

ORDER NO. 8403

CDCA-003-22: WITCH HAZEL VILLAGE SOUTH PLAN DISTRICT

AN ORDER RECOMMENDING APPROVAL OF AMENDMENTS TO SECTIONS OF THE HILLSBORO COMMUNITY DEVELOPMENT CODE, ORDINANCE NO. 6094, AS AMENDED, TO INCORPORATE THE WITCH HAZEL VILLAGE SOUTH PLAN DISTRICT AS SUBCHAPTER 12.68.

WHEREAS, Community Development Code Ordinance No. 6094 (CDC) was adopted by the City Council on August 5, 2014 and took effect on September 4, 2014; and

WHEREAS, an area of approximately 150 acres situated south of the Witch Hazel Village Community Plan Area, east of River Road, and west of The Reserve Vineyards and Golf Club and South Hillsboro is known as Witch Hazel Village South (WHVS); and

WHEREAS, the WHVS Concept Plan was submitted to Metro for Title 11 compliance review required for an area's addition to the UGB and deemed complete by Metro; and

WHEREAS, the WHVS Concept Plan was submitted in a UGB expansion request packet to Metro in May 2018; and

WHEREAS, the Metro Council brought WHVS into the UGB in December 2018; and

WHEREAS, a WHVS Community Plan was prepared to help guide the future growth and development of the plan area building on the work of the WHVS Concept Plan; and

WHEREAS, the WHVS Community Plan and Comprehensive Plan amendments were recommended for approval by Planning Commission on October 12, 2022 through Order No. 8392; and

WHEREAS, the WHVS Community Plan and Comprehensive Plan amendments were adopted by City Council on November 15, 2022 through Ordinance No. 6419 and took effect on December 15, 2022; and

WHEREAS, the process to amend the City's development regulations and apply them to WHVS has involved the public through community meetings, inter-departmental and -agency coordination, work sessions with the Planning Commission, meetings with private property owners, and a public web site; and

WHEREAS, Planning Division Staff have identified proposed CDC amendments as new Subchapter 12.68 to meet the intent of the City's goals, policies, and implementation actions for WHVS; and

WHEREAS, on January 3, 2023, a Ballot Measure 56 Notice was mailed to property owners within the WHVS plan area impacted by the amendments associated with the new WHVS Plan District; and

WHEREAS, on January 11, 2023, the Planning Commission initiated the amendments through the approval of Order No. 8402 to consider amending the CDC for those purposes; and

WHEREAS, on January 25, 2023, the Planning Commission postponed the public hearing to a date certain on February 8, 2023 due to a lack of quorum; and

WHEREAS, on February 8, 2023, the Planning Commission held the public hearing and received staff reports, exhibits, and public testimony; and

WHEREAS, after considering the information presented in the public hearing, the Planning Commission finds that the proposed amendments have met the applicable approval criteria and hereby recommends City Council approval of the proposed amendments to the CDC based on the supporting findings attached hereto as Exhibit B.


THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Pursuant to CDC Sections 12.70.060.I and 12.80.140, the Planning Commission hereby recommends amendments to the CDC to add Subchapter 12.68 Witch Hazel Village South Plan District, as shown in Exhibit A, attached to this Order.

Section 2. The Planning Commission's recommendation of approval to the City Council is based on the findings in Exhibit B, attached to this Order.

Section 3. This order shall take effect immediately upon approval.

Approved by the Planning Commission this 8th day of February 2023.



Anne Thrall-Nash, President

ATTEST: 
Dawn Duray, Secretary

SUBCHAPTER 12.68 WITCH HAZEL VILLAGE SOUTH PLAN DISTRICT

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12.68.010 Purpose

The Witch Hazel Village South (WHVS) Plan District development and design standards reflect the City’s goals, policies, and implementation measures in Comprehensive Plan Section 32 WHVS Community Plan. Specifically, the WHVS Plan District standards:

- A. Support development of a vibrant and dynamic residential community that includes opportunities for small-scale, neighborhood serving commercial uses
- B. Provide a wide range of housing types that are attainable to a diversity of households
- C. Facilitate connectivity for all modes of travel throughout the community
- D. Integrate and connect trees, open spaces, and natural areas with built spaces
- E. Support environmental sustainability and climate resiliency approaches
- F. Provide for orderly and efficient extension of public services, facilities, and utilities
- G. Provide a clear and objective permitting path for development to occur

12.68.020 Applicability

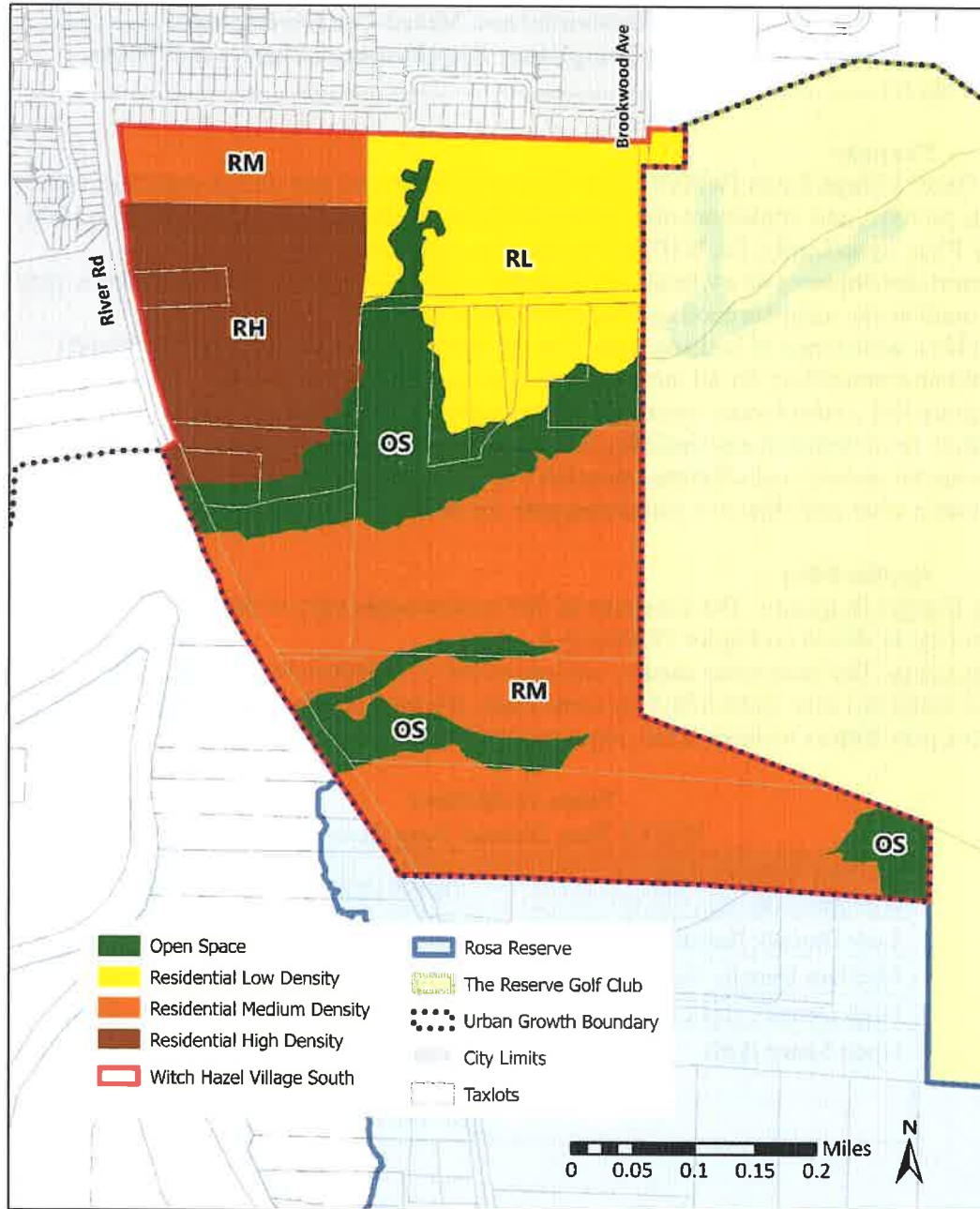
- A. Plan District Boundary. The standards of this section apply only within the WHVS Plan District boundary as shown on Figure 12.68.020-A.
- B. Base Zones. The base zones used to implement the Comprehensive Plan designations include those listed in Table 12.68.020-1. In some cases, the base standards of these zones are modified by this plan district to support the purpose of the WHVS Plan District.

**Table 12.68.020-1
 WHVS Plan District Base Zones**

Comprehensive Plan Designation	Implementing Base Zone
Low Density Residential (RL)	R-10, R-8.5, R-7, R-6
Medium Density Residential (RM)	R-4.5, MR-1
High Density Residential (RH)	MR-2
Open Space (OS)	All base zones are considered implementing zones for the OS designation.

C. Applicability of the WHVS Community Plan Maps. Maps indicating the location and extent of the parks, trails, open space, and infrastructure improvements within WHVS are included in Section 12.68.930. A land use application and a decision to approve the application shall provide improvements that substantially comply with these maps and are proportional to the proposed development or provide other improvements that are comparable in terms of size, capacity, and location.

Figure 12.68.020-A WHVS Community Plan



12.68.030 Annexation Agreements

- A. Purpose. The annexation agreement is intended to ensure awareness of the annexation process as well as reasonable certainty to the property owner, the City, and the public that the scope and timing of subsequent development of the property will occur in a manner that facilitates the timely and equitable construction of necessary infrastructure improvements. The agreement is intended to describe the intended use of the property following annexation, the process for development, the parties' commitments regarding the subsequent development, and the infrastructure anticipated to be necessary to support development.
- B. Applicability. Unless waived by the City under subsection D, an annexation agreement consistent with this section shall be executed prior to and included with any owner-initiated annexation application under Section 12.80.010.
- C. Contents. Unless otherwise agreed by the City, an annexation agreement shall include the following information and, at a minimum, address the following elements to the City's satisfaction:
 1. A legal description of the property;
 2. The current zoning;
 3. The proposed zoning consistent with the implementing base zones shown in Table 12.68.020-1;
 4. The owner's intended urban use of the property in sufficient detail to allow the City to determine the public facility impacts and required infrastructure improvements necessary to support the intended use. The description should include the anticipated type, size and density of the use, the timing of any anticipated phases, and an engineering assessment of impact on urban services at full build-out and for each phase of a phased project;
 5. A Transportation Study consistent with the requirements of Section 12.70.200 that describes:
 - a. The existing transportation facilities that serve the property, including the existing and planned capacity of the facilities,
 - b. The committed and funded multi-modal transportation facilities expected to be available at full buildout of the property, and at each development phase of a phased project,
 - c. The intended size, type, location and phased development timing, if any, of occupancy,
 - d. The transportation impact of the intended use(s) at full buildout, and at each development phase of a phased project, and
 - e. Any transportation improvements that may be necessary to accommodate full buildout, and each development phase of a phased project, including the potential impacts of anticipated future development as required under Section 12.68.910.
- D. Waiver.
 1. The City may waive the requirement to execute and submit an annexation agreement if the City, in its sole discretion, determines the agreement is not necessary and would not achieve the purposes described in Subsection 12.68.030.A for one or more of the following reasons:
 - a. The size of the property is such that the development potential does not justify the analysis otherwise provided in the annexation agreement;
 - b. The anticipated scope of the development is such that the transportation study is not necessary to identify and accommodate the likely impacts of the development;
 - c. The property was included in a larger annexation processed under ORS 222.170 but the owner of the affected property did not consent to the annexation.

2. If the City waives the requirement to execute and submit an annexation agreement, the City may require a development agreement described in Section 12.68.040 as a condition of approving the annexation or other land use application.
- E. Owner Commitments. The annexation agreement shall provide for at least the following owner commitments:
1. To limit development of the property such that it will not exceed the capacity of:
 - a. Affected transportation facilities, as determined by the Transportation Study, including any improvements proposed and constructed as part of the development; and
 - b. Other affected public facilities including facilities for water, sanitary sewer and storm water management.
 2. That any requests by the owner for tax credits associated with the construction of an eligible improvement(s) will conform to the assumptions of the Transportation Financing Program, including any ordinances and methodology reports that implement the Program. This may include waiving the right to request tax credits under the County Transportation Development Tax (TDT) Ordinance for eligible improvements, if any, such as but not limited to:
 - a. The added costs of wet weather construction where dry weather construction was assumed in the Transportation Finance Program;
 - b. Costs associated with right-of-way, design, permitting and construction of conditioned non-contiguous “local street” improvements; and
 3. Authorize the City to limit or condition any land use decision or entitlements consistent with the Transportation Study and other available public infrastructure capacity analysis, as determined by the City, to ensure that adequate public infrastructure is available to serve the proposed development.
- F. City Commitments.
1. To initiate the zone change process to rezone the property to the appropriate City zone(s) at the time of annexation or such other time as parties agree.
 2. To apply City zoning that is consistent with Table 12.68.020-1.
- G. General Provisions.
1. The City shall not approve “vertical” development of the property until the City approves a Financing Program for the WHVS Plan Area and any implementing ordinances are adopted and effective. As used in this section, “vertical” development means any structure intended for human occupation or commerce for which a certificate of occupancy is required, except as may be necessary for the construction of public facilities, such as a construction trailer, or for the provision of public utilities such as a pump station.
 2. An annexation agreement shall include the parties’ intended schedule of significant development-related events, including annexation, zone change, land division(s) and land development.
 3. An annexation agreement expires 1 year from the last date it is signed by the parties unless the City has received an annexation application for the property and deemed the application complete prior to the 1-year expiration date.
 4. The provisions of an annexation agreement may be included in and made part of a subsequent land use decision, in which case the provisions of the land use decision supersede any conflicting provisions in the annexation agreement.
 5. An annexation agreement is not effective and binding on the parties until the annexation application is approved by the City Council under Section 12.80.010.

12.68.040 Development Agreements

- A. Purpose. A development agreement is intended to provide reasonable certainty to the property owner, the City, and the public that the scope and timing of development of the property will occur in a manner that facilitates the timely and equitable construction of necessary infrastructure improvements. The development agreement is intended to follow annexation and describe in greater detail the owner’s intended use of the property, the parties’ commitments regarding subsequent development of the property, the infrastructure determined to be necessary to support development, and the parties’ obligations with respect to financing and constructing the infrastructure.
- B. Applicability. An executed development agreement consistent with this Section is required prior to approval of any necessary land use applications for development if:
1. An annexation agreement was not required prior to annexation per Section 12.68.030;
 2. Any of the required items of the annexation agreement were deferred pursuant to 12.68.030;
 3. A development agreement was required by the annexation agreement;
 4. If required as a condition of approval of a land use decision.
- C. The development agreement must include the following information to the City’s satisfaction:
1. A description of the anticipated type and scope of commercial or residential development (including the number of housing units), consistent with Table 12.68.020-1.
 2. A description of the parties’ intended schedule of significant development-related events, including annexation, zone change, land division and development review;
 3. The proposed timing and any phasing of the development as it relates to available or planned infrastructure capacity;
 4. The financing and development obligations for any required or necessary infrastructure;
 5. The owner’s commitment to design and construct amenities that further the goals and objectives of the WHVS Community Plan;
 6. Any landscape maintenance agreements for medians and curbside planters;
 7. A detailed plan for financing and constructing complete and connected arterial and/or collector planned streets where the full right-of-way is under the control of the owner or developer, such that a new collector or arterial street is not terminated without connecting to another improved street. A “complete street” includes both adjacent and opposite side full street improvements, including public and private utilities, where required; and
 8. A description of specific aspects of the development, including, but not limited to:
 - a. Design,
 - b. Infrastructure,
 - c. Open space,
 - d. Amenities, and
 - e. Phasing.
- D. General Provisions.
1. The City shall not approve “vertical” development of the property until the City approves a Financing Program for the WHVS Plan Area and any implementing ordinances are adopted and effective. As used in this section, “vertical” development means any structure intended for human occupation or commerce for which a certificate of occupation is required, except as may be necessary for the construction of public facilities, such as construction trailer, or for the provision of public utilities such as a pump station.

2. The provisions of a development agreement may be included in and made part of a subsequent land use decision, in which case the provisions of the land use decision supersede any conflicting provisions in the development agreement.

12.68.050 Overview of Development and Design Standards

Subchapter 12.50 Development and Design Standards applies within the WHVS Plan District, except as modified by this subchapter or exempted as noted in Table 12.68.050-1.

**Table 12.68.050-1
 Subchapter 12.50 Modifications**

Standard	Applicable Code Sections	
Base Zone Standards		
Lot dimensions	12.50.110	Modified by 12.68.110.B
Residential density	12.50.120	Modified by 12.68.110.B
Setbacks	12.50.130	Modified by 12.68.110.C
Building height	12.50.140	Modified by 12.68.110.B
Site Design		
Usable open space	12.50.210	Modified by 12.68.110.B
Tree preservation	12.50.230	Modified by 12.68.230
Vehicle Parking		
Purpose, applicability, and maintenance responsibilities	12.50.310	Modified by 12.68.310
Number of spaces required	12.50.320	Modified by 12.68.320
Exempt parking	12.50.330	Modified by 12.68.330
Credit for on-street parking	12.50.340	Exempt. Superseded by 12.68.340
Vehicle parking and loading: location	12.50.350	Modified by 12.68.350
Vehicle parking and loading: design and improvements	12.50.360	Modified by 12.68.350
Bicycle Parking/Bicycle and Pedestrian Circulation and Connectivity		
Pedestrian and bicycle circulation	12.50.420	Modified by 12.68.420
Access and Street Standards		
Street connectivity and access	12.50.520	Modified by 12.68.520
Public streets and alleys: design and improvement	12.50.530	Modified by 12.68.530
Sidewalk widths: design and location	12.50.550	Modified by 12.68.550
Street trees	12.50.560	Modified by 12.68.560
Public Utilities, Site Grading, and Stormwater Facilities		
Stormwater facilities site integration	12.50.640	Modified by 12.68.640
Design Standards for Residential Development		

Design standards for all residential development	12.50.710	Modified by 12.68.710
Design Standards for Non-Residential and Mixed-Use Development		
Purpose and Applicability	12.50.810	Exempt. Superseded by 12.68.810
Main Entries	12.50.820	Exempt. Superseded by 12.68.820
Ground Floor Windows	12.50.830	Exempt. Superseded by 12.68.830
Articulation and Detailed Design	12.50.840	Exempt. Superseded by 12.68.840

12.68.100 Base Zone Standards.

The standards of the applicable base zone and Subchapter 12.50 shall apply in WHVS as follows:

- A. Uses. Base zone standards apply except as modified in 12.68.110.A below.
- B. Lot Dimensions. Base zone standards and Section 12.50.110 apply, except as modified in 12.68.110.B below.
- C. Residential Density. Base zone standards and Section 12.50.120 apply, except as modified in 12.68.110.B below.
- D. Setbacks. Base zone standards and Section 12.50.130 apply, except as modified in 12.68.110.C below.
- E. Building Height. Base zone standards and Section 12.50.140 apply, except as modified in 12.68.110.B below.

12.68.110 Base Zone Standards Exceptions.

The following exceptions to base zone standards apply in the WHVS Plan District:

- A. Commercial uses in residential zones. In addition to uses permitted per the applicable residential base zone, small-scale, neighborhood-serving commercial uses are permitted outright in the WHVS Plan District, consistent with the following:
 - 1. Commercial uses in residential zones are limited to the following:
 - a. Eating and Drinking Establishments
 - b. Office
 - c. Retail Products and Services, with the following exceptions:
 - i. Retail sales of marijuana is not permitted
 - ii. Minor assembly facilities are not permitted
 - 2. Commercial uses may be stand-alone buildings or part of a mixed-use building. In either case, the size limitation of subsection A.3 applies.
 - 3. Commercial uses may not exceed 5,000 square feet of gross floor area per building.
 - 4. Commercial uses shall be consistent with the Design Standards in CDC 12.68.800 for non-residential uses.
 - 5. Drive-thru services are prohibited in WHVS. This includes drive-thru services that are accessory to the primary use, such as a pharmacy or bank drive-thru.
- B. Exceptions for regulated affordable housing. In the MR-1 and MR-2 zones, the following exceptions apply to regulated affordable housing that meets the definition in 12.01.500. These standards are specific to the MR-1 and MR-2 zones within the WHVS Plan District. Housing permitted under Senate Bill 8 Affordable Housing rules is subject to CDC 12.40.107.
 - 1. Applicability. In order to be eligible for the exceptions in Subsections 2-5 below, at least 20% of the total number of units in the development must be designated as regulated

affordable housing that meets the definition in CDC 12.01.500. For phased development projects, this shall be calculated per phase.

2. Lot coverage.
 - a. Maximum lot coverage for multiple-dwelling structures may be increased to 75%.
 - b. Maximum lot coverage may not exceed 75% in any circumstance, even when combined with the Planned Unit Development provisions of 12.80.120.
3. Density.
 - a. For developments where 100% of the units in the development are designated as regulated affordable housing that meets the definition in CDC 12.01.500, no maximum density applies.
 - b. For developments that contain a mix of market rate and regulated affordable housing, the following applies:
 - i. In the MR-1 zone, maximum density may be increased to 32 dwelling units per net acre.
 - ii. In the MR-2 zone, maximum density may be increased to 42.5 dwelling units per net acre.
 - iii. Any increased densities established through the Planned Unit Development (PUD) provisions of 12.80.120 may be used in conjunction with the density increases established in this section.
4. Building height.
 - a. In the MR-1 zone, maximum building height for a multiple-dwelling structure may be increased to five (5) stories.
 - b. In the MR-2 zone, maximum building height for a multiple-dwelling structure may be increased to six (6) stories.
5. Usable open space. Where applicable per 12.50.210, the useable open space standard for multiple-dwelling structures is 48 square feet per dwelling unit. Usable open space may not be reduced below 48 square feet per unit, even when combined with the Planned Unit Development provisions of 12.80.120.

C. Setbacks.

1. For visitable units that meet the requirements of 12.68.710.A, the minimum front building setback may be reduced to 10 feet. Garage setbacks shall not be reduced.
2. Future Intersection Capacity Improvements. In accordance with Subparagraph 12.68.910.D.3.c, the required minimum setback for buildings and parking lots may be modified for anticipated intersection capacity improvements and future infill of Urban Growth Boundary areas.

12.68.200 Site Design

Site design standards for the WHVS Plan District include the following sections:

- 12.68.210 Usable Open Space
- 12.68.220 Landscaping
- 12.68.230 Tree Preservation
- 12.68.240 Exterior Lighting
- 12.68.250 Fences, Free-Standing Walls, Hedges, And Berms
- 12.68.260 Site Distance/Vision Clearance
- 12.68.270 Solar Access and Lot Orientation
- 12.68.280 Waste and Recycling Facilities

12.68.210 Usable Open Space.

The standards of Section 12.50.210 and the applicable base zones apply in the WHVS Plan District, except as noted in 12.68.110.B for regulated affordable housing.

12.68.220 Landscaping.

The standards of Section 12.50.220 and the applicable base zones apply in the WHVS Plan District.

12.68.230 Tree Preservation

The standards of Section 12.50.230 apply within the WHVS Plan District.

12.68.240 Exterior Lighting

The standards of Section 12.50.240 apply in the WHVS Plan District.

12.68.250 Fences, Free-Standing Walls, Hedges and Berms

The standards of Section 12.50.250 apply in the WHVS Plan District.

12.68.260 Site Distance/Vision Clearance

The standards of Section 12.50.260 apply in the WHVS Plan District.

