, Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 154 | T | 34 | Baseline Road/231st Avenue | Baseline Road/231st Avenue | Widen Baseline Road to 5 lanes; extend 3 Lane 231st | 2006-2020 | | MSTIP | Hillsboro | Future Intersection Improvement |
| 155 | T | 35 | Baseline Road/Cornelius Pass Road | Baseline Road/Cornelius Pass Road | Widen Cornelius Pass + Baseline Road to 5 lanes; right turn lanes all approaches | 2006-2020 | 1,063,000 | Metro/Road Fund | Washington County | Future Intersection Improvement |
| 156 | T | 36 | Baseline Road/205th-206th Avenue | Baseline Road/205th-206th Avenue | Widen 205th + Baseline to 5 lanes; add EB and WB right turn lanes | 2006-2020 | 531,500 | Metro/Road Fund | Hillsboro/Washington County | Future Intersection Improvement |
| 157 | T | 37 | Baseline Road/185th Avenue | Baseline Road/185th Avenue | Interchange or 185th 7 lanes with double lefts | 2006-2020 | 15,945,000 | Metro/Road Fund | Washington County | Future Intersection Improvement |
| 158 | T | 38 | Baseline Street/10th Avenue | Baseline Street/10th Avenue | Add SB right turn lane; NB double left turn; restripe for 2nd WB lane | 2006-2020 | 1,727,375 | Metro/Road Fund | Hillsboro | Future Intersection Improvement |
| 159 | T | 39 | TV Highway/13th Avenue-River Rd | TV Highway/13th Avenue-River Rd | Add EB right turn lane | 2006-2020 | 531,500 | Metro/Road Fund | ODOT | Future Intersection Improvement |
| 160 | T | 40 | TV Highway/Minter-Bridge Road | TV Highway/Minter-Bridge Road | Add NB right turn lane; remove split traffic signal phasing | 2006-2020 | 345,475 | Metro/Road Fund | ODOT | Future Intersection Improvement |

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Public Facility Plan
 Capital Improvement List

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| 161 | T | 41 | TV Highway/Brookwood Parkway | TV Highway/Brookwood Parkway | Extend Brookwood south 3 Lane ; traffic signal phasing; double left turns for NB and SB approaches; add NB, SB and EB right turn lanes; add WB left turn lane | 2006-2020 | 1,594,500 | Metro/Road Fund | Hillsboro | Future Intersection Improvement |
| 162 | T | 42 | TV Highway/239th Avenue | TV Highway/239th Avenue | Traffic signal | 2006-2020 | 265,750 | Metro/Road Fund | Hillsboro | Future Intersection Improvement |
| 163 | T | 43 | TV Highway/Cornelius Pass Road | TV Highway/Cornelius Pass Road | Add NB + SB double left turn lanes; add EB right turn lane | 2006-2020 | 1,328,750 | Metro/Road Fund | ODOT/ Washington County | Future Intersection Improvement |
| 164 | T | 44 | Frances Street/Cornelius Pass Road | Frances Street/Cornelius Pass Road | Traffic signal; 5 lane Cornelius Pass | 2006-2020 | 265,750 | Metro/Road Fund | Washington County | Future Intersection Improvement; already signalized |
| 165 | T | 45 | Johnson/Cornelius Pass Road | Johnson/Cornelius Pass Road | Traffic signal; 5 lane Cornelius Pass | 2006-2020 | 265,750 | Metro/Road Fund | Washington County | Future Intersection Improvement; already signalized |
| Subtotal | | | | | | | 588,011,177 | | | |
| 166 | W | P-12 | P-12: 8" Pipeline | NW Neakahme to 191st and Columbia. | 1,780 feet of 8-inch loop through residential area to improve local fire flow availability. | 2004 | 132,000 | Rates | TVWD | |
| 167 | W | P-4 | P-4: 12" Pipeline | NW Baseline from 201st to 197th | Extend 370 feet of 12-inch pipeline. | 2005 | 42,000 | SDC | TVWD | |
| 168 | W | P-6 | P-6: 16" Pipeline | See Map | Upgrade 9,660 linear fet of 16-inch pipeline. | 2006 | 1,408,000 | SDC/Rates | TVWD | |
| 169 | W | P-3 | P-3 16" Pipeline | Kinnaman from 185th to 198th | Upgrade 4,040 feet of 16-inch water pipeline. | 2006 | 589,000 | SDC/Rates | TVWD | |
| 170 | W | PS-1 | 189th Pump Station Upgrade | 189th and Hart Rd. | Upgrade pumpstation capacity and ventalation system. | 2006 | | SDC | TVWD | |
| 171 | W | R-6 | Grabhorn Reservoir #2 | near Leland Dr and Miki Ct. | 15 MG (Steel-Ground Level) | 2005 | 7,020,000 | SDC | TVWD | |
| 172 | W | S-1 A | Aquifer Storage and Recharge (ASR) | Undetermined | 4 MGD Groundwater injection and recovery system | 2003 | 4,000,000 | SDC | TVWD | |
| 173 | W | S-1 B | Aquifer Storage and Recharge (ASR) | Undetermined | 3.5 MGD Groundwater injection and recovery system | 2006 | 3,500,000 | SDC | TVWD | |
| 174 | W | S01 | NE 24th Ave Reservoir | See map | 10 MG Water Storage | 2001 | 7,000,000 | SDC | Hillsboro | |
| 175 | W | S02 | NW 235th Ave. Reservoir | See map | 10 MG Water Storage | 2009 | 7,000,000 | SDC | Hillsboro | |
| 176 | W | S03 | Harewood Reservoir | See map | 10 MG Water Storage | 2016 | 7,000,000 | SDC | Hillsboro | |

