

SECTION 24

STATION COMMUNITY PLANNING AREAS

(Section 24 Added by Ord. No. 4454/8-96.)

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

- (II) **General Station Community Planning Area Policies.**
 - (A) The Land Use Map shall designate four Station Community Planning Areas (SCPAs) to focus higher densities and mixed use developments around the nine light rail stations within Hillsboro.

Downtown SCPA

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

Fair Complex/Hawthorne Farm SCPA

Fair Complex
Hawthorne Farm

Orengo SCPA

Orengo/231st Avenue

Quatama SCPA

Quatama/205th Avenue

(Amended by Ord. No 5933/1-10.)

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

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

- (C) The SCPA plan designation shall be implemented through establishment of appropriate zoning districts. Those districts shall identify permitted land uses, minimum densities and floor area ratios, and development and design standards and guidelines.
- (D) Zoning districts which implement the Station Community Planning Area designation shall include the following:
 - (1) Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian while not excluding the automobile;
 - (2) Concentration of housing and/or jobs in centers that encourage transit users to live and work near transit stations;
 - (3) Provision for public and private amenities, including parks, plazas and other facilities to support the higher densities and mixed use developments;
 - (4) Provisions that reduce off-street parking requirements within Station Community Planning Areas.
- (E) With the exception of individual single family detached dwellings, duplexes, or ancillary dwelling units, all new development projects within Station Community Planning Areas are subject to Development Review. However, Development Review is required when single family detached dwellings, duplexes, ancillary dwelling units, and subdivisions are (1) within a Conservation District or (2) impacts inventoried Significant Natural Resources. General and community-specific design standards for new development in Station Community Planning Areas shall be set forth in the Community Development Code. *(Amended by Ord. No. 6096/9-14.)*
- (F) A wide range of housing types shall be authorized within Station Community Planning Areas, including but not limited to small lot single family detached, attached single family, townhouses or rowhouses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior apartments, and housing above retail and office uses.
- (G) Residential development in medium density residential districts located next to single family neighborhoods established prior to the adoption of the Station Area Interim Protection Ordinance (“SAIPO”) shall transition the type and density of new housing to be compatible with the established single family neighborhood.
- (H) To ensure transit supportive development and achieve employee density objectives of the Region 2040 Growth Concept, minimum floor area ratios (FAR) shall be established,

where appropriate, for all new non-residential development within Station Community Planning Areas. Minimum FAR's shall be implemented through SCPA zoning districts.

(III) Downtown SCPA Policies.

- (A) The Central Business District, the Highway-Oriented District (north of Walnut Street), the Station Community Commercial Districts on Washington Street south of East Main Street, on Main Street near NW Connell Street and NE Cornell Road, and on NE Lincoln Street near NE Second, Third and Fourth Avenues, and the Residential-High Density District in the Downtown SCPA are designated as the "Regional Center" under the Region 2040 Growth Concept. Overall density targets of 60 persons per net acre are anticipated under this regional designation. Given the existing concentration of government center functions and employment in the Central Business District; the expected growth of Tuality Hospital and related medical facilities; and opportunities for intensification of retail, service and higher density residential uses in proximity to the four Downtown light rail stations, the Region 2040 density targets are achievable. *(Amended by Ord. No. 4928/7-00.)*
- (B) The Station Community Residential – Medium Density, Residential – Low Density, and Residential – Downtown Neighborhood Conservation District neighborhoods surrounding the Regional Center are designated as a Station Community in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. Given the opportunities for residential infill and redevelopment, and for appropriately-scaled mixed use buildings within these neighborhoods, the Region 2040 density targets are achievable. *(Amended by Ord. No. 4928/7-00.)*
- (C) The Downtown Hillsboro Station Community Plan is not an official part of the Comprehensive Plan, but serves as a supporting document to provide guidance and direction for development within the Downtown SCPA. Community-specific development and design standards for the Downtown SCPA are set forth in the Community Development Code. *(Amended by Ord. No. 6096/9-14.)*
- (D) The Central Business District of downtown Hillsboro shall be zoned for mixed use commercial development that encourages 18-hour activity in the downtown. A mix of transit supportive retail, office, entertainment, service and employment uses is permitted and encouraged in the Central Business District with minimum floor area ratios established in the zoning district. Residential uses are allowed on and above the second story of commercial buildings in the Central Business District.
- (E) A specific district shall apply to property generally located within one-half block of the State Highway 8 corridor (Baseline Street, Oak Street, and SE Tenth Avenue) in downtown Hillsboro. This district is intended to allow for the continuation of existing auto-oriented commercial uses along State Highway 8, while encouraging new development that includes a mix of transit supportive retail, office, service and employment uses. Except on Tax Map 1N2-31DD, Tax Lots 8300, 8400, 8500 and 8501, and except as permitted as interim conditional uses within this District, new auto-oriented uses in this district shall not be allowed. New development within this district shall

