

An aerial photograph of a landscape featuring a golf course with green fairways and sand traps, a residential area with houses and streets, and a winding river. The text "WITCH HAZEL VILLAGE SOUTH" is overlaid in large white letters.

WITCH HAZEL VILLAGE SOUTH

Landsat / Copernicus © Google

Housing Needs Analysis (3.07.1425[d][1])

The City of Hillsboro adopted its Housing Needs Analysis (HNA) (see Attachment A “HNA Summary”) along with the Comprehensive Plan Update on November 21, 2017. DLCD confirmed receipt of the notice of adoption on December 8, 2017 (DLCD File # 016-17) and an appeal was not filed within 30 days, meaning that the HNA is considered acknowledged (see Attachment B). The Hillsboro’s HNA included the following conclusions:

“Hillsboro’s current development policies exceed state requirements for future planning of development densities. On vacant land within the Hillsboro city limits, planned densities meet the City’s obligation under OAR 660-007 to provide opportunity over an overall density of ten or more dwelling units per net buildable acre. Hillsboro’s overall average capacity on vacant buildable residential land is 16.6 dwelling units per net buildable acre.”

The City has the capacity to support the housing need forecasted in Metro’s 2014 Urban Growth Report (16,040 units), and complies with Title 1 (Housing Capacity) of the UGMFP (see the 2016 Compliance Report in Attachment C) by implementing a “no net loss” of housing capacity. At 16.6 dwelling units per net buildable acre, the overall capacity on vacant land in the city also exceeds state Metropolitan Housing Rule requirements (10 dwelling units per net buildable acre). At 11.7 dwelling units per net buildable acre, development in WHVS would also exceeds these requirements.

The HNA demonstrates that Hillsboro is planning for a complete, balanced community that serves different people at different points in their lives. The city currently has a range of housing types, including single-family detached and attached, duplex, multifamily, and mixed-use developments. The City’s housing stock is currently diversifying and will continue to diversity with the growth of the City’s Regional Centers and Town Center, as well as the development of South Hillsboro’s “Town Center” and “Village Center” (not designated by Metro as 2040 centers). In fact, up to two-thirds of the city’s housing capacity is for multifamily and attached single-family units (with a projected deficit of single-family units compared to demand).

Hillsboro’s Comprehensive Plan further supports a diverse range of housing types in the future, establishing a policy framework that includes a variety of options for households of all incomes, ages, and living patterns (see Goal 1 Housing Choice, Goal 4 Supply, and Goal 5 Innovation in Attachment D). A mix of housing types combined with higher densities in centers and along corridors will support the development of smaller units with lower land costs and increased opportunities for transit, all of which can facilitate more affordable housing. As a result, Hillsboro’s current and planned housing mix is compliant with Goal 10 and Title 7 (Housing Choice) of the UGMFP (see the 2016 Compliance Report in Attachment C).

47% attached/multifamily units, more than the County and region	851 mobile and manufactured homes, affordable to 30-50% MFI	21% cost-burdened renters paying 50% of monthly income on rent
60% proportion of attached/multifamily permits 2000-2014	14% cost-burdened households, compared to 17% regionally	

Concept Plan (3.07.1425[d][2])

The Witch Hazel Village South (WHVS) Concept Plan establishes a design vision for this new community and describes how it can be reasonably funded and readily integrated into the surrounding urban area. Based on a demonstrated shortage of land for single-family housing in Hillsboro even after the full build-out of South Hillsboro, and a regional need for more housing, the WHVS Concept Plan envisions 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.

- The Concept Plan has been developed to ensure that all Title 11-required elements are addressed (see Attachments D and E) and was deemed compliant by Metro staff on April 19, 2018 (see Attachment F). The Concept Plan includes a conceptual financing outline that will eventually be expanded to the level of detail in the South Hillsboro Finance Plan Overview (see Attachment G).
- The Hillsboro Planning Commission signed an order (Attachment H) on April 11, 2018 recommending City Council endorse the Witch Hazel Village South Concept Plan and UGB expansion request.
- The Hillsboro City Council endorsed WHVS Concept Plan in Resolution 2592 on May 15, 2018 (see Attachments I and J).
- Washington County, Oregon Department of Transportation, Clean Water Services and Tualatin Valley Fire and Rescue submitted letters of support for the Concept Plan (see Attachment L and see the Intergovernmental Agreement in Attachment K).
- Five of the WHVS Concept Plan Area's twelve property owners, who own the majority of land in WHVS, submitted a letter to Metro in November 2015 expressing an interest in their properties being included within the UGB (see Attachment M).
- Metro's 2016 Compliance Report concludes that Hillsboro is currently in compliance with the Metro Code requirements included in the Urban Growth Management Functional Plan (UGMFP) and the Regional Transportation Functional Plan (see Attachment C).