12.68.270 Solar Access and Lot Orientation

- A. Purpose. Enhanced requirements for solar access support the policy goal of housing designs that incorporate passive use of solar energy for lighting and heating purposes, energy-efficient construction, the potential for installation of photovoltaic panels, and similar techniques.
- B. Applicability. The standards of this section shall apply to all Type II and Type III development applications within the WHVS Plan Area unless a variance or adjustment has been granted by the Review Authority pursuant to Section 12.80.150 Variances and Adjustments.
- C. Solar Access and Lot Orientation Standards. At least 50% of lots for single detached and middle housing dwellings with lot widths less than 50 feet shall be oriented with the side lot lines within plus or minus 20 degrees of geographical east-west.
- D. Exceptions to Solar Access and Orientation Standards. A proposal shall qualify for an exception to subsection (C) of this section if one or more of the following development constraints are present:
 - 1. Compliance with applicable street standards or public street plans requires a street configuration that prevents the lot(s) from being oriented for solar access.
 - 2. An existing public easement or right-of-way prevents the lot(s) from being oriented for solar access.
 - 3. There is a mapped significant natural resource on the site that will be preserved, and that prevents the lot(s) from being oriented for solar access. Mapped resources are those within the Significant Natural Resource (SNR) Sites and Impact Areas as depicted on the Significant Natural Resources Overlay Map, a portion of the official Zoning Map, and as identified in the adopted *List of Significant Goal 5 Natural Resources Sites in Hillsboro and the City of Hillsboro Goal 5 Natural Resources Inventory and Assessment Report* and Economic, Social, Environmental and Energy (ESEE) analyses.
- E. Exemptions from the Solar Access and Orientation Standards. A proposed lot shall be counted as a lot that satisfies subsection (C) of this section when the lot satisfies one of the following conditions:

1. Slopes. The lot has an average slope of 15 percent or more in a direction greater than 45 degrees east or west of true south.
2. Existing off-site shade. At least 20 percent of the lot is within the shadow pattern of off-site features, such as but not limited to buildings, topography, or coniferous trees or broadleaf evergreens, which will remain after development occurs on the site from which the shade is originating.
 - a. Shade from existing or approved off-site buildings or structures and from topographic features is assumed to remain after development of the site.
 - b. Shade from vacant developable areas off site is assumed to be the shadow pattern that would result from the largest building allowed at the closest setback allowed on adjoining land, whether or not that building now exists.
 - c. Shade from coniferous trees or broadleaf evergreens is assumed to remain after development of the site if that vegetation is situated in a required setback; or part of a developed area, public park, or legally reserved open space; or part of landscaping or other features required pursuant to this code.
3. Existing on-site shade. The site, or portion of the site for which the exemption is sought, complies with at least one of the following:
 - a. The site is within the shadow pattern of on-site features such as, but not limited to, buildings and topography which will remain after the development occurs.
 - b. The site contains coniferous trees or broadleaf evergreens at least 30 feet tall and more than eight inches in diameter measured four feet above the ground which have a crown cover over at least 80 percent of the site or relevant portion. The applicant can show such crown cover exists using a scaled survey or an aerial photograph. If granted, the exemption shall be approved subject to the condition that the applicant shall preserve at least 50 percent of the vegetation that causes the shade that warrants the exemption. The applicant shall file a note on the plat or documents in the office of the County Recorder binding the applicant to comply with this requirement.

12.68.280 Waste and Recycling Facilities

The standards of Section 12.50.270 apply in the WHVS Plan District.

12.68.300 Vehicle Parking

Vehicle parking standards for the WHVS Plan District include the following sections:

- 12.68.310 Purpose, Applicability and Maintenance Responsibilities
- 12.68.320 Number of Spaces Required
- 12.68.330 Exempt Parking
- 12.68.340 Credit for On-Street Parking
- 12.68.350 Vehicle Parking and Loading: Location and Design

12.68.310 Purpose, Applicability and Maintenance Responsibilities

The standards of 12.50.310 shall apply within the WHVS Plan District except as modified below.

- A. Purpose. Modified parking standards support the goal of establishing a cohesive and active streetscape by providing for adjustments in the minimum number of required spaces, surface parking location requirements, and additional parking lot landscaping.
- B. Applicability. The applicability requirements of 12.50.310.B apply within the WHVS Plan District.

C. Maintenance. The standards of 12.50.310.C apply within the WHVS Plan District.

12.68.320 Number of Spaces Required

The standards of 12.50.320 apply within the WHVS Plan District. In addition, the following adjustment to reduce the number of required parking spaces is applicable.

A. Adjustments for Age- or Ability-Restricted Housing. Minimum required off-street parking for multi-dwelling residential, residential services, or group living uses may be reduced by 50% for each structure in which at least 80% of the units are restricted to occupancy by persons over 55 years of age, or where at least 80% of the units are restricted to occupancy by persons meeting the Federal Housing Administration definition of “handicapped” individuals.

12.68.330 Exempt Parking

The standards of 12.50.330 apply within the WHVS Plan District. In addition, the following exemptions are applicable.

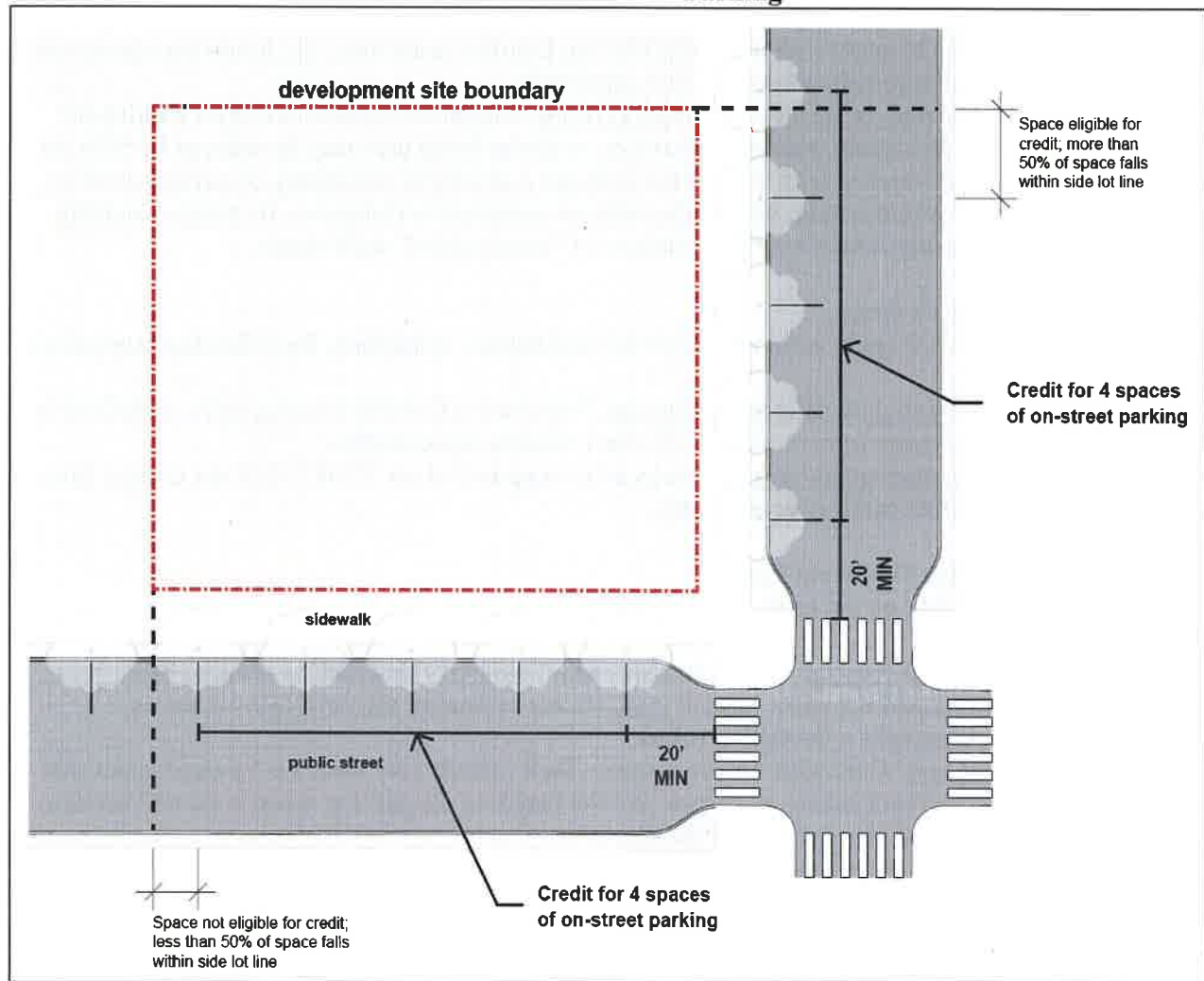
- A. Exemption for Regulated Affordable Housing. Regulated affordable housing units, as defined in 12.01.500, are exempt from minimum off-street parking requirements.
- B. Exemption for Commercial Uses. Commercial uses permitted per 12.68.110.A are exempt from minimum off-street parking requirements.

12.68.340 Credit for On-Street Parking

The standards of 12.50.340 do not apply in the WHVS Plan District. They are superseded by the standards below.

- A. Credit for On-Street Parking. Minimum required off-street parking may be reduced by 1 space for each on-street parking space located immediately in front of the development site as described in paragraphs 1 through 4, below.
 - 1. On Interior Lots. Creditable on-street spaces shall include only those on the same street side as the development, where more than half the length of the parking space is located between the two extended side lot lines of the site.
 - 2. On Corner Lots. Creditable on-street spaces shall include only those on the same street side as the development, where more than half the length of the parking space is located between the extended side lot line of the site and the street intersection.
 - 3. Compliance with Municipal Code. Creditable on-street spaces shall include only those in compliance with Hillsboro Municipal Code Subchapter 8.12 regarding on-street parking.
 - 4. On-Street Parking Near Intersections. On-street spaces shall not be creditable on a local road or neighborhood route within 330 feet of the end of a curb return that connects to a collector designated for commercial and industrial uses, or to an arterial. This distance ensures the City’s ability to convert the on-street spaces for a turn lane if needed in the future. On-street spaces located on collectors or arterials should not be located within 500 feet of an intersection.

**Figure 12.68.340-A:
Credit for On-Street Parking**



12.68.350 Vehicle Parking and Loading: Location and Design

The standards of 12.50.350 and 12.50.360 apply within the WHVS Plan District, except as modified below.

- A. **Electric Car Charging Stations.** For new multiple-dwelling and mixed-use buildings with five or more residential units, at least 40 percent of all vehicle parking spaces shall provide electrical service capacity, as defined in ORS 455.417. The electric car charging station spaces shall not be located in the right-of-way.

12.68.400 Bicycle Parking/Bicycle and Pedestrian Circulation and Connectivity

Bicycle parking and bicycle and pedestrian circulation and connectivity in the WHVS Plan District include the following sections:

- 12.68.410 Bicycle Parking
- 12.68.420 Pedestrian and Bicycle Circulation

12.68.410 Bicycle Parking

The standards of 12.50.410 apply within the WHVS Plan District.

12.68.420 Pedestrian and Bicycle Circulation

The standards of Section 12.50.420 apply within the WHVS Plan District.

12.68.500 Access and Street Standards

Access and street standards in the WHVS Plan District include the following sections:

- 12.68.510 Purpose, Applicability and Exceptions
- 12.68.520 Street Connectivity and Access
- 12.68.530 Public Streets and Alleys: Design and Improvement
- 12.68.540 Private Streets: Design and Improvement
- 12.68.550 Sidewalk Widths: Design and Location
- 12.68.560 Street Trees and Landscaping

12.68.510 Purpose, Applicability and Exceptions

The standards of 12.50.510 apply within the WHVS Plan District.

12.68.520 Street Connectivity and Access

The standards of 12.50.520 apply within the WHVS Plan District, except as modified below.

- A. Street Connectivity and Block Length Requirements in Standard Zones. The standards of 12.50.520.C shall apply, except for subsection 12.50.520.C.5, which is superseded by Section B below.
- B. Block Perimeter and Orientation Requirements. The following block perimeter and orientation standards shall apply within the WHVS Plan District.
 - 1. The maximum block perimeter lengths created by the street and alley pattern shall be as shown in Table 12.68.520-1.

**Table 12.68.520-1:
Maximum Block Perimeters within WHVS**

Comprehensive Plan Designation	Maximum Block Perimeter
Low Density Residential	1,800 feet
Medium Density Residential	1,600 feet
High Density Residential	1,600 feet

- 2. Street connections along arterial streets are subject to review and approval by the appropriate Road Agency.
- 3. Full movement street connections along collector roads shall not be less than 300 feet and no more than 500 feet apart unless superseded by the Road Agency.
- 4. Street connections along neighborhood routes and local streets shall not be spaced more than 500 feet apart unless superseded by the Road Agency.
- 5. To create a unified street grid and to facilitate solar access and orientation, streets shall be laid out to create blocks that reflect the dimensional and lot orientation requirements in Section 12.68.270, unless the exceptions established in 12.68.270.D apply.

- C. Exceptions to Block Length and Orientation Requirements. A variance or adjustment to subsection B above may be approved by the Review Authority pursuant to Sections 12.80.154, 12.80.156 and Subsection 12.80.158 N.
- D. Alley Access Required for Single Detached, Townhouse and Duplex Developments. Unless precluded by barriers as described in subsection 12.68.270.D, all single detached, townhouse, and duplex developments shall provide vehicle access to all lots and units from an alley. Alleys shall be created at the time of land division approval and shall be public right-of-way.
- E. PUD Applications Required for Alternative Access to Residential Development. Alternative access for residential development, such as court yards and parking courts, may be approved as part of a PUD application provided that street design and connectivity requirements are met.

12.68.530 Public Streets and Alleys: Design and Improvement

The standards of 12.50.530 shall apply within the WHVS Plan District in addition to the street cross-sections found in 12.68.940.

12.68.540 Private Streets: Design and Improvement

The standards of 12.50.540 shall apply within the WHVS Plan District.

12.68.550 Sidewalk Widths: Design and Location

The standards of 12.50.550 shall apply within the WHVS Plan District except that the width and location of sidewalks shall also be consistent with street cross-sections 12.68.940.

12.68.560 Street Trees and Landscaping

The standards of 12.50.560 shall apply within the WHVS Plan District except that street trees within the public right-of-way shall also be subject to the following standards:

- A. Street Tree Species. In WHVS, new street trees shall be species selected from the WHVS Approved Street Tree List in Table 12.68.560-1.
- B. Street Tree Spacing and Planting. Street tree spacing in the WHVS Plan District shall be based upon tree species and canopy size at maturity, consistent with the Hillsboro Design and Construction standards. The planting area shall be at least 24 sq. ft. in area, typically configured at 5 feet by 5 feet.
- C. Street Tree Variety. In order to promote more variety in street tree species and greater resiliency to blight, no more than 10 street trees of the same species shall be planted in a row. If street length allows, a minimum of at least three different species of street trees shall be planted in rows of 10 before species begin to repeat. For example: Species A (10 trees), Species B (10 trees), Species C (10 trees), then back to Species A.
- D. Root Barrier Installation. Root barriers shall be installed according to Design and Construction Standards Standard Drawing No. 730-1.

Table 12.68.560-1 WHVS Approved Street Tree List

Common Name	Scientific Name	Shape	Height	Spread	Color	Fall Color
European Hornbeam	<i>Carpinus betulus</i> 'Fastigiata'	Dense compact, narrow when young, becoming oval	30'	25'	Dark Green	Yellow
Emerald Avenue Hornbeam	<i>Carpinus betulus</i> 'JFS-KW1CB'	Pyramidal, Oval	40'	30'	Dark Green	Yellow
Purple Catalpa	<i>Catalpa x erubescens</i> 'Purpurea'	Round	50'	35'	Deep Purple, Green	Yellow
Hackberry	<i>Celtis occidentalis</i>	Broad top with ascending, then arching branches	45'	35'	Green	Yellow
Yellowwood	<i>Cladrastis kentukea</i>	Broad, Round	30'	40'	Bright green	Brilliant Yellow
Turkish Filbert	<i>Corylus colurna</i>	Pyramidal	45'	30'	Green	Yellow
Lavalle Hawthorn	<i>Crataegus x lavallei</i>	Vase-Shaped	28'	20'	Deep Green, Glossy	Orange, Rusty Orange
Imperial Honeylocust	<i>Gleditsia triacanthos</i> 'Imperial'	Round, Spreading	35'	35'	Green	Yellow
Skyline Honeylocust	<i>Gleditsia triacanthos</i> 'Skycole'	Broadly Pyramidal	45'	35'	Green	Golden, Yellow
Goldenrain Tree	<i>Koelreuteria paniculata</i>	Round	30'	30'	Bright Green	Yellow
Red Rage Tupelo	<i>Nyssa sylvatica</i> 'Haymanred'	Broadly Pyramidal	35'	20'	Dark Green, Glossy	Bright Red
Afterburner Tupelo	<i>Nyssa sylvatica</i> 'David Odom'	Strong Central Leader, Pyramidal	35'	20'	Dark Green, Glossy	Scarlet

Wildfire Tupelo	<i>Nyssa sylvatica</i> 'Wildfire'	Pyramidal, Round at maturity	40'	25'	Bright glossy green	Yellow- Orange, Scarlet
American Hophornbeam	<i>Ostrya virginiana</i>	Upright Oval	40'	25'	Dark Green	Yellow
Persian Parrotia	<i>Parrotia persica</i>	Round	30'	20'	Green	Yellow, orange, red
His Majesty Cork Tree	<i>Phellodendron</i> <i>amurense</i> 'His Majesty'	Vase Shaped	40'	35'	Green	Yellow
Sawtooth Oak	<i>Quercus</i> <i>acutissima</i>	Rounded	40'	40'	Green	Golden Brown
Green Pillar Oak	<i>Quercus palustris</i> 'Pringreen'	Upright, Columnar	50'	15'	Dark Green	Deep Red, scarlet
Willow Oak	<i>Quercus phellos</i>	Round	50'	35'	Bright Green	Orange- Red, Yellow
Sterling Silver Linden	<i>Tilia tomentosa</i> 'Sterling'	Round	45'	35'	Dark Green, Gray	Yellow

12.68.600 Public Utilities, Site Grading and Storm Water Facilities Site Integration

Utilities, site grading, and storm water management standards for the WHVS Plan District include the following sections:

- 12.68.610 Purpose, Applicability and Exceptions
- 12.68.620 Utilities General Requirements
- 12.68.630 Site Grading
- 12.68.640 Stormwater Facilities Design

12.68.610 Purpose, Applicability and Exceptions

The standards of 12.50.610 apply within the WHVS Plan District.

12.68.620 Utilities General Requirements

The standards of 12.50.620 apply within the WHVS Plan District.

12.68.630 Site Grading

The standards of 12.50.630 apply within the WHVS Plan District.

12.68.640 Stormwater Facilities Design

The standards of 12.50.640 apply within the WHVS Plan District.

- A. Purpose. To integrate stormwater facilities with natural resource areas and facilitate creation of stormwater facilities that serve a dual purpose as community amenities.
- B. Applicability. The incentives of 12.68.640.B are only permitted through the PUD process in 12.80.120.

C. Incentives.

1. For developments that provide a stormwater facility that integrates with a natural resource area, the integrated area can count toward any applicable usable open space requirements per 12.68.210.
2. For developments that provide a stormwater facility that provides a community amenity, the area of the stormwater facility can count toward any applicable usable open space requirements per 12.68.210.

D. Guidelines. The following guidelines shall be used to determine whether a stormwater facility is also a community amenity. In order to be considered a community amenity, the stormwater facility must integrate 3 of these components. This determination will be made as part of the Planned Unit Development review:

1. The facility is as an above-ground feature, except that control structure manholes, pre-treatment manholes, and pipes should be buried.
2. The facility is designed and vegetated as a focal point or to appear natural.
3. If stormwater is conveyed in the facility, attractive conveyances are provided. Examples include dry streambeds and cascading flow-through swales or planters.
4. Public access is provided to the facility. Examples of access include ensuring a portion of the facility perimeter is open to the public or installing a trail within or along the facility.
5. Viewpoints into the facility or to the surrounding natural areas or regional scenes are provided. These viewpoints are publicly accessible.
6. Free-standing interpretive displays describing the facility's purpose are proposed. Display size, content and materials shall be approved by the City Engineer.
7. Structures and furnishings are installed in the facility. These structures and furnishings should be secured to the ground and constructed or manufactured to withstand periodic inundation.
8. Passive recreation elements such as park benches, picnic tables, and open play spaces are incorporated into the facility.
9. Active recreation elements such as a sports court, nature-play area, outdoor play structures, or a multi-purpose trail are incorporated into the facility.

12.68.700 Design Standards for Residential Development

Residential design standards for the WHVS Plan District include the following sections:

- 12.50.710 Design Standards for All Residential Development
- 12.50.715 Additional Design Standards for Middle Housing
- 12.50.720 Additional Design Standards for Multiple-Dwelling Residential

12.68.710 Design Standards for All Residential Development

The standards of 12.50.710 shall apply within the WHVS Plan District, except as modified below:

A. Visitability Standards.

1. Purpose. Visitability standards are intended to provide accessible features to accommodate people living in or visiting the residence regardless of age or ability.
2. Applicability. The visitability standards in this section are encouraged for any new residential subdivision or middle housing development. Visitable units are eligible for reduced front setbacks and a density bonus, per subsection 4 of this section.
3. Incentives for visitable units. Developments that provide one or more visitable units may apply the following:

- a. Reduced front setback. For those lots containing a visitable dwelling unit per subsection B.3. a-d, the front setback may be reduced to 10 feet for the dwelling structure. Front garage setbacks may not be reduced.
 - b. Lot coverage. For those lots containing a visitable dwelling unit, the maximum lot coverage may be increased to 55 percent for interior lots and 60 percent for corner lots.
 - c. Density bonus. For new residential subdivisions that include one or more visitable units, a density bonus of one additional unit (above the established maximum density) is allowed. The density bonus may be applied at a ratio of one bonus unit per visitable unit, up to 150% of the maximum density of the underlying zone.
4. Visitable unit standard. To be considered a visitable dwelling unit, the dwelling must meet the following standards:
- a. Visitable entrance. At least one entrance must be accessible via a route that does not have any stairs between it and the street lot line or an on-site parking space. The slope of the route may not exceed 1:8.
 - b. Visitable bathroom. At least one bathroom with a sink and toilet must be designed to accommodate an unobstructed circle that is at least 60-inches in diameter. The visitable bathroom must be on the same floor as the visitable entrance or be accessible from the visitable entrance via a ramp, elevator or lift.
 - c. Visitable living area. There must be at least 200 square feet of living area on the same floor as the visitable entrance or 200 square feet of living area must be accessible from the visitable entrance via a ramp, elevator or lift.
 - d. Visitable doors. All door openings between and including the visitable entrance, visitable living area, and the visitable bathroom must be at least 34 inches wide.
 - e. Adjustments to the requirements of (a) through (d) above are prohibited.

12.68.715 Additional Design Standards for Middle Housing

The standards of 12.50.715 shall apply within the WHVS Plan District.

12.68.720 Additional Design Standards for Multiple-Dwelling Residential

The standards of 12.50.720 shall apply within the WHVS Plan District.

