

**Open House #2 Summary Notes
AmberGlen Zones and Development Regulations
June 21, 2011**

A public open house for the AmberGlen Zones and Development Regulations was sponsored by the City of Hillsboro Planning Department on June 21, 2009 from 6:00 to 8:00 p.m. The open house was held at the AmberGlen Conference Center located within the Plan area and was attended by approximately 15 people including local residents, employees, and other interested parties. The open house provided an opportunity for participants to learn about the project, with an emphasis on concepts for Design and Sustainability Standards. Participants were invited to comment on initial concepts for new standards to address pedestrian-scale circulation and block sizes, street design and character, bicycle facilities, landscaping and stormwater management, and building design and character. Members of the project team gave a presentation at 6:30, followed by questions and discussion. Development and adoption of mixed-use zones and standards is a key action for accomplishing the community's vision established with the adoption of the AmberGlen Community Plan in 2010: Create a vibrant regional activity center enlivened with high-quality pedestrian and environmental amenities, taking advantage of the region's light rail system. The June 21, 2011 open house was the second of three public events scheduled to occur during the process.

INFORMATION PROVIDED

Darcy White with Clarion Associates, lead planning consultant for the City, provided a brief overview of the project scope and purpose. Darcy's presentation reviewed guiding principles for the plan area and the previous work product which identified six new mixed use zones and development standards for the plan area. A key consideration is how to support the public's aspirations and concerns, stakeholders' economic interests and the region's investment in transit. New material focused on design and sustainability standards to ensure compact development, a connected framework of streets, natural areas, and public spaces, and innovative approaches for minimizing environmental impacts and increasing efficiency. Standards were organized to address site planning and building design and character. Issues addressed included block size, pedestrian and bicycle circulation, street design and character, usable open space, landscaping and stormwater management, parking location and design, building massing, entries and building orientation, and green building requirements.

The presentation is provided as an attachment to these meeting notes.

QUESTIONS AND COMMENTS

Attendees were asked to comment and ask questions. Questions and comments received by participants and project team members' responses are provided below followed by written comments received. (Q. = Question; C. = Comment; R. = Response)

Q. *Earlier plans showed OHSU's West Campus with significant open space. Is this area going to become mixed use?*

R. The new regulations will not dramatically change requirements for the existing OHSU West Campus. Future development will continue to be based on the existing approved Community Development Plan (master plan) for the area.

Q. *What is the time frame for change?*

R. Multifamily development is anticipated in the next five years based on job growth projections in Washington County. Planning for AmberGlen has a 20-year horizon. In the near-term, mid-rise development (four to six stories) is expected with high-rise development becoming feasible later on. As part of this project, Johnson Reid is analyzing the feasibility of mid-rise and high-rise development forms in AmberGlen. Their work will examine market factors necessary to support envisioned development over time, and how public investment in location-specific amenities including high capacity transit and a signature central park. Portions of the AmberGlen plan area and Tanasbourne Town Center have been re-designated as a Metro 2040 Regional Center. The increased density and mix of uses increases demand for transit in the area.

Q. *Housing continues to be developed west of 185th Avenue. Will new development look like that?*

R. The density of the multifamily development on the Gateway property is approximately 25 dwelling units per acre. Minimum density for these transitional areas is 24 dwelling units per net acre. New development may have additional requirements for quality, urban streetscapes and open space that result in a different character.

Q. *How might water table depth affect parking?*

R. Structural design will need to respond to existing soil and drainage conditions on a case by case basis.

Q. *How can you get developers to do sustainable development?*

R. Development regulations and incentives address sustainability and may require a minimum level of efficiency (i.e. LEED certification). State energy requirements currently approach efficiencies required for LEED Silver certification. Also, the market has reached a point where obtaining LEED certification is required because it is difficult to compete if you are the one non-LEED development in the district. Clients expect to lease LEED or LEED-equivalent space.

Q. *Are plans based on tearing down existing buildings?*

R. The near-term vision balances existing development with new mixed-use development coming in on undeveloped sites. Redevelopment may be farther out and for locations with significant existing development, it is possible that it may not happen within the 20-year planning horizon. However, job growth indicators may drive demand to the point that redevelopment occurs sooner rather than later.

