

# HILLSBORO ZONING ORDINANCE No. 1945

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## ORDINANCE NO. 1945

AN ORDINANCE ESTABLISHING ZONING REGULATIONS; ADOPTING A ZONING MAP; REPEALING ORDINANCES NO. 1409, 1725, 1769, 1795, 1809, 1821, 1832, 1851, 1862, 1863, 1882, 1907, 1922, 1924, AND ALL OTHER ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.

The City of Hillsboro does ordain as follows:

**Section 1. Short Title.** This ordinance shall be known as the Zoning Ordinance of the City.

**Section 2. Purposes.** The several purposes of this ordinance are to encourage the most appropriate use of land, to conserve and stabilize the value of property, to aid in the rendering of fire and police protection, to provide adequate open space for light and air, to lessen the congestion on streets, to give an orderly growth to the City, to prevent undue concentrations of population, to facilitate adequate provisions for community utilities and facilities such as water, sewerage, electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety, convenience, and general welfare.

**Section 3. Definitions.** As used in this ordinance the masculine includes the feminine and neuter and the singular includes the plural. The following words and phrases, unless the context otherwise requires, shall mean:

1. **Accessory structure or use.** A structure or use incidental and subordinate to the main use of the property, including a home occupation, which is located on the same lot with the main use and contributes to the comfort or convenience of persons occupying the property, but excluding the keeping of livestock other than ordinary household pets except in accordance with Section 131. (Amended by Ord. No. 3294/1-82.)
2. **Alley.** A narrow street through or partially through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.
3. **Apartment house.** See dwelling, multi-family.
4. **At or near a major transit stop.** "At" means and refers to buildings located within 200 feet of the property boundaries of a major transit stop. "Near" means and refers to buildings located within 300 feet of the property boundaries of a major transit stop. (Added by Ord. No. 4465/8-96.)
5. **Automated Communication Switching Facility.** A building or structure used primarily to store and operate automated communications equipment requiring

minimal human operation and maintenance. Automated communication switching facilities shall be considered a utility substation if the total floor area is less than 1,000 square feet. (Added by Ord. No. 4663/4-98.)

6. **Bed and Breakfast Inn.** A residential building or group of residential buildings with not more than five separate bedroom units for travelers' temporary accommodation, which units do not contain individual cooking facilities, with the lodging price including the price of a morning meal available only to guests of the inn. Additional rooms or structures may be added onto the original building or site provided the total number of bedroom units does not exceed five. If located in a residential zone, owners or innkeepers shall reside on the premises, and the bed and breakfast inn shall be considered a home occupation permitted as a conditional use, subject to the provisions of Section 128A Home Occupations and Sections 78 through 83, Conditional Uses. Bed and breakfast inns are permitted as conditional uses in residential zones only in structures designated as cultural resources on the City's official Cultural Resource Inventory. (Added by Ord. No. 4100/10-92 and Amended by Ord. No. 4856/8-00.)
7. **Billboard.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)
8. **Boarding.** (Deleted by Ord. No. 5667/9-06.)
9. **Building.** A structure built for the support, shelter or enclosure of persons, animals, chattels or property of any kind, but excluding driveways, walks and similar slab construction not exceeding the surrounding ground level by six inches. For yard exceptions see "Structure". (Amended by Ord. No. 5194/9-02.)
10. **Capital Intensive Industrial.** That portion of an industrial building used for manufacturing, repairing, compounding, processing, or storage that is dependent on automated machinery and/or equipment requiring minimal human operation and maintenance. (Added by Ord. No. 4663/4-98.)
11. **Child Care Facility.** Any facility that provides child care to children, including a child care center, certified family child care home, and registered family child care home. It includes those known under a descriptive name, such as nursery school, preschool, kindergarten, child play school, before or after school care, or child development center, except those excluded under ORS 657A.250. This term applies to the total child care operation and includes the physical setting, administration, staff, equipment, program, and care of children. (Added by Ord. No. 5168/7-02.)
12. **City.** The City of Hillsboro, Oregon.
13. **Commercial Recreational Facility.** A sports-oriented business containing

facilities for a variety of health, recreational, or social activities. Such facilities may include sports courts; weight rooms; water sports; bowling; miniature golf; indoor or outdoor tracks; restaurants; banquet or conference rooms; child care facilities; and other similar uses. (Added by Ord. No. 3599/2-86 and Amended by Ord. No. 5168/7-02.)

14. **Conference Center.** A building or group of buildings used by businesses, community organizations, and individuals for meetings, conferences, and special events. Conference centers may also include kitchen facilities for meal preparation. (Added by Ord. No. 4100/10-92.)
15. **Condominium or unit ownership.** Land, all building, improvements and structures thereon, and all easements, rights and appurtenances belonging thereto, which are submitted pursuant to the provisions of ORS 91.500 to 91.671 to 91.990. (Added by Ord. No. 3029/8-79.)
16. **Cul-de-sac.** A vehicular turn-around at the terminus of a street. (Added by Ord. No. 2697/5-75.)
17. **Disability.** (1) a physical or mental impairment which substantially limits one or more of such person's major life activities; (2) a record of having such an impairment; (3) being regarded as having such an impairment. "Disability" does not include current, illegal use of or addiction to a controlled substance as defined by 21 U.S.C. § 802, or pedophilia, exhibitionism, voyeurism or other sexual behavior disorders. "Disability" shall be interpreted consistent with the meaning of "handicap" under 42 U.S.C. § 3602(h)." (Added by Ord. No. 5667/9-06)
18. **Dwelling, accessory.** A second, restricted occupancy dwelling unit created on a lot with a detached house. The second unit is created auxiliary to, and is always smaller by at least 25% in total floor area than the primary detached house; however, an accessory dwelling unit may never exceed 750 square feet in total floor area. (Added by Ord. No. 4902/5-00; Amended by Ord. No. 5667/9-06.)
19. **Dwelling, common.** (Deleted by Ord. No. 5667/9-06.)
20. **Dwelling, condominium.** A dwelling unit within a residential building which is in a condominium. (See condominium) (Added by Ord. No. 3029/8-79.)
21. **Dwelling, duplex; or dwelling, two-family; or duplex.** A detached building containing two dwelling units. (Added by Ord. No. 3029/8-79, and Amended by Ord. No. 3435/12-83.)
22. **Dwelling, Elderly and Disabled.** (Deleted by Ord. No. 5667/9-06.)
23. **Dwelling, Elderly Disabled Congregate Care.** (Deleted by Ord. No. 5667/9-06.)

24. **Dwelling, multi-family; or apartment house.** A detached building containing three or more dwelling units in one ownership. (Added by Ord. No. 3029/8-79.)
25. **Dwelling, single-family.** A detached building, other than a mobile or manufactured home, containing one dwelling unit. (Added by Ord. No. 3029/8-79; Amended by Ord. No. 4213/3-94.)
26. **Specialty Dwelling.** (Deleted by Ord. No. 4099/10-92.)
27. **Dwelling, townhouse; or townhouse.** A dwelling unit in a building of two or more dwelling units, with each dwelling unit and its underlying lot platted to allow separate ownership. (Added by Ord. No. 3029/8-79 and Amended by Ord. No. 3387/3-83.)
28. **Dwelling unit.** One or more rooms designed for occupancy by one family and not having more than one cooking facility. In the case of a group living structure, each four residents shall constitute a dwelling unit. (Amended by Ord. No. 3029/8-79; Amended by Ord. No. 5667/9-06.)
29. **Family.** An individual, or two or more persons related to one or more persons in the household by blood, marriage, domestic partnership, legal adoption, or guardianship living together in a dwelling unit in which board and lodging may also be provided for not more than three additional persons, excluding servants; or a group of not more than five persons who need not be related by blood, marriage, legal adoption, or guardianship living together in a dwelling unit. "Family" also includes persons who live together in a residential home or residential facility and not more than eight persons with disabilities who live together in a dwelling unit.
30. **Fence, Sight-obscuring.** A fence or evergreen planting arranged in such a way as to obstruct vision.
31. **Floor area.** The area included in surrounding walls of a building or portion thereof, exclusive of vent shafts and courts.
32. **Garage, private.** An accessory building or portion of a main building used for the parking or temporary storage of vehicles owned or used by occupants of the main building.
33. **Garage, public.** A building other than a private garage used for the care and repair of motor vehicles or where such vehicles are parked or stored for compensation, hire or sale.
34. **Garden store.** A retail store for the sale of garden supplies and plants that are used in the care and development of residential property.



35. **Grade (ground level).** The average of the finished ground level at the center of all walls of the building. In case a wall is parallel to and within five feet of a sidewalk, the ground level shall be measured at the sidewalk.
36. **Group living structure.** A structure that contains sleeping areas and at least one set of cooking and sanitary facilities that is used as a residence by six to fifteen unrelated persons, where the tenancy is arranged on a month-to-month basis or longer, and the home is occupied by the owner or the owner's agent and that person supervises the use of the home. "Group living structure" does not include a residential home, residential facility, senior or convalescent care facility, or specialty housing facility. "Group living structure" also does not include residential uses accessory to a college, medical center or religious institution (such as dormitories, fraternities, or monasteries), which are included as part of an approved concept development, planned unit development or conditional use plan. The number of residents in a group living structure is limited to the density of the underlying zone, at an equivalency ratio of four persons equaling one dwelling unit. (Added by Ord. No. 5667/9-06)
37. **Height of building.** The vertical distance from the "grade" to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the point midway between the ridge and the eaves of a pitch or hip roof.
38. **High Profile Industrial Building.** An industrial building designed and constructed for manufacturing or warehouse use, characterized by highly specialized mechanical and/or automated equipment requiring structural heights greater than 45 feet. (Added by Ord. No. 4096/9-92.)
39. **Home occupation.** A lawful activity, excluding a business in which the primary activity is direct on-site sale of a product(s,) manufactured on or off-site, to the general public, conducted on a residential property, where the occupation is secondary to the use of the dwelling for living purposes and the residential character of the property is maintained. Home occupations shall be permitted and operated pursuant to the provisions of Section 128A (IV), General Approval Criteria and performance Standards. (Amended by Ord. No. 4856/8-00.)
40. **Hospital.** An establishment which provides sleeping and eating facilities to persons receiving medical, obstetrical, or surgical care and nursing service on a continuous basis.
41. **Hotel.** A building with a common entrance consisting of individual sleeping quarters for rental to transients, and in which no provision is made for cooking in the lodging room. (Amended by Ord. No. 3029/8-79.)

42. **Institutional development.** Includes all public/semi-public and private community facilities and uses, including government office and maintenance facilities, educational facilities, research institutions, correctional institutions, museums, libraries, stadiums, hospitals, auditoriums and convention or meeting halls, churches, parks and public recreational facilities, automobile parking structures, transit transfer stop and park-and-ride facilities, and other similar facilities and uses. (Added by Ord. No. 4465/8-96.)
43.  **kennel.** A lot or building in which four or more dogs or cats at least four months of age are kept commercially for board, propagation, or sale.
44. **Light Rail Construction Area.** Any property not within the light rail right-of-way used or to be used by light rail construction contractors for the purpose of temporary equipment and materials storage and construction office location. (Added by Ord. No. 4300/12-94.)
45. **Light Rail Facility.** Any structures, pieces of equipment, buildings, earthwork, or related facilities involved in the operation of light rail transit, including but not limited to: tracks; bridges; crossings; cautionary poles and overhead wires; signal and communication buildings; operations buildings; traction power stations; platforms; transit stations; and sound walls. (Added by Ord. No. 4300/12-94.)
46. **Light rail station site.** Land currently or eventually to be owned or leased by Tri-Met, on which facilities will be located related to a light rail station stop, such as the station platform, a park-and-ride lot, bus stops, and other similar facilities. Station site locations shall be determined by the City of Hillsboro in the manner set out in Section 135 of this ordinance. For determining distance from a given light rail station site boundary, measurement shall be made from the nearest boundary of the station site to the point of interest to which measurement is being made. Maps to be used in making this determination shall be the current Washington County Tax Assessors Maps and, as applicable, the most recent right-of-way maps drawn for the Westside Light Rail Project or the Hillsboro Extension of the Westside Light Rail Project. (Added by Ord. No. 4465/8-96.)
47. **Lot.** A parcel or tract of land.
48. **Lot area.** The total horizontal area within the lot lines of a lot.
49. **Lot, corner.** A lot abutting on two intersecting streets other than an alley, provided that the streets do not intersect at an angle greater than 135 degrees.
50. **Lot depth.** The horizontal distance from the midpoint of the front lot line to the midpoint of the rear lot line.
51. **Lot, interior.** A lot other than a corner lot.

52. **Lot line.** The property line bounding a lot.
53. **Lot line, front.** In the case of an interior lot, the lot line separating the lot from the street other than an alley, and in the case of a corner lot, the shortest lot line along a street other than an alley.
54. **Lot line, rear.** A lot line which is opposite and most distant from the front lot line, and in the case of an irregular, triangular, or other shaped lot, a line 10 feet in length within the lot parallel to and at maximum distance from the front lot line.
55. **Lot line, side.** Any lot line not a front or rear lot line.
56. **Lot width.** The horizontal distance between the side lot lines, ordinarily measured parallel to the front lot line.
57. **Main building entrance.** A primary entrance to a building, intended for use by residents, employees, students, customers, clients, commuters, visitors, messengers or other members of the public. (Added by Ord. No. 4465/8-96.)
58. **Major retail use.** A retail operation with 60,000 square feet or more of gross leasable area per building or business. (Added by Ord. No. 5050/8-01.)
59. **Major transit stop.** Includes existing or planned light rail stations and transit transfer stops (except for temporary facilities). "Major transit stop" also includes other planned stops designated as major transit stops in the City's Transportation System Plan and existing stops which are located along transit routes that have, or are planned for 20 minutes service during the peak hour and which either (1) are located in a transit district, or (2) are located within one-quarter mile of an area planned or zoned for (a) medium or high density residential development; (b) intensive commercial or industrial uses which is within one-quarter mile of an area planned and zoned for medium or high density residential development; or (c) uses likely to generate a relatively high level of transit ridership. As used in this definition, "transit route" means the SW Baseline-Main Street roadway, NW Cornell Road, SW 185th Avenue, NW Walker Road, and the Tualatin Valley Highway and other roadways designated as "transit routes" in the adopted City Transportation System Plan. (Added by Ord. No. 4465/8-96.)
60. **Manufactured Home.** A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed in accordance with federal manufactured housing construction and safety standards and regulations in effect at the time of construction. (Added by Ord. No. 4213/3-94.)

61. **Manufactured Home Park.** A lot, tract or parcel upon which six or more mobile or manufactured homes are placed, and the land upon which said homes are placed is rented or leased to the owners of said homes, or said owners hold ownership in common. (Amended by Ord. No. 3609/4-86; Renumbered and Revised by Ord. No. 4213/3-94.)
62. **Minimum Residential Density.** The minimum number of residential dwelling units required per net residential acre of developable land. The minimum residential density shall be at least 80% of the maximum number of dwelling units that can be built per net residential acre permitted by the zoning designation for the site. The minimum density permitted for a project is calculated by multiplying the minimum density standard by the net residential acres within the development site. However, in cases where significant natural resources are encountered within developable land, the minimum residential density may be limited to 50% of the maximum permitted by the zoning designation for the site in order to accommodate the protection of such significant natural resources. (Added by Ord. No. 4902/5-00.)
63. **Mixed Use Development.** One or more structures, on a lot or contiguous lots, in which a combination of residential and commercial or commercial and industrial uses are permitted, but where uses not permitted in the underlying zone are limited to less than 40 percent of the overall floor area of the structure or structures. (Added by Ord. No. 4223/4-94.)
64. **Mobile Home.** A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of Oregon mobile home law in effect at the time of construction. (Amended by Ord. No. 3609/4-86 and Renumbered and Revised by Ord. No. 4213/3-94.)
65. **Mobile Home Special Use Area.** (Deleted by Ord. No. 4213/3-94.)
66. **Mobile Home Subdivision.** (Deleted by Ord. No. 4213/3-94.)
67. **Motel or auto court.** A building or group of buildings on the same lot containing guest units with separate entrance from the building exterior and consisting of individual sleeping quarters, detached or in connected rows, with or without cooking facilities, for rental to transients.
68. **Nearby.** When used in connection with bicycle and pedestrian access, “nearby” means uses within one-half mile distance of such access which can reasonably be expected to be used by pedestrians. (Added by Ord. No. 4465/8-96.)

69. **Neighborhood activity center.** Neighborhood activity centers include, but are not limited to, existing or planned parks, schools, shopping areas, employment centers, transit stops, recreational centers, theaters, museums, and other pedestrian oriented land uses that attract or are capable of attracting a significant level of daily pedestrian usage. (Added by Ord. No. 4465/8-96.)
70. **Net Residential Acre.** A net residential acre is equal to one acre of developable residential land. Net residential acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of “undevelopable” land. Net residential acreage equals the gross square footage of a site minus the undevelopable land divided by 43,560. Undevelopable land is defined as, and limited to, that which is:
1. Required for dedications of public rights-of-way and easements, and for internal publicways required for fire access;
  2. Required for storm water treatment and detention facilities;
  3. Required set-asides for and setbacks from wetlands and drainage-ways; and
  4. Any land with slopes of twenty-five percent (25%) or greater or within the mapped 100-year floodplain, unless used for building or parking purposes. (Added by Ord. No. 4902/5-00.)
71. **Nonconforming structure or use.** A lawful existing structure or use at the time this ordinance or any amendment thereto becomes effective which does not conform to the requirements of the zone in which it is located.
72. **Parking space.** A permanently maintained space with proper access for one standard size automobile as indicated in Section 86. (Amended by Ord. No. 2535/11-72.)
73. **Pedestrian/bicycle accessway, or Accessway.** Any off-street path or way designed and constructed for use by pedestrians and bicyclists which provides direct routes within and from new subdivisions and planned unit developments to other residential areas, transit streets, shopping areas and neighborhood activity centers where such routes are not otherwise provided by the street system. Pedestrian/bicycle accessways through parking lots are generally physically separated from adjacent vehicle parking, parallel vehicle parking, of vehicular traffic by curbs or similar devices and include landscaping, trees and lighting. Where pedestrian/bicycle accessways cross driveways, they are generally raised, paved or marked in a manner that provides for convenient and recognized access for pedestrians. (Added by Ord. No. 4465/8-96.)
74. **Pedestrian connection.** A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, pedestrian walkways,

pedestrian/bicycle accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. (Added by Ord. No. 4465/8-96.)

75. **Pedestrian plaza, or Plaza.** A small, semi-enclosed area, usually adjoining and connecting directly to a sidewalk, pedestrian walkway, transit stop or building entrance, that provides a place for pedestrians to sit, stand or rest. Pedestrian plazas are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian scale elements and improvements. Pedestrian plazas typically include low walls or planters and landscaping to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. A plaza including 150 to 250 square feet of area would be considered "small." (Added by Ord. No. 4465/8-96.)
76. **Pedestrian scale.** Site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Examples include ornamental lighting of limited height; bricks, pavers or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance. (Added by Ord. No. 4465/8-96.)
77. **Pedestrian walkway.** A hard surfaced facility for pedestrians within a development or between developments, distinct from surfaces used for motor vehicles. A pedestrian walkway is distinguished from a sidewalk by its location on private property outside the public right-of-way and from a pedestrian/bicycle accessway and pedestrian connection by the primary function it serves which is to provide for safe and convenient internal pedestrian movement within a site or property. (Added by Ord. No. 4465/8-96.)
78. **Person.** Every natural person, firm, partnership, association, or corporation.
79. **Planning Director.** The Planning Director of the City of Hillsboro or the Planning Director's designee. (Added by Ord. No. 4465/8-96.)
80. **Reasonably direct.** When used in connection with bicycle and pedestrian access, "reasonably direct" means either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. (Added by Ord. No. 4465/8-96.)
81. **Residential Recreation Center.** A private property or structure for which recreation is the primary use, the structure or use being developed in conjunction

with a surrounding residential development. (Added by Ord. No. 3599/2-86.)

82. **Residential facility.** “Residential facility” as defined by state law (currently ORS 197.660), including a residential care, residential training or residential treatment facility, as those terms are defined in ORS 443.400, licensed or registered under ORS 443.400 to 443.460 or licensed under ORS 418.205 to 418.327 by the Department of Human Services that provides residential care alone or in conjunction with treatment or training or a combination thereof for six to fifteen individuals who need not be related. Staff persons required to meet licensing requirements are not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential facility. (Added by Ord. No. 5667/9-06)
83. **Residential home.** “Residential home” as defined by state law (currently ORS 197.660), including a residential treatment or training or an adult foster home licensed by or under the authority of the department, as defined in ORS 443.400, under ORS 443.400 to 443.825, a residential facility registered under ORS 443.480 to 443.500 or an adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for five or fewer individuals who need not be related. Staff persons required to meet licensing requirements are not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential home. (Added by Ord. No. 5667/9-06)
84. **Safe and convenient.** When used in connection with bicycle and pedestrian access, “safe and convenient” means bicycle and pedestrian routes, facilities and improvements that are reasonably free from hazards (particularly types or levels of automobile traffic which would interfere with or discourage short pedestrian or bicycle trips); that provide a reasonably direct route of travel between the place of origin and place of destination; and, that meet the travel needs of pedestrians and bicyclists considering destination and length of trip and an optimum trip length for pedestrians of generally one-quarter to one-half mile. (Added by Ord. No. 4465/8-96.)
85. **Senior or Convalescent Care Facility.** A living facility for six or more non-related persons, which provides specialized care, supervision, treatment, training, or a combination of these services, for residents. This definition includes, but is not limited to, Assisted Living or Residential Care Facilities, Congregate Care Facilities, Nursing Homes, Sanatoriums, and Geriatric Care Facilities. (Added by Ord. No. 5667/9-06)
86. **Sign.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)
87. **Specialty Housing.** An independent living facility for six or more non-related

persons, in which specialized care or other services for residents is not provided, but which has structural accommodations or amenities for senior or disabled residents. (Added by Ord. No. 5667/9-06)

88. **Story.** That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the top story shall be that portion of a building included between the upper surface of the top floor and the ceiling above. If the finished floor level directly above the basement or cellar is more than 6 feet above grade, such basement or cellar shall be considered a story.

89. **Street.** The entire width between the boundary lines of every way which provides for public use for the purpose of vehicular and pedestrian traffic and the placement of utilities and including the terms "road," "highway," "lane," "place," "avenue," "alley," or other similar designations.

90. **Structure.** That which is built or constructed. An edifice or building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner and which requires location on the ground or which is attached to something having a location on the ground. For purposes of this Ordinance the following shall not be considered structures for the purposes of determining yards: sound walls installed adjacent to light rail facilities, pursuant to the March 1994 Final Environmental Impact Statement: Hillsboro Extension of the Westside Corridor; accessibility ramps; and first-story decks located within the required side, rear, and interior setback areas, which comply with the following standards:

1. Decks shall not be located closer than three feet to the side, rear, and interior property lines;
2. Decks shall not exceed a height of the first-story finished floor or 24 inches (measured from natural grade to the finished deck surface) whichever is less; and,
3. Deck surfaces, and ground surfaces beneath the deck, both of which are permeable.

(Amended by Ord. No. 4300/12-94 and 5194/9-02.)

91. **Structural alteration.** A change to the supporting members of a structure including foundations, bearing walls or partitions, columns, beams, girders, or the roof.

92. **Transit district.** Includes lands within one-quarter mile of a light rail station site as defined in Section 135 of this ordinance or as otherwise identified in the City's comprehensive plan, transportation system plan, or in a detailed station area plan. (Added by Ord. No. 4465/8-96.)

93. **Transit oriented uses.** Include multifamily residential, retail, office and



institutional developments designed to support a high level of transit use and transit supportive features such as bus stops and pullouts, bus shelters, park and ride stations, pedestrian spaces containing landscaping and benches plus at least two other pedestrian amenities such as awnings, water features, public art or kiosks, pedestrian scale outdoor lighting, or outdoor eating areas or vendors, and the like. (Added by Ord. No. 4465/8-96.)

94. **Transit Park and Ride.** Any surface parking lot or parking structure owned and/or operated by or on behalf of Tri-Met, which provides automobile and bicycle parking for light rail and/or bus transit riders. (Added by Ord. No. 4300/12-94.)
95. **Transit stop.** Any posted bus or light rail stop. (Added by Ord. No. 4465/8-96.)
96. **Transit trunk route.** Any arterial or collector street upon which Tri-Met currently provides continuous 20-minute service during weekday business hours. Upon adoption of the City's Transportation System Plan, "transit trunk route" means any arterial, collector or other street identified as a transit trunk route in that Plan or any subsequent amendment thereto. (Added by Ord. No. 4465/8-96.)
97. **Trailer-Coach.** (Deleted by Ord. No. 3029/8-79.)
98. **Trailer-Park.** (Deleted by Ord. No. 3029/8-79.)
99. **Use.** The purpose for which land or a structure is designed, arranged, or intended or for which it is occupied or maintained.
100. **Vision clearance area.** A triangular area on a lot at the intersection of two streets or a street and a railroad, two sides of which are lot lines measured from the corner intersection of the lot lines for a distance specified in these regulations. The third side of the triangle is a line across the corner of the lot joining the ends of the other two sides. Where the lot lines at intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection. The vision clearance area contains no planting, walls, structures, or temporary or permanent obstructions exceeding 30 inches in height, except occasional tree trunks or poles. The vision clearance area shall be measured from the top of the curb or, if there is no curb, from the centerline street grade and extend upward 10 feet.
101. **Yard.** An open space on a lot which is unobstructed by a building or structure from the ground upward except as otherwise provided in this ordinance. (Amended by Ord. No. 5194/9-02.)
102. **Yard, front.** A yard between side lot lines and measured horizontally at right angles to the front lot line from the front lot line to the nearest point of the building.
103. **Yard, rear.** A yard between side lot lines and measured horizontally at right

angles to the rear lot line from the rear lot line to the nearest point of the main building.

104. **Yard, side.** A yard between the front and rear yard measured horizontally and at right angles to the side lot line from the side lot line to the nearest point of the building.

105. **Yard, front (corner lot).** In a corner lot, the yards abutting all intersecting streets. (Added by Ord. No. 2350/4-70.)

106. **Yard, interior (corner lot).** In a corner lot, a yard adjacent to any lot line which is not a street line. (Added by Ord. No. 2350/4-70.)

(Section 3 amended and renumbered by Ord. No. 4663, 5050/8-01, 5168/7-02, 5667/9-06, and 5676/10-06.)

**Section 4. Compliance with Ordinance Provisions.** A structure or lot shall hereafter be used or occupied and a structure or part thereof shall be erected, moved, reconstructed, extended, enlarged, or otherwise altered only as this ordinance permits.

**Section 5. Classification of Zones.** For the purposes of this ordinance, the city is divided into zones designated as follows:

<b>ZONE</b>	<b>ABBREVIATED DESIGNATION</b>
<b>Single-family residential</b>	<b>R-10</b>
<b>Single-family residential</b>	<b>R-8.5</b>
<b>Single-family residential</b>	<b>R-7</b>
<b>Single-family residential</b>	<b>R-6</b>
<b>Multi-family residential</b>	<b>A-1</b>
<b>Multi-family residential</b>	<b>A-2</b>
<b>Multi-family residential</b>	<b>A-3</b>
<b>Multi-family residential</b>	<b>A-4</b>
<b>Neighborhood commercial</b>	<b>C-4</b>
<b>Central commercial (deleted)</b>	<b>C-2 (deleted)</b>
<b>General commercial</b>	<b>C-1</b>
<b>Industrial</b>	<b>M-2</b>
<b>Industrial Park</b>	<b>M-P</b>
<b>Mobile home overlay (deleted)</b>	<b>M-H (deleted)</b>

**Planned Unit Development overlay  
(Amended by Ord. No. 3029/8-79)**

**PUD**

**Regulatory Floodplain District  
(Amended by Ord. No. 3123/7-80)**

**RFD**

**Fairgrounds commercial zone (deleted)  
(Amended by Ord. No. 3244/7-81)**

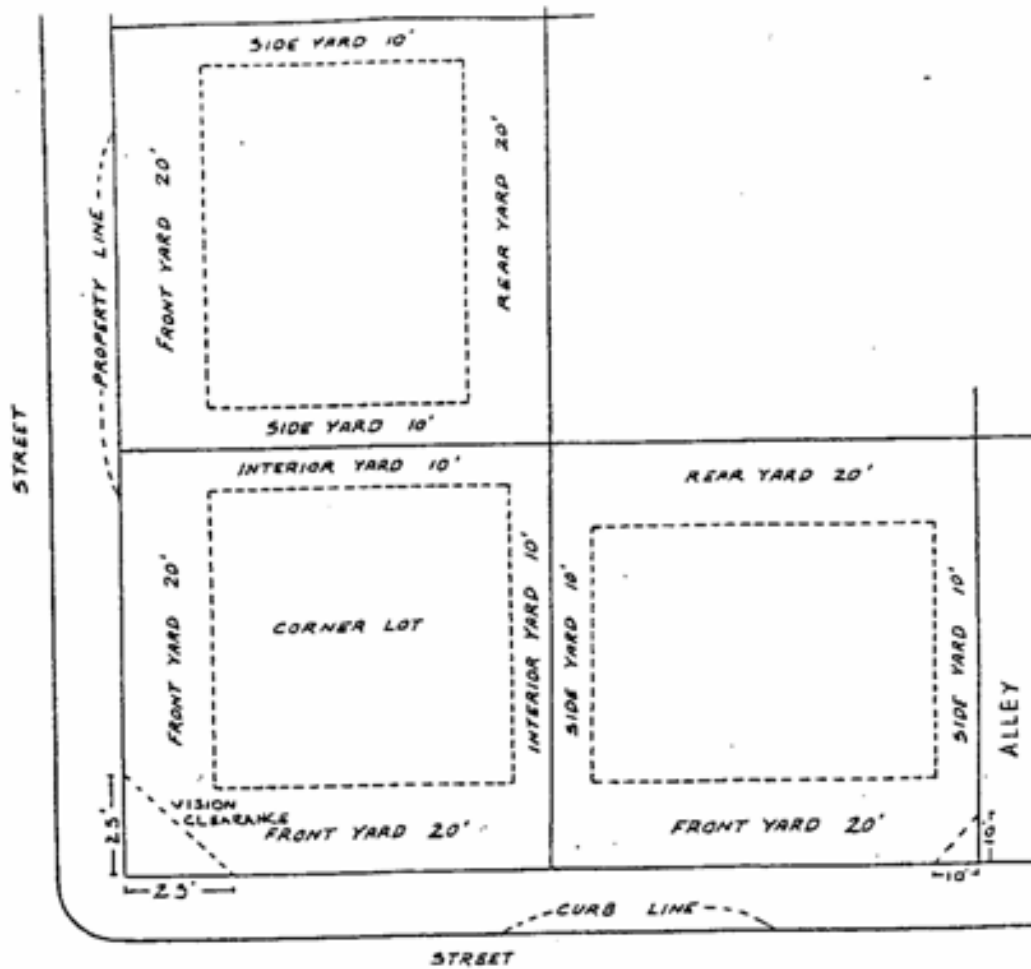
**C-F (deleted)**

**Section 6. Zoning Map.**

(1) The location and boundaries of the zones designated in Section 5 are hereby established as shown on the map entitled "Zoning Map of the City of Hillsboro ," dated with the effective date of this ordinance, and signed by the mayor and city recorder and hereafter referred to as the "Zoning Map."

(2) The signed copy of the zoning map shall be maintained without change on file in the office of the city recorder and is hereby made a part of this ordinance.

(3) A reproducible copy of the Zoning Map showing all amendments shall be maintained by the Planning Department. (Added by Ord. No. 3029/8-79.)



### R-10 SINGLE FAMILY RESIDENTIAL ZONE

Minimum Front and Rear Yards.....	20 Feet
Minimum Side Yard.....	10 Feet
Minimum Interior Yard (corner lots).....	10 Feet
Minimum Lot Size.....	10,000 square feet
Minimum Width at Building Line.....	70 Feet
Minimum Lot Depth.....	90 Feet
Maximum Lot Coverage.....	40 percent of interior lot
	45 percent of corner lot
Minimum Density.....	3 Dwelling Units Per Net Acre
Maximum Building Height.....	35 Feet or 2 1/2 stories

## Residential Zone R-10

**Section 7. Uses Permitted Outright** . In a R-10 zone the following uses and their accessory uses are permitted outright:

- (1) Single-family dwelling.
- (2) Agricultural use of land, such as truck gardening, orchards and horticulture, but excluding commercial buildings or structures. The raising of animals other than normal household pets is allowable, but only in compliance with Section 131. (Amended by Ord. No. 3294/1-82.)
- (3) Duplex dwellings on not to exceed 20% of the lots in a newly platted, or replatted, subdivision, when such lots are so designated at the time of preliminary subdivision or resubdivision approval or reapproval. The minimum size for a subdivision proposing designation of up to 20% of the lots therein for duplexes is twenty lots. (Amended by Ord. No. 3240/5-81.)
- (4) Home occupation, as defined in Section 3 (35) hereof, subject to the requirements of Section 128A. (Added by Ord. No. 3029/8-79 and Amended by Ord. No. 4856/8-00.)
- (5) A duplex lot, established in conformance with subsection (3) above, otherwise meeting the requirements of the Zoning Ordinance, may be divided for the purpose of allowing two single-family attached dwelling units. (Added by Ord. No. 3395/10-83.)
- (6) A manufactured home complying with the placement standards contained in Section 77E. (Added by Ord. No. 4213/3-94.)
- (7) Light Rail Facility. (Added by Ord. No. 4300/12-94.)
- (8) Accessory Dwelling. (Added by Ord. No. 4902/5-00.)
- (9) Residential Homes and Facilities (Added by Ord. No. 5667/9-06.)

**Section 8. Conditional Uses Permitted** . In a R-10 zone the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83:

- (1) Church.
- (2) Governmental structure or use including public park, playground, recreation building, fire station, library, or museum.

(3) School: primary, elementary, junior high or senior high, college or university, publicly owned. Accessory uses such as tennis courts, grounds or playground lighting, covered walkways, surface or subsurface improvements, accessory buildings of less than 450 square feet, landscaping, shall be allowed as a part of such use without additional application or submission to the City of Hillsboro . (Amended by Ord. No. 2466/10-77 and 5168/7-02.)

(4) Utility substation or pumping station with no equipment storage.

(5) Residential recreation center. (Added by Ord. No. 2733/10-75, and Amended by Ord. No. 3599/2-86.)

(6) Condominium or unit ownership of duplex units allowed pursuant to Section 7 (3) hereof. (Added by Ord. No. 3029/8-79.)

(7) Group living structure, limited to the number of dwelling units allowable. (Added by Ord. No. 3029/8-79 and 5667/9-06.)

(8) Radio transmission facilities. (Added by Ord. No. 3194/12-80.)

(9) Light Rail Construction Area. (Added by Ord. No. 4300/12-94.)

(10) Transit Park and Ride. (Added by Ord. No. 4300/12-94.)

(11) Bed and Breakfast Inn , as defined in Section 3 (6) subject to the requirements of Section 128A. (Added by Ord. No. 4856/8-00.)

(12) Child Care Facility. (Added by Ord. No. 5168/7-02.)

**Section 8A. Minimum Density** . In the R-10 zone, the minimum density standard is 3 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 9. Signs** . (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 10. Lot Size** . In a R-10 zone the lot size shall be as follows:

(1) The minimum lot area shall be 10,000 sq. ft. with a maximum of one single-family residence per lot (or duplex). However, in a newly platted or replatted subdivision, (or portions thereof zoned R-10), the minimum average lot size shall be 10,000 sq. ft. provided that the following conditions are met:

a. Not to exceed 30% of the R-10 lots in the subdivision contain less than 10,000 sq. ft. (Amended by Ord. No. 3029/8-79.)

b. No R-10 lot contains less than 8,500 sq. ft. (Amended by Ord. No. 3029/8-79.)

(2) The minimum lot width at the front building line shall be 70 feet.

(3) The minimum lot depth shall be 90 feet.

(4) Notwithstanding the dimensional and area standards set forth in subsections (1) through (3) above, approved duplex lots may be split in order to allow for dual ownership. The dwelling units shall have a common wall at the zero lot line. (Added by Ord. No. 3395/10-83.)

**Section 11. Setback Requirements** . Except as provided in Sections 88 and 93, in a R-10 zone the yards shall be as follows:

(1) The front yard shall be a minimum of 20 feet. (Amended by Ord. No. 2350/4-70.)

(2) The side yard shall be a minimum of 10 feet.

(3) The rear yard shall be a minimum of 20 feet.

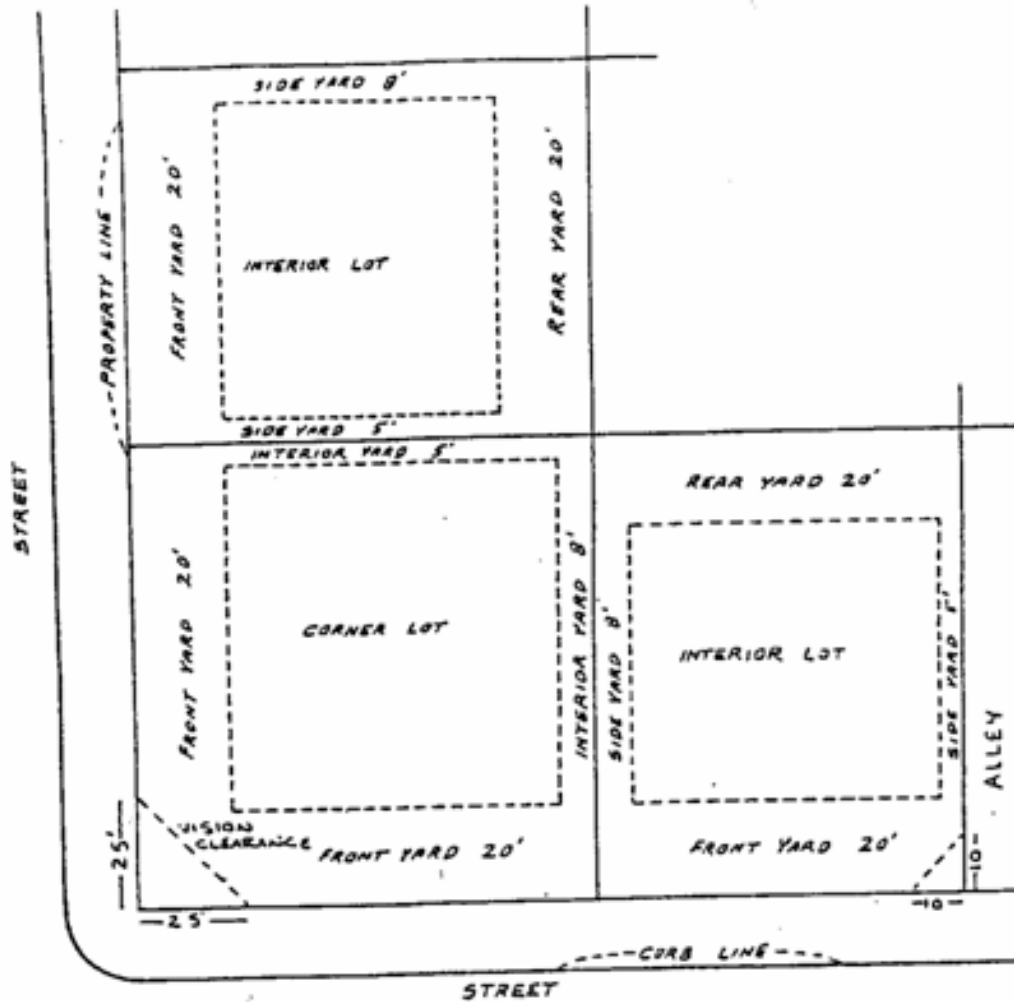
(4) All corner lots shall have interior yards of not less than 10 feet. (Added by Ord. No. 2350/4-70.)

(5) All corner lots shall have front yards of not less than 20 feet. (Added by Ord. No. 2350/4-70.)

(6) All duplex lots shall meet the setback requirements established in Subsections (1) through (5) above, except that the setback for the zero lot line shall be waived. (Added by Ord. No. 3395/10-83.)

**Section 12. Height of Buildings** . In a R-10 zone buildings shall not exceed a height of 35 feet or two and a half stories, whichever is less.

**Section 13. Lot Coverage** . In the R-10 zone buildings shall not occupy more than 40 percent of the lot area of an interior lot nor 45 percent of a corner lot. (Amended by Ord. No. 4902/5-00.)



### R-7 SINGLE FAMILY RESIDENTIAL ZONE

Minimum Front and Rear Yards.....	20 Feet
Minimum Side Yard.....	5 Feet, and sum of 2 sides = 13 Feet
Minimum Interior Yard (corner lots).....	5 Feet and 8 feet location determined by developer
Minimum Lot Size.....	7,000 square feet
Minimum Width at Building Line.....	60 Feet
Minimum Lot Depth.....	90 Feet
Maximum Lot Coverage.....	45 percent of interior lot 50 percent of corner lot
Minimum Density.....	5 Dwelling Units Per Net Acre
Maximum Building Height.....	35 Feet or 2 1/2 stories



## Residential Zone R-7

**Section 14. Uses Permitted Outright.** A use permitted outright in a R-10 zone is permitted outright in a R-7 zone.

**Section 15. Conditional Uses Permitted.** A use permitted as conditional in a R-10 zone is permitted as a conditional use in a R-7 zone.

(1) (Deleted by Ord. No. 4213/3-84.)

(2) Mixed Use Residential/Commercial Development, on sites smaller than two acres, within the Station Area Interim Protection District. (Added by Ord. No. 4223/4-94.)

**Section 15A. Minimum Density.** In the R-7 zone, the minimum density standard is 5 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 16. Signs.** (Deleted by Ord. No. 5676-10-06. See Municipal Code Chapter 15.20.)

**Section 17. Lot Size.** In a R-7 zone, the lot size shall be as follows:

(1) The minimum lot area shall be 7,000 sq. ft. However, in a newly platted or replatted subdivision, (or portion thereof zoned R-7), the minimum average lot size shall be 7,000 sq. ft. provided that the following conditions are met:

a. Not to exceed 30% of R-7 lots in the subdivision contain less than 7,000 sq. ft.

b. No R-7 lot contains less than 6,000 sq. ft.

(Subsection 1. Amended by Ord. No. 3029/8-79.)

(2) The minimum lot width at the front building line shall be 60 feet.

(3) The minimum lot depth shall be 90 feet.

(4) Notwithstanding the dimensional and area standards set forth in Subsections (1) through (3) above, approved duplex lots may be split in order to allow for dual ownership. The dwelling units shall have a common wall at the zero lot line. (Added by Ord. No. 3395/10-83.)

**Section 18. Setback Requirements.** Except as provided in Sections 88 and 93, in a R-7 zone the yards shall be as follows:

- (1) The front yard shall be a minimum of 20 feet.
- (2) The side yard shall be a minimum of five feet, and the sum of the two side yards shall be a minimum of 13 feet. (Amended by Ord. No. 2350/4-70.)
- (3) The rear yard shall be a minimum of 20 feet.
- (4) All corner lots shall have one interior yard of not less than five feet and one interior yard of not less than eight feet, the location of which to be determined by the developer. (Added by Ord. No. 2350/4-70.)
- (5) All corner lots shall have front yards of not less than 20 feet. (Added by Ord. No. 2350/4-70.)
- (6) All duplex lots shall meet the setback requirements established in Subsections (1) through (5) above, except that the setback for the zero lot line shall be waived. (Added by Ord. No. 3395/10-83.)

**Section 19. Height of Building.** In a R-7 zone buildings shall not exceed a height of 35 feet or two and a half stories, whichever is less.

**Section 20. Lot Coverage.** In an R-7 zone buildings shall not occupy more than 45 percent of the area of an interior lot nor 50 percent of a corner lot. (Amended by Ord. No. 4902/5-00.)

**R-6 SINGLE FAMILY RESIDENTIAL ZONE**

Minimum Front and Rear Yards: 20 feet (Corner lots allowed one 10-foot front yard. See Section 20. G.5)

Minimum Side Yard: 5 feet

Minimum Interior Yard (corner lots): 5 feet

Minimum Density: 6 Dwelling Units Per Net Residential Acre

Minimum Lot Size: 6,000 square feet

Minimum Width at Building Line: 55 feet

Minimum Lot Depth: 85 feet

Maximum Lot Coverage: 55 percent of interior lot; 60 percent of corner lot

Maximum Building Height: 35 feet or 2 1/2 stories

### **Residential Zone R-6**

**Section 20A. Locations Permitted** . Use of the R-6 zone shall be restricted to the areas identified as Urban Area B and Urban Area C in the Urban Planning Area Agreement between Hillsboro and Washington County (adopted December 28, 1983 ).

**Section 20B. Uses Permitted Outright** . A use permitted outright in an R-7 Zone is permitted outright in an R-6 zone.

(1) (Deleted by Ord. No. 4213/3-94.)

**Section 20C. Conditional Uses Permitted** . A use permitted as conditional in an R-7 zone is permitted as a conditional use in an R-6 zone.

(1) (Deleted by Ord. No. 4213/3-94.)

**Section 20D. Signs** . (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 20E. Minimum Density** . In the R-6 Zone, the minimum density standard is 6 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 20F. Lot Size** . In an R-6 zone, the lot size shall be as follows:

(1) The minimum lot area shall be 6,000 square feet. However, in a newly platted or replatted subdivision (or portion thereof zoned R-6), the minimum average lot size shall be 6,000 square feet, provided that the following conditions are met:

a. Not more than 30% of the R-6 lots in the subdivision contain less than 6,000 square feet.

b. No R-6 lot contains less than 5,000 square feet.

(2) The minimum lot width at the front building line shall be 55 feet.

(3) The minimum lot depth shall be 85 feet.

- (4) Notwithstanding the dimensional and area standards set forth in Subsections (1) through (3) above, approved duplex lots may be split in order to allow for dual ownership. The dwelling units shall have a common wall at the zero lot line.

**Section 20G. Setback Requirements** . Except as provided in Sections 88 and 93, in an R-6 zone the yards shall be as follows:

- (1) The front yard shall be a minimum of 20 feet.
- (2) The side yards shall be a minimum of five feet each.
- (3) The rear yard shall be a minimum of 20 feet.
- (4) All corner lots shall have interior yards of not less than five feet.
- (5) All corner lots shall have one front yard setback of not less than 20 feet and one front yard setback of not less than 10 feet, however, the garage shall have a minimum 20 foot setback. (Amended by Ord. No. 4313/2-95.)
- (6) All duplex lots shall meet the setback requirements established in Subsections (1) through (5) above, except that the setback for zero lot line shall be waived.

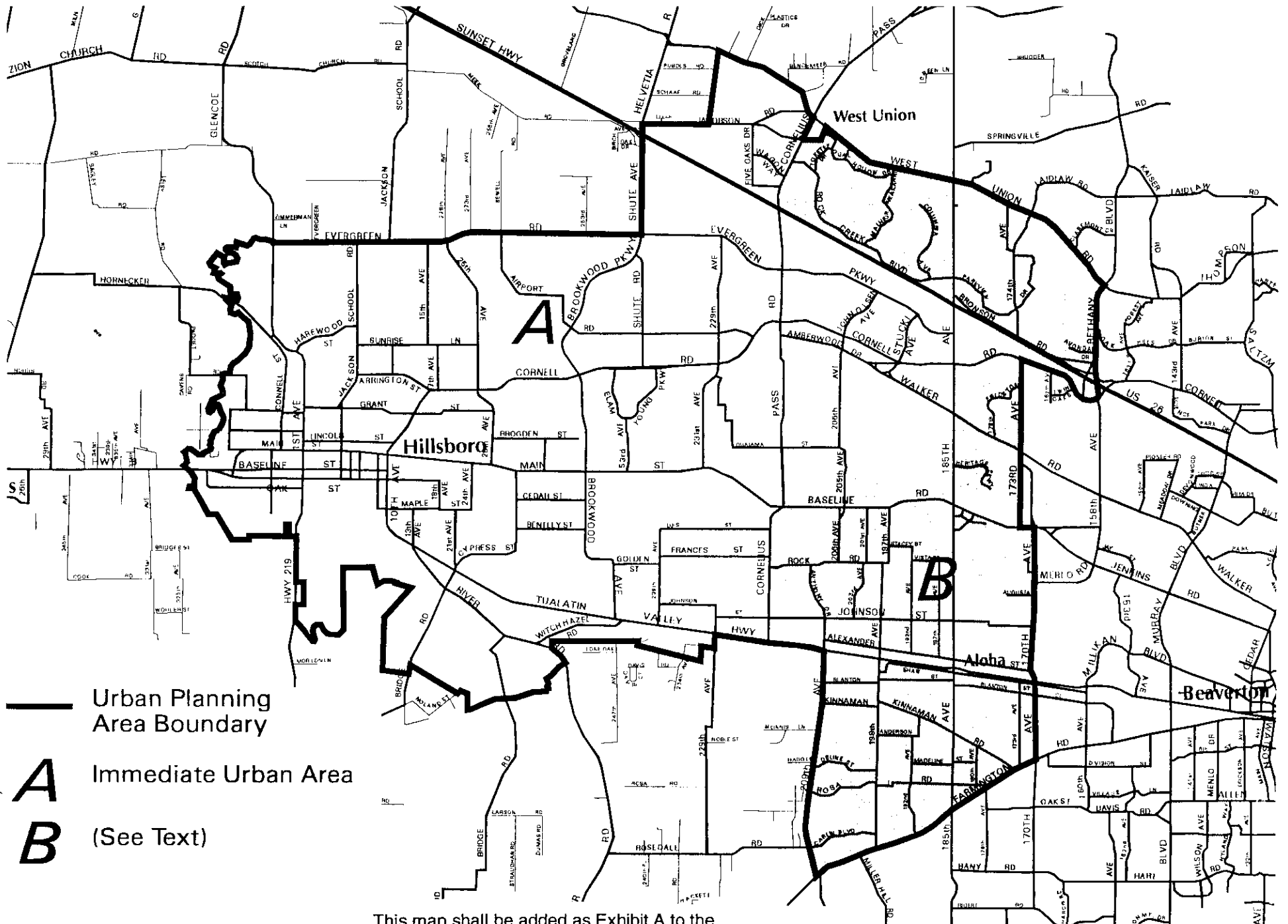
**Section 20H. Height of Building** . In an R-6 zone, buildings shall not exceed a height of 35 feet or two-and-a-half stories, whichever is less.


**Section 20I. Lot Coverage** . In an R-6 zone, buildings shall not occupy more than 55 percent of the area of an interior lot nor 60 percent of a corner lot. (Amended by Ord. No. 4902/5-00.)

**Section 20J. Sidewalk and Street Tree Standards** . In an R-6 zone, in a newly platted or replatted subdivision, property line sidewalks shall be installed with a minimum 4.5 foot wide planting strip between the curb and the sidewalk. Street trees shall be planted in the planting strip, concurrent with home construction, at two trees per lot for lots with fifty feet of frontage or greater and one tree per lot for lots with less than fifty feet of frontage. Street trees shall be planted in compliance with City standards. (Added by Ord. No. 4313/2-95.)

(Sections 20A. through 20H. Added by Ord. No. 3451/3-84.)

[Exhibit A: Hillsboro Urban Planning Area Map](#)



-  Urban Planning Area Boundary
- A** Immediate Urban Area
- B** (See Text)

This map shall be added as Exhibit A to the Washington County – Hillsboro Urban Planning Area Agreement

## **A-1 DUPLEX RESIDENTIAL ZONE**

Minimum Front Yard: 15 feet from house: 20 feet from garage

[\[1\]](#)

Minimum Rear Yard: 15 feet [1]

Minimum Side Yard: .5 feet [\[2\]](#)

Minimum Interior Yard (corner lots): 5 feet [1]

Minimum Density: See Section 22A. Minimum Density

Minimum Lot Size: See Section 24. Lot Size

Minimum Width at Building Line: 50 feet [\[3\]](#)

Minimum Lot Depth: 85 feet

Maximum Lot Coverage: See Section 27. Lot Coverage

[1] Except as provided for in Section 25 Subsection 7

[2] Except as provided for in Section 25 Subsection 6 and 7

[3] Except as provided for in Section 24 Subsection 4

### **Duplex Residential Zone A-1**

**Section 21. Uses Permitted Outright** . In an A-1 zone the following uses and their accessory uses are permitted outright:

(1) A use permitted outright in a R-10 zone.

(2) Duplex dwelling, including individual ownership of each unit through the establishment of a property line through the common wall between the two individual units of a duplex. (Amended by Ord. Nos. 3029/8-79; 3092/2-80; and 3395/10-83.)

(3) Condominium or unit ownership where the units meet all other requirements of the zone. (Added by Ord. No. 3029/8-79.)

(4) Group living structure, limited to the density allowable. (Added by Ord. No. 3029/8-79 and 5667/9-06.)

(5) Manufactured home park which meets the standards of Sections 77A through 77D. (Added by Ord. No. 4213/3-94.)

(6) Multi-family dwelling or townhouse, subject to Subsections 22A and 24. (Added by Ord. No. 4388/11-95.)

**Section 21A.** (Deleted by Ord. No. 4902/5-00)

**Section 22. Conditional Uses Permitted** . In an A-1 zone the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83.

(1) A use permitted as a conditional use in a R-7 zone.

(2) Hospital, sanitarium, home for the aged, rest home, nursing or convalescent home.

**Section 22A. Minimum Density** . In the A-1 zone, the minimum density standards are as follows:

(1) 8 dwelling units per net residential acre for detached single family lots;



(2) 12 dwelling units per net residential acre for duplexes and multifamily lots; and

(3) Developments not approved pursuant to Section 127 Planned Unit Development, within areas identified as Urban Area B and Urban Area C in the Urban Planning Area Agreement between Hillsboro and Washington County (adopted December 28, 1983), may have overall densities in the multi-family portions of mixed density developments in the A-1 zone exceeding one unit per 3000 square feet; however, the maximum overall density of the entire mixed density development in the A-1 zone shall be limited to the equivalent of one unit per 3000 square feet.

(Section 22A added by Ord. No. 4902/5-00.)

**Section 23. Signs** . (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 24. Lot Size** . In an A-1 Zone, the lot sizes shall be as follows:

(1) The minimum lot area shall be 4500 square feet for detached single family lots, 6000 square feet for duplex lots, and 9000 square feet for multi-family lots, except as provided for in Subsections (4) and (5) of this Section. (Amended by Ord. Nos. 3029/8-79; 3451/3-84; 4388/11-95; and 4902/5-00.)

(2) The minimum lot width at the front building line shall be 50 feet, except as provided for in Subsection (4) of this Section. (Amended by Ord. No. 3451/3-84; and 4388/11-95.)

(3) The minimum lot depth shall be 85 feet. (Amended by Ord. No. 3451/3-84; and 4388/11-95.)

(4) Notwithstanding the dimensional and area standards set forth in Subsections (1) and (2) above, approved duplex and multi-family lots may be partitioned or subdivided in order to allow for ownership of each dwelling unit. The dwelling units shall have a common wall at the zero lot line. (Added by Ord. No. 3395/10-83; and Amended by Ord No. 4388/11-95.)

(5) Developments proposing lots smaller than 4500 square feet, or lots with depths and widths less than those set forth in subsections (1), (2), and (3) above, for detached single family residences such as rowhouses and courtyard cluster houses, may be approved only pursuant the Planned Unit Development process as specified in Section 127 of this Ordinance. Planned Unit Developments approved for smaller lots under this provision shall be exempt from compliance with Zoning Ordinance Section 127 (III)(C). (Added by Ord. No. 4388/11-95).

(6) No more than four (4) dwelling units per structure shall be allowed on lots smaller than 22,000 square feet in area. (Added by Ord. No. 4902/5-00.)

**Section 25. Setback Requirements** . Except as provided in Sections 88 and 93, in an A-1 Zone the yards shall be as follows:

(1) The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet, except as provided in Subsection (7). (Amended by Ord. No. 4388/11-95.)

(2) The side yard shall be a minimum of five feet, except as provided for in Subsections (6) and (7) of this Section. (Amended by Ord. Nos. 2350/4-70; 3451/3-84; and 4388/11-95.)

(3) The rear yard shall be a minimum of 15 feet, except as provided in Subsection (7). (Amended Ord. No. 4388/11-95.)

(4) All corner lots shall have interior yards of not less than five feet, except as provided in Subsection (7). (Added by Ord. No. 2350/4-70 and Amended by Ord. No. 3451/3-84; and 4388/11-95.)

(5) All corner lots shall have front yards of not less than 15 feet, except as provided in Subsection (7). (Added by Ord. No. 2350/4-70; and Amended by Ord. No. 4388/11-95.)

(6) The five foot side yard setback required in subsection (2) of this section may be waived for approved duplex and multi-family lots partitioned or subdivided in accordance with Section 24(4), when the proposed property line corresponds with a common wall between individual units. (Added by Ord. No. 4388/11-95.)

Waiver of the five foot side-yard setback may include approval of eave, gutter, and other non-structural, non-load-bearing projections extending up to eighteen (18) inches past the common wall property line of a duplex or multi-family lot partitioned or subdivided in accordance with Section 24 (4). Partitions or subdivision of duplex or multi-family lots involving structures with projections extending across the common wall property line shall be conditioned to require provision of reciprocal easements for the encroachment and maintenance of the projections. (Added by Ord. No. 4500/1-97.)

(7) Developments proposing zero lot line sideyard setbacks and reduced front and rear yard setbacks, for attached or detached single family residences such as rowhouses and courtyard cluster houses, may be approved only pursuant the Planned Unit Development process as specified in Section 127 of this Ordinance. Planned Unit

Developments approved for reduced setbacks under this provision shall be exempt from compliance with Zoning Ordinance Section 127 (III)(C) and 127(III)(I)(1)(a).  
(Added by Ord. No. 3395/10-83; Renumbered and Amended by Ord. No. 4388/11-95.)

**Section 26. Height of Building.** In an A-1 zone buildings shall not exceed a height of 35 feet or two and a half stories, whichever is less.

**Section 27. Lot Coverage.** In an A-1 zone buildings shall not occupy more than 50 percent of the lot area. Attached single family dwellings partitioned or subdivided pursuant to Section 24(14) and detached single family dwellings with an accessory dwelling may occupy up to 65 percent of the lot area. (Amended by Ord. No. 4902/5-00.)

## **A-2 MULTI-FAMILY RESIDENTIAL ZONE**

Minimum Front Yard: 15 feet

Minimum Side and Rear Yards: 5 feet and an additional 1 ½ feet for each additional story over 1 story

Minimum Interior Yard (Corner Lot ): Same as above

Minimum Density: 17 dwelling units per net acre

Minimum Lot Size: 6,000 square feet

Maximum Lot Coverage: See Section 34. Lot Coverage

Maximum Building Height: 35 feet or 2 ½ stories

### **Multi-Family Residential Zone A-2**

**Section 27A . Subsequent Zone Changes to A-2.** No zone changes to A-2 will be allowed subsequent to the effective date of this Zoning Ordinance Amendment (September 21, 1979.). (Amended by Ord. No. 3029/8-79.)

**Section 28. Uses Permitted Outright .** In an A-2 zone the following uses and their accessory uses are permitted outright:

- (1) A use permitted outright in an A-1 zone, excluding single-family dwellings, accessory dwellings and manufactured home parks. (Amended by Ord. No. 4213/3-94 and 4902/5-00.)
- (2) Multi-family dwelling .
- (3) Group living structure. (Amended by Ord. No. 5667/9-06.)
- (4) Mobile businesses, in compliance with Section 5.06 of the Municipal Code. (Added by Ord. No. 5540/8-05).
- (5) Residential Facilities. (Added by Ord. No. 5667/9-06.)

**Section 29. Conditional Uses Permitted .** In an A-2 zone the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83:

- (1) A use permitted as a conditional use in an A-1 zone.
- (2) Child Care Facility. (Amended by Ord. No. 5168/7-02.)
- (3) (Subsection (3) Deleted by Ord. No. 4099/10-92.)

**Section 29A. Minimum Density .** In an A-2 zone, the minimum density standard is 17 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 30. Signs .** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 31. Lot Size** . In an A-2 Multi-Family Residential zone, the lot sizes shall be as follows:

- (1) The minimum lot size shall be 6,000 square feet, except as provided for in subsection 3 of this Section. A minimum of 2,000 square feet of lot area is required per dwelling unit.
- (2) The minimum lot width at the front building line shall be 55 feet, and the minimum lot depth shall be 85 feet, except as provided for in subsection 3 of this Section.
- (3) Notwithstanding the dimensional and area standards set forth in Subsections (1) and (2) above, approved duplex and multi-family lots may be partitioned or subdivided in order to allow for ownership of each dwelling unit. The dwelling units shall have a common wall at the zero lot line.

(Section 31 is added by Ord. No. 4902/5-00.)

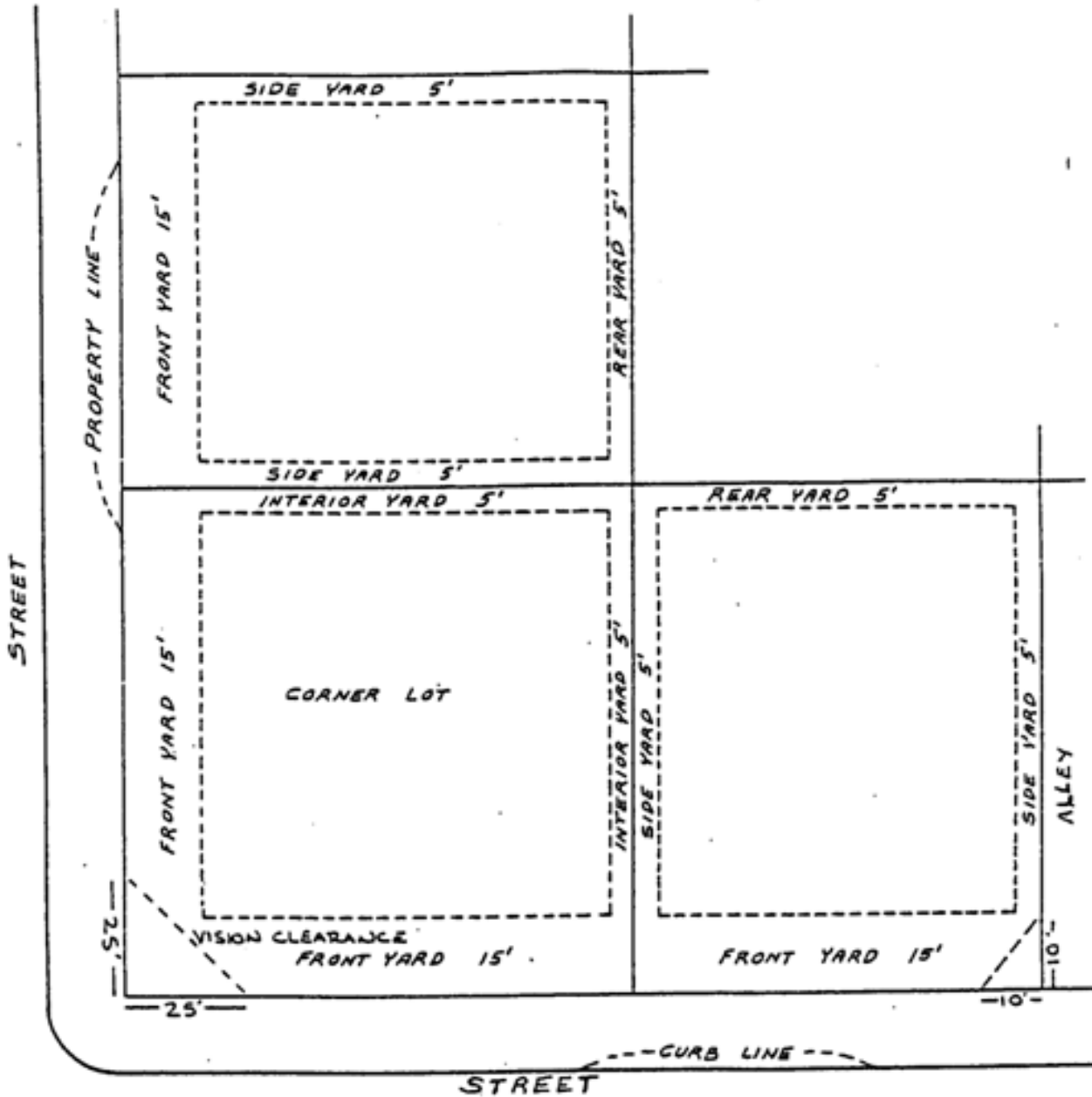
**Section 32. Setback Requirements** . Except as provided in Sections 88 and 93, in an A-2 zone the yards shall be as follows:

- (1) The front yard shall be a minimum of 15 feet.
- (2) The side yard shall be a minimum of five feet and shall be increased one and one-half feet for each additional story over one story. (Amended by Ord. No. 2350/4-70.)
- (3) The rear yard shall be a minimum of five feet, and shall be increased one and one-half feet for each additional story.
- (4) All corner lots shall have interior yards of not less than five feet and shall be increased one and one-half feet for each additional story over one story. (Added by Ord. No. 2350/4-70.)
- (5) All corner lots shall have front yards of not less than 15 feet. (Added by Ord. No. 2350/4-70.)

**Section 33. Height of Buildings** . In an A-2 zone no building shall exceed a height of two and a half stories or 35 feet, whichever is less.

**Section 34. Lot Coverage** . In an A-2 zone buildings shall not occupy more than the following percentage of the lot area:

<b>Number of Dwelling Units</b>	<b>Percent of Lot Coverage</b>
<b>1</b>	<b>35</b>
<b>2</b>	<b>40</b>
<b>3 to 21</b>	<b>45</b>
<b>22 to 37</b>	<b>50</b>
<b>38 and up</b>	<b>55</b>



## A-4 MULTI-FAMILY RESIDENTIAL ZONE

Minimum Front Yard.....	15 Feet
Minimum Side and Rear Yards.....	5 Feet, and an additional 1 ½ ft.
.....	for each additional story over 1 story
Minimum Interior Yard (corner lots).....	same as side and rear yards
Minimum Lot Size.....	6,000 square feet
Minimum Width at Building Line.....	55 Feet
Minimum Lot Depth.....	85 Feet
Maximum Lot Coverage.....	50 percent
Maximum Building Height.....	35 Feet or 2 ½ stories



## Multi-Family Residential Zone A-4

**Section 34A. Uses Permitted Outright** . In an A-4 zone, the following uses and their accessory uses are permitted outright.

- (1) A use permitted outright in an A-1 zone, excluding single-family dwellings, accessory dwellings and manufactured home parks. (Amended by Ord. No. 4213/3-94 and 4902/5-00.)
- (2) Multi-family dwelling.
- (3) Group living structure. (Amended by Ord. No. 5667/9-06.)
- (4) (Deleted by Ord. No. 5667/9-06.)
- (5) Condominium or unit ownership of units which meet all other requirements of the zone. (Added by Ord. No. 3029/8-79.)
- (6) Mobile businesses, in compliance with Section 5.06 of the Municipal Code. (Added by Ord. No. 5540/8-05).

**Section 34B. Conditional Uses Permitted** . In an A-4 zone, the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83.

- (1) A use permitted as a conditional use in an A-2 zone.
- (2) Child Care Facility. (Amended by Ord. No. 5168/7-02.)

(Added by Ord. No. 3029/8-79.)

**Section 34C. Minimum Density** . In the A-4 zone, the minimum density standard is 17 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 34D. Signs** . (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 34E. Lot Size** . In an A-4 Multi-Family Residential zone, the minimum lot size shall be as follows:

- (1) The minimum lot size shall be 6,000 square feet, except as provided for in subsection 3 of this Section. A minimum of 2,000 square feet of lot area is required per dwelling unit.
- (2) The minimum lot width at the front building line shall be 55 feet, and the minimum lot depth shall be 85 feet, except as provided for in subsection 3 of this Section.
- (3) Notwithstanding the dimensional and area standards set forth in subsections 1 and 2 above, approved duplex and multi-family lots may be partitioned or subdivided in order to allow for

ownership of each dwelling unit. The dwelling units shall have a common wall at the zero lot line.

(Amended by Ord. No. 4500/1-97.)

**Section 34F. Setback Requirements.** Except as provided in Sections 88 and 93, in an A-4 zone, the yards shall be as follows:

- (1) The front yard shall be a minimum of 15 feet.
- (2) The side yard shall be a minimum of five feet and shall be increased one and one-half feet for each additional story over one story, except as provided in subsection 6.
- (3) The rear yard shall be a minimum of five feet, and shall be increased one and one-half feet for each additional story.
- (4) All corner lots shall have interior yards of not less than five feet and shall be increased one and one-half feet for each additional story over one story, except as provided for in subsection 6 of this Section.
- (5) All corner lots shall have front yards of not less than 15 feet.
- (6) The five foot side yard setback required in subsections 2 and 4 of this Section may be waived for approved duplex and multi-family lots partitioned or subdivided in accordance with Section 34D (3), when the proposed property line corresponds with a common wall between individual units.

Waiver of the five foot side-yard setback may include approval of eave, gutter, and other non-structural, non-load-bearing projections extending up to eighteen (18) inches past the common wall property line of a duplex or multi-family lot partitioned or subdivided in accordance with Section 34D. Partitions or subdivisions of duplex or multi-family lots involving structures with projections extending across the common wall property line shall be conditioned to require provision of reciprocal easements for the encroachment and maintenance of the projections.

(Added by Ord. No. 3029/8-79; and Amended by Ord No. 4500/1-97.)

**Section 34G. Height of Buildings.** In an A-4 zone, no building shall exceed a height of two and a half stories or 35 feet, whichever is less. (Added by Ord. No. 3029/8-79.)

**Section 34H. Lot Coverage.** In an A-4 zone, buildings shall not occupy more than 50% of the lot area. Attached single family dwellings partitioned or subdivided pursuant to Section 34D (3) may occupy up to 75 percent of the lot area.

(Added by Ord. No. 3029/8-79; and Amended by Ord. No 4500/1-97.)



**Multi-Family Residential Zone A-3**

**Section 35. Uses Permitted Outright** . A use permitted outright in an A-2 zone is permitted in an A-3 zone.

**Section 36. Conditional Uses Permitted** . In an A-3 zone the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83:

- (1) A use permitted as a conditional use in an A-2 zone.
- (2) Lodge or club.

**Section 36A. Minimum Density** . In an A-3 zone, the minimum density standard is 23 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**Section 37. Signs** . (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 38. Lot Size** . In an A-3 zone the lot size shall be as follows:

- (1) The minimum lot area shall be 6,000 sq. ft. A minimum of 1,500 sq. ft. of lot area is required per dwelling unit. (Amended by Ord. No. 3029/8-79)
- (2) The minimum lot width at the front building line shall be 60 feet.
- (3) The minimum lot depth shall be 90 feet.
- (4) Notwithstanding the dimensional and area standards set forth in Subsections (1), (2) and (3) above, approved duplex and multi-family lots may be partitioned or subdivided in order to allow for ownership of each dwelling unit. The dwelling units shall have a common wall at the zero lot line. (Added by Ord. No. 4902/5-00.)

**Section 39. Setback Requirements** . Except as provided in Section 88 and 93, in an A-3 zone the yards shall be as follows:

- (1) The front yard shall be a minimum of 10 feet.
- (2) The side yard shall be a minimum of five feet plus an additional one foot for each story over two. On corner lots the side yard shall be a minimum of 10 feet on the side abutting a street.
- (3) The rear yard shall be a minimum of five feet plus an additional one foot for each story over two.

**Section 40. Height of Buildings** . In an A-3 zone, buildings shall not exceed a height of three stories. However, where Planning Commission approval of a site development plan has been granted, a maximum height of 5 stories or 50 ft., whichever is less, may be allowed. (Amended by Ord. No. 3029/8-79.)

## **C-4 NEIGHBORHOOD COMMERCIAL ZONE**

Minimum Front Yard: .Equal to Front Yard of Least Restricted Adjacent Residential Zone

Minimum Side and Rear Yards: 10 Feet if Abutting a Residential Zone

Minimum Lot Size: 7,000 square feet

Minimum Width at Building Line: 60 feet

Minimum Lot Depth: 90 feet

Maximum Lot Coverage: 50 Percent

Maximum Building Height: 2 Stories or 30 Feet, Whichever is Less

### **Neighborhood Commercial Zone C-4**

**Section 41. Uses Permitted Outright** . In a C-4 zone the following uses and their accessory uses are permitted outright:

- (1) (Deleted by Ord. No. 3029/8-79.)
- (2) (Deleted by Ord. No. 2526/8-72.)
- (3) Bakery.
- (4) Barber shop.
- (5) Beauty shop.
- (6) Clothes cleaning or laundry pick-up agency, including pressing.
- (7) Confectionery.
- (8) Drug store, including fountain.
- (9) Florist shop.
- (10) Frozen food locker, excluding wholesale storage.
- (11) Garden store.
- (12) Grocery store, including meat market.
- (13) Hardware store.
- (14) Laundry and cleaning, self-service.
- (15) Office or clinic for the following:

- (a) Accountant.
- (b) Architect or designer.
- (c) Attorney at law.
- (d) Dentist.
- (e) Doctor or other practitioner of the healing arts.
- (f) Engineer or surveyor.
- (g) Insurance agent.
- (h) Real estate agent.

(16) (Deleted by Ord. No. 2595/8-73.)

(17) (Deleted by Ord. No. 2595/8-73.)

(18) Variety or dry goods store.

(19) Light Rail Facility. (Added by Ord. No. 4300/12-94.)

(20) Residential activity on the second floor of a commercial building. (Added by Ord. No. 5150/6-02.)

(21) Commercial activity on the second floor of property designated as MU - Mixed Use on the City's Comprehensive Plan Land Use Map. (Added by Ord. No. 5150/6-02.)

(22) Residential Homes and Facilities. (Added by Ord. No. 5667/9-06.)

**Section 42. Conditional Uses Permitted** . A use permitted as a conditional use in an adjacent residential zone is permitted as a conditional use in a C-4 zone.

(1) Automobile service station. (Added by Ord. No. 2526/8-72.)

(2) Repair or service shops to accommodate the following: (Added by Ord. No. 2595/8-73.)

- (a) Appliance sales and service.
- (b) Bicycle sales and service.

- (c) Catering service.
- (d) Radio or television sales and service.
- (e) Sewing machine sales and service.
- (f) Shoe repair.
- (g) Typewriter sales and service.
- (h) Upholstery, automobile, and furniture.
- (i) Other uses found similar to (Subparts) (a) through (h)
- (j) Eating establishment, which meets all of the following limitations:  
(Added by Ord. No. 3701/6-87.)
  - (1) has a maximum seating capacity of 50 or fewer persons,  
and
  - (2) excludes provision of drive-in service, and
  - (3) excludes the serving of alcoholic beverages.

(3) Radio transmission facilities. (Added by Ord . No. 3194/12-80.)

(4) Mixed Use Commercial/Residential Development, on sites smaller than two acres, within the Station Area Interim Protection District. (Added by Ord. No. 4223/4-94.)

(5) Light Rail Construction Area. (Added by Ord. No. 4300/12-94.)

(6) Transit Park and Ride (Added by Ord. No. 4300/12-94.)

(7) Commercial activity on the second floor of property designated other than MU - Mixed Use on the City's Comprehensive Plan Land Use Map. (Added by Ord. No. 5150/6-02.)

**Section 43. Limitations on Use.** In a C-4 zone the following conditions and limitations apply:

(1) The maximum floor area of each separate use confined within enclosing walls shall be limited to 4,000 square feet on the first story. Below grade square footage (i.e. basements) shall not be included in the maximum floor area. (Amended by Ord. No. 5222/2-03).

(2) All business, service, repair, processing, and storage, including refuse and garbage



storage, shall be conducted wholly within enclosed buildings except the display of plants and off-street parking and loading.

(3) Items produced or wares and merchandise handled shall be limited to those sold at retail on the premises.

**Section 44. Signs.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 45. Lot Size.** In a C-4 zone the lot size for nonresidential uses shall be as follows:

- (1) The minimum lot area shall be 7,000 square feet.
- (2) The minimum lot width at the front building line shall be 60 feet.
- (3) The minimum lot depth shall be 90 feet.

**Section 46. Setback Requirements.** Except as provided in Sections 88 and 93, in a C-4 zone the yards for nonresidential uses shall be as follows:

- (1) The minimum yard along a street other than an alley shall equal the front yard required in the least restricted adjacent residential zone.
- (2) Minimum side and rear yards of 10 feet shall be required for those portions of a lot in a C-4 zone abutting a residential zone.
- (3) The minimum front, rear, and side yard setbacks for two-story buildings with commercial activity occurring on the second floor for property located in non-Mixed Use designated areas shall be at least one-half of the height of the principal structure. (Added by Ord. No. 5150/6-02.)

**Section 47. Height of Buildings.** In a C-4 zone structures shall not exceed a height of two stories or 30 feet, whichever is less. (Amended by Ord. No. 5150/6-02.)

**Section 48. Lot Coverage.** In a C-4 zone commercial buildings shall not occupy more than 50 percent of the lot area.

## **Section 48A. Mixed Use Districts**

(Added by Ord. No. 5435/10-04)

### **I. PURPOSE**

Mixed Use Districts implement the city's Comprehensive Plan, Hillsboro 2020 Vision and concepts Metro Urban Growth Management Functional Plan and the Regional Urban Growth Goals and Objectives (RUGGO) with high transit and pedestrian accessibility. These areas are part of the Hillsboro 2020 Vision to create "third places." The Hillsboro Comprehensive Plan (HCP) map designates specific areas for mixed use under the MU Mixed Use Plan designation.

There are two mixed use zoning districts which implement the MU Mixed Use Comprehensive Plan designation - Mixed Use - Commercial (MU-C) and Mixed Use - Neighborhood (MU-N). These two mixed use districts anticipate two different levels of intensity - the MU-C which allows for larger commercial and residential projects while the MU-N has an emphasis on residential and neighborhood-serving-retail uses.

The overall purpose of these districts is to create and enhance urban neighborhoods with a variety of intermixing of uses that complement the established surrounding communities. In order to accomplish these purposes, the mixed use districts permit commercial, residential, and multiple use developments and are distinguished by differences in emphasis on primary uses and intensity of development. Mixed uses may occur vertically or horizontally. The districts also include design requirements to create active pedestrian amenities in both the MU-C and MU-N Districts. These land use districts are designed to work together to result in lively, prosperous neighborhoods that serve as attractive places to live, work, shop, and recreate.

#### **A. Mixed Use - Commercial District (MU-C)**

The Mixed Use - Commercial District is designed to provide for a mix of larger-scale commercial and residential uses on sites that are considerably larger than those located within MU-N zones. Development objectives for the MU-C District are:

- Develop large-scale lots/parcels with a mix of commercial and residential uses with design amenities that provide equal accommodations for pedestrians and motorists.
- Create a grid pattern from existing and new streets as may be established by a local street plan.
- The street plan should provide the transportation and development framework of the area that accommodates pedestrian, bicycle, transit and automobile travel.
- Provide flexibility over the entire District to allow for a complimentary mixture of

uses across the area, but not necessarily on the same parcel.

- Limit the ground floor area of retail uses and provide for creative façade designs that reflect a more village center feel over that of a shopping center, thereby providing for a vibrant pedestrian environment.

**B. Mixed Use - Neighborhood District (MU-N)**

The Mixed Use - Neighborhood District is designed to provide for a mix of small to medium scale residential uses, with minor emphasis on commercial uses, within a multi-modal environment. Development objectives for the MU-N District are:

- Allow for different types of compatible land uses close together in appropriate locations to shorten transportation trips and facilitate multi-modal development.
- Encourage infill and redevelopment of commercial, residential and mixed use development within surrounding uses.
- Allow flexibility in development standards to recognize the challenge of developing small scale mixed use buildings that are a similar scale to surrounding residential development.
- Limit the size of any one commercial retail use to keep the scale of commercial activity appropriate to the surrounding area.
- Support the street system and the existing street grid patterns through redevelopment and land divisions as much as possible, or use street plans as appropriate.

**II. PERMITTED AND CONDITIONAL USES**

**A. Use Table**

Land uses listed in Table 48A-1 shall be allowed, conditionally allowed or not permitted in each of the Mixed Use Districts. The listed uses must be consistent with the description of the relevant district as set forth in subsection I of this Section, and may be further restricted by other subsections of this Section and other applicable standards throughout the Zoning Ordinance.

<b>Table 48A-1: Land Uses</b>		
<b>P = Use Permitted Outright</b>	<b>C = Conditional Use</b>	<b>N = Not permitted</b>
<b>Use_</b>	<b>Mixed Use Districts</b>	
	<b>MU-C Commercial</b>	<b>MU-N Neighborhood</b>
<b>Residential Uses 1</b>		

Single Family Detached Housing	N	P
Single Family Attached Housing	P	P
Townhouse and Rowhouse	P	P
Home Occupation	P	P
Garden Apartment	N	N
Mid-Rise Apartments	P	N
Multi-Family Dwelling	P	P
Bed and Breakfast	P	P
Residential Facilities (Added by Ord. No. 5667/9-06.)	P	P
<b>Mixed Use Building or Development</b> (subject to use restrictions)	P	P

### Public/Institutional Uses

Community Service	C	C
Religious Institutions	C	C
Geriatric Care Facilities		
-- Up to 50 patients	P	P
-- 50 or more patients	P	C
Utility Substation or Pumping Station	C	C
Radio and Transmission Towers	N	N
Permanent Open Space	P	P
Public Parks and Recreational Facilities	P	P

### Commercial Uses 2

Neighborhood Commercial and Cottage Industry <sup>3</sup>	P	P
Commercial Uses	P	P
Automobile Sales	N	N
Hotels and Residential Hotels	P	N
Drive Through Facilities	P <sup>4</sup>	N
General Office	P	P
Retail	P	P
Automobile Service Station	N	N
Motor Vehicle Servicing or Repair <sup>5</sup>	N	N
Small Appliance Repair and Service Shops	P	P

<sup>1</sup> Subject to Density Ranges in Table 48A-2

2 Subject to Maximum Occupant on First Floor provisions in Table 48A-2

3 Subject to Definition in 48A.VII.Z.

4 Drive through facilities are only permitted within 100 feet of a roadway designated an Arterial on the City TSP and are subject to the standards contained in Section 48A.IV.C.5

5 New uses are prohibited. Existing uses are subject to the non-conforming uses requirements in Sections 98 to 105.

### **III. DEVELOPMENT STANDARDS**

#### **A. Purpose**

This Section establishes clear and objective development standards with which all uses permitted in Mixed Use Districts shall comply. In the Mixed Use Districts, site development standards are used to encourage urban development with pedestrian character. Site development standards include minimum and maximum setbacks; these create a street with a walkable character. In the mixed use districts, buildings must be close to the street to create a vibrant pedestrian environment, slow traffic down, provide a visually interesting character to the street, and encourage walking. The setback standards encourage public spaces between sidewalks and building entrances (e.g., extra-wide sidewalks, plazas, squares, outdoor dining areas, and pocket parks).

**Table 48A-2: Development Standards**

<b>Development Standard</b>	<b>Mixed Use District</b>	
	<b><u>MU-C Commercial</u></b>	<b><u>MU-N Neighborhood</u></b>
<b>Minimum Residential Density</b>	<p>If housing is a part of a mixed use development, dwellings are permitted on and above the second floor of commercial uses with no minimum density</p> <p>Freestanding residential buildings are allowed at a minimum density of 17 dwelling units per net residential acre</p>	<p>If housing is a part of a mixed use development, dwellings are permitted on and above the second floor of commercial uses with no minimum density</p> <p>Freestanding residential buildings are allowed at a minimum density of 8 dwelling units per net residential acre on lots fronting local or collector streets or 12 dwelling units per net acre on lots fronting arterial streets</p>

**Maximum Residential Density**

24 dwelling units per net residential acre, either in free-standing residential buildings or in mixed use buildings on and above the second floor

11 dwelling units per net residential acre on lots fronting local or collector streets or  
24 dwelling units per net residential acre on lots fronting arterial streets, either in free-standing residential buildings or in mixed use buildings on and above the second floor

**Lot size**

No lot size restrictions

No lot size restrictions

**Minimum Lot Frontage**

18 feet

18 feet

**Maximum Building Footprint**

30,000 square feet

12,000 square feet

**Maximum Occupant on First Floor**

20,000 square feet

6,000 square feet

**Setbacks**

**Minimum (front) based on type of development 1**

Residential - 5 feet  
Mixed Use - 0 feet  
Commercial/Other - 0 feet

Residential - 10 feet  
Mixed Use - 0 feet  
Commercial/Other - 0 feet

**Maximum (front) 2**

10 feet

20 feet

**Minimum (side and rear)**

5 feet  
0 feet on common wall for attached residential or commercial development

5 feet  
0 feet on common wall for attached residential or commercial development

**Building Height**

Minimum

22 feet

1 story

Maximum 3

5 stories

3 stories

**Off Street Parking and Loading**

Minimum

Per Sections 84 to 86

Per Sections 84 to 86

Maximum

Per Sections 84 to 86

Per Sections 84 to 86

**Useable Open Space**

100 square feet per dwelling unit

100 square feet per dwelling unit

- 1 Subject to the Building Height Transition standards contained in Section 48A.III.E
- 2 Additional maximum setback widths may be permitted subject to the standards contained in Section 48A.III.B.4.b
- 3 Building height transition standard applies to all uses in the MU-N district

## **B. Setbacks**

Minimum setbacks are intended to ensure new construction occurs in a manner consistent with applicable building code, public utility easement or public open space requirements. Required maximum building setbacks are intended to complement applicable standards as a means for ensuring the placement of buildings to promote an attractive streetscape and pleasant pedestrian environment.

### **1. Front Yard Setbacks.**

a) **Minimum Setback.** The minimum front setbacks are shown in Table 48A-2.

b) **Maximum Setback.** The maximum front setbacks are shown in Table 48A-2. Where a MU-C zoned lot has multiple frontages, maximum setbacks shall be applied to all frontages adjacent to public rights-of-way designated Collector or Local on the City of Hillsboro Transportation System Plan as well as on private streets. Where a property located in a MU-C District only has frontage on a road designated an Arterial on the Transportation System Plan, the maximum setbacks shall apply along that frontage. Maximum setbacks shall apply to all street frontages on MU-N zoned lots. The maximum setback standard for commercial, multi-family, apartment, or mixed use buildings is met when a minimum of 75 percent of the front building façade is located no farther from the property line or future right-of-way lines than the maximum setback specified for the applicable Mixed Use District or as specified in Section 48A.III.B.4. The maximum setback standard for single family attached and detached housing, townhouses, and rowhouses is met when at least one façade, including a porch, is located no farther from the property line than the setback specified for the applicable Mixed Use District.

### **2. Rear Yard Setbacks.**

a) **Minimum Setback.** The minimum rear setback for all structures is shown in Table 48A-2.

### 3. Side Yard Setbacks.

- a) **Minimum Setback.** The minimum side yard setback for all structures in the Mixed Use Districts is shown in Table 48A-2.

### 4. Setback Exceptions.

- a) Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, balconies, stoops, and similar architectural features may encroach into setbacks by no more than 4 feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code. Second story bay windows, balconies, awnings, and canopies may extend up to two feet into public right-of-way upon approval by the City Engineer and Building Official.

- b) Maximum front setbacks may be exceeded up to ten additional feet for mixed use or non-residential developments upon determination by the Planning Director that 100 percent of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.

- c) Where a public utility easement is wider than the maximum setback of the applicable district, the structure may be set back to accommodate the easement.

- d) Where a residential garage or carport is directly accessible from a public or private street or alley, the setback to the opening of the garage or carport shall be either five feet or nineteen feet except:

- i) Where the setback of the dwelling unit is greater than nineteen feet, then the setback to the garage/carport shall be equal to or greater than the dwelling unit; or

- ii) Where the garage door or carport entrance is oriented perpendicular or nearly perpendicular to the front property line, and there is sufficient



distance to park in front of the garage/carport entrance without extending over the property line or the sidewalk, then the setback shall be equal to or greater than the dwelling.

e) Where loading areas or drive through lanes are permitted between a public or private street and the associated structure, the maximum setback requirement may be exceeded to accommodate the loading area or drive through lanes. The building shall be placed as close to the street as practicable in order to accommodate the loading area and drive through lanes.

f) Cantilevered awnings and canopies may extend into the public or private street right-of-way, upon approval of the jurisdiction having authority over the right-of-way, the City Engineer, and the Building Department.

### **C. Lot size**

There is no minimum lot size in the Mixed Use Districts.

### **D. Building Height**

1. Maximum height standards. Maximum height standards for the Mixed Use Districts are shown in Table 48A-2.

2. Minimum height standards. Minimum height standards for the MU Districts are shown in Table 48A-2.

3. Within Mixed Use Districts building height is measured from native grade, four feet outside the foundation of the structure. For purposes of calculating minimum and maximum height as cited in Table 48A-2 and notwithstanding the provisions of the Oregon Building Code, a residential use "story" shall be considered to be not greater than 10 feet. For all non-residential or mixed use buildings and parking structures, a "story" shall be considered to be not greater than fifteen feet. The maximum height shall not include the roof structure above the ceiling of the top floor of the residential living space or the commercial occupancy, provided the roof pitch does not exceed 12:12 . Where construction of grade level floors includes placement of earth berms above the native grade, such grade level floors are considered stories within this standard. However, a basement is not a story if the finished floor of the basement is at least six feet below

native grade.

### **E. Building Height Transition**

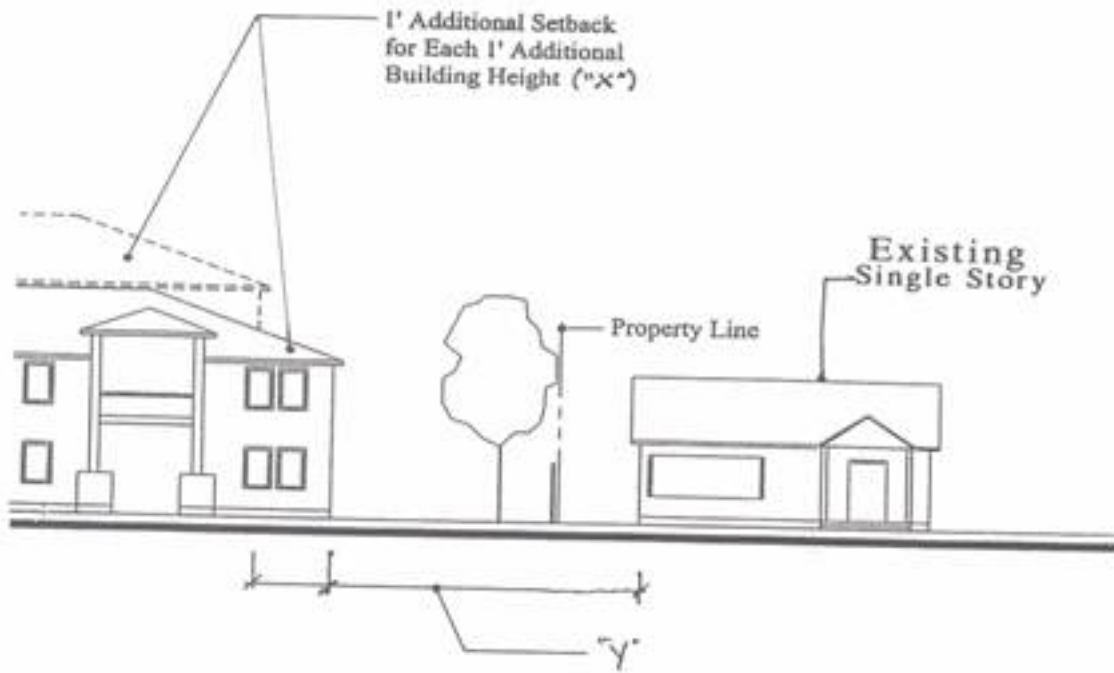
1. Notwithstanding the setback standards provided in Section 48A.III.B, development in the Mixed Use Districts shall provide for a building height transition when adjacent to existing single family residential development which is zoned R-10 Single Family Residential, R-7 Single Family Residential, R-8.5 Single Family Residential, and R-6 Single Family Residential to provide compatible scale and privacy between developments.

This requirement is that taller buildings shall "step-down" to create a building height transition to adjacent single family residential developments.

2. This standard applies to new and vertically expanded buildings in the MU-N and MU-C Districts within 20 feet (measured horizontally) of an existing single family residential building with a height of 30 feet or less.

3. This standard is met when the height of the taller building (x) does not exceed one foot of height for every one foot separating the new building from the existing single family residential structure (y) as shown in Figure 48A-2.

### **Figure 48A-2 Building Height Transition**



## F. Off Street Parking and Loading

1. Off-Street Parking and Loading Standards. Off-street parking and loading for development in Mixed Use Districts shall be developed in accordance with Sections 84 to 86 of this ordinance, except as modified in this Section. In the event of conflict, the parking standards contained in this Section shall control.

2. On-Street Parking Credit. The amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City, ODOT and/or County standards. The following constitutes an on-street parking space:

- Parallel parking, each 24 feet of uninterrupted curb;
- Curb space must be connected to the lot which contains the use;
- Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or

street standard; and

- On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.

## **G. Open Space For Residential Developments**

Residential projects shall provide a minimum of 100 square feet of usable open space per unit, which may be private yards, courtyards, decks, or commonly owned tracts. Usable open space within such residential projects may be privately accessible to residents and guests only, without providing public accessibility.

## **IV. DESIGN STANDARDS**

### **A. Purpose**

This Section establishes design standards for development in Mixed Use Districts. These clear and objective standards shall apply to permitted uses in all Districts. The design standards contained in this subsection are in addition to and supplement the standards in Section 133, Development Review/Approval of Plans. In the event of conflict, the design standards of this subsection shall control.

The design standards described in this subsection are intended to promote good quality design in site development and new building construction within mixed use zoning designations. Good design in mixed use zones results in buildings and dwellings visually compatible with one another and adjacent neighborhoods, contributing to a district which is attractive, visually stimulating, active and safe. These qualities contribute to the creation of an environment which facilitates easy pedestrian movement and a rich mixture of uses. A diversity of architectural styles is encouraged except in large scale mixed-use developments where unified architectural and urban design is important to the identity of the development project. On sites protected by a historic or cultural resource overlay zone or designation, architectural consistency with the design standards of the overlay zone or designation shall be required.

### **B. Process**

All new development and expansions of existing uses located in mixed use districts shall comply with these design standards during Development Review.

### **C. Building and Site Design Standards**

The standards and guidelines contained in this subsection are intended to encourage good

quality, pedestrian-sensitive design in new building construction. These qualities contribute to the creation of a mixed use area which facilitates easy pedestrian movement and establishment of a rich mixture of uses.

## 1. Building Entry and Orientation Requirements

The purpose of this subsection is to require buildings and entrances to be oriented to the street to the maximum extent practicable to encourage pedestrian access and movement. Requirements for orientation and primary entrances are intended to provide for convenient, direct and accessible pedestrian routes to and from public sidewalks and transit facilities; provide for safe, pleasant and convenient pedestrian circulation by connecting activities within a structure to the adjacent sidewalk and to nearby transit stops; and promote the use of pedestrian and transit modes of transportation to retail and commercial facilities.

The following design standards shall apply to development in MU-C and MU-N Districts except where noted:

a) All ground-floor tenant spaces with at least 25 feet of frontage facing a public or private street shall have at least one building entrance oriented to the adjacent street. Such an entrance shall open directly to the outside and shall not require a pedestrian to first pass through a garage, parking lot or loading area to gain access to the entrance from the street, but the entrance may include architectural features such as arcades, anti-chambers, porticos and the like without being in violation of this provision. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to one of the streets or a single entrance to the corner where the two streets intersect. Where one single tenant has 200 feet or more of frontage on a public or private street, one additional entrance shall be provided for each 200 feet of frontage on one of the public or private streets. Freestanding banking institutions and restaurants located in the MU-C District are exempt from the provisions contained in this subsection and may locate the primary building entrance on any façade of the structure. A clear internal site pedestrian sidewalk or pathway shall be provided to the building entrance from all public or private street sidewalks. A building may have more building entrances than required by this Section oriented to a public or private street, and may have secondary entrances facing off-street

parking areas and loading areas.

b) An exception to the requirement of paragraph a. above, shall be allowed upon finding that:

i. The slope of the land between the building and the street is greater than 1:12 for more than twenty feet (20') and a more accessible pedestrian route to the building is available from a different side of the building;

ii. The land between the building and the street contains a natural resource which would be unavoidably and irreparably degraded by providing a reasonably direct pedestrian connection and an alternative route without such impacts is available; or

iii. The land between the building and the street contains mature, healthy trees of greater than 8" caliper which would be unavoidably destroyed or damaged by any reasonably direct routing of a pedestrian connection and an alternative route without such impacts is available.

c) Residential dwellings fronting on a public or private street shall have a main entrance to the dwelling opening onto the front of the dwelling at the ground floor level. Such an entrance shall open directly to the outside and shall not require passage through a garage to gain access to the doorway. The doorway may be above final grade where a porch, stoop, portico, anti-chamber, wheelchair ramp or similar architectural feature is included in the design. Ground floor single family attached and row/townhouse residential units fronting on a public or private street shall have separate entries directly from the major pedestrian route. Ground floor and upper story residential units in a multi-family building fronting on a public or private street may share one or more entries accessible directly from the street.

d) Residential building facades over 150 feet in length facing

a street shall provide two or more main building entrances.

e) Entryways into mixed use buildings containing residential units shall be clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the facade.

## 2. Ground Floor Windows and Building Façade Requirements

Long expanses of blank walls facing a street or other public areas detract from the attractiveness of the streetscape and perceived safety of pedestrians using those spaces. The standards of this subsection are intended to enhance street safety and provide a comfortable street environment by providing ground-level features of interest to pedestrians along streets. These standards also have the purpose of encouraging surveillance opportunities where buildings face abutting streets and public areas, preventing fortress-like facades, and avoiding a monotonous pedestrian environment. The standards also help enhance the economic vitality of a neighborhood by providing the opportunity for merchants to display goods and advertise their wares to shoppers. By encouraging "window shopping" in mixed use districts the activity on the street is increased along with security.

The following design standards shall apply to development in MU-C and MU-N Districts:

a) All development shall provide ground floor windows on the building facade facing and adjacent to a public street, or facing onto a park, plaza or other public outdoor space. Required windows shall allow views into lobbies or similar areas of activity, pedestrian entrances, or display windows. Required windows shall provide a lower sill no more than three feet (3') above grade; except where interior floor levels prohibit such placement, the sill may be located not less than two feet (2') above the finished floor level to a maximum sill height of five feet (5') above exterior grade. Where on-site service docks and loading areas are provided, buildings containing 10,000 square feet or more, and demised up to two individual tenants, are exempt from the ground floor window requirement

b) Darkly tinted windows and mirrored windows which block two way visibility are prohibited as ground floor windows required under this provision except where the closest face of

the building to the nearest edge of the sidewalk within a public right-of-way or private street parallel and adjacent to the building is greater than fifty feet (50').

c) In all districts, building frontages along streets shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances or other articulation so as to provide pedestrian scale to the first floor.

d) Where ground floor windows are required by this section on multifamily, apartment, public institutional and commercial structures, exterior walls facing a public street, public open space, pedestrian walkway and/or transit station shall have windows, display areas or doorways for at least fifty (50%) of the length and fifty percent (50%) of the area of the ground level wall area, which is defined as the area up to the finished ceiling height of the fronting space or fifteen feet (15') above finished grade, whichever is less.

e) On single family detached, single family attached, townhouse, and rowhouse structures, exterior walls facing a public street, public open space, pedestrian walkway and/or transit station shall have windows, display areas or doorways for at least twenty percent (20%) of the ground level wall area, which is defined as the area up to the finished ceiling height of the fronting space or fifteen (15') above finished grade, whichever is less.

### 3. Building Step-Back Requirements

Step-back requirements help assure a comfortable street environment by preventing fortress-like facades, providing light and air at the street level, and providing features of interest to pedestrians along streets in mixed use districts.

The following design standards shall apply to development in MU-C and MU-N Districts:

a) Step-back requirements shall be achieved, at the option of the applicant, by one of two methods:

i. Floors above the second floor shall be stepped back a minimum of five feet (5') for the



first story above two, and an additional five feet (5') for floors above three (3). The maximum step-back under this method shall not exceed fifteen feet (15'); or

ii. A building shall be stepped-back by an appropriate amount from the plane of the street so as to maintain an angle not greater than sixty (60) degrees between the top of the building facade fronting on to the street and the back of the sidewalk of the opposite side of the same street.

b) Upon petition of the applicant, the Planning Director may waive the building step-back requirements of this subsection provided that the applicant clearly demonstrates the proposed project:

i. includes window treatments, entry placement, facade relief and other architectural treatments to provide visual interest and pedestrian-sensitive design at the street level and to maintain a human scale in the streetscape; and

ii. extends the same architectural features described in paragraph (a) above the ground floor level through variations in design, detail, and proportion, and by avoiding designs featuring a monolithic street facade; and

iii. is designed so as not to obstruct sunlight from falling on the back of the sidewalk on the opposite side of the street for more than four hours of any given day between March 21 and September 21.

#### 4. Architectural Design Requirements

Good design results in buildings visually compatible with one another and adjacent neighborhoods, contributing to mixed use areas which are attractive, stimulating, active and safe.

The following design requirements shall apply to development in MU-C

and MU-N Districts:

a) Buildings shall promote and enhance a pedestrian scale and orientation on the facade facing the public street. Street-side building facades and dwelling units within all Mixed Use Districts shall be varied and articulated to provide visual interest to pedestrians and avoid a flat appearance. In addition, development proposals shall make provisions and include designs consistent with the following:

i. All new commercial, public/institutional, mixed use, and residential buildings constructed within a Mixed Use District shall demonstrate during the Development Review process that it promotes and enhances a pedestrian scale and orientation on any facade facing a public or private street and it incorporates discernible and architecturally appropriate features; such as, but not limited to, cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of themselves, does not meet the requirements of this subsection; and

ii. All residential dwellings, of any type, constructed within any Mixed Use District shall be constructed with exterior building materials and finishes of high quality to convey an impression of permanence and durability. Materials such as, and including, masonry, stucco, stone, terra cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, authentic vertical board & batten siding, articulated architectural concrete masonry units (CMU), and similar durable architectural materials are allowed. Materials such as, and including, T-111 siding, plain or plain painted plywood and

strandboard sheets, concrete or cinder block, smooth surface concrete panels, and similar quality and non-durable material are prohibited.

b) Commercial buildings and sites shall be organized to group the utilitarian functions away from the public view. Delivery and loading operations, HVAC equipment, trash compacting and collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping. The visual and acoustic impacts of these functions, along with all wall- or ground-mounted mechanical, electrical and communications equipment shall be out of view from adjacent properties and public streets, and screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building and primary landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and chimneys shall be minimized by placing equipment behind parapets, within architectural screening, roof-top landscaping, or by using other aesthetically pleasing methods of screening and deadening the sound of such equipment.

