

EAST HILLSBORO COMMUNITY PLAN

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ORDINANCE AND PLAN AMENDMENT HISTORY

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 2037	9/20/84	1S24	Annexed to Hillsboro
B.C. 2046, 2047	10/18/84	1S2 8, 1S2 3, 10	Annexed to Hillsboro
B.C. 2055	12/13/84	1S 2 4	Annexed to Hillsboro
B.C. 2064	1/10/85	1S2 10	Annexed to Hillsboro
B.C. 2092, 2094, 2095, 2096	4/4/85	1S2 3, 10, 1S2 10, 1S2 4, 1N3 36	Annexed to Hillsboro
B.C. 2101	5/7/85	1N2 27	Annexed to Hillsboro
B.C. 2111, 2112	5/30/85	1S2 4, 1S2 10	Annexed to Hillsboro
B.C. 2120	6/27/85	1N2 33	Annexed to Hillsboro
B.C. 2128, 2133	7/25/85	1N2 22,26, 27, 1N2 28	Annexed to Hillsboro
B.C. 2140X	8/5/85	1S 2 4	Annexed to Hillsboro
B.C. 2147	9/19/85	1S2 3	Annexed to Hillsboro
B.C. 2161	11/14/85	1N2 34	Annexed to Hillsboro
B.C. 2211	4/3/86	1S2 11	Annexed to Hillsboro
B.C. 2214, 2220	5/21/86	1S2 3, 1N2 27&28	Annexed to Hillsboro
B.C. 2299, 2300	10/16/86	1N3 25, 1N2 30	Annexed to Hillsboro
B.C.2378	6/4/87	1N3 36	Annexed to Hillsboro
B.C. 2372	7/19/87	1S24	Annexed to Hillsboro
B.C. 2429	8/24/87	1S2 10	Annexed to Hillsboro
B.C. 2430, 2431	9/24/87	1S2 4, 1N3 25	Annexed to Hillsboro
B.C. 2436, 2440	10/22/87	1N2 30 1S2 3&4	Annexed to Hillsboro
B.C. 2490, 2494	5/18/88	1N3 36, 1S2 11, 1S2 6	Annexed to Hillsboro
B.C. 2529	7/8/88	1S2 10	Annexed to Hillsboro
B.C. 2530, 2531	7/28/88	1S2 2, 1S2 3&4	Annexed to Hillsboro
B.C. 2555	11/17/88	1S2 10 & 11	Annexed to Hillsboro

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 2561	12/15/88	1S2 10 & 11	Annexed to Hillsboro
B.C. 2572	1/12/89	1N2 34	Annexed to Hillsboro
B.C. 2601, 2602, 2604, 2605	4/6/89	1S2 11, 1N2 30, 1S2 3&10	Annexed to Hillsboro
B.C. 2612	5/12/89	1S2 3	Annexed to Hillsboro
B.C. 2676	9/21/89	1S2 2	Annexed to Hillsboro
B.C. 2688	10/19/89	1N230	Annexed to Hillsboro
Ord. 349	10/24/89		Application of Historic and Cultural Resource Overlay District, Listing of Historic and Cultural Resources, Addition of LRT alignments
B.C. 2695	11/16/89	1S211	Annexed to Hillsboro
B.C. 2708	12/14/89	1 S 23	Annexed to Hillsboro
B.C. 2712	1/18/90	1S 2 3	Annexed to Hillsboro
B.C. 2737	3/8/90	1N 2 30	Annexed to Hillsboro
B.C. 2757, 2758, 2763	4/5/90	1N2 30, 1N2 33, 1S 23	Annexed to Hillsboro
B.C. 2783, 2784, 2785, 2792, 2795, 2797, 2798, 2806, 2809	6/28/90	1S3 1, 1S2 2 & 11, 1S2 3, 1N2 19&30, 1N2 34, 1S2 11	Annexed to Hillsboro
B.C. 2820, 2828	7/26/90	1S2 4, 1S23	Annexed to Hillsboro
B.C. 2829, 2842	8/23/90	1S2 3	Annexed to Hillsboro
B.C. 2830, 2841	9/20/90	1N2 28, 1N2 34	Annexed to Hillsboro
B.C. 2864, 2865, 2863	10/18/90	1N3 25, 1S2 3	Annexed to Hillsboro
B.C. 2894X	12/22/90	1N2 30	Annexed to Hillsboro
B.C. 2896	2/7/91	1N2 33	Annexed to Hillsboro
B.C. 2904, 2905	3/7/91	1N2 28, 1S2 3	Annexed to Hillsboro
B.C. 2923	5/2/91	1S2 3	Annexed to Hillsboro
B.C. 2936, 2938, 2939, 2941, 2942	5/30/91	1S2 4, 12N2 30, 1S2 3, 1N2 35, 1S2 10	Annexed to Hillsboro
B.C. 2966, 2969, 2970, 2971	7/25/91	1S2 3, 1N2 34, 1S2 10	Annexed to Hillsboro
B.C. 2967	7/31/91	1S2 10	Annexed to Hillsboro
B.C. 2979, 2980, 2981, 2982	8/22/91	1N2 30, 1S2 9, 1S2 3	Annexed to Hillsboro
B.C. 2990, 2991	9/19/91	1N2 25, 1S2 3	Annexed to Hillsboro
B.C. 2997	10/17/91	1S2 3	Annexed to Hillsboro
B.C. 3003, 3004	11/14/91	1N3 25, 1S2 8, 1S2 2	Annexed to Hillsboro
B.C. 3007	12/12/91	1S2 3	Annexed to Hillsboro
B.C. 3022	1/16/92	1S2 4	Annexed to Hillsboro
B.C. 3026, 3027	2/13/92	1S2 2, 1S2 3	Annexed to Hillsboro
B.C. 3037	3/12/92	1S2 9	Annexed to Hillsboro
B.C. 3054X	4/8/92	1S2 3	Annexed to Hillsboro
B.C. 3048, 3050	4/9/92	1N3 25, 1S2 4	Annexed to Hillsboro
B.C. 3056, 3059, 3065	5/7/92	1S2 3	Annexed to Hillsboro
B.C. 3069	6/4/92	1S2 3	Annexed to Hillsboro
B.C. 3081, 3082, 3083, 3084	7/2/92	1S2 8&9, 1N3 24, 1S2 2, 1N2 34	Annexed to Hillsboro