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 Capital Improvement List

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| Count | Type | Item | Project | Location | Description | Year | Cost Est. | Funding | Agency | Notes |
|-------|------|------|---|--------------------------------|---|------|-----------|---------|-----------|--------------------|
| 177 | W | PS01 | NE 24th Ave Reservoir P.S. | See map | 350 H.P. station for reservoir | 2001 | 420,000 | SDC | Hillsboro | |
| 178 | W | PS02 | NW 235th Ave. Reservoir P.S. | See map | 325 H.P. station of reservoir | 2009 | 390,000 | SDC | Hillsboro | |
| 179 | W | PS03 | Harewood Reservoir P.S. | See map | 350 H.P. station for reservoir | 2016 | 420,000 | SDC | Hillsboro | |
| 180 | W | V01 | 239th PRV Station | See map | 8 mgd pressure reduction station | 2002 | 120,000 | SDC | Hillsboro | Shared JWC Project |
| 181 | W | V02 | Baseline Rd PRV Station | See map | 10 mgd pressure reduction station | 2002 | 120,000 | SDC | Hillsboro | Shared JWC Project |
| 182 | W | T04 | URA Backbone Pipeline extension | See map | 2,000' linear feet of 12" diameter pipeline | 2003 | 204,000 | SDC | Hillsboro | |
| 183 | W | T05 | URA Backbone Pipeline extension | See map | 2,900' linear feet of 18" diameter pipeline | 2003 | 321,300 | SDC | Hillsboro | |
| 184 | W | T06 | URA Backbone Pipeline extension | See map | 5,600' linear feet of 12" diameter pipeline | 2005 | 571,200 | SDC | Hillsboro | |
| 185 | W | T07 | URA Backbone Pipeline extension | See map | 5,100' linear feet of 16" diameter pipeline | 2007 | 693,600 | SDC | Hillsboro | |
| 186 | W | T08 | URA Backbone Pipeline extension | See map | 2,000' linear feet of 18" diameter pipeline | 2007 | 260,100 | SDC | Hillsboro | |
| 187 | W | T09 | URA Backbone Pipeline extension | See map | 4,000' linear feet of 12" diameter pipeline | 2007 | 408,000 | SDC | Hillsboro | |
| 188 | W | T10 | Cornelius Pass Pipeline 18" diameter pipeline | See map | 5,600' linear feet of 18" diameter pipeline | 2005 | 856,800 | Rates | Hillsboro | |
| 189 | W | T11 | NE 10th/Queens Lane Pipeline | See map | 540' linear feet of 10" diameter pipeline | 2010 | 45,900 | Rates | Hillsboro | |
| 190 | W | T12 | Airport Road//NE 48th Pipeline | See map | 1,310' linear feet of 12" diameter pipeline | 2010 | 133,620 | Rates | Hillsboro | |
| 191 | W | T13 | 264th/Airport Rd Pipeline | See map | 6,510' linear feet of 12" diameter pipeline | 2016 | 664,020 | Rates | Hillsboro | |
| 192 | W | P01 | Baseline/Oak Street Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2000 | 711,960 | Rates | Hillsboro | |
| 193 | W | P02 | Oak/Maple 21st Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2003 | 548,250 | Rates | Hillsboro | |
| 194 | W | P03 | SE 7th Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2001 | 136,500 | Rates | Hillsboro | |
| 195 | W | P04 | NE Jackson Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2004 | 66,000 | Rates | Hillsboro | |
| 196 | W | P05 | NE Edison Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2001 | 24,750 | Rates | Hillsboro | |
| 197 | W | P06 | NE Grant Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2002 | 24,750 | Rates | Hillsboro | |
| 198 | W | P07 | NW Vonja Ct. Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2004 | 60,500 | Rates | Hillsboro | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-----------------|------|------|------------------------------------|--------------------------------|--|-----------|-------------------|-----------|-----------|-------|
| 199 | W | P08 | NE 9th and 10th Steel Lines | See Steel Pipe Replacement Map | Replace steel pipe | 2003 | 22,000 | Rates | Hillsboro | |
| 200 | W | P09 | SE Alder Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2001 | 18,000 | Rates | Hillsboro | |
| 201 | W | P10 | E. Main St. Steel Line | See Steel Pipe Replacement Map | Replace steel pipe | 2006 | 231,200 | Rates | Hillsboro | |
| 202 | W | P11 | N. 1st St. Steel Line ("S" Curves) | See Steel Pipe Replacement Map | Replace steel pipe | 2006 | 219,300 | Rates | Hillsboro | |
| 203 | W | P12 | Pipe replacement program | Various | Replace steel pipe | on-going | 2,143,850 | Rates | Hillsboro | |
| 204 | W | E01 | NE 24th Ave Reservoir Generator | NE 24th Street Reservoir | 260 kW Emergency power supply | 2002 | 90,000 | Rates | Hillsboro | |
| 205 | W | E02 | NE Stadium Reservoir Generator | Stadium Reservoir | 250 kW Emergency power supply | 2010 | 87,500 | Rates | Hillsboro | |
| 206 | W | E03 | Parkwood Reservoir Generator | Parkwood Reservoir | 260 kW Emergency power supply | 2016 | 90,000 | Rates | Hillsboro | |
| 207 | W | M01 | Treatment Plant Controls | Cherry Grove Treatment Plant | Upgrade automated controls at the Cherry Grove Treatment Plant | 2002 | 110,000 | Rates | Hillsboro | |
| 208 | W | R01 | Water Master Plan Update | City-wide | Update master plan | 2005 | 80,000 | SDC/Rates | Hillsboro | |
| 209 | W | R02 | Water Master Plan Update | City-wide | Update master plan | 2010 | 90,000 | SDC/Rates | Hillsboro | |
| 210 | W | R03 | Water Master Plan Update | City-wide | Update master plan | 2015 | 100,000 | SDC/Rates | Hillsboro | |
| 211 | W | R04 | Water Master Plan Update | City-wide | Update master plan | 2020 | 110,000 | SDC/Rates | Hillsboro | |
| 212 | W | R06 | ASR Pilot Study | Grabehorn Well Field | Study/permit ASR program | 2005 | 100,000 | SDC | Hillsboro | |
| Subtotal | | | | | | | 48,384,100 | | | |
| 213 | SS | | Drake Lateral | See Map | Backwater from Hillsboro East Interceptor | 2020 | 148,000 | Rates | Hillsboro | |
| 214 | SS | | Baldwin Dr Trunk | See Map | Replacement cost, relace pipe | 2006-2020 | 21,025 | Rates | Hillsboro | |
| 215 | SS | | N 9th Ave Trunk | See Map | Replacement cost, relace pipe | 2006-2020 | 174,892 | Rates | Hillsboro | |
| 216 | SS | | NE Sunrise Ln Trunk | See Map | Replacement cost, relace pipe | 2006-2020 | 577,508 | Rates | Hillsboro | |
| 217 | SS | | North Plains Trunk | See Map | Replacement cost, relace pipe | 2006-2020 | 111,801 | Rates | Hillsboro | |
| 218 | SS | | NW Glencoe Rd Trunk - A | See Map | Replacement cost, relace pipe | 2006-2020 | 189,190 | Rates | Hillsboro | |
| 219 | SS | | NW Glencoe Rd Trunk - B | See Map | Replacement cost, upsize pipe | 2006-2020 | 37,414 | SDC | Hillsboro | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-----------------|------|-------|----------------------------|----------------------------------|--|-----------|------------------|---------------|-----------|-------|
| 220 | SS | | 26th Street Lateral - A | See Map | Replacement cost, relace pipe | 2005 | 576,615 | Rates/SDC | Hillsboro | |
| 221 | SS | | 26th Street Lateral - B | See Map | Replacement cost, upsize pipe | 2006-2020 | 32,467 | SDC | Hillsboro | |
| 222 | SS | | Bendemeer Trunk - A | See Map | Replacement cost, relace pipe | 2005 | 2,158 | Rates | Hillsboro | |
| 223 | SS | | Bendemeer Trunk - B | See Map | Replacement cost, upsize pipe | 2005 | 42,748 | SDC | Hillsboro | |
| 224 | SS | | Cornell Road Lateral | See Map | Replacement cost, relace pipe | 2006-2020 | 265,364 | Rates | Hillsboro | |
| 225 | SS | | County Branch Lateral | See Map | Replacement cost, upsize pipe | 2002 | 48,485 | SDC | Hillsboro | |
| 226 | SS | | Dawson Creek Trunk | See Map | Replacement cost, upsize pipe | 2003 | 34,287 | SDC | Hillsboro | |
| 227 | SS | | Drake Lateral | See Map | Replacement cost, relace pipe | 2006-2020 | 132,926 | Rates | Hillsboro | |
| 228 | SS | | E. Country Haven Lateral | See Map | Replacement cost, upsize pipe | 2006-2020 | 229,109 | SDC | Hillsboro | |
| 229 | SS | | Hillsboro East Interceptor | See Map | Replacement cost, relace pipe | 2004 | 1,749,854 | Rates | Hillsboro | |
| 230 | SS | | Quail Circle Lateral - A | See Map | Replacement cost, relace pipe | 2006-2020 | 45,628 | Rates | Hillsboro | |
| 231 | SS | | Quail Circle Lateral - A | See Map | Replacement cost, upsize pipe | 2006-2020 | 29,624 | SDC | Hillsboro | |
| 232 | SS | | Tualatin Valley Hwy Int | See Map | Replacement cost, relace pipe | 2006-2020 | 388,993 | Rates | Hillsboro | |
| 233 | SS | | Witch Hazel Lateral | See Map | Replacement cost, upsize pipe | 2006-2020 | 1,230,218 | SDC | Hillsboro | |
| Subtotal | | | | | | | 6,068,306 | | | |
| 234 | D | 1999B | Grant Street | 6th Street to Delsey Road | Install catch basin and tie to existing 15 inch line in Grant Street | 2002 | 30,299 | Utility Funds | CWS | |
| 235 | D | 1999C | SE 37th Avenue | 1740 SEW 37th to wetland outfall | Reline 137' of 8" line | 2003 | 7,746 | Utility Funds | CWS | |
| 236 | D | 1999D | 24th Avenue | Laura Street to Grant Street | Remove 410' of existing 8" line and replace with 12" line | 2004 | 30,793 | Utility Funds | CWS | |
| 237 | D | 1999F | Rood Bridge Road | | | | | | CWS | |
| 238 | D | 1999G | Oak and 11th | Oak Street | Replace 208' of 12" pipe with 15" pipe between two homes at 11th and Oak | 2001 | 13,847 | Utility Funds | CWS | |
| 239 | D | 1999J | 12th Street | 12th and Cornell | Reline 123' of 12" pipe from 12th t storm outfall | 2005 | 12,613 | Utility Funds | CWS | |
| 240 | D | 1999K | Morgan Road | Noland Street to outfall | Reline 479' of 18" pipe | 2004 | 45,243 | Utility Funds | CWS | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|-------------|--------------------------------|--|--|-----------|-----------|--------------------|--------|---|
| 241 | D | 1999L | Lincoln Street | Lincoln and 14th Avenue | Reline 320' of 8" pipe from manhole to outfall | 2003 | 13,025 | Utility Funds | CWS | |
| 242 | D | 1998-4 | Garabaldi Storm Sewer Phase II | Connel to 317th Avenue | Install 2500' of 18" and 400' of 12" line | 2004 | 377,025 | SDCs | CWS | |
| 243 | D | 1995-4 | SE 234th Avenue | SE 234th | Drainage improvements | 2006-2020 | 68,550 | Utility funds/SDCs | CWS | |
| 244 | D | 1995-5 | SW 239th | SW 239th | Drainage improvements | 2005 | 205,650 | Utility funds/SDCs | CWS | |
| 245 | D | 1995-6 | SW 239th | SW 239th | Water quality facility | 2006-2020 | 274,200 | Utility funds/SDCs | CWS | |
| 246 | D | 1995-7 | SE 234th Avenue | SE 234th | Water quality facility | 2006-2020 | 68,550 | Utility funds/SDCs | CWS | |
| 247 | D | 1995-8 | SE Oak Street | SE Oak | Drainage project | 2005 | 239,925 | Utility funds/SDCs | CWS | |
| 248 | D | 1995-9 | SE 24th Avenue | SE 24th | Water quality facility | 2006-2020 | 137,100 | Utility funds/SDCs | CWS | |
| 249 | D | 1995-10 | NW Garabaldi Street Drainage | NW Garabaldi | Drainage project | 2003 | 205,650 | Utility funds/SDCs | CWS | |
| 250 | D | 2000-2 | NE Sunrise Lane | Jackson School rRd to 17th Ave | Install 5600' of 12" to 30" drainage lines | 2002 | 822,600 | SDCs | CWS | Include a water quality facility if funds allow |
| 251 | D | 2000-3 | SE Bentley Road Storm Sewer | between SE 40th and SE 43rd | Install 250' of 12" storm sewer | 2001 | 75,405 | SDCs | CWS | |
| 252 | D | 2000-1 | NE 3rd Avenue Storm Sewer | from NE Grant to the end of NE 3rd Ave | Install 2000' of 18" storm sewer | 2001 | 342,750 | SDCs | CWS | Include a water quality facility if funds allow |
| 253 | D | Table D- 1a | Basin C | in the vicinity of SE 32nd and Main | Replace 2100' of storm lines ranging from 15" to 30" and 8 manholes | 2006-2020 | 205,650 | Utility funds | CWS | |
| 254 | D | Table D- 1b | Basin F | south of Baseline between 7th Avenue and 18th Avenue | Replace approximately 2340' of storm lines (15" to 60" in diameter) and 19 manholes | 2006-2020 | 616,950 | Utility funds | CWS | |
| 255 | D | Table D- 1c | Basin G | from 28th Avenue and Brogden south and west to approximately 24th and Main | Replace 2445' of storm lines ranging in size from 15" to 24" and 12 manholes. | 2006-2020 | 253,635 | Utility funds | CWS | |
| 256 | D | Table D- 1d | Basin I | south of Hyde Street between NE 20th Dr and NE 18th Ave behind housing | Install 320' of 18" to 24" storm lines and 5 manholes | 2006-2020 | 27,420 | Utility funds | CWS | |
| 257 | D | Table D- 1e | Basin J | south of Cornell on 12th Avenue | Replace 405' of storm lines with 15" pipe and replace 2 manholes | 2006-2020 | 41,130 | Utility funds | CWS | |
| 258 | D | Table D- 1f | Basin K | NE Jackson Street from NE 7th Ave to Cornell Rd and laterals on &th Ave, 9th Ave | Replace approximately 3215' of storm lines ranging in size from 15" to 36" and replace 13 manholes | 2006-2020 | 404,445 | Utility funds | CWS | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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| 259 | D | Table D- 1g | Basin L | from NE Arrington Rd and west of Cornell, replace storm lines throughout the basin south and west to NE Grant Ave and 8th Avenue | Replace around 9300' of storm lines ranging from 15" to 42" and 26 manholes | 2006-2020 | 1,083,090 | Utility funds | CWS | |
| 260 | D | Table D- 1h | Basin M | From NE Darby St and 21st Ave south to NE Grant St and from about NE 22nd Avenue to NE 16th Ave on NE Grant | Replace around 5980' of storm lines wint pipes ranging from 15" to 48" and 27 manholes | 2006-2020 | | Utility funds | CWS | |
| 261 | D | Table D- 1i | Basin N | Along N 1st Ave from NE Grant to SE Walnut and along NE 3rd Ave from E Main to SE Walnut | Replace 6645' of strm lines from 15" to 48 " and 21 manholes | 2006-2020 | 767,760 1,158,495 | Utility funds | CWS | |
| 262 | D | | | Citywide | Update Surface Water Master Plan | 2005 | 150,000 | Utility funds and SDCs | CWS and City | |
| | | | | | | Subtotal | 7,679,546 | | | |
| 263 | P | | Evergreen Park | Park Planning Neighborhood #13 | Neighborhood Park | 2001-2002 | 750,000 | SDCs | Hillsboro | |
| 264 | P | | Rock Creek Greenway | Park Planning Neighborhood #13 | Urban Area Park | 2001-2002 | 400,000 | SDC and SWM | Hillsboro and CWS | |
| 265 | P | | Rood Bridge Phase IV | Hilhi Park Planning Neighborhood | Urban Area Park | 2001-2002 | 500,000 | SDC, Grants, Donations | Hillsboro | |
| 266 | P | | Cultural Arts Center | Downtown Park Planning Neighborhood | Facility | 2001-2002 | 1,000,000 | SDC, Donations | Hillsboro | |
| 267 | P | | Jones Farm Park | Sunrise Lane Park Planning Neighborhood | Neighborhood Park | 2001-2002 | 200,000 | SDCs | Hillsboro | |
| 268 | P | | Cornelius Pass/Frances Street Site | Frances Street Park Planning Neighborhood | Neighborhood Park | 2002-2003 | 1,200,000 | SDCs | Hillsboro | |
| 269 | P | | Frances Street Site | Frances Street Park Planning Neighborhood | Neighborhood Park | 2002-2003 | 1,000,000 | SDCs | Hillsboro | |
| 270 | P | | Rock Creek Greenspace Site | Park Planning Neighborhood #14 | Urban Area Park | 2002-2003 | 1,000,000 | SDC and Grants | Hillsboro and Metro | |
| 271 | P | | Dairy Creek/Walnut Street | McKinney Park Planning Neighborhood | Community Park | 2003-2004 | 500,000 | SDCs | Hillsboro | |
| 272 | P | | Drake Lane Greenspace Site | Frances Street Park Planning Neighborhood | Urban Area Park | 2003-2004 | 500,000 | SDC and Grants | Hillsboro and Metro | |
| 273 | P | | Soloflex Site | Orenco Park Planning Neighborhood | Community Park | 2004-2005 | 2,000,000 | SDCs | Hillsboro | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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| 274 | P | | Landfill Site | Hilhi Park Planning Neighborhood | Community Park | 2004-2005 | 1,300,000 | SDCs | Hillsboro | |
| 275 | P | | Acquisition need at 2005 | | | 2005 | 101,475,000 | | | Assuming population of 92,925, will be 451 acres @ \$225,000/acre |
| 276 | P | | Development need at 2005 | | | 2005 | 78,925,000 | | | Assuming population of 92,925, will be 451 acres @ \$175,000/acre |
| 277 | P | | Acquisition need at 2010 | | | 2006-2020 | 6,075,000 | | | Assuming population of 95,660, will be 27 acres @ \$225,000/acre |
| 278 | P | | Development need at 2010 | | | 2006-2020 | 4,725,000 | | | Assuming population of 95,660, will be 27 acres @ \$175,000/acre |
| 279 | P | | Acquisition need at 2015 | | | 2006-2020 | 6,075,000 | | | Assuming population of 98,347, will be 27 acres @ \$225,000/acre |
| 280 | P | | Development need at 2015 | | | 2006-2020 | 4,725,000 | | | Assuming population of 98,347, will be 27 acres @ \$175,000/acre |
| 281 | P | | Acquisition need at 2020 | | | 2006-2020 | 5,850,000 | | | Assuming population of 100,915, will be 26 acres @ \$225,000/acre |
| 282 | P | | Development need at 2020 | | | 2006-2020 | 4,550,000 | | | Assuming population of 100,915, will be 26 acres @ \$175,000/acre |
| Subtotal | | | | | | | 222,750,000 | | | |
| 283 | W | Con. "A" | 18" Class 52 Ductile Iron Waterline | Shute Road Industrial Site | 4900 feet new water line | 2004-2010 | \$705,600.00 | SDC | Hillsboro | |
| 283 | W | Con. "B" | 18" Class 52 Ductile Iron Waterline | Shute Road Industrial Site | 4300 feet new water line | 2004-2010 | \$619,200.00 | SDC | Hillsboro | |
| 284 | SS | Con. "A" | 12" Sanitary Sewer | Shute Road Industrial Site | 3125 feet of sewer line | 2004-2010 | \$285,000.00 | SDC | Hillsboro | |
| 284 | SS | Con. "B" | 12" Sanitary Sewer | Shute Road Industrial Site | 3155 feet of sewer line | 2004-2010 | \$287,736.00 | SDC | Hillsboro | |
| 285 | SS | Con. "A" | 18" Sanitary Sewer | Shute Road Industrial Site | 2985 feet of sewer line | 2004-2010 | \$293,724.00 | SDC | Hillsboro | |
| 285 | SS | Con. "B" | 18" Sanitary Sewer | Shute Road Industrial Site | 3525 feet of sewer line | 2004-2010 | \$346,860.00 | SDC | Hillsboro | |
| 286 | SS | Con. "A" | 24" Sanitary Sewer | Shute Road Industrial Site | 1400 feet of sewer line | 2004-2010 | \$151,200.00 | SDC | Hillsboro | |
| 286 | SS | Con. "B" | 24" Sanitary Sewer | Shute Road Industrial Site | 465 feet of sewer line | 2004-2010 | \$50,220.00 | SDC | Hillsboro | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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|-------|------|----------|---|-------------------------------|--|-----------|----------------|---------|-----------|-------|
| 287 | SS | Con. "A" | 8" Sanitary Sewer Forcemain | Shute Road Industrial Site | 1300 feet of sewer forcemain | 2004-2010 | \$117,000.00 | SDC | Hillsboro | |
| 287 | SS | Con. "B" | 8" Sanitary Sewer Forcemain | Shute Road Industrial Site | 1900 feet of sewer forcemain | 2004-2010 | \$171,000.00 | SDC | Hillsboro | |
| 288 | SS | Con. "A" | Sanitary Lift Station | Shute Road Industrial Site | 1 Sanitary Lift Station | 2004-2010 | \$120,000.00 | SDC | Hillsboro | |
| 288 | SS | Con. "B" | Sanitary Lift Station | Shute Road Industrial Site | 1 Sanitary Lift Station | 2004-2010 | \$120,000.00 | SDC | Hillsboro | |
| 289 | D | Con. "B" | 18" Storm Sewer | Shute Road Industrial Site | 1550 feet of sewer line | 2004-2010 | \$158,100.00 | SDC | Hillsboro | |
| 290 | D | Con. "A" | 21" Storm Sewer | Shute Road Industrial Site | 4900 feet of sewer line | 2004-2010 | \$529,200.00 | SDC | Hillsboro | |
| 290 | D | Con. "B" | 21" Storm Sewer | Shute Road Industrial Site | 2060 feet of sewer line | 2004-2010 | \$222,480.00 | SDC | Hillsboro | |
| 291 | D | Con. "B" | 24" Storm Sewer | Shute Road Industrial Site | 1500 feet of sewer line | 2004-2010 | \$171,000.00 | SDC | Hillsboro | |
| 292 | D | Con. "A" | 27" Storm Sewer | Shute Road Industrial Site | 4100 feet of sewer line | 2004-2010 | \$492,000.00 | SDC | Hillsboro | |
| 292 | D | Con. "B" | 27" Storm Sewer | Shute Road Industrial Site | 4240 feet of sewer line | 2004-2010 | \$508,800.00 | SDC | Hillsboro | |
| 293 | D | Con. "A" | 30" Storm Sewer | Shute Road Industrial Site | 800 feet of sewer line | 2004-2010 | \$105,600.00 | SDC | Hillsboro | |
| 293 | D | Con. "B" | 30" Storm Sewer | Shute Road Industrial Site | 800 feet of sewer line | 2004-2010 | \$105,600.00 | SDC | Hillsboro | |
| 294 | D | Con. "A" | 36" Storm Sewer Culvert Crossing | Shute Road Industrial Site | 75 feet of sewer culvert crossing | 2004-2010 | \$11,250.00 | SDC | Hillsboro | |
| 294 | D | Con. "B" | 36" Storm Sewer Culvert Crossing | Shute Road Industrial Site | 75 feet of sewer culvert crossing | 2004-2010 | \$11,250.00 | SDC | Hillsboro | |
| 295 | D | Con. "A" | Downstream Upgrades | Shute Road Industrial Site | Downstream Upgrades | 2004-2010 | \$60,000.00 | SDC | Hillsboro | |
| 295 | D | Con. "B" | Downstream Upgrades | Shute Road Industrial Site | Downstream Upgrades | 2004-2010 | \$60,000.00 | SDC | Hillsboro | |
| 296 | T | Con. "A" | Huffman Road | Shute Road Industrial Site | 2600 foot extension of Huffman Road | 2004-2010 | \$1,310,400.00 | SDC | Hillsboro | |
| 296 | T | Con. "B" | Huffman Road | Shute Road Industrial Site | 3000 foot extension of Huffman Road | 2004-2010 | \$1,512,000.00 | SDC | Hillsboro | |
| 297 | T | Con. "A" | Shute Road southbound right-turn lane at Huffman Road | Shute Road Industrial Site | 300 foot right-turn lane | 2004-2010 | \$43,200.00 | SDC | Hillsboro | |
| 297 | T | Con. "B" | Shute Road southbound right-turn lane at Huffman Road | Shute Road Industrial Site | 300 foot right-turn lane | 2004-2010 | \$43,200.00 | SDC | Hillsboro | |
| 298 | T | Con. "A" | Huffman and Shute Road Intersection Sign | Shute Road Industrial Site | 1 intersection signal | 2004-2010 | \$360,000.00 | SDC | Hillsboro | |
| 298 | T | Con. "B" | Huffman and Shute Road Intersection Sign | Shute Road Industrial Site | 1 intersection signal | 2004-2010 | \$360,000.00 | SDC | Hillsboro | |