## 5. Location and Design of Off-Street Parking

Parking should be located and designed so as to not only facilitate its major function but also to complement and encourage easy and safe pedestrian movement to, through and around the facility. The scale and orientation of parking areas shall be consistent with their purposes in supporting a mix of commercial and residential uses and shall be consistent with the pedestrian- and transit-oriented community to which they contribute.

Except as expressly modified below, the parking design standards contained in Sections 84 through 86 shall apply. The following additional standards shall apply only within Mixed Use Districts:

a) No surface parking or maneuvering area shall be located between the facing façade of an adjacent building (or a line extended from the plane thereof) and a public or private street where a maximum setback is prescribed by this Section. Service docks and loading areas may be located between a building and public or private street when an anchor tenant requires the use of delivery vehicles with an overall length of forty (40) feet or greater and where the service docks and

loading areas comply with the provisions contained in Section 48A.IV.C.5.b.

b) To create pedestrian interest, maneuvering areas, service docks, and loading areas shall be located interior to the site wherever practicable. Where locations of these facilities on the site exterior, adjacent to a street, driveway, or pedestrian route cannot be avoided, exterior building walls or screen walls for such facilities shall include decorative elements that provide visual (pedestrian) interest such as openings with decorative grates, artwork, and decorative tiles. Screening walls surrounding service docks and loading areas shall be a minimum of 12 feet in height. Windows and display area are not required on walls surrounding service docks and loading areas.

c) Bicycle parking spaces shall be sited so as not to occupy space within, reduce the size of, or impede the use of required sidewalks, pedestrian ways, curbside landscape strips, landscape buffers or usable open spaces. All bicycle parking must be easily accessible and shall be equipped or located so as to allow the bicycle to be conveniently and securely locked to a parking device or within a secured bicycle parking area. Covered bicycle parking shall provide security and protection from the weather. Covered parking may be provided within a parking structure, garage, under a separate roof, within a bicycle locker, or in a designated area within a building or residential complex. Except in single-family detached and duplex dwelling units, allowance for required bicycle parking within an individual residence is not considered to be in compliance with this requirement.

d) Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street other than a major pedestrian route which meets one of the following standards:

i. A five foot (5') wide planting strip between the right-of-way and the parking area shall be provided for streets designated Collector or Local on the City of Hillsboro Transportation System Plan . A ten foot (10') wide planting strip between the right-of-way and parking area shall be provided for streets designated

Arterial. The planting strip may be pierced by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with large-scale, high canopy, horizontally-branching street tree species and/or an evergreen hedge. Hedges shall be no less than thirty (30") inches or more than forty-two (42") inches in height. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles exiting the parking lot.

ii. In lieu of hedges specified in subsection d.1, decorative walls or fences thirty (30") inches to forty-two (42") inches in height parallel to and not nearer than two feet (2') from the right-of-way line may be utilized. The area between the wall or fence and the back of the sidewalk shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

e) Surface parking areas shall provide interior landscaping which meets the following standards:

i. Angled or perpendicular parking spaces shall provide, where needed, extruded curbs (tire stops) or widened curbs to prevent bumper overhang into landscape areas or walkways.

ii. All surface parking facilities shall include landscaping along the perimeter of the lot to a depth of at least four feet (4'). Perimeter landscaping shall not be required where two parking lots using a common driveway are joined by a common circulation aisle or other traffic area, and landscaping may be reduced or eliminated adjacent to landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas.

Landscaping shall also be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Except where requested by the applicant, if in following these standards, the amount of interior landscaping would exceed ten percent (10%) of the area devoted to outdoor auto parking facilities, the amount of required landscaping shall be limited to ten percent (10%). All landscaping required under the provisions of this subsection may be applied towards compliance with other applicable landscaping requirements.

iii. A minimum of one 2½" caliper street tree shall be provided in protected planting bays located within the surface parking area at the end of each parking row and at intervals not exceeding 100 feet within the parking rows. Planting bays shall have a minimum width of five feet (5') and a minimum area of 185 square feet for double loaded parking bays and 90 square feet for single loaded parking bays. The remainder of each bay shall be landscaped in a manner consistent with the provisions of this subsection.

iv. All parking lot construction, internal walkways, markings and access shall meet and fully comply with the requirements of the Americans with Disabilities Act.

f) Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the street for parallel movements.

g) General Landscaping Standards for Off-Street Parking Areas.

i. The minimum planting size for all required trees shall be 2½ inch caliper as measured by

American Association of Nurserymen standards. Trees shall be deciduous shade trees capable of at least thirty-five feet (35') in height and spread at maturity.

ii. A minimum of seventy percent (70%) of all required landscaped areas, including required planting strips and planting bays, shall be covered with trees, or shrubs. All areas shall also include continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen ground cover.

iii. Evergreen shrubs shall be not less than two feet (2') higher than finished grade at the time of planting. Evergreen shrubs shall be of the type that grow to be at least thirty-six inches (36") higher than finished grade.

h) All curb cuts are subject to approval based on standards to ensure safe pedestrian circulation, traffic flow, access points needed for the proper functioning of the development and the objectives of the Section. To meet these standards, consolidation of curb cuts may be a condition of development approval.

## 6. Requirements for Drive Through Facilities

Where Drive Through Facilities are permitted in Mixed Use Districts the following standards shall apply:

a) A maximum of two drive through service lanes shall be permitted between a building façade and a public street right-of-way.

b) Drive through lanes located between a building façade and a public right-of-way shall be buffered by evergreen shrubs. The shrubs shall be not less than two feet (2') higher than finished grade at the time of planting. Evergreen shrubs shall be of the type that grow to be at least thirty-six inches (36") higher than finished grade.

## 7. Requirements for Improvements Between Streets and Buildings

Landscaping or "hardscaping" of property between the street curb and

buildings promotes and enhances a comfortable pedestrian scale and orientation and encourages pedestrian use of the area.

The following street design standards shall apply to development in MU-C and MU-N Districts:

- a) The property between the street curb and an adjacent building shall be landscaped or hardscaped. Landscaping shall be irrigated.
- b) Except for single family detached dwellings, where a hard-surfaced area, other than a pedestrian connection leading from the sidewalk to a building entrance, is used in lieu of landscaping between the sidewalk and the building, such areas shall contain at least two (2) pedestrian-sensitive amenities. Such amenities include, but are not limited to, benches, low walls with seating or planters atop, drinking fountains, courtyards, free-standing planters, street furniture, public art or other pedestrian space or design features integrated into the overall design of the building or portion of the site in order to enhance the pedestrian environment.
- c) Trees selected from the City's approved street tree list. Trees may be within tree wells with a minimum planting area of 15 square feet (with standard 3' x 5', 4' x 4' or 4' diameter cast iron grates.) Such trees shall be planted every thirty feet (30') on center (or, depending on species, at some other distance to ensure their proper spacing) so as to develop a continuous canopy when mature. Street trees shall be at least 2½ inches in caliper at planting, shall be planted within an approved root barrier, and shall be irrigated and maintained by the property owner along with other landscaping planted within the parking strip.
- d) Topping, shearing or pollarding of street trees is prohibited, unless necessary to protect overhead utility lines.
- e) Except as noted below, all public utility distribution and service connections to new buildings and dwellings within all Mixed Use Districts shall be underground. Aerial utility service (electricity, telephone, cable, etc.) may be used in new construction where all of the following circumstances apply:



i. The project is an in-fill building or dwelling within an existing neighborhood where utility service is provided aerially rather than underground;

ii. The project is located between other utility users on the same block face;

iii. It would not be practicable to serve the new project underground without also serving the neighboring uses; and

iv. The neighboring uses on the same block face and the utility company are unwilling to pay the additional cost of undergrounding their service;

f) Ornamental street lights shall be installed when public right-of-way improvements are required as a part of a development.

g) Bulb-outs, or curb extensions, shall be constructed at all intersections of public streets when public right-of-way improvements are required as a part of a development. The design of the bulb-outs shall be approved by the Planning Director and City Engineer.

## **V. REVIEW PROCEDURES**

A. Section 133, Development Review, or any amendment thereof, and the provisions of this section shall apply to all uses permitted in Mixed Use Districts except for construction of single family detached dwellings built on a single lot. Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties.

B. Applications for Development Review approval for projects within a Mixed Use District shall include the pertinent materials specified in Section 133 as well as preliminary plans and drawings, and other pertinent materials and reports illustrating and documenting the following:

1. Site plans, housing types, proposed commercial and industrial uses, elevation sketches, exterior building material/color boards and floor plans for all typical multi-family and attached single family dwellings, mixed use and non-residential buildings within the project;

2. Residential densities;
3. Usable open space, landscaping, and natural resource and tree preservation plan;
4. Planned streets and alleys, public rights-of-way, pedestrian and bicycle system plan, and off- and on-street parking;
5. Stormwater management and grading plans, underground utility service plan and easement dedications, including infrastructure location, sizing, and system connections;
6. Where applicable, compliance with the Hillsboro Comprehensive Plan goals, policies, and implementation measures of Section 17 NE 28th Avenue / East Main Street Plan Area; Section 18 Hillsboro Tanasbourne Community Plan; or Section 22 Witch Hazel Village Community Plan.
7. Compliance with the Zoning Ordinance provisions for the applicable Mixed Use District.

C. The City shall require that the developer provide for and establish one or more property owner associations, or similar mechanism acceptable to the City Attorney, for the ownership and maintenance of any common open space, private streets or alleys, or other appropriate lands and improvements which are of a public nature and are not dedicated to and accepted by the City.

Further, the City shall require any such association be incorporated, or otherwise legally organized such that the association is legally capable of, and shall adopt and file by-laws, restrictive covenants, and/or other binding agreements that provide an enforceable mechanism to raise the revenue required to maintain such property, and which include provisions that prohibit the association from disposing of or abandoning any common open space, private street or alley without the permission of the City, in which case the association shall first offer to dedicate the property to the City and shall provide for its long-term maintenance in a manner satisfactory to the City. Nothing in this provision shall obligate or be construed to imply any obligation by the City to accept any street, alley, park, greenway, open space, or other common lot, parcel or tract of land or improvement proposed to be dedicated by an applicant, owner or developer of a project, or by any owner's association.

#### D. Variances

The development and design standards in Section 48A are intended to implement the goals and policies of the Comprehensive Plan. Variances to these standards are discouraged. However, some sites may be difficult to develop in compliance with these

regulations. In those instances, the Variance process provides relief where the proposed development continues to meet the intended purpose of these regulations.

## 1. Standards

a) A Variance by the Planning Commission may be granted to any development regulation or design standard contained in Section 48A, provided the Commission finds that by granting the Variance:

i. The adjustment will equally or better meet the purposes of the Mixed Use Districts and of the regulation to be modified;

ii. The Variance or cumulative Variance adjustments results in a project which is still consistent with the overall purpose and intent of the district; and

iii. The Variance will not result in significant detrimental impacts to the environment or the natural, historic, cultural or scenic resources of the City.

b) The Planning Commission may approve a Variance from the standards listed below if, in addition to the criteria listed in subsection (D)(1)(a), the proposal meets the following criteria:

i. Multiple main building entrances required to be oriented to the street. Variances may be granted to allow a single secured entrance to an establishment upon a finding that the internal security measures which are standard operating procedures of the applicant would be irreparably harmed by this requirement; except in no case shall there be less than one main entrance oriented to a public or private street unless otherwise authorized by an exception contained in this Section.

ii. Ground floor windows. A variance to the percentage of window area required for ground floor windows in building facades where required by this Section may be allowed upon findings that:

a) such windows would unavoidably compromise necessary personal privacy or security within the building (for example, privacy in a clinic examination room, security in a pharmacy storeroom, or security and privacy in a research and development laboratory);

b) due to the design of the structure or other demonstrable restrictions or constraints, the required personal privacy or security cannot otherwise be provided; and

c) the loss of the window area cannot be recaptured elsewhere on the facade.

## 2. Application and Fee

A request for a variance may be initiated by a property owner or authorized agent by filing an application with the City Recorder. The applicant shall submit plans to the Commission as provided in Section 119 and shall pay the fee as set in Section 129.

## 3. Public Hearing on a Variance

Before acting on a request for a variance, the Planning Commission shall consider the variance at a Public Hearing held within 40 days after filing of the application. Not less than 10 days prior to the date of the Hearing, the City Recorder shall give written notice by mail of the hearing to owners of property abutting on the sides of the lot or lots involved and to the owner or owners of the property directly across the street or alley from any lot on which the variance is requested using for this purpose names and addresses of owners as shown upon the current records of the County Assessor. Failure of a person to receive the notice specified in this Section shall not invalidate any proceeding in connection with the application for a variance.

## 4. Action of the Planning Commission

The Commission may attach conditions to an authorized variance which it

feels are necessary to protect the public interests and carry out the purpose of this Ordinance. The City Recorder shall notify the applicant for a variance, in writing, of the Commission's action within five days after the Commission has rendered its decision.

## **VI. DEFINITIONS**

Except as expressly modified below, the definitions set forth in Section 3 of City of Hillsboro Ordinance No. 1945 shall apply. The following additional definitions shall apply only within Mixed Use Districts.

**A. Access.** An unobstructed means of ingress and egress from a lot or parcel to a public street, alley or a City-approved private street or tract, either through private ownership or permanent easement over an improved private street, alley or driveway of sufficient width and structural cross-section to meet or exceed the standards for emergency vehicle approach to the use on said lot or parcel. Also applicable to "flag lots," where there is no frontage on an existing or proposed alley, or public or private street.

**B. Adjacent.** A building or use is adjacent to a transit trunk route, major pedestrian route, transit station or point of interest if the building or use is sited on a parcel or lot abutting the route, station or point of interest, and is not separated from the route, station or point of interest by an existing or planned intervening building as shown on an approved master plan. Intervention of a street or alley does not interrupt adjacency.

**C. Auto-Accommodating.** A use, area or district which is primarily pedestrian-sensitive but includes facilities where access by automobiles is allowed without giving preference to autos or allowing auto-oriented services such as drive-through windows or services.

**D. Bed and Breakfast.** A residential building or group of residential buildings with not more than five separate bedroom units for travelers' temporary accommodation, which unites do not contain individual cooking facilities with the lodging price including the price of a morning meal available only to guests of the inn. Additional rooms or structures may be added onto the original building or site provided the total number of bedroom units does not exceed five.

**E. Commercial Uses.** Uses and activities involving the sale, lease or rent of new or used products to the general public; the provision of personal, consumer and business services (including daycare for children and the elderly) and entertainment; the provision of product repair or services for consumer and business goods; and office facilities for business, government, professional, medical (including free-standing medical, dental and veterinarian clinics), and financial services. Commercial Uses do not include hospitals and those which are specifically identified as not permitted in Table 48A-1.

**F. Community Service.** Activities and uses of a public, non-profit or charitable nature generally providing a local service to people of the community on site or through

employees on the site on a regular basis. Examples include libraries, museums, senior centers, community centers, indoor public recreation facilities, religious institutions, corrections facilities, emergency services and similar facilities. Community services do not include schools, hospitals, or geriatric care facilities.

**G. Contiguous.** Parcels, lots and tracts of land, projects, and expansions of existing uses are considered contiguous regardless of interruptions by streets, alleys, public easements or rights-of-way provided that the parcels would otherwise abut.

**H. Drive-Through Facilities.** Facilities allowing transactions for goods or services without leaving a motor vehicle, but excluding car washes, and motor vehicle service, maintenance or repair facilities. Also known as "drive-in" facilities.

**I. Emergency Service Facilities.** Facilities housing police, fire or ambulance services; excluding jails.

**J. Establishment.** A term used to describe business activity. For purposes of this code, businesses shall be defined and described at the four digit Standard Industrial Classification ("SIC") level set forth in the most recent edition of the Standard Industrial Classification Manual, published by the U.S. Office of Management and Budget.

**K. Expansion.** Enlargement of a land use increasing the overall density or intensity of the use. The expansion may be an addition attached to an existing structure or service facility, an additional structure or service facility on the same parcel, or additional structures or facilities constructed on land contiguous with the existing parcel. Construction of new facilities on parcels which are not contiguous are considered new uses, not expansions of an existing use. Except as applied to commercial parking facilities, the term is not applicable to enlargement of existing parking lots and structures.

**L. Flex Space.** A building constructed to accommodate a variety of commercial, office and/or light industrial uses, including: administration, direct and telephone sales, back-office operations, product assembly, component and inventory warehousing, shipping, and related or similar activities.

**M. Hardscape.** Hard-surfaced areas improved in lieu of landscaping. Such areas include specially treated or textured concrete designed as a plaza, courtyard or building entrance and contain pedestrian-sensitive amenities such as benches, drinking fountains, planters, trees in grated wells, street furniture, lighting, public art, water features or other design features integrated into the overall design of a building or portion of the site.

**N. Hotel.** A building with a common entrance consisting of individual sleeping quarters for rental to transients, and in which no provision is made for cooking in the lodging room. A "residential hotel" is a hotel typically providing for longer term stays and which

may allow in-room cooking.

**O. Joint Use Parking.** A parking facility shared by two or more uses, or a parking facility that is shared by one or more uses and a unit of general purpose government or a public agency.

**P. Major Pedestrian Route.** Any pedestrian route located along an arterial or collector street, a transit trunk route, or light rail transit route. A major pedestrian route also includes any local street or street segment within 1,300 feet of a light rail station or Transit Center where the street or street segment provides reasonably direct connection to the station or center.

**Q. Master Plan.** A development plan for a project to be built in two or more phases. A master plan may involve multiple blocks, provided the blocks are contiguous or separated only by public or private streets or rights-of-way, pedestrian ways or space, designated open space, park space or protected natural areas, or surface water treatment facilities. May provide the basis for a Concept Development Plan in Development Review.

**R. Mixed Use Building or Development.** A building or development characterized by either a vertical or horizontal physical integration of uses. A mixed use building is a structure at least two stories in height which includes a mix of uses such as retail and office uses, residential and commercial uses, or commercial and light industrial uses. A mixed use development multiple buildings, usually of multiple stories, designed to assure a diversity of compatible land uses which may include a mixture of residential, office, retail, services, recreational, live/work units, flex space uses, and other miscellaneous uses allowed in a district. A campus development is considered a mixed use development. However, within a mixed use development, a mix of residential and industrial uses is prohibited in a single building or on immediately adjoining land.

**S. Motor Vehicle Service, Maintenance or Repair Facilities.** Facilities servicing motor vehicles, including gasoline stations, oil and lubrication services, tire and muffler installation and service, body shops, car washes, and other motor vehicle services.

**T. Neighborhood Commercial and Cottage Industry.** Neighborhood commercial includes "commercial uses" as defined in this subsection, provided they are small scale retail and service uses primarily serving nearby residential areas and neighborhood businesses and their employees. General office and other commercial uses which are not retail or service in nature are allowed on and above the second floor of a neighborhood commercial building. Cottage Industry includes very light industrial or manufacturing uses that do not use hazardous materials, and have a low impact to adjacent properties related to noise, dust, odor or light glare. Outdoor storage for Cottage Industry uses must be screened.

Neighborhood commercial and Cottage Industry uses are limited in size and intensity to promote a local orientation and to limit adverse impacts on nearby residential areas. The footprint of a single story, single tenant neighborhood commercial building shall not exceed 10,000 gross square feet. The building footprint of multi-storied single tenant neighborhood commercial buildings shall not exceed 20,000 gross square feet. A multi-tenant neighborhood commercial building containing at least two (2) stories of residential above the first floor has no limit on building footprint. Neighborhood commercial uses may be auto-accommodating and provide off-street parking behind the building, but the overall development is intended to be predominantly pedestrian-sensitive and compatible with the scale of surrounding residential development.

**U. Parking Structure.** A parking garage located above or underground consisting of two or more levels.

**V. Pedestrian-Related Office or Service Use.** Commercial uses, excluding the sale, lease or rental of new or used durable goods, whose primary business relies on face-to-face customer contact or walk-in trade.

**W. Pedestrian Space.** An area or plaza on public or private property which is directly accessible to pedestrians and which includes two or more of the following features covering the entire area or disbursed throughout the entire pedestrian space: Hardscaped areas; lawn areas with trees and seating; awnings or other weather protection; water features incorporating, or with nearby, seating areas, public art or kiosks; outdoor eating areas with seating, and street-side vendor carts or stands selling flowers, food or other small consumer goods. Interior corridors within a building, used primarily as access among rooms within the building, are not considered pedestrian space, but an atrium or interior court containing the above named features and is accessible from common hallways by the public shall qualify. A space otherwise meeting the definition of a pedestrian space which is located within a secured area on private property but is accessible, used and useful to employees, residents, and other authorized visitors to the site, qualifies under this definition.

**X. Pedestrian Way.** Any paved public or private travel route intended for pedestrian use, whether shared with other transportation modes such as a bicycle/pedestrian accessway or intended solely for pedestrian use.

**Y. Permanent Open Space.** A parcel, lot, or tract of land identified on a recorded plat or by deed designation as intended to provide natural area preserves or environmental, scenic or recreational benefits to an adjacent development. Such a parcel, lot, or tract may, at the discretion of the applicant, be considered a part of an abutting lot for purposes of lot setback, open space and similar requirements, provided that the open space is not double counted in the process.



**Z. Project.** Sometimes referred to as a "development project" or "development." A residential, non-residential or mixed use development to be built in one or more phases. A project may involve single or multiple buildings and single or multiple blocks, provided the multiple blocks are contiguous or separated only by public or private streets or rights-of-way, pedestrian connections or spaces, designated open space, park spaces or protected natural areas, or stormwater treatment or detention facilities. The construction of one single family, duplex or ancillary dwelling built on or added to a single lot is not a project unless constructed as part of a larger residential development project of ten or more dwellings.

**AA. Recreational Facilities.** Indoor and outdoor facilities, excluding usable open space, intended to serve the recreational needs of the general public. Indoor and outdoor "Land-extensive recreational facilities" are generally discouraged within the Mixed Use Districts and include such activities as golf courses, driving ranges, polo fields, shooting ranges, and similar uses.

**BB. Redevelopable Land.** Land on which development has already occurred but on which, due to present or expected market forces, existing development is likely to be converted or replaced with a more intensive use.

**CC. Residential Structures.**

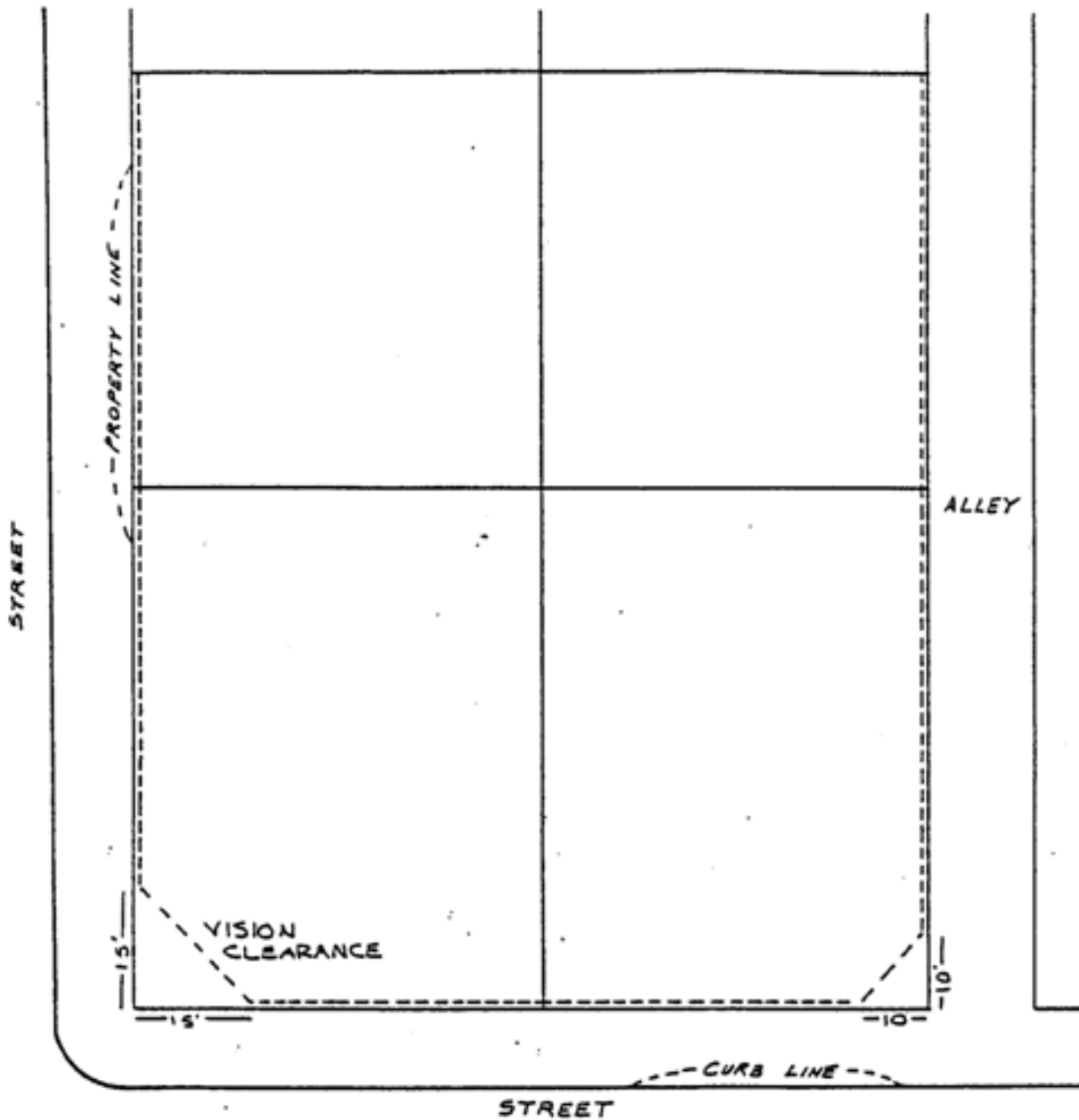
1. **Single Family Detached Dwelling.** A detached dwelling unit, constructed on-site or elsewhere, situated on its own lot or parcel.
2. **Single Family Attached Dwelling.** A dwelling unit, located on its own lot, that shares one or more common or abutting walls with one or more dwelling units.
3. **Attached Duplex.** A duplex, located on its own lot, which shares one or more common or abutting walls with one other duplex, thereby totaling four dwelling units.
4. **Multi-Family Dwelling.** A structure on a single lot or parcel containing three or more units which share common walls or floor/ceilings with the adjacent unit(s). Multi-family dwellings include condominium and apartment units without regard to ownership status, and includes congregate (or independent) care and assisted care facilities for the elderly, but excludes all types of nursing home, convalescent care and institutional type living arrangements.
5. **Garden Apartment.** A two- or three-story multi-family dwelling with increased landscaping or open space, typically not including elevators and built to 15 to 24 units per acre.
6. **Mid-Rise Apartment.** A three- to six-story multi-family dwelling with reduced landscaping, generally built at 25 or more units per acre.
7. **Rowhouse.** An attached dwelling of two or more stories that has the appearance of a townhouse but not located on individual lots.

**8. Townhouse.** A single family attached dwelling of two or more stories, in a building of two or more units, with each dwelling unit and its underlying lot platted to allow separate ownership.

**9. Ancillary Dwelling Unit.** An additional dwelling unit located on the same lot as a single family dwelling or duplex.

**DD. Transit Street.** A public arterial or collector street designated as a bus or LRT route on the Comprehensive Transportation Plan Map.

**EE. Transit-Supportive.** A use or development which supports increased mobility, particularly by transit, walking and bicycling and is sited in a pedestrian-sensitive manner. Transit-supportive developments are designed to enhance pedestrian and bicycle mobility and access, and to reduce conflicts with motor vehicles through a system of streets, pedestrian ways and bicycle facilities designed for multimodal access and circulation for cars and commercial vehicles, transit vehicles, bicycles, and pedestrians. Also known as "transit-oriented development," "transit-oriented use" and "TODs."



### C-1 GENERAL COMMERCIAL ZONE

Minimum Front and Side Yards.....	1 Foot if abutting public street or alley
Minimum Rear Yard.....	none
Minimum Lot Size.....	none
Minimum Width at Building Line.....	50 Feet
Minimum Lot Depth.....	none
Maximum Building Height.....	35 Feet
Maximum Lot Coverage.....	60 percent

## General Commercial Zone C-1

**Section 54. Uses Permitted Outright** . In a C-1 zone the following uses and their accessory uses are permitted outright:

- 1) A use permitted outright in a C-4 zone, together with any of the following uses:
  - (a) Auditorium, exhibition hall, or other public assembly room.
  - (b) Bank, loan company, or similar financial institution.
  - (c) Blueprinting, Photostatting, or other reproduction processes.
  - (d) Bus passenger station.
  - (e) Catering establishment.
  - (f) Club, lodge.
  - (g) Eating or drinking establishment.
  - (h) Hotel or motel.
  - (i) Laboratory for experimental, photo, or electronic research or testing.
  - (j) Magazine or newspaper distribution agency.
  - (k) Medical or dental laboratory.
  - (l) Newspaper or printing establishment.
  - (m) Offices.
  - (n) Offices or clinics for medicine, dentistry or other practices of the healing arts.
  - (o) Pawnshop.
  - (p) Retail stores or businesses.
  - (q) Secondhand store.
  - (r) Studio, including music, dancing, art, photography, or health.
  - (s) Telephone or telegraph exchange.
  - (t) Theater, except drive-in type.
  - (u) Wholesale office and showroom with merchandise on the premises limited to small parts and samples.
  - (v) Business, trade, or technical schools.
  
- (2) Automobile or boat sales, rental, or storage. (Amended by Ord. No. 2526/8-72.)
  
- (3) Book bindery.
  
- (4) Building materials supply.
  
- (5) (Deleted by Ord. No. 2873/1-78.)
  
- (6) Cold storage plant.
  
- (7) Commercial amusement or recreation activity.

- (8) Custom manufacturing of goods for retail sale on the premises.
- (9) Drive-in restaurant.
- (10) Electric power generator, transformer station or substation.
- (11) Fuel yard, provided liquid fuel storage and distribution is from underground tanks.
- (12) Garage.
- (13) Governmental Structure or Use except those specified in Section 55 (9) of this Ordinance. (Amended by Ord. No. 2910/6-78.)
- (14) Laundry or cleaning establishment.
- (15) Machinery, farm equipment, truck or implement sales, service, or rental.
- (16) Major retail use except as restricted in Section 56 (4). (Added by Ord. No. 5050/8-01.)
- (17) Mortuary.
- (18) Nursery or greenhouse.
- (19) Storage building for household goods.
- (20) Tire shop, including incidental recapping.
- (21) (Deleted by Ord. No. 3029/8-79.)
- (22) Trailer rental or sales establishment.
- (23) Upholstering, plumbing, sign painting, blacksmith, machine, cabinet, carpenter, or similar craft or trade shop.
- (24) Utility station or substation.
- (25) Veterinary office or animal hospital.
- (26) Wholesale store.

**Section 55. Conditional Uses Permitted** . In a C-1 zone the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83:

- (1) Improvement of an existing dwelling (as pertains to this subsection, the planning

commission may waive the requirement of public hearing and payment of application fee if it be deemed desirable).

(2) Child Care Facility. (Amended by Ord. No. 5168/7-02.)

(3) Hospital, sanitarium, rest home, home for the aged, nursing or convalescent home.

(4) Group living structure. (Amended by Ord. No. 5667/9-06.)

(5) Church.

(6) (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

(7) A mobile home may be used as a sales office upon a mobile home sales lot when in accordance with the following conditions:

(a) A temporary permit is granted by the planning commission.

(b) This permit shall expire at the end of one year, but may, following reconsideration, be renewed by the planning commission.

(c) Such structure shall be allowed in this classification only if it relates directly to the sale of mobile homes, such sale of mobile homes being the sole use upon a lot or tract.

(d) Such structure shall not be used for dwelling purposes when located upon a mobile home sales lot.

(e) Such structure shall conform to the city sanitary sewer requirements and/or to county septic tank regulations if city sewers are not readily available.

(f) There shall be only one such structure used for office purposes located upon a mobile home sales lot.

(g) Minimum setback requirements of such structure shall be 25 feet from any public right-of-way.

(h) Minimum off-street parking requirements shall be six spaces, improved to asphaltic concrete standards. (Added by Ord. No. 2416/3-71. )

(8) Automobile service station. (Added by Ord. No. 2526/8-72.)

(9) Corrections Facilities including, but not limited to, jails, half-way houses, probation centers, and restitution centers. (Added by Ord. No. 2910/6-78.)

(10) Radio transmission facilities. (Added by Ord. No. 3194/12-80.)

(11) School: Junior high or senior high, college or university. (Added by Ord. No. 3711/7-87.)

(12) Light Rail Construction Area. (Added by Ord. No. 4300/12-94.)

(13) Transit Park and Ride. (Added by Ord. No. 4300/12-94.)

(14) Car Wash Facilities. (Added by Ord. No. 5106/2-02.)

**Section 56. Limitations on Use.** In a C-1 zone the following conditions and limitations shall apply:

(1) All business, service, repair, processing, storage, or merchandise display on property abutting a residential zone shall be conducted wholly within an enclosed building, unless screened from the residential zone by a sight-obscuring fence permanently maintained at least six feet in height.

(2) Openings to structures on sides adjacent to or across a street from a residential zone shall be prohibited if such access or openings will cause glare, excessive noise, or other adverse effects on residential properties.

(3) Motor vehicle, boat, or trailer rental or sales lots shall be drained and surfaced with crushed rock or pavement except in those portions of the lot maintained as landscape areas.

(4) Title 4: Major Retail Use Restriction Overlay Map. In compliance with Title 4, Retail in Employment and Industrial Areas of the adopted Metro Urban Growth Management Functional plan, the "Title 4 Major Retail Use Restriction Overlay Map" identifies where major retail uses are prohibited or restricted. Showing these prohibited or restricted areas is the only purpose of this overlay Map. (The Map is shown on the following page in this Ordinance.)

Within the "employment" areas shown on the Map currently ( August 21, 2001 ) zoned C-1 General Commercial where major retail uses are restricted, a new major retail use may be permitted as a conditional use pursuant to conditional use standards and it is demonstrated that:

(a) Transportation facilities are adequate to serve the retail use consistent with the City's Transportation System Plan and adopted Metro Regional Transportation System Plan and will be in place at the time when the retail use begins operation; and

(b) Transportation facilities are adequate to meet the transportation need for other planned land uses within the surrounding employment area are contained within the City's Transportation System Plan.

(Added by Ord. No. 5050/8-01.)

**Section 57. Lot Size.** In a C-1 zone the minimum lot width at the front building line shall be 50 feet.

**Section 58. Height of Buildings** . In a C-1 zone buildings shall not exceed 35 feet in height.

**Section 59. Lot Coverage** . In a C-1 zone business buildings shall not occupy more than 60 percent of the lot area.

**Section 59A. Setback Requirements** . The front yard and any side yard abutting upon a public street or alley shall be a minimum of one foot. (Added by Ord. No. 2497/3-72.)



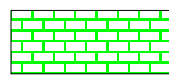
# Title 4: Major Retail Use Restrictions Map

Scale: 1" = 0.663 miles

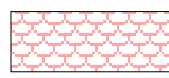
Plot Date: June 20th, 2001



## Legend



Industrial Area (Major Retail Uses Prohibited)



Employment Area (Major Retail Uses prohibited/subject to regulations & conditions)



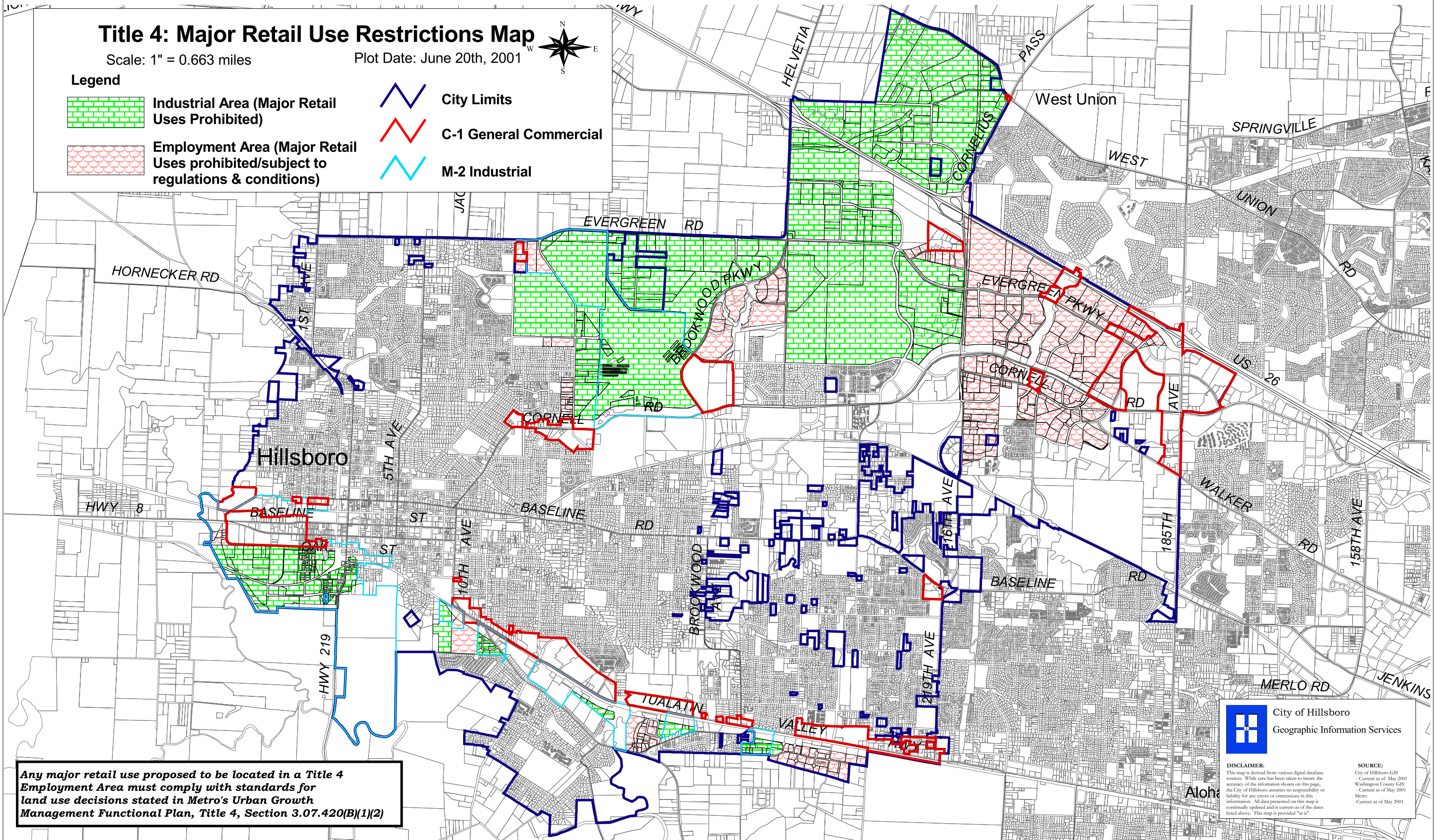
City Limits




C-1 General Commercial



M-2 Industrial

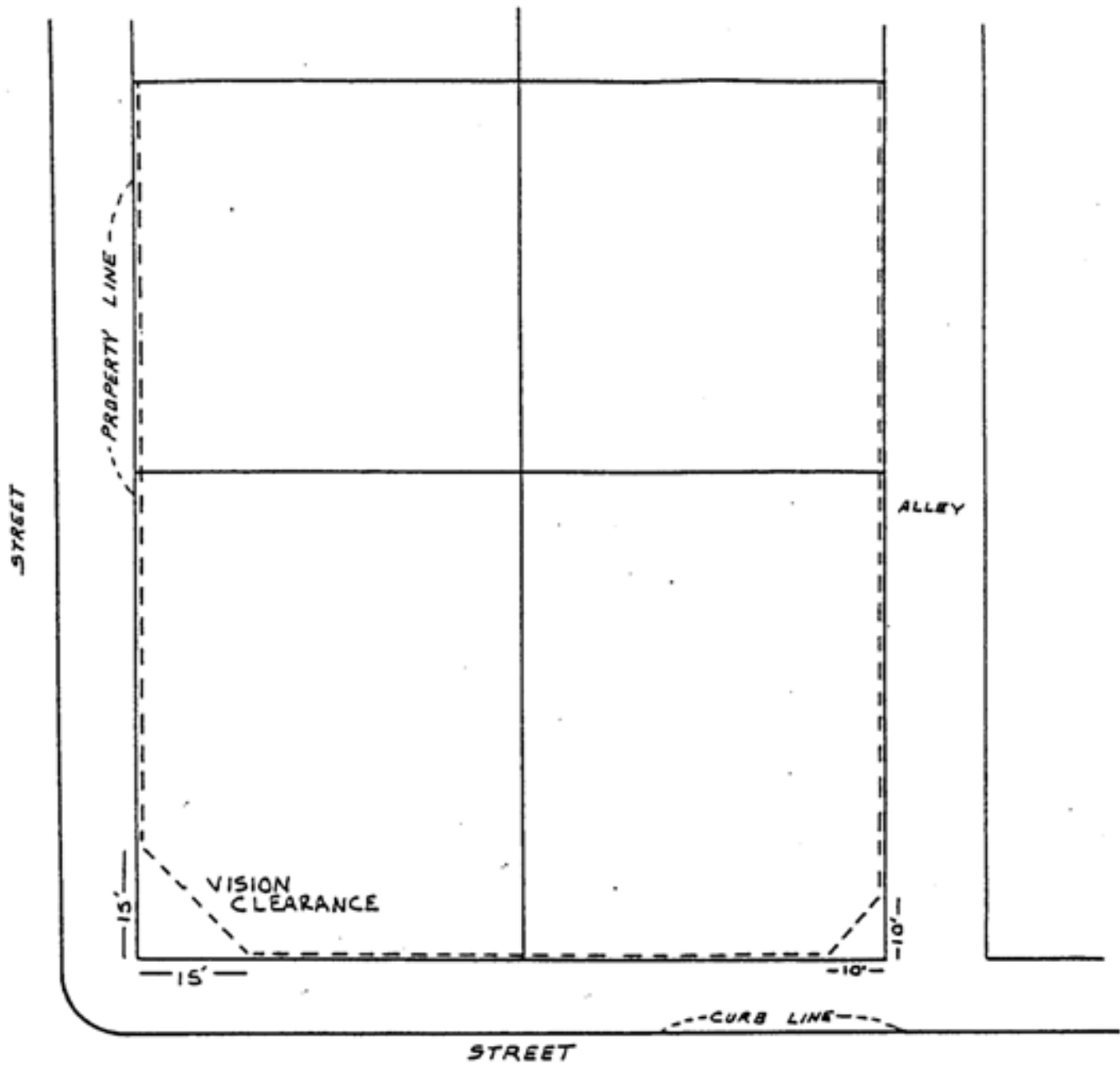


**Any major retail use proposed to be located in a Title 4 Employment Area must comply with standards for land use decisions stated in Metro's Urban Growth Management Functional Plan, Title 4, Section 3.07.420(B)(1)(2)**

 City of Hillsboro  
Geographic Information Services

**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".

**SOURCE:**  
City of Hillsboro GIS - Current as of May 2001  
Washington County GIS - Current as of May 2001  
Metro - Current as of May 2001



## M-2 INDUSTRIAL ZONE

Minimum Front and Side Yards.....	1 Foot if abutting public street or alley
Minimum Rear Yard.....	none
Minimum Lot Size.....	none
Minimum Width at Building Line.....	none
Minimum Lot Depth.....	none
Maximum Lot Coverage.....	none
Maximum Building Height.....	none

## Industrial Zone M-2

**Section 60. Uses Permitted Outright** . In a M-2 zone, the following uses and their accessory uses are permitted outright:

- (1) A use permitted outright in a C-1 Zone, excluding mobile home parks and major retail use. (Amended by Ord. Nos. 2386/10-70 and 5050/8-01.)
- (2) Manufacturing, repairing, compounding, processing, or storage.
- (3) Dwelling for a caretaker or watchman working on the property.
- (4) (Deleted by Ord. No. 2910/6-78.)
- (5) Railroad tracks and facilities such as switching yards, spur or holding tracks, freight depots.
- (6) Wholesale distributor or outlet.
- (7) Light Rail Construction Area. (Added by Ord. No. 4300/12-94.)
- (8) Transit Park and Ride. (Added by Ord. No. 4300/12-94.)

**Section 61. Conditional Uses Permitted** . In a M-2 Zone the following uses and their accessory uses are permitted when in accordance with Section 78 to 83:

- (1) Junk yard.
- (2) Motor vehicle wrecking yard.
- (3) (Deleted by Ord. No. 3029/8-79.)
- (4) Automobile service station. (Added by Ord. No. 2526/8-72.)
- (5) Corrections Facilities including, but not limited to, jails, half-way houses, probation center, and restitution centers. (Added by Ord. No. 2910/6-78.)
- (6) Radio transmission facilities. (Added by Ord. No. 3194/12-80.)
- (7) Child Care Facility. (Added by Ord. No. 3280/11-81 and Amended by Ord. No. 5168/7-02.)
- (8) Recreation Vehicle Parks. (Added by Ord. No. 3609/4-86.)
- (9) School: junior high or senior high, college or university. (Added by Ord. No. 3775/8-88.)



(10) Car Wash Facilities. (Added by Ord. No. 5106/2-02.)

**Section 62. Limitations on Use** . In a M-2 Zone the following conditions and limitations shall apply:

(1) A use having the primary function of storing, utilizing or manufacturing explosive materials is prohibited.

(2) (Deleted by Ord. No. 3343/7-82.)

(3) Materials including wastes shall be stored and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.

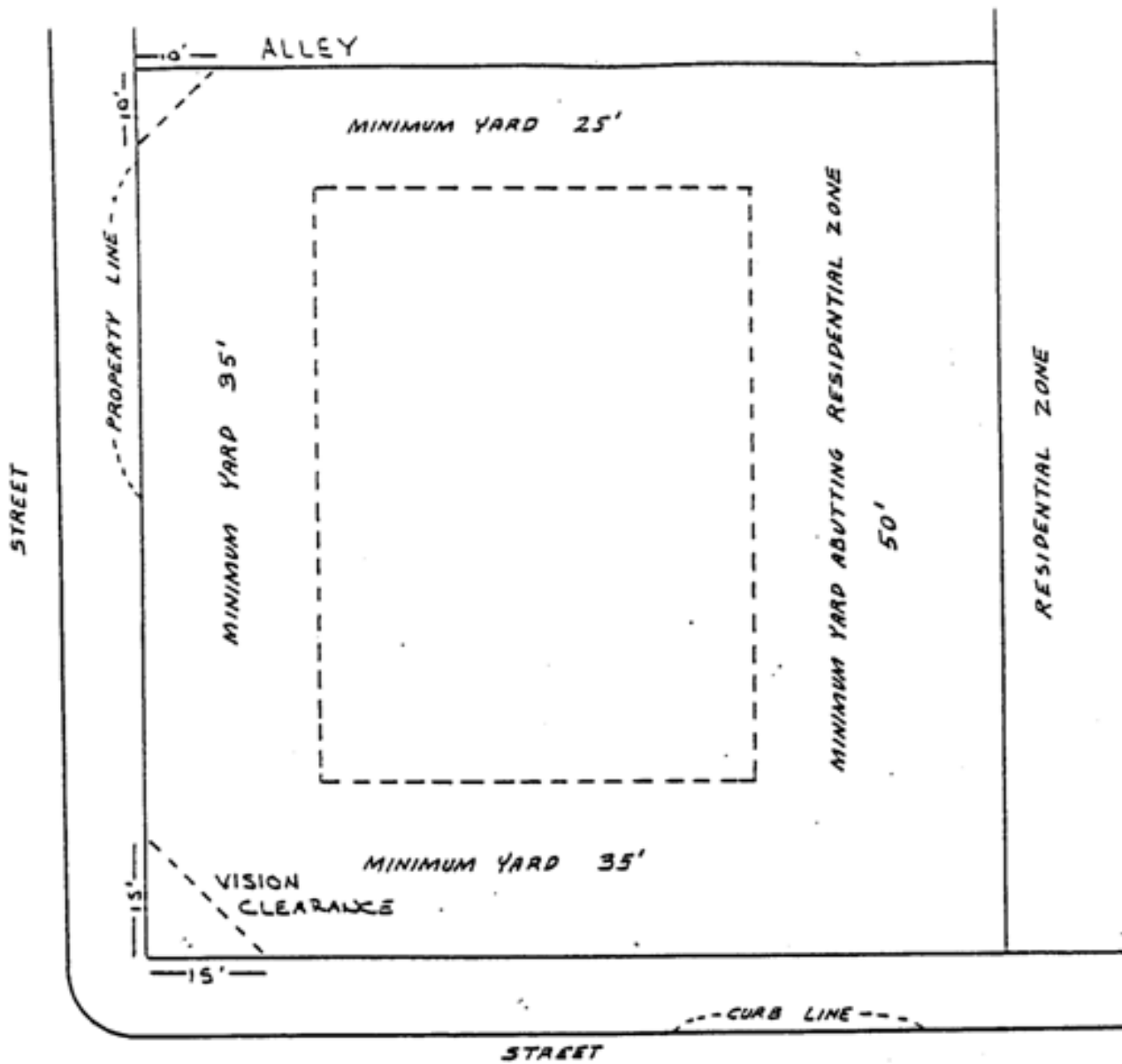
(4) Any use or operation shall comply with current state air quality and noise statutes and rules, as administered by the Department of Environmental Quality. (Added by Ord. No. 3343/7-82.)

**Section 62A. Setback Requirements** . The front yard and any side yard abutting upon a public street or alley shall be a minimum of one foot. (Added by Ord. No. 2497/3-72.)

**Section 63.** (Deleted by Ord. No. 2670/9-74.)

**Section 64.** (Deleted by Ord. No. 2670/9-74.)

**Section 64A.** (Deleted by Ord. No. 2670/9-74.)



### M-P INDUSTRIAL PARK ZONE

Minimum Yard Along a Street.....	35 Feet
Other Minimum Yards.....	25 ft. and/or 50 ft.
.....	if side abuts residential zone
for High Profile Buildings > 45 ft. in height	
if adjacent to residential zones.....	1 ft./each ft. of total height
if adjacent to commercial/industrial zones.....	1 ft./each ft. > 45 ft.
Minimum Lot Size.....	none
Minimum Width at Building Line.....	none
Minimum Lot Depth.....	none
Maximum Lot Coverage.....	50 percent
Maximum Building Height.....	45 Feet, excepting:
High Profile Buildings.....	85 Feet unless:
within 100 ft. of a Residential Zone, then.....	45 Feet minus 1 ft. for each 2 ft. less
.....	than 100 ft. from a Residential Zone

**Commercial Support Services** : The following uses have been interpreted by the Hillsboro Planning Commission as commercial support services within the Industrial Park (M-P) zone; as referenced in the City of Hillsboro Zoning Ordinance No. 1945, Volume 1, Section 65 (8).

- (1) Banks;
- (2) Restaurants; (Amended by INT 1-04)
- (3) Day care centers;
- (4) Quick print shops;
- (5) Beauty salons and barber shops;
- (6) Dance, sports, and physical fitness center with a maximum floor area not exceeding 6,000 square feet;
- (7) Physical therapy clinics primarily for rehabilitation of injured workers;
- (8) Educational Facility providing tutoring service for students ages 5 through 18, restricted to 5,000 square feet or less in existing buildings;
- (9) Private Mailbox Service Center;
- (10) Private university restricted to 15,000 square feet of building space;
- (11) Executive suites hotel with restaurant and other amenities to serve industrial/business community; and,
- (12) Office supply retailer.

### **Industrial Park Zone M-P**

**Section 65. Uses Permitted Outright** . In a M-P zone the following uses and their accessory uses are permitted outright:

- (1) Dwelling for a caretaker or watchman working on the property.
- (2) Manufacturing, repairing, compounding, processing, or storage.
- (3) Office.
- (4) Public service or utility use.
- (5) Railroad tracks and facilities necessary to serve other permitted uses.

(6) Research laboratory.

(7) Wholesale distributor or outlet.

(8) Commercial support services. (Amended by Ord. No. 3018/7-79.)

(9) Offices or clinics for medicine, dentistry or other practices of the healing arts. (Added by Ord. No. 3942/8-90.)

(10) Light Rail Facility. (Added by Ord. No. 4300/12-94.)

(11) Customer service communications center. (Added by Ord. No. 4902/5-00.)

**Section 65A. Conditional Uses Permitted** . In a M-P zone, the following uses and their accessory uses are permitted when in accordance with Sections 78 to 83: (Added by Ord. No. 3194/12-80.)

(1) Radio transmission facilities. (Added by Ord . No. 3194/12-80.)

(2) Commercial recreational facility. (Added by Ord. No. 3599/2-86.)

(3) Bed and Breakfast Inn. (Added by Ord. No. 4100/10-92.)

(4) Conference Center. (Added by Ord. No. 4100/10-92.)

(5) Mixed Use Industrial/Commercial Development, on sites smaller than two acres, within the Station Area Interim Protection District. (Added by Ord. No. 4223/4-94.)

(6) Church, within an existing building. (Added by Ord. No. 4232/5-94.)

(7) Light Rail Construction Area. (Added by Ord. No. 4300/12-94.)

(8) Transit Park and Ride. (Added by Ord. No. 4300/12-94.)

(9) Incidental truck and trailer rental within existing storage facilities. (Added by Ord. No. 4618/10-97.)

(10) Veterinary Clinics and Animal Hospitals excluding outside animal runs. (Added by Ord. No. 4712/10-98.)

(11) Colleges and Universities. (Added by Ord. No. 4772/4-99.)

(12) Card lock fueling center. (Added by Ord. No. 5036/6-01.)

**Section 66. Excluded Uses** . In a M-P zone, notwithstanding the provisions of Section 65, the following uses

are prohibited: (Added by Ord. No. 4670/4-98.)

- (1) A use having the primary function of storing, utilizing, or manufacturing explosive materials;
- (2) Rock crushing facilities; (Added by Ord. No. 4670/4-98.)
- (3) Aggregate storage and distribution facilities; (Added by Ord. No. 4670/4-98.)
- (4) Concrete and/or asphalt batch plants. (Added by Ord. No. 4670/4-98.)

**Section 67.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**Section 68. Setback Requirements** . Except as provided in Section 93, in a M-P zone the yards shall be as follows:

- (1) For buildings 45 feet in height or less, the yard along a street other than an alley shall be a minimum of 35 feet.
- (2) For buildings 45 feet in height or less, the size of other yards shall be a minimum of 25 feet, except where the side of the lot is abutting a residential zone the yard shall be a minimum of 50 feet.
- (3) For high profile industrial buildings 45 feet or more in height, front, side, and rear yard setbacks shall be as specified in sections (1) and (2) above, plus an additional setback as follows:
  - (a) Adjacent to residential zones, one foot for each foot of total structural height;  
or
  - (b) adjacent to commercial or industrial zones, one foot for each foot of structural height above 45 feet. (Added by Ord. No. 4096/9-92.)

**Section 69. Height of Building**. In an M-P zone, the maximum structural height shall be 45 feet, excepting high profile industrial buildings as defined in Section 3 (32) of this Ordinance. The maximum structural height of a high profile industrial building shall be 85 feet. However, structures placed closer than 100 feet to a residential zone shall have a maximum height of 45 feet minus one foot for each two feet less than 100 feet from the residential district boundary. (Amended by Ord. No. 4096/9-92.)

**Section 70. Lot Coverage**. In a M-P zone buildings shall not occupy more than 50 percent of the lot area.

**Section 71. Off-Street Parking and Loading**. In a M-P zone, in addition to the requirements of Section 84 to 86, parking or loading shall not be permitted within a required side or rear yard abutting a residential zone or within a required front yard unless the setback is increased to 75 feet and the first 20 feet from the property



line are landscape.

**Section 72. Performance Standards.** In a M-P zone no land or structure shall be used or occupied unless there is continuing compliance with the following standards:

**(1) Air Quality and Noise .** All uses and operations shall comply with current state air quality and noise statutes and rules, as administered by the Department of Environmental Quality.  
(Amended by Ord. No. 3343/7-82.)

**(2) (Deleted by Ord. No. 3343/7-82.)**

**(3) (Deleted by Ord. No. 3343/7-82.)**

**(4) (Deleted by Ord. No. 3343/7-82.)**

**(5) Heat and glare.**

(a) Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.

(b) Exterior lighting shall be directed away from adjacent properties.

**(6) Insects and rodents.** Materials including wastes shall be stored, and grounds shall be maintained in a manner that will not attract or aid the propagation of insects or rodents or create a health hazard.

**(7) Materials and equipment storage.** The open storage of materials and equipment is permitted only under the following conditions:

(a) The storage must be in an area contained by a sight-obscuring fence at least six feet high, but no more than 10 feet high.

(b) Other standards of this Section apply.

**(8) Boundary fences.** Fences will be allowed inside of a boundary planting screen and where it is necessary to protect property of the industry concerned or to protect the public from a dangerous condition with the following provisions:

(a) No fence shall be constructed in the required setback from a public right-of-way.

(b) Fences shall be of open wire mesh or similar open construction.

**(9) Vehicular access.**

(a) Access points to an industrial site from a street shall be located to minimize

traffic congestion and, to the extent possible, to avoid directing traffic into residential areas, all as approved by the Planning Commission.

(b) Where possible within industrial districts, access to the street shall be made to serve more than one industrial site.

**(10) Landscaping.**

(a) Properties abutting a residential zone shall provide and maintain a dense evergreen landscape buffer which attains a mature height of at least seven feet or such other screening measures as may be prescribed by the Planning Commission in the event differences in elevation should defeat the purpose of this requirement.

(b) Yards adjacent to streets and those abutting a residential district shall be continuously maintained in lawn, with lawn and trees or shrubs established and maintained in a manner providing a park-like character to the property.

(c) Other yards and unused property shall be maintained in grass or other suitable ground cover.

**Section 73.** (Deleted by Ord. No. 3543/6-85.)

**Section 74. Administration and Enforcement.**

(1) Records. In an M-P zone as a condition for the granting of a building permit, it shall be agreed that, upon request of the city, information sufficient to determine the degree of compliance with the standards in Section 72 shall be furnished by the industry. Such requests may include a requirement for continuous records of operation likely to violate the standards, for periodic checks to assure maintenance of standards, or for special surveys in the event a question arises as to compliance.

(2) (Deleted by Ord. No. 3110/4-80.)

## Mobile Home and Manufactured Home Standards

**Section 77A. Purpose.** The purpose of Sections 77A, 77B, 77C, 77D, and 77E is to provide location and development standards for manufactured home development within the City of Hillsboro . These standards are intended to provide a quality residential environment for residents of manufactured home developments and are also intended to ensure the compatibility of manufactured home development with adjacent property. (Added by Ord. No. 3029/8-79; Amended by Ord. No. 3609/4-86 and Ord. No. 4213/3-94.)

**Section 77B. Applicability.** The standards contained in Sections 77C, 77D, and 77E shall apply to manufactured home development within the City of Hillsboro. These standards are intended to supplement and implement federal and state statutes, rules, and regulations, and local ordinances governing manufactured homes and are not, in any way, to be construed as superseding or replacing said federal and state statutes, rules, and regulations. Manufactured home development within the City shall comply with all applicable federal and state statutes, rules, and regulations and local ordinances. If local ordinances should conflict with other applicable federal and state statutes, rules, and regulations, the stricter standard shall apply. (Amended by Ord. No. 3609/4-86 and Ord. No. 4213/3-94.)

**Section 77C. Standards for Mobile Home Parks.** All manufactured home parks constructed after January 1, 1986 shall conform to the following standards:

- (1) Location. Manufactured Home Parks may be permitted in any residential zone subject to the minimum and maximum density standards of that zone except that no new manufactured home park shall be permitted which would allow placement of manufactured homes below the elevation of the base flood, as defined in Section 131(2)(b). (Added by Ord. No. 5523/6-05).
- (2) Density. Housing density for manufactured home parks shall not exceed the housing density normally allowed by the Comprehensive Plan. For the purposes of this Section, density calculations shall include land proposed for dedication for public right-of-way by the Hillsboro Transportation Plan.
- (3) Age. All manufactured homes shall have been constructed after June 15, 1976 and shall bear an "Insignia of Compliance" indicating compliance with the Federal Manufactured Home Construction and Safety Standards and bear a date of manufacture; except that manufactured homes relocated from another manufactured home park and constructed prior to June 15, 1976 shall not be excluded from placement in a manufactured home park.
- (4) Minimum Dwelling Unit Size. All manufactured homes shall exceed 800 square feet of gross floor area.

(5) Design Requirements. All manufactured home parks shall be subject to the procedures and requirements of Section 133. Development Review/Approval of Plans, excepting the requirement for submission of building elevations and floor plans, and shall be further subject to the following requirements:

a) Design Team. All manufactured home parks shall be designed by a design team which shall include an architect or landscape architect, and a civil engineer, all licensed by the State of Oregon.

b) Minimum Lot Size/Minimum Frontage. The minimum lot size shall be 8 *one (1) acres* for a manufactured home park. Said parcel shall have a minimum frontage of 100 feet on a public street. *(NOTE: In 1997, the minimum lot size was reduced to one acre by State Law which supercedes the Zoning Ordinance minimum of eight (8) acres.)*

c) Lot Coverage. The maximum lot coverage of structures shall not exceed 50% of the gross lot area.

d) Common Recreation Area. A minimum of 5% of the site area of the manufactured home park shall be reserved for recreation facilities to be used in common by park residents.

e) Yard Requirements - Perimeter. The minimum yard requirements for the perimeter of a manufactured home park shall be as follows:

1) Front Yard. The minimum front yard shall be 30 feet. Each yard abutting a public street shall be considered a front yard.

2) Other Yards. All other yards shall be a minimum of 20 feet.

f) Yard Requirements - Interior. The minimum yard and separation requirements for structures not within the perimeter yards of a manufactured home park shall be as follows:

1) Front Yard. The minimum front yard for a manufactured home space shall be 10 feet from the edge of the curb or sidewalk closest to the manufactured home.

2) Structure Separation. The minimum separation between structures shall be 10 feet.

g) Streets and Sidewalks. All private streets within a manufactured home park shall conform to the following street width table:

**PAVING WIDTH FOR PRIVATE STREETS (curb to curb)**

Number of Dwelling Units Using a Street	TYPE OF STREET			
	Entry	Loop	Cul-de-sac less than 300 feet	Cul-de-sac greater than 300 feet
0 - 120 DU	32 Feet	28 Feet	24 Feet	28 Feet
121+ DU	36 Feet	32 Feet	24 Feet	28 Feet

\* *A cul-de-sac shall have a maximum length of 500 feet.*

\* *Each Cul-de-sac shall have a turn-around area at its terminus having a minimum radius of thirty (30) feet.*

1) Street Construction. All private streets shall have a crowned profile and shall be constructed of asphaltic concrete or Portland Cement.

2) Curbs. All private streets shall be bordered by a continuous concrete curb with a minimum height of 2 inches above the street surface. Curbs shall be a minimum of 6 inches wide.

3) Sidewalks. All private streets shall have a sidewalk on one side of the street, excepting streets 36 feet wide which shall have a sidewalk on both sides of the street. All sidewalks shall have a minimum width of 3 feet. Mailboxes, light poles, or other obstructions shall be located on a sidewalk in a manner that provides an unobstructed sidewalk of 3 feet.

4) Street Names & Addresses. All private street names and manufactured home addresses within a manufactured home park shall conform to the City of Hillsboro street name and address grid as provided by City Ordinance. Street identification signs shall be standard City street signs unless other similar street identification signs are approved pursuant the procedures and requirements of Section 133.

Development Review/Approval of Plans. Street identification signs shall be installed prior to the placement of any manufactured-home in the park and shall be maintained by the park owner.

h) Utilities.

1) Plans. All plans for water, sanitary sewer and storm drainage lines shall be approved by the City Engineer.

2) Storm Drainage. All storm water shall be collected on the site in a piped storm drainage system, unless otherwise approved by the City Engineer. Underground service connections shall be made from each manufactured home to the street gutter. Storm water from the manufactured home park shall be piped to a public storm drain line, if available. If a public storm drain line is not available, then the developer may be required to construct an off-site storm drainage system acceptable to the City Engineer.

3) Electricity, Telephone & Television Cable. All electrical, telephone and television cable lines shall be located underground.

i) Parking. Off-street parking spaces shall be required as follows: two spaces per dwelling unit plus one space for each five dwelling units for guest parking. Allowable on-street parking may be counted as guest parking. The two parking spaces required for each dwelling unit may be provided end to end. All driveways for individual manufactured homes and off-street parking areas shall be paved with asphaltic concrete or Portland Cement. No parking shall occur in a perimeter yard. Parking shall be allowed on private streets only in accordance with the following table:

Street Width	Parking Allowed
36 feet	both sides
32 feet	both sides
28 feet	one side
24 feet	no parking

j) Recreational Vehicles. Storage areas for vehicles, including motor homes, recreation trailers, boats, boat trailers or other similar vehicles or equipment shall not be located within 100 feet of the perimeter lot lines of a manufactured home park site. Recreation vehicle storage areas shall have a 10 foot yard between the storage area and the nearest structure. Said storage areas shall be screened from the view of adjacent structures by a sight-obscuring fence and landscaping.

k) Landscaping. All land within a manufactured home park not paved or containing a structure shall be landscaped with grass, trees, shrubs or flowers in a manner that will enhance the residential character of the manufactured home park and surrounding neighborhood. All landscaping shall be maintained, said maintenance to include regular irrigation, mowing, removal of weeds and trimming and pruning as necessary.

l) Fencing. All yards, excepting the front yard, shall have a continuous permanently maintained perimeter fence separating the manufactured home park from the adjacent property. Said fence shall have a minimum height of four feet and a maximum height of six feet.

m) Manufactured Home Design. All manufactured homes within a manufactured home park shall conform to the following design standards:

1) Removal of Towing Equipment. All towing hitches, wheels, running lights and other towing related equipment shall be removed within 30 days after installation of the manufactured home.

2) Foundations. All manufactured home foundations shall conform to the construction specification of Oregon Administrative Rules, Chapter 814.

3) Exterior Design. All manufactured homes shall have vinyl, wood or aluminum lap siding or pretreated simulated wood siding and composition shingle roofing. Roof slope shall have a minimum 2:12 pitch with a minimum six inch overhang. All roof areas shall have gutters with runoff draining through piped connections to the adjacent street gutter or to the manufactured home park storm drainage system. Manufactured homes and manufactured home decks shall be skirted with vinyl, wood or aluminum lap siding, pretreated simulated wood siding or masonry to blend with

the color and texture of the manufactured home exterior. Skirting shall be installed within 30 days of setup.

4) Awnings Decks & Carports. All manufactured homes shall have a deck or patio having a minimum size of 120 square feet and a covered carport having a minimum size of 120 square feet. All awnings, decks, and carports shall be designed and painted or finished to blend with the exterior colors of the manufactured home.

5) Storage Sheds. One storage shall be allowed for each manufactured home. Storage sheds shall not exceed 200 square feet of floor area and shall be located adjacent to and designed as an integral part of the manufactured home, deck, or carport. If required, the storage shed shall conform to the structural requirements of the State of Oregon Structural Specialty Code or other applicable codes. The storage shed shall be painted or otherwise finished to match the exterior color of the manufactured home.

6) Antennas. Satellite signal receiving antennas greater than three feet in diameter shall not be allowed unless such antenna is used to serve a centralized television signal distribution system in the manufactured home park. Home television antennas and any satellite receiving antennas less than three feet in diameter shall be installed at the rear of the manufactured home to a height not to exceed five feet above the roof peak. No antennas shall be located in a perimeter yard.

(Section 77C. Added by Ord. No. 3609/4-86; Amended by Ord. No. 4213/3-94 and by Ord. No. 5523/6-05.)

**Section 77D .** (Deleted by Ord. No. 4213/3-94.)

**Section 77E. Placement Standards for Manufactured Homes Outside of Manufactured Home Parks.** A manufactured home placed on a lot outside of a manufactured home park shall conform to the following standards:

- a. Prohibited in the 100-Year Floodplain unless placement of the manufactured home conforms to the regulations in Section 131(7)(d) Regulatory Floodplain District. (Added by Ord. No. 5523/6-05).



- b. The manufactured home shall be multisectional and enclose a space of not less than 1,000 square feet.
- c. The manufactured home shall be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the manufactured home is located not more than 12 inches above grade. Where a building site has a sloped grade, the manufactured home is not more than 12 inches above grade on the uphill side.
- d. The manufactured home shall have a pitched roof with a minimum slope of three feet in height for each 12 feet in width.
- e. The manufactured home shall have exterior siding and roofing which in color, material and appearance is similar to the exterior siding and roofing material commonly used on residential dwellings within the community or which is comparable to the predominant materials used on the surrounding dwellings as determined by the Planning Director.
- f. The manufactured home shall be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which provide heat loss levels equivalent to the performance standards required of single family dwellings constructed under the state building code as defined in ORS 455.010.
- g. The manufactured home shall have a garage or carport constructed of like materials.
- h. The property on which the manufactured home is to be placed is not within the boundaries of a designated historic district or adjacent to a site identified on the City's Cultural Resource Inventory.

(Section 77E. Added by Ord. No. 3609/4-86; Amended by Ord. No. 4213/3-94 and by Ord. No. 5523/6-05).

## Conditional Uses

**Section 78. Authorization to Grant or Deny Conditional Uses.** Uses designated in this Ordinance as conditional uses permitted shall be permitted or enlarged or altered upon approval of the Hearings Board, in accordance with the standards and procedures specified in Sections 78 to 83. In permitting a conditional use, the Board may impose, in addition to the regulations and standards expressly specified by this Ordinance, other conditions found necessary to protect the best interests of the surrounding property or neighborhood or the City as a whole. (Amended by Ord. No. 2752/3-76.)

Change in use, expansion, or contraction of site area or alteration of structures or uses classified as conditional, existing prior to the effective date of this ordinance, shall conform to the regulations pertaining to conditional uses. If the site is found inappropriate for the use requested, the Board may deny approval of the conditional use. (Amended by Ord. No. 2752/3-76.)

**Section 79. Application for Conditional Use.** A request for conditional use or modification of an existing conditional use may be initiated by a property owner or his authorized agent by filing an application with the City Recorder. The applicant shall submit plans to the Hearings Board as provided in Section 119 and shall pay the fee as set in Section 129. (Amended by Ord. Nos. 2536/11-72; 2752/3-76; and 3320/5-82.)

**Section 80. Public Hearing on a Conditional Use.** Before acting on a request for a conditional use, the proposed Conditional Use shall be considered by the Hearings Board at a Public Hearing held within 40 days after filing of the application. (Exception: See Section 55, Subsection (1).) The City Recorder shall give notice of the hearing in each of the following manners:

1. By publication of a notice in a newspaper of general circulation in the City not less than four days nor more than 18 days prior to the date of the hearing.
2. By sending notices by mail not less than 10 days prior to the date of the hearing to the property owners within the area enclosed by lines parallel to and 200 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. Failure of a person to receive the notice specified in this section shall not invalidate any proceedings in connection with the application for a conditional use.

(Section 80 Amended by Ord. No. 2752/3-76.)

**Section 81. Recess of the Hearing by the Hearings Board.** The Board may recess a hearing on a request for a conditional use in order to obtain additional information or to serve further notices upon other property owners or persons who it decides may be interested in the proposed conditional use. Upon recessing for this purpose, the Board shall announce a time and date when the hearing will be resumed. (Amended by Ord. No. 2752/3-76.)

**Section 82. Notification of Action.** The City Recorder shall notify the applicant for a Conditional Use in writing of the Board's action within five days after the decision has been rendered. (Amended by Ord. No. 2752/3-76.)

**Section 83. Standards Governing Conditional Uses.** A conditional use shall comply with the standards of the zone in which it is located, except as specifically modified in granting the conditional permit or as otherwise provided as follows:

- (1) Setbacks.** In a residential zone or in a C-4 zone yards shall be at least one-half the height of the principal structure. In any zone yards greater than the standard of the zone in which the use is located may be required.
- (2) Height exception.** The height limitations of a zone may be exceeded for a church or governmental building as a conditional use to a maximum permitted height of 50 feet, provided the total floor area of the conditional use shall not exceed one and one-half times the area of the site and provided the yards have a minimum width equal to at least one-half of the height of the principal structure.
- (3) Limitations on access to lots and on openings to building.** The city may limit or prohibit vehicular access from a conditional use to a residential street not designated as an arterial street on an officially adopted street plan; and it may limit or prohibit openings in sides of a building or structure permitted as a conditional use within 50 feet of a residential zone if such openings will cause glare, excessive noise, or other adverse effects on adjacent residential properties.
- (4) Signs.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)
- (5) Child Care Facilities and Schools.**
  - (a) Child Care Facilities shall provide at least 75 square feet of outdoor space for each child using the area at one time. In centers where groups of children are scheduled at different times for outdoor play, there shall be 75 square feet times one-third of the center's capacity. A sight-obscuring fence at least four feet but not more than six feet in height shall be provided separating the play area from abutting lots. (Amended by Ord. No 5168/7-02.)
  - (b) Primary schools shall provide a minimum of one acre of site area for each 90 pupils or a minimum of one acre for each three classrooms, whichever is greater.
  - (c) Elementary schools shall provide a minimum of one acre of site area for

each 75 pupils or a minimum of one acre for each two and one-half classrooms, whichever is greater.

**(6) Utility substation or pumping substation.** The minimum lot size of the zone in which a public utility facility is to be located may be waived only on finding that the waiver will not result in noise or other detrimental effect on adjacent property. No equipment storage shall be permitted on the site in a residential zone or in a C-4 zone. Such uses shall be fenced and provided with landscaping as found necessary.

**(7) Dwellings.** In no case shall the standards for a dwelling as a conditional use be less than the standards of an A-2 zone.

**(8) Incidental truck and trailer rental within existing storage facilities.** The storage of trucks and trailers within an existing storage facility shall not be visible from adjacent streets or adjacent properties zoned residential. In addition, the number of trucks shall be limited to four and the number of trailers shall be limited to eight. (Added by Ord. No. 4618/10-97.)

**(9) General Standards.** The Commission or Hearings Board shall grant approval only if the proposal, as conditioned, is determined to conform to the following criteria:

- a) The granting of the application would meet some public need or convenience.
- b) The granting of the application is in the public interest.
- c) The property in question is reasonably suited for the use requested.
- d) The use requested would not have a substantial adverse effect on the rights of the owners of surrounding properties.
- (e) The use requested would conform with the maps and the goals and policies of the Hillsboro Comprehensive Plan.

(Section 9 added by Ord. No. 2910/6-78.)

**(10)** Approval of a conditional use may be contingent upon compliance with conditions found necessary to accomplish the purposes of this Ordinance and implement the goals and policies of the Hillsboro Comprehensive Plan. To that purpose, any of the following conditions, stipulations or limitations may be attached to a conditional use approval:

- (a) Street improvements abutting/within the development area;
- (b) Street dedication abutting/within the development area;

- (c) Joint use/access agreement;
- (d) Improvement agreements for the installation of necessary on-site public facilities;
- (e) Utility easements;
- (f) Landscaping;
- (g) Off-street parking;
- (h) Storm drainage improvements;
- (i) Off-site public improvements when the rezoning and subsequent development will contribute significantly to the need for such off-site public improvements;
- (j) Development Review approval by the Planning Commission; *for projects in zones or locations for which development requirements and design standards are specified in the Zoning Ordinance;*
- (k) Screening, fencing;
- (l) Limiting access;
- (m) Surety/performance bond;
- (n) Non-remonstrance clause.

(Section 10 added by Ord No. 4821/9-99.)

**(11)** The Hearings Board may require an annual report for any conditional use to ensure that the use is in compliance with all applicable Ordinance requirements and conditions of approval. (Added by Ord. No. 2910/6-78.)

**(12)** Upon a determination by the Planning Commission that there are sufficient grounds to warrant a review, the Commission may initiate a review of the operation of any Conditional Use and may call for a public hearing to determine whether the use is in compliance with applicable standards and conditions. Findings of non-compliance will result in the property owners being required to submit a compliance schedule and to fully comply within forty-five (45) days, or a shorter period of time if the Commission determines there is a cause for emergency action. Any further violations will result in

revocation of the conditional use permit. (Added by Ord. No. 2910/6-78.)

## Off-Street Parking and Loading

### **Section 84. Off-Street Parking.**

(Section 84 and Section 84(a) and the table following Section 84(a) Revised by Ord. No. 4465/8-96.)

#### **A. Requirement for Off-Street Parking.**

(1) At the time of erection of a new structure, or any expansion of an existing use equal to or exceeding fifty percent (50%) of the structure's existing floor area or 3,000 sq. ft., whichever is less, or any change in use of an existing structure within any zone of the City, the minimum number of off-street automobile and bicycle parking spaces required for the use to be built, expanded or changed shall be as provided in this Section. If parking space has been provided in connection with an existing use, or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than required by this Section as applied to the entire use or combination of uses. (Amended by Ord. No. 4902/5-00.)

(2) Off-street automobile and bicycle parking shall be provided as set out in Table A of this Section. Where square feet are specified, the area measured shall be the gross floor area primary to the functioning of the particular use of the property. Where employees are specified, persons counted shall be those working on the premises during the largest shift at the peak season. (Amended by Ord. No. 4902/5-00.)

(3) The number of off-street automobile parking spaces required for a proposed land use shall not be less than the minimum number of parking spaces required, or more than the maximum number of parking spaces specified for the use listed in Table A, exclusive of automobile parking spaces reserved for customer service vehicle storage parking prior to or after automobile servicing. Such parking for vehicle storage shall not exceed 25 percent of the total number of parking spaces provided on-site, and shall be exclusive of any automobile parking spaces reserved for carpool, vanpool or handicapped parking. Up to thirty (30) percent of minimum number of off-street automobile parking spaces required by this Section may be constructed as compact automobile spaces. (Amended by Ord. No. 4902/5-00.)

(4) Land use development applications which propose parking spaces either in excess of the maximum number of parking spaces required, or less than the minimum number of parking spaces required may apply for variances from the applicable parking requirement in Table A in accordance with Sections 106. Authorization to Grant or Deny Variances and Section 107A. Criteria for Granting a Parking Variance. The number of parking spaces contained in

parking structures, fleet parking, parking for vehicles that are for sale, lease or rent, employee car pool parking, dedicated valet parking, spaces that are user paid, market rate parking or other high-efficiency parking facilities are exempt from the minimum and maximum parking requirements specified in Table A. (Added by Ord. No. 4902/5-00.)

(5) Where the required off-street parking spaces for a proposed commercial or industrial use will be located adjacent to an existing or proposed off-street parking area, the developer of the proposed use shall be encouraged to consider providing shared parking opportunities with the owner(s) or developer(s) of such adjacent land use(s) whenever the nature of the adjacent uses provides the potential for such shared parking.

(6) When approved by the Planning Director, a developer of any multi-family, retail commercial, office, industrial or institutional use or planned unit development may provide on-street parking directly adjacent to the development site in lieu of required off-street parking. In such cases, the developer may reduce proportionally the minimum number of off-street parking spaces required for its development in direct (one-for-one) proportion to the number of approved on-street parking spaces only if such on-street parking spaces will directly serve those uses or activities which would have been served by the required off-street parking spaces that are eliminated.

(7) In compliance with Title 2 of the adopted Metro Urban Growth Management Functional Plan, the application of the minimum and maximum parking requirements specified in Table A shall be guided by and be consistent with the parking zone requirements prescribed on the Hillsboro Parking Maximum Map which shall be referenced when determining the off-street parking requirements to be applied to any proposed land use. It shall be updated at least every three (3) years from the date of adoption of this Subsection. As shown on the Map, "Zone A" refers to areas with 20-minute peak hour transit service within one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, and "Zone B" refers to areas without 20-minute peak hour transit service within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit. (The Hillsboro Parking Maximum Map is shown in "Exhibit B-1" to this Subsection and appears following Table A.) (Added by Ord. No. 4902/5-00.)

**Table A**

	<b>Minimum</b>	<b>Maximum</b>	<b>Maximum</b>	<b>Minimum</b>
	<b>Parking</b>	<b>Parking</b>	<b>Parking</b>	<b>Bicycle</b>
	<b>Required</b>	<b>Zone A</b>	<b>Zone B</b>	<b>Parking</b>

Parking ratios are based on spaces per 1,000 sq. ft. of gross floor area excluding restrooms, hallways, mechanical spaces, elevators, stairwells and loading docks.



**RESIDENTIAL**

Single Family Detached	1 per unit	N/A	N/A	N/A
Accessory dwelling unit	1 per unit	N/A	N/A	N/A
Multi-Family, townhouse (1 bedroom)	1.25 per unit	N/A	N/A	1 per unit
Multi-Family, townhouse (2 bedroom)	1.50 per unit	N/A	N/A	1 per unit
Multi-Family, townhouse (3+ bedroom)	1.75 per unit	N/A	N/A	1 per unit
Group living structure	1 per bedroom plus 1 space for owner or agent	N/A	N/A	1 per 4 bedrooms
Residential Home or Facility	0.25 per resident plus 1 per care giver	N/A	N/A	1 per 20 parking spaces
Specialty Housing	0.75 per dwelling unit	N/A	N/A	N/A
Senior or Convalescent Care Facility	0.25 per resident plus 1 per care giver	N/A	N/A	1 per 20 parking spaces

**INSTITUTIONAL**

Correctional institution	0.2 per bed	N/A	N/A	1 per 25 parking spaces
Hospital	1.5 per bed	N/A	N/A	1 per 20 parking spaces
Park and ride lots, transit centers	none	N/A	N/A	5 per acre or transit center
Public parks (>2 acres)	none	N/A	N/A	1 per 10 auto parking spaces
Commercial surface parking lots and parking structures	none	N/A	N/A	1 per 20 auto parking spaces

**PUBLIC AND SEMI-PUBLIC BUILDINGS**

Auditorium or meeting room (other than church or school)	16.67 or where seating is fixed to the floor, 1 space for each 4 seats or 8 feet of bench length	N/A	N/A	1 per 20 auto parking spaces
Place of Worship	0.25 per seat	0.60 per seat	0.80 per seat	1 per 20 auto parking spaces
Fraternal clubs and lodges	35.71 or where seating is fixed to the floor, 1 space for each 4 seats or 8 feet of bench length	N/A	N/A	1 per 20 auto parking spaces
Libraries, museums, art galleries	4.00	N/A	N/A	1 per 10 auto parking spaces
Child Care Facility, kindergarten	2 per teacher	N/A	N/A	0.50 per classroom
Elementary, junior high school, or equivalent private or parochial school	1 per classroom plus 1 administrative employee, or 1 per 4 seats or 8 feet of bench length in the auditorium whichever is greater	N/A	N/A	6 per classroom
High schools, colleges, and universities	0.20 per student and staff member	0.30 per student and staff member	0.30 per student and staff member	4 per classroom

Commercial or business school	1 per 3 classroom seats	N/A	N/A	1 per 25 auto parking spaces
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**COMMERCIAL**

Retail establishments except as otherwise provided herein	4.10	5.10	6.20	1 per 2,500 square feet up to 50,000 square feet plus one additional space for each additional 5,000 square feet
Service or repair shop	3.33	N/A	N/A	1 per 20 auto parking spaces
Retail stores handling bulky merchandise such as furniture automobiles, appliances	2.00	N/A	N/A	1 per 40 auto parking spaces
Barber and beauty shops	13.33	N/A	N/A	1 per 20 auto parking spaces
Hotels, motels, etc.	1 per guest room	N/A	N/A	1 per 10 guest rooms
Offices or clinics for medicine, dentistry or other practices of the healing arts	3.90	4.90	5.90	1 per 20 auto parking spaces
Office buildings, business, and professional offices	2.70	3.40	4.10	1 per 15 auto parking spaces

Eating or drinking establishment	15.30	19.10	23.00	1 per 20 auto parking space
Fast food restaurant with drive-thru	9.90	12.40	14.90	1 per 20 auto parking spaces
Mortuary	1 for each 4 seats or 8 ft. of bench length in the chapel	N/A	N/A	N/A
Mini-storage facility	1 for each 5,000 sq. ft. of gross floor space up to 20,000 sq. ft. and thereafter, 1 for each additional 20,000 sq. ft. of gross floor space	N/A	N/A	N/A

(Amended by Ord. No. 5667/9-06.)

**COMMERCIAL RECREATION**

Amusement park	1.00	N/A	N/A	1 per 10 auto parking spaces
Billiard or pool hall	3.33	N/A	N/A	1 per 15 auto parking spaces
Bowling alley	6 per bowling lane	N/A	N/A	1 per 15 auto parking spaces
Dance halls, gymnasiums	13.33	N/A	N/A	1 per 15 auto parking spaces

Indoor arena, stadium	1 for each 4 seats or 8 ft. of bench length	N/A	N/A	1 per 20 auto parking spaces
Sports club/recreation facility	4.30	5.40	6.50	1 per 15 auto parking spaces
Racquetball facility, tennis facility	1 per court	1.3 per court	1.5 per court	1 per 10 auto parking spaces
Skating rinks	4.30	5.40	6.50	1 per 10 auto parking spaces
Video arcade	4.30	5.40	6.50	1 per 10 auto parking spaces
Swimming pools, aquatic centers	4.30	5.40	6.50	1 per 10 auto parking spaces
Movie Theaters	0.30 per seat	0.40 per seat	0.50 per seat	1 per 20 auto parking spaces

## INDUSTRIAL

Except as specifically mentioned herein, industrial uses listed as permitted in the M-2 and M-P zones	2.00	N/A	N/A	1 per 40 auto parking spaces
Automated communication switching facility	0.50	N/A	N/A	1 per 40 auto parking spaces
Customer service communications center	4.10	6.75	8.00	1 per 15 auto parking spaces
Light Industrial, industrial park, manufacturing	1.60	N/A	N/A	1 per 40 auto parking spaces
Capital Intensive Industrial	1.25	N/A	N/A	1 per 40 auto parking spaces
Wholesale or storage operations, rail or trucking freight terminal or corporate aircraft hangar	1.00	N/A	N/A	1 per 40 auto parking spaces

Warehouse (>150,000 sq. ft.)	0.30	0.40	0.50	1 per 40 auto parking spaces
Laboratories and research facilities	3.33	N/A	N/A	1 per 20 auto parking spaces
Machinery or equipment sales	2.00	N/A	N/A	1 per 40 auto parking spaces
Aircraft hangars	1 per aircraft space	N/A	N/A	N/A

### COMMERCIAL RECREATION

Amusement park	1.00	N/A	N/A	1 per 10 auto parking spaces
Billiard or pool hall	3.33	N/A	N/A	1 per 15 auto parking spaces
Bowling alley	6 per bowling lane	N/A	N/A	1 per 15 auto parking spaces
Dance halls, gymnasiums	13.33	N/A	N/A	1 per 15 auto parking spaces
Indoor arena, stadium	1 for each 4 seats or 8 ft. of bench length	N/A	N/A	1 per 20 auto parking spaces
Sports club/recreation facility	4.30	5.40	6.50	1 per 15 auto parking spaces
Racquetball facility, tennis facility	1 per court	1.3 per court	1.5 per court	1 per 10 auto parking spaces
Skating rinks	4.30	5.40	6.50	1 per 10 auto parking spaces
Video arcade	4.30	5.40	6.50	1 per 10 auto parking spaces

Swimming pools, aquatic centers	4.30	5.40	6.50	1 per 10 auto parking spaces
Movie Theaters	0.30 per seat	0.40 per seat	0.50 per seat	1 per 20 auto parking spaces

## INDUSTRIAL

Except as specifically mentioned herein, industrial uses listed as permitted in the M-2 and M-P zones	2.00	N/A	N/A	1 per 40 auto parking spaces
Automated communication switching facility	0.50	N/A	N/A	1 per 40 auto parking spaces
Customer service communications center	4.10	6.75	8.00	1 per 15 auto parking spaces
Light Industrial, industrial park, manufacturing	1.60	N/A	N/A	1 per 40 auto parking spaces
Capital Intensive Industrial	1.25	N/A	N/A	1 per 40 auto parking spaces
Wholesale or storage operations, rail or trucking freight terminal or corporate aircraft hangar	1.00	N/A	N/A	1 per 40 auto parking spaces
Warehouse (>150,000 sq. ft.)	0.30	0.40	0.50	1 per 40 auto parking spaces
Laboratories and research facilities	3.33	N/A	N/A	1 per 20 auto parking spaces
Machinery or equipment sales	2.00	N/A	N/A	1 per 40 auto parking spaces
Aircraft hangars	1 per aircraft space	N/A	N/A	N/A

(Table A amended by Ord. No. 4663/4-98, 4902/5-00, and 5168/7-02.)

### **B. Carpool and Vanpool Parking.**

(1) Carpool and vanpool parking shall be encouraged within new commercial, industrial and institutional developments with 50 or more required parking

spaces. Carpool and vanpool parking spaces, if provided, shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(2) As used in this Section, "carpool" means a group of two (2) or more commuters, including the driver, who share the ride to and from work, school and other destination. "Vanpool" means a group of five (5) or more commuters, including the driver, who share the ride to and from work, school or other destination on a regularly scheduled basis.

**C. Bicycle Parking - Purpose - Applicability.** To encourage bicycle transportation, to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all of the following uses:

- (1) Multifamily housing of three or more units.
- (2) Retail and office development.
- (3) Industrial development.
- (4) Institutional development.

**D. Bicycle Parking Standards.**

(1) Unless exempted pursuant to subsection (10) of this Section, bicycle parking spaces shall be provided for the uses identified in Section C of this Section in the amounts specified in Table A; provided, however, that all uses identified in Section C except those exempted by subsection (10) shall have a minimum of two (2) parking spaces. These requirements shall apply to new development, to any change in use of existing development subject to this Section, and to any expansion of an existing use subject to this Section where the expansion equals or exceeds 50 percent of the existing floor area or 3000 square feet of floor area.

(a) Bicycle parking shall be located on-site, in one or more convenient, secure and accessible outdoor or indoor locations close to a main building entrance.

(b) Bicycle parking areas shall be clearly marked. Outdoor bicycle parking areas shall be visible from on-site buildings or the street. Indoor bicycle parking areas shall not require stairs to access the space, except that bicycle parking may be allowed on upper stories within multi-story residential structures.

(c) The locations of bicycle parking spaces shall be indicated in an off-street parking and loading plan which shall be submitted for review by the Planning Director during design review or as otherwise required by City regulations.



(d) For any expansion of an existing use subject to this Section, the number of required bicycle parking spaces shall be determined based on the entire use rather than the incremental increase in floor space. For any change in use, the number of required bicycle parking spaces shall be calculated based upon requirements for the new use as shown in Table A. For any change in use or expansion of an existing use subject to this Section, the Planning Director may waive requirements of this Section to the extent the Planning Director determines that compliance with those requirements is not practicable due to existing development patterns or that application of these standards is not reasonably related to the scale and intensity of the development.

(e) For existing uses with 20 or more existing off-street automobile parking spaces that are subject to Subsection (1)(d) of this Section through a change in or expansion of use, up to five (5) percent of the existing automobile parking spaces may be converted to bicycle parking spaces to accommodate required bicycle parking.

(f) For any use listed in Section C of this Section that is not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the Planning Director, is most similar to the use not specifically mentioned.

(2) All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.

(a) Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas by a barrier or a minimum of five (5) feet. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only. If a bicycle parking area is not plainly visible from the street or the main building entrance, then a sign shall be posted indicating the location of the bicycle parking area.

(b) Bicycle parking areas shall not obstruct pedestrian connections, provided however that the Planning Director may allow bicycle parking in the public sidewalk where this does not conflict with pedestrian accessibility.

(3) Outside bicycle parking areas shall be connected to main building entrances by pedestrian accessible walks. Outside bicycle parking areas also shall have direct hard-surfaced access to public right-of-way and to existing and proposed pedestrian/bicycle accessways and pedestrian walkways.

(4) If sites have more than one building, bicycle parking shall be distributed as the Planning Director deems appropriate to serve all buildings. If a building has two or more main building entrances, the Planning Director may require bicycle parking to be distributed to serve all main building entrances as the Director deems appropriate.

(5) Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks, lockers or other facilities shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience. Such racks shall be designed to hold bicycles securely by means of the frame, with the frame supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

(6) Bicycle parking spaces shall be at least six (6) feet long and two and one-half (2 1/2) feet wide, and, when covered, shall provide an overhead clearance of at least seven (7) feet. An access aisle of at least five (5) feet shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle parking space shall be accessible without moving another bicycle.

(7) Required bicycle parking shall have a minimum lighting level of three (3) foot-candles so that the system can be securely used at night by employees, students, residents, and customers.

(8) Except as provided herein, bicycle parking may be unsheltered, although shelter is encouraged. Shelter can be provided through such means as roof extensions, overhangs, awnings, arcades, carports or enclosures. For new developments, if the outdoor bicycle parking is not sheltered, the outdoor bicycle parking area shall be designed in a manner that would allow sheltering to be added in the future. At transit transfer stations and park-and-ride lots, twenty (20) percent of the required bicycle parking spaces shall be lockers and fifty (50) percent of the remaining required bicycle parking spaces shall be sheltered.

(9) Bicycle parking spaces required by this Section may not be rented or leased except where required motor vehicle parking is rented or leased.

(10) The following uses are exempt from the bicycle parking requirements.

(a) Seasonal uses, such as fireworks stands and Christmas tree sales.

(b) Drive-in theaters.

- (c) Storage facilities for household and consumer goods.
- (d) Home occupations.
- (e) Multifamily-family units assigned enclosed, individual garage space.

**E. Pedestrian Access in Off-Street Automobile Parking Areas.** All pedestrian walkways and accessways within parking lots shall meet the design and construction standards contained in Section 133(VII.A-D).

**F. Conversion of Existing Required Off-Street Automobile Parking.** To promote transit travel and the more efficient use of urban land on properties adjacent to transit streets, on-site automobile parking spaces constructed in excess of the minimum required may be redeveloped for transit oriented uses.

### **Section 85. Off-Street Loading.**

(1) Passengers. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than 25 students.

(2) Merchandise, materials, or supplies. Buildings or structures to be built or substantially altered, which receive and distribute material or merchandise by truck, shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use, or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

### **Section 86. General Provisions -- Off-Street Parking and Loading.**

(1) The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this Ordinance. Use of property in violation hereof shall be a violation of this Ordinance. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and a violation of this Ordinance to begin or maintain such altered use until the required increase in off-street parking or loading is provided.

(2) Requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning Commission, based upon the requirements of comparable uses listed.

(3) In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

(4) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided that satisfactory legal evidence is presented to the building inspector in the form of deeds, leases, or contracts to establish the joint use. When approved by the Planning Director, owners or developers of any industrial use may provide for shift parking spaces within their off-street parking areas required by Section 84, Table A of this Ordinance for any new or significantly enlarged industrial use. (Added by Ord. 4465/8-96).

(5) Off-street parking spaces for dwellings shall be located on the same lot with the dwelling, except those dwellings allowed under Section 49 (28) of this ordinance. Other required parking spaces shall be located not farther than 500 feet from the building or use they are required to serve, measured in a straight line from the building. (Amended by Ord. No. 3876/11-89.)

(6) Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

(7) Except in the case of single-family residential and duplex residential lots, required parking and loading spaces shall not be located in a required yard. (Amended by Ord. No. 2674/11-74.)

(8) Plans shall be submitted as provided in Section 119.

(9) Design requirements for parking lots.

(a) All code required parking areas located within any City zone shall have a durable, dust-free surfacing of asphaltic concrete, Portland Cement, or other approved materials. All code required parking areas shall be graded so as not to drain storm water over public sidewalks or onto any abutting public or private property. For the purposes of this Section, code required parking areas shall include parking spaces, parking aisles, loading areas and access drives. (Amended by Ord. No. 3096/3-80.)

(b) Except for parking to serve residential uses, parking and loading areas

adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a sight obscuring fence of not less than five nor more than six feet in height except where vision clearance is required.

(c) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches high and set back a minimum of four feet from the property line or by a bumper rail.

(d) Artificial lighting which may be provided shall not create or reflect substantial glare in a residential zone or on an adjacent dwelling.

(e) Access aisles for all vehicle turning and maneuvering shall comply with the standards as set forth in the Parking Table and Diagram. (Amended by Ord. No. 2535/11-72.)

(f) Groups of more than 4 parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street other than an alley would be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety of pedestrians and vehicular traffic on the site. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points 20' from their intersection. When the parking area is proposed for access directly onto an alley, the developer shall be responsible for any necessary improvements to said alley, subject to approval of the City Engineer at the time the building permits are issued. (Amended by Ord. No. 3096/3-80.)

(10) Completion time for parking lots. Required parking spaces shall be improved and available for use before the final inspection is completed by the building inspector. An extension of time may be granted by the building inspector, providing a performance bond or its equivalent is posted equaling the cost to complete the improvements as estimated by the building inspector provided the parking space is not required for immediate use. In the event the improvements are not completed within one year's time, the bond or its equivalent shall be forfeited and the improvements thenceforth constructed under the direction of the City.

(11) Parking table and diagram. The parking table provides the minimum dimensions of public or private parking areas, and based on the diagram, "B" equals the stall width, "P" equals the minimum stall depth, "C" equals the minimum clear aisle width, and "X" equals the stall distance at bay side. The depth of parking spaces located adjacent and perpendicular to landscaped strips may be reduced not more than one and one-half feet from the standards of Schedule B, or from the alternative standards cited in subsections a) and b) below, as measured from the curb to the end of the space, provided that the landscaped strip is a minimum of four (4) feet in unobstructed width and a minimum twenty four (24) foot access aisle is provided

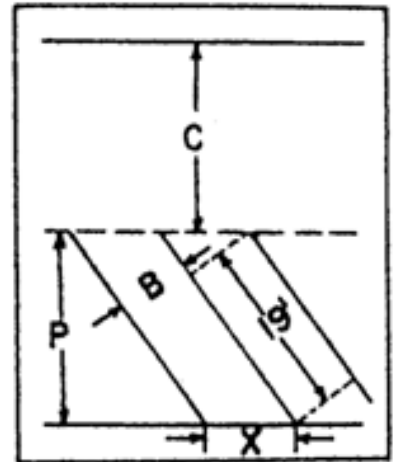
behind the parking space. Where off-street parking spaces are located adjacent and perpendicular to any pedestrian walkway crossing, the depth of such parking spaces may be reduced not more than one and one-half feet from the standards of Schedule B, or from the alternative standards cited in subsections a) and b) below, as measured from walkway curb or demarcation to the end of the space; provided, however, that the resulting pedestrian walkway shall have a minimum of five (5) feet of unobstructed pedestrian walkway. (Added by Ord. No. 2535/11-72 and Amended by Ord. No. 4465/8-96 and 4902/5-00.)

a) Where compact parking spaces are provided in accordance with Subsection 84 (A)(3), the minimum dimensions required for such compact parking spaces shall be at least sixteen (16) feet in depth and eight (8) feet in width. Compact parking space depths may be reduced not more than one and one-half feet adjacent to landscaped strips and pedestrian walkways, as described above. (Added by Ord. No. 4902/5-00.)

b) Universal parking space dimensions, alternative to those specified in the Parking Table and diagram, may be approved by the Planning Director. Universal parking space dimensions shall be not less than eight (8) feet nine (9) inches in width and seventeen (17) feet six (6) inches in depth, with a minimum twenty-five (25) feet wide clear aisle width. If universal parking space dimensions are approved, compact parking spaces shall not be included as required parking, except where the Planning Director has approved occasional use of compact spaces to accommodate physical or structural site limitations. Universal parking space depths may be reduced not more than one and one-half feet adjacent to landscaped strips and pedestrian walkways, as described above. (Added by Ord. No. 4902/5-00.)

#### PARKING TABLE AND DIAGRAM

ANGLE	B	P	C	X
30°	8'6"	16'10"	11'0"	17'0"
	9'0"	17'4"	11'0"	18'0"
	9'6"	17'9"	11'0"	19'0"
	10'0"	18'2"	11'0"	20'0"
45°	8'6"	19'5"	13'6"	12'0"
	9'0"	19'9"	13'0"	12'9"
	9'6"	20'2"	13'0"	13'5"
	10'0"	20'6"	13'0"	14'1"
60°	8'6"	20'9"	18'6"	9'10"
	9'0"	21'0"	18'0"	10'5"
	9'6"	21'3"	18'0"	11'0"
	10'0"	21'6"	18'0"	11'6"
90°	8'6"	19'0"	25'0"	8'6"
	9'0"	19'0"	24'0"	9'0"
	9'6"	19'0"	24'0"	9'6"
	10'0"	19'0"	24'0"	10'0"



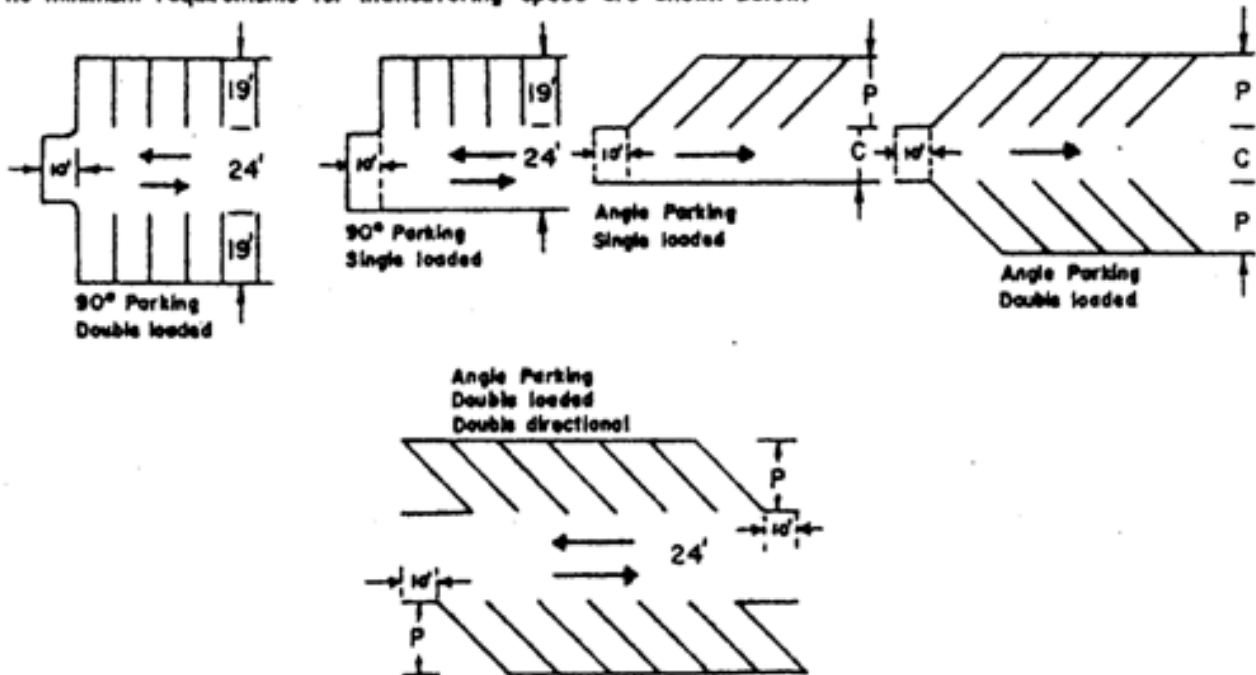
**PARKING DIAGRAM**

The above diagram is explanatory to the parking table.