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 3100, 3106	8/27/92	1N2 30, 1S2 11	Annexed to Hillsboro
B.C. 3107, 3115, 3116, 3117	9/24/92	1S2 10, 1N2 34, 1S2 2	Annexed to Hillsboro
Ord. 420	10/27/92		Change plan text
92-586-PA	11/18/92	1S2 8&9	Change from R-9 to INST
B.C. 3129, 3130, 3132, 3133	11/19/92	1S2 8, 1N2 34, 1N 3 25	Annexed to Hillsboro
B.C. 3136, 3137	12/17/92	1S2 3, 1S2 10	Annexed to Hillsboro
B.C. 3145, 3146, 3148	1/14/93	1S2 4, 1S2 11, 1S2 9	Annexed to Hillsboro
B.C. 3153	2/11/93	1S2 3	Annexed to Hillsboro
B.C. 3163, 3166	3/11/93	2S2 11, 1S2 3	Annexed to Hillsboro
B.C. 3171, 3178	4/8/93	1N2 33, 1S2 3	Annexed to Hillsboro
B.C. 3189X	5/19/93	1S2 4	Annexed to Hillsboro
B.C. 3188, 3191, 3192	6/3/93	1S2 3, 1S2 10	Annexed to Hillsboro
B.C. 3221	8/26/93	1N3 25	Annexed to Hillsboro
B.C. 3234, 3235	9/23/93	1S2 10, 1N2 30	Annexed to Hillsboro
B.C. 3248	1/18/93	1N2 30	Annexed to Hillsboro
B.C. 3251, 3252, 3253, 3254, 3255	12/16/93	1S2 3, 1N2 34, 1S2 2, 1N3 25	Annexed to Hillsboro
B.C. 3263, 3268	1/13/94	1S 2 3, 1S2 2	Annexed to Hillsboro
B.C. 3278, 3279, 3286	3/10/94	1S2 11, 1N2 34, 1S2 4	Annexed to Hillsboro
B.C. 3292, 3296, 3297, 3298, 3299, 3300	4/7/94	1S2 3, 1S2 11, 1S2 2, 1N2 30	Annexed to Hillsboro
B.C. 3309, 3311, 3312, 3317	5/5/94	1S2 11, 1N2 35	Annexed to Hillsboro
B.C. 3321, 3323	6/2/94	1S2 2, 1S2 2&3	Annexed to Hillsboro
B.C. 3329, 3330, 3331, 3332, 3333	6/30/94	1S2 2, 1N2 34, 1S2 10	Annexed to Hillsboro
B.C. 3339, 3346, 3347, 3348, 3349, 3351	7/28/94	1N3 25, 1N2 35, 1N2 33, 1S2 10, 1S2 2	Annexed to Hillsboro
B.C. 3366	8/25/94	1N2 34	Annexed to Hillsboro
B.C. 3380	9/22/94	1S2 3	Annexed to Hillsboro
94-397-PA	10/11/94	1N2 35CD TL 1600	Removal of Historic/Cultural Resource
B.C. 3386, 3387	10/20/94	1S2 3, 1N2 20	Annexed to Hillsboro
B.C. 3399, 3400, 3401, 3402, 3403, 3404, 3409	11/17/94	1S2 10, 1N2 34, 1S2 2, 1S2 4, 1S2 3	Annexed to Hillsboro
B.C. 3435, 3443	3/29/95	1N2 34, 1S2 2	Annexed to Hillsboro
B.C. 3454	4/6/95	1S2 3	Annexed to Hillsboro
B.C. 3457, 3463, 3464, 3465	5/4/95	1S2 3, 1S2 2	Annexed to Hillsboro
B.C. B.C. 3448, 3449, 3453, 3462	5/17/95	1N2 34, 1S2 10, 1N2 30	Annexed to Hillsboro
B.C. 3469, 3470, 3471	6/1/95	1S2 3, 1N2 33, 1N2 30	Annexed to Hillsboro
B.C. 3491	6/17/95	1S2 4	Annexed to Hillsboro
B.C. 3484, 3485, 3486	6/29/95	1S2 3, 1N2 28, 1S2 10	Annexed to Hillsboro
B.C. 3495	7/27/95	1S2 2	Annexed to Hillsboro
B.C. 3506, 3507	8/24/95	1N2 34, 1N3 25	Annexed to Hillsboro

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 3522	9/21/95	1N2 33	Annexed to Hillsboro
B.C. 3546	12/14/95	1S2 10	Annexed to Hillsboro
B.C. 3561X	2/24/96	1N2 34	Annexed to Hillsboro
B.C. 3560	3/7/96	1S2 4	Annexed to Hillsboro
B.C. 3572, 3576, 3580	5/22/96	1S2 10, 1S2 9	Annexed to Hillsboro
B.C. 3590, 3591, 3592, 3593, 3598	5/30/96	1S2 4, 1S2 3, 1S2 10	Annexed to Hillsboro
B.C. 3599X, 3600X	6/2/96	1N2 34, 1S2 10	Annexed to Hillsboro
B.C. 3606X	6/26/96	1S2 3	Annexed to Hillsboro
B.C. 3605	6/27/96	1S2 4	Annexed to Hillsboro
B.C. 3612X	7/23/96	1S2 4	Annexed to Hillsboro
Ord. 480	9/27/96		The Relationship of Comp Plan Elements
B.C. 3632X	9/4/96	1S2 10	Annexed to Hillsboro
B.C. 3663X	11/13/96	1S2 11	Annexed to Hillsboro
B.C. 3656	11/14/96	1N3 25	Annexed to Hillsboro
B.C. 3683	3/12/97	1N2 33	Annexed to Hillsboro
B.C. 3697X, 3698X	2/11/97	1S2 2, 1N2 33	Annexed to Hillsboro
B.C. 3699X	2/12/97	1N2 27	Annexed to Hillsboro
B.C. 3702X	2/23/97	1N2 35	Annexed to Hillsboro
B.C. 3709X, 3710X	3/2/97	1S2 4, 1N2 34	Annexed to Hillsboro
B.C. 3712X, 3713X	3/22/97	1N3 25, 1N2 34	Annexed to Hillsboro
B.C. 3722	5/1/97	1N2 35	Annexed to Hillsboro
B.C. 3725X, 3726X	4/23/97	1S2 4, 1N2 34	Annexed to Hillsboro
B.C. 3728X, 3729X	5/5/97	1S2 10	Annexed to Hillsboro
B.C. 3731X	5/12/97	1N2 35	Annexed to Hillsboro
B.C. 3732X, 3733	5/13/97	1S211, 1N2 33	Annexed to Hillsboro
B.C. 3734X	5/18/97	1S2 11	Annexed to Hillsboro
B.C. 3739X	5/27/97	1S2 10	Annexed to Hillsboro
B.C. 3762X	6/11/97	1N2 33	Annexed to Hillsboro
B.C. 3751X, 3752X	6/15/97	1S 24, 1S2 3	Annexed to Hillsboro
B.C. 3759X	7/1/97	1S2 6	Annexed to Hillsboro
B.C. 3783X, 3784X, 37786X	9/16/97	1S24 DB, 1N2 35CD, 1S2 3DA	Annexed to Hillsboro
B.C. 3797X	9/21/97	1N2 22AC	Annexed to Hillsboro
B.C. 3798X	9/22/97	1N2 34AC	Annexed to Hillsboro
B.C. 3815X	10/13/97	1N2 33 DC	Annexed to Hillsboro
B.C. 3799X, 3814X, 3778, 3811X	11/5/97	1N2 33AC, 1S2 10AC, 1N2 14D, 1S2 3 CB	Annexed to Hillsboro
B.C. 3802X, 3821X	11/11/97	1S2 4AB, 1S23 CC	Annexed to Hillsboro
B.C. 3837X	12/16/97	1N2 34	Annexed to Hillsboro
B.C. 3841X	12/29/97	1N2 35CC	Annexed to Hillsboro
B.C. 3849X	1/18/98	1N3 25DD	Annexed to Hillsboro