The population of Hillsboro has grown 42 percent since 2000 and that trend is expected to continue into the future. Since 1999, the UGB has been expanded around Hillsboro to ensure a 20 year supply of land for jobs and housing. The Witch Hazel Village neighborhood of Hillsboro, a 1999 UGB expansion area, met its targeted buildout of 1,200 units with a diversity of housing types. The 2002 UGB expansion for employment in North Hillsboro has approximately 600 jobs and construction is

underway for entitled development. In addition to these two UGB expansion areas, about 1,650 additional acres have been brought into the UGB in North Hillsboro since 2002 for future employment and 1,400 acres in South Hillsboro for future residential. Moving out of the great recession, the City has worked through significant infrastructure, funding, governance, and regulatory issues needed for development to occur in these UGB expansion areas.

To keep pace with housing needs and maintain jobs/housing balance, the City broke ground on South Hillsboro in 2016. South Hillsboro has nearly 2,100 housing units to be constructed by 2020, and a total of 8,000 housing units at full buildout by 2035. The City recently created a North Hillsboro Industrial Renewal District to facilitate the recruitment of employers. Since 2010, industrial land has been rapidly absorbed in the North Hillsboro Industrial Area at an average of 70 acres per year, totaling over 556 acres.¹ The City's UGB expansion areas have been or are in the process of developing, demonstrating the City has the capacity and partnerships required to be successful in the development of future expansion areas. Developing communities in the city, including North and South Hillsboro, and Witch Hazel Village South (WHVS), will be instrumental in providing land for current and future Hillsboro residents and employees.

156,000 people by
2045, an increase of 1.5
times

118,000 employees
by 2045, an increase of 1.7
times

13,200 dwelling unit
permits from 2000 to 2017,
an average of 776 per year

Centers, Corridors, Station Communities and Main Streets (3.07.1425[d][3])

The City has made great strides over the years to emphasize the growth and development of the Hillsboro Regional Center (Downtown Hillsboro), Tanasbourne-AmberGlen Regional Center, Orenco Town Center, its large Employment District (North Hillsboro), transit station communities along the TriMet MAX light-rail line, and several designated Corridors running through the City. Some highlights are included below.

¹ Land absorbed is defined here as any industrial-zoned, vacant parcel within the North Hillsboro Industrial Area classified under one of the four following categories: transacted, entitled, under construction, or developed. The absorption rate and total acreage capture approximate activity between January 1, 2010 and December 31, 2017.

Hillsboro Regional Center (Downtown Hillsboro)

On December 14, 1995, Metro Ordinance 95-625A designated the Hillsboro Regional Center and adopted the original 2040 map. Downtown Hillsboro is an active district and the historic heart of the City with buildings dating to the late 1800s. The area contains historic residential neighborhoods and the city's traditional Main Street. The Civic Center (city hall) is located here, along with the Washington County courthouse and administrative offices situated right across the street.

Downtown is also home to the local community hospital - [Oregon Health & Science University partner](#), [Tuality Healthcare](#) - and [Pacific University's College of Health Professions](#). City officials and community leaders have recognized the importance of planning for the continued vitality of Downtown and the surrounding neighborhoods. Over the years the Station Community (Max line) planning effort, the Downtown Renaissance plan, and other initiatives have addressed specific aspects of how the City should proceed in regard to downtown revitalization.

In November 2009, the City Council adopted the Downtown Framework Plan (DFP), which is intended to guide future public and private actions in Downtown Hillsboro and the surrounding neighborhoods. It consists of a comprehensive vision for Downtown and close-in neighborhoods, specific short- and long-term actions to turn the vision into reality, and an implementation component to provide the funding and regulatory tools necessary to carry out those actions.

A Downtown Urban Renewal District was formed in May of 2010. Urban renewal is a fundamental tool to implement the Downtown Framework Plan. The City has also been pursuing public/private partnerships to catalyze mixed use development in the downtown area through recently-completed projects like 4th and Main apartments with ground floor retail and pending projects like Block 67 which the City purchased in 2016 and recently partnered with developer Project to lead the planning and design for a 3.8 acre catalytic mixed-use project adjacent to a Max station. Additionally, the City conducted a Downtown Retail Market Analysis in May 2017 which included an assessment of Downtown's current position in the market place, researched preferences and identified next steps to strengthen opportunities for new development.

Tanasbourne-AmberGlen Regional Center

On December 14, 1995, Metro Ordinance 95-625A designated the Tanasbourne Town Center and adopted the original 2040 map. On December 16, 2010, Metro Ordinance 10-1244B added the AmberGlen area to Tanasbourne and re-designated the new center as a Regional Center.