comply with ODOT access management requirements and shall incorporate sidewalks and bike lanes as set forth in the zoning district. *(Amended by Ord. Nos. 4544/4-97 and 4928/7-00.)*

- (F) Specific standards and guidelines for development in the downtown SCPA shall be included in the Community Development Code. Such standards and guidelines shall required new development to be compatible with existing neighborhood character, while allowing the greater intensities of use characteristic of Regional Centers and Station Communities. Additional development standards and design guidelines may be applied in certain neighborhoods within the Downtown SCPA designated as conservation districts. *(Added by Ord. No. 4928/7-00, Amended by Ord. No. 6096/9-14.)*

(IV) Hawthorne Farm/Fair Complex SCPA Policies.

- (A) The Hawthorne Farm/Fair Complex SCPA is designated as a “station community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will strive to achieve this density target, while recognizing the constraints to increased densities posed by the airport clear zone and largely established patterns of business park and single family neighborhood development.
- (B) Development of the remaining undeveloped lots in the Hawthorne Farm Business Park shall be encouraged through application of the Station Community Business Park Zoning District. Site development review shall emphasize pedestrian connections from new employment uses to the Hawthorne Farm light rail station.
- (C) A specific Fair Complex Institutional Zoning District shall apply to publicly-owned property located north of the Fair Complex light rail station, east of NE 28th Avenue, south of Cornell Road, and west of the airport clear zone. Phased development of events facilities is encouraged to support the master plan for the Fair Complex adopted by the Washington County Board of Commissioners. The Fair Complex Institutional District is intended to encourage convention and conference centers, public recreational facilities and sports playing fields, facilities for indoor and outdoor educational displays and exhibits, and facilities for related events and activities that can support and benefit from proximity to the Fair Complex light rail station.

(V) Orenco SCPA Policies.

- (A) The Orenco SCPA is designated as a “Station Community” in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts which allow the overall density targets to be achieved. Given the amount of vacant land available for intensive mixed use development to the north of the Orenco light rail station and strong high tech employment growth in the immediate vicinity, the Region 2040 density targets are achievable.

- (B) A specific zoning district, Orenco Townsite Conservation, shall apply to property within or near the originally platted Orenco Townsite. This district is intended to preserve and enhance the historic, open space and architectural qualities of the historic Townsite while providing opportunities for rehabilitation of existing buildings, in-fill residential, and new development.
- (C) In addition to general standards in the Community Development Code, all development within the Orenco Townsite shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area. *(Amended by Ord. No. 6096/9-14.)*
- (D) *(Deleted by Ord. No. 6004/3-12.)*
- (E) The City should work with Tri-Met and local industries to establish a shuttle service between the Orenco light rail station and major employers in the area.
- (F) The City should work with Washington County to develop and implement a Station Community Plan for areas within the County contained within the boundaries of the Urban Planning Area Agreement between the two jurisdictions.

(VI) Quatama SCPA Policies.

- (A) The Quatama SCPA is designated as a "Station Community" in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts to achieve the overall density targets. Given the amount of land available for medium to high density residential development near the 205th Avenue light rail station; the Region 2040 density targets are achievable.
- (B) The City should work with Washington County to ensure that lands generally west of 205th Avenue to 216th Avenue and south of the Quatama/205th station to Baseline Road are planned for transit-oriented residential development.
- (C) A pathway system shall be pursued along Bronson Creek to provide off-street accessibility to the Quatama/205th Avenue light rail station and linkage to the usable open space amenity provided by the Light Rail Project through wetland enhancements near the Bronson and Beaverton Creek confluence.

(Amended by Ord. No. 5933/1-10.)

Note: Maps are available in the Planning Department.