



**Comprehensive Plan**  
**Citizen Advisory Committee**  
**AGENDA**  
**Thursday, November 17, 2016**

**BROOKWOOD LIBRARY**  
 2850 NE Brookwood Parkway

4:00-6:00 PM  
 Event Room, 2<sup>nd</sup> Floor

Time	Topic	Lead	Action
4:00	A. Introductions/Welcome	All	I
4:05	B. Minutes Review – October 27 meeting	Nick	I, D
4:10	C. Community Summit Outcomes and Survey Results	Aaron	I, D
4:30	D. Continue Review of Prior Topic a. Transportation Goals & Policies	Aaron/Laura	I, D
5:15	E. Final Goals/Policies Reviews a. Building Economy and Infrastructure Topics b. Promoting Health, Wellness and Safety Topics	Aaron	I, D, R
5:45	F. Staff Updates and Upcoming Meeting Schedules/Topics	Aaron	I
5:50	G. Public Comment	-	I
6:00	H. Adjourn	-	

*I=Information, D=Discussion, R=Recommendation*

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**Next Regular Meeting:**

Thursday, January 26, 2017  
 4:00-6:00pm  
*Hillsboro Civic Center*  
*Conference Room 113B/C*  
*150 E. Main Street, Hillsboro*

For further information on agenda items, contact Aaron Ray, Senior Planner and Comp Plan Project Manager, at (503) 681-6476 or email at [aaron.ray@hillsboro-oregon.gov](mailto:aaron.ray@hillsboro-oregon.gov).



## Meeting Summary

### Citizen Advisory Committee – Comprehensive Plan Update

October 27, 2016 - 4:00 p.m. – 6:00 p.m.

Hillsboro Civic Center – Conference Room 207

150 East Main Street

Hillsboro, OR 97123

### Members Present

Marc Cardinaux, Aron Carleson, Katie Eyre, Bonnie Kookan, Glenn Miller, Tricia Mortell, Ken Phelan, Ahne Oosterhof

### Members Excused

Steve Callaway, Wil Fuentes, John Godsey, Daniel Nguyen, Gwynne Pitts, Bryan Welsh

### Staff Present

Nick Baker, Brad Choi, Colin Cooper, Rob Dixon, Taylor Eidt, Don Odermott, Laura Weigel

### Welcome and Introductions

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The meeting opened with welcome and introductions of the committee members and staff.

### Minutes – September 22, 2016

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Minutes from the August meeting were presented and accepted.

### Transportation – Draft Goals & Policies

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Laura Weigel presented a brief introduction to the Transportation System Plan (TSP) Existing Conditions Report, highlighting the role of this document in identifying land use and demographic trends, the current system inventory, and system performance. Laura followed with a presentation of issues, opportunities, and trends identified by staff during formation of this report.

- A committee member asked about the timeline for TSP completion. Staff replied that it is just starting, with an estimated completion date of early 2018.
- Two committee members expressed concern that the City is unbalanced in its development of roads; citing that too much space is being taken away from motor vehicles for use by other modes.

- A committee member expressed concern that the TSP will lead to the construction of large roads through established neighborhoods.

Additionally, the committee provided feedback on the goals and policies:

*[Staff note: Policy numbers shown below relate to the draft provided to the committee for the October 2016 meeting. Policy numbers in subsequent drafts may have changed.]*

- Two members of the committee expressed concern that motor vehicles have been inappropriately de-emphasized within this topic area, and as they become more technologically efficient, the City should provide guidance for continued development of a supporting infrastructure system. The provision of other modes seems to come at the expense of motor vehicles, and the topic area lacks a value statement supporting increasing freeway capacity. This topic area is very rich in bicycle and pedestrian guidance, but weak in motor vehicle guidance, and very weak in freight. Staff responses indicated that the goal of these policies are to create the most efficient transportation system possible, by reducing congestion and creating options for other modes. Additionally, staff may look into incorporating more vehicle-specific policies.
- Cultivating Transportation Options – Two committee members did not feel that this title is appropriate, because the goal of this topic is to cultivate a transportation system that works, rather than to create options. The creation of options belongs in a goal itself.
- Goal 1 – A committee member questioned if this goal should seek to eliminate all fatalities and injuries, instead of only serious ones. Staff responded that the spirit of this goal is to eliminate all injuries and fatalities, but the language here is complimentary to methodology used in safety action plans that will correspond to this goal.
- Policies 2.1 and 2.3 – A committee member questioned the intended definition of “transportation corridors.” Staff will clarify.
- Policy 2.4 – A committee member questioned the definition of “low-stress” in this context. Staff indicated that “stress” is an industry term indicating the level of real or perceived stress a user feels on a specific infrastructure design type. Staff may explore how to clarify this term or add a definition.
- Policy 2.7 – Staff indicated that with committee input, the City can make this policy more oriented towards encouraging travel time competitiveness with motor vehicles.
- Policy 2.11 – The committee questioned the intended definition of a bicycle “facility.” Staff will consider rewording this policy to change “facility” to “infrastructure.”
- Goal 3 -- Staff suggested that this goal could include a policy on system redundancy, in order to signal that the City is attempting to optimize the efficiency of existing infrastructure for all modes.
- Policy 3.2 – A committee member questioned what more intense land uses may be, and if this language may be redundant. Staff will refine.
- Policy 3.3 – A committee member questioned the definition of “more efficient modes.” Staff will re-examine this language.
- Policy 3.4 – A committee member raised a concern that this policy does not provide enough flexibility in development styles. Staff indicated that transit oriented development is guided through both Federal and Metro requirements.

- Policy 3.2 – The committee raised concerns that “prioritize” is too strong of a word, and staff should consider using something more flexible such as “support.”
- Policy 4.4 – The committee suggested that this text is too technical, and should be adapted to layman’s terms. Staff will explore ways to clarify the language without losing the ability to approve special designs in specific circumstances.
- Policy 4.6 – The committee questioned the definition of “out-of-direction travel.” Staff will clarify this language.
- Policies 4.8 and 4.12 – The committee raised concerns that “ensure” may be too strong language. Staff will re-examine the wording.
- Policy 5.4 – A committee member raised concerns that this policy may create undue burdens on the last developments in specific areas. Staff noted that it should attempt to clarify the meaning of “appropriate conditions.”
- Goal 6 -- Staff suggested the addition of new policies speaking to periodic partnerships to evaluate and understand the needs of freight users and growth patterns in the City. The committee suggested the addition of two policies within Goal 6 addressing the movement of Employees to their worksites and proximity of homes and worksites.

Due to time constraints, the committee will review goals 7 through 9 at their November meeting.

### **Staff Updates**

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- Updates were made to the Energy and Climate Change Goals and Policies. The Committee accepted the changes.
- Staff attended OrenKoFest, receiving input on Building, Economy, and Infrastructure, and Health, Wellness, and Safety topics on Saturday, October 8.

### **Upcoming Meeting Schedules and Topics**

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The next meeting will take place on November 17, 2016, from 4:00-6:00 p.m. in the Event Room on the second floor at the Brookwood Library. The meeting will cover Transportation Goals & Policies. There will be no meeting during the month of December. The January 26 meeting will occur in the Hillsboro Civic Center in Room 113, with a discussion of Natural Resources and Stormwater Management.

### **Public Comment**

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No members of the public offered comment at the meeting.

### **Adjournment**

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The CAC meeting adjourned.

## MEMORANDUM

**To:** Comprehensive Plan Update Citizen Advisory Committee (CAC)

**From:** Long Range Planning Staff

**Date:** November 17, 2016

**Subject:** Continued review of Transportation Draft Goals and Policies, and Proposed Draft Review for Building Economy and Infrastructure and Promoting Health, Wellness and Safety Goals and Policies

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### **Requested Citizen Advisory Committee Action:**

Continue review of Transportation draft goals and policies from the October 2016 CAC meeting and provide additional feedback. Additionally, review, provide feedback, and consider making a recommendation to Planning Commission on the Proposed Drafts of goals and policies concerning all topics in the Building Economy and Infrastructure and Promoting Health, Wellness and Safety Core Areas prior to final review and acceptance.

### **Background:**

#### Transportation

Draft goals and policies for Transportation are included in this month's packet. This review is a continuation of the October 2016 CAC meeting, as the large set of goals and policies in the Transportation section necessitated additional time for discussion. The attached draft reflects input from the October CAC meeting, as well as inputs from the Transportation System Plan (TSP) Update Technical Advisory Committee and the TSP Steering Committee provided at their meetings through early November.

This month, the CAC will first complete its initial review of Goals 7 through 9, and then return to edits made to earlier language to provide additional input. Staff will solicit committee input on prior edits through a structured process to ensure that everyone has an opportunity to provide input. Following CAC review, review of these goals and policies will continue at the TSP Steering Committee in late November, prior to review in the Planning Commission work session in mid-December or mid-January, and Transportation Committee at a later date.

#### Building Economy and Infrastructure and Promoting Health, Wellness and Safety Core Areas

This month, the committee will conduct its final review of goals and policies in two core areas: Building Economy and Infrastructure and Promoting Health, Wellness and Safety. This is the final opportunity for the committee to provide input on these topics before they are presented for

review and acceptance by the Planning Commission. The CAC may consider a motion to recommend acceptance of the proposed drafts.