Q. *Will low density occur in the center and redevelop in the long term?*

R. There are several vacant parcels adjacent to the central park and it is likely that these will develop in the near-term at mid-rise densities. Redevelopment of existing low-rise development could follow and would require higher densities to be feasible. Regulatory concepts will require views of the park and access to sunlight to be retained.

Q. *Will development be affordable?*

R. Policies call for affordability for a range of income levels and a mix of prices will be available over time. Housing incentives have been used to develop initial projects in a district at higher densities, followed by a range of market-rate development. Projected job growth in Hillsboro and to the east in Beaverton is expected to create demand for a range of housing types planned for AmberGlen.

C. *Flexibility will be important. I appreciate the open areas that have been included in the development of Hillsboro's downtown Health and Education District. The area features an attractive landscaped area for sitting and walking through that also manages stormwater runoff.*

Q. *Are sight lines and views addressed? Can you regulate to provide space shown in illustrations?*

R. Minimum and maximum heights will be established for the building base. Additional height will be required to be pulled back to admit light to the street, and to provide access to light and views between towers. It also helps to not have a height cap.

C. *The Aloha-Reedville study involves a three-year planning process, and the boundary for the study area connects to the AmberGlen planning area. AmberGlen planning should be coordinated with the Aloha-Reedville study.*

Q. *Why is the Capital Center property owned by the Beaverton School District (BSD) designated Office/Research? Can the school district boundaries be revised so that AmberGlen is located within the Hillsboro School District?*

R. The BSD is progressive in their capital planning and it would limit their option to have their property restricted to school uses. City of Hillsboro leadership has discussed adjusting school district boundaries to better align with the city limits. BSD is also aware of the issue.

Q. *The central park is privately owned. How will it become a public park?*

R. Current land use approvals for the AmberGlen Business Park identify the private park and other landscaped areas as open space tracts. All owners pay to maintain these areas. At some point, it may make sense to have the City be responsible for it. The City would be required to purchase land for public parks and for public road realignments. Property owners are interested in having the conversation given the opportunity to expand uses, increase densities and focus public investment in AmberGlen.

Q. *Where is the High Capacity Transit (HCT) route to be located?*

R. Metro's Regional Transportation Plan indicates a High Capacity Transit (HCT) alignment extending from the existing Westside Light Rail route north through AmberGlen and Tanasbourne, and then continuing west to connect to high-tech job centers. Federal funding requires studies are evaluate a range of options to determine the mode and specific route location.

C. *Open space located along an HCT route is consistent with the community vision for a high density neighborhood that is livable. Think about HCT providing access to open space destinations.*

C. *Personal Rapid Transit has been developed for Heathrow Airport. It involves a pod carrying two to six people on a flexible track – a “horizontal elevator” that could serve AmberGlen.*