Ordinance #, Plan Amendment # or Annexation #	Adoption Date	Taxlot	Action
B.C. 3855X	2/9/98	1N3 25A	Annexed to Hillsboro
B.C. 3918	6/21/98	1N1 2 20/21	Annexed to Hillsboro
B.C. 3928X	7/28/98	1N2 33DB	Annexed to Hillsboro
B.C. 3929X	8/5/98	1N2 34AD	Annexed to Hillsboro
B.C. 3942X,3943X	8/23/98	1N3 25A, 1N2 30BA	Annexed to Hillsboro
B.C. 3946X	9/10/98	1S2 4AD	Annexed to Hillsboro
Ord. 532	11/19/98		Amends the Sunset West & East Hillsboro Community Plans Relating to the Quatama and Orenco Light Rail Stations
3976X	1/21/99	1N3 25D	Annexed to Hillsboro
4766, 4767	4/14/99	1S2 11BC, 1S2 10AC	Annexed to Hillsboro
4783	6/2/99	1N2 30	Annexed to Hillsboro
4793	6/24/99	1N2 30BA	Annexed to Hillsboro
4794	7/1/99	1N2 35CD	Annexed to Hillsboro
4814, 4815, 4816	9/21/99	1N2 30DB, 1S2 10AA, 1S2 3 CB	Annexed to Hillsboro
4832, 4833, 4834	10/28/99	1S2 4AA, 1S2 2CC, 1S2 3D	Annexed to Hillsboro
4838, 4839, 4846	11/15/99	1N2 34AD, 1N3 25DB, 1N3 25/36	Annexed to Hillsboro
4857	1/13/00	1S2 10AD	Annexed to Hillsboro
4868, 4869, 4870	2/4/00	1S2 03CC, 1S2 4AA, 1N2 35CB	Annexed to Hillsboro
4908	6/16/00	1S2 04AA	Annexed to Hillsboro
4916, 4917	6/29/00	1S2 06, 1S2 10AC	Annexed to Hillsboro
Ord. 551	7/6/00		Amends plan to comply with Metro's Regional Parking Policy, Title 2 of UGFMP
4922	7/24/00	1S2 10AD	Annexed to Hillsboro
Ord. 601A	10/28/03		Transportation changes
Ord. 615B	4/27/04		Amends plan to incorporate new land added to the UGB in 2002
Ord. 686	11/23/07		Amends plan to incorporate new land added to the UGB in 2005
Ord. 783A	10/7/14		Transportation System Plan update
Ord. 785A	9/23/14		Amends plan regarding urban reserves, rural reserves or undesignated areas to comply with HB 4078 (Oregon Senate March 2014)
Ord. 799A	9/22/15		Transportation System Plan updates
Ord. 865	1/18/22		Amends plan to address Metro's 2018 UGB expansion decision

****Some maps were reformatted in 2023 to create consistency in appearance.**

THE RELATIONSHIP OF THE EAST HILLSBORO PLAN TO THE CITY OF HILLSBORO COMPREHENSIVE PLAN

The East Hillsboro Plan represents a unique relationship between Washington County and the city of Hillsboro. The East Hillsboro Planning Area has been identified as part of the city of Hillsboro "Active Planning Area." Under the active plan concept, a city accepts planning responsibilities for areas outside of its corporate limits because the city feels the area will ultimately have to annex in order to receive urban services. Although some portions of the East Hillsboro Planning Area will have to rely upon the city for urban services, other portions can obtain the services for urban development required by the County urban growth management policies through service districts other than the city. Because of this possibility for development in both the city and the county, the city of Hillsboro and Washington County have agreed to a joint planning process for the East Hillsboro Planning Area.

The location of the East Hillsboro Area within the Hillsboro Urban Growth Boundary (UGB) reflects the close social and economic interrelationship between this area and the city, and also recognizes the city's role and responsibility as the employment and housing focus for the surrounding area. For these reasons, Hillsboro's planning efforts have traditionally included the East Hillsboro Area.

The Hillsboro Comprehensive Plan consists of the plan text and the land use map. When originally adopted, the plan text was intended to provide policies and implementation measures for land use throughout the Hillsboro Planning Area, including the East Hillsboro Area. Both the text and land use map, however, referenced the East Hillsboro Area as "Future Urban" at the time of adoption. The city's adoption of a site-specific land use plan for the East Hillsboro Area replaces the Future Urban designation with specific city plan designations: Low, Medium, and High Density Residential (Rl, Rm, Rh); Commercial (C); Industrial (I); Public Facility (PF); Open Space (OS); and Floodplain (FP). Development of properties within the East Hillsboro Planning Area that are annexed to the city will be regulated by the Hillsboro Comprehensive Plan and its implementing ordinances:

The Hillsboro Comprehensive Plan: Addresses the 14 applicable goals of the Land Conservation and Development Commission. All land use actions in the city must conform to the Hillsboro Comprehensive Plan.

The Hillsboro Zoning Ordinance: Provides guidelines for structural setbacks, etc., within each city zone and describes procedures for land use applications (zone changes, variances, conditional uses, etc.) within the city. The Zoning Ordinance also includes sections regulating the floodplain, for management of identified cultural resources, and for application for a Planned Unit Development (PUD).

The Hillsboro Subdivision Ordinance: Regulates the subdivision of parcels and similar actions such as major and minor partitioning.

In addition to these ordinances, the city also has specifications for public works construction and other ordinances and standards applicable to developments which occur in the city.

The joint planning process results in the adoption of two comprehensive plans for the East Hillsboro Planning Area -- one by the city of Hillsboro and one by Washington County. Since the city and the County do not use the same land use districts, the two plan maps are not identical. However, the plan maps are consistent with one another.

For example, if the city of Hillsboro plan map designates a property Rm – Medium Density Residential (up to 15 units per acre), the Washington County plan map designates the same property Residential-15 (up to 15 units per net acre). The type of development allowed on any specific parcel of land is nearly identical under both plan maps.

The East Hillsboro Planning Area remains under the jurisdiction of the Washington County Plan until it is annexed to the city. As long as property remains unincorporated, existing and proposed development will be subject to the provisions of the Washington County Comprehensive Plan Elements, including the Comprehensive Framework Plan and the Community Development Code. Coordination between the city and the County on such matters as planning, urban service provision and annexation is addressed in the Washington County - Hillsboro Urban Planning Area Agreement.

THE RELATIONSHIP OF COMPREHENSIVE PLAN ELEMENTS

The East Hillsboro Plan is one of a number of planning elements which in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the East Hillsboro Plan with a basic understanding of its relationship to the various other comprehensive plan elements.

In general, the East Hillsboro Plan is an area and site-specific application of County comprehensive planning policy and a description of community development activities envisioned for the planning area. Implementation of the East Hillsboro Plan is guided primarily by other plan elements such as the Community Development Code, the Transportation System Plan, the Unified Capital Improvement Plan, and the Urban Planning Area Agreement.

Planning Context

A major function of the Comprehensive Framework Plan (CFP) policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms.