Parking at other angles is permitted provided that each space contains a rectangle of a desired width (one of the four widths used in the parking table) and 19 feet in length.

The length of a parking space for parallel parking shall be a minimum of 23 feet and the width a minimum of 9 feet.

The minimum requirements for maneuvering space are shown below.





# PARKING MAXIMUM MAP


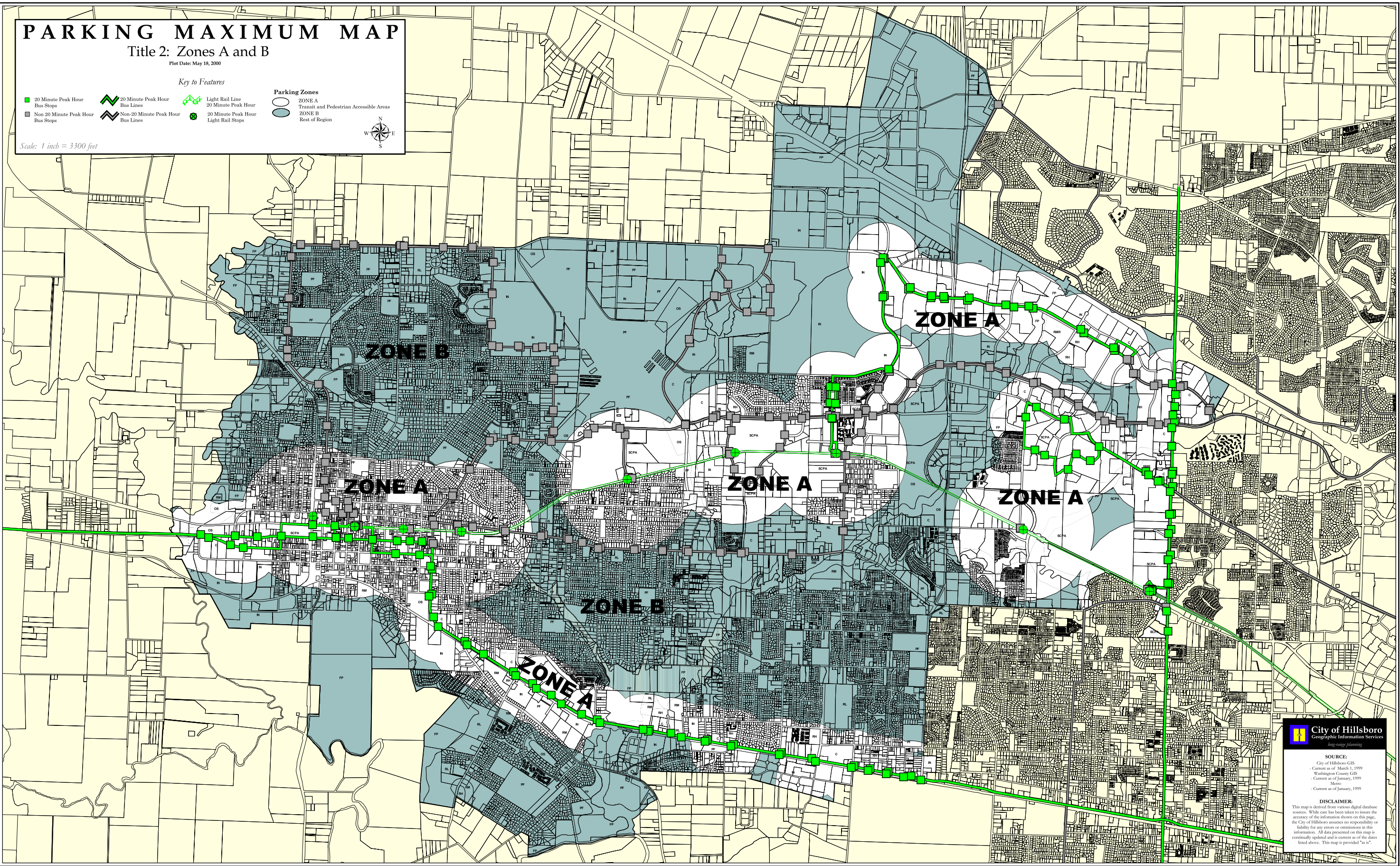

Title 2: Zones A and B

Plot Date: May 18, 2000

**Key to Features**

20 Minute Peak Hour Bus Stops	20 Minute Peak Hour Bus Lines	Light Rail Line	Zone A
Non 20 Minute Peak Hour Bus Stops	Non 20 Minute Peak Hour Bus Lines	20 Minute Peak Hour Light Rail Stops	Transit and Pedestrian Accessible Areas
			Zone B
			Rest of Region

Scale: 1 inch = 3300 feet



**City of Hillsboro**  
Geographic Information Services  
*Progress Through Planning*

**SOURCE:**  
City of Hillsboro GIS  
- Current as of March 1, 1999  
Washington County GIS  
- Current as of January, 1999  
Metro  
- Current as of January, 1999

**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".



## Supplementary Provisions

**Section 87. Zone Boundaries.** Unless otherwise specified, zone boundaries are lot lines, the center line of streets, and railroad rights-of-way, or such lines extended. Where a zone boundary divides a lot between two zones, the entire lot shall be placed in the zone that accounts for the greater area of the lot by the adjustment of the boundaries, provided the boundary adjustment is a distance of less than 20 feet.

**Section 87A.** (Deleted by Ord. No. 4213/3-94.)

**Section 88. General Provisions Regarding Accessory Uses.** Accessory uses shall comply with all requirements for the principal use except where specifically modified by this Ordinance and shall comply with the following limitations:

(1) Fence and hedge regulations.

(a) Fences in single-family residential zones within the City shall not exceed six feet in height except where they abut a multi-family, commercial, or industrial zone. Soundwalls installed adjacent to light rail facilities, pursuant to the March 1994 Final Environmental Impact Statement: Hillsboro Extension of the Westside Corridor, shall be exempt from the fence height restrictions of this Section. (Amended by Ord. No. 4300/12-94.)

(b) Fences shall not exceed three and one-half (3½) feet in height within any front yard setback and shall not conflict with vision clearance requirements. On corner lots, location of and height of a fence shall be determined by the City Planning staff upon application, and any staff decision may be appealed to the City Planning Commission either by the applicant or by an aggrieved party. (Amended by Ord. No. 2579/7-73.)

(c) It shall be unlawful for any person, firm, or corporation to construct or move a fence or part thereof without first applying for and obtaining a permit therefore, and the application shall state the height and location of said fence with respect to the property. Said application shall be accompanied by fee, as set in Section 129, to cover the cost of issuing said permit and supervising the construction thereof. (Amended by Ord. Nos. 2533/10-72; and 3320/5-82.)

(2) A greenhouse or hothouse may be maintained accessory to a dwelling only if there are no sales.

(3) A guest house may be maintained accessory to a dwelling, provided there are no

cooking facilities in the guest house.

(4) Regardless of the side and rear yard requirements of the zone, in a residential zone a side or rear yard may be reduced to two feet for an accessory structure erected more than 65 feet from a street other than an alley, provided the structure is detached from other buildings by five feet or more and does not exceed a height of one story nor an area of 450 square feet.

**Section 88A. Accessory Dwellings:**

(1) Purpose. The purpose of this section is to allow for establishment of an accessory dwelling in conjunction with a detached single family dwelling. Specifically, accessory dwellings provide opportunities to:

- a. Accommodate additional density in existing neighborhoods with minimum cost and disruption to surrounding neighborhoods;
- b. Allow for more efficient use of existing housing stock and infrastructure;
- c. Provide a mix of housing that responds to changing family needs and smaller households;
- d. Allow residents, particularly seniors, single parents and families with grown children to remain in their homes and neighborhoods;
- e. Provide a broader range of housing type and cost; and
- f. Insure that accessory dwellings are architecturally compatible with the primary structure with which the accessory dwelling is associated.

(2) Occupancy restriction. An accessory dwelling unit shall not be occupied by more than three (3) related or unrelated persons.

(3) Where these regulations apply. An accessory dwelling may be added to a detached house in any R zone and in the A-1 Duplex Residential zone.

(4) Development Standards. Building permit applications for not more than one accessory dwelling unit per existing primary single family dwelling shall be approved if the applicant shows compliance with the following criteria and standards:

a. Approval criteria.

1. Creation. An accessory dwelling may be created only through the following methods:

- (a) Converting floor area in an existing dwelling or garage;

(b) Adding floor area to an existing dwelling or garage;

(c) Constructing a detached accessory dwelling on a site with an existing detached house; or

(d) Constructing an internal or detached accessory dwelling unit in conjunction with construction of a new detached house.

2. Limitation. No more than one accessory dwelling unit is permitted per lot, for a total of two dwelling units per lot.

3. Parking. All parking must meet the requirements of Section 84. Off-Street Parking.

4. Minimum size. The size of an accessory dwelling unit shall be no less than 250 square feet.

5. Maximum size. The size of an accessory dwelling unit shall be no more than 750 square feet.

6. Code compliance. An accessory dwelling shall comply with applicable building, fire, health and safety codes.

7. Placement.

(a) An accessory dwelling created pursuant to Subsection 3.a.1 (a) or 3.a.1 (b) shall be located in conformance with the existing requirements for the primary residence including, but not limited to building height, lot coverage and setback and side yard requirements.

(b) A detached accessory dwelling unit created pursuant to Subsection 3.a.1 (c) may be located within 5 feet of a side or rear property line provided that it meets the requirements for an accessory structure as specified in Section 88

(4). Detached accessory dwellings not meeting the accessory structure requirements of Section 88(4) shall meet the placement requirements of an attached accessory dwelling as specified in 7(a) above.

(c) An accessory dwelling unit connected to the primary residence by an architectural or structural connection between the dwellings

such as a breezeway shall not be considered a detached accessory dwelling unit.

(d) Detached accessory dwellings and accessory dwellings attached by a breezeway shall be located to the rear of the primary residence such that they are not clearly visible from the street.

8. Entrance. Only one entrance to the primary residence may be located on the front façade facing the street unless the residence contained additional front door entrances before the accessory dwelling unit was created. An exception to this is entrances that do not have access from the ground such as entrances from balconies or decks.

b. Architectural Standards. Accessory dwelling units shall comply with the following standards:

1. Exterior finish materials. The exterior finish material shall be the same or visually match in type, size and placement of the exterior finish of the primary residence.

2. Roof pitch. The roof pitch shall be the same as the predominant roof pitch of the primary residence.

3. Eaves. Eaves shall project from the building walls the same distance as eaves on the primary residence.

4. Windows. Windows shall match those in the primary residence in proportion (relationship of width to height) and orientation (horizontal or vertical).

5. Trim. Trim shall be the same in type, size and location as the trim used on the primary residence.

(5) Notice. An applicant for a building permit to construct the accessory dwelling unit pursuant to Section 88A shall give written notice of the commencement of the unit's construction by mail or personal delivery to the owners of property situated within a 100-foot radius of the property boundary of the lot upon which the accessory dwelling will be built. The notice shall be given at least ten (10) days prior to the beginning date of construction of the accessory dwelling unit. Failure to give such notice shall result in a fine to the building permit applicant of \$250 for each owner of property entitled to receive a notice under this subsection who did not receive the notice. However, failure to give the notice shall not invalidate an otherwise properly issued building permit for the unit.

(Section 88A Added by Ord. No. 4902/5-00; Amended and renumbered by Ord. No. 5667/9-06.)

**Section 89. Authorization of Similar Uses.** The Planning Commission may rule that a use not specifically named in the allowed uses of a zone shall be included among the allowed uses if the use is

of the same general type and is similar to the allowed uses. However, this Section does not authorize the inclusion in a zone where it is not listed of a use specifically listed in another zone.

**Section 90. Projections from Buildings.** Cornices, eaves, canopies, sunshades, gutters, chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features, and other similar architectural features may not project more than two feet into a required yard or into open space as established by coverage standards. Exception Therefrom: similar architectural features may not project more than four feet into the required front or rear yards of all dwellings located within the single family and duplex zones. (Amended by Ord. No. 2596/8-73.)

**Section 91. Maintenance of Minimum Ordinance Requirements.** No lot area, yard, or other open space or required off-street parking or loading area existing on or after the effective date of this Ordinance shall be reduced in area, dimension, or size below the minimum required by this Ordinance, nor shall any lot area, yard, or other open space or off-street parking or loading area which is required by this Ordinance for one use be used as the lot area, yard, or other open space or off-street parking or loading area requirement for any other use except as provided in Section 86 (4).

**Section 92. General Exception to Lot Size Requirements.** If, at the time of passage of this Ordinance, a lot or the aggregate of contiguous lots held in single ownership has an area or dimension which does not meet the lot size requirements of the zone in which the property is located, the lot or aggregate holdings may be occupied by a use permitted outright or a conditional use allowed in the zone subject to the other requirements of the zone and provided, if there is an area deficiency, residential use shall be limited to a single-family residence. (Amended by Ord. No. 3471/6-84.)

**Section 93. General Exceptions to Yard Requirements.**

(1) Except for that portion of the setback which is listed in Subsection (2) of this Section, the following exception to the front yard requirement for a dwelling is authorized for a lot in any zone: If there are dwellings on both abutting lots with front yards of less than the required depth for the zone, the front yard for the lot need not exceed the average front yard of the abutting dwellings. If there is a dwelling on one abutting lot with a front yard of less than the required depth for the zone, the front yard for the lot need not exceed a depth one-half way between the depth of the abutting lot and the required front yard depth.

(2) To permit or afford better light, air, and vision on more heavily traveled streets and on streets of substandard width; to protect arterial streets; and to have the location of structures compatible with the need for the eventual widening of streets, a yard shall be provided abutting streets and portions of streets hereinafter named which shall be greater than the required yard dimension specified in the zone by the number of feet set forth below in the right-hand column, measured at right angles to the center line of the street, and unless otherwise described, measured from the center line of the street as constructed and improved with a hard surface pavement, or where not paved, from the center line or

general extension thereof of the street right-of-way.

<u>Street</u>	<u>Feet</u>
(a) S.E. 11th Avenue from S.E. Walnut Street to 90 feet south of S.E. Alder Street .....	30
(b) S.E. 11th Place from S.E. Maple Street to S.E. Walnut Street .....	30
(c) S.E. 12th Avenue from S.E. Maple Street to East Main Street and from S.E. Elm Street to S.E. Walnut Street .....	30
(d) S.E. 15th Avenue from 400 feet north of S.E. Oak Street to S.E. Walnut Street , and from 50 feet south of S.E. Alder Street north 510 feet .....	30
(e) S.E. 16th Avenue from S.E. Oak Street to S.E. Walnut Street and from 50 feet south of S.E. Alder Street north 510 feet .....	30
(f) S.E. 26th Avenue from East Main Street to Trinity Park .....	30
(g) S.E. 32nd Avenue from East Main Street south to City boundary .....	30
(h) S.E. 40th Avenue from S.E. Bentley Street to S.E. Ash Street .....	30
(i) S.E. Alder Street from S.E. 11th Avenue to S.E. 21st Avenue .....	30

- (j) S.E. Ash Street  
 from 350 feet west of S.E. 40th Avenue eastward to city boundary  
 ..... 30
  
- (k) S.E. Bentley Street  
 from S.E. 32nd Avenue east to city boundary  
 ..... 30
  
- (l) S.E. Cedar Street  
 from S.E. 32nd Avenue east to city boundary  
 ..... 30
  
- (m) S.E. Currin Drive  
 from S.E. River Road to city boundary  
 ..... 30
  
- (n) S.E. Currin Lane  
 from S.E. River Road to city boundary  
 ..... 30
  
- (o) S.E. Elm Street  
 from S.E. 12th Avenue west 225 feet  
 ..... 30
  
- (p) S.E. Jean Lane  
 from S.E. River Road to city boundary  
 ..... 30
  
- (q) S.E. Maple Court  
 from S.E. 18th Avenue west 465 feet  
 ..... 30
  
- (r) S.E. Walnut Street  
 from 50 feet east of S.E. 15th Avenue eastward to end of street  
 ..... 30
  
- (s) S.W. Brookwood Avenue  
 within City  
 ..... 40
  
- (t) N.E. 8th Avenue  
 from North Arrington Road to 120 feet south of N.E. Queens Lane

..... 30

(u) N.E. 9th Avenue  
from 130 feet north of N.E. Arrington Road to 120 feet  
south of N.E. Queen's Lane  
..... 30

(v) N.E. 10th Avenue  
from 130 feet north of N.E. Arrington Road to City boundary  
..... 30

(w) N.E. 21st Avenue  
within City north of N.E. Cornell Road  
..... 30

(x) N.E. 25th Avenue  
from East Main Street to end of road  
..... 30

(y) N.E. 28th Avenue  
from East Main Street to N.E. Cornell Road within City  
..... 40

(z) N.E. 37th Avenue  
from East Main Street north within city  
..... 30

(aa) N.E. Arrington Road  
from N.E. Jackson School Road to N.E. Cornell Road  
..... 40

(bb) Birchwood Lane  
from N.E. Grant Street north 160 feet  
..... 30

(cc) N.E. Birchwood Terrace  
from N.E. Grant Street to N.E. Donelson Road  
..... 30

(dd) N.E. Cornell Road  
from East Main Street to city boundary  
..... 40



- (ee) N.E. Lincoln Street  
from Cornell Road to N.E. 12th Avenue  
..... 30
  
- (ff) N.E. Queens Lane  
from N.E. 8th Avenue to N.E. Delsey Road  
..... 30
  
- (gg) N.E. 279th Avenue  
from N.E. Cornell Road to city boundary  
..... 30
  
- (hh) N.W. Brogden Street  
within city  
..... 30
  
- (ii) N.W. Forest Street  
from N.W. Connell Avenue to city boundary  
..... 30
  
- (jj) N.W. Hyde Street  
from N.W. 273rd Avenue to N.W. 269th Avenue ( N.E. 28th Avenue )  
..... 30
  
- (kk) East Main Street  
from the east line of Tenth Avenue easterly to the  
City boundary (Amended by Ord. No. 2073/3-66.)  
..... 40
  
- (II) North Dennis Avenue  
from N.W. Garibaldi Street to N.W. Forest Street  
..... 30
  
- (mm) 11th Street Drive  
from East Main Street to N.E. 12th Avenue  
..... 30
  
- (nn) Padgett Road  
within city  
..... 30
  
- (oo) East Main Street  
from the east line of 5th Avenue easterly

to Tenth Avenue (Amended by Ord. No. 2073/3-66.)

..... 43

(pp) S.E. 10th Avenue

from a point 100 feet south of the south line of S.E. Maple Street  
northerly to the

south line of S.E. Oak Street (Added by Ord. No. 2754/4-76.)

..... 40

**Section 94. Exceptions to Building Height Limitations.**

(1) Except for the limitations set forth in Subsection (2) hereof, the following types of structures or structural parts are not subject to the building height limitations of this Ordinance: chimneys, tanks, church spires, belfries, domes, monuments, fire and hose towers, observation towers, masts, aerials, cooling towers, elevator shafts, transmission towers, smokestacks, flagpoles, radio and television towers and other similar projections.

(2) In order to assure safe airport operation, no structure or structural part shall exceed height standards established for the vicinity of the Portland-Hillsboro Airport by the Federal Aviation Administration's Aviation Regulations (FAR) Part 77.

(Amended by Ord. No. 3343/7-82.)

**Section 95. Access.** Every lot zoned R-7, R-8.5, R-10, or A-1 shall abut a public street other than an alley for a width of at least 12 feet. When two to six adjacent single-family residential lots are proposed, then each lot must abut a public street other than an alley for a width of at least 8 feet. When two to four adjacent lots zoned A-1 are proposed, each lot shall abut a public street other than an alley for a width of at least 10 feet. Every lot zoned A-2, A-4, A-3, C-4, C-F, C-2, C-1, M-2 and M-P shall abut a public street other than an alley for a width of at least 25 feet. Property abutting the end of a public street not terminating in a cul-de-sac shall not be considered as having access. The minimum width of the access strip portion of every lot must equal the frontage requirement applicable as set forth herein. (Amended by Ord. No. 3288/12-81.)

**Section 96. Vision Clearance.** Vision clearance areas shall be provided with the following distance establishing the size of the vision clearance area:

(1) In a residential zone the minimum distance shall be 25 feet or, at intersections including an alley, 10 feet.

(2) In all other zones except a C-2 zone the minimum distance shall be 15 feet or, at intersections including an alley, 10 feet, except that when the angle of intersections between streets is less than 30 degrees, the distance shall be 25 feet.

**Section 97. Zoning of annexed areas.** Provisions of Sections 112 to 116 regarding amendments to the Zoning Ordinance shall also apply to the zoning of annexed areas. Zoning regulations applicable to an area annexed to the City which is zoned by the County at the time of annexations shall continue to apply until the Hearings Board replaces the County's zoning with appropriate classifications of this Ordinance. The owner of annexed property can apply for a zone change based upon the land use designation of the adopted Comprehensive Plan of the City, after the effective date of annexation. In case no owner initiated zone change is submitted to the Planning Department within 20 days after the effective date of an annexation, the Planning Commission shall initiate a zone change from the existing County zoning to the appropriate City zone. (Amended by Ord. No. 3019/7-79.)

**Section 97A. Preservation of Residential Density.** Building permit applications for a single-family residence (SFR) on a lot larger than 12,000 square feet shall be reviewed by the Planning Director if the lot is designated Medium, High, or Mid-Rise Density Residential. The Planning Director shall approve the application upon demonstration by the applicant that the proposed siting of the SFR allows the opportunity for development of the remainder of the lot to the maximum density allowable under the standards of the Comprehensive Plan and the Zoning Ordinance. (Added by Ord. No. 3451/3-84.)

## Nonconforming Uses and Structures

**Section 98. Continuation of Nonconforming Use or Structure.** Subject to the provisions of Sections 99 to 105, a nonconforming structure or use may be continued and maintained in reasonable repair but shall not be enlarged or expanded except as specified in Sections 99 and 100. The extension of a nonconforming use to a portion of a structure which was arranged or designed for the nonconforming use at the time of passage of this Ordinance is not an enlargement of a nonconforming use.

**Section 99. Enlargement or Expansion of Nonconforming Use.** In case of practical difficulty or unnecessary hardship, the Hearings Board may authorize enlargement or expansion of a nonconforming use up to 20 percent in floor area or, in those cases not involving structures, up to 10 percent in land area, as existing on the effective date of this Ordinance. In no case, however, shall such enlargement or expansion result in an increase in the number of dwelling units in excess of the number permitted for the lot in the zone in which it is located. (Amended by Ord. No. 2752/7-76.)

**Section 100. Procedure for Authorization.** The procedure to be followed in application for and authorization of an expansion of a nonconforming use shall be the same as that specified in Sections 108 to 111 for a case of a variance. The application shall be accompanied by a fee as set in Section 129. (Amended by Ord. Nos. 2536/11-72; 2660/8-74; and 3320/5-82.)

**Section 101. Nonconforming Structure.** A structure conforming as to use but nonconforming as to height, setback, or coverage may be altered or extended, providing alteration or extension does not increase the deviation from the standards of this Ordinance. (Amended by Ord. No. 5676/10-06.)

**Section 102. Discontinuance of a Nonconforming Use.** If a nonconforming use is discontinued from use for a period of one year, further use of the property shall be for a conforming use.

**Section 103. Change of a Nonconforming Use.** If a nonconforming use is changed, it shall be changed to a use conforming to the regulations of the zone and, after change, it shall not be changed back again to the nonconforming use.

**Section 104. Destruction of a Nonconforming Use.** If a nonconforming structure or a structure containing a nonconforming use is destroyed by any cause to an extent exceeding 80 percent of the value of the structure, a future structure or use on the property shall comply with the provisions for a conforming use in the zone. Single family residential structures may be rebuilt in any zone if unintentionally destroyed, provided the reconstruction of the residence complies with the following standards :

1. the residence is rebuilt on the same location on the lot, or in compliance with the setback standards for the underlying zone; and

2. the square footage of the replacement structure does not exceed the square footage of the original structure by more than twenty percent (20%); and
3. if the property is within an area subject to architectural standards the construction style of the replacement structure complies with those architectural standards.

The value of the structure for purposes of this Section shall be determined by establishment of its replacement cost using current values for labor and new materials. If the building inspector determines there is some pertinent question as to the percent of the structure destroyed, he shall refer the question to the building board of appeals established by the city building code for determination. (Amended by Ord. Nos. 3717/9-87; 5245/4-03; and 5304/9-03.)

**Section 105. Completion of Structure.** Nothing contained in this Ordinance shall require any change in the plans, construction, alteration, or designated use of a structure for which a building permit has been issued and construction work has commenced prior to the adoption of this Ordinance; except that, if the designated use will be nonconforming, it shall, for the purpose of Section 102, be a discontinued use if not in operation within two years of the date of issuance of the building permit.

## Variances

**Section 106. Authorization to Grant or Deny Variances.** The Hearings Board may authorize variances from the requirements of this Ordinance where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of this Ordinance would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of property for purposes not authorized within the zone in which the proposed use would be located. In granting a variance, the Board may attach conditions which it finds necessary to protect the best interests of the surrounding property or neighborhood and to otherwise achieve the purposes of this Ordinance. (Amended by Ord. No. 2752/3-76.)

**Section 107. Conditions for Granting a Variance.** No variance shall be granted unless it can be shown that all of the following conditions exist:

- (1) Exceptional or extraordinary conditions apply to the property that do not apply generally to other properties in the same zone or vicinity, which conditions are a result of lot size or shape, topography, or other circumstances over which the applicant has no control.
- (2) The variance is necessary for the preservation of a property right of the applicant substantially the same as is possessed by owners of other property in the same zone or vicinity.
- (3) The authorization of the variance shall not be materially detrimental to the purposes of this Ordinance, be injurious to property in the zone or vicinity in which the property is located, or be otherwise detrimental to the objectives of any city development plan or policy.
- (4) The variance requested is the minimum variance from the provisions and standards of this Ordinance which will alleviate the hardship.

**Section 107A. Criteria for Granting a Parking Variance.** No parking variance shall be granted unless it can be shown that all of the following criteria are met:

- (1) The property or use possesses characteristics that are unique and do not generally apply to other properties or uses in the same zone or vicinity.
- (2) All reasonable alternatives to comply with the parking standards have been exhausted.
- (3) If the parking variance seeks to exceed the parking maximum then it shall be demonstrated that any excess parking is located in a fashion such that the portion of the site occupied by the excess parking can be redeveloped at some future time if the use

changed and excess parking was not needed.

(Section 107A. Added by Ord. No. 4902/5-00.)

**Section 107B. Criteria for Granting a Regulatory Floodplain Standard Variance.** No regulatory floodplain standard variance shall be granted unless it can be shown that all of the following criteria are met:

(1) Generally, the only condition under which a variance from the standards set out in Section 131 may be issued is for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing the following items have been fully considered:

- (a) The danger that materials may be swept onto other lands to the injury of others;
- (b) The danger to life and property due to flooding or erosion damage;
- (c) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (d) The importance of the services provided by the proposed facility to the community;
- (e) The necessity to the facility of a waterfront location, where applicable;
- (f) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;
- (g) The compatibility of the proposed use with existing and anticipated development;
- (h) The relationship of the proposed use to the comprehensive plan and flood plain management program for that area;
- (i) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (j) The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site; and
- (k) The costs of providing governmental services during and after flood

conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

As the lot size increases the technical justification required for issuing the variance increases.

(2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places or the State Inventory of Historic Places, without regard to the procedures set forth in this section.

(3) Variances shall not be issued within a designated floodway if any increase in flood levels during the base flood discharge would result.

(4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(5) In addition to the conditions for granting a variance in Section 107 regulatory flood plain standard variances shall only be issued if the following conditions also exist:

(a) A showing of good and sufficient cause; and

(b) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public or conflict with existing local laws or ordinances.

(6) Variances as interpreted in the National Flood Insurance Program are based on the general zoning law principle that they pertain to a physical piece of property; they are not personal in nature and do not pertain to the structure, its inhabitants, economic or financial circumstances. They primarily address small lots in densely populated residential neighborhoods. As such, variances from the flood elevations should be quite rare.

(7) Variances may be issued for nonresidential buildings in very limited circumstances to allow a lesser degree of flood proofing than watertight or dry-flood proofing, where it can be determined that such action will have low damage potential, complies with all other variance criteria except Section 107B(1), and otherwise complies with the standard that all improvements be constructed to minimize flood damage, by using flood resistant materials, anchoring, and the protection of on-site public and private utilities where applicable.

(8) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the base flood elevation and that the cost of flood insurance will be commensurate with the increased



risk resulting from the reduced lowest floor elevation.

(Section 107B. Added by Ord. No. 5523/6-05).

**Section 108. Application and Fee.** A request for a variance may be initiated by a property owner or authorized agent by filing an application with the City Recorder. The applicant shall submit plans to the Commission as provided in Section 119 and shall pay the fee as set in Section 129. (Amended by Ord. Nos. 2536/11-72; 2658/8-74; 3320/5-82.)

**Section 109. Public Hearing on a Variance.** Before acting on a request for a variance, the Hearings Board shall consider the variance at a Public Hearing held within 40 days after filing of the application. Not less than 10 days prior to the date of the Hearing, the City Recorder shall give written notice by mail of the hearing to owners of property abutting on the sides of the lot or lots involved and to the owner or owners of the property directly across the street or alley from any lot on which the variance is requested and shall notify owners of any other lot which the Board deems may be affected by the proposed variance, using for this purpose names and addresses of owners as shown upon the current records of the County Assessor. Failure of a person to receive the notice specified in this Section shall not invalidate any proceeding in connection with the application for a variance. (Amended by Ord. Nos. 2658/8-74 and 2752/3-76.)

**Section 110. Recess of Hearing on a Variance.** The Hearings Board may recess a hearing on a request for a variance in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposed variance. Upon recessing for this purpose, the Board shall announce the time and date when the hearing will be resumed. (Amended by Ord. No. 2752/3-76.)

**Section 111. Action of the Hearings Board.** The Board may attach conditions to an authorized variance which it feels are necessary to protect the public interests and carry out the purpose of this Ordinance. The City Recorder shall notify the applicant for a variance, in writing, of the Board's action within five days after the Board has rendered its decision. (Amended by Ord. No. 2752/3-76.)

## Amendments to the Zoning Ordinance

**Section 112. Authorization to Initiate Amendments.** Amendment to the text of this Ordinance may be initiated by the City Council or Planning Commission. A map amendment may also be initiated by the Planning Commission, City Council, or by application of the property owner or an authorized agent.

Applications for map amendment shall be heard by the Planning and Zoning Hearings Board. Consideration of amendments to the text of this Ordinance shall be by the Planning Commission.

The term "amendment" shall not include, and the procedure for amendment shall not apply to, non-substantive changes in this Ordinance or to any of the following revisions which shall be carried out on a continuing basis by the Planning staff to insure accuracy of the zoning map:

- (1) Addition of recorded subdivision plats, recorded land partitioning, recorded street or alley dedications, public facility locations, new street names.
- (2) Deletion of vacated subdivision plats, vacated streets or alleys, street names which have been changed, subdivision lot numbers where resubdivisions have occurred or where amended plats have been recorded, old city limit lines.
- (3) Inclusion within the city limits of annexed areas and exclusion of areas withdrawn from the city.
- (4) Name changes involving streets or alleys.
- (5) Other similar revisions which do not affect zone boundaries.

(Amended by Ord. Nos. 2752/3-76 and 3422/9-83.)

**Section 113. Application and Fee.** An application for amendment by the property owner or his authorized agent shall be filed with the City Recorder. The application shall be accompanied by the fee as set in Section 129. (Amended by Ord. Nos. 2087/6-66; 2289/9-69; and 3320/5-82.)

**Section 114. Authorization for Conditional Amendment and Standards for Zone Change Consideration.**

(1) Amendment of this Ordinance by amending the zoning map may be contingent upon compliance with conditions found necessary to accomplish the purposes of this Ordinance and implement the goals and policies of the Hillsboro Comprehensive Plan. To that purpose, any of the following conditions, stipulations or limitations may be attached to a zone change approval: (Amended by Ord. No. 3451/3-84.)

- a. Street improvements abutting/within the development area

- b. Street dedication abutting/within the development area
- c. Joint use/access agreement
- d. Improvement agreements for the installation of necessary on-site public facilities
- e. Utility easements
- f. Landscaping
- g. Off-street parking
- h. Storm drainage improvements
- i. Off-site public improvements when the rezoning and subsequent development will contribute significantly to the need for such off-site public improvements
- j. Development Review approval by the Planning Commission; for projects in zones or locations for which development requirements and design standards are specified in the Zoning Ordinance. (Amended by Ord. No. 4821/9-99.)
- k. Screening, fencing
- l. Limiting access
- m. Surety/performance bond
- n. Non-remonstrance clause

(2) Before the Hearings Board grants a zone change, they shall require that the applicant demonstrate compliance with the following criteria:

- a. That the request must conform with the Hillsboro Comprehensive Plan and this Ordinance;
- b. That, where more than one designation is available to implement the Comprehensive Plan designation (e.g. R-7 vs. R-10), the applicant must justify the particular zoning being sought and show that it is best suited for the specific site, based upon specific policies of the Hillsboro

## Comprehensive Plan.

(Section 114 Amended by Ord. No. 3422/9-83; and Ord. No. 4821/9-99.)

**Section 115.** (Deleted by Ord. No. 3422/9-83.)

**Section 116. Public Hearing on an Amendment.** Before taking action on a proposed amendment to this Ordinance, the Planning and Zoning Hearings Board or the Planning Commission shall hold a public hearing thereon within 40 calendar days after receiving the application.

(1) Notice of hearing. Notice of time, place, and purpose of the public hearing before the Planning Commission or the Planning and Zoning Hearings Board, on a proposed amendment shall be given by the City Recorder in the following manner:

a. If an amendment to the text of this Ordinance is proposed, notice shall be by three publications in a newspaper of general circulation in the City, the first to be not more than 30 calendar days and the last not more than 10 calendar days prior to the date of hearing.

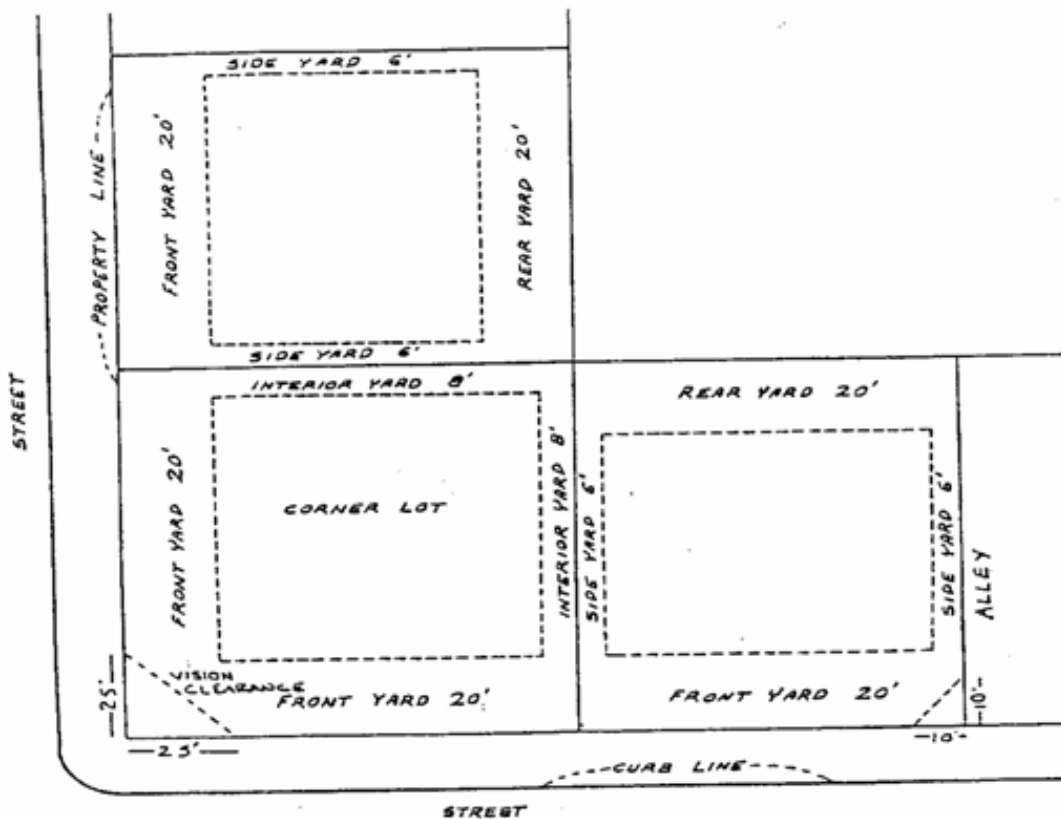
b. If an amendment to the zoning map is proposed, the notice shall be by one publication of a written notice and vicinity map in a newspaper of general circulation in the city, not less than four calendar days, nor more than 10 calendar days prior to the date of hearing and by mailing written notice not less than 10 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. Where all property so located is under the same ownership, the procedure specified in Subsection a. above shall be followed. The failure of a person to receive the notice specified in this Section shall not invalidate any proceedings in connection with the proposed zone change.

(2) Recess of hearing. The Planning Commission, City Council, or Hearings Board may recess a hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposed amendment.

Upon recessing for this purpose, the Planning Commission, the City Council, or the Hearings Board shall announce the time and date when the hearing will be resumed or other manner, such as written evidence, in which additional information will be considered.

(3) Action of the Planning Commission or Hearings Board. A decision by the Planning Commission or the Hearings Board to deny an amendment shall be final unless appealed to the City Council according to the provisions of this ordinance. An action favoring an

amendment shall be in the form of a recommendation to the City Council. The City Council shall hold a public hearing on a City-initiated zone change in conjunction with an annexation, and may, on its own initiative or upon appeal, hold such hearing as it deems appropriate upon other proposed amendments. The City Council may pass an ordinance amending the Zoning Ordinance text or map based upon the recommendation of the Planning Commission or Hearings Board, or based on findings of the City Council. (Amended by Ord. Nos. 3422/9-83; 5393/7-04.)



R-8.5 SINGLE FAMILY RESIDENTIAL ZONE	
Minimum Front and Rear Yards.....	20 Feet
Minimum Side Yard.....	6 Feet
Minimum Interior Yard (corner lots).....	8 Feet
Minimum Lot Size.....	8,500 square feet
Minimum Width at Building Line.....	65 Feet
Minimum Lot Depth.....	90 Feet
Maximum Lot Coverage.....	45 percent of interior lot
.....	50 percent of corner lot
Minimum Density.....	4 Dwelling Units Per Net Acre
Maximum Building Height.....	35 Feet or 2 1/2 stories

**Section 126. R-8.5 Single-family Residential Zone.**

(1) **Short title.** This zone shall be known as the R-8.5 single-family residential zone of the City of Hillsboro .

(2) **Purpose.** To provide and protect residential land for families who desire to live in an environment of single-family dwellings who do not want or have no need for the smaller lots as provided in the R-7 residential zone or the larger lots as provided in the R-10 residential zone.

**(3) Uses permitted outright.**

(a) A use permitted outright in an R-10 zone. (Amended by Ord. No. 3029/8-79.)

(b) Agricultural use of land, such as truck gardening, orchards and horticulture, but excluding commercial buildings or structures. The raising of animals other than normal household pets is allowable, but only in compliance with Section 131. (Amended by Ord. No. 3294/1 -82.)

**(4) Conditional uses permitted.**

(a) Church.

(b) Governmental structure or use including public park, playground, recreation building, fire station, library or museum.

(c) School: primary, elementary, junior or senior high, college or university. (Amended by Ord. No. 5168/7-02.)

(d) Utility substation or pumping station with no equipment storage.

(e) Radio transmission facilities. (Added by Ord. No. 3194/12-80.)

(f) Residential recreation center. (Added by Ord. No. 3599/2-86.)

(g) Child Care Facility. (Added by Ord. No. 5168/7-02.)

**(5) Minimum Density.** In the R-8.5 zone, the minimum density standard is 4 dwelling units per net residential acre. (Added by Ord. No. 4902/5-00.)

**(6) Lot size.**

(a) The minimum lot area shall be 8,500 sq. ft. However, in a newly platted or replatted subdivision (or portion thereof zoned R-8.5) the minimum average lot size shall be 8,500 sq. ft. provided that the following conditions are met:

a. Not to exceed 30% of the R-8.5 lots in the subdivision contain less than 8,500 sq. ft.

b. No R-8.5 lots contain less than 7,250 sq. ft.

(Amended by Ord. No. 3029/8-79.)

(b) Minimum lot width at the front building line: Sixty-five (65) feet.

(c) Minimum lot depth: Ninety (90) feet.

(d) Notwithstanding the dimensional and area standards set forth in items (a) through (c) above, approved duplex lots may be split in order to allow for dual ownership. The dwelling units shall have a common wall at the zero lot line. (Added by Ord. No. 3395/10-83.)

**(7) Setback requirements.** Except as provided in Sections 88 and 93, in an R-8.5 zone the yards shall be as follows:

(a) Minimum front yard: Twenty (20) feet.

(b) Minimum rear yard: Twenty (20) feet

(c) Minimum side yard: Six (6) feet.

(d) Minimum interior yards on corner lots: Eight (8) feet.

(e) Minimum front yards on corner lots: Twenty (20) feet.

(f) All duplex lots shall meet the setback requirements established in items (a) through (e) above, except that the setback for the zero lot line shall be waived. (Added by Ord. No. 3395/10-83.)

**(8) Signs.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**(9) Maximum Height of Buildings.**

(a) Maximum height of a building shall be two and one-half stories (2½) or thirty-five (35) feet, whichever is less.

**(10) Lot Coverage.**

(a) In an R-8.5 zone buildings shall not occupy more than 45 percent of the area of an interior lot nor 50 percent of a corner lot. (Amended by Ord. No. 4902/5-00.)

(Section 126 Added by Ord. No. 2398/12-70.)



## **Section 127. Planned Unit Development.**

**I. Short Title.** Section 127 shall be known as the Planned Unit Development (hereinafter referred to by the acronym PUD) overlay zone of the Hillsboro Zoning Ordinance. (Amended by Ord. No. 3424/9-83.)

**II. Purpose.** The purposes of the Planned Unit Development Overlay zone are to provide a means to create planned environments through the application of flexible standards which allow for the application of new techniques and living arrangements; facilitate the efficient use of land; promote an economic arrangement of land uses, buildings, circulation systems, open space and utilities; preserve to the greatest extent possible the existing landscape features and amenities through the use of a planning procedure that can relate the type and design of a development to a particular site; encourage development that recognizes the relationship between buildings, their use, open space, and accessways, thereby increasing the opportunities for innovative and diversified living, shopping, and working environments; permit Mixed Use Developments; and permit a mix of industrial and commercial uses in a high quality setting on large sites designated Industrial or Commercial by the Hillsboro Comprehensive Plan Map; where the applicant can demonstrate that the site is subject to a master development plan which addresses issues such as development quality, landscaping, traffic and pedestrian circulation, parking and general maintenance standards through developer-recorded covenants, conditions and restrictions. (Amended by Ord. No. 3889/12-89 and by Ord. No. 4223/4-94.)

**III. Standards and Criteria.** The following standards and criteria shall govern the application for a PUD within the City: (Amended by Ord. No. 3424/9-83.)

A. The use (or uses) proposed is (are) consistent with the goals and policies of the Hillsboro Comprehensive Plan. (Amended by Ord. No. 4223/4-94.)

B. The tract or tracts of land included in a proposed PUD must be in a single ownership or under the development control of a joint application of owners or authorized agents of the property involved. (Amended by Ord. No. 3424/9-83.)

C. (Deleted by Ord. No. 5269/5-03)

D. Any proposed development subject to the PUD process within the City of Hillsboro, which meets the definition of "development" as contained in Chapter 1 Section 1.02.15 of the *Washington County Unified Sewerage Agency's 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 of Chapter 3, *Standard Design Requirements for Storm and Surface Water* of the USA's Construction Standards and regulations for Sanitary Sewerage and Storm and Surface Water Management Systems. (Added by Ord. No. 4982/12-00.)

E. The allowable residential density shall be established for the net development area of the subject property. This net area is calculated by subtracting the area set aside for non-residential uses (i.e. a school, commercial use, floodplain, wetlands, or wetland buffer) from the gross development area. All land areas intended for other uses such as parking and driveways, public utility easements, recreation, and open space, shall be included in the net development area figure. Except for projects located within or partially within the Significant Natural Resources Overlay (SNRO) District, allowable residential density shall be calculated by multiplying the net development acreage by the minimum units/acre of the density range next highest to that allowed according to the Hillsboro Comprehensive Plan Map designation for the property, to determine the number of units permitted. Allowable residential density for projects located within or partially within the SNRO District shall be calculated pursuant to Section 131A(14). (Amended by Ord. Nos. 3451/3-84 and 5269/5-03.)

An increase in density above the minimum units/acre of the next highest designation specified by the Hillsboro Comprehensive Plan may be proposed and can be permitted. The applicant must justify increased density, and the burden of justification shall increase as the proposed density increases. At a minimum, the applicant must explain how the increase can be considered to be in conformance with the Plan designation for the site and demonstrate that any adverse impacts can be mitigated.

Pursuant to Comprehensive Plan Natural Resources, Open Space, Scenic and Historical Sites Policy (E) (5), in a proposed PUD containing Significant Natural Resource Sites, as shown on the SNRO District Map, the allowable densities shall be reduced within the Significant Natural Resources Overlay District, and may be transferred from the Significant Natural Resources Overlay District to the remainder of the site, as specified in Section 131A.

(Amended by Ord. Nos. 3451/3-84; 4337/8-96; and 5269/5-03.)

F. Building and parking area setbacks, lot coverage and building height must conform to the requirements of the zone underlying a majority of the

PUD unless a deviation is proposed, considered and approved as a part of the application process. Any such deviation must be justified by the applicant by addressing the exceptions criteria of subsection (K) below. Such deviation shall only be approved if the Planning Commission finds that the proposal conforms to the exceptions criteria of subsection (K) below. (Amended by Ord. Nos. 3424/9-83 and 3889/12-89.)

G. Parking shall be provided at a minimum ratio of 2.5 spaces per dwelling unit and as specified in Section 84 for other types of uses. The number of spaces may be reduced to 2 spaces per dwelling unit if the PUD is wholly served with a fully improved public street system including on-street parking on at least one side. Further reductions in the amount of parking to be provided may be proposed by the applicant but shall be approved only if they meet the exceptions criteria of Subsection (K) below to the satisfaction of the Planning Commission. (Amended by Ord. Nos. 3424/9-83 and 3889/12-89.)

H. At least fifteen percent (15%) of the net development area shall be utilized as Open Space. Open space, covered or uncovered, is the land area to be used for scenic, cultural, landscaping or recreational purposes within the PUD. Open Space does not include proposed drives, streets, or rights-of-way, parking areas and their accessory uses. A performance bond in an amount up to 120% of the total estimated open space improvement costs may be required by the City to insure that these improvements are installed. (Amended by Ord. No. 3424/9-83.)

Maintenance of open space and other PUD facilities, such as private streets, shall be the responsibility of the Homeowners' Association created in accordance with Oregon Revised Statutes. (Amended by Ord. No. 3424/9-83.)

I. Connectivity. Planning Unit Developments shall provide vehicular, bicycle and pedestrian connections to adjacent and nearby residential areas, transit stops, neighborhood activity centers and other neighborhood facilities in the following manner:

1. In PUDs that are 5 acres or more in size, full street connections with spacing of no more than 530 feet between these connections shall be provided except where barriers such as topography, railroads, freeways, pre-existing development, or regulations implementing Title 3 of the adopted Metro Urban Growth Management Functional Plan or City Goal 5 Resource Protection requirements prevent their construction or required different street connection standards.

2. Within PUDs in which full street connections are not possible, bicycle and pedestrian connection on public easements or rights-of-way shall be provided with spacing of no more than 330 feet between connections except where barriers such as topography, railroads, freeways, pre-existing development, or regulations implementing Title 3 of the adopted Metro Urban Growth Management Functional Plan or City Goal 5 Resource Protection requirements prevent their construction.

3. In PUDs, opportunities to incrementally extend and connect proposed new streets with existing streets in adjacent or nearby areas shall be considered in addition to addressing street connectivity recommendations shown on the Local Street Connectivity Maps contained within the City's Transportation System Plan.

4. The use of cul-de-sac designs and closed street systems shall be limited to circumstances in which barriers such as topography, railroads, freeways, pre-existing development or regulations implementing Title 3 of the adopted Metro Urban Growth Management Functional Plan or City Goal 5 Resource Protection requirements prevent full street extensions. When permitted, cul-de-sacs shall have a maximum length of 200 feet and shall serve no more than 25 dwelling units.

5. Narrow street designs for local streets may be permitted with city engineer approval, provided that other minimum dimensional requirements are met for travel lanes, bike lanes, parking lanes and sidewalk widths.

(Added by Ord. No. 4902/5-00.)

J. Development of a PUD designated Industrial or Commercial on the Hillsboro Comprehensive Plan Map may allow mixed industrial and commercial uses subject to the following:

1. The site proposed for the PUD is not less than twenty (20) gross acres in size.

2. A minimum of 60 percent (60%) of the land area subject to

the PUD shall be devoted to uses allowed by the Hillsboro Comprehensive Plan Map and Zoning Ordinance for the property subject to the PUD. Where a proposed PUD retail commercial use is not allowed by the Hillsboro Comprehensive Plan Map and Zoning Ordinance, no multi-tenant or multi-user retail commercial facility or structure under common ownership or common control in an industrial PUD may be developed at a gross square footage in excess of 15,000 square feet.

3. The PUD preliminary Master Plan shall indicate the approximate size, general location, and character of use of all areas of the site which the applicant designates for uses other than those allowed by the Hillsboro Comprehensive Plan Map and Zoning Ordinance.

4. The PUD preliminary Master Plan shall be submitted accompanied by a set of proposed Covenants, Conditions and Restrictions which the applicant commits to record with respect to the PUD site, if the PUD is approved by the City. The Covenants, Conditions and Restrictions shall incorporate appropriate provisions for the establishment and maintenance of long-term PUD site development standards, including enforcement mechanisms designed to assure coherent, coordinated development, maintenance and use activity with the PUD site.

5. The uses within the PUD which are not allowed by the Hillsboro Comprehensive Plan and Zoning Ordinance shall be consistent with the Purposes of the PUD overlay zone as set forth in Section II above.

(Added by Ord. No. 3889/12-89.)

K. Exceptions. (Amended by Ord. Nos. 3424/9-83 and 3889/12-89 and 4689/7-98.)

1. Building Setback or Yard Requirements. The Planning Commission may grant an exception to the dimensional building setback or yard requirements of the applicable standards based on findings that the approval will result in the following:

a. No adverse affect to adjoining properties in terms of light, air circulation, noise levels, privacy, and fire hazard.

b. At least one of the following:

(1) a more efficient use of the site;

(2) the preservation of natural features which have been incorporated into the overall design of the project;

(3) safe vehicular and pedestrian access to the site and safe on-site vehicular and pedestrian circulation.

In the instance where adjoining properties to the Planned Unit Development are zoned residential, all structures within the PUD shall be set back from adjoining properties to the minimum setback or yard required of the underlying zone. In addition, the length of a driveway in front of a garage or carport shall not be less than 17 feet when the driveway is intended to be used as parking and not greater then four feet when the driveway is not intended to be used for parking. (Added by Ord. No. 4689/7-98.)

2. Building Height. The Planning Commission may grant an exception to the applicable height requirements for a specified and defined area within the PUD, based on findings that: (Added by Ord. No. 3889/12-89.)

a. The transportation system can accommodate increased traffic resulting from additional height; and

b. Adequate public utilities are available to serve the additional structural height; and

c. The proposal complies with the Federal

Aviation Administration's Aviation Regulations  
(FAR) Part 77; and

d. Solar access is maintained to existing solar energy devices on adjacent property.

3. Parking. The Planning Commission may grant an exception to the off-street parking dimensional and minimum number of space requirements of the applicable standard based on findings that the approval will result in one of the following: (Amended by Ord. No. 3889/12-89.)

a. An exception which is not greater than ten percent of the required parking.

b. At least one of the following:

(1) a proposed use which is designed for a specific purpose, is intended to be permanent in nature (for example, a nursing home), and has a low demand for off-street parking;

(2) an opportunity for sharing of parking including written evidence that the property owners will enter into a binding legal agreement;

(3) public transportation is available to the site.

4. Open Space. The Planning Commission may grant an exception to the Open Space requirements of this Section upon a finding that: (Amended by Ord. No. 3889/12-89.)

a. The overall landscape plan provides for a minimum of fifteen (15) percent of the gross site area to be landscaped.

(Amended by Ord. Nos. 3424/9-83 and 3889/12-89.)

## L. Significant Natural Resource Sites.

Pursuant to Comprehensive Plan Natural Resources, Open Space, Scenic and Historical Sites Policy (E), applications for proposed PUD's containing Significant Natural Resource (SNR) Sites, as shown on a the Significant Natural Resources Overlay District Map, shall specifically address preservation of natural vegetation and wildlife habitat within the SNR Site. Applications for PUD's in the SNRO District shall be subject to the provisions in Section 131A.

(Added by Ord. No. 4337/5-95 and Amended by Ord. No. 5269/5-03)

## IV. Preliminary Application. (Amended by Ord. No. 3424/9-83.)

**A. Pre-application conference.** Prior to filing an application for preliminary plan consideration, the applicant is encouraged to hold a pre-application conference with the Planning staff to discuss the proposed PUD.

**B. Application.** An application, with the required fee established in Section 129, for preliminary plan approval shall be made by the owner(s) of the affected property, or the owner's authorized agent, on a form prescribed by and submitted to the Planning Department. The applicant shall submit ten copies and, for each drawing submitted, also a sepia or other reproducible of each item listed below:

1. A completed application.
2. A narrative addressing the standards and criteria established in Section III above, including documentation and justification for any exceptions requested.
3. A site analysis drawn at suitable scale (in order of preference 1" = 30' or 1" = 100') which, on one or more sheets shows the following:
  - a. a vicinity map showing the location of the property in relation to adjacent properties, roads, pedestrian and bikeways, transit stops, utility lines and easements;
  - b. the parcel boundaries, dimensions and gross area;



c. contour lines at the following minimum intervals:

(1) 2-foot intervals for slopes from 0 - 25%,

(2) 5-foot intervals for slopes over 25%;

d. the drainage patterns and drainage courses on the site and on adjacent parcels;

e. areas of the site within the 100-year floodplain, including a figure giving the area of the site therein;

f. resource areas of the site including marsh, wetland, and wildlife habitat;

g. significant site features, including areas with unique views, streams, and stream corridors;

h. the location, size, and variety of trees having a 6" or greater caliper at 5' above ground or, where the site is heavily wooded, an aerial photograph at the same scale as the site analysis and a drawing showing the location, size, and variety of only those trees that will be affected by the proposed development;

i. identification information including the name, address, and phone number of the owner, developer, and project designer;

j. a north arrow and the scale.

4. A geotechnical investigation report which shows the following: slope stability studies, on-site site grading, cutting and filling; structural foundation requirements; surface and subsurface drainage recommendations; erosion vulnerability; building or grading limitations, including top of slope offsets

and areas restricted for site grading; recommendations for construction of streets, utilities, and structures of the site; and identification of any portions of the site requiring further evaluation by a geotechnical or structural engineer. Unless the Planning Director determines that a geotechnical investigation is warranted due to site-specific characteristics, projects meeting all of the following criteria are exempt from this requirement:

- (a) construction value of the project is \$150,000 or less; and
- (b) the project will not involve the import, export, and/or on-site movement of more than 100 cubic yards of earth; and
- (c) there is no evidence of any previous fill on the site to a depth exceeding one foot; and
- (d) the project does not include proposed cuts or fills on the site to a depth exceeding one foot; and
- (e) no portion of the site has a slope in excess of ten percent (10%).

(Added by Ord. No. 4893/3-00.)

5. A site plan, drawn at the same scale as the site analysis, which, on one or more sheets, shows the following:

- a. the applicant's entire property and the surrounding property to a distance sufficient to determine the relationship between the applicant's property and proposed development and adjacent property and development;
- b. boundary lines and dimensions for the perimeter of the property and approximate dimensions for all proposed lot lines;
- c. section lines, corners, and monuments;

d. identification information, including the name, address, and phone number of the owner, developer, and project designer;

e. the scale and north arrow;

f. the location, dimensions and names of all

(1) existing and platted streets and other public ways and easements on adjacent property and on the site,

(2) proposed streets or other public ways, easements on the site and on adjoining property;

g. the location, dimensions, and setback distances of all:

(1) existing structures, improvements, utility, and drainage facilities on adjoining properties,

(2) existing structures, improvements, utility and drainage facilities to remain on the site,

(3) proposed structures and improvements and conceptual plans for utilities, fire suppression and drainage facilities on the site;

h. the location and dimensions of

(1) the entrances and exits to the site,

(2) the parking and circulation areas,

(3) pedestrian and bicycle circulation patterns,

(4) on-site outdoor recreation spaces and common areas,

(5) above-ground utilities;

i. the location of areas to be landscaped;

j. the location and type of street lighting;

k. the orientation of structures, except single-family detached structures and duplexes, also showing the orientation of windows and doors;

l. the location of group mail boxes.

6. Architectural drawings including proposed building elevations, sections, and floor plans, except for detached single-family and duplex dwelling units;

7. Written statements as called for and a grading and drainage plan at the same scale as the site analysis, addressing the following:

a. the location and extent to which grading will take place indicating general contour lines, slope ratios, and slope stabilization proposals;

b. a statement from a registered engineer supported by factual data that all drainage, both upstream and on the site, can be accommodated, and the amount and rate of runoff leaving the site is minimized;

c. a plan, where on-site detention is not feasible, which identifies and mitigates any off-site adverse effects resulting from increased runoff; the plan shall be prepared by a

registered engineer.

d. identification information, including the name and address of the owner, developer, project designer, and the project engineer.

8. A landscape plan, drawn at the same scale as the site plan, which on one or more sheets shows:

a. the location of the underground irrigation system or hose bibs (a general description of maintenance of landscaped areas may be submitted where no irrigation system is proposed);

b. the location and height of fences and other buffering or screening materials;

c. the location, size, and species of the existing and proposed plant materials;

d. the location, size, and variety of the trees to be removed.

9. The following information regarding proposed signage:

a. freestanding sign(s)

(1) the proposed location of any freestanding signs shall be shown on the site plan;

b. on-building sign(s)

(1) the location of any on-building sign shall be shown on the architectural drawings of the building,

(2) the plot plan shall show the location of the signs on the building in relation to adjoining property;

c. sign installation

(1) a drawing to scale shall be submitted to and approved by the Planning Commission showing the dimensions, height, color, materials and means of illumination of each sign prior to its placement on the property;

10. A map showing how proposed street, sidewalks, bike routes and bike ways and pedestrian connections within the proposed planned unit development may be extended onto adjoining undeveloped properties so as not to preclude their efficient development. (Added by Ord. No. 4902/5-00.)

11. A connectivity analysis prepared by an architect, engineer or other appropriate professionals licensed by the State of Oregon which describes the existing and future vehicular, bicycle and pedestrian connections between the proposed planned unit development and existing and planned land uses on adjacent properties. (Added by Ord. No. 4902/5-00.)

12. The applicant shall submit either: 1) a determination by USA that Site Assessment is not necessary or 2) USA Service Provider Letter. (Added by Ord. No. 4982/12-00.)

**C. Referral.** The Planning Department shall forward copies of the preliminary plans and required supportive material to affected City, County, or other public agencies, requesting comments within 15 days. Written comments or a request for extension must be submitted to the Planning Department by those contacted within 15 days. Failure to respond or request an extension by those contacted will be deemed as not objecting to the proposal as submitted.

**D. Pre-hearing conference.** Prior to preparation of staff notes, either City staff, others contacted for comment, or the applicant may request through the Planning Department a meeting between the applicant and representatives of interested agencies or departments to discuss the proposal and attempt to resolve concerns.

**E. Public hearing.** Prior to approval, denial, or postponement of a

decision regarding preliminary plans, a public hearing shall be conducted by the Planning Commission. Unless an extension for good cause is approved by the Planning Director, the hearing shall be held within 40 days after receipt by the Planning Department of all required application materials and the fee.

**F. Notice of Hearing.** The Planning Department shall give notice of the time, date, and place of the public hearing on the preliminary application in accordance with the notification procedure set forth in Section 116 hereof.

**G. Decision.** The granting or denial of a preliminary application by the Planning Commission shall be in the form of a written resolution which shall include findings of fact, reasons for the approval or denial, and, in the case of approval, conditions found to be necessary to fulfill the purpose and provisions of this Ordinance. A resolution approving a preliminary plan shall be forwarded to the City Council who may approve an ordinance effecting the approval without further hearing. The Council may initiate their own public hearing to further consider the matter after reviewing the decision of the Planning Commission. Appeals may be made in accordance with Section 118, and shall specifically state the findings of the Planning Commission which are alleged to be in error, and the nature of the alleged error.

**H. Phasing.** If approved at the time of preliminary plan consideration, final plan applications may be submitted in phases. If preliminary plans encompassing only a portion of a site under single ownership are submitted, they must be accompanied by a statement and be sufficiently detailed to prove that the entire area can be developed and used in accordance with City standards, policies, plans, and ordinances. Final approval of any phase of a PUD which has been approved for phasing constitutes preliminary re-approval of all subsequent phases for a two year period of time, unless otherwise specified by the Planning Commission.

**I. Lapse of Approval.** If, prior to final approval, the applicant chooses to abandon the plan and notifies the Planning Commission in writing or fails to file application for final approval within the required period of time, the tentative approval shall be deemed to be revoked and all that portion of the area included in the plan for which final approval has not been given shall be subject to the underlying zoning and subdivision regulations and the Planning staff shall so note on the official zoning map in the City Hall.

Prior to expiration of tentative plan approval at the end of two years, the Planning Commission may, if requested, extend or modify the tentative

approval, providing such extension or modification is not detrimental to the public interest, contrary to the findings and provisions specified herein for planned unit developments, and does not conflict with any changes to the Comprehensive Plan which were approved subsequent to the time of the tentative approval. Unless the Planning Commission provides to the contrary, expiration of final plan approval of any phase automatically renders all phases void that have not received final approval.

**J. Resubmittal following expiration.** Upon expiration of preliminary or final plan approval, a new application and fee must be submitted prior to reconsideration. Reconsideration shall be subject to the same procedures as an original application.

## **V. Application for Final Approval.**

A. Within two years after the date preliminary approval is given, the owner may prepare and file with the Planning Director a Final Development Plan, including a subdivision plat, if the development is to be platted, unless otherwise provided as a part of the approval of the Preliminary Development Plan .

B. Action on the Final Development Plan shall be ministerial and taken by the Planning Director, and

1. The Planning Director shall approve the Final Development Plan upon finding that the final plan substantially conforms with the preliminary plan approved, or approved with conditions by the Commission or the City Council. If the Final Development Plan does not substantially conform, the applicant may request an administrative modification from the approved Preliminary Plan. Requests for administrative modifications shall be accompanied by a fee as established by the City Council to defray the costs of processing the application. The Planning Director may approve a request for administrative modification only upon finding that all of the following criteria are met: (Amended Ord. No. 5596/1-06.)

- a. The change does not increase the residential



densities, the lot coverage by buildings or reduce the amount of parking;

b. the change does not reduce the amount of open space and landscaping;

c. the change does not involve a change in use;

d. the change does not commit land to development which is environmentally sensitive or subject to a potential hazard, and

e. the change involves a minor shift in the location of buildings, proposed streets, parking lot configuration, utility easements, landscaping or other site improvements.

2. A decision by the Director may be appealed, by the applicant or others with standing, to the Planning Commission which shall decide whether the Final Development Plan substantially conforms to the approved Preliminary Plan based on the criteria set forth in #1 above in this Subsection. The decision shall be based on testimony from the qualified appellant, applicant and the staff exclusively. No notice shall be required.

3. The approval of a Final Development Plan which includes a plat constitutes authorization for the presiding officer of the Planning Commission to sign the official plat.

C. Substantial modifications made to the approved Preliminary Plan will require a public hearing as provided by Section 116. The applicant must pay a fee as established by the City Council to defer costs to the City of a public hearing held for this purpose. (Amended by Ord. No. 5596/1-06.)

(Section V. Amended by Ord. No. 3424/9-83; 5313/10-03; and 5596/1-06.)

## **VI. Expiration of Approval - Continuation.**

A. If no substantial construction has occurred within two years from the date of approval of the Final Development Plan, the Planning Director shall

determine, or may schedule a public hearing before the Commission to determine, the question of whether continuation of approval, in whole or in part, is in the public interest.

B. The Director or Commission may approve an extension of time annually, approve the extension of time subject to modifications and conditions, or deny the extension of time.

C. The decision shall be based on findings related to:

1. A change or absence of change in the facts on which the approval was based; and
2. A change or absence of change in the policies and ordinance provisions on which the approval was based.

D. The decision may be reviewed by the Council as provided by Section 118.

E. In the event of a denial where a recorded plat is involved, the City may take action to have the plat vacated.

(Section VI. Amended by Ord. No. 3424/9-83.)

**VII. Non-Compliance Bond.** Non-compliance with an approved Final Development Plan shall be a violation of this Section. The development shall be completed in accordance with the approved Final Development Plan, including landscaping and recreation areas, before any occupancy of buildings occur, except that: when the Planning Director determines that immediate execution of any feature of an approved Final Development Plan is impractical due to climactic conditions, unavailability of materials or other temporary condition, the Director shall, as a pre-condition to allowing a building to be occupied, require the posting of a performance bond, or other surety, to secure execution of the feature at a time certain not to exceed one year.

(Section VII. Amended by Ord. No. 3424/9-83.)

(Section 127 Added by Ord. No. 2424/4-71; Amended by Ord. No. 3424/9-83; 4223/4-94; 5313/4-03; and 5596/1-06.)

## Automobile Service Stations

### **Section 128. Automobile Service Stations.**

**(1) Short title.** This Ordinance shall be known as the Automobile Service Station Ordinance of the City of Hillsboro.

**(2) Definition.** Automobile service station. A retail place of business engaged primarily in the sale of motor fuels, but also supplying goods and services required in the operation and maintenance of automotive vehicles. These may include petroleum products, tires, batteries, automotive accessories and replacement items, washing and lubrication services, the performance of minor automotive maintenance and repair, and the supplying of other incidental customer services and products, but excluding major automotive repairs, painting, and body and fender work.

**(3) Location.** No service station shall be located closer than 200 feet from any school or public playground and 400 feet from any church, hospital, nursing home, convalescent home, or home for the aged.

**(4) Minimum lot size.**

- a. The minimum area for a service station site shall be 15,000 square feet.
- b. The minimum street frontage for a service station site on a corner lot shall be 180 feet.
- c. The minimum street frontage for a service station site on an interior lot shall be 120 feet.

**(5) Signs.** (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

**(6) Exterior lighting.**

- a. Freestanding lighting fixtures shall not exceed a height of 25 feet; and not more than one fixture shall be permitted for each driveway approach.
- b. Other exterior lighting as may be necessary shall be permitted, provided no nuisance or traffic hazard is created.
- c. All lighting shall be of such illumination, direction, color, and intensity as not to create a nuisance on adjacent property or to create a traffic hazard.

d. Lighting fixtures on station sites abutting property in a residential district shall be shielded so as to reflect light away from residential zoned areas.

**(7) Screening.**

a. A sight-obscuring fence or wall not less than six feet nor more than eight feet shall be provided between the service station site and abutting property in a residential zone. Said wall or fence shall be reduced to a three and one-half foot maximum in any required front yard setback.

b. A screened trash enclosure shall be provided on each station site.

**(8) Landscaping.** Landscaping shall be installed and maintained occupying 5% of the station site net area.

**(9) Other required conditions.**

a. Sales and storage and display of merchandise shall be conducted within a building except for gasoline, oil, windshield wiper blades, and other accessories of like size.

b. No storage of inoperative automobiles or parts thereof shall be permitted, except in enclosed structures, for any period exceeding 72 hours.

c. Off-street parking requirements shall conform in all respects with Section 84.

d. Abandoned station premises shall be maintained in a safe and businesslike manner and shall not be allowed to deteriorate and become a nuisance or safety hazard. After the effective date of this Ordinance, whenever a service station ceases operation as such for a continuous period of more than two years, the building shall be removed by the owner or other person in control of the property; provided that, for the purpose hereof, the occupancy of premises for less than 90 days shall not be deemed to interrupt the two year vacancy unless such occupancy is accompanied by actual operation of a service station with normal and adequate inventories of gasoline and oil. The nature of a service station structure is such that with long continued vacancy and the accompanying deterioration and obsolescence, the building serves no useful economic or social purpose and injures the value and impairs the development of adjacent properties, all to the public detriment.

e. The provisions of this Ordinance shall be held to be the minimum

requirements for fulfilling its objectives, and where the conditions imposed by provisions of this Ordinance are less restrictive than conditions imposed by other sections of Zoning Ordinance No. 1945, the more restrictive conditions shall govern.

f. At the time of issuing or renewing a business license to operate a service station, the City Recorder shall issue to the applicant a copy of this ordinance, and it shall thereafter be the duty of the operator of the station to display the said ordinance continuously in a conspicuous place within the service station at all times.

(Section 128 Added by Ord. No. 2526/8-72.)

## Home Occupations

### **Section 128A. Home Occupations.** (Added by Ord. No. 4856/8-00.)

#### **I. Purpose**

The purpose of this section is to permit residents an opportunity to use their homes to engage in small-scale business activities, and to establish approval criteria and standards to ensure that such home occupations are conducted as lawful uses subordinate to the residential use of the property, in a manner neither detrimental, nor disruptive in terms of appearance or operation, to neighboring properties and residents.

#### **II. Applicability and Exemptions**

A. Compliance with this Section. No person shall operate a home occupation, or allow such use to occur without a home occupation permit and business license on property which that person owns or is in lawful control of, contrary to the provisions of this Section.

B. Exemptions. The following activities are exempted from the provisions of this Section:

(1) Garage sales as allowed by Chapter 5.40 of the Hillsboro Municipal Code;

(2) Child care facilities for up to 16 children or adult day care for up to 12 adults, as exempt from the provisions of this Section by ORS 657A.440 and ORS 657A.250; (Amended by Ord. Nos. 5168/7-02, 5653/8-06.)

(3) Residential homes or adult foster homes, providing residential treatment or training for up to five adults who are not related to the provider by blood or marriage pursuant to ORS 443.705 (1) as exempted from the provisions of this Section under ORS 197.665.

#### **III. Application Procedures**

A. Home Occupation Permit. An application for a home occupation permit shall be reviewed and approved by the Planning Director, and in the case of a bed and breakfast inn in any residential zone, except the SCR-DNC district, shall be reviewed pursuant to the provisions of Sections 78 to 83, Conditional Uses.

B. Required Signatures. Application forms for all home occupation

permits, including the Conditional Use application in the case of a bed and breakfast inn in a residential zone, shall be signed by the person wishing to conduct the business and by the owner of the property.

C. City Business License. Prior to issuance of a business license, the applicant must obtain a home occupation permit. In no case shall a home occupation be operated without a permit and a business license.

#### **IV. General Approval Criteria and Performance Standards**

A. Approval Criteria. An application for a home occupation permit, other than a bed and breakfast inn, will be approved if the applicant demonstrates the proposed home occupation complies with the standards in subsection (B) below. An application for a home occupation permit for a bed and breakfast inn in a residential zone is subject to the standards of subsection (C) below, and to the approval criteria in Sections 78 through 83 of this Ordinance.

B. Home Occupation Standards. The following standards are established for home occupations other than bed and breakfast inns:

(1) (Deleted by Ord. No. 5676/10-06.)

(2) There shall be no displays or other evidence that would indicate from public right-of-ways or abutting residences that the dwelling or any accessory structure is used in whole or in part for any purpose other than residential use.

(3) There shall be no change in the Uniform Building Code occupancy classification of the dwelling unit or any portion of the dwelling unit or accessory structure.

(4) No more than 25% of the floor area of all structures on the lot, or 528 square feet, whichever is less, may be used in connection with a home occupation or for storage purposes associated with the business.

(5) There shall be no outside storage of equipment, materials, or supplies associated with the home occupation, nor shall there be any storage or use of explosive, flammable, radioactive, toxic or other hazardous materials that are not normally found in the home nor in amounts not normally associated with a residence. Specific limitations and requirements for the storage of hazardous materials in a residence are found in and regulated by the Uniform Fire Code.

(6) No one other than the principal residents of the dwelling and no more than two persons closely related to the principal residents shall be engaged in the home occupation at the dwelling site.

(7) No more than one commercially licensed vehicle in excess of one-ton manufacturer's rating shall be utilized or parked at the dwelling unit by any resident of the premises in connection with the home occupation.

(8) No more than an average of ten customer vehicle trips per day with no more than two customer vehicles on the premises at any time.

(9) No more than three business related deliveries per week are allowed. Such deliveries shall not restrict pedestrian or vehicular circulation on adjoining public streets and sidewalks. Deliveries by the U.S. Postal Service are not considered business related deliveries for purposes of this provision.

(10) The generation by the home occupation of any noise, vibrations, odors, heat, glare or visual or audible electrical interference or fluctuations in the line voltage detectable beyond any property line is prohibited.

(11) No direct retail sales are permitted, excepting the occasional sale of products associated with the home occupation, with such sales being clearly secondary to the primary business activity.

(12) No customers may enter the premises between the hours of 9:00 p.m. and 7:00 a.m.

**C. Bed and Breakfast Inn Standards.** The following standards are applicable to bed and breakfast inns permitted as conditional uses only in dwellings listed on the City's Cultural Resource Inventory:

(1) (Deleted by Ord. No. 5676/10-06.)

(2) No more than an average of ten customer vehicles may enter the premises on a daily basis.

(3) No more than an average of two business related



deliveries per day is allowed. Such deliveries shall not restrict pedestrian or vehicular circulation on adjoining public streets and sidewalks.

(4) No more than one person who is not a principal resident of the dwelling shall be engaged in the home occupation at the dwelling site at any one time.

D. Conditions of Approval. The Planning Director, or the Planning and Zoning Hearings Board in the case of a bed and breakfast inn permitted as a conditional use in a residential zone, may impose conditions upon approval of a home occupation permit or conditional use permit, as applicable, to ensure compliance with the purpose of this Section. These conditions may include, but are not limited to, the following:

(1) Further limiting the hours, days, place and manner of operation;

(2) Requiring site and building design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and dust;

(3) Requiring additional building setbacks;

(4) Further limiting the building area and outdoor storage used by the home occupation and restricting the location of the use on the site in relationship to adjoining uses;

(5) Designating the size, number, location and design of vehicular access points;

(6) Requiring street right-of-way to be free at all times of vehicles associated with the home occupation, including vehicles of employees of contractors who have permitted home-based offices;

(7) Requiring landscaping, buffering and/or screening of the home occupation from adjoining uses, and establishing standards for the continued maintenance of these improvements;

(8) Requiring storm drainage improvements, and surfacing of parking and loading areas;

(9) Limiting the extent and type of interior or exterior building remodeling necessary to accommodate the home occupation;

(10) Limiting or setting standards for the location and intensity or outdoor lighting;

(11) Requiring and designating the size, height and location of fences and materials used for their construction; (Amended by Ord. No. 5676/10-06.)

(12) Designating the location and materials used for signs and signposts;

(13) Limiting the type and number of vehicles or equipment to be parked or stored on the site;

(14) Any other limitations which the Director or Hearings Board considers to be necessary or desirable to make the use comply with the purpose and standards of this Section, and

(15) Requiring conformance with any other applicable City and/or State codes.

## **V. Uses Prohibited as Home Occupations**

The following uses shall be prohibited as home occupations:

(1) Auto-body repair and painting;

(2) On-going mechanical repair conducted outside of an entirely enclosed building;

(3) Junk and salvage operations;

(4) Storage and/or sale of fireworks.

(5) Any use that is consistent with the definition of Home Occupation, but that does not comply with the standards in subsection IV of this Section.

(Amended by Ord. No. 5653/8-06)

## **VI. Renewal.**

Home occupation permits shall be valid as long as an active City business license is maintained provided that the home occupation complies with provisions of this Section and with any conditions of approval attached to the permit.

## **VII. Revocation and Re-application.**

A. Grounds for Revocation. A business license for a permitted home occupation is subject to revocation at any time by the City Council for cause pursuant to Hillsboro Municipal Code 5.04.090 under the following circumstances:

- (1) There is a violation of any provision of this Code;
- (2) There is a violation of any term or condition of any applicable permit;
- (3) Failure to pay the City business license fee when due.

B. Waiting Period for Re-application. When a business license for a home occupation permit is revoked due to violation of the standards of this Section, or any condition of approval attached to the permit, a minimum period of 60 days shall elapse before another application for a home occupation permit on the subject property will be considered.

## **VIII. Invalidation.**

Any home occupation permit is invalid and use of the property for any home occupation is prohibited if a permittee moves, unless a new permit is granted.

## Application Fees

**Section 129. Application Fees.** For the purpose of defraying the costs incurred by the City in processing applications, each application initiated by a property owner or authorized agent of the owner shall be accompanied by fees as established by the City Council. The Council shall hold a public hearing to establish land use application fees. Notice of such hearing shall be published in the local newspaper, and the proposed fee schedule shall be available in the Planning Department and on the City's web site.

(Section 129 Amended by Ord. Nos. 2875/1-78; 3320/5-82; 4133/3-93; 4247/6-94; 4467/8-96; 4530/3-97; 4725/10-98; 5313/10-03; and 5596/1-06.)

## Planning and Zoning Hearings Board

**Section 130 Planning and Zoning Hearings Board.** There is hereby created in the City of Hillsboro , a Planning and Zoning Hearings Board, herein referred to as the Hearings Board. Said Hearings Board shall consist of nine (9) members. Three (3) members shall be graduates of a law school accredited by the State of Oregon Supreme Court; of these three (3) one person shall serve as Hearings Board Chair, the second and third shall serve as alternate Hearings Board Chairs. The other six (6) members will be chosen at large. For the purpose of hearing a particular application, the Board shall consist of three (3) members, including the chair or one of the alternate chairs, and two (2) of the six (6) at-large members selected on the basis of availability.

**(1) Term of Office: Vacancies.** The Members of the Board shall be appointed by the Mayor and approved by the City Council. Except as provided by this Section, the term of office shall be three years and shall expire on December 31 of the year the term ends. The terms shall be staggered so that the terms of two at-large members expire each year for three consecutive years. The term of the Chair and Alternate Chairs also shall be staggered so that a term ends each year for three consecutive years. The term of a person appointed to fill a vacancy created by resignation, death, or removal of a member shall expire at the end of the term of the vacating member.

**(2) Function of the Board.** The Board shall conduct public hearings and make determinations on applications for conditional uses, modifications of nonconforming uses, variances, changes to the zoning map (zone changes) and such other applications as the Council or Planning Commission shall from time to time delegate according to the procedure set forth in this Ordinance. The Chair shall adopt procedures for the order of arguments, marking of exhibits and such other procedures necessary for a fair and orderly hearing. All other public hearings required by this Ordinance shall be conducted by the Planning Commission or the City Council.

**(3) Decision of the Board.** Within 10 days after the conclusion of the hearing, the Chair shall submit to the two other participating Board Members the proposed decision, including a summary transcript of the hearing, findings of fact and conclusions, and the Chair's recommendations for granting or denying the application. Within 10 days of receiving the proposed decision, the other Board Members shall submit a statement in writing agreeing with or objecting to the Chair's recommendation. If both members object to the recommendation, the Chair will direct the City Recorder to renotify all persons necessary of the need for a public meeting, at which time the Board will make a final determination and prepare a written decision. If no final decision can be reached at the public meeting, the application will be forwarded to the City Council along with the written recommendation from each member of the Board hearing the matter. The Council will then make the final determination. In the event that only one Board member objects to the proposed decision, or if there is unanimous agreement, the decision shall be

considered adopted by the Board. The decision as adopted shall be signed by the Chair of the Board.

(Section 130 Amended by Ord. No. 4458/8-96.)

## Regulatory Floodplain District (RFD)

### **Section 131. Regulatory Floodplain District - RFD.**

**(1) Purpose.** The Regulatory Floodplain District is established for the following purposes:

- (a) To reduce the potential danger and serious damage to life and property due to flooding;
- (b) To control the alteration of, encroachment into and use of areas subject to flooding; and
- (c) To reduce the financial burden imposed on the community as a result of flood damage.

**(2) Definitions.**

**(a) Base Flood** - a flood that has a one percent chance of occurrence in any single year, as established by the Federal Emergency Management Agency (FEMA) data or the best available information. Also referred to as the "100-year flood". (Added by Ord. No. 5523/6-05).

**(b) Base Flood Elevation** - the limits of the base flood are delineated by the City Engineer as identified on the most current National Flood Insurance Rate Maps (FIRM), and the Flood Insurance Study for the City of Hillsboro and for Washington County . (Added by Ord. No. 5523/6-05).

**(c) Channel or Watercourse** - a natural or artificial depression of perceptible extent, with definite bed and banks to confine and conduct flowing water either continuously or periodically. (Amended by Ord. No. 3308/4-82).

**(d) Elevated Structure** - A structure constructed over the floodplain either on a permanent foundation or pilings to elevate the lowest floor above the base flood elevation. (Amended by Ord. No. 3308/4-82 and by Ord. No. 5523/6-05).

**(e) Fill** - any act by which earth, sand, gravel, rock, structures, or any similar material is deposited, erected, placed, pulled, or transported, including the conditions resulting there from, within the limits of the

floodplain. (Amended by Ord. No. 3308/4-82).

**(f) "Flood"** - a temporary rise in stream flow or stage that results in inundation of the areas adjacent to the channel. (Amended by Ord. No. 3308/4-82).

**(g) "Flood Fringe"** - that portion of the floodplain not contained in the floodway. (Amended by Ord. No. 3308/4-82).

**(h) "Flood Insurance Rate Map (FIRM)"** - means the official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.

**(i) "Flood Insurance Study (FIS)"** - the official report provided by the Federal Insurance Administration that includes flood profiles, the Flood Boundary-Floodway Map, and the water surface elevation of the base flood. (Added by Ord. No. 5523/6-05).

**(j) "Floodplain"** - the flood hazard area adjoining a channel or watercourse that is subject to inundation by regional flood including both the floodway and flood fringe. (Amended by Ord. No. 3308/4-82).

**(k) "Floodproofed Structure"** - Any structure, together with its attendant utilities and sanitary facilities, which has been certified by a registered professional engineer or architect as having met the following criteria:

- 1) Below the 100-year Flood level, the structure is watertight, with walls substantially impermeable to the passage of water; and
- 2) The structure is built of structural components capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy; and
- 3) The design and construction methods of the structure shall be in accordance with accepted standards for meeting Section 131 (2)(k)(1), and 131 (2)(k)(2).

A record of such certification indicating specific elevations to which the structures are floodproofed shall be maintained with the Building Department of the City of Hillsboro.



(Amended by Ord. Nos. 3308/4-82; and 3707/6-87).

**(l) "Floodway"** " a channel or watercourse and the adjacent land areas that must be reserved in order to discharge the 100-Year flood without cumulatively increasing the water surface elevation more than one foot. The elevation and location of the floodway is identified on the most current National Flood Insurance Program Flood Boundary, Flood Insurance Study and Floodway Map for the City of Hillsboro, and for Washington County. (Added by Ord. No. 3308/4-82; Amended by Ord. No. 3707/6-87 and by Ord. No. 5523/6-05).

**(m) "Lowest Floor"** " is the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements. (Added by Ord. No. 5523/6-05).

**(n) "Structure"** - For the purposes of Section 131 only, the definition of structure contained in Section 3 (84) of this Ordinance, No. 1945, includes manufactured homes used for residential, commercial, or industrial purposes. (Added by Ord. No. 3707/6-87; Amended by Ord. No. 5523/6-05).

**(o) "Substantial Damage"** " A structure has been substantially damaged if the cost of repairing the structure to its condition before the damage occurred equals or exceeds 50 percent of the market value of the structure prior to the damage. (Added by Ord. No. 5523/6-05).

**(p) "Substantial Improvement"** " means any repair, reconstruction, or improvement of an existing structure, the cost of which equals or exceeds 50 percent of the market value of the structure either:

- 1) Before the improvement or repair is started; or
- 2) If the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the

structure.

The term does not, however, include either:

- 1) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or
- 2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

(Added by Ord. No. 5523/6-05)

(Subsection (2) Amended by Ord. No. 5523/6-05).

### **(3) Establishment of Regulatory Floodplain District (RFD)**

(a) A Regulatory Floodplain District (RFD) is hereby created as a superimposed zone applied over existing zones, the boundaries of which encompass the Floodplain.

(b) Where provisions of this Section conflict with those of the underlying zone, the more restrictive provisions shall prevail.

(c) The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study" for the City of Hillsboro, with accompanying Flood Insurance Rate Maps are hereby adopted by reference and declared to be a part of this ordinance. The City Engineer shall make interpretations where needed, as to exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation. Any appeal of the City Engineer's interpretation under this section shall be made to the City Manager or the Manager's designee.

(Added by Ord. No. 5523/6-05).

### **(4) Compliance**

No structure, whether public or private, shall hereafter be located, extended, converted,

expanded, enlarged, replaced, or structurally altered, and no change or alteration of use of land, public or private, and no encroachment or fill shall take place within the boundaries of the RFD without full compliance with the terms of this Ordinance.

**(5) Uses Permitted Outright in Regulatory Floodplain District .**

The following open space, utility, transportation, and environmental mitigation uses shall be permitted in the RFD to the extent that they are not prohibited by the provisions of any underlying zone. These uses shall be in compliance with applicable Federal, State, and local requirements, and shall not include any topographic alterations or encroachments. Uses permitted outright in the RFD shall be approved only upon certification by a registered professional civil engineer demonstrating that the alterations satisfy a no-rise analysis and will not reduce the capacity of the site to carry the base flood, or cause any increase in the base flood level: (Amended by Ord. No. 4642/1-98 and by Ord. No. 5523/6-05).

(a) Agricultural use, except for the raising of livestock, that is conducted without a structure other than a boundary fence; (Amended by Ord. No. 3294/1-82.)

(b) Temporary structures that will be removed during the period of flood risk;

(c) Recreational uses requiring only minor structures such as picnic tables and barbecues, which are firmly anchored and built of flood-resistant materials; (Amended by Ord. No. 3707/6-87.)

(d) Residential uses that do not contain buildings;

(e) Underground utility facilities adequately protected from water damage; and constructed to minimize infiltration by flood waters; (Amended by Ord. No. 3707/6-87.)

(f) Repair, reconstruction, or improvements of an existing structure, the cost of which is less than 50 percent of the market value of the structure prior to the improvement or damage requiring reconstruction. Such repairs, reconstruction, or improvements shall be constructed to minimize flood damage, by using flood-resistant materials, anchoring, and the protection of on-site public and private utilities where applicable. (Amended by Ord. Nos. 3308/4-82; and 3707/6-87.)

(g) Repair, reconstruction, or improvements of an existing structure including repair or replacement of underground water and/or sanitary

systems necessary to correct existing code violations that cause unsafe living conditions or for any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places. (Added by Ord. No. 5523/6-05).

(h) Public roadways, light rail transit tracks and associated bridges and crossings, bikeways, and footpaths, needed to implement Section 13 of the Transportation element of the Hillsboro Comprehensive Plan Ordinance No. 2793. Any construction, reconstruction, or repair of public roads, light rail transit tracks and associated bridges and crossings, bikeways, or footpaths shall require the approval of the City Engineer to assure compliance with the intent of this Ordinance. Said public roadway, light rail transit tracks and associated bridges and crossings shall have their travel surfaces elevated one foot above the elevation of the 100 year floodplain. (Added by Ord. No. 3460-A/5-84; and Amended by Ord. No. 4300/12-94.)

(i) Wetland or floodplain mitigation, restoration, or other enhancement that does not reduce floodplain carrying capacity, reduce floodplain storage capacity, or raise floodwater elevations. Mitigation and enhancement projects may be exempt from the provisions of Sections 131 (7) (b) and 131 (7) (c) (1) through (7) (c) (4), and (7) (c) (10), but shall comply with the provisions of Sections 131 (7) (c) (5) through (7) (c) (9). Mitigation and enhancement are also subject to review by the Oregon Division of State Lands and the US Army Corps of Engineers. (Added by Ord. No. 4642/1-98).

(Subsection (5) Amended by Ord. No. 5523/6-05).

### **(6) Uses Requiring Special Use Approval**

The following uses may be permitted upon approval of the Planning Commission. The procedure for permitting these uses shall be the same as provided for in Sections 78 - 83, except the matter will be heard before the Planning Commission:

(a) Any roadway, excepting those roadways defined by Section 131 (5) (g), airport runway, dock, pier, and parking spaces not otherwise required by this Ordinance.

(b) Above-ground utility structures, only if constructed and installed to minimize flood damage and infiltration by flood waters;

(c) Storage of material or equipment that shall be either not subject to damage by a flood, or readily removable. If not readily removable, the material or equipment shall be anchored to prevent flotation resulting in

damage to other structures or obstruction of the water flow;

(d) Recreation vehicle parks or camping areas shall be occupied fewer than 180 consecutive days, and not during the period of flood risk. Recreational vehicles placed on sites within Zones A1-30, AH, and AE on Hillsboro's FIRM must be fully licensed and ready for highway use, on wheels or jacking system, attached to the site only by quick disconnect type utilities and security devices, and have no permanently attached additions. All on-site improvements which are not to be removed during periods of flood risk shall be constructed to minimize flood damage in accordance with Section 131 (5)(c) and (5)(e); (Amended by Ord. No. 5523/6-05).

(e) Alteration of the topography, including cuts and fills, grading, paving, mining, dredging, drilling, or other similar operations.

(f) Elevated structure;

(g) Floodproofed structure;

(h) Recreational uses not included in Subsection (5)(e);

(i) Accessory structure or use not subject to flood damage;

(j) Radio transmission facilities;

(k) Raising of livestock;

(l) (Deleted by Ord. No. 5523/6-05).

(m) Reconstruction or improvements of an existing structure, including repair or replacement of private underground water and/or sanitary systems, to that structure, that has incurred substantial damage where damage of any origin was sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. (Added by Ord. No. 5523/6-05).

(Subsection (6) Amended by Ord. No. 3707/6-87 and by Ord. No. 5523/6-05).

### **(7) Standards Governing Special Use Approvals in the Regulatory Floodplain District**

A special use approval in the RFD shall comply with the Hillsboro Comprehensive Plan, with other applicable Federal, State and local requirements, and with the following:

(a) Those standards contained in Section 83;

(b) No encroachment, alteration, filling, construction of structures, or other similar activities shall be allowed in the floodway, with the exception of:  
(Amended by Ord. No. 5523/6-05).

1. those activities allowed outright in Section 131(5) , and

2. with the addition of above-ground utility structures as cited in Section 131 (6)(b) and (7)(e); bridges, and those activities intended for erosion control where:

a) Certification by a registered professional civil engineer is provided demonstrating that a no-rise analysis was completed and that the proposed activity shall not result in any increase in flood levels during the occurrence of the base flood,

b) If 2. a) is satisfied, then all applicable provisions of the RFD shall be met.

(c) Alteration of the topography, including cuts and fills, grading, paving, mining, dredging, drilling, or other similar operations in the flood fringe only if:

(1) No more than 30% of the lot area of the subject parcel(s) within the floodplain is impacted by fill, alteration or encroachment. (Amended by Ord. No. 4695/8-98.)

(2) All cuts and fills are made to a depth not to exceed 5 feet or made to a depth commensurate with the surrounding topography;

(3) There is no alteration of the topography below the lowest pre-existing elevation on the property;

(4) No impoundment of water occurs except in conjunction with the uses allowed in Section 131(5) and (6);

(5) All resultant slopes created by alteration of the

topography are no greater than 20%;

(6) All impacted areas are stabilized from erosion with vegetation;

(7) All construction activity and stabilization be accomplished between May 1st and September 1st of the same year or as approved by the City Engineer;

(8) All fills are balanced by corresponding cuts so that the on-site storage capacity of the floodplain is retained;

(9) All cut and fill activity is conducted so as to avoid disturbing the topography or vegetation of floodplain areas adjacent to the alteration. Adjacent floodplain areas disturbed during cut and fill activity shall be restored to their natural state in accordance with the standards of Section 131 (7); and

(10) All other standards of Section 131 (7) are met.

(d) Elevated residential, commercial, and industrial structure, only if:  
(Amended by Ord. No. 5523/6-05)

(1) The lowest floor including the basement is at least one foot above the base flood elevation;

(2) Each unit directly accesses to and abuts land which is above the base flood elevation;

(3) All parking spaces required by this ordinance are above the base flood elevation;

(4) All construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage, using methods and practices that minimize flood damage.

(5) All new utility systems serving the structure are designed, elevated, or located to prevent floodwater from entering;

(6) All new water and sanitary sewer systems are designed

and constructed to minimize flood damage and infiltration;

(7) On-site private waste disposal systems are located above the base flood elevation; (Added by Ord. No. 5523/6-05)

(8) The structure includes no fully enclosed areas below the elevation of the base flood which are not designed to allow the entry and exit of floodwater. Designs for meeting this requirement must be either certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

(a) a minimum of two openings shall be provided, having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding; and

(b) the bottom of all openings shall be no higher than one foot above grade; and

(c) any screens, louvers, or other devices or coverings on the openings shall permit the automatic entry and exit of flood waters.

(9) The structure is firmly anchored, to prevent flotation, collapse and lateral movement;

(10) The use will not result in any increase in flood levels during the Base Flood;

(11) All other standards of Section 131(7) are met;

(12) Rebuilt residential uses shall be exempt from Section 131 (7)(d)(2) and Section 131 (7)(d)(3)

(13) Crawlspace areas constructed under the building shall comply with the FEMA and Federal Insurance and Mitigation Administration guidelines as specified in the NFIP. (Added by Ord. No. 5523/6-05)

(e) Flood-proofed commercial and industrial structures only if:



(1) The structure and all associated utility systems, are floodproofed below an elevation 1' above the base flood elevation; (Amended by Ord. No. 5523/6-05)

(2) All construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage, using methods and practices that minimize flood damage.

(3) All utility systems serving the structure are designed, elevated, or located to prevent floodwater from entering;

(4) All water and sanitary sewer systems are designed and constructed to minimize flood damage and infiltration;

(5) The structure is firmly anchored to prevent flotation and lateral movement;

(6) The use will not result in any increase in flood levels during the Base Flood;

(7) Prior to issuance of a certificate of occupancy a FEMA Flood Proofing Certificate filed with the Building Department, the property insurer, and the building owner; and (Added by Ord. No. 5523/6-05)

(8) All other standards of Section 131(7) (a) and (b) are met. (Amended by Ord. No. 5523/6-05).

(f) Accessory structure or use only if:

(1) The structure is not used for human habitation;

(2) The structure is designed to have low flood damage potential;

(3) The structure is constructed and placed on the site so as to offer the minimum resistance to the flow of flood waters;

(4) The structure is firmly anchored to prevent flotation and lateral movement;

(5) Service facilities such as electrical and heating equipment shall be elevated or floodproofed;

(6) The use will not result in any increase in flood levels during the Base Flood.

(g) Raising of livestock only if:

(1) the subject property is adjacent to the Regional Urban Growth Boundary;

(2) the number of animals proposed does not exceed the carrying capacity of the floodplain area involved;

(3) a minimum of one acre is available and included for the use;

(4) the livestock is of a grazing variety, including, but not limited to, horses, cows, sheep, and swine;

(5) the use be carried out only during the dry season, usually between May 1 and October 1 of the calendar year, but subject to modification upon review of the Planning Director or as approved during the hearing process;

(6) all other applicable standards of Section 131 (7) are met.

(Subsection 7. Amended by Ord. No. 3707/6-87 and by Ord. No. 5523/6-05).

**(8) Additional standards as required**

(a) All new development proposals located within floodplain areas in the City shall identify in the application the Base Flood elevation, as established by the most current National Flood Insurance Rate Maps or the best available information for the City of Hillsboro, and for Washington County. If the Base Flood elevation is not available, it shall be provided to the City, by a registered professional engineer, architect, or land surveyor, for any development which is one (1) acre or 10 lots (whichever is less). No lot shall be created below the Base Flood elevation without first complying with the appropriate sections of this ordinance. When reviewing applications for development located in floodplain areas of the City, the Planning Commission shall consider the following additional

criteria: (Amended by Ord. No. 5523/6-05).

(1) Consistency of the proposal with the need to minimize flood damage;

(2) Location and construction of public utilities and facilities such as sanitary sewer, natural gas, electrical and water systems, in a manner which minimizes flood damage;

(3) Provision of adequate storm drainage to reduce exposure to flood damage.

(b) The City Engineer shall verify the flood elevation on any floodplain land prior to the issuance of a building permit. A registered professional engineer, architect, or land surveyor shall further certify the specific as-built elevation of the finished floor, and that the finished floor is one foot above base flood level unless floodproofed. The record of such certifications and elevation verification shall be recorded on permanent record with the Planning Department of the City of Hillsboro. (Amended by Ord. No. 5523/6-05)

(c) The City shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a Federal, State, or other source, in order to administer Section 133.

(d) The City Building Official shall review all building permits to assure that the proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available. Failure to elevate at least two feet above grade in these zones may result in higher insurance rates.

(e) Prior to issuance of final occupancy certificates floodproofed commercial and industrial structures built pursuant to Section 131(7)(e) shall have on file with the Planning Department a completed FEMA Floodproofing Certificate (FEMA form 81-65). (Added by Ord. No. 5523/6-05).

(f) The City shall notify Washington County , DLCD, Corps of Engineers, Clean Water Services, Department of State Lands and any other adjacent jurisdictions prior to any alteration or relocation of a watercourse within the City, and shall submit evidence of such notification to the Federal Insurance Administration. (Amended by Ord. No.5523/6-05).

(1) Watercourse alterations or relocations must be approved by the City Engineer prior to construction.

(2) Altered or relocated watercourses must be maintained so that the flood-carrying capacity of the watercourse is not diminished.

(Section 8 Amended by Ord. No. 3707/6-87 and by Ord. No. 5523/6-05).

(Section 131 Added by Ord. No. 3123/7-80).

**Section 131A. Significant Natural Resources Overlay (SNRO) (Added by Ord. No. 5269/5-03)**

**(1) Purpose.** The Significant Natural Resources Overlay (SNRO) District is established for the following purposes:

(a) To provide protection for Significant Natural Resources under Statewide Planning Goal 5 (Natural Resources) and the provisions of the Goal 5 administrative rule (OAR 660, Division 23). For the purpose of this ordinance, Significant Natural Resources are designated as Significant Wetlands, Riparian Corridors and Wildlife Habitat. These resources have been inventoried within the City of Hillsboro according to procedures, standards and definitions established under Goal 5 and are identified in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01).

(b) To establish standards to conserve and protect the functions and values of Significant Natural Resources while allowing reasonable economic use of property where adverse impacts to the resources can be mitigated.

(c) To establish standards and procedures for evaluating and permitting developments, alterations and vegetation removal that affects Significant Natural Resources.

(d) To enhance coordination between County, state, federal and other jurisdictional agencies and regional planning efforts, including Clean Water Services, Metro and the Tualatin Basin Goal 5 program, regarding alterations and development activities in or proximate to Significant Natural Resources.

**(2) Definitions**

**(a) Abbreviated Environmental Report.** A report that at a minimum, includes the information specified in Section 7(c)(1), and describes the condition of natural resources on a site and the general location of resource boundaries as indicated through photos showing site conditions and staked areas depicted on a site map including where site alteration or structures are proposed, and analyzes the impact of Development on Significant Natural Resources. It also demonstrates how the proposed Development can be carried out on the site in conformance with applicable standards for Development in SNR Sites and Impact Areas.

**(b) Break in Slope.** The transition point where a valley or river bank slope flattens and represents an historic geologic terrace of a stream or river. The point at which the grade extending from a break in slope, away from the stream or river, is less than 25%. Break in slope is also commonly referred to as top of ravine in steeply sloped headwater environments. Break in slope does not include minor surface anomalies that result from localized landslide slumps or site grading.

**(c) Creation (of a natural resource).** Creation begins with a non-wetland, riparian or wildlife habitat ecosystem and attempts to modify the vegetation, hydrology and/or topography in order to create the desired conditions. Modification of the soils and vegetation may be included in a creation design in order to facilitate the transition to a natural resource system. The goal of creation projects is to produce a functional wetland, riparian area, or wildlife habitat.