Proposed drafts of goals and policies for each topic in these core areas are attached to this staff report. These drafts reflect all input received throughout the review process for each topic, including comments made by the Planning Commission in work sessions occurring after CAC review. Each section now includes definitions for all identified terms, and policies have been ordered, numbered, and consistently summarized for clarity.

The table below illustrates the scope of changes to each topic since CAC review:

<b>Topic</b>	<b>Changes since CAC review</b>
<i>Building Economy &amp; Infrastructure Core Area</i>	
Economic Development	<ul style="list-style-type: none"> <li>• Significant revisions to policy ED 4.3 to better describe impacts of “gentrification”.</li> <li>• New policy ED 5.6 discussing Employee Housing Choice.</li> <li>• Minor revisions to policies ED 1.1, 2.1, 2.4, and the definition of “public realm”.</li> </ul>
Public Facilities	<ul style="list-style-type: none"> <li>• Minor revisions to policies PF 1.8, 3.6, 4.5, and 5.5.</li> <li>• Definition added for “education providers”.</li> </ul>
Water Supply and Distribution	<ul style="list-style-type: none"> <li>• Minor revisions to policies WS 2.4 and 2.8.</li> </ul>
<i>Promoting Health, Wellness, and Safety Core Area</i>	
Access to Healthy Food	<ul style="list-style-type: none"> <li>• New policy AF 1.2 to address Farm Animals.</li> <li>• Minor revisions to policies AF 1.1, 1.5, 1.6.</li> <li>• Definition added for “compatible”.</li> </ul>
Natural Hazards	<ul style="list-style-type: none"> <li>• No changes.</li> </ul>
Noise Management	<ul style="list-style-type: none"> <li>• Minor revisions to policies NM 1.1 and 1.5.</li> </ul>
Police and Fire Services	<ul style="list-style-type: none"> <li>• No changes.</li> </ul>

Following this final CAC review, these drafts will be reviewed at a Planning Commission work sessions, followed by Planning Commission public hearings and resolutions for acceptance. Formal proceedings to accept topics in these core areas are anticipated to begin in January 2017.

#### Community Summit and Survey Outcomes

To gather community input on the goals and policies in these core areas, the City conducted a series of outreach events between August and November, including two Community Summit events and an online survey. The online policy survey was similar to the questions asked at the summit. The online surveys were open for input from September until early November and were a key feature of the City’s presence at the last Tuesday Night Market of the season on August 30<sup>th</sup> and at OrenKoFest on October 8<sup>th</sup>.

At the summits, participants could review information about each of the six topics in these Core areas, ask questions or provide feedback to staff, and participate in a policy survey through a dot voting exercise. In the policy survey, participants were asked to express whether they thought that individual policy topics were very important, somewhat important, or not important. More than 30 people participated in each summit. Materials presented at the summit were also available online for those who could not attend.

Overall, the Building Economy and Infrastructure Core Area received the most support, with 90 percent of participants responding that Water Supply and Distribution policies were important. Noise Management policies were perceived to be the least important at only 69 percent.

Additional participant response highlights by section are outlined in the table below:

Topic	Input Highlights
Economic Development	<ul style="list-style-type: none"> <li>• <u>Most Important (93%)</u>: Collaboration between local schools and employers for career development.</li> <li>• <u>Least Important (61%)</u>: Planning for innovative economic trends such as the sharing economy (i.e, Airbnb, Uber).</li> </ul>
Public Facilities	<ul style="list-style-type: none"> <li>• Not addressed in policy surveys.</li> </ul>
Water Supply and Distribution	<ul style="list-style-type: none"> <li>• <u>Most Important (94%)</u>: 1) Upgrading existing infrastructure to reduce potential adverse impacts and 2) Including renewable energy generating systems in water facilities.</li> <li>• <u>Least Important (78%)</u>: Planning for water supply to meet the needs of high-volume industrial customers.</li> </ul>
Access to Healthy Food	<ul style="list-style-type: none"> <li>• <u>Most Important (92%)</u>: Providing opportunities for neighborhood community gardens.</li> <li>• <u>Least Important (67%)</u>: Providing options for residents to raise a limited number of animals.</li> </ul>
Natural Hazards	<ul style="list-style-type: none"> <li>• <u>Most Important (100%)</u>: Providing residents information about natural hazards and emergency preparedness.</li> <li>• <u>Least Important (72%)</u>: Limiting development in areas where natural hazard events are likely to occur.</li> </ul>
Noise Management	<ul style="list-style-type: none"> <li>• <u>Most Important (82%)</u>: Promoting building and site design that reduces exposure to noise.</li> <li>• <u>Least Important (40%)</u>: Establishing a Railroad Quiet Zone.</li> </ul>
Police and Fire Services	<ul style="list-style-type: none"> <li>• <u>Most Important (95%)</u>: Providing consistent citywide service coverage.</li> <li>• <u>Least Important (80%)</u>: Supporting building and site design principles that deter crime.</li> </ul>

The input gathered is intended to identify areas where potential policy refinements could be needed, as well as to gather data that could be helpful in preparing implementation measures for each policy following adoption of the new Comprehensive Plan. Following approval and endorsement by the CAC, Proposed Draft goals and policies for each of these topics will be posted online for public review, with additional comments to be collected, analyzed, and presented to Planning Commission prior to public hearings and acceptance of the Proposed Drafts, currently anticipated for late January 2017.

**Cost:**

Costs for preparation of these documents include staff time only.

**Attachments:**

1. Transportation draft Goals and Policies (updated November 4, 2016)
2. Goals and Policies Proposed Drafts for:
  - a. Economic Development
  - b. Public Facilities
  - c. Water Supply and Distribution
  - d. Access to Healthy Food
  - e. Natural Hazards
  - f. Noise Management
  - g. Police and Fire Services

# Cultivating Transportation Options

Goals and Policies DRAFT – November 4, 2016

## Review History

Date	Reviewed By
10.13.2016	Comprehensive Plan Technical Advisory Committee (Goals 1-3) – <i>Comments Incorporated</i>
10.27.2016	Comprehensive Plan Citizen Advisory Committee (Goals 1-6) – <i>Comments Incorporated</i>
11.3.2016	Transportation System Plan Technical Advisory Committee – <i>Comments Incorporated</i>

## Source Notes & Annotations

Sources for policies carried forward are noted in parenthesis. Examples:

- (1-1): Policy subject from the 2004 TSP. (e.g. 2-3 means Goal 2, Policy 3). Wording may be different.
- (A): Implementation measure from the current Comp Plan (begins on page 72 of current plan). Implementation measure language included below was rewritten to match Comp Plan style.
- (NEW): These are new policies not carried forward from earlier plans.

## GOAL 1 **Safety:** Develop and maintain a transportation system\* that seeks to eliminate fatalities and serious injuries.

POLICY 1.1 **Safety for all modes.** Develop and maintain the transportation system\* to enable users of all modes\*, including pedestrians, cyclists, drivers, and those taking transit, to feel equally safe and comfortable. (1-1)

POLICY 1.2 **Protection of vulnerable users.** Improve safety for more vulnerable system users\*, including pedestrians, bicyclists, and those who need special accommodations under the Americans with Disabilities Act. (NEW)

POLICY 1.3 **Minimize conflicts.** Design roadways and manage access to minimize user conflicts and improve safety. (1-4, partial)

POLICY 1.4 **Pedestrian network safety.** Improve pedestrian safety, particularly near schools, transit stops and stations, public facilities, and rail and street crossings. (NEW)

POLICY 1.5 **Safety monitoring and mitigation.** Monitor the City transportation system\* to identify, prioritize, and mitigate safety issues, and improve high-crash locations\* for all modes\*. (1-2)

POLICY 1.6 **Education, awareness, and enforcement.** Partner across agencies and departments to improve transportation system\* safety education, awareness, and enforcement. (1-3)

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY 1.7 **Rail crossing safety.** Design rail crossings to be safe for all users. (1-8)
- POLICY 1.8 **Hazardous materials.** Require safe routing of hazardous materials\* within the City. (5-4)
- POLICY 1.9 **Street and path lighting.** Require appropriate illumination that provides for the safety of all users. (NEW)

GOAL 2 **Multi-modal:** Provide a balanced and connected multi-modal\* transportation system\*.

- POLICY 2.1 **Multi-modal corridors and facilities.** Design transportation corridors\* and facilities that accommodate and promote the use of multiple modes\* of travel to move people, goods and services. (2-1)
- POLICY 2.2 **Network design for each mode.** Establish and enhance easily-navigable citywide networks for pedestrian, bicycle, automobile, transit, and freight traffic that are integrated and interconnected into a comprehensive multi-modal\* system. (NEW)
- POLICY 2.3 **Connecting destinations.** Provide multi-modal\* transportation options within, between, and in close proximity to Regional Centers\*, Employment Areas\*, Transit Station Communities\*, Town Centers\*, Neighborhood Centers\*, Corridors\*, and major destinations. (NEW)
- POLICY 2.4 **Low-stress alternatives.** Develop pedestrian- and bicycle-friendly alternatives to arterials and collectors for multi-modal travel to improve connectivity and serve local needs. (7-4)
- POLICY 2.5 **Transit expansion.** Collaborate with local and regional transit providers to improve transit service, particularly the availability of frequent transit service including evening and weekend service, in all areas of the City. (2-5)
- POLICY 2.6 **High-Capacity Transit.** Coordinate with local and regional partners to expand high-capacity transit\* service to enhance mobility options, increase overall transit use, and better connect local and regional employment, commercial, and residential areas. (NEW)
- POLICY 2.7 **Bicycle and pedestrian facilities.** Improve and expand bicycle and pedestrian facilities that accommodate users of various abilities in conjunction with roadway construction or reconstruction projects. (2-2, portion)
- POLICY 2.8 **Bicycle and pedestrian access.** Ensure safe and convenient access to existing or planned bike and pedestrian facilities, including bicycle parking, from nearby schools, transit, parks, public facilities, employment and retail areas. (2-2, portion)
- POLICY 2.9 **Trails connectivity.** Connect local off-street trails with regional trail systems and local pedestrian and bicycle networks where feasible as part of an integrated transportation system\*. (2-4)

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL 3 **Trip Reduction:** Reduce the number of vehicle trips and per capita vehicle miles traveled by providing viable travel options.