AmberGlen is a 605-acre area originally built as a suburban office employment park that consisted of low-intensity business, office, and institutional uses, some large undeveloped parcels, and passive open spaces located near Hillsboro's growing residential and employment populations. In 2010, in conjunction with property owners and businesses, the City prepared the AmberGlen Community Plan document that offers a vision to create a vibrant center with intensive, mixed-use development and high- quality pedestrian and environmental amenities. The AmberGlen Community Plan was followed by an implementing Community Development Code Plan District. The City is pursuing

market-delivered development projects for leverage as a way to achieve higher than the minimum required density goals, while also making an attractive Regional Center. The City has acquired the full acreage of the Central Park property which serves as a focal point for all residents and employees of the district. Since 2010, about 1,500 units have been built in AmberGlen toward the community plan goal of intensifying development near transit corridors and adjacent to employment areas. An expansion project at the Kaiser Westside Medical Center and several hotels and multi-use commercial buildings have been built in AmberGlen and Tanasbourne to date. The 612-acre Tanasbourne area is home to a rich mix of shopping, civic amenities, and services in a horizontal mix of uses. Similar to AmberGlen, the Tanasbourne Community Plan updated in 2015 envisions a dense mixed-use entertainment district that redevelops the existing superblocks.

Orenco Town Center

On December 14, 1995, Metro Ordinance 95-625A designated the Orenco Town Center and adopted the original 2040 map. In 1996, the Hillsboro Planning Commission approved the Orenco Station Concept Development Plan on a 135-acre area located relatively close to a TriMet MAX light-rail stop. The goal of this plan was to assure development of pedestrian sensitive, yet auto-accommodating, communities containing a range of residential housing types, mixed-use residential, free standing neighborhood commercial uses and employment opportunities. Upon completion, Orenco Town Center Phase 1 was heralded as the most interesting experiment in New Urbanist planning anywhere in the country and one of the country's seminal examples of suburban transit-oriented development. Phase 2 of the Orenco Town Center development was located south of Phase 1 and consists of primarily multi-family residential with some mixed-use. Phase 3 of the Orenco Town Center development, located beside the TriMet MAX light-rail stop, includes the recently completed mixed-use Platform District, an accompanying civic plaza, an affordable senior housing project, and a recently completed workforce housing project that is the largest "passive house" structure in the nation and one of the biggest in the world. The Orenco Town Center today has approximately 2,500 housing units.

Comprehensive Plan/Community Development Code

Hillsboro's recently adopted Comprehensive Plan identifies and establishes boundaries for design types that integrate typologies consistent with the 2040 Growth Concept. The Design Types Map (see Attachment N) adds neighborhood and village centers consistent with Title 12 and additional corridors beyond those required by Title 6. The added corridors include segments with existing high-capacity transit passing through a Regional and Town Center or future planned high-capacity transit designated in the Transportation System Plan (TSP) and Regional Transportation Plan (RTP) and passing through a Center or Employment District. Additionally, the forthcoming Comprehensive Plan implementation measures will provide the actions and investments for continuing the enhancement of centers and corridors.

Further, the Community Development Code includes 10 mixed-use and urban center zones, including specific designations for Mixed Use – Village Town Center, Station Community Residential

– Village, Urban Center – Neighborhood Center, as well as other existing code provisions including a variety of standards and incentives to encourage and provide for mixed-use, pedestrian-friendly, and transit- supportive development. Existing zoning designations in the City already allow the mix and intensity of uses associated with the land use designations specified in 3.07.640(B), including commercial, retail, institutional and civic, and sufficient to support public transportation at the level prescribed in the RTP.

Affordable Housing (3.07.1425[d][4])

“Goal 2 AFFORDABILITY: Provide opportunities for housing at prices and rents that meet the needs of current and future households of all income levels.”

— Hillsboro Comprehensive Plan

Over the past several decades, the City has been a supportive partner in the development and preservation of affordable housing for low-income working families, individuals, and those living on limited and fixed incomes. Since the late 1990s, the City has participated in the Washington County Home Investment Partnership (HOME) Consortium. Since 2000, HOME dollars (averaging \$222,000 per year) have assisted non-profit affordable housing developers in providing 612 rental affordable units in Hillsboro. The City has recently become the grantee and administrator of the Community Development Block Grant (CDBG) program. Prior to this, the City participated in a joint Community Development Block Grant (CDBG) program with Washington County. A portion of the federal CDBG funds that the City receives (averaging \$650,000 per year) has provided grants and loans to low-income Hillsboro homeowners and renters for housing rehabilitation and repair.