Two central provisions of the CFP have particular importance in guiding the preparation of community or area plans and implementing the community or area plans, respectively. These provisions are a countywide development concept and the urban growth management policies.

The countywide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The County's urban growth management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

Community or Area Plans

The unincorporated portion of the county within the metropolitan area regional Urban Growth Boundary (UGB) and outside of city planning areas is divided for planning purposes into a number of

planning areas. The East Hillsboro Planning Area is one such planning area, unique in that it also lies within a city planning area. Community planning area boundaries reflect the original boundaries from 1983. As such, the boundaries sometimes extend into areas that have been annexed by cities since the community plan was originally adopted.

The policies and plan designations of the CFP are applied in a site-specific manner to each planning area. The result of this application is a unique plan document, composed of a plan map and plan text. The plan map portrays a land use designation for each parcel of land in the planning area. The plan text provides a written description of the plan map in order to specify the intent of the mapped designations.

Additionally, the plan text includes design elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented within the county. For certain areas specified by the plan, the concept of Area of Special Concern (ASC) is applied.

The designation of ASC, where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the plan text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an ASC when parcelization and/or varied ownership requires that the area be considered as one unit during development.

The master planning - planned development requirement is intended to provide the open space, density transfers and design flexibility necessary to achieve the dual objectives of preserving significant natural features or achieving the design objectives of the design elements and encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this plan. Densities shall not be restricted to less than that authorized by the development standards.

The prescriptions of the plan are augmented and implemented by the Community Development Code, the Transportation System Plan and the Unified Capital Improvement Plan. Standards and requirements of the community plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Community Development Code.

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this community plan.

The Significant Natural Resources (SNR) Map shows the location of the significant Goal 5 resources in the planning area.

Community Development Code

The chief function of the Community Development Code (CDC) is to assist in the implementation of the various community plans and the CFP. The CDC is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The CDC contains specific procedures and development standards necessary to assist in the implementation of the community plans in incorporated areas. The CDC addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use and aesthetic concerns. The CDC sets forth processes and procedures for review of specific development proposals, including public notice requirements. The CDC also sets forth the standards and requirements of the community plan and the Transportation System Plan that are applicable to development applications, including but not limited to new development and land divisions.

Transportation System Plan

The Transportation System Plan (TSP) is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan (RNRP).

Prepared from both the countywide and community planning area perspectives, the TSP addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The TSP designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the TSP. New Neighborhood Routes may also be designated through the development review process. Standards and requirements of the TSP that are applicable to development applications, including but not limited to new development and land divisions, are specified in the CDC.

The Local Street System is designated on the community plans and RNRP. New Local Streets and Special Area Local Streets are identified through the development review process or by amendments to the community plans or the RNRP. The community plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

In the event there is a conflict between the requirements of the TSP and the requirements of this community plan, the requirements of the TSP shall control.

Unified Capital Improvement Plan

Following the adoption of the Washington County Comprehensive Plan, the County will embark on a second phase of planning which will include the preparation of a Unified Capital Improvement Plan. The Unified Capital Improvement Plan will be coordinated with all urban service providers and will be the mechanism which the County will rely upon to direct future urban investments in public facilities and services in the urban portion of the county.

BACKGROUND SUMMARY

Planning Area

The planning area is bordered by the Sunset Highway, Tualatin Valley Highway, NW Cornelius Pass Road, and NW 216th/219th Avenues, and the east city limits of Hillsboro. At the time the community plan was adopted in 1983, the planning area encompassed approximately 3,166 acres and 930 residences, including the Orenco neighborhood and a portion of the Reedville neighborhood. Between 1983 and

2018, the planning area was reduced by city annexations and increased by UGB expansions. In 2018, Metro expanded the UGB to include the Witch Hazel Village South Urban Reserve Area (also known as Urban Reserve Area 6A), which was approved by the Land Conservation and Development Commission in 2019. This approximately 150-acre area has been added to the southern portion of the planning area. The planning area is primarily flat, with the exception of the Dawson Creek, Gordon Creek, Rock Creek and Beaverton Creek drainage channels which flow through the area.

Land Use

In 1983, approximately 26% of the planning area was classed as "developed" or "unbuildable" in the Hillsboro Land Use Inventory, including street and railroad rights-of-way, and 100-year floodplains. Various UGB expansions and annexations have occurred since 1983. The 2018 UGB expansion was 150 acres, including environmentally sensitive areas and about 75 developable acres.

At the time the community plan was originally developed, the majority of land in the planning area was in either agricultural, rural residential, or large-lot residential use. Low density residential uses were concentrated in the Orenco and Reedville neighborhoods. Commercial and industrial uses were located on the north side of Tualatin Valley Highway between 219th and 224th Avenues, on the west side of 231st Avenue south of the Burlington Northern Railroad track, and along 216th Avenue north of Rock Creek. Some multifamily residential structures were located in Orenco and Reedville.

Natural Resources

The oldest geologic formations in the area are marine sediments, which are overlain in succession by Columbia River Basalts, sediments (Troutdale Formation), and alluvial deposits of clay, silt, and sand (Willamette Silt Formation).

Flooding problems occur in the planning area primarily along Rock Creek and secondarily along its tributaries. These floodplain areas contain riparian vegetation which provides wildlife habitat. Many of the area's soils are characterized by a high water table, which lies within a few feet of the surface during winter months. Other area soils have low bearing strength and/or potential for shrinking and swelling. These conditions may limit development potential in some areas.

The 2018 UGB expansion included County-identified Goal 5 resources near the Tualatin River and along Gordon Creek. The UGB expansion area also included Metro Title 13 Type I and Type II Riparian Wildlife Habitat and Class A and Class B Upland Wildlife Habitat.

There are no known mineral/aggregate or energy resources in the planning area.

Transportation

Existing streets and roads in the planning area are only marginally adequate to carry the current traffic load. Both the Washington County and city of Hillsboro transportation plans identify Arterials and Collectors in the planning area and recommend extensive improvements on all streets to serve present and projected traffic needs. Many transportation system improvements have been made in this area during the last two decades e.g., projects on Brookwood Parkway, and Cornell, Baseline and Cornelius Pass Roads.

The primary public transit presence in the area is Westside Light Rail Transit (LRT). Area bus service is designed around LRT, with lines 41, 47, 48 and 57 providing service in the area.

Two railroads (freight only), the Sunset Highway, and the Portland-Hillsboro Airport (PHA) serve the transportation needs of the area. Safety and noise considerations of PHA extend past property owned by the Port of Portland into certain portions of the planning area. Projected development in these areas must be planned accordingly.

Public Facilities and Services

The Clean Water Services (CWS) currently serves the planning area. Future development will be served by two major interceptor lines (Rock Creek and Beaverton Creek, both constructed and in use); and three major trunk lines (Reedville, constructed; Orenco and Dawson Creek, partially constructed).

Eastern portions of the planning area receive water service from the Tualatin Valley Water District. The district has no reservoirs or wells in the area -- water is supplied from the city of Portland's Bull Run System.

Water service west of the planning area is provided by the city of Hillsboro, which draws its water supply from the Tualatin and Trask Rivers. Water service to those portions of the planning area currently without water facilities can be provided by the city or the Tualatin Valley Water District.