12.68.800 Design Standards for Non-Residential and Mixed-Use Development

Design standards for non-residential and mixed-use development include the following sections:

- 12.68.810 Purpose and Applicability
- 12.68.820 Main Entries
- 12.68.830 Ground Floor Windows
- 12.68.840 Articulation and Detailed Design

12.68.810 Purpose and Applicability

- A. Purpose. These standards are intended to create attractive small-scale commercial developments that are compatible with residential neighborhoods.
- B. Applicability. Except where noted in each subsection, the standards of this section apply to all commercial development in WHVS, as allowed under 12.68.110.A.

12.68.820 Main Entries

- A. Entry Orientation. All ground-floor commercial spaces shall have at least one building entry oriented to the street. This entry shall open directly to the building exterior, at the ground floor level.
- B. Entry Orientation on Corner Lots. On corner lots, a building entry may be oriented to either of the streets or to the corner where the two streets intersect.
- C. Sidewalk Connections to Entries. A pedestrian sidewalk or pathway shall be provided directly to the building entrance from all public or private street sidewalks.
- D. Standards for Main Building Entries.
 - 1. All main entries shall comply with applicable accessibility standards.
 - 2. Main entries shall be lighted to a minimum level of 32.5 lumens/square meter. Light sources shall be 3 to 12 feet above finished grade and equipped with cut-off fixtures to minimize glare.
 - 3. Main entries shall be highlighted with at least two of the following architectural features: recessed doorway(s); overhangs or canopies; transom windows; at least two ornamental light fixtures flanking the entry; larger, transparent or more prominent doors; or pilasters or columns that frame the doorway.
- E. Additional Entries. Buildings may have more street-oriented main entries than required by this Section and may have secondary entrances oriented to off-street parking areas.

12.68.830 Ground Floor Windows

- A. Building Facades. All building facades that face a street, park, plaza, or other outdoor public space shall have ground floor display windows or windows with views into the building interior. Such windows shall occupy 50% of the length and 25% of the area of the ground level exterior wall area. Windows in entry doors also meet this standard. For purposes of this section, “ground level wall area” is defined as the area up to the finished ceiling height of the first floor or 15 feet above exterior grade, whichever is less. Required windows shall not be darkly tinted or mirrored unless the wall is at least 50 feet from the sidewalk.

12.68.840 Articulation and Detailed Design

- A. Articulation and Detailed Design. Building elevations shall be varied and articulated to avoid a flat appearance by incorporating at least three of the features found within Section 12.50.840.B.

12.68.900 Public Facility Master Plan Compliance Requirements, Figures and Maps, and Street Figures

The Public Facility Master Plan Compliance Requirements, Figures and Maps, and Street Figures section includes the following sections:

- 12.68.910 Transportation Studies Requirements Unique to the District
- 12.68.920 Public Facility Master Plan Compliance Requirements
- 12.68.930 Figures and Maps
- 12.68.940 Street Cross-Sections

12.68.910 Transportation Studies Requirements Unique to the District

The requirements of Sections 12.70.200 through 12.70.230 apply to development in the WHVS Plan District except as cited below.

- A. The requirements of Section 12.70.200 apply in their entirety.

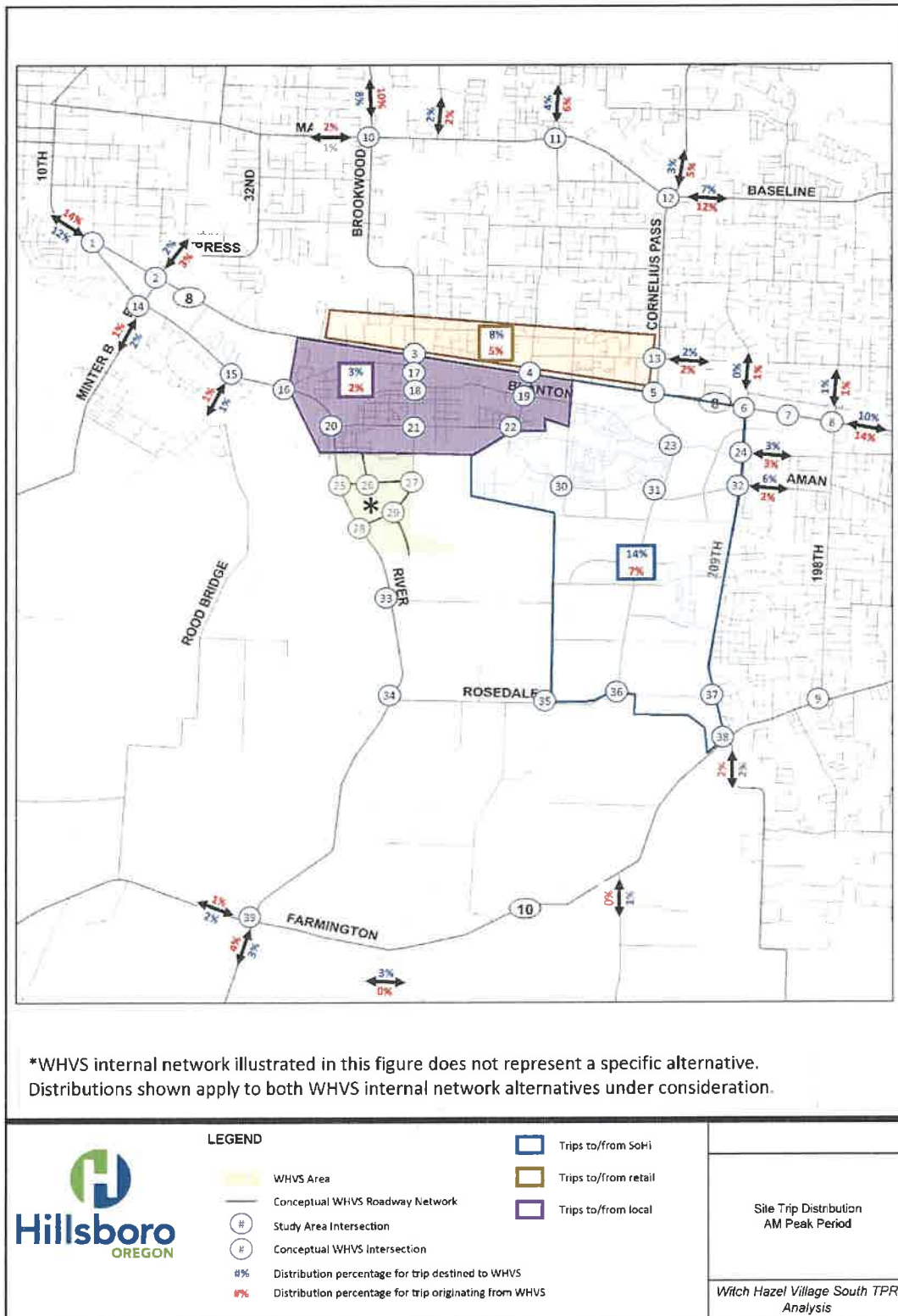
- B. The requirements of Section 12.70.210 apply in their entirety.
- C. The requirements of Section 12.70.230 apply in their entirety.
- D. The requirements of Section 12.70.220 apply, with the following exceptions:
 - 1. Regarding Traffic Impact Analysis Study Areas, the requirements of Subsection 12.70.220.D apply. Additional analysis or trip assignments may be required on the following off-site intersections as necessary to determine the scope and timing of planned improvements to evaluate the cumulative effect of annexations and development:
 - a. TV Hwy and River Rd
 - b. TV Hwy and Cypress St
 - c. TV Hwy and Brookwood Ave
 - d. TV Hwy and Century Blvd
 - e. TV Hwy and Cornelius Pass
 - f. TV Hwy and 209th Ave
 - g. TV Hwy and Intel Access
 - h. TV Hwy and 198th Ave
 - i. Farmington Rd and 198th Ave
 - j. Baseline Rd and Brookwood Ave
 - k. Baseline Rd and Century Blvd
 - l. Baseline Rd and Cornelius Pass Rd
 - m. Johnson St and Cornelius Pass Rd
 - n. River Rd and Minter Bridge Rd
 - o. River Rd and Rood Bridge Rd
 - p. River Rd and Witch Hazel Rd
 - q. Brookwood Ave and Witch Hazel Rd
 - r. Alexander St and Brookwood Ave
 - s. Alexander St and Century Blvd
 - t. River Rd and Davis Rd
 - u. Davis Rd and Brookwood Ave
 - v. Davis Rd and Century Blvd
 - w. Blanton St and Cornelius Pass Rd
 - x. Blanton St and 209th Ave
 - y. Pheasant St and River Rd
 - z. Pheasant St and Hazeltine Ave
 - aa. Pheasant St and Brookwood Ave
 - bb. Brookwood Ave and River Rd
 - cc. Brookwood Ave and Road A
 - dd. Kinnaman Rd and Century Blvd
 - ee. Kinnaman Rd and Cornelius Pass Rd
 - ff. Kinnaman Rd and 209th Ave
 - gg. Rosa Rd and River Rd
 - 2. Regarding Contents of the Traffic Impact Analysis (Traffic Forecasts), the requirements of Subsection 12.70.220.E.3 are superseded by the following requirements in the WHVS Plan District regarding traffic volume data. The Traffic Impact Analysis (TIA) shall provide traffic volume information in compliance with the standards listed below:

- a. Except as described in paragraph b. below, existing traffic shall be measured for the morning and afternoon peak periods within 12 months prior to the land use application submittal date.
 - b. The City Engineer may allow use of traffic counts older than 12 months for a TIA submitted with a land use application on property in the WHVS Plan District, for which a prior TIA was approved in conjunction with an executed annexation agreement.
 - c. In addition to the requirements of paragraph a. above, the midday period shall also be provided if the peak traffic period for the existing street, the proposed development, or the composite of both is greater than the morning and afternoon peak periods.
 - d. Traffic volumes shall be based on data from a typical Tuesday through Thursday weekday of a week without holidays and during which public schools are in session, unless otherwise approved by the City Engineer. In addition, data shall be provided for weekends if weekends are the peak traffic period for either the existing adjacent street or the proposed development.
 - e. Seasonal variations in traffic volumes shall be considered if required by an affected Road Authority.
3. Regarding contents of the Traffic Impact Analysis (Existing Conditions), the requirements of Subsection 12.70.220.E.4.i. and ii. are superseded by the following requirements in the WHVS Plan District:
- a. Trip Generation. Estimates of the proposed development's trip generation shall be made for peak period traffic. Selection of the peak period used in the analysis shall be justified and shall consider, at a minimum, the peak period for the proposed development and the peak period for surrounding streets. The City Engineer may require review of other time periods based on known or anticipated marginal or substandard traffic capacity or traffic safety. Trip generation estimates shall be based on the most current edition of the *Institute of Transportation Engineers (ITE) Trip Generation* manual. The City Engineer may approve different trip generation rates when trip generation rates are not available in ITE's Trip Generation or different rates are justified. Consideration of trip generation rate reductions due to alternative mode use, mixed land use interaction, and transportation demand management methods shall be approved by the Review Authority.
 - b. Trip Distribution and Assignment. Traffic generated by the proposed development shall be logically distributed and assigned according to professional accepted practice to the street system within the Study Area and any additional locations previously identified by the City Engineer. For TIAs prepared for development in the WHVS Plan District, trip distribution for residential uses shall comply with Figures 12.68.910-A and 12.68.910-B of this Section. Alternative trip distribution may be approved by the City Engineer based on trip distribution information from Washington County, ODOT, Metro, analysis of local traffic patterns based on data less than 12 months old, or on an alternative data source.
 - c. Forecast Year Analysis. Forecast Year Analysis has been completed for the impacted intersections identified for mitigation improvements by cumulative development within the WHVS Plan District.
 - i. Figure 12.68.910-C illustrates critical intersection lane improvements identified to accommodate development under the Comprehensive Plan and Zoning Concept for the WHVS Plan District. TIAs prepared in conjunction with WHVS Plan District development shall consider, and land use conditions of approval may include

dedications of right-of-way and construction of, or accommodation for future construction of, identified improvements. An alternative analysis may be provided by a registered professional engineer utilizing forecast traffic volumes provided by the Road Agencies to recommend alternative intersection improvements, subject to review and approval of the Road Agencies.

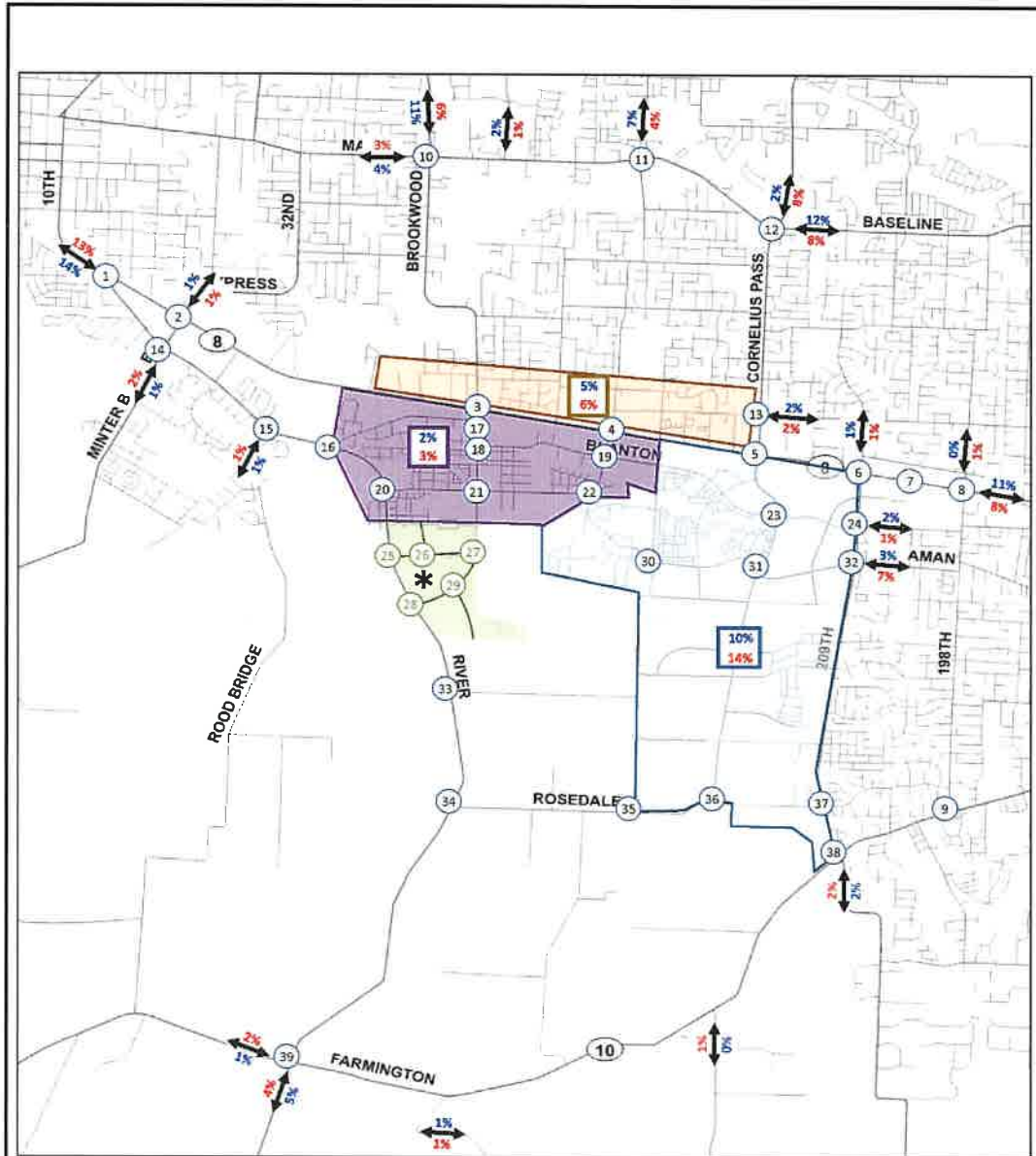
- ii. Building and parking lot setbacks shall accommodate potential future intersection capacity improvements anticipated with growth in Urban Reserve areas established by HB 4078 adopted by the 2014 Oregon Legislature, and future infill of Urban Growth Boundary areas consistent with those depicted in Figure 12.68.910-D. An alternative analysis may be provided by a registered professional engineer utilizing forecast traffic volumes provided by the Road Agencies to recommend alternative intersection improvements, subject to review and approval of the Road Agencies.

Figure 12.68.910-A: WHVS Site Trip Distribution AM Peak Period



*WHVS internal network illustrated in this figure does not represent a specific alternative. Distributions shown apply to both WHVS internal network alternatives under consideration.

Figure 12.68.910-B: WHVS Site Trip Distribution PM Peak Period



*WHVS internal network illustrated in this figure does not represent a specific alternative. Distributions shown apply to both WHVS internal network alternatives under consideration.



LEGEND

- WHVS Area
- Conceptual WHVS Roadway Network
- Study Area Intersection
- Conceptual WHVS Intersection
- #% Distribution percentage for trip destined to WHVS
- #% Distribution percentage for trip originating from WHVS

- Trips to/from SoHi
- Trips to/from retail
- Trips to/from local

Site Trip Distribution
 PM Peak Period

Witch Hazel Village South TPR
 Analysis

Figure 12.68.910-C: WHVS Buildout Recommended Intersection Improvements

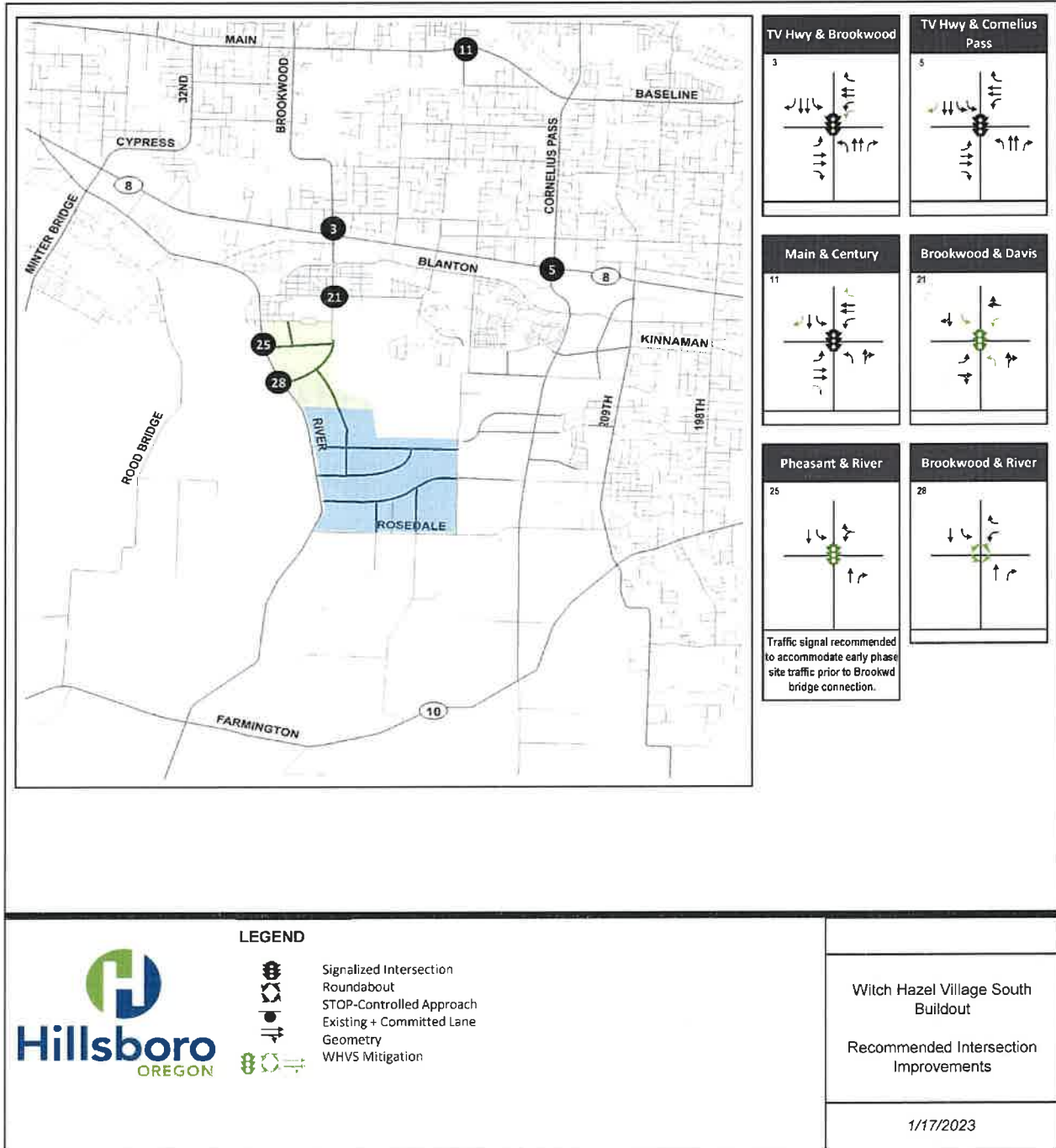
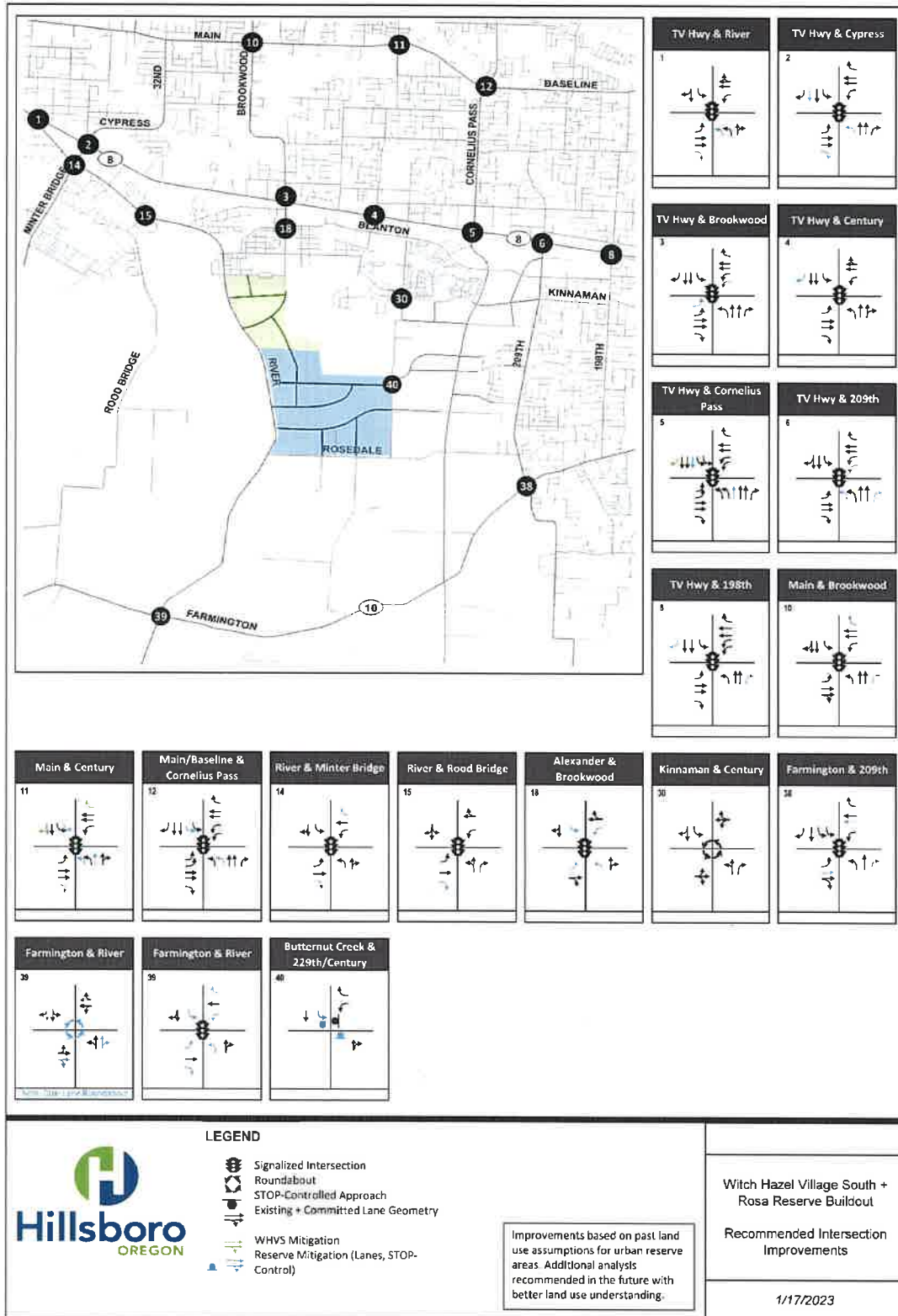


Figure 12.68.910-D: WHVS & Rosa Reserve Buildout Recommended Intersection Improvements



12.68.920 Public Facility Master Plan Compliance Requirements

- A. Purpose. Adequate public facilities are necessary to support development in the WHVS Plan District. A development application shall describe the location and capacity of the public facilities that will provide service to the development site and a decision to approve the application may require the installation of additional facilities as necessary to provide an adequate level of service.
- B. Compliance with Community Plan Public Facilities Plans. Development in the WHVS Plan District shall demonstrate compliance with the type, location and size of the public streets shown in Section 12.68.920.
- C. Development Approvals Conditioned upon Compliance with Public Master Plans.
- D. The Review Authority may approve a Zoning Review, Type II, or Type III land use application for development provided that the following criteria are met:
 - 1. Adequate public facilities are available to serve the development, or the decision is conditioned to require the installation of such services;
 - 2. The developer's public facility obligations are consistent with the terms of an annexation agreement, if any, for the site.
- E. A decision to approve a development may include such conditions as necessary to ensure compliance with this Section.