Since the mid-2000s, the City has also supported the development and preservation of affordable housing by contributing \$80,000 annually from the General Fund to the Community Housing Fund (CHF). The CHF is a local non-profit that serves as a catalyst to leverage community financing for the new construction and rehabilitation of affordable housing. City contributions to CHF have typically been used within a revolving loan fund program supporting affordable housing pre-development costs. Since 2006, CHF has lent \$1.5 million to locally active nonprofits like Habitat for Humanity, Northwest Housing Alternatives and REACH CDC who have leveraged over \$50 million in permanent funding sources to complete nearly 350 units in Hillsboro.

The City has also directed General Fund dollars through a competitive grant program to local non-profit Community Action to provide emergency rental assistance, weatherization support, and/or utilities assistance to low-income households. This year the Community Services Grant Program also provided funds to many other non-profit organizations offering housing services, including: Albertina Kerr Centers Foundation and Sequoia Mental Health Services, Inc. providing housing assistance for people with disabilities, Bienestar working to build housing for working poor families, Impact NW offering rental and energy bill assistance, Rebuilding Together arranging low-income home repair services, and other low-income and homeless service providers. Starting in fiscal year

2018, the City will grant \$200,000 annually for the Community Services Grant Program. Additionally, through the new three-year Community Impact Grant pilot, the City awarded \$120,000 to Community Hands Up for rental and utility assistance.

Hillsboro’s HNA demonstrates that the market, with the City’s support, has developed of a substantial amount of housing, much of it more affordable than in Portland’s Central City. Current housing supply meets demand for all incomes except those households at the lowest (extremely low-income households earning less than \$25,000) and highest ends of the spectrum (households earning more than \$100,000 per year). Due to the average time frame from bringing an area into the UGB for infrastructure development and ultimately housing construction, the HNA recommends working with regional partners in the short-term to plan for areas providing long-term opportunities for single-family housing. Last month, the City provided \$300,000 in gap financing for the affordable housing Willow Creek Crossing project.

2,100 regulated affordable housing units	6% of the City’s housing supply that is regulated affordable housing	5% proportion of regional (MSA) regulated affordable housing units in Hillsboro
142 regulated affordable housing units added between 2011 and 2015	14% highest share of regulated affordable units for regional/town centers*	*excluding Portland’s Central City

The City will continue to support near-term affordable housing development to meet projected future demand, particularly for the lowest-income households, on infill sites with access to services and high-frequency transit such as the recently-approved Willow Creek Crossing and Orchards at Orenco Phase III that will bring more than 170 additional affordable housing units to Hillsboro. Toward this goal, the City Council adopted 2018 Guiding Principles and Priorities that include continuing to work with community partners to resolve homelessness and creating partnerships to encourage and support the development of more affordable housing. The resulting Affordable Housing Policy and Action Plan (see Attachment O) builds off of the framework for meeting affordable housing needs in the Comprehensive Plan (see Goal 2 Affordability in Attachment D) to identify specific action items that the City will take by 2020. In addition to continuing the efforts already described above, these actions include:

- Conducting affordable housing development feasibility analysis on select City-owned parcels and, if the results are positive, issue requests for affordable housing proposals from developers.
- Considering amendments to the Community Development Code that reduce minimum parking requirements for affordable housing.
- Exploring opportunities to preserve existing, naturally-occurring affordable housing.
- Evaluating emerging practices such as tiny houses, secondary dwelling units, and cottage housing as a means of providing affordable housing.

- Considering opportunities to provide gap financing to nonprofit affordable housing developers.
- Continuing advocacy for affordable housing funding and resources.

Out of Council's priorities, the City formed a Housing Affordability Team ("HAT") dedicated to broadening staff's knowledge base in affordable housing, building relationships with community stakeholders, and studying and pursuing ways for the City to make a greater impact. Over the past year, HAT members have met with well over a dozen local nonprofit affordable housing developers and advocates and worked with consultants to conduct market analysis evaluating the effectiveness of different tools for providing affordable housing.

The WHVS Concept Plan includes single-family housing opportunities to meet the city's current deficit for higher-income households and future projected demand for single-family detached housing. Additional housing opportunities include apartments and a variety of "missing middle" housing types describing the range of multi-unit or clustered dwellings compatible in scale with single-family homes. In addition to public sector efforts to encourage housing that is attainable to residents at varying income levels, it is anticipated that the following private-sector efforts may be employed at WHVS:

- Utilize planned unit development allowances for reduced lots sizes and density increases to reduce relative infrastructure costs on a per unit basis and provide a broader range of housing price points.
- Encourage development of accessory dwelling units.
- Use of innovative housing types such as cottage clusters, cohousing and other housing types that allow for greater densities and choice.