Developed recreation sites in the planning area include a playground and a nine-hole golf course in Orenco, and the playing fields at Ladd Acres Elementary and Brown Junior High Schools. The area is outside the Tualatin Hills Park & Recreation District (THPRD).

Four school districts serve the area: Hillsboro High School District #3; Hillsboro Elementary School District #7 (northwestern section); Reedville Elementary District #29 (southern section); and West Union Elementary District #1 (northeastern section).

Fire protection in the majority of the area is provided by Washington County Fire District #2, which has a manned station in Orenco and an unmanned volunteer station in southeast Hillsboro. District #2 also has a mutual response agreement with the city of Hillsboro. The southeast corner of the area is served by Fire District #1. Police protection is provided by the Washington County Sheriff's Office. Natural gas, electricity, telephone, and cable television services are provided by private utility companies.

COMMUNITY PLAN OVERVIEW

The East Hillsboro Community Plan has the following features:

1. Most of the non-residential land planned for industrial uses is located north of the Burlington Northern Railroad tracks due to the proximity of this area to the Hillsboro Airport, railroad tracks, Arterial Roads (Cornell, Cornelius Pass, Evergreen and Sunset Highway), and existing industrial areas. The large amount of land designated industrial by this plan significantly expands the supply of industrial land in the county, thereby creating more opportunities for economic development.

2. The plan creates more affordable housing opportunities in areas designated for residential use. Over half the new housing units allowable under the plan can be attached. An increased opportunity to provide additional attached dwelling units should provide a greater range of housing choices.
3. Although the plan allows for the development of more attached housing units, this is not mandated. Property owners who choose to develop their land with detached residences may do so. There is no specified minimum density for development under the plan.
4. It is assumed that if a planned residential density is significantly higher than the existing density, lot consolidation and redevelopment will likely occur in an area that is partitioned into smaller lots. In such an area the plan highlights and mandates the consideration of more than single parcels at the site-design stage of development planning.
5. The plan recognizes and sometimes uses streams, flood-prone areas, major streets and railroad tracks as buffers between different land uses and residential densities.
6. Implicit throughout the plan is the assumption that the policies in the Washington County Comprehensive Plan or the Hillsboro Comprehensive Plan will be implemented. This is particularly important with regard to policies in both plans which mandate the provision of adequate urban services prior to urban-level development. Adherence to these policies is essential to creating the desired development pattern intended by the plan and to preserving the livability of the planning area over time.
7. The application of the plan designations to the East Hillsboro Plan Map was guided by the locational criteria in the Washington County CFP.

These criteria essentially say that the appropriate use for property is determined by (1) Its proximity to major traffic routes, street intersections and transit service; and (2) Compatibility with adjacent land uses. The locational criteria also address the appropriate size for and distance between various kinds of commercial centers.

8. The County and city plan designations correspond in the following manner:

County Designation	City Designation
R-5, R-6, R-9	RI
R-15	Rm
R-24	Rh
FD-20	N/A
NC, CBD, GC, OC	COMM
IND	IND
INST	PF
N/A	OS
N/A	FP

Community Design

This section addresses concerns relating to the design of development in the East Hillsboro Planning Area.

General Design Elements

The general design elements listed below pertain to development in the East Hillsboro Planning Area as a whole.

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;
 - b. Preserved and protected consistent with the provisions of the CDC to enhance the economic, social, wildlife, open space, scenic, and recreation qualities of the community; and
 - c. Where appropriate, interconnected as part of a park and open space system.
2. Master planning - primary use or planned development procedures and standards specified in the CDC shall be required for development on land which includes a SNR as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any SNR site as specified in the CDC.
3. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider whenever feasible.
4. Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Management Overlay District contained in the CDC.
5. Trees located within a SNR area shall not be removed without a development permit for tree removal having first been obtained as provided for within the CDC. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds, or mineral and aggregate sites.
6. All new subdivisions, attached-unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access through or along the development and connect adjacent developments and/or shopping areas, schools, public transit, and park and recreation sites.
7. In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's TSP shall be included.
8. The County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.

9. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterial or Collector Streets. Noise reduction alternatives will include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks and orientation of windows away from the road.
10. Where the impact of noise and lighting associated with commercial development does not meet the standards in the CDC the commercial development shall be subject to limited hours of operation.
11. New development within the planning area shall be connected to public water and sewer service, except as specified in the CDC.
12. New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's TSP or the Hillsboro Transportation Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.
13. Maintenance of existing housing and neighborhoods in the community shall be encouraged through public financial assistance where appropriate (e.g., federal Community Development Block Grant Funds) and through consistent enforcement of the CDC.
14. New access onto Arterial and Collector Streets shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be unfeasible.
15. Parts of the East Hillsboro Planning Area have been partitioned into relatively small lots that may be difficult to develop individually. In such situations, significantly higher residential densities and commercial uses are sometimes planned, in part to encourage lot consolidation and redevelopment. If lot consolidation is not accomplished, the applicant for a development permit for a land division or structure shall be required to prepare a site plan for the subject lot and all abutting lots, showing building locations, parking, auto and pedestrian circulation, and landscaping. This site plan shall comply with County design standards, and shall demonstrate that the proposed development does not preclude further development on the abutting lots at the maximum permitted density.
16. Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.
17. The required amount of parking for development shall be determined by the Parking Maximum Designations and standards of the CDC.

SUBAREAS

The planning area is divided into subareas that are distinguished by the similar types of land uses planned within each area. Presented below are:

1. A characterization of plan intent for each subarea of the East Hillsboro Planning Area, and
2. Following each subarea characterization, a set of design elements applicable to development on properties in these subareas. Included within the design elements are prescriptions for ASCs identified on the plan map.

The Airport Area

This area is bounded on the south, east and west by the city of Hillsboro, and on the north by the regional UGB along Evergreen Road. It also sits between two Hillsboro Airport runways. Because of this proximity to the airport, and because several parcels in the area are owned by the Port of Portland, the entire area is designated for industrial use.

Design Elements:

1. This area is identified in the Hillsboro UPAA as requiring annexation to Hillsboro to receive services for urban-level development.

Witch Hazel Village South

The Witch Hazel Village South Subarea is bounded on the north by Oakhurst Street, on the west by River Road and on the east by Brookwood Road, and is approximately 1,400 feet north of Rosa Road. It is a portion of the larger South Urban Reserve Area (6A) and was added to the UGB in 2018. In 2020, the County designated these UGB expansion area lands as Future Development 20-Acre District, which allows limited uses and is considered an urban holding district until properties are annexed to the city.

Design Elements:

1. This area is identified in the Hillsboro UPAA as requiring annexation to Hillsboro to receive services for urban-level development.

The Shute Road Area

This area is north of the Hawthorne Farm residential area, and is generally bounded on the south by Airport Road, on the east by the Ronler Acres subdivision, on the north by Evergreen Road, and on the west by the city of Hillsboro.

The area is relatively undeveloped, and consists of several large properties east and west of Shute Road. The largest of these is the Shute Farm property.