**(d) Dangerous Tree.** Any tree which, in the opinion of an expert approved by the City of Hillsboro (such as, but not limited to, an arborist, a professional forester or landscape architect), has a strong likelihood of causing a hazard to life or property.

**(e) Delineation.** An analysis of a resource by a Qualified Natural Resources Professional that determines its boundary. Wetland boundaries shall be delineated using methods described in the 1987 US Army Corps of Engineers Wetlands Delineation Manual or using methods currently accepted by the Oregon Division of State Lands and US Army Corps of Engineers. Riparian and wildlife habitat boundaries shall be based on an assessment of the tree canopy and plant communities described for the resource in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01) .

**(f) Development.** All human-induced changes to improved or unimproved real property including:

(1) Construction of new structures which increase the building footprint on the real property;

(2) Redevelopment;

(3) Change to existing lot boundaries including, but not limited to, subdivisions and minor partitions;

(4) Site alterations resulting from clearing, grading, filling, excavating, dredging, surface mining;

(5) Paving;

(6) Construction of earthen berms and retaining walls; and

(7) Vegetation removal.

"Development" does not include:

(8) Farming activities when conducted in accordance with accepted farming practices as defined in ORS 30.930, ORS 568.900 or any successor laws; and

(9) Construction on lots in subdivisions meeting the criteria of ORS 92.040(2) or any successor law.

**(g) Enhancement.** Modification of a SNR Site to improve its resource functions and values or modification of an Impact Area to improve its ability to buffer the adjacent resource from the adverse impacts associated with Development.

**(h) Environmental Report.** A report that at a minimum, includes the information specified in Section 7 (c)(2), and describes the condition of natural resources on a site and specific resource boundaries, and analyzes the impacts of Development on Significant Natural Resources. It also outlines measures to prevent negative impacts and provides mitigation and enhancement plans.

**(i) Excavation.** Removal of earth or mineral matter by human action.

**(j) Fill.** Deposition of material by human action.

**(k) Grading.** The cutting and/or filling of the land surface to a desired slope or elevation.

**(l) Impact Area.** The impact area is within the boundaries of the SNRO District and represents the area in which allowed uses could "adversely affect" the identified resource. The impact areas as depicted on the Significant Natural Resources Overlay District Map consist of the following:

Resource Type	Impact Area Width
Significant Wetlands related to streams with or without Associated Upland Wildlife Habitat:	
<ul style="list-style-type: none"> <li>Rock Creek, Tributary 2</li> </ul>	65 feet*
<ul style="list-style-type: none"> <li>Glencoe Swale - Tributary 1, Orenco Creek and Rock Creek -Tributary 3</li> </ul>	120 feet*
<ul style="list-style-type: none"> <li>All other streams</li> </ul>	75 feet*
Isolated Significant Wetlands	50 feet*
Significant Wildlife Habitat	25 feet**
Riparian Corridor and Associated Upland Wildlife Habitat	25 feet**

\* *Measured from the edge of the delineated wetland boundary.*

\*\* *Measured from the edge of the tree canopy for the protection of the root-zone .*

**(m) Isolated Upland Wildlife Habitat.** Areas of Significant Wildlife Habitat identified in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01) , which are not contiguous to a stream, wetland or riparian corridor.

**(n) Local Wetlands Inventory.** A systematic survey of an area by a jurisdiction to identify, classify and map the approximate boundaries of wetlands in accordance with the requirements of OAR 141-086-0180, that is used in place of the National Wetlands Inventory and is incorporated into the Statewide Wetlands Inventory once approved by the Oregon Division of State Lands.

**(o) Mitigation.** A means of compensating for impacts to a Significant Natural Resource or its Impact Area including Replacement, Creation, or Enhancement activities. Some examples of mitigation actions are construction of new wetlands to replace an existing wetland that has been filled, replanting trees, removal of nuisance plants, and restoring streamside vegetation where it is disturbed.

**(p) Native Vegetation.** Plants identified as naturally occurring and historically found within the City of Hillsboro , as listed on Metro's Native Plant List.



**(q) Nuisance Plants.** Invasive non-native plants listed on Metro's Nuisance Plant List.

**(r) Permanent Open Space.** Land within a development which will be protected from development in perpetuity through the use of a conservation easement, dedication or other similar means.

**(s) Planning Commission.** The planning commission of the City of Hillsboro .

**(t) Planning Director.** The planning director of the City of Hillsboro or the director's designee.

**(u) Practicable.** Capable of being put into practice or of being done or accomplished given consideration of available technology and project economics relative to the potential adverse impacts on the functions and values of the SNR as described in the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01), the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro*, and the *City of Hillsboro Economic, Social, Environmental and Energy Consequences Analyses Report* .

**(v) Qualified Natural Resources Professional.** An individual who has appropriate credentials verifying proven expertise and vocational experience in a given natural resource field.

**(w) Redevelopment.** Redevelopment includes but is not limited to: the expansion of or change to an existing building footprint or structure; reconfiguration of existing roadways, driveways or parking lots; and land disturbing activities related to structural or impervious area modifications. Redevelopment does not include measures to repair, maintain or remove existing structures, roadways, driveways, accessory uses, or other development provided they are consistent with existing City regulations and do not encroach further into the Significant Natural Resource Site. Redevelopment also does not include interior improvements and vertical additions (additional stories) that do not modify the existing building footprint including associated impervious area or replacement of a structure (s) lost due to a catastrophic event such as fire.

**(x) Repair and Maintenance.** Activities intended to preserve and care for a structure, landscaping, or other improvements (including the continued maintenance of adjacent native vegetation for prevention of fire hazard) to

such an extent that they remain safe, presentable and carry out the purpose for which they were initiated, installed, constructed or required, without expanding the existing development or activity.

**(y) Replacement.** The substitution of newly created resource area through the construction of a resource on a site that is no longer a significant resource and is not within an SNR Site. In the case of wetland creation, this can be done only on a site where conditions exist that can produce and sustain a wetland.

**(z) Review Authority.** The person or body responsible for making a decision regarding an application or appeal. The City of Hillsboro Planning Commission is the review authority for Type 2 Significant Natural Resources Permits and the City of Planning Director or the director's designee is the review authority for Type 1 Significant Natural Resources Permits.

**(aa) Riparian Area.** The area adjacent to a river, lake, or stream, consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem as defined in the Goal 5 rule (OAR 660-023-0090).

**(bb) Riparian Corridor.** A Goal 5 resource that includes the water areas, fish habitat, adjacent riparian areas, and wetlands within the riparian area boundary as defined in the Goal 5 rule (OAR 660-023-0090).

**(cc) Riparian Upland Resources.** Areas which include a combination of significant wildlife habitat and riparian resources, as identified in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01), which are contiguous to a stream or wetland.

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

**(ee) Significant Natural Resources Permit (SNRP).** A Significant Natural Resources Permit is a permit granted by the Review Authority after a review process is completed that allows certain activities or uses listed in the Activities/Uses Table to occur in the Significant Natural Resources Overlay District.

**(ff) Significant Natural Resources (SNR) Site.** The area where Significant Natural Resources are located.

**(gg) Vegetation Removal.** The removal of vegetation through cutting, clearing, grubbing, mowing, and similar activities.

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

1. A "Significant Wetland" is a wetland that meets the Division of State Lands definition of a Locally Significant Wetland and is on the City of Hillsboro 's Local Wetlands Inventory. Significant wetlands may be "associated" with a stream or hydrologically "isolated".

2. A "Non-Significant Wetland" is a wetland that does not meet the Division of State Lands definition of a Locally Significant Wetland and does not appear on the City of Hillsboro 's Local Wetlands Inventory. Non-significant wetlands are not regulated by this chapter, but do require DSL notification under ORS 227.350.

**(ii) Wildlife Habitat.** An area upon which wildlife depend in order to meet the requirements for food, water, shelter, and reproduction as defined in the Goal 5 rule (OAR 660-023-0110).

### **(3) Establishment of Significant Natural Resources Overlay (SNRO) District**

a) A *Significant Natural Resources Overlay District* is hereby created as a superimposed zone applied over existing zones, the boundaries of which encompass all Significant Natural Resource Sites and Impact Areas as depicted on the *Significant Natural Resources Overlay District Map*.

b) Applicability. Properties containing Significant Natural Resource Sites and Impact Areas shall be subject to the requirements of this chapter.

(1) The standards and procedures of this chapter:

(a) Apply to all Development proposed on land located within the SNRO District except as noted in 131A(3)(a)(2);

(b) Are in addition to the standards of the underlying zone and these requirements shall be in addition to any other development review criteria required by Zoning Ordinance No. 1945, as amended; and

(c) In cases of conflict, the standards of this chapter apply.

(2) Exception. On each legal lot of record existing at the time of the adoption of this ordinance, Development up to a maximum of 200 square feet within a five (5) year period is exempt from these requirements.

(3) Properties annexed to the City generally fall into two categories regarding verification of the presence of Significant Natural Resources:

(a) Properties previously identified as containing Significant Natural Resources as depicted and described in the adopted *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01), whereby the SNR Site and Impact Area will be included in the SNRO District as part of the rezoning process.

(b) Properties not previously inventoried by the City that contain natural resources shall be inventoried and a significance determination made using the methodologies described in the adopted *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01). Natural resources determined to be significant and their Impact Areas shall be added to the SNRO District as part of the rezoning process. An Economic, Social, Environmental and Energy (ESEE) Consequences Analysis shall be conducted for SNR Sites added to the SNRO District using the methodology described in the adopted *City of Hillsboro Economic, Social, Environmental*

*and Energy Consequences Analyses Report* to determine the SNRO type of protected area that will apply to the site (e.g., Impact Area, Level 1, Level 2, and/or Level 3).

c) Mapping. The SNRO District is an overlay district which is based upon the Significant Wetlands, Riparian Corridors, Wildlife Habitat areas and Impact Areas as identified in the adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report* (Ord. No. 5066/9-01) and Economic, Social, Environmental and Energy (ESEE) analyses, completed pursuant to the Goal 5 and Oregon Administrative Rules 660, Division 23 provisions.

Within the SNRO District there are four types of protected areas:

1. Impact Areas
2. Resource Level 1: Moderately Limit
3. Resource Level 2: Limit
4. Resource Level 3: Strictly Limit

The *Significant Natural Resources Overlay District Map* generally identifies the extent and location of the Significant Natural Resource Sites and their Impact Areas. The applicant shall be responsible for surveying and mapping the precise location of the SNR Site and Impact Area on the property at the time of application submittal. Where a delineation of the resource boundary determines that the SNR Site or Impact Area is no longer present, that portion of the property shall not be subject to these provisions.

The *Significant Natural Resources Overlay District Map* is adopted and incorporated into this ordinance as though fully set forth. The Planning Director shall maintain a reproducible copy of the Map showing all amendments. The Planning Director is delegated authority to amend the Significant Natural Resources Overlay District Map to reflect changes to SNR Site boundaries based on new boundary or resource level information obtained as part of site specific studies, annexations to the City and other changes allowed by this ordinance.

#### **(4) Coordination Among Regulatory Agencies**

The regulations of other agencies may apply to development proposals on lands

containing natural resources. These agencies include the U.S. Army Corps of Engineers, the Oregon Division of State Lands, the U.S. Fish and Wildlife Service, the Environmental Protection Agency, the Oregon Department of Fish and Wildlife, Washington County, and Clean Water Services (CWS).

The City will notify applicable agencies for referral responses to specific development proposals prior to the issuance of City permits. The City shall also encourage the applicant to contact applicable agencies before development plans are completed so as to consider the requirements and restrictions that may be imposed by the agencies, including CWS.

CWS requires that applicants secure a service provider letter from the District or its designee, which specifies the conditions and requirements associated with Vegetated Corridors and Sensitive Areas necessary for the District to issue a Stormwater Connection Permit pursuant to the CWS Design and Construction Manual.

**(5) Activities and Uses Permitted Outright, Requiring Significant Natural Resources Permit or Prohibited in the Significant Natural Resources Overlay District**

- a) Permitted Uses. Uses designated as "Permitted" in the table below shall be allowed in the SNRO District to the extent that they are not prohibited by the provisions of any underlying zone or any applicable conditions of approval. Permitted uses shall be in compliance with applicable Federal, State and local requirements.
- b) Uses Requiring a Significant Natural Resources Permit. Uses designated as "SNRP 1a" "SNRP1b" or "SNRP 2" in the table below may be permitted upon the issuance of a Significant Natural Resources Permit (SNRP) pursuant to Section 131A(6).

There are two types of Significant Natural Resources Permits, Type 1 and Type 2.

1. A Type 1 SNRP is an administrative permit whereby the Review Authority is the Planning Director. To distinguish between activities and uses where Development is proposed that may have a greater impact to the SNR and additional public notification is needed, Type 1 Significant Natural Resources Permits are divided into SNRP 1a and SNRP 1b, as follows:

- (a) SNRP 1a. Applies when Development greater than five hundred (500) square feet is proposed in Impact Areas, and when less than five hundred (500) square feet of Development

is proposed in Level 1 and Level 2 SNR Sites. Notice of a decision regarding SNRP1a application shall be mailed to the applicant and the applicant's representative.

(b) SNRP 1b. Applies when development greater than five hundred (500) square feet is proposed in Level 1 or Level 2 SNR Sites or less than five hundred (500) square feet of development is proposed in Level 3 SNR Sites.

Notice of a SNRP 1b application shall be provided by sending notices by mail not less than 10 days prior to the date of decision to adjacent property owners located generally within the area enclosed by lines parallel to and 100 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.

2. A Type 2 SNRP is a quasi-judicial permit whereby the Review Authority is the Planning Commission. Decisions regarding SNRP 2 applications for activities or uses within the SNRO District shall be rendered by the Planning Commission after completion of the review process. The procedure for permitting these uses shall be the same as provided for in Sections 78 - 82, except that the matter will be heard before the Planning Commission.

c) Prohibited Uses. Uses designated as "Prohibited" in the table below shall not be allowed in the SNRO District.

d) Activities not listed below. All other activities are prohibited in the SNRO District unless found by the review authority to be similar to a use allowed in the SNRO District pursuant to Section 89.

**Table 131A.(5) Permitted Activities and Uses in the SNRO District**

Activities/Uses	Type of Protected Areas			
	Impact Areas	Resource Level 1	Resource Level 2	Resource Level 3

1. Farming practices as defined in ORS 30.930 and agricultural uses as defined in OAR 603-095-0010, except that buildings and other development associated with farm practices and agricultural uses are subject to the requirements of this district.	Permitted	Permitted	Permitted	Permitted
2. The placing, by a public agency, of signs, markers, aids, etc., to serve the public.	Permitted	Permitted	Permitted	Permitted
3. Temporary emergency procedures necessary for the protection of public health, safety and welfare.	Permitted	Permitted	Permitted	Permitted
4. Continued use, routine repair and maintenance of public and private structures, streets, roadways, driveways, utility facilities, flood control facilities, storm and waste water facilities, constructed ponds, recreational areas and lawns, gardens and landscaping that were in existence prior to the effective date of this ordinance.	Permitted	Permitted	Permitted	Permitted
5. Replacement of public and private structures, streets, roadways, driveways, utility facilities, flood control facilities, storm and waste water facilities, constructed ponds, recreational areas and lawns and landscaping destroyed by fire, flood or similar cause that were in existence prior to the effective date of this ordinance.	Permitted	Permitted	Permitted	Permitted
6. The expansion of capacity, or the replacement, of public streets, roadways, driveways, utility facilities, flood control facilities, storm and waste water facilities, and existing communication or energy distribution and transmission systems (including cables, lines, poles), except substations, which does not increase impervious surface area.	Permitted	Permitted	Permitted	Permitted



7. Stream enhancement or restoration projects limited to removal of nuisance plants listed on the Nuisance Plant List and planting of any Native Vegetation on the Native Plant List.	Permitted	Permitted	Permitted	Permitted
8. Enhancement or restoration of the resource for water quality or quantity benefits, or for improvement of fish and wildlife habitat pursuant to a plan approved by the City pursuant to Section 131A(12).	Permitted	Permitted	Permitted	Permitted
9. Permanent Open Space.	Permitted	Permitted	Permitted	Permitted
10. Change of use or expansion of an existing structure that does not increase the impacts to the resource due to impervious surface, noise, light and glare, the use of hazardous materials and similar activities.	Permitted	Permitted	Permitted	SNRP 1a
11. Low impact or passive outdoor recreation facilities and trails, which are compatible with preserving natural resource functions, including, but not limited to, viewing shelters, picnic tables, nature trails and interpretive signs. Low impact or passive recreation facilities do not include facilities for active recreation such as, but not limited to, ball fields, golf courses and tennis courts.	Permitted	Permitted	SNRP 1a	SNRP 1b
12. New outdoor and land-extensive recreational facilities, other than those described above as low impact or passive, (e.g. active parks, golf courses).	SNRP 1a	SNRP 1b	SNRP 1b	SNRP 2
13. Removal of trees or the cutting or clearing of any Native Vegetation other than the removal of vegetation necessary for hazard prevention (such as Dangerous Trees) or in association with a use allowed by this Section.				
a. Less than 500 square feet of tree or Native Vegetation removal	Permitted <a href="#">[4]</a>	SNRP 1a	SNRP 1a	SNRP 1b

b.500 square feet or greater of tree or Native Vegetation removal	SNRP 1a	SNRP 1b	SNRP 1b	SNRP 2
14. New structural development or the exterior expansion of any building or structure, or increases in impervious surfaces or storage areas.				
a. Less than 500 square feet of site alteration	Permitted <sup>[1]</sup>	SNRP 1a	SNRP 1a	SNRP 1b
b. 500 square feet or greater of site alteration	SNRP 1a	SNRP 1b	SNRP 1b	SNRP 2
15. Fills, excavations and modifications of drainage patterns other than in association with a use allowed by this Section.				
a. Less than 500 square feet of fill, excavation or modification	SNRP 1a	SNRP 1a	SNRP 1a	SNRP 1b
b. 500 square feet or greater of fill, excavation or modification	SNRP 1a	SNRP 1b	SNRP 1b	SNRP 2
16. Dumping of garbage or lawn debris or other unauthorized materials.	Prohibited	Prohibited	Prohibited	Prohibited

[1] Up to a maximum of 500 square feet within a five (5) year period.

## **(6) Procedures for Significant Natural Resources Permit (SNRP)**

a) Pre-Application Conference and Review. When a review of development affected by the SNRO District is required, a Pre-Application review shall be held before submittal of a SNRP 1b or SNRP 2 application.

b) Completeness Check. Staff will review the application to verify that all required materials have been submitted.

c) Agency Notice. If applicable, staff must send a *Wetland Land Use Notification Form* to the Division of State Lands declaring acceptance of a complete application for activities that are wholly or partially within area identified as wetlands on the Statewide Wetlands Inventory as required by ORS 227.350.

d) Decisions. Decisions regarding SNRP applications shall be made by the appropriate Review Authority.

### 1. Decisions regarding SNRP 1a or SRNP 1b applications for

activities or uses within the SNRO District shall be rendered by the Planning Director after completion of the review process.

(a) SNRP 1a. Notice of a decision regarding SNRP1a application shall be mailed to the applicant and the applicant's representative.

(b) SNRP 1b. Notice of a SNRP 1b application shall be provided by sending notices by mail not less than 10 days prior to the date of decision to adjacent property owners located generally within the area enclosed by lines parallel to and 100 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. Failure of a person to receive the notice specified in this section shall not invalidate any proceedings in connection with the application for a SNRP.

2. Decisions regarding SNRP 2 applications for activities or uses within the SNRO District shall be rendered by the Planning Commission after completion of the review process.

The procedure for permitting these uses shall be the same as provided for in Sections 78 - 82, except that the matter will be heard before the Planning Commission .

e) Appeal. Appeals shall be subject to the provisions set forth in Sections 117 through 119.

**(7) Materials for SNRP Applications**

The applicant shall submit the following materials in order to allow the consideration and decision of allowing proposed activities or uses on properties meeting the criteria outlined in Section 131A (3).

a) A completed application on a form prescribed by the City, with the appropriate fee;

b) Other information found necessary by the applicant to show that the standards as listed in Section 131A (8) will be met.

c) An environmental assessment consisting of either an Abbreviated Environmental Report or an Environmental Report shall be prepared and submitted by the applicant when it appears that any portion of a proposed development activity will occur within property designated "SNRO District " on the *City of Hillsboro Significant Natural Resources Overlay District Map* , unless the Planning Director finds, based on the location of the boundary of the Significant Natural Resource (SNR) Site, that none of the proposed development activity will take place within the SNR Site or its Impact Area, in which case the environmental assessment need not be prepared. Activities and uses requiring a SNRP 1a, or projects proposing to disturb less than 500 square feet of area within the boundaries of the SNRO District shall prepare an Abbreviated Environmental Report. Activities and uses requiring a SNRP 1b or SNRP 2 and proposing to disturb 500 square feet or more of area within the boundaries of the SNRO District shall prepare an Environmental Report.

<b>SNRP</b>	<b>Less than 500 sq. ft of disturbance</b>	<b>500 square feet or more of disturbance</b>
<b>SNRP 1a</b>	<b>Abbreviated Env. Report</b>	<b>Abbreviated Env. Report</b>
<b>SNRP 1b</b>	<b>Abbreviated Env. Report</b>	<b>Env. Report</b>
<b>SNRP 2</b>	<b>Abbreviated Env. Report</b>	<b>Env. Report</b>

**1. Abbreviated Environmental Report.** Areas where structures are proposed to be located or vegetation is proposed to be removed shall be staked, indicated on the site map and photos taken of those areas. The Abbreviated Environmental Report shall:

(a) Include a site map drawn to scale showing the location of:

(i) All existing and proposed locations of all property lines, structures, streets, driveways, and off-street parking and loading facilities;

(ii) Trees (type, species and diameter) and vegetation;

(iii) Where photos were taken and which direction the applicant was facing;

(iv) Where stakes were placed;

(v) Areas where vegetation is proposed to be

removed; and

(vi) Topography (2-foot contour interval).

(b) Include photos showing site conditions including but not limited to existing vegetation and staked areas where structures are proposed.

(c) Address the impacts of the proposed development on the SNR Site and its Impact Area. This assessment shall take into account features and characteristics of the site as identified in the Local Wetlands Inventory and adopted *List of Significant Goal 5 Natural Resource Sites in Hillsboro* and the *City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report* (Ord. No. 5066/9-01).

(d) Demonstrate how the proposed development can be carried out on the site in conformance with applicable standards for development in SNR Sites and Impact Areas.

**2. Environmental Report.** If required, the Environmental Report shall include all submittal requirements of the Abbreviated Environmental Report and the following additional requirements:

(a) Be prepared by one or more Qualified Natural Resources Professionals.

(b) Include the results of a delineation of each of the resources present on the site (Wetland, Riparian Corridor, Upland Wildlife Habitat) and the conditions of topography, soils and vegetation found on the site.

(c) The site map shall also show the location of pedestrian walkways, landscaped areas, utilities and easements. The delineated location of Significant Natural Resources and the boundaries of the Significant Natural Resources Overlay designation shall also be required. A cross-sectional view of the proposed use may be required to show slopes and other pertinent information.

(d) Make recommendations concerning the nature and extent of site alterations and improvements to take place on the site in connection with the proposed development in order to

reduce negative impacts to the maximum feasible extent.

3. The Planning Director may authorize the use of alternative means of establishing the location of Impact Area boundaries where the applicant does not have access to the Significant Natural Resource and therefore cannot conduct a delineation.
4. The Planning Director may consult with a professional with appropriate expertise to evaluate an applicant's Abbreviated Environmental Report or Environmental Report prepared under this Section, or may rely on appropriate staff expertise, in order to properly evaluate the report's conclusions.
5. The Planning Director shall determine the adequacy of the Abbreviated Environmental Report or Environmental Report and may reject such reports as found to be deficient in addressing the requirements as stated above. Such rejection shall be grounds for denial of a development permit application for development involving an SNR Site or its Impact Area.

**(8) Standards Governing SNRP Approvals in the SNRO District**

The Review Authority may grant approval of any of the development actions listed in Section 131A (5) as requiring a "SNRP", only if the Review Authority makes findings that all of the following requirements have been satisfied:

a) Activities and Development in Impact Areas .

1. To the extent practicable, proposed activities and Development shall be located and designed to minimize potential adverse impacts to SNR functions and values. Efforts to minimize adverse impacts may include, but are not limited to: locating the Development away from the SNR Site, avoiding the root zone of trees within the adjacent SNR Site, buffering the SNR Site with additional native landscaping and reducing effective impervious surfaces within the Development.

2. Where it can be demonstrated through the SNRP process that the proposed activity or Development within the Impact Area will have no adverse impact on the SNR Site, no compensatory mitigation is required. All other adverse impacts resulting from regulated activities and Development within the Impact Area shall be mitigated pursuant to Section 131A (11).

b) Activities and Development within Significant Natural Resource Sites .

1. Within Level 1 SNR Sites, activities and Development shall be located and designed to minimize potential adverse impacts to the SNR Site to the extent practicable.
2. Within Level 2 SNR Sites, activities and Development shall be located and designed to avoid potential adverse impacts to the SNR Site to the extent practicable.
3. Within Level 3 SNR Sites, activities and Development shall be avoided altogether to the extent practicable.
4. When Development within an SNR Site cannot be avoided, the proposed Development will be located and designed to minimize potential adverse impacts to SNR functions and values as identified in the *City of Hillsboro Goal 5 Natural Resource Inventory and Assessment Report* (Ord. No. 5066/9-01).
5. All Development within SNR Sites shall be mitigated pursuant to Section 131A (11).

c) Utilities, Streets and Stormwater Management.

1. In instances where a designated location or alignment is specified in an adopted facilities plan, such facilities may be placed in such specified areas and their location shall not be subject to the standards and procedures of the SNRO District, except for mitigation pursuant to Section 131A(11). In all other instances of public or private utility location, when it is shown to the satisfaction of the Review Authority that there is no other practicable alternative location, public and private utilities may be placed within a SNR Site. If a utility is allowed within the Significant Natural Resource, mitigation shall be required pursuant to Section 131A (11).
2. In instances where a designated location or alignment of public streets, driveways or accesses is specified in an adopted transportation plan, such facilities may be located in accordance with such plans and shall not be subject to the standards or procedures of the SNRO District, except for

mitigation pursuant to Section 131A(11). In all other instances, public or private streets or driveways may be placed through a SNR Site to access buildable areas of the property if it is shown to the satisfaction of the Review Authority that there is no other practicable method of access. If allowed, the applicant shall comply with the following requirements:

(a) Demonstrate to the Review Authority that there is no other practicable location within the project boundaries or off-site through the use of easements.

(b) Design rights-of-way, roadways, driveways and pathways to be the minimum width necessary within the SNR Site while also allowing for safe passage of vehicles, bicycles and/or pedestrians.

(c) Use bridges, arched culverts, or box culverts with a natural bottom for crossing of a SNR Site if the crossing is found unavoidable. The number of crossings shall be minimized through use of shared access for abutting lots and access through easements for adjacent lots.

(d) Plan for future extensions of shared access, access easements or private streets to access potential new building sites in order to avoid encroachments into the SNR Site.

(e) Mitigate for loss of any portion of the SNR Site pursuant to Section 131A (11).

3. Development using methods other than specified above within a SNR Site may only be allowed when the applicant can demonstrate that there is a public need for the proposed development and the public benefit to be derived from the development outweighs adverse impacts on the SNR Site resulting from the proposal.

**(9) Development Standards**

(a) All Development within the SNRO District shall be subject to the



following development standards:

1. Significant Natural Resource and Impact Area boundaries shall be surveyed staked and demarcated with standard orange construction fencing or equivalent by a Qualified Natural Resources Professional prior to any construction, demolition, grading, or site clearing.
2. Protective measures and erosion control measures shall comply with the City's adopted erosion control standards (Ord. No. 4981-12/00). These measures shall remain in place until the final site inspection is completed.
3. During construction there shall be no stockpiling of fill materials, parking, or storage of construction equipment except for staging activities for allowed construction projects that occur within the permitted work window within a Significant Natural Resource or its Impact Area unless no other practicable alternatives are available.
4. The types, sizes, and intensities of lights must be placed so that they do not shine directly into the Significant Natural Resource.
5. Plantings within the Significant Natural Resources shall only be with species on the Native Plant List.
6. Plantings within the Impact Area shall not include species which are identified as Nuisance Plants.
7. No herbicides or pesticides shall be used in a Significant Natural Resource or its Impact Area except as applied by a licensed applicator in accordance with a pesticide management plan for control of nuisance plants as identified in the Nuisance Plant List or to eradicate pests or diseases affecting Native Vegetation.

(b) The standards above are in addition to all construction requirements imposed as conditions of approval by the City of Hillsboro or other permitting agencies provided that the area within the SNRO District may be used to satisfy the open space and landscape requirements of Sections 127 (III)(H) and 133(V)(A)(1).

**(10) Adjustments from Standards of Underlying Zoning**

In order to further the purposes of the SNRO District, the Review Authority may allow adjustments from the minimum and maximum structural setbacks and minimum and maximum lot coverage standards of the underlying zone, provided consideration is given to potential impacts to neighboring properties.

**(11) Compensatory Mitigation Standards**

When potential adverse impacts to a Significant Natural Resource or its Impact Area cannot be avoided, compensatory mitigation pursuant to this section is required.

(a) When mitigation for potential adverse impacts to a SNR Site is also required by Oregon Division of State Lands, U.S. Army Corps of Engineers and/or Clean Water Services, a copy of the mitigation plan prepared in compliance with the requirements of the regulating agency(ies) shall be submitted to the Review Authority. The City shall not issue a building permit until all applicable Regional, State and Federal permit approvals have been granted.

(b) When mitigation for potential adverse impacts to areas within the SNRO District, which are not otherwise regulated by the Oregon Division of State Lands, U.S. Army Corps of Engineers or Clean Water Services, is required by this chapter, a mitigation plan prepared by a Qualified Natural Resources Professional shall be submitted to the Review Authority.

1. The mitigation plan shall document the location of the impact to the Significant Natural Resource or Impact Area, the existing conditions of the Significant Natural Resource or Impact Area prior to impact, the location of the proposed mitigation area, a detailed planting plan of the proposed mitigation area with species and density, and a narrative describing how the adverse impacts will be mitigated.

2. Minimum compensatory mitigation ratios shall be as follows:

Ratio of Area of Impact to Area of Mitigation

Replacement

Enhancement

Impacted Area: Replacement Area

Impacted Area: Enhancement Area

SNR Category

Impact Area

N/A

1:1

SNR Level 1

1:1

1:2

SNR Level 2	1:1.25	1:2.5
SNR Level 3	1:1.5	1:3

For example, a proposed development which would impact 600 square feet within a Level 3 Resource and 1,200 square feet of Impact Area would be required to provide mitigation as follows:

- For the Level 3 resource, either replacement of 900 square feet or enhancement of 1,800 square feet (or a combination of the two);
- For the Impact Area, enhancement of 1,200 square feet.

3. Proposed mitigation shall meet the following criteria:

(a) Mitigation shall occur on-site and as close to the Impact Area as possible. If this is not feasible, mitigation shall occur within the Urban Growth Boundary of Hillsboro.

(b) All vegetation planted within the mitigation area shall be from the Native Plant List. Species to be planted in the mitigation area shall replace those impacted by the development activity.

(c) No plants on the Nuisance Plant list are to be planted within the mitigation area.

(d) Trees shall be planted at a density of not less than 5 per 1,000 square feet. Shrubs shall be planted at a density of not less than 10 per 1,000 square feet.

(e) The revegetation standards in Clean Water Services "Design and Construction Standards for Sanitary Sewer and Surface Water Management, Appendix D, Landscape Design Requirements" provide a guideline for proposed mitigation.

## (12) Natural Resource Enhancement

Resource enhancement projects such as bank stabilization, riparian enhancement, in-channel habitat improvements, and similar projects which propose to improve or maintain the quality of a Significant Natural Resource or its Impact Area shall be approved if the applicant demonstrates that all of the following are met:

- a) There will be improvement in the quality of at least one ecological function or value of the resource; and
- b) Only species listed in the Native Plants List shall be planted.

For the purpose of this section, a "resource enhancement project" does not include required mitigation pursuant to Section 131A(11).

### (13) Natural Resource Management Plan

a) Purpose. Airports and other public transportation facilities may require regulatory flexibility in addressing natural resource management issues in order to protect public health and safety. Pursuant to an approved Natural Resource Management Plan, future development within a Natural Resource Management Plan area (plan area) may vary from the following SNRO District requirements:

1. Standards Governing SNRP Approvals in the SNRO District (Section 131A(8)),
2. Development Standards (Section 131A(9)), and
3. Compensatory Mitigation Standards (Section 131A(11))

b) Applicability. Public agencies responsible for transportation facilities may prepare and submit Natural Resource Management Plan applications for consideration by the Planning Commission.

c) Decisions. Decisions regarding Natural Resource Management Plan applications shall be rendered by the Planning Commission after completion of the review process. The procedure for permitting these uses shall be the same as provided for in Sections 78 - 82, except that the matter will be heard before the Planning Commission .

d) Submittal Requirements. An application for a Natural Resource Management Plan shall include all of the submittal requirements for a SNRP2 including an Environmental Report pursuant to 131A(7)(c)(2).

e) Standards. Standards governing Natural Resource Management Plan

Approvals in the SNRO District. The Planning Commission may grant approval of a Natural Resource Management Plan, only if the Planning Commission makes the following findings:

1. The proposed Natural Resource Management Plan substantially conforms to the purpose and intent of the SNRO District; and
2. The proposed Natural Resource Management Plan will result in an overall improvement in the functions and values of the natural resources within the plan area.

(14) **Residential Land Divisions**. When a lot which includes a SNR Site is the subject of a land division application the following provisions apply:

a) Adjustments to the following standards may be approved during the SNRP process to allow development consistent with the purposes of the SNRO District provided consideration is given to the potential impacts on neighboring properties:

1. Minimum required lot width and depth;
2. Minimum required density; and
3. Minimum lot size. Residential lot sizes may be averaged to allow lots less than the minimum lot area required by the underlying zone, as long as the average area for all lots is not less than required by underlying zone. No lot created under this provision shall be less than 80% of the minimum lot size required in the underlying zone.

b) Where a proposed land division would create twelve (12) or more lots and 50% or more of the site is within the SNRO District:

1. The development proposal shall be reviewed as a Planned Unit Development pursuant to Section 127.
2. In cases where the SNRO District is applied to otherwise developable land, residential density within the SNRO District shall be no greater than 50% of the maximum permitted by the underlying zoning district. The surplus density may be transferred to developable portions of a lot. However, density transfers shall be limited by the Review

Authority such that not more than 30% of the maximum density otherwise allowed in the SNRO area is eligible to be transferred to the non-SNRO area. This transfer is intended to allow densities equivalent to 80% of the maximum allowed in the SNRO to be developed elsewhere on the site.

c) The final plat shall show Significant Natural Resources and their associated Impact Areas to be designated as open space as either a conservation easement or a separate permanent open space tract. Responsibility for maintenance and preservation of such conservation easements or such permanent open space tracts, consistent with Sections 131A (8), (9), (11) and (12), shall be specified in covenants, conditions and restrictions or other legal instrument subject to approval by the Planning Director and recorded prior to approval of the final development plan.

(15) **Modification of Significant Natural Resources or Impact Area Boundaries.**

The boundaries or level of a Significant Natural Resources or its Impact Area may be modified as part of the development review process identified in Section 131A(6) to reflect new boundary or level information obtained as part of the site-specific studies or to include new mitigation areas proposed as part of the development. Modifications to boundaries of Significant Natural Resources that are locally significant wetlands shall require review and approval by the Division of State Lands. ( Amended by Ord. No. 5333/1-04)

(Section 131A added by Ord. No. 5269/5-03)

## Cultural Resource Management

### **Section 132. Cultural Resource Management Ordinance.**

(1) **Purpose**: The purpose of the Cultural Resource Management Ordinance is to further the public welfare through identification and management of culturally significant resources, in order to:

- (a) promote public awareness and appreciation of the City's social, political, economic, architectural, and archaeological history;
- (b) advance civic pride and identity;
- (c) contribute to the City's economy;
- (d) enhance local property values; and
- (e) identify and resolve conflicts between preservation of cultural resources and alternative land uses.

(2) **Definitions**. These definitions apply only to Section 132 of this Ordinance.

(a) **Alteration** - any addition to, removal from, and/or change in the external appearance of any portion of a cultural resource. This definition includes changes in landscaping of structures when the age of the landscaping is comparable to the age of the resource structure. This definition excludes ordinary maintenance or repair of an exterior feature which does not affect the feature's appearance, if such repair has been certified by the City Building Official as necessary for safe occupancy.

(b) **Cultural Resource** - any building, structure, site, or object included in the Cultural Resource Inventory and therefore subject to the provisions of this Ordinance.

(c) **Cultural Resource Inventory** - a listing of sites within the City recognized by City Council resolution as being culturally significant.

(d) **Demolition** - any intentional defacement, destruction, and/or other action which would cause partial or total ruin of a cultural resource.

(3) **Administering Board** .

(a) The Planning Commission shall be the administrative body for the Cultural Resource Ordinance. All actions required for its implementation shall be conducted by the Planning Commission.

(b) The Planning Commission is authorized to initiate and review applications for nominations to or deletions from the Inventory; to review applications for alteration, demolition, or moving of a cultural resource; and to make findings and recommendations to the City Council .

**(4) Cultural Resource Inventory.** The City of Hillsboro shall establish and maintain a Cultural Resource Inventory which shall be updated as required.

(a) The Planning Commission shall authorize notice of nomination to be sent to the owners of sites within the City which they deem to have potential cultural significance. Notice of nomination shall include all pertinent information regarding the nomination process.

(b) The Planning Commission shall hold a public hearing and shall evaluate the cultural significance of each site nominated, based on the following criteria:

1. capability to be categorized as a building, structure, site, or object, as defined by the National Park Service;
2. association with significant historical or cultural events or persons important on a city, county, state, or national level; the site must have as an identifiable theme one of the 10 themes recognized by the National Park Service;
3. demonstration of architectural integrity in workmanship, design, type of construction, regional style, or individual uniqueness;
4. potential to provide archaeological information;
5. inclusion in the National Register of Historic Places or the State Archaeological site file.

(c) The Planning Commission shall not review for inclusion in the Inventory any site which is less than 50 years old, unless proven to be of exceptional importance.



(d) The Planning Commission shall make findings and recommendations to the City Council on a list of sites forming an initial Cultural Resource Inventory . The City Council shall adopt by resolution those sites it considers culturally significant.

(e) Any property owner who wishes his or her property included in the Inventory shall apply to the Planning Commission, and shall supply such information on the site as the Planning Commission shall require. The Planning Commission shall review the application and shall forward its recommendation to the City Council.

(f) Following adoption of the initial Inventory, the Planning Commission may nominate additional sites to the Inventory. The Planning Commission shall review each nomination based on the criteria listed in Section 132 (4) (b) and (4)(c) and conduct a public hearing on the nomination. The owner of any nominated site shall be provided notice of the public hearing and an explanation of rights to refuse to consent to the listing. Following the public hearing, the Planning Commission shall then make findings and recommendations to the City Council on the nomination. The Council shall add, by resolution, those sites it considers culturally significant to the Inventory. At any time prior to Council action on the nomination, the affected property owner or owners of record may refuse to consent to the addition of the site to the Inventory. This refusal to consent shall be in writing and filed with the Planning Director. The receipt of a refusal to consent shall remove the property from any continued consideration for nomination or listing on the Cultural Resources Inventory. If the City Council approves a resolution placing a site on the Inventory, the Planning Department shall prepare and record a document in the Deed Records of Washington county indicating the placement of the site on the Cultural Resource Inventory. (Amended by Ord. No. 4932/7-00.)

(g) The property owner or owners of record of a site listed on the Cultural Resources Inventory prior to September 1, 2000 , may request removal of the site from the Inventory by submitting a written request to the Planning Director. The request shall describe the site and its location with particularity. The Planning Director shall submit the request to the Planning Commission for adoption of a resolution acknowledging the request and forwarding the request to the City Council for approval. Upon receipt of the resolution of the Planning Commission, the City Council shall adopt a resolution removing the site from the Cultural Resources Inventory.

The Planning Commission shall not conduct a public hearing on the request, but may recommend that the City Council conduct a hearing. The City Council may, but need not, conduct a public hearing on the request.

The City Council may require that the site be documented in a manner consistent with accepted historic site documentation practices. The City shall not issue a permit for demolition or modification of a site subject to this subsection for at least 120 days from the date of the resolution removing the site from the Cultural Resources Inventory. (Added by Ord. No. 4932/7-00.)

**(5) Application for Alteration, Demolition or Moving a Designated Cultural Resource .**

(a) No designated cultural resource shall be altered, demolished, or moved without prior approval of the Planning Commission.

(b) Cultural resource owners desiring to alter, demolish or move a cultural resource shall apply for a permit to the Planning Commission and shall provide all information considered necessary by the Planning Commission as part of the application.

(c) The Planning Commission shall hold a public hearing and shall evaluate the application with reference to the following actions:

1. the economic or structural necessity of the proposed action;
2. the extent of visible modification to the resource;
3. the relationship of the proposed action to the resource's original character;
4. the possibility of any alternative action which would reduce negative impacts on the cultural resource; and
5. in the case of moving or demolition, the scheduling of redevelopment of the resource site.

(d) The Planning Commission shall work with the applicant, interested citizens and technical staff to minimize the negative impact of the proposed action, wherever possible.

(e) Approval of an application for alteration or demolition may be delayed up to 60 days by the Planning Commission if it deems additional information or consideration with the applicant necessary. Approval of the application may be conditioned to secure interior and/or exterior

documentation of the site prior to the proposed action, to preserve selected architectural features and to preserve site landscaping. The Planning Commission may, however, approve an alteration or demolition permit at any time within the 60 day period if it feels the applicant has made an effort in good faith to retain, document, and/or preserve the culturally significant characteristics of the resource.

(f) The City Council may extend a demolition delay by an additional 60 days at the request of the Planning Commission or an interested party.

(g) Applications for alteration, demolition, or moving permits for a designated cultural resource which are complete and which are in compliance with all other City regulations and ordinances shall not be denied outright. If no action on an application has been taken by the Planning Commission within 60 days of submission of the completed application, the application shall be considered approved.

(h) Following approval or issuance of an alteration, moving, or demolition permit on a designated cultural resource, the Planning Commission shall re-evaluate the site's conformance with the criteria in Section 4(b)(2) of this Ordinance. If the Commission finds that the site no longer exhibits the characteristics which justified its inclusion in the Inventory, the Commission shall forward a resolution to the City Council recommending deletion of the site from the Inventory. City Council shall then consider the matter and may delete the site from the Inventory by resolution.

**(6) Annexation of County-designated Cultural Resources .**

Any site designated a cultural resource by Washington County shall be placed on the Cultural Resource Inventory upon annexation and shall be subject to the provisions of this Ordinance.

(Section 132 Added by Ord. No. 3425/9-83.)

## **Section 133: Development Review**

**I. Purpose.** The purposes of development review are to: encourage site planning in advance of construction; protect lives and property from potential adverse impacts of development; consider natural or man-made hazards which may impose limitations on development; conserve the City's natural beauty and visual character and minimize adverse impacts of development on the natural environment as much as is reasonably practicable; assure that development is supported with necessary public facilities and services; ensure that structures and other improvements are properly related to their sites and to surrounding sites and structures; and implement the City's Comprehensive Plan and land use regulations with respect to development standards and policies.

**II. Preapplication review.** Prior to filing its application for development review, the applicant shall confer with the Planning Director, who shall identify and explain the relevant review procedures and standards.

**III. When required.** Development review shall be required for all construction and development on real property as follows:

1. Construction and development in the A-2, A-3, A-4, C-1, C-2, C-4, C-F, M-P and M-2 zones, excluding the construction or development of single family or duplex dwellings within any of these zones;
2. Multifamily structures containing three (3) or more dwelling units located within the A-1 zone;
3. Multifamily dwellings containing three (3) or more dwelling units and attached single family dwelling units within planned unit development districts;
4. Manufactured dwelling parks (excluding the individual manufactured dwellings) as required by Section 77C.(4) of the Zoning Ordinance; and
5. Construction and developments in all zones within Station Community Planning Areas, including construction and development of single family dwellings, as required by Section 136.VII.A.1. of the Zoning Ordinance.

Development review shall not apply to any interior remodeling of any existing building or structure covered by Section 133 or any modification to an existing building or structure which does not substantially change its exterior appearance. The standards in this Section also shall apply to any development review required as a condition of approval of a land use action. No building permit shall be issued prior to development review approval. Development review shall not alter the type and category of uses permitted in zoning districts.

As used in Section 133, "development" means any man-made change to improved

or unimproved real property in the City, including but not limited to construction or installation of a building or other structure; major site alterations such as those due to grading; paving; and, improvements for use as parking.

As used in Section 133, "construction" means and includes the new construction, replacement, and any major remodeling of any building or structure; or, any enlargement of an existing building or structure which increases its existing floor area by an amount equal to or greater than ten percent (10%) and which is visible from a street or public right-of-way. Construction does not include the ordinary maintenance or repair of an existing building or structure.

As used in this definition of "construction", "major remodeling" means any exterior remodeling that substantially changes the exterior appearance of a building or structure or any change in the occupancy of a building or structure from single family use to commercial or industrial use.

**IV. Plans required.** A complete application for development review shall be submitted. Except as otherwise provided in subsection J of this Section, the application shall include the following plans and information:

A. A site plan or plans, drawn to scale, containing the following information:

1. A vicinity map covering an area 250 feet from the boundary of the development site and showing general information about the location, dimensions and names of all existing, platted and proposed streets and access points, other public ways, sidewalks, bicycle routes and bikeways, pedestrian/bicycle accessways and other pedestrian connections, transit street, transit facilities and transit stops, neighborhood activity centers, schematic placement of public utility locations, and the location of easements affecting the development site.
2. The site size, dimensions, and zoning, including dimensions and gross area of the lot(s) or parcel(s) and tax map and tax lot number(s) for the development site.
3. Contour lines at two foot contour intervals for grades 0 to 10 percent, and five-foot intervals for grades over 10 percent.
4. The location of natural hazard areas on and within 100 feet of the boundaries of the site that are identified by the

Comprehensive Plan, including:

- a. Areas indicated on floodplain maps as being within the 100-year floodplain.
- b. Areas subject to soil instability, slumping or earth flow, landslide or erosion, or for which field investigation, performed by a geotechnical engineer or engineering geologist who is licensed by the State of Oregon , confirms the existence of or potential for a severe hazard.

5. The location of natural resource areas on and within 100 feet of the boundaries of the site, including fish and wildlife habitat, natural areas, wooded areas, areas of significant trees or vegetation, wetlands, water resources, and riparian areas, that are identified - by the Comprehensive Plan.

6. The location of cultural resources on and within 100 feet of the boundaries of the site, that are identified on the City's cultural resources inventory.

7. The location, dimensions, and setback distances of all existing permanent structures, improvements and utilities on or within 25 feet of the site, and the current or proposed uses of the structures.

8. The location, dimensions, square footage and setback distances of proposed structures, improvements, and utilities, and the proposed uses of the structures by square footage.

9. The location, dimension and names, as appropriate, of all proposed streets, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian connections and bicycle routes and paths, transit streets, transit facilities and transit stops, neighborhood activity centers, and utility locations and easements on or within the development site.

10. All parking, circulation, loading and servicing areas, including the locations of all carpool, vanpool, and bicycle parking spaces as required by Section 84 of this Ordinance.

11. Site access points for automobiles, pedestrians, bicycles and transit.

12. On-site pedestrian and bicycle circulation.

13. Outdoor common areas proposed as open space.

B. A landscaping plan, drawn to scale, showing the location and types of existing trees (eight inches or greater in caliper measured four feet above ground level) and vegetation proposed to be removed and to be retained on the site, the location and design of landscaped areas, the varieties, sizes and spacing of trees and plant materials to be planted on the site, the proposed types and locations of irrigation systems to maintain plant materials, and other pertinent landscape features.

C. Architectural elevations and floor plans drawn to scale, with elevations accurately reflected to grade.

D. A description of materials to be used on proposed structures.

E. An erosion control and grading plan developed in accordance with the standards specified in the City's Ordinance No. 3927, the Unified Sewerage Agency's Erosion Prevention and Sediment Control Plans Technical Guidance Handbook (February 1994 or as subsequently amended), and the Unified Sewerage Agency's Resolution and Order No. 91-47 as applicable within Hillsboro 's City limits.

F. A drainage plan developed in accordance with the standards specified in the City's drainage master plan and the Unified Sewerage Agency's Resolution and Order No. 91-47 as applicable within Hillsboro 's City limits. The drainage plan shall identify the location of drainage patterns and drainage courses on and within 100 feet of the boundaries of the site.

G. The applicant shall submit either: 1) a determination by USA that Site Assessment is not necessary or 2) USA Service Provider Letter. (Added by Ord. No. 4982/12-00.)

H. An exterior lighting plan, drawn to scale, showing type, height, and area of illumination on the development site.

I. For commercial or industrial developments, a written statement identifying:

1. The nature of the proposed use.
2. The planned number of shifts to be worked, if known, and the maximum number of employees planned for each shift in the phase of development being reviewed.
3. Plans for the treatment and disposal of sewage and industrial wastes and any on-site disposal of wastes.
4. Plans for handling traffic, noise, glare, air pollution, fire, or safety hazard.

J. Within fourteen (14) working days after submission of a development review application, the Planning Director may require an applicant to submit one or more technical reports upon determination by the Planning Director that (1) the scale of the development would likely require traffic safety and other public facility or development site improvements; (2) the proposal could have significant adverse impacts on Goal 5 resources; (3) the proposal would be located on, or could have significant adverse impacts upon natural hazard areas identified by the Comprehensive Plan; or (4) the proposal would likely result in significant adverse impacts with respect to noise, toxic or noxious matter, vibrations, odors, heat, glare, air pollution, wastes or other objectionable effects within the development site or immediate surrounding areas. The Director shall inform an applicant of any required technical report under this provision within the 30-day review limit set by ORS 227.178(2).

1. A traffic report may be required by the Planning Director when the Director determines that the development's traffic impacts would cause significant change to the function of adjacent or nearby streets or the flow of traffic thereon. Any required traffic report shall be prepared by a licensed traffic engineer and shall include a discussion of the ability of the roads and intersections to accommodate the anticipated amount of traffic that would be generated by the proposed development. The report also shall take into consideration the availability of mass transit, bicycle paths and ways and pedestrian access. The report shall identify such safety or capacity improvements as may be required consistent with the requirements of this Ordinance.
2. The required report concerning natural hazards shall be a geotechnical investigation report which shows the following:



slope stability studies, on-site site grading, cutting and filling; structural foundation requirements; surface and subsurface drainage recommendations; erosion vulnerability; building or grading limitations, including top of slope offsets and areas restricted for site grading; recommendations for construction of streets, utilities, and structures of the site; and identification of any portions of the site requiring further evaluation by a geotechnical or structural engineer. Unless the Planning Director determines that a geotechnical investigation is warranted due to site-specific characteristics, projects meeting all of the following criteria are exempt from this requirement:

- (a) construction value of the project is \$150,000 or less; and
- (b) the project will not involve the import, export, and/or on-site movement of more than 100 cubic yards of earth; and
- (c) there is no evidence of any previous fill on the site to a depth exceeding one foot; and
- (d) the project does not include proposed fill on the site to a depth exceeding one foot; and
- (e) no portion of the site has a slope in excess of ten percent (10%).

(Added by Ord. No. 4893/3-00.)

3. Any required report concerning impacts on natural or cultural resources shall identify the Goal 5 resource(s) affected and assess the impacts of development thereon. As relevant, considerations shall include revegetation potential, impact on significant wildlife habitat within 100 feet of the site, and impacts on scenic views, water areas, significant wetlands, park lands and proposed park acquisition areas, and cultural resources.

4. Any required report concerning noise, toxic or noxious matter, vibrations, odors, heat, glare, air pollution, wastes or

other objectionable effects shall identify those effects and describe the plans for mitigating or alleviating such effects. The Planning Director may require a noise study prepared by an acoustical engineer licensed by the State of Oregon if noise from the proposed development can be reasonably expected to exceed applicable DEQ noise standards.

K. Within fourteen (14) working days after receipt of a development review application and the 30-day review limit set by ORS 227.178(2), the Planning Director may waive the submission of information for specific requirements of this Section or may require information in addition to that required by a specific provision of this Section, as follows:

1. The Planning Director may waive the submission of information for a specific requirement upon determination either that specific information is not necessary to evaluate the application properly, or that a specific approval standard is not applicable to the application. If submission of information is waived, the Planning Director shall, in the decision, identify the waived requirements and briefly explain the reasons for the waiver.

2. The Planning Director may require information in addition to that required by a specific provision of this Section upon determination that the information is needed to evaluate the application properly and that the need can be justified on the basis of a special or unforeseen circumstance. If additional information is required, the Planning Director shall, in the decision, briefly explain the reasons for requiring the additional information.

## **V. Standards.**

A. All construction and development shall comply with the following standards:

1. A minimum of fifteen percent (15%) of the lot area being developed shall be landscaped wherever practicable. This landscaping requirement may be satisfied by providing landscaping only, or in combination with pedestrian plazas, pedestrian connections or water quality facilities. Natural existing landscaping may be used to meet the landscaping requirement. Landscape design and landscaping areas shall serve their intended functions and shall not adversely impact surrounding areas. The required amount of landscaping shall include a mix of vertical (trees) and horizontal elements (grass, ground cover, etc.). The Planning Director shall

approve the trees, shrubs and vegetation proposed for landscaping.

2. The size, shape, height, and spatial and visual arrangement of uses, structures, fences, and walls, including color and material selection, shall be compatible with existing surroundings and future allowed uses. This standard shall be applied in a manner that encourages urban design and visual diversity within development projects and the surrounding area. The Planning Director may require common driveways in order to comply with City driveway or street access spacing standards.

3. Unnecessary grade changes shall be avoided. Retaining walls shall be provided where needed and shall consist of such structural design and materials sufficient to serve their intended purpose. Grading and contouring shall take place with particular attention to minimizing the possible adverse effects of grading and contouring on the natural vegetation and physical appearance of the development site. It is the intent of this provision that, where minimizing such adverse effects of grading and contouring within the development site unavoidably results in creating physical barriers to pedestrian and bicycle circulation, priority shall be given to minimizing such adverse effects. However, the Planning Director shall work with the applicant to develop and apply practicable solutions whenever possible, taking into account the current and proposed use of the development site, that achieve both objectives. As used in this provision, "natural vegetation" does not include commonly recognized weeds and brushes and the like.

4. In areas identified as hazard areas by the Comprehensive Plan, development shall be designed to avoid unnecessary disturbance of natural topography, vegetation and soils. Designs shall minimize the number and size of cuts and fills, and any structural fill shall be designed in accordance with standard engineering practices by a civil or geotechnical engineer licensed by the State of Oregon. The Planning Director may impose such conditions as are necessary to minimize the risk of erosion, slumping, landslides and property damage.

5. Drainage shall be provided in accordance with City drainage master plan requirements and design standards. The Planning Director may impose conditions to ensure that waters are drained from the development site so as to limit degradation of water quality consistent with the Unified Sewerage Agency's Resolution and Order No. 91-47 as applicable within Hillsboro 's City limits or any other - drainage standards as may be subsequently adopted by the City Council. Drainage plans shall be reviewed and approved by the City Engineer for conformance with the adopted City drainage standards prior to construction.

6. Any proposed development subject to the PUD process within the City of Hillsboro, which meets the definition of "development" as contained in Chapter 1 Section 1.02.15 of the *Washington County Unified Sewerage Agency's 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 comply with the applicable provisions of Chapter 3, *Standard Design Requirements for Storm and Surface Water* of the USA's Construction Standards and Regulations for Sanitary Sewerage and Storm and Surface Water Management Systems. (Added by Ord. No. 4982/12-00.)

7. Parking, including carpool, vanpool and bicycle parking, shall comply with City parking standards contained in Section 84 of this Ordinance.

8. Off-street parking and loading-unloading facilities shall be provided in a safe, well designed and efficient manner and shall be visually buffered from the street and from adjacent residential zones by means of landscaping or as otherwise required by the Zoning Ordinance, but not to the extent of restricting visibility necessary for safety and security. Off-street parking design shall consider the layout of parking, storage of all types of vehicles and trailers, shared parking lots and common driveways, garbage collection and storage points, and the surfacing, lighting, screening, landscaping, concealing and other treatment of the same.

9. Sidewalks and curbs on public streets shall be provided in

accordance with the City's transportation master plan and street design standards unless modified or alternative standards for the development site are approved by the Street Committee

10. Circulation patterns within the boundary of the site shall facilitate safe and convenient pedestrian and bicycle access consistent with Sections VI and VIII of this Section. Ingress and egress locations on public thoroughfares shall be located in the interest of public traffic safety. Reasonable access for emergency services (fire, ambulance and police) shall be provided.

11. Outdoor lighting shall be provided in a manner that enhances security, is appropriate for the use, and avoids adverse impacts on surrounding properties.

12. Site planning, including the siting of structures, roadways and utility easements, shall provide, wherever practicable, for the protection of trees eight-inch caliper or greater, measured four feet from ground level. Where the Planning Director determines that it is impracticable or unsafe to preserve such trees, the trees shall be replaced in accordance with an approved landscape plan that includes new plantings of similar character at least 2 1/2" in caliper. Specimen trees shall be preserved where practicable, and the Planning Director may decrease the number of required parking spaces to achieve this result. Where these requirements would cause an undue hardship, the Planning Director may modify the requirements in a manner which, in the Director's determination, reasonably satisfies the purpose and intent of this provision. The Planning Director may impose conditions to avoid disturbance to tree roots by grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special tree maintenance and management program to provide protection to the resource as recommended by the arborist or horticulturist.

13. Development shall comply with applicable City regulations protecting natural and cultural resources. The

siting and design of buildings and other improvements shall be appropriate to protect natural and cultural resources identified by the Comprehensive Plan and this Ordinance. Elsewhere, development shall be planned, designed and constructed to avoid or minimize adverse impacts on other natural and cultural resources to the extent practicable.

14. All development shall comply with applicable federal, regional state, and City standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference that are in effect at the time of approval of the development review application. Prior to issuance of a building permit, the Planning Director may require submission of evidence of compliance with such standards from the applicable Federal or State agencies or the receipt of the necessary permits for the development from these agencies.

15. Adequate public water, sanitary sewer and storm drainage facilities sufficient to serve the level of development approved shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development construction. Service providers shall be presumed correct in the evidence which they submit relating to the adequacy and availability of such facilities and services to the development. All facilities shall be designed to comply with adopted City standards. A development may be required to extend, modify or replace an existing off-site public water, sanitary sewer or storm drainage facility or system to the extent necessary to provide adequate public facilities or services to the development site. The development applicant may request from the City System Development Charge credits and/or City reimbursements for utility improvements or oversizing of facilities as may be required under this provision.

16. Adequate rights-of-way and improvements to streets, sidewalks, bike routes and bikeways, and transit facilities required within the development site shall be provided, consistent with the City transportation master plan, adopted design standards, and Street Committee policy.

Consideration shall be given to the need for street widening and other transportation improvements within areas in the vicinity of the proposed development impacted by traffic generated by the proposed development which will ameliorate such impacts. If required, such widening and improvements shall have a clear nexus with, and be proportional to the traffic generated by the proposed development and may include, but are not limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation from the development.

17. Developments shall consider opportunities to incrementally extend and connect proposed new streets with existing streets in adjacent or nearby areas in addition to addressing street connectivity recommendations shown on the Local Street Connectivity Maps contained within the City's Transportation System Plan. (Added by Ord. No. 4902/5-00.)

18. In new multifamily developments on sites containing 5 or more acres of land, full street connections with spacing of no more than 530 feet between these connections shall be provided except where barriers such as topography, railroads, freeways, pre-existing development, or regulations implementing Title 3 of the adopted Metro Urban Growth Management Functional Plan or City Goal 5 Resource Protection requirements prevent their construction or require different street connection standards. (Added by Ord. No. 4902/5-00.)

19. Narrow street designs for local streets may be permitted with city engineer approval, provided that other minimum dimensional requirements are met for travel lanes, bike lanes, parking lanes and sidewalk widths. (Added by Ord. No. 4902/5-00.)

20. Whenever a proposed development takes direct access to a State Highway within the City, the applicant shall notify the State Department of Transportation (ODOT) of such

proposed access. The applicant shall submit as part of its development review application written evidence from ODOT that ODOT has been informed of such proposed access. The applicant shall comply with applicable State highway access standards independent of City approval of the proposed development.

21. Whenever a proposed development either abuts or take direct access to a County arterial within the City, the applicant shall notify and coordinate with the County Department of Land Use and Transportation (DLUT) on such access and submit, as a part of its development review application, evidence of such notice and coordination which shows that the applicant has discussed the development with the DLUT. The applicant may be required to comply with County roadway access standards independent of City approval of the proposed development.

22. New multifamily developments, planned unit developments, institutional, retail and office developments shall provide for safe and convenient bicycle and pedestrian travel within the development and between the development and adjacent and nearby residential or neighborhood activity centers. Where practicable, new office parks and commercial developments shall facilitate internal pedestrian circulation within the development site through clustering of buildings, construction of pedestrian ways, or similar techniques.

23. If a major industrial, institutional, retail or office development located at or near a transit stop and along a transit street is of a type which generates transit ridership, the development shall provide either a transit stop on-site or a connection from the development to the nearest transit stop along the transit street if such a transit stop or connection is required by the Planning Director in consultation with the transit operator. The transit stop or connection shall be constructed at the time of development construction and shall have a clear nexus with, and be proportional to the development's scale, intensity and amount of transit ridership to be generated. As used in this provision, "major" refers to a development which serves more than neighborhood needs, or has traffic impacts that extend



beyond the immediate neighborhood, or is larger than average in size than developments of the type within the City.

24. New retail, office and institutional buildings which are at or near a major transit stop located outside a transit district shall comply with the standards in Section VII of this Section.

Development subject to the requirements of the Station Area Interim Protection District shall comply with those requirements as provided in Section 135 of this Ordinance unless otherwise exempted under Section 135. Upon termination of the SAIPD, development within a transit district, including retail, office, institutional, multifamily-family development and planned unit developments, shall comply, as appropriate, with development standards contained in the Station Community Plan for that district and with Sections 136, 137, 138, 139, 140 and 141 of this Ordinance in the manner prescribed in Subsection X of this Section. If no such standards are adopted by the time of termination of the SAIPD, then development within transit districts which had been subject to the requirements of the SAIPD shall comply with subsection VII of this Section.

25. Connections to utility lines serving a parcel or lot shall be placed underground.

26. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.

27. Pedestrian/bicycle accessways shall be provided as appropriate in accordance with the standards in subsection VIII of this Section.

B. Multiple family developments within any zone and planned unit development district shall provide outdoor play equipment and play space suitable for children at a minimum of one hundred (100) square feet per each dwelling unit containing at least three bedrooms.

C. The Planning Director may impose such conditions as deemed necessary to ensure compliance with these standards and other applicable review criteria, including standards set out in City overlay districts, master plans,

and adopted design standards. Such conditions shall have a clear nexus with, and be proportional to the development's impacts if they require off-site improvements to be made by the project developer or property owner as applicable. The Planning Director may require a property owner to sign a waiver of remonstrance against the formation of a local improvement district where the Planning Director deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this Section, the Planning Director may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the City Attorney.

## **VI. On-site pedestrian access.**

A. All new commercial, industrial, institutional, multifamily residential developments and planned unit developments shall provide on-site pedestrian circulation systems that provide safe and convenient connections between buildings and existing public rights-of-way, pedestrian/bicycle accessways and other on-site pedestrian facilities while minimizing out-of-direction travel. On-site pedestrian circulation systems that comply with this Subsection in the most practicable manner possible shall be approved.

1. Pedestrian connections shall connect main building entrances to the nearest sidewalk or other walkway leading to a sidewalk. Pedestrian connections also shall connect to outdoor activity areas such as parking lots, transit stops, recreational or play areas and plazas. Walkways shall be designed to minimize out-of-direction travel.

2. Unless impracticable or exempted by conditions described in Sec. VIII.D of this Ordinance, buildings which are set back from the sidewalk more than 75 feet shall have pedestrian walkways which are capable of connecting to existing pedestrian walkways in adjacent developments or stubbed to the adjacent side yard property line if the adjacent land is vacant or is developed without pedestrian walkways. The location of such a walkway stub shall take into consideration topography and the eventual development or redevelopment of the adjacent property. Pedestrian connection linkage to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially zoned land.

3. Public and private schools, and parks over one acre in size, shall provide safe and convenient access to adjacent neighborhoods, that minimize out-of-direction travel between such schools or parks and adjacent neighborhoods.

B. On-site pedestrian walkways shall be well drained, hard surfaced and at least five (5) feet in unobstructed width. Walkways shall be increased to seven (7) feet in width when bordering parking spaces other than parallel parking spaces, and surface material shall contrast visually with adjoining surfaces. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps.

Within automobile parking areas, or when the pedestrian circulation system is parallel and adjacent to an auto travel lane, pedestrian safety shall be improved by raising the walkway or separating it from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. When crossing driveways and parking areas, pedestrian crossings and walkways may be built at the same elevation as the driveways and walkways if they are constructed of permanent materials, including paving or markings in a manner which contrasts and clearly delineates the crossing or walkway at any time of day or night.

C. The on-site pedestrian circulation system shall be lighted to a minimum level of three (3) foot-candles to enhance pedestrian safety and allow its use at night.

D. On-site vehicular circulation systems and required pedestrian walkways shall be designed to minimize vehicular/pedestrian conflicts through measures such as minimizing driveway crossings, creating separate pedestrian walkways through the site and parking areas, and designating areas for pedestrians by marking crossings with changes in textural material. Marked crossings shall have a continuous, detectable marking not less than 36 inches wide using textural material that is firm, stable, slip-resistant, and consistent with the Federal Americans with Disabilities Act and Chapter 11 of the State of Oregon Structural Specialty Code (1996 Edition).

## **VII. Special development standards at or near major transit stops.**

**A. Purpose.** This Section is intended to provide safe and convenient pedestrian access to major transit stops from new retail commercial, office and institutional buildings and to promote pedestrian and transit travel to

office, retail commercial and institutional facilities. As used in this Section, "buildings" refers only to new retail commercial, office and institutional buildings; provided, however, that within a transit district, "buildings" also refers to multi-family structures containing four or more units and planned unit developments. As used in this Section, "new buildings" include new construction of structures on previously undeveloped properties, the complete demolition and reconstruction of existing structures, a complete change in the use of a building from one land use category to a different category (i.e., change from residential to commercial use), a change in the occupancy classification of a building as defined in the City's building code, or a reconstruction or remodeling of an existing use, the total value of which is equal to or greater than fifty percent (50%) of the most recent assessed value of the building as established by the Washington County Real Property Tax Assessor.

### **B. Applicability.**

1. Except as otherwise provided in this Section, the standards and requirements of Section VII shall apply to the construction of new retail, commercial, office, industrial and institutional buildings that are located within 300 feet of the property boundaries of a major transit stop.
2. The requirements of this Subsection also shall apply to development within a transit district, but only if:
  - a. The requirements of the Station Area Interim Protection District no longer apply due to termination of the SAIPD; and
  - b. The City has not yet adopted a final Station Community Plan for the transit district; and
  - c. The City has not yet adopted final station area development standards applicable to transit districts.

**C. Development standards.** Except as exempted in Subsection D of this Section:

1. New retail commercial, office and institutional buildings located at or near a major transit stop and along a transit street or a street intersecting a transit street shall have their building

entrances oriented towards the transit street or the street intersecting the transit street. A building entrance is oriented toward a transit street or an intersecting street if it is directly located on the transit street or the intersecting street or if it is linked to the transit street by an on-site pedestrian connection.

a. If the site has frontage on more than one transit street, or on both a transit street and a street intersecting the transit street, the building shall provide a building entrance oriented to a transit street, to the intersecting street, or to the corner where the two transit streets or a transit street and the intersecting street intersect.

b. For building facades of 300 feet or more in length and located on a transit street, two or more building entrances shall be provided. If the Planning Director determines, based on evidence received from an applicant, that the internal operational characteristics of a building render it incapable of meeting this requirement, the Director shall waive the application of this multiple entrance requirement to that building.

c. Building entries shall conform with accessibility standards in the current Edition of the State of Oregon Structural Specialty Code, as adopted by the City of Hillsboro .

2. New retail, office and institutional buildings shall provide pedestrian connections that:

a. Connect building entrances with streets adjoining the site;

b. Connect the site with adjoining properties except where impracticable as provided in Section VIII.D.; and

c. Connect the on-site circulation system to existing or proposed streets, pedestrian walkways and driveways that abut the property.

Where adjacent properties are undeveloped

but have the potential for redevelopment, streets, pedestrian/bicycle accessways and pedestrian walkways shall be laid out or stubbed to allow for extension to such adjacent properties.

3. Building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be four (4) foot-candles. The source of lighting at building entrances shall be shielded to reduce glare. Lighting shall conform with the approved exterior lighting plan for the development required under Section IV.G. of this Ordinance.

4. Building entrances on a transit street, a street intersecting a transit street or a pedestrian plaza shall protect pedestrians from the rain and sun by continuous weather protection features or structures including, but not limited to arcades, roofs, porches, alcoves, porticos and/or awnings. The use of continuous, on-site weather protection features or structures between building entrances and adjacent transit streets, streets intersecting transit streets, or transit stops is encouraged.

5. All retail, commercial and office buildings, located within 30 feet of a transit street, a street intersecting a transit street, or a transit stop, shall include changes in relief on thirty five percent (35%) of their facades facing such a street or transit stop. Such changes in relief may include windows, lobbies, covered pedestrian entrances, display windows, cornices, bases, fluted masonry, combinations of such treatments, or other treatments for pedestrian interest and scale.

6. New retail, commercial, office and institutional buildings located at (within 200 feet) a major transit stop shall provide the following:

a. Either locate buildings within 20 feet of the front property line closest to the transit stop, the transit street or a street intersecting the transit street, or provide a pedestrian plaza at the transit stop or a street intersection. As used in this provision, "pedestrian plaza" means a small semi-enclosed area usually

adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings. A plaza including 150-250 square feet would be considered "small".

b. A reasonably direct pedestrian connection between the transit stop and building entrances on the site;

c. A transit passenger area accessible to disabled persons which complies with the requirements of Chapter 11 of the current Edition of the State of Oregon Structural Specialty Code , as adopted by the City of Hillsboro ;

d. An easement or dedication for a passenger shelter within the site if requested by the transit provider; provided, however, that any such required easement or dedication shall have a clear nexus with and be proportional to the scale, intensity and anticipated amount of transit ridership reasonably expected to be generated from the building; and

e. Lighting of the transit stop.

7. Off-street parking spaces within a development site shall comply with the minimum number of spaces required for the particular use as specified in Section 84 of this Ordinance.

a. The required 20 foot building setback from the front property line shall contain no off-street parking. However, a single vehicle circulation lane within the setback area may be permitted if there is no practicable alternative and if crossing walkways are designed to ensure safety for pedestrians. Automobile parking lots on corner lots shall not be located adjacent to intersections.

b. The development site plan for surface parking lots which exceed the applicable minimum parking requirements in Section 84, Table A of this Ordinance shall indicate how areas in the parking lot containing such excess parking spaces may be modified in the future to accommodate future development on the site . However, development site plans for future development use of excess parking spaces may not be the basis for denying an applicant's development review permit application.

c. The Planning Director may reduce the minimum required off-street parking up to 30 percent if an applicant demonstrates, through a parking study prepared by a traffic engineer licensed by the State of Oregon, that use of transit and/or special characteristics of the customers, clients, employees or the resident population in the development will reduce expected vehicle use and parking space demand generated from the development as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum City parking requirements.

8. If a requirement of this Section conflicts with other applicable requirements in this Ordinance, the requirements of this Section shall control; provided, however, that the requirements of Section 135 shall control to the extent they conflict with the requirements of this Section, and that Section 135 is in full force and effect.



**D. Exemptions.** The following permitted uses are exempted from meeting the requirements of Section 133(VII):

1. Car washes.
2. Commercial parking facilities, excluding commercial parking structures within 400 feet of a proposed or existing light rail station.
3. Golf courses.
4. Greenhouses.
5. Heavy equipment sales.
6. Manufactured home sales.
7. Motor vehicle service stations, excluding convenience stores associated therewith.
8. Motor vehicle service, maintenance and repair facilities, including oil and lubrication services, tire and muffler installation and service, body shops or other motor vehicle services, but excluding retail or wholesale outlets selling motor vehicle parts and accessories without providing for on-site installation.
9. Motor vehicle, recreational vehicle, boat or travel trailer sales, leasing, rental or storage.
10. Solid waste transfer stations.
11. Truck stops.

### **VIII. Special standards for pedestrian/bicycle accessways .**

**A. Purpose.** Pedestrian/bicycle accessways are intended to provide safe and convenient connections within and from new multi-family developments, planned unit developments, shopping centers and commercial districts to adjacent and nearby residential areas, transit stops and neighborhood activity centers where public street connections between such uses for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways shall only be used in areas where such public street connections are unavailable or impracticable or inappropriate as determined by the Planning Director.

**B. When required.** Pedestrian/bicycle accessways shall be provided in the following situations:

1. Within developments in which full street connections are not possible, bicycle and pedestrian connections on public easements or rights-of-way shall be provided with spacing of no more than 330 feet between connections except where

barriers such as topography, railroads, freeways, pre-existing development, or regulations implementing Title 3 of the adopted Metro Urban Growth Management Functional Plan or City Goal 5 Resource Protection requirements prevent their construction. (Added by Ord. No. 4902/5-00.)

2. Accessways are required between discontinuous street rights-of-way; through mid-block locations where blocks are longer than 1000 feet; or where the lack of street continuity creates inconvenient or out-of-direction travel patterns for local pedestrian or bicycle trips.

3. In all residential districts, accessways shall be included:

a. To provide reasonably direct access to nearby neighborhood activity centers, transit trunk routes and other transit facilities.

b. Where practicable, to provide reasonably direct access to other adjacent developments and to adjacent undeveloped property likely to be subdivided or otherwise developed in the future.

c. To provide reasonably direct connections from cul-de-sacs and internal private drives to the nearest available street or neighborhood activity center.

d. To provide reasonably direct connections from cul-de-sacs or local streets to arterial or collector streets.

4. In nonresidential districts, accessways shall be included:

a. To connect with all existing or approved accessways which abut the site, or to provide future connection(s) to abutting underdeveloped and undeveloped properties.

b. To provide reasonably direct access to nearby neighborhood activity centers, transit

trunk routes and other transit facilities.

c. To provide reasonably direct connections from cul-de-sacs to the nearest available street or neighborhood activity center.

### **C. Development standards.**

1. Wherever practicable, the entry points of required accessways shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

2. The length of pedestrian/bicycle accessways between public streets shall not exceed 300 feet. Such accessways shall be free of horizontal obstructions and have a nine (9) foot, six (6) inch high vertical clearance. To safely accommodate both pedestrians and bicycles, the right-of-way widths of such accessways shall be as follows:

a. The accessways shall have a minimum 15 foot wide right-of-way with a minimum 10 foot wide paved surface.

b. If an accessway also provides secondary fire access or a public utility corridor, its right-of-way width shall be at least 20 feet with a minimum 15 foot wide paved surface.

3. Accessways shall be direct with both end points of the accessway always visible from any point along the accessway.

4. To enhance pedestrian and bicycle safety, accessways shall be lighted. Accessway lighting shall be provided by the developer and shall comply with applicable lighting standards established by the City Engineer. Lighting shall be provided at each entrance to an accessway and may also be required at intermediate points along the accessway as may be deemed necessary for public safety by the City Engineer.

5. Wherever practicable, accessways shall have a maximum slope of five (5) percent and shall avoid the use of stairways

as part of the accessway.

6. The Planning Director may require accessway fencing and screening along adjacent property lines by:

a. A thick vegetation screen at least 42 inches high with an additional four (4) feet high evergreen vegetation screen; or

b. A minimum five (5) foot high fence with a row of three (3) to four (4) foot high evergreen shrubs or climbers planted along the fence; if a wooden fence is used, then the fence shall be constructed with pressure-treated structural members including a pressure treated cap; or

c. If there is an existing fence on private property adjacent to the accessway, a four (4) foot high evergreen vegetative screen.

d. In satisfying the requirements of this Section, evergreen plant materials that grow over four (4) feet in height shall be avoided. All plant materials shall be of a low maintenance variety and shall be reviewed and approved by the Planning Director. Plants used as a thick vegetation screen shall reach 42 inches in height within three years of planting without irrigation.

7. Accessways shall be designed to prohibit motorized traffic within their rights-of way. Curbs, removable lockable posts and bollards may be used to prevent the entry of such traffic into accessways.

8. Accessway surfaces shall be paved with all weather materials and designed to drain stormwater runoff from the paved surfaces of the accessways.

9. In parks, greenways or other natural resource areas, accessways may be approved with a five (5) foot wide gravel path with wooden, brick or concrete edgings.

**D. Exceptions.** In addition to Section VIII(A), an exception to the accessway requirement established by this Section (VIII) may be granted by the Planning Director where the Planning Director determines that construction of a separate accessway would not be feasible or practicable due to evidence of physical or jurisdictional constraints received by the Director. Such evidence may include but is not limited to:

1. That other federal, state or local requirements prevent construction of an accessway.
2. That steep slopes, wetlands or other bodies of water, freeways, railroads, or other physical or topographic conditions make an accessway connection impracticable.
3. That the accessway would cross an area affected by an overlay district in a manner incompatible with the purposes of the overlay district.
4. That buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment.
5. That the accessway would terminate at the urban growth boundary.
6. That the accessway would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required accessway connection.

**E. Ownership, liability and maintenance of accessways.** To enable access and allow maintenance over time for all pedestrian/bicycle accessways, the Planning Director can require one of the following:

1. That the accessways be dedicated to the public and accepted by the City as public right-of-way prior to the final approval of the development; or
2. That approval of the development shall be contingent upon granting to the public access easements to such accessways;  
or

3. That the developer incorporate the accessway into recorded easements or tract(s) of common ownership which specifically requires the property owners and future property owners who are subject to such easements or are owners of such tracts to provide for the ownership, liability and maintenance of the accessway.

### **IX. Review and Enforcement.**

Applications for development review shall be reviewed by the Planning Director as limited land use decisions. The City building official may issue a certificate of occupancy only after the improvements required by development review approval have been completed, or a schedule for completion and a bond or other financial guarantee for their completion have been accepted by the City. If construction has not begun within one year from the date of development review approval, such approval shall expire unless an extension is requested and granted by the Planning Director.

### **V. Application Within Station Community Planning Areas.**

Where any applicable provision of this Section conflicts with any applicable provision in Sections 135, 136, 137, 138, 139, 140, 141 or 142 of this Ordinance, the more restrictive provision shall apply.

(Section 133 Deleted and Replaced by Ord. No. 4464/8-96).

## Special Industrial District (SID)

### **Section 134. Special Industrial District (SID)**

**A. Purpose.** The Special Industrial District (SID) is an overlay zone supplementing the provisions of the underlying zone. The purposes of the Special Industrial District are:

1. To Protect and enhance development opportunities for industrial uses which may require large sites in a planned campus industrial park setting;
2. To provide the opportunity for small and medium size industrial uses, compatible with planned campus industrial parks, to locate near large single user industrial uses;
3. To preserve large lots for single major industrial uses until such time as there is no demonstrated demand or need for such large lots.
4. To provide a location for visually attractive, well designed industrial development.

**B. Applicability.** The provisions of this Section shall be applied on the industrially-designated area in the West Union neighborhood, within the following boundaries: on the north, NW West Union Road; on the south, NW Jacobson Road; on the east, the western edge of the Burlington Northern Railroad right-of-way; and on the west, the eastern edge of the Bonneville Power Administration easement. (Section 134B amended by Ord. No 4548/4-97.)

**C. Definitions.** For the purposes of Section 134:

1. A "lot of record" shall be defined as any lot or parcel of property described on Washington County Tax Maps on the date of annexation of the lot or parcel of land to the City of Hillsboro; and
2. "Contiguous lots of record in common ownership" means all contiguous lots or parcels which are either owned by a single individual or entity at the time land is placed in this district or which are thereafter acquired by a single individual

or entity.

**D. Standards.** All lands designated by the City of Hillsboro as a Special Industrial District (SID) shall comply with the following standards:

**1. Lot of Record.** Construction shall be allowed on a lot of record, except as set forth below:

a. Contiguous lots of record in common ownership totaling thirty (30) acres or less shall be developed only in accordance with Subparagraph 2(c) (Reconfiguration) or Subparagraph 2(d) (Staged Development) .

b. Lots of record five (5) acres in size or smaller shall not be subject to the provisions of Subparagraph 2(c) (Reconfiguration) or Subparagraph 2(d) (Staged Development), and shall be subdivided consistent with Section 134D.3.

**2. Thirty (30) Acre Minimum Lot Size.** The land area of any lot of record shall not be reduced below its original size as of the date of annexation to the City, unless the lot is divided pursuant to the following circumstances or standards:

a. Implementing the Transportation Plan. Lots smaller than thirty (30) acres shall be allowed if they are created by the dedication and/or construction of public collector or arterial roadways necessary to implement Section 13. Transportation of the Hillsboro Comprehensive Plan.

1) The division of any single lot by public road construction necessary to implement Section 13. Transportation of the Hillsboro Comprehensive Plan, shall not preclude additional subdivision as defined in Subparagraph d. Staged Development, Creating Lots



Smaller Than 30 Acres. Any single parcel on the date of annexation qualifying for Subparagraph 2.d. Staged Development that is divided by public road dedication and/or construction shall continue to qualify for Staged Development pursuant to Subparagraph 2.d. Staged Development. In such event, the land area, subject to the 20% division as described in Subparagraph 2.d., shall mean the land area of the original parcel at the time of annexation.

b. Natural & Hazard Areas. Lots smaller than thirty (30) acres shall be allowed if they are created by the bisection of the original lot by a natural area, flood hazard area or other resource or hazard designation restricting development pursuant the provisions of the Hillsboro Comprehensive Plan or Zoning Ordinance. Lots smaller than thirty (30) acres shall be allowed for the sole purpose of segregating common or public ownership of natural areas, flood hazard areas or other natural resource or hazard areas within an industrial park.

1) The division of any single lot by a natural area, flood hazard area or other resource or hazard designation restricting development pursuant the provisions of the Hillsboro Comprehensive Plan or Zoning Ordinance shall not preclude additional subdivision as defined in Subparagraph d. Staged Development, Creating Lots Smaller Than Thirty (30) Acres. Any Single parcel on the date of annexation qualifying for

Subparagraph 2.d. Staged Development that is divided by natural area, flood hazard area or other resource or hazard designation shall continue to qualify for Staged Development pursuant to Subparagraph 2.d. Staged Development . In such event, the land area, subject to the 20% division as described in Subparagraph 2.d., shall mean the land area of the original parcel at the time of annexation.

c. Reconfiguration of Contiguous Lots in One Ownership. New lots smaller than thirty (30) acres may be created when all contiguous lots of record, owned by a single individual or entity meet the following requirements:

- 1) The number of newly created lots are not greater than the number of the original lots of record; and
- 2) The newly created lots may be more easily aggregated into larger lots for large industrial users than the original lots of record; and
- 3) The reconfiguration includes all contiguous lots of record owned by a single individual or entity; and
- 4) Where the proposed reconfiguration includes greater than thirty (30) acres, at least one 30 acre parcel shall be retained subject to the right to further divide the final 30 acre parcel consistent with the provision of

subparagraph 2(d)(4) Staged Development; and

5) The reconfiguration shall be processed administratively with notice to adjacent property owners.

d. Staged Development, Creating Lots Smaller Than Thirty (30) Acres. All lots of record greater than thirty (30) acres and all contiguous lots of record owned by a single individual or entity collectively totaling thirty (30) acres or more, may be divided into lots smaller than thirty (30) acres subject to the following restrictions:

1) No more than twenty percent (20%) of the land area may be divided into lots smaller than thirty (30) acres, except as set forth in subsections 2), 3), and 4), below.

2) At such time as plans are approved pursuant to Section 133. Development Review/ Approval of Plans, or building permits are issued on sixty percent (60%) of the lots or sixty percent (60%) of the acreage, an additional twenty percent (20%) of the original land area may be divided into lots smaller than thirty (30) acres.

3) The subdivision described in 2), above, may continue to occur in twenty percent (20%) increments so long as at least one thirty (30) acre parcel suitable for a single major industrial use remains undivided within the

original lot of record or group of contiguous lots of record in common ownership. No division of this final thirty (30) acre parcel may occur except in accordance with part 4) of this Subsection.

4) The final thirty (30) acre parcel within an ownership may be divided in accordance with the procedures described in this Section (d) Staged Development, only if the Planning Commission or City Council (if appealed), after a public hearing, finds that the existing supply of thirty (30) acres or larger vacant lots in the Special Industrial District, or in a Washington County Industrial zoning district with substantially similar land division restrictions, is adequate to supply the present and projected countywide demand for large lots without retaining the subject property. Should the final 30 acre parcel be subdivided pursuant to this Subsection it shall not be subject to the staging requirements set forth in this Section (d).

**3. Development Review Standards.** All development within the Special Industrial District (SID) shall conform to the following development standards and procedures:

- a. Minimum lot size shall be one acre.
- b. Development shall be consistent with the provisions of the M-P Industrial Park Zone as provided in Sections 65 through 74; and
- c. Final development plans shall conform to the provisions of Section 133. Development Review/Approval of Plans.

d. Subdivision of lots shall conform to the City of Hillsboro Subdivision Ordinance .

(Section 134 Added by Ord. No. 3681/2-87.)

### **Section 134A. Shute Road Site Special Industrial District**

A. **Purpose** . The Shute Road Site Special Industrial District (SSID) is an overlay zone intended to supplement most of the provisions of the underlying M-P, Industrial Park Zone for the Shute Road Site. If any provision of this District conflicts with a provision in the underlying M-P Industrial Park Zone as applied to the Site, the provisions of this District shall control. The purposes of this District are:

1. To provide and enhance within planned campus industrial park settings development opportunities within the Shute Road Industrial Site for businesses engaged in "high technology product manufacturing" that may require large sites, and for supporting industrial uses and accessory commercial businesses that may also locate within the same large sites.
2. To provide the opportunity for smaller, compatible industrial uses and accessory commercial uses that can support the businesses engaged in high-technology product manufacturing uses and may require small and medium size sites in a planned campus industrial park setting.
3. To provide large lots within the Shute Road Industrial Site for businesses engaged in high technology product manufacturing uses.
4. To provide for aesthetically attractive, well designed industrial development within every development site whether large, medium or small within the Shute Road Industrial Site.

B. **Applicability**. The provisions of this District shall apply only to the Shute Road Industrial Site shown on Figure 134A - 1, which is a part of this ordinance. Upon annexation to the City of properties within the Shute Road Industrial Site, the Official Zoning Map of the City of Hillsboro shall be amended to apply the M-P Industrial Park zone and the SSID overlay zone to each of the properties included within the boundaries of the Shute Road Industrial Site as shown on Figure 134A-1.

C. **Definitions**. For the purposes of this District:

1. A "high-technology product manufacturing" use means and includes any high technology enterprise engaged in the business of manufacturing high-technology-related products, either as the main on-site activity or in

conjunction with on-site experimental product research, testing or prototype production; or, any other high-technology industrial use that needs to use a dependable and uninterrupted supply of specialized dual-feed electric power or nitrogen gas in order to engage in the manufacture of its products.

2. A "lot of record" means any lot or parcel of property described on Washington County Tax Maps on the date of annexation of the lot or parcel of land to the City of Hillsboro .

3. "Contiguous lots of record in common ownership" means all contiguous lots or parcels which are either owned by a single individual or entity at the time land is placed in this district or which are thereafter acquired by a single individual or entity.

**D. Standards.** All land uses, development and lot size requirements within the Shute Road Site Special Industrial District (SSID) shall comply with the following standards:

1. **Land Use.** Development within the SSID shall be allowed in accordance with the following requirements:

a. Land uses within the SSID shall be limited to:

- (1) Businesses engaged in high-technology product manufacturing;
- (2) Businesses and other land uses that support high-technology product manufacturing; and
- (3) Commercial office uses that are accessory to and in the same building containing businesses engaged in high-technology product manufacturing or businesses and other land uses that support high-technology product manufacturing.

b. New commercial retail uses shall not be permitted within the SSID.

2. **Required 100-Acre or 50-Acre Lots .** The land area of any lot of record or contiguous lots of record in common ownership required to be developed only with high-technology product manufacturing uses defined in Section 134A, C.(1) of this ordinance shall not be reduced in size without prior approval by the Portland Metropolitan Service District and the City of Hillsboro.

a. Development within the SSID shall provide at least one (1) 100-acre lot of record or contiguous lots of record in common ownership, or three (3) 50-acre lots of record or sets of contiguous lots of record in common ownership on which development shall be limited to businesses engaged in high technology product manufacturing as defined in Section 134A,C.(1) of this ordinance. All other lots of record or contiguous lots of record in common ownership within the SSID may be smaller than 50-acres in size and may contain any business or use described in Section 134A.A.(1)-(3) of this ordinance.

b. Implementing the Transportation Plan . The required 100-acre lot or 50-acre lots may be reduced in size to the extent necessary to allow the dedication and/or construction of public collector or arterial roadways necessary to implement Section 13. Transportation of the Hillsboro Comprehensive Plan.

c. Natural & Hazard Areas. The required 100-acre lot or 50-acre lots may be reduced in size to the extent made necessary by the bisection of the lot(s) by a natural area, flood hazard area or other resource or hazard designation restricting development pursuant the provisions of the Hillsboro Comprehensive Plan or Zoning Ordinance; or for the sole purpose of segregating common or public ownership of natural areas, flood hazard areas or other natural resource or hazard areas within an industrial park.

**3. Development Review Standards** . All development within the SSID shall conform to the following development standards and procedures:

a. Development within the SSID shall be subject to review and approval by the Planning Director in accordance with the procedures prescribed in Section 133 of this Zoning Ordinance. The Planning Director may permit developments to occur within the SSID within any lot of record or contiguous lots of record in common ownership in any arrangement and development sequence that accomplishes the requirement in Section 134A,D.2(a) in accordance with the purpose of the District.

b. Development shall be consistent with underlying

applicable provisions of the M-P Industrial Park Zone as provided in Sections 65 through 74; and

c. Final development plans for any lot or record or contiguous lots of record in common ownership shall conform to the provisions of Section 133, Development Review/Approval of Plans .

d. Subdivision of lots shall conform to the City of Hillsboro Subdivision Ordinance.

(Section 134A added by Ord. No. 5331/1-04)









# Figure 134A-1

## Shute Road Industrial Site

Plot date: August 26, 2003

### LEGEND

-  Shute/Evergreen Industrial
-  Taxlots
-  City Limits
-  UGB

### Legal Description of Properties Within Site:

- 1N2210003102
- 1N2210003100
- 1N2210002600
- 1N2210002601
- 1N2210003000
- 1N2210002801
- 1N2210002700
- 1N2210002800
- 1N2210002802
- 1N2210002900
- 1N2210002901

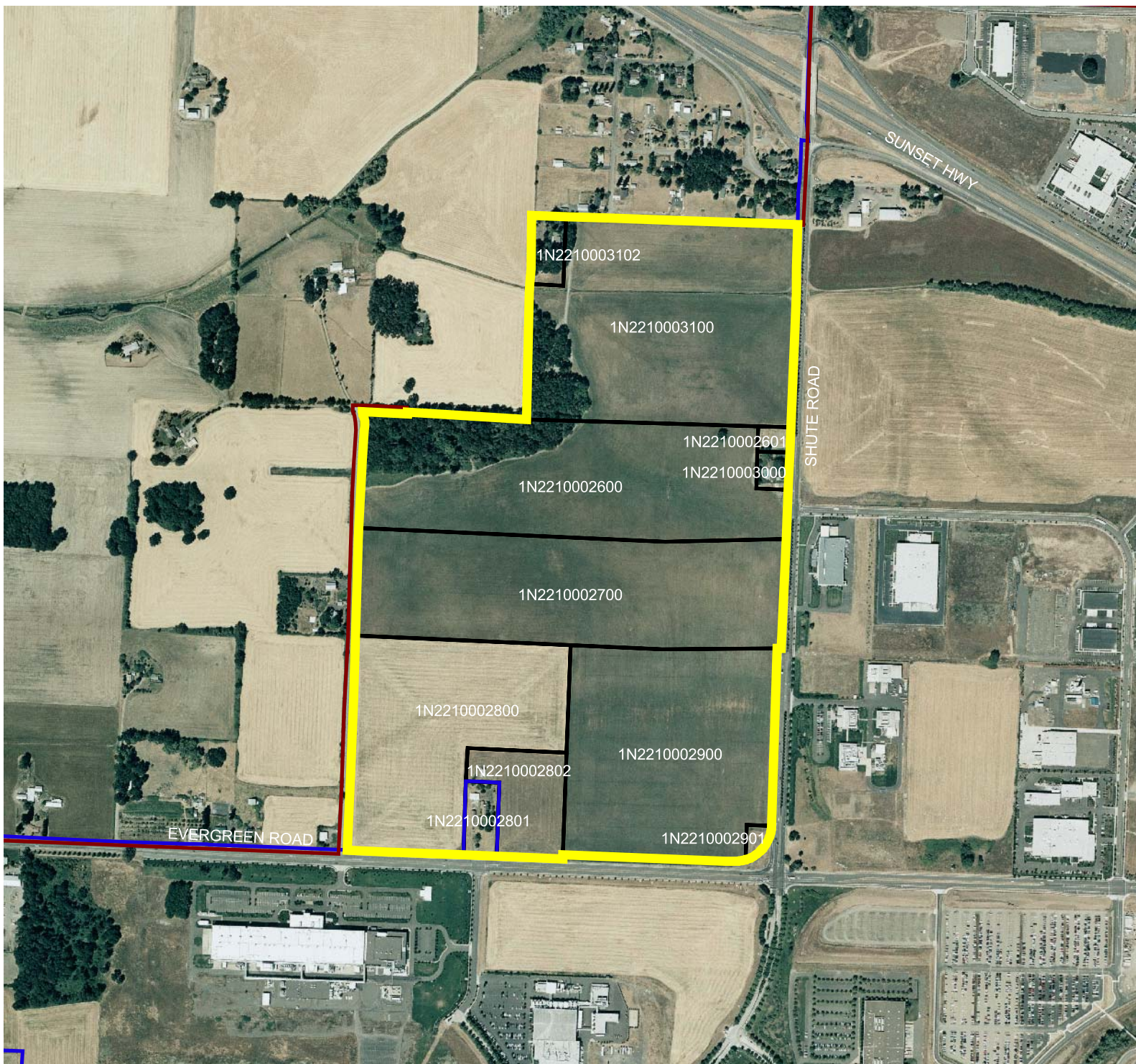
0 200 400 600 800 1000 Feet



Aerial Photography Source: City of Hillsboro  
-Current as of 2002

Other Data Sources:  
City of Hillsboro - Current as of July, 2003  
Washington County - Current as of July, 2003  
Metro - Current as of May, 2003

This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, notification of errors would be appreciated.



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Medium  
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Section 136: STATION COMMUNITY PLANNING AREAS  
(Added by Ord. No. 4455/ 8-96.)

I. PURPOSE

A. Station Community Planning Areas (SCPA) are established to promote transit-supportive and pedestrian sensitive mixed use developments in areas near light rail transit stations. The purpose of this Section is to describe the characteristics of Station Community Planning Areas and set forth clear and objective standards with which all applications for development shall comply.

B. Station Community Planning Areas consist of zoning districts which share a number of qualities and characteristics but are distinguished by differences in emphasis on primary uses and intensity of development. The land use districts are designed to work together to result in a lively, prosperous mixed-use neighborhood providing an attractive place to live, work, shop and recreate with less reliance on the automobile than is typical elsewhere in the community. Predominant characteristics shared by Station Community Planning Areas include:

1. A balanced pedestrian orientation featuring buildings, streets and public spaces oriented towards the pedestrian while not excluding the automobile.
2. Concentration of housing and/or jobs in centers which encourage transit users to live and work near transit stations.
3. Public amenities, including parks, plazas and other community facilities.
4. A multi-modal circulation system that links uses of bus, bicycle, van pool, auto and light rail with pedestrians.
5. A development and circulation plan that provides convenient access to light rail stations while minimizing and overcoming physical and psychological barriers.
6. Placement of automobile intensive uses in locations where the existing road and street system will support such uses and where such uses do not adversely impact other transit-oriented uses.



MD)

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Conservation  
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Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

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Industrial  
(SCI)

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A Station Community Planning Area shall include one or more of the following zoning designations [\[1\]](#):

### **A. Station Community Commercial-Central Business District (SCC-CBD)**

The SCC-CBD District shall apply to property located within the Central Business District of downtown Hillsboro which is identified for mixed use commercial development. The SCC-CBD District is intended to assure an intense mix of pedestrian-sensitive commercial, governmental and community service uses as well as hotels, offices, restaurants, artistic outlets, indoor recreational opportunities and other attractions in order to create a vibrant 18-hour activity window in the Central Business District. Residential uses are allowed as part of a mixed use environment on and above the second story of commercial buildings.

[Permitted Uses](#)

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[Regulations SCC-CBD](#)

### **B. Station Community Commercial-Highway Oriented District (SCC-HOD)**

The SCC-HOD 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 that is identified for commercial development. The District is intended to recognize and allow for the continuation and expansion of existing, but allow no new, auto-oriented commercial uses along Oregon State Highway 8 unless expressly authorized in the Comprehensive Plan and in Section 139. Because of its adjacency to the Central Business District a similar mix of transit supportive, pedestrian-sensitive commercial and community service uses, hotels, residential hotels and indoor recreational facilities are encouraged. Residential uses are permitted in free-standing residential structures and on or above the second story of commercial buildings throughout the District. Hospitals and their related facilities are permitted as conditional uses. (Amended by Ord. No. 4545/4-97.)

[Permitted Uses](#)

[Development](#)

[Regulations SCC-HOD](#)

### **C. Station Community Commercial-Station Commercial (SCC-SC)**

The SCC-SC District may be applied to property generally located within 1,300 feet of a light rail station site that is identified for mixed use neighborhood commercial development. The SCC-SC District is intended to assure a mix of transit supportive retail,

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Commercial-  
Central  
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Station  
Community  
Commercial-

service, professional, community service, child care facilities, recreational and similar uses near, and within easy walking distance of, the light rail stations outside the CBD. More intense uses such as high density housing (both free-standing and in mixed use buildings), hotels and residential hotels are encouraged near the station. Neighborhood commercial uses in the District are intended to be pedestrian-sensitive and compatible with the scale of surrounding residential development. However, where a District is adjacent to or bisected by an arterial street, neighborhood commercial uses may be auto-accommodating provided that the auto-accommodating uses are clustered in a node, as opposed to being extended along the arterial, and provided the amount and intensity of such development is limited so as not to adversely impact the nearby residential areas or take on the look of strip development. (Amended by Ord. No. 5168/7-02.)

[Permitted Uses  
Regulations SCC-SC](#)

[Development](#)

**D. Station Community Commercial-Multi-Modal (SCC-MM)**

The SCC-MM District may be applied to property abutting an arterial street where the property is identified for commercial use and is generally located more than 2,600 feet from a light rail station site. The SCC-MM District is intended to serve both transit and auto users by placing automobile intensive uses at locations where the existing and planned street system will support such uses and will not adversely impact nearby transit-supportive developments, while still being accessible destinations for transit riders.

The emphasis of the SCC-MM District is on uses that will provide a broader array and scope of goods, services and employment opportunities than in the SCC-SC or SCR-V Districts, for nearby residential areas and employment centers within and without the Station Community Planning Area, as well as residents from the vicinity. The site design of developments within the SCC-MM District shall accommodate a free flow of pedestrians and bicyclists traveling to the destination from the nearby neighborhoods and from within the SCPA, but the District is expected to be predominantly auto-oriented. Commercial uses are allowed without restriction [2] in the District; as are office and flex space uses, community service, hospital, hotel, indoor recreational, and child care facilities. Residential uses are permitted in free-standing residential structures and on or above the second story of commercial buildings throughout the District. There is no minimum floor area ratio within the District. (Amended by Ord. No. 5168/7-02.)

[Permitted Uses  
Regulations SCC-MM](#)

[Development](#)

Highway  
Oriented  
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High Density  
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Community  
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V)  
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Community  
Residential-  
Orenco  
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Conservation  
(SCR-OTC)  
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Station

### **E. Station Community Residential-High Density (SCR-HD)**

The SCR-HD District may be applied to property identified for residential use located generally within 1,300 feet from a light rail station site in downtown Hillsboro, and within 2,600 feet from a light rail station outside the Downtown SCPA. The SCR-HD District is intended to assure high density multi-family and single family attached residential development near LRT stations. Mid-rise residential buildings may include non-residential uses of a size and scale to serve the needs of building residents and the immediate neighborhood, but shall not include additional off-street parking to accommodate the customers of such shops and activities, nor shall the minimum residential density otherwise required be reduced to accommodate location of non-residential uses. (Amended by Ord. No. 4930/ 7 -00.)

[Permitted Uses](#)

[Development](#)

[Regulations SCR-HD](#)

### **F. Station Community Residential-Medium Density (SCR-MD)**

The SCR-MD District may be applied to property identified for residential use located generally within 2,600 feet from a light rail station site, but it may apply to property located up to 3,900 feet of a light rail station site. The SCR-MD District is intended to assure medium density multi-family, attached and detached single family residential development and ancillary dwellings. The District may be applied as a transition zone between higher density residential and commercial activities nearer than 2,600 feet of a light rail station site, and may also be applied to property at the outside edge of a higher density SCPA District in order to buffer a less dense existing residential community outside the SCPA.

[Permitted Uses](#)

[Development](#)

[Regulations SCR-MD](#)

### **G. Station Community Residential-Low Density (SCR-LD)**

The SCR-LD District may be applied to property identified for residential use generally located greater than 2,600 feet from a light rail station site. The SCR-LD District may also be applied to in-fill areas predominantly surrounded by low density single family development where higher density development is inconsistent with the character of the established neighborhood and where the neighborhood is unlikely to redevelop. The SCR-LD District is specifically intended to assure quality detached and attached single family dwellings, ancillary dwelling units and duplexes within reasonable proximity to an LRT station and, where necessary, to transition between the edges of the SCPA and very low density residential neighborhoods beyond the SCPA.