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Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

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| 299 | T | Con. "A" | 253rd Avenue Half Street (North of Huffman) | Shute Road Industrial Site | 450 feet half street | 2004-2010 | \$129,600.00 | SDC | Hillsboro | |
| 299 | T | Con. "B" | 253rd Avenue Half Street (North of Huffman) | Shute Road Industrial Site | 1350 feet half street | 2004-2010 | \$388,800.00 | SDC | Hillsboro | |
| 300 | T | Con. "A" | 253rd Avenue Half Street (South of Huffman) | Shute Road Industrial Site | 2150 feet half street | 2004-2010 | \$619,200.00 | SDC | Hillsboro | |
| 300 | T | Con. "B" | 253rd Avenue Half Street (South of Huffman) | Shute Road Industrial Site | 1300 feet half street | 2004-2010 | \$374,400.00 | SDC | Hillsboro | |
| 301 | T | Con. "A" | 253rd Avenue southbound right-turn lane | Shute Road Industrial Site | 300 foot right-turn lane | 2004-2010 | \$43,200.00 | SDC | Hillsboro | |
| 301 | T | Con. "B" | 253rd Avenue southbound right-turn lane | Shute Road Industrial Site | 300 foot right-turn lane | 2004-2010 | \$43,200.00 | SDC | Hillsboro | |
| 302 | T | Con. "A" | 253rd Avenue and Evergreen Road Intersection Signal | Shute Road Industrial Site | 1 intersection signal | 2004-2010 | \$360,000.00 | SDC | Hillsboro | |
| 302 | T | Con. "B" | 253rd Avenue and Evergreen Road Intersection Signal | Shute Road Industrial Site | 1 intersection signal | 2004-2010 | \$360,000.00 | SDC | Hillsboro | |
| 303 | T | Con. "A" | (Deduct) 253rd Avenue Half Street (South of Huffman) | Shute Road Industrial Site | 2150 feet half street | 2004-2010 | (\$619,200.00) | | Hillsboro | |
| 303 | T | Con. "B" | (Deduct) 253rd Avenue Half Street (South of Huffman) | Shute Road Industrial Site | 1300 feet half street | 2004-2010 | (\$374,400.00) | | Hillsboro | |
| 304 | T | Con. "A" | (Add Dawson Creek Drive Alternate) Cost to realign 253rd Avenue to entry at Dawson Creek Drive | Shute Road Industrial Site | 2450 feet street | 2004-2010 | \$1,234,800.00 | SDC | Hillsboro | |
| 304 | T | Con. "B" | (Add Dawson Creek Drive Alternate) Cost to realign 253rd Avenue to entry at Dawson Creek Drive | Shute Road Industrial Site | 1700 feet street | 2004-2010 | \$856,800.00 | SDC | Hillsboro | |
| | | | | | | Subtotal w Shute Rd Con. A | \$6,351,774.00 | | | |
| | | | | | | Subtotal w Shute Rd Con. B | \$6,396,246.00 | | | |

Note: This project list does not obligate the City or other service providers to build the projects listed below.

Type Key
 T = Transportation
 W = Water
 SS = Sanitary Sewage
 D = Storm Water
 P = Parks and Recreation

CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

| Count | Type | Item | Project | Location | Description | Year | Cost Est. | Funding | Agency | Notes |
|-------|------|-------|---|--|---|--------|-----------|---------|------------------------------|-------|
| 305 | T | Local | SE Alexander Street Extension | Extend west from SW 247th Ave to the Davis Rd extension | Road extension 2 lanes (park side) | 2005 | 2,084,000 | | Hillsboro | |
| 306 | T | local | SE Brookwood Ave Improvements | SW 247th Ave/SE Brookwood Ave between Witch Hazel Rd & SE Alexander St | Widened to a three-lane cross section | 2005 | 271,600 | | Hillsboro | |
| 307 | T | local | SE Davis Rd extension to SE River Rd | Extend Davis Rd from the middle of the Witch Hazel Elementary School | 3 lanes (include on-street parking, bike lanes, and sidewalks on both sides of the street. | 2005 | 640,600 | | Hillsboro | |
| 308 | T | local | Roundabouts | Two on Davis Road, one at Alexander and 247th Avenue | Three roundabouts | 2006 | 922,300 | | Hillsboro | |
| 309 | T | local | SE River Road/SE Davis Rd Roundabout | Roundabout at intersection of SE River Rd and SE Davis Rd | Single lane roundabout | 2006 | 402,700 | | Hillsboro/Washington CO | |
| 310 | T | local | SW 229th Ave/SE Alexander St Signalization | Signal installation at SW 229th Ave/SE Alexander St | Signal | Medium | 196,600 | | Hillsboro | |
| 311 | T | local | SW 234th Ave/SE Alexander St Signalization | Signal installation at SW 234th Ave/SE Alexander St | Signal | Medium | 240,400 | | Hillsboro | |
| 312 | T | local | SE River Rd/SE Rood Bridge Rd Improvements | SE River Rd/SE Rood Bridge Rd Intersections | Eastbound right-turn lane | Medium | 235,600 | | Hillsboro/Washington CO | |
| 313 | T | local | SE Witch Hazel Rd/SE River Rd Signalization | Signal installation at SE Witch Hazel Rd/River Rd Intersection | Signal | 2006 | 160,500 | | Hillsboro | |
| 314 | T | local | River Rd/TV Highway Improvements | River Rd/TV Highway Intersection | Northbound left-turn lane | Medium | 199,600 | | Hillsboro | |
| 315 | T | local | Brookwood Ave/TV Highway Improvements | SW 247th Ave/SE Brookwood Ave/TV Hwy realignment | Construction of traditional four-way intersection and the connetion of Brookwood to Witch Hazel Rd.Includes Brookwood improvements 200 ft south of TV Hwy north through the Brookwood TV Hwy intersection | 2007 | 3,685,800 | | Hillsboro/Washington CO/ODOT | |
| 316 | T | local | SW 229th Ave/TV Highway Improvements | SW 229th Ave/TV Highway Intersection | Northbound right-turn lane | Medium | 912,700 | | Hillsboro | |

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

| Count | Type | Item | Project | Location | Description | Year | Cost Est. | Funding | Agency | Notes |
|-------|------|-------|---|---|--|-----------------|-------------------|---------|-----------|-------|
| 317 | T | local | Cornelius Pass Rd/TV Highway Improvements | Cornelius Pass Rd/TV Highway Intersection | Eastbound left-turn lane | Medium | 617,000 | | Hillsboro | |
| 318 | T | local | SW 209th Ave/TV Highway Improvements | SW 209th Ave/TV Highway Intersection | Northbound and southbound right-turn lanes | Medium | 1,165,300 | | Hillsboro | |
| 319 | T | local | Footpath | Footpath crossing Witch Hazel Creek in the Witch Hazel Village Planning area | Footpath providing connectivity through the Witch Hazel Village Community and across SW River Rd to a crossing of Rock Creek & access to Rood Bridge Park | 2006 - 2007 | | | | |
| 320 | T | local | Bike and Pedestrian Pathways | located along Witch Hazel Creek & Gordon Creek in the Witch Hazel Village Planning area | | | | | Hillsboro | |
| | | | | | | Subtotal | 11,734,700 | | | |
| 321 | P | local | Civic Plaza | Located at the intersection of 247th Avenue and Davis Rd in the Witch Hazel Village Community Plan area | Construction of plaza at 247th Ave/Davis Rd in the Witch Hazel Village Neighborhood | | 425,000 | | Hillsboro | |
| 322 | P | local | Allee's | Radiating from the civic plaza in the Witch Hazel Village Planning area | Pedestrian walkways lined with trees. Designed to be primarily an urban greenway providing & designed to provide pedestrian connectivity to the system of parks in the Witch Hazel Village Community | | | | | |
| 322 | P | local | Traffic Diamonds | In the Witch Hazel Village Community Planning area, near the high density housing | Small gardens that function as traffic diamonds; planted with flowers or shrubs | | | | | |
| 323 | P | local | Linear Parkways | Located in the Witch Hazel Village Planning area | 2.5 acres each, tree-lined lawn areas set between one-way travel lanes | | 55,200 | | Hillsboro | |
| | | | | | | Subtotal | 480,200 | | | |

Note: This project list does not obligate the City or other service providers to build the projects listed below.

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CITY OF HILLSBORO
Public Facility Plan
 Capital Improvement List

20-Year CIP Projects

| <u>Count</u> | <u>Type</u> | <u>Item</u> | <u>Project</u> | <u>Location</u> | <u>Description</u> | <u>Year</u> | <u>Cost Est.</u> | <u>Funding</u> | <u>Agency</u> | <u>Notes</u> | |
|--------------|-------------|-------------|-------------------------------------|--|--|-------------|--------------------------------|----------------|---------------|--------------|--|
| 324 | CA | local | Center Green Strip for Davis Rd "B" | West Roundabout to River Rd / East Roundabout to SW 234th Ave | Landscaped median in center of roadway | | | | | | |
| 325 | SS | local | 8-inch sanitary sewer line | Located in the future SW Davis Rd right-of-way, between SW 247th Ave & SW River Rd | | | | | CWS | | |
| 326 | SS | local | 36-inch trunk line | Located in River Rd | A planned 36-inch trunk line | | | | CWS | | |
| 327 | SS | local | Pump station | | Both CWS 12-inch & 36-inch trunk lines will convey wastewater by gavity to this pump station | | | | CWS | | |
| 328 | SS | local | 10-inch & 18-inch forcemains | | Forcemains will connect to the CWS pump station designed to transport sewer over the Witch Hazel Creek culvert en route to the Rock Creek Wastewater Treatment Facility. | | | | CWS | | |
| | | | | | | | Total w Shute Rd Con. A | 891,459,803 | | | |
| | | | | | | | Total w Shute Rd Con. B | 891,504,275 | | | |

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.

(Amended by Ord. No. 4799/7-99 and Ord. No. 4818/9-99.)

- (II) **Definitions.**
 - (A) **Transportation.** Refers to the movement of people and goods.
 - (B) **Transportation facility.** Any physical facility that moves or assists in the movement of people and goods.
 - (C) **Transportation system.** One or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between geographic and jurisdictional areas.
 - (D) **Transportation disadvantaged.** Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.
 - (E) **Mass transit.** Any form of passenger transit which carries members of the public on a regular and continuing basis, including, but not limited to, bus, rail and air transportation in and between urban areas.