A stream, Dawson Creek, runs in a southwesterly direction through the area. Properties along the stream west of Shute Road are heavily forested and provide wildlife habitat.

The Hillsboro Union High School District owns a large piece of property on the east side of Shute Road south of Evergreen that is reserved for a future high school site. This is the only property in the area that is committed to any particular land use.

Most of the properties in this area are large and undeveloped. Due to their proximity to the Hillsboro Airport, Sunset Highway and other industrial properties within Hillsboro's city limits, the majority of the area is designated for industrial use. The exceptions to this are the high school site which is designated R-9 as a holding zone, and the area west of Shute Road between the stream and Airport Road which is designated for medium density residential development (R-15) to allow people who are employed in the surrounding industrial areas to live close to their jobs. The existing vegetation on these R-15 properties should also enhance the design of residential development occurring there. Additionally, people living in this area will be able to use the high school athletic fields for recreation.

Design Elements:

1. This area is identified in the Hillsboro UPAA as requiring annexation to Hillsboro to receive services for urban-level development.
2. Dawson Creek and the adjacent riparian zone running through the subarea shall be retained in its natural condition in keeping with the provisions of the Washington County CDC or the Hillsboro Zoning Ordinance, subsequent to annexation.
3. The natural character of the forested areas near the stream shall be retained through careful development of properties which include them allowing them to be consistent with the provisions of the CDC. Open space created in these forested areas through the master planning process should be contiguous.
4. **Area of Special Concern No. 5** addresses a 2-acre parcel, Tax Lot 2801 on Tax Map 1N2 21. The property is located north of the intersection of Evergreen and Dawson Creek Roads. This property is designated Future Development - 20-Acres and it is part of a larger 200-acre group of parcels added to the regional UGB by Metro Ordinance 02-983B in December 2002. All properties included in the Shute Road UGB addition, with the exception of the parcel in ASC No. 5, have been annexed to the city of Hillsboro. The Future Development - 20-Acres designation shall be maintained until the property is annexed to Hillsboro.

The following development criteria apply to ASC No. 5:

- a. This site is designated as a Regionally Significant Industrial Area (RSIA) by Metro.
- b. Future lot/parcel reconfigurations must result in: (1) At least one parcel that is 100 acres or larger, or (2) At least three parcels 50 acres or larger.
- c. New commercial retail uses are not allowed.
- d. Industrial uses on parcels 50 acres or larger that result from the reconfiguration plan are limited to high technology product manufacturing, either as the main activity or in conjunction with experimental product research, testing or prototype production, or other high technology industrial uses that need a dependable and uninterrupted supply of specialized, dual-feed electric power or nitrogen gas.
- e. Industrial uses on parcels smaller than 50 acres that result from the reconfiguration plan are limited to those that are supportive of the industrial uses described above.

Ronler Acres Area

This area consists of an old subdivision which, with a few exceptions, has never been developed due to lack of services. The Ronler Acres area lies north of Cornell Road and extends up to Evergreen Road. It is between the Shute Road and Cornelius Pass/Cornell Areas. This area is flat and unobstructed by trees. In addition, it shares the same industrial location advantages as the Shute Road Area.

Most of the lots in the area are about 15,000 square feet in area and are limited by covenants and restrictions to residential use. The covenants and restrictions allow commercial use of some of the lots on the north side of Cornell Road. Some of the lots in this area have been consolidated by a few property owners, but most of the lots in the subdivision are under separate ownership.

An additional consideration is that, at the time of the development of this plan, studies were underway to determine the appropriate alignment for an improved Cornell Road. One alternative alignment would follow the existing right-of-way through the area, but two others would follow paths through the subarea.

Given this background, the Ronler Acres Area has been designated for a variety of land uses. The area north of Pomeroy Street and east of 227th Avenue is planned for industrial use. Inclusion of this area as industrial allows for the creation of a large, contiguous industrial district running the full distance of Evergreen Road between the east Hillsboro city limits and Cornelius Pass Road. The area south of Pomeroy, north of Butler Street and west of 229th is designated for lower density residential development (R-9). Property between 229th and 227th Avenues south of Pomeroy and just north of Bennett Street is designated for high density residential (R-24). The plan for the area south of Butler varies depending upon which alignment is chosen for Cornell Road. In general, the common land use scheme includes a community business district fronting on Cornell Road, with high density (R-24) and medium density (R-15) residential to the north and low density (R-9) residential to the west. Property east of the commercial area is designated industrial.

Design Elements:

1. This area is identified in the Hillsboro UPAA as requiring annexation to Hillsboro to receive services for urban-level development.
2. The land use designations for the area south of Butler Street will be determined by the final alignment chosen for Cornell Road. When an alignment is chosen, the land use designations associated with that alignment will automatically become effective.

Area of Special Concern No. 1. This area will be difficult to develop because of its high degree of parcelization, multiplicity of ownership, subdivision restrictions, and lack of services. The following steps would facilitate implementation of the plan's land use designations, although other options may be used to achieve implementation.

- a. The property owners could make application to the appropriate jurisdiction to vacate the existing plat. A new plat with new covenants and new lot lines and streets, where appropriate, could then be filed. The application for vacation can leave islands of non-consenting owners.
- b. At the least, a new lot and street pattern must be created to allow the development of attached housing, offices, retail, commercial and industrial uses in accordance with the plan.

- c. Local Improvement Districts should be formed to establish a means for financing the construction of roads, water lines, sanitary sewer lines and storm sewer lines to service the area. The construction of capital improvements to service areas where lots have been consolidated could be privately financed.

Cornelius Pass/Cornell Road Area

This area is bounded on the north by Evergreen Road, on the west by Ronler Acres, on the south by the Burlington Northern Railroad tracks and on the east by Cornelius Pass Road and 216th Avenue. The area is almost entirely in agricultural use with the exception of a small industrial development along 216th Avenue.

With the exception of two lots on the north side of the old Oregon Electric Railroad (Burlington Northern) tracks, the entire area is proposed for future industrial use. Two Arterials, Cornell and Cornelius Pass Roads, either pass through or border the property and provide excellent regional access. Direct access to rail facilities can also be provided. The parcels which make up this area are predominantly flat and unobstructed by vegetation or structures. In addition, most of the parcels are larger than 10 acres in size. All of these factors make this area highly desirable for industrial development.

The two lots along the old Oregon Electric Railroad (Burlington Northern) tracks, commonly known as the Pitman Estate, are designated for lower density residential use (R-9) for two reasons. First, the western lot is the site of the Pitman home and accessory structures, considered by many to have historical significance. Second, the eastern triangular-shaped parcel is heavily forested with a park-like setting. Residential development can more effectively utilize this wooded site. The site is also contiguous to the residential community of Orenco.