- POLICY 3.1 **Reduce vehicular miles traveled.** Foster the reduction of single-occupancy vehicular miles traveled to improve efficiency of the existing system. (3-1)
- POLICY 3.2 **Coordinate land use and transportation.** Align land use designations and zoning with transportation system\* planning to focus higher residential densities, mixed-use development, employment centers, transit-oriented development, and other more intense land uses in areas that are well-served by multiple modes\*, particularly transit. (NEW)
- POLICY 3.3 **Mode options.** Plan a transportation system that enables users to choose the mode that best meets their needs. (NEW)
- POLICY 3.4 **Short trips.** Improve the pedestrian and bicycling environment to encourage their use for short distance travel.
- POLICY 3.5 **Transportation demand management.** Support the use of transportation demand management\* measures including carpools, vanpools, telecommuting, technology, parking management, and staggered work hours as a means of reducing peak commute period traffic demand. (L)

GOAL 4 **System Design:** Plan and implement a City transportation system\* that accommodates current and future needs.

- POLICY 4.1 **Functional classifications.** Organize the roadway network around a street classification\* hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses. (NEW)
- POLICY 4.2 **Standardized cross-section designs.** Develop and maintain standardized street cross-section design standards for public roadways that reflect intended land uses and design characteristics. (O)
- POLICY 4.3 **Special classification design standards.** Establish specialized design standards when necessary to address the unique context of individual roadways and/or surrounding land uses. (C, D)
- POLICY 4.4 **Special designs.** Allow deviation from standardized and special classification design standards where proposed designs support adjacent uses, address unique constraints, and provide for acceptable performance. (P)
- POLICY 4.5 **Design for different vehicle sizes.** Design the transportation system\* to accommodate different sizes and types of vehicles. (NEW)
- POLICY 4.6 **Connectivity.** Increase multi-modal\* connectivity and create redundant connections between existing, new, and future development to reduce out-of-direction travel. (M and 7-3, portion)

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY 4.7 **Right-of-way protection.** Identify and protect right-of-way\* for potential public use necessary to accommodate future needs and demands. (NEW)
- POLICY 4.8 **Benefits and burdens.** Consider disparate impacts on local property owners when siting transportation facilities. (NEW)
- POLICY 4.9 **Parking supply.** Maintain standards to ensure appropriate parking capacity for all modes. (3-4)
- POLICY 4.10 **Area-specific parking management.** Create area-specific parking management plans where appropriate, and ensure parking standards that address neighborhood livability and needed capacity to support development. (NEW)
- POLICY 4.11 **Emergency services access.** Require adequate access to properties for emergency services vehicles throughout the City. (1-5)
- POLICY 4.12 **Public safety coordination.** Coordinate with law enforcement and emergency response agencies in the planning and design of transportation facilities and emergency response operations. (NEW)
- POLICY 4.13 **Regional consistency.** Apply regional street design guidelines on streets identified in the Metro Regional Transportation System Plan within the context of local needs. (N)

GOAL 5 **Performance: Manage the City transportation system\* to maximize capacity while ensuring efficiency and safety.**

- POLICY 5.1 **System performance standards.** Meet system performance standards consistent with local and regional goals. (4-1, portion)
- POLICY 5.2 **Emerging performance measurements.** Explore the feasibility and applicability of emerging methods of measuring and evaluating transportation system\* performance and safety. (NEW)
- POLICY 5.3 **Address congestion.** Invest in the transportation system\* to manage congestion consistent with local performance and safety goals. (4-1, portion)
- POLICY 5.4 **Development impacts.** Place appropriate conditions on proposed land use actions to manage and mitigate the impacts of new development\*, infill development\*, and redevelopment\* on local and regional transportation systems\*, including system capacity and right-of-way\* area. (NEW)
- POLICY 5.5 **Systemwide technologies.** Collaborate with regional and state partners to develop, operate and maintain Intelligent Transportation Systems\* including coordination of traffic signals, transit prioritization, and the integration of other emerging technologies. (4-2)
- POLICY 5.6 **Emerging user technologies.** Support the use of emerging technologies to improve the overall efficiency and safety of the transportation system\*. (NEW)

\* Asterisks indicate terms with specific definitions included at the end of this section.

POLICY 5.7 **Monitor performance.** Define and monitor metrics addressing system performance and user characteristics such as safety, demand, trip types, congestion, mode\* share, origin-destination patterns, and jobs-housing patterns. (NEW)

GOAL 6 **Economy:** Utilize the transportation system to support and sustain local and regional economic development.

POLICY 6.1 **Goods and services movement.** Design the transportation system\* to facilitate the efficient movement of goods, services, workers, and equipment. (5-1)

POLICY 6.2 **Continued use of facilities.** Support the continued use and development of rail, air, and pipeline transportation facilities. (5-3)

POLICY 6.3 **Freight industry collaboration.** Partner with local and regional freight users to understand their unique needs, and develop mutually-beneficial strategies and initiatives to improve freight mobility.

POLICY 6.4 **Airport planning coordination.** Coordinate with the Port of Portland in planning for the Hillsboro Airport. (5-2)

POLICY 6.5 **Regional role.** Collaborate with regional partners to ensure that the City and regional transportation networks can support regional growth while maintaining livability and economic viability.

POLICY 6.6 **Standards coordination.** Ensure compliance with federal, state and local safety and design standards in the operation, construction and maintenance of rail, pipeline, and arterial\* roadway systems. (1-7)

GOAL 7 **Livability:** Integrate the transportation system\* with neighborhoods and places.

POLICY 7.1 **Impact mitigation.** Design and manage the transportation system\* to mitigate significant potential livability and environmental impacts. (6-4 and 6-5)

POLICY 7.2 **Context-sensitive street design.** Plan and design streets that reflect their intended use, are compatible and well-integrated with surrounding neighborhoods, and accommodate planned land uses and system users. (6-2)

POLICY 7.3 **Attractive pedestrian environment.** Develop attractive pedestrian environments by coordinating landscape design, street trees, utility placement, safety features, lighting, transit stop amenities, and other streetscape amenities that support pedestrian use in compliance with applicable City standards. (6-3)

POLICY 7.4 **Minimize non-local neighborhood traffic.** Manage the transportation system\* to minimize non-local motorized vehicular traffic within residential neighborhoods.

POLICY 7.5 **Minimize speeding.** Incorporate design features to minimize speeding on local\* and neighborhood routes\*. (6-1)

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY 7.6 **Health and wellness impacts.** Promote positive health outcomes through investments in measures such as active transportation and physical activity, while reducing pollution and environmental impacts. (NEW)
- POLICY 7.7 **Natural and green infrastructure.** Support the integration of natural and green infrastructure\* into the transportation system\*, including street trees, pervious pavement, the use of vegetated stormwater management, and alternative design techniques where appropriate. (U)
- POLICY 7.8 **Promote environmental sustainability.** Pursue transportation system\* investments that expand the use of renewable energy, reduce environmental impacts, lower noise levels, and reduce emissions of greenhouse gases. (NEW)
- POLICY 7.9 **Airport compatibility.** Promote compatibility\* between the Hillsboro Airport and surrounding uses by limiting noise-sensitive uses\* within airport noise corridors and avoiding the establishment of uses that are physical hazards to air traffic. (1-6)

**GOAL 8** Equity: Reduce barriers and improve equity for all users.

- POLICY 8.1 **Transportation system equity.** Manage transportation system\* operations and investments to provide residents of all ages, cultures, incomes, and abilities with affordable, reliable, convenient, and safe transportation options to meet daily needs. (NEW)
- POLICY 8.2 **Reduce barriers for biking, walking, and transit.** Reduce barriers for pedestrians, bicyclists, and transit users while maintaining compatibility\* with surrounding land uses through design standards and transportation system\* investments. (NEW)
- POLICY 8.3 **Expand access to transit.** Expand access to local and regional transit service to areas of the City that have historically been underserved by transit.
- POLICY 8.4 **Education and awareness.** Support measures to expand awareness of transportation resources and options across all of the City's diverse communities. (NEW)
- POLICY 8.5 **Americans with Disabilities Act.** Construct and pursue retrofit of transportation facilities to conform to the requirements of the Americans with Disabilities Act. (7-1)

**GOAL 9** Funding: Provide adequate funding for transportation system\* maintenance and enhancement.

- POLICY 9.1 **Transportation Financing Plan.** Develop and maintain an overall Transportation Financing Plan that addresses investments over the next 20 years, prioritizes

\* Asterisks indicate terms with specific definitions included at the end of this section.

investments to meet community goals, and identifies stable funding sources and mechanisms. (NEW)

- POLICY 9.2 **Capital improvement program.** Develop and maintain a prioritized capital improvement program for transportation projects. (G)
- POLICY 9.3 **Leverage public and private investments.** Identify opportunities to make public transportation investments that complement and leverage other public and private capital investments.
- POLICY 9.4 **Diverse revenue sources.** Provide a cost-effective transportation system\* with balanced revenue sources. (NEW)
- POLICY 9.5 **Non-traditional funding sources.** Support exploration of creative, non-traditional transportation funding sources that align with City needs and priorities. (NEW)

## DEFINITIONS

**Compatibility:** The ability of adjacent uses to exist together without significant discord or disharmony.

**Corridors:** See Design Type Designations in Design & Development Goals & Policies. (*Note: See also “Transportation Corridors” below.*)

**Employment Areas:** See Design Type Designations in Design & Development Goals & Policies.

**Green Infrastructure:** Public or private assets — either natural resources or engineered green facilities — that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, ecoroofs, green street facilities, wetlands, and natural waterways.