Advancing Metro's Six Desired Outcomes (3.07.1425[d][5])

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.

Hillsboro has earned its reputation as a highly-desirable place to live and work. Due to award-winning urban planning, the city boasts an affordable cost of living, a strong economic base, and high-quality parks and natural areas. Hillsboro's recently updated and innovative Comprehensive Plan supports the creation of livable neighborhoods. As stated in the Plan, homes will be located in well-designed places to live that are attractive, safe, and healthy, and incorporate open space and recreation, multi-use paths, and retail and services nearby. Neighborhoods will embrace density at levels to support transit service and will combine homes, businesses, and open space into compatible mixed-use developments designed to respect historic context and complement street standards. Development will include a range of housing choices and employment types, a mix of land uses, and innovative design to foster efficient growth and activate the public realm, while also

responding to the risks associated with gentrification. The Comprehensive Plan emphasizes an inclusive and “complete” community that balances the economic, environmental, social, and energy consequences of urban growth with a variety of community needs.

Hillsboro has demonstrated its commitment to accessible and vibrant communities in recent planning efforts from compact development supporting active transportation and transit in South Hillsboro to dense redevelopment in AmberGlen and Tanasbourne and transit-oriented podium-style development in Orenco Station and Downtown. The WHVS Concept Plan seeks to continue this tradition of planning for livable places with the goal of creating a vibrant community where people can access their daily needs through close proximity to services via safe and reliable transportation choices such as roads, bicycle routes, and sidewalks.

2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Hillsboro has a strong economic base with a diverse range of firms that provide high-quality employment opportunities. The city is one of the few areas in the state that effectively competes for nationally and internationally-competitive firms, which has bolstered the local and regional economy. Hillsboro is an attractive place to do business because of its technologically-skilled workforce; manufacturing infrastructure; proximity to major highways, interstates, and the airport; and business-friendly climate. Within the robust local economy, many industries in Hillsboro have been outperforming national trends.

Washington County has boasted a strong recovery from the great recession with nearly 11,000 more people employed today as compared to pre-recession levels. Hillsboro draws in almost 23,000 more workers than commute out from eastern Washington County, Bethany/Cedar Mill/Rock Creek, and close-in Portland neighborhoods. Hillsboro employers provide job opportunities for a broadly distributed workforce, drawing employees from throughout the region and the state.

Hillsboro is estimated to add approximately 40,000 new jobs over the next 20 years. The Economic Opportunities Analysis (EOA), adopted by reference in the Comprehensive Plan, provides information about the factors affecting economic development in Hillsboro and includes the City’s buildable lands inventory (BLI) ensuring that current use designations provide an adequate short- and long-term land supply for employment. With limited commercial capacity and rapid industrial land absorption, the City will be reliant upon redevelopment and/or intensification of uses to meet its long-term needs.

The Comprehensive Plan supports investments that catalyze economic development and sustain urban amenities that attract and retain employers. Further, Hillsboro will strive to continue to maintain an ongoing inventory of a wide range of available and readily-developable sites critical to supporting economic development going forward. The City’s tradition of working collaboratively with businesses, contractors, and other partners has created an environment that will continue to be ripe for economic growth in the future.

3. People have safe and reliable transportation choices that enhance their quality of life.

The Comprehensive Plan includes a policy framework for transportation that ensures that the system accommodates a variety of transportation needs and is implemented and operated in a way that supports livability today and into the future. Evolving commute patterns and an increasing share of trips being taken by transit, bicycle, and walking indicate the need to more proactively plan comprehensive networks for all modes. Transportation planning must also consider changing demographic trends equity issues, both in terms of mitigating disproportionate impacts and in terms of promoting access to transportation options for all segments of the community.

Through efforts like the Transportation System Plan (TSP) update currently in progress, Hillsboro is taking a holistic approach to building a truly multi-modal system, from re-examining street designs to account for different neighborhood contexts when promoting safety, to continuing to emphasize access to walking, biking, and transit options to reduce overall dependence on the automobile for daily needs. The TSP provides specific information regarding transportation needs to guide future transportation investment in Hillsboro to facilitate safe and efficient travel throughout the community, while fostering sustainability, livability, and social equity. Key objectives include incorporating more efficient performance of existing transportation and providing coordinated land use patterns and street networks that are accessible, connected, and convenient to promote transit and active transportation use.

Hillsboro's commitment to a safe and reliable transportation system is demonstrated by the City's recent planning efforts in South Hillsboro. The community plan incorporates innovative bicycle infrastructure, such as cycle tracks on all arterials and collectors, and sidewalks into a larger network connecting to a transit center, as well as a roadway system that provides key north/south and east/west connections. Similarly, the WHVS Concept Plan strives for a safe, interconnected, and efficient multi-modal transportation system that incorporates high-quality streetscapes and regional and community greenway trails.