12.68.930 Figures and Maps

Figure 12.68.930-A WHVS Streets, Alternative 1

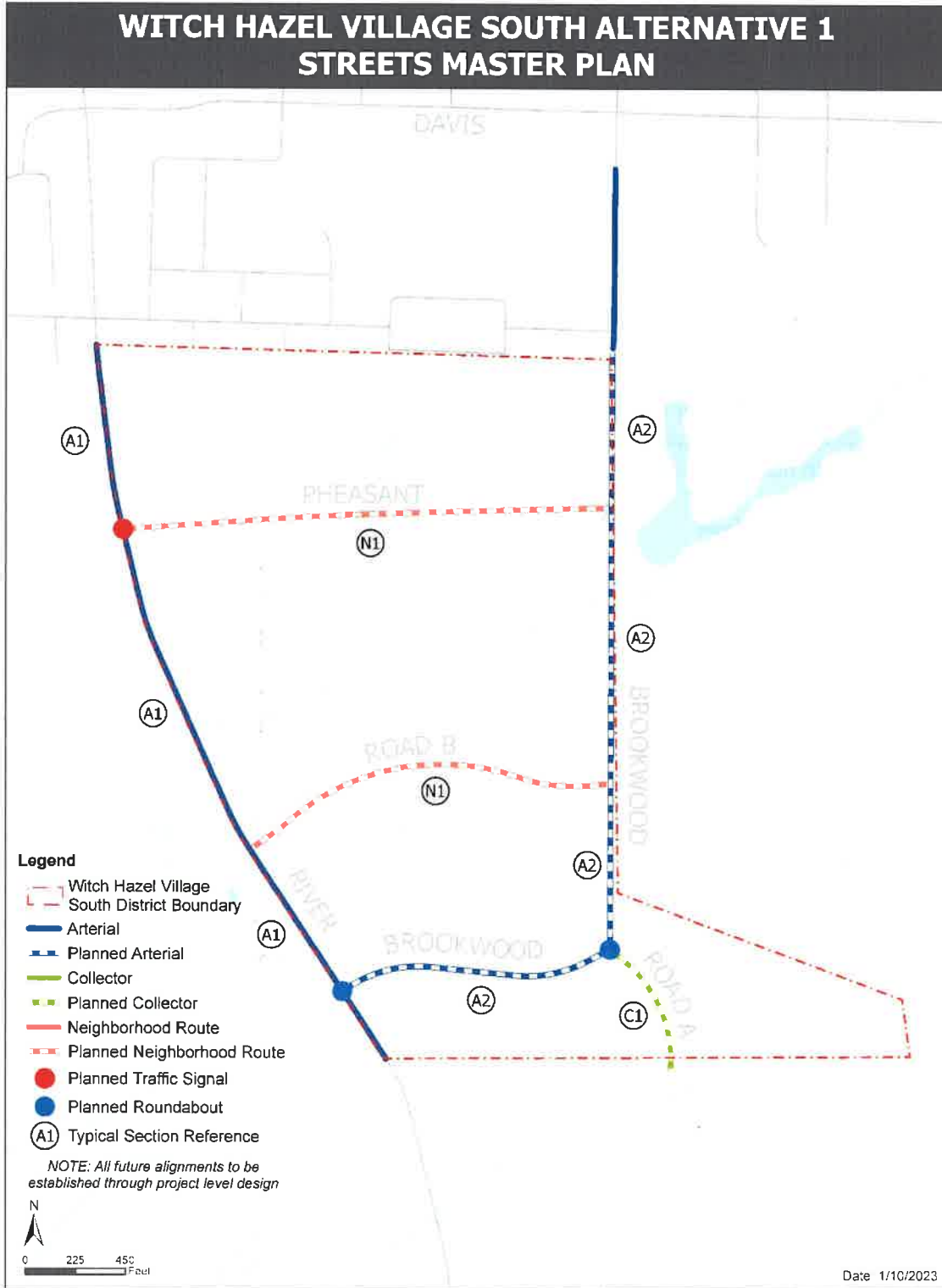


Figure 12.68.930-B WHVS Streets, Alternative 2

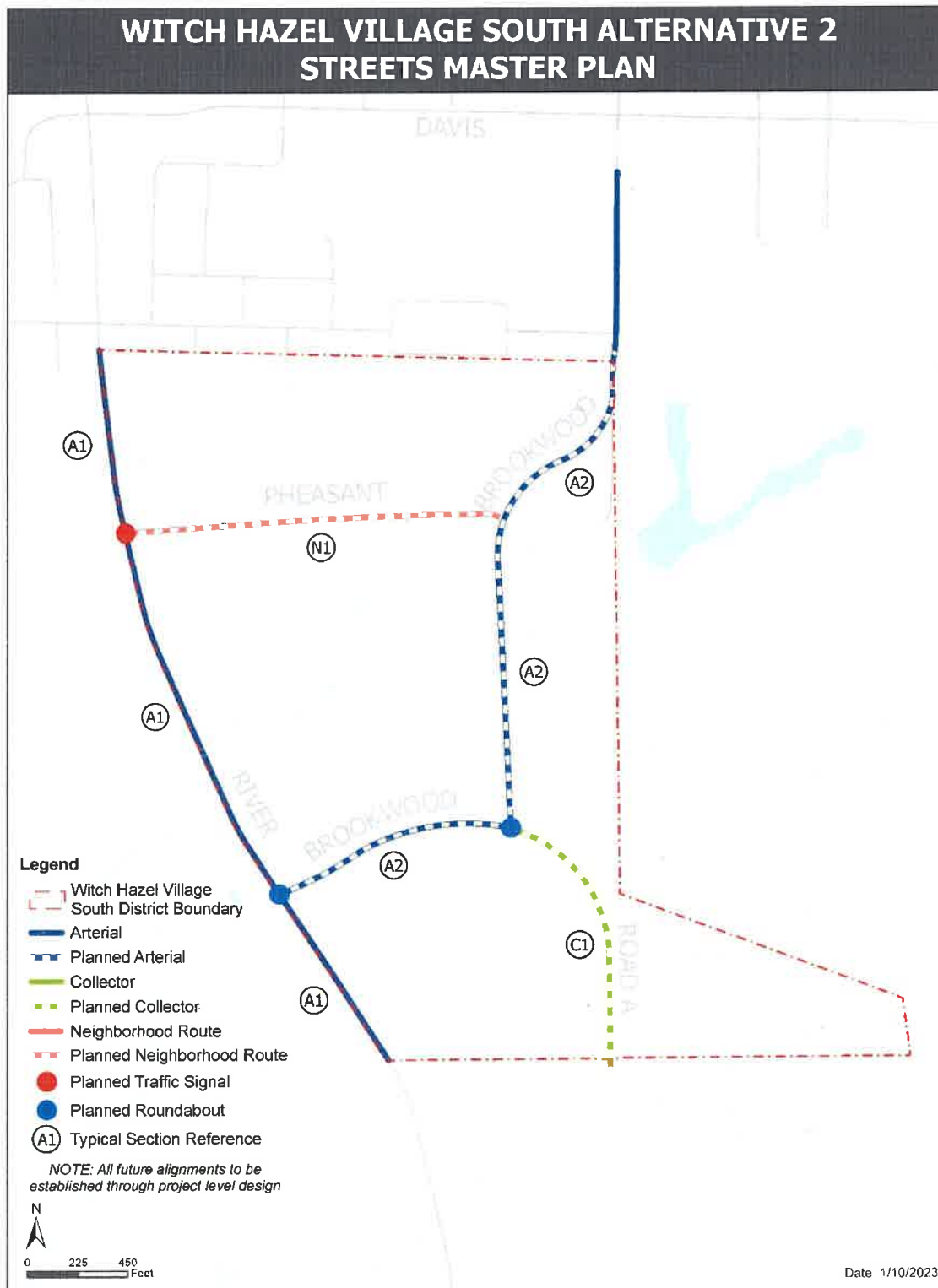


Figure 12.68.930-C Water System Master Plan, Alternative 1

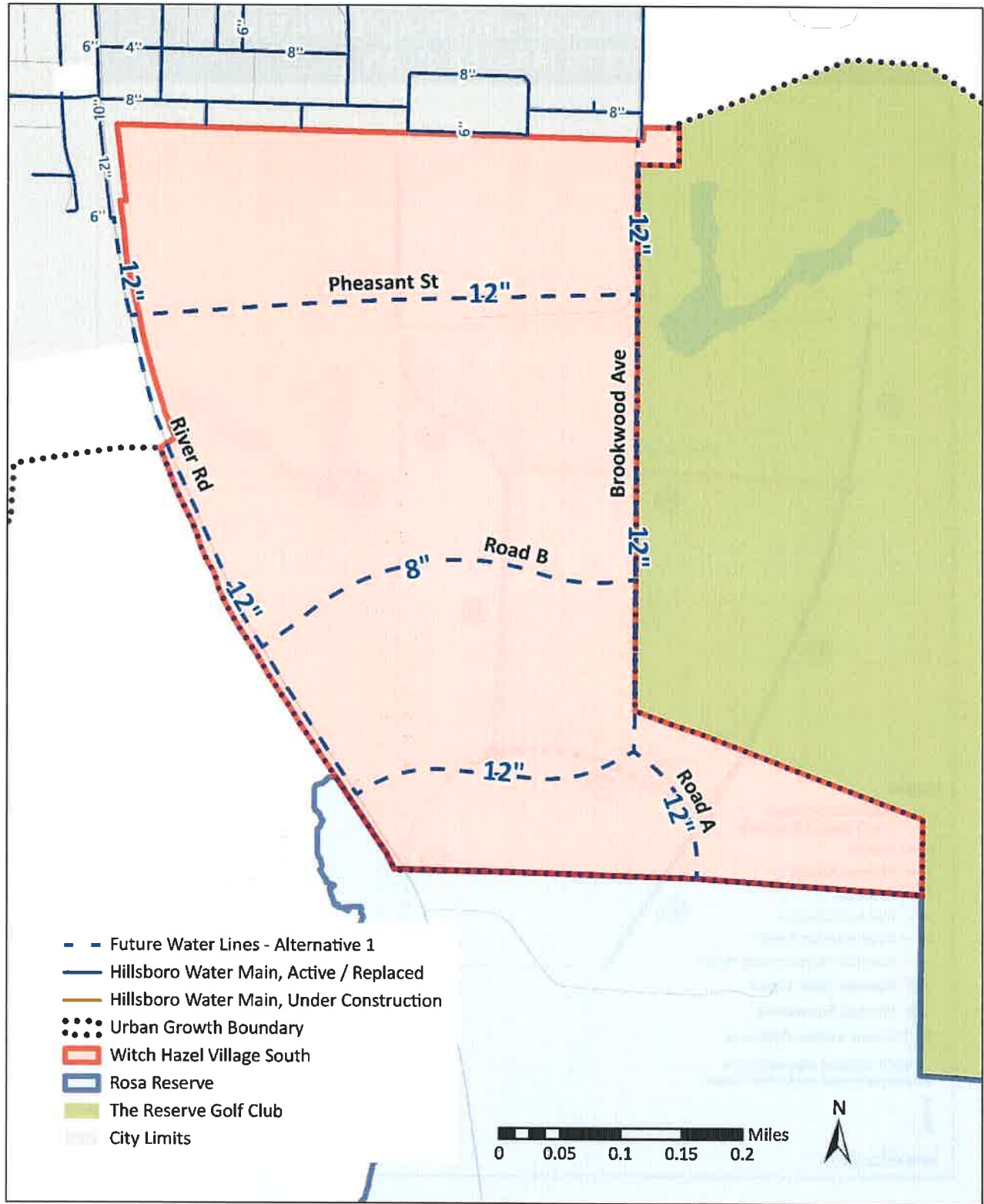


Figure 12.68.930-D Water System Master Plan, Alternative 2

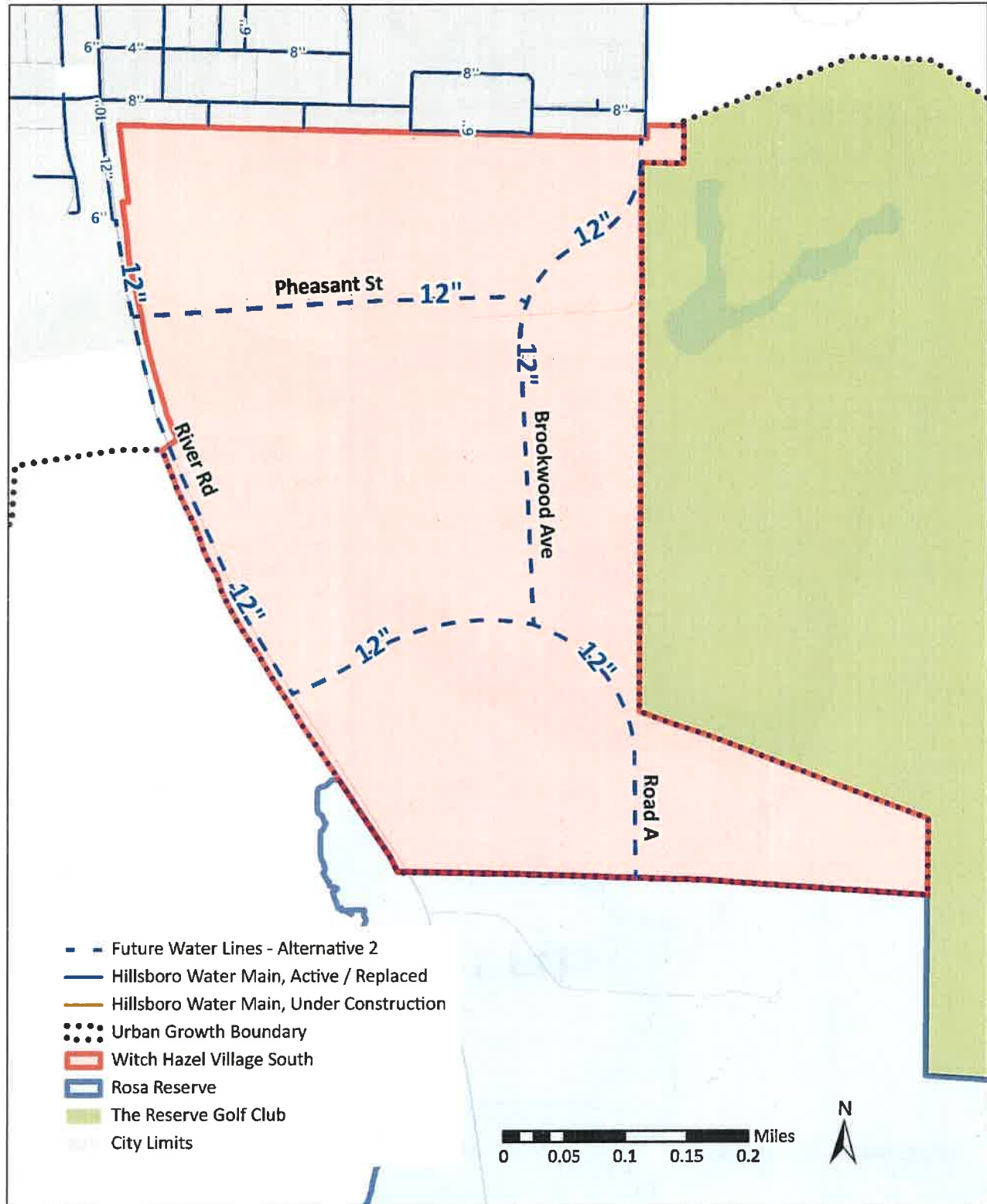


Figure 12.68.930-E Sanitary Sewer Master Plan, Alternative 1 Low (WHVS Only)

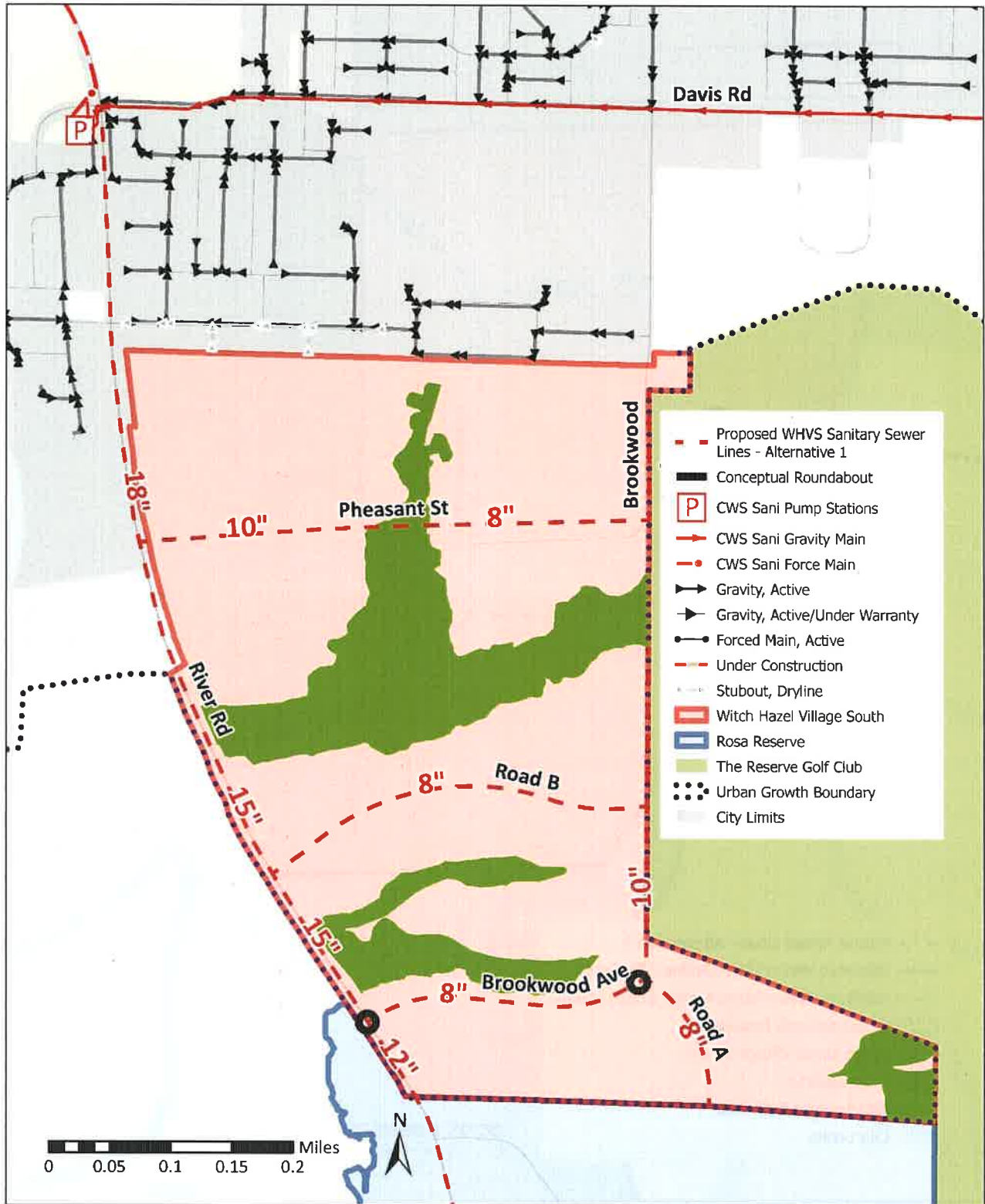


Figure 12.68.930-F Sanitary Sewer Master Plan, Alternative 2 Low (WHVS Only)