(III) **Policies.** The following policies are organized by the seven transportation goals. Actions are listed below appropriate policies that direct the how the policy will be implemented. (Amended by Ord. No. 4818/9-99.)

(A) **Safety.**

- (1) Build, maintain and/or support a well-defined and safe transportation system within the City for pedestrian, bicycle, transit, motor vehicles, air and rail travel. (Amended by Ord. No. 4818/9-99.)

Develop and apply a series of design standards for street, bicycle, pedestrian and transit improvements in Hillsboro. Allocate City road and bikeway maintenance expenditures in a manner that ensures that systems supporting these modes of travel are safe. Minimize conflicts between modes, particularly between motor vehicles, pedestrians, bicycles and transit. Develop City standards for safe pedestrian crossings of roadways. As transportation facilities are built, public involvement as outlined in the Comprehensive Plan will be undertaken.

- (2) Establish a City monitoring system that regularly evaluates, prioritizes and mitigates high accident locations within the City.

Review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. Develop a list of projects necessary to eliminate such problems. Implement safety improvements through the City Capital Improvement Program and development review process.

- (3) Promote transportation system safety through education and law enforcement.

This applies to all modes of travel.

- (4) Implement enforceable access management standards for arterial and collector roadways consistent with City, County and State requirements.

Use Metro Title 6 and Washington County standards as a guide to establish City access spacing guidelines: Arterial (minimum 600 feet, maximum 1,000 feet) and Collector (minimum 200 feet, maximum 400 feet). ODOT Access Management Categories apply to State routes, but are generally less restrictive than the county standards.

- a) The City of Hillsboro shall coordinate with ODOT in the evaluation of any action (such as a comprehensive plan amendment) that would affect the function of the Cornelius Pass Road Interchange.

b) The function of the Cornelius Pass Road Interchange is to provide safe and efficient access for long-distance, regional trips (e.g. between Hillsboro and the Portland metropolitan area) as well as for local traffic that originates and terminates within Hillsboro. The interchange has been designed to provide capacity and safe operations to accommodate this function over the 15-year planning period. (Added by Ord. No. 5341/2-04.)

(5) Provide adequate access to properties for emergency services vehicles throughout the City using the City land use planning and development review procedures

(6) Do not permit land uses within airport noise corridors that are not noise compatible and avoid the establishment of uses that are physical hazards to air traffic at the Hillsboro Airport.

The airport is a resource to the community. Coordinate with the Port of Portland on the implementation of the Hillsboro Airport Master Plan and overlay Runway Protection Zone (RPZ) designations on the City zoning map. Work with the Port of Portland to establish a partnership, which addresses impacts. Avoid permitting future uses in the airport noise corridors that would be significantly impacted by allowable airport noise levels, unless such impacts can be effectively mitigated.

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

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

Support the upgrade of railroad crossings to current design standards. ODOT/PUC provides grants to improve crossing safety. Current funding sources are not capable of financing all the rail crossing needs within the next 20 years (it could take more than 40 years).

(B) Multi-modal.

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

Corridors are key arterial and some collector routes within Hillsboro.

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

Sidewalks, landscape strips and bikeways shall be constructed in conjunction with new construction of streets and with improvements to a street in accordance with this Transportation System Plan. Pedestrian facility design shall buffer pedestrians from moving traffic using landscape strips, street trees and on-street parking where practicable. Pedestrian facility design shall also consider lighting and the safety/convenience of street crossings

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

Encourage the development of a "pedestrian grid" in Hillsboro that identifies recommended pedestrian routes. Whenever possible, space through pedestrian routes approximately every one-half mile within the pedestrian local network. Local pedestrian circulation should provide access to the pedestrian master plan approximately every 330 feet. Sidewalk standards will be developed to define various sidewalk widths as necessary for City street and development types.

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

Investigate using abandoned railroad rights-of-way to link pedestrian and bicycle facilities.

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

Work with Tri-Met to provide adequate bus frequency and service coverage. Work with Tri-Met and other agencies to provide transit amenities such as bus shelters, well-maintained stops, benches, lighting, street crossings, sidewalks, etc.

(C) Trip Reduction.

- (1) Participate in trip reduction strategies developed locally and regionally including employment, tourist and recreational trip programs.

Encourage implementation of public and private travel

demand management programs that reduce single occupant vehicle trips per capita and shift traffic to off-peak travel hours. Coordinate trip reduction strategies with Washington County, major employers in Hillsboro, Metro, Tri-Met, Westside Transportation Alliance, ODOT and DEQ. Seek to raise the PM peak average vehicle occupancy (AVO) to 1.3 in the evening peak hour, and/or move 50 percent of standard evening peak trip generation outside the peak hour. Educate business groups, employees and citizens about trip reduction strategies and work with business groups, citizens, employers and employees to develop and implement travel demand management programs. Work with ODOT to establish guidelines for planning interchange improvements to allocate space for park-and-ride lots to increase multi-occupant vehicles.

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

Apply City Transportation Planning Rule standards to developments adjacent to transit streets. Pedestrian accessways with minimal vehicle conflicts should be identified for every new development site for access to the public right-of-way and pedestrian system. Commercial site design should encourage internal trips by alternative modes. Appropriate areas of the City include, but are not limited to regional centers, town centers, station areas and transit corridors as defined by Metro.

- (3) Implement City Station Community Planning Areas in ways that encourage the location of the highest land use densities and mixed uses near the best transit service.
- (4) Limit the provision of parking to meet regional and state standards.
- (5) On- and off-street parking requirements may be reduced in areas where light rail transit or bus transit service is available or where other non-auto travel modes (such as walking or bicycle facilities) are conveniently accessible. (Added by Ord. No. 4901/5-00.)
- (6) Be consistent with local, regional and state land use plans and programs.

Work cooperatively with transportation agencies and adjacent jurisdictions to implement the City Transportation System Plan within the Regional Transportation planning process.

(D) Performance.

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

Level of Service D, Highway Capacity Manual, Chapters 9, 10 and 11 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. Monitor Metro and Washington County's current work to develop a level of service standard. Manage adequate operating conditions of arterials to minimize cut-through traffic and intrusion into residential neighborhoods.

When reviewing significant plan amendments or rezones, consider their transportation impacts on the regional facilities identified in the Regional Transportation Plan (RTP).

- (2) Work with Washington County, the City of Beaverton, Metro and ODOT to develop, operate and maintain intelligent transportation systems including coordination of traffic signals.
- (3) A Tualatin Valley Highway Corridor Plan shall be undertaken in cooperation with ODOT, Washington County, the City of Beaverton, Metro and other transportation agencies to address the specific long-term capacity and access needs for the corridor. The standards for performance shall recognize the Metro Title 6 level of service criteria and requirements in the City Transportation System Plan.
- (4) Provide a cost-effective transportation system where the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.

(E) Goods Movement.

- (1) Design arterial routes, highway access and adjacent land uses in ways that facilitate the efficient movement of goods and services.
- (2) Coordinate with the Port of Portland in planning for the Hillsboro Airport.
- (3) Encourage continued use and development of rail and air transportation facilities.

Coordinate with rail and air transportation service providers regarding safety and operational compatibility with surrounding uses.

- (4) Require safe routing of hazardous materials consistent with federal and state guidelines.

Work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and ODOT to assure consistent laws and regulations for the transport of hazardous materials.

(F) Livability.

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

If appropriate, neighborhood traffic management programs for local and neighborhood streets in Hillsboro that currently experience speeding problems may include the following types of measures: narrower streets, humps, traffic circles, and curb/sidewalk extensions, curving streets, diverters and/or other measures. Consider neighborhood traffic management measures during development review and subdivision review of new development.

- (2) Relate the design of street capacity and improvements to their intended use.

A functional roadway classification system shall be developed for Hillsboro which meets the City's needs and is coordinated with County, Regional and State Roadway classification systems. Appropriate design standards for roadways in the City should be coordinated and developed by the responsible jurisdiction.

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

Include aesthetic considerations in the design, maintenance and improvement of corridors and rights-of-way for all modes of travel. Any consideration of sound walls should meet criteria established by the City.

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

Inform the DEQ, EPA, Corps of Engineers and Division of State Lands of transportation system development projects that may affect their jurisdictional interests at the earliest opportunity to ensure identification of project-related environmental issues and to ensure compliance with federal and state air, water, wetland and

noise standards. Design transportation systems that promote efficient use of energy.

(G) Accessibility.

- (1) Construct transportation facilities, which conform to the requirements of the Americans with Disabilities Act.
- (2) Locate transit dependent land uses close to transit stations.
- (3) Design the local street network to facilitate street connectivity and limit out-of-direction travel. Provide connectivity to and from activity centers and destinations, giving priority to pedestrian and bicycle connections.

Apply City spacing guidelines for roadways, signals and pedestrian connections to implement this policy. For pedestrian paths, direct routing should be between 1.25 and 1.5 times the straight-line distance. Implement City guidelines regarding cul-de-sac length and size.

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

As outlined in Title 6 of the Metro Urban Growth Management Functional Plan, access connection standards will be developed. The arterial street system should facilitate street and pedestrian connectivity.

(Amended by Ord. No. 4799/7-99.)

(H) Airport.

- (1) Definitions
 - (a) General aviation reliever facility. An airport designed to normally service aircraft up to the executive jet level only and not intended for use by air carrier type equipment.
- (2) Policies
 - (a) The airport shall be maintained and used as, but not expanded beyond the capability of, a "general aviation reliever facility." The City shall encourage and work with airport authorities to decrease airport-related problems to a level compatible with surrounding land uses and the urban area.

- (b) Adequate open space and tree planting shall be provided around the airport where necessary to reduce the noise impact of airport operations on surrounding residential areas. Airport open space shall be included in the City's greenway system.
- (c) The City shall encourage the use of properties adjacent to the airport for industrial parks, related commercial activities and community facilities in order to maximize airport services and provide a buffer for surrounding residences.
- (d) The height and occupancy of structures within the approach zones to the airport shall be regulated to reduce hazard to aircraft and the public.

(Added by Ord. No. 5102/1-02.)

(I) ALTERNATIVE TRANSPORTATION.

- (1) The City shall continue to participate in the Special Mobility Service Program.

(Added by Ord. No. 5102/1-02.)

(J) HILLSBORO AIRPORT.

- (1) The City shall support implementation of the current Hillsboro Airport Master Plan.
- (2) Should it be necessary to update the Hillsboro Airport Master Plan, the City shall participate in the process.

(Added by Ord. No. 5102/1-02.)

(IV) (Deleted by Ord. No. 3102/5-80.)

(V) (Deleted by Ord. No. 3102/5-80.)

(VI) (Deleted by Ord. No. 3102/5-80.)

(VII) Implementation Measures.

- (A)** Land use actions which would create substantially higher traffic volumes than were assumed in the development of the Transportation Maps shall be evaluated. Land use actions which would exceed the street capacities of the Transportation Maps shall not be allowed unless the maps and other applicable ordinances are first amended. (Added by Ord. No. 3102/5-80.)

- (B) Approvals of land use actions on properties including or adjacent to rights-of-way and street improvements which are less than that specified in the transportation plan and maps shall require: dedication of adequate land for public right-of-way to meet that specified in the plan; construction of the required interior street system; and construction of, or execution of a non-remonstrance deed restriction for the specified street improvements immediately adjacent to the properties. For the purpose of this measure, land use actions are limited to zone changes, planned unit developments, conditional uses, variances, expansions of nonconforming uses, development reviews, site plan reviews, subdivisions, major partitions and minor partitions. (Added by Ord. No. 3102/5-80.)
- (C) The Zoning Ordinance shall include increased setback requirements along inadequate or substandard street right-of-way. This will help assure that structures will not be built in areas projected to be needed for future street right-of-way. (Added by Ord. No. 3102/5-80.)
- (D) The transportation maps shall show both the widening of 10th Avenue and the 9th Avenue/10th Avenue one-way couplet alternatives. The Zoning Ordinance shall contain additional setback requirements to assure that structures will not be built in the potential right-of-way areas of either alternative. A decision as to which alternative will be implemented shall be made upon more detailed analysis of the impacts of each. (Added by Ord. No. 3102/5-80.)
- (E) Right-of-way on 239th Avenue, Golden Road, Lois Street and Frances Street shall not exceed 50 feet in width, except where right-of-way is dedicated pursuant to Transportation Implementation Measure B. In addition, the fully improved street widths shall not exceed 36 feet when adequate off street parking is provided on the abutting properties. (Added by Ord. No. 3102/5-80.)
- (F) Where required and consistent with the Transportation Plan and maps, sidewalks and bikeways shall be constructed in conjunction with improvements to the street system. (Added by Ord. No. 3102/5-80.)
- (G) Prior to the next major update, improvements required to bring the street system in conformance with the transportation plan and maps shall be identified and prioritized in a capital improvement program. (Added by Ord. No. 3102/5-80.)
- (H) Access limitations shall minimize driveway conflicts and maximize street capacity. The Development Review (Section 133) and Planned Unit Development (Section 127) sections in the Zoning Ordinance and the Subdivision Ordinance shall include restrictions

for single family residential access on arterial or collector streets. If traffic volumes are forecast to be in excess of 5,000 vehicles per day, new developments should access side streets or parallel roads, and/or driveways should be aggregated to serve more than one development. (Added by Ord. No. 3102/5-80 and Ord. No. 4799/7-99.)

- (I) The City shall coordinate with Tri-Met to help expand local transit service. Service should radiate from a central bus transfer point in the downtown area. In addition to the central transfer point, there should be a north-

south line to the east of downtown to provide cross-town service. (Added by Ord. No. 3102/5-80.)

- (J) The land use map shall, to the extent possible, reinforce and encourage public transportation service by clustering high density residential uses, employment centers and shopping opportunities in areas served by arterial or collector streets. (Added by Ord. No. 3102/5-80.)