**Hazardous Materials:** A substance or material capable of posing an unreasonable risk to health, safety, or property.

**High-Capacity Transit:** Public transit using vehicles that make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit service can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus, using an exclusive right-of-way, a non-exclusive right-of-way, or a combination of both.

**High-Incident Locations:** Highway or road segments that are susceptible to an inordinate number of crashes, usually the result of poor road design, absence of appropriate traffic signing or signals, or lack of enforcement. Identification of high crash locations are a desirable part of the problem identification process.

**Infill development:** Additional development on already developed lots, usually achieved through subdividing the lot or otherwise increasing its density.

**Intelligent Transportation Systems (ITS):** The application of a broad range of communications-based information, control and electronics technologies to improve the efficiency and safety of transportation

\* Asterisks indicate terms with specific definitions included at the end of this section.

systems. ITS can be integrated into the transportation system infrastructure and in vehicles to help monitor and manage traffic flow, reduce congestion, provide alternate routes to travels, and improve safety.

**Mode:** The different means by which people and freight achieve mobility, such as cars, motorcycles, trucks, other vehicles, transit, bicycles, and walking.

**Multi-modal:** Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

**Neighborhood Centers:** See Design Type Designations in Design & Development Goals & Policies.

**Noise-Sensitive Uses:** Uses that may be subject to stress and/or significant interference from noise, often including but not limited to parks, open space, residences, hospitals, hotels, schools, libraries, churches and similar uses. Occupied habitat for threatened or endangered wildlife species may also be considered noise-sensitive.

**Redevelopment:** Construction of new structures, expansion or change of existing structures or building footprints, reconfiguration of existing driveways or parking, and site grading related to such additions, changes, or reconfigurations.

**Regional Centers:** See Design Type Designations in Design & Development Goals & Policies.

**Right-of-way:** An area of land dedicated, deeded or granted to the public to accommodate public uses such as a portion of a transportation system or public utility system. Examples of rights-of-way include transportation routes for motor vehicles, transit, bicycles, and pedestrians, and public utility corridors for water, sewer, and storm water lines, and for power lines and gas lines where adequate public utility easements are not available.

**Street Classifications:** A functional hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses.

*Arterial:* A street intended to serve as a primary route for travel between the City and other parts of the region or between major areas of urban activity.

*Collector:* A street providing both access and circulation within residential and commercial/industrial areas. Collector streets may penetrate residential neighborhoods distributing trips for the local and neighborhood route systems.

*Neighborhood:* A street providing connectivity between local residential streets and collector streets or arterial streets, used by residents in an area to enter or exit a neighborhood but not serving as citywide area circulation.

*Local:* A street intended to serve only abutting land.

**Town Centers:** See Design Type Designations in Design & Development Goals & Policies.

**Transit Station Communities:** See Design Type Designations in Design & Development Goals & Policies.

**Transportation Corridor:** Any land area designated by the State, a county, or a municipality which is between two geographic points and which area is used or suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. (*Note: Transportation Corridors are distinct from the Corridor Design Type Designation described in the Design & Development Goals & Policies.*)

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Transportation Demand Management:** General term for strategies designed to optimize system performance through techniques such as the use of alternative modes, ridesharing, car sharing and vanpool programs, telecommuting, and providing flexible work schedules. Managing demand is about providing all travelers with choices of location, route and time, not just mode of travel.

**Transportation system:** Various transportation modes or facilities (aviation, bicycle and pedestrian, throughway, street, pipeline, transit, rail, water transport) serving as a single unit or system.

**Vulnerable system users:** Transportation system users that are at most at risk of injury or death in traffic, often including pedestrian, cyclists, children, and those with mobility impairments.

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\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL ED 1 **Competitive Advantage:** Diversify and expand the economy to give Hillsboro, the region, and the state a competitive advantage.



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- POLICY ED 1.1 **Competitive advantage.** Maintain and strengthen the City’s competitive economic advantages, including access to a highly-skilled workforce; robust local workforce development; business diversity; competitive business climate; quality educational institutions; and globally-competitive utilities, public facilities, and services.
- POLICY ED 1.2 **Diverse range of employment opportunities.** Foster a diverse range of employment opportunities to benefit Hillsboro, the region, and the state.
- POLICY ED 1.3 **Employment-land supply.** Pursue an ample employment land supply to benefit Hillsboro, the region, and the state.
- POLICY ED 1.4 **Traded-sector and target industry retention, expansion, and recruitment.** Sustain the ongoing vitality of the City’s traded-sector\* and targeted industries by aligning plans and investments to retain, expand, and recruit employers and investment in Hillsboro.
- POLICY ED 1.5 **Business Innovation.** Facilitate scale-up\* and business innovation opportunities where new or incubating companies\* can create a sense of place and benefit from co-location, proximity to transit, affordable space, mentorship, and shared services.
- POLICY ED 1.6 **Partnerships.** Leverage program and resource partnerships with local, regional, and statewide stakeholders, such as governments, educational institutions, economic development and business organizations, and major employers, to attract and retain employment and investment.
- POLICY ED 1.7 **Economic resiliency.** Pursue collaborative and innovative approaches to strengthen and sustain Hillsboro, the region, and the state’s economic resiliency\*.
- POLICY ED 1.8 **Energy, water, and climate change challenges.** Reduce the vulnerability of Hillsboro, the region, and the state’s economies to energy, water, and climate change challenges.

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL ED 2 **Utilities, Facilities, and Services:** Catalyze economic development through high-quality utilities, public facilities, and services.

- POLICY ED 2.1 **Competitive utilities.** Maintain existing public utility assets and invest in the expansion of high-quality utilities\* to catalyze economic development.
- POLICY ED 2.2 **High-quality public facilities and services.** Maintain and invest in expansion of high-quality public facilities and services\* to catalyze economic development.
- POLICY ED 2.3 **Multi-modal transportation.** Develop safe, well-connected, and efficient multi-modal\* transportation facilities that improve access to employment areas while facilitating freight movement capabilities.
- POLICY ED 2.4 **Hillsboro Airport.** Leverage the long-term viability of the Hillsboro Airport facility.
- POLICY ED 2.5 **Coordination of utilities, public facilities and services.** Coordinate the type, design, timing, and location of utilities, public facilities, and services with other public agencies, utilities, the private sector, and property owners to move employment land closer to development-ready\* status.
- POLICY ED 2.6 **Financing of utilities, public facilities, and services.** Adopt additional funding methodologies, as needed to fund the necessary extension of utilities, public facilities, and services.

GOAL ED 3 **Land Supply:** Manage land supply to meet short and long-term economic development needs of Hillsboro, the region, and the state.

- POLICY ED 3.1 **Supply of developable employment sites and flexibility.** Sustain a supply of developable employment sites and adequate flexibility to meet the short- and long-term needs of Hillsboro, the region, and the state.
- POLICY ED 3.2 **Employment land designation.** Adopt land use designations in a manner that accommodates projected employment growth.
- POLICY ED 3.3 **Employment land lot sizes.** Manage employment land to provide a range of available and developable lot sizes to accommodate a variety of uses, industry clusters\*, and emerging market opportunities.
- POLICY ED 3.4 **Higher density employment land.** Pursue development of higher employment densities employment in areas with planned or existing enhanced transportation connectivity; access to transit; and utilities, public facilities and services.

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY ED 3.5 **Health and education campuses.** Promote the stability and growth of health and education campuses\* as essential service providers, centers of innovation, workforce development providers, and major employers that can also provide amenities to the surrounding neighborhoods.
- POLICY ED 3.6 **Revitalization and reinvestment.** Support additional investment in existing Employment Areas\*, Regional Centers\*, Town Centers\*, and along targeted Corridor\* areas, such as assembly of existing small employment parcels for redevelopment, programs supporting adaptive reuse, and identification of options to mitigate and/or redevelop sites and structures.
- POLICY ED 3.7 **Employment land supply.** Pursue additional employment land when the Hillsboro Planning Area\* will not accommodate the 20-year projected demand to meet local, regional, and state needs.

GOAL ED 4 **Equity:** Promote economic development opportunities for individuals and small and emerging businesses to ensure equitable access to resources.

- POLICY ED 4.1 **Individual training.** Encourage collaboration between local K-12 schools, trade schools, colleges, and employers to facilitate individuals' access to cutting-edge career development, workforce programs, technology, and other high-quality educational opportunities.
- POLICY ED 4.2 **Entrepreneurial opportunities.** Expand opportunities for small business and business development across our diverse community.
- POLICY ED 4.3 **Retain existing businesses.** Create strategies to retain existing businesses and mitigate displacement resulting from redevelopment and/or increasing land values.