4. The region is a leader in minimizing contributions to global warming.

Hillsboro's Environmental Sustainability Plan, first adopted in 2015, sets out clear strategies for making sustainability an inherent part of the City's work, including objectives and actions to address energy use, resource conservation, and resource recovery and renewal. The City also has an organizational Sustainability Plan and an Energy Management Plan that identify agency- specific short- and long-term goals. Partnerships with key Federal and State agencies, local stakeholders, and private entities have helped Hillsboro increase the availability of renewable energy and achieve a top-two ranking nationwide in voluntary renewable energy purchasing. Further, Hillsboro's coordinated, efficient permitting system incentivizes the expansion of renewable energy systems. The City is also actively engaged in reducing the use of non-renewable fossil fuels from

transportation through the installation of electric vehicle charging stations, addition of alternative fuel vehicles and bicycles to the City fleet, and installation of traffic management systems. The City's other efforts for maintaining air quality include restrictions on open burning and winter residential wood burning, as well as funding Washington County's Wood Stove Exchange Program. By continuing to foster collaboration around clean energy, Hillsboro will continue to maintain a thriving community for future generations.

Additionally, the Comprehensive Plan sets the path toward a cleaner energy future through four main goals focusing on resource efficiency, renewable energy, transportation, and innovation. The Plan includes policies that support improving energy efficiency in new development, redevelopment, public facilities, utilities, and operations, as well as for retrofitting existing development. New development and redevelopment will be encouraged to integrate or be designed to support the use and generation of energy from natural sources that are continually replenished such as sunlight, wind, rain, water, and geothermal heat, and incorporate renewable generation or waste-to-energy systems or systems for shared resource generation distribution and management. The City will continue to facilitate compact development projects that include a mix of land uses encouraging people to conserve energy by driving less and traveling by foot, bicycle, or transit more. As one implementation example, the City is requiring Earth Advantage Silver or greater for all residential homes in South Hillsboro.

Critical to minimizing contributions to global warming is a multi-modal transportation system that seeks to reduce the number of motor vehicle trips and per capital vehicle miles traveled by providing viable travel options and creating an efficient system. Managing the system through technology and providing good pedestrian, bicycling and transit infrastructure are important components of the City's Transportation System Plan.

5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.

The City takes pride in its green spaces and is committed to proactively protecting these natural assets that protect open space corridors for wildlife, connect people with open space, and offer outdoor recreation opportunities for the community. The Comprehensive Plan supports clear and consistent standards to protect, stabilize, restore, and manage environmental resources over the long-term. Hillsboro will continue to emphasize strong protections for fish and wildlife habitat, watersheds, and our urban forest, with an efficient regulatory framework that is sensible and balanced, while also encouraging innovation. The City will also look to collaborative approaches with public and private partners to expand community awareness and stewardship of natural resources and support habitat-friendly development.

The Comprehensive Plan adopts the Natural Resources Inventory (Ord. No. 5066/9-01) by reference, which identifies the location, quantity, and quality of natural resources including fish and wildlife habitat and riparian areas in Hillsboro. The City created a Significant Natural Resources Overlay (SNRO) to indicate the appropriate levels of resource protection as determined through the

Economic, Social, Environmental, and Energy (ESEE) analysis. The SNRO overlay is structured to minimize, minimize to the extent practicable, or avoid potential adverse impacts of development activities within a resource site based on level of protection and proposed use and size of disturbance. Compliance with the Metro Water Quality and Flood Management Area map and Title 3 for water in Hillsboro is achieved through the SNRO, Regulatory Floodplain Overlay, and associated standards in the Community Development Code, which may be updated as new environmental data such as area plans for newly-added UGB areas become available. The provisions of SNRO are intended to enhance coordination between 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.

In coordination with Metro, a consortium of eight cities (including Hillsboro), Washington County, Clean Water Services, and the Tualatin Hills Parks and Recreation District, developed a program to protect, conserve, and restore sensitive areas beyond the resource areas already protected through City Goal 5 and CWS vegetated corridors. The plan identified protections for Metro Habitat Benefit Areas (HBAs) and was adopted by Metro as a requirement of Title 13 compliance for the participating jurisdictions. To implement the program, the City adopted ordinances intended to further encourage and facilitate the use of habitat friendly development and sustainable development practices and techniques.