- (K) The City shall coordinate with Metro, Tri-Met and Washington County in the implementation of the Station Area Plans. (Added by Ord. No. 3102/5-80 and Amended by Ord. No. 4222/4-94 and Ord. No. 4799/7-99.)

- (L) The City shall encourage the use of carpools, vanpools and staggered work hours as a means of reducing peak daily traffic loads. (Added by Ord. No. 3102/5-80.)

- (M) Proposed new developments shall consider opportunities to incrementally extend and connect proposed new streets with existing streets within adjacent or nearby areas in addition to addressing street connectivity recommendations shown on the Local Street Connectivity maps contained within Section 21. Transportation System Plan. (Added by Ord. No. 4901/5-00.)

- (N) When planning for improvements to regional streets identified in the adopted Metro Regional Transportation System Plan (RTP) and reflected in the Section 21, Transportation System Plan document including regional street facilities therein built by ODOT, Tri-Met or the Port of Portland, RTP regional street design guidelines shall be considered. Reference to the regional street design guidelines shall be included in the City's Street Design Manual. (Added by Ord. No. 4901/5-00.)

(O) Street Standards for Public Roadways.

The street classification descriptions reflect the street cross-section design standards illustrated below¹ and the designations contained in the

Comprehensive Transportation Plan Functional Classification Map. The design standards are intended to implement the Functional Classification Map. The traffic capacity volumes within each classification provide an order of magnitude distinction between classifications, and are generally consistent with the Washington County Transportation Plan.

The standards described and illustrated below are for roadways that are or will be dedicated to the public (City.) Private property developers may choose to construct roadways at a lesser standard. However, in doing so developers should be made aware of the fact that roads constructed to a lesser standard may not be accepted for dedication at a later date. Further, even if the general public is allowed to use private streets, the developer or a legally responsible property-owner's association retains liability for the property and is financially responsible for the upkeep and maintenance of the roadway, sidewalks and landscaping.

- (1) **Cul-de-sac Streets**: These streets are intended to serve a maximum of 25 dwelling units and shall not exceed 200 feet in length². The cul-de-sac street is be designed to an improvement width³ of 28 feet within a 50 foot right-of-way, with sidewalks on each side being a minimum of 5 feet wide⁴. A minimum 5- foot wide landscape strip shall

¹ All street section standards contain the following common required elements: a six inch (6") Portland Cement Concrete ("PCC") curb with eighteen inch (18") PCC gutter pan; face of curb storm drain inlets; a four foot (4') minimum width back of curb landscape strip with street trees at least 2 ½ inch caliper at time of planting, sidewalks at least five feet (5') in width, right-of-way width extending to not less than twelve inches (12") behind the sidewalk, "Option B" streetlights, and a public utility easement for public and private underground utilities (including gas, electric, telephone and cable communications conduits or ductbanks) of up to eight feet (8') if public and private utilities are not allowed or can not be designed to fit within the right-of-way. Where lane width, cross section and traffic safety requirements are dependent on a traffic engineering analysis, all traffic counts and traffic engineering studies shall be per the Highway Capacity Manual and/or AASHTO standards, and may utilize standards and methodologies adopted by Washington County in order to promote uniformity and coordination between the two jurisdictions, as directed by the City Engineer.

² Except where topography, barriers (railroads, freeways, existing development, etc.), or environmental constraints (major streams, rivers, wetlands, etc.) prevent ultimate street connectivity (extension) beyond the parcel in question; in which case a cul-de-sac street may exceed 200 feet in length with City Engineer approval. Where the City Engineer finds that there may be the possibility of connectivity in the future, the street shall not end in a cul-de-sac, the development shall be sited so as not to preclude the possibility of future connectivity, and a public right-of-way easement shall be dedicated to effect future construction.

³ "Improvement width" includes: travel lanes; the curb and gutter assembly; and, as permitted or required: the median (landscaped and/or left turn lane), bicycle lanes, and on-street parking space.

⁴ Where a cul-de sac street has terminated for a reason cited in footnote #1, above, the developer shall nonetheless make a good faith effort to establish and construct pedestrian and bicycle connections to

separate the sidewalks and roadway. Refer to Figure 13-1. The circular paved turning area must have a radius of at least 40 feet to the curb. Alternative radii and paved area turn around configurations may be considered by the Street Committee at the time of Development Review.

With City Engineer⁵ approval, the cul-de-sac street may be constructed to 24 feet wide within a 46 foot right-of-way where no on-street parking will be provided and adequate off-street parking is available on the abutting properties. (Amended by Ord. No. 4799/7-99.)

- (2) **Alleys:** Alleys are intended to serve only abutting land. Alleys shall be an inverted crown design constructed of Portland Cement Concrete (“PCC”) pavement⁶ with a travel lane of 12-16 feet plus a 2-4 foot gravel shoulder on each side to create a 20 foot right-of-way clear of any and all obstacles. On-street parking is prohibited on alley streets. An alternative alley configuration would have 20 feet of PCC pavement with a 5-foot landscape strip for one-sided alley loadings. Refer to Figure 13-1. (Amended by Ord. No. 4799/7-99.)
- (3) **Local Residential Streets:** These streets are intended to serve only abutting land and should carry less than 1,500 vehicles per day. If traffic volume is projected to exceed 1,500 vehicles per day, neighborhood traffic management measures as identified in the Transportation System Plan shall be considered. The standard local residential street shall be designed as a 32 foot roadway improvement within a 54 foot right-of-way (where daily traffic volume exceeds 1,500 vehicles) with a 5-foot minimum width sidewalk and a minimum 4-foot landscape strip separating the sidewalks and roadway on each side. Refer to Figure 13-1. With City Engineer approval other designs can be

the neighboring parcel from the end of the cul-de-sac street, or show cause to the satisfaction of the City Engineer why such connections are not technically feasible and should not be required of the applicant. Even if not technically or economically feasible to construct all of the connection as a part of the development in question, if the City Engineer finds that such a connection may be feasible upon development of the adjacent parcel, the City Engineer shall require a fourteen foot (14') public easement and the development shall be sited so as not to preclude the possibility of connectivity in the future and may require the construction, or fee in lieu, of the portion that is within the development in question as a condition of approval. If the abutting properties are in common ownership such connections may be required to include pedestrian bridges.

⁵ The City Engineer may delegate decision-making authority to qualified engineering staff, and may refer policy decisions to the City Council Street Committee.

⁶ Streets designated as alleys and constructed with an inverted crown, and all curb and gutter sections shall be of PCC construction. Preference shall be given to PCC construction for “Transit Streets,” arterial streets, and streets abutting commercial zones and districts. All other standard crown streets may be constructed to an equivalent structural cross section using asphaltic concrete (AC) with the approval of the City Engineer. Streets shall be constructed with thermoplastic markings and all regulatory and roadway informational signs shall be installed per the Manual of Uniform Traffic Control Devices.

considered. When the projected build-out daily traffic volume is below 250 vehicles per day, the improved roadway width may be reduced to not less than 24 feet with a right-of-way of not less than 46 feet with no on-street parking allowed and adequate off-street parking is available on the abutting properties. When projected daily traffic volumes exceed 600 vehicles per day and are less than 1,500 vehicles per day, the improved roadway width may be reduced to not less than 28 feet with a right-of-way of not less than 50 feet if parking is restricted to one side and adequate off-street parking is available on the abutting properties. (Amended by Ord. No. 4799/7-99.)

- (4) **Neighborhood Streets:** Neighborhood routes are usually long relative to local streets and provide connectivity to collectors or arterials. Because neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these routes. Neighborhood traffic management measures are often appropriate as defined in the Transportation System Plan. The standard configuration for neighborhood streets (routes) without on-street parking shall be 36-foot roadway improvement within a 60-foot right-of-way, with two 12-foot travel lanes, two 6-foot bike lanes, two 6-foot landscape strips and two 5-foot sidewalks. Refer to Figure 13-2. (Amended by Ord. No. 4799/7-99.)

- (5) **Collector Streets:** Collector streets provide both access and circulation within residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access and penetrate residential neighborhoods distributing trips from the neighborhood and local street system.

The standard configuration for collector streets without on-street parking shall be a 46-foot roadway improvement within a 70-foot right-of-way including two 11-foot travel lanes, a 12-foot median/turn lane and two 6-foot bicycle lanes. Five-foot (5' minimum) sidewalks separated from the curb by a 6-foot landscape strip are required on both sides of the street. This typical cross section and other options are shown in Figure 13-3. Left turn lanes shall be provided at major intersections and may be provided, if

approved by the City Engineer, at authorized property access points between intersections. The size of collector streets is defined in the Street ROW Required for Selected Arterials and Collectors (Greater than 2 Lanes) (Figure 13-4) and the Street Improvement Plan (Figure 13-5). (Amended by Ord. No. 4799/7-99, Ord. No. 4818/9-99, and Ord. No. 5341/2-04.)

- (6) **Arterial Streets:** Arterial streets are intended to serve as the primary routes for travel between the City of Hillsboro and other parts of the region, between major areas of urban activity, and to access the highway system. The size of arterial streets is defined in the Street ROW Required for Selected Arterials and Collectors (Greater than 2 lanes) (Figure 13-4) and in the Street Improvement Plan (Figure 13-5). Arterial streets vary in size from two-lanes up to seven lanes. Typical arterial street cross sections are shown in Figure 13-4. Access spacing shall be established by city land use regulations. Additional left and right turn lanes as defined in the Development Review Transportation Impact Report shall add 12 feet for each additional turn lane to the right-of-way identified in Figure 13-4. All property access points from an arterial street between intersections require approval of the City Engineer, and may be subject to right turn only configuration, consolidation among adjacent properties, and minimum spacing standards set so as not to unduly impeded traffic volume along the arterial street. Standard sidewalks and landscape strips are required. Wider sidewalks shall be constructed to at least 8 feet wide in commercial areas, and 13 feet or wider along specific streets in the Station Community Planning Areas. This requires wider rights-of-way than those shown on Figure 13-4 (equivalent to the difference between the minimum 5- or 6-foot sidewalks as shown to the sizes required). (Amended by Ord. No. 4799/7-99, Ord. No. 4818/9-99, and Ord. No. 5341/2-04.)
- (7) **Commercial and Industrial Streets:** Commercial and industrial streets are not through routes and are intended to serve primarily abutting non-residential land uses. However, due to the nature of the adjacent land uses, such vehicles will include larger trucks, requiring wider travel lanes and additional turning radii. The standard commercial street shall be designed as a 38-foot roadway improvement with 60-foot right-of-way, with a 5-foot minimum width sidewalk and a minimum 5-foot landscape strip separating the sidewalks and roadway on each side. Refer to Figure 13-6. The standard industrial street shall be designed as a 40-foot roadway improvement with 62-foot right-of-way, with a 5-foot minimum width sidewalk and

a minimum 5-foot landscape strip separating the sidewalks and roadway on each side. Refer to Figure 13-6. (Added by Ord. No. 4799/7-99. Amended by Ord. No. 5341/2-04.) (Implementation Measure (M) Added by Ord. No. 3102/5-80 & Amended by Ord. No. 3668/12-86; by Ord. No. 4544/4-97; and by Ord. No. 4799/7-99.)

- (8) **Mixed Use Streets:** Mixed use streets are located within or adjacent to neighborhoods zoned or designated for Mixed Use development on the Comprehensive Plan and / or zoning map. Such neighborhoods were originally identified in the 28th and Main Community Plan, the Tanasbourne Community Plan, and the Witch Hazel Village Community Plan, but may be established elsewhere in the City upon approval of Plan or zone changes.

Mixed Use neighborhoods are distinguished from other areas of the city by a variety of land uses in close proximity to each other, increased densities of both residential and non-residential uses, wider sidewalks, on-street parking, and other design characteristics intended to encourage pedestrian activity and access. Mixed use streets may be local residential or neighborhood streets, collectors, or arterial streets within or adjacent to these neighborhoods. To encourage pedestrian activity and access and increased density of development in these neighborhoods, street section design may be modified from the standards contained elsewhere in this Implementation Measure to provide on-street parking, increased sidewalk width, and / or to substitute bicycle lanes and bicycle ways on street sections where reduced traffic speeds will be established. (Added by Ord. No. 5464/12-04.)

- (P) The street standards contained in Transportation Implementation Measure M may be varied with City approval. Except where adjacent to properties designated or zoned for Mixed Use, the functional classification, projected volumes and bike path plan shall be accommodated in the variation. Standards for street sections adjacent to properties designated or zoned for Mixed Use may be adjusted to provide on-street parking, increased sidewalk width, or to substitute bicycle lanes and bicycle ways on street sections with reduced traffic speeds. (Added by Ord. No. 3102-5-80 and Amended by Ord. No. 5464/12-04.)
- (Q) The City may request, but shall not require more parking than the minimum parking requirements established by the Zoning Ordinance. Parking minimums and maximums shall be identified within the Zoning Ordinance as may be required for compliance with the Regional Parking Ratios Table in Title 2 of the Metro Urban Growth Management Functional Plan and shall be applied throughout the City in accordance with the parking requirement

zones shown on the advisory City Parking Maximum Map contained in the Zoning Ordinance. The Parking Maximum Map shall be reviewed at least every three years from the date of its adoption in order to reflect changes that may occur regarding the provision of peak hour transit service. (Added by Ord. No. 4901/5-00.)

- (R) The City may consider a variance from its parking requirements when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios or less than the minimum parking ratios. (Added by Ord. No. 4901/5-00.)
- (S) The transportation maps shall show the alternative alignments for NE Cornell proposed in the 1983 Cornell Road Project. The Comprehensive Plan Land Use Map shall include alternative designations for the area affected by the alternative realignments until a decision is made on which alternative will be implemented. Following this decision, the Land Use Map shall show the designations corresponding to the selected alternative. (Added by Ord. No. 3433/12-83.)
- (T) SE 30th Avenue shall be classified as a Collector street for a maximum distance of 860 feet north of SE Tualatin Valley Highway. Residential development in the area south SE Cypress Street shall include construction of local residential streets providing an indirect connection between SE Cypress and the Residential Collector section of SE 30th Avenue. (Added by Ord. No. 4499. Amended by Ord. No. 5341/2-04.)