GOAL ED 5 **Livability:** Develop and sustain a vibrant City to support economic development.

- POLICY ED 5.1 **High-quality public realm.** Plan, develop, and enhance a high-quality public realm\* that complements adjacent development and uses.
- POLICY ED 5.2 **Development impacts.** Ensure architectural and site designs that limit impacts on surrounding neighborhoods and that respect the fundamental characteristics of applicable Hillsboro design type designations\*.
- POLICY ED 5.3 **Innovative architecture and site design.** Facilitate innovative architectural and site designs that complement and enhance the public realm, particularly at the edges of development sites, to enhance their integration into adjacent uses.

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY ED 5.4 **Distribution of commercial areas.** Disperse the types and sizes of commercial opportunities throughout the City in proportion to the needs of the area.
- POLICY ED 5.5 **Shopping, dining, entertainment, and recreation options.** Facilitate and disperse an array of shopping, dining, entertainment, and recreation options throughout the City that help attract and retain major employers.
- POLICY ED 5.6 **Employee Housing Choice.** Provide a wide range of housing choices to accommodate different types of employees who want to work and live in Hillsboro.
- POLICY ED 5.7 **Locational compatibility.** Focus economic development in Employment Areas, Regional Centers, Town Centers, Neighborhood Centers\*, and along Corridors.
- POLICY ED 5.8 **Innovation economy.** Plan for new and innovative economic trends, such as the sharing economy\*.
- POLICY ED 5.9 **Environmental sustainability.** Pursue environmental sustainability\* actions that aim to preserve natural resources and reduce environmental impacts.

## DEFINITIONS

**Corridors:** Major streets that may accommodate higher densities and intensities and feature a high-quality pedestrian environment and convenient access to transit. Corridors provide critical connections to centers, and serve as major multi-modal transportation routes for people and goods.

**Development-Ready:** Lands available for development within 180 days, with appropriate zoning to allow industrial or traded-sector uses.

**Economic Resiliency:** Reducing the vulnerability of economies to crises and strengthening their capacity to absorb and overcome severe economic shocks while supporting strong growth.

**Employment Areas:** Areas that serve as hubs for regional commerce. They include industrial land for high tech, business parks, manufacturing, and other business uses. These areas should include limited supporting commercial and retail uses to serve employees. These areas should contain multi-modal commuting options and good connectivity to regional transportation facilities for the movement of goods and cargo.

**Environmental Sustainability:** Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Gentrification:** An under-valued area that becomes desirable, resulting in rising property values and changes to demographic and economic conditions of the neighborhood. These changes sometimes include a shift from lower-income to higher-income households, and often there is a change in racial and ethnic make-up of the neighborhood's residents and businesses.

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Health and Education Campuses:** Essential healthcare and education service providers in a defined geographic area that serve as a major sources of jobs, workforce development, and innovation.

**Hillsboro Design Type Designations:** See descriptions in Design and Development Goals and Policies.

**Hillsboro Planning Area:** Hillsboro City limits as well as unincorporated areas where the City is ultimately responsible for comprehensive planning and implementing regulations to govern future development per the urban planning intergovernmental agreement and other intergovernmental agreements with Washington County.

**Incubating Companies:** New and start-up companies that require an array of business support resources and service to develop, such as physical space, capital, coaching, common services, and networking connections.

**Industry Clusters:** Groups of similar and related firms in a defined geographic area that share common markets, technologies, worker skill needs, and which are often linked by buyer-seller relationships.

**Multi-Modal:** Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles, and walking.

**Neighborhood Centers:** Areas with a mix of retail and services to meet day-to-day living needs of the immediate neighborhood with less density and intensity than Regional or Town Centers. These areas have a high level of connectivity to the immediate neighborhood by walking or biking, with the potential for transit access nearby.

**Public Facilities and Services:** Facilities and services provided by government agencies, service districts, or other public entities to meet the health, safety, and welfare needs of the public, including but not limited to police and fire protection, recreation facilities and services, transportation system and services, energy and communication services, health and education services, zoning and subdivision control, and local government services.

**Public Realm:** The system of publicly-accessible spaces made up of streets, pathways, rights of way, parks, open spaces, and public and civic buildings and facilities, as well as publicly-accessible spaces in private development (including lobbies and courtyards) where appropriate and mutually agreed upon.

**Regional Centers:** Compact hubs of high-density housing, employment, and commercial uses supported by high-quality transit, multi-modal street networks, and supportive amenities and services.

**Resiliency:** See Economic Resiliency.

**Scale-Up:** Companies looking to expand in terms of market access, revenues, added value or number of employees.

**Sharing Economy:** An economic model in which individuals borrow, rent, or trade goods, services, space, and/or other resources from each other, typically via the internet.

**Town Centers:** Areas comprised of medium to high intensity mixed-use development containing housing, commercial, retail, and civic uses. These areas are well served by transit, have supportive amenities, and are accessible by the surrounding neighborhood by walking or biking.

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Traded Sector:** Industries and firms that produce goods and services sold outside the region.

**Utilities:** Fundamental services necessary to support community health, well-being, and economic function, including but not limited to electricity, natural gas, water, sewer, telecommunications, and waste management services.

#### REVIEW HISTORY

<b>Date</b>	<b>Reviewed By</b>
3.15.16 - 5.9.16	Internal Committee Meetings – <i>Comments Incorporated</i>
5.24.16	Economic Opportunities Analysis Subcommittee – <i>Comments Incorporated</i>
6.9.16	Technical Advisory Committee – <i>Comments Incorporated</i>
6.23.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
10.26.16	Planning Commission – <i>Comments Incorporated</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL PF 1 **Service Provision:** Provide public facilities, utilities, and services in a timely, orderly, and efficient manner.



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- POLICY PF 1.1 **Service Provider Coordination.** Collaborate with service providers\* on extensions of public facilities, utilities, and services and prioritization of capital expenditures.
- POLICY PF 1.2 **Intergovernmental agreements.** Clearly define roles and responsibilities through the use of interagency coordination agreements with service providers, including the Hillsboro Urban Service Area Agreement (HUSA) and Urban Planning Area Agreement (UPAA).
- POLICY PF 1.3 **Ultimate service provision.** Manage boundaries and agreements to ensure the City of Hillsboro is the ultimate local governance and municipal service provider to the urban area\* where appropriate, except as otherwise specified in the HUSA.
- POLICY PF 1.4 **City department coordination.** Coordinate planning and provision of public facilities, utilities, and services among City departments, as appropriate.
- POLICY PF 1.5 **Public facility plan.** Develop and maintain a Public Facility Plan\* as a 20-year strategy to ensure delivery of public facilities, utilities, and services to the planning area at urban levels of service.
- POLICY PF 1.6 **School facility plans.** Coordinate with public school districts in developing and updating their facility plans designed to meet enrollment increases and population growth, including land supply analysis for future school siting.
- POLICY PF 1.7 **Regulatory consistency.** Collaborate with state and regional partners on the regulations that address regional environmental and infrastructure impacts, such as transportation, stormwater mitigation, and floodplain development standards.
- POLICY PF 1.8 **State and federal regulations.** Work toward fiscally-sustainable compliance with state and federal mandates through intergovernmental coordination and problem solving.
- POLICY PF 1.9 **Data and information exchange.** Develop processes to ensure a timely and accurate exchange of data with service providers to facilitate utilization of best available information.

\* Asterisks indicate terms with specific definitions included at the end of this section.

POLICY D 1.10 **Urban service extension.** Allow the extension or provision of public facilities, utilities, or services outside of City limits only in conjunction with annexation or in cases where the City has agreements or contracts in place.

GOAL PF 2 **Urbanization:** Utilize the availability of public facilities, utilities, and services as a tool for guiding urbanization within the Hillsboro Planning Area\*.

POLICY PF 2.1 **Future levels of service.** Improve the capacity of public facilities, utilities, or services where feasible and cost effective, in order to provide future delivery of services to urbanizable areas upon annexation.

POLICY PF 2.2 **Concurrency.** Require the provision of public facilities, utilities, and services prior to or concurrent with development, in accordance with state statute.

POLICY PF 2.3 **Feasible and cost effective service.** Ensure that properties to be annexed can be reasonably served by public facilities, utilities, and services and that any public costs associated with annexation are minimized.

POLICY PF 2.4 **Future school siting.** Collaborate with public school districts to identify acceptable sites for new schools within the Urban Growth Boundary (UGB) or, if inadequate land supply exists within the UGB, work with the school district to rezone, aggregate existing lots or parcels in separate ownership, or expand the UGB.

POLICY PF 2.5 **School capacity planning.** Provide notification to public school districts when new residential development is proposed and encourage their participation when master planning activities are initiated.

GOAL PF 3 **Equity:** Equitably support existing and planned land uses with needed public facilities, utilities, and services.

POLICY PF 3.1 **Balanced service extension.** Balance the extension of public facilities, utilities, and services in a manner that accommodates expected population and employment growth while maintaining the City's ability to continue providing existing services citywide.