The City has a strong tradition of protecting natural resources even in the face of rapid growth. Natural resource preservation in the WHVS plan area plays a crucial role for habitat, as well as passive and active recreation opportunities. WHVS will ultimately include a portion of the Crescent Park Greenway which is envisioned to be an approximately 16 mile natural greenway that connects to Rock Creek Greenway and will eventually encompass the City of Hillsboro. The Crescent Park Greenway will be a significant community resource as it couples access to recreation, neighborhoods, employment, and services in balance with nature and natural resources.

The Concept Plan describes the preliminary inventory of natural resources conducted for WHVS which found wetlands, riparian corridor, and upland wildlife habitat that would require protections to be determined by the ESEE analysis. Vegetated Corridor requirements in Clean Water Services' Design and Construction Standards will also protect streams and wetlands once development is proposed.

6. The benefits and burdens of growth and change are distributed equitably.

“GOAL 2 INCLUSION: Respect and cultivate community diversity and wisdom through inclusive, meaningful, and innovative community participation.”

— Hillsboro Comprehensive Plan

Through the Hillsboro 2020 Vision and Action Plan, the City instituted a tradition of broad community participation in large-scale planning efforts. Hillsboro 2020 was the initial vision for the

city's future, developed by the people who live and work in the community. Over 1,500 residents participated in this community effort through vision action teams, public opinion polls, focus groups, public meetings and workshops, written surveys, web page responses, and other venues. A strategy review process to update the plan in 2010 engaged an additional 1,000 community members and stakeholders. As a result, Hillsboro 2020 has won awards for public involvement: the League of Oregon Cities (LOC) Good Governance Award for public engagement in 2000, as well as the International Association for Public Participation (IAP2) Core Values Project of the Year Award for exemplary public process in 2002.

When it came time for the next five-year update by 2015, Hillsboro decided to go even bigger. With almost all action items complete at the 15-year mark of the 20-year vision, the City began the process of looking out over the next 20 years through the creation of the Hillsboro 2035 Community Plan. More than 5,000 individuals contributed ideas for making Hillsboro an even better place through a comprehensive community engagement process that included diverse stakeholder presentations, hosted discussions, interviews at local festivals and events (targeted to diverse groups), online input opportunities, "idea boxes" at various locations throughout town, and even a text message survey at a Hillsboro Hops baseball game. Key documents and surveys were also translated into Spanish to facilitate access for Hispanic/Latino individuals—a growing segment of Hillsboro's population. Specific action items identify key community partners, including organizations providing services to youth, seniors, women, people of color, people with disabilities, low-income households, and households with limited English proficiency. Implementation of the 2035 Plan is overseen by a citizen committee, one of the City's 15 different commissions, committees, and boards where residents can represent their community as a participant in the public decision-making process. The City provides annual updates on implementation of the vision through an online progress dashboard indicating actions already implemented and underway and longer-term actions not yet started.

Many current City communication tools have been developed as a result of identified vision actions to inform and engage Hillsboro employees and residents, a Citizen Leadership Academy, city-sponsored events, a community calendar, several public newsletters, and social media accounts. The recently completed Comprehensive Plan update provides an example of how the City has used these tools to continue the tradition of inclusive public involvement. The Comprehensive Plan is organized to reflect the focus areas identified in Hillsboro 2035 as an extension of the community's vision, ensuring that the input collected from community members through the visioning process is carried through to the policies guiding City operations. The goal of the update process and document itself was to present information in a way that is clear, accessible, available, and engaging to a broad audience, using technology as appropriate. In addition to review by many of the City's standing boards and commissions, the Comprehensive Plan Update included a specific project Citizen Advisory Committee with membership from the standing boards and commissions, Planning Commission, City Council, Vision Implementation Committee, the Hillsboro School District, Chamber of Commerce, Latino Engagement Committee, a young adult, and other at-large positions.

The Plan was also presented in person to local and regional policy stakeholder organizations and to the public at community summits. Community members were invited to review information about each of the topics in the featured core areas, ask questions or provide feedback to staff, and participate in a policy survey through a dot voting exercise. The summits were held at different times, on different days of the week, and at different locations, and were generally held during popular community events in order to engage people who otherwise wouldn't usually be involved, connect with youth, reach local businesses and employees, and connect with diverse communities. At the Latino Cultural Festival (on a weekend afternoon), the City provided materials in Spanish and English and had Spanish-speaking City employees and affiliates available for translation. Several other community summits (i.e., Library Open Houses after work; Tuesday Night Market and Hillsboro 2035 Celebration on weekday evenings; Celebrate Hillsboro, OrenKoFest, and Winter Village all day on the weekend) included Spanish-speaking staff and all community summits included bookmarks with information on how to get involved and provide input in both English and Spanish.