[Permitted Uses](#)

[Development](#)

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Requirements  
Table 2:  
Maximum

## [Regulations SCR-LD](#)

### **H. Station Community Residential-Village (SCR-V)**

The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

[Permitted Uses](#)

[Development](#)

[Regulations SCR-V](#)

### **I. Station Community Residential-Orencia Townsite Conservation (SCR-OTC)**

The SCR-OTC District shall apply to property located within or near the originally platted Orencia Townsite. The SCR-OTC District is intended to conserve and enhance the historic, open space and architectural qualities of the Townsite while providing opportunities for rehabilitation of existing buildings, in-fill residential, and new development. Within the District, single family detached residential development is permitted on 50' by 150' lots replicating the platting, street and alley pattern of the original Townsite. Ancillary dwelling units are permitted on the rear one-third of conforming lots. Community service uses and schools also are permitted in the District, as are neighborhood commercial uses along Alder Street. New street, alley, infrastructure, street lighting and pedestrian circulation standards note the area as a special district reminiscent of the turn of the century community which thrived in this location. All development within the SCR-OTC District shall comply with specific design standards contained in Section 140, aimed at rebuilding the historic and architectural character and qualities of the area, in

Non-Residential Parking Standards in Station Community Districts  
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XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

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Sidewalk Requirements

Figure 2 - Fair Complex

Sidewalk Standards

Figure 3 - Orenco SCPA

Sidewalk Standards

Figure 4 - Quatama/185 th

Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

addition to the general standards in Sections 137 and 138 of this Ordinance.

[Permitted Uses](#)

[Development](#)

[Regulations SCR-OTC](#)

### **J. Station Community Residential-Downtown Neighborhood Conservation (SCR-DNC)**

The SCR-DNC District may be applied to neighborhoods within the Downtown SCPA characterized by traditional lotting patterns, concentrations of designated and contributing cultural resources, or by unique development characteristics such as boulevard setbacks and mature street trees. The SCR-DNC District is intended to conserve and enhance the historic, open space and architectural qualities of these traditional "small town" neighborhoods while providing opportunity for intensified development through rehabilitation of existing buildings, new development, infill development, and mixed use development where appropriate. Within the District, infill and new development shall be permitted subject to additional design requirements intended to preserve and enhance the pedestrian-scale, residential character of the District. New street and alley infrastructure, landscaping, and street lighting shall be consistent with SCR-DNC standards to enhance the traditional streetscape of the overlay district. (Amended by Ord. No. 4930/7-00.)

[Permitted Uses](#)

[Development](#)

[Regulations SCR-DNC](#)

### **K. Station Community Industrial (SCI)**

The SCI District may be applied to property developed or planned for light industrial, manufacturing, and associated office uses is located within approximately 3,900 feet of a light rail station site. The SCI District is intended to assure land use designations affording the opportunity to create and retain manufacturing employment opportunities within walking distance of light rail stations and near feeder bus or shuttle lines between the stations and nearby employment centers. The SCI District encourages campus development that is transit-supportive in design. Commercial uses directly related to or primarily serving the owners, tenants and employees of permitted uses are allowed on a limited basis. A residence for a security guard or caretaker is allowed as a conditional accessory use in the District. (Amended by Ord. No. 4545/4-97.)

[Permitted Uses](#)

[Development](#)

[Regulations SCI](#)

### **L. Station Community Business Park (SCBP)**

The SCBP District may be applied to property identified for development of high quality, business environments in areas



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- I. Scope
- II. Purpose
- III. Process
- IV. Improvements Between  
Streets and Buildings
- V. Building Entries and  
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- VI. Ground Floor Windows  
and Building Facades
- VII. Building Step-Back  
Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
Design Standards and Guideline
- XIII. Standards for Protection  
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generally within 5,200 feet of a LRT station. Business parks in the SCBP District may incorporate light industrial, flex space, research and development, and office uses. Retail and service commercial uses are permitted in the District but are limited in size and scope to those primarily serving the permitted uses of the District and the nearby community so these activities do not become a dominant use in the business park. In executing the campus plan of the business park, individual projects will incorporate development and design elements to create a visually pleasing, transit-supportive and pedestrian-sensitive, yet auto-accommodating environment. Development regulations within the District recognize that as the distance between the LRT station and an individual project increases beyond one-half mile, the degree to which a pedestrian-oriented environment is required is lessened. Nonetheless, streets and their related rights-of-way throughout the District will be functionally designed to accommodate vehicular, transit, bicycle, and pedestrian demands. A residence for a security guard or caretaker is allowed as a conditional accessory use in the District. (Amended by Ord. No. 4545/4-97.)

[Permitted Uses](#)

[Development](#)

[Regulations SCBP](#)

**M. Station Community Research Park (SCRP)**

The SCRCP District may be applied to property located within approximately 3,900 feet or more of a light rail station site identified primarily for research, development and testing laboratory uses; educational uses; medical research and clinical uses; and high-tech and bio-tech research and applied technology uses; some or all of which may be or may be associated with major institutions. The SCRCP District is also intended to foster and support the development of industries resulting from or associated with the basic and applied research, development and testing laboratories and programs of the institutions and organizations located in the District by encouraging and allowing incubator establishments within the District, and by allowing compatible accessory industrial uses supporting the District's major institutions. Industrial establishments which are not accessory to the major institutions of the District, but are compatible with the institutions and the station community, may be permitted on a limited basis. Commercial uses primarily serving the owners, tenants and users of permitted research park uses are also permitted. In general, residential uses within the District are restricted to high density residential uses directly related to and supporting one or more major institutions within the District. All development within the District must be a part of, incorporated in, or coordinated with one or more approved Concept Development Plan(s) to encourage a transit-supportive, pedestrian-sensitive campus environment, and to prevent conflicts among the mix of uses and activities within the District.

## Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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## Section 140.I-II

- I. Scope
- II. Purpose
- III. Development Regulations
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Figure 1 : Street Tree Plan  
(1908 Platted Townsite Area)

Figure 2 : Plant List

Figure 3 : Pedestrian Circulation  
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Figure 4 : Orenco Townsite  
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Street Types

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Figure 5.4 : Street Standard  
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Figure 5.5 : Street Standard  
Type "B"

Figure 5.6 : Street Standard  
Type "C"

Figure 5.7 : Street Standard  
Type "D"

Figure 5.8 : Street Standard  
Type "E"

(Amended by Ord. No. 4545/4-97.)

[Permitted Uses](#)

[Development](#)

[Regulations SCRP](#)

**N. Station Community Fair Complex Institutional (SCFI)**

The SCFI District may be applied to property containing at least thirty (30) acres owned by one or more public entities and/or private parties and assembled into a mixed use development centered around public entertainment, amusement, and sports participation. The focus of development in the District is on facilities accommodating activities including, but not limited to, the Washington County Fair, conferences, conventions, expositions and trade shows, in a variety of open-air facilities and enclosed buildings. Hotels, restaurants, and specialty retail establishments are encouraged in the District. Sports and entertainment facilities including, but not limited to, arenas, rinks, aquatics centers, cinemas, theaters, and usable open space designed to accommodate sports fields and outdoor athletic activities are also allowed. Up to twenty-five percent (25%) of the District may be used for high density residential, mixed use residential and live-work units, as identified in the Concept Development Plan required for the phased development of the District.

Development in the District shall be designed to take advantage of the unique multi-modal opportunity provided by the adjacent LRT and bus transfer station, park-and-ride facility, and pedestrian and bicycle linkages to nearby neighborhoods. The Concept Development Plan shall emphasize the following features: compact, high density mixed use development; multi-story structures where compatible with the intended use and the constraints of the nearby airport; buildings and internal circulation oriented to the adjacent light rail station site; a strong focus on pedestrian-sensitive design of buildings, facilities and linkages; and a reduction in surface parking in favor of parking structures, except in the airport clear zone where well landscaped surface parking for large events and facilities for travel trailers and recreational vehicles to accommodate event vendors and visitors (and other low density uses) are allowed. (Amended by Ord. No. 4545/4-97.)

[\[1\]](#) SCPA district boundaries are mapped designations and distances cited herein serve as general guidelines rather than specific measurements.

[\[2\]](#) Refers to restricted uses cited in subsection V. of this section.

III. DEFINITIONS

(Section III amended by Ord. No. 4545/4-97 and 4930/7-00. )

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Section 141: 185th / Quatama Station Community Planning Area Supplemental Development and Design Standards

Section 141.I-III

- I. Scope
- II. Purpose
- III. Modifications to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Section 142: Hawthorn Farm/Fair Complex Station Community Planning Area Supplemental Standards

Section 142.I-III

- I. Scope
- II. Purpose
- III. Modifications To Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

Except as expressly modified below, the definitions set forth in Section 3 of City of Hillsboro Ordinance No. 1945 shall apply. The following additional definitions shall apply only within Station Community Planning Areas.

- A. Access. An unobstructed means of ingress and egress from a lot or parcel to a public street, alley or a City-approved private street or tract, either through private ownership or permanent easement over an improved private street, alley or driveway of sufficient width and structural cross-section to meet or exceed the standards for emergency vehicle approach to the use on said lot or parcel. Also applicable to "flag lots," where there is no frontage on an existing or proposed alley, or public or private street.
- B. Accessory Industrial Use

1. Light industrial uses functionally integrated with, substantively related to, and compatible with a major institution. Such industries require continual or recurrent application of research knowledge and/or development and testing capabilities of the major institution as an integral part of the manufacturing process. Such uses may occupy up to thirty percent (30%) of the net site area of a major institution's campus development, provided industrial use is permitted within the applicable SCPA District and the accessory industrial use is specifically allowed by the Planning Commission or Planning Director. However, an accessory industrial use occupying less than twenty-five percent (25%) of a building, the remainder of which is entirely occupied by uses or functions wholly attributable to the related major institution, shall not be counted in the thirty percent cap on industrial land within the institution's campus.

2. An accessory industrial use is functionally integrated with and substantively related to a major institution if a reasonable person would so conclude considering the following factors, no single one of which is determinative:

- a) Functional contractual association;
- b) Programmatic integration or relationship between the research, development or testing being undertaken by the major institutional use and the proposed product, equipment or process



produced by the accessory industrial use;

c) Direct physical circulation /access connections;

d) Shared facilities/animal colonies, staff and/or management;

e) Degree of interdependence;

f) Similar or common functions, services or products;

g) Vertical or horizontal economic integration within the same SIC Major Group or general industry.

3. An accessory industrial use is compatible with a major institution and the applicable Station Community if it meets the standards of the particular Station Community Planning Area as described and/or listed in Zoning Ordinance Sections 139 through 142, or as specifically described and listed within the Narrative Statement of the Concept Development Plan submitted by the major institution and established to the satisfaction of and approved by the Planning Commission as a part of the Concept Development Plan. Compatible industrial establishments shall be identified by their U.S. Office of Management And Budget four digit Standard Industrial Classification ("SIC") code as well as by a narrative description of the functions and activities of the industry.

4. Regardless of compatibility with the major institution, accessory industrial uses shall not include the following:

a) General industrial uses;

b) Establishments exhibiting noticeable effluents, emissions, dust, odors, or noxious or offensive off-site environmental impacts;

c) Establishments that require bulk storage or warehousing where the

footprint of the storage facility or warehouse is in excess of 40,000 square feet;

d) Establishments primarily engaged in metal fabrication, stamping, casting or forging; or

e) Uses involving hazardous materials as described in Section 136.V.D.3., except as permitted under that subsection.

5. Accessory industrial uses may also include: incubator developments for compatible establishments; small-scale production and restoration facilities for specialty items such as custom machining, glassware, test media, optics, electronic equipment; and similar uses associated with the research, development and testing laboratories of an adjacent institution or accessory industry.

C. Adjacent. A building or use is adjacent to a transit trunk route, major pedestrian route, transit station or point of interest if the building or use is sited on a parcel or lot abutting the route, station or point of interest, and is not separated from the route, station or point of interest by an existing or planned intervening building as shown on an approved master plan. Intervention of a street or alley does not interrupt adjacency.

D. Auto-Accommodating. A use, area or district which is primarily pedestrian-sensitive but includes facilities where access by automobiles is allowed without giving preference to autos or allowing auto-oriented services such as drive-through windows or services.

E. Bulk Retail Use. A retail or wholesale commercial operation, occupying a warehouse-style building of 40,000 gross square feet or more, selling primarily institutional sized or multi-pack products in bulk quantities.

F. Campus Development. An industrial, office, business or research park; hospital; or major institution development containing the following characteristics:

1. Location on a lot, contiguous lots or site at least:

a. thirty (30) acres in size within a SCC-MM, SCI, SCBP, SCRCP, or SCFI District or combination thereof; or

b. five (5) acres in size within a

SCC-CBD, SCC-HOD, SCC-SC or  
SCR-V District or combination  
thereof; and

2. Inclusion of multiple buildings which are interrelated through similar or compatible business or educational activity or process, and/or share a common infrastructure such as pedestrian ways, pedestrian spaces, parking and vehicular accessways; and

3. Design giving the appearance of continuity which incorporates elements creating a transit- and pedestrian-sensitive, yet auto-accommodating , environment for those working in the District.

G. Commercial Parking Facility. A parking structure, surface or below grade parking lot for which a charge or fee is assessed for parking. This term does not include a parking facility owned and/or operated by or on behalf of any unit of state, county, or local government or metropolitan area transit agency.

H. Commercial Support Services. Business activities intended primarily to provide retail sales and services to other nearby businesses and the employees of those businesses, as opposed to the community at large and the general public. Does not include wholesale distribution, custom manufacturing or fabrication, or other large commercial operations or industrial type activities. Examples include, but are not limited to, branch banks, small scale office supply stores, restaurants and coffee shops, quick print and copy centers, child care facilities, convenience stores, dry cleaners, small scale physical fitness centers, etc. (Amended by Ord. No. 5168/7-02.)

I. Commercial Uses. Uses and activities involving the sale, lease or rent of new or used products to the general public; the provision of personal, consumer and business services (including daycare for children and the elderly) and entertainment; the provision of product repair or services for consumer and business goods; and office facilities for business, government, professional, medical (including free-standing medical, dental and veterinarian clinics), and financial services. Commercial uses do not include "restricted uses" except as allowed under the provisions of Section 136.VI., hospitals, geriatric care facilities , hotels, residential hotels or recreational facilities

J. Community Service. Activities and uses of a public, non-profit or charitable nature generally providing a local service to people of the community on site or through employees on the site on a regular basis. Examples include libraries, museums, senior centers, community centers, indoor public recreation facilities, religious institutions, corrections facilities, emergency services and similar facilities. Community services do not include schools,

hospitals, or geriatric care facilities. (Amended by Ord. No. 5201/11-02).

K. Conservation. As applied to buildings and residential structures within Conservation Districts (SCR-DNC and SCR-OTC), the act or process of applying measures to safeguard or restore the historic character or cultural significance of real property, buildings, dwellings or public facilities within a designated area by restricting further loss of significant historic or cultural resources and by establishing standards to enhance the area by ensuring that restoration, rehabilitation or remodeling of existing structures and the construction of new structures or facilities conform to or are compatible with the period, architectural style and overall character of the designated area. "Conservation" is differentiated from "restoration" or "preservation" in that new development is allowed to replace deteriorated or marginal structures and existing structures may be rehabilitated or remodeled within the Conservation District provided that the new development or reconstruction meets the applicable standards of Sections 137 through 142. Conservation shall not be construed to limit increases in overall density of an area provided the increased development density satisfies the development regulations and design standards of the Conservation District.

L. Contiguous. Parcels, lots and tracts of land, projects, and expansions of existing uses are considered contiguous regardless of interruptions by streets, alleys, public easements or rights-of-way provided that the parcels would otherwise abut.

M. Density. A measurement of the number of residential dwelling units or people per net acre of developable land. For residential development the standard for expressing density is dwelling units per net acre. For non-residential development the measure is people per net acre and by floor area ratio. The measurement of people per net acre is calculated based on the average number of employees on the largest eight-hour shift of businesses located within any such development; and within the SCR District, the average number of full-time equivalent ("FTE") day students in any educational or research institution may also be added.

N. Drive-Through Facilities. Facilities allowing transactions for goods or services without leaving a motor vehicle, but excluding car washes, and motor vehicle service, maintenance or repair facilities. Also known as "drive-in" facilities.

O. Emergency Service Facilities. Facilities housing police, fire or ambulance services; excluding jails.

P. Establishment. A term used to describe business activity. For purposes of this code, businesses shall be defined and described at the four digit Standard Industrial Classification ("SIC") level set forth in the most recent edition of the Standard Industrial Classification Manual, published by the U.S. Office of Management and Budget.

Q. Expansion. Enlargement of an existing multi-family residential, commercial, industrial, research park or institutional use

increasing the overall density or intensity of the use. The expansion may be an addition attached to an existing structure or service facility, an additional structure or service facility on the same parcel, or additional structures or facilities constructed on land contiguous with the existing parcel. Construction of new facilities on parcels which are not contiguous are considered new uses, not expansions of an existing use. Except as applied to commercial parking facilities, the term is not applicable to enlargement of existing parking lots and structures.

R. Flex Space. A building constructed to accommodate a variety of commercial, office and/or light industrial uses, including : administration, direct and telephone sales, back-office operations, product assembly, component and inventory warehousing, shipping, and related or similar activities.

S. Floor Area Ratio. The ratio of the total amount of enclosed gross floor area within a structure to the amount of net acreage. For example, a single story building constructed on one-quarter of the net developable site would have a FAR of 0.25. If a second story were added, the FAR would increase to 0.50, etc. For purposes of calculation, both floor area and net acres shall be converted to square feet. Total gross floor area is measured from the exterior faces of a building or structure, and does not include basement or semi-subterranean areas used for storage or parking. Floor area for automobile service stations shall include the entirety of service area under canopy coverage; and floor area for above-grade parking structures shall include all space within the exterior faces of the structure or combination of structures be it devoted to automobile parking stalls, ramps and aisles, equipment rooms, stairwells or commercial space.

T. General Industrial. Manufacturing, compounding, extracting, processing, grinding, milling, and assembly uses involving heavy industrial techniques or which may exhibit visible external elements or impacts of the manufacturing process; including, but not limited to, upright outside gas or chemical storage tanks; outside storage yards or detached storage buildings; noticeable stacks or exhaust pipes and visible emissions (other than water vapor, steam and the normal products of office building type HVAC systems); airborne dust, ash or other particulate resulting from industrial activity; manufacturing process or other industrial noise audible on adjacent properties; heavy truck traffic impacts typically associated with a manufacturing plant; and other external impacts indicative of the manufacturing process or industrial use.

U. Hardscape. Hard-surfaced areas improved in lieu of landscaping. Such areas include specially treated or textured concrete designed as a plaza, courtyard or building entrance and contain pedestrian-sensitive amenities such as benches, drinking fountains, planters, trees in grated wells, street furniture, lighting, public art, water features or other design features integrated into the overall design of a building or portion of the site.

V. Historic and Cultural Resources. Any building, structure, site, or object identified and mapped in the City's Cultural Resource Inventory as authorized by the Comprehensive Plan.

W. Hospital. An institution which provides clinical, diagnostic and treatment services to patients on an inpatient, outpatient and emergency basis. A hospital may also include accessory uses or facilities directly associated with its clinical, diagnostic and treatment services provided such uses or facilities are under the same ownership or control, or the ownership or control of a parent or affiliated entity. Permitted accessory uses or facilities include, but are not limited to, laboratories, laundries, pharmacies, gift shops, food services and cafeterias, offices for hospital personnel and/or physicians admitted to practice within the hospital, and other similar small-scale uses primarily serving patients, hospital visitors, employees and physicians on the premises. A "Hospital" does not include free-standing related uses not owned or controlled by the hospital or by a parent or affiliated entity of the hospital. However, due to the cumulative size and impact of a hospital and those uses congregated around it, the Planning Commission may find that a hospital and those free-standing related uses gathered around it, by default and definition, constitute a "Major Institution" subject to the development regulations of such an institution.

X. Hotel. A building with a common entrance consisting of individual sleeping quarters for rental to transients, and in which no provision is made for cooking in the lodging room. A "residential hotel" is a hotel typically providing for longer term stays and which may allow in-room cooking.

Y. Incubator Development. Facilities that accommodate new business establishments spun-off from the research, development and testing laboratories of a major institution, a related institution, or larger high- or bio-technology industry. If on-site manufacturing or production capabilities are included within an incubator development, the establishment shall be classified as an industrial use.

Z. Joint Use Parking. A parking facility shared by two or more uses, or a parking facility that is shared by one or more uses and a unit of general purpose government or a public agency.

AA. Light Industrial. Low- to moderate-impact industrial, manufacturing, processing, and assembly uses that exhibit benign external characteristics compatible with the character and overall design of a campus development or Residential Village environment. This definition excludes General Industrial uses and any other type, classification, designation or sort of industrial use or process where the industrial establishment may exhibit visible external elements or impacts of manufacturing as listed in the definition of General Industrial or any other noxious or offensive environmental impact. This definition also excludes any use containing hazardous materials subject to Section 136.V.D.3 unless exempt from or granted a Specially Regulated Use Permit.

Landscape or other visual screening of external tanks, chillers or other mechanical or process-related devices shall not suffice to mitigate their external presence such that the industrial use may be classified as "light industrial."

BB. Light Rail Station Site. Land currently or eventually to be owned, leased or held through permanent easement by Tri-Met, on which facilities will be located related to a light rail transit ("LRT") stop, such as a station platform, a park and ride lot, bus stop, and other similar facilities. Station sites are those designated on the Final Engineering drawings and contained in the Final Environmental Impact Statement for the Hillsboro Extension of the Westside Corridor Project.

CC. Major Institution.

1. An entity or combination of entities engaged in business activities for:

a) the advanced study, research, instruction and/or application of science, engineering and/or technology;

b) the study and/or practice of medicine;

c) educational purposes; or

d) governmental purposes.

Such entities and their facilities include, but are not limited to: medical, laboratory or engineering research, development and testing facilities, whether or not associated with a college or university; hospitals, clinics, diagnostic facilities, medical office buildings and related facilities; public or private colleges, universities, or scholarly, academic or technical institutes (excluding local public schools at or below the high school level); governmental centers encompassing one or more governmental entities; and similar organizations qualified as described below.

2. A Major Institution, by nature of its function and

size, dominates and has the potential to change the character of the surrounding area and/or create significant impacts on the area through construction of buildings and facilities, lease or occupancy of buildings and land in the vicinity, generation of traffic and parking demands in a neighborhood, and the activities of its day-to-day business.

3. A Major Institution includes all entities controlled, in whole or part, by the Major Institution or by a parent or affiliate entity of the Major Institution. Partnerships, corporations of all types, foundations and other forms of business organizations which include or comprise the Major Institution, its parent, or affiliated entity shall be considered a part of the Major Institution. In addition, all uses that are functionally integrated with and substantively related to the Major Institution or that primarily and directly serve the users of the institution, or jointly or individually provide the same type of service, whether or not those uses are owned or operated by the Major Institution or a single entity, are also considered Major Institution uses.

4. A use is functionally integrated with and substantively related to a major institution if a reasonable person would so conclude considering the following factors, no single one of which is determinative:

a) Functional contractual association;

b) Programmatic integration or relationship between the research, development or testing being undertaken by the major institutional use and the proposed product, equipment or process produced by the accessory industrial use;

c) Direct physical circulation/access connections;

d) Shared facilities/animal colonies, staff and/or management;



e) Degree of interdependence;

f) Similar or common functions, services or products;

g) Vertical or horizontal economic integration within the same SIC Major Group or general industry.

5. To qualify as a Major Institution, a use or group of functionally integrated and substantively related uses must have an identifiable land use presence in a location. Such a presence need not be within a campus development. The requisite physical presence may be demonstrated by owning or controlling through long-term lease a large structure and/or a number of smaller structures in close proximity. Ownership or control need not be by just one or only a few organizations or entities to meet this requirement. Examples of such a physical presence include, but are not limited to:

a) in any district within the Downtown SCPA, a site including one or more buildings of at least two hundred thousand (200,000) square feet with a minimum site size of sixty thousand (60,000) square feet;

b) in any SCPA , an institution and/or functionally integrated and substantively related use(s) occupying several buildings within a three-quarter mile (3/4 mile) radius where the combined site or floor area is equal to or greater than two hundred thousand (200,000) gross square feet;

c) a building or buildings regardless of size within a Station Community Research Park District or Station Community Business Park District, where the organization(s) demonstrate the intent to carry out the purposes and mission of a Major Institution either alone or in association with other institutions or organizations within the District;

or

d) other uses or groups of uses that the Planning Commission deem as substantially or materially meeting any of the above criteria but for a matter of inconsequential or unimportant measurement differences, where such differences do not significantly reduce the impacts of the facility or activity on the community or surrounding neighborhood.

6. In addition, the Planning Commission may classify a use or group of uses as a Major Institution upon finding the above criteria apply or that a use is functionally integrated with and substantively related to a Major Institution.

7. A Major Institution within a campus development located in a SCRP or SCBP District may devote up to thirty percent (30%) of the net developable acreage of its campus for use by compatible accessory industries provided such industries are allowed within the District, sited in accord with its approved Concept Development Plan, and approved by the Planning Commission or Planning Director. If approved in the Concept Development Plan, up to ten percent (10%) of the net developable acreage of the campus land may be occupied by compatible non-accessory industries meeting the above criteria; however, such land is included within the 30% industrial land allocation.

DD. Major Pedestrian Route. Any pedestrian route located along an arterial or collector street, a transit trunk route, or light rail transit route. A major pedestrian route also includes any local street or street segment within 1,300 feet of a light rail station or Transit Center where the street or street segment provides reasonably direct connection to the station or center.

EE. Master Plan. A development plan for a project to be built in two or more phases. A master plan may involve multiple blocks, provided the blocks are contiguous or separated only by public or private streets or rights-of-way, pedestrian ways or space, designated open space, park space or protected natural areas, or surface water treatment facilities. May provide the basis for a Concept Development Plan in Development Review.

FF. Mixed Use Building or Development. A building or development characterized by either a vertical or horizontal physical integration of uses. A mixed use building is a structure at least two stories in height which includes a mix of uses such as retail and office uses, residential and commercial uses, or commercial and light industrial uses. A mixed use development includes multiple buildings, usually of multiple stories, designed to assure a diversity of compatible land uses which may include a mixture of residential, office, retail, services, recreational, live/work units, flex space uses, and other miscellaneous uses allowed in a district. A campus development is considered a mixed use development. However, within a mixed use development, a mix of residential and industrial uses is prohibited in a single building or on immediately adjoining land.

GG. Motor Vehicle Service, Maintenance or Repair Facilities. Facilities servicing motor vehicles, including gasoline stations, oil and lubrication services, tire and muffler installation and service, body shops, car washes, and other motor vehicle services.

HH. Neighborhood Commercial. Neighborhood commercial includes "commercial uses" as defined in this subsection, provided they are small scale retail and service uses primarily serving nearby residential areas and neighborhood businesses and their employees. General office and other commercial uses which are not retail or service in nature are allowed on and above the second floor of a neighborhood commercial building. This term applies to the size and scale of a commercial use and is different from the C-4 Zone of the same name.

Neighborhood commercial uses are limited in size and intensity to promote a local orientation and to limit adverse impacts on nearby residential areas. The footprint of a single story, single tenant neighborhood commercial building shall not exceed 10,000 gross square feet. The building footprint of multi-storied single tenant neighborhood commercial buildings shall not exceed 20,000 gross square feet. A multi-tenant neighborhood commercial building containing at least two (2) stories of residential above the first floor has no limit on building footprint. Neighborhood commercial uses may be auto-accommodating and provide off-street parking behind the building, but the overall development is intended to be predominantly pedestrian-sensitive and compatible with the scale of surrounding residential development. (Amended by Ord. No. 4930/7-00.)

II. Net Acre. One acre of developable land. Net acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of "undevelopable" land. Net acreage equals the gross square footage of a site minus undevelopable land divided by 43,560. Undevelopable land is defined as, and limited to, that which is:

1. Required for dedications of public rights-of-way and easements, and for internal streets required

for fire access;

2. Areas necessary to accommodate truck loading docks, along with the minimum amount of maneuvering area necessary to safely utilize such a loading dock;

3. Required stormwater treatment and detention facilities;

4. Required usable open space land whether included on the subject site or as a prorated share of aggregated usable open space or commons areas applied to and credited towards the subject site, and any land dedicated to the City for parks or greenways;

5. Required setbacks for and setbacks from wetlands and drainageways;

6. Any area or facility where occupancy is prohibited for safety reasons, such as electrical transformer platforms, industrial chemical and/or gas storage areas, or other similar hazardous facility or area; and

7. Any land with slopes of twenty-five percent (25%) or greater or within the mapped 100-year floodplain , unless used for building or parking purposes.

JJ. Parking Structure. A parking garage located above or underground consisting of two or more levels.

KK. Pedestrian-Related Office or Service Use. Commercial uses, excluding the sale, lease or rental of new or used durable goods, whose primary business relies on face-to-face customer contact or walk-in trade.

LL. Pedestrian-Sensitive. Development designed and oriented with an emphasis on pedestrian access to and use of the site, and the buildings and dwellings within the site; rather than being designed and/or sited so as to give preference to auto access and parking areas. Buildings and dwellings meeting the basic provisions of Sections 137 and 138 without application or employment of any variance or exception to those basic provisions are, by definition, pedestrian-sensitive. Buildings or dwellings utilizing exceptions or Variances, may still be pedestrian-sensitive, but must be evaluated on a case-by-case basis taking into account the combination of exceptions and variances employed to determine whether, on the whole, the building or

dwelling is still pedestrian- sensitive.

MM. Pedestrian Space. An area or plaza on public or private property which is directly accessible to pedestrians and which includes two or more of the following features covering the entire area or disbursed throughout the entire pedestrian space:

Hardscaped areas; lawn areas with trees and seating; awnings or other weather protection; water features incorporating, or with nearby, seating areas, public art or kiosks; outdoor eating areas with seating, and street-side vendor carts or stands selling flowers, food or other small consumer goods. Interior corridors within a building, used primarily as access among rooms within the building, are not considered pedestrian space, but an atrium or interior court containing the above named features and is accessible from common hallways by the public shall qualify. A space otherwise meeting the definition of a pedestrian space which is located within a secured area on private property but is accessible, used and useful to employees, residents, and other authorized visitors to the site, qualifies under this definition.

NN. Pedestrian Way. Any paved public or private travel route intended for pedestrian use, whether shared with other transportation modes such as a bicycle/pedestrian accessway or intended solely for pedestrian use.

OO. Permanent Open Space. A parcel, lot, or tract of land identified on a recorded plat or by deed designation as intended to provide natural area preserves or environmental, scenic or recreational benefits to an adjacent development. Such a parcel, lot, or tract may, at the discretion of the applicant, be considered a part of an abutting lot for purposes of calculating lot setback, open space and similar requirements, provided that the open space is not double counted in the process.

PP. Project. Sometimes referred to as a "development project" or "development." A residential, non-residential or mixed use development to be built in one or more phases. A project may involve single or multiple buildings and single or multiple blocks, provided the multiple blocks are contiguous or separated only by public or private streets or rights-of-way, pedestrian connections or spaces, designated open space, park spaces or protected natural areas, or stormwater treatment or detention facilities. The construction of one single family, duplex or ancillary dwelling built on or added to a single lot is not a project unless constructed as part of a larger residential development project of ten or more dwellings.

QQ. Public Parks and Recreational Facilities. Indoor and outdoor space and facilities intended to serve the needs of the general public, and include but are not limited to nature parks, ball fields, specialty facilities, aquatic centers, open space, and spaces in which community services are provided. (Added by Ord. No. 5201/11-02).

RR. Recreational Facilities. Indoor and outdoor facilities, excluding usable open space, intended to serve the recreational needs of

the general public. Indoor and outdoor "Land-extensive recreational facilities" are generally discouraged within the SCPA and include such activities as golf courses, driving ranges, polo fields, shooting ranges, and similar uses. (Amended by Ord. No. 5201/11-02).

SS. Redevelopable Land. Land on which development has already occurred but on which, due to present or expected market forces, existing development is likely to be converted or replaced with a more intensive use.

TT. Rehabilitation. As applied to buildings and residential structures within Conservation Districts, rehabilitation includes routine maintenance and corrective measures intended to bring the structure closer to compliance with the existing building code. Rehabilitation maintains the overall structural and decorative characteristics and the visual integrity of the original architecture but may include additions, new elements and technologies to meet current building codes and incorporate modern lifestyles or business needs, provided such modern elements are introduced only where necessary and are accomplished in a manner sympathetic to the original design. Rehabilitation does not require the technical or historic replication called for in restoration and may include compatible elements not found in the original structure or dwelling.

UU. Remodel. As applied to buildings and residential structures within Conservation Districts: 1) to remodel a building or residential structure for the same or similar use is to redesign a building or dwelling so the generic features of the original architecture or design are obliterated and the basic character destroyed; 2) to remodel a building or residential structure for a different use is to redesign a building or dwelling so the generic features of the original architecture or design are, in the main, sustained and those elements which facilitate the new use are accomplished so as to replicate or be sympathetic with the structural and decorative characteristics and visual integrity of the original architecture and design.

VV. Research, Development and Testing Laboratories.

Commercial and non-profit establishments primarily engaged in performing laboratory or other physical or biological primary, basic, or applied research, development and testing. This definition does not include manufacturing.

WW. Residential Business. A mixed use building on a residentially zoned property, either single or multiple story, occupied by both residential and commercial uses. Residential businesses may vary in size and intensity with the intensity of the underlying residential zone, and may be subject to additional standards applied through the Conditional Use process. (Added by Ord. No. 4930/7-00.)

XX. Residential Structures.

#### 1. Single Family Detached Dwelling. A detached

dwelling unit, constructed on-site or elsewhere, situated on its own lot or parcel.

2. Single Family Attached Dwelling. A dwelling unit, located on its own lot, that shares one or more common or abutting walls with one or more dwelling units.

3. Duplex. A structure that contains two primary dwelling units on one lot.

4. Attached Duplex. A duplex, located on its own lot, which shares one or more common or abutting walls with one other duplex, thereby totaling four dwelling units.

5. Multi-Family Dwelling. A structure on a single lot or parcel containing three or more units which share common walls or floor/ceilings with the adjacent unit(s). Multi-family dwellings include condominium and apartment units without regard to ownership status, and includes congregate (or independent) care and assisted care facilities for the elderly, but excludes all types of nursing home, convalescent care and institutional type living arrangements.

6. Garden Apartment. A two- or three-story multi-family dwelling with increased landscaping or open space, typically not including elevators and built to 15 to 24 units per acre.

7. Mid-Rise Apartment. A three- to six-story multi-family dwelling with reduced landscaping, generally built at 25 or more units per acre.

8. Rowhouse. An attached dwelling of two or more stories that has the appearance of a townhouse but not located on individual lots.

9. Townhouse. A single family attached dwelling of two or more stories, in a building of two or more units, with each dwelling unit and its underlying lot platted to allow separate ownership.

10. Ancillary Dwelling Unit. An additional dwelling unit located on the same lot as a single family

dwelling or duplex.

YY. Residential Village. As used in conjunction with the Station Community Residential Village District of this ordinance, a residential village is a self-contained community where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region, as opposed to being a euphemism for a quaint or intentionally picturesque housing project. A residential village project includes all of the following: a range of housing types to fully integrate the community without a feeling of exclusivity; a variety of commercial and public services, parks and natural areas, employment opportunities, and other amenities found in a small community; an integrated pedestrian-sensitive, multi-modal street and alley system to make it easy to walk and travel to, from and throughout the community; and an organized site plan that facilitates neighborhood self-sufficiency and a sense of community.

ZZ. Restoration. As applied to buildings and residential structures within Conservation Districts, to restore is to return a building or dwelling to its original condition in precise detail. It may include the removal of extraneous elements as well as the recreation of original features which may have been destroyed or are deteriorated. Also known as "preservation."

AAA. Retail Sales and Service. Activities relating to the sale, lease or rent of new or used products to the public. These activities include personal services, entertainment and the provision of product repair or services for consumer and business goods.

BBB. SCPA. The acronym for Station Community Planning Area.

CCC. Seasonal Uses. Temporary uses of less than 30 days duration where the use is centered around a holiday or occasion; including fireworks stands, Christmas tree lots, and other similar types of uses but excluding temporary uses for which a Special Events Permit has been granted by the City Council.

DDD. Senior Housing. Includes independent and assisted living housing types, but excludes all types of nursing, convalescent and institutional type living arrangements.

EEE. Site Area. The total net acres or square footage of a serviced lot or contiguous lots ready and proposed for development.

FFF. Stabilization. Construction methods and techniques to re-establish the stability of a building or dwelling through reinforcement or by arresting material deterioration leading to structural or environmental failure.

GGG. Traffic Calming Measures. Physical elements within or adjacent to the roadway which work to slow traffic, increase driver awareness of the pedestrian environment, and increase pedestrian comfort when crossing an intersection or street. Measures include, but are not limited to, pedestrian bulb-outs at and/or between street intersections on streets which incorporate on-street parking, over-sized median strips which can be accommodated within dedicated right-of-way, traffic circle intersections, intersection remoras, traffic islands, and on-street



parking. Traffic calming measures shall not include speed bumps, speed humps or other roadway undulations.

HHH. Transit Street. A public arterial or collector street designated as a bus or LRT route on the Comprehensive Transportation Plan Map.

III. Transit-Supportive. A use or development which supports increased mobility, particularly by transit, walking and bicycling and is sited in a pedestrian-sensitive manner. Transit-supportive developments are designed to enhance pedestrian and bicycle mobility and access, and to reduce conflicts with motor vehicles through a system of streets, pedestrian ways and bicycle facilities designed for multimodal access and circulation for cars and commercial vehicles, transit vehicles, bicycles, and pedestrians. Also known as "transit-oriented development," "transit-oriented use" and "TODs."

JJJ. Truck Stop. Any building, premises, or land in which or upon which a business, service, or industry involving the maintenance, servicing, storage, or repair of commercial vehicles is conducted or rendered, which includes as a primary function the dispensing of motor fuel or other petroleum products directly into motor vehicles and which may include the sale of accessories or equipment for trucks and similar commercial vehicles. A truck stop also may include overnight accommodations and restaurant facilities for the use of truck crews.

KKK. Usable Open Space. Planned and improved open space or outdoor facilities, required as part of new development, that provide active or passive recreational or relaxation opportunities, including, but not limited to, any one or more of the following: parks; play areas; improved playing fields; publicly accessible natural or wildlife viewing areas; arboretums and gardens; ponds and water features; maintained and landscaped lawn with trees and seating areas; natural or landscaped walking paths and running trails; public and private pedestrian spaces; and other similar environments.

In residential developments and mixed use residential/commercial buildings, easily accessible decks, patios, courtyards and roof surfaces open and available to the public or for the common use of building tenants that contain seating areas and/or recreation facilities, and provide appropriate landscaping, qualify under this definition unless such areas are within or exclusively associated with the operation of a commercial establishment.

Usable open space shall not include: landscape strips or inconsequential enlargements or enhancements of landscaping adjacent to the sidewalk even if equipped with a bench; shrubs, flowers and other low profile landscaping around buildings, sidewalks and parking areas; required minimum building setback areas; yards associated with private dwellings; or open, unimproved fields or vacant land unless part of a publicly accessible natural or wildlife viewing area.

Usable open space also shall not include wetlands, natural areas, wildlife habitat, streams or stream banks, and riparian and wetland upland areas where access or improvements are prohibited under Federal or State law or regulation (including OAR 660-23, DLCDC Goal 5 regulations as they may from time-to-time be amended), under provisions of the City of Hillsboro Municipal Code or Zoning Ordinance, or under applicable regulations of the Washington County Unified Sewerage Agency. However, if such areas are publicly accessible, and if viewing areas and improvements are allowed and made at the periphery of the area to enhance access to and viewing of the wildlife and/or natural areas, all of the improvements, including pathways to the viewing areas, and one-half of the access restricted area located within the project or multi-phased development property shall count as usable open space, provided the same restricted area has not already been counted as usable open space in a previously approved project or development. A viewing area that would otherwise qualify under this provision that is located on private property within a secured area but that is accessible, used and useful to employees, residents, and other authorized visitors to the site, qualifies under this exception.

LLL. Warehouse. A structure primarily used for storing or wholesaling goods, wares or merchandise.

(Amended by Ord. No. 4545/4-97 , 4930/7-00 , and 5201/11-02 .)

Section 136: STATION COMMUNITY PLANNING AREAS  
(Added by Ord. No. 4458/8-96.)

#### IV. PERMITTED LAND USES

A. Land uses listed on Tables 1, 2 and 3 shall be allowed, conditionally allowed or not permitted in the Station Community Planning Areas shown. The listed uses must be consistent with the description of the relevant district as set forth in subsection II of this Section, and may be further restricted by subsection V. of this Section and the standards of Sections 136 through 142. Uses listed as being subject to a Conditional Use Permit ("C") shall require findings of fact that the proposed use is, where practicable, transit-supportive. The tables are organized by major types of district along with appropriate use categories for that type of district listed. Use categories vary by table. (Amended by Ord. No. 4930/7-00.)

B. Where a particular use within a broader category (e.g., "indoor cinema" as a "commercial" use) is cited in Tables 1, 2, and 3, it is intended to signify that the use is either not allowed in one or more of the districts, or is an unusual use to be permitted in one or more of the districts and is, therefore, due special recognition of its suitability to be in the district. (Amended by Ord. No. 4930/7-00.)

Table 1: Permitted Uses in Station Community Commercial Districts

P Permitted Use

C Conditional Use  
Not Permitted

N

Use	SCC- CBD	SCC- HOD	SCC-SC	SCC- MM
Commercial Uses <a href="#">[1]</a>	P	P	N	P
Neighborhood Commercial <a href="#">[1]</a>	P	N	P	P
Community Service <a href="#">[2]</a>	P	P	P	P
Hotels and Residential Hotels	P	P	P	P
Indoor Recreational Facilities	P	P	P	P
Outdoor and Land-Extensive Recreational Facilities	N	N	N	P
Home Occupations	P	P	P	P
Pedestrian-Oriented Accessory Uses and Outdoor Seating for Restaurants <a href="#">[3]</a>	P	P	P	P
Light Rail Facilities, other than park and ride lots	P	P	P	P
Religious Institutions	C	C	C	C

Schools: Middle, Junior High, Senior High	N	C	C	C
Schools: Colleges or Universities (Other than Major Institutions)	C	C	C	C
Hospitals	N	C	N	C
Major Institutions <a href="#">[4]</a>	N	P	P	P
Geriatric Care Facilities	N	C	C	C
Utility Substation or Pumping Station	C	C	C	C
Radio and Telephone Transmission Facilities	C	C	N	C
Transit Park-and-Ride	C	C	C	C
Drive-through Facilities	N/P <a href="#">[5]</a>	N/P <a href="#">[6]</a>	N	P
Motor Vehicle Service, Maintenance or Repair Facilities	N	N/P <a href="#">[5]</a>	N	P
Office Uses	P	P	P	P
Flex Space Uses	N	P	P	P
Mid-Rise Apartments	P	P	P	P
Multi-Family Dwellings	P	P	P	P
Garden Apartments	N	P	P	P
Townhouses and Rowhouses	N	P	P	P
Permanent Open Space	N	N	P	P
Automobile Sales	N	C <a href="#">[7]</a>	N	N
Public Parks and Recreational Facilities	C	C	C	C
Residential Facilities	P	P	P	P

P Permitted Use

C Conditional Use

N

Not Permitted

(Amended by Ord. No. 4545/4-97, 4737/1-99, 4930/7-00, 5020/4-01, 5201/11-02 and 5667/9-06.)

[\[1\]](#) To clarify commercial/neighborhood commercial use restrictions, see "Neighborhood Commercial" definition.

[\[2\]](#) Excluding religious institutions.

[\[3\]](#) Pedestrian-oriented accessory uses (such as sidewalk flower, food and drink stands) and outdoor seating for restaurants are subject to City permit requirements.

[\[4\]](#) A Major Institution relates to a particular type of use, but a variety of use types can be a Major Institution (governmental, educational, medical, etc.) See definition.

[\[5\]](#) New uses are prohibited. Existing use are exempt from the provisions of Section 102 as specified in Section 136 (VI) (A)(9) and (VI) (A)(11).

[\[6\]](#) New uses are prohibited except as provided in Section 139.III. Expansion of existing uses beyond 400 feet from a light rail station is allowed in accordance with the provisions of Section 136.VI.

[\[7\]](#) Conditional Use approvals for Automobile Sales in the SCC-HOD District are limited to seven (7) years duration.

Table 2: Permitted Uses in Station Community Residential Districts

P Permitted Use

C Conditional Use  
Not Permitted

N

Use	SCR-HD	SCR-MD	SCR-LD	SCR-V	SCR-DNC	SCR-OTC
Mid-Rise Apartments	P	C	N	P	N	N
Multi-Family Dwellings and Garden Apartments	P	P	N	P	P <a href="#">[1]</a>	N
Townhouses and Rowhouses	P	P	P	P	P	N
Single Family Attached Housing	P	P	P	P	P	N
Duplexes	N	P	P	P	P	N
Attached Duplexes	N	P	N	P	P	N
Single Family Detached	N	P	P	P	P	P
Ancillary Dwelling Units	N	P	P	P	P	P
Home Occupations	P	P	P	P	P	P
Indoor Recreational Facilities	P/C <a href="#">[2]</a>	N	N	P	N	N
Outdoor Recreational Facilities	N	N	N	N	N	N
Light Rail Facilities, other than park and ride lots	P	P	N	P	P	P
Commercial Uses In Mid-Rise Apartments <a href="#">[3]</a>	P	N	N	P	N	N

Emergency Services Facilities	C	C	C	C	N	C
Hotels and Residential Hotels	C <a href="#">[4]</a>	N	N	P	N	N
Neighborhood Commercial	P	C <a href="#">[5]</a>	N	P	P/C/N <a href="#">[6]</a>	P <a href="#">[7]</a>
Geriatric Care Facilities	P	C	C	P	C	C
General Office Uses	N	N	N	P	N <a href="#">[8]</a>	N
Flex Space Uses	N	N	N	C	N	N
Pedestrian-Oriented Accessory Uses and Outdoor Seating for Restaurants <a href="#">[9]</a>	P	C	N	P	N	P <a href="#">[5]</a>
Schools	C	C	C	C	C	C
Community Service	C	C	C	C	C	C
Conference Center	N	N	N	P	N	C
Utility Substations	C	C	C	C	C	C
Transit Park-and-Ride	C	C	N	C	N	N
Radio and Telephone Transmission Facilities	N	N	N	N	N	N
Permanent Open Space	P	P	P	P	P	P
Residential Businesses	P	C	N	P	C	N

Public Parks and Recreational Facilities	C	C	C	C	C	C
Mobile Businesses, in compliance with the Municipal Code	P	P	N	N	N	N
Residential Homes			P			P
Residential Facilities	P					
Residential Homes and Facilities		P		P	P	

P Permitted Use                      C Conditional Use                      N Not Permitted  
(Amended by Ord. No. 4545/4-97, 4930/7-00, 5201/11-02, 5293/7-03, 5540/8-05 and 5667/9-06.)

- [1] Subject to minimum and maximum density requirements.
- [2] Indoor recreational facilities are permitted outright within residential buildings and conditionally as free-standing uses.
- [3] Commercial uses may occupy up to 15,000 sq. ft. of gross floor area on the ground floor of mid-rise multi-family apartment buildings.
- [4] Conditionally permitted as free-standing uses.
- [5] A single story neighborhood commercial use proposed at the intersection of two arterial streets or an arterial intersection with a collector within an SCR-MD, is allowed outright.
- [6] Certain Neighborhood Commercial Uses are permitted outright or conditionally within the Arterial Exception area pursuant to Section 139(III)C
- [7] Permitted only along Alder Street between 231 st and 228 th Avenues.
- [8] Certain office uses are permitted outright or conditionally within the Arterial Exception area pursuant to Section 139(III)C
- [9] Pedestrian-oriented accessory uses (such as sidewalk flower, food and drink stands) and outdoor seating for restaurants are subject to City permit requirements

Table 3: Permitted Uses in Station Community Industrial and Institutional Districts

Use ( P Permitted Use, C Conditional Use, N Not Permitted)	SCI	SCBP	SCRIP [1]	SCFI [2]
General Industrial Uses	P	N	N	N
Light Industrial Uses	P	P	P	N
Research, Development, and Testing Laboratories	P	P	P	N
Flex Space Uses	P	P	P [3]	N

General Office	N	P	N	P
Office related to Primary Use	P	P	P	P
Hospitals	N	N	P	N
Medical and Dental Offices, Outpatient and Clinical Facilities <a href="#">[4]</a>	N	P <a href="#">[5]</a>	P	N
Geriatric Care Facilities	N	N	P	N
Trade and Technical Schools, Colleges and Universities other than Major Institutions	C	C	P	N
Major Institutions	N	P	P	N
Commercial Uses Primarily Serving the Permitted Uses of the District	P	P	P	P
Pedestrian-Oriented Accessory Uses and Outdoor Seating for Restaurants <a href="#">[6]</a>	N	P	P	P
Auditorium, Exhibition Hall, Convention or Conference Center or other Public Assembly Room	N	P	P	P
Hotels and Residential Hotels	N	C	C	P
Indoor Recreation Facilities	N	P	N	P
Outdoor Recreational Facilities	N	N	N	N
Fairgrounds and Related Structures	N	N	N	P
Commercial Indoor Cinema	N	N	N	P
Community Service <a href="#">[7]</a>	N	P	P	P
Dormitories Accessory to Primary Use	N	N	P	P <a href="#">[8]</a>
Residential Uses	N <a href="#">[9]</a>	N 7	P <a href="#">[10]</a>	P 6
Radio and Telephone Transmission Facilities	C	C	C	C
Utility Substation	P	C	C	C
Light Rail Facilities, other than park-and-ride-lots	P	P	P	P
Transit Park-and-Ride	C	C	C	C
Helicopter Landing Pads	C	C	C	C
Permanent Open Space	P	P	P	P
Public Parks and Recreational Facilities	C	C	C	C

(Amended by Ord. No. 4545/4-97 and 5201/11-02.)

[\[1\]](#) See also "Permitted, Restricted and Specially Regulated Land Uses" and the "compatibility" tables associated with a specific research park for additional and/or more specific use provisions; for example Tables 141.1 and 141.2 for STAR Park.

[\[2\]](#) All development within this District shall comply with applicable provisions of the state "Airport Planning Rule" (OAR 660 Division 13).



[3] Light Industrial and Flex Space industrial uses are allowed within an SCRDP District, but only when qualified as a compatible accessory or non-accessory industrial use and sited in accord with an approved Concept Development Plan.

[4] This use does not include emergency care facilities which provide treatment without appointment and/or treatment outside normal business hours.

[5] See Section 142 (III) (A).

[6] Pedestrian-oriented accessory uses (such as sidewalk flower, food and drink stands) and outdoor seating for restaurants are subject to City permit requirements.

[7] Excluding religious institutions.

[8] Residential and mixed use residential uses shall not occupy more than 25% of the District; including any trailer/recreational vehicle spaces with hook-ups to accommodate vendors and visitors attending Fair Complex activities that may be allowed as part of the approved Concept Development Plan.

[9] A residence for an on-site security guard is allowed in the District as a Conditional Use.

[10] Residential use must be approved as part of the Concept Development Plan, and is restricted to housing functionally integrated with and serving the needs of one or more major institutions located in the district. However, on Tax Lots 1N2 36 3490, 3700, 3701, on that portion of Tax Lot 1N2 36 3400 located east of Tax Lot 1N2 36 3701, and on the property located north of the Quatama LRT Station between 206 th Avenue and 205 th / Amberglen Parkway currently owned by ORPRC, high density residential uses may be developed without the need to demonstrate a functional relationship with any major institution in the district and without the need for a separate Concept Development Plan if developed by parties other than ORPRC as part of their campus pursuant to ORPRC's approved Concept Development Plan.

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Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**V. DESTRUCTION OR EXPANSION OF EXISTING USES OR  
STRUCTURES**

A. Single family residences lawfully in existence as of the effective date of this Ordinance, which would otherwise be considered non-conforming uses, shall be exempt from the provisions of Section 104 Destruction of Non-Conforming Uses with regard to unintentional destruction. Such single family residences may be rebuilt if unintentionally destroyed, provided the reconstruction of the residence complies with the following standards:

1. the residence is rebuilt on the same location on the lot, or in compliance with the setback standards for the underlying zone; and
2. the square footage of the replacement structure does not exceed the square footage of the original structure by more than twenty percent (20%); and
3. if the property is within an area subject to the architectural standards of the SCR-DNC or SCR-OTC district, the construction style of the replacement structure complies with those architectural standards.

(Amended by Ord. No. 5304/9-03.)

B. Except as provided in subsection VI., Restricted Land Uses, expansion of all other uses lawfully in existence as of the effective date of this Ordinance shall be allowed to expand without limit as to the size of contiguous expansion; subject to compliance with:

1. The provisions of this subsection;
2. The requirements of Section 133, Development Review; and
3. The development regulations and design standards contained in Sections 137 through 142 as they apply to that portion of the use or

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:

Station  
Community  
Commercial

District

Table 2:

Station

structure being expanded or to that portion of the lot on which the expansion will occur.

4. Notwithstanding the maximum setback regulations contained in Section 137 (VIII), additions to structures lawfully in existence as of the effective date of this Ordinance may be approved without regard to the maximum setback requirements, provided the following criteria are met:

a. the front façade of the addition is set back no further from the front property line than the front façade of the existing structure;

b. no additional parking is proposed between the addition and the front property line;

c. the addition increases the Floor Area Ratio of the project, as required by subsections (B) through (F) of this section;

d. the applicant can demonstrate that the construction of the addition does not preclude further additions and increases to the Floor Area Ratio of the project.

(Amended by Ord. No. 4930/7-00.)

C. Expansion of existing uses by addition to or reconstruction of the existing structure or facility on the same lot, or parcel, or by constructing new, unattached structures or facilities on the same lot, or parcel is allowed without regard to FAR standards of the district, provided the resulting FAR of the enlarged, reconstructed or combined structures or facilities is greater than the original FAR and the combination of new and old structures or facilities are sited so as not to preclude further intensification of the use on the lot or parcel.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

V. Destruction or Expansion of Existing Uses or Structures  
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VII. Development Review and Related City Development Code Section 136.VIII-X  
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)  
Table 1.b:  
Station  
Community  
Commercial-

D. Expansion of existing uses by addition to or reconstruction of the existing structure or facility where all or a portion of the expanded structure or facility is sited on an adjacent lot or parcel [\[1\]](#), or where the new structure or facility is unattached to the existing structure or facility but constructed on or over a lot line so as to bridge the two properties [\[1\]](#), shall meet the FAR requirements of the district for that portion of the reconstructed, combined or new structure or facility situated on the adjacent land if the gross floor area of the structure or facility sited on the adjacent land is equal to or greater than 40 percent (40%) of the net acreage of the adjacent lot, parcel or tract. If the portion on the adjacent property is less than forty percent (40%) of the net acreage, the expansion is exempt from the FAR requirements provided the new combination of buildings is sited so as not to preclude further intensification of the use on the combined property.

E. Expansion of existing uses by construction of a new structure or facility wholly on an adjacent lot, parcel or tract where the new structure or facility is not functionally attached to the existing structure or facility is subject to the FAR requirements of the district.

F. Interior alterations of lawfully existing structures are not expansions of existing structures and are exempt from the requirements of Sections 137 through 142.

G. Expansion of existing parking lots and facilities, other than commercial parking facilities, is only permitted as it relates to the expansion of affiliated uses and only at or below the ratios allowed in Tables 2 and 3 of subsection XI of Section 137.

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[\[1\]](#) Construction bridging a lot line may require either adherence to special provisions of the Uniform Building Code for common wall structures, or may be achieved through a lot line adjustment. The provision here does not negate the need to do one of these two actions; but rather, only speaks to how the floor area ratio of such a building expansion would be treated by SCPA provisions.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
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Institutional  
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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
Setbacks from Streets and  
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IX. Vision Clearance

X. Minimum and Maximum  
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XI. Minimum and Maximum  
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Requirements

Table 2:  
Maximum



Non-Residential Parking Standards in Station Community Districts  
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XII. Minimum Usable Open Space Requirements

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Streets and Buildings
- V. Building Entries and  
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and Building Facades
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Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
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Design Standards and Guideline
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- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Type "A"
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Type "E"

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Community Planning  
Area  
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Farm/Fair Complex  
Station Community  
Planning Area  
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- II. Purpose
- III. Modifications To Section  
136 Station Community  
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Section 136: STATION COMMUNITY PLANNING AREAS

VI . RESTRICTED AND SPECIALLY REGULATED LAND USES

A. Within 2,600 feet of a light rail station site, except as otherwise provided below, the following uses are not transit-supportive and shall not be established as new uses, nor may existing uses or structures be converted to the following uses:

1. Book bindery, except in a SCI or SCBP District.
2. Building materials sales and supplies, excluding hardware stores not exceeding 10,000 square feet in area.
3. Bulk retail uses.
4. Car washes
5. Cemeteries.
6. Cold storage plants.
7. Commercial or accessory parking structures within 400 feet of a light rail station, excluding parking structures for which the ground floor perimeter adjacent to a street, excluding ramp and pedestrian access to the parking structure, and any required disabled and bicycle parking, is occupied or available for retail or pedestrian-related office or service uses.
8. Commercial or accessory surface parking lots within 850 feet of a light rail station site, unless the lot is located in the center of a block, behind buildings fronting the perimeter of the block face; or similarly situated where grid pattern blocks do not exist.
9. Drive-through and drive-in facilities within 400 feet of a light rail station site, except as provided in subsection 11 below. (Amended by Ord. No. 4737/1-99.)
10. Drive-through and drive-in facilities greater than 401 and less than 850 feet from a light rail station site are allowed provided the drive-through or drive-in component of the operation or service is not the primary method of selling or servicing; unless such uses are prohibited or subject to more restrictive provisions in a particular SCPA District, in which case the more restrictive provisions of the district shall apply.
11. Drive-through and drive-in uses are prohibited throughout the SCC-CBD District, with the exception of such uses physically in existence as of April 15, 1997. Such pre-existing drive-through facilities shall be exempt from the provisions of Section 102 regarding discontinuance of a non-conforming use. New drive-through and drive-in uses are prohibited throughout the SCC-HOD District after the effective date of this Ordinance (April 6, 2001). In all other districts, drive-through and drive-in facilities are allowed beyond 850 feet from a LRT station if the use is permitted in the district. (Amended by Ord. No. 4737/1-99 , 4930/7-00 and 5006/3-01 .)

Throughout the SCC-HOD, new drive-through and drive-in facilities are allowed only in compliance with the following criertia:

- a. a maximum of one single drive-through lane or window is proposed;

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Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation

(SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCRCP)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

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 Table 1:  
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 District  
 Table 2:  
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 Community  
 Residential  
 District  
 Table 3:  
 Station  
 Community  
 Industrial and  
 Institutional  
 Districts

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 VI. Restricted and Specially  
 Regulated Land Uses  
 VII. Development Review and  
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b. the applicant can demonstrate that the drive-through lane is not the primary method of selling or servicing:

c. the development meets all other requirements of Sections 137 through 142, including but not limited to maximum setbacks, minimum floor area ratio, and percentage of front - wall glass;

d. the drive-through lane or window and the associated access drive(s) are designed to minimize disruption of on- and off-site pedestrian and bicycle traffic.

(Amended by Ord. No. 4930/7-00.)

- 12. Electrical power generators.
- 13. Farm machinery, equipment or implement sales or service.
- 14. Fuel dealerships and storage yards (including card locks).
- 15. Furniture and appliance stores, excluding stores not exceeding 10,000 square feet in area which provide home delivery.
- 16. Junk yards and motor vehicle wrecking yards.
- 17. Kennels, excluding those accessory to veterinary clinics or medical research facilities.
- 18. Land-extensive recreational facilities, except in the SCFI District.
- 19. Manufactured home sales lots.
- 20. Mini-warehouses and/or mini-storage units.
- 21. Motels.
- 22. Motor vehicle service, maintenance or repair facilities within 400 feet of a light rail station site boundary, excluding retail or wholesale outlets selling motor vehicle parts and accessories without provision for on-site installation. (Amended by Ord. 4930/7-00.)
- 23. Motor vehicle, recreational vehicle, boat and travel trailer sales, leasing, rental or storage, except rentals where the rental vehicles are not stored on a site within 2,600 feet of a light rail station site, and except automobile sales permitted as interim conditional uses in the SCC-HOD zone as specified in Section 139. (Amended by Ord. No. 4930/7-00.)
- 24. Movie theaters with four or more screens, unless structured or joint use parking is available within 800 feet to accommodate eighty percent (80%) of theater patrons.
- 25. Nurseries and greenhouses, retail and wholesale.
- 26. Recreational vehicle parks and campgrounds.
- 27. Seasonal uses, excluding seasonal uses in the SCC-HOD District.
- 28. Solid waste transfer stations.

## Section 137.I-II

## I. Scope

## II. Development Criteria

## Table 1.a:

## Station

## Community

## Commercial-

## Central

## Business

District (SCC-  
CBD)

## Table 1.b:

## Station

## Community

## Commercial-

## Highway

## Oriented

District (SCC-  
HOD)

## Table 1.c:

## Station

## Community

## Commercial-

## Station

## Commercial

## (SCC-SC)

## Table 1.d:

## Station

## Community

## Commercial-

## Multi-Modal

## (SCC-MM)

## Table 1.e:

## Station

## Community

## Residential-

## High Density

## (SCR-HD)

## Table 1.f:

## Station

## Community

## Residential-

## Medium

## Density (SCR-

## MD)

## Table 1.g:

## Station

## Community

## Residential-

## Low Density

## (SCC-LD)

## Table 1.h:

## Station

## Community

## Residential-

## Village (SCR-

## V)

## Table 1.i:

## Station

## Community

## Residential-

## Orenco

## Townsite

## Conservation

## (SCR-OTC)

## Table 1.j:

## Station

## Community

## 29. Truck stops.

30. Warehouses storing materials or products not primarily manufactured or assembled on site or used in the on-site process, or used in the maintenance or operation of on-site facilities, excluding the following:

- a. Buildings constructed prior to the effective date of this Ordinance that were originally designed to be used primarily for warehouse use.
- b. Buildings storing materials ancillary to the product manufactured on-site and to be marketed in conjunction therewith.

## B. Destruction of Restricted Uses

Lawfully existing restricted land uses located within a Station Community Planning Area shall be exempt from the provisions of Zoning Ordinance Section 103, Destruction of a Non-Conforming Use, and the structures occupied by such uses may be rebuilt if destroyed, provided replacement construction complies with the development and design standards in Sections 137 through 142, application for development approval is filed within six months and construction commences not more than one year after destruction of the original structure.

## C. Expansion of Restricted Uses

1. Except for drive-through facilities within 400 feet of a light rail station site and surface parking lots adjacent to light rail transit station sites, a restricted land use lawfully in existence as of the effective date of this Ordinance shall be allowed to increase its size through contiguous expansion up to a maximum of 20 percent (20%) of the gross floor area existing as of the effective date of this ordinance provided the requirements of Section 99, Enlargement or Expansion of Non-Conforming Uses, the requirements Section 133, Development Review/Approval of Plans, and the standards of Sections 137 through 142 are met.

2. Notwithstanding the provisions of paragraph 1, above, and subject to the provisions of Section 133, Development Review/Approval of Plans, and the standards of Sections 137 through 142, the following restricted land uses lawfully in existence as of the effective date of this Ordinance and doing business within the SCC-HOD District shall be allowed to expand without limit as to the size of contiguous expansion:

- a. Car washes.
- b. Drive-through facilities greater than 400 feet from a light rail station site.
- c. Furniture and appliance stores.
- d. Motels.
- e. Motor vehicle service, maintenance and repair facilities.

## D. Specially Regulated Uses

## 1. Purpose.

Station Communities are intended to be dense and compact developments. Toward that end, the Station Community Planning provisions of Sections 136 through 142 require developments to adhere to principles that promote density and land uses that

Residential-Downtown Neighborhood Conservation (SCR-DNC)  
 Table 1.k: Station Community Industrial (SCI)  
 Table 1.l: Station Community Business Park (SCBP)  
 Table 1.m: Station Community Research Park (SCRCP)  
 Table 1.n: Station Community Fair Complex Institutional (SCFI)

Section 137.III-IV  
 III. Minimum Lot Size  
 IV. Minimum Lot Width and Depth

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 VIII. Minimum and Maximum Setbacks from Streets and Alleys  
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 X. Minimum and Maximum Building Height Requirements  
 XI. Minimum and Maximum Off-Street Parking Requirements

Table 2: Maximum Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements  
 XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

fit those characteristics. Provision has been made in Section 136 for variances from applicable development standards excluding allowing a change in use. However, in certain limited circumstances a change in use may be in the public interest. Special attention should also be given to certain economic activities and uses involving processes and/or materials that are hazardous or inappropriate for use in a densely populated area like Station Communities or only if extraordinary precautions are employed. Consequently, it is warranted to create a classification of Specially Regulated Land Uses to account for extraordinary circumstances within Station Communities. Notwithstanding the provisions of Section 136.IV *Permitted Use Tables 1-3*, Specially Regulated Land Uses shall not be deemed a "Permitted Use" as that term applies within Station Community Planning Areas. Except as provided in this subsection, Specially Regulated Land Uses shall be processed as and considered Conditional Uses under the Zoning Ordinance.

The following Specially Regulated Land Uses may be permitted within Station Community Planning Areas, subject to the standards, restrictions and circumstances described below:

(Added by Ord. No. 4545/4-97.)

## 2. Uses Under High Voltage Power Lines.

Lands subject to power line restrictions are lands under or within the right-of-way or easement of electric power transmission lines owned or operated by the Bonneville Power Administration ("BPA") or other electric utility high voltage power lines of substantially similar width, voltage and hazard, subject to the specific approval and conditions of BPA or the other utility. Notwithstanding any use or density requirement of the otherwise applicable SCPA provisions, such lands may be used for parking, storage, water quality facilities, maintained lawn area, or other low height, low intensity use acceptable to BPA or the other utility. This provision does not permit a major shift in land use category (e.g., from residential to commercial, or commercial to industrial uses), but does allow an otherwise restricted or low-intensity use to occur, within the limits of the BPA or other utility right-of-way or easement area. Such restricted areas shall be excluded from the gross acreage of the site for purpose of calculating density and floor area ratio requirements for the site as a whole. However, if allowed by BPA or other utility, and if appropriate improvements are made, the area may, at the discretion of the applicant, apply towards the usable open space requirements of the project.

(Added by Ord. No. 4545/4-97.)

## 3. Uses Involving Hazardous Materials.

a. Definitions. As used in this subsection, the following terms shall have meaning as defined below:

(1) **Regulated materials:** Any chemical or biological material, substance, or agent, classified as hazardous under the provisions of paragraph 3.1.A of this subsection or as listed in the rules and standards required by this subsection.

(2) **Release:** Any spill, discharge, venting, radiation, or escape of a regulated material from its normal, intended, or appropriate containment vessel, piping, storage space, or other container, such that the regulated material has entered the outside environment or areas within the building in question outside the approved interior containment area. A release may

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also occur through the normal operation or design of the proposed process or procedures of using one or more regulated materials.

(3) Use or used: Within the context of the sentence and as it relates to regulated materials (as opposed to being related to the land use or facility in question) the terms "use" or "used" shall include utilization, employment, application, handling, storage and/or transport of the regulated material in question.  
(Added by Ord. No. 4564/6-97.)

**b. Regulated Materials and Standards**

(1) Following adoption of administrative rules required by this subsection, and except as provided in paragraph (2) of this subsection, any use, project or establishment shall require a Hazardous Materials Permit if the use, project or establishment includes or proposes to include or allow any:

(a) "Type H Occupancy" as defined and regulated by the State Structural Specialty Code with Oregon Amendments;

(b) Outside storage of flammable, combustible, explosive or regulated materials as governed by the Uniform Fire Code or the Fire Code Ordinance of the City of Hillsboro; or

(c) Use or release of biological agents requiring biosafety containment precautions as determined by the National Institutes of Health or the U.S. Center for Disease Control; or

(d) Use or release of an "extremely hazardous substance," or a "hazardous chemical," or a "toxic chemical" in quantities requiring reporting under, and as such terms are defined in, the Emergency Planning and Community Right-To-Know Act of 1986 [Title III of the Superfund Amendments and Reauthorization Act of 1986 (42 U.S.C. A. Sec. 55.11001 to 55.11050)] and its associated Federal and Oregon State regulations.

(e) Use or release of any materials classified as regulated materials under administrative rules adopted under this subsection.

(2) Any use, project or establishment shall be exempt



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and shall not require a Hazardous Materials Permit if the applicant's use of regulated materials:

- (a) Is limited to regulated materials specifically exempt from the Hazardous Materials Permit process; or
- (b) Is below the established minimum threshold(s) established by administrative rules for requiring a Hazardous Materials Permit; and
- (c) Precludes combinations that are known to produce chemical or synergistic reactions that are more hazardous than the individual components of the reaction.

Exemption from the need for a Hazardous Materials Permit does not exempt a use, project or establishment from reporting any and all regulated materials contained on site to the City as required by the administrative rules and procedures adopted pursuant to this subsection.

(3) If a use, project or establishment is not exempt under the provisions of paragraph (2), above, a Hazardous Materials Permit shall be issued only upon demonstration that all of the following criteria, as applicable, are met:

(a) The use, project or establishment proposes to use regulated materials in such quantities, combinations, and under such manner of use, conditions and precautions that a leak, explosion, fire or accident at the building or site containing or proposed to contain the regulated material(s) is unlikely to:

- 1) Release such regulated materials at levels greater than one-half (1/2) the recognized level deemed to be "Immediately Dangerous to Life and Health" ("IDLH") as defined and determined by the Structural Specialty Code and/or the Uniform Fire Code for the material, substance or agent in question; or
- 2) Release such regulated materials at levels the National Institutes of Health and/or the U.S. Center for Disease Control have determined to be hazardous to the life or health of those coming into contact with the material, substance or agent.

(b) Flammable and combustible liquids shall be stored such that any release is



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able to be controlled or contained within an approved containment area.

(c) The proposed regulated material is not prohibited by rule.

(d) The proposed combination of regulated material is not prohibited by rule.

(4) An application for any Building or Engineering Permit shall not be deemed complete unless the application submittal includes one of the completed documents listed below. Any application for a land use action or permit shall either include one of the completed documents or the applicant shall simultaneously apply for an exemption or Hazardous Materials Permit along with, but separate from, the land use application:

(a) A signed and binding affidavit by the applicant stating the proposed use, project or establishment is exempt from the Hazardous Materials Permit process by virtue of the fact that the proposed use, project or establishment shall not contain any regulated materials;

(b) An Exemption Certificate; or

(c) A Hazardous Materials Permit.

(5) The City Manager, or designee, shall develop, adopt and publish administrative rules stating the procedures, regulations and standards necessary or appropriate to achieving the purposes and requirements of this subsection. The City Manager shall appoint a Hazardous Materials Review Committee to assist in developing, administering and implementing these rules, procedures and standards. The rules shall be adopted after providing notice and opportunity to be heard to interested persons. The Hazardous Materials Review Committee shall obtain public comment and recommend adoption of any rule to the City Council. In developing and implementing the rules, procedures and standards the following provisions shall apply:

(a) The rules may be approved and become effective in more than one phase. The first phase shall include, at a minimum, the administrative procedures, a list of regulated and exempt materials, minimum regulatory thresholds, and conditions or containment standards for commonly used regulated materials. Objective standards for more complex situations or exotic materials, may be

established in one or more subsequent phases of rule-making and adoption.

(b) Except as provided in paragraph (c), below, administrative rules developed pursuant to this subsection shall be adopted by the City Council.

(c) Provision shall be made in the administrative rules for periodic and technical update of standards without the need for further City Council action. An interested party may appeal such rule changes or amendments to the City Council.

(Added by Ord. No. 4564/6-97.)

c. Requirements for Establishing the Hazardous Materials Permit Process.

The administrative rules and procedures allowed in subsection 3.b. shall generally follow the following guidelines:

(1) The administrative rules shall allow for a two level hazardous materials screening and permitting process:

(a) A Type I ministerial review to determine whether a Hazardous Materials Permit is required; and if required, whether certain predetermined conditions of approval customarily applied to the regulated materials in question is acceptable to the applicant without the need for a full Hazardous Materials Containment and Mitigation Review. The Type I, "Hazardous Materials Screening" process shall be based on clear and objective technical standards developed by the Hazardous Materials Review Committee and adopted by City Council. The "Hazardous Materials Screening" process is applicable where:

1) The Planning Director, or designee, can ministerially determine that a given use, project or establishment is exempt from the requirement for a Hazardous Materials Permit because it does not, nor does the applicant propose in the future to, use hazardous materials, substance or agents above

the minimum regulatory threshold established in administrative rules; or

2) The Planning Director, or designee, can ministerially determine that a given use, project or establishment requires a Hazardous Materials Permit, but need not apply for a Hazardous Materials Containment and Mitigation Review because clear and objective conditions of approval have been established by administrative rules for the particular regulated material and use; or

3) The Planning Director, or designee, can ministerially determine that a given use, project or establishment is prohibited because the applicant proposes to (1) use regulated materials in hazardous combinations, or (2) use specific regulated materials that have been prohibited from use within densely populated areas such as, but not limited to, Station Communities. In this case the application for exemption shall be denied.

However, upon filing of an appropriate application and payment of the appropriate fee, an applicant may appeal the decision to the Hazardous Materials Review Committee for a Hazardous Materials Containment and Mitigation Review.

(b) A Type II administrative process for a "Hazardous Materials Containment and Mitigation Review" and determination by the Hazardous Materials Review Committee on whether to approve a Hazardous Materials Permit. A Review under these procedures shall be required

when:

1) The applicant proposes to use regulated materials in such quantities or in such combinations that the established minimum threshold(s) for regulation is, or may be, exceeded but pre-approved conditions of approval have not been established; or

2) The applicant has appealed a ministerial decision made during the Hazardous Materials Screening process based on one or more of the following grounds:

(i) The applicant objects to employment of the pre-approved conditions of approval and proposes to apply available alternative measures based on substantial evidence that clearly and objectively demonstrates that alternative control technologies and/or mitigating measures are available for approval and will meet the criteria for approval set forth in subsection 3. b.(3) shall be met; or

(ii) The applicant contends that the ministerial process misapplied the relevant criteria or conditions of approval, or alleges the decision includes conditions not supported by substantial evidence in the record; or

3) The applicant has appealed the denial of an exemption or prohibited use determination under the Hazardous Materials Screening process.

(c) If an applicant appeals the ministerial decision made during the Hazardous Materials Screening process, any such appeal shall be filed within seven (7) days of the date the Notice of Decision was mailed. If no appeal is filed within seven days, the Planning Director's decision on the Screening shall become final on the eighth day after the Notice of Decision was mailed. (Added by Ord. No. 4930/7-00.)

(2) An application for Hazardous Materials Screening, together with the appropriate fee, shall be filed requesting an exemption from the need for a Hazardous Materials Permit. An application may be made simultaneous with most required land use actions (e.g., the first two stages of the Concept/Detailed Development Plan process, Design Review, Conditional Use Permit, etc.), but shall be accomplished in advance of applying for Final Development Plan approval or any Building or Engineering Permit where a land use action is not required. Where an application is initiated concurrently with a land use action, each application process shall be considered separately with the outcome, or appeal, of one having no bearing on the process, timing or decision of the other.

(3) The applicant for Hazardous Materials Screening shall provide the following information:

(a) An inventory of regulated materials to be used on the applicant's premises;

(b) An estimate of the maximum quantity of such regulated materials to be used on the premises at any given time;

(c) A statement of how and in what manner the regulated materials are to be used; and

(d) A statement describing the specific methods and technology to be employed to ensure the safe use and containment of the regulated materials.

(4) Upon receipt of the application for Hazardous Materials Screening, together with the required fee, the Planning Director, or designee, shall review the application for completeness and compliance with subsection (3) above, and shall advise the applicant regarding submittal of any additional materials necessary to comply with subsection (3). If the Planning Director determines that additional material must be submitted, the applicant may submit such material within 180 days of receipt of the original application. If the Planning Director, or designee, determines the submittal to be complete, the Planning Director, or designee, shall review the Hazardous Materials Screening submittal and issue a determination within ten (10) business days. (Amended by Ord. No. 493 0 /7-00.)

(5) If a Hazardous Materials Containment and Mitigation Review is required, the applicant shall file an application for a Review and pay a deposit sufficient to offset the actual cost including any consultant's report (s) ordered by the Hazardous Materials Review Committee. The amount of the deposit shall be based on a schedule that takes into account the size, scope and nature of the project, as well as the number, type and amount(s) of regulated materials in question. The City shall keep an accurate record of the direct, indirect and overhead costs of the Hazardous Materials Containment and Mitigation Review. Any unexpended portion of the deposit shall be refunded to the applicant. Any additional cost in excess of the deposit shall be due to the City upon completion of the Committee's final report and paid before its release. Upon receipt of the application for Hazardous Materials Containment and Mitigation Review, together with the required fee, the Hazardous Materials Review Committee shall review the application for completeness and compliance with subsection (3) above, and shall advise

the applicant regarding submittal of any additional materials necessary to comply with subsection (8). If the Committee determines that additional material must be submitted, the applicant may submit such material within 180 days of receipt of the original application. (Amended by Ord. No. 4930/7-00.)

(6) Except as otherwise herein provided, the application for a Hazardous Materials Permit shall be reviewed and a decision rendered by the Hazardous Materials Review Committee. The Committee shall be comprised of the following individuals or their designees:

- (a) The Fire Marshal;
- (b) The Building Code Official;
- (c) The Public Works Director;
- (d) The Planning Director; and
- (e) A Hillsboro resident appointed by the City Manager based on the individual's technical knowledge and professional interest in one or more aspect of the subject.

The City's Technical and Legal Consultants on Hazardous Materials matters, and the City Attorney may serve from time-to-time as non-voting ex-officio members of the Committee on an as needed basis. The City Manager may also assign staff resources for coordination and operation of Committee which are funded by a portion of the fees from the Hazardous Materials Screening and Hazardous Materials Containment and Mitigation Review processes.

(7) The Hazardous Materials Containment and Mitigation Review shall determine if the proposed use, project or establishment meets, or can be modified or mitigated to meet, the criteria set forth in subsection 3. b. paragraph (3), above.

(8) At the direction of the Committee, the applicant shall supplement the information required for the Hazardous Materials Screening process by providing:

- (a) Any applicable statement, standards or specifications describing the industry standards for the safe use and containment of the regulated material in question. Industry standards as used here include applicable governmental regulations as well as standards

developed by industry trade, technical, and scientific societies, associations, groups and institutes.

(b) A statement from the applicant demonstrating how the applicant's specific methods and technology to be employed for the safe use and containment of the regulated materials fits with or deviates from the industry standards.

(c) Additional technical, engineering and/or scientific information necessary to the Committee's decision.

(d) If the proposed project has already entered the design phase or if it is a replication of an existing development using the same or substantially similar technology as being proposed, the Committee may request detailed drawings and specifications that show proposed plans and measures designed to ensure that the proposed use, project or establishment will achieve the criteria and meet all pertinent aspects of the Structural Specialty Code, the Uniform Fire Code, the City of Hillsboro Fire Code Ordinance, and any other pertinent City Ordinance related to the permitting, siting and/or regulation of such uses, projects or establishments; and

An application may be denied if the Committee finds that the information, data, plans or drawings required in the decision-making process are inadequate, incomplete or have not been provided in a timely fashion.

(9) The Hazardous Materials Containment and Mitigation Review process shall include a specific notice to potentially affected property owners within an appropriate distance of the applicant's site to achieve the intent of the Community Right-To-Know Act and any applicable state law or administrative rule. Alternatively, if allowed by state law or administrative rule, the notice may be published in the Newspaper of Record at least fourteen (14) days prior to the hearing.

(10) A public hearing on the Hazardous Materials Containment and Mitigation application shall be held within thirty (30) days after the information required in subparagraph 3.c.(8) is submitted and deemed complete, but not less than fourteen (14) days after notice has been issued. The hearing shall be open to



the public and shall be conducted on the record of material and testimony submitted by the applicant, any consultant's report requested by the Committee, and any other testimony received at the hearing. At the discretion of the Committee, the hearing may be continued, but in no case may the hearing be continue beyond fifty (50) days after the initial filing has been deemed complete unless the applicant voluntarily waives state statutory rights to a final decision within a particular period of time. A decision shall be rendered by the Committee not more than 10 business days after the last evidentiary session.

(11) Pursuant to the Hazardous Materials Containment and Mitigation Review, the Committee may find that the use, project or establishment includes or proposes to include use of regulated materials, that:

(a) Are, in fact, below the established minimum thresholds of concern and require no other regulatory action;

(b) Are deemed too dangerous, either alone or in combination with other materials either proposed for use by the applicant or preexisting in the proximate area, to allow the proposed use in a densely populated area, such as a Station Community, thereby requiring denial of a Hazardous Materials Permit;

(c) Are above the established minimum threshold(s) or in combinations so as to be of concern, and are proposed for use in such manner that the best available technology and/or mitigation measures for that particular application has not been clearly demonstrated to be capable of meeting the criteria for approval, thereby requiring denial of a Hazardous Materials Permit; or

(d) Are above the established minimum threshold(s) or contained in combinations so as to be of concern, but may be granted a Hazardous Materials Permit subject to certain conditions.

Such conditions of approval may include, but are not limited to, restrictions on the quantity of regulated materials allowed to be on site; prohibitions against certain combinations of regulated materials being on site or within certain proximity of each other; special conditions for storage; the application of best technology; additional buffering or

containment controls; provisions for regular and/or spot compliance inspections, reporting and inventory requirements, and/or periodic updating of emergency response plans; notice to the Fire Department when materials are brought on site; or other mitigation measures as determined by the Committee to be appropriate to the specific application and circumstances such that upon implementing and maintaining the conditions of approval the risk that a proposed use, project or establishment will be a danger to public health or safety is significantly reduced and the criteria cited in subsection 3.b. paragraph (3) are met.

(12) If the Committee finds the applicant fails to meet the criteria in subparagraph 3.b.(3) and denies issuance of a Hazardous Materials Permit, the denial shall not have bearing on other aspects of the use, project or establishment or on the use of other regulated materials for which a Permit has or may be issued; nor shall denial of the Hazardous Materials Permit preclude approval of any land use action, Building or Engineering Permit.

(13) If the Committee denies the application for a Hazardous Materials Permit, the applicant may, upon proper application and payment of the appropriate fee, appeal to the Hillsboro Planning and Zoning Hearings Board. Any such appeal shall be filed within seven (7) days of the date the Notice of Decision was mailed. If no appeal is filed within ten days, the City's decision on the permit shall become final on the eighth day after the Notice of Decision was mailed. A hearing before the Board shall be based on the record compiled during the Hazardous Materials Containment and Mitigation Review. Notice of Appeal shall be provided to all participants in the Hazardous Materials Containment and Mitigation Review process. The criteria for decisions by the Board shall be those listed in subparagraph 3.b.(3) of this subsection. Unless waived by the applicant, any decision of the Board shall be rendered within 120 days of the date when the original application was deemed complete. Notwithstanding any other provision of the Zoning Code, the decision of the Board is final. (Amended by Ord. No. 4930/7-00.)

(14) Because the above procedure is not necessarily a full engineering and Structural or Fire Code review of the construction plans and specifications, participation in this process does not preclude further investigation, analysis and requirements at the Building Permit stage of development. However, an applicant may submit the materials and information developed for the Hazardous Materials Screening or Containment and

Mitigation Review towards satisfaction of those requirements.

(15) If the Committee finds the applicant fails to meet the criteria in subparagraph 3.b.(3) and denies issuance of a Hazardous Materials Permit, but the applicant changes the process, procedures or use of the regulated material in question and prepares detailed plans and specifications clearly demonstrating that the approval criteria can be met, the applicant may, upon proper application and payment of appropriate fees, file for reconsideration by the Committee.

(16) Except as provided herein, any affidavit, exemption certificate or Hazardous Materials Permit presented to the City pursuant to the requirements of subparagraph 3.b.(4), above, shall apply only to the specific use, project or establishment in question, shall remain valid throughout the permit period and shall be transferable to subsequent owners of the facility. However, if any variable important to the decision making process is altered or if there is a change of occupancy type, a change in process, a change in the type, quantity or combination of regulated materials used at the site, or any other consequential change that would materially affect the determination as to whether the use, project or establishment is permitted, the affidavit, exemption certificate or Hazardous Materials Permit shall be deemed null and void and a new application required. If not deemed exempt or granted a new Hazardous Materials Permit within 60 days of such change, such operations at the establishment shall be prohibited and shall cease. A continuing violation of prohibited operations shall be a violation for each such day of operation, shall be subject to the maximum fine as provided in the Hillsboro Municipal Code for each violation, and may be subject to other legal action.

(Added by Ord. No. 4564/6-97.)

d. Requirements for Establishing the Hazardous Materials Permit Standards.

(1) The Hazardous Materials Review Committee shall hold public hearings and accept testimony in order to develop administrative rules to accomplish the purpose and requirements of this subsection. In establishing the rules, the Committee may also incorporate by reference, in whole or in part any rules, regulations, standards, guidelines and model regulations adopted or developed by Federal, state or local governments, public agencies, public interest groups or industry trade associations which the Committee deems germane and of value to the City.

(2) In developing and implementing the Hazardous Materials Permit process, the administrative rules may be approved and become effective in more than one phase. The first phase shall, at a minimum, establish:

(a) An "Exemption List" of regulated materials that are required to be periodically reported to the City, but that are exempt from the need for a Hazardous Materials Permit;

(b) A "Regulated Materials List" of hazardous materials, substances and agents that may require a Hazardous Materials Permit;

(c) A "Prohibited Materials List" of regulated materials that, by their nature and action, are deemed to be too potentially dangerous to the public health and safety, regardless of concentration or amount, to be allowed within densely populated areas such as, but not limited to, Station Communities;

(d) A procedure for updating the lists.

(3) The Committee shall then develop and recommend for City Council consideration and adoption objective standards for each listed regulated material which may require a Hazardous Materials Permit in order to establish:

(a) The minimum threshold level of concern (concentration, volume, weight, etc.) that will trigger a Hazardous Materials Permit process;

(b) Impermissible combinations of selected regulated materials that may, due to chemical or synergistic reaction, trigger hazardous conditions beyond those caused absent the possibility of such combination or reaction;

(c) A standard set of conditions of approval (control technology, mitigating measures, etc.) to be applied where a given regulated material is beyond the minimum threshold of concern but where, if such conditions of approval are implemented and maintained, the regulated materials may be permitted;

(d) Minimum periodic reporting standards and procedures; and

(e) Other objective standards deemed necessary to help preserve the health and safety of those within the area of concern.

(4) Whether or not a Hazardous Materials Permit is required under this subsection, if a use, project or establishment contains regulated materials, it shall also comply with the requirements of the Department of Environmental Quality concerning these matters. Unless specifically preempted by state or federal law in these matters, if there is a conflict between state or federal regulations and this subsection, the provisions of this subsection shall supersede and prevail.

(5) If a use, project or establishment contains or plans to contain or allow regulated materials, and if the Building, Fire or other pertinent Code, ordinance or policies requires building property line setbacks or clearances between adjacent buildings for safety or public health purposes such that the required density or floor area ratio of the applicable SCPA District cannot be met, the use shall be prohibited unless the applicant agrees to and demonstrates the capability to accept land use conditions that transfer the lost density to another portion of the same property owned or controlled by the applicant and within the same SCPA District. Notwithstanding the provision of Section 136.X.B.5.c, where such a density transfer is allowed and the overall density of the District achieved, the combined area of industrial uses within the campus of a major institution may, in this limited instance, exceed the allowed thirty percent (30%) cap to the minimum extent necessary to achieve the public health and safety requirements.

(Added by Ord. No. 4564/6-97.)

#### 4. Compatible Accessory Industrial Uses Within SCRP Districts.

Notwithstanding Sections 136.III.xx and 141.III.A.1, in the SCRP District a compatible industrial use proposed to occupy land which, when added to the total land already being used for industrial uses under the major institutions' Concept Development Plan, would exceed the maximum allowed thirty percent (30%) area, may be granted a one-time Conditional Use Permit to allow siting of the proposed use upon demonstration that:

- a) the opportunity to site the compatible industrial use within the City would otherwise be lost and it is in the community's interest to have the proposed establishment within the City; and
- b) a site within or adjacent to the land occupied by industry is available within the campus in a location consistent with the Concept Development Plan and compatible with adjacent land uses within and without the District; and
- c) a Conditional Use exception has not been previously approved for a similar situation posed by the major institution; and
- d) the resulting combined area for all industrial use does not exceed forty percent (40%) of the net developable area of the campus.

(Added by Ord. No. 4545/4-97.)

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Section 136: STATION COMMUNITY PLANNING AREAS

VII. DEVELOPMENT REVIEW AND RELATED CITY DEVELOPMENT CODE

A. Development Review Provisions Applicable to all Development  
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1. Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, duplex and ancillary dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts. All development within the SCR-OTC and SCR-DNC Districts is subject to Development Review. Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties.

2. Plans, reports and materials submitted by an applicant for any development project in a SCPA as a part of Development Review shall specify whether any streets, alleys, open spaces, greenways, parks and other common areas are to be dedicated to the City or retained in private ownership. Where such areas are to remain privately owned, the applicant shall provide direct internal pedestrian connections to light rail transit stations, transit stops, commercial and residential areas, parks and other public facilities; and shall either provide easements for public use of all such internal pedestrian connections, or perimeter public sidewalks to allow reasonably direct pedestrian access from one side of the development to the other in order to access public areas and transit facilities in the vicinity.

3. The City shall require that the developer provide for and establish one or more property owner associations, or similar mechanism acceptable to the City Attorney, for the ownership and maintenance of any common open space, private streets or alleys, or other appropriate lands and improvements which are of a public nature and are not dedicated to and accepted by the City.

Further, the City shall require any such association be incorporated, or otherwise legally organized such that the association is legally capable of, and shall adopt and file by-laws, restrictive covenants, and/or other binding

(SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR-P)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station  
 Community  
 Residential  
 District  
 Table 3:  
 Station  
 Community  
 Industrial and  
 Institutional  
 Districts

agreements that provide an enforceable mechanism to raise the revenue required to maintain such property, and which include provisions that prohibit the association from disposing of or abandoning any common open space, private street or alley without the permission of the City, in which case the association shall first offer to dedicate the property to the City and shall provide for its long-term maintenance in a manner satisfactory to the City. Nothing in this provision shall obligate or be construed to imply any obligation by the City to accept any street, alley, park, greenway, open space, or other common lot, parcel or tract of land or improvement proposed to be dedicated by an applicant, owner or developer of a project, or by any owner's association.

4. Nothing in Sections 136 through 142 is intended to prevent the sale of all or a portion of a phased development project of any type to another party. In that event, the parties shall enter into binding legal agreements, to be submitted to Washington County for recording, that assure that the new owner recognizes that the development densities and other material characteristics of any approved project, project phase, or covenants executed pursuant to Sections 137.V.B.5. and 137.VI.B.4. which transfer density requirements from one phase of the project to another phase shall run with the land and shall continue to be requirements of the purchaser.

5. Applications for Development Review approval for projects within a Station Community Planning Area shall include preliminary plans and drawings, and other pertinent materials and reports illustrating and documenting the following:

- a. Site plans, housing types, proposed commercial and industrial uses, elevation sketches, exterior building material/color boards and floor plans for all typical multi-family and attached single family dwellings, mixed use and non-residential buildings within the project;
- b. Residential and non-residential densities;
- c. Usable open space, landscaping, and natural resource and tree preservation plan;

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
- VIII. Calculations
- IX. Conflicts
- X. Variances

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Section 137:  
Development Regulations  
For Station Community Planning Areas

Section 137.I-II

- I. Scope
- II. Development Criteria
  - Table 1.a:  
Station Community Commercial-Central Business District (SCC-CBD)
  - Table 1.b:  
Station Community Commercial-Highway Oriented District (SCC-HOD)
  - Table 1.c:  
Station Community Commercial-Station Commercial (SCC-SC)
  - Table 1.d:  
Station Community Commercial-

d. Planned streets and alleys, public rights-of-way, pedestrian and bicycle system plan, and off- and on-street parking;

e. Stormwater management and grading plans, underground utility service plan and easement dedications, including infrastructure location, sizing, and system connections;

f. A traffic analysis documenting the on- and off-site traffic impacts, mitigation and safety improvement requirements of the project; and

g. A phasing plan, where appropriate, for all aspects of the project.

Applications for Development Review approval for projects within a Station Community Planning Area shall include the application fees specified in Zoning Ordinance Section 129 Application Fees. However, Development Review applications for single family, duplex, and ancillary dwellings, and accessory structures, in the SCR-DNC and SCR-OTC districts shall be subject to application fees equaling fifty percent (50%) of the fees listed in Section 129. (Added by Ord. No. 4930/7-00.)

**B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District**

1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA District so larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

a. Promote flexibility in design and permit diversification in location of structures and



Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community

infrastructure improvements consistent with the intent of the applicable SCPA district;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

f. Provide greater compatibility with surrounding land uses than may occur with a conventional project; and

g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

## 2. General provisions.

a. Development Review shall be accomplished through the Concept Development process as provided in this subsection if:

1) the project or development is within the SCR-V District;

2) The project is a non-

Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV  
III. Minimum Lot Size  
IV. Minimum Lot Width and  
Depth

Section 137.V-VII  
V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential  
Density Objectives  
VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys  
IX. Vision Clearance  
X. Minimum and Maximum  
Building Height Requirements  
XI. Minimum and Maximum  
Off-Street Parking  
Requirements

Table 2:  
Maximum  
Non-  
Residential  
Parking  
Standards in  
Station  
Community  
Districts  
Table 3:  
Residential  
Parking  
Standards in  
Station  
Community  
Districts

XII. Minimum Usable Open  
Space Requirements  
XIII. Minimum Landscaping,  
Natural Resource and Mature  
Tree Preservation  
XIV. Mixed Use Buildings and  
Mid-Rise Apartments  
XV. Sidewalks  
XVI. Street and Alley  
Standards

residential phased  
development over thirty (30)  
acres within any Station  
Community Planning Area;  
or

3) The applicant:

i. Proposes to  
construct a  
commercial or  
industrial  
development  
project of any  
size over time  
and in more  
than one phase  
(a "phased  
project");

ii. Proposes to  
develop land  
for the creation  
or expansion of  
a campus  
development;  
or

iii. Proposes to  
develop or  
expand a major  
institution or  
major  
institutional  
use.

If any of the above apply, the  
applicant shall file an  
application for Concept  
Development Plan approval  
for the entire area identified  
for development. The Plan  
shall encompass the entire  
parcel or contiguous parcel(s)  
proposed or available for  
current or ultimate  
development by the applicant

Table 137.4  
Level of  
Service  
Standards  
Within  
Station  
Communities

XVII. Lot Access

- Figure 1 - Downtown SCPA Sidewalk Requirements
- Figure 2 - Fair Complex Sidewalk Standards
- Figure 3 - Orenco SCPA Sidewalk Standards
- Figure 4 - Quatama/185 th Sidewalk Standards
- Figure 5 - Approved Downtown Alley Improvements

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- Section 138.I-III
- I. Scope
- II. Purpose
- III. Process
- IV. Improvements Between Streets and Buildings
- V. Building Entries and Orientation
- VI. Ground Floor Windows and Building Facades
- VII. Building Step-Back Requirements
- VIII. Location and Design of Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage and Signs
- XI. Alleys
- XII. Streetscape and Site Design Standards and Guideline
- XIII. Standards for Protection within Historic and Cultural Conservation Districts

or any entities that are controlled, in whole or part, by the applicant or by a parent or affiliate entity of the applicant; including, but not limited to, partnerships, corporations of all types, foundations and other forms of business organization that includes the applicant, its parent or affiliates, or if the applicant is a representative or agent of the owner or purchaser of the parcel(s) of interest, the owner or purchaser.

b. An applicant for a single phase commercial, industrial or institutional project of any size, excluding those listed in paragraph 2.a.(3), above, may:

- i. Chose to take advantage of the Concept Development Plan procedure in order to ensure an efficient processing of the application, or
- ii. File applications for Detailed Development Plan and Final Development Plan review as provided in this subsection.

c. Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.

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Station Community  
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- Figure 1 : Street Tree Plan (1908 Platted Townsite Area)
- Figure 2 : Plant List
- Figure 3 : Pedestrian Circulation Plan
- Figure 4 : Orenco Townsite Plat: 1908, 1911
- Figure 5.1 : Station Community Street Types
- Figure 5.2 : Street Network
- Figure 5.3 : On Street Parking
- Figure 5.4 : Street Standard

d. Where an application for Development Review is for a project within a PUD approved prior to August 6, 1996 , and the PUD has not been deemed to be an approved Concept Development Plan, the applicant has the option and is encouraged to convert the PUD into a Concept Development Plan as described in this subsection. If the PUD is consistent with the development regulations and design standards of Sections 137 through 142 and is consistent with the provisions of Section 136, the conversion shall be accomplished through an administrative process under the provisions for processing a Limited Land Use Action.

Where a PUD approved prior to August 6, 1996 has been deemed an approved Concept Development Plan, all further development of the PUD shall, at the option of the applicant, then proceed in phases under the Development Review process provided in paragraph 10 of this section or under the Detailed and Final Development Plan process provided below.

Where a previously approved PUD is not deemed by this Ordinance as an approved Concept Development Plan, and where amendments are required in the existing PUD to bring the plan into conformance with the provisions of Sections 136 through 142, or in either case where changes in the Conditions of Approval of the existing PUD are requested, the applicant may apply for a PUD amendment that shall result in a Concept Development Plan that may then be processed in phases under the Detailed and Final Development Process provided below.

Information previously provided as part of the PUD approval shall be acceptable for either conversion option, but may require supplementing to make the submittal

- Type "A"
- Figure 5.5 : Street Standard
- Type "B"
- Figure 5.6 : Street Standard
- Type "C"
- Figure 5.7 : Street Standard
- Type "D"
- Figure 5.8 : Street Standard
- Type "E"

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Quatama Station  
Community Planning  
Area  
Supplemental  
Development and Design  
Standards

- Section 141.I-III
- I. Scope
- II. Purpose
- III. Modifications to Section  
136 Station Community  
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Farm/Fair Complex  
Station Community  
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Supplemental Standards

- Section 142.I-III
- I. Scope
- II. Purpose
- III. Modifications To Section  
136 Station Community  
Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

consistent with the requirements of a  
Concept Development Plan.

e. Except as provided in paragraph (f),  
below, an applicant for Concept  
Development Plan approval may propose  
one or more alternative development or  
design elements for all and/or specific areas  
within the plan boundaries which supersede  
corresponding development regulations or  
design standards set forth in Sections 137  
through 142. Such alternative elements  
shall be clearly and specifically identified  
within the plan submittals, and shall include  
an explanation and/or drawings justifying  
and substantiating the need for a variance  
from the standards of Sections 137 through  
142.

f. Notwithstanding paragraph (e), above, no  
alternative development or design element  
shall be allowed to replace the development  
regulations and design standards of  
Sections 137 through 142 that would  
propose to vary or make an exception from:

- (1) The minimum floor area  
ratio;
- (2) The minimum or  
maximum residential density;
- (3) The minimum usable  
open space;
- (4) The street and alley  
performance standards  
contained in Section 137.  
XVI;
- (5) Any provision that would  
eliminate or effectively  
eliminate the required mix of  
residential, commercial and  
employment uses within the  
SCR-V District;

(6) To allow surface parking or loading areas between a major pedestrian route and an adjacent building, except as specifically provided in Sections 137 through 142;

(7) To allow off-street surface parking lots, or commercial service or loading areas outside the public right-of-way to be located or temporarily located or expanded adjacent to, cater-cornered or across the street from a light rail station site;

(8) The requirement for pedestrian-related office, service or retail uses on the ground floor of parking structures;

(9) The minimum access requirements;

(10) The requirements of Section 138.XII.C., Streetscape Design Standards; and

(11) To allow accessory industrial development to exceed a combined thirty percent (30%) of the net developable area of the campus of a major institution in a SCRP District.

g. The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district.

h. Subsequent to Concept Development Plan approval, an applicant may request additional Variances under the provisions of Section 136.X., Variances, except that the provisions of subparagraph (f) of this section shall apply; and no Variance to any condition of approval imposed by the Planning Commission shall be allowed except by action of the Planning Commission.

(Amended by Ord. No. 4545/4-97.)

3. Concept Development Plan Review Procedures

a. Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.  
(Amended by Ord. No. 4725/10-98.)

b. Concept Development Plan Submittal: Existing Conditions.

A Concept Development Plan shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments.

The Concept Development Plan shall be drawn at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets, provided a single sheet depicting the entire plan area at greater scale is included with the submittal.

(1) Proposed name of the development, and the names and addresses of the property owner(s), any contract or earnest money purchaser(s), the authorized agent and the applicant's professional consultants.

(2) Date, north point and scale of drawing.

(3) Appropriate identification of the drawing as a Concept Development Plan.

(4) A vicinity map showing the location of the planned development sufficient to define its location and boundaries and Washington County Tax Assessor's map numbers of the tract boundaries. The vicinity map shall clearly identify the nearest cross streets.

(5) An aerial photograph of the proposed site and properties within 250 feet of the site.

(6) The size, dimensions, and zoning, including dimensions and gross area of each lot or parcel tax lot and Tax Assessor's map designations for the proposed site and properties within 100 feet of the site.

(7) The location, dimensions and names, as appropriate, of existing and platted streets and alleys on and within 250 feet of the perimeter of the property, together with the location and dimensions of existing and planned easements, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian or bicycle ways, transit streets and facilities, neighborhood activity centers, and the



location of other important features such as section lines, section corners, City boundary lines and monuments.

(8) Contour lines related to some established bench mark or other datum approved by the City Engineer and having minimum intervals as follows:

(a) For slopes of less than ten percent (10%), two feet (2').