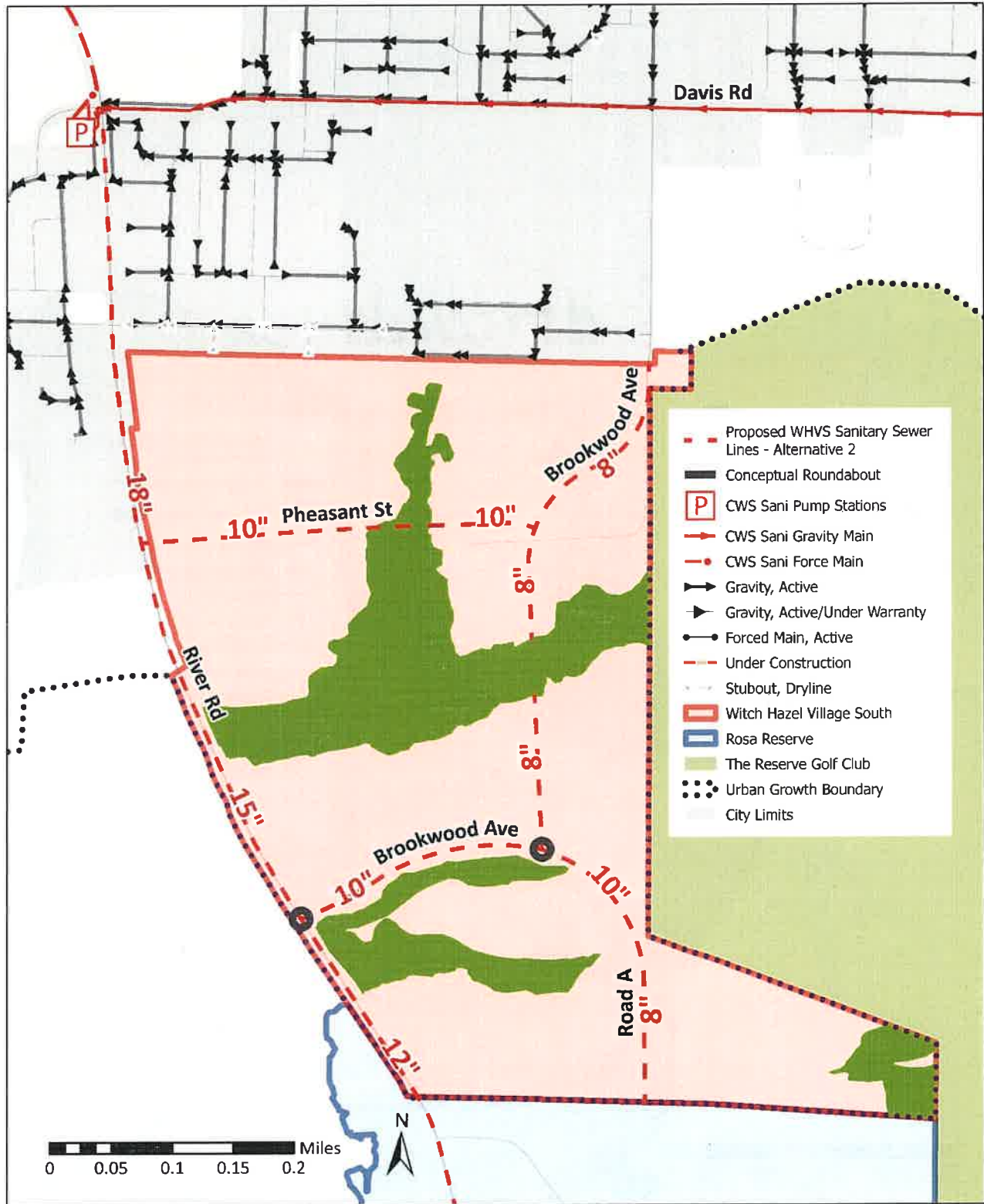


Figure 12.68.930-G Sanitary Sewer Master Plan, Alternative 1 High (WHVS and Rosa Reserve)



Figure 12.68.930-H Sanitary Sewer Master Plan, Alternative 2 High (WHVS and Rosa Reserve)

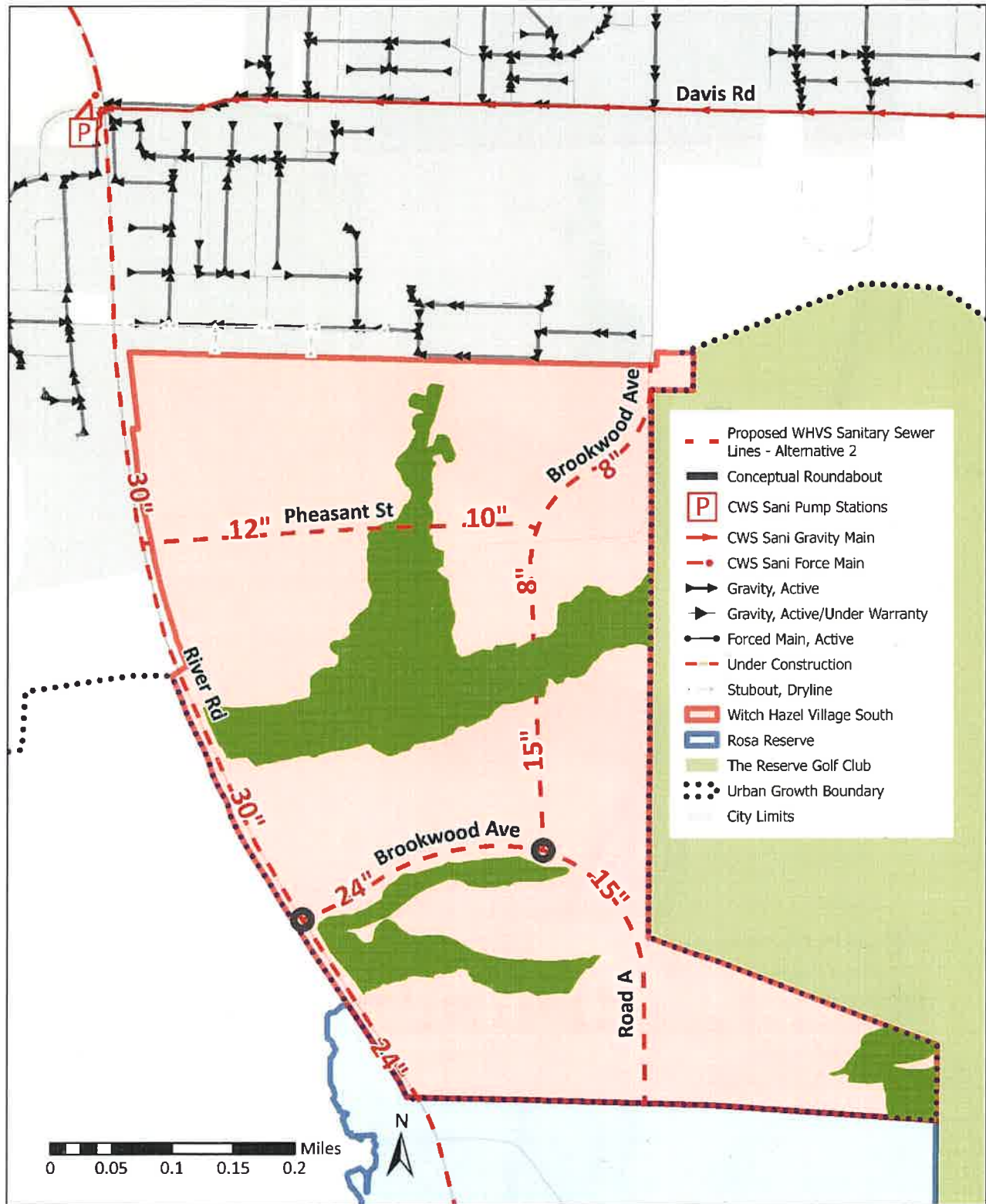


Figure 12.68.930-I Parks, Trails, and Open Space Mater Plan

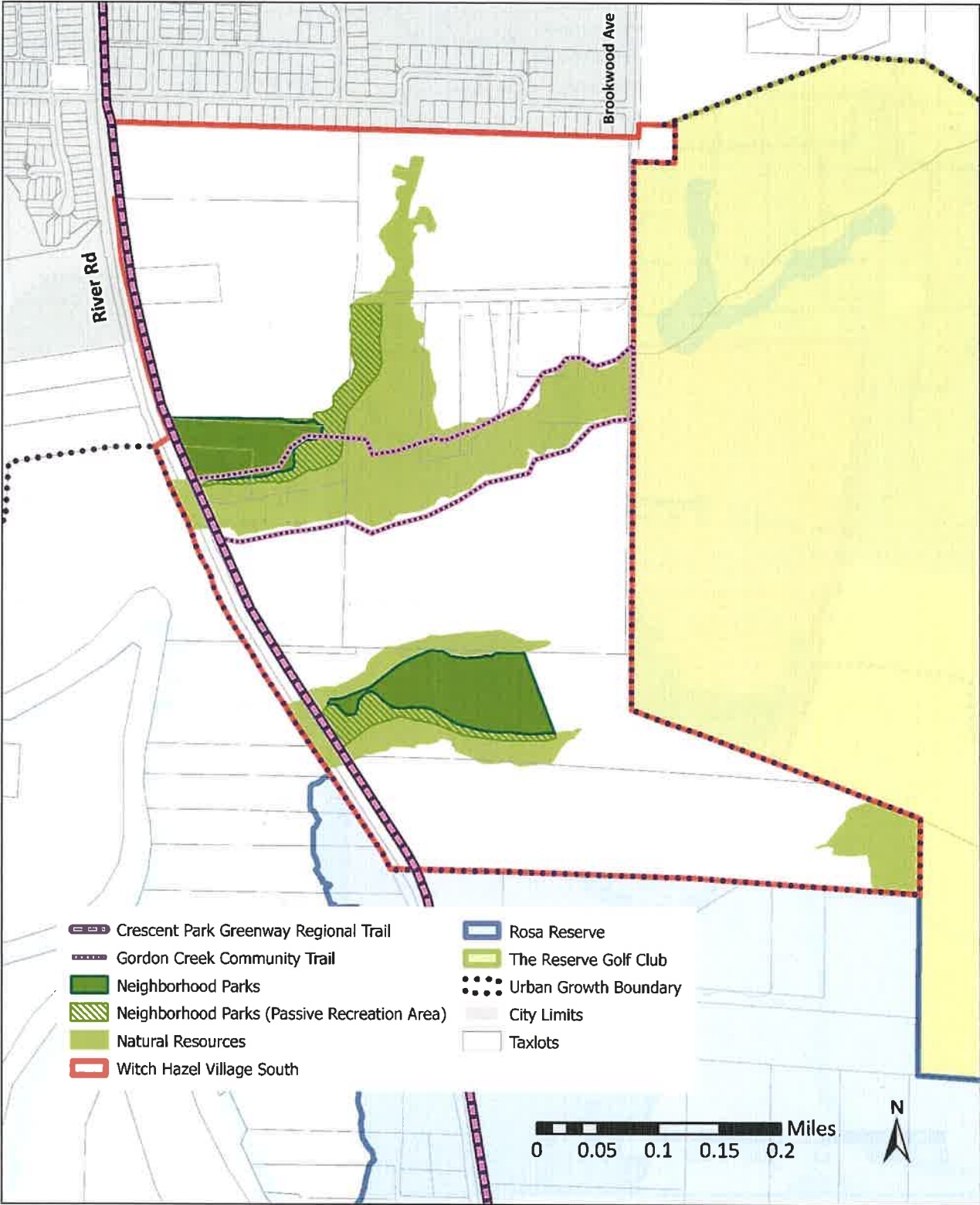
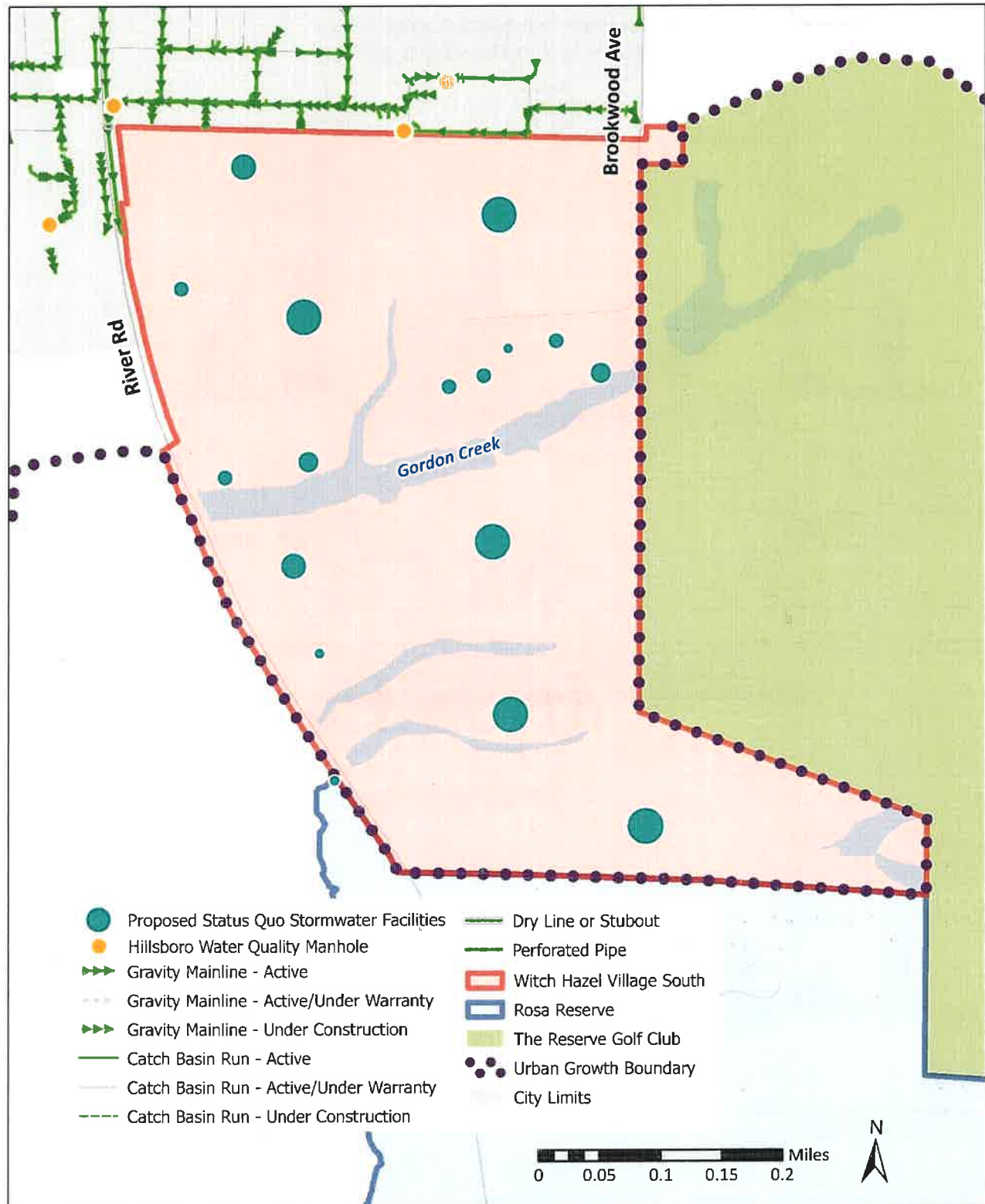
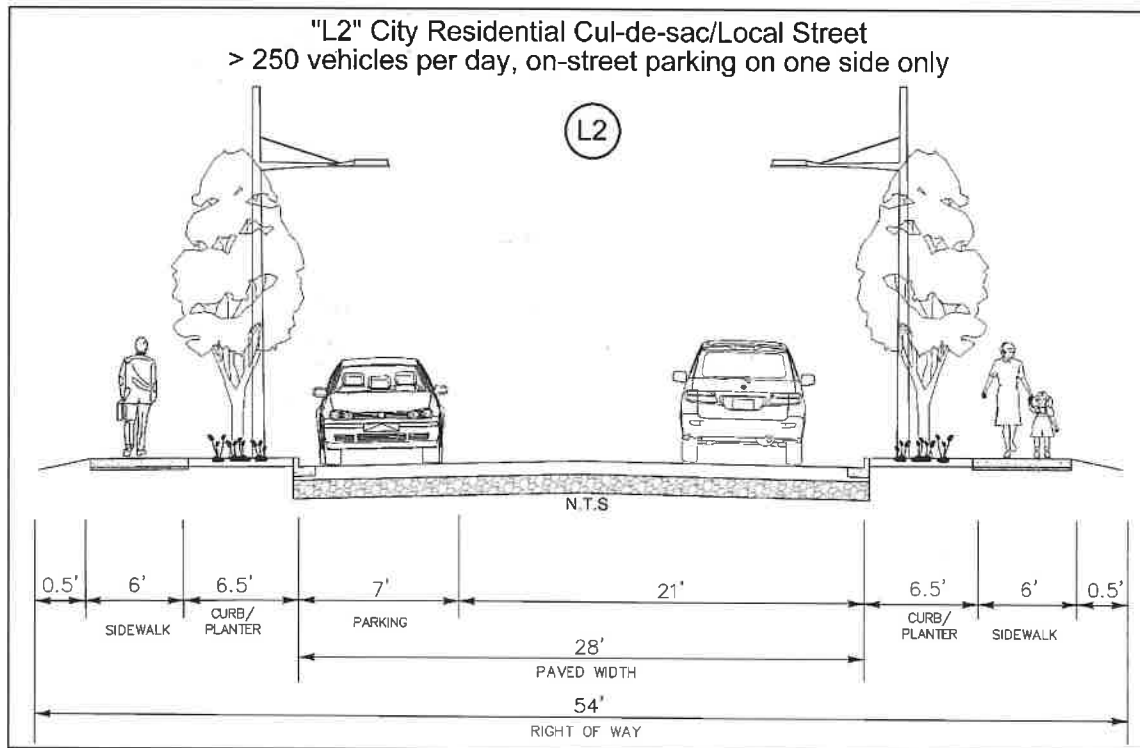
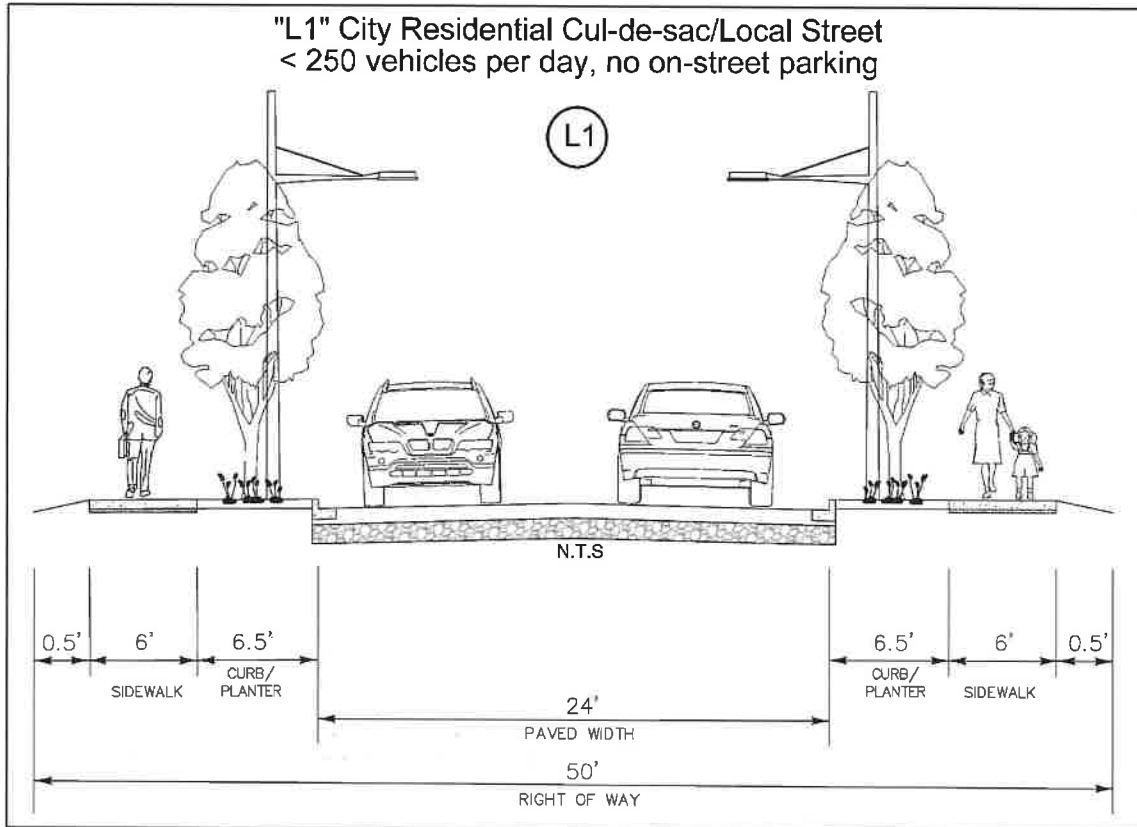
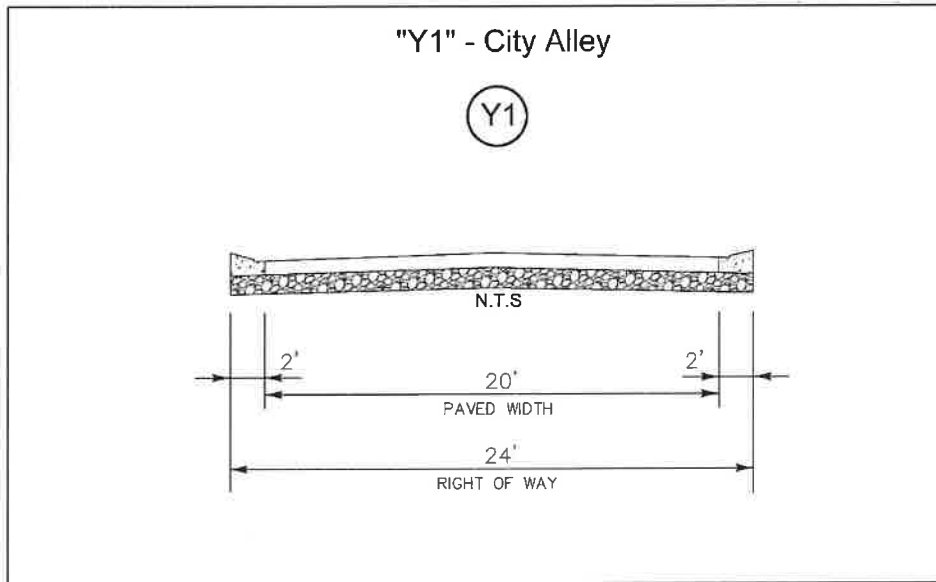
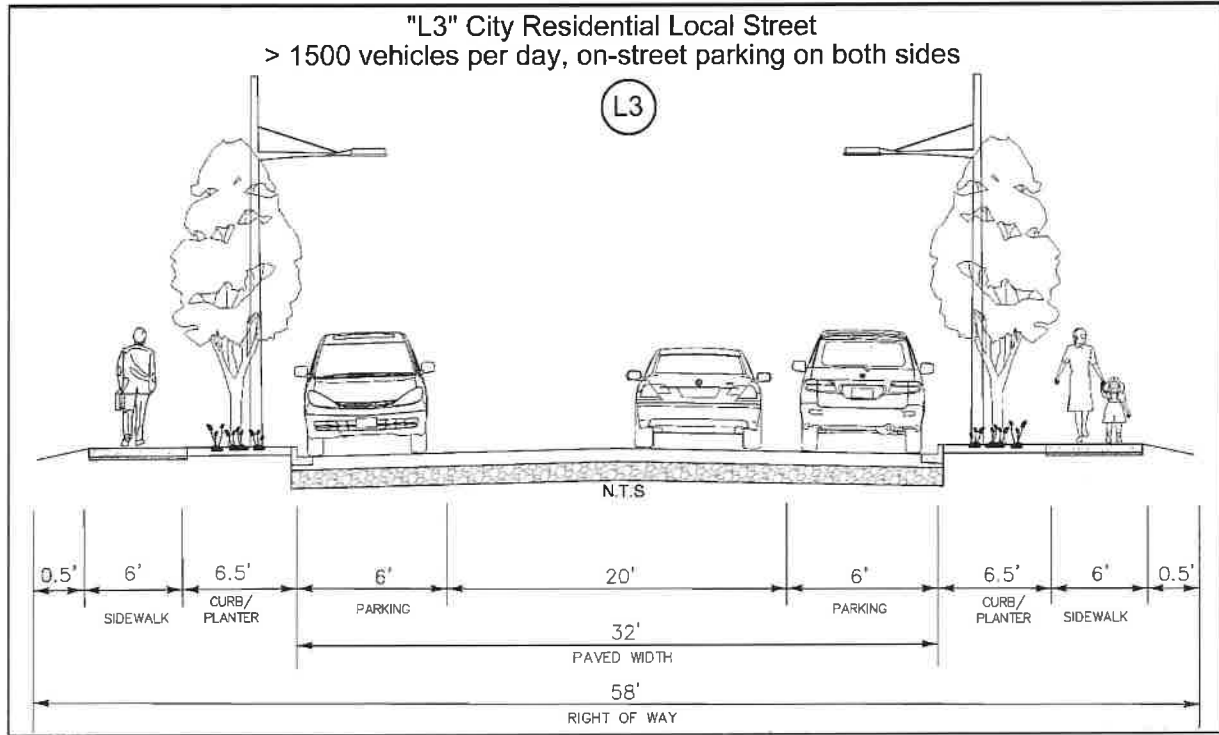