Design Elements:

1. The majority of this area is identified in the Hillsboro UPAA as requiring annexation to Hillsboro to receive services for urban-level development.
2. To preserve wildlife habitat and wetland characteristics, the Rock Creek drainageway, including the immediately adjacent riparian zone, shall be retained in its natural condition in keeping with the provisions of the CDC or the Hillsboro Zoning Ordinance, subsequent to annexation.
3. Development in the portion of this subarea north of Cornell Road will require additional Neighborhood Routes and Local Streets for internal circulation. In addition, the realignment of Cornell Road may require the dedication of new right-of-way, depending on which realignment option is ultimately chosen. Site planning for this area shall be required to address the issue of new Collector Streets and the realignment of Cornell Road.
4. Access onto Arterial and Collector Roads shall be consolidated whenever possible, in keeping with the provisions of the CDC or, subsequent to annexation, with the provisions of the Hillsboro Transportation Plan.

5. To preserve wildlife habitat, the wooded area of the Pitman property shall be retained in its natural condition to the maximum extent feasible in keeping with the provisions of the CDC, or subsequent to annexation, with the provisions of the Hillsboro Zoning Ordinance.

Orenco Area

The Orenco Subarea is situated south of the Burlington Northern Railroad tracks, east of the city of Hillsboro, west of 216th Avenue and north of Baseline Road.

The primary existing land use in the area is large lot residential, with a small industrial area located on 231st Avenue adjacent to the city limits. A major exception to the large lot pattern is the community of Orenco. Orenco was platted and incorporated by the Oregon Nursery Company in the early 1900s to provide housing for its employees. The Oregon Nursery Company has long since gone out of business, and the city has been disincorporated.

The majority of the area is planned for low density residential development, with the community of Orenco planned for R-5 residential and most of the remaining area for R-9 residential. A small area is designated for medium density development (R-15) at the intersection of Baseline Road and 216th/219th Avenues. An Industrial designation has been placed on the area lying between the Hawthorne Farm Industrial Park and 231st Avenue. The Orenco Woods Golf Course and Elk's Lodge property have been designated for Institutional use. A Neighborhood Commercial designation has been placed on the site where the Orenco Store in Orenco is located.

1. That portion of this area which lies west of NW 231st Avenue is identified in the UPAA as requiring annexation to Hillsboro to receive services for urban-level development. The remainder of the area may receive services either through annexation or through service districts.
2. To preserve wildlife habitat and wetland characteristics, the Rock, Orenco and Beaverton Creek drainageways, including the adjacent riparian zones, and the forested area north of Oelrich Road, shall be retained in their natural condition in keeping with the provisions of the CDC, or subsequent to annexation, with the provisions of the Hillsboro Zoning Ordinance.
3. Access onto Baseline Road shall be consolidated whenever possible in keeping with the provisions of the CDC or, subsequent to annexation, with the provisions of the Hillsboro Transportation Plan.
4. Wooded areas in the industrially planned area adjacent to the northern boundary of the Orenco community shall be preserved to the greatest extent possible so as to provide a buffer between industrial development and the community of Orenco.

Area of Special Concern No. 2. The community of Orenco was at one time a self-sufficient, incorporated settlement. The service and retail establishments in the community have long since been discontinued, but the early 1900s residential character is still strongly evident. In order to maintain the historical and architectural character of the community, the following design elements shall apply in this area:

- a. Development in the Orenco community should be limited to lower density residential uses with the exception of existing non-residential uses (a church and fire station), the West

Union School District site, and the neighborhood commercial site at the present location of the original Orenco Store.

- b. The original Orenco Store site should be developed for commercial uses that are intended to serve primarily the Orenco community. The Orenco Store shall retain its original architectural integrity in accordance with the provisions of the CDC.

Reedville

The Reedville Area comprises the largest subarea in the East Hillsboro Planning Area. It is located south of Baseline Road, west of 219th Avenue, north of Johnson Street and east of the city of Hillsboro Immediate Urban Boundary. With the exception of an elementary and junior high school, the area consists primarily of large lot residential homesites and limited agricultural uses.

The majority of this subarea has been planned for low density residential (R-9). The exceptions to this designation occur on 219th Avenue where areas have been designated for medium density residential (R-15) or Institutional to reflect the two existing schools in the area, and a Neighborhood Commercial site in the southwest corner of the intersection of Baseline Road and 219th Avenue.

Design Elements:

1. Those portions of this area adjacent to the Hillsboro city limits are identified in the UPAA as requiring annexation to Hillsboro to receive services for urban-level development.
2. To preserve wildlife habitat and wetland characteristics, drainageways in this area, including the adjacent riparian zones, shall be retained in their natural condition in keeping with the provisions of the CDC or, subsequent to annexation, with the provisions of the Hillsboro Zoning Ordinance.
3. On Tax Lot 800, Map 1S2 3C, previous forestry management has established a practice of intermittent maintenance, thinning and harvesting of vegetation, including commercial forest harvesting. Such forest management practices may continue.
4. The large area lying between Francis and Johnson Streets currently has no existing internal circulation system. Development plans within this area shall consider the effect that new development will have on access and circulation for other properties in this area. If possible, a master circulation plan should be devised prior to any further urban development.
5. Due to problems with topography, sight distances and road alignment, the Neighborhood Commercial site at the intersection of Baseline Road and 219th Avenue shall not be developed until the intersection is improved according to the requirements of the Washington County and city of Hillsboro transportation plans.

Realignment of this intersection may divide the small triangle designated R-15 located here (Tax Lot 600, Map 1S2 2A). If the realignment of 216th/219th Avenues should bisect this property, that portion of the property lying west of the realignment shall be designated neighborhood commercial.

6. Development proposals in this area shall address the city of Hillsboro's development standards.

7. An old oak tree on Tax Lot 1300 of Map 1S2 2C (north side of Francis, west of 219th) has been identified as a nesting site for the Acorn Woodpecker, a rare species in this area. Consequently, the provisions of CDC Sections 407-4, 5 and 6 shall apply to this tree. Subsequent to annexation, appropriate sections of the Hillsboro Zoning Ordinance will be acceptable.

Tualatin Valley Highway Corridor

The Tualatin Valley Highway Corridor consists of those properties north of the highway to Johnson Street between 219th and 239th Avenues. The portion of this area lying east of 229th Avenue is developed primarily with single-family residences, with some commercial uses located along the highway between 224th and 219th Avenues. The area west of 229th Avenue consists of single-family homes and a number of large, undeveloped lots.

In order to limit future traffic using Tualatin Valley Highway as a means of direct property access, only limited amounts of commercial property have been designated in this area. A Central Business District/Commercial designation has been placed along the highway between 219th and 224th Avenues to reflect existing uses, and the northeast corner of 239th Avenue and Tualatin Valley Highway is planned for Neighborhood Commercial use. The remainder of this subarea has been planned for medium and high density residential uses.

Design Elements:

1. An access management study shall be completed for this subarea. This study should be conducted in conjunction with an access management study for the Tualatin Valley Highway area between 170th and 219th Avenues, as prescribed by the Aloha - Reedville - Cooper Mountain Community Plan.
2. Until the access management study is completed, access to Tualatin Valley Highway from properties fronting on the highway shall be governed by interim standards as stated in the Washington County inter-department correspondence with the subject title, *"Issues and Proposals Relative to Access Management along Tualatin Valley Highway"* (April 12, 1983).
3. Development proposals in this area shall address the city of Hillsboro's development standards.