(b) For slopes of ten percent (10%) to twenty percent (20%), five feet (5'). For slopes of over 20 percent, 10 feet.

(c) For slopes of over twenty percent (20%), ten feet (10').

(d) Where lots are to be created on slopes in excess of twenty-five percent (25%), cross sections of those lots shall be provided.

(9) The location of natural resource areas on and within 100 feet of the site, including fish and wildlife habitat, natural areas, wooded areas, areas of significant trees or vegetation, wetlands and other water resources, and significant features such as large rock outcroppings and scenic views.

(10) The location of inventoried historic and cultural resources on and within 100 feet of the boundaries of the site.

(11) The location, dimensions and setback distances of all existing permanent structures, improvements and utilities on and within twenty-five feet (25') of the site, and the current or proposed uses of the structures.

4. Concept Development Plan Submittal: Development Information . The following information also shall be shown on the Concept Development Plan at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets provided a single sheet depicting the entire plan area at greater scale is included with the submittal:

- a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during Detailed Development Plan review.
- b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian accessways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or un-partitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle accessways and utilities within 250 feet may be extended to and/or through the proposed development.
- c. The approximate projected location, acreage, type and density of the proposed development.

For all projects within a SCR-V District and for residential projects within the SCR-P District, this information shall be provided so as to identify these factors for all residential and non-residential development, by type. For purposes of residential phases of development, the applicant shall identify for each phase (1) the minimum and maximum number of housing units to be provided, by housing type; (2) the overall minimum number of

housing units to be provided; and (3) the minimum and maximum lot sizes by housing type.

d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. At the option of the applicant, this requirement may be delayed by the applicant until submittal of the Detailed Development Plan, but in that case the Planning Commission shall give public notice of and hold a hearing on this aspect of the development proposal.

e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

f. Applicants seeking to initiate, develop or expand a campus development or major institution where an approved Concept Development Plan or Planned Unit Development did not previously exist, may differentiate between development phases with definite construction plans and future phases for which plans are less definitive. If the applicant makes such a differentiation, lands with less definition ("inactive") shall not be included within the

Concept Development Plan except to size and locate internal streets and infrastructure, and to estimate maximum traffic impacts on the local road system. For these purposes, the applicant shall assume that future development on the inactive lands will contain at least 45 employees per acre plus typical visitor/customer/student use for the anticipated land use, or the maximum development intensity documented by industry experience for the use or uses intended for the campus or institution, whichever is greater.

Prior to development on the inactive lands, approval of an amended Concept Development Plan under then current regulations shall be required in order to activate the land for inclusion in future phases. In the amended Concept Development Plan, any improvements or development previously constructed within the development shall be treated as an existing condition, and any impacts associated with the newly activated phases shall be attributed to the development as a whole. (Added by Ord. No. 4545/4-97.)

5. Concept Development Plan: Narrative Statement. A Concept Development Plan shall include a narrative statement addressing the following:

a. A description, approximate location and timing of each proposed phase of development. Unless otherwise authorized by the Planning Commission, a phased development may not exceed five (5) years between commencement of development on the first and final phases. If this time expires before completion of the project, the project is subject to reauthorization under the procedures then in place for similar development projects within SCPAs. However:

1) provided at least one phase of the approved Concept Development Plan

proceeds into final construction and is completed at least every eighteen (18) months, the expiration date shall automatically be extended for another eighteen (18) months.

2) an approved Concept Development Plan shall vest for a period of two (2) years even if no activity takes place to move a project forward to the Detailed Development Plan stage. The vesting period for an approved Concept Development Plan of a Major Institution shall be five (5) years. Upon approval of the Planning Director, and payment of the appropriate fees, the vesting period may be extended one time for a period not to exceed one (1) year. Notwithstanding this vesting provision, any traffic analysis done as a part of the original Concept Development Plan approval process does not vest and a new or revised Traffic Impact Report shall be required during Detailed Concept Plan review if the Planning Director or the City Engineer finds that traffic or the transportation system characteristics in the vicinity of the project have changed during the interim.

(Amended by Ord. No 4545/4-97.)

b. An explanation of how the proposed development is consistent with the purposes of this Section and the intent of the appropriate SCPA district.

c. A summary statement describing the anticipated traffic impacts of the proposed development.

1) The summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips and the maximum parking demand associated with buildout of the entire development.

2) In addition to this basic information, an applicant either shall:

a) include a copy of the full traffic impact report specified in Section 137.XVI.B.2 for the full development of all phases of the Concept Development Plan; or

b) with the City Engineer's concurrence, request the full analysis called for in Section 137.XVI.B.2 be limited to the specific phases under review. The Planning Commission

may approve  
this request  
upon a  
determination  
that detailed  
traffic analysis  
for the  
remaining  
phases is not  
necessary to  
properly  
evaluate the  
Concept  
Development  
Plan.

3) If an applicant chooses to  
pursue option 2(a), the  
applicant may choose among  
three options for  
implementing required traffic  
capacity and safety  
improvements:

a) The Concept  
Development  
Plan may  
include a  
phasing plan  
for the  
proposed  
interior  
circulation  
system and for  
all on-site and  
off-site traffic  
capacity and  
safety  
improvements  
required on the  
existing street  
system as a  
result of fully  
implementing  
the plan. If  
this option is  
selected, the

traffic phasing plan shall be binding on the applicant. This option may be executed at any time after approval of the Concept Development Plan, but if exercised or executed more than eighteen (18) months following initial approval, another traffic impact report shall be required.

b) The applicant may choose to immediately implement all required traffic safety and capacity improvements associated with the fully executed Concept Development Plan. If this option is selected, no further traffic improvements will be required from the applicant. However, if a



Concept  
Development  
Plan is later  
amended in a  
manner so as to  
cause the  
projected  
average daily  
trips or the  
total parking  
demand of the  
development to  
increase over  
original  
projections, an  
additional  
traffic impact  
report shall be  
required to be  
submitted  
during the  
Detailed  
Development  
Plan review  
process for all  
future phases  
of the  
development  
project and  
additional  
improvements  
may be  
required.

c) The  
applicant may  
defer  
implementation  
of any and all  
capacity and  
safety  
improvements  
required for  
any phase until  
that phase of  
the  
development

reaches the  
Final  
Development  
Plan stage. If  
this option is  
selected, the  
applicant shall  
submit a  
supplemental  
traffic report  
along with the  
other materials  
required for  
Detailed  
Development  
Plan review of  
that phase.

4) Any traffic impact report done in conjunction with a future development phase is subject to review either through a public hearing or administrative process which includes the opportunity for review by affected agencies and interested parties, and the future development proposal is subject to imposition of appropriate conditions on that phase of the development project to mitigate identified traffic impacts of the proposed development.

(Amended by Ord. No. 4545/4-97.)

d. A statement describing the impacts of the proposed development on natural resources and on any resources contained in the City's Inventory of Cultural Resources, that is within the proposed site.

e. In addition to the submittal requirements of the Narrative Statement listed above, Concept Development Plan submittals by a major institution shall include an analysis

of the institution's impacts and affects upon the surrounding community and neighborhood within one-half mile of the major institution. Where two or more major institutions exist within a single SCPA District or where a major institution is within one-half mile of another major institution, each impact analysis shall identify and analyze the cumulative land use, traffic and circulation, parking, environmental and other impacts on the neighborhood and the community. A marketing organization, land owners' association, or similar organization completely or nearly encompassing a major institutional campus or research park is exempt from filing a Concept Development Plan if it does not own or control real property within the District. However, if such an agent takes on a role analogous to a developer of an industrial or business park with the ability to site establishments within a research park or institutional campus and make other arrangements necessary to the development of property or construction of buildings or tenant improvements, then the City will, like the industrial park developer, require the agent to prepare and gain approval of a comprehensive Concept Development Plan for the entire area under the agent's control. (Added by Ord. No. 4545/4-97.)

#### 6. Concept Development Plan Approval.

- a. Notice of the public hearing on the Concept Development Plan before the Planning Commission shall be made in accordance with the procedures contained in Zoning Ordinance Section 116 (1).
- b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding the following approval criteria are met:

- (1) That the proposed

Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

(2) The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.

e. If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R

provisions in its Concept Development Plan Approval Order. (Added by Ord. No. 4545/4-97.)

f. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses, and

(3) Consistency with the purposes identified in this section.

g. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.

h. If a Concept Development Plan was approved by the Planning Commission

between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application. (Added by Ord. No. 4545/4-97.)

7. Review Standards for Detailed Development Plan Approval .

a. Subject to applicable limited land use requirements for public notice and opportunity to submit testimony, the Planning Director shall review an application for Detailed Development Plan approval in the same manner the Director reviews an application for Development Review under Section 133 of the Zoning Ordinance. Submittal of an application for Detailed Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Development Review application. (Amended by Ord. No. 4725/10-98.)

b. If any provision or element of the Concept Development Plan that requires a public hearing before the Planning Commission was deferred, the Planning Director shall refer the Detailed Development Plan to the Planning Commission for public hearing and disposition.

c. Where a project submitted for Detailed Development Plan approval also involves the subdivision or partition of land, an applicant shall submit an application for a preliminary subdivision plat approval together with the application for Detailed Development Plan approval. The two applications may be combined for public notice and public hearing purposes.

d. The Planning Director shall approve an application for Detailed Development Plan approval only upon findings that:

(1) The Detailed Development Plan complies with all applicable requirements of Sections 136 through 142 of this Ordinance and other applicable provisions, including the provisions of applicable overlay zones; and

(2) If a Concept Development Plan has been approved, the Detailed Development Plan conforms with the Concept Development Plan, including conditions of approval attached thereto.

e. If the Planning Director finds that the Detailed Development Plan does not conform with an approved Concept Development Plan, approval shall be denied unless the Planning Director places conditions on the proposed Detailed Development Plan to achieve conformance with the Concept Development Plan. Minor changes from the Concept Development Plan shall not be deemed inconsistent or nonconforming if the changes meet all of the following criteria:

(1) The proposed change does not relate to any specific condition of approval or requirement placed on the Concept Development Plan by the Planning Commission;

(2) The proposed change is not prohibited by or require a variance from any provision of Sections 136 through 142

of the Zoning Ordinance;

(3) The proposed change does not involve a change in use;

(4) The proposed change involves only a minor or inconsequential shift in elements (buildings, streets, parking lot configuration, landscaping, usable open space, etc.) internal to the development and does not have impacts outside the development (roadway or driveway alignments, utility connections, increased traffic impacts, etc.);

(5) Any proposed change in the timing or phasing of the development does not adversely impact or delay construction of related infrastructure or transportation system elements, or preclude the timely and efficient provision of services to adjacent property, or adversely impact the existing infrastructure or transportation systems in the vicinity;

(6) The change does not increase the average daily auto; trips associated with the approved plan by more than one-hundred (100) trips;

(7) The change does not decrease overall density of the development; and

(8) The proposed change does not increase the overall



residential density of the development by more than five percent (5%).

f. If the Planning Director denies Detailed Development Plan approval or places conditions on the approval which the applicant opposes, the applicant may apply to the Planning Commission for an amendment to the Concept Development Plan under the applicable provisions of Section 136.VII.B.3-6.

(Amended by Ord. No. 4545/4-97.)

8. Detailed Development Plan Submittal: Existing Conditions. The applicant shall submit a Detailed Development Plan to the Planning Director for approval. The Detailed Development Plan shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments to depict existing conditions. An applicant with an approved Concept Development Plan or a converted PUD, shall be deemed in compliance with information required by this subsection and need not re-file the information. However, if the application is based on a PUD approved prior to the effective date of this Ordinance which has not been converted to, or approved by this Ordinance as, a Concept Development Plan and if the information required below was not part of the submittals during the PUD process, the Planning Director or Planning Commission shall require any such supplemental information and any other information necessary to demonstrate compliance with the applicable provisions of Sections 136 through 142 as part of the Development Review submittals:

a. Proposed name of the development, and the names and addresses of the property owner(s), any contract or earnest money purchaser(s), the authorized agent and the applicant's professional consultants.

b. Date, north point and scale of drawing. Minimum scale for all drawings shall be one inch equals one hundred feet (1"=100').

c. A vicinity map showing the location of the development sufficient to define its location and boundaries and Washington County Tax Assessor's map numbers of the tract boundaries. The vicinity shall clearly identify the nearest cross streets.

d. An aerial photograph of the proposed site and properties within 250 feet of the site.

e. The site size, dimensions, and zoning, including dimensions and gross area of each lot or parcel and tax lot and Tax Assessor's map designations for the proposed site and properties within 100 feet of the site.

f. The location, dimensions and names, as appropriate, of existing and platted streets and alleys on and within 250 feet of the perimeter of the property, together with the location and dimensions of existing easements, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian or bicycle ways, transit streets and facilities, neighborhood activity centers, and the location of other important features such as section lines, section corners, City boundary lines and monuments.

g. Contour lines related to some established bench mark or other datum approved by the City Engineer and having minimum intervals as follows:

(1) For slopes of less than ten percent (10%), two feet (2').

(2) For slopes of ten percent (10%) to twenty percent (20%), five feet (5').

(3) For slopes of over twenty percent (20%), ten feet (10').

(4) Where lots are to be created on slopes in excess of twenty-five percent (25%), cross sections of those lots shall be provided.

h. The location of natural resource areas on or within 100 feet of the site, including fish and wildlife habitat, natural areas, wooded areas, areas of significant trees or vegetation, wetlands and other water resources, and significant features such as large rock outcroppings and scenic views.

i. The location of inventoried historic and cultural resources on and within 100 feet of the boundaries of the site.

j. The location, dimensions and setback distances of all existing permanent structures, improvements and utilities on and within twenty-five feet (25') of the site, and the current or proposed uses of the structures.

9. Detailed Development Plan Submittal: Development Information. The following information also shall be shown to scale on the plan.

a. A detailed site development plan showing the location, building envelopes, dimensions, and setback distances of all proposed structures, improvements, utilities and land uses on the site, and the proposed uses and orientation of the structures. The site development plan shall show the building envelopes in relation to existing trees and natural resource areas on and adjacent to the site boundaries and show how the proposed layout of structures is consistent with the preservation of those trees and natural resource areas to the extent practicable. As used in this subsection, "trees" means trees of eight inch (8") caliper or greater measured four feet (4') above ground level.

b. A detailed site circulation plan showing proposed vehicular, bicycle and pedestrian access points and circulation patterns, parking and loading areas for commercial or multi-family uses, and a specific layout of the uses proposed within the development. The site circulation plan shall include the location, arrangement, number and dimension of automobile garages, parking spaces, aisles and bays and, if applicable, truck-loading areas.

c. A traffic analysis documenting the on- and off-site traffic impacts, as specified in Section 137.XVI.C.1. If such an analysis was submitted as part of the Concept Development Plan process, the scope of the report may be limited to any changes which have occurred during the interim and any information listed below which was not a part of the initial study.

The on-site portion of the analysis shall include the location, dimensions and names of all proposed streets, alleys, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian and bicycle ways, transit streets and facilities, neighborhood activity centers, and easements on and within 250 feet of the boundaries of the site. The map shall identify existing subdivisions and development and un-subdivided or un-partitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle accessways and utilities within 250 feet may be extended to and/or through the proposed development.

d. The approximate street location, grades and radii of curves of all proposed streets on the site.

e. The location within the development and in the adjoining streets of existing and proposed sewers, water mains, culverts, drain pipes, underground electric, cable

television and telephone distribution lines, gas lines, and the location of existing aerial electric, telephone and television cable lines, if any, to be relocated within the development.

f. If areas are to be graded, a grading and erosion control plan showing the nature of cuts and fills, information on the character of the soils, and a narrative explaining how the plan is consistent with the protection of trees and natural resource areas on and adjacent to the site to the extent practicable.

g. The location of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural areas or features proposed for preservation. The plan shall identify the location of all areas proposed to be dedicated or otherwise reserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for their recreational and leisure use.

h. A street and exterior lighting plan, drawn to scale, showing type, height, and area of illumination along streets and in multi-family and non-residential areas.

i. The proposed ownership pattern and detailed phasing plans, if applicable.

10. Development Review. Development projects under this process shall also comply with the Development Review requirements set forth in Section 133. An applicant shall demonstrate compliance with those provisions and standards during Detailed Development Plan review. Where a provision of Section 133 conflicts with the provisions, requirements and standards of Sections 137 through 142, the provision, requirement and standard of Sections 137 through 142 shall prevail.

11. Final Development Plan. Within twenty-four months following the approval of a Detailed Development Plan, the applicant shall file with the Planning Director a Final

Development Plan containing in final form the information required in the Detailed Development Plan and construction drawings for the project. The application shall include the detailed and technical information required to demonstrate compliance with City standards and any conditions of Detailed Development Plan approval. The construction drawings shall be the same as proposed to be submitted to the Building Department for Final Plan Check.

Upon the timely filing of a written request by the applicant and payment of the required fee, the Planning Director may, on a one-time basis, extend the period for filing of the Final Development Plan for an additional twelve (12) months. Failure to request an extension within twenty-four (24) months following the approval of a Detailed Development Plan shall result in the expiration of the Detailed Development Plan approval and require a new application. Failure to file final plans and construction drawings within the allowed or extended time period shall also result in the expiration of the Detailed Development Plan approval and require a new application.

Where a project submitted for Final Development Plan approval also involves the subdivision or partition of land, an applicant shall submit an application for a final subdivision plat approval along with the application for Final Development Plan approval. The final subdivision plat approval process shall be combined with the Final Development Plan approval process.

Except where an application involves the final platting of a subdivision, in which case Planning Commission approval is required, review of a Final Development Plan is administrative. The Planning Director shall inspect the Final Development Plan for consistency with this Section, other applicable Sections, and the Detailed Development Plan, including any conditions attached thereto. If the Planning Director finds the Final Development Plan is fully conforming, the Planning Director shall approve the Final Development Plan and issue a Final Notice of Decision.

(Amended by Ord. No. 4545/4-97.)

## 12. Filing and Recording of Final Development Plan.

a. Following approval of the Final Development Plan but prior to its execution, the applicant shall file with the Planning Director the conformed and approved Final Development Plan together with all pertinent documents.

b. Each owner of property approved for a Final Development Plan shall execute a notice prepared by the City which acknowledges the Final Development Plan approved by the City. Such notice shall contain a legal description of the property and reference to the certified copy of the Final Development Plan filed with the Planning Director. The notices and the Final Development Plan shall be submitted to Washington County for recording as necessary.

c. If the Final Development Plan also involves the subdivision or partition of land, the Planning Commission President or the Planning Director, as appropriate, shall be authorized to sign the final subdivision or partition plat.

(Amended by Ord. No. 4545/4-97.)

13. Development Improvement Prohibited Pending Compliance. No Building Permit shall be issued within the project until all provisions of this subsection, including execution, filing and recording of required documents; all requirements of the subdivision ordinance; and all necessary preconditions to development identified in the decision of the Planning Commission have been met. For purposes of this subsection, building permits do not include grading and erosion control permits, or private streets and infrastructure permits.

14. Performance Bond or Security. In approving any development project, the Planning Commission may require adequate financial guarantees of compliance with the Final Development Plan.

15. Expiration of Planned Development. If, within two (2)

years following Final Development Plan approval, substantial construction or development has not occurred in compliance with the approved Final Development Plan and any schedule for phased completion, the authorization shall expire. The Planning Commission may authorize one (1) additional year extension, but only upon determination that substantial construction or development is likely to occur within the time period granted by the extension. No additional extensions may be granted. If no extension is granted, the authorization shall expire.

C. Other Development Code Provisions. (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)



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Areas (SCPA)

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Commercial  
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F. Station  
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Medium  
Density (SCR-

Section 136: STATION COMMUNITY PLANNING AREAS

VIII. CALCULATIONS

A. The product of formulas and calculations used to determine requirements, averages and standards called for in Sections 136 through 142 shall be rounded to the nearest whole number.

B. Where residential uses are part of a mixed use building, project or development, all hallways, common space, mechanical rooms and other elements of the development specifically attributable to the residential aspect of the project shall be included when calculating the percentage of a project devoted to residential use.

C. Unless otherwise provided in this Ordinance, when determining distance from a light rail station site, measurement shall be made from the nearest LRT station platform to the point of interest (building, parking lot, pedestrian space, etc.) to which measurement is being made. Distances shall be measured using a radius method unless and until a convenient, accurate method is adopted by the Planning Commission to accurately measure actual walking distance along existing or planned pedestrian ways from the light rail station site to the point of interest.

D. For purposes of measuring distances from a LRT Station, areas within a given distance radius where pedestrian access between the station and the point of interest is not practicable due to a natural barrier, the area between the barrier and the radius line is excluded from applicable requirements or standards specifically subject to the measurement, as appropriate and consistent with the purposes of Sections 136 through 138.

IX. CONFLICTS

In the event of conflict between the provisions of Sections 136 through 142 of this Ordinance and other provisions of City of Hillsboro Ordinance No. 1945 as amended, Ordinance No. 2808 as amended, or other implementing regulations, the provisions of Sections 136 through 142 of this Ordinance

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
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 Community  
 Residential-  
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 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
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 (SCFI)

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 Community  
 Commercial  
 District  
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 Station

shall supersede and control. Existing developments which do not meet the standards specified for a particular Station Community Planning Area District may continue in existence and be altered, subject to provisions of Section 136.VI.

## X. VARIANCES

### A. Purpose

The development and design standards in Sections 137 through 142 are intended to achieve the purposes of Section 136 and implement the goals and policies of the Comprehensive Plan. Variances to these standards are discouraged. However, some sites may be difficult to develop in compliance with these regulations. In those instances, the Variance process provides relief where the proposed development continues to meet the intended purpose of these regulations.

### B. Standards

1. Variances to the requirements of Sections 137 through 142 need not comply with the criteria in Sections 106 and 107 of this Code, but shall follow the procedure of Sections 108 through 111. Variances to the provisions of Sections 137 through 142 shall be subject to the criteria listed below. The Hearings Board may authorize Variances from the requirements of Sections 137 through 142 and may attach conditions which it finds necessary in order to carry out the purpose and intention of those Code sections.

2. Variance requests by an applicant that has an approved Concept Development Plan as provided in Section 136.VII.B., shall be subject to the provisions of Sections 136.VII.B.2.e. and B.7.b.

3. A Variance may be granted to any development regulation or design standard contained in Sections 137 through 142,

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

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- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Commercial-  
Central  
Business  
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Station  
Community  
Commercial-

excluding those regulations listed in paragraph 4. 5. below, provided the Hearings Board finds that by granting the Variance: (Amended by Ord. No. 4930/7-00.)

- a. The adjustment will equally or better meet the purposes of the Station Community Planning Area and of the regulation to be modified;
- b. The Variance or cumulative Variance adjustments results in a project which is still consistent with the overall purpose and intent of the district; and
- c. The Variance will not result in significant detrimental impacts to the environment or the natural, historic, cultural or scenic resources of the City.

4. The Hearings Board may approve a Variance from the standards listed below if, in addition to the criteria listed in subsection (B) (3), the proposal meets the following criteria: (Amended by Ord. No. 4930/7-00.)

- a. Minimum floor area ratio, minimum residential density, maximum building setback, minimum usable open space, and sidewalk and roadway width requirements. Variances may be permitted to preserve inventoried significant natural, historic and cultural resources, and natural resource areas designated by appropriate State or Federal agencies concerned with wetland and natural resource issues.
- b. Maximum height requirements.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
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Community  
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Station  
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Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

Variances to the height limit cited in Tables 1 of Section 137 may be permitted as provided in Section 137.X.B.3., upon a finding that the overall density of the project will increase, or is required to site a permitted use, and the increased height does not conflict with the height limitations of the FAA or with specific height limits contained in Sections 139 through 142.

c. Street and alley grid system layout and maximum block perimeter length. Variances may be granted upon finding that the proposed alternative layout and perimeter length provides for connectivity, is of pedestrian scale and affords equal or better access to and throughout the SCPA.

d. Destruction of an existing use. Variances to the development regulations of Sections 137 and the design standards of Section 138 may be granted where an existing dwelling is destroyed by fire or natural disaster upon a finding that the application for Variance pertains solely to those regulations and standards that would otherwise prohibit the reconstruction, in substantial form, of the dwelling at the same location on the lot.

e. Multiple main building entrances required to be oriented to the street by Section 138.V.3. Variances may be granted to

Community Residential-Downtown Neighborhood Conservation (SCR-DNC) Table 1.k: Station Community Industrial (SCI) Table 1.l: Station Community Business Park (SCBP) Table 1.m: Station Community Research Park (SCR) Table 1.n: Station Community Fair Complex Institutional (SCFI)

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X. Minimum and Maximum Building Height Requirements  
XI. Minimum and Maximum Off-Street Parking Requirements  
Table 2: Maximum

allow a single secured entrance to an establishment upon a finding that the internal security measures which are standard operating procedures of the applicant would be irreparably harmed by this requirement; except in no case shall there be less than one main entrance oriented to the street unless otherwise authorized by an exception contained in Sections 137 through 142.

f. Ground floor windows. A variance to the percentage of window area required for ground floor windows in building facades adjacent to Major Pedestrian Routes may be allowed upon findings that:

1) such windows would unavoidably compromise necessary personal privacy or security within the building (for example, privacy in a clinic examination room, security in a pharmacy storeroom, or security and privacy in a research and development laboratory);

2) due to the design of the structure or other demonstrable restrictions or

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XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

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Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

constraints, the required personal privacy or security cannot otherwise be provided; and

3) the loss of the window area cannot be recaptured elsewhere on the facade.

g. Maximum residential densities. Variances to the maximum residential densities specified in Tables 137.1. may be granted upon finding that the exist ing traffic and infrastructure are adequate to support the increased density, and that the project demonstrates outstanding compliance with the design guidelines of Sections 138, 139, 140, 141, and/or 142, as applicable. (Added by Ord. No. 4930/7-00.)

(Amended by Ord. No. 4545/4-97 and Ord. No. 4930/7-00 .)

5. Variances under the following circumstances or from the specific development regulations and design standards cited shall not be granted:

a. To allow a development project where the proposed residential density or floor area ratio is less than 90% of the minimum density of the district;

b. To allow residential densities greater than specified for the district;



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c. To allow accessory industrial uses to exceed a combined thirty percent (30%) of the net developable area of the campus of a major institution in a SCRP District.

d. To allow a development project with less than 85% of the minimum required usable open space;

e. To the street and alley performance standards contained in Sections 137.XVI.B.1.;

f. To allow surface parking or loading areas between a major pedestrian route and an adjacent building, except as specifically provided in Sections 137 through 142;

g. To allow off-street surface parking lots, or commercial service or loading areas outside the public right-of-way to be located or temporarily located or expanded adjacent to, cater-cornered or across the street from a light rail station site;

h. To the requirement for pedestrian-related office, service or retail uses on the ground floor of parking structures;

i. To the minimum access requirements; and

j. To the requirements of Section 138.XII.C., Streetscape Design

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- II. Purpose
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Standards.

(Amended by Ord. No. 4545/4-97.)



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Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
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E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION  
COMMUNITY PLANNING AREAS

(Added by Ord. No. 4455/8-96.)

I. SCOPE

This Section establishes clear and objective development standards with which all uses permitted in Station Community Planning Areas shall comply.

II. DEVELOPMENT CRITERIA

Tables 1.a through 1.n contain the development criteria which shall apply within each Station Community Planning District. Criteria may vary depending on the distance of the project from a light rail station site.

These differences, if any, are shown in the applicable table as requirements applying to development within 1,300 feet of a station site, between 1,301 and 2,599 feet of the station site, and development 2,600 or more feet from a light rail station site. The development criteria for a particular district or use consists of the combined requirements of Tables 1.a through 1.n and subsections III. through XI.

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
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N. Station  
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Community  
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Community  
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Medium  
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Community  
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V)  
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Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
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Station



Community  
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Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
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Community  
Industrial  
(SCI)  
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Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

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V. Minimum and Maximum  
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Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
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Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

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- C. Station  
Community  
Commercial-  
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Commercial  
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- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Table 1.a: Development Criteria, Station Community Commercial - Central  
Business District (SCC-CBD)

This District is not applicable to properties more than 1301 feet from a LRT  
Station

	development criteria	requirements / allowed within 1,300' of lrt station
1.	minimum lot size	None
2.	minimum lot width	25 feet
3.	minimum lot depth	200 feet
4.	minimum residential density	Free-standing multi-family buildings are allowed at a minimum density of 30 dwelling units per acre.
5.	maximum residential density	36 units per acre, either in free-standing multi-family buildings or in mixed use buildings on and above the second floor. Densities are included in the calculation of the minimum floor area ratio of 0.75 for all buildings in the District. Higher with discretionary approval.
6.	ancillary dwelling units	Not allowed
7.	minimum floor area ratio	0.75; minimum; .50 in first phase
8.	non-residential density objective	Target employment density within the District is 60 persons per acre.
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
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 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
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 Institutional  
 (SCFI)

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 Commercial  
 District  
 Table 2:  
 Station

10.	maximum setback from streets and alleys	Front: 0 feet Side: 0 feet; none on alleys Exceptions of up to ten feet additional setback adjacent to a public street shall be granted administratively upon determination by the Planning Director that 100% of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.
11.	vision clearance (STREET & ALLEY INTERSECTIONS )	See Section 137.IX.B.
12.	minimum building height	2 stories
13.	maximum building height	5 stories; higher with discretionary approval See also Section 139.
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3
15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
16.	minimum usable open space	5% of gross site area
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI. B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
18.	mixed use buildings	Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to retail and/or pedestrian-related office or service uses. Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor.
19.	sidewalks	See Section 137.XV.
20.	MINIMUM LOT FRONTAGE	None

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

21.	other requirements unique to the district	See Section 139
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(Amended by Ord. No. 4930/7-00.)

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Table 1.i:  
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Community  
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Downtown  
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Table 1.l:  
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Community  
Business Park  
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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
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IX. Vision Clearance

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XIV. Mixed Use Buildings and Mid-Rise Apartments

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Figure 5 - Approved Downtown Alley Improvements





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II. Land Use Districts  
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Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Table 1.b: Development Criteria, Station Community Commercial -  
Highway Oriented District  
(SCC-HOD) This District is not applicable to properties more than 2600 feet  
from a LRT Station

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599 of lrt station
1.	minimum lot size	None	
2.	minimum lot width	25 feet	
3.	minimum lot depth	125 feet	
4.	minimum residential density:		
a.	mixed use commercial	<p>If housing is a part of a commercial development, dwellings are permitted on and above the second floor of retail and/or office buildings, with no minimum density.</p> <p>Densities are included in the calculation of the minimum floor area ratio in the District.</p>	
b.	free standing	30 dwelling units per Net Acre	24 dwelling units per Net Acre
5.	<b>MAXIMUM RESIDENTIAL DENSITY</b>		
a.	mixed use commercial	<p>If housing is a part of a commercial development, dwellings are permitted on and above the second floor of retail and/or office buildings, up to 36 units per net Acre .</p> <p>Densities are included in the calculation of the minimum floor area ratio in the District.</p>	
b.	free standing	36 dwelling units per Net Acre. Higher with discretionary approval.	30 dwelling units per Net Acre Higher with discretionary approval.
6.	ancillary dwelling units	Not allowed	

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCRP)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

III. Definitions  
 IV. Permitted Land Uses  
 Table 1:  
 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station

7.	minimum floor area ratio:		
a.	hospitals	1.0	
b.	all other land uses	0.50; .35 in first phase	0.40; .25 in first phase
8.	non-residential density objective	Target employment density within the District is 60 persons per net acre, except along 10 th Avenue where the target employment density is 45 persons per net acre.	
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.	
10.	maximum setback from streets and alleys	<p>Front: 10 feet for commercial development; 15 feet for residential development</p> <p>Side: 0 feet; none on alleys</p> <p>Exceptions of up to ten feet additional setback adjacent to a public street shall be granted administratively upon determination by the Planning Director that 100% of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.</p>	
11.	vision clearance (street & alley intersections)	See Section 137.IX.B.	
12.	minimum building height	2 stories within 400 feet of a lrt station site; 1 story beyond 400 feet of a lrt station site.	1 story
13.	maximum building height	5 stories. See also Section 139.	
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3	

Community Residential District  
 Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
16.	minimum usable open space	5% of gross site area
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
18.	mixed use buildings	Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to pedestrian-related retail, office or service uses. Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, offices are permitted on and above the second floor, and residential units are permitted on and above the second floor.
19.	sidewalks	See Section 137.XV.
20.	minimum lot frontage	None
21.	other requirements unique to the district	See Section 139

(Amended by Ord. No. 4545/4-97 and 4930/7-00 .)

- Section 137.I-II
- I. Scope
- II. Development Criteria
  - Table 1.a: Station Community Commercial-Central Business District (SCC-CBD)
  - Table 1.b: Station Community Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
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Commercial - Station Commercial (SCC-SC)  
This District is not applicable to properties more than 2600 feet from a  
LRT Station.

	development criteria	requirements / allowed within 1,300' of LRT station	requirements / allowed from 1,301' to 2,599' of LRT station
1.	minimum lot size	None	
2.	minimum lot width	25 feet	
3.	minimum lot depth	25 feet	
4.	minimum residential density:		
a.	mixed use commercial	None	
b.	free standing	30 dwelling units per net acre (18 adjacent to SCR- DNC)	24 dwelling units per net acre
5.	<b>MAXIMUM RESIDENTIAL DENSITY:</b>		
a.	mixed use commercial	If housing is a part of a commercial development, dwellings are permitted on and above the second floor of retail and/or office buildings with no minimum or maximum density.	
b.	free standing	36 dwelling units per acre Higher with discretionary approval. (24 adjacent to SCR- DNC)	30 dwelling units per net acre Higher with discretionary approval.
6.	ancillary dwelling units	Not allowed	

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7.	minimum floor area ratio	0.50 0.75 for hotels or residential hotels within 800 feet of an LRT station	0.40 0.50 for hotels or residential hotels
8.	non-residential density objective	Target employment density within the District is 45 persons per net acre outside the downtown SCPA; 60 persons per net acre within the Downtown SCPA.	
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.	
10.	maximum setback from streets and alleys	<p>Front: 10 feet for non-residential development, 15 feet for residential development</p> <p>Side: None for non-residential or attached dwellings; 5 feet all others (none on alleys)</p> <p>Exceptions of up to ten feet additional setback adjacent to a public street shall be granted administratively upon determination by the Planning Director that 100% of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.</p>	
11.	vision clearance (STREET & ALLEY INTERSECTIONS )	See Section 137.IX.B.	
12.	minimum building height	2 stories within 800 feet of a LRT station, otherwise 1 story	1 story
13.	maximum building height	5 stories See also Section 139.(I V ) (H).	
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3	

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17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
18.	mixed use buildings	Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to retail and/or pedestrian-related office or service uses. Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor.
19.	sidewalks	See Section 137.XV.
20.	MINIMUM LOT FRONTAGE	25 feet
21.	other requirements unique to the district	At least 20% (up to 15,000 square feet) of the ground floor of mid-rise apartments located within 100 feet of a LRT station site shall be commercial retail uses.

(Amended by Ord. No. 4930/7-00.)

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  - F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Table 1.d: Development Criteria, Station Community Commercial - Multi-Modal (SCC-MM)

This District is generally not applicable to properties less than 2600 feet from a LRT station

	development criteria	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None
2.	minimum lot width	None
3.	minimum lot depth	None
4.	minimum residential density:	
a.	mixed use commercial	None
b.	free standing	15 dwelling units per net acre
5.	maximum residential density:	
a.	mixed use commercial	If housing is a part of a commercial development, dwellings are permitted on and above the second floor of retail and/or office buildings with no maximum.
b.	free standing	None
6.	ancillary dwelling units	Not allowed
7.	minimum floor area ratio	None
8.	non-residential density objective	Target employment density within the District is 45 employees per acre.
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.

MD)  
 G. Station  
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 Residential-  
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10.	maximum setback from streets and alleys	Front: 20 feet for commercial development and 15 feet for residential development for any building or structure constructed within fifty feet of the property line adjacent to a transit trunk route or major pedestrian route. Elsewhere in the District, None, unless otherwise required by Section 133. Side: None. Exceptions of up to ten feet additional setback adjacent to a public street shall be granted administratively upon determination by the Planning Director that 100% of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.
11.	vision clearance (street & alley intersections)	See Section 137.IX.B.
12.	minimum building height	1 story
13.	maximum building height	4 stories
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3
15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
16.	minimum usable open space	See Section 137.XII.
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.

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18.	mixed use buildings	Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to retail and/or pedestrian-related office or service uses. Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor.
19.	sidewalks	See Section 137.XV.
20.	minimum lot frontage	25 feet
21.	other requirements unique to the district	

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Community  
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Community  
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High Density  
(SCR-HD)  
F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Table 1.e: Development Criteria, Station Community Residential - High  
Density (SCR-HD)

This District is not applicable to properties more than 2600 feet from an  
LRT Station.

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station
1.	minimum lot size	None if lots approved through subdivision or partition, otherwise 1,800 square feet	
2.	minimum lot width	None if lots approved through subdivision or partition, otherwise 20 feet	
3.	minimum lot depth	None if lots approved through subdivision or partition, otherwise 85 feet	
4.	minimum residential density	24 dwelling units per net acre	
5.	maximum residential density	30 dwelling units per net acre. Up to 45 units per acre may be approved under discretionary approvals.	
6.	ancillary dwelling units	Not allowed	
7.	minimum floor area ratio	0.50; 0.75 for hotels, residential hotels and indoor recreational facilities in free standing buildings.	0.4; 0.5 for hotels and residential hotels
8.	non-residential density objective	None.	
9.	minimum setback from streets and alleys	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.	

MD)  
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 Residential-  
 Low Density  
 (SCR-LD)  
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 Community  
 Residential-  
 Village (SCR-  
 V)  
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 Community  
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 L. Station  
 Community  
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 M. Station  
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 (SCFI)

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9.	minimum setback, elsewhere	5 feet; 0 feet on common wall of attached units
10.	maximum setback from streets and alleys	Front: Mid-Rise Apartments: 15 Feet Front: Multi-Family And Garden Apartments: 15 Feet Front: Rowhouses And Townhouses: 13 Feet Side (All Housing Types): 5 Feet; none on alleys
11.	vision clearance (street & alley intersections)	See Section 137.IX.B.
12.	minimum building height	2 stories
13.	maximum building height	5 stories
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3
15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
16.	minimum usable open space	See Section 137.XII.
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
18.	mixed use buildings	Allowed on a limited basis. See Section 136 Table 2.
19.	sidewalks	See Section 137.XV.
20.	minimum lot frontage	20 feet
21.	other requirements unique to the district	

(Amended by Ord. No. 4930/7-00.)



Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

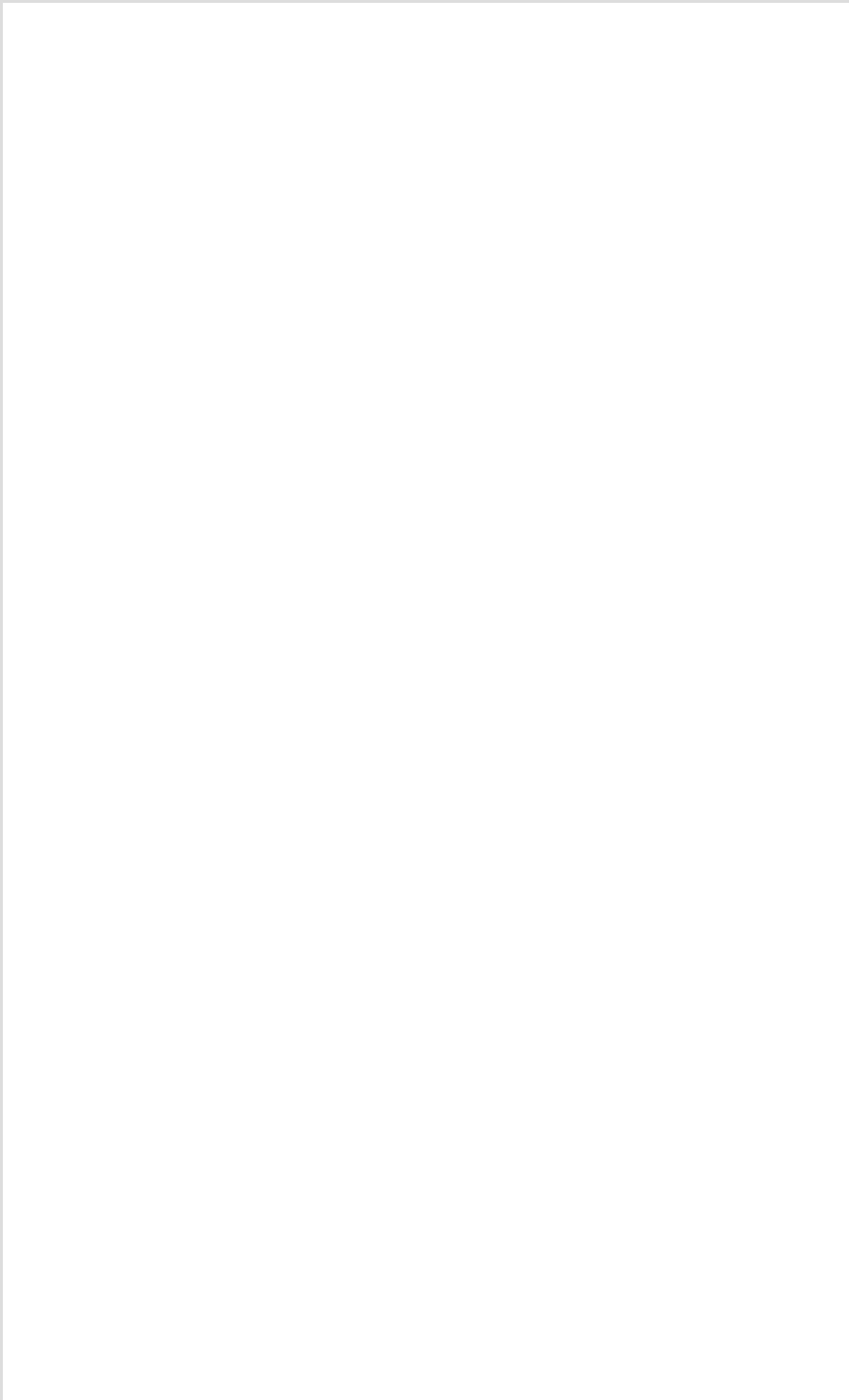
- V. Destruction or Expansion of Existing Uses or Structures
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Station  
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Community  
Commercial-  
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Table 1.e:  
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Community  
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Community  
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Table 1.i:  
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Conservation  
(SCR-OTC)  
Table 1.j:  
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Residential-  
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Neighborhood  
Conservation  
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Community  
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Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
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Section 137.III-IV

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IV. Minimum Lot Width and  
Depth

Section 137.V-VII

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VI. Minimum Floor Area Ratios

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Density Objectives

VIII. Minimum and Maximum  
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Table 2:  
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Table 3: Residential Parking Standards in Station Community Districts

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XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
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Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

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- IX. Drive-Through Uses
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- Figure 2 : Plant List
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Street Types
- Figure 5.2 : Street Network
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Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
- Figure 5.7 : Street Standard  
Type "D"
- Figure 5.8 : Street Standard  
Type "E"

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Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Table 1.f: Development Criteria, Station Community Residential - Medium  
Density (SCR-MD)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None if lots approved through subdivision or partition, otherwise 2,000 square feet for a single family dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit, or 3,200 square feet for a dwelling with an attached ancillary unit. None for other use types.		
2.	minimum lot width	None if lots approved through subdivision or partition, otherwise 20 feet		
3.	minimum lot depth	None if lots approved through subdivision or partition, otherwise 85 feet		
4.	residential density:			
a.	minimum/ maximum adjacent to established residential neighborhoods	See Section 137.V.		
b.	minimum elsewhere	18 dwelling units per net acre		
c.	maximum elsewhere	23 Dwelling Units Per Net Acre ; Up to 36 units per acre may be approved under discretionary approvals.		
5.	ancillary dwelling units	Allowed See Section 137		
6.	minimum floor area ratio	0.5	0.4	



MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

## III. Definitions

## IV. Permitted Land Uses

Table 1:

Station  
 Community  
 Commercial

District

Table 2:

Station

7.	non-residential density objective	None.
8.	minimum setback from streets and alleys (See also Section 139)	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.
8.	minimum setback elsewhere	5 feet; 0 feet on common wall of attached units
9.	maximum setback from streets and alleys	<p>Front: Mid-Rise Apartments: 15 feet</p> <p>Front: Multi-Family And Garden Apartments: 15 feet</p> <p>Front: Rowhouses And Townhouses: 13 feet</p> <p>Front: Single family Detached And Duplexes: 13 feet</p> <p>Side (All Housing Types): 5 feet; none on alleys</p>
10.	vision clearance (street & alley intersections)	See Section 137.IX.B.
11.	minimum building height	Single Family Detached: 2 story; Multi-family: 2 story
12.	maximum building height	3 stories
13.	minimum off-street parking	See Table 3
14.	maximum off-street parking	See Table 3
15.	minimum usable open space	See Section 137.XII.

Community Residential District Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
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16.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a. (10), 138.IV., and 138.VIII.C.2. and D.
17.	mixed use buildings	Allowed on a limited basis. See Section 136 Table 2
18.	Sidewalks	See Section 137.XV.
19.	minimum lot frontage	20 feet
20.	other requirements unique to the district	

(Amended by Ord. No. 4545/4-97 and 4930/7-00 .)

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
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Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
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Low Density  
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Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
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Table 1.j:  
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Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
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Community  
Business Park  
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Table 1.m:  
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Table 1.n:  
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III. Minimum Lot Size

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Section 137.V-VII

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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
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IX. Vision Clearance

X. Minimum and Maximum  
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XI. Minimum and Maximum  
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Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

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XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

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- Figure 5.5 : Street Standard  
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District (SCC-  
HOD)
  - C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
  - D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
  - E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
  - F. Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)

Section 137 Table 1.g: Development Criteria, Station Community  
Residential - Low Density (SCR-LD)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None if lots approved through subdivision/ partition, otherwise 3,600 square feet for a single family detached dwelling without an ancillary dwelling unit; 6,000 square feet for a duplex or a single family detached dwelling with an ancillary dwelling unit.		
2.	minimum lot width	None if lots approved through subdivision or partition, otherwise 30 feet		
3.	minimum lot depth	None if lots approved through subdivision or partition, otherwise 85 feet		
4.	residential density:			
a.	minimum/maximum adjacent to established residential neighborhoods	See Section 137.V		
b.	minimum elsewhere	9 dwelling units per net acre		
c.	maximum elsewhere	14 dwelling units per net acre. Up to 18 units per acre may be approved under discretionary approvals.		
5.	ancillary dwelling units	Allowed See Section 137		
6.	minimum floor area ratio	0.5	0.4	
7.	non-residential density objective	None		

- G. Station Community Residential-Low Density (SCR-LD)
- H. Station Community Residential-Village (SCR-V)
- I. Station Community Residential-Oreco Townsite Conservation (SCR-OTC)
- J. Station Community Residential-Downtown Neighborhood Conservation (SCR-DNC)
- K. Station Community Industrial (SCI)
- L. Station Community Business Park (SCBP)
- M. Station Community Research Park (SCR-P)
- N. Station Community Fair Complex Institutional (SCFI)
- III. Definitions
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  - Table 1: Station Community Commercial District
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8.	minimum setback from streets and alleys	10 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.
8.	minimum setback, elsewhere	5 feet; 0 feet on common wall of attached units
9.	maximum setback from streets and alleys	Front: Rowhouses and townhouses: 13 feet Front: Single family detached and duplexes: 13 feet Side (All housing types): 5 feet; none on alleys
10.	vision clearance ( STREET & ALLEY INTERSECTIONS )	See Section 137.IX.B.
11.	minimum building height	1 story
12.	maximum building height	2 stories
13.	minimum off-street parking	1.0 space/dwelling unit
14.	maximum off-street parking	See Table 3
15.	minimum usable open space	See Section 137.XII.
16.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
17.	mixed use buildings	Not applicable
18.	sidewalks	See Section 137.XV.
19.	MINIMUM LOT FRONTAGE	20 feet
20.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	20 feet

(Amended by Ord. No. 4545/4-97 and 4930/7-00 .)

District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-

HOD)

Table 1.c:

Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

Table 1.d:

Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

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Medium  
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Table 1.g:

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Residential - Village (SCR-V)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
2.	minimum lot width	None		
3.	minimum lot depth	None		
4.	residential density:			
a.	minimum	24 dwelling units per net acre	15 dwelling units per net acre	7 dwelling units per net acre
b.	minimum/maximum adjacent to established residential neighborhoods	See Section 137.V.		
c.	maximum	None	60 dwelling units per net acre	45 dwelling units per net acre
5.	ancillary dwelling units	Allowed See Section 137		

- G. Station Community Residential-Low Density (SCR-LD)
- H. Station Community Residential-Village (SCR-V)
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6.	minimum floor area ratio	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75	
7.	non-residential density objective	Target employment density within the District is 45 persons per net acre	
8.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.	
9.	maximum setback from streets and alleys	<p style="text-align: center;">Front: Mid-Rise Apartments: 15 feet                      Front: Multi-Family and Garden Apartments: 15 feet                      Front: Rowhouses and Townhouses: 13 feet                      Front: Single family detached and duplexes: 19 feet</p> <p style="text-align: center;">Side (all housing types): None</p> <p>Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.</p>	
10.	vision clearance ( STREET & ALLEY INTERSECTIONS )	See Section 137.IX.	
11.	minimum building height	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story
12.	maximum building height	3 stories	
13.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3	
14.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3	

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Table 3:  
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15.	minimum usable open space	See Section 137.XII.
16.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
17.	mixed use buildings	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.
18.	sidewalks	See Section 137.XV.
19.	MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.
20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

(Amended by Ord. No s . 4921/6-00 and 4930/7-00.)

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Community

Commercial-

Station

Commercial

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Table 1.d:

Station

Community

Commercial-

Multi-Modal

(SCC-MM)

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Station

Community

Residential-

High Density

(SCR-HD)

Table 1.f:

Station

Community

Residential-

Medium

Density (SCR-

MD)

Table 1.g:

Station

Community

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Low Density

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Table 1.h:

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B. Station  
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Commercial-  
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C. Station  
Community  
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D. Station  
Community  
Commercial-  
Multi-Modal  
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E. Station  
Community  
Residential-  
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F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137 Table 1.i: Development Criteria, Station Community  
Residential -  
Orenco Townsite Conservation (SCR-OTC)

	development requirement	requirements / allowed within the district
1.	minimum lot size	Residential: 7,500 square feet Commercial: None
2.	minimum lot width	Residential: 50 feet Commercial: None
3.	minimum lot depth	Residential: 150 feet Commercial: None
4.	minimum residential density	6 dwelling units per net acre throughout the District
5.	maximum residential density <a href="#">[1]</a>	12 dwelling units per net acre throughout the District See Section 140
6.	ancillary dwelling units	Allowed throughout the District. See Section 140
7.	minimum floor area ratio	0.40 throughout the District
8.	non-residential density objective	Target employment density within the District is 45 persons per net acre
9.	minimum setback from streets and alleys	Residential: See Section 140 Commercial: Same as for SCC-SC District
10.	maximum setback from streets and alleys	Residential: See Section 140 for Residential Commercial: Same as for SCC-SC District
11.	vision clearance	See Section 137.IX.B

MD)  
 G. Station  
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12.	minimum building height	Residential: 1 story throughout the District Commercial: Same as for SCC-SC District	
13.	maximum building height	Residential: 2 stories throughout the District Commercial: Same as for SCC-SC District	
14.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3	
15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3	
16.	minimum usable open space	See Section 137.XII.	
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1. a.(10), 138.IV., And 138.VIII.C.2. and D.	
18.	mixed use buildings	Same as for SCC-SC District	Not applicable
19.	sidewalks	See Section 137.XV. and Section 140	
20.	MINIMUM LOT FRONTAGE	None. Flag lots not allowed in District. All lots to be served by public street or public or private alley.	
21.	other requirements unique to the district	See Section 140	

[1] Maximum may only be achieved through use of ancillary dwellings. No attached housing is allowed within the District, except as provided in Section 140.III.C.4.  
 (Amended by Ord. No. 4930/7-00.)

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Density (SCR-

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	development criteria	requirements / allowed within the district
1.	minimum lot size	None if approved through subdivision/ partition, otherwise 2,000 square feet for a single family dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit, or 3,200 square feet for a dwelling with an attached ancillary unit. 2,000 square feet for other residential uses and commercial uses allowed within the District.
2.	minimum lot width	None if approved through subdivision/ partition, otherwise 20 feet
3.	minimum lot depth	None if approved through subdivision/ partition, otherwise 85 feet
4.	minimum residential density	15 dwelling units per net acre within 1300 feet of a LRT station; 9 units per net acre from 1301 to 2600 feet from a LRT Station.
5.	maximum residential density	23 dwelling units per net acre within 1300 feet of a LRT station; 14 units per net acre from 1301 to 2600 feet from a LRT Station. <i>Additional density possible in Arterial Exception Areas: See Section 139 III .</i>
6.	ancillary dwelling units	Allowed throughout the District.
7.	minimum floor area ratio	Not applicable
8.	non-residential density objective	None

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9.	minimum setback from streets and alleys (See also Section 139)	Front: 15 feet; 20 feet on East Main Street from 5 th to 10th Side: 5 feet; none on alleys. See also Section 139
10.	minimum setback ELSEWHERE	5 feet; 0 feet on common wall of attached units <i>Additional setbacks possibly required in Arterial Exception Areas: see Section 139 III.</i>
1 1.	maximum setback from streets and alleys	Front: 25 feet , Side: 15 feet Within the Arterial Exception Area as defined in Section 139.III.C., exceptions of up to ten feet additional setback adjacent to a public street shall be granted administratively upon determination by the Planning Director that 100% of the additional setback would be used to provide enhanced pedestrian amenities such as plazas, arcades, courtyards, or other such usable pedestrian space as a feature of the development.
1 2.	vision clearance	See Section 137.IX.B.
1 3.	minimum building height	1 story
1 4.	maximum building height	2 stories or 35 feet, whichever is less. <i>Additional height possible in Arterial Exception Areas: see Section 139 III</i>
1 5.	minimum off-street parking	Commercial: See Table 2 Residential: See Table 3
1 6.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
1 7.	minimum usable open space	See Section 137 XII.

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1 8.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D. <i>Additional landscaping possibly required in Arterial Exception Areas: see Section 139 III</i>
1 9.	mixed use buildings	See Section 139
20.	sidewalks	See Section 137.XV
21.	Minimum Lot Frontage	Flag lots not allowed in District. All lots to be served by public street or public or private alley.
22.	other requirements unique to the district	See Section 139.

(Amended by Ord. Nos. 4930/7-00 and 5293/7-03.)

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B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
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C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137 Table 1.k: Development Criteria, Station Community  
Industrial (SCI)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None		
2.	minimum lot width	None		
3.	minimum lot depth	None		
4.	minimum residential density	No residential development allowed In District		
5.	maximum residential density	No residential development allowed In District		
6.	ancillary dwelling units	No residential development allowed in District		
7.	minimum floor area ratio:			
a.	light industrial, manufacturing, related office uses	0.35		
b.	commercial uses	0.50 See also Section 136.III.J.	None	
c.	emergency service facilities	0.50		
8.	non-residential density objective	Target employment density within the District is 45 persons per net acre.		
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
10.	maximum setback from streets and alleys	None		

MD)  
 G. Station  
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 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
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 Community  
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11.	vision clearance (street & alley intersections)	See Section 137.IX.B.	
12.	minimum building height	Commercial buildings within 800' of LRT Station: 2 stories; All other uses: 1 story	1 story
13.	maximum building height	4 stories	
14.	minimum off- street parking	None	
15.	maximum off- street parking	See Table 2	
16.	minimum usable open space	See Section 137.XII	
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137. XVI.B.1.a.(10), 138.IV., And 138.VIII.C.2. and D.	
18.	mixed use buildings	Not applicable	
19.	sidewalks	See Section 137.XV.	
20.	minimum lot frontage	30 feet	
21.	other requirements unique to the district		

(Amended by Ord. No. 4930/7-00.)

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Station  
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Community  
Commercial-  
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  - E. Station  
Community  
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High Density  
(SCR-HD)
  - F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137 Table 1.1: Development Criteria, Station Community  
Business Park (SCBP)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None		
2.	minimum lot width	None		
3.	minimum lot depth	None		
4.	minimum residential density	No residential development allowed In District		
5.	maximum residential density	No residential development allowed In District		
6.	ancillary dwelling units	No residential development allowed In District		
7.	minimum floor area ratio:			
a.	office and light industrial uses	0.35		None
b.	commercial uses	0.50	0.40	None
c.	emergency service facilities	0.50		
8.	non-residential density objective	Target employment density within the District is 45 persons per net acre		
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
10.	maximum setback from streets and alleys	None		

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
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 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

11.	vision clearance (street & alley intersections)	See Section 137.IX.	
12.	minimum building height	Commercial buildings within 800' of LRT station: 2 stories; All other uses: 1 story	1 story
13.	maximum building height	5 stories	
14.	minimum off- street parking	None	
15.	maximum off- street parking	See Table 2	
16.	minimum usable open space	See Section 137.XII.	
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137. XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.	
18.	mixed use buildings	Not applicable	
19.	sidewalks	See Section 137.XV.	
20.	MINIMUM LOT FRONTAGE	30 feet	
21.	other requirements unique to the district		

(Amended by Ord. No. 4930/7-00.)

III. Definitions

IV. Permitted Land Uses

Table 1:

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 Community  
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 District

Table 2:

Station

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District  
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CBD)
  - Table 1.b:  
Station  
Community  
Commercial-



Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
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Neighborhood  
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VI. Minimum Floor Area Ratios

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District (SCC-  
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Community  
Residential-  
Medium  
Density (SCR-

Section 137 Table 1.m: Development Criteria, Station Community  
Research Park (SCRP)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from lrt station
1.	minimum lot size	None		
2.	minimum lot width	None		
3.	minimum lot depth	None		
4.	minimum residential density	24 dwelling units per net acre. If dormitories or other single room occupancy facility: 45 rooms per net acre.	18 dwelling units per net acre. If dormitories or other single room occupancy facility: 36 rooms per net acre.	
5.	maximum residential density	None	65 dwelling units per Net Acre	
6.	ancillary dwelling units	Not allowed		
7.	minimum floor area ratio:			

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
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 J. Station  
 Community  
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 Conservation  
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 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
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 Community  
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 Community  
 Commercial  
 District  
 Table 2:  
 Station

a.	research laboratory and animal buildings [1]; industrial flex space; and accessory industrial facilities	0.35		None
b.	commercial, office, clinic, classroom uses [2], and mixed use buildings	0.50 See also Section 136.III. J.	0.40 See also Section 136.III. J.	None
c.	emergency service facilities	0.50		
d.	hospitals and related laboratory & outpatient facilities	1.0		
8.	non-residential density objective	Target employment density within the District is 45 persons per Net Acre		
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
10.	maximum setback from streets and alleys	Residential uses shall comply with the setback requirements of the SCR-V District. All other uses: None		



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- V. Destruction or Expansion of Existing Uses or Structures
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11.	vision clearance (street & alley intersections)	See Section 137.IX.B.	
12.	minimum building height	2 stories within 800 feet of a LRT station Otherwise, 1 Story	1 story
13.	maximum building height	5 stories	
14.	minimum off-street parking	Commercial: See Table 2 Residential: 1.0 space/dwelling	
15.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3	
16.	minimum usable open space	See Section 137.XII .	
17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1. a.(10), 138.IV., and 138.VIII.C.2. and D.	
18.	mixed use buildings	Where residential use is provided, retail and/or pedestrian-related office or service uses (including outpatient medical uses) are permitted on the ground floor and above, and residential units are permitted on and above the second floor.	
19.	sidewalks	See Section 137.XV	
20.	minimum lot frontage	30 feet	
21.	other requirements unique to the district	Compatible Accessory uses are limited to 30% of the net site area of a major institution's campus. Non-accessory industrial uses may occupy up to 10% of the net developable acreage, but is included within, not in addition to, the 30% site area for industrial use within the park.	

[1] Outdoor living space or pens associated with the research animal program

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Oriented  
District (SCC-  
HOD)  
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Commercial-  
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Residential-  
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V)  
Table 1.i:  
Station  
Community  
Residential-  
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Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

of any institution located in the  
District that is within land that would otherwise be preserved as an  
"inventoried significant natural resource,"  
and continues to meet the criteria for that classification, may be excluded  
from the site area in calculating floor  
area ratios through the year 2005.  
[\[2\]](#) Includes libraries, student unions, non-laboratory uses, fitness centers, etc.  
(Amended by Ord. No. 4545/4-97 and 4930/7-00. )

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Downtown  
Neighborhood  
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Industrial  
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(SCBP)  
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Community  
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Fair Complex  
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IV. Minimum Lot Width and  
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Community  
Commercial-  
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District (SCC-  
HOD)
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Community  
Commercial-  
Station
  - Commercial  
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Community  
Commercial-  
Multi-Modal  
(SCC-MM)
  - E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
  - F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137 Table 1.n: Development Criteria, Station Community Fair  
Complex Institutional (SCFI)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	None		This District is
2.	minimum lot width	None		not applicable to
3.	minimum lot depth	None		property more than
4.	minimum residential density	If allowed in an approved Concept Development Plan: 24 dwelling units per acre, otherwise no residential development allowed In District		2,600 feet from a
5.	maximum residential density	None, except in areas restricted by FAA regulations.		LRT Station
6.	ancillary dwelling units	Not Allowed In District		
7.	minimum floor area ratio:			
a.	fairground openspace, animal buildings, and outdoor public sports facilities	None		Note: Applicability may extend beyond 2,600' if the Port property is included. This will be ascertained before amendments are adopted.



MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
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 IV. Permitted Land Uses  
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 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station

b.	commercial uses, exhibit halls, and conference facilities	0.50	0.40	
c.	hotel and residential hotel	0.75	0.50	
8.	non-residential density objective	Not applicable for publicly owned fair and sports facilities. Target employment density is 45 persons per Net Acre for commercial activity within the District.		
9.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements		
10.	maximum setback from streets and alleys	<i>Front:</i> 35 feet <i>Side :</i> None		
11.	vision clearance (street & alley intersections)	See Section 137.IX.		
12.	minimum building height	Animal Buildings: 1 Story Exhibit Halls, Conference Facilities, Commercial, Mixed Use, Hotel & Office: 2 Stories		
13.	maximum building height	6 Stories		
14.	minimum off-street parking	None		
15.	maximum off-street parking	Commercial: See Table 2 Fair, Sports & Conference Facilities: 1 Space Per 1,000 sq. ft. of patron serving area		
16.	minimum usable open space	Not Applicable		

Community Residential District  
 Table 3: Station Community Industrial and Institutional Districts

17.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.	
18.	mixed use buildings	Allowed at 0.75 FAR	
19.	sidewalks	See Section 137.XV.	
20.	access	30 feet	

(Amended by Ord. No. 4545/4-97 and 4930/7-00 .)

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
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Table 1.c:  
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Community  
Commercial-  
Station  
Commercial  
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Table 1.d:  
Station  
Community  
Commercial-  
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Table 1.e:  
Station  
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Station



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Residential-  
Downtown  
Neighborhood  
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Community  
Industrial  
(SCI)  
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Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION  
COMMUNITY PLANNING AREAS

III. MINIMUM LOT SIZE

A. Purpose

By providing for flexibility in lot sizes for new lots in certain Districts, created through the subdivision or minor land Minimum lot sizes for new lots ensure development on those lots will be able to comply with all site development standards. The standards also prevent the creation of very small lots which are difficult to develop at their full density potential, and are determinants in whether to allow an existing lot to be partitioned or subdividedpartition processes, the City recognizes the widely varying parameters, such as irregular shape, presence of existing structures or mature trees, and limitations on access, which may be characteristic of the parent properties. On other lots, minimum sizes ensure development on those lots will be able to comply with all site development standards. (Amended by Ord. No. 4930/7-00.)

B. Standards

1. See Table 1 of this Section. (Amended by Ord. No. 4930/7-00.)
2. Applications for subdivisions and minor land partitions within Station community Districts with flexible lot sizes shall include site plans showing how development in the subdivision or partition will comply with applicable standards for building footprints and setbacks, frontage, access and parking for all lots, and Usable Open Space. (Added by Ord. No. 4930/7-00.)

IV. MINIMUM LOT WIDTH AND DEPTH

A. Purpose

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District

Table 2:  
Station

By providing for flexibility in lot depth and width for new lots in certain Districts, created through the subdivision or minor land partition processes, the City recognizes the widely varying parameters, such as irregular shape, presence of existing structures or mature trees, and limitations on access, which may be characteristic of the parent properties. On other lots, minimum depth and width ensures development on those lots will be able to comply with all site development standards. (Amended by Ord. No. 4930/7-00.) Minimum lot width and depth are determinants in whether a lot may be subdivided or partitioned and still meet the minimum lot size for the district .

## B. Standards

1. See Table 1 of this Section. (Amended by Ord. No. 4930/7-00.)

2. Applications for subdivisions and minor land partitions within Station Community Districts with flexible lot sizes shall include site plans showing how development in the subdivision or partition will comply with applicable standards for building footprints and setbacks, frontage, access and parking for all lots, and Usable Open Space. (Added by Ord. No. 4930/7-00.)

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
Setbacks from Streets and  
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IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

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Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
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XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

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Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

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- VII. Building Step-Back  
Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
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Station Community  
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Type "D"
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Type "E"



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Community Planning  
Area  
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136 Station Community  
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Community Planning  
Areas (SCPA)

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I. Purpose

II. Land Use Districts  
(Descriptions)

- A. Station  
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Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION  
COMMUNITY PLANNING AREAS

V. MINIMUM AND MAXIMUM RESIDENTIAL DENSITIES, AND  
ANCILLARY DWELLING UNITS

A. Purpose

Identifying minimum and maximum residential density assists in achieving desired intensities of residential development and encouraging increased use of light rail transit by establishing development parameters within which the market may operate for particular housing types.

Maximum densities also help ensure the number of dwelling units per net acre can match the availability of public services. Ancillary dwelling units provide a means of increasing residential densities in areas where single family dwellings or duplexes already exist, as well as in newly developed single family and duplex areas. They also allow for a housing option which is convenient and practical for owners of existing single family dwellings in neighborhoods where it is not economically feasible to redevelop the property to more intensive use. The size and placement of ancillary dwelling units must be regulated in order to maintain compatibility with adjacent uses , , and to prevent units of such size and value that they work to impede redevelopment and conversion of single family residential properties to more intensive uses.  
(Amended by Ord. No. 4930/7-00.)

B. Standards

1. See Table 1 of this Section.
2. Each project shall meet minimum residential density requirements. Ancillary dwelling units are included for purposes of determining minimum density requirements in new development projects, but in an in-fill situation ancillary dwellings shall not be precluded due solely to maximum density

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District

Table 2:  
Station

provisions of any district. Dwelling units shall qualify for density calculation purposes regardless of whether owner or renter occupied.

3. Notwithstanding the minimum residential density requirements of this Section, one or more dwelling units may be constructed on an existing, serviced lot of record upon the effective date of this Ordinance within a residential district, in compliance with Implementation Measure (N) of the Housing element of Comprehensive Plan Ordinance NO. 2793, provided that the design and siting of the dwelling unit or units would allow future development of the remainder of the parcel to at least the minimum density requirement of the applicable SCPA district in which it is located without necessitating demolition or redevelopment of the unit or units so constructed. (Amended by Ord. No. 4930/7-00.)

4. For the purpose of calculating minimum residential density, development proposals may include a reduction in the net acreage on a particular site containing driplines of existing mature trees as defined in Section 136 (XIII) (B) (3). The net acreage on such a parcel may be reduced by subtracting the area within the dripline of the mature trees. However, in no case shall the net acreage subtracted within the dripline exceed 35% of the original net acreage of the site. If a development proposes a reduction in net acreage for the purpose of retaining existing mature trees, the development application shall include a certified arborist's report and tree preservation plan. The approval of the development may be conditioned upon implementation of the recommendations for tree preservation measures. (Added by Ord. No. 4930/7-00.)

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
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Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

5. Residential density within an SCR-V project is determined based on the amount of net developable acres within three distance categories as measured from the light rail station site:

1,300 feet or less:	24
dwelling units per net acre	
1,301 feet - 2,599 feet:	15
dwelling units per net acre	
2,600 feet or more:	7
dwelling units per net acre	

6. Residential density requirements within an SCR-V project are calculated first, without any deductions or exclusions for other types of uses. Net acreage within each of the categories is multiplied by the required residential density to determine (1) the total required residential dwellings and (2) the average residential density per net acre of the project. Once the total dwelling units required for the project is determined, housing types and built density may vary within the residential village project regardless of distance to the station provided the overall residential density requirement of the project is achieved and at least fifty percent (50%) of net acreage of a project is used for residential development. An additional twenty percent (20%) of the net acreage may be used for mixed use commercial/residential buildings.

7. No phase of a SCR-V project shall be permitted to develop below the per acre average residential minimum density unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the district; or (3) the

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

approved Concept Development Plan is amended to indicate where the proposed reduction in density will be made up through increased density in another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements.

As an alternative to the phasing provisions of the paragraph above, an individual phase of a project shall be permitted to develop below the required minimum residential density upon a demonstration through covenants applied to the remainder of the site or project, or other binding legal mechanism, that the required density for the project will be achieved at project buildout. The increased density allocated to any future phase through such a transfer mechanism shall not increase the previously allocated density of the subsequent phase by more than ten percent (10%). The Planning Commission, as a condition of Concept Development Plan approval, may limit the number and total amount of such transfers.

8. Notwithstanding any other provision of this subsection, the minimum density of residential structures constructed within a Station Community Residential District on properties within Review Area 6, as identified in Figure 7 and in Table 5 of the Hillsboro Airport Compatibility Study (May 1993), shall not be less than 7 dwelling units per net acre and the maximum density shall not exceed 12 dwelling units per net acre.

9. Where proposed residential uses within a district may be incompatible with an adjacent industrial district created by this Ordinance or an industrial use existing prior to the effective date of this Ordinance or prior to any land use action permitting

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCR)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV  
III. Minimum Lot Size  
IV. Minimum Lot Width and  
Depth

Section 137.V-VII  
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Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential  
Density Objectives  
VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys  
IX. Vision Clearance  
X. Minimum and Maximum  
Building Height Requirements  
XI. Minimum and Maximum  
Off-Street Parking  
Requirements  
Table 2:  
Maximum

residential development on an affected parcel, the Planning Commission may establish a non-residential buffer of up to 400 feet within the residential district from the property line of the industry. Such a buffer shall be shown on the zoning map for that district. Non-residential buffers under this provision shall be used as open space or contain any nonresidential uses permitted in the district. The minimum required FAR in such an instance shall be 0.35. If the buffer /open space exceeds the calculated amount of usable open space required of the development project, and if such excess open space causes a development project to fail to meet the residential density requirements of the district, then the excess open space shall be deducted from the net acreage.

10. Where a project in the Downtown SCPA includes or abuts the SCR-DNC District, the density, development and design standards contained in Section 138.XIII and Section 139 shall apply.

11. Where a project in the Orenco SCPA includes or abuts the SCR-OTC the density, development and design standards contained in Section 138.XIII and Section 140 shall apply.

12. Except where a proposed residential or mixed use project is part of a phased or on-going development under the same or related ownership, residential development within a SCR-HD, SCR-MD, SCR-LD or SCR-V District located adjacent to a neighborhood of single family detached houses located in a subdivision or development platted before the effective date of the Station Area Interim Protection Ordinance, shall transition the type and



Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
 Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

density of the abutting new housing to be compatible with the single family character of the previously established neighborhood. Development within 100 feet, including road right-of-way, of an existing single family neighborhood shall not exceed a density of 7 dwelling units per net acre unless the existing neighborhood is zoned at a density exceeding 7 units per net acre in which case the new development shall match the density of the existing neighborhood.

13. Ancillary dwelling units are permitted in the SCR-MD, SCR-LD, SCR-V, SCR-DNC and SCR-OTC Districts upon compliance with the following standards:

a. The ancillary dwelling unit shall be located on the same lot as an existing single family dwelling or duplex. No more than one ancillary dwelling unit shall be permitted per lot.

b. No ancillary dwelling shall be permitted on a lot with less area than specified in Tables 1.

c. An ancillary unit shall comply with applicable building, fire, and health and safety codes.

d. Placement of an ancillary unit shall conform to existing requirements for the primary residence, including but not limited to building height, setback and side yard requirements. The ancillary unit need not maintain separation from the primary

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structure when there is an architectural or structural connection between the dwellings.

e. The total gross floor area of an ancillary unit shall not exceed 1,000 square feet.

f. An ancillary dwelling unit shall not be occupied by more than three (3) related or unrelated persons.

g. One off-street parking space for an ancillary unit shall be required.

h. The exterior appearance of an ancillary unit shall be architecturally compatible with the primary residence. Compatibility includes coordination of architectural style, color, exterior building materials, roofing form, other architectural features and landscaping.

(Amended and renumbered by Ord. No. 5667/9-06.)

14. Where the residential density requirements of any SCPA district conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300 feet of a transit trunk route where peak period service is provided on at least a 20 minute headway basis and service is provided on the route at least every 30 minutes during the off-peak period between



## Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Figure 1 : Street Tree Plan  
(1908 Platted Townsite Area)

Figure 2 : Plant List

Figure 3 : Pedestrian Circulation  
Plan

Figure 4 : Orenco Townsite  
Plat: 1908, 1911

Figure 5.1 : Station Community  
Street Types

Figure 5.2 : Street Network

Figure 5.3 : On Street Parking

Figure 5.4 : Street Standard  
Type "A"

Figure 5.5 : Street Standard  
Type "B"

Figure 5.6 : Street Standard  
Type "C"

Figure 5.7 : Street Standard  
Type "D"

Figure 5.8 : Street Standard  
Type "E"

the hours of 5:00 a.m. and 1:00 a.m. of the following day, the requirement with the greatest residential density provision that affects the property shall apply, provided such bus service is in place at the time of the Development Review application for the property in question.

15. If a project proposes to meet minimum residential density requirements through or partially through remodeling of and/or additions to an existing dwelling, plans for the additional dwelling units shall be confirmed during the Development Review application process. (Added by Ord. No. 4930/7-00.)

## VI. MINIMUM FLOOR AREA RATIOS

### A. Purpose

Minimum floor area ratios are a tool for achieving a desired intensity of nonresidential development and encouraging increased use of light rail transit. These provisions are intended to ensure building development will occur at levels supportive of transit in areas identified for commercial, industrial, research park, or institutional uses that are within walking distance of light rail stations.

### B. Standards

1. See Table 1 of this Section.
2. Required minimum FARs shall be calculated on a project by project basis and may include multiple contiguous blocks. In mixed use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs .
3. Within the SCC-HOD District an auto-oriented use may include the entirety of

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Community Planning  
Area  
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Standards

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- V. Design Standards

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Farm/Fair Complex  
Station Community  
Planning Area  
Supplemental Standards

Section 142.I-III

- I. Scope
- II. Purpose
- III. Modifications To Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

service area permanent canopy coverage as floor space in calculating FAR.

4. Within the SCC-CBD and SCC-HOD Districts, FARs for new construction may be reduced from the ultimate standard for the first phase, as provided in Table 1.a and Table 1.b. Approvals of reduced first phase FARs may be approved only upon demonstration of compliance with the following criteria:

a. the construction of the first phase structure is capable of supporting sufficient additional square footage to achieve the ultimate minimum FAR, either vertically, horizontally, or through a combination of both. Demonstration of compliance with this standard shall include structural specifications for potential vertical additions, or location of building footprint and parking, in the case of horizontal additions;

b. the construction of the first phase structure complies with all applicable standards for minimum building height and maximum setbacks.

(Added by Ord. No. 4930/7-00.)

5. Except in accord with an approved Concept Development Plan for a SCR-V project, or within a Planned Unit Development ("PUD") approved prior to adoption of this Ordinance, or within a phased commercial, industrial or

institutional project in accord with an approved Concept Development Plan, no phase of a SCR-V or any other phased project shall be permitted to develop below the per acre average minimum floor area ratio density of the District unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the District; or (3) the approved Concept Development Plan or PUD is amended to indicate where the proposed reduction in density will be made up through increased density at another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements.

As an alternative to the phasing provisions of the paragraph above, an individual phase of a project shall be permitted to develop below the required minimum floor area ratio density provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required density for the project will be achieved at project buildout. The increased density allocated to any future phase through such a transfer mechanism shall not increase the previously allocated density of the subsequent phase by more than ten percent (10%). The Planning Commission as a condition of Concept Development Plan approval may limit the number and total amount of such transfers.

6 . A bonus exclusion of twenty-five percent (25%) of the employee parking area may be subtracted from the site area in determining

floor area ratio, provided the ratio of parking spaces per employee is 0.5 or less as determined based on the average number of employees in any eight-hour work shift.

7. Notwithstanding any other provision of this subsection, the floor area ratio of non-residential structures constructed on properties within Review Area 6, as identified in Figure 7 and in Table 5 of the *Hillsboro Airport Compatibility Study* (May 1993), shall not exceed 0.3.

8. In the SCR-V District, free-standing non-residential development shall not exceed thirty percent (30%) of the net acreage and shall be of neighborhood scale when located more than 1,300 feet from a light rail station site. At least ten percent (10%) of the net acreage may be used for neighborhood commercial uses.

9. Minimum floor area ratios for commercial or mixed use development within the SCR-V District shall be 0.50 within 1,300 feet of a light rail station site and 0.40 beyond 1,300 feet of a light rail station site. Emergency service facilities, hotels, residential hotels and indoor recreational facilities are allowed in the District as free standing uses at a minimum floor area ratio of 0.50; except hotels within 800 feet of a LRT station shall not be less than 0.75 FAR.

10. In the SCI, SCBP and SCRP Districts, the minimum floor area ratio of commercial uses within 1,300 feet of a light rail station site shall be 0.50 and 0.40 elsewhere in the District. If such commercial uses are not constructed on discrete lots, or if there are multiple buildings on a lot such that it is not practicable to determine the site area [\[1\]](#) of

an individual building, and consequently the specific floor area ratio cannot be readily calculated, commercial uses are allowed up to ten percent (10%) of the total built or planned floor space of the development. In either case, no single retail or service commercial use, except when contained in a multi-story multi-tenant building, shall occupy more than 15,000 square feet of the ground floor of any building within the District.

11. Within the SCC-MM, SCBP, SCRP and SCI District, commercial uses greater than 2,600 feet from a light rail station shall have no minimum floor area ratio requirement, and shall not be included in calculating the overall FAR density of a phased project unless requested by the applicant.

12. In any SCPA commercial, industrial or institutional district where a mixed use building contains uses with different FAR requirements, the FAR requirement of the use with the majority of the gross floor area shall apply.

13. Where the FAR requirements of any SCPA District conflict or overlap with FAR requirements of any subsequently adopted zone or district associated with land uses within 1,300 feet of a transit trunk route, [\[2\]](#) the requirement with the greatest FAR provision which affects the property shall apply, provided such bus service is in place at the time of the Development Review application for the property in question.

14. Expansion of existing ancillary structures or recreational facilities in public parks, and construction of new ancillary structures or recreational facilities in public parks, are exempt from the minimum floor

area ratio of the applicable zone. Ancillary structures in public parks and recreational facilities may include, but are not limited to: restrooms; weather shelters; equipment storage buildings; and similar structures.

(Added by Ord. No. 5201/11-02).

## VII. MINIMUM NON-RESIDENTIAL DENSITY OBJECTIVES

### A. Purpose

Minimum density objectives are a tool for helping to achieve a desired intensity of development and encouraging increased use of light rail transit. These provisions are intended to help ensure development and employment opportunities will occur at levels supportive of transit in areas identified for non-residential uses which are within walking distance of light rail stations. Data on employment densities also helps the City determine the demand for and size of the roadway and infrastructure system.

In residential districts where non-residential development is a permitted or conditional use, specified minimum non-residential density targets may not be applicable where such targets cannot be achieved by the size of commercial uses permitted in that district. (Added by Ord. No. 4930/7-00.)

### B. Guidelines

1. See Table 1 of this Section for target employment objectives for SCPA Districts.
2. At the time an application for Development Review is filed, the applicant shall provide an estimate of the number of employees that will ultimately be working at the facility. This information is advisory only, but is a required element of the Development Review process.
3. Density in non-residential development is measured by people per net acre. Density

under this measurement is calculated based on the average number of employees on the largest 8-hour shift of businesses located within the affected development, as measured in paragraph 4., below. If a project includes mixed use buildings with residential uses on upper levels, the residential population may be included in the calculation based on an assumed occupancy of 2.5 people per dwelling unit. In the SCRDP District, the average number of full-time equivalent ("FTE") students in any educational or research institution during a typical 8-hour period may also be included in the total people per net acre.

4. The number of employees associated with any given business is based on either (1) an average of the number of employees per square foot of building space for that particular Standard Industrial Classification (SIC) as reported by similar businesses through either the Oregon Bureau of Labor and Industries, an appropriate trade organization or by the company itself based on its experience elsewhere; or (2) a calculation of the number of employee work spaces contained within the development as shown in plan drawings, construction specifications or operating plans of the occupant. Where a development, project or building is proposed to be built by a developer on the speculation of lease or sale and the end user and the SIC of the ultimate end user or their number of employees is unknown to the developer at the time of application, the developer should make a good faith effort to attract business or industry to said development which will meet or exceed the people per net acre target objective of the district in which the development is located.

[\[1\]](#) Applicable in "campus" or "park" situations where the

ground is held in common or where the user leases or owns a building without definition of a "lot" or parcel of land which can be discretely measured and its area used for the denominator in the FAR equation.

[\[2\]](#) As used here, "transit trunk route" shall mean a transit route where weekday peak period service is provided on at least a 20-minute headway basis and service is provided on the route at least every 30 minutes during the off-peak period between the hours of 5:00 a.m. and 1:00 a.m. of the following day



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(SCC-SC)
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Community  
Commercial-  
Multi-Modal  
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Community  
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Community  
Residential-  
Medium  
Density (SCR-  
MD)
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V)

**Section 137: DEVELOPMENT REGULATIONS FOR STATION COMMUNITY PLANNING AREAS**

**VIII. MINIMUM AND MAXIMUM SETBACKS FROM STREETS AND ALLEYS**

A. Purpose

Required maximum building setbacks are intended to complement applicable standards for building heights and floor area ratios as a means of ensuring the placement of buildings to promote an attractive streetscape and pleasant pedestrian environment. These regulations also assist in achieving a compatibility of building scale through the SCPA. Minimum setbacks are intended to ensure new construction occurs in a manner consistent with applicable building code, public utility easement or public open space requirements.

B. Standards

1. See Table 1 of this Section.

2. Front setback standards shall apply to all sides of a building abutting a street or alley.

3. Required setbacks shall be measured from the street or alley right-of-way, including any landscape strip or sidewalk required to be dedicated or an easement granted under the provisions of this ordinance. Conformance with the setback requirement is achieved when at least one main entrance to a commercial, industrial, research park, institutional or commercial/multi-family building located on the facade facing the street or alley is located no farther from the property line than the distance specified in the standard; or where at least seventy-five percent (75%) of the facade (excluding any garage or carport) of a residential dwelling facing the street or alley is located no farther from the property line than the distance specified in the standard.

4. Maximum front setback may be exceeded where the following criteria are met:

(a) In non-residential districts, additional space in excess of the setback requirements of the district is entirely occupied by usable open space or pedestrian space; and

(b) In all SCPA Districts where:

(1) the alternative setback is the minimum practicable to achieve the purpose of the exception;

(2) the alternative setback, proposed use within the space, and associated design treatments are approved as a part of the Development Review process; and

(3) the proposed exception meets one or more of the following criteria:

i) A project is situated adjacent to an existing curvilinear street or a

- I. Station Community Residential-Orencia Townsite Conservation (SCR-OTC)
- J. Station Community Residential-Downtown Neighborhood Conservation (SCR-DNC)
- K. Station Community Industrial (SCI)
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curvilinear street approved by the City prior to August 6, 1996 ; or

ii) A project is within a discrete development, business park or campus development existing prior to August 6, 1996, where the majority of the parcels along the applicable block face or multiple block faces within the same line of sight were developed prior to that date and result in a uniform streetscape and pattern of development which would be disrupted by locating the project according to the setback requirements of the applicable district; or

iii) A project is contained within a Planned Unit Development approved prior to August 6, 1996 where deed covenants or contractual arrangements in place prior to that date would be violated if a building or project were to be sited according to the setback requirements of the applicable district; or

iv) Surface parking , maneuvering or loading areas, or a service dock is approved as part of the project in accordance with Section 138.VIII.C. and D.; or

v) A project is located on a "monument lot" at the entrance to, or at an essential point within, a development where the structure occupying the lot establishes the character of the development and where significant art, water features, plazas, landscaping, architectural treatment or other unique features are included in the project and would

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Highway  
Oriented  
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HOD)

Table 1.c:

Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

Table 1.d:

Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

Table 1.e:

Station  
Community  
Residential-  
High Density  
(SCR-HD)

Table 1.f:

Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)

Table 1.g:

Station  
Community

otherwise be prohibited by adherence to the setback requirements of the applicable district; or

vi) Where the maximum allowed setback of the use is less than eight feet (8') and where a public utility easement greater than the maximum setback of the applicable district is required, and it is not practicable to place the utilities under the sidewalk or within an alley, the building may be set back to accommodate the easement for the underground utilities; or

vii) Within SCR-V, SCR-MD and SCR-LD Districts, where topography, wetlands, high voltage transmission lines, adverse parcel configuration, or other demonstrable hardships, not self-imposed, preclude platting the affected portion of a proposed subdivision in a connecting grid street pattern as required in Section 137.XVI.B.5. In order to maximize density on the resulting curvilinear streets and within cul-de-sacs, where lots may be created that are exceptionally narrow, or irregularly shaped, the maximum residential setback on such lots may be exceeded provided that:

a) the setback to the front plane of the dwelling is moved back no farther than necessary in order to obtain a 25 foot wide

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 Low Density  
 (SCC-LD)  
 Table 1.h:  
 Station  
 Community  
 Residential-  
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 V)  
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 Residential-  
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 Conservation  
 (SCR-OTC)  
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 Neighborhood  
 Conservation  
 (SCR-DNC)  
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frontage  
 for a  
 townhouse  
 or  
 rowhouse,  
 or a 48  
 foot  
 frontage  
 width for a  
 detached  
 house or  
 duplex,  
 and

b) the  
 exemption  
 does not  
 apply to  
 more than  
 five (5)  
 individual  
 lots within  
 a  
 subdivision,  
 unless a  
 variance is  
 granted by  
 the  
 Hearing  
 Board to  
 extend the  
 exemption  
 to not  
 more than  
 ten (10)  
 lots in any  
 given  
 subdivision,  
 and  
 provided  
 the  
 variance  
 criteria of  
 Section  
 136.X.B.3.b  
 and 3.c are  
 met, and

c) such  
 exemption  
 does not  
 reduce the  
 overall  
 residential  
 density  
 required by  
 the  
 applicable  
 district.

(Amended by Ord. No. 4545/4-97 and 5676/10-06.)

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Figure 5 - Approved Downtown

Alley Improvements

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5. Where a residential garage or carport is directly accessible from a public or private street or a public alley at the front property line, the setback to the opening of the garage or carport shall be either: (Amended by Ord. No. 4930/7-00.)

- a. equal to the setback of the dwelling unit if the setback is equal to or less than five feet (5'); or
- b. nineteen feet (19'), except:

(1) where the setback of the dwelling unit is greater than nineteen feet (19'), then the setback to the garage/carport shall be equal to or greater than the dwelling unit; or

(2) where the garage door or carport entrance is oriented perpendicular or nearly perpendicular to the front property line, and there is sufficient distance to park in front of the garage/carport entrance without extending over the property line or the sidewalk, then the setback shall be equal to or greater than the dwelling.

(Amended by Ord. No. 4545/4-97, renumbered as Section 5 to correct scrivener's error.)

6. Where an alley right-of-way is less than twenty feet (20'), buildings, including carports and garages shall be set back on either side an equal distance from the edge of the right-of-way so as to create an emergency fire access corridor of twenty feet (20') clear of obstructions.

(Amended by Ord. No. 4545/4-97, renumbered as Section 6 to correct scrivener's error.)

7. Expansion of existing ancillary structures or recreational facilities in public parks, and construction of new ancillary structures or recreational facilities in public parks, are exempt from the minimum and maximum setbacks of the applicable zone. Ancillary structures in public parks and recreational facilities may include, but are not limited to: restrooms; weather shelters; equipment storage buildings; and similar structures. (Added by Ord. No. 5201/11-02).

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C. Station  
Community  
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Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

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IX. VISION CLEARANCE

A. Purpose

This triangular area at intersections of streets and at intersections of alleys or driveways of commercial uses serves to ensure that the operator of a vehicle or bicyclist has a clear view of crossing traffic and pedestrian activity in order to allow them to safely maneuver through the intersection. To ensure proper vision clearance, certain corner lots or lots on curvilinear streets may have additional setback or architectural requirements, or may take advantage of the opportunity to incorporate pedestrian spaces into site design.

B. Standards

1. Except at signal controlled intersections in the SCC-CBD and SCC-HOD Districts, projects constructed on corner lots or adjacent to alleys and driveways shall provide intersection sight distance as measured and recommended in accordance with the most recent adopted issue of A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials ("AASHTO") unless otherwise approved in writing by the City Engineer. Sight distances shall be based on the 85 th percentile speed of the cross street as determined by the traffic engineering study done in conjunction with Development Review.

2. Projects within the SCC-CBD and SCC-HOD Districts are to meet the intent of the AASHTO standard, except that the sight distance triangle may be occupied by a pedestrian space or other pedestrian amenity, and/or the second story and floors above may protrude into the visual sight distance triangle and may provide a structural

- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
- J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
- L. Station  
Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
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Community  
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Institutional  
(SCFI)

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Community  
Commercial  
District
- Table 2:  
Station

support for the stories above within the sight distance triangle provided the location and size of such a support element or the objects placed within a pedestrian space do not, in the opinion of the City Engineer, create an unsafe situation.

C. Exceptions

At certain intersections on SE Oak Street and SE Baseline Street in the SCC-HOD District, vision clearance areas at corners on the downstream side of the traffic flow may be waived at the discretion of the City Engineer. (Added by Ord. No. 4930/7-00.)

Community  
Residential  
District  
Table 3:  
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Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
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- IX. Drive-Through Uses
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Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION COMMUNITY  
PLANNING AREAS

X. MINIMUM AND MAXIMUM BUILDING HEIGHT REQUIREMENTS

A. Purpose

Minimum and maximum building height standards serve several purposes. They promote a reasonable building scale and relationship of one structure to another. They reflect the general building scale of transit-supportive commercial, residential, industrial, research park, and institutional development in the City's neighborhoods. They help to create a harmonious, pedestrian-sensitive visual setting which enhances the livability of a neighborhood. They also help assure an adequate intensity of development that supports the City's and region's substantial investment in light rail transit.

B. Standards

1. See Table 1 of this Section. Within Station Community Planning Areas, building height is measured from native grade, four feet outside the foundation of the structure. For purposes of calculating minimum and maximum height as cited in Tables 1.a through 1.n for any given District and notwithstanding the provisions of the Oregon Uniform Building Code, a residential use "story" shall be considered to be not greater than ten feet (10"). For all non-residential or mixed-use buildings and parking structures a "story" shall be considered to be not greater than fifteen feet (15'). The maximum height shall not include the roof structure above the ceiling of the top floor of the residential living space or the commercial, industrial, or institutional occupancy, provided the roof pitch does not exceed 12:12. Where construction of grade level floors includes placement of earth berms above the native grade, such grade level floors are considered stories within this standard. However, a basement is not a story in the finished floor of the basement is at least

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)  
N. Station  
Community  
Fair Complex  
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III. Definitions

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Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

six feet (6') below native grade. (Amended by Ord. No. 4545/4-97 and 4930/7-00.)

2. Private recreation facilities within 800 feet of an LRT station in a SCR-V District may be one (1) story provided the footprint of the building and any outdoor recreation facility does not exceed 7,500 square feet, and such facilities do not abut a major pedestrian route.

3. The maximum height allowed by Variance to Table 1, including any roof-top equipment or structures, for all building types and uses in all Station Community Planning Area Districts shall be ninety feet (90'); except that industrial uses in the SCI or SCBP Districts may increase the maximum height for the sole purpose of accommodating manufacturing processes, up to a maximum of ninety-nine feet (99').

4. In the event a maximum building height permitted by Table 1 or by this subsection as applied to a specific building site conflicts with that specified in the Hillsboro Airport Compatibility Study (May 1993), and the Federal Aviation Administration continues to certify the need for such a height restriction, the Hillsboro Airport Compatibility Study shall supersede and control.

5. A height requirement cited in Tables 1.a through 1.n for any given district does not limit, or require, a specific number of usable floors within a building or structure provided the interior floor-to-ceiling height meets the minimum requirements of the Uniform Building Code. As specified in paragraph 1, above, a story is a numeric measurement used to determine the allowed overall exterior height of a building or structure, including roof-mounted equipment (other than permitted aerials and antennas) and parapet walls or screening materials. However, given the possible variation in usable floor space within a building or structure, the exterior height of a building does not substitute for actual gross square footage

Community  
Residential  
District  
Table 3:  
Station  
Community  
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Station  
Community  
Commercial-

of covered floor space when calculating floor area ratio. (Amended by Ord. No. 4545/4-97.)

6. The provisions of Section 94, Exceptions to Building Height Limitations, shall not apply to SCPA Districts except as approved by Variance.

7. Expansion of existing ancillary structures or recreational facilities in public parks, and construction of new ancillary structures or recreational facilities in public parks, are exempt from the minimum and maximum building height requirements of the applicable zone. Ancillary structures in public parks and recreational facilities may include, but are not limited to: restrooms; weather shelters; equipment storage buildings; and similar structures. (Added by Ord. No. 5201/11-02).

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
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Table 1.f:  
Station  
Community  
Residential-  
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MD)  
Table 1.g:  
Station  
Community  
Residential-  
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Community  
Residential-  
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V)  
Table 1.i:  
Station  
Community  
Residential-  
Orencia  
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Conservation  
(SCR-OTC)  
Table 1.j:  
Station



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Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
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(SCI)  
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Station  
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Table 1.m:  
Station  
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Depth

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Non-Residential Parking Standards in Station Community Districts  
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XIV. Mixed Use Buildings and Mid-Rise Apartments

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Figure 4 - Quatama/185 th Sidewalk Standards

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District (SCC-  
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- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION COMMUNITY  
PLANNING AREAS

XI. MINIMUM AND MAXIMUM OFF-STREET PARKING  
REQUIREMENTS

A. Purpose

Maximum off-street parking standards are intended to provide sufficient on-site parking to accommodate the majority of traffic generated by the range of uses which might locate on the site over time, taking into account the nature of those uses and the proximity and availability of light rail and other transit, as well as alternative modes of travel. Off-street parking standards in Station Community Planning Areas are lower than in other areas because of the increased availability of alternative modes of travel and in recognition that increased density of residential and pedestrian-oriented commercial uses makes less space available for parking in these areas. Minimum off-street parking standards in Station Community Planning Areas are applicable to dwelling units and are intended to accommodate the parking needs of local residents throughout the day so that travel by other modes is possible without vehicles parked on the street becoming obstacles to traffic and bicyclists on the local street network.

B. Standards

1. Table 2, below, contains the maximum off-street parking ratio standards for non-residential development within all SCPA Districts. The minimum non-residential off-street parking requirements of such uses within SPCAs is equal to fifty percent (50%) of the maximum. Table 3 contains the minimum and maximum off-street parking standards for residential and similar uses. Variance to minimum and maximum parking standards is allowed. Pursuant to the results of the Traffic Impact Study required under Section 137.XVI. B.2., the City Engineer may require off-street parking

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:

Station  
Community  
Commercial  
District

Table 2:

Station

above the minimum standard to mitigate impacts of a use on the street system.

2. Off-street surface parking provided by any project or use within a Station Community Planning Area shall be at or below the maximum standards listed in this subsection. Multi-family, student housing and senior housing uses listed in Table 3, Maximum Allowed Parking, includes off-street short-term and guest parking.

3. Parking for free-standing residential structures in the SCC-CBD and SCC-HOD Districts shall be contained within a parking structure.

4. Exceptions:

a. Single family detached, single family attached, rowhouse/ townhouse, duplex and attached duplex dwellings allowed within any district may have up to two parking spaces per dwelling unit provided the parking is contained within an attached garage or covered carport.

Single family detached dwellings may also allow for parking of up to two (2) vehicles within the driveway provided there is a minimum of nineteen feet (19') between the back of the sidewalk and the front of the garage or carport.

b. Within the SCR-HD or any Station Community commercial, industrial or institutional district, the maximum off-street surface parking allowed by Table 2 of this Subsection may be exceeded by up to 150% by a project, use, or a consortium or aggregation of uses under the same or different ownerships if the parking is contained in a parking structure. If a parking structure is provided, the project or consortium of

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

projects, or aggregated uses or users shall accommodate 100% of the required bicycle parking on the ground floor of the structure. (Amended by Ord. No. 4545/4-97.)

c. The following parking is exempt from the maximum standards of this subsection:

- (1) Employee car/vanpool parking spaces;
- (2) Dedicated valet parking spaces;
- (3) Fleet parking; and
- (4) Commercial parking where the fee or charge is equal to or greater than the average market rate within the Metro boundary; as determined and published regularly by Metro.

Where any of the above listed conditions that warranted the exceptions of this paragraph are no longer the case, the maximum allowed parking standards for the use in question shall apply.

d. The maximum amount of allowed parking for a project or use shall be adjusted upward according to the following formula, provided an applicant for increased parking demonstrates an actual or projected single user and/or

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

tenant within one or more buildings within a project or use can or will generate a density of greater than the target population density for the area in question. The target density for the Regional Center within the the Downtown SCPA (the SCC-CBD, the SCC-HOD, the SCC-SC south of East Main Street , and the SCR-HD Districts) is sixty (60) people per acre. In the remainder of the Downtown SCPA, and I i n all other SCPAs the target density is forty-five (45) people per acre. Provided that the applicant demonstrates such density achievements for a particular building or buildings, the maximum amount of parking, if so limited, shall be increased over that shown in Table 2 by eighty percent (80%) of the proportionate ratio by which the actual or projected density exceeds the target. The twenty percent (20%) discount is proportionate to the assumed number of people who will use modes other than the automobile for home-to-work trips. If in the future the modal split for auto based home-to-work trips falls below eighty percent (80%) as determined by Metro, the discount percentage shall change accordingly, but in no case shall it increase above eighty percent (80%).  
(Amended by Ord. No. 4930/7-00.)

The calculation of an increased parking maximum allowance under this provision is illustrated in the following examples. Say an applicant can demonstrate fifty (50) people per acre normally reside or are employed within a project or use boundary outside the downtown area. The target density for the area is forty-five (45) people per

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRCP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

#### Section 137.III-IV

##### III. Minimum Lot Size

##### IV. Minimum Lot Width and Depth

#### Section 137.V-VII

##### V. Minimum and Maximum Residential Densities and Ancillary Dwelling Units

##### VI. Minimum Floor Area Ratios

##### VII. Minimum Non-Residential Density Objectives

##### VIII. Minimum and Maximum Setbacks from Streets and Alleys

##### IX. Vision Clearance

##### X. Minimum and Maximum Building Height Requirements

##### XI. Minimum and Maximum Off-Street Parking Requirements

Table 2:  
Maximum

acre. In this case the amount of authorized parking would be allowed to increase to 109% of the maximum parking shown in the table. The math in this case is as follows:  $\{ [(50-45)/45] \times 80\% \} + 1 = 108.8$  or 109% of the maximum parking allowed in the table. If it was shown seventy-five (75) people were at a one acre project or use location on a regular basis, the maximum parking allowed by the table could be multiplied by 153 percent based on the following calculation string:  $\{ [(75-45)/45] \times 0.8 \} + 1 = 1.533 = 153\%$ .

5. Where a development project includes the construction of new or reconstruction of existing streets, either of which includes the addition of on-street parking, the on-street parking spaces may, at the election of the developer, be included in the calculation of maximum allowable parking, provided the adjacent street width accommodates parking without impinging on travel lane width and the on-street parking does not adversely impact adjacent bicycle or pedestrian facilities or adversely impact the overall traffic flow or safety in the vicinity.

6. Mixed use projects, or parking shared jointly by more than one user, may calculate the allowed maximum parking based on the total and proportional square footage of space within a project, or aggregated among the joint users, by each type of use. This provision also applies to campus developments and major institutions which include a mix of uses, whether the uses are under single or multiple ownership. (Amended by Ord. No. 4545/4-97.)

7. No maximum bicycle parking standards apply, but a minimum of two (2) covered spaces (or one (1) locker) per establishment is required regardless of calculation results. Where a calculation would



Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

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otherwise result in a required bicycle parking requirement of less than two (2) spaces, owners of one or more adjacent small uses, or a single owner of a commercial building with multiple tenants, may aggregate their respective gross square footage into one calculation and provide the requisite number of common or joint use bicycle parking spaces; in which case the requirement for a minimum of two (2) covered spaces per establishment shall no longer apply provided at least two covered joint use spaces are provided by the consortium of users.

8. Where calculation of maximum residential parking results in fewer parking spaces than the required minimum, the minimum requirement shall apply.



