

GOAL D 1 **Places:** Build compact, walkable places with distinct identities and design characteristics.



Enhancing
Livability and
Recreation

- POLICY D 1.1 **Innovation to enrich.** Advance innovative architectural and site design to enrich the lives and health of the community.
- POLICY D 1.2 **Design type characteristics.** Focus higher-density*, pedestrian-oriented, and transit supportive mixed-use development* within Regional Centers*, Transit Station Communities*, Town Centers*, Neighborhood Centers*, and along select Corridors*.
- POLICY D 1.3 **Multi-modal design.** Support multi-modal* design patterns that allow people to easily meet the majority of their daily needs nearby.
- POLICY D 1.4 **Preserve compatibility.** Pursue innovative architectural and site design in new development*, infill*, and redevelopment* that preserves compatibility* within existing neighborhoods.
- POLICY D 1.5 **Reduce superblocks.** Avoid the proliferation of superblocks* by encouraging a more compact development* pattern that is internally connected and publically accessible by multiple modes.
- POLICY D 1.6 **Adaptive reuse.** Support adaptive reuse of existing buildings in established neighborhoods in a way that integrates and respects existing land use scales and patterns.
- POLICY D 1.7 **Employment areas with access.** Focus higher employment densities* in areas with planned or existing enhanced transportation connectivity, access to transit, and utility infrastructure.
- POLICY D 1.8 **Context sensitive parking.** Integrate context-sensitive parking that enhances the quality of the built environment.
- POLICY D 1.9 **Flexibility as a reflection of innovation.** Facilitate development review flexibility when proposed development* is designed to be innovative and have positive aesthetic, environmental, and social impacts; creates public benefits; and demonstrates exemplary levels of architectural detail, site design, and/or international urban design best practices.

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

GOAL D 2 **Character:** Develop an urban design framework that reflects the unique character of each Hillsboro design type designations* while protecting existing single family neighborhoods and ensuring urban design coherence citywide.

- POLICY D 2.1 **Context-sensitive design.** Ensure context-sensitive design and development* that reinforce each area’s identity, based on the fundamental characteristics of each Hillsboro design type designation*, as well as areas that do not have a design type designation.
- POLICY D 2.2 **Urban design coherence.** Ensure urban design coherence between Hillsboro design types by employing consistent citywide public realm* elements including wayfinding, directional signage, gateway enhancements, public art, cohesive street naming, lighting, or other treatments.
- POLICY D 2.3 **Scaled transitions.** Develop effective transitions between higher and lower intensity* development* in areas of different scales and/or uses.
- POLICY D 2.4 **Street grid.** Implement and maintain a citywide uniform street naming and addressing system.
- POLICY D 2.5 **Incentives & partnerships.** Pursue programs that create and support market incentives and partnerships to enhance urban design and architectural integrity*, such as storefront enhancement programs, green roofs*, enhanced public spaces, and signage.

GOAL D 3 **Employment Areas:** Pursue employment areas* with innovative site design elements that contribute to the public realm*.

- POLICY D 3.1 **Innovative site design.** Advance innovative employment area* site and building design, such as general orientation of development* towards street frontages and appropriate setbacks and screening.
- POLICY D 3.2 **High-quality public realm.** Facilitate the creation of a high-quality public realm* in employment areas*, such as integrating off-street pathways, vegetated stormwater management, and street trees, as appropriate and compatible with surrounding infrastructure.
- POLICY D 3.3 **Multi-modal commuting.** Design employment areas* to support multi-modal* commuting options.
- POLICY D 3.4 **High-quality commercial nodes.** Pursue the design of high-quality commercial nodes* to serve the needs of businesses and employees in the surrounding uses.

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GOAL D 4 **Public Realm:** Plan, develop, and maintain an active public realm* that enriches the lives and health of the community.

- POLICY D 4.1 **Activate the public realm.** Support the interaction and activation between the public realm* and adjacent development* and uses.
- POLICY D 4.2 **Multi-modal streetscapes.** Design and retrofit major roadways to facilitate safe, multi-modal* streetscapes*.
- POLICY D 4.3 **Green infrastructure.** Support the integration of natural and green infrastructure*, such as street trees, green spaces, eco-roofs, gardens, and vegetated stormwater management into the public realm*.
- POLICY D 4.5 **Four-sided architecture.** Consider the application of four-sided architecture* when feasible and/or appropriate.
- POLICY D 4.5 **Ground floor flexibility.** Allow adaptive temporary ground floor uses to support existing development* until the time that redevelopment* becomes economically viable.
- POLICY D 4.6 **Innovative public facility design.** Advance innovative public facility* design that promotes health and enhances livability.
- POLICY D 4.7 **Partnerships for the public realm.** Consider partnerships for development*; redevelopment*; and maintenance of streetscapes*, natural areas, and third places*.