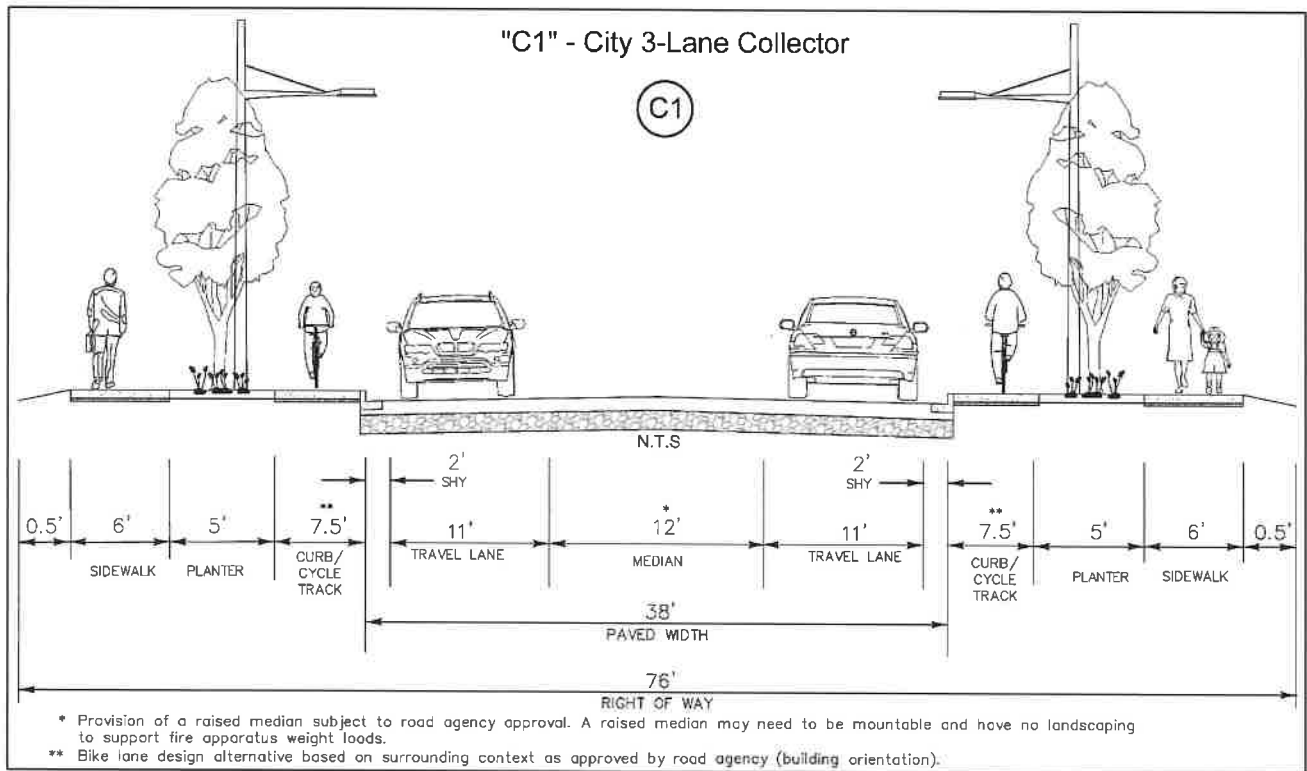
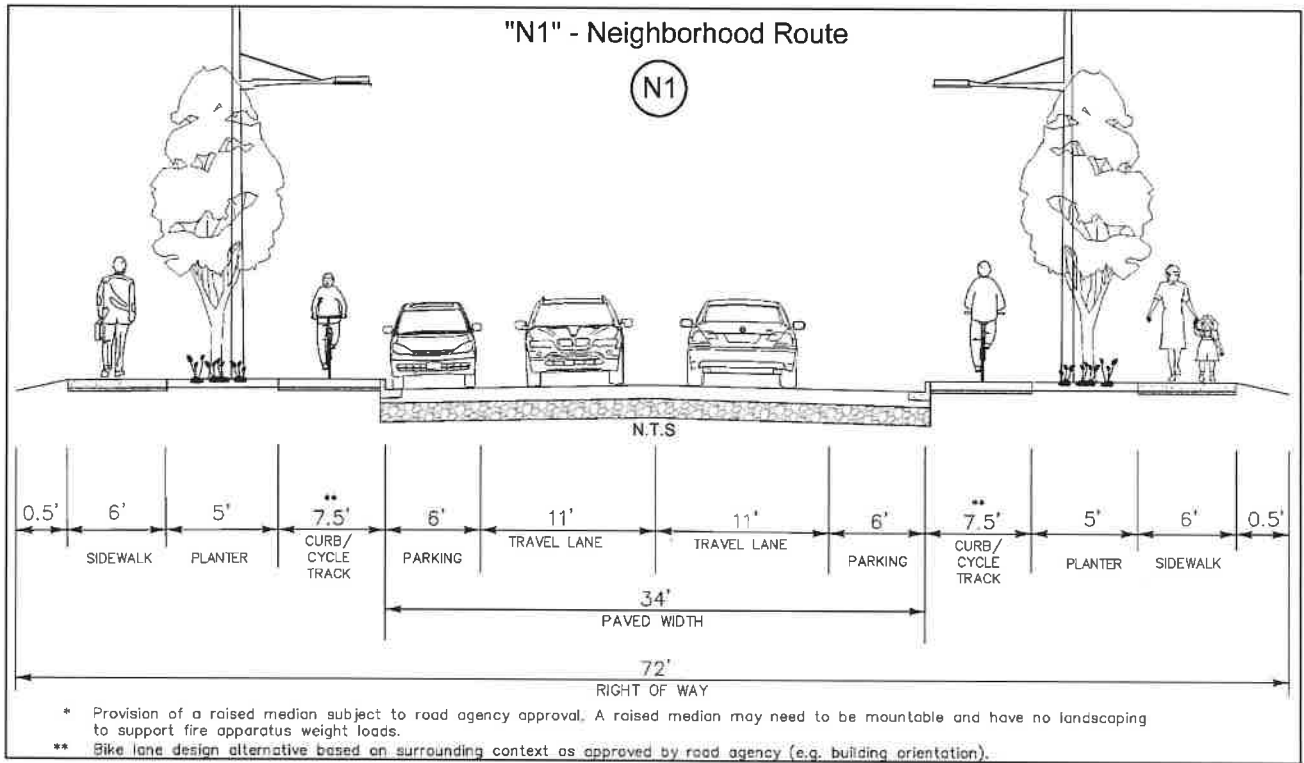
Figure 12.68.930-J Stormwater Master Plan, Status Quo Facilities



12.68.940 Street Cross-Sections







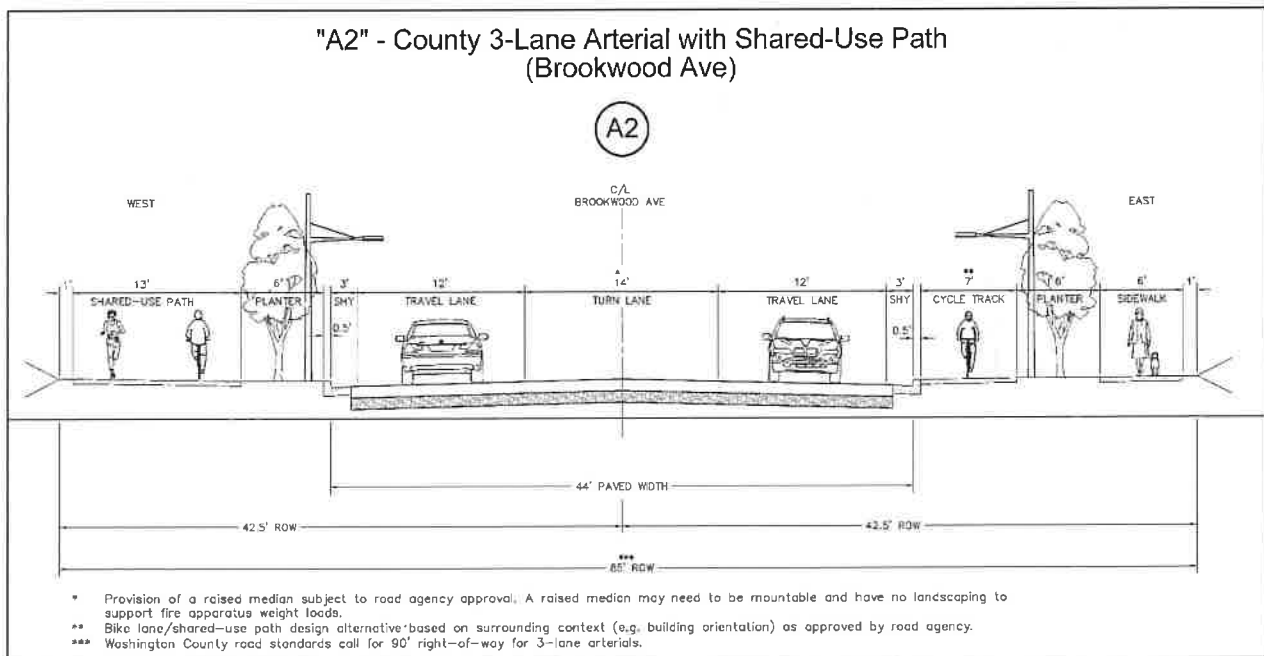
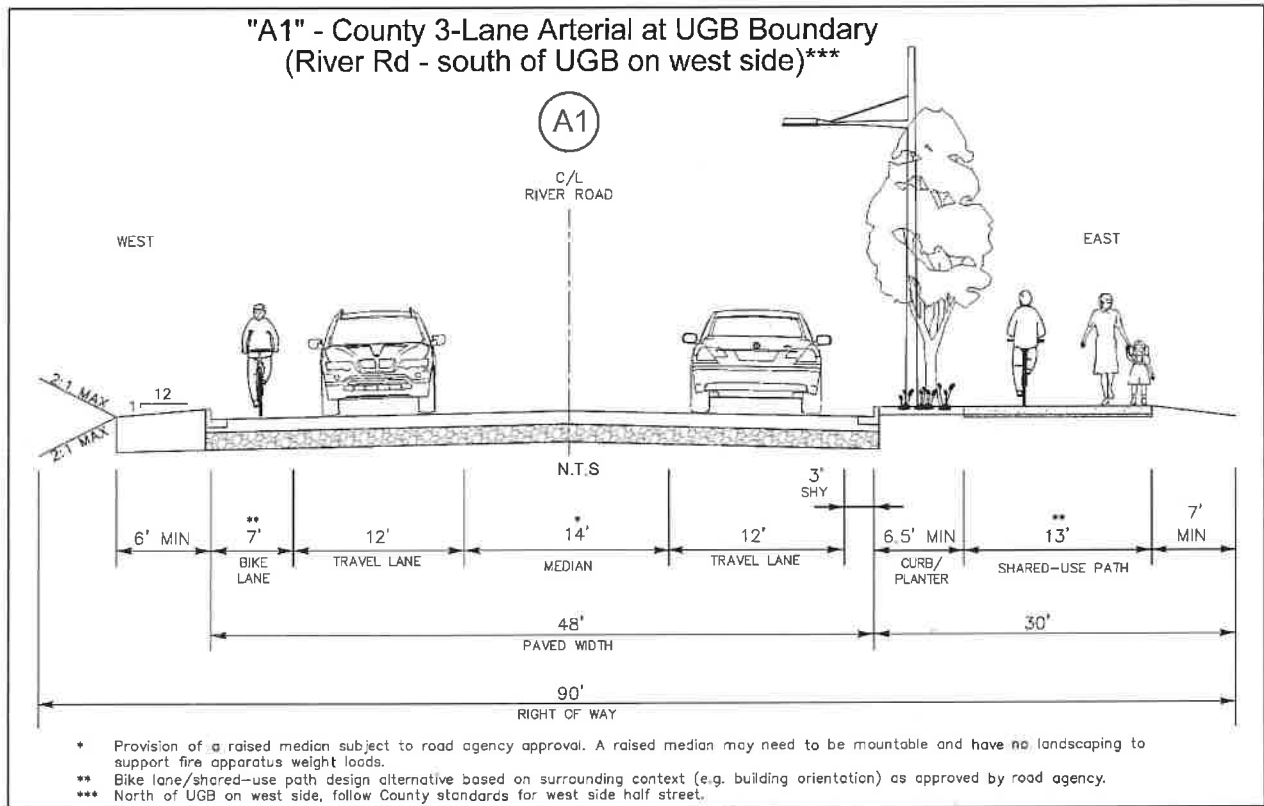


Exhibit B

FINDINGS OF FACT CASE FILE NO.: CDCA-003-22 WITCH HAZEL VILLAGE SOUTH PLAN DISTRICT

I. BACKGROUND INFORMATION AND SITE DESCRIPTION

The 150-acre Witch Hazel Village South (WHVS) expansion area was located in a 940-acre Urban Reserve and then brought into the Urban Growth Boundary (UGB) by Metro in December 2018. One 0.6-acre lot, located in the northeast corner of WHVS and on the east side of Brookwood Avenue, was brought into the UGB by Metro in 2002 following the 1999 UGB expansion for what is now the Witch Hazel Village neighborhood. This 0.6-acre lot was not included in the proposed Comprehensive Plan Amendments for Witch Hazel Village in the early 2000s and is included in the WHVS plan area.

WHVS is immediately south of the existing Witch Hazel Village neighborhood, west of The Reserve Golf Club and South Hillsboro neighborhood, east of River Road, and adjacent to the now 790-acre Urban Reserve (referred to as the “Rosa Reserve”). WHVS is distinguished from the Rosa Reserve because of its proximity to urban transportation infrastructure, utilities, and public services and because it is composed of multiple property owners who have worked cooperatively to support planning efforts for future urban development.

The WHVS area has relatively flat topography, ranging from an approximately 170-foot elevation in the northern portions of the site to an approximately 150-foot elevation in the southwestern corner. Gordon Creek flows from east to west through the middle of the WHVS area, creating a sloped riparian corridor through the center of the site. A short unnamed tributary to the Tualatin River runs through the southeast corner of the study area.

The WHVS Concept Plan prepared by the City from fall 2017 through spring 2018 provided a major step toward the urbanization of the WHVS area. The Concept Plan established preliminary land use patterns, transportation, utility, and public service needs for WHVS as well as higher level planning for the Rosa Reserve. A final draft Concept Plan was submitted to Metro for Title 11 compliance review and the finalized Concept Plan was submitted in a UGB expansion request packet to Metro in May 2018.

WHVS Community Planning began in spring 2021 and was another major step toward the area’s urbanization. The finalized WHVS Community Plan was developed over a 15-month period with input from WHVS property owners, neighboring property owners, a group of technical consultants, a technical advisory committee of intra and inter-agency staff, and other stakeholders. City staff met with the Hillsboro Planning Commission for three work sessions and City Council for one work session over the course of the planning effort to provide an update on project progress and receive input and further direction.

City Council adopted the Comprehensive Plan amendments including the Witch Hazel Village South Community Plan, following Planning Commission's recommendation, on November 15, 2022 (HCP-005-22).

Building on the foundation of the adopted WHVS Community Plan, the City has prepared updates to the Community Development Code (CDC) to include a new WHVS Plan District. Subchapter 12.68 in the CDC will include standards specific to this plan area that are meant to support and reinforce the goals, policies, and implementation measures found in the WHVS Community Plan in Comprehensive Plan Section 32. Specifically:

- A. Support development of a vibrant and dynamic residential community that includes opportunities for small-scale, neighborhood serving commercial uses
- B. Provide a wide range of housing types that are attainable to a diversity of households
- C. Facilitate connectivity for all modes of travel throughout the community
- D. Integrate and connect trees, open spaces, and natural areas with built spaces
- E. Support environmental sustainability and climate resiliency approaches
- F. Provide for orderly and efficient extension of public services, facilities, and utilities
- G. Provide a clear and objective permitting path for development to occur

As a new growth area in the city specifically designated for housing uses, the plan district can be used to implement the vision for the neighborhood and focus intentionally on a few prioritized policy areas. While existing plan districts with large residential components can be seen in AmberGlen and South Hillsboro, WHVS differs in its smaller geographic size, overall lower densities compared to development along a transit corridor like Orenco, and its sole focus on residential Comprehensive Plan designations.

City staff held Planning Commission work sessions on June 26, 2022 and October 19, 2022 to receive feedback on WHVS Plan District policy questions and draft language. Key policy topics discussed included: regulated affordable housing, residential design standards, visitability, off-street path connectivity, neighborhood commercial uses, natural resources, sustainability, public facilities, utilities, and services, and parks, trails, and open space. The project team presented the proposed CDC amendments to the public at a virtual community meeting on December 1, 2022.

II. PROCEDURAL REQUIREMENTS

The proposed amendments were initiated through approval of the Planning Commission Order No. 8402 on January 11, 2023 in accordance with 12.070.060(E). An affidavit to that effect is included in the case file. On January 25, 2023, the public hearing was postponed to a date certain on February 8, 2023 due to a lack of quorum. Notice of the public hearing was published in the January 5th and 12th editions of the *Forest Grove News Times* and *Hillsboro Tribune*, both newspapers of general circulation as required in CDC Section 12.70.060. Ballot Measure 56 notices were sent to all property owners within WHVS on January 3, 2023. In addition to the procedural requirements listed above, the City also mailed notification letters of the public hearing to all Witch Hazel Village neighborhood and Rosa Reserve property owners and emailed interested parties.

III. **APPLICABLE APPROVAL CRITERIA**

CDC Section 12.80.140.D specifies the approval criteria for a proposed Community Development Code Amendment (CDCA). The applicable criteria are as follows:

D. Approval Criteria. In order to approve a Text Amendment application, the Review Authority shall make findings of fact, based on evidence provided, that the following criteria are satisfied:

- 1. The CDCA addresses an issue or issues of concern on a variety of properties or conditions, and is not intended to resolve a property-specific or condition-specific situation;*

Finding: The City Council has approved amendments to the HCP, via HCP-005-22, which includes the addition of Section 32, the WHVS Community Plan. To implement the Community Plan goals, policies, and implementation measures, staff has proposed CDC amendments to create a WHVS Plan District. The proposed WHVS Plan District amendments will apply to all properties located within the WHVS plan area, as shown in the following section, found in Exhibit A:

12.68.020 Applicability

A. Plan District Boundary. The standards of this section apply only within the WHVS Plan District boundary as shown on Figure 12.68.020-A.

This Code standard ensures that none of the amendments are property-specific. This criterion is met.

- 2. The CDCA is consistent with relevant goals and policies of the Hillsboro Comprehensive Plan, any applicable Community Plans, and with the provisions of this Code;*

City of Hillsboro Comprehensive Plan

The Comprehensive Plan sets the land use goals and policies that guide Hillsboro’s future growth and development. The citywide plan acts as the foundation for the Community Development Code.

Section 32 Witch Hazel Village South

Many of the WHVS HCP amendment’s implementation measures speak directly to proposed WHVS Plan District CDC language as a tool to meet the plan area’s goals and policies (see below). Additional implementation measures will require tools and approaches beyond CDC Plan District amendments – *these are noted in italics.*

A) Ensure a mix of residential densities that allow for a variety of housing choices and provide a balance of ownership and rental opportunities.

B) Use the CDC’s citywide residential design standards to simplify development of market rate housing for a broad range of household income levels.

C) To reduce barriers for affordable housing development, pursue CDC adjustments in Medium Residential-1 (MR-1) and Medium Residential-2 (MR-2) zones such as maximum densities, building height, lot coverage, and usable open space requirements.

D) Explore incentives for residential developers to make remnant land parcels available for affordable housing.

E) Create CDC incentives to promote visitability and ensure a baseline of accessible features is provided to accommodate people living in or visiting the residence regardless of age or ability.

F) Create CDC incentives for off-street path connectivity between residential development, schools, parks, and other amenities.

G) Specify the location of the community plan area's trails, open space, and two neighborhood parks to meet the City's park system level of service.

H) Preserve the significant forest resources within the community plan area as amenities for nearby residents.

I) Create CDC incentives for integrated stormwater and natural resource facilities that provide accessible open space opportunities.

J) Explore opportunities to create CDC incentives for unified residential architectural and site design.

K) Allow integrated small-scale, neighborhood-serving commercial uses within the community plan area.

L) Ensure six-foot wide landscape strips along local streets, and require the planting of larger street trees, for better shading and cooling and to support health and promote community beautification.

M) Establish CDC requirements for solar access and lot orientation for new land divisions.

N) Promote residential high-performance building and energy conserving features similar to approach in the South Hillsboro community plan area.

O) Promote opportunities for development to irrigate landscaping with the water reuse line planned to be extended east of River Road.

P) Ensure provision of public facilities, utilities and services prior to or concurrent with urban development.

Q) Ensure residential development adequately contributes to funding the necessary extension of public facilities, utilities, and services.

Finding: The WHVS Community Plan implementation measures above translate directly into several code provisions in the WHVS Plan District. The table below shows the connections between a topic area, the corresponding implementation measures, and the relevant code reference. These connections reiterate the Plan District’s evolution from and support the principles and policies of the WHVS Community Plan and the broader Hillsboro Comprehensive Plan.

Topic Area	Implementation Measure	Code Reference	Notes
Regulated Affordable Housing	A	12.68.020	WHVS Plan District Comprehensive Plan designations include RL, RM, RH which provides for a wide range of housing densities and type through the implementing zones of MR-1, MR-2, R-4.5, R-6, R-7, R-8.5, and R-10.
	C	12.68.110.B 12.68.320.A 12.68.330	<p>Design exceptions to reduce barriers for regulated affordable housing development in MR-1 and MR-2 zones:</p> <ul style="list-style-type: none"> - Max lot coverage for multi-dwelling structures may be increased to 75% - No maximum density for developments that are 100% regulated affordable housing - Max density for mixed-income projects: <ul style="list-style-type: none"> o In MR-1: 32 du/na o In MR-2: 42.5 du/na - Max building height for multi-dwelling structures <ul style="list-style-type: none"> o In MR-1: 5 stories o In MR-2: 6 stories <p>Parking reductions and exemptions</p> <ul style="list-style-type: none"> - Reductions for age-restricted housing and housing for handicapped individuals <p>Exemptions from minimum off-street parking requirement for regulated affordable housing</p>
Residential Design Standards	B	12.68.700	Using city-wide residential design standards to meet implementation measure of simplifying development of market rate housing for a broad range of household income levels

<p>Visitability¹</p>	<p>E</p>	<p>12.68.110.C 12.68.710.A</p>	<p>Provisions to develop visitable units are encouraged, but are not mandatory</p> <p>Incentives for visitable units</p> <ul style="list-style-type: none"> - Reduced setbacks – minimum front building setback may be reduced to 10 feet - Lot coverage – Maximum lot coverage may be increased to 55% for interior lots and 60% on corner lots - Density bonus – for new residential subdivisions that include one or more visitable unit, a density bonus of one additional unit (above the established maximum density) may be developed, up to 150% of the max density of the underlying zone - Minimum off-street parking for multi-family residential, residential services, or group living uses may be reduced by 50% for each structure in which at least 80% of the units are restricted to occupancy by persons over 55 years of age or where at least 80% of the units are restricted to occupancy by persons meeting the Federal Housing Administration definition of “handicapped” individuals <p>Design standards</p> <ul style="list-style-type: none"> - If visitable units are constructed, they must meet specific design standards to be eligible for incentives, without adjustments
<p>Off-Street Path Connectivity</p>	<p>F</p>	<p>12.68.420 12.68.520</p>	<p>Staff exploring incentives for off-street multi-use path between residential development, schools, parks, and other amenities in lieu of full street connections</p> <p>Street connectivity and access standards around block length, perimeter, and orientation included in the plan district</p>

¹ Accessible features to accommodate people living in or visiting the residence regardless of age or ability.