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Central  
Business  
District (SCC-  
CBD)
  - B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
  - C. Station  
Community  
Commercial-  
Station
  - Commercial  
(SCC-SC)
  - D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
  - E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
  - F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137: DEVELOPMENT REGULATIONS FOR STATION COMMUNITY  
PLANNING AREAS

Table 2: Maximum Non-Residential Parking Standards in Station  
Community Districts (1)

Land Use (2)	Maximum Parking Within 1,300 (3) Feet (1/4 Mile +/-) Of A LRT Station (per 1000 square feet of gross floor area, unless otherwise specified)	Maximum Parking More Than 1,300 Feet And Less Than 2,600 Feet (1/2 Mile +/-) From A LRT Station (per 1000 square feet of gross floor area, unless otherwise specified )	Minimum Bicycle Parking (4) (greater of two spaces or the following):
Retail and Service Commercial (5)	5.1	6.2	0.25 (6)
Medical/Dental/ Veterinary Clinics, Medical Office Buildings	4.9	5.9	0.25
Office and Similar Uses (7)	3.4	4.1	0.125
Eating or Drinking Establishments: Fast Food Casual Dining (8) Fine Dining	5.5 10.0 12.0	9.0 15.0 12.0	2.0 (9) 0.25 0.125
Theaters, Conference Centers and Assembly Halls	0.4 space per seat	0.5 space per seat	1 space per 20 seats

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
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 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

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 Community  
 Commercial  
 District  
 Table 2:  
 Station

Health Spa, Gym, Indoor Sport Club	5.4	6.5	1.5
Bowling Center	3.2 spaces per lane	6 spaces per lane	0.5 spaces per lane
Social club, amusement or recreation facility	5.4	6.8	0.125
Library or Reading Room	3.5	4.8	2.0
Hotel or Residential Hotel (10)	1.0 space/ guest room	1.0 space/ guest room, plus 0.6 space per employee (11)	0.125
Hospital	3.0		0.125
College, University, Technical School , or High School	0.3 space per FTE student and employee (11)	0.3 space per FTE student and employee	5% of FTE, day students
Elementary, Middle and Junior High Schools	0.8 spaces per employee	0.8 spaces per employee	10% of FTE, non- bussed day students
Places of Worship, Mortuaries and similar peak-loading facilities	0.3 space per seat	0.5 space per seat	1 space per 40 seats
Mixed-Use Residential	100% of the spaces per dwelling unit allowed in Table 3, plus 75% of the spaces required for the commercial		1 per dwelling plus commercial
Fairgrounds and Outdoor Sports Facilities	1.0 per 1,000 sq. ft. of visitor space	1.0 per 1,000 sq. ft. of visitor space	2.0 per 1,000 sq. ft. of visitor space

Community Residential District  
 Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
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Manufacturing, Processing, Compounding, Light Industrial, Predominantly Industrial Flex Space, Campus Industrial And Accessory Industrial Uses	2.5	4.5	0.20
Laboratories and Research Facilities	3.5	5.0	0.20

(Amended by Ord. No. 4545/4-97, 4930/7-00, 5168/7-02, 5667/9-06.)

Additional footnotes for Table 2: Maximum Non-Residential Parking Standards in Station Community Districts.

- (1) Parking standards within this table apply only to property within 2,600 feet of a Light Rail Station. For property outside that distance the City-wide parking standards contained in Zoning Ordinance Section 84 shall apply.
- (2) Where a particular use is not listed, approximate based on the most analogous use shown in the table.
- (3) Upon the effective date of any City of Hillsboro ordinance to implement Metro legislation adopting Region-wide parking standards for all local jurisdictions within the Metro boundary any maximum parking standards shall be those established by such ordinance.
- (4) Except in the case of schools, the first 2 spaces of any required bicycle parking and 10% of those thereafter must be covered or within lockers. Except for schools, at the option of the applicant, required bicycle parking ratios may be reduced by 75% after the first fifty (50) spaces.
- (5) Includes automotive service uses in the SCC-HOD.
- (6) Required bicycle parking at automotive service uses within the SCC-HOD is 1 space per 20 employees.
- (7) Includes office buildings, flex space and mixed use buildings that are predominantly in office use, governmental uses, and child care facilities.
- (8) Examples of this type include Applebee's, Elmer's, Hale's, Shari's, Newport Bay , Reedville Café, etc.
- (9) Bicycle parking for all restaurant uses shall be calculated using the dining area space only.
- (10) May add additional spaces to accommodate restaurants open to non-guests, at the applicable casual dining ratio.
- (11) Where a per employee standard is used in this table, the number of employees on the largest eight-hour working shift is to be used in the calculation; except in the case of a continuous industrial process use with approximately equal shift staffing where a multiplication factor of 1.5 may be applied. Otherwise, no additional parking allowance is made for shift overlap.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys

IX. Vision Clearance

X. Minimum and Maximum  
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XI. Minimum and Maximum  
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Requirements

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Table 3: Residential Parking Standards in Station Community Districts

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XIV. Mixed Use Buildings and Mid-Rise Apartments

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- IX. Drive-Through Uses
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- XII. Streetscape and Site  
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- Figure 5.6 : Street Standard  
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Type "E"

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  - E. Station Community Residential-High Density (SCR-HD)
  - F. Station Community Residential-Medium Density (SCR-

Section 137. Development Regulations for Station Community Planning Areas

Table 3: Residential Parking Standards in Station Community Districts

Housing Type	Minimum Required Parking (Per Dwelling Unit)	Maximum Allowed Parking (Per Bedroom)	Minimum Required Bicycle Parking (1)
Single Family Detached	1.0	0.90	None
Single Family Attached	1.0	0.90	None
Rowhouse	1.0	0.90	None
Townhouse	1.0	0.90	1.0
Duplex	1.0	0.90	1.0
Attached Duplex	1.0	0.90	1.0
Multi-Family Dwelling	1.5	0.90	1.0
Garden Apartment	1.25	0.90	1.0
Mid-rise Multi-family	1.5	0.90	1.0
Flats and Apartments over Commercial space, and for Live/Work units	1.0	0.90	1.0
Senior Housing	0.25	0.75	None
Student Housing (Per dormitory type room)	0.25	0.75	1 per room

(Amended by Ord. No. 4930/7-00.)

(1) Expressed in number of covered bicycle parking spaces per dwelling.

MD)

G. Station

Community

Residential-

Low Density

(SCR-LD)

H. Station

Community

Residential-

Village (SCR-

V)

I. Station

Community

Residential-

Orencia

Townsite

Conservation

(SCR-OTC)

J. Station

Community

Residential-

Downtown

Neighborhood

Conservation

(SCR-DNC)

K. Station

Community

Industrial

(SCI)

L. Station

Community

Business Park

(SCBP)

M. Station

Community

Research

Park (SCR)

N. Station

Community

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IV. Permitted Land Uses

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Commercial

District

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CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
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Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
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Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station





Community  
Residential-  
Downtown  
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Conservation  
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(SCI)  
Table 1.l:  
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Community  
Business Park  
(SCBP)  
Table 1.m:  
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Park (SCRP)  
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Fair Complex  
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Section 137.V-VII

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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
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IX. Vision Clearance

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Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. DEVELOPMENT REGULATIONS FOR STATION  
COMMUNITY PLANNING AREAS

XII. MINIMUM USABLE OPEN SPACE REQUIREMENTS

A. Purpose

Open space requirements are intended to assure opportunities for outdoor relaxation or recreation for residents, employees, and customers in Station Community Districts, and to ensure development proposals avoid unnecessary impacts on natural resources in the vicinity of the project. The standards work to ensure a portion of the site not covered by buildings is of adequate size, shape, improvement and location to be usable for outdoor recreation or relaxation, and to ensure the preservation of inventoried significant natural resources in the vicinity of the project. Required open space benefits the public health and is an important aspect of livability. Open space is particularly important in areas of more intensive residential and commercial development.

B. Standards

1. Non-residential projects on less than one-quarter (1/4) gross acre are not subject to open space requirements unless the project is part of or subsequently becomes a part of a series of projects or phases of a larger development in which case the original project shall be joined with all subsequent projects or phases in order to determine the required open space for the whole. Non-residential projects larger than ¼ gross acre, but smaller than one acre, shall provide minimum usable open space equal to five percent (5%) of the project gross acreage. Usable open space in non-residential projects may be privately accessible to customers and/or employees only, without providing public accessibility. (Amended by Ord. No. 4930/7-00.)

2. Residential projects smaller than one acre shall provide a minimum of 100 square feet of usable open space per unit, which may be private yards, courtyards, decks, or commonly owned tracts. Usable open space within such residential projects may be privately accessible to residents and guests only, without providing public accessibility. (Added by Ord. No. 4930/7-00.)

- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
- J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
- L. Station  
Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
Park (SCR-P)
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- III. Definitions
- IV. Permitted Land Uses  
Table 1:  
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Community  
Commercial  
District  
Table 2:  
Station

3. Residential subdivisions, Residential Village, commercial and industrial developments in all districts shall include usable open space within a project based on the gross acreage of the project. (Amended by Ord. No. 4930/7-00.)

In the SCC-CBD, and SCC-HOD Districts, the minimum amount of usable open space shall be five percent (5%) of gross acreage within the project. In the SCC-MM District the following provisions apply:

Use or Function of an identifiable Area within the SCC-MM District	Usable Open Space Attributable to the Identified Use & Parking (Percentage of Gross Acres of the Identified Area)	Percent Landscaping* Required in the Identified Area
All Commercial Uses, Offices, Hotels and Flex Space Buildings	5%	15%
Mixed Use Residential Buildings	10	10
Residential	15	5

\*The actual area of landscaping installed in and around a parking lot pursuant to Section 138.VII.D. shall count towards meeting this requirement.

In all other Districts the following table shall apply:

Project Gross Acres	Required Usable Open Space
1.01 - 5	5.00%
5.1 - 15	7.50
15.1 - 25	10.0
25.1 - 50	15.00
51 - 69	13.50
70 - 99	12.50
100 - 149	11.50
150 or more	10.00

(Amended by Ord. No. 4545/4-97.)

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
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Station  
Community  
Commercial-

4. In any District where outdoor seating for eating and drinking establishments is a permitted or conditional use, sixty-five percent (65%) of the area of the outdoor seating area may be counted toward the Usable Open Space requirement, even if the area is privately accessible to customers and/or employees only, without providing public accessibility. In addition, thirty-five percent (35%) of the area of the outdoor seating area may be counted toward the applicable Floor Area Ratio requirement. However, in each case, the outdoor seating area may be counted toward the requirement only if the area is fully improved and is located outside the public right-of-way. (Added by Ord. No. 4930/7-00.)

5. In determining where usable open space should be placed within a project, preference shall be given to:

- a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;
- b. Protecting lands where more intense development than an open space use may otherwise have a "downstream" impact on the ecosystem of the vicinity, including stands of mixed species and conifer trees, natural hydrological features, and wildlife feeding areas;
- c. Enhancing park sites adjacent to where pedestrian routes converge;
- d. Enhancing recreational opportunities near neighborhood commercial activity centers; and
- e. Enhancing opportunities for passive relaxation and recreation for employees and/or visitors within a development project.

6. A project within any district containing ten (10) or more gross acres that is to be constructed in more than one phase, may aggregate the usable open space requirements into one



Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

or more designated usable open space sites or commons, provided:

a. The total usable open space required is set aside, and

b. The percentage of the total open space requirement that corresponds to the percentage of the development phase as it relates to the total project, is developed prior to, or concurrent with, occupancy of that phase of the first phase project. That is, if the development phase is twenty-five percent (25%) of the entire project, the amount of open space required to be developed is also twenty-five percent (25%) of the total open space requirement.

7. Pursuant to paragraph 4, where a multi-phase project has aggregated usable open space improved to the standards specified in Section 136.III.ccc, a prorated share of the aggregate usable open space may be allocated to a single lot or parcel. The allocated share may then be subtracted from the gross acreage of the subject lot to determine the Net Acreage for purposes of calculating FAR and/or residential density. If a prorated share of aggregated usable open space is not applied to a given lot or parcel, the applicant may request the prorated share be applied to another lot or parcel within the development provided all such open space transfers are accounted for. For purposes of this provision, lands that have been improved to usable open space standards and are subsequently dedicated to the City for park or greenspace purposes shall continue to be counted as part of the project's aggregate usable open space. (Added by Ord. No. 4545.4-97.)

8. To qualify as and meet the definition of usable open space and to be credited towards the requirements of paragraph 2, above, land so designated by an applicant must clearly be planned for that purpose and of sufficient size to serve a legitimate recreational or relaxation opportunity, and not simply be an apparently remnant tract or otherwise unusable or oddly shaped area. Small, odd or remnant parcels may qualify as usable open space provided that an applicant satisfactorily demonstrates special improvements have been made to create a space meeting the purposes and intent of

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

the definition. Examples include: unique landscaping which creates a private contemplative sitting area; a basketball hoop and pavement which creates sufficient area to play a half-court pickup game without traffic or pedestrian safety concerns; a backboard and hard surface which provide a safe all-weather tennis practice area; and a bench and plantings which provide a pocket wildlife viewing area. Conversely, a bulge of land with grass at a street corner or bulbout in a curbside landscape strip does not qualify just because of a tree and a bench. Vacant land need not be improved unless it is intended to be classified as usable open space. (Added by Ord. No. 4545/4-97.)

#### Section 137.III-IV

##### III. Minimum Lot Size

##### IV. Minimum Lot Width and Depth

#### Section 137.V-VII

##### V. Minimum and Maximum Residential Densities and Ancillary Dwelling Units

##### VI. Minimum Floor Area Ratios

##### VII. Minimum Non-Residential Density Objectives

##### VIII. Minimum and Maximum Setbacks from Streets and Alleys

##### IX. Vision Clearance

##### X. Minimum and Maximum Building Height Requirements

##### XI. Minimum and Maximum Off-Street Parking Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
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XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements



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- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
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- XII. Streetscape and Site  
Design Standards and Guideline
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Station Community  
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- Figure 5.2 : Street Network
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- Figure 5.4 : Street Standard  
Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
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Type "D"
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Type "E"

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(Descriptions)

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Community  
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Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. Development Regulations for Station Community Planning  
Areas

XIII. MINIMUM LANDSCAPING, NATURAL RESOURCE AND MATURE  
TREE PRESERVATION REQUIREMENTS

A. Purpose

Landscaping, natural resource and mature tree preservation requirements are intended to soften the effects of built and paved areas and enhance the overall appearance of development in the City. Landscaping, mature trees and natural resource areas preserve and improve the character and livability of the area and break up large expanses of paved areas and structures. Landscaping and mature trees provide privacy to multifamily residents and to abutting residents. To encourage preservation of mature trees the City has provided elsewhere in this Ordinance for the reduction of net acreage on project sites, for purposes of calculating residential densities and floor area ratios. Landscaping also promotes livability in residential areas by providing buffering between residential and non-residential uses. Landscaping and natural resource areas help in reducing stormwater runoff by providing a permeable surfaces.

B. Standards

1. For all development, any portion of a site not occupied by buildings, parking, improvements, usable open space or protected natural resources shall be landscaped in a manner consistent with the requirements in Section 138. Where practicable, landscaping species and materials shall be selected to correspond in scale with the structures in the project, including selection of taller-sized species adjacent to taller buildings, if not prohibited by overhead utility lines or reduced setbacks. Also where practicable, if specimen trees (as defined and described in Section B.3) have been removed for project construction, selection of landscaping species and materials shall include replanting of similar species at the largest available size. (Amended by Ord. No. 4930/7-00.)

2. As part of the Development Review process, a project in any SCPA District containing ten (10) or more gross acres, or a project of any size, including residential subdivision

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

projects that would otherwise be exempt from development Review, that proposes to impact any inventoried significant natural resource as defined and set forth in OAR 660-23, DLCDD Goal 5 regulations as they may from time-to-time be amended, shall identify and address the preservation of wildlife habitat, natural vegetation, wetlands, water quality, riparian areas and other natural resources and upland buffer areas important to the ecosystem on or in the vicinity of the proposed development site. Such development and subdivision proposals shall also identify specific development alternatives which would avoid or reduce such impacts and recommended measures to mitigate any impacts that result from the selected alternative. Development and subdivision alternatives and measures that mitigate the impact of the project on natural resources may be conditions of approval for any required development, subdivision, or building permit or authorization.

3. In carrying out the provisions of the previous paragraph, projects, subdivisions and all of their elements shall be planned, sited and constructed so as to avoid to the maximum practicable extent, the alteration of existing natural resource areas and the destruction or damage of mature, healthy trees on the site. No single Douglas Fir tree greater than twenty-four inch (24") diameter 1, or any type of deciduous tree greater than twenty inches (20") in diameter, or a single Grand Fir, Ponderosa Pine, Western Red Cedar, or hardwood tree with a diameter greater than twelve inches (12"), or a stand of three (3) trees or more trees exceeding twelve inch (12") diameter (or smaller if the species is at full maturity with less than 12") shall be cut, mutilated, destroyed, or damaged 2, nor shall a natural resource area be altered as the result of a project or subdivision unless the impact is identified and specifically approved based on the criteria cited in paragraph 4, below, along with any appropriate mitigation measures, as part of the Development Review process. Such a study shall identify all areas where the potential of windthrow may occur as a result of the proposed development and shall include a determination of the risk and measures recommended by a certified arborist to prevent windthrow as a result of cutting clusters of trees.

4. Except where otherwise prohibited by law, an exception to the prohibition of cutting trees or to altering existing natural resource areas identified and protected by the provisions of paragraph 3, above, shall be allowed if:



Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

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Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

a. A Certified Arborist determines that:

- (1) Removal of a tree is necessary due to a safety hazard to persons or property; or
- (2) A tree is irreparably diseased or dying, or is irreparably weakened by age, storm, injury or fire; or

b. A Registered Engineer certifies that:

- (1) The area is needed for access to a building site for construction equipment and there is no practicable alternative route; or
- (2) The area is needed to accommodate essential grade changes needed to implement storm water management requirements and/or engineering standards required for the integrity of the proposed building, and for which there is no practicable storm water management or grading alternative; or
- (3) The location is needed for proposed buildings, streets, driveways, or other permanent improvements and there is no practicable alternative site, location or design option which would achieve the purpose and size of the proposed development within the lot, parcel or tract.

5. All trees and natural resources to be protected or preserved as a result of the above cited study and

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

Development Review process, shall be marked and protected by a construction fence placed at least 5 feet outside the boundary or drip line of the resource or tree. No soil compaction, material or spoils storage or other activity deleterious to the tree or natural resource shall be allowed within the marked area. This provision shall be enforced as a requirement of any Building and Engineering Permits for the project.

6. Violations of this subsection, either intentionally or through negligence, are subject to the penalties authorized in Section 124 of this Ordinance, and construction shall be halted until any violation is rectified and mitigation measures implemented, or a legally binding mitigation plan and agreement is executed.

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys

IX. Vision Clearance

X. Minimum and Maximum  
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XI. Minimum and Maximum  
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Table 2:  
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Table 3: Residential Parking Standards in Station Community Districts

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XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

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XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

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Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
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Type "D"
- Figure 5.8 : Street Standard  
Type "E"

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CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. Development Regulations for Station Community Planning  
Areas

XIV. MIXED USE BUILDINGS AND MID-RISE APARTMENTS

A. Purpose

These standards are intended to assure an appropriate mix of uses within mixed use buildings and apartments in Station Community commercial districts.

B. Standards

Retail, office and residential uses are permitted in mixed use buildings as follows:

1. In the SCC-HOD, SCC-SC, SCC-MM, SCR-HD, and SCR-V Districts, residential dwellings may include business activities either on all or a portion of the first floor of a multi-story dwelling, or on the street-side portion of a single story dwelling existing before the effective date of this Ordinance, provided that such activities are in compliance with all applicable fire and life safety, and building codes. New dwellings that are intended for use as a "live-work" unit shall be designed to have the business activities contained on the first floor with living space above. Existing multi-story dwellings within the named districts may be remodeled to accomplish the same objective. In either case, in conformance to Building Code requirements, first floor facilities may serve common use between the business portion and the living portion of the structure.

2. In the SCC-CBD, SCC-MM, SCC-SC and SCR-V Districts:

a. Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to retail and/or pedestrian-related office or service uses.

b. Where residential use is provided, retail and/or pedestrian-related office or services uses are permitted on the ground and second floors, and commercial and residential uses are permitted on and above the second floor.



MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco

Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation

(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:

Station  
Community  
Commercial  
District

Table 2:

Station

### 3. In the SCC-HOD District:

a. Where residential use is not provided, a combination of retail and office uses is permitted on all floors with ground floor uses restricted to retail and/or pedestrian-related office or service uses; except in the case of auto-oriented uses existing on the effective date of this Ordinance, where the first floor may contain motor vehicle service, maintenance or repair facilities, drive-through facilities, and other auto-oriented uses.

b. Where residential use is provided, retail and/or pedestrian-related office or services uses are permitted on the ground and second floors, and commercial and residential uses are permitted on and above the second floor.

4. In the SCC-SC and SCR-V Districts: Where mid-rise multi-family apartment buildings are located within 100 feet of a LRT station site, at least twenty percent (20%) of the ground floor (up to 15,000 sq. ft.) shall be dedicated to neighborhood commercial retail uses.

5. Within the Downtown SCPA, in the SCR-DNC and SCR-MD Districts, and in compliance with the requirements of Section 139 IV.L., residential business uses may combine residential dwellings and business activities either on all or a portion of the first floor of a multi-story dwelling, or on the street-side portion of a single story dwelling existing before the effective date of this Ordinance, provided that such activities are in compliance with all applicable fire and life safety, and building codes. New dwellings that are intended for use as a "live-work " unit shall be designed to have the business activities contained on the first floor with living space above. Existing multi-story dwellings within the named districts may be remodeled to accomplish the same objective. In either case, in conformance to Building Code requirements, first floor facilities may serve common use between the business portion and the living portion of the structure. (Added by Ord. No. 4930/7-00.)

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

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- VII. Development Review and Related City Development Code Section 136.VIII-X
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- IX. Conflicts
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Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
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Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
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(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
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Community  
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Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCR)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys

IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

XI. Minimum and Maximum  
Off-Street Parking  
Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements



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- V. Building Entries and  
Orientation
- VI. Ground Floor Windows  
and Building Facades
- VII. Building Step-Back  
Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
Design Standards and Guideline
- XIII. Standards for Protection  
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- III. Development Regulations
- IV. Design Standards

- Figure 1 : Street Tree Plan  
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- Figure 2 : Plant List
- Figure 3 : Pedestrian Circulation  
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- Figure 4 : Orenco Townsite  
Plat: 1908, 1911
- Figure 5.1 : Station Community  
Street Types
- Figure 5.2 : Street Network
- Figure 5.3 : On Street Parking
- Figure 5.4 : Street Standard  
Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
- Figure 5.7 : Street Standard  
Type "D"
- Figure 5.8 : Street Standard  
Type "E"

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Area  
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Planning Area Provisions
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Farm/Fair Complex  
Station Community  
Planning Area  
Supplemental Standards

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- II. Purpose
- III. Modifications To Section  
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Planning Area Provisions
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- V. Design Standards



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Community Planning  
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I. Purpose

II. Land Use Districts  
(Descriptions)

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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. Development Regulations for Station Community Planning  
Areas

XV. SIDEWALKS

A. Purpose

Pedestrian access to and from residential neighborhoods, commercial activities, employment opportunities and transit stops is critical to the development of a transit-supportive and pedestrian-sensitive environment in Station Communities. Broad walkways connecting key streets directly to transit stops and activity centers will provide a pleasant environment for pedestrians, give visual indication as to the most direct route to transit and key neighborhood activity centers, and help ensure the sidewalk system has the capacity to adequately accommodate peak use. To provide pedestrians access, the whole Station Community should be linked by an integrated network of sidewalks that ensure linkages between the homes, businesses and transit stops within the Station Community. The sidewalks feeding into or running parallel with the broader walkways must be wide enough and must be constructed in a manner to ensure access to all residents of and visitors to the Station Community and, consequently, meet the requirements of the Americans with Disabilities Act and the intent of the Oregon Transportation Planning Rule.

B. Standards (1)

1. All new development or expansion of existing development on properties abutting the major pedestrian routes listed below, leading to light rail stations or to central commercial areas within the SCPAs shall incorporate, construct and dedicate or provide public easements for sidewalks, of the widths specified below. Except in those exception areas listed in Sections (2), (3), (4) and (5) below, sidewalk improvements shall include a landscape strip, located between the back of the curb and the sidewalk, of not less than four feet (4') in width. Within the listed exception areas, sidewalk improvements shall include street trees planted in wells, with grates. If the existing public right-of-way is insufficient to accommodate such sidewalks and landscape strips, necessary dedications or easements shall be provided to the City prior to the issuance of building permits for the development or expansion. This requirement shall not apply

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCRP)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

to redevelopment or remodeling where the face of the existing building is not moved from its current position in relation to the street, and there is less than thirteen feet (13') from the face of the curb to the face of the existing building, in which case the dedication or easement shall be adjusted accordingly. Projects seeking approval through the Development Review process applicable to SCR-V and phased commercial, industrial and institutional process contained in Section 136.VII.B., may submit an alternative sidewalk development element during the Concept Development Plan phase of the process. (Amended by Ord. No. 4930/7-00.)

2. Within the Downtown SCPA, sidewalk improvements shall be either twelve (12) feet in width, with street trees in wells (no planter strip); or eight (8) feet in width, with a minimum four (4) foot planter strip, on the street frontages illustrated on [Figure 1](#). Sidewalks on streets not specified on [Figure 1](#) shall be five (5) feet in width, with a minimum four (4) foot planter strip. (Amended by Ord. No. 4930/7-00 and 5006/3-01.)

3. Within the Fair Complex/Hawthorn Farm SCPA, sidewalk improvements shall be either twelve (12) feet in width, with street trees in wells (no planter strip); or eight (8) feet in width, with a minimum four (4) foot planter strip, on the street frontages illustrated on [Figure 2](#). Sidewalks on streets not specified on [Figure 2](#) shall be five (5) feet in width, with a minimum four (4) foot planter strip. (Amended by Ord. No. 4930/7-00 and 5006/3-01.)

4. Within the Orenco SCPA, sidewalk improvements shall be either twelve (12) feet in width, with street trees in wells (no planter strip); or eight (8) feet in width, with a minimum four (4) foot planter strip, on the street frontages illustrated on [Figure 3](#). Sidewalks on streets not specified on [Figure 3](#) shall be five (5) feet in width, with a minimum four (4) foot planter strip. (Amended by Ord. No. 4930/7-00 and 5006/3-01.)

5. Within the 185 th /Quatama SCPA, sidewalk improvements shall be eight (8) feet in width, with a minimum four (4) foot planter strip, on the street frontages illustrated on [Figure 4](#). Sidewalks on streets not specified on [Figure 4](#) shall be five (5) feet in width, with a minimum four (4) foot planter strip. (Amended by Ord. No. 4930/7-00 and 5006/3-01.)

6. Sidewalks on all other streets and pedestrian ways within

Community Residential District Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
- VIII. Calculations
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all SCPA Districts shall be constructed and dedicated or a public easement provided as part of any development and shall be a minimum of five feet (5') in width and shall also include a minimum four foot (4') wide landscape strip between the sidewalk and the back of curb.

7. All sidewalks shall meet and fully comply with the requirements of the Americans with Disabilities Act.

8. Street furniture, street lighting poles, fire hydrants, traffic signals, parking meters, telephone booths, newspaper boxes, building protrusions, public utility access vaults, mailboxes, vending carts and stands, and the like shall not reduce the clear sidewalk width to less than five feet (5') in Station Community Planning Areas. If the location of such an obstacle would otherwise reduce the clear walking space to less than five feet (5') such obstacles shall be placed either within the landscape strip area, on the property behind the back edge of the sidewalk, or the width of the sidewalk adjusted accordingly to maintain the minimum clear walkway width called for by this subsection. (Amended by Ord. No. 5676/10-06.)

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(1) Where any street within a SCPA is under ODOT or Washington County jurisdiction at the time of development application, the street design is subject to County Standards and the approval of ODOT or the County Engineering Division. However, the components, options and design criteria listed shall constitute the City's comment to ODOT or the County on that aspect of the development application.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
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Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys

IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

XI. Minimum and Maximum  
Off-Street Parking  
Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

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- Figure 3 : Pedestrian Circulation  
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- Figure 4 : Orenco Townsite  
Plat: 1908, 1911
- Figure 5.1 : Station Community  
Street Types
- Figure 5.2 : Street Network
- Figure 5.3 : On Street Parking
- Figure 5.4 : Street Standard  
Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
- Figure 5.7 : Street Standard  
Type "D"
- Figure 5.8 : Street Standard  
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Station Community  
Planning Area  
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(Descriptions)

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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. Development Regulations for Station Community Planning  
Areas

XVI. STREET AND ALLEY STANDARDS

A. Purpose

Street standards within Station Communities provide for pedestrian orientation while ensuring motor vehicle and emergency service access and circulation. Street widths and lane configurations within Station Communities may be narrower, or in some instances wider, than elsewhere in the City to accommodate the design of smaller lot developments and its related density and traffic demands, to provide for traffic calming measures, to provide for landscape strips between the curb and the sidewalk, and to provide for other measures and standards consistent with the overall purpose of transit-oriented development. In addition, to ensure access to residential and commercial development built to higher densities found in Station Communities, alleys are an essential element of the circulation system in certain areas; consequently, Station Community Districts may require alleys. Further, access to lots within Station Communities may be held to a different standard than elsewhere in the City to ensure maximum connectivity between adjacent developments within the Station Community, to optimize the utilization of developable land, and help develop a safe and secure neighborhood where walking and bicycling is a preferred method of travel. Where development occurs in previously undeveloped land or in other areas where possible, streets and alleys should be laid out to create a grid system but in any case shall be laid out with block lengths limited to easily walkable distances.

B. Standards (1)

1. Streets within development projects in Station Community Planning Areas shall be configured to meet the urban design of the development, the traffic volume and characteristics of the density and uses within the development, and the on-street parking demand of the uses. Final street cross-section (number and width of lanes, parking on one or two sides, etc.) and right-of-way widths shall be determined based on the roadway cross sections submitted by the applicant during Development Review; except that individual components shall have the following

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

III. Definitions  
 IV. Permitted Land Uses  
 Table 1:  
 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station

performance standards and requirements:

a. Local And Minor Collector (2) Streets:

- (1) Maximum Design Speed:  
25 MPH
- (2) Minimum Lane Width: 10  
feet
- (3) Maximum Lane Width: 12  
feet
- (4) Curb Height (Portland  
Cement Concrete): 0.5 feet
- (5) Curb Return Radius: 15 feet
- (6) Intersection Throat, Minimum,  
2-Lane: 24 feet
- (7) Intersection Throat, Minimum,  
3-Lane: 34 feet
- (8) Minimum Clear Fire Lane and  
Requirements: 12 feet
- (9) Parking Lane or On-Street  
Bay Minimum Width: 7 feet

surfaced travel lane within a  
clear corridor  
of twenty feet (20')

on-street parking on at least one  
side of the street shall be  
required in all residential areas  
except where additional visitor  
parking associated with multi-  
family, senior or student housing  
allowed by Section 137.XI has  
been incorporated into the  
development. Where no parking  
lane has been constructed, a No

Community Residential District  
Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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  - Table 1.b: Station Community Commercial-

Parking sign shall be installed as part of the development.

(10) Minimum Curbside Landscape Strip: 4 feet

(11) Minimum Sidewalk Width and Requirements: 5 feet

on both sides of the street unless adjacent to a park or open space with an internal circulation system approximately parallel to the street and connecting to the sidewalk system at an appropriate intersection or location.

(12) Bicycle Lane Width and Requirements: 6 feet

on both sides of a collector street; none required on local streets. Lanes shall be striped and marked with thermoplastic materials and sign installed as a part of the development.

(13) Minimum Alley Width and Right-of-Way: 16 feet

surfaced travel lane within a right-of-way of twenty feet (20').

(14) Construction Materials:  
Local streets and minor collectors may be constructed of either Portland Cement Concrete or Asphaltic Concrete with a structural cross section meeting or exceeding the engineering standards of the City. Portland Concrete is the preferred material for local streets and minor collectors is the required

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

material to be used for all curbs and gutters. Alleys shall be constructed of either Portland Cement Concrete or Asphaltic Concrete with a structural cross section meeting or exceeding the engineering standards of the City. All streets and alleys shall include all signs and on-street thermoplastic markings necessary to properly operate the street or alley as designed; including, but not limited to, lane markings, bicycle striping and markings, no parking signs, stop signs, traffic signals, curb markings, parking stall markings, and all other necessary signs and markings. (Amended by Ord. No. 4930/7-00.)

(15) Public Utility Easement Width and Requirements: 8 feet;

Except as provided in Section 138.IV.C.5., all public utility distribution and service connections within a development project shall be placed underground using one of the three location options:

(a) Under the sidewalk; where whole blocks are constructed at the time of development or the maximum setback of the district is less than ten feet (10') for the adjacent type of development.

Community Residential-Downtown Neighborhood Conservation (SCR-DNC)  
Table 1.k: Station Community Industrial (SCI)  
Table 1.l: Station Community Business Park (SCBP)  
Table 1.m: Station Community Research Park (SCRCP)  
Table 1.n: Station Community Fair Complex Institutional (SCFI)

Section 137.III-IV  
III. Minimum Lot Size  
IV. Minimum Lot Width and Depth

Section 137.V-VII  
V. Minimum and Maximum Residential Densities and Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential Density Objectives  
VIII. Minimum and Maximum Setbacks from Streets and Alleys  
IX. Vision Clearance  
X. Minimum and Maximum Building Height Requirements  
XI. Minimum and Maximum Off-Street Parking Requirements

Table 2: Maximum

(b) Back of sidewalk; where the maximum setback of the district is ten feet (10') or more; or

(c) Within the alley right-of-way.

**b. Collector and Arterial Streets, Minimum Number, Lane Width and Median Requirements:**

(1) The standards and requirements of Local Streets and Minor Collectors shall apply; except that:

(a) Major collector streets shall be constructed using a three (3) lane section with two (2) travel lanes at least ten feet (10') in width, a center median/left turn lane eleven feet (11') in width and the left turn storage lane length sized to meet the demand as determined by the traffic engineering study.

(b) Collector and arterial streets designated as a transit street or planned transit street shall construct the curbside lane to be twelve (12') wide

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA

Sidewalk Requirements

Figure 2 - Fair Complex

Sidewalk Standards

Figure 3 - Orenco SCPA

Sidewalk Standards

Figure 4 - Quatama/185 th

Sidewalk Standards

Figure 5 - Approved Downtown

Alley Improvements

without reducing the minimum widths of any other component within the right-of-way.

(c) Collector and arterial streets shall provide six foot (6') on-street bicycle lanes in both travel directions.

(d) Traffic calming measures shall be allowed on all streets within SCPAs and shall be required as the result of the Development Review process where warranted by the results of the traffic engineering and pedestrian circulation study.

(e) Major collector and arterial streets shall be constructed of Portland Cement Concrete.

(f) Arterial street travel lane numbers, widths, median and turn lane requirements shall be sized and constructed according to the results of the traffic



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For Station Community  
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- I. Scope
- II. Purpose
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- IV. Improvements Between  
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- V. Building Entries and  
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- VI. Ground Floor Windows  
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Planning Area  
Supplemental  
Development and Design  
Standards

engineering study  
and engineering  
standards required  
elsewhere in the  
City except where  
those standards  
conflict with  
specific provisions  
of this subsection  
the provisions of  
this subsection  
shall prevail.

(g) Major collector  
and arterial streets  
controlled by traffic  
signals shall  
provide a sidewalk  
intersection of  
sufficient size and  
design to afford, at  
a minimum,  
AASHTO Urban  
Street Pedestrian  
Queuing Area  
Level of Service  
"D" (7 square feet /  
person), and a  
pedestrian refuge  
within the median  
area of a street of  
three (3) or more  
lanes to provide, at  
a minimum,  
AASHTO Urban  
Street Pedestrian  
Queuing Area  
Level of Service  
"C" (10 square  
feet /person).  
Queuing area size  
shall be  
determined based  
on the traffic  
engineering study  
using these  
minimum Levels of



## Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Station Community  
Planning Area  
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## Section 140.I-II

- I. Scope
- II. Purpose
- III. Development Regulations
- IV. Design Standards

Figure 1 : Street Tree Plan  
(1908 Platted Townsite Area)

Figure 2 : Plant List

Figure 3 : Pedestrian Circulation  
Plan

Figure 4 : Orenco Townsite  
Plat: 1908, 1911

Figure 5.1 : Station Community  
Street Types

Figure 5.2 : Street Network

Figure 5.3 : On Street Parking

Figure 5.4 : Street Standard  
Type "A"

Figure 5.5 : Street Standard  
Type "B"

Figure 5.6 : Street Standard  
Type "C"

Figure 5.7 : Street Standard  
Type "D"

Figure 5.8 : Street Standard  
Type "E"

## Service.

(1) Where any street within a SCPA is under Washington County jurisdiction at the time of development application, the street design is subject to County Road Standards and the approval of the County Engineering Division. However, the components, options and design criteria listed shall constitute the City's comment to the County on that aspect of the development application.

(2) A "minor collector" is also known as a "residential collector", or a class "D" street; and a "major collector" is also known as a "collector/industrial" or class "C" street.

## C. Street Improvement Review and Requirements

1. An applicant for a project or phase of a multi-phase project that is one or more gross acres in size or which is forecast to generate one hundred (100) or more average daily auto trips, shall complete and file with the City Engineer as a part of the Development Review process a traffic impact report. The report shall analyze the impact of the project or phase of a project on the City, County and State road and street systems within one (1) mile of the borders of the project or phase of a project, or to such greater distance as necessary until the traffic analysis shows that the impact of the project or phase of a project has dissipated to where it no longer results in an impact of ten percent (10%) or more over current conditions. Such report shall be prepared and certified by a registered traffic engineer. The required report shall comply with the standards listed below:

a) The report methodology shall generally be in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions. The report shall distinguish between traffic safety improvements found necessary due to the impacts of the project or phase of a project, and roadway capacity improvements necessary because of the traffic volume generated by the project or phase of a project. The engineer

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Quatama Station  
Community Planning  
Area  
Supplemental  
Development and Design  
Standards

Section 141.I-III

- I. Scope
- II. Purpose
- III. Modifications to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Farm/Fair Complex  
Station Community  
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Supplemental Standards

Section 142.I-III

- I. Scope
- II. Purpose
- III. Modifications To Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

shall include an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and may include a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.

b) For development projects within a 2,600-foot radius of an LRT station the applicant shall supplement the traffic impact report with a pedestrian circulation study that:

i) indicates the proposed routing and the various widths of all elements of the pedestrian system;

ii) identifies traffic calming measures which facilitate pedestrian movement into and through the development project or phase of a project; and

iii) uses the AASHTO or Highway Capacity Manual procedures, calculation methodology and pedestrian level of service standards, including any such standard specifically

applicable to light rail transit and related development.

c) The general performance standards for transportation facilities (as measured for both intersection and roadway segments) shall be the Level of Service ("LOS") measurements shown in Table 137.4. In determining LOS, the report shall utilize the method prescribed in the latest edition of the Highway Capacity Manual published by the Transportation Research Board.

(Amended by Ord. No. 4545/4-97 and 4930/7-00.)

Table 137.4: Level of Service Standards Within Station Communities

Measurement	Level of Service Thresholds		
	Preferred	Acceptable	Not to Equal/Exceed (1)
1. REGIONAL FACILITIES: Intersections between: Major Arterial and Major Arterial; Major Arterial and Minor Arterial; Minor Arterial and Minor Arterial; and multi-directional intersections including two or more arterial streets. Intersections between State facilities and all Major or Minor Arterial Streets or Roads. Roadway segments involving State facilities and all major and minor arterial streets and roads.			
Mid-Day One-Hour Standard (2)	C	D	E
One-Hour Peak Use Standard (3)	D	E	F

2. CRITICAL REGIONAL FACILITIES: Intersections and roadway segments of the type described in #1 above, which are located along 185 th Avenue from the Sunset Highway (US 26) through Baseline Road; Evergreen Road from 185 th Avenue through Glencoe Road; Baseline from 185 th through Brookwood; Cornell Road from 185 th through Main Street; Cornelius Pass Road from US 26 through Tualatin Valley Highway (Oregon State Highway 8); Tualatin Valley Highway from 185 th to Maple; 10 th Avenue from Maple Street to Main Street; and Glencoe Road/1 st Avenue from Evergreen Road to Walnut Street.

Mid-Day One Hour Standard (2)	C	D	E (4)
Peak One Hour Standard (3)	D	E	F (4)
Peak 20 Minute Standard (5)	D	E	F (4)
Arterial Sections Peak One Hour Standard(6)			

3. OTHER FACILITIES: Intersections between: Arterial and Collector; Collector and Collector; Local Streets and Arterial or Collector; Local and Local; Intersections between State facilities and collector or local streets and roads. Roadway segments other than listed in 1 or 2 above.

Mid-Day One Hour Standard	C	D	D (7)
One Hour Peak Use Standard (3)	C	D for one-hour or E for 20 minutes	E (7)

(Amended by Ord. No. 4545/4-97.)

- (1) Trigger point for capital improvement requirements.
- (2) A one-hour period measured during the peak hour between Noon and 2:00 p.m. (whichever is higher) to assess off-peak congestion.
- (3) The one-hour peak period is measured at either the morning or evening peak period, whichever is greater at the location of interest.
- (4) A LOS greater than indicated at a Critical Regional Intersection requires additional intersection and arterial system analysis based on the methodology prescribed in the Highway Capacity Manual, Special Report 1994, Chapter 11. The arterial system analysis requires regional travel model (EMME-2) estimates of travel speed for mid-block arterial sections and field study of "Time Travel Runs" as specified in Chapter 11 of the Highway Capacity Manual.
- (5) A 20 minute segment within the peak hour measurement where the maximum congestion is reached, and not exceeded in any other 20 minute segment during the peak hour.
- (6) Prior to accepting a "system" solution to an excessive LOS, the full cross-section (all lanes) called for in the Comprehensive Transportation Plan's Functional Classification Map shall be constructed.
- (7) It is not the intent to degrade the LOS of category 1 or 2 facilities as a result of improvements on category 3 facilities. Installation of traffic signals at category 1 or 2

intersections to achieve the LOS standard on category 3 facilities shall only be allowed with the approval of the City /County/ State Engineer, or designee, of the appropriate category 2/3 road authority.

2. The City Engineer shall require appropriate safety, intersection and roadway improvements within or adjacent to the project or phase of a project if the traffic impact report required in paragraph 2 above indicates that:

a. The project or phase of a project will cause unsafe conditions at site accesses or on the roadways or at intersections within or adjacent to the project or phase of a project; or

b. The Acceptable Level of Service (LOS) Standard in Table 137.4 will be exceeded for any impacted site access, intersection, or roadway within or adjacent to the project; or

c. The proposed off-street parking is insufficient and will cause excessive or deleterious spill-over effect on the neighborhood or the adjacent road or street system; or

d. Traffic calming measures beyond those proposed by the applicant are warranted.

As used in this subsection, "within" means interior to the entire project proposed or available for current or ultimate development by the applicant or under the applicant's control.

Notwithstanding the definition contained in Section 136.III, "Adjacent" as used in this subsection means any street,

alley, bikeway, intersection, site access, or pedestrian facility which borders on or abuts any portion of the project that may in any way be impacted as a result of the subject project. "Adjacent" as used herein also includes the nearest street and roadway intersections in all directions from the proposed project that may be negatively impacted by more than ten percent (10%) as a result of the project. (Amended by Ord. No. 4545/4-97.)

3. The City Engineer, during Development Review or at the appropriate phases of the Concept Development Plan or Detailed Development Plan review process (Section 136.VII.B), shall examine the proposed street, alley, sidewalk, bikeway, and intersection improvements to determine: their adequacy to serve the proposed use(s); consistency with applicable standards for roadway or other construction requirements; compliance with adopted road standards; and compliance with the provisions of Paragraph 1 of this subsection. When necessary, the City Engineer may require the applicant to prepare a geotechnical analysis and/or Pavement Design Report in order to determine whether the proposed roadway structural design is sufficient to withstand the projected traffic. The City Engineer shall require additional street, alley, sidewalk, bikeway, and intersection construction and/or improvements beyond those proposed by the applicant if necessary to meet any of these standards. (Amended by Ord. No. 4545/4-97.)

4. In addition to the requirements of paragraphs 3 and 4, if the results of the traffic impact report required in paragraph 2, above, indicate:

a) the project or phase of a project will contribute toward the

need for safety improvements at intersections or on the roadway system other than within or adjacent to the project (known as the "off-site impact area"), or

b) The Level of Service Standard for any such impacted intersection or roadway segment within the off-site impact area will be degraded to or below the LOS shown in the "Not to Equal or Exceed" column of Table 137.4 as a result of the project or phase of a project,

then, the City Engineer shall require the applicant to construct, or contribute a proportionate financial share towards construction of, any off-site capacity and/or safety improvements necessary to eliminate the unsafe condition and return the street/roadway segment and/or intersection to an "Acceptable Level of Service." Similar off-site improvements identified by the traffic impact report as affecting the County road and/or State highway system shall be included in the calculations and made a part of the City's conditions for project approval, upon written request by the County Engineer or ODOT Region 1 Engineer, or their designee. (Added by Ord. No. 4545/4-97.)

5. The requirements for off-site improvements identified in paragraph 5 shall be subject to the following provisions:

a) The maximum required financial contribution from the applicant for necessary off-site roadway capacity improvements shall not be required to exceed the estimated amount of Traffic Impact Fees ("TIF") associated with the project or phase of a project as calculated under the standard method adopted by the

City in Resolution No. 1596 pursuant to Washington County Ordinance 379 as codified in Chapter 3.17 of the Washington County Code as, or as may be, amended.

b) The maximum required financial contribution, TIF Credits notwithstanding, from the applicant for necessary off-site traffic safety improvements shall not exceed an amount equal to the engineer's estimate of the proportional share of the cost (1) of the identified safety improvement based on the impact of the project or phase of a project as identified in the Traffic Impact Report. However, if an applicant has not received TIF credits equal to or greater than the amount of estimated Traffic Impact Fees to be due before a Building Occupancy Permit is ready for issuance, the applicant shall use the remainder of the credit to complete or contribute towards completing the traffic safety improvements. At the request of the City Engineer, an applicant eligible for TIF Credits shall implement identified Traffic Safety improvements before applying credits toward roadway capacity improvements.

c) If the estimated amount of TIF fees available from the project or phase of a project together with the required contribution for traffic safety improvements is insufficient to complete the off-site traffic improvements within the impact area, the City or the



County or both may, but shall not be required to, complete the off-site capacity improvements as revenues may become available to their respective TIF Fund or other eligible transportation fund.

(Added by Ord. No. 4545/4-97.)

6. If identified off-site improvements within the impact area are not completed or guaranteed to be completed by the applicant, or by the City and/or the County as provided above, or if there remains a traffic safety hazard, or if the LOS is equal to or greater than shown in the "Not to Equal or Exceed" column of the Table 137.4 on any street or roadway segment or intersection within the impact area as a direct result of the project or phase of a project, the Planning Director or the Planning Commission shall:

a) deny the application, or

b) approve the application in part, with a condition stipulating only the portion or phase(s) of the proposed project which can be constructed without exceeding the acceptable LOS standard and which does not cause a traffic safety hazard may be built. In this event, an applicant may reapply for subsequent portions or phases of the project when traffic and street conditions have changed to the degree where the remainder of the project or phase of a project can meet the safety and LOS standards cited above.

(Added by Ord. No. 4545/4-97.)

7. Notwithstanding paragraph 7, an applicant, on their own initiative, may offer either alone or

in consortium with others to complete and/or finance the completion of identified off-site improvements beyond the limits described in paragraph 6 where such improvements mitigate identified traffic safety hazards or achieve an acceptable level of service. Where such a proposal is made by the applicant, the Planning Director or Planning Commission, as appropriate, may approve the application provided the off-site improvements are guaranteed by methods acceptable to the City Attorney and to the City Engineer and are completed prior to any occupancy within the project or identified phase of a project. (Added by Ord. No. 4545/4-97.)

8. Where development occurs on previously undeveloped land containing 3.7 or more gross acres, or where development is on a smaller parcel of land where planned or existing streets and alleys are adjacent, streets and alleys shall be laid out to create a grid system of through, connecting streets and, where possible, shall connect or be planned to connect to existing streets and roadways. The street system shall be reasonably straight and direct, avoid unnecessary curving and exclude cul-de-sacs unless the street terminates at a natural resources area or other obstacle where there is little likelihood of future continuation. Where the development is in the vicinity of a light rail transit station or a transit trunk route bus stop, the streets shall be laid out to provide a direct and continuous route to the transit stop or to such a roadway in an adjacent development. Block perimeter lengths created by the street and alley pattern shall not exceed 1,600 feet.

9. In Station Community residential and commercial districts, blocks created in previously undeveloped areas shall incorporate, where practicable, an alley system consistent with the proposed street grid and block perimeter system to facilitate access to garages and accessory dwelling units located near the rear of lots facing onto a public or private street, and to facilitate utility and

garbage service which might otherwise have to be accommodated in or beside the public street at the front of the property.

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(1) For purposes of this provision, the proportionate cost of a traffic safety improvement attributable to the applicant shall equal the total cost of the improvement times the ratio (percentage) of: the number of peak hour trips through the intersection or roadway segment in question which are ascribed to the project or phase of a multi-phase project, divided by the number of peak hour trips at the same location before adding the impact of the project or project phase.

#### D. Alley Improvement Review and Requirements

1. Development projects within the Downtown SCPA adjacent to any of the existing or vacated alleys shown on [Figure 5](#) shall dedicate the applicable portion of right-of-way as necessary to complete a 20 foot ultimate right-of-way width. Alley right-of-way rededications shall be required where alley right-of-way was previously vacated, upon redevelopment of the property. Dedication or rededication shall be required even if the alley right-of-way intersects with only one public street and does not extend the full depth of the block. (Added by Ord. No. 4930/7-00.)

2. In addition to dedication of alley right-of-way, development projects within the Downtown SCPA adjacent to any of the existing or vacated alleys shown on [Figure 5](#) shall construct alley improvements sixteen (16) feet in width adjacent to the property within the dedicated right-of-way where the full 20-foot alley right-of-way width is available. Such alley improvements shall be required even if the alley right-of-way intersects with only one public street and does not extend the full depth of the block. Construction of alley improvements shall be required whether or not the project proposes to use the alley for access, unless construction is waived by the City Engineer pursuant to Subsection 5. (Added by Ord. No. 4930/7-00.)

3. In addition to the existing and vacated alleys shown on [Figure 5](#), where the existing

configuration of Tax Lots within a standard city block (400 feet by 400 feet) has an identifiable east-west axis at mid-block, alley right-of-way dedication shall be required on all lots abutting the potential east-west alley, as necessary to establish a 20 foot ultimate right-of-way width along the mid-block east-west axis. (Added by Ord. No. 4930/7-00.)

4. Development projects within the Downtown SCPA adjacent to any newly dedicated alleys created in compliance with Subsection 3 shall construct alley improvements sixteen (16) feet in width adjacent to the property within the dedicated right-of-way or perpetual easement, way, where the full 20 - foot alley right-of-way is available. Such alley improvements shall be required even if the alley right-of-way intersects with only one public street and does not extend the full depth of the block. Construction of alley improvements shall be required whether or the project proposes to use the alley for access, unless construction is waived by the City Engineer pursuant to Subsection 5. (Added by Ord. No. 4930/7-00.)

5. The City Engineer may waive alley construction requirements adjacent to a development project if the subject site is an interior lot, without frontage on a public street, upon determination that alley construction should be deferred pending alley dedication and construction on intervening properties, between the development site and the nearest public street. If alley construction is deferred under these circumstances, the developer shall pay a fee in-lieu of construction for the alley improvements.

6. In conjunction with the alley improvements required in subsections 2. and 4. above, the City Engineer may require an interim improvement, from the property line to the nearest intersection with a public street. Such interim improvement shall be constructed to accommodate emergency vehicle access standards for weight and width, as approved by

the City Engineer and the Fire Marshal. (Added by Ord. No. 4930/7-00.)

7. Alley dedication, construction, and use is the standard for development in the Downtown SCPA outside the SCC-CBD. If a development proposal is eligible for alley dedication and construction under subsections 1 through 6 above, but does not include alleys, the developer must demonstrate why alley construction is not feasible, and the development must comply with all other applicable standards. Economic hardship is not considered proof of unfeasibility. (Added by Ord. No. 4930/7-00.)

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Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 137. Development Regulations for Station Community Planning  
Areas

XVII. LOT ACCESS

A. Purpose

Requirements for access and minimum lot frontage ensure that newly created lots and parcels, or lots reconfigured through property line adjustments, will have adequate street frontage and area for vehicular access, including emergency vehicle access, and can therefore be developed to the applicable minimum standards. (Amended by Ord. No. 4930/7-00.)

B. Standards

1. See Table 1 of this section, except for flag lots as specified in subsection 4. The specified minimum lot frontage may be on a public street or alley, or platted private street or alley, except in the SCR-OTC District, where alley frontage without street frontage on the same lot, is prohibited. Specified minimum lot frontages apply to full frontage lots. (Added by Ord. No. 4930/7-00.)
2. Property abutting the end of a public or platted private street not terminating in a cul-de-sac shall not be considered as having access. (Added by Ord. No. 4930/7-00.)
3. Creation of flag lots is prohibited in the SCR-OTC District. In any other SCPA district, creation of flag lots through subdivision. Partition, or property line adjustment is prohibited unless the applicant can clearly demonstrate that dedication and improvement of a public or private alley is impracticable. Flag lots are also prohibited where the lot in question is on the edge of a block, appropriately located to allow construction of an alley in lieu of the requested flag lot access. (Added by Ord. No. 4930/7-00.)
4. Notwithstanding subsection 3. above, an interim flag lot access may be allowed, provided the remaining right-of-way necessary for the alley is not in public ownership or easement control, and provided the applicant dedicates or provides a permanent public easement over the rear lot for the right-of-way necessary to construct an alley at a future time, and the applicant pays an appropriate in lieu fee to the

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
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Downtown  
Neighborhood  
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(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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IV. Permitted Land Uses

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Community  
Commercial  
District

Table 2:  
Station

City for construction of the alley. Such interim flag lot access shall be a uniform minimum of 15 feet in width for one or two dwelling units; 20 feet in width for three to seven dwelling units, and 25 feet in width for all non-residential uses. (Added by Ord. No. 4930/7-00.)

Community  
Residential  
District  
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Community  
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Commercial-



Highway  
Oriented  
District (SCC-  
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Community  
Commercial-  
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V)  
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Townsite  
Conservation  
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Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
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Community  
Industrial  
(SCI)  
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- II. Purpose
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Type "C"
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Type "D"
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- I. Scope
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- III. Modifications to Section  
136 Station Community  
Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

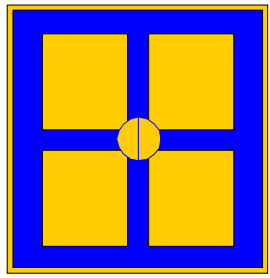
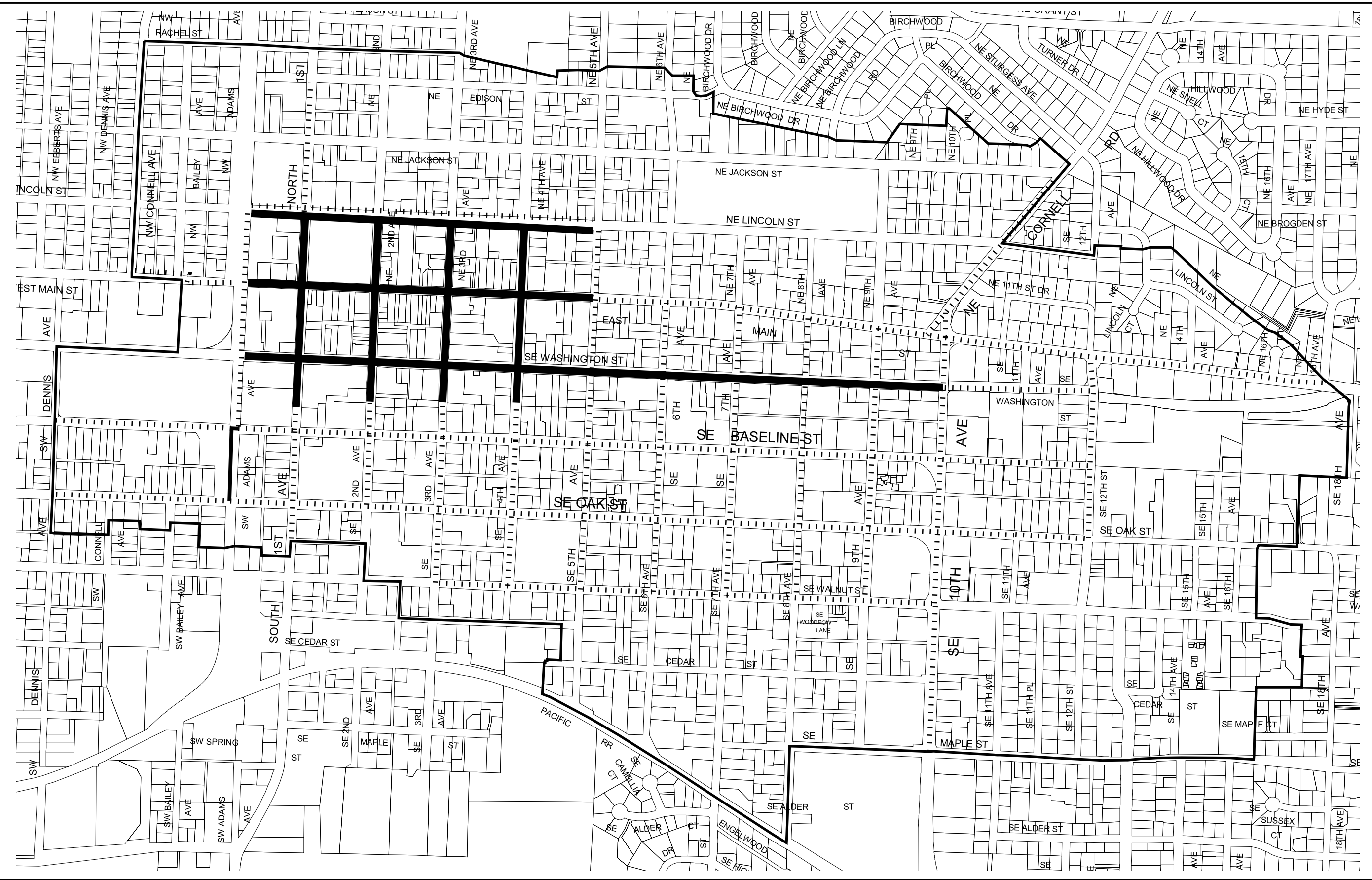
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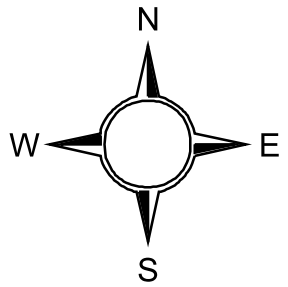
# Downtown SCPA Sidewalk Requirements



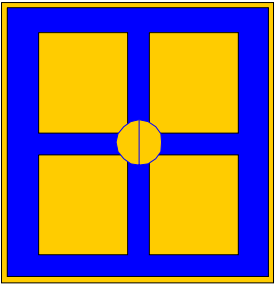
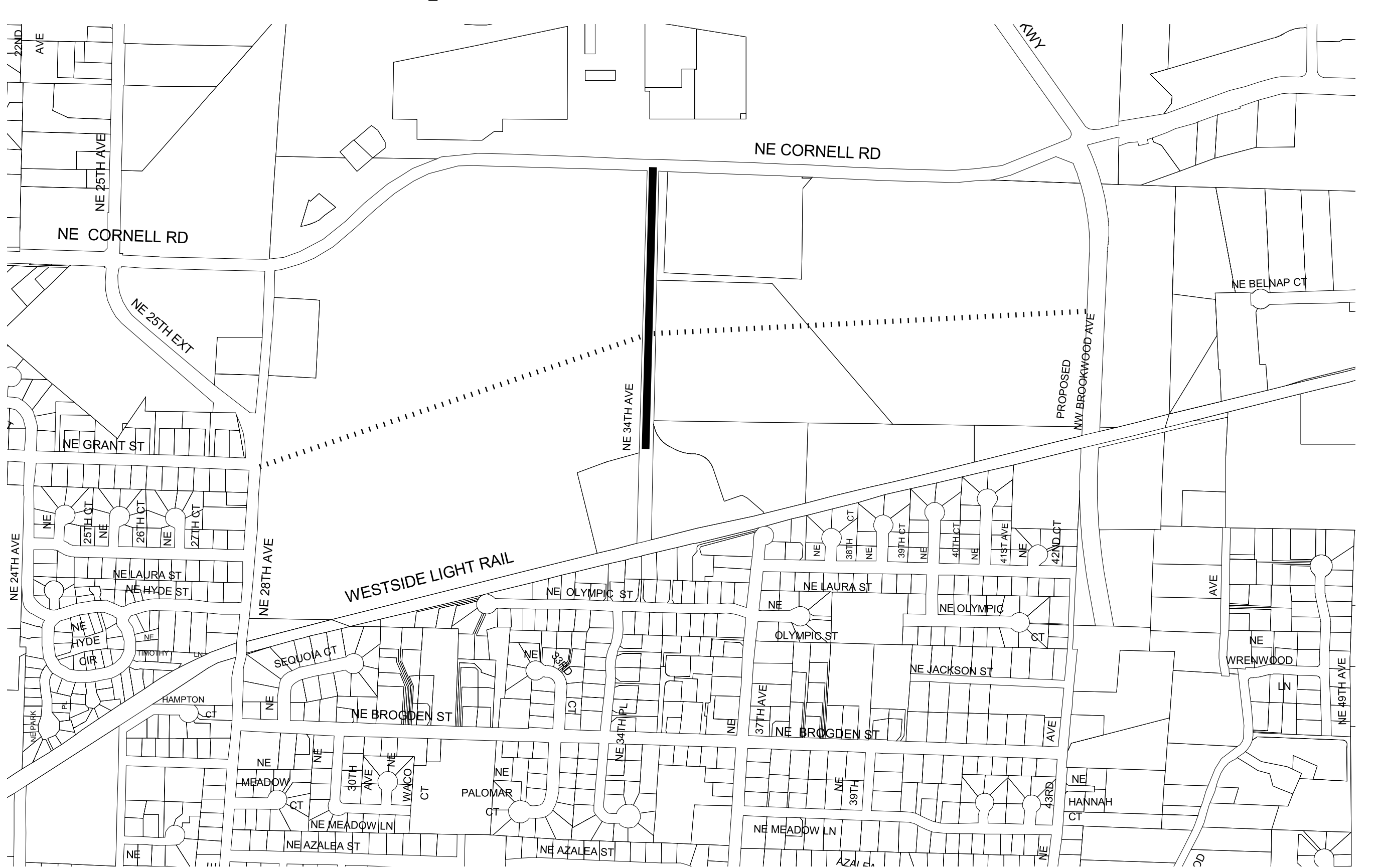
**FIGURE 1**

 12-foot Sidewalks with street trees in wells.


 8-foot Sidewalks with street trees in 4-foot planter strip




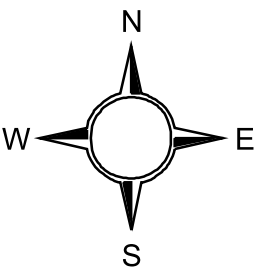
# Fair Complex Sidewalk Standards



**FIGURE 2**

 12-foot Sidewalks with street trees in wells.

 8-foot Sidewalks with street trees in 4-foot planter strip







# Quatama/185th Sidewalk Requirements

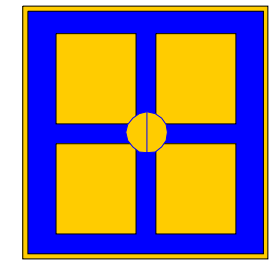
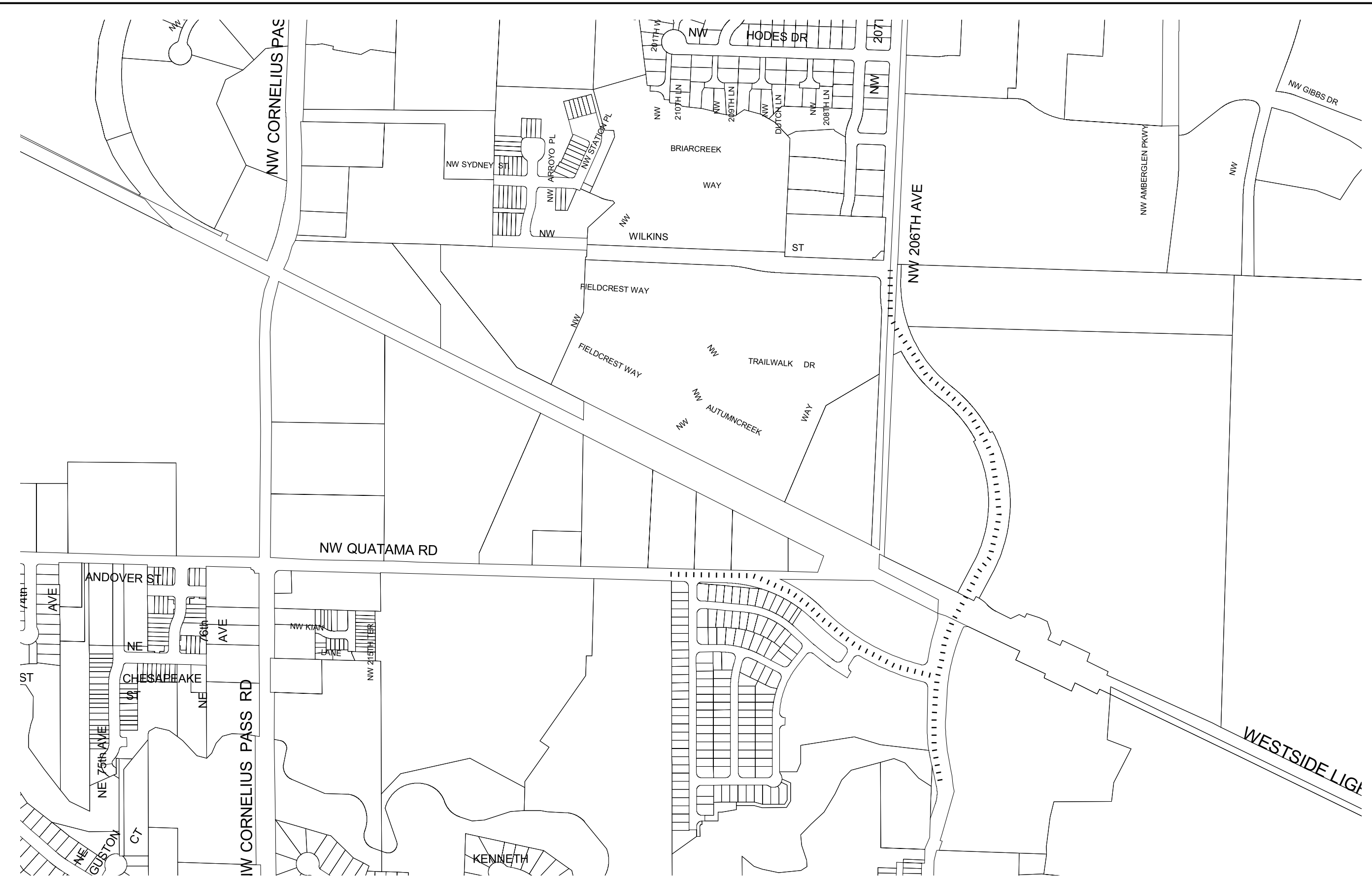

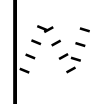
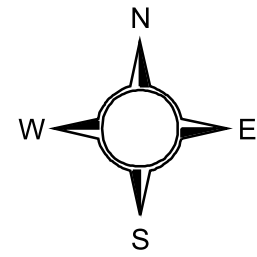


Figure 4

-  12-foot Sidewalks with street trees in wells.
-  8-foot Sidewalks with street trees in 4-foot planter strip





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(Descriptions)

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Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**I. SCOPE**

This Section establishes general design standards for development in Station Community Planning Areas. These clear and objective standards shall apply to uses permitted in all districts within a Station Community Planning Area unless superseded by community-specific design standards as set forth in Sections 139 through 142. The general design standards contained in this Section and the community-specific design standards are in addition to and supplement the standards in Section 133, Development Review/Approval of Plans. In the event of conflict, the design standards in Sections 138 through 142 shall control.

**II. PURPOSE**

The general design standards in Section 138 and the community-specific design standards in Sections 139 through 142 are intended to promote good quality design in site development and new building construction within Station Community Planning Areas. Good design results in buildings and dwellings visually compatible with one another and adjacent neighborhoods, contributing to a district which is attractive, stimulating, active and safe. These qualities contribute to the creation of an environment which facilitates easy pedestrian movement and establishment of a rich mixture of uses. A diversity of architectural styles is encouraged except in campus developments and major institutions where unified architectural and urban design is important to the identity of the campus or functioning of the activities therein. In areas protected by a historic or cultural resource Conservation District or overlay zone in which case architectural consistency with the design standards of the Conservation District or overlay zone shall be required. (Amended by Ord. No 4545/4-97.)



MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

### III. PROCESS

The requirements of Sections 138 through 142 shall apply as follows:

A. Except as noted, all new development and expansions of existing uses shall demonstrate compliance with the applicable design standards during Development Review. However, construction of an individual single family detached dwelling, duplex, or ancillary dwelling unit outside the boundaries of a Conservation District is exempt from the Development Review process and shall demonstrate compliance with the applicable design standards during the permitting process. Notwithstanding the exception, if a subdivision or the construction of an individual single family detached dwelling, duplex, or ancillary dwelling unit affects or impacts an inventoried significant natural resources, or if such subdivision or construction is within the boundaries of a Conservation District, the subdivision or individual dwelling shall be subject to the Development Review process and shall be checked for compliance with the applicable design standards at that time.

B. When an individual single family attached or detached dwelling, duplex, ancillary dwelling unit, subdivision, or other development project is subject to community-specific or Conservation District design standards, the City shall require the builder or property owner to certify, as part of the Development Review and Building Permit process, that the community and Conservation District design standards have been met and will be followed in the design and construction of the dwelling or project.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

In the event subsequent inspection finds the community-specific and Conservation District design standards have not been met in material and substantial part, the City may require changes to the structure in order to bring it into compliance.

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Business  
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CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
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VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
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VIII. Minimum and Maximum  
Setbacks from Streets and  
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IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

XI. Minimum and Maximum  
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Table 2:  
Maximum



Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

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XVII. Lot Access

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Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

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- Figure 5.2 : Street Network
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- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
- Figure 5.7 : Street Standard  
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- Figure 5.8 : Street Standard  
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Planning Area  
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- C. Station Community Commercial-Station Commercial (SCC-SC)
- D. Station Community Commercial-Multi-Modal (SCC-MM)
- E. Station Community Residential-High Density (SCR-HD)
- F. Station Community Residential-Medium Density (SCR-MD)
- G. Station Community Residential-Low Density

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**IV. IMPROVEMENTS BETWEEN STREETS AND BUILDINGS**

**A. Purpose**

Landscaping or "hardscaping" of property between public sidewalks and buildings promotes and enhances a comfortable pedestrian scale and orientation and encourages pedestrian use of the area.

**B. Applicability**

These standards apply to single family residential projects, multi-family units, and commercial, industrial, research park, or institutional development in all districts; except in the SCC-MM District these standards apply only along the frontages of arterial streets and along pedestrian ways leading from the arterial street to the commercial activity located within the parcel.

**C. Standards**

1. Except as provided in Section 138. VIII.C.1, the property between the public sidewalk and an adjacent building shall be landscaped or hardscaped. Landscaping in commercial, industrial, research park, and institutional districts, and in multi-family projects shall be irrigated. (Amended by Ord. No. 4545/4-97.)

2. Except for single family detached dwellings, where a hard-surfaced area, other than a pedestrian connection leading from the sidewalk to a building entrance, is used in lieu of landscaping between the sidewalk and the building, such areas shall contain at least two (2) pedestrian-sensitive amenities. Such amenities include, but are not limited to, benches, low walls with seating or

(SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR-P)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
 Station  
 Community  
 Commercial  
 District

Table 2:  
 Station  
 Community  
 Residential  
 District

Table 3:  
 Station  
 Community  
 Industrial and  
 Institutional  
 Districts

planters atop, drinking fountains, courtyards, free-standing planters, street furniture, public art or other pedestrian space or design features integrated into the overall design of the building or portion of the site in order to enhance the pedestrian environment.

3. Trees selected from the City's approved street tree list or, if on Washington Street in accord with the tree planting pattern associated with the LRT project, shall be required within the back of curb landscaping strip. In the Central Business District or other approved commercial area, trees may be within tree wells with a minimum planting area, trees may be within tree wells with a minimum planting area of 15 square feet (with standard 3' x 5', 4' x 4' or 4' diameter cast iron grates.) Such trees shall be planted every thirty feet (30') on center (or, depending on species, at some other distance to ensure their proper spacing) so as to develop a continuous canopy when mature. Street trees shall be at least 2½ inches in caliper at planting, shall be planted within an approved root barrier, and shall be irrigated and maintained by the property owner along with other landscaping planted within the parking strip.

However, where a project

- a) fronts on an existing street in an established commercial area; and
- b) establishments along such street are uniformly built with zero setback from the sidewalk; and
- c) such street is stripped

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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District (SCC-CBD)
  - Table 1.b:  
Station  
Community  
Commercial-Highway  
Oriented  
District (SCC-HOD)
  - Table 1.c:  
Station  
Community  
Commercial-Station  
Commercial (SCC-SC)
  - Table 1.d:  
Station  
Community  
Commercial-

at regular twenty-two foot (22') intervals (or other interval conforming with City Standard) for parallel parking, and

d) such street contains ornamental streetlights uniformly and consistently supplemented with additional decoration (hanging baskets, banners, holiday and festival lighting, etc., maintained on a year-round basis) designed to call special attention to or setoff the commercial neighborhood.

street trees shall be spaced:

i) every forty-four feet (44') or otherwise located so as to correspond to the dividing line between every-other parking space; or

ii) at some greater or lesser spacing so as not to block, obscure, or interfere with the operation of traffic signals, or any existing marquee, overhanging

Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research

sign or  
awning,  
provided the  
adjustment is  
the minimum  
required for  
such  
avoidance;  
and

iii) at a  
greater or  
lesser  
distance so as  
to coordinate  
with the  
placement of  
ornamental  
streetlighting  
on the same  
block face  
and to fit with  
the  
photometric  
analysis  
guiding  
streetlight  
placement;  
and

iv) to  
coordinate  
with  
ornamental  
streetlights  
with  
supplemental  
decoration.  
However,  
such  
coordination  
is predicated  
on the capital  
and perpetual  
operating and  
maintenance  
costs of any



Park (SCRCP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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IV. Minimum Lot Width and  
Depth

Section 137.V-VII  
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Ancillary Dwelling Units  
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Table 2:  
Maximum  
Non-  
Residential  
Parking  
Standards in  
Station  
Community  
Districts

Table 3:  
Residential  
Parking  
Standards in  
Station  
Community  
Districts

XII. Minimum Usable Open  
Space Requirements  
XIII. Minimum Landscaping,  
Natural Resource and Mature  
Tree Preservation  
XIV. Mixed Use Buildings and  
Mid-Rise Apartments  
XV. Sidewalks  
XVI. Street and Alley  
Standards

Table 137.4

extra  
streetlights  
(those placed  
in excess of  
the number  
required to  
adequately  
light the  
street as  
determined  
by a  
photometric  
analysis) and  
the year-  
round  
maintenance  
of the  
accompanying  
decoration  
are funded  
and assured  
in the future  
by the  
applicant and/  
or a duly  
authorized  
business or  
civic  
organization.  
In that case,  
the number of  
street trees  
on a given  
block face  
may be  
reduced and  
the number of  
streetlights  
increased  
such that a  
coordinated,  
uniform  
design of  
streetlights  
and street  
trees provide  
an attractive

Level of  
Service  
Standards  
Within  
Station  
Communities

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- Figure 3 - Orenco SCPA Sidewalk Standards
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- VIII. Location and Design of Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage and Signs
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- XII. Streetscape and Site Design Standards and Guideline
- XIII. Standards for Protection within Historic and Cultural Conservation Districts

pedestrian environment. However, such design shall contain at least two trees evenly spaced between every pair of streetlights on the same block face, and, if practicable, one street tree between an intersection and the nearest streetlight to the intersection. With the concurrence of the Street Committee, the placement of street trees and decorated ornamental streetlights may be adjusted to take into account the factors described above.

(Amended by Ord. No. 4545/4-97.)

4. Topping, shearing or pollarding of street trees is prohibited.

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Section 139.I-II

- I. Scope
- II. Purpose
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- II. Purpose
- III. Development Regulations
- IV. Design Standards

- Figure 1 : Street Tree Plan (1908 Platted Townsite Area)
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- Figure 5.1 : Station Community Street Types
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- Figure 5.4 : Street Standard Type "A"

5. Except as noted below, all public utility distribution and service connections to new buildings and dwellings within all SCPA Districts shall be underground. Aerial utility service (electricity, telephone, cable, etc.) may be used in new construction where all of the following circumstances apply:

- a. The project is an in-fill building or dwelling within an existing neighborhood where utility service is provided aerially rather than underground;
- b. The project is located between other utility users on the same block face;
- c. It would not be practicable to serve the new project underground without also serving the neighboring uses; and
- d. The neighboring uses on the same block face and the utility company are unwilling to pay the additional cost of undergrounding their service;

- Figure 5.5 : Street Standard Type "B"
- Figure 5.6 : Street Standard Type "C"
- Figure 5.7 : Street Standard Type "D"
- Figure 5.8 : Street Standard Type "E"

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- Section 142.I-III
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**  
(Added by Ord. No. 4455/8-96.)

**V. BUILDING ENTRIES AND ORIENTATION**

**A. Purpose**

The purpose of this subsection is to require buildings and entrances to be oriented to the street to the maximum extent practicable to encourage pedestrian access and movement. Requirements for orientation and primary entrances are intended to:

1. Provide for convenient, direct and accessible pedestrian routes to and from public sidewalks and transit facilities;
2. Provide for safe, pleasant and convenient pedestrian circulation by connecting activities within a structure to the adjacent sidewalk and to nearby transit stops; and
3. Promote the use of pedestrian and transit modes of transportation to retail and commercial facilities.

**B. Applicability**

These standards apply to multi-family residential structures with a common entrance, and to all commercial, mixed use, industrial, research park and institutional development in all districts; except in the SCC-MM District these standards apply only along the frontages of public streets and along pedestrian ways leading from the public street to the commercial activity located within the parcel. Certain standards, as noted in the text, also apply to residential dwellings adjacent to a public or private street.

**C. Standards**

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

1. All buildings shall have at least one main building entrance oriented to the adjacent street. Such an entrance shall open directly to the outside and except as otherwise provided in Section 138.VIII.C., shall not require a pedestrian to first pass through a garage, parking lot or loading area to gain access to the entrance from the street, but the entrance may include architectural features such as arcades, anti-chambers, porticos and the like without being in violation of this provision. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to one of the streets or a single entrance to the corner where both streets intersect. A building may have more than one main building entrance oriented to a major pedestrian route, and may have secondary entrances facing other streets, off-street parking areas and loading areas.

2. Residential dwellings fronting on a public or private street shall have a main entrance to the dwelling opening onto the front of the dwelling at the ground floor level. Such an entrance shall open directly to the outside and shall not require passage through a garage to gain access to the doorway. The doorway may be above final grade where a porch, stoop, portico, anti-chamber, wheelchair ramp or similar architectural feature is included in the design. Ground floor single family attached and row/townhouse residential units fronting on a major pedestrian route shall have separate entries directly from the major pedestrian route. Ground floor and upper story residential units in a multi-family building fronting on a major pedestrian route may share one or more entries accessible directly from the major pedestrian route.

3. In Station Community residential and commercial districts, building facades over 300 feet in length facing a street shall provide two or more main building entrances. In Station Community industrial and institutional districts, building facades over 400 feet in length facing a street shall provide two or more main building entrances.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

4. All building entries shall comply with the accessibility standards as specified in the Uniform Building Code.
5. Entryways into mixed use buildings containing residential units shall be clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the facade.
6. The minimum lighting level for building entrances shall be 3 foot-candles. Lights shall be three (3') to twelve (12') feet in height and the light source shall be shielded to reduce glare.
7. For non-residential buildings on transit or light rail service streets, main building entrances fronting on such streets shall remain open during the normal business hours for the building.
8. An exception to the requirement of paragraph 1, above, shall be allowed upon finding that:
  - a. The slope of the land between the building and the street is greater than 1:12 for more than twenty feet (20') and a more accessible pedestrian route to the building is available from a different side of the building;
  - b. The land between the building and the street contains a natural resource which would be unavoidably and irreparably degraded by providing a reasonably direct pedestrian connection and an alternative route without such impacts is available; or
  - c. The land between the building and the street contains mature, healthy trees of greater than 8" caliper which would be unavoidably destroyed or damaged by any reasonably direct routing of a pedestrian connection and an alternative route without such impacts is available.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orencia  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station





Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys

IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

XI. Minimum and Maximum  
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Table 2:  
Maximum



Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

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Section 140.I-II

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(1908 Platted Townsite Area)
- Figure 2 : Plant List
- Figure 3 : Pedestrian Circulation  
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- Figure 4 : Orenco Townsite  
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- Figure 5.1 : Station Community  
Street Types
- Figure 5.2 : Street Network
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- Figure 5.4 : Street Standard  
Type "A"
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Type "C"
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Type "D"
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Type "E"

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Planning Area  
Supplemental Standards

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- II. Purpose
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II. Land Use Districts  
(Descriptions)

A. Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**VI. GROUND FLOOR WINDOWS AND BUILDING FACADES**

**A. Purpose**

Long expanses of blank walls facing a street or other public areas detract from the attractiveness of the streetscape and perceived safety of pedestrians using those spaces. The standards of this subsection are intended to enhance street safety and provide a comfortable street environment by providing ground-level features of interest to pedestrians along streets. These standards also have the purpose of encouraging surveillance opportunities where buildings face abutting streets and public areas, preventing fortress-like facades, and avoiding a monotonous pedestrian environment. The standards also help enhance the economic vitality of a neighborhood by providing the opportunity for merchants to display goods and advertise their wares to shoppers. By encouraging "window shopping" in commercial districts the activity on the street is increased along with security.

**B. Applicability**

These standards apply to commercial, mixed use, industrial, business park, research park, and institutional development in all districts; except in the SCC-MM and SCFI Districts these standards apply only along the frontages adjacent to public streets and along pedestrian ways leading from the public street or light rail station site to the activity located within the parcel.

**C. Standards**

1. All development shall provide ground floor windows on the building facade facing and adjacent to a public street, major pedestrian route, direct pedestrian way leading from a light rail station site, or facing onto a park, plaza or other public outdoor space. Required

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

windows shall allow views into lobbies or similar areas of activity, pedestrian entrances, or display windows. Required windows shall provide a lower sill no more than three feet (3') above grade; except where interior floor levels prohibit such placement, the sill may be located not less than two feet (2') above the finished floor level to a maximum sill height of five feet (5') above exterior grade.

2. Darkly tinted windows and mirrored windows which block two way visibility are prohibited as ground floor windows required under this provision except where the closest face of the building to the nearest edge of the sidewalk within a public right-of-way or private street parallel and adjacent to the building is greater than fifty feet (50'). (Amended by Ord. No. 4545/4-97.)

3. In all districts, building frontages greater than 200 feet in length along streets or major pedestrian routes shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances or other articulation so as to provide pedestrian scale to the first floor.

4. In the SCC-CBD District, exterior walls facing a public street, public open space, pedestrian walkway and/or transit station shall have windows, display areas or doorways for at least seventy-five percent (75%) of the length and fifty percent (50%) of the area of the ground level wall area, which is defined as the area up to the finished ceiling height of the fronting space or fifteen feet (15') above finished grade, whichever is less.

5. In the SCC-SC and SCC-HOD Districts, exterior walls facing a public street, public open space, pedestrian walkway and/or transit station shall have windows, display areas or doorways for at least fifty percent (50%) of the length and twenty-five percent (25%) of the area of the ground level wall area, which is defined as the area up to the finished ceiling height of the fronting space or fifteen feet (15') above finished grade, whichever is less.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

6. In all other districts, any exterior wall which is within twenty feet (20') of and facing onto a route or space described in paragraph 1., above, and which has an unobstructed view of the route or space, shall contain at least twenty percent (20%) of the ground floor wall area facing the street in display area, windows or doorway.

- V. Destruction or Expansion of Existing Uses or Structures
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Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-



Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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IV. Minimum Lot Width and  
Depth

Section 137.V-VII

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VI. Minimum Floor Area Ratios

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Table 3: Residential Parking Standards in Station Community Districts

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XIV. Mixed Use Buildings and Mid-Rise Apartments

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Table 137.4  
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Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

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Business  
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CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**VII. BUILDING STEP-BACK REQUIREMENTS**

**A. Purpose**

Step-back requirements help assure a comfortable street environment by preventing fortress-like facades, providing light and air at the street level, and providing features of interest to pedestrians along streets in commercial districts.

**B. Applicability**

These standards apply to new in all Station Community Commercial Districts.

**C. Standards**

1. Step-back requirements shall be achieved, at the option of the applicant, by one of two methods:

a. Floors above the second floor shall be stepped back a minimum of five feet (5') for the first story above two, and an additional five feet (5') for floors above three (3). The maximum step-back under this method shall not exceed fifteen feet (15'); or

b. A building shall be stepped-back by an appropriate amount from the plane of the street so as to maintain an angle not greater than sixty (60) degrees between the top of the building facade fronting on to the street and the back of the sidewalk of the opposite side of the same street.

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
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Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
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M. Station  
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Community  
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District

Table 2:

Station

2. Upon petition of the applicant, the Planning Director may waive the building step-back requirements of this subsection provided that the applicant clearly demonstrates the proposed project:

a. includes window treatments, entry placement, facade relief and other architectural treatments to provide visual interest and pedestrian-sensitive design at the street level and to maintain a human scale in the streetscape; and

b. extends the same architectural features described in paragraph (a) above the ground floor level through variations in design, detail, and proportion, and by avoiding designs featuring a monolithic street facade; and

c. is designed so as not to obstruct sunlight from falling on the back of the sidewalk on the opposite side of the street for more than four hours of any given day between March 21 and September 21.

(Amended by Ord. No. 4545/4-97.)



Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

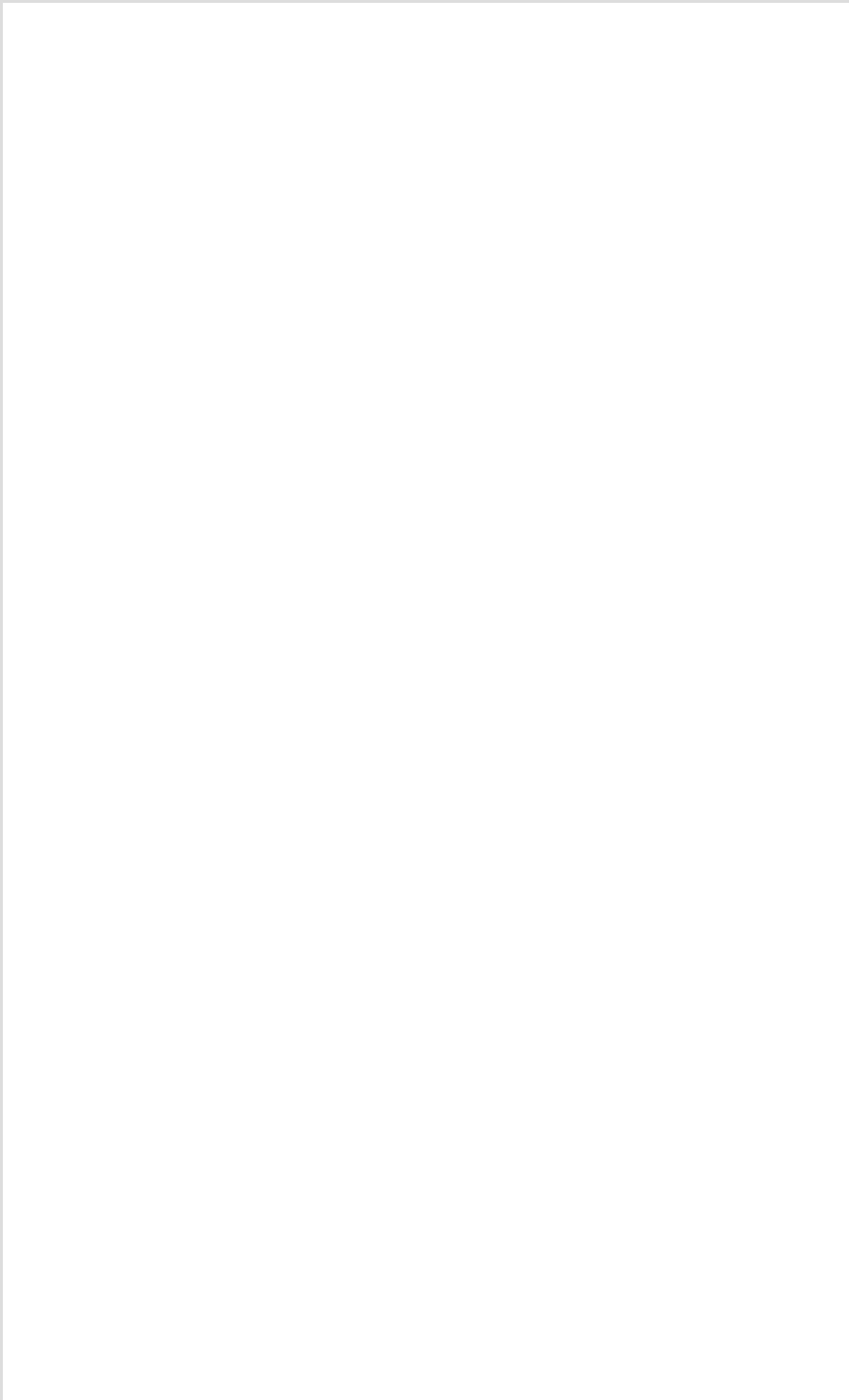
- V. Destruction or Expansion of Existing Uses or Structures
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Community  
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Station  
Community  
Residential-  
High Density  
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Table 1.f:  
Station  
Community  
Residential-  
Medium  
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MD)  
Table 1.g:  
Station  
Community  
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Community  
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Station  
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Residential-  
Orenco  
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Conservation  
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Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
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Industrial  
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Station  
Community  
Research  
Park (SCRP)  
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Station  
Community  
Fair Complex  
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IV. Minimum Lot Width and  
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Section 137.V-VII

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Non-Residential Parking Standards in Station Community Districts  
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XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

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Type "A"
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Type "B"
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CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**VIII. LOCATION AND DESIGN OF OFF-STREET PARKING**

**A. Purpose**

Parking should be located and a parking facility designed so as to not only facilitate its major function but also to complement and encourage easy and safe pedestrian movement to, through and around the facility. The scale and orientation of parking areas shall be consistent with their purposes in supporting a mix of commercial and residential uses and shall be consistent with the pedestrian- and transit-oriented community to which they contribute.

**B. Applicability**

Unless otherwise noted, these standards apply to all new uses and expansions of existing uses in all districts.

**C. Location of Off-Street Parking**

Surface parking areas shall comply with the following provisions:

1. No surface parking, maneuvering area, service dock or loading area shall be located between the facing facade of an adjacent building (or a line extended from the plane thereof) and a major pedestrian route unless the closest street-side edge of such a surface parking lot, maneuvering area, service dock or loading area is greater than fifty feet (50') from the major pedestrian route, as measured from the back of the curb; except that this provision shall not apply: (Amended by Ord. No. 4545/4-97.)

a. In the SCC-MM, SCBP, SCI, SCRP, or SCFI District where it is not practicable to limit the parking space and other facilities to the side of or behind the building, or more than fifty feet (50') from the right of way of a



- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
- J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
- L. Station  
Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
Park (SCR-P)
- N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

- Table 1:  
Station  
Community  
Commercial  
District
- Table 2:  
Station

major pedestrian route, and the facilities have been located as far from the major pedestrian route as practicable, and where:

(1) Ingress and egress to such a facility is, where practicable, provided from a side street or alley, or where such access is not practicable from any location other than from the major pedestrian route, driveways shall be limited to no more than one per 150 feet of frontage and shall not be greater than twenty-four (24') feet in width; and

(2) A landscape buffer at least ten feet (10') in depth is installed between the major pedestrian route and such a facility; and

(3) Such landscape buffer includes trees complementing those in the street-side landscape strip if necessary to provide a continuous canopy over the sidewalk area, and includes

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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- VII. Development Review and Related City Development Code Section 136.VIII-X
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Commercial-  
Central  
Business  
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CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

other pedestrian amenities, shrubs and landscaping materials to soften the edge between the sidewalk and the facility; and

(4) The facility includes no more than one double loaded parking bay, and a single two-way circulation aisle with internal landscaping islands as described in paragraph D., Off Street Parking Design, below; and

(5) The facility is sited so as not to cause the sidewalk of an adjacent major pedestrian route to be blocked or partially blocked other than during the active ingress or egress of vehicles utilizing the facility; and

(6) A safe and convenient exclusive pedestrian connection meeting the intent and purpose of the Transportation Planning Rule, the provisions of the

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

Americans With  
Disabilities Act,  
and the sidewalk  
width requirements  
of the district shall  
be provided and  
sited so a  
pedestrian does  
not have to pass  
through the parking  
lot, maneuvering  
area, service dock  
or loading area to  
gain direct access  
to the building  
entrance, and if the  
route of the  
pedestrian way  
must unavoidably  
cross a driveway or  
circulation aisle,  
the width of the  
driveway or aisle  
shall not exceed  
twenty-four (24')  
feet; or

b. In any SCPA District where  
such areas or facilities are  
constructed and function wholly  
within the plane of the building  
and where, other than the  
connecting driveway, they are  
effectively screened from view of  
the pedestrian route by dense  
landscaping, art work, operable  
doors or other approved  
aesthetically pleasing means and  
where such screening does not  
create a public safety hazard.  
Chain link fence with or without  
slats does not meet the intent of  
the screening provision.  
Examples of a facility that  
functions "wholly within the plane  
of the building" include a  
subterranean or above-grade

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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Section 137.V-VII  
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Table 2:  
Maximum

parking lot or loading dock where the entrance is located on the facing facade of the building but the facility itself is out of sight within or beneath the structure, or an outside loading dock screened by a high parallel false facade with roll-up doors; or

c. In the SCC-HOD District where such facilities are approved as part of the Development Review process for permitted expansions of auto-oriented uses in the district existing on the effective date of this Ordinance, and where the design provisions of subsection D., Off-Street Parking Design, are met, and where the surface parking areas does not occupy greater than fifty percent (50%) of the lot frontage.

2. Except for Tri-Met park-and-ride lots and the joint-use parking lot located at the Hillsboro Central LRT Station (and other approved joint-use parking lots located adjacent to other LRT stations), no surface parking, maneuvering area, service dock or loading areas shall be located or temporarily located adjacent to, cater-cornered or across the street from a light rail station site.

3. If a major pedestrian route or transit street adjoins a building on two or more sides, or if public or private streets adjoin a building on three or more sides, or if a wetland or natural resource area abuts the parcel, off-street parking between the building and one of the facilities or resource areas shall be allowed in the following order of priority:

1 st	Non-transit street(s)
2 nd	Transit streets

Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

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XVI. Street and Alley Standards

Table 137.4  
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XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

3 rd	Wetland or natural resource area
4 th	Major pedestrian route most directly leading to or adjacent to a LRT station

In addition, where these circumstances apply, the provisions of Section 138.VIII.C.1.a(4) shall be waived so as to allow additional parking depth between the building and the facility or resource to accommodate the required parking on not more than two sides of the building.

(Amended by Ord. No. 4545/4-97.)

4. Where the combination of the buildings and parking facilities of a project require less than all of the parcel, the parking shall be sited so as to:

a. Not preclude further development or intensification of the land; and

b. Afford the opportunity to redevelop the parking, or a portion thereof, to a more intense economic use; and

c. Not abut a natural resource area.

5. Where a commercial, industrial or institutional use cannot accommodate the allowed parking on-site, the use may locate parking on a surface parking lot or within a parking structure located off-site provided the off-site parking is located and designed in accordance with the requirements of Sections 137 and 138, and provided the off-site location is not greater than eight hundred feet (800') from the use. Where an off-site lot is larger than necessary to accommodate the maximum parking allowed by 137, Table 2, for the use in question, the remainder of the lot may be used for parking purposes provided that the parking in excess of the allowed maximum parking of

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the original user is acquired or assigned to other uses in the area as a part of the maximum allowed parking of the secondary users; and provided that in combination, the total amount of off-site parking does not exceed the maximum parking allowed by 137, Table 2, for all joint users of the off-site parking.

6. Except for multi-family and multi-building non-residential complexes with linked parking lots interrupted by buildings, dwellings, and major landscaping features, no surface parking lot, including park-and-ride lots, within 800 feet of a LRT station shall exceed two (2) acres. If parking in excess of the amount that can be contained on two (2) acres is required by a use, at the choice of the applicant:

- a. Structured parking may be constructed on-site without regard to provisions within Sections 137 through 142 which would otherwise prohibit the location of a parking structure at that site; or
- b. A second, non-contiguous surface parking lot farther than 800 feet from the LRT station, may be constructed notwithstanding paragraph 5 of this subsection.

7. An off-street parking structure may be sited adjacent to a light rail station site, a major pedestrian route or a transit street if:

- a. The ground floor of the structure fronting on such streets or station incorporates pedestrian-sensitive design, and retail, commercial, pedestrian-related offices or services, educational uses, or medical outpatient treatment or



Section 139.I-II

- I. Scope
- II. Purpose
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diagnostic services; or

b. The parking is contained in a separate structure located behind buildings fronting on such streets or station so as to give the appearance and contain the same type of uses as in paragraph a., above; or

c. The parking is contained in a semi-subterranean parking structure provided the height of such structure, or portions thereof within fifty feet (50') of the right-of-way adjacent to such streets or station is not greater than three and one-half feet (3½) above the elevation of the adjoining walkway or sidewalk, and the structure is architecturally and functionally incorporated into the design of the streetscape.

(Amended by Ord. No. 4545/4-97.)

8. Where an LRT station, transit street and/or Major Pedestrian Route adjoin a parking structure on two or more sides, the vehicular entrance/exit(s) to the parking structure shall access the adjacent facilities in the following order of priority:

1 st	Non-transit street(s)
2 nd	Transit street
3 rd	Major pedestrian route most directly leading to or adjacent to a LRT Station
4 th	Street containing the LRT Station

(Added by Ord. No. 4545/4-97.)

9. Bicycle parking spaces shall be sited so as not to occupy space within, reduce the size of,

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or impede the use of required sidewalks, pedestrian ways, curbside landscape strips, landscape buffers or usable open spaces. All bicycle parking must be easily accessible and shall be equipped or located so as to allow the bicycle to be conveniently and securely locked to a parking device or within a secured bicycle parking area. Covered bicycle parking shall provide security and protection from the weather. Covered parking may be provided within a parking structure, garage, under a separate roof, within a bicycle locker, or in a designated area within a building or residential complex. Except in single-family detached and duplex dwelling units, allowance for required bicycle parking within an individual residence is not considered to be in compliance with this requirement. (Added by Ord. No. 4545/4-97.)

(Amended by Ord. No. 4930/7-00.)

**D. Off-Street Parking Design**

Surface parking areas shall comply with the following design standards:

1. Perimeter Landscape/Screening . Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street other than a major pedestrian route which meets one of the following standards:

- a. A five foot (5') wide planting strip between the right-of-way and the parking area. The planting strip may be pierced by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with large-scale, high canopy, horizontally-branching street tree species and/or an evergreen hedge. Hedges shall be no less than thirty (30") inches or more than forty-two (42") inches in height. Hedges and other landscaping shall be planted and maintained to afford



adequate sight distance for vehicles exiting the parking lot to the same standard as described for alleys in Section 137.IX, Visual Clearance ; or

b. A decorative wall or fence thirty (30") inches to forty-two (42") inches in height parallel to and not nearer than two feet (2') from the right-of-way line. The area between the wall or fence and the back of the sidewalk shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

2. Interior Parking Area Landscaping and Walkways . Surface parking areas shall provide interior landscaping which meets the following standards:

a. Angled or perpendicular parking spaces shall provide, where needed, extruded curbs (tire stops) or widened curbs to prevent bumper overhang into landscape areas or walkways.

b. All surface parking facilities shall include landscaping along the perimeter of the lot to a depth of at least four feet (4').

Perimeter landscaping shall not be required where two parking lots using a common driveway are joined by a common circulation aisle or other traffic area, and landscaping may be reduced or eliminated adjacent to

landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas. Landscaping shall also be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Except where requested by the applicant, if in following these standards, the amount of interior landscaping would exceed ten percent (10%) of the area devoted to outdoor auto parking facilities, the amount of required landscaping shall be limited to ten percent (10%). All landscaping required under the provisions of this subsection may be applied towards compliance with other applicable landscaping requirements. (Amended by Ord. No. 4545/4-97.)

c. A minimum of one 2½" caliper street tree shall be provided in protected planting bays located within the surface parking area at the end of each parking row and at intervals not exceeding 100 feet within the parking rows. Planting bays shall have a minimum width of five feet (5') and a minimum area of 190 square feet for double loaded parking bays and 95 square feet for single loaded parking bays. The remainder of each bay shall be landscaped in a manner consistent with the provisions of this subsection.

d. All parking lot construction,

internal walkways, markings and access shall meet and fully comply with the requirements of the Americans with Disabilities Act.

3. Connection of Parking Areas. Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the street for parallel movements.

4. General Landscaping Standards.

a. The minimum planting size for all required trees shall be 2½ inch caliper as measured by American Association of Nurserymen standards. Trees shall be deciduous shade trees capable of at least thirty-five feet (35') in height and spread at maturity.

b. A minimum of seventy percent (70%) of all required landscaped areas, including required planting strips and planting bays, shall be covered with trees, or shrubs. All areas shall also include continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen ground cover.

c. Evergreen shrubs shall be not less than two feet (2') higher than finished grade at the time of planting. Evergreen shrubs shall be of the type that grow to be at least thirty-six inches (36") higher than finished grade.

#### E. Curb Cuts

All curb cuts are subject to approval based on standards to

ensure safe pedestrian circulation, traffic flow, access points needed for the proper functioning of the development and the objectives of Sections 136 through 138. To meet these standards, consolidation of curb cuts may be a condition of development approval.

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B. Station  
Community  
Commercial-  
Highway  
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HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
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D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
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(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**IX. DRIVE-THROUGH USES**

**A. Purpose**

Drive-through uses conflict with the safe and convenient movement of pedestrians and bicycles within Station Community Planning Areas. Drive-through uses are therefore restricted to locations greater than 400 feet from a light rail station site boundary and allowed only where the drive-through component is not the primary method of sale or servicing.