GOAL D 5 **Sustainability:** Use urban design as a sustainability tool.

- POLICY D 5.1 **Resilient and regenerative energy.** Support emerging trends and technology that integrate resilient* and/or regenerative* energy and water infrastructure; and materials sourcing and reuse into the design and development* of the built environment.
- POLICY D 5.2 **District-wide resource efficiency.** Facilitate the creation of ecodistricts* and other collaborative arrangements where multiple partners work together to achieve sustainability and resource efficiency* goals at a district scale.

DESIGN TYPE DESIGNATIONS (Please see corresponding Comprehensive Design Types map)

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

Employment Areas 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

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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.

Transit Station Communities are nodes* of higher-density* development centered around a light rail or high-capacity transit station that feature a high-quality pedestrian environment and feature a variety of shops and services.

Town Centers are 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.

Neighborhood Centers have 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.

Corridors are 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.

Historic Neighborhoods are intended to promote public awareness and appreciation of the city's history and advance civic pride and identity. Special protections apply to preserve the character of the area while ensuring integration with surrounding areas and uses.

Plan Areas are geographic areas for which special regulations have been created by the City through the adoption of a community or area plan.

DEFINITIONS

Amenities: A desirable or useful feature of a building or place.

Architectural Integrity: The degree to which a building or structure has kept its original massing and detailing.

Civic Uses: Land uses that serve a public function or provide a public amenity, including libraries, public safety facilities, post offices, schools, community centers, places of worship, cultural and recreational facilities (other than a park), and similar uses.

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

Density: A measure of the intensity of development on a net acre of developable land. Residential density is measured in number of dwelling units per net acre. Non-residential density or intensity may be measured by floor area ratio. Methodology for calculating density is included in Section 12.50.120 of the Hillsboro Community Development Code.

Design Type Designation: See Design Type Designation descriptions.

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

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paving; or improvements for use as parking. Vegetation removal outside the boundaries of a Significant Natural Resource Area is not development.

Ecodistricts: Areas, typically located in centers, where energy, water, and resource-efficiency approaches are co-developed at district scale with multiple buildings, sometimes including district energy systems and other shared systems.

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.

Four-sided architecture: Using an integrated design on all sides of a structure so that, no matter what vantage point it is viewed from, the design is never interrupted and all the parts are perceived as part of a unified whole.

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, bioswales, wetlands, and natural waterways.

Green Roof – A roof of a building that is partially or completely covered with vegetation over a growing medium and waterproofing membrane with many benefits including saving energy and reducing urban heat island effect.

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

Intensity: A description of the amount and characteristics of physical development on a given site, including both the quantity of gross building area developed, as well as the qualities of building mass, scale, transparency, and relationships to surrounding development.

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.

New Development: Development of a site that was previously unimproved or that has had previously existing buildings demolished.

Nodes: A concentration of activity, density, and intensity, often located along or at the intersection of multiple transportation corridors.

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.

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.

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Regenerative: Processes that restore, renew, or revitalize their own sources of energy and materials, creating sustainable systems that mimic natural processes with little or no waste.

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

Resource Efficiency: Consideration of the relative efficiency of resource use, re-use, and disposal, including energy, water, and materials.

Streetscapes: The design elements that constitute the physical makeup of a street and that as a group define its character, including building frontage, street paving, street furniture, landscaping (including trees and other plantings), signs, and lighting.

Superblocks: Parcels larger than traditional City blocks which interrupt street grids or transportation corridors, lack safe street connections and pedestrian crossings, and are not well-integrated with surrounding neighborhoods.

Third places: A location which is neither "home" nor "work", which functions as a gathering place for social interaction. Third places can be either indoors or outdoors, either publicly- or privately-owned.

REVIEW HISTORY

Date	Reviewed By
12.30.15 – 2.3.16	Internal Committee Meetings – <i>Comments Incorporated</i>
2.11.16	Technical Advisory Committee – <i>Comments Incorporated</i>
2.18.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
3.29.16	Planning Commission – <i>Comments Incorporated</i>
4.28.16	Citizen Advisory Committee – <i>Comments Incorporated</i>
5.11.16	Planning Commission – <i>Comments Incorporated</i>
7.27.16	Planning Commission – <i>Proposed Draft Accepted (Resolution 1695-P)</i>
8.19.16	City Manager – <i>Comments Incorporated</i>

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