C. *It would be good to have a transit connection at Evergreen Parkway.*

C. *I would prefer not to see high-rises. Keep development at four to five stories, in scale with existing development.*

AmberGlen Zones and Development Regulations

Hillsboro, Oregon



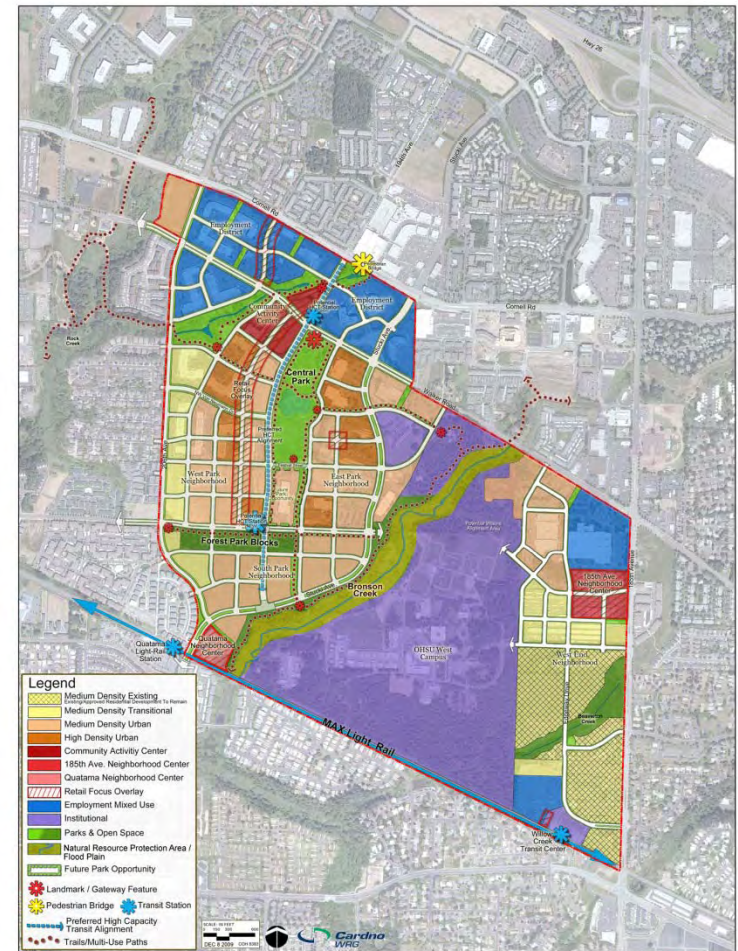
Overview

- AmberGlen Community Plan
- AmberGlen Development Code Project
- Zoning Regulatory Concepts
- Discussion

AmberGlen Community Plan

- Adopted in January 2010
- Extensive community input

Vision: Create a vibrant regional activity center enlivened with high-quality pedestrian and environmental amenities, taking advantage of the region's light rail system



AmberGlen Community Plan
Concept Plan

HILLSBORO, OREGON
DATE: December 2006
CARDNO WRC

AmberGlen Community Plan

Overarching themes:

- Mix of uses
- Mix of housing types
- Green Framework
- Transit/Connectivity
- Sustainable Development
- Urban Form/Placemaking
- Gathering Places or “Third Places”
- Market Flexibility



AmberGlen Development Code

The Team

- Clarion Associates -- National experts on zoning, plan implementation and sustainable development regulations
- Brightworks – Portland based sustainability planners to coordinate AmberGlen with other city initiatives
- David Evans Associates – National transportation firm to confirm land use/transportation coordination



AmberGlen Development Code

1. Reconnaissance & Framework ✓

2. Zoning Concepts ✓

3. Design / Sustainability Concepts ✓

4. Economic Feasibility

5. Draft Amendments

6. Draft Ordinance & Memorandum

7. Project Coordination, Stakeholder Engagement, Public Involvement

AmberGlen Development Code

Keys to Success

- **Quality and Sustainability:** Establish a place-making framework that will make AmberGlen exceptional.
- **Density:** Achieve Metro's density standards for a Regional Center.
- **Flexibility:** Acknowledge that architectural styles, technology, economics, and work patterns will change over time.
- **Collaboration:** Respect the goals and needs of the key stakeholders.
- **Integration:** Fit in with Hillsboro's other land use regulatory systems and with the new CDC structure.

AmberGlen Regulatory Concepts

First work product covered **Zones and Base Standards**

- New Chapter 143
- Table of Contents
 - Purpose
 - Land Use Districts
 - Housing Types
 - Uses
 - Development Standards (basic)
 - Parking and Loading
 - Adjustments in Return for Public Benefit
 - Review and Approval Procedures
 - Definitions

AmberGlen Regulatory Concepts

Current work product covers

Design and Sustainability Standards

- **New Chapter 143**
- **Table of Contents**
 - Purpose
 - Land Use Districts
 - Housing Types
 - Uses
 - Development Standards (basic)
 - Parking and Loading
 - Adjustments in Return for Public Benefit
 - Review and Approval Procedures
 - Definitions
- **Design and Sustainability Standards**
 - Site Planning
 - Building Design and Character
 - Sustainability/Eco-District Structure

AmberGlen Regulatory Concepts

I. Purpose

Implement the Community Plan while allowing current uses and buildings to remain in use and viable, and to allow reinvestment in those uses and buildings