Neighborhood Commercial Uses	K	12.68.110.A 12.68.330.B 12.68.800	<ul style="list-style-type: none"> - Additional allowances for commercial uses on a limited scale to be permitted outright throughout the plan area - Uses limited to eating and drinking establishments, office, retail products and services (except marijuana retail, minor assembly facilities, and drive-thru services) - Establishments can exist either in stand-alone or mixed-use buildings, but are limited to no more than 5,000 sf of gross floor area per building - Exempt from minimum off-street parking requirements - Simplified design standards in 12.68.800 that are intended to supersede 12.50.800-890
Natural Resources	H	12.68.230	<p>Tree preservation</p> <ul style="list-style-type: none"> - Tree preservation standards will follow those in the 12.50.230 - SNRO standards will apply to identified significant forest and wetland resources
	I	12.68.640	<p>Stormwater facilities and natural resources integration</p> <ul style="list-style-type: none"> - Current proposed standards in 12.68.640 allow stormwater facilities to count towards applicable open space requirements if they are integrated with natural resource areas or provide a community amenity that meets a list of required components
Sustainability	L	12.68.560 12.68.930	<ul style="list-style-type: none"> - WHVS street tree list with standard for street tree variety to promote greater resiliency - Require wider planter strips on local roads for larger street trees <ul style="list-style-type: none"> o Plan District includes cross-section diagrams for local roads
	M	12.68.270	<p>Solar access standards for Type II and Type III development applications</p> <ul style="list-style-type: none"> - Cases for exceptions and exemptions provided in Plan District

Public Facilities, Utilities, Services	P, Q	12.68.030 12.68.040 12.68.910 12.68.920 12.68.930 12.68.940	<ul style="list-style-type: none"> - Plan District includes requirements for annexation and development agreements - Development in WHVS must demonstrate compliance with the Public Facility Master Plan and the type, location, and size of public facilities as shown in the Community Plan maps in Section 12.68.920 - Development in WHVS must demonstrate compliance with Transportation Studies requirements, street cross-sections, and Transportation System Plan figures and maps.
Parks, Trails and Open Space	G	12.68.920	<ul style="list-style-type: none"> - Maps indicating the location and extent of parks, trails, open space improvements within WHVS are included in Section 12.68.920 - Generally, the locations will mirror those shown in the WHVS Community Plan

Section 1 Public Involvement – Applicable Goals

- *Engagement – Implement and maintain a comprehensive public information and involvement program to spread outreach and engagement in land use and transportation-related projects, decisions, and initiatives*
- *Inclusion – Respect and cultivate community diversity and wisdom through inclusive, meaningful, and innovative community participation*
- *Accountability – Ensure accountability in City processes and decisions*

Finding: Public Involvement Goals 1 through 3, along with their related policies addressing engagement, inclusion, and accountability, encourage the City to provide accessible information, ensure diverse engagement, and establish transparency in planning projects, decisions, and initiatives.

Since the start of the WHVS Comprehensive Planning project in spring 2021, City staff has led community engagement with all property owners within WHVS, the Witch Hazel Village neighborhood to the north of WHVS, and the Rosa Reserve to understand their perspectives on the project goals and proposed plan elements. The CDCA follows the goals, policies, and implementation members approved through the WHVS Community Plan. Community feedback received during the development of the Community Plan has also influenced the evolution of the plan district language. Beyond the community engagement activities done for the Concept and Comprehensive Plans, the Plan District has included the following efforts:

- City staff shared project updates at key stages of the project through email updates, website updates, and social media posts

- Two work sessions with the Planning Commission held on June 26, 2022 and October 19, 2022 to receive direction on WHVS Plan District policy questions and draft language
- On December 1, 2022, a virtual community meeting was held to present and discuss the draft CDC amendments. Prior to the project's community meeting, City staff mailed meeting invitations to all WHVS property owners, over 1,200 property owners within the Witch Hazel Village neighborhood, and approximately 100 property owners in the Rosa Reserve.
- On January 6, 2023, a draft version of the proposed CDC amendments was made available to the public on the project web page.
- Input received from stakeholders, community members, and the Planning Commission was incorporated into revisions to draft CDC text amendments.
- A notice of the proposed CDC text amendments (Case File No.: CDCA-003-22) was issued to DLCD and to Metro on December 21, 2022, at least 35 days before the first evidentiary hearing, in accordance with OAR 660-018-0020 and CDC Section 12.70.060.
- Notice of the public hearing was published in the January 5th and January 12th editions of the Hillsboro Tribune and the Forest Grove News-Times. These notices informed the public that the amendments would be considered during the January 25, 2023 Planning Commission public hearing, consistent with the legislative hearing notice requirements of CDC Section 12.70.060. On January 25, 2023, the public hearing was postponed to a date certain on February 8, 2023 due to a lack of quorum.
- On January 3, 2023, a Ballot Measure 56 notice was mailed to all property owners within the WHVS Plan District
- A staff report concerning the proposed CDC text amendments (Case File No.: CDCA-003-22) was posted on the City's website on January 18th, 2023, which was at least seven days before the first evidentiary public hearing.
- Through the notification and public hearing process, all interested parties are afforded the opportunity to review proposed CDC text amendments, comment on the proposal, attend the public hearings, and decisionmakers can consider testimony as they recommend or decide on the final amendments.

By providing information about the WHVS project on the City's web page, through email updates, in social media posts, and in virtual community meetings, the City provided information to the public in a range of accessible formats. The notification and public hearing processes have been consistent with the City's established processes for legislative hearings, and all public documents have been made accessible, thereby promoting consistency and accountability in City processes and decisions.

Section 2 Design & Development – Applicable Goals

- *Places – Build compact, walkable places with distinct identities and design characteristics*
- *Character – Develop an urban design framework that reflects the unique character of each Hillsboro design type designation while protecting existing residential neighborhoods and ensuring urban design coherence citywide*

- *Public Realm – Plan, develop, and maintain an active public realm that enriches the lives and health of the community*
- *Sustainability – Use urban design as a sustainability tool*

Finding:

Within WHVS, Goals A and B highlighting the importance of walkable places and unique neighborhood character are addressed through the plan district in its purpose statement and several Comprehensive Plan implementation measures.

Urban design coherence is reinforced through the simplified residential design standards in the plan district that reflect the citywide standards, seen through Implementation Measure B.

The importance of the public realm is acknowledged through implementation measures and plan district code language that support off-street path connectivity, the preservation of forest resources as neighborhood amenities, incentives for integrated stormwater and natural resource facilities that can also be used as accessible open space, and the integration of small-scale commercial uses within the plan area.

Additionally, sustainability is addressed through urban design standards regarding solar orientation and access, wider landscape strips to support larger tree species, integrated stormwater, and connected pathways for non-vehicular travel.

Section 4 Housing – Applicable Goals

- *Housing Choice – Provide opportunities for the development of a variety of housing choices that meet the needs and preferences of current and future households*
- *Affordability – Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels*
- *Livability – Foster connected, vibrant districts and neighborhoods that serve the daily needs of residents that are safely accessible by walking, biking, transit, or short commute*
- *Supply – Ensure that the City has an adequate housing supply with enough land to support the community’s growth*
- *Sustainability - Encourage sustainable practices in planning and developing housing*

Finding:

Housing Choice: The range of Comprehensive Plan designations (Low Density Residential, Medium Density Residential, and High Density Residential) within WHVS allow for a wide variety of housing types - including single detached, middle housing, multi-dwelling homes, and ADUs. This variety of housing types will provide a balance of ownership and rental opportunities as well, described through Implementation Measure A.

(A) Ensure a mix of residential densities that allow for a variety of housing choices and provide a balance of ownership and rental opportunities.

In order to provide a wide range of housing densities and types, the Comprehensive plan designations chosen for WHVS can be implemented by a wide range of zones, from R-10 to

MR-2. The recent code updates from Housing Hillsboro also means that middle housing types and ADUs will be permitted outright in this area. Apartments will also be allowed in any of the higher density zones.

Affordability: Affordability goals within WHVS are addressed through implementation measures regarding simplification of residential design standards and reducing barriers for regulated affordable housing development.

(B) Use the Community Development Code's citywide residential design standards to simplify development of market rate housing for a broader range of household income levels.

The heart of this implementation measure and corresponding code standards is to simplify development for both the interested developer and development services staff. The citywide residential design standards were closely examined and refined during the Housing Hillsboro project and the CDC amendments defer back to those as much as possible in the WHVS Plan District.

(C) To reduce barriers for affordable housing development, pursue Community Development Code adjustments in Medium Residential-1 (MR-1) and Medium Residential-2 (MR-2) zones such as maximum densities, building height, lot coverage, and usable open space requirements.

Affordability is a recurring priority of both the Planning Commission and City Council. Although changes to the code cannot solve every barrier to affordable housing development, the intent here is to address a few site and design standards that could help facilitate this development. The proposed Plan District language goes beyond legislative requirements of Senate Bill 8 to encourage/further reduce barriers for regulated affordable housing developers. WHVS will act as a pilot project area to test how effective these regulatory incentives are in producing a variety of affordable housing stock with the potential to expand these types of incentives throughout Hillsboro.

Livability: A policy priority within WHVS is providing incentives to promote visitable units. A visitable unit is one that includes accessible features to accommodate people living in or visiting the residence regardless of age or ability. This means that residents can age in place and that WHVS is a neighborhood that can welcome residents and visitors of all ages and abilities.

(E) Create Community Development Code incentives to promote visitability and ensure a baseline of accessible features is provided to accommodate people living in or visiting the residence regardless of age or ability.

The plan district lays out specific design standards for constructed units to be considered visitable and thus eligible for incentives. The incentives proposed in the plan district include reduced front building setbacks, a density bonus, and potential adjustments to off-street parking requirements.

Supply: The primary reason for expanding the Urban Growth Boundary to include the WHVS area is to increase housing supply in the Hillsboro community. WHVS is planned to accommodate a range of 1,068 – 1,348 new housing units, depending on the desired implementing zones and development intensity, exceeding the minimum requirement set by Metro of 850 homes in the plan area. Most of the 150 acres of the plan area have been given residential Comprehensive Plan designations.

Sustainability: Several community plan implementation measures support sustainability goals within WHVS.

Residential design standards will require that lots are oriented to optimize solar access as the building code already requires that homes are solar ready. Exceptions to this standard are written into the code to relieve any cost burden for homes that cannot feasibly support solar power.

M) Establish CDC requirements for solar access and lot orientation for new land divisions.

Section 6 Parks & Recreation – Applicable Goals

- *Opportunities – Plan, develop, and enhance recreation opportunities to meet the needs of community members of all ages, abilities, cultures, and incomes*
- *Connectivity – Create a citywide network of safe, interconnected recreation opportunities*
- *Ecology – Strive for recreation opportunities that preserve and promote ecological health*
- *Funding – Facilitate funding for land acquisition, recreation development, operations, and maintenance*

Finding: One neighborhood park is anticipated to be just north of, and adjacent to, the Gordon Creek resource/open space corridor, with primary access points into the park from the Crescent Park Greenway and the extensions of Pheasant Street and future collector Road A. This park would support a range of passive and active recreational uses and provide access to and continuity with the open space corridor along Gordon Creek. This park would be well inside the half-mile radius of residents in WHVS and would be within a short walk (eight minutes or less) of most residents in the northern half of the study area.

A second park is anticipated south of Gordon Creek, tucked between two open space corridors. Access to this park would be from the Crescent Park Greenway (discussed below) or from the extension of future collector Road A or potentially the east-west neighborhood route Road B shown in roadway alignment alternative 1. This park is expected to have typical neighborhood park features but less formal programming and more passive recreation space. It will also provide continuity with and access to the natural open space areas on either side of it. This park is also well within the half-mile level of service radius of WHVS residents and can be accessed via a short walk by residents in the southern half of the study area.

There are two trails planned through WHVS. The Gordon Creek Greenway and Trail will serve as a community trail. This Greenway and Trail will follow a similar structure as other future greenways and trails. Trail facilities will occur on both sides of the stream corridor, with one side providing a hard- surface trail for users of all abilities and a low- stress route for commuters. The

opposite side will provide local users with opportunities for looping via gravel or another soft-surface trail typology.

Hillsboro's Crescent Park Greenway, including a Regional Trail, is to be extended over the coming decades from the Gordon Faber Recreation Complex west through North Hillsboro, along the western edge of the City, and then eastward towards South Hillsboro. The Crescent Park Greenway will have an on-street trail connection extending on the east side of future River Road improvements from the Witch Hazel Village neighborhood alongside WHVS and the Rosa Reserve to Butternut Creek. The Greenway, an easement or possibly included in the River Road right-of-way, would be 30 feet wide to provide landscape buffering between River Road and the Trail in order to mitigate noise, proximity, views, and potential contact between vehicular traffic and pedestrian and bicyclist movement.

The Plan District includes maps that will indicate the location and extent of parks, trails, and greenways that mirror those presented in the Community Plan. Staff will ensure that these amenities are implemented in development, while still allowing necessary flexibility, especially since the PUD process is no longer required.

All planning within WHVS is happening alongside thorough funding strategies that outline the responsibilities of both the City and the developer. The funding approach for these parks and trails is laid out in the Community Plan and will be a combination of sources, including the Parks System Development Charge, annexation agreements, or in some cases, development agreements as an alternative.

Section 7 Urbanization – Applicable Goals

- *Growth – Accommodate long-range population and employment growth within the Hillsboro Planning Area*
- *Consistency – Ensure local planning consistency with the region and the state*
- *Inclusivity – Plan, develop, and enhance the urban built environment to meet the needs of community members of all ages, abilities, cultures, and incomes*
- *Facilities and Services – Provide for the orderly and efficient extension of public facilities, utilities, and services*
- *Edge Compatibility – Enhance compatibility between urban uses and agricultural and forest uses on adjacent land outside the Urban Growth Boundary*

Finding: The WHVS Community Plan provides for an orderly and efficient transition of land from rural to urban uses and establishes areas designed to accommodate a range of residential uses compatible with surrounding Witch Hazel Village and South Hillsboro neighborhoods.

The following implementation measures from the WHVS Community Plan under Goal 7: Public Facilities, Utilities & Services provide for the orderly and efficient extension of public facilities, utilities, and services.

(P) Ensure provision of public facilities, utilities and services prior to or concurrent with urban development.

(Q) Ensure residential development adequately contributes to funding the necessary extension of public facilities, utilities, and services.

The Plan District will include maps for utilities and public facilities, like those shown in the Community Plan. Public utilities and site grading standards will follow the existing citywide design and development standards in 12.50. The Plan District will also outline the terms of compliance for transportation, as shown in the TSP, through cross-sections and intersection improvements listed in Section 12.68.940. Additional specifications about Transportation study requirements unique to the WHVS district are outlined in Section 12.68.910.

Implementation and funding for these public improvements will be ensured through requirements for annexation agreements, or in some cases, development agreements as an alternative.

Section 12 Natural Resources – Applicable Goals

- *Environmental Quality – Protect and enhance the function, quality, and diversity of the City’s natural resources and ecosystems*
- *Fish and Wildlife Habitat – Protect habitat areas for fish and wildlife species that live and move through the City*
- *Watershed – Support healthy watershed and resilient floodplains*
- *Urban forest – Support the role of trees in enhancing the ecological health, attractiveness, and livability of the City*
- *Regulatory Framework – Establish a sensible, balanced regulatory framework that protects natural resources while supporting development*
- *Community Stewardship – Promote natural resources as shared and critical community assets*

Finding: The 2018 WHVS Concept Plan provided a preliminary inventory of natural resources within WHVS, including mapped resources and field evaluations of those resources. In February and March 2021, a detailed review of WHVS natural resources was undertaken by project consultant David Evans & Associates, Inc. This work informed determinations of the Local Wetlands Inventory (LWI) report and Forest Resources Inventory & Assessment (FRI) report, both completed in May 2021. The LWI report and data, approved by the Department of State Lands in May 2022, identified locally significant wetlands in accordance with applicable state rules (Oregon Revised Statute 141-086). The FRI identified associated natural resources to support Goal 5 decision-making, particularly regarding wildlife habitat.

Together, the FRI and the LWI comprise the Natural Resource Inventory that informs the finalized Economic, Social, Environmental, and Energy (ESEE) analysis prepared as required as part of the Goal 5 planning process. Negative impacts can happen where natural resources are removed for conflicting urban uses, such as utilities, housing, etc. Negative impacts can also

occur when conflicting land uses occur near significant wetlands and forest resources. The City maps these so-called “Impact Areas” to create a buffer around all significant natural resources to help minimize conflicts with future land uses.

Significant natural resources and their associated impact areas will be added to the Significant Natural Resource Overlay (SNRO) district as part of the rezoning process after annexation. The SNRO provides protection for significant wetlands and forest resources. The citywide code standards address how land within the SNRO is limited for certain types of development, depending on level of protection, and the mitigation required accordingly.

In addition to the City’s SNRO, the City is a partner in the Tualatin Basin Fish & Wildlife Habitat Program. This is a voluntary program that encourages the use of Habitat Friendly Development Practices, including Low Impact Development (LID) techniques where feasible and approved by Hillsboro Public Works, designed to reduce the environmental impacts of new development and remove barriers to their utilization. The intent is to provide flexibility in the land development ordinances to encourage the protection of qualified Habitat Areas.

The following goals from the WHVS Community Plan speak to wildlife resources and environmental sustainability and reference two implementation measures that have been translated into proposed plan district standards.

(H) Preserve the significant forest resources within the community plan area as amenities for nearby residents.

(L) Ensure six-foot wide landscape strips along local streets, and require the planting of larger street trees, for better shading and cooling and to support health and promote community beautification.

Natural resource areas within WHVS have been identified and studied during the Community Planning process. Those natural spaces that are deemed significant are mapped and subject to the protections and standards of the Significant Natural Resources Overlay zone, found in Chapter 12.27.200 of the Hillsboro CDC.

The Hillsboro Planning Division and Public Works Department have collaborated to create a tree planting list for WHVS. Standards for tree variety in the planting pattern will support tree health and resilience to pests and disease. Additionally, landscape strips on local streets will be widened to six feet to support larger trees.

Six-foot wide landscape strips are codified through the local street cross-sections shown in 12.68.940 of the WHVS Plan District.

Section 13 Stormwater Management; Section 15 Public Facilities & Services; Section 16 Water Supply & Distribution; Section 19 Wastewater - Applicable Goals

- *Development – Address stormwater impacts through the development process*
- *System Management – Maintain and improve the physical stormwater system and the City’s management program*

- *Collaboration – Collaborate and coordinate among City departments, partner agencies, and other entities to protect and improve water quality*
- *Innovation – Pursue innovative ways to manage stormwater*
- *Service Provision – Provide public facilities, utilities, and services in a timely, orderly, and efficient manner*
- *Urbanization – Utilize the availability of public facilities, utilities, and services as a tool for guiding urbanization within the Hillsboro Planning Area*
- *Equity – Equitably support existing and planned land uses with needed public facilities, utilities and services*
- *Operations – Provide and manage the public facilities, utilities, and services necessary for a safe, healthy, and livable environment.*
- *Expenditures – Provide public facilities, utilities, and services in a cost-effective manner*
- *Water Quality – Provide safe, high-quality water to all customers*
- *Water Supply – Provide a reliable, adequate, and economical supply of water to meet current and future needs*
- *Sustainability – Encourage sustainable practices in the supply and distribution of water*
- *Collection and Treatment – Provide for the collection and treatment of wastewater to meet current and future needs*
- *Stewardship – Provide responsible stewardship of the Tualatin River watershed*
- *Sustainability – Encourage sustainable practices in the collection and treatment of wastewater*

Finding: The WHVS Plan District offers specific guidance for stormwater facilities design for stormwater facilities that serve a dual purpose as community amenities, to reflect implementation measure I from the WHVS Community Plan.

(I) Create Community Development Code incentives for integrated stormwater and natural resource facilities that provide accessible open space opportunities.

The WHVS Plan District encourages the placement of integrated stormwater facilities with natural resource areas to create accessible open space within the neighborhood. Examples of this type of integration can be seen in the neighboring South Hillsboro community. Beyond this encouragement, development within WHVS will be held to the same standards as development citywide, with requirements to meet Clean Water Services terms for stormwater quality and detention. Developments that provide a stormwater facility that either integrates with a natural resource area or provides a community amenity meeting the guidelines provided in the Plan District, may count these facilities towards open space requirements.

Additionally, Hillsboro’s Design and Construction Standards are based on those adopted by Clean Water Services and provide guidelines for stormwater management that all new development and redevelopment projects must meet, as well as detailed requirements for the design of actual stormwater treatment and detention facilities.

All additional utilities within WHVS will be required to meet the standards of the citywide Development Code, found in 12.50.600.

Section 14 Economic Development – Applicable Goals

- *Equity – Promote economic development opportunities for individuals and small and emerging businesses to ensure equitable access to resources*
- *Livability - Develop and sustain a vibrant city to support economic development*

Finding: Nearly all of the developable land within WHVS is anticipated to be developed for residential uses. WHVS land use designations include low density residential (RL), medium density residential (RM), and high density residential (RH). Without designated commercial or industrial areas, the purpose of the WHVS neighborhood is not centered on jobs and employment opportunities.

However, the WHVS Plan District is more permissive than other Hillsboro neighborhoods because it allows small-scale commercial uses throughout the plan area, regardless of zone. There are limitations to the size and use category for any proposed businesses – commercial uses may not exceed 5,000 square feet of gross floor area per building. Use categories are limited to eating and drinking establishments, office, and retail products and services (except for minor assembly facilities, retail marijuana sales, and drive-thru services).

Neighborhood services could include a small market, hair salon, café, coffee shop, shared office space, and other similar types of uses. In an effort to encourage this type of development within WHVS, the design standards for non-residential development have been simplified and parking requirements for these small businesses have been eliminated.

The WHVS Community Plan includes Goal 5: Vibrant Community with a policy and implementing measure supporting small-scale, locally serving commercial spaces. The purpose of Goal 5 is to support development of a vibrant and dynamic community with an interconnected and welcoming public realm that establishes a rich quality of life for residents and other community members with well- designed, integrated, connected, and usable public open spaces.

Implementation Measure (K): Allow integrated small-scale, neighborhood-serving commercial uses within the community plan area.