**B. Applicability**

These standards apply in all districts in which drive-through uses are allowed; except that in the SCC-MM District these standards apply only along the frontages of arterial streets.

**C. Standards**

Drive-through uses shall comply with the following design standards:

1. A drive-through facility shall be limited to one driveway crossing of a pedestrian route, but shall not be limited in the number of service windows, bays or lanes within the site provided the minimum floor area ratio of the district is met. However, if an applicant can demonstrate that construction of a single joint use driveway is constrained by the size of the parcel, by unusual topographic or other site considerations such that the project as a whole would be uneconomic and would not otherwise be built, or if the return routing to such a joint use driveway would require a drive lane to be constructed parallel to and within fifteen feet (15') of a major pedestrian route that could otherwise be avoided, then a drive-through use may have separate ingress and egress driveways crossing a pedestrian route.

2. The drive-through service window, bay or

MD)

G. Station  
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Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
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V)

I. Station  
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J. Station  
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K. Station  
Community  
Industrial  
(SCI)

L. Station  
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lane and all queuing lanes shall be located as far as practicable from any transit street, major pedestrian route, or light rail station site.

3. If the drive-through facility is within fifty feet (50') of a major pedestrian route and queuing lanes and service windows, bays or lanes would otherwise be visible from the major pedestrian route, landscaping shall be installed to screen the service windows, bays or lanes from view to the maximum extent practicable.

4. Pedestrian circulation within the site shall be well marked, both for the operator of a vehicle and for the pedestrian, and shall comply with the requirements of the Americans with Disabilities Act.

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Residential  
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Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
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Community  
Commercial-  
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Community  
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Table 1.f:  
Station  
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Residential-  
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MD)  
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Community  
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Table 1.i:  
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Station





Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
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Station  
Community  
Industrial  
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Station  
Community  
Business Park  
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C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**X. OUTDOOR DISPLAY AND STORAGE**

**A. Purpose**

These standards are intended to assure exterior display, storage and work activities are consistent with the desired character of SCPAs, will not be a detriment to the overall appearance of any SCPA district, and will not adversely impact adjacent properties or the environment.

**B. Applicability**

These standards apply to all commercial, industrial, research park, and institutional development in all districts; except in the SCC-MM District these standards apply only along the frontages of arterial streets.

**C. Standards**

1. Except for motor vehicle sales uses allowed within the SCC-HOD District and as otherwise specified in this subsection, permanent outdoor display or storage of materials or equipment by commercial uses is prohibited. The term "equipment" as used in this subsection does not apply to motor vehicles licensed for street use and regularly used in the conduct of business.

2. In all SCPA commercial districts, in the SCR-V District, and adjacent to commercial uses in the SCBP, SCI and SCR-P Districts, outdoor seating for restaurants, commercial displays and pedestrian-oriented accessory uses (such as flower, food or drink stands, etc.), displayed or located within the area between the back of the curb and the back of the sidewalk, are allowed provided:

a. Any ground-mounted temporary sign is placed within the first three feet (3') behind the curb;

b. Any sign, seating, display or stand is present only during the business hours of the responsible enterprise, unless otherwise

- MD)
- G. Station  
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(SCR-LD)
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Residential-  
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- I. Station  
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Residential-  
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- J. Station  
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Residential-  
Downtown  
Neighborhood  
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permitted through the terms of a Street Vendor License;

c. The enterprise has obtained a Street Vendor License; and

d. Placement of any sign, seating, display or stand leaves at least five feet (5') of unimpeded sidewalk width open for pedestrian traffic.

(Amended by Ord. No. 5676/10-06.)

3. Within the SCI, SCBP and SCRDP Districts, outdoor storage of inventory or equipment shall be permitted adjacent to a transit street, major pedestrian route, or light rail station site, provided that:

a. It is demonstrated there is no other practicable location on-site;

b. Screening material or dense landscaping sufficient to entirely obscure the storage area is installed; and

c. The screening material is comprised of a fence or wall aesthetically designed and constructed of decorative or architectural materials. A chain link fence with or without colored slats, a plain concrete or wood wall or fence does not, by itself, meet this criteria unless supplemented with substantial landscaping, artistic materials or architectural treatments.

4. (Deleted by Ord. No. 5676/10-06.)

5. (Deleted by Ord. No. 5676/10-06.)

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Commercial-  
Highway  
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District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**XI. ALLEYS**

**A. Purpose**

The design standards of alleys provide a uniformity of width, depth, crown and materials to ensure they are capable of supporting fire suppression equipment and garbage trucks, provide for adequate turning radius to allow access to rear property line garages, and are compatible with a routine maintenance program.

**B. Applicability**

These standards shall apply within portions of the Downtown Station Community Planning Area identified in Section 137.XVI, within the SCR-OTC, SCR-DNC and SCR-V Districts, and within applicable portions of other SCPAs where greenfield construction lends itself to the addition of alleys.

**C. Standards**

Existing alleys in residential districts shall be improved and used for parking access, garbage service and the location of garages where applicable. As redevelopment or new development occurs, alleys shall be improved or constructed to City standards, and new dedications or easements shall be granted, where applicable, to serve these purposes. Alley locations and requirements shall be determined during Development Review and shall incorporate the requirements of Section 137.XVI.

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
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Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
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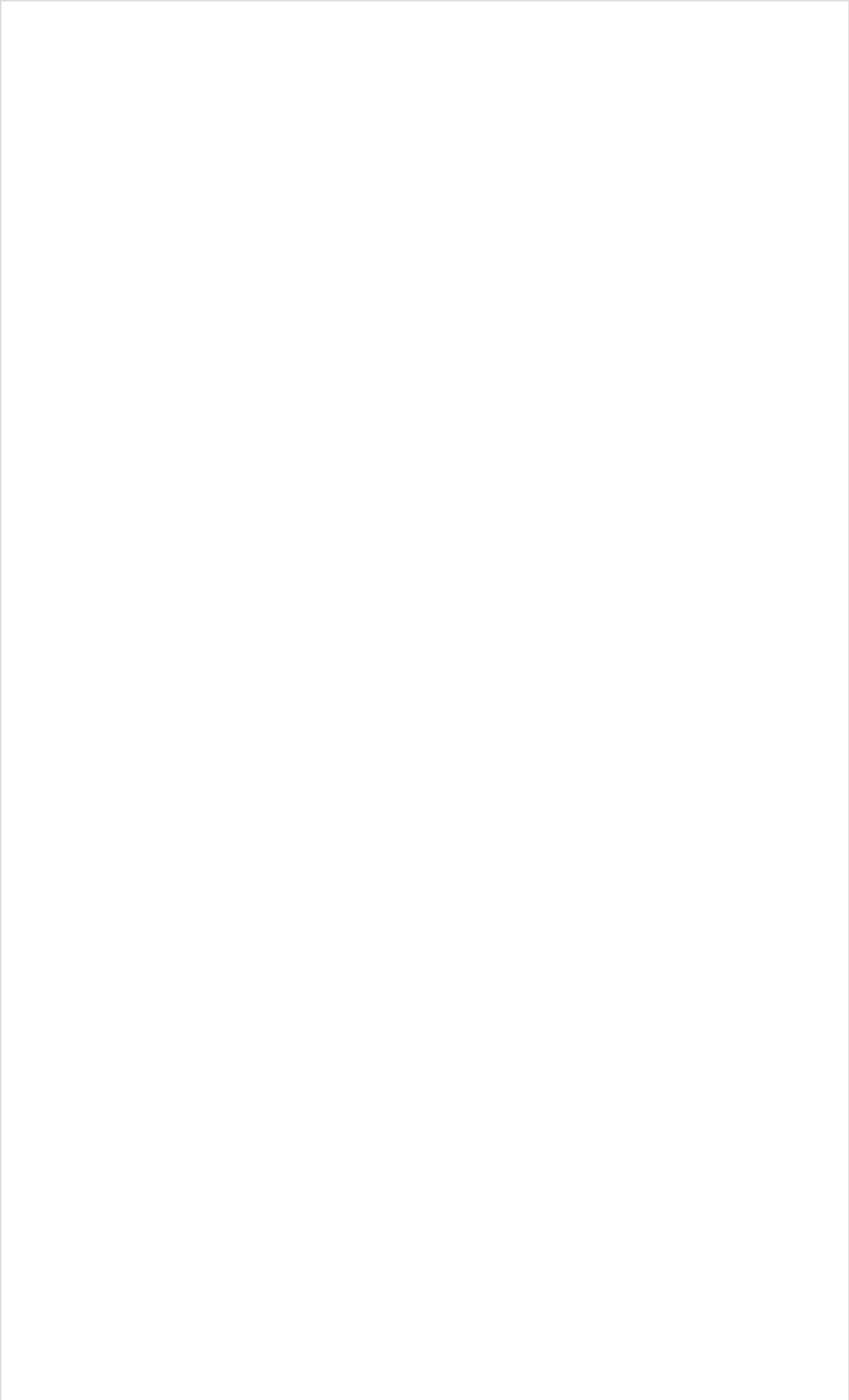
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Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**XII. STREETScape DESIGN STANDARDS AND GUIDELINES**

**A. Purpose**

The standards and guidelines contained in this subsection are intended to encourage good quality, pedestrian-sensitive design in new building and residential construction. Good design results in buildings visually compatible with one another and adjacent neighborhoods, contributing to a Station Community Planning Area which is attractive, stimulating, active and safe. These qualities contribute to the creation of a SCPA which facilitates easy pedestrian movement and establishment of a rich mixture of uses. Unless standards expressly indicate otherwise, a diversity of architectural styles is encouraged. Except where the word "shall" is used, the criteria are not to be construed as mandatory approval standards subject to review and approval.

**B. Applicability**

These standards and guidelines apply to all new development.

**C. Design Standards**

1. Buildings shall promote and enhance a pedestrian scale and orientation on the facade facing the public street. Street-side building facades and dwelling units within all SCPA districts, except where required to be in conformance with the design standards of a Conservation District, shall be varied and articulated to provide visual interest to pedestrians and avoid a flat appearance. In addition, development proposals and residential projects shall make provisions and include designs consistent with the following:

a. Development projects within the SCR-OTC or SCR-DNC Districts, shall be consistent with



- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
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Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
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Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
Park (SCR-P)
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Commercial  
District
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Station

the design and development provisions of subsection XIII. of this Section and the provisions of the respective district;

b. All new commercial, industrial, research park, institutional, mixed use, and multi-family residential buildings constructed within a Station Community Planning Area shall demonstrate during the Development Review process that it promotes and enhances a pedestrian scale and orientation on any facade facing a public or private street and it incorporates discernible and architecturally appropriate features; such as, but not limited to, cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of themselves, does not meet the requirements of this subsection; and

c. All residential dwellings, of any type, constructed within any SCPA district, unless otherwise restricted by the design guidelines of a Conservation District, shall be constructed with exterior building materials and finishes of high quality to convey an impression of permanence and durability. Materials such as, and including, masonry, stucco, stone, terra cotta, tile, cedar

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

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Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, authentic vertical board & batten siding, articulated architectural concrete masonry units (CMU), and similar durable architectural materials are allowed. Materials such as, and including, T-111 siding, plain or plain painted plywood and strandboard sheets, concrete or cinder block, smooth surface concrete panels, and similar quality and non-durable material are prohibited.

2. Commercial buildings and sites shall be organized to group the utilitarian functions away from the public view. Delivery and loading operations, HVAC equipment, trash compacting and collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping. The visual and acoustic impacts of these functions, along with all wall- or ground-mounted mechanical, electrical and communications equipment shall be out of view from adjacent properties and public streets, and screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building and primary landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and chimneys shall be minimized by placing equipment behind parapets, within architectural screening, roof-top landscaping, or by using other aesthetically pleasing methods of screening and deadening the sound of such equipment; and

3. Within 1,300 feet of a light rail station in all SCPA districts, all street furniture, benches, bicycle racks, trash receptacles; tree grates, all streetlight poles and fixtures all street and sidewalk treatments, patterns and materials; all street signs; and all other appropriate design treatments and fixtures installed after the

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
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Table 1.f:  
Station  
Community  
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MD)  
Table 1.g:  
Station  
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Table 1.h:  
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Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

effective date of this Ordinance shall either be:

a. The same as those installed on Washington Street as a part of the Hillsboro Light Rail Transit Project; or

b. Of the same general design and standard as those used on Washington Street (or in the case of street lighting, the PGE "Option B" equivalent design luminaire with a direct burial fluted fiberglass pole, or better) and that have been approved by the City Council Street Committee for the proposed project or a similarly situated previous project approved by the Street Committee after the effective date of this Ordinance.

However, where an arterial or major collector street is within such an area and IES street ; lighting standards require additional street lighting greater than or different from that available solely through the use of ornamental streetlights, street lighting shall be supplemented by the minimum necessary number of "Cobra-head" luminaires mounted on fluted poles painted or otherwise matching as nearly as possible the treatment used on the ornamental streetlight poles.

4. Stormwater retention, detention and treatment facilities shall be integrated into the site design or placed underground. If constructed on the surface, such facilities shall be treated as a component of the landscaping usable open space or water feature, and shall be constructed so that, at maximum anticipated volume, water depth will not create public safety risks.

However, if the site is constrained such that underground facilities are impractical and

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
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Table 1.k:  
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Industrial  
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Requirements  
Table 2:  
Maximum

development to the maximum density allowed within the applicable SCPA District would be precluded by construction of a shallow stormwater facility, the depth of the facility may be increased if the perimeter is fenced to meet public safety standards for a facility of that depth. In this case, landscaping shall be placed both inside and outside the fence. Fencing shall be of such materials and color so as to blend, to the maximum practicable extent, with the landscaping and surroundings. In addition, to minimize the size and depth of such a deeper facility, the site plan shall be designed to use open space and landscaping for natural detention, retention and biofiltration of stormwater on the site. In no case shall a stormwater facility take on the look or character of a utility element.

Further, in campus developments, SCRIV developments and other large tract developments, stormwater facilities shall be consolidated to devote the minimum gross acreage to such use. Developers shall work with adjacent property owners to achieve consolidation wherever large, fenced utilitarian stormwater facilities. Consolidated facilities shall also be naturally integrated into the site design, landscaping and usable open space as described above, or shall be placed underground.

(Added by Ord. No. 4545/4-97.)

#### D. Design Guidelines

The following guidelines are recommendations that can be used in achieving the requirements of paragraph C, above; but shall not be construed as requirements.

1. Building and site design should be site specific and fit into the context of the area, preserve important view corridors, complement the natural setting and other nearby buildings, relate to adjacent public and private streets, and incorporate special features to make the buildings more prominent and appealing while

Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

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Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

incorporating facades and details to help them better relate to the scale of pedestrians. A diversity of architectural styles is encouraged to create a rich and visually-stimulating environment. Building design is particularly important at major intersections, where special corner architectural design features should be incorporated.

2. Certain buildings, because of their size, purpose or location, should be given special attention in the form of ornamental building features, such as towers, cupolas or pediments. Examples of these special buildings include theaters, hotels, cultural centers and civic buildings.

3. Edges of development projects should be continuous and designed to delineate and enhance adjoining public and private streets, while also providing visible and safe access to stores and other buildings. Edges adjacent to transit streets and major pedestrian routes should include street furniture such as seating, shelters, ornamental pedestrian scale lighting and an inside row of canopy trees to complement those in the curbside landscape strip.

4. Developments should be designed to encourage informal surveillance of public areas from buildings, public and private streets and from adjacent developments. Sight lines to and from buildings, and within and around the site should maximize pedestrian visibility of store entrances, public areas and transit stops.

5. For buildings designed for occupancy by general retail, office and service commercial businesses, traditional storefront elements are encouraged for any facade facing a major pedestrian route. These elements include:

- a. Front and side building walls placed within 0-10 feet of abutting street right-of-way boundaries.



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b. Clearly delineated upper and lower facades.

c. A lower facade containing large display windows and a recessed entry or entries.

d. Smaller, regularly spaced windows in upper stories.

e. Decorative trim, such as window hoods, surrounding upper floor windows.

f. A decorative cornice near the top of the facade.

g. Piers or pilasters, typically of masonry.

6. Upper stories should be articulated with features such as bays and balconies.

7. To balance horizontal features on longer facades, vertical building elements should be emphasized.

8. If sloped roofs are used, they should be compatible with roof lines and slope of adjacent buildings, add interest to and reduce the scale of large buildings, and complement the character of buildings in adjacent developments.

9. Windows allowing views into interior activity areas or displays in non-residential buildings beyond the requirements of Section 138.VI. are encouraged. However, at the pedestrian level, glass curtain walls, reflective glass and painted or darkly tinted glass, smooth faced concrete block, concrete panels, steel panels, and non-durable materials should not be used.

10. Exterior building materials and colors play

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Figure 1 : Street Tree Plan  
(1908 Platted Townsite Area)

Figure 2 : Plant List

Figure 3 : Pedestrian Circulation  
Plan

Figure 4 : Orenco Townsite

Plat: 1908, 1911

Figure 5.1 : Station Community  
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Figure 5.2 : Street Network

Figure 5.3 : On Street Parking

Figure 5.4 : Street Standard  
Type "A"

Figure 5.5 : Street Standard  
Type "B"

Figure 5.6 : Street Standard  
Type "C"

Figure 5.7 : Street Standard  
Type "D"

Figure 5.8 : Street Standard  
Type "E"

a significant role in establishing identity and visual interest at the pedestrian scale. As such, materials and colors should be harmonious and compatible with materials and colors in adjacent developments. Soft lighting of the building exterior is permitted, provided the light source is not visible and it complements the architectural design. The lighting should not draw inordinate attention to the building.

11. Entryways are important to a pedestrian environment and provide a special opportunity to make the building unique while at the same time providing a highly visible customer entrance and identifiable public address. Building entrances should include such features as: canopies, porticoes, overhangs, recessions, projections, arcades, raised cornice parapets over the door, peaked roof forms, arches, hardscaped pedestrian spaces, integral planters or wing walls that incorporate landscaped areas and/or places for sitting, and architectural details such as tile work and moldings which are integrated into the building structure and design.

12. Where masonry is used for exterior finish, decorative patterns should be employed. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile used in conjunction with materials such as concrete or stucco.

13. Ornamental devices, such as molding, entablatures, pediments and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band should be at least eight inches (8") wide.

14. Pedestrian ways should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, planter walls and other architectural elements which define circulation ways and outdoor

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spaces. Examples of outdoor spaces are plazas, patios, courtyards, and window shopping areas. Design of these features and outdoor spaces together should (i) enhance buildings and groups of buildings, (ii) relate to a common use area, and (iii) complement the surrounding streetscape.

15. Landscaping should be designed into and thought of as an integral part of the site, streetscape, building design and the parking area. Landscaping should also be used to enhance the pedestrian orientation of Station Communities by creating a sense of enclosure and to reduce the scale of large buildings and paved areas. Arbors or trellises supporting landscape materials should be considered for ornamentation of exterior walls.

16. (Deleted by Ord. No. 5676/10-06.)

17. In all SCC-SC and SCR-V Districts, housing should be arranged around and integrated with community uses, the LRT station, and pedestrian-sensitive shopping and services. Pedestrian-sensitive retail, services, and employment uses should be provided within 1,300 feet of the LRT station and within 1,300 feet of housing. The highest concentration of housing should generally be within 1,300 feet of the LRT station.

18. In SCPA residential and SCC-SC Districts, multi-purpose streets should extend from the LRT station, and provide convenient pedestrian and bike routes from the station to residential neighborhoods, employment sites and centers, and community retail and service uses. Multi-purpose streets should be designed not only as attractive places to live and work, but also as the location and setting for pedestrian-sensitive shopping and services, and for recreation and social activities.

19. Projects containing residential uses should include a range of housing types and styles to suit a variety of lifestyles and incomes, both on



an ownership and rental basis

20. The SCR-V District provides an opportunity to be creative in developing a new, compact community within the City. Application of the Development Regulations and Design Guidelines should result in a residential village designed to achieve:

a. A balanced multi-modal network of streets and pedestrian ways connecting residential areas with commercial and community activity; with streets laid out in a grid system to facilitate movement within and through the village without being unnecessarily winding or deliberately picturesque.

b. Housing located intentionally close to the street, but not along a build-to line, with porches and other features to create rhythm and interest along the street.

c. Groups of small lot houses, condominiums and rowhouses arranged to form architectural spaces, not a variety of different architectural styles. Design decisions should be made for housing and village center buildings based on street orientation, location of front doors, treatments of the space between buildings and streets, signage, pedestrian space lighting and other pedestrian safety and visual enhancements.

d. A network of public and private open spaces, greenways and parks within walking distance of all residents. Choice sites should be set aside for public and

neighborhood amenities to encourage use, provide visibility, and to establish a greater sense of community identity.

e. Neighborhood commercial uses which are varied, complete and of high quality so the need to drive to other shopping areas for routine purchases is minimized. Where practicable, commercial and self-contained light industrial activities should provide employment opportunities for village residents.

21. All commercial, industrial, research park, institutional, mixed use, and multi-family residential buildings constructed in any SCPA district with less than three feet (3') setback between the facade of the building and any parallel public sidewalk or pedestrian way should incorporate features adjacent to and over at least three feet (3') of the public sidewalk or pedestrian way for weather protection. Such features may include, but are not limited to, canopies, awnings, porticoes, arcades, alcoves, building overhangs and recessed entries, and trellises to protect pedestrians from rain or sun.

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Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

**SECTION 138: GENERAL DESIGN STANDARDS FOR STATION  
COMMUNITY PLANNING AREAS**

(Added by Ord. No. 4455/8-96.)

**XIII. STANDARDS FOR PROTECTION WITHIN HISTORIC AND  
CULTURAL CONSERVATION DISTRICTS**

**A. Purpose**

The standards and guidelines contained in this subsection are intended to advance the conservation and rehabilitation of historic and cultural resources significant to the development of Hillsboro and the unique character of certain neighborhoods which have strong linkages to the City's past. This subsection will help implement Section 6 (III)(c) of the Comprehensive Plan, Cultural Resources.

**B. Applicability**

These standards apply to all new development and any undertaking to remodel, reconstruct, renovate, rehabilitate, preserve, expand, dismantle or demolish any existing building or dwelling within the SCR-OTC or SCR-DNC Districts.

**C. Design Standards and Guidelines**

1. Any undertaking to remodel, reconstruct, renovate, rehabilitate, preserve, expand, dismantle or demolish any existing building or dwelling, and any proposed new project, development, building or dwelling shall conform with the design guidelines and appropriate neighborhood conservation standards of the district or overlay zone. All such work, be it the construction of a new dwelling or building, or re-construction work of any type on the exterior of an existing dwelling or building within the Conservation District, shall be subject to approval through the Development Review process prior to the issuance of any building, demolition, grading and development permit.

2. Prior to the issuance of any such permit, the applicant shall provide the Planning Director or designee with the appropriate number of plans

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
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Townsite  
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(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
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K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
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N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

and drawing sets depicting the proposed work. Pursuant to Development Review, the Director or designee shall issue a Notice of Decision acknowledging that the plans for improvements to or demolition of existing buildings or dwellings have been reviewed by the Director or designee and the Director or designee has either found the project exempt from or consistent with the applicable neighborhood conservation standards of the district or overlay zone, or has found the project inconsistent with such standards.

If the Director or designee finds the property is not exempt from the standards and the plans are not consistent with those standards, the Planning Director or designee shall direct the applicant to amend the plans to meet the standards. In the event of a disagreement between the Director or designee and the applicant over whether the plans meet the appropriate standards, an applicant may appeal through the normal Development Review process.

Where an application for Development Review for a project within such an area has been filed with the City, the Development Review process shall include notification to the appropriate neighborhood organization and the neighborhood organization shall have the opportunity to be an active participant in the Development Review process.

3. In reaching the decision on whether to approve or deny authorization for improvements to or demolition of an existing building or dwelling, the Director or designee shall first determine whether the neighborhood conservation standards apply to the property. The property does not qualify for protection if:

a. The existing architecture or construction is not of the type, style, or era consistent with the objectives and standards of the

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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Business  
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Station  
Community  
Commercial-

Conservation District; or

b. The structure is deteriorated, damaged, remodeled or vandalized beyond the point where it can be reasonably restored or rehabilitated to meet the conservation standards of the district.

If either of the above two findings apply, the Notice of Decision shall state that the standards of the Conservation District do not apply to the application and the construction or demolition may proceed.

4. If the Director or designee determines that the neighborhood conservation standards of paragraph 3, above, apply to the property, and the findings of 3.a. and 3.b. do not apply, the Director or designee shall deny a demolition permit, and in the case of a request to improve the structure, shall review the plans and approve or deny the proposal based on the following findings that:

a. The proposal conforms to the design guidelines and conservation standards of the district or overlay zone;

b. The proposed improvements to the existing dwelling or structure will conserve, rehabilitate or restore the historic and culturally significant characteristics of the property; will retain the existing form, integrity, materials and character-defining features of the dwelling, building, structure, landscape, and site; and will help prevent further deterioration or damage caused by natural forces or human activity;

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
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Community  
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V)  
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Station  
Community  
Residential-  
Orengo  
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Conservation  
(SCR-OTC)  
Table 1.j:  
Station

c. Any new additions, exterior alterations, or related new construction attached to or associated with an existing building or dwelling of historical or cultural interest are consistent with the massing, size, scale, and architectural features of the property and its environment;

d. For buildings or dwellings on the City's Cultural Resource Inventory, the Director or designee finds the improvements to such structures are consistent with the provisions of Section 132 and that the proposed improvements:

(1) Recognized the dwelling as a physical record of its time, place and use;

(2) Do not create a false sense of historical development, such as adding conjectural features or historic features from other properties;

(3) Retain, preserve or restore distinctive materials, features, finishes, and construction techniques or examples of craftsmanship representative of

Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 Table 1.k:  
 Station  
 Community  
 Industrial  
 (SCI)  
 Table 1.l:  
 Station  
 Community  
 Business Park  
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 Station  
 Community  
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 Station  
 Community  
 Fair Complex  
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Section 137.V-VII  
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 X. Minimum and Maximum  
 Building Height Requirements  
 XI. Minimum and Maximum  
 Off-Street Parking  
 Requirements  
 Table 2:  
 Maximum

the period of  
 significance;

(4) Do not use  
 chemical or  
 physical  
 treatments, such  
 as sandblasting,  
 that cause damage  
 to historic  
 materials;

(5) That any  
 deteriorated or  
 threatened historic  
 materials or  
 features which  
 must be removed  
 during the  
 restoration process  
 are to be repaired  
 and reused where  
 practicable, and  
 any distinctive  
 features that  
 cannot be repaired  
 or reused are to be  
 replaced with a  
 new feature that  
 matches the old in  
 design, color,  
 texture, and other  
 visual qualities  
 and, where  
 possible, materials;

(6) That any  
 stabilization will be  
 accomplished in  
 such a manner that  
 it does not cause  
 damage to any  
 character-defining  
 features and in  
 such a way that it  
 does not detract

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

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Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

from the property's appearance; and that where reinforcement is required, such work will be concealed wherever possible, except where concealment would result in the alteration or destruction of the materials, features, or spaces that characterize the historic property; and

e. The improvements maintain existing historic plant material and avoid removal of landscapes or vegetation present during the period of significance, unless removal and replacement is essential to maintain the character of the landscape, including the removal of invasive or severely deteriorated plant material. Replacement of historic plant material when necessary to preserve the character of the property, and any new plant material should match the historic appearance, function, and, where possible, species or variety of plant materials originally planted in the district or overlay zone during the era the district or overlay zone is intended to conserve.



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B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 139: DOWNTOWN STATIONS COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND DESIGN STANDARDS  
(Amended by oord. no. 4545/4-97 and 4930/7-00.)

I. Scope

This section establishes design standards specific to the Downtown Station Community Planning Area.

II. Purpose

A. These Downtown community-specific development regulations and design standards reflect the City's goals and objectives for the Downtown SCPA as described in the Hillsboro Comprehensive Plan, in the Downtown Station Community Plan as developed by the Downtown Station Community Planning Advisory Committee, and in the outcome of the workshops held during the SCPA process. Except as noted below, the purpose for each development regulation and design standard is as described in Sections 136 through 138. Where the regulations or standards of this Section specifically conflict with those contained in Section 136 through 138, the standards of this Section shall prevail.

B. The purpose of the regulations and standards applicable to the Downtown Neighborhood Conservation District (SCR-DNC) is to conserve the historical and cultural significance of the area of the original core of the City of Hillsboro by:

1. preserving and restoring the historic and cultural aspects and small town atmosphere of the community incorporated in 1876 within the site that is now encompassed by the Downtown Station Community Planning Area;

2. preserving, restoring and enhancing the landscape features of the downtown area, especially the large oak and other deciduous trees along the streets;

3. requiring that:

a) all new residential structures within the District be of compatible character and architectural style with those built

- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
- J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
- L. Station  
Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
Park (SCR-P)
- N. Station  
Community  
Fair Complex  
Institutional  
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Community  
Commercial  
District
  - Table 2:  
Station

during the period 1890's to 1930's; including, but not limited to, residential architectural styles for single-family houses and apartment houses consistent with the period, use of natural appearing materials and paint or finish colors consistent with those in use during the period, and other design and development standards as described in this Section; and

b) the exterior remodeling or expansion of existing residential structures within the District be consistent with the architectural style of the existing structure, with use of compatible materials and colors;

4. requiring that:

a) all new commercial and institutional structures, including public buildings, within the District be of similar character or compatible with the size, scale and architectural styles and treatments used in small towns like Hillsboro during the period 1890's to 1930's.

b) the exterior remodeling or expansion of existing commercial or institutional structures, including public buildings, within the District, be consistent with the architectural style of the existing structure;

C. All other land within the Downtown SCPA will be developed, with minor exceptions noted below, in accordance with the applicable SCPA District Development Regulations of Section 137 and under the Design Guidelines of Section 138.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
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- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
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Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
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Table 1.h:  
Station  
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Table 1.j:  
Station



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Residential-  
Downtown  
Neighborhood  
Conservation  
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Table 1.k:  
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Community  
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Institutional  
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Depth

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IX. Vision Clearance

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Table 2:  
Maximum



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Table 3: Residential Parking Standards in Station Community Districts

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XIV. Mixed Use Buildings and Mid-Rise Apartments

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C. Station  
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Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
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F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 139: DOWNTOWN STATIONS COMMUNITY PLANNING AREA  
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(Amended by Ord. No. 4545/4-97 and 4930/7-00.)

III. MODIFICATIONS TO SECTION 136 STATION COMMUNITY  
PLANNING AREA PROVISIONS

A. Notwithstanding the provisions of Section 136.IV., Table 1, Permitted Uses in Station Community Commercial Districts, and Section 136 V. Restricted And Specially Regulated Land Uses, a motor vehicle service facility with an accessory convenience retail use and an accessory car wash shall be a permitted use on the combined Tax Lots 1N2 31 DD 8300, 8400, 8500 and 8501.

B. Pursuant to Section 136.IV., Table 1, Automobile Sales uses may be approved as interim Conditional Uses in the SCC-HOD District. If approved, such Conditional Uses shall be effective for a period not to exceed seven years. Automobile Sales uses approved through the Conditional Use process shall comply with all applicable standards for minimum Floor Area Ratio, minimum Sidewalk Improvements, and minimum Open Space, and shall further comply with all applicable design standards in Section 138 IV. through 138 XII. Subsection C., inclusive. Variances to these standards and guidelines shall not be approved.

C. Notwithstanding the provisions of Section 136.IV., Table 2, Permitted Uses in Station Community Residential Districts, certain properties in the SCR-DNC zone may be eligible for more intensive development, due to their location adjacent to North First Avenue , a classified Arterial Street . Such increased intensity of development may include mixed use buildings, increased residential density and structural heights. To transition more intensive development along North First Avenue from adjacent less intensive development in the SCR-DNC zone, increased intensity development shall be limited to those properties within the SCR-DNC zone located within 200 feet of the right-of-way of North First Avenue, north of NE Lincoln Street, south of NE Rachel Street . Approval of mixed use buildings, increased residential density and structural heights in this area (hereinafter referred to as the "Arterial Exception Area) shall comply with the following standards:

1. Maximum structural height shall be three (3)

- MD)
- G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)
- H. Station  
Community  
Residential-  
Village (SCR-  
V)
- I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)
- J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)
- K. Station  
Community  
Industrial  
(SCI)
- L. Station  
Community  
Business Park  
(SCBP)
- M. Station  
Community  
Research  
Park (SCRP)
- N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

- Table 1:  
Station  
Community  
Commercial  
District
- Table 2:  
Station

stories in the Arterial Exception Area. To buffer this increased structural height from non-Exception properties to the east, three-story structural height shall be limited to a depth of 100 feet from North First Avenue . Structural height for buildings between 100 feet and 200 feet in depth from North First Avenue shall be a maximum of two stories. Standard sideyard setbacks for two-story Arterial Exception uses shall apply to two-story buildings at the 200 foot depth boundary with non-Exception properties, except as specified under Subsection 2.

2. Mixed use buildings shall be a minimum of two stories in height, with residential uses on the second floor. Commercial uses in mixed use buildings in the Arterial Exception area shall be limited to the first and second story only. If commercial uses are proposed on the first and/or second floor of a mixed use building in the Arterial Exception Area, an increased sideyard setback of 10 feet for three-story Arterial Exception uses shall apply at the 200 foot depth boundary with non-Exception properties. The 10-foot sideyard setback shall be planted with species selected for increased height and visual screening qualities. Landscaping materials shall be planted at a density designed to achieve the earliest practicable screening of the commercial first floor use.

3. Within the Arterial Exception Area, in order to encourage pedestrian scale development at street level, ground floor areas of commercial uses shall be limited as follows:

- a. Except as allowed under subsection b. below, the maximum ground floor area for a single commercial use shall be 2500 square feet.
- b. A single commercial use may occupy up to 4000 square feet on the ground floor of a single

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
- VIII. Calculations
- IX. Conflicts
- X. Variances

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Regulations  
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- Section 137.I-II
- I. Scope
- II. Development Criteria
  - Table 1.a:  
Station  
Community  
Commercial-Central  
Business  
District (SCC-CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

building only if that occupancy is limited to less than 50% of the total ground floor area of the building, and the remaining ground floor area is divided among separate uses occupying less than 2500 square feet each. For purposes of this subsection, unenclosed pedestrian areas outside the walls of the building are not included in the maximum square footage.

There are no restrictions on maximum square footage for commercial uses on the second floor. Commercial uses are not permitted above the second floor.

4. If mixed uses are proposed in three story buildings in the Arterial Exception Area, residential density in the second and third stories shall be limited to 18 dwelling units per acre.

5. Commercial uses permitted outright in mixed use buildings in the Arterial Exception area are as follows:

- a) Art Gallery
- b) Bakery
- c) Barber Shop
- d) Beauty shop, including day spa
- e) Confectionary
- f) Delicatessen
- g) Drug store, including fountain
- h) Florist shop
- i) Garden store
- j) Grocery store
- k) Hardware store
- l) Laundry and cleaning, self-service
- m) Office or clinic for the following:

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

- 1) Accountant
- 2) Architect or  
designer
- 3) Attorney at  
law
- 4) Dentist
- 5) Doctor or  
other practitioner of  
the healing arts
- 6) Engineer or  
surveyor
- 7) Insurance  
agent
- 8) Real estate  
agent
- 9) Travel  
agent
- o) Variety or dry good store
- p) Restaurant, excluding  
drive-in facilities

The Planning Commission may interpret additional uses which would be appropriate within the Arterial Exception area pursuant to Zoning Ordinance No. 1945, Section 89 Authorization of Similar Uses.

6. Commercial uses in mixed use buildings in the Arterial Exception Area, except for those permitted outright in Subsection 5 above, are allowed only upon approval by the Planning and Zoning Hearings Board, pursuant to the conditional use standards and procedures contained in Sections 78 through 83 of this ordinance.

7. All applications for Development Review shall be reviewed by the Planning Commission. Development Review applications for increased intensity development in the Arterial Exception Area shall include a Traffic Impact Report as required by Section 137.XVI. Subsections 2 through 8, inclusive. To mitigate the impacts of such increased intensity development on adjacent non-Exception properties and public streets and alleys, approval of increased intensity development in



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCR)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

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III. Minimum Lot Size  
IV. Minimum Lot Width and  
Depth

Section 137.V-VII  
V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential  
Density Objectives  
VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys  
IX. Vision Clearance  
X. Minimum and Maximum  
Building Height Requirements  
XI. Minimum and Maximum  
Off-Street Parking  
Requirements  
Table 2:  
Maximum

the Arterial Exception Area may be subject to  
any of the conditions specified in Section 137  
(XVI) C.

(Section 139 (III) (C) amended by Ord. No. 5293/7-03)

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements



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Off-Street Parking
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- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
Design Standards and Guideline
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- V. Design Standards

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Type "E"

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Quatama Station  
Community Planning  
Area  
Supplemental  
Development and Design  
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- II. Purpose
- III. Modifications to Section  
136 Station Community  
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Station Community  
Planning Area  
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- II. Purpose
- III. Modifications To Section  
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Areas (SCPA)

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I. Purpose

II. Land Use Districts  
(Descriptions)

A. Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 139: DOWNTOWN STATIONS COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND DESIGN STANDARDS  
(Amended by Ord. No. 4545/4-97 and 4930/7-00.)

IV. DEVELOPMENT REGULATIONS

**A. Minimum Lot Size**

The Standards of Section 137 shall apply.

**B. Minimum Lot Width and Depth**

The Standards of Section 137 shall apply , except that:

1. Lots in the SCC-CBD zoned portion of the block located north of West Main Street, south of NW Lincoln Street, west of NW Adams Avenue, and east of the public alley shall have no minimum lot depth if approved through a subdivision or partition. (Amended by Ord. Nos. 5207/11-02.)

**C. Minimum and Maximum Residential Densities and Ancillary Dwelling Units**

The Standards of Section 137 shall apply, except that :

1. If additional dwelling units are proposed on a lot containing an existing residence to be retained, either at the developer's option or as required under Section 138 (XIII) (C), minimum and maximum residential density for the entire parcel shall be determined by applying the minimum and maximum densities specified in Tables 137 (II) 1 to the undeveloped portion of the lot only. Minimum and maximum density calculations shall not include the portion of the lot surrounding the retained house, including minimum required side and rear yard setbacks from the structure. The existing residence shall be included in the overall calculation as a single dwelling unit. (Added by Ord. No. 5206/11-02).

2. In the SCR-DNC zone, a lot containing a main residence and an ancillary dwelling may be partitioned for the purposes of separate ownership provided that:

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:

Station  
 Community  
 Commercial  
 District

Table 2:

Station

a. The overall minimum density for the original parcel can be met after partitioning;

b. All necessary building codes are met;

c. The parcel containing the ancillary dwelling unit has frontage on, and obtains access, from a public alley.

3. In the SCR-DNC zone, no more than four (4) dwelling units per structure shall be allowed on lots smaller than 22,000 square feet in area.

**D. Minimum Floor Area Ratios**

The Standards of Section 137 shall apply, except that:

1. Neighborhood and Downtown Commercial uses on properties in the SCR-DNC shall be exempt from minimum Floor Area Ratio requirements, but shall comply with the parking standards of Section 137 Table 2.

2. Notwithstanding Section 137.VI and Table 137.1b, permitted motor vehicle service facilities located on lots in the SCC-HOD District may reduce the Floor Area Ratio to as low as 0.35 if required to accommodate adequate visibility, access and safe circulation within the site.

**E. Minimum Non-Residential Density**

The Standards of Section 137 shall apply.

**F. Minimum and Maximum Setbacks from Streets, Alleys and Interior Yards**

The Standards of Section 137 shall apply, except that:

1. Structures built on properties zoned SCC-CBD, SCC-HOD, or SCC-SC shall have a minimum setback of 10 feet from any shared property line with parcels zoned SCR-HD, SCR-MD, or SCR-DNC. The 10-foot sideyard setback may be required to be planted with

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
- VIII. Calculations
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Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

species selected for increased height and visual screening qualities. Landscaping materials may be required to be planted at a density designed to achieve the earliest practicable screening of commercial uses above the first floor.

2. Structures built on properties zoned SCR-DNC, SCR-MD, or SCR-HD shall have a minimum setback of 10 feet from any shared property line with parcels zoned SCC-CBD, SCC-SC or SCC-HOD. The 10-foot sideyard setback may be required to be planted with species selected for increased height and visual screening qualities. Landscaping materials may be required to be planted at a density designed to achieve the earliest practicable screening of upper story uses.

3. Notwithstanding the setback provisions of Section 137.VIII and the provisions of Table 137.1b., the maximum setback standards on the combined Tax Lots 1N2 31 DD 8300, 8400, 8500 and 8501 shall be twenty-five feet (25') on the alley, thirty-five feet (35') on 10 th Avenue, and forty-five feet (45') on Baseline when, and only when, applied to a motor vehicle facility on such site. The setback distance on 10 th Avenue and Baseline shall be measured from the back of the sidewalk to the edge of the nearest service island or service island canopy, whichever is closest.

4. In the SCR-DNC zone, where the average front yard setback of existing residences, along the entire block face containing the project, exceeds the applicable front yard setback from a public street standard of Section 137 (II) Table 1.j by more than five feet, new construction shall conform to the average setback of all the existing dwellings along that block face.

**G. Vision Clearance**

The Standards of Section 137 shall apply.



Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

## **H. Minimum and Maximum Building Height Requirements**

The Standards of Section 137 shall apply, except that:

1. On properties zoned SCC-CBD, SCC-SC, or SCC-HOD, structures built within 100 feet of any shared property line with properties zoned SCR-HD, SCR-MD, or SCR-DNC shall be no greater height than the maximum height of the applicable adjacent residential zone.

## **I. Minimum and Maximum Off-Street Parking Requirements**

The Standards of Section 137 shall apply.

## **J. Minimum Usable Open Space Requirements**

The Standards of Section 137 shall apply.

## **K. Minimum Landscaping, Natural Resource and Mature Tree Preservation Requirements**

The Standards of Section 137 shall apply.

## **L. Mixed Use Buildings and Mid-Rise Apartments**

The Standards of Section 137 shall apply, except that:

1. Home Occupations, as described in Section 128A, Live/Work units, as described in Section 137.XIV.B.1., and Bed and Breakfast Inns, as defined in Section 3 (5) are permitted outright in the SCR-DNC District, except that the number of separate bedroom units in a Bed and Breakfast Inn shall not exceed five in the SCR-DNC District.
2. Residential Business uses for certain properties zoned SCR-DNC are allowed only upon approval by the Planning and Zoning Hearings Board, pursuant to the conditional use standards and procedures contained in Sections 78 through 83 of this ordinance. Residential business uses are limited to that portion of the SCR-DNC zone located west of NE Fifth Avenue and north of NE Lincoln Street. In addition to the standards contained in Section 83, Residential Business uses in the SCR-DNC zone shall meet the following

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCR)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV  
III. Minimum Lot Size  
IV. Minimum Lot Width and  
Depth

Section 137.V-VII  
V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential  
Density Objectives  
VIII. Minimum and Maximum  
Setbacks from Streets and  
Alleys  
IX. Vision Clearance  
X. Minimum and Maximum  
Building Height Requirements  
XI. Minimum and Maximum  
Off-Street Parking  
Requirements

Table 2:  
Maximum

standards:

a. Any structure proposed for occupancy by a residential business use shall include a residential occupancy by the business owner/operator or other residential tenant;

b. The maximum commercial floor area for a residential business use is not more than 35% of the floor area of all structures on the lot, or 1500 square feet, whichever is less.

c. The maximum height for any structure proposed for occupancy by a residential business use is two stories;

d. Residential business uses shall have no more than three (3) employees, excluding family members of the business owner/operator or other residential tenant;

e. Residential business uses shall have no more than five (5) off-street parking spaces, and all off-street parking shall be located inside, beside or behind the occupied building. Parking is prohibited between the building and the street;

f. New structures proposed for occupancy by residential business uses shall comply with all applicable design standards in effect on new construction.

3. Residential Business uses for properties zoned SCR-MD are allowed only upon

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements  
XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation  
XIV. Mixed Use Buildings and Mid-Rise Apartments  
XV. Sidewalks  
XVI. Street and Alley Standards  
Table 137.4 Level of Service Standards Within Station Communities

XVII. Lot Access  
  
Figure 1 - Downtown SCPA Sidewalk Requirements  
Figure 2 - Fair Complex Sidewalk Standards  
Figure 3 - Orenco SCPA Sidewalk Standards  
Figure 4 - Quatama/185 th Sidewalk Standards  
Figure 5 - Approved Downtown Alley Improvements

approval by the Planning and Zoning Hearings Board, pursuant to the conditional use standards and procedures contained in Sections 78 through 83 of this ordinance. In addition to the standards contained in Section 83, Residential Business uses in the SCR-MD zone shall meet the following standards:

- a. Any structure proposed for occupancy by a residential business use shall include a residential occupancy by the business owner/operator or other residential tenant;
- b. The maximum commercial floor area for a residential business use is 2500 square feet, with a maximum ground floor area of 1500 square feet;
- c. Residential Business uses shall have no more than 5 employees, excluding family members of the business owner/operator or other residential tenant;
- d. Residential business uses shall have no more than 10 off-street parking spaces, and all off-street parking shall be located inside, beside or behind the occupied building. Parking is prohibited between the building and the street;
- e. New structures proposed for occupancy by residential business uses shall comply with all applicable design standards in effect on new construction.

**M. Sidewalks**

The Standards of Section 137 shall apply.

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Planning Area  
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Development and Design  
Standards

**N. Street and Alleys, and Lot Access**

The Standards of Section 137 shall apply.

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- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Street Types
- Figure 5.2 : Street Network
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Type "A"
- Figure 5.5 : Street Standard  
Type "B"
- Figure 5.6 : Street Standard  
Type "C"
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Type "D"
- Figure 5.8 : Street Standard  
Type "E"

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Farm/Fair Complex  
Station Community  
Planning Area  
Supplemental Standards

Section 142.I-III

- I. Scope
- II. Purpose
- III. Modifications To Section  
136 Station Community  
Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Section 136: Station  
Community Planning  
Areas (SCPA)

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I. Purpose  
II. Land Use Districts  
(Descriptions)

- A. Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 139: DOWNTOWN STATIONS COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND STANDARDS  
(Amended by Ord. No. 4545/4-97 and 4930/7-00.)

V. DESIGN STANDARDS

**A. Improvements Between Streets and Buildings**

The Standards of Section 138 shall apply.

**B. Building Entries and Orientation**

The Standard of Section 138 shall apply.

**C. Ground Floor Windows and Building Facades**

The Standards of Section 138 shall apply.

**D. Building Step-Back Requirements**

The Standards of Section 138 shall apply.

**E. Location and Design of Off-Street Parking**

The Standards of Section 138 shall apply, except that:

1. In the SCC-CBD District:

- a. As applicable, all new development in the CBD shall reserve and dedicate the center portion of each block for use as a common surface or structured parking lot. All property within each applicable block of the CBD shall reserve that portion of the property necessary in order to contribute to the aggregation of a 150'x150' parking and pedestrian area in the center of such blocks and, if necessary, an east-west twenty-four foot (24') driveway into the parking located mid-way between the adjacent east-west streets. The Planning Department shall prepare drawings illustrating the location of such parking and driveway facility areas for all applicable CBD blocks.

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

The parking and pedestrian center-block areas shall be linked to perimeter commercial areas with well defined pedestrian connections, and shall contain trees, landscaping, decorative lighting and street furniture to the same extent and standard as those on public streets within the CBD and as required under Off-Street Parking Design provisions of this subsection.

b. Notwithstanding paragraph a., above, owners of property within a given designated CBD block or group of blocks may provide for alternative parking strategies through the formation of a Traffic Management Association, Local Improvement District, Parking District or other mechanism whereby the parking requirements and needs of all uses within the entire block or group of blocks are met. Such alternatives include, but are not limited to, the construction of one or more parking structures within the CBD or HOD-District, joint-use parking located off-site, remote parking/shuttle strategies, and the solicitation of a commercial parking operator who would construct one or more parking structures in the vicinity that would meet the parking requirements of the entire CBD.

Until such time that the alternative allowed under this provision is approved by the Planning Commission and implemented, the requirements of paragraph a. shall apply to



Community Residential District  
Table 3: Station Community Industrial and Institutional Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
- VIII. Calculations
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Section 137:  
 Development Regulations  
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- Section 137.I-II
- I. Scope
- II. Development Criteria
  - Table 1.a: Station Community Commercial-Central Business District (SCC-CBD)
  - Table 1.b: Station Community Commercial-

properties within each designated CBD block without such an approved alternative.

c. To accommodate transit-supportive developments and provide adequate off-street parking for mixed use development, required parking may be located up to 800 feet from the development. Such parking shall be designated and signed as belonging to the remote development and shall be part of the legal requirements for occupancy of the development.

d. High-volume, off-peak entertainment uses, such as movie theaters and restaurants, may fulfill all or a portion of their parking requirements on sites located within the CBD by arranging for shared parking in surface or structured parking lots not farther than 800 feet from the designated use.

2. In the SCC-HOD District: Development shall comply with applicable Oregon Department of Transportation access management requirements. When practicable, highway access for new developments in the District shall be combined.

**F. Drive Through Uses**

The Standards of Section 138 shall apply.

**G. Outdoor Display and Storage**

The Standards of Section 138 shall apply.

**H. Alleys**

The Standards of Section 138 shall apply.

**I. Streetscape Design Standards and Guidelines**

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

The Standards of Section 138 shall apply.

## **J. Downtown Residential Neighborhood Special Standards**

1. Applicable Standards in the SCR-DNC Zone, in the SCR-MD zone between NE Sixth and NE Ninth Avenues, south of NE Jackson Street , and in the SCC-SC zone north of NE Washington Street from NE Fifth Avenue to NE Tenth Avenue. The standards contained in Section 137 - 138 shall apply and supplement those contained in this subsection. Where standards contained in this subsection conflict with those of Sections 137-138, the standards contained here shall prevail. For purposes of this subsection, "conservation" is differentiated from "restoration" or "preservation" in that new development is allowed to replace deteriorated or marginal structures. Existing structures may be rehabilitated or remodeled provided that the new development or reconstruction meets the applicable standards of Sections 137-139, and the construction conserves, enhances and maintains the historic and cultural character and predominant architecture of the area as it was during the period of the 1890s -1930s.

2. Residential Construction . The architectural style of new residential construction in areas cited in Subsection 1 of this Section shall be restricted to those that replicate major design elements characteristic of the 1890s - 1930s architectural styles represented in the District.

a. Porches. Front or wrap-around porches, where consistent with the architectural style of the proposed dwelling, are encouraged on structures along streets. Where provided, porches shall be a minimum of 80 square feet, or 8' X 10', and shall be contained under a roof and separated from the yard by elevation or some form of railing or fence.

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

#### Section 137.III-IV

##### III. Minimum Lot Size

##### IV. Minimum Lot Width and Depth

#### Section 137.V-VII

##### V. Minimum and Maximum

##### Residential Densities and Ancillary Dwelling Units

##### VI. Minimum Floor Area Ratios

##### VII. Minimum Non-Residential Density Objectives

##### VIII. Minimum and Maximum Setbacks from Streets and Alleys

##### IX. Vision Clearance

##### X. Minimum and Maximum Building Height Requirements

##### XI. Minimum and Maximum Off-Street Parking Requirements

Table 2:  
Maximum

b. Foundations. The main floor shall be a minimum of 24 inches to a maximum of 32 inches above finish grade, except where lower elevations are required pursuant to ADA requirements . Plain concrete and plain concrete block may be used as foundation materials when the foundation material does not extend more than three feet above the finished grade level adjacent to the foundation wall.

c. Siding. Siding shall be ship-lap, bevel or other narrow course horizontal material; with Clapboard 3.5" to 6" to the weather and drop-siding less than 10" to the weather. Vertical or diagonal application of siding is prohibited; except that board and batten siding may be applied vertically. Plain concrete, plain concrete block, corrugated metal, plywood, sheet pressboard, T-111, Oriented Strand Board, and aluminum siding are prohibited, except that plain concrete or plain concrete block may be allowed for foundations as specified under subsection (b) above.

d. Colors. Building colors shall be compatible with the surrounding area, and consistent with the color palettes characteristic of architectural styles of the era of the District. Bright primary or fluorescent colors are prohibited on the main body of the structure.

e. Windows. Single windows and

Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
 Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

window pairs should be vertically proportioned and be surrounded by a minimum 3-inch trim. Multi-paned windows are preferable to picture windows for street-facing elevations.

f. Exterior Lighting. Entry door and front porch lighting is required on all new dwelling units, and shall be installed so as to not glare or shine onto adjacent property. Exterior lighting on residential dwellings and accessory structures shall be restricted to low-intensity exterior illumination not to exceed 2 lumens.

g. Roofs.

(1) Rooflines. A variety of rooflines are allowed provided the profile of the new roof is similar in pitch and configuration to those in the area. Gable End, Dutch Gable, Hipped, Gabled, and hipped and shed dormers are the predominating styles in the conservation district. Shed roofs are not allowed as the main roof form for any new dwelling. Flat roofs are allowed on structures having architectural styles such as Italianate

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Design Standards  
For Station Community  
Planning Areas

Section 138.I-III

- I. Scope
- II. Purpose
- III. Process
- IV. Improvements Between  
Streets and Buildings
- V. Building Entries and  
Orientation
- VI. Ground Floor Windows  
and Building Facades
- VII. Building Step-Back  
Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
Design Standards and Guideline
- XIII. Standards for Protection  
within Historic and Cultural  
Conservation Districts

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Station Community  
Planning Area  
Supplemental  
Development and Design  
Standards

or Richardson  
Romanesque, or  
similar styles, only  
on dwellings  
located within 100  
feet of the Central  
Business District  
boundaries.

(2) Roof Pitch and  
Overhang. Roof  
pitch, and  
overhang at the  
gable end and  
eaves, shall be  
consistent with the  
selected  
architectural style.

(3) Roofing  
Materials. Roofing  
materials shall be  
3-tab shingles,  
architectural style  
asphalt, shakes,  
copper, clay tile,  
slate, simulated  
slate, or of other  
ornamental types  
consistent with the  
architectural style  
of the structure.  
Colors shall be  
compatible with  
those in the area.

h. Exterior Trim  
and Details. All  
new residential  
units shall  
incorporate  
appropriate trim  
and detail, based  
on the selected  
architectural style,  
including, but not

Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Section 140: Orenco  
Station Community  
Planning Area  
Development Regulation  
and Design Standards

Section 140.I-II

- I. Scope
- II. Purpose
- III. Development Regulations
- IV. Design Standards

- Figure 1 : Street Tree Plan (1908 Platted Townsite Area)
- Figure 2 : Plant List
- Figure 3 : Pedestrian Circulation Plan
- Figure 4 : Orenco Townsite Plat: 1908, 1911
- Figure 5.1 : Station Community Street Types
- Figure 5.2 : Street Network
- Figure 5.3 : On Street Parking
- Figure 5.4 : Street Standard Type "A"
- Figure 5.5 : Street Standard Type "B"
- Figure 5.6 : Street Standard Type "C"
- Figure 5.7 : Street Standard Type "D"
- Figure 5.8 : Street Standard Type "E"

limited to: cornices; pediments; door and window surrounds; pilasters; molding; baseboards; trims; architraves; and lintels. Each new residential structure shall have at least one pediment or dormer, except or flat-roofed structures approved under subsection (g)(1) above. No exterior fire stairs or fire escapes may be located on a structure's street-facing elevation.

i. Garage Offset.

The front of a garage shall be setback a minimum of five feet from the front façade of a dwelling.

j. Multi-family Residential Construction.

In addition to the requirements of this subsection, to emphasize each residential unit, all new multi-family units shall include a roof dormer or bay window on the street-facing elevation, or



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Section 141: 185th /  
Quatama Station  
Community Planning  
Area  
Supplemental  
Development and Design  
Standards

Section 141.I-III

- I. Scope
- II. Purpose
- III. Modifications to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Farm/Fair Complex  
Station Community  
Planning Area  
Supplemental Standards

Section 142.I-III

- I. Scope
- II. Purpose
- III. Modifications To Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

provide a roof gable that faces the street for each dwelling unit.

k. Retention of Exterior Features.

Certain building features of an existing structure that are on its street-facing elevation shall be retained as part of any project that is altering the structure. Building features that must be retained are entrances, doors, windows exterior siding and the following projecting features: front porches; balconies; bay windows; dormers; and dormer windows.

3. Mixed Use or Institutional Construction. The architectural styles of new mixed use or institutional construction, including public buildings, in areas cited in Subsection 1 of this Section, shall be restricted to those that replicate major design elements characteristic of the 1890s-1930s architectural styles represented in the District.

a. Building Materials. Materials for new non-residential construction and other exterior features and facilities shall be selected and designed to replicate material that exhibit characteristics of architectural styles of the era of the District. Materials shall have good architectural character, shall be of durable quality, and shall be

selected for harmony of the building with adjoining buildings.

b. Building Colors. Building colors shall be compatible with adjacent building colors and the era of the Conservation District.

c. Roofs. Flat roofs shall include parapets. Roofing materials shall be 3-tab shingles, architectural style asphalt, shakes, copper, or of other ornamental types consistent with the structure. Roll roofing shall only be used in conjunction with parapets. Colors shall be appropriate to the era of the District and compatible with adjacent buildings.

d. Building Facades. The facade facing a major pedestrian route shall have display windows, fenestration and entrances as required in Section 138, but in keeping with the era of the District. The ground level must be distinctly separated visually from upper stories. This may be done through introduction of a cornice above the ground level, establishment of an arcade, changes in material or texture, or development of a band of clerestory windows on the building's street-facing elevation.

e. Awnings, Marquees and Porches. All building facades facing a major pedestrian route shall provide weather protection in the form of awnings or marquees along at least 90% of the length of the ground floor building façade. Such weather



protection may encroach into the public right-of-way subject to applicable City code, and shall meet the requirements of the Uniform Building Code (Chapter 32, Sections 3205, 3206).

Building designs shall include porches and awnings, or other weather protection over the entry and adjacent sidewalk, to be designed and constructed of materials that replicate architectural styles consistent with the era of the District.

f. Exterior Lighting. Exterior lighting shall be part of the overall architectural concept. Fixtures, standards, and all exposed accessories shall be harmonious with the building design. Lighting shall be restricted to low-intensity on-site illumination that produces no direct spillover onto adjoining residential property. A maximum of 4 lumens is allowed.

(Amended by Ord. No. 5676/10-06.)

g. Signage. (Deleted by Ord. No. 5676/10-06. See Municipal Code Chapter 15.20.)

h. Mechanical Equipment. Mechanical equipment or other utility hardware on the roof, ground, or building shall be screened from public view with materials harmonious with the building, or they shall so located as not to be visible from any public right-of-ways.

i. Other Applicable Design Standards. In addition to the

standards specified in this subsection, new mixed use or institutional construction shall also conform to the streetscape design guidelines contained in Section 138 (XII)(D), subsections 1-16, which in the Downtown Neighborhood Conservation District shall be construed as requirements .

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Community Planning  
Areas (SCPA)

Section 136.I - III

I. Purpose

II. Land Use Districts  
(Descriptions)

A. Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 140: ORENCO STATION COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND DESIGN STANDARDS (Added by  
Ord. No. 4455/8-96.)

I. SCOPE

This Section establishes design standards specific to the Orenco Station Community Planning Area. These standards appear in the text below and in the illustrations shown in Figures 1 through 5.8 attached hereto and incorporated herein. (Amended by Ord. No. 4930/7-00.)

II. PURPOSE

A. These Orenco community-specific development regulations and design standards reflect the City's goals and objectives for the Orenco SCPA as described in the Hillsboro Comprehensive Plan, in the report of the Orenco Station Community Planning Advisory Team, and in the outcome of the workshops held during the SCPA process with members of the community which resulted in the development and endorsement of "Design Concept #3" by the Orenco Neighborhood Association. Except as noted below, the purpose for each development regulation and design standard is as described in Sections 137 and 138. Where the regulations or standards of this Section specifically conflict with those contained in Sections 137 and 138, the standards of this Section shall prevail.

B. The purpose of the regulations and standards applicable to the Orenco Townsite Conservation District is to conserve the historical and cultural significance of the area of the original community of Orenco by:

1. Preserving and restoring the plat plan and site layout of the original 1908 community and its 1911 addition;
2. Preserving, restoring and enhancing the landscape features of the townsite as designed by the Oregon Nursery Company;
3. Replicating the streetscape of the original community using modern materials and technology by adopting street and infrastructure standards which call for narrow paved streets with rolled shoulders and grass drainage swales rather than urban curb and

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

gutter standards; dedicating, re dedicating and enhancing the original and analogous alley system; developing a system of pedestrian ways incorporated into the graveled street shoulders, surfaced alleys and property-line sidewalks rather than a uniform grid system of concrete sidewalks; and adopting a street lighting standard using a combination of twin and single lamp ornamental streetlights which provide for adequate public safety but reflect lower lighting levels befitting the period and character of the neighborhood;

4. Requiring that all new residential structures and remodeling or expansion of existing residential structures within the District be of similar character and architectural style as that built during the period of Orenco Town status including, but not limited to: housing limited to detached single family appearing structures, residential architectural Hillsboro Zoning Ordinance No. 1945 Section 140. Orenco Station Community Planning Area Development Regulations and Design Standards style consistent with the period, use of natural appearing materials and paint or finish colors consistent with those in use during the period, and other design and development standards as described in this Section; and

5. Requiring that all new commercial and governmental structures and the remodeling or expansion of existing commercial or governmental structures within the District be of similar character or compatible with the size, scale and architectural styles and treatments used in small towns like Orenco during the period 1900 to 1930.

C. The purpose of the regulations and standards applicable to the Residential Village (SCR-V) project located generally north of the Orenco LRT Station is to permit and enhance the opportunity to develop a transit-supportive community of significant size and proportion. The goal of this Section is to set forth regulations and standards which guide development of the residential village; creating a lively, prosperous mixed use neighborhood providing an attractive place to live, work,

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
- VI. Restricted and Specially Regulated Land Uses
- VII. Development Review and Related City Development Code Section 136.VIII-X
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Regulations  
For Station Community  
Planning Areas

- Section 137.I-II
- I. Scope
- II. Development Criteria
  - Table 1.a:  
Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

shop and recreate with increased opportunities to walk or bicycle to destinations throughout the village and enhanced opportunities to walk and use transit for trips outside the village, thus resulting in less reliance on the automobile by:

1. Providing for a mix of dwelling types while ultimately achieving an overall density of at least 1,834 dwelling units within the residential village;
2. Establishing public facility and street design criteria and requirements which allow for compact development through the use of street rights-of-way, street and travel lane widths, alleys, ample sidewalks and pedestrian amenities which fit the needs of a community within the increased density requirements of a SCR-V District;
3. Providing for a mix of uses within the residential village to offer a wide range of services and employment opportunities for village residents;
4. Providing for parks and open spaces to enhance the opportunity to recreate and enjoy the outdoors within walking distance of the residents' homes; and
5. Providing for a strong system of interconnected pedestrian linkages to provide a safe, convenient and attractive environment for walking between homes, shops, parks, bus and light rail transit, and other destinations within and without the village.

D. The purpose of the regulations and standards applicable to Lots 1, 2, 3, 4, 5, and 6 of Block 10 of the Orenco Townsite Plat is to recognize a unique circumstance that, for all practical purposes, foregoes the opportunity to construct single family dwellings meeting the standards of the District. Because the lots abut 231st Avenue and because multi-family housing is adjacent on three (3) sides of the property and because single family homes in this location will probably not be marketable, the Planning Commission has found that an

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

exception to the strict adherence to District development regulation and design standards is warranted. Nonetheless, in allowing construction of attached townhouse or rowhouses on these lots, the Planning Commission recognizes that the density and design of the dwelling units must Hillsboro Zoning Ordinance No. 1945 Section 140. Orengo Station Community Planning Area Development Regulations and Design Standards be compatible with the remainder of the District. The exception and conditions of the exception is consistent with this purpose. However, should the property owner choose, the opportunity to build single family detached and ancillary dwelling units on the named lots shall remain. (Added by Ord. No. 4457/8-96.)

E. All other land within the Orengo SCPA will be developed, with minor exceptions noted below, in accordance with the applicable SCPA District Development Regulations of Section 137 and under the Design Guidelines of Section 138. (Added by Ord. No. 4457/8-96.)

Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
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HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 140: ORENCO STATION COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND DESIGN STANDARDS (Added by  
Ord. No. 4455/8-96.)

III. DEVELOPMENT REGULATIONS

A. Minimum Lot Size

In addition to the Standards of Section 137 the following shall  
apply:

1. Within the SCR-V District adjacent to the  
Sunset Downs neighborhood, the minimum lot  
size abutting the existing subdivision shall be  
6,800 square feet and shall not be larger than  
10,000 square feet.
2. Within the SCR-OTC District, lots of record  
on the effective date of this Ordinance that are  
less than 7,500 square feet are lawful building  
lots and may be used for residential or  
commercial purposes as prescribed by the  
regulations and standards of the District.
3. Within the residential portions of the SCR-  
OTC District, lots of record on the effective  
date of this Ordinance that are greater than  
7,500 square feet shall be partitioned or  
subdivided only into 7,500 square foot lots  
measuring fifty feet by one-hundred fifty feet  
(50'x150'), which shall include any dedication  
required for alleys but excluding any dedication  
required for public streets, and shall be platted  
in such fashion so as to conform with the  
platting, alley and street pattern of the original  
Orenco Townsite. Remnant parcels smaller  
than the District standard 7,500 square feet, 50  
feet x 150 feet building lot, are eligible for  
residential construction only if the lot and  
dwelling can be accessed from a street or alley  
laid out in accordance with the platting plan for  
the District; otherwise, a remnant parcel may  
remain a part of the adjacent lot without regard  
to the 50'x150' standard lot size.
4. Lots abutting the right-of-way line of Alder  
Street between 228th and 231st are

MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR-P)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

III. Definitions  
 IV. Permitted Land Uses  
 Table 1:  
 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station

considered neighborhood commercial lots and are not subject to the residential 7,500 square feet minimum and shall have no minimum lot area or dimension requirements. (Amended by Ord. No. 4685/6-98.)

5. New campus development within the SCBP District in the Orenco SCPA may be created on parcels 7.5 acres or larger.

**B. Minimum Lot Width and Depth**

The Standards of Sections 137 and 140.III.A. shall apply.

**C. Minimum and Maximum Residential Densities**

The Standards of Section 137 shall apply, except that:

1. In the case of the residential village development located generally north of the Orenco LRT Station, the developer, City and Metro have analyzed the property, its constraints and opportunities and have agreed that notwithstanding any other provision of Sections 136 through 138, the minimum overall residential dwelling units to be constructed on the property as shown as SCR-V on the maps of the Orenco District (1), owned by PacTrust and proposed for inclusion in said development on February 26, 1996 is 1,834 dwelling units. The residential density of the village will not necessarily gradate from the Orenco LRT station; but rather, residential density variants will be interspersed throughout the village community and shall be specified in the Concept Development Plan pursuant to Section 136.VII.B.

The development shall contain a mix of housing product types, densities and other design elements, including a neighborhood commercial component, several parks and usable open space areas, pedestrian amenities, and a complete infrastructure, roadway and pedestrian system which will combine to develop a residential village consistent with the provisions of the SCPA

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

code provisions.

2. The SCC-SC District west of 231st Avenue and south of Campus Court shall be within an industrial buffer zone authorized by Section 137.V.7. of this Ordinance and shown on the zoning map as an overlay zone which prohibits residential development within that portion of the District but allows the full range of non-residential permitted and conditional uses allowed within the District.

3. Within the Orenco Conservation District (SCR-OTC) ancillary dwelling units are allowed only on lots which meet the full 7,500 square feet area requirements of the District and where such a dwelling unit is constructed on the rear one-third of the lot and access to such an ancillary unit can be gained from a Type D alley.

4. Lots 1, 2, 3, 4, 5 and 6 of Block 10, of the Orenco Townsite Plat, located south of Dogwood Street and between 230th and 231st Avenues, are included in the SCR-OTC District but shall be subject to the following special provisions. Further variance to these special provisions is prohibited. The named lots shall be:

a. Exempt from the demolition provisions of Section 138.XIII., Standards For Protection Within Historic and Cultural Conservation Districts;

b. Allowed to construct up to fourteen (14) attached rowhouse or townhouse dwelling units or up to twelve (12) detached single family dwelling units per acre over the combined lots. In order to carry out the provisions of this paragraph, the minimum lot size shall be 2,000 square feet, the

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
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(SCR-HD)  
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Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

minimum lot width shall be 25 feet, and the minimum lot depth shall be 75 feet;

c. Prohibited from adding an ancillary unit to any of the named lots if a townhouse or rowhouse dwelling is constructed on that particular lot under b., above;

d. Required to construct and dedicate or provide a permanent public easement for an east-west alley connecting to 230th avenue in order to access the southern tier of lots. Such an alley shall not connect to 231st Avenue , except to permit egress by fire and emergency service vehicles;

e. Exempt from the buffer described in Section 137.V.B.10.; and

f. Subject to the applicable development regulations and design standards of the SCR-OTC District contained in Section 140, and the applicable standards of Sections 137 and 138, except that the restrictions of Section 140 that limit new residential construction to single family type dwellings shall not apply.  
(Added by Ord. No. 4457/8-96.)

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(1) This area does not include the SCR-V District under separate ownership shown east of 229th Avenue extending to near Cornelius Pass Road.

#### D. Minimum Floor Area Ratios

The Standards of Section 137 shall apply, except that:

The requirement for ten percent (10%) neighborhood commercial in the SCR-V District generally north of the Orenco LRT Station is



Community Residential-Downtown Neighborhood Conservation (SCR-DNC)  
 Table 1.k: Station Community Industrial (SCI)  
 Table 1.l: Station Community Business Park (SCBP)  
 Table 1.m: Station Community Research Park (SCRCP)  
 Table 1.n: Station Community Fair Complex Institutional (SCFI)

Section 137.III-IV  
 III. Minimum Lot Size  
 IV. Minimum Lot Width and Depth

Section 137.V-VII  
 V. Minimum and Maximum Residential Densities and Ancillary Dwelling Units  
 VI. Minimum Floor Area Ratios  
 VII. Minimum Non-Residential Density Objectives  
 VIII. Minimum and Maximum Setbacks from Streets and Alleys  
 IX. Vision Clearance  
 X. Minimum and Maximum Building Height Requirements  
 XI. Minimum and Maximum Off-Street Parking Requirements

Table 2:  
 Maximum

waived for that portion of the District south of Cornell Road , and is waived for that portion of the SCR-V District north of Cornell Road provided that the Concept Development Plan includes at least two (2) net acres (including parking and circulation) of neighborhood commercial uses at the intersection of Orenco Station Parkway (north of Cornell Road) and/or along 63rd Parkway (north of Cornell Road.) and/or along 63rd Parkway north of Cornell Road.

E. Minimum Non-Residential Density Objectives  
 The Standards of Section 137 shall apply.

F. Minimum and Maximum Setbacks from Streets and Alleys  
 The Standards of Section 137 shall apply except that:

1. In the SCR-OTC District the setback requirements shall be as follows:

Minimum Front:	5 feet
Maximum Front:	20 feet
Minimum Side:	5 feet
Maximum Side:	None

Setbacks for fences and other obstacles along alleys shall be four feet (4') from each side of the alley right-of-way so as to create a clear corridor of twenty-three feet (23') for emergency access. The minimum building setback from the edge of the alley right-of-way shall be sixteen feet (16').

2. Notwithstanding paragraph 1, above, in the SCR-OTC District, a garage may have a zero side setback so as to construct a shared garage across the property line provided that the garage is built to the specifications of the Uniform Building Code and the Uniform Fire and Life Safety Code, and provided that the garage does not contain nor support a dwelling unit.

3. Setbacks for residential uses in the SCR-V District generally north of the Orenco LRT



Non-Residential Parking Standards in Station Community Districts  
 Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
 Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

Station may, at the discretion of the developer and with concurrent approval through the Development Review process, increase the distance from the residential use to Cornell Road, 229th Avenue and Butler Street, be it a front or side setback, to a distance not to exceed forty feet (40'). Additional setback distance shall be granted based on an approved design pursuant to Development Review, to account for the curvilinear nature of 229th Avenue; however, any additional setback in this area shall be improved as usable open space.

#### G. Vision Clearance

The Standards of Section 137 shall apply.

#### H. Minimum and Maximum Building Height Requirements

The Standards of Section 137 shall apply, except that:

The maximum height in the SCI District within 100 feet of 231st Avenue from the light rail alignment to 100 feet south of Dogwood and within 100 feet of the light rail alignment from 231st Avenue to 400 feet west of the alignment of 63rd Parkway shall be forty-five feet (45'). The maximum height for structures built within the next 200 feet (from 101 feet to 301 feet) of the aforementioned boundaries shall be sixty feet (60').

#### I. Minimum and Maximum Off-Street Parking Requirements

The Standards of Section 137 shall apply.

#### J. Minimum Usable Open Space Requirements

The Standards of Section 137 shall apply, except that:

Within the SCI District preference for the location of open space shall be given to preservation of (1) natural resource areas within the parcel, (2) areas adjacent to the light rail alignment, (3) open space adjacent to natural resource areas which could serve the recreational and relaxation needs of employees, and (4) areas adjacent to the residential districts within the Station Community.

#### K. Minimum Landscaping, Natural Resource and Mature Tree Preservation Requirements

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- XIII. Standards for Protection within Historic and Cultural Conservation Districts

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Section 139: Downtown Station Community Planning Area Supplemental Development and Design Standards

The Standards of Section 137 shall apply except that:

Within the Orenco Conservation District (SCR-OTC) all development shall replant missing or damaged street trees with species found on the block face as planted by or consistent with the Oregon Nursery Company planting plan and in accord with the OTC District Street Tree Plan ([Figure 1](#)) and shall install landscaping within the project consistent with the historic plantings within the community as listed on the recommended planting list ([Figure 2](#)).

**L. Mixed Use Buildings and Mid-Rise Apartments**

The Standards of Section 137 shall apply.

**M. Sidewalks**

The Standards of Section 137 shall apply except that:

Within the Orenco Townsite Conservation District (SCR-OTC) placement, width and composition of sidewalks shall conform to the provisions of paragraph N., below, and to the Pedestrian Circulation Plan of the District ([Figure 3](#)).

**N. Street and Alley Standards**

The Standards of Section 137 shall apply, except:

1. Within the Residential Village District (SCR-V) north of the Orenco LRT station, the block perimeter requirements of Section 137.XVI. shall be allowed to be up to 2,000 feet for blocks adjacent to parks and open spaces provided that the parks and open spaces have a internal pedestrian circulation system and provided that an alley system is constructed within blocks which exceed 1,600 feet perimeter distance in order to facilitate pedestrian movement in the area;

2. Within the Orenco Townsite Conservation District (SCR-OTC), the network of streets, alleys and block perimeter is restricted to that derived from the original platting in the community ([Figure 4](#)). Location of all new streets and alleys shall conform to the pattern and layout contained in the original platting. Any new development is contingent on, where

## Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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## Section 140.I-II

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Figure 1 : Street Tree Plan  
(1908 Platted Townsite Area)

Figure 2 : Plant List

Figure 3 : Pedestrian Circulation  
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Figure 4 : Orenco Townsite  
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Figure 5.1 : Station Community  
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Figure 5.2 : Street Network

Figure 5.3 : On Street Parking

Figure 5.4 : Street Standard  
Type "A"

Figure 5.5 : Street Standard  
Type "B"

Figure 5.6 : Street Standard  
Type "C"

Figure 5.7 : Street Standard  
Type "D"

Figure 5.8 : Street Standard  
Type "E"

necessary, rededication of previously vacated alleys and/or expansion of the grid of streets and alleys in order to reestablish and, as appropriate, expand the original network of streets, alleys and block perimeters.

3. Except for that portion of 231st Avenue adjacent to the SCR-OTC District, and except for the public utility easement provisions contained in Section 137.XVI, the street standards of Section 137.XVI shall not apply within the SCR-OTC District. In order to reestablish the community to its state during the period of Orenco Township status and carry out the purposes of the Conservation District, the street, alley and rights-of-way standards of the SCR-OTC District shall be as specified in [Figure 5.1](#), Station Community Street Types, and [Figure 5.2](#), Street Network, as described below and illustrated in Figures 5.4 through 5.8:

a. Type "A" streets ([Figure 5.4](#)):

Shall have a 20 foot asphaltic concrete travel surface centered within a 60 foot right of-way; a 5 foot wide Portland Cement Concrete property-line sidewalk separated from the 3 foot roadway shoulder by a 12 foot wide planting strip and drainage swale. A 7 foot AC paved parking area with a 3 foot shoulder shall be provided adjacent to the roadway where parking requirements are indicated in the SCR-OTC District Parking Plan ([Figure 5.3](#)). Property-line sidewalks adjacent to neighborhood commercial uses shall be 8 feet wide. In those areas, the on-street parking and the extra width commercial sidewalk shall reduce the

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- I. Scope
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- III. Modifications To Section 136 Station Community Planning Area Provisions
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required width of the planting strip. Where indicated within the Pedestrian Circulation Plan ([Figure 3](#)), sidewalks shall be allowed only on one side of the street.

b. Type "B" streets ([Figure 5.5](#)):

Shall have a 20 foot wide asphaltic concrete travel surface centered within a 60 foot right-of-way. The roadway shall have a 3 foot wide shoulder on both sides consisting of compacted ¼ minus unwashed gravel or equivalent material which complies with ADA as an approved soft travel surface. The shoulders shall be posted for no parking. A 17 foot planting strip and drainage swale shall be provided in back of the gravel shoulder. Sidewalks on Type B streets shall be in accord with the Pedestrian Circulation Plan ([Figure 3](#)).

c. Type "C" streets ([Figure 5.6](#)):

Shall have an 18 foot wide asphaltic concrete travel surface centered within a 60 foot right-of-way. The roadway shall have a 3 foot wide shoulder consisting of ¼ minus unwashed gravel or equivalent material which complies with ADA as an approved soft travel surface. The shoulders shall be posted for no parking. An 18 foot planting strip and drainage swale shall be provided on both sides of the roadway. There are no sidewalks on Type C streets.

d. Type "D" alley ([Figure 5.7](#)):

Shall be a surfaced alley 15 feet in width constructed of Asphaltic Concrete with a structural cross section meeting or exceeding the engineering standards of the City. There shall be a 4 foot fire access easement on both sides of the paved surface prohibiting fences, hedges or other vertical protrusions. Alleys shall be posted for no parking. (Amended by Ord. No. 4930/7-00.)

e. Type "E" pedestrian way ([Figure 5.8](#)):

A 5 foot accessible soft-path pedestrian-way contained within an existing 60 foot right-of-way may be constructed pending development and upgrading to a higher use street type, or may be used to connect the pedestrian circulation system within the community.

f. In addition: Drainage swales shall have a maximum slope of 3:1 so as to be easily mowed by the property owner. The planting strip required in Type "A", "B" and "C" streets may contain the underground public utilities in lieu of an additional public utility easement provided the location of utilities in the planting strip shall not damage existing trees or historic landscape materials within the right-of-way, or interfere with the storm water management function of the swale. Type "D" alleys shall drain to the center of their right-of-way and continue draining to a catch

basin before intersecting with Type "A", "B", or "C" streets, or with 231st Avenue. Construction of raised asphalt or concrete curbs are prohibited throughout the District.

#### O. Lot Access

The Standards of Section 137 shall apply, except that:

1. Flag lot access is prohibited. New lots created pursuant to subsection III.A.3. of this Section shall provide for, dedicate or provide public easement for, and improve any street and alley necessary to accommodate the alley and street pattern required for conformance with the original Townsite.

2. Full sized 50' x 150' lots in the OTC which abut the Rock Creek or other inventoried natural resource area, and are precluded from constructing a rear alley, may gain access to an ancillary unit from the street, and may place the ancillary unit in front of, rather than behind, the main dwelling unit.



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B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 140: ORENCO STATION COMMUNITY PLANNING AREA  
DEVELOPMENT REGULATIONS AND DESIGN STANDARDS (Added by  
Ord. No. 4455/8-96.)

IV. DESIGN STANDARDS

A. Improvements between Streets and Buildings

The Standards of Section 138 shall apply, except that:

Street trees within the Orenco Conservation District (SCR-OTC) shall be oak, disease resistant varieties of elm, or other tree species consistent with the plantings of the Oregon Nursery Company contained in the list of approved plants for the Orenco Conservation District, [Figure 2](#).

B. Building Entries and Orientation

The Standards of Section 138 shall apply.

C. Ground Floor Windows and Building Facades

The Standards of Section 138 shall apply.

D. Building Step-Back Requirements

The Standards of Section 138 shall apply.

E. Location and Design of Off-Street Parking

The Standards of Section 138 shall apply except that:

1. Within the Orenco Conservation District (SCR-OTC), off-street parking located between the street and any non-residential structure shall be prohibited.

2. Within the Orenco Conservation District (SCR-OTC), no lot shall be converted exclusively for off-street surface parking use.

3. Within the Orenco Conservation (SCR-OTC) and the SCR-V Districts, loading, docking, dock and truck maneuvering areas located between the street and any non-residential structure shall be prohibited.

4. Within the Orenco Conservation District (SCR-OTC), parking areas shall be planted and maintained with large species, broad canopied deciduous shaded trees consistent

- MD)
- G. Station Community Residential-Low Density (SCR-LD)
- H. Station Community Residential-Village (SCR-V)
- I. Station Community Residential-Orencia Townsite Conservation (SCR-OTC)
- J. Station Community Residential-Downtown Neighborhood Conservation (SCR-DNC)
- K. Station Community Industrial (SCI)
- L. Station Community Business Park (SCBP)
- M. Station Community Research Park (SCR-P)
- N. Station Community Fair Complex Institutional (SCFI)

- III. Definitions
- IV. Permitted Land Uses
  - Table 1: Station Community Commercial District
  - Table 2: Station

with the street tree and planting plan of the District.

F. Drive-Through Uses

The Standards of Section 138 shall apply except that:

Within the Orencia Conservation District (SCR-OTC) and along 231st Avenue adjacent to the District, drive-through uses shall be prohibited.

G. Outdoor Display and Storage

The Standards of Section 138 shall apply, (Amended by Ord. No. 5676/10-06.)

1. (Deleted by Ord. No. 5676/10-06.)

2. (Deleted by Ord. No. 5676/10-06.)

H. Alleys

The Standards of Section 138 shall apply.

I. Streetscape and Site Design Standards and Guidelines

The Standards of Section 138 shall apply, except that:

1. Within the SCR-OTC District, the portion of Section 138.XII.C.3. relating to specific uniform street and sidewalk treatments, patterns, and materials within 1,300 feet of an LRT station shall not apply. Street and sidewalk treatments shall conform to the provisions of Section 140.III.N. All other provisions of Section 138.XII.C.3. shall apply within the District.

2. Within the SCR-OTC District, in applying the standards of Section 138.XII.C.3., twin ornamental street lights shall be placed at two diagonal corners of each street intersection. A single ornamental street light shall be placed on both sides of the street where it intersects with an alley, and along all block faces so there is an ornamental streetlight on each side of the street approximately every 200 feet between street intersections.

3. Within the SCR-OTC District (SCR-OTC), solid wood and cyclone fencing, and concrete



Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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Central  
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Station  
Community  
Commercial-

and cinder block walls are prohibited at the property or setback line unless planted with landscaping materials which obscures the fence or wall from the street or alley.

4. Within the SCR-OTC District (SCR-OTC), front yards shall be visually open to the street. They may contain a fence not exceeding four feet (4') in height and which is visually open, may contain a landscaped berm not exceeding two feet (2') in height, and/or may contain a hedge or other landscaping material so long as it does not obscure the front yard or entrance to the building or dwelling. For purposes of this provision, where a side yard of a corner lot is adjacent to a street, the side yard is subject to the same standard as a front yard.

**J. Orenco Townsite Conservation Standards**

1. The standards of this subsection apply throughout the SCR-OTC District, including lots 1, 2, 3, 4, 5 and 6 of Block 10 of the Orenco Townsite Plat. (Added by Ord. No. 4457/8-96.)

2. The standards contained in Section 137 through 138 shall apply and supplement those contained in this subsection. Where standards contained in this subsection conflict with those of Sections 137 and 138, the standards contained here shall prevail.

3. The architectural style of new construction shall be restricted to those which replicate major design elements of the 1900-1930 Craftsman, Bungalow and Shingle architectural style of the original townsite. (See the Orenco Station Community Background Report for examples and illustrations of the appropriate architectural types.) New construction shall include the following features:

- a. Front or wrap-around porches, where consistent with the architectural style of the proposed building.

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
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High Density  
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Table 1.f:  
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Density (SCR-  
MD)  
Table 1.g:  
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(SCC-LD)  
Table 1.h:  
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Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station

b. The main floor for residences shall be a minimum of twentyfour inches (24”) to a maximum of thirty-two inches (32”) above finish grade.

c. The front of the residential garage is to be setback not less than five feet (5’) from the front facade of the dwelling.

d. Siding shall be ship-lap, bevel or other narrow course horizontal material; with Clapboard 3½ “ to 6 “ to the weather and drop-siding less than 10“ to the weather. Vertical or diagonal application of siding is prohibited; except board and batten siding may be applied vertically. Aluminum, T-111, and Oriented Strand Board siding are prohibited.

e. Building colors shall be compatible with the era of the Conservation District. Bright primary colors are prohibited.

f. Single windows and window pairs should be vertically proportioned and be surrounded by a minimum three inch (3”) trim. Multi-paned windows are preferable to picture windows for front elevations.

g. Residential dwellings and accessory structures shall be restricted to low-intensity exterior illumination not to exceed two (2) lumens. Entry door and front porch lighting is required, and shall be installed so as to not glare or shine onto adjacent

Community Residential-Downtown Neighborhood Conservation (SCR-DNC) Table 1.k: Station Community Industrial (SCI) Table 1.l: Station Community Business Park (SCBP) Table 1.m: Station Community Research Park (SCR) Table 1.n: Station Community Fair Complex Institutional (SCFI)

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III. Minimum Lot Size  
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V. Minimum and Maximum Residential Densities and Ancillary Dwelling Units  
VI. Minimum Floor Area Ratios  
VII. Minimum Non-Residential Density Objectives  
VIII. Minimum and Maximum Setbacks from Streets and Alleys  
IX. Vision Clearance  
X. Minimum and Maximum Building Height Requirements  
XI. Minimum and Maximum Off-Street Parking Requirements  
Table 2: Maximum

property.

h. Roof pitch shall be a minimum of six inches (6") rise per foot.

i. Roof overhang shall be a minimum of one foot (1') at the gable end and 18 inches at the eaves.

j. Where consistent with the selected architectural type, roofs shall include gables and hips on the same building, and use of dormers is encouraged.

k. Window, porch, and roof eave-gable detailing is to incorporate appropriate design elements from the selected architectural style.

l. Roofing materials shall be 3-tab shingles, architectural-style asphalt, shakes, slate, cooper or other ornamental types consistent with the structure. Colors shall be appropriate to the era of the District.

(Added by Ord. No. 4930/7-00.)

4. Where attached townhouse-type dwellings permitted under Section 140.III.C.4. are built on the lots named above, the standards of this subsection shall be adopted so as to achieve a similar architectural style and look as single family detached units built under these standards. (Added by Ord. No. 4457/8-96.)

5. Except for the lots named in paragraph 1., above, residential dwellings and non residential buildings constructed during the incorporated period of the Orenco Township shall be protected from demolition, remodeling or

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements

reconstruction which alters or destroys the character of the original structure. New construction on such buildings shall be restricted to the type of work classified and defined as rehabilitation or restoration. Unless exempted through the Development Review Process, restorations and rehabilitations are subject to the following provisions:

a. Buildings listed in the Washington County or the City of Hillsboro Historic and Cultural Resources Inventory are required to comply with the standards for exterior construction normally required of restoration projects under Historic Registry guidelines.

b. The architectural integrity of facade elements shall be maintained and restored. This includes entrances, porches, dormers and additions.

c. Original siding shall be retained wherever possible.

d. Replacement siding shall duplicate the style, pattern, and if practicable, the materials of the original siding.

e. Imitative materials such as asphalt siding or artificial stone are prohibited.

f. Alterations to a roof shall match the existing roof pitch or architectural theme of the structure and roofing materials shall match or be consistent with the original roof.

g. Skylight locations and sizes shall be installed so as not to

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Orientation
- VI. Ground Floor Windows  
and Building Facades
- VII. Building Step-Back  
Requirements
- VIII. Location and Design of  
Off-Street Parking
- IX. Drive-Through Uses
- X. Outdoor Display, Storage  
and Signs
- XI. Alleys
- XII. Streetscape and Site  
Design Standards and Guideline
- XIII. Standards for Protection  
within Historic and Cultural  
Conservation Districts

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Standards

detract from the character of the building.

h. Window and door replacements shall be in keeping with the character and style of the structure.

i. Historic plantings and landscaping shall be maintained wherever possible, and replacement materials shall be consistent with those of the original. Replacement trees, where necessary, shall be Homestead Elm, Zelcova Serrata ("Village Green" variety), or equivalent species approved by the Planning Director or designee. (Amended by Ord. No. 4457/8-96 and 4930/7-00.)

Section 139.I-II

- I. Scope
- II. Purpose
- III. Modification to Section 136 Station Community Planning Area Provisions
- IV. Development Regulations
- V. Design Standards

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Station Community  
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Section 140.I-II

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- II. Purpose
- III. Development Regulations
- IV. Design Standards

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(1908 Platted Townsite Area)
- Figure 2 : Plant List
- Figure 3 : Pedestrian Circulation  
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- Figure 4 : Orenco Townsite  
Plat: 1908, 1911
- Figure 5.1 : Station Community  
Street Types
- Figure 5.2 : Street Network
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- Figure 5.4 : Street Standard  
Type "A"
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- Figure 5.6 : Street Standard  
Type "C"
- Figure 5.7 : Street Standard  
Type "D"
- Figure 5.8 : Street Standard  
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Quatama Station  
Community Planning  
Area  
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Section 141.I-III

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II. Land Use Districts  
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Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 142: HAWTHORNE FARM/FAIR COMPLEX STATION  
COMMUNITY PLANNING AREA SUPPLEMENTAL STANDARDS  
(Added by Ord. No. 4545/4-97.)

I. SCOPE

This section establishes clear and objective standards specific to the Hawthorn Farm/Fair Complex Station Community Planning Area.

II. PURPOSE

These community-specific design standards reflect the City's goals and objectives for the Hawthorn Farm/Fair Complex SCPA as described in the Hillsboro Comprehensive Plan. Where the design standards of this Section specifically conflict with those contained in Sections 138, the standards of this Section shall prevail.

Because Hawthorn Farm Business Park is substantially developed with few lots remaining vacant, a major shift in development regulations or design standards would be disruptive to the established design and character of the Park. Consequently, special consideration has been given throughout Sections 136, 137, 138 and 142 to minimize adverse impacts on Hawthorn Farm while maintaining the basic principles of increased density and enhanced pedestrian orientation near the Hawthorn Farm LRT station.

The land south of Elam Young Parkway is within the flight path safety zone of the Hillsboro Airport. Consequently, even though land owners in this area would like to increase density and land use intensity, the City must agree with the Port of Portland and the Federal Aviation Administration that it is in the public interest to maintain the current low density uses and zoning. However, if the Port and the FAA should change airport operations or if technology, safety improvements or other mitigating circumstances arise, the City would welcome the opportunity to rezone the area to a higher density, mixed use residential village befitting its location near the Hawthorn Farm LRT Station.

The Fair Complex, the Washington County Fair Board and the Washington County Fair are institutions in transition. As the County Seat, Hillsboro is proud to be the host community for the Washington County Fair. At the same time, the Fair Board recognizes it must use the land more efficiently and intensely throughout the year. To achieve that objective, the Fair Board, Washington County Board of Commissioners, the City of Hillsboro and the Port of Portland are seeking to develop the land into a year-round conference and entertainment facility. Such a facility would accommodate the Fair, but would also host numerous other indoor and outdoor events, be the site of a convention hotel with exhibit space, and perhaps provide an indoor sports arena and cinema. In order to help finance the program, a



MD)  
 G. Station  
 Community  
 Residential-  
 Low Density  
 (SCR-LD)  
 H. Station  
 Community  
 Residential-  
 Village (SCR-  
 V)  
 I. Station  
 Community  
 Residential-  
 Orenco  
 Townsite  
 Conservation  
 (SCR-OTC)  
 J. Station  
 Community  
 Residential-  
 Downtown  
 Neighborhood  
 Conservation  
 (SCR-DNC)  
 K. Station  
 Community  
 Industrial  
 (SCI)  
 L. Station  
 Community  
 Business Park  
 (SCBP)  
 M. Station  
 Community  
 Research  
 Park (SCR)  
 N. Station  
 Community  
 Fair Complex  
 Institutional  
 (SCFI)

### III. Definitions

### IV. Permitted Land Uses

Table 1:  
 Station  
 Community  
 Commercial  
 District  
 Table 2:  
 Station

portion of the land may be used for residential purposes. The provisions of Sections 136 through 138 and Section 142 accommodate this vision.

## III. MODIFICATIONS TO SECTION 136 STATION COMMUNITY PLANNING AREA PROVISIONS

### A. Permitted, Restricted and Specially Regulated Uses

The provisions of Section 136.IV, Section 136.V and Land Use Table 136.3 shall apply , with the following exception:

Medical and dental offices, outpatient and clinical facilities shall be considered a permitted use in the SCBP Station Community Business Park zone. Uses of this type shall be limited in size to not more than 15,000 square feet per tax lot. Parking for this type of use shall be provided at the ratios specified for Office and Similar Uses as shown in Section 137 (XI) (B) Table 2. (Added by Ord. No. 4736/1-99.)

### B. Minimum Lot Width, Depth and Coverage

The Standards of Section 137 shall apply.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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- VII. Development Review and Related City Development Code Section 136.VIII-X
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Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
Station  
Community  
Residential-  
Village (SCR-  
V)  
Table 1.i:  
Station  
Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
Station  
Community  
Research  
Park (SCRP)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
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Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
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IX. Vision Clearance

X. Minimum and Maximum  
Building Height Requirements

XI. Minimum and Maximum  
Off-Street Parking  
Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

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- Figure 5.2 : Street Network
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- Figure 5.5 : Street Standard  
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Business  
District (SCC-  
CBD)

B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)

C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)

D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)

E. Station  
Community  
Residential-  
High Density  
(SCR-HD)

F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 142: HAWTHORNE FARM/FAIR COMPLEX STATION  
COMMUNITY PLANNING AREA SUPPLEMENTAL STANDARDS  
(Added by Ord. No. 4545/4-97.)

IV. DEVELOPMENT REGULATIONS

A. Minimum Lot Size

The Standards of Section 137 shall apply.

B. Minimum Lot Width, Depth and Coverage

The Standards of Section 137 shall apply.

C. Minimum and Maximum Residential Densities and  
Ancillary Dwelling Units

The Standards of Section 137 shall apply except that:

1. All residential development within this District shall comply with applicable provisions of the State "Airport Planning Rule" (OAR 660 Division 13).

D. Minimum Floor Area Ratios

The Standards of Section 137 shall apply except that:

1. All non-residential development within this District shall comply with applicable provisions of the State "Airport Planning Rule" (OAR 660 Division 13).

E. Minimum Non-Residential Density Objectives

The Standards of Section 137 shall apply.

F. Minimum and Maximum Setbacks from Streets and Alleys

The Standards of Section 137 shall apply.

G. Vision Clearance

The Standards of Section 137 shall apply.

H. Minimum and Maximum Building Height Requirements

The Standards of Section 137 shall apply except that:

1. All development within this District shall comply with applicable provisions of the State "Airport Planning Rule" (OAR 660 Division 13).

I. Minimum and Maximum Off-Street Parking Requirements

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District  
Table 2:  
Station

The Standards of Section 137 shall apply.

J. Minimum Usable Open Space Requirements

The Standards of Section 137 shall apply except that:

1. At the option of the applicant, lots abutting the Dawson Creek ravine, and up to two hundred feet (200') of upland area from top of bank, may be counted towards fulfillment of the usable open space requirements provided that appropriate viewing areas and pathways make the area accessible to the public.

K. Minimum Landscaping Requirements

The Standards of Section 137 shall apply except that:

1. Because Hawthorn Farm Business Park was substantially developed prior to the effective date of this ordinance; and because it has a significant and uniform landscape design that includes an established street tree pattern, shrubbery, curb landscape strips and other landscape features, an exception is warranted. Provided the landscaping program remains consistent with the intent of Section 138, Hawthorn Farm need not disrupt their program in future development projects within the park by having to adhere to the specific placement and plant selection requirements of Section 138. This exception does not pertain, apply to or reduce the required amount of usable open space.

L. Mixed Use Buildings and Mixed Use Mid-Rise Apartments

The Standards of Section 137 shall apply.

M. Sidewalks

The Standards of Section 137 shall apply.

N. Street and Alley Standards

The Standards of Section 137 shall apply.

O. Lot Access

The Standards of Section 137 shall apply.

Community  
Residential  
District  
Table 3:  
Station  
Community  
Industrial and  
Institutional  
Districts

- V. Destruction or Expansion of Existing Uses or Structures
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Business  
District (SCC-  
CBD)
  - Table 1.b:  
Station  
Community  
Commercial-

Highway  
Oriented  
District (SCC-  
HOD)  
Table 1.c:  
Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)  
Table 1.d:  
Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)  
Table 1.e:  
Station  
Community  
Residential-  
High Density  
(SCR-HD)  
Table 1.f:  
Station  
Community  
Residential-  
Medium  
Density (SCR-  
MD)  
Table 1.g:  
Station  
Community  
Residential-  
Low Density  
(SCC-LD)  
Table 1.h:  
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Community  
Residential-  
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V)  
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Community  
Residential-  
Orengo  
Townsite  
Conservation  
(SCR-OTC)  
Table 1.j:  
Station



Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)  
Table 1.k:  
Station  
Community  
Industrial  
(SCI)  
Table 1.l:  
Station  
Community  
Business Park  
(SCBP)  
Table 1.m:  
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Community  
Research  
Park (SCR)  
Table 1.n:  
Station  
Community  
Fair Complex  
Institutional  
(SCFI)

Section 137.III-IV

III. Minimum Lot Size

IV. Minimum Lot Width and  
Depth

Section 137.V-VII

V. Minimum and Maximum  
Residential Densities and  
Ancillary Dwelling Units

VI. Minimum Floor Area Ratios

VII. Minimum Non-Residential  
Density Objectives

VIII. Minimum and Maximum  
Setbacks from Streets and  
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IX. Vision Clearance

X. Minimum and Maximum  
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Requirements

Table 2:  
Maximum

Non-Residential Parking Standards in Station Community Districts  
Table 3: Residential Parking Standards in Station Community Districts

XII. Minimum Usable Open Space Requirements

XIII. Minimum Landscaping, Natural Resource and Mature Tree Preservation

XIV. Mixed Use Buildings and Mid-Rise Apartments

XV. Sidewalks

XVI. Street and Alley Standards

Table 137.4  
Level of Service Standards Within Station Communities

XVII. Lot Access

Figure 1 - Downtown SCPA Sidewalk Requirements

Figure 2 - Fair Complex Sidewalk Standards

Figure 3 - Orenco SCPA Sidewalk Standards

Figure 4 - Quatama/185 th Sidewalk Standards

Figure 5 - Approved Downtown Alley Improvements



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I. Purpose

II. Land Use Districts  
(Descriptions)

- A. Station  
Community  
Commercial-  
Central  
Business  
District (SCC-  
CBD)
- B. Station  
Community  
Commercial-  
Highway  
Oriented  
District (SCC-  
HOD)
- C. Station  
Community  
Commercial-  
Station  
Commercial  
(SCC-SC)
- D. Station  
Community  
Commercial-  
Multi-Modal  
(SCC-MM)
- E. Station  
Community  
Residential-  
High Density  
(SCR-HD)
- F. Station  
Community  
Residential-  
Medium  
Density (SCR-

Section 142: HAWTHORNE FARM/FAIR COMPLEX STATION  
COMMUNITY PLANNING AREA SUPPLEMENTAL STANDARDS  
(Added by Ord. No. 4545/4-97.)

V. DESIGN STANDARDS

A. Improvements between Streets and Buildings  
The Standards of Section 138 shall apply.

B. Building Entries and Orientation  
The Standards of Section 138 shall apply except that:

1. Notwithstanding provisions of Sections 138. V and VIII, within the SCBP District, buildings on lots abutting Dawson Creek shall be allowed, at the option of the applicant, to treat the side of the building facing Dawson Creek as its main public entrance. In order to take advantage of the aesthetic and environmental quality of the creek in the building design, such buildings shall be allowed to reorient off-street parking, entrances, sidewalks, etc. so as to maintain usable open space or lawn area between the facade of the building and the creek bank.

C. Ground Floor Windows and Building Facades  
The Standards of Section 138 shall apply.

D. Building Step-Back Requirements  
The Standards of Section 138 shall apply.

E. Location and Design of Off-Street Parking  
The Standards of Section 138 shall apply, except that

1. Off-street parking within lots or parcels abutting Dawson Creek may site the parking between the street and the building provided the space between the building and the creek bank is enhanced as usable open space.

F. Drive-Through Uses  
The Standards of Section 138 shall apply.

G. Outdoor Display and Storage (Amended by Ord. No. 5676/10-06.)  
The Standards of Section 138 shall apply.

MD)

G. Station  
Community  
Residential-  
Low Density  
(SCR-LD)

H. Station  
Community  
Residential-  
Village (SCR-  
V)

I. Station  
Community  
Residential-  
Orenco  
Townsite  
Conservation  
(SCR-OTC)

J. Station  
Community  
Residential-  
Downtown  
Neighborhood  
Conservation  
(SCR-DNC)

K. Station  
Community  
Industrial  
(SCI)

L. Station  
Community  
Business Park  
(SCBP)

M. Station  
Community  
Research  
Park (SCR-P)

N. Station  
Community  
Fair Complex  
Institutional  
(SCFI)

III. Definitions

IV. Permitted Land Uses

Table 1:  
Station  
Community  
Commercial  
District

Table 2:  
Station

### H. Alleys

The Standards of Section 138 shall apply.

### I. Streetscape and Site Design Standards and Guidelines

The Standards of Section 138 shall apply.

### J. Standards for Protection within Historic and Cultural Conservation District

The Standards of Section 138 are not applicable in this  
SCPA.

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Residential  
District  
Table 3:  
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