POLICY PF 3.2 **Adequate service provision.** Establish, improve, and maintain public facilities, utilities, and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY PF 3.3 **Appropriate service levels.** Maintain facilities and systems, including public buildings, technology, fleet, rights of way, and internal service infrastructure, to enable service provision at appropriate levels.
- POLICY PF 3.4 **Collocation of community amenities.** Collaborate with public and private entities such as schools, businesses, and recreation providers to facilitate the shared use of multi-purpose venues to help meet the education, recreation and civic needs of the community, particularly in neighborhoods with limited access to parks, meeting venues, and public spaces.
- POLICY PF 3.5 **Community and business group partnerships.** Partner with community and business groups to improve the appearance, maintenance, and functionality of public spaces, rights-of-way, and community venues.
- POLICY PF 3.6 **School access planning.** Collaborate with education providers\* to facilitate safe routes to existing schools and to consider safety and access when determining attendance boundaries, new school locations, and school designs.
- POLICY PF 3.7 **Waste management.** Ensure development review, rights-of-way regulations, and public facility investments to allow the City to manage solid waste effectively and in a manner that is consistent with regional and state waste reduction and recovery goals.
- POLICY PF 3.8 **Equitable access to services.** Ensure access to services in all areas of the City, reduce disparities in capacity and affordability, and provide reliable service for the community.

GOAL PF 4 **Operations:** Provide and manage the public facilities, utilities, and services necessary for a safe, healthy, and livable environment.

- POLICY PF 4.1 **Efficiency of facilities.** Endeavor to reduce the energy and resource use, waste, and carbon emissions from public facilities.
- POLICY PF 4.2 **Risk management.** Work with service providers to ensure the facilities, utilities, and services for the community are maintained and improved to minimize or eliminate risks to the economy, public health, safety, and the environment.
- POLICY PF 4.3 **Infrastructure resiliency.** Create durable and resilient infrastructure through monitoring, planning, investment, maintenance, adaptive technology, asset management, and continuity planning.
- POLICY PF 4.4 **Minimize visible utilities.** Minimize overhead and other visible electrical and telecommunications utility infrastructure, especially in Regional Centers, Town Centers, and in areas where higher density development is allowed.

\* Asterisks indicate terms with specific definitions included at the end of this section.

POLICY PF 4.5 **Technology and communication.** Work with service providers to ensure the community's technology and communication facilities are adequately maintained and enhanced to support public safety, facilitate access to information, accommodate new technology, and maintain City operations.

POLICY PF 4.6 **Temporary use of right of way.** Support temporary commercial or community use of rights-of-way, such as for public gatherings, events, outdoor dining, and other unique uses, with appropriate permits when required, as long as they provide a community benefit, maintain safety, and minimize conflict with the ultimate use and purpose of rights-of-ways.

GOAL PF 5 **Expenditures:** Provide public facilities, utilities, and services in a cost-effective manner.

POLICY PF 5.1 **Capital improvement program.** Maintain a long-term capital improvement program to include a comprehensive list of projects from service providers' adopted master plans, and identify costs and funding sources for achieving desired types and levels of public facilities, utilities, and services.

POLICY PF 5.2 **Funding sources.** Adopt additional funding methodologies, as needed, to ensure that new development and redevelopment fund the adequate and equitable extension and long-term maintenance of public facilities, utilities, and services.

POLICY PF 5.3 **Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

POLICY PF 5.4 **Investment coordination.** Encourage capital improvements\* that complement and leverage other major capital improvements.

POLICY PF 5.5 **Funding priorities.** Prioritize funding for facilities, utilities, and services considered critical to the livability and safety of the community, including but not limited to those that protect life and safety, as well as contractual obligations such as debt service.

## DEFINITIONS

**Capital Improvement:** Facilities or assets used for the following: water supply, treatment, and distribution; waste water collection, transmission, treatment and disposal; drainage and flood control; transportation; or parks and recreation. Capital improvement does not include costs of the operation or routine maintenance of capital improvements.

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Capital Improvement Program:** A list of the capital improvements that the City intends to fund, in whole or in part, with revenues from an improvement fee\* and the estimated cost, timing, and percentage of costs eligible to be funded with revenues from the improvement fee for each improvement.

**Education Providers:** Public or private entities providing state-mandated basic education to students in kindergarten through 12th grade and state-accredited public or private colleges, universities, and institutions which offer courses of study leading to an associate, bachelors, and/or advanced degree or trade certification.

**Improvement Fee:** A fee for costs associated with capital improvements to be constructed.

**Planning Area:** In this section, planning area corresponds to the adopted Hillsboro Urban Service Area (HUSA).

**Public Entity:** Refers to any elected or appointed authority under state law which is authorized to exercise a legislative, policy making, quasi-judicial, administrative or advisory function.

**Public Facilities and Services:** Facilities and services provided by government agencies, service districts, or other public entities to meet the health, safety, and welfare needs of the public, including but not limited to police and fire protection, recreation facilities and services, transportation system and services, energy and communication services, health and education services, zoning and subdivision control, and local government services.

**Public Facilities Plan:** A plan, required by Goal 11 and OAR 660-011, that includes, but need not be limited to, the water, sewer, and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan within an urban growth boundary containing a population greater than 2,500.

**Service Providers:** City departments, other public agencies, and special districts providing public utilities, infrastructure, facilities, and services within the planning area.

**Urban Area:** See Planning Area.

**Utilities:** Fundamental services necessary to support community health, well-being, and economic function, including but not limited to electricity, natural gas, water, sewer, telecommunications, and waste management services.

## REVIEW HISTORY

Date	Reviewed By
6.30.16	Internal Committee Meeting – <i>Comments Incorporated</i>
7.14.16	Technical Advisory Committee – <i>Comments Incorporated</i>
7.29.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
8.10.16	Planning Commission – <i>Comments Incorporated</i>
8.25.16	Citizen Advisory Committee – <i>Comments Incorporated</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

## NOTES FOR THIS SECTION

Goals and policies that refer to waterways, wetlands, floodplains, and groundwater will be covered in the Natural Resources section; goals and policies that refer to stormwater will be covered in the Storm Water Management section; goals and policies that refer to wastewater and sanitary sewer systems will be covered in the Wastewater Collection section; and goals and policies that refer to the extension of public facilities for new development will be covered in both the Urbanization section and the Public Facilities section of the Comprehensive Plan update.



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“Hillsboro customers” refers to customers located in Hillsboro that purchase water from either of the two water providers that currently serve Hillsboro; it is not exclusive to customers of Hillsboro Water.

### GOAL WS 1 **Water Quality:** Provide safe, high-quality water to all customers.

**POLICY WS 1.1 Regulatory standards.** Ensure that water provided to Hillsboro customers meets all water quality regulatory standards.

**POLICY WS 1.2 Water quality.** Support the water quality needs of all water users.

**POLICY WS 1.3 Source protection.** Coordinate with local and regional stakeholders to protect the quality of Hillsboro’s current and planned water sources.

### GOAL WS 2 **Water Supply:** Provide a reliable, adequate, and economical supply of water to meet current and future needs.

**POLICY WS 2.1 Coordination.** Coordinate the provision of water with local and regional water agencies and stakeholders.

**POLICY WS 2.2 Leadership.** Maintain a leadership role in regional water provision.

**POLICY WS 2.3 Supply development and diversification.** Plan for the development of additional water sources to meet projected water demand and diversify the portfolio of water sources that provide water to Hillsboro.

**POLICY WS 2.4 Capital improvement projects.** Support capital improvement projects that enhance public water providers’ ability to deliver an adequate supply of water to current and future Hillsboro customers.

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY WS 2.5 **Storage and operational facilities.** Provide sufficient opportunity for water storage and operational facilities to ensure supply reliability and serve emergency needs.
- POLICY WS 2.6 **Industrial users.** Plan for the water supply needs of high-volume industrial water users.
- POLICY WS 2.7 **Aging infrastructure.** Plan for the replacement or rehabilitation of existing infrastructure that is near the end of its useful life.
- POLICY WS 2.8 **Resiliency.** Upgrade existing infrastructure to reduce risk posed by seismic events, climate change, and other hazards.

GOAL WS 3 **Sustainability:** Encourage sustainable practices in the supply and distribution of water.

- POLICY WS 3.1 **Water conservation.** Support water-conserving development practices while maintaining the financial viability of the municipal water supply and distribution system as the primary source of water to customers.
- POLICY WS 3.2 **Energy conservation.** Pursue measures that conserve energy in the water treatment and transmission processes when financially and operationally feasible.
- POLICY WS 3.3 **Reuse and Recycling.** Support and provide guidance to customers pursuing reuse and recycling of water.
- POLICY WS 3.4 **Renewable energy.** Pursue renewable energy generation as part of water facilities when financially and operationally appropriate.

DEFINITIONS

None.

REVIEW HISTORY

Date	Reviewed By
2.17.16	Internal Committee – <i>Comments Incorporated</i>
5.12.16	Technical Advisory Committee – <i>Comments Incorporated</i>
5.26.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
7.28.16	Citizen Advisory Committee Follow-up Review – <i>Comments Incorporated</i>
8.2.16	Tualatin Valley Water District Board – <i>Comments Incorporated</i>
8.9.16	Utilities Commission – <i>Comments Incorporated</i>
9.14.16	Planning Commission – <i>No Changes</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

# Access to Healthy Food

Goals and Policies | **PROPOSED DRAFT**

GOAL AF 1 **Food Access:** Increase access to healthy, fresh, and affordable food.