Section 14. Comprehensive Plan Maps. (Section 14 Amended by Ord. Nos., 3102/5-80, 3433/12-83, 3450/3-84, 3511/12-84, 3912/4-90, 4454/8-96, 4544/4-97 & 4818/9-99.)

- I. Included, as parts of this Ordinance are seventeen maps of the Hillsboro planning area, eleven transportation maps and six land use maps. The purposes of these maps are as follows:

(A) Transportation Maps:

- (1) The Interim Functional Classification Map (14-1) designates the arterial, collector and neighborhood route street system;
- (2) The Future Streets where ROW is Planned for More Than Two Lanes (Greater than 2 Lanes) (14-1a) indicates the street right-of-way required for selected arterial and collector streets that are greater than 2 lanes;
- (3) The Street Improvement Plan Map (14-2) designates the number of travel lanes on the arterial and collector street system;
- (4) The Truck/Freight Routes Master Plan Map (14-3) designates the arterials that should be designed to accommodate through truck movement;
- (5) The Bicycle Master Plan Map (14-4) indicates the master plan for the bikeway system;
- (6) The Transit Master Plan Map (14-5) indicates Transit Streets and the Light Rail Station Locations;
- (7) The Hillsboro Traffic Signals Master Plan Map (14-6) indicates the desirable locations for future traffic signals;
- (8) The Pedestrian Master Plan Map (14-7) designates the system of sidewalks on arterial and collector streets;
- (9) The Park and Ride Sites Map (14-8) indicates potential sites for park and ride facilities;
- (10) The Rail Routes Map (14-9) indicates alignments of railroad service and grade crossings;
- (11) The Major Pipeline Routes Map (14-10) indicates alignments of major gas transmission lines.

(Amended by Ord. No. 4799/7-99.)

(B) Land Use Maps:

- 1) The Comprehensive Plan Map designates future land use outside Station Community Planning Areas as residential (the range of minimum and maximum densities are indicated: low density residential, 3-7 units/net acre; medium density residential, 8-16 units/net acre; high density residential, 17-23 units/net acre; mid-rise residential, 24-30 units/net acre); commercial, industrial, open space, floodplain, and public facilities. Station Community Planning Areas shall be identified with a Station Community Planning area designation on the comprehensive plan and may authorize more intensive land use densities and floor area ratios than residential zoning designated elsewhere in the City. Specific zoning districts shall be applied to implement policies and objectives for the Station Community Planning Areas, including minimum residential, and employment density objectives. (Amended by Ord. Nos. 4848/12-99 and 4901/5-00.)

Station Community Planning Areas shall be identified with a Station Community Planning Area designation on the comprehensive plan and shall authorize more intensive land use densities and floor area ratios than classified elsewhere in the City using the terms of “medium” or “high” density. Specific zoning districts shall be applied to implement policies and objectives for the Station Community Planning Areas, including minimum residential, and employment density objectives. These densities may exceed those authorized for locations outside Station Community Planning Areas.

- 2) The Hillsboro 2040 Growth Concept Boundaries Map designates the boundaries for the 2040 Growth Concept design types within the City. Boundaries are designated on the Map for these design types: Regional Center, Station Communities, Town Centers, Main Streets, Corridors, Industrial Areas, Inner Neighborhoods and Outer Neighborhoods¹. (Added by Ord. No. 4901/5-00.)

¹ The following are Metro descriptions of each 2040 Growth Concept design type designated on the Hillsboro 2040 Growth Concept Boundaries Map which is shown on the following page as “Figure 14-11”:

Regional Centers. The focus of Regional Centers is compact development and redevelopment, high-quality transit service and multi-modal street networks, which act as major nodes along regional through routes. About 3 percent of new household growth and 11 percent of new employment growth would be accommodated in 9 regional centers. An average housing and employment density of 60 persons per acre is recommended by Metro in regional centers.

Town Centers. Town Centers are smaller than regional centers and serve populations of tens of thousands of people. Compact development, local retail and services and transit service are also features of town centers. About 3 percent of new households and more than 7 percent of new employment would be accommodated in town centers. An average housing and employment density of 40 persons per acre is recommended by Metro in town centers.

- 3) Station Community Planning Area Maps designate the four Station Community Planning Areas within the City. For clarity, these maps may be separate from the City-wide map but for all intents and purposes shall be considered a part of the official Comprehensive Plan Map. These maps include:
 - a) Downtown Stations Community Planning Area;
 - b) Fair Complex / Hawthorne Farm Stations Community Planning Area;
 - c) Orenco Station Community Planning Area; and
 - d) Quatama / 185th Stations Community Planning Area.

- 4) Urban Planning Area Agreement Map for Station Communities designates lands within Washington County jurisdiction which, by agreement adopted by the County Board of Commissioners and the City Council, have been included in the City of Hillsboro's area of planning influence. The Agreement acknowledges that in order to develop on lands within the area of influence, the property must first be annexed to the City. Each such area is within a Station Community Planning Area. Detailed information indicating the

Station Communities. Station Communities are nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment. They provide for the highest density outside of centers. An average housing and employment density of 45 persons per acre is recommended by Metro in station communities.

Main Streets. Main Streets form neighborhood centers as areas with retail and service development, high quality transit service and a good pedestrian environment. Main streets serve neighborhoods and may develop a regional specialization that draws people from other parts of the region. About 2 percent of housing growth would be accommodated in main street areas. An average housing and employment density of 39 persons per acre is recommended by Metro in main streets.

Corridors. Corridors are not as dense as centers, but are also located along good quality transit lines. They provide a place for densities that are somewhat higher than today and feature a high-quality pedestrian environment and convenient access to transit. An average housing and employment density of 25 persons per acre is recommended by Metro in corridors.

Industrial Areas. Industrial Areas are set aside primarily for industrial areas with limited supporting uses, that may be allowed if limited to sizes and locations intended to serve the primary industrial uses. An average employment density of 9 persons per acre is recommended by Metro in industrial areas.

Inner Neighborhoods. Inner Neighborhoods are residential areas accessible to jobs and neighborhood businesses. Lot sizes are smaller in inner neighborhoods which would accommodate about 28 percent of new households and 15 percent of new employment (some of the employment would be home occupations and the balance would be neighborhood-based employment such as schools, daycare and some neighborhood businesses). An average housing and employment density of 14 persons per acre is recommended by Metro in inner neighborhoods.

Outer Neighborhoods. Outer Neighborhoods are residential areas farther away from large employment centers. Lot sizes are larger in outer neighborhoods, which would accommodate about 28 percent of new households and 10 percent of new employment. An average housing and employment density of 13 persons per acre is recommended by Metro in outer neighborhoods.

zoning district that shall apply upon annexation shall be incorporated into the Station Community Planning Area District Maps made a part of the City Zoning Map.

- 5) The NE 28th Avenue/East Main Street Plan Area Map designates the “NE 28th Avenue and East Main Street Plan Area” within the City. Proposed land use policies within Section 17 of the Plan shall apply to the properties, land uses and public facilities contained within this Area. (Added by Ord. No. 4820/9-99) [See Section 17, Figure 17-1 and 17-2, following page 96]
- (6) Tanasbourne Town Center Plan Map. The Tanasbourne Town Center General Land Use Plan Map establishes the boundary of the Tanasbourne Community Plan Area and designates the specific land uses recommended within that Area by the Town Center Plan. The goals, policies and implementation measures contained in Section 18 of this Comprehensive Plan shall apply to the properties, land uses and public facility systems contained within the Town Center Area. (Added by Ord. No. 4848/12-99) [See Section 18, Figure 18-1, following page 102]
- (7) Witch Hazel Village Community Plan Map. The Witch Hazel Village Community Plan General Land Use Plan Map establishes the boundary, land uses, street and alley pattern of the Witch Hazel Village Community Plan Area and designates the land uses recommended within the Area by the Community Plan. (Added by Ord. No. 5344/3-04) [See Section 22, Figure 22-1: **Witch Hazel Village Community Plan Map**, following page 110]

Section 15: Station Community Planning Areas

(Section 15 Added By Ord. No. 4454/8-96.)

(I) Goal.

To provide for higher density mixed use development in Station Community Planning Areas, thereby reinforcing and encouraging use of public transit and supporting the public investment in Light Rail Transit.

(II) General Station Community Planning Area Policies.

- (A) The Land Use Map shall designate four Station Community Planning Areas (SCPA's) to focus higher densities and mixed use developments around the nine light rail stations within Hillsboro.

Downtown SCPA

Government Center
Hillsboro Center
Tuality/8th Avenue
Washington/12th Avenue

Fair Complex/Hawthorne Farm SCPA

Fair Complex
Hawthorne Farm

Orenco SCPA

Orenco/231st Avenue

Quatama/185th SCPA

Quatama/205th Avenue
Willow Creek/185th Avenue

- (B) SCPA boundaries shall generally extend a half-mile radius around each LRT station, but may extend farther to include: 1) contiguous land under common ownership at the time of adoption of the SCPA boundary; 2) land owned by individual(s) who participated in the Station Community Planning process and consented to be included within a Station Community Planning Area; or 3) property justified for inclusion in a SCPA based on location factors such as proximity to a transit trunk line, major pedestrian route or feeder bus route, or because of natural or manmade

boundaries. Development and design standards and guidelines may vary according to the specific goals and objectives identified for a particular Station Community Planning Area.

- (C) The SCPA plan designation shall be implemented through establishment of appropriate zoning districts. Those districts shall identify permitted land uses, minimum densities and floor area ratios, and development and design standards and guidelines.
- (D) Zoning districts which implement the Station Community Planning Area designation shall include the following:
 - (1) Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian while not excluding the automobile;
 - (2) Concentration of housing and/or jobs in centers that encourage transit users to live and work near transit stations;
 - (3) Provision for public and private amenities, including parks, plazas and other facilities to support the higher densities and mixed use developments;
 - (4) A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, shuttle service, auto and light rail with pedestrians: and
 - (5) Provisions that reduce off-street parking requirements within Station Community Planning Areas
- (E) With the exception of individual single family detached dwellings, duplexes, or ancillary dwelling units, all new development projects within Station Community Planning Areas are subject to Development Review. However, Development Review is required when single family detached dwellings, duplexes, ancillary dwelling units, and subdivisions are (1) within a Conservation District or (2) impacts inventoried Significant Natural Resources. General and community-specific design standards for new development in Station Community Planning Areas shall be set forth in the Zoning Ordinance.
- (F) A wide range of housing types shall be authorized within Station Community Planning Areas, including but not limited to small lot single family detached, attached single family, townhouses or rowhouses, ancillary dwelling units, garden apartments, mid-rise apartments, high

density apartments, student housing, senior apartments, and housing above retail and office uses.

- (G) Residential development in medium density residential districts located next to single family neighborhoods established prior to the adoption of the Station Area Interim Protection Ordinance (“SAIPO”) shall transition the type and density of new housing to be compatible with the established single family neighborhood.
- (H) To ensure transit supportive development and achieve residential density objectives of the Region 2040 Growth Concept, minimum residential densities shall be established for all new housing within Station Community Planning Areas. Minimum residential densities shall be implemented through SCPA zoning districts.
- (I) To ensure transit supportive development and achieve employee density objectives of the Region 2040 Growth Concept, minimum floor area ratios (FAR) shall be established, where appropriate, for all new non-residential development within Station Community Planning Areas. Minimum FAR’s shall be implemented through SCPA zoning districts.

(III) Downtown SCPA Policies

- (A) The Central Business District, the Highway-Oriented District (north of Walnut Street), the Station Community Commercial Districts on Washington Street south of East Main Street, on Main Street near NW Connell Street and NE Cornell Road, and on NE Lincoln Street near NE Second, Third and Fourth Avenues, and the Residential-High Density District in the Downtown SCPA are designated as the “Regional Center” under the Region 2040 Growth Concept. Overall density targets of 60 persons per net acre are anticipated under this regional designation. Given the existing concentration of government center functions and employment in the Central Business District; the expected growth of Tuality Hospital and related medical facilities; and opportunities for intensification of retail, service and higher density residential uses in proximity to the four Downtown light rail stations, the Region 2040 density targets are achievable. (Amended by Ord. No. 4928/7-00.)
- (B) The Station Community Residential – Medium Density, Residential – Low Density, and Residential – Downtown Neighborhood Conservation District neighborhoods surrounding the Regional Center are designated as a Station Community in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. Given the opportunities for residential infill and redevelopment, and for appropriately-scaled mixed use buildings within

these neighborhoods, the Region 2040 density targets are achievable. (Amended by Ord. No. 4928/7-00.)

- (C) The Downtown Hillsboro Station Community Plan is not an official part of the Comprehensive Plan, but serves as a supporting document to provide guidance and direction for development within the Downtown SCPA. Community-specific development and design standards for the Downtown SCPA are set forth in the Zoning Ordinance.
- (D) The Central Business District of downtown Hillsboro shall be zoned for mixed use commercial development that encourages 18-hour activity in the downtown. A mix of transit supportive retail, office, entertainment, service and employment uses is permitted and encouraged in the Central Business District with minimum floor area ratios established in the zoning district. Residential uses are allowed on and above the second story of commercial buildings in the Central Business District.
- (E) A specific district shall apply to property generally located within one-half block of the State Highway 8 corridor (Baseline Street, Oak Street, and SE Tenth Avenue) in downtown Hillsboro. This district is intended to allow for the continuation of existing auto-oriented commercial uses along State Highway 8, while encouraging new development that includes a mix of transit supportive retail, office, service and employment uses. Except on Tax Map 1N2-31DD, Tax Lots 8300, 8400, 8500 and 8501, and except as permitted as interim conditional uses within this District, new auto-oriented uses in this district shall not be allowed. New development within this district shall comply with ODOT access management requirements and shall incorporate sidewalks and bikelanes as set forth in the zoning district. (Amended by Ord. Nos. 4544/4-97 and 4928/7-00.)
- (F) Specific standards and guidelines for development in the downtown SCPA shall be included in the Zoning Ordinance. Such standards and guidelines shall required new development to be compatible with existing neighborhood character, while allowing the greater intensities of use characteristic of Regional Centers and Station Communities. Additional development standards and design guidelines may be applied in certain neighborhoods within the Downtown SCPA designated as conservation districts. (Added by Ord. No. 4928/7-00.)