Area of Special Concern No. 3. Properties within this area are planned for redevelopment to a residential density of up to 24 units per acre and central business district/commercial uses. Due to the large number of small parcels in the area, General Design Element No. 15 shall be strictly applied here.

Area of Special Concern No. 4. This area is planned for Neighborhood Commercial development. Due to heavy traffic on Tualatin Valley Highway, access to and from the area shall be limited to 239th Avenue, with the exception of a right turn only access from the highway. No egress from the site shall be allowed directly onto Tualatin Valley Highway.

Evergreen Road Subarea

This area encompasses approximately 1,422 acres located on the north side of Evergreen Road and generally west of Shute Road and east of Jackson School Road. These properties were added to the UGB by Metro Ordinance 05-1070A, adopted November 17, 2005, and Metro Ordinance 11-1264B, adopted

October 20, 2011. The 2011 additions were confirmed by legislation in 2014 through House Bill 4078. On the 2040 Growth Concept Plan, Metro designated the eastern and northern portions of this subarea (ASCs Nos. 6 and 8, respectively) as Regionally RSIA and the remaining area (ASC No. 7) as industrial land.

The area is designated Future Development - 20-Acres on the East Hillsboro Community Plan. The Future Development - 20-Acres designation shall be maintained until the planning requirements of Title 11 have been adopted by ordinance or quasi-judicial plan amendment and annexation by Hillsboro occurs. In the course of Title 11 planning, a lot/parcel reconfiguration plan shall be developed to result in at least one parcel that is 100 acres or larger in size. Subsequent creation or reconfiguration of lots or parcels shall comply with the requirements of Section 3.07.420 or 3.07.430 of Metro's Urban Growth Management Functional Plan (UGFMP), whichever is applicable.

Area of Special Concern No. 6. This area consists of approximately 238 acres located north of Evergreen Road and west of 253rd Avenue. The planning of this area shall be coordinated with the planning of ASC No. 1 on the West Union Community Plan (Helvetia Area).

Title 11 planning and Future Development - 20-Acres development applications within this ASC are subject to the following criteria:

- A. Until the effective date of new regulations adopted pursuant to Title 11, development applications within this ASC shall be subject to CDC Section 308, except as otherwise provided below:
 - 1) Day care facilities, cemeteries, churches and schools are prohibited due to the area's designation as a RSIA.
 - 2) The creation or reconfiguration of lots or parcels shall comply with the requirements of Section 3.07.420 of Metro's UGFMP.
- B. The Title 11 planning required by Metro shall:
 - 1) Adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – to enhance compatibility between industrial uses in the Evergreen area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

Area of Special Concern No. 7. This area consists of approximately 300 acres located north of Evergreen Road, west of ASC No. 6 and generally east of NW 273rd Avenue. The planning of this area shall be coordinated with the planning for ASC No. 1 on the West Union Community Plan (Helvetia Area).

Title 11 planning and Future Development - 20-Acres development applications within this ASC are subject to the following criteria:

- A. Until the effective date of new regulations adopted pursuant to Title 11, development applications within this ASC shall be subject to CDC Section 308, except as otherwise provided below:
 - 1) Day care facilities, cemeteries, churches and schools are prohibited due to the area's designation as a RSIA.

- 2) The creation or reconfiguration of lots or parcels shall comply with the requirements of Section 3.07.430 of Metro’s UGFMP.

B. The Title 11 planning required by Metro shall:

- 1) Adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – to enhance compatibility between industrial uses in the Evergreen area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

Area of Special Concern No. 8. This area consists of approximately 330 acres located north of Evergreen Road between NW Sewell Road and NW Brookwood Parkway.

Title 11 planning and Future Development - 20-Acres development applications within this ASC are subject to the following criteria:

A. Until the effective date of new regulations adopted pursuant to Title 11, development applications within this ASC shall be subject to CDC Section 308, except as otherwise provided below:

- 1) Day care facilities, cemeteries, religious institutions, and schools are prohibited due to the area’s designation as a RSIA.
- 2) The creation or reconfiguration of lots or parcels shall comply with the requirements of Section 3.07.420 of Metro’s UGFMP.

B. The Title 11 planning required by Metro shall:

- 1) Adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – to enhance compatibility between industrial uses in the Evergreen area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

TRANSPORTATION

Primary descriptions of Washington County’s transportation system policies, strategies, facilities and services, including those serving the East Hillsboro Area, are contained in the adopted Washington County TSP.

Roads

The land use designations and design elements prescribed in the East Hillsboro Community Plan are consistent with the transportation systems identified in the Washington County and the city of Hillsboro Transportation Plans.

The County and city transportation plans define the roadway system needed to serve the East Hillsboro Area through the planning horizon. The plans also identify improvements necessary to achieve that system, including widening and rebuilding many roads to a standard appropriate to their designated functional classifications, and connecting, extending or realigning certain roads. Projects identified as

needed by the Washington County TSP including among others, projects on Baseline, Cornelius Pass, and Brookwood Roads and Johnson Street, are listed in the Washington County TSP's Technical Appendix.

Transit

Transit service must become an important part of the planning area's transportation system. Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. The East Hillsboro Community Plan and the Washington County TSP assume that public transit service to the area will be improved to achieve the planned level of services over time, with greater frequency of service and better intra-community and inter-community access.

Transit policies, strategies, facilities and services, including those for the East Hillsboro area, are identified in the Washington County and city of Hillsboro transportation plans. It is assumed that transit services will be implemented over time by TriMet, in coordination with regional and local governments and service providers, including Washington County, as resources and priorities direct.

Bicycle and Pedestrian Pathways

The plan assumes eventual development of all pedestrian and bicycle facilities identified in the Washington County TSP and/or the Hillsboro Comprehensive Plan. Generally, the plan calls for bikeways along Arterial and Collector Roadways as well as along major streams and in powerline easements. The timing of bikeway and pedestrian facility improvements will be determined by the application of plan implementation priorities and the availability of resources.

DISTRIBUTION OF PLANNED LAND USES

Land Use Districts		Acres	Percentage
Residential 5	R-5	47.06	2%
Residential 6	R-6		0%
Residential 9	R-9	619.94	36%
Residential 15	R-15	19.61	1%
Residential 24	R-24	8.30	0.4%
Residential 25+	R-25+		0%
Transit-Oriented Residential 9-12	TO:R9-12		0%
Transit-Oriented Residential 12-18	TO:R12-18		0%
Transit-Oriented Residential 18-24	TO:R18-24		0%
Transit-Oriented Residential 24-40	TO:R24-40		0%
Transit-Oriented Residential 40-80	TO:R40-80		0%
Transit-Oriented Residential 80-120	TO:R80-120		0%
Office Commercial	OC		0%
Neighborhood Commercial	NC	1.09	0.06%
General Commercial	GC		0%
Community Business District	CBD	6.08	0.3%
Transit-Oriented Retail Commercial	TO:RC		0%
Transit-Oriented Business District	TO:BUS		0%
Transit-Oriented Employment District	TO:EMP		0%
Industrial	IND	125.04	7%
Institutional	INST	127.07	7%
Future Development - 20 Acres	FD-20	749.5	44%
Total*		1703.7	100.00%

**Due to rounding the percentages will not add up to 100%.*