Promoting  
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- POLICY AF 1.1 **Personal Gardens.** Integrate opportunities into residential and mixed-use development for personal gardening for consumption, education, and limited sales or donation purposes.
- POLICY AF 1.2 **Farm Animals.** Allow the keeping of a limited number of animals in residential areas to produce food for personal consumption, limited sales, or donation purposes, where compatible\* with the neighborhood and as allowed in the Municipal Code.
- POLICY AF 1.3 **Farmers Markets.** Support the retention and expansion of farmers markets\* to encourage community building, support, regional agriculture, and foster economic development.
- POLICY AF 1.4 **Community Gardens.** Allow for the establishment and maintenance of publicly-available community gardens\* near residential areas or in areas with good access to transit.
- POLICY AF 1.5 **Community Supported Agriculture.** Accommodate compatible itinerant or periodic uses providing access to food opportunities in neighborhoods, such as Community Supported Agriculture\* distribution points.
- POLICY AF 1.6 **Food Access Programs.** Support efforts of schools, local organizations, property owners, the private sector, and other agencies to expand access to healthy food.
- POLICY AF 1.7 **Food Systems Plan.** Develop and maintain a citywide Food Systems Plan\*.

\* Asterisks indicate terms with specific definitions included at the end of this section.

## DEFINITIONS

**Community Garden:** Land used by multiple users for the cultivation of fruits, vegetables, plants, flowers, or herbs for personal use, consumption, donation, or limited occasional sale, often arranged into individually-managed plots.

**Community Supported Agriculture (CSA):** A farm operation supported by a group of individual or household member shareholders providing mutual support, and sharing the risks and benefits of food production. Members typically pledge in advance to cover the anticipated costs of farm operations, and in return are granted a share in the crop yield. Distributions to members are often regularly-scheduled and are either delivered directly or made available for pickup.

**Compatible:** The ability of adjacent uses to exist together without significant discord or disharmony.

**Farmers Market:** An open-air market, often seasonal, where fresh fruits, produce, flowers, and related value-added products such as jams, jellies, sauces, and baked goods are sold by food producers and artisans directly to consumers.

**Food Systems Plan:** A community-wide plan that examines issues and sets policies concerning local food production, processing, distribution and access, consumption, resource use, and waste management, as well as associated supporting activities and regulatory institutions.

## REVIEW HISTORY

Date	Reviewed By
12.1.15	Internal Committee Meetings – <i>Comments Incorporated</i>
12.10.15	Technical Advisory Committee – <i>Comments Incorporated</i>
2.18.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
7.13.16	Planning Commission – <i>Comments Incorporated</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL NH 1 **Minimize Risk:** Minimize impacts of natural hazards on people and property.



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and Safety

- POLICY NH 1.1 **Limit hazard impact.** Enhance ordinances and design standards that limit the impact of flooding and other natural hazards\* on people and property.
- POLICY NH 1.2 **Transition hazard areas to little or no development.** Facilitate the shifting of existing uses of developed land in natural hazard areas\* to open space, recreation, or other low-density uses over time.
- POLICY NH 1.3 **Create mitigation plan.** Develop and maintain a mitigation plan for natural hazards.
- POLICY NH 1.4 **Avoid development in unsafe areas.** Avoid development in natural hazard areas where the risk to people and property cannot be mitigated.
- POLICY NH 1.5 **Site essential facilities outside of hazard areas.** Prohibit the siting of essential facilities\* in identified natural hazard areas where the risk to public safety cannot be mitigated, unless an essential facility is needed to provide essential emergency response services in a timely manner
- POLICY NH 1.6 **Site HazMat storage outside of hazard areas.** Prohibit the siting of hazardous materials storage facilities\* and special occupancy structures\* in identified natural hazard areas where the risk to public safety cannot be mitigated.
- POLICY NH 1.7 **Support natural resource preservation.** Support the preservation and maintenance of natural resources to mitigate the impact of natural hazards; for example, maintaining, preserving, and installing trees as necessary to ensure a safe depth and spread of trees’ root systems in order to minimize damage caused by trees during wind storms.
- POLICY NH 1.8 **Protect cultural resources from hazards.** Support measures to protect historic and cultural resources from damage caused by natural hazards.
- POLICY NH 1.9 **Plan for rapid recovery.** Support programs, plans, and investments intended to expedite the restoration of critical services\*, permitting alternative access routes to essential facilities, or allowing temporary

\* Asterisks indicate terms with specific definitions included at the end of this section.

use of public rights-of-way for emergency supply or debris storage and equipment staging.

GOAL NH 2 **Preparedness:** Provide information and services to support hazard preparation and recovery for people of all ages, abilities, cultures, and incomes.

- POLICY NH 2.1 **Educate the public on hazards.** Ensure availability of information to build awareness about natural hazards and mitigation measures to members of the public in a variety of formats, media, and languages, focusing especially on actionable items such as earthquake retrofitting and stocking emergency supplies.
- POLICY NH 2.2 **Develop hazard warning and information system.** Promote multiple sources for outreach in a variety of formats, media, and languages for sharing of information, alerts, and instruction during a hazard event.
- POLICY NH 2.3 **Support structural enhancements.** Promote development policies and practices that protect the safety of people in Hillsboro, including retrofitting structures and fortifying vital transportation and communication systems.
- POLICY NH 2.4 **Allow for temporary sheltering in public facilities.** Enable the emergency and immediate use of appropriate public and quasi-public facilities\* for temporary congregation and sheltering locations during and following a disaster event.
- POLICY NH 2.5 **Allow construction of temporary housing.** Facilitate the expedient provision of temporary or private housing immediately following disaster event.
- POLICY NH 2.6 **Maintain list of accessible facilities.** Create and maintain a list of accessible facilities\* for use by the public in the event of a natural hazard event.

GOAL NH 3 **Coordination:** Improve coordination with public and private partners.

- POLICY NH 3.1 **Create hazard response strategy with public and private partners.** Build and maintain a citywide hazard response strategy based on existing plans and close coordination with public and private sector partners.
- POLICY NH 3.2 **Ensure clear communication between Departments.** Coordinate language pertaining to hazard planning and response between Departments to support clear communication in documents, strategies, and methods.

\* Asterisks indicate terms with specific definitions included at the end of this section.

- POLICY NH 3.3 **Pursue creative funding solutions for hazard mitigation.** Optimize funding for natural hazard mitigation, response, recovery, and outreach by pursuing creative and flexible funding strategies.
- POLICY NH 3.4 **Identify opportunities to restore critical services.** Coordinate with private sector service providers and other jurisdictions to identify opportunities to provide continuity of critical services\* and expedite its restoration.
- POLICY NH 3.5 **Plan for disaster sanitation needs.** Coordinate with local and regional jurisdictions to develop solutions for debris management and disaster sanitation needs following natural hazard events.
- POLICY NH 3.6 **Provide temporary use permits for debris storage.** Facilitate temporary use permits for short-term storage of debris during hazard clean up and recovery.

GOAL NH 4 **Capacity:** Build capacity for greater urban resilience\*.

- POLICY NH 4.1 **Support building retrofits.** Promote replacement, retrofitting, and redesign of at-risk buildings\*.
- POLICY NH 4.2 **Support resilience of public structures.** Promote and support a sustained program of capital investment to improve resilience in public structures, especially essential facilities\* and schools.
- POLICY NH 4.3 **Provide infrastructure redundancies.** Provide redundancies to critical infrastructure\* to reduce service down times and expedite recovery.
- POLICY NH 4.4 **Fortify lifeline transportation routes.** Support actions and investments to ensure availability of lifeline transportation routes\*, including aviation services, following a natural hazard.
- POLICY NH 4.5 **Develop Resiliency Plan.** Develop and maintain a citywide Resilience Plan to support rapid recovery of the City and its services.
- POLICY NH 4.6 **Address cascading hazards.** Expand the City's capacity to address cascading hazards\*.

GOAL NH 5 **Hazard Mitigation:** Manage and maintain spatial, demographic, and economic data to support hazard mitigation planning.

- POLICY NH 5.1 **Update data used for analysis.** Promote frequent updates to the spatial\*, demographic, and economic data used by the City to support hazard planning and response.
- POLICY NH 5.2 **Regularly update mapping.** Ensure continuous and timely revisions to natural hazard mapping on a communitywide basis in conjunction with federal, state, and local efforts.

\* Asterisks indicate terms with specific definitions included at the end of this section.

POLICY NH 5.3 **Support use of best available technology.** Leverage existing technology and support investment for additional hardware and software in favor of comprehensive natural hazard planning and response.

## DEFINITIONS

**At-Risk Buildings:** Buildings with little or no structural integrity that are unlikely to withstand a natural hazard event, such as an earthquake. Often these include structures built prior to 1980 using construction techniques now known to be inadequate for protection in the event of an earthquake. Structural retrofits can remove a building from at-risk status

**Cascading Hazards:** Hazard events or conditions that occur as a result of a primary hazard in which effects may be transferred or multiplied in a new medium. For example, a seismic event could be a primary hazard and a flood, failed bridge, or hazardous material spill that occurs as a result of that event would be the cascading hazard.

**Critical Services:** Utilities and infrastructure that provide vital life services, such as electricity and potable water.

**Critical Infrastructure:** The means by which critical services are delivered or conveyed; for example, power lines, water systems, communication networks, and transportation routes.

**Essential Facilities:** Hospitals, fire and police stations, structures containing water or fire-suppression materials, emergency vehicle shelters and garages, standby power generating equipment for essential facilities, and government communication centers or other facilities required in emergency response.