(IV) Hawthorne Farm/Fair Complex SCPA Policies

- (A) The Hawthorne Farm/Fair Complex SCPA is designated as a “station community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will strive to achieve this density target, while

recognizing the constraints to increased densities posed by the airport clear zone and largely established patterns of business park and single family neighborhood development.

- (B) Development of the remaining undeveloped lots in the Hawthorne Farm Business Park shall be encouraged through application of the Station Community Business Park Zoning District. Site development review shall emphasize pedestrian connections from new employment uses to the Hawthorne Farm light rail station.
- (C) A specific Fair Complex Institutional Zoning District shall apply to publicly-owned property located north of the Fair Complex light rail station, east of NE 28th Avenue, south of Cornell Road, and west of the airport clear zone. Phased development of events facilities is encouraged to support the master plan for the Fair Complex adopted by the Washington County Board of Commissioners. The Fair Complex Institutional District is intended to encourage convention and conference centers, public recreational facilities and sports playing fields, facilities for indoor and outdoor educational displays and exhibits, and facilities for related events and activities that can support and benefit from proximity to the Fair Complex light rail station.

(V) Orenco SCPA Policies

- (A) The Orenco SCPA is designated as a “station community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts which allow the overall density targets to be achieved. Given the amount of vacant land available for intensive mixed use development to the north of the Orenco light rail station and strong high tech employment growth in the immediate vicinity, the Region 2040 density targets are achievable.
- (B) A specific zoning district, Orenco Townsite Conservation, shall apply to property within or near the originally platted Orenco Townsite. This district is intended to preserve and enhance the historic, open space and architectural qualities of the historic Townsite while providing opportunities for rehabilitation of existing buildings, in-fill residential, and new development.
- (C) In addition to general standards in the Zoning Ordinance, all development within the Orenco Townsite shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area.

- (D) To reduce conflicts between industrial and residential uses, no residential uses shall be established between the light rail line and Campus Court west of 231st Avenue.
- (E) The City should work with Tri-Met and local industries to establish a shuttle service between the Orenco light rail station and major employers in the area.
- (F) The City should work with Washington County to develop and implement a Station Community Plan for areas within the County contained within the boundaries of the Urban Planning Area Agreement between the two jurisdictions.

(VI) Quatama/185th SCPA Policies

- (A) The Quatama/185th SCPA is designated as a “station community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts to achieve the overall density targets. Given the amount of land available for medium to high density residential development near the 205th Avenue light rail station; the amount of land available for business and research park development; and the evolving concentration of institutional, educational, research and related spin-off uses northeast of the 205th Avenue station and north of the 185th Avenue station, the Region 2040 density targets are achievable.
- (B) The City should work with Washington County to ensure that lands generally west of 205th Avenue to 216th Avenue and south of the Quatama/205th station to Baseline Road are planned for transit-oriented residential development.
- (C) Existing institutional and research park uses, including the Oregon Regional Primate Research Center, the Oregon Graduate Institute and the Capital Center, shall be designated for transit supportive Institutional use. Expansion and intensification of education, research and related spin-off development shall be supported in this district. A broad range of mixed uses, including student housing, support commercial and accessory industrial uses, shall be permitted within the Research Park District. (Amended by Ord. No. 4544/4-97.)
- (D) Continued development of the Amber Glen Business Park shall be at transit-supportive densities. New development within 2,600 feet of the light rail station shall emphasize pedestrian and bicycle connections from this employment area to the Quatama/205th Avenue light rail station and nearby residential areas.

- (E) A pathway system shall be pursued along Bronson Creek to provide off-street accessibility to the Quatama/205th Avenue light rail station and linkage to the usable open space amenity provided by the Light Rail Project through wetland enhancements near the Bronson and Beaverton Creek confluence.

Note: Maps are available in Planning Department.

Section 16. Severability.

(l) The provisions of this Ordinance are hereby declared to be severable. If any section, sentence, clause, or phrase of this ordinance is adjudged by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 17. NE 28th Avenue/East Main Street Plan Area.

(Section 17 Added By Ord. No. 4820/9-99.)

(I) Goal.

To provide for the development of a “Region 2040 Main Street Area” in the vicinity of the intersection of NE 28th Avenue and East Main Street which features linear mixed-use development along East Main Street between NE/SE 24th Avenue and NE 30th/SE 29th Avenues, pedestrian- and bicycle-friendly and transit supportive uses and nearby multifamily developments.

(II) General Policies.

- (A) Adopt land development and design standards that facilitate the establishment of a Region 2040 Main Street Area in the vicinity of the intersection of NE 28th Avenue and East Main Street.
- (B) Maintain a residential scale within the NE 28th Avenue/East Main Street Plan Area and a transition in height, bulk and scale of new buildings and intensity of development within the most intensive development on East Main Street and the least intensive development adjacent to the surrounding residential community.
- (C) Encourage a pedestrian orientation in new development and major redevelopment projects in the NE 28th Avenue/East Main Street Plan Area where buildings, streets and public and private spaces are oriented toward the pedestrian while not excluding the automobile.
- (D) Establish provisions that reduce off-street parking requirements and provide for on street and shared parking.

(III) Land Use Policies.

- (A) The general development concept for the NE 28th Avenue/East Main Street Plan Area is shown on the NE 28th Avenue/East Main Street Plan Area Development Concept Map (Figure 17-2). The general development concept includes: Mixed-Use which consists of neighborhood commercial (retail and office) and residential uses and Multifamily Residential which consists of moderate-density residential development including attached single family dwellings, duplexes, attached duplexes, townhouses and rowhouses, garden apartments and multifamily dwellings. Detailed land uses for the Main Street Area shall be governed by the City Zoning Ordinance however, any use permitted by zoning shall be required to be generally consistent with the development

concept illustrated in the NE 28th Avenue/East Main Street Plan Area Development Concept Map.

Mixed-Use development is recommended on properties located within three areas on both the north and south sides' of East Main Street. The first mixed-use area extends approximately 300 feet north of East Main Street beginning on the east side of NE 24th Avenue and extending east to the west side of NE 28th Avenue. The second mixed-use area is located roughly 200 feet north of East Main Street beginning about 140 feet east of the intersection of East Main Street and NE 28th Avenue extending east about 280 feet. The third area extends approximately 200 feet south of East Main Street beginning on the east side of SE 24th Avenue extending east to the west side of SE 29th Avenue.

Multifamily residential developments are encouraged on properties directly abutting the mixed-use areas.

(IV) Urban Design Policies:

(A) Site Design and Parking:

- 1) Streets and parking areas within the NE 28th Avenue/East Main Street Plan Area should support the establishment of a pedestrian-oriented main street and are recommended to feature the following characteristics:
 - (a) Block lengths should not exceed 200 feet in length unless a greater length provides a public benefit such as improved circulation.
 - (b) Vehicular access along East Main Street and NE 28th Avenue is limited to the extent practicable.
 - (c) On-street parking and shared parking lots within mixed-use areas are recommended.
 - (d) Use of alleys for access to rear parking garages or spaces is encouraged.
 - (e) Adjacent developments are encouraged to share parking areas and accessways in order to encourage pedestrian activity and reduce redundant driveways.

(B) Pedestrian Network:

- 1) Pedestrian amenities within streets and pedestrian travel ways are encouraged. Pedestrian amenities include wider sidewalks, reduced curb cuts, continuous building lines, human-scale buildings, street trees, landscaping, street furniture, weather protection such as awnings or canopies, pedestrian-oriented signs, pedestrian scale lighting and public spaces and facilities. Pedestrian amenities are encouraged along East Main Street and all the mixed-use blocks located along NE/SE 24th Avenue, NE 25th Avenue, SE 26th Avenue, NE 28th Avenue, SE 29th Avenue and NE 30th Avenue.
- 2) To provide access to and from residential and other surrounding areas, pedestrian connections to these areas from the NE 28th Avenue/East Main Street Plan Area are a high priority.

(C) **Building Orientation and Design:**

- 1) All developments within the NE 28th Avenue/East Main Street Plan Area shall be subject to the City Development Review and Approval policies and provisions, including the building orientation and design policies and provisions.
- 2) Developments within the mixed-use areas along East Main Street shall be oriented toward the street. Mixed-Use developments not oriented toward East Main Street shall be oriented toward the streets adjoining East Main Street. Within mixed-use developments, retail and commercial uses are encouraged within ground floor spaces while the upper floors may contain commercial or residential uses.
- 3) All new multifamily residential development shall be oriented toward adjoining streets in order to create an urban, pedestrian environment.
- 4) Throughout the NE 28th Avenue/East Main Street Plan Area installation of shade trees, shrubs and groundcovers is encouraged.

(V) **Transportation Policies:**

- (A) The City transportation goals, policies and implementation measures contained in Section 13(I) through (VII) of the Comprehensive Plan as amended shall apply to the development or improvement of transportation facilities within the NE 28th Avenue/East Main Street Plan Area unless modified by any provisions within this Section.

- (B) The planned transportation system and improvements (including roadway functional classifications and locations, pedestrian and bicycle facilities, transit, and other travel modes) identified in Transportation Maps in Section 14 of the Comprehensive Plan as amended shall apply to the NE 28th Avenue/East Main Street Plan Area unless modified by any provisions within this Section.
- (C) Street design for East Main Street must facilitate safe pedestrian crossings.

(VI) Implementation:

- (A) A specific development plan shall be created that establishes the street infrastructure including streetscapes for the NE 28th Avenue/East Main Street Plan Area. Pedestrian and bicycle connections to surrounding areas and recommended land uses shall also be described in the specific development plan.
- (B) The recommended land uses prescribed in the specific development plan shall be implemented through existing City zoning districts and the establishment of new City mixed-use zoning districts. Such zoning districts shall identify permitted land uses, minimum and maximum densities, floor area ratios, and development and design standards and guidelines that are consistent with and implement the applicable policies and provision of this Section.
- (C) All new developments within the NE 28th Avenue/East Main Street Plan Area shall be subject to City Development Review and Approval.

Section 18. Hillsboro Tanasbourne Community Plan.

(Section 18 Added By Ord. No. 4848/12-99.)

(I) Goals.

The planning and development goals for the Tanasbourne Community Plan Area are as follows:

- (A) Establish a safe, attractive and convenient Town Center Core Area(s) that protect and enhance the economic health and social vitality of the entire Town Center Planning Area.
- (B) Establish within the Tanasbourne Town Center one or more activity centers that integrate with, and add value to the entire Town Center Planning Area.
- (C) Establish and apply flexible Town Center planning and development/urban design guidelines and land development approval processes throughout the Planning Area in order to be sensitive to changes in the market and regulatory environment while protecting the Planning Area's environmental quality and economic and residential vitality and public health, safety and general welfare.

(II) Policies:

The planning and development policies for the entire Tanasbourne Community Plan Area are as follows:

- (A) Planning and development within the entire Tanasbourne Town Center Area shall occur in accordance with the following policies:
 - (1) Encourage building one or more public or private squares, plazas, or buildings that provide an easily identifiable and recognized physical, social, and ceremonial community focal point within the Tanasbourne Town Center.
 - (2) Encourage parks, plazas, schools, churches, public buildings, and other gathering places and uses which complement and support the key focal point(s) of the Town Center.
 - (3) Encourage a mix of residential, retail, workplace and civic uses that contribute to home and business needs of the community in convenient proximity to the Town Center focal points.

- (4) Encourage upgraded, attractive building facades, storefronts and signage that enliven the street experience, increase retail and other types of desirable traffic, and contribute to the Town Center focal points as an amenity and people destination.
 - (5) Encourage a business environment that contains adequate automobile access and parking, building visibility, adequate supporting infrastructure and other market amenities.
 - (6) Encourage a range and variety of attractive, new and recycled housing at costs which accommodate age group and economic diversity.
 - (7) Encourage a network of safe, convenient and beautiful streets and pathways that provide alternative travel routes and parking options, while facilitating walking, biking and wheelchair uses.
 - (8) Encourage development and redevelopment patterns that achieve compatibility between compact development and preservation of significant natural resources.
 - (9) Encourage compatibility with, and appropriate connections to surrounding properties and land uses, as well as to other parts of the Region.
 - (10) Encourage flexible, simplified and streamlined regulations and codes that reward positive changes in development patterns.
- (B) In addition to the policies applicable to the entire Tanasbourne Town Center Area, the following policies shall apply only to the Cornell-Walker Roads Superblock Area:
- (1) New development and redevelopment will be consistent with Town Center policies contained in Subsection 18 (II) (A) (1-10) above.
 - (2) Medium- to high- density residential neighborhoods with supporting commercial uses are permitted at appropriate locations.
 - (3) Overall target residential densities for new housing developments inside the Superblock will be 18 units per acre. (Amended by Ord. No. 4966/11-00 and 5464/12-04.)
 - (4) Neighborhood commercial uses including offices and first floor retail are permitted at appropriate locations.

