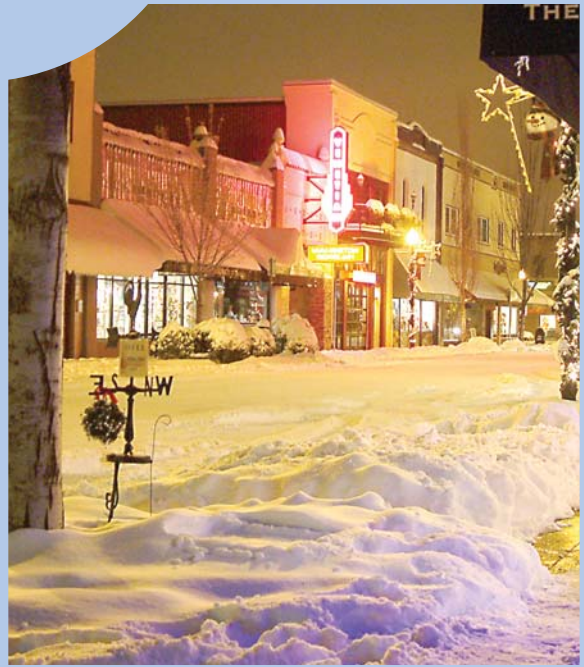




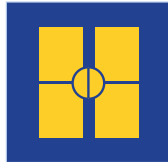
City of Hillsboro Downtown Framework Plan



Prepared for
CITY OF HILLSBORO
150 E. Main Street
Hillsboro, OR 97123

Prepared by
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OCTOBER 2009



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Acronyms and Abbreviations

Admin	Administration	LID	Local Improvement District
Bldg	Building Department	MTIP	Metropolitan Transportation Improvement Program
CBD	Central Business District	ODOT	Oregon Department of Transportation
CDBG	Community Development Block Grant	OMSP	Oregon Main Street Program
CC	City Council	PC	Planning Commission
CET	Community Enhancement Team	PCC	Portland Community College
CI	City Incentive	Plng	Planning Department
CIP	Capital Improvement Program	Pol	Police Department
Cmbr	Chamber of Commerce	P&R	Parks and Recreation Department
CWS	Clean Water Services	Prvt Dev	Private Developers
DAC	Downtown Advisory Committee	PF	Private Funding
DFP	Downtown Framework Plan	PW	Public Works Department
Ec Dev	Economic Development Department	RTP	Regional Transportation Plan
EID	Economic Improvement District	RUDAT	Regional Urban Design Assistance Team
Fire	Fire and Rescue Department	SC	Station Commercial
GF	General Fund	SCC	Station Community Commercial
HACC	Hillsboro Arts and Culture Council	SDC	System Development Charges
HART	Hillsboro Artists Regional Theater	SIP	Storefront Improvement Program
HDBA	Hillsboro Downtown Business Association	TAC	Technical Advisory Committee
HLAC	