**Hazardous Materials Storage Facilities:** Structures housing, supporting, or containing sufficient quantities of toxic or explosive substances to be of danger to the safety of the public if released.

**Lifeline Transportation Routes:** Transportation routes (streets, highways, and bridges) that support emergency response and recovery efforts by providing a backbone system that connects service providers, incident areas and essential supply lines.

**List of Accessible Facilities:** A list of shelters and other facilities, as well as other information for public consumption, should be accessible to the public both online and offline in the event that internet service is unavailable during or immediately following a natural hazard. Information should be provided in English and Spanish, at minimum, with graphical content wherever possible; text should be printed in large format in order to be accessible to the greatest number of people.

**Natural Hazard Areas:** Land prone to natural hazards, such as those whose geologic conditions predispose them to earthquake, landslide, or sinkhole impacts, or whose location, within a 100-year floodplain or adjacent to wildlands, increases the likelihood of flood or wildfire.

**Natural Hazards:** Severe or extreme weather, climate, geologic, or fire events that occur naturally or as a result of a natural event (such as lightning or high winds).

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Quasi-Public Facilities:** Facilities that provide public benefit but are under private ownership or control.

**Resilience:** The ability to adapt to changing conditions and recover quickly from disasters or hazard events.

**Spatial Data:** Information with a geographic component that allows analysis, representation, and visualization of data for the purpose of decision-making. This reference to the City’s spatial data includes not just the data the City creates and maintains, but also the data acquired from other sources, such as the Oregon Department of Geology and Mineral Industries (DOGAMI), the US Geological Survey (USGS), and the Oregon Department of Land Conservation and Development.

**Special Occupancy Structures:** Covered structures whose primary occupancy is public assembly with a capacity greater than 300 persons; buildings with a capacity greater than 250 individuals used in association with public, private, parochial school through secondary level, or child care centers; buildings for colleges or adult education with a capacity greater than 500 persons; medical facilities with 50 or more residents, incapacitated patients, or patients requiring daily care or assistance; jail and detention facilities; all structures and occupancies with a capacity greater than 5,000 persons (ORS 445.447 (1)(e)).

## REVIEW HISTORY

Date	Reviewed By
1.7.16 – 1.20.16	Internal Committee Meetings – <i>Comments Incorporated</i>
2.11.16	Technical Advisory Committee – <i>Comments Incorporated</i>
2.17.16	DLCD Natural Hazards Planner – <i>No Changes</i>
2.18.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
4.13.16	Planning Commission – <i>No Changes</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL NM 1 **Manage Noise:** Limit unwanted, excessive, and harmful noise to protect public health, wellness, and safety.



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- POLICY NM 1.1 Noise data.** Ensure the availability and quality of noise source data through periodic noise measurement, mapping, and monitoring to support noise mitigation efforts.
- POLICY NM 1.2 Land use compatibility.** Ensure compatibility between land uses by separating and buffering noise-producing\* and noise-sensitive\* land uses through land use designation, zoning, and site design.
- POLICY NM 1.3 Design and construction methods.** Minimize the exposure of noise-sensitive land uses to noise through noise-reducing design and construction methods.
- POLICY NM 1.4 Siting and lot size flexibility.** Allow flexibility in siting and lot size standards for noise mitigation purposes.
- POLICY NM 1.5 Consistency between plans and standards.** Ensure compatibility between noise mitigation standards found in the Comprehensive Plan, Hillsboro Municipal Code, and Community Development Code, as well as alignment with standards found in other plans, such as the Hillsboro Airport Master Plan and Compatibility Study and the Transportation System Plan.
- POLICY NM 1.6 Train horn quiet zone.** Pursue the establishment of a train horn quiet zone\* in Hillsboro.
- POLICY NM 1.7 Noise management coordination.** Coordinate noise management efforts across City departments and with other entities, including the Port of Portland.

\* Asterisks indicate terms with specific definitions included at the end of this section.

## DEFINITIONS

**Noise-producing land use:** Uses that can be expected to regularly generate significant recurring, intermittent, or continuous noise emissions, often including but not limited to vehicular traffic, transportation facilities (including airports, rail corridors, and stations), and certain industrial and commercial uses.

**Noise-sensitive land use:** Uses that may be subject to stress and/or significant interference from noise, often including but not limited to parks, open space, residences, hospitals, hotels, schools, libraries, churches and similar uses. Occupied habitat for threatened or endangered wildlife species may also be considered noise-sensitive.

**Train horn quiet zone:** Railroad grade crossing(s) where trains are prohibited from sounding their horns. The train horns can be silenced only when other safety measures compensate for the absence of the horns.

## REVIEW HISTORY

Date	Reviewed By
12.15.15	Internal Committee Meeting – <i>Comments Incorporated</i>
1.4.16	Technical Advisory Committee – <i>Comments Incorporated</i>
1.21.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
4.13.16	Planning Commission – <i>Comments Incorporated</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL PFS 1 **Public Safety:** Provide comprehensive and effective public safety services.



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- POLICY PFS 1.1 **Maintain level of service.** Provide police, fire, medical, and other necessary public safety services at levels of service commensurate with the City’s population and commercial and industrial activity.
- POLICY PFS 1.2 **Evaluate additional demand.** Evaluate additional demand on police and fire safety levels of service, budgets, or facilities resulting from new development\*, redevelopment\*, or infill development\*.
- POLICY PFS 1.3 **Facility location.** Locate police, fire, and other public safety facilities as appropriate to ensure adequate and consistent service coverage and response times throughout the City.
- POLICY PFS 1.4 **Facility and service planning coordination.** Support coordination of facility and service planning between departments within the City, and with other local and regional mutual aid\* partners, to improve efficiency and service delivery.
- POLICY PFS 1.5 **Analyze demand and capabilities.** Monitor police and fire service demand, reported incidents, and other appropriate data to ensure the adequacy of current service capacities, facilities, and budgets.
- POLICY PFS 1.6 **Coordination with system plans.** Coordinate police and fire service and facility planning with other public infrastructure plans, such as the Water Master Plan and Transportation System Plan.
- POLICY PFS 1.7 **Community awareness and engagement.** Facilitate community public safety awareness, education, volunteer, and training programs.
- POLICY PFS 1.8 **Funding sources and strategies.** Identify funding sources and strategies for new or additional police and fire services or facilities.

\* Asterisks indicate terms with specific definitions included at the end of this section.

GOAL PFS 2 **Emergency Response:** Support and extend the City’s ability to respond to emergencies.

POLICY PFS 2.1 **Continuity and security of services.** Support efforts to assure continuity and security of services following disasters, disruptions, and other events.

POLICY PFS 2.2 **Emergency response infrastructure.** Facilitate the creation and maintenance of emergency response infrastructure including emergency communications, coordination, management, and facilities.

GOAL PFS 3 **Safe Design:** Use development and redevelopment to improve public safety.

POLICY PFS 3.1 **Address public safety through site and building design.** Allow for flexibility in site design, building placement, infrastructure placement, and design standards to incorporate measures intended to improve public safety.

POLICY PFS 3.2 **Planning for new facilities.** Identify and procure locations for new police and fire facilities, if necessary, at the time of concept planning, annexation, or significant redevelopment.

POLICY PFS 3.3 **Crime Prevention Through Environmental Design.** Support efforts to implement Crime Prevention Through Environmental Design\* principles in building and site design.

POLICY PFS 3.4 **Community-based policing and prevention.** Create neighborhoods, developments, facilities, and programs with strong identities that encourage community-based policing and preventive programs to improve public safety.

POLICY PFS 3.5 **Safety and security at gathering places.** Support measures to improve safety and security at public and quasi-public facilities, gathering places, transit facilities, and similar locations.

POLICY PFS 3.6 **Access and safety in parks and public facilities.** Design parks, open spaces, and public facilities to incorporate public safety measures and ensure emergency access.

POLICY PFS 3.7 **Development review integration.** Ensure integrated review processes involving City departments and other applicable agencies to collaboratively identify and resolve public safety-related issues during development review and permitting.

## DEFINITIONS

**Crime Prevention Through Environmental Design:** A multi-disciplinary approach to deterring criminal behavior through thoughtful building and site design, including access control, landscaping, sight lines, visibility, lighting, entrance placement, and access and egress paths.

\* Asterisks indicate terms with specific definitions included at the end of this section.

**Development:** Any man-made change to real property in the City, including but not limited to construction or installation of a building or other structure; major site alterations such as grading or paving; or improvements for use as parking. Vegetation removal outside the boundaries of a Significant Natural Resource Area is not development.

**Infill Development:** Additional development on already developed lots, usually achieved through subdividing the lot or otherwise increasing its density.

**Mutual Aid:** Cooperative service agreements between emergency response agencies to lend assistance across jurisdictional boundaries to mitigate the potential of an emergency to overwhelm the resource capabilities of a single agency.

**Redevelopment:** Construction of new structures; expansion or change of existing structures or building footprints; reconfiguration of existing driveways or parking; and site grading related to such additions, changes, or reconfigurations.

## REVIEW HISTORY

Date	Reviewed By
1.20.16	Internal Committee Meeting – <i>Comments Incorporated</i>
3.10.16	Technical Advisory Committee – <i>Comments Incorporated</i>
3.17.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
5.25.16	Planning Commission – <i>No Changes</i>

\* Asterisks indicate terms with specific definitions included at the end of this section.