- (5) General building heights shall have a minimum visual appearance of 22 feet and a maximum of 70 feet. (Amended by Ord. No. 5464/12-04.)
- (6) Development within 100 feet of existing Walker Road single family homes is limited to 14 units per acre, with 2-story maximum building heights.
- (7) Development shall accommodate pedestrian and bicycle travel throughout the Superblock.
- (8) Greenway trail connections to and along Bronson Creek are encouraged.
- (9) Access and overlook facilities to Bronson Creek wetlands will be provided.
- (10) Pedestrian and vehicular connections between and among the complex containing the Providence Tanasbourne Medical Clinic, Providence Health and Life Style Center, Tuality Urgent Care and the Sunset Square shopping center to the south will be provided.
- (11) The development of strong pedestrian connection(s) across Cornell Road safely linking the Core Area with the Superblock will be developed as a part of the development of the Superblock.
- (12) Two (2) signaled road connections from the block to Cornell Road are recommended.
- (13) Two or three signaled road connections from the block to Walker Road are recommended.
- (14) One or two east-west streets inside the block that connect to north-south streets that access Cornell and Walker Roads are recommended.
- (15) A usable park within the block of about 2 acres will be provided. (Amended by Ord. No. 5464/12-04.)

(III) Implementation Measures:

- (A) Development of land within properties designated on the Tanasbourne Town Center General Land Use Plan Map as non Mixed-Use areas shall be encouraged to use the Planned Unit Development (PUD) process established in Hillsboro Zoning Ordinance No. 1945, as amended. (Amended by Ord. No. 5464/12-04.)
- (B) The following implementation measures contained in Section 2, Urbanization, Subsections (IV)(A) (1-5), (IV)(B), (IV)(G), (IV)(H), (IV)(I), and (IV)(K) shall apply to developments within the Tanasbourne Town Center Area.
- (C) Implementation of the Transportation System elements recommended in the Tanasbourne Town Center Plan shall occur as part of City implementation of transportation system policies and provisions contained in the adopted Citywide Transportation System Plan (July, 1999) that apply to the Town Center Planning Area as described in the Town Center Plan document.

Section 19. Tanasbourne Town Center Community Plan.

(Section 19 Added By Ord. No. 4848/12-99.)

The "City of Hillsboro, Tanasbourne Town Center Plan" document is incorporated into the Comprehensive Plan in its entirety. The "City of Hillsboro, Tanasbourne Town Center Plan" shall be the Hillsboro Tanasbourne Community Plan pursuant to Sections 1(II)(B) and (G) of the Comprehensive Plan. Except for the Tanasbourne Town Center General Land Use Plan Map, all other planning maps and other graphic exhibits contained in the document serve only to illustrate the land use, urban design or transportation system improvement policy concepts prescribed in the Town Center Plan and do not have the force and effect of the adopted Hillsboro Comprehensive Plan Land Use, Transportation System or Public Facility System Maps.

Section 20. Shute Road Industrial Site.

(Section 20 Added By Ord. No. 5330/1-04.)

(I) Goal.

To identify alternative high technology industrial land planning and design concepts for the *Shute Road Industrial Site* as recommended by the *Shute Road Industrial Site Project Advisory Committee* that shall generally guide land use, development lotting patterns and public facilities planning and implementation within the Site consistent with the Shute Road Industrial Site UGB Conditions of Approval.

(II) Policies.

- (A)** Provide development opportunities within the Shute Road Industrial Site for “high technology product manufacturing uses” that require large sites and for supporting industrial uses and accessory commercial uses.
- (B)** Provide development opportunities for smaller, compatible industrial uses and accessory commercial uses that can support the high-technology product manufacturing uses and may require small and medium size sites.
- (C)** Provide for aesthetically attractive, well designed industrial development within every development site in the Shute Road Industrial Site.
- (D)** Development within the Shute Road Industrial Site shall be generally consistent with the alternative high-technology industrial land planning and design concepts shown in the *Preferred Design Concept – Concept “A”* or, if applicable, the *“Alternative Design Concept – Concept “B”* (shown in Figures 20 - 1 and 20 – 2, respectively).

(III) Implementation Measures.

- (A)** A Special Industrial District overlay zone shall be prepared, adopted and applied by the City to generally guide development within the Shute Road Industrial Site in accordance with the *Preferred Design Concept – Concept “A”* or, if appropriate, the *“Alternative Design Concept – Concept “B”* (as shown in Figure 20 – 1 and Figure 20 – 2, respectively).

- (B) Development within the Shute Road Industrial Site shall be managed by the City to assure the provision of at least one (1) 100-acre development site, or three (3) 50-acre development sites within the Site, on which development shall be limited to high technology product manufacturing.
- (C) Prior to annexation to the City, and adoption of City industrial zoning on properties within the Shute Road Industrial Site, land uses within the Site shall continue to be governed by the existing Washington County agricultural zoning of the Site.
- (D) Development of new commercial retail uses within the Shute Road Industrial Site shall be prohibited.
- (E) Site design and architectural measures that provide for compatibility between high-technology industrial uses and supporting uses, and nearby agricultural uses and operations, shall be considered and required through the City Development Review process, unless demonstrated to be physically or financially impracticable. Possible compatibility measures include, but are not limited to: building orientation and setbacks; landscaping; land buffers; and access easements for farming vehicles and machinery.
- (F) In accordance with the City's Goal 5 provisions of Section 6, Natural Resources, Open Space, Scenic and Historical Sites, of the Comprehensive Plan, the Waible Creek tributary riparian corridor and the upland wildlife habitat resource located in the northwest portion of the Site shall be accorded "Level 1" ("moderately protect") protection, as prescribed by Hillsboro Zoning Ordinance Section 131A, Significant Natural Resources Overlay District.
- (G) At the time of Development Review and construction of any high-technology product manufacturing use or any supporting land use on property within the Shute Road Industrial Site in the vicinity of the probable former location of the historic *Methodist Meeting House*, as documented on the Washington County cultural and historic resource list, the City shall require construction of a Monument on that property by the developer. The Monument shall commemorate the historical importance of the Methodist Meeting House and shall include plaques or other written descriptions of the history of the Meeting House and its historical significance to the local community and Washington County. The Monument shall further include historical information relating to burial grounds once associated with the Meeting House location. Final design and location of the Monument shall be reviewed and approved by the Planning Director as a part of required project Development Review prior to its construction.

(H) The City shall adopt a “Shute Road Site Special Industrial District” (SSID) overlay zone to carry out the provisions of Title 4 of the Metro Urban Growth Management Functional Plan applicable to the Shute Road Industrial Site, and to implement the special conditions of approval associated with the inclusion of the Site into the Metro Urban Growth Boundary as contained in Exhibit B attached to adopted Metro Ordinance No. 02-983B (December, 2002). Within this Special Industrial District overlay zone, the following types of uses shall be allowed:

- 1) businesses engaged in high-technology product manufacturing, either as the main activity or in conjunction with experimental product research, testing, or prototype production; or
- 2) other high-technology industrial businesses that need a dependable and uninterruptible supply of specialized, dual-feed electric power or nitrogen gas; and
- 3) businesses engaged in high technology product manufacturing,; businesses that support businesses engaged in high technology product manufacturing; or, other businesses that support the high technology businesses described under item (b) directly above, on parcels smaller than 50 acres.
- 4) New commercial retail uses shall not be permitted in the District.

In applying the provisions of the SSID to proposed industrial developments within the Site, the provisions of the special conditions of approval in Metro Ordinance 02-983B shall control to the extent they are found to be inconsistent or in conflict with applicable provisions in Title 4 of the Metro Functional Plan relating to land uses permissible within the Shute Road Industrial Site.

- (I) The recommended water system, sanitary sewer system, and stormwater disposal system facilities shown the *Public Facilities and Services Maps*, as shown in Figures 20-5 and 20-6, shall be incorporated into the following *Hillsboro Public Facilities Plan (2001) Maps* as appropriate:
- *Hillsboro Public Facility Plan Water System Improvements Map* (June, 2001) (for proposed Shute Road Site water lines).
 - *Hillsboro Public Facility Plan Surface Water Management System Improvements Map* (June, 2001) (for proposed Shute Road Site sanitary sewer lines).
 - *Hillsboro Public Facility Plan Sanitary Sewer System Improvements Map* (June, 2001) (for proposed Shute Road Site storm water facilities).
- (J) The conceptual Transportation Plan for alternative Concepts “A” and “B”, as shown in Figures 20 – 3 and 20 – 4, incorporates and relies on the proposed 2003 update of the City’s Transportation System Plan (TSP) that includes potential extensions of Huffman Street and Dawson Creek Drive as collector streets into the Shute Road Site. The alignments of these extensions will be determined through future studies, as noted in the 2003 TSP update.

Section 21. Transportation System Plan (TSP).

(Added By Ord. No. 5341/2-04.)

Pursuant to Section 1(II)(G) of the Comprehensive Plan, the "City of Hillsboro, Transportation System Plan (TSP)" document is incorporated into the Comprehensive Plan in its entirety and shall be the "City of Hillsboro, Transportation System Plan (TSP)." The Transportation System Plan provides specific information regarding transportation needs to guide future transportation investment in the City and to determine how land use and transportation decisions can be coordinated beneficially for the City. The TSP was updated in 2003 to be consistent with the Hillsboro 2020 Vision, the Metro Regional Transportation Plan, and to reflect new population and employment information. Revisions to the Plan were also implemented to improve coordination with transportation plans from other jurisdictions – namely Washington County and the City of Beaverton.

Section 22. Witch Hazel Village Community Plan.

(Added By Ord. No. 5344/3-04.)

(I) Goals.

- (A) To provide a framework for development of a community that maintains the existing close knit, small town atmosphere that defines Hillsboro by carefully integrating land uses and the transportation system to create a sense of place.
- (B) To set the tone for “third places”, a central theme of the Hillsboro 2020 Vision by:
- Linking a complex array of land uses with civic places, parks and open spaces throughout the entire site;
 - Including a rich mix of neighborhood oriented opportunities for people to shop or recreate near where they live;
 - Blending the best attributes of quality design, affordability and scale of housing at the Metro required ten dwelling units per net residential acre; and
 - Fully integrating a diverse multi-modal transportation network that emphasizes local service and comfort over regional access and speed – preserving the principle land base for resident uses.

(II) General Development Policies.

(A) Land Use.

Development within the Plan area shall conform substantially to the general land uses and development pattern prescribed by the Witch Hazel Village Community Plan as shown in the Witch Hazel Village Community Plan Map.

(B) Employment.

Provide for limited employment opportunities in the area designated for mixed-use. Additional commercial development could include accessory service and medical office, increasing the commercial concentration. The potential for combined live-work spaces is considered limited, but some of this type of development may be supportable.

(C) Housing Policies.

- (1) The planned residential densities within the Witch Hazel Village Community Plan shall be consistent with those established by HCP Section 3, Housing, Subsection (IV)(M).

- (2) Encourage a diverse housing stock within the Witch Hazel Village Community Plan area, including but not limited to detached and attached single family units, courtyard clusters, Charlestown row houses, row houses, subdivided manors, garden apartments and condominiums.

(D) Transportation.

The planned transportation system shall be implemented as described in the Witch Hazel Village Community Plan unless future transportation analysis does not support the proposed improvements.

(E) Public Utilities and Facilities.

Provision of public utilities and facilities, such as water, sanitary sewer, and storm water facilities shall conform substantially to that described in the Witch Hazel Village Community Plan.

(F) Parks and Recreation.

Provision of parks, recreation facilities and community amenities, shall conform substantially to the Witch Hazel Village Community Plan Map, which identifies the general location of the following recommended facilities:

- (1) Civic Plaza located at the intersection of SW 247th/Brookwood Avenue and SW Davis Road. The plaza is designed to be the central gathering place in the neighborhood.
- (2) Bike and pedestrian pathways located along stream corridors.
- (3) Allee's – Pedestrian walkways lined with trees. Designed to be primarily an urban greenway providing and designed to provide pedestrian connectivity to the system of parks in the community and are not considered to be part of the primary transportation system.
- (4) Traffic Diamonds – Small gardens that function as traffic diamonds that would be planted with flowers or shrubs to provide greenspace near the high density residential development.
- (5) Two Linear parkways – The linear parkway lanes are 2.5 acres each and are tree lined lawn areas set between one-way travel lanes.
- (6) One Neighborhood Park in the eastern portion of the plan area.
- (7) 13-acre park site located on the west end of the plan area that includes both active parkland and passive natural area uses.

- (G) All development within the Witch Hazel Village Community Plan area shall be subject to City Development Review.
- (H) Design guidelines and standards for new developments within the area shall be prescribed in zoning ordinance amendments implementing the Community Plan.
- (I) Annexation.

Notwithstanding HCP Section 2, Urbanization, Subsection (IV) (G), annexation within the Witch Hazel Village Community Plan area may be restricted due to inadequate transportation infrastructure and may be subject to certain annexation criteria.

(III) Implementation Measures

- (A) The land use designations shown on the Witch Hazel Village Community Plan Map shall be implemented through appropriate zoning districts. The zoning districts shall identify permitted land uses, minimum densities and floor area ratios, and development and design standards and guidelines, as appropriate.
- (B) All development within the Witch Hazel Village Community Plan General Land Use Plan Map area is required to use the Planned Unit Development (PUD) process established in Section 127 of the Hillsboro Zoning Ordinance No. 1945, as amended. The open space requirement (Section 127, III H) may be waived based on the provision of parks and open space in the Plan.
- (C) The following implementation measures contained in Section 2, Urbanization, Subsections (IV)(A) (1-5), (IV)(B), (IV)(D), (IV)(H), (IV)(I) and (IV)(J) shall apply to developments within the Witch Hazel Village Community Plan area.
- (D) Implementation of the transportation system elements recommended in the Plan shall occur in accordance with the Witch Hazel Village Community Plan Transportation Map (Plan document, Figure 15) until such time as the transportation system policies, provisions and improvements on that Map have been incorporated into the City Transportation System Plan (TSP) (October 2003), at which time the City TSP shall thereafter guide transportation improvements within the Community.