Section 18 Energy & Climate Change - Applicable Goals

- *Resource efficiency - Advance resource efficiency in the built environment*
- *Renewable energy - Increase the use, production, and storage of renewable energy*
- *Innovation - Promote collaborative and innovative approaches to address energy and climate change challenges and opportunities*

Finding: Hillsboro would like to see environmentally sustainable housing development, as envisioned by the City’s Comprehensive Plan Goals and Policies on Energy and Climate Change, and Housing. By encouraging intelligent and sustainable housing and site design choices, this plan aims to realize the Comprehensive Plan goals and policies of:

- High-performance building. Facilitate high-performance building through innovative construction methods and technologies, such as a net-positive approach to energy, water, and other natural resources.
- Energy conserving features. Promote the integration of energy-conserving features in new development, redevelopment, and retrofit.
- Passive solar. Advance energy efficiency by promoting passive solar in new site design and development.
- Design for renewable energy production. Pursue opportunities to integrate renewable energy production in new development and redevelopment through design, such as maximizing solar access in the division of land and siting of buildings.
- Sustainable technologies. Promote the use of sustainable and efficient technologies and materials in housing construction that increase the quality and useful life of new and existing housing.
- Energy efficiency. Promote energy-efficient design and construction, and construction methods, such as the installation of renewable energy, and water reuse to improve housing quality and reduce housing operating costs.
- Green infrastructure. Promote the use of vegetated stormwater facilities, pervious pavement, and similar “green streets” elements compatible with publicly maintained infrastructure, where site conditions are favorable to stormwater infiltration, and it is technically feasible and appropriate.

Development in WHVS will therefore focus on construction of energy-efficient structures, utilization of renewable energy sources whenever possible, and utilization of features to increase energy and water efficiency in building and system design and construction. Choices on building positioning, window positioning, and size in relation to the sun’s path and prevailing wind patterns can also greatly reduce energy consumption. Vegetated stormwater facilities may be used, and can be compatible, with public and privately maintained infrastructure.

The following proposed Comprehensive Plan amendments in Section 32, WHVS Community Plan under Goal 6: Environmental Sustainability include the following implementing measures to mitigate the impact of new urban development on global climate change by taking action to minimize carbon emissions and increase climate resiliency during planning, development, construction, and post construction.

Implementation Measure (L): Ensure six-foot wide landscape strips along local roads, and require the planting of larger street trees, for better shading and cooling and to support health and promote community beautification.

Public Works and Planning collaborated on developing a street tree list specifically for WHVS, along with a planting strategy to promote more variety in street tree species and greater resiliency to blight. Spacing, planting, and street variety standards are all laid out in the Plan District in 12.68.560.

Additionally, to support the health and longevity of these varied tree species, local streets in WHVS will include an enhanced width planting area, increasing the previous 5 feet standard to 6 feet. This is codified in the cross sections found in the Plan District in 12.68.940 in all 3 options for local streets (L1, L2, and L3).

Implementation Measure (M): Establish Community Development Code requirements for solar access and lot orientation for new land divisions.

Enhanced requirements for solar access support the policy goal of housing designs that incorporate passive use of solar energy for lighting and heating purposes, energy-efficient construction, the potential for installation of photovoltaic panels, and similar techniques. The solar access and lot orientation standards in the WHVS Plan District apply to all Type II and Type III development applications within the WHVS Plan Area unless a variance or adjustment has been granted. At least 50% of lots for single detached and middle housing dwellings with lot widths less than 50 feet shall be oriented with the side lot lines within plus or minus 20 degrees of geographical east-west. These standards will be required, but the plan district also includes specific examples of cases where exceptions and exceptions will be allowed (e.g. significant natural feature preservation, large slopes, existing off-site shade).

Section 20 Transportation - Applicable Goals

- *Safety - Develop and maintain a transportation system that seeks to eliminate fatalities and serious injuries*
- *Multi-modal - Provide a complete, connected, and efficient multi-modal transportation system*
- *Trip reduction - Reduce the number of motor vehicle trips and per capita miles traveled by providing viable travel options*
- *System design - Plan and implement a City transportation system that accommodates current and future needs*
- *Performance - Manage the City transportation system to maximize capacity while ensuring efficiency and safety*
- *Livability - Integrate the transportation system with neighborhoods and places to increase livability and improve quality of life*
- *Equity - Reduce barriers and improve equity for all users*
- *Funding - Provide adequate funding for transportation system maintenance and enhancement*

Finding:

Safety: The WHVS Plan District includes a safe, efficient, and complete multi-modal transportation system for users of all travel modes. The transportation network and street design standards in section 12.68.900 supports an enhanced pedestrian sidewalk network and bicycle pathway network with facilities that are wider and separated beyond the typical standard in the rest of the city to provide additional protection to vulnerable users. The access standards, street design standards, and transportation studies requirements, and recommended improvements in section 12.68.500 and 12.68.900 together provide the standards and guidelines for a safe transportation system within the WHVS Plan District.

Multi-Modal: The WHVS Plan District includes a safe, efficient, and complete multi-modal transportation system for users of all travel modes. The transportation network includes a complete pedestrian sidewalk network and bicycle pathway network in addition to a motor vehicle network. The street design standards in section 12.68.500 and 12.68.900 support the

design of a connected and low stress transportation system for users of travel modes other than motor vehicles.

Trip Reduction: The WHVS Plan District includes a safe, efficient, and complete multi-modal transportation system for users of all travel modes. The transportation network and street design standards in section 12.68.900 supports a complete and enhanced pedestrian and bicycle network in addition to a motor vehicle network to facilitate safe and efficient travel by walking and bicycling as alternatives to travel by motor vehicles.

System Design: The transportation system in the WHVS Plan District was planned by coordinating land use and transportation needs. Travel demand and transportation infrastructure needs were determined in order to accommodate current and future travel needs. An Oregon Transportation Planning Rule traffic analysis was conducted as part of the planning of the WHVS transportation system to identify needed infrastructure improvements to meet the adopted performance standards with the development of WHVS and buildout of the Urban Growth Boundary at the regionally adopted land use level. These improvements are summarized in section 12.68.910. In addition, future potential growth and needed transportation system improvements for the Urban Reserve areas as established by HB 4078 during the 2014 Oregon Legislative Sessions have been identified and summarized in section 12.68.910. This provides guidelines for the protection of right-of-way in the form of setbacks for buildings and parking lots.

The street cross-section standards for roadways in each functional classification type in the WHVS Plan District are provided in 12.68.940. The standards accommodate multi-modal travel, vehicles of different types and sizes, emergency service vehicles, and are consistent with Washington County standards.

Vehicle parking standards are provided in 12.68.300 and bicycle parking standards are provided in 12.68.410. Bicycle and pedestrian circulation standards are provided in 12.68.420. Street connectivity and access standards are provided in 12.68.520.

Regarding the street cross-section for City Residential Local Street "L3" in section 12.68.940, Oregon Administrative Rule (OAR) 660-012-0810(2)(b) states that pavement width greater than 28 feet for local street where on-street parking is permitted on both sides shall provide findings to support the need for the extra pavement width. Cross-section "L3" has a pavement width of 32 feet which exceeds the pavement width recommended by OAR. This "L3" cross section shows two 6-foot on-street parking spaces and one 10-foot travel lane per direction. This pavement width is consistent with Figure 210.4 of the City's *Design and Construction Standards*. *Oregon Fire Code* requires that "fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6069 mm), exclusive of shoulders" (*Section 503.2.1 Dimensions, Oregon Fire Code*). This width allows space for the fire apparatus to remove the ladder and equipment from the truck. It also allows space for a fire truck to pass another motor vehicle when responding to an emergency. The width of 20 feet is consistent with the *American Association of State Highway and Transportation Officials: A Policy on Geometric Design of Highways and Streets* minimum width needed for a fire truck to pass on a tangent section. If the City follows the 28 feet of pavement width as listed in the OAR, fire apparatus will not be able to pass other motor

vehicles or access equipment since only 16 feet will be available to them. This 16-foot is derived based on how much on-street parking on both sides takes from the 28-foot pavement width as a typical passenger car width is approximately 6 feet. With a 32-foot pavement width, the “L3” cross section provides a 20-foot passage for fire apparatus even with occupied on-street parking on both sides.

In addition, arterial and collector cross sections using “cycle-tracks” as the bicycle facility within the Urban Growth Boundary portion of the roadway meets the intent for the type of separated bicycle facilities as defined in OAR 660-012-0005(43). This OAR rule advocates this type of bike facilities to be utilized on arterials and collectors.

Performance: An Oregon Transportation Planning Rule traffic analysis was conducted as part of the planning of the WHVS transportation system to identify needed infrastructure improvements to meet the adopted performance standards with the development of WHVS and buildout of the Urban Growth Boundary at the regionally adopted land use level. These improvements are summarized in section 12.68.910.

Requirements for future traffic impact analyses in the WHVS Plan District are located in section 12.68.910. This provides the guidelines for transportation analysis that may be needed to assess future traffic impact to ensure performance of the transportation network.

Economy: Nearly all of the developable land within WHVS are anticipated to be developed for residential uses. The transportation network and design standards for the transportation network in WHVS facilitate a safe, complete, and efficient multi-modal transportation system to support the local and regional economic development by allowing the workforce who reside in WHVS to travel safely and efficiently to their destinations of employment and commerce.

Livability: The enhancement to livability is a combined product of the system planning and the design standards for the WHVS Plan District. The planned transportation network and street cross sections in the WHVS Plan District support an attractive environment for pedestrians and bicyclists by providing enhanced sidewalks and bicycle facilities. These include sidewalks that are 6’ wide compared to the standard width of 5’ in the rest of the city; separated and protected bicycle facilities on Neighborhood Routes, Collectors, and Arterials; and a shared-use path along Brookwood Avenue. The street standards include provisions for planters and street trees.

Equity: The transportation system and street design in the WHVS Plan District supports a transportation network that is useful and equitable for users of all ages, cultural backgrounds, incomes, and abilities for different travel modes. The enhanced pedestrian and bicycle facilities are intended to create an environment that is welcoming to all users regardless of the mode of travel. The transportation network is planned and designed to support future transit service.

Funding: A transportation financing plan which addresses the funding for the WHVS transportation infrastructure was prepared and adopted as part of the Comprehensive Plan amendment for the WHVS Plan District.

Section 21 Land Use Planning & Procedures - Applicable Goals

- *Planning and procedural coordination - Ensure that Hillsboro's Comprehensive Plan, implementation tools, and administration procedures build on the community's vision for the future and align with regional, state, and federal plans regulations*
- *Plan implementation - Utilize a variety of implementation tools addressing plan management to area- and site- specific measures that are consistent with and work cooperatively to execute the goals and policies in the Comprehensive Plan*
- *Plan administration - Establish accessible, efficient, and effective procedures for managing the Comprehensive Plan and its implementation tools*

Finding: The WHVS Community Plan was created in a process that aligns with the Hillsboro Comprehensive Plan, using a policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The Community Plan guided the development of the WHVS Plan District and the proposed CDC amendments do not conflict with the existing adopted CDC. Rather, these amendments provide specific guidance for the WHVS plan area, in accordance with the adopted Community Plan.

3. *The CDCA is consistent with relevant provisions of the Metro Urban Growth Management Functional Plan;*

Finding: The proposed WHVS Plan District has been evaluated for consistency with the following applicable provisions of the Metro Urban Growth Management Functional Plan:

- Title 1 Housing Capacity
- Title 3 Water Quality and Flood Management
- Title 7 Housing Choice
- Title 11 Planning for New Urban Areas
- Title 13 Nature in Neighborhoods

Title 1: Housing Capacity

Planning in WHVS has taken the impacts of HB 2001 into account when determining utility needs and predicting the estimated range of housing units and distribution of housing types. A yield study completed by ECONorthwest in 2021 provided “best guess” and “high” estimates of development to be used in determining utility sizing for water and sanitary sewer needs. For the WHVS water and sewer analysis, the low-density scenario utilizes the “best guess” estimate from the ECONorthwest study, which anticipates 1,068 housing units at an overall average density of 16.7 units per net acre. The high-density scenario anticipates 1,348 units at an overall average density of 20 units per net acre. The high-density scenario also assumes that the existing rural residential properties in WHVS redevelop over the 20-year planning horizon.

Title 3: Water Quality and Flood Management

Several tributaries of the Tualatin River flow through the Plan area, including Gordon Creek. Those water resources are protected by existing floodplain and natural resource regulations in Section 12.27.100 (Regulatory Floodplain District) and Section 12.27.200 (Significant Natural Resources Overlay) and through integrating the creek corridors into an interconnected open space network throughout the Plan area. Water quality resources and floodplains will be protected by applying the Significant Natural Resources Overlay and/or the Regulatory Floodplain Overlay to identified properties within WHVS at the time of annexation and zone change. Therefore, Title 3 is met.

Title 4: Industrial and Other Employment Areas

WHVS is proposed to have a residential land use designation. Therefore, Title 4 does not apply.

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

WHVS is not located in a Center, Corridor, Station Community or Main Street. Therefore, Title 6 does not apply.

Title 7: Housing Choice

The mix of housing in WHVS is just as important as the number of units. Consistent with House Bill 2001, and to better meet Hillsboro's future housing needs, a variety of housing types will be implemented. WHVS aims to provide housing opportunities ranging from single-detached homes to apartments, as well as a variety of "missing middle" housing types. Missing middle housing describes the range of multi-unit or clustered dwelling types, compatible in scale with single detached homes, that can help increase the supply of lower-cost rental and ownership housing opportunities. Missing middle housing includes duplexes, triplexes, quadplexes, cottage clusters, and townhomes. These housing types can be integrated with single detached dwellings in a cohesive and well-designed neighborhood, allowing for a diversity of households on a block-by-block basis.

Additionally, the Comprehensive includes policies that allow for development of a range of housing types (e.g., middle housing, manufactured housing, and apartments) and policies that support government-subsidized housing. Between infill development and vacant land in the City limits, WHVS and redevelopment in community plan areas, the City has a supply of residential land sufficient to meet Hillsboro's identified housing needs within the meaning of ORS 197.307(3), Goal 10 and OAR Chapter 660, Division 7. Therefore, the City is meeting its obligation to plan for needed housing types for households at all income levels (as required by ORS 197.303).

The WHVS Plan District offers development code incentives for regulated affordable housing development and visitable units, with the intention to increase housing choices and provide a range of options to Hillsboro residents.

Title 11: Planning for New Urban Areas

The Plan area was included in amendments to the UGB approved by Metro in 2018, intended to meet local and regional needs for housing. There is substantial evidence in the Metro record associated with the UGB amendment related to consistency and compliance with Goal 14. The purpose of the revised Plan is to establish the framework for a residential community inside the UGB that will provide needed housing for the greater Hillsboro area. The Plan envisions a community that can accommodate a variety of housing options with limited small-scale, locally serving commercial uses, parks and natural areas, and a well-connected, multi-modal transportation system. The revised Plan emphasizes a community that balances protection of natural resources with efficient use of land and increased overall residential density. The Plan also identifies public facility improvements needed to serve the Plan area and surrounding neighborhoods efficiently and effectively. Ongoing transportation planning efforts associated

with the Tualatin Valley Highway corridor will address operational and capacity issues for that road.

Title 12: Protection of Residential Neighborhoods

The proposed amendments further compliance with Title 12 by allowing housing development with close access to parks and greenspaces, thereby making these spaces more accessible to residents by walking or biking. The findings written above demonstrating consistency with the Parks and Recreation goals of the Comprehensive Plan detail the planned parks and trails within WHVS and the strategy for implementation and funding through annexation and development agreements.

Title 13: Nature in Neighborhoods

In response to Metro's Title 13 provisions, a consortium of eight cities, Washington County, CWS, and the Tualatin Hills Parks and Recreation District, in coordination with Metro, developed its own fish and wildlife habitat protection program for the Tualatin Basin. Hillsboro is one of the eight cities participating in this program. To implement the program, the City adopted ordinances intended to remove regulatory barriers, and further encourage and facilitate the use of Habitat Friendly Development and Sustainable Development practices and techniques. Those provisions are found in Section 12.50.930 (Sustainable Development Practices) of the Hillsboro Community Development Code.

The City's SNRO indicates the appropriate levels of resource protection as determined through the ESEE analysis. The SNRO is structured to minimize to the extent practicable and avoid potential adverse impacts of development activities within a resource site based on the level of protection and proposed use and size of disturbance. The provisions of the SNRO are intended to enhance coordination between city, county, state, federal, and other jurisdictional agencies and regional planning efforts, including CWS, Metro, and the Tualatin Basin Goal 5 program, regarding alterations and development activities in or near Significant Natural Resources (see findings for Goal 5 Natural Resources).

4. The CDCA is consistent with relevant provisions of the Statewide Planning Goals, the Oregon Administrative Rules, and State statutes;

Finding: Oregon Revised Statutes (ORS) 197.610 – 197.651 and Oregon Administrative Rule (OAR) 660-018 lists requirements for "Post-Acknowledgement [Plan] Amendments" also known as PAPAs. Their requirements are reflected in CDC Section 12.70.060 regarding the Type IV process, and Section 12.80.140 Text Amendment applications. As described earlier, the amendments meet the internal procedural requirements of the CDC, and therefore meet these state regulations.

Findings for Criterion 2 document compliance of the proposed CDC amendments with HCP Section 32 Witch Hazel Village South Community Plan, as adopted through HCP-005-22. HCP-005-22 includes findings documenting the revised Community Plan's compliance with Statewide Planning Goals, the OAR, and State statutes. Because the proposed CDC amendments have been found to be consistent with the Community Plan, and, through HCP-005-22, the

Community Plan has been found to be consistent with relevant provisions of Statewide Planning Goals, the OAR, and State statutes, the proposed CDC amendments are consistent with the same.

Statewide Planning Goal 10 Compliance

Statewide Planning Goal 10 requires jurisdictions to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth. The City must provide flexibility in housing location, type, and density to ensure that availability and prices of housing units are commensurate with the needs and financial capabilities of Oregon households.

The Hillsboro HNA for 2016-2036 identifies a deficit of land available for new household growth over the next 20 years. Higher density housing currently planned for Hillsboro urban infill areas will accommodate much of the City's current and future multi-dwelling housing need but will not fill the land supply shortage for single detached homes even with the full buildout of South Hillsboro. The HNA shows that Hillsboro has a deficit of land needed to accommodate 1,354 new single detached dwelling units and a surplus of land for multi-dwelling and single attached dwelling units. To address recent requirements, such as those enacted with the adoption of House Bill 2001 (the State's Middle Housing bill), the City is in the process of developing an HNA 2022-2023.

The 2016 HNA concluded that Hillsboro will need to identify additional opportunities for more single detached housing, presenting a deficit of 1,354 single detached dwelling units. Since completion of the 2016 HNA, Metro approved the City's request for 150 acres to be added into the UGB from the Rosa Reserve to address housing needs. The WHVS Concept Plan was completed in May 2018 and envisioned a cohesive residential community providing a mix of housing types, parks and open spaces, and a high level of connectivity for vehicles, bikes and pedestrians. Provision of housing to meet ongoing and rising demand in Hillsboro (and beyond) is one of the key goals of the WHVS Community Plan effort. Within WHVS there are approximately 72 net buildable acres of the total 150-acre site. WHVS is planned to accommodate somewhere between 1,088 and 1,446 new units of housing.

The mix of housing in WHVS is just as important as the number of units. Consistent with House Bill 2001, and to better meet Hillsboro's future housing needs, a variety of housing types will be implemented in WHVS across the residential Comprehensive Plan designations. The implementing zones outlined in the WHVS Plan District will allow a broad range of housing opportunities ranging from single-detached homes to apartments, as well as a variety of "missing middle" housing types. Missing middle housing describes the range of multi-unit or clustered dwelling types, compatible in scale with single detached homes, that can help increase supply of lower-cost rental and ownership housing opportunities.

Hillsboro has a need for housing affordable to lower income households (particularly those earning less than \$25,000). While wages are higher than average, median home sale prices in Hillsboro are below the average of most other cities in the Portland Region. Further, more than six percent of Hillsboro's housing supply is government-subsidized and of all government-subsidized affordable housing in the Metro region, more than 5 percent is in Hillsboro. Over the past several decades, the City has supported developing and preserving affordable housing for low-income working families, individuals, and those living on limited and fixed incomes.

The WHVS Plan District outlines specific code exceptions and other incentives to reduce barriers for regulated affordable housing development.

- In the MR-1 and MR-2 zones, the following exceptions apply to regulated affordable housing that meets the definition in 12.01.500. These standards are specific to the MR-1 and MR-2 zones within the WHVS Plan District. Housing permitted under Senate Bill 8 Affordable Housing rules is subject to CDC 12.40.107.
 - Applicability. In order to be eligible for the exceptions below, at least 20% of the total number of units in the development must be designated as regulated affordable housing that meets the definition in CDC 12.01.500.
- Lot coverage
 - Maximum lot coverage for multiple-dwelling structures may be increased to 75%.
 - Maximum lot coverage may not exceed 75% in any circumstance, even when combined with the Planned Unit Development provisions of 12.80.120.
- Density
 - For developments where 100% of the units in the development are designated as regulated affordable housing that meets the definition in CDC 12.01.500, no maximum density applies.
 - For developments that contain a mix of market rate and regulated affordable housing, the following applies:
 - In the MR-1 zone, maximum density may be increased to 32 dwelling units per net acre.
 - In the MR-2 zone, maximum density may be increased to 42.5 dwelling units per net acre.
 - Any increased densities established through the Planned Unit Development (PUD) provisions of 12.80.120 may be used in conjunction with the density increases established in this section.
- Building height
 - In the MR-1 zone, maximum building height for a multiple-dwelling structure may be increased to five (5) stories.
 - In the MR-2 zone, maximum building height for a multiple-dwelling structure may be increased to six (6) stories.
- Usable open space
 - Where applicable per 12.50.210, the useable open space standard for multiple-dwelling structures is 48 square feet per dwelling unit. Usable open space may not be reduced below 48 square feet per unit, even when combined with the Planned Unit Development provisions of 12.80.120.

The proposed Comprehensive Plan amendments in Section 32, WHVS Community Plan under Goal 1: Housing include the following implementing measures specific to housing production and affordability that will be implemented through the Plan District. The purpose of Goal 1 is to provide opportunities for a variety of housing choices to meet the needs of the City's current and future households.

Implementation Measure (A): Ensure a mix of residential densities that allow for a variety of housing choices and provide a balance of ownership and rental opportunities.

Implementation Measure (B): Use the Community Development Code's citywide residential design standards to simplify development of market rate housing for a broader range of household income levels.

Implementation Measure (C): To reduce barriers for affordable housing development, pursue Community Development Code adjustments in Medium Residential-1 (MR-1) and Medium Residential-2 (MR-2) zones such as maximum densities, building height, lot coverage, and usable open space requirements.

Implementation Measure (E): Create Community Development Code incentives to promote visitability and ensure a baseline of accessible features is provided to accommodate people living in or visiting the residence regardless of age or ability.

5. *The CDCA is deemed by the Review Authority to be desirable, appropriate, and proper.*

Finding: The proposed CDC text amendments are desirable because they provide needed modifications to relevant code language to allow for effective implementation of the Hillsboro Comprehensive Plan, specifically Section 32 about the Witch Hazel Village South neighborhood. The amendments are appropriate and proper in that they are consistent with, align with, and will assist with implementing the goals and policies of the HCP, as described in the findings above.

For the reasons stated above the amendments are desirable, appropriate and proper and therefore, this criterion is met.

IV. TESTIMONY FROM PARTIES

No written testimony was received prior to the preparation of the January 18, 2023, Staff Report. Written testimony was received prior to the February 8th public hearing and staff issued a Supplemental No. 1 Staff Report on February 1, 2023 with that testimony as well as revised code amendments and findings. Both staff reports are cited by reference and included in the findings.

V. ADDITIONAL MATERIALS CITED BY REFERENCE AND INCLUDED BY REFERENCE IN FINDINGS

Staff Reports dated January 18, 2023 and February 1, 2023 with associated exhibits and attachments, are included by reference.