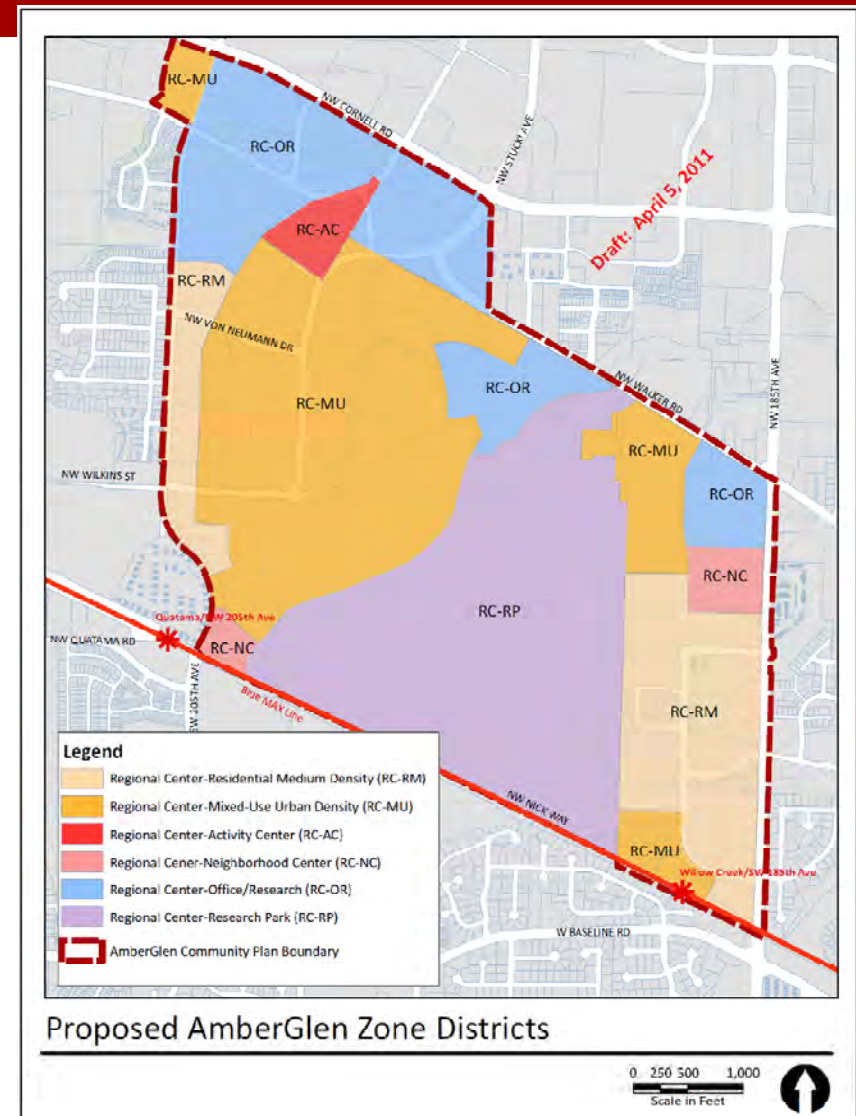
II. Land Use Districts

- RC – RM (Residential Medium Density)
- RC – MU (Mixed Use Urban Density)
- RC – AC (Activity Center)
- RC – NC (Neighborhood Center)
- RC – OR (Office/Research)
- RC – RP (Research Park)

AmberGlen Regulatory Concepts

Conceptual Zoning Map

- For discussion only



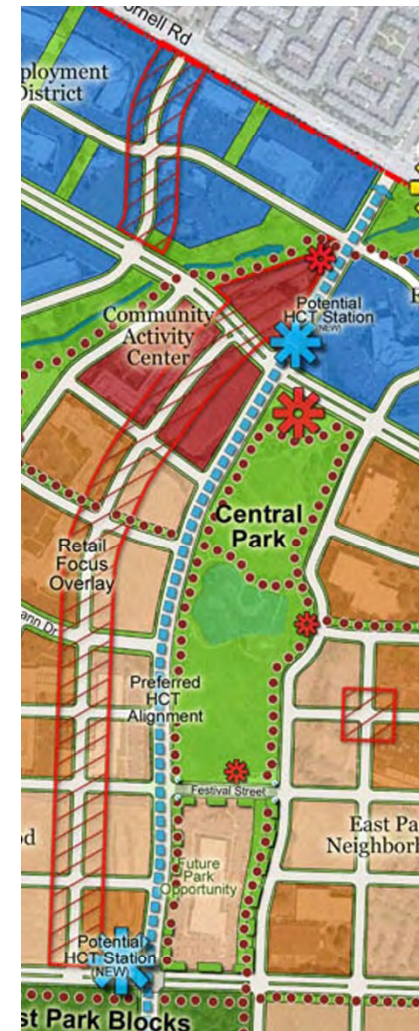
AmberGlen Regulatory Concepts

III. Housing Types

Mix of housing, varies by district

IV. Uses

- Permitted/conditional uses vary by district
- Use-Specific Standards (i.e. size or other limits or requirements)
- Mix of Uses (placeholder)
- Pedestrian-Active Use Requirements (to be completed)