Public involvement efforts for the Comprehensive Plan Update also included various forms of online media. Each community summit was accompanied by online policy surveys on the project website and users were invited to leave free-form comments about specific topics or the project in general at any time. The project had a dedicated website, separate from but coordinated with the City's main website, which was the primary outlet to report out to the public on progress made during the project and demonstrate how public input was being utilized. The project website included a Google Translate plugin for all pages allowing for content translation into 104 different languages and meet the needs for people with disabilities. Approximately 2.5 percent of site traffic was from browsers using a language other than English (our analytics do not track use of the Google Translate button itself). The project's outreach strategy included a separate project mailing list and announcements in existing City communication tools, including the bi-monthly City Views newsletter mailed to all households and businesses in the City, the bi-monthly ¡Creciendo Juntos! Spanish newsletter, the bi-weekly Happening in Hillsboro e-updates, and posts to the City's Twitter and Instagram accounts.

The Comprehensive Plan update process included the development of detailed background reports including demographic, historical, and regulatory information by topic. The HNA, Transportation Background Report, and Parks & Trails Master Plan analyzed the needs of communities of color and low-income households which disproportionately include communities of color, as well as other under-served or under-represented groups. As a result of that analysis and input from commissions and community members, there are 3 goals and 36 policies that address equity and/or environmental justice in topics throughout the plan including access to healthy food, housing, economy, transportation, and parks and natural resources. Communities of color are more reliant on walking, biking, and using transit in Hillsboro.

The Transportation System Plan (TSP), currently undergoing an update that will be the first implementation of the Comprehensive Plan, will include a focus on equity woven through the document and highlighted in public outreach efforts. The TSP will analyze the current system inventory, identify future needs, develop plans, and create projects and programs with particular consideration for communities of color, low-income populations, and other under-served or under-

represented groups (identified by Title VI). Using the Comprehensive Plan’s demographic snapshot as a basis, the City is working on a data dashboard that will include data about under-served or under-represented groups for use internally by all departments, as well as externally by community stakeholders.

Hillsboro’s downtown and adjacent areas, where there are a significant proportion of Hispanic/Latino and low-income households as identified in the 2015 Equity Baseline Report, have relatively affordable rents, are well-served by high-frequency transit, have access to several nearby parks such as Bagley and Shute, and feature many grocery stores and farmers’ market events. The City also has programs in place to support access to employment and recreation for these under-served or under-represented groups. The Economic Development Department partners with workforce development organizations and focuses on job training through the Enterprise Zone, including the Prosperidad Employment Empowerment Center supporting entrepreneurial development. The Hillsboro Public Library, Senior Center, and Glenn & Viola Walters Cultural Arts Center both offer a calendar of events or programs that include some specifically planned for communities of color, as well as those for other under-served or under-represented groups.

Hillsboro’s City Council has identified supporting cultural inclusion and expanded engagement with diverse community members as a guiding principle going forward. The City’s diverse Public Engagement Committee (PEC) will be key in positioning the City to craft community involvement outreach strategies that engage a representative range of the community, particularly for communities of color, low-income populations, and other under-served or under-represented groups. The PEC includes representatives chosen for their work with underserved and/or underrepresented groups in the community, including a Hispanic/Latino member from Centro Cultural, a senior member with Age Celebration, a member of the Youth Advisory Council, a member teaching Native American curriculum, and other members with experience in public health and arts and culture as well as public engagement. Hillsboro has a dedicated Community Services Manager who works on-one-one with diverse community stakeholders, organizes a volunteering program that provides over 50,000 hours of service, and is in the process of developing a Cultural Inclusion Strategy that will be completed by the end of the year. As mentioned previously, the City awards \$100,000 in Community Service Grants per year for programs or services addressing public safety, as well as housing, rental assistance, family support, aging, and mental and physical health needs. Council has approved doubling the Community Services Grant program to \$200,000 annually.

15 Number of City
boards/commissions/
committees

24 City Council
meetings per year

50,000 estimated
City volunteer hours
per year

Attachments:

- A.** HNA Summary Document
- B.** DLCD HNA Acknowledgment Email
- C.** 2016 UGMFP Compliance Report
- D.** Comprehensive Plan Housing Section
- E.** Title 11 Findings of Fact
- F.** Email from Metro stating Title 11 Compliance
- G.** South Hillsboro Finance Plan Overview
- H.** Planning Commission Order 8248
- I.** City Council Resolution 2592
- J.** WHVS Concept Plan
- K.** Hillsboro-Washington County IGA
- L.** Letters of Support
- M.** Interested WHVS Property Owner Letter
- N.** Comprehensive Plan Design Types Map
- O.** Affordable Housing Policy and Action Plan