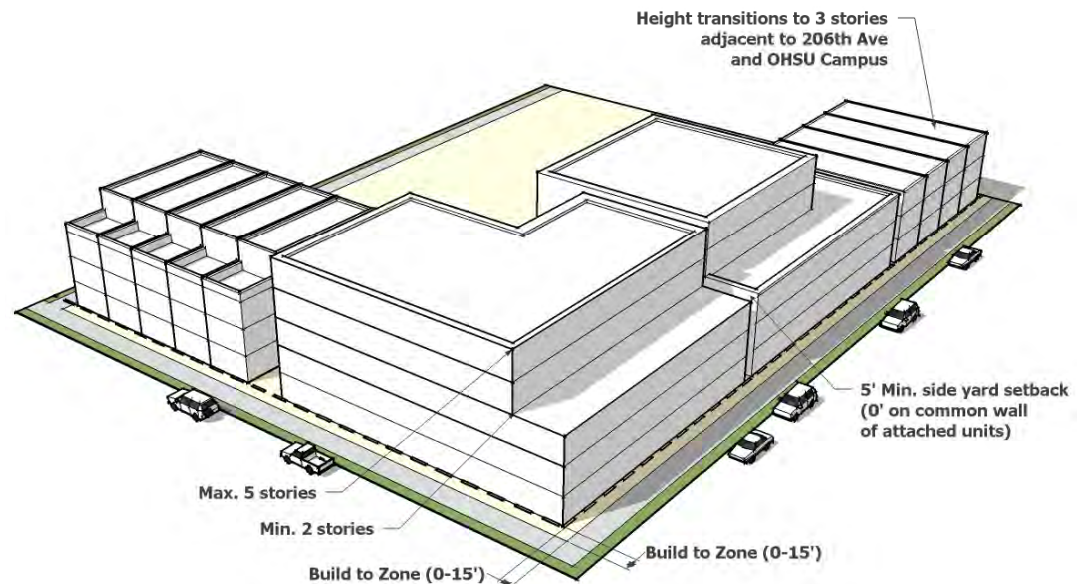


AmberGlen Regulatory Concepts

VII. Development Standards

One set of table / photo / massing drawing per RC district

Standard
DENSITY/INTENSITY
Residential Density
Minimum
Maximum
Floor Area Ratio
Minimum
Maximum
HEIGHT
Minimum Building Height
Maximum Building Height
BUILDABLE AREA/BUILDING SITING
Minimum Lot Size
Maximum Lot Size
Minimum Lot Dimensions
Build to Zone
Minimum Setback (Side Yard)
Minimum Setback (Rear Yard)
Maximum Lot Coverage
Minimum Useable Open Space
Minimum Landscaping



AmberGlen Regulatory Concepts

VII. Development Standards

- Minimum densities adjusted downward if
 - Property now at <50% of minimum
 - Majority of adjacent parcels also below minimum
- If so, then minimum becomes current density of subject parcel or highest density adjacent parcel – plus 25%.



AmberGlen Regulatory Concepts

VIII. Parking and Loading

- Minimum and maximum requirements
- 8 types of adjustments (shared parking, on-street parking, age-restricted housing, transit proximity, etc.)
- Accessible parking
- Parking space and aisle dimensions
- Alternatives to on-site parking – (shared garages and placeholders for potential fee-in-lieu system and parking district system in the future)
- Bicycle parking type and installation
- Loading spaces

AmberGlen Regulatory Concepts

IX. Adjustments in Return for Public Benefits

Adjustment Proposed	Public Benefit Required		
	Vertical Mixed Use	Mixed Income Housing	Green Buildings
Development Below Minimum Density Requirement	10% below minimum permitted for vertical mixed use including uses from 2 categories in Table 143-IV-A-1; 20% below for vertical mixed use including uses from three categories in Table 143-IV-A-1	20% below residential minimum permitted for housing reserving 10% of units for purchase price affordable to households at 100% AMI or for rental affordable to households at 80% AMI, as determined by [Housing Entity]	10% below minimum permitted for buildings achieving LEED Silver Certification; 20% below minimum permitted for buildings achieving LEED Gold or Platinum Certification
Parking Above Maximum Density Limit	10% above maximum permitted for vertical mixed use including uses from 2 categories in Table 143-IV-A-1; 20% above maximum permitted for vertical mixed use including uses from three categories in Table 143-IV-A-1	Not Available	10% above maximum permitted for buildings achieving LEED Silver Certification; 20% above maximum permitted for buildings achieving LEED Gold or Platinum Certification

AmberGlen Regulatory Concepts

X. Review and Approval Procedures

Based on revised citywide structure for development review and approval in draft CDC.

XI. Definitions

Land use list and definitions also tied to revised citywide list of uses in draft CDC.

AmberGlen Regulatory Concepts

XII.A. Site Planning

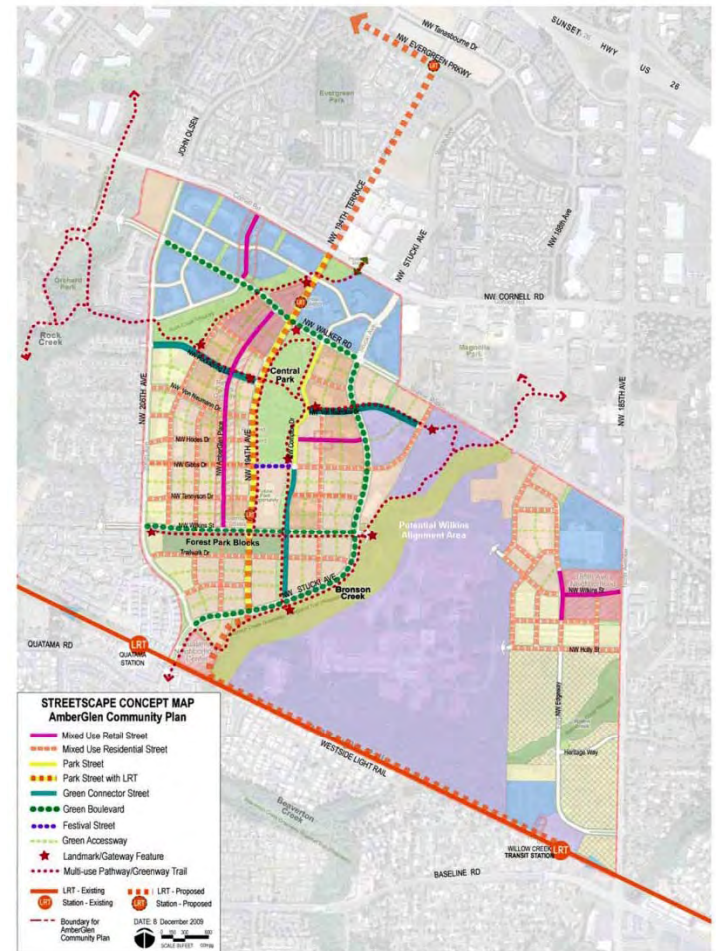
1. Purpose

- Compact development
- Connected framework of streets, natural areas, and public spaces
- Innovative approaches

2. Connectivity and Circulation (Lots, Blocks, and Circulation)

- Block Configuration
- Maximum Block Size
- Mid-Block Pedestrian Connections (Green Access Lanes)
- Lot and Block Access

3. Pedestrian and Bicycle Connectivity and Circulation

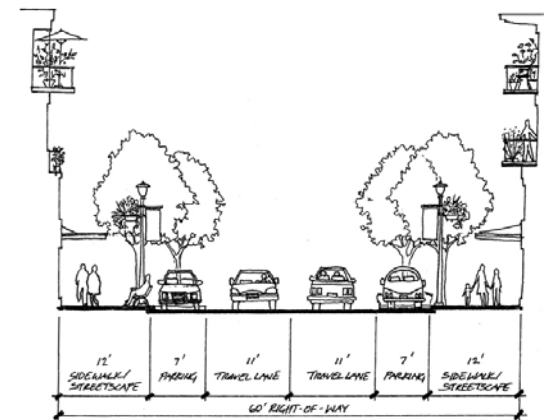
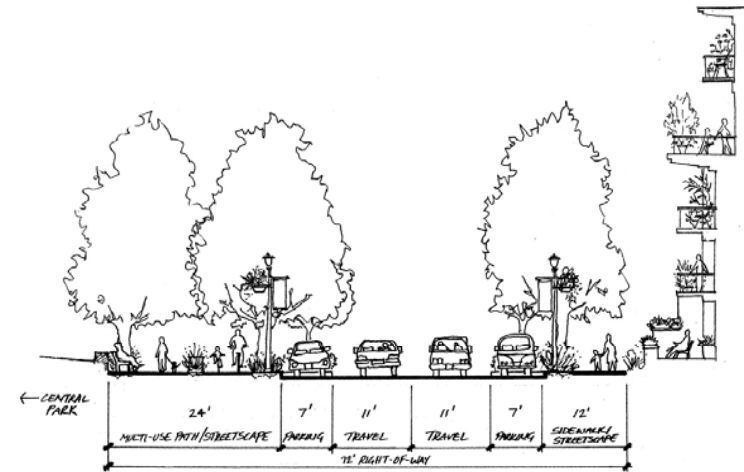


AmberGlen Regulatory Concepts

XII.A. Site Planning

3. Street Design and Character

- Street Classifications
- Conceptual Cross-Sections
 - ✓ Mixed-Use Retail Street
 - ✓ Mixed-Use Residential Street
 - ✓ Park Street
 - ✓ Green Boulevard
 - ✓ Green Connector Street
 - ✓ Festival Street
 - ✓ Green Access Lane
- Cul-de-Sacs not permitted
- Street Elements
 - ✓ Sidewalks
 - ✓ Planting/Furnishing Zone



AmberGlen Regulatory Concepts

XII.A. Site Planning

4. **Preservation of Mature Trees**
5. **Usable Open Space**
 - Usable Open Space Required
 - Amount varies by gross project acreage and type of development (residential, non-residential, mixed-use)
 - May include public and private spaces
 - Emphasis on creating pedestrian-oriented features and “third places”



AmberGlen Regulatory Concepts

XII.A. Site Planning

6. Landscaping and Stormwater Management

- Integrated system
- Requires Low Impact Development Approaches (LIDAs) in appropriate locations to reduce runoff and reduce contaminants in stormwater
- Street Trees
- Vehicle Parking Lot Screening and Landscaping
- Vehicle Parking Surface Lot Improvements



AmberGlen Regulatory Concepts

XII.A. Site Planning

7. Fencing and Walls

- Maximum heights for front, side, and rear yards
- Prohibitions on chain link/industrial materials

8. Exterior Lighting

- Minimum lighting efficiency standards

9. Off-Street Parking Location and Design

10. Drive-Through Facilities

- Location, access, etc.

11. Outdoor Display and Storage

12. Outdoor Dining and Sales Areas



AmberGlen Regulatory Concepts

XII.B. Building Design and Character

1. Purpose

- Establish a distinctive character and quality of development unique to the City's Regional Centers
- Promote the use of sustainable building materials and practices

2. Applicability

- Applies to all development in the RC districts except the RC-RP district

3. Ground Floor Windows and Building Facades

- Minimum transparency required



AmberGlen Regulatory Concepts

XII.B. Building Design and Character

4. Massing and Form

- Height transitions required adjacent to lower scale districts and the park
- Bulk plane requirements on east/west streets in key locations to preserve views to park and preserve solar access

5. Design and Character

- Building Entries and Orientation
- Ground Story Windows
- Façade Articulation and Design
- Visitability
- Materials

6. Structured Parking

- Integrated with building it serves/comparable quality of materials and design



AmberGlen Regulatory Concepts

XII.B. Building Design and Character

7. Green Building Requirements

- Tiered requirements for efficiency based on size and type of development
- Menu of sustainable development options for larger projects
 - Basic LEED certification or ASHRAE standards
- New construction valued at over \$250,000
 - Minimum requirements for locally sourced materials and construction debris recycling



AmberGlen Regulatory Concepts

XII.C. Sustainability/Eco-District Structure

Establishes framework for the potential integration of district structures to achieve additional cost savings and resource efficiencies

1. Functions and Service

- Electrical energy;
- Building heating and cooling;
- Gray water reuse;
- Stormwater management; and/or
- Transportation Demand Management (TDM)

2. Structure

Future districts to be created at the option of and with the consent of property owners

AmberGlen Regulatory Concepts

XII.C. Sustainability/Eco-District Structure

3. Incentives to Create District

City may in the future condition its financial participation in Regional Center Improvements or approval of an urban renewal district on the formation of a district or coordination with an existing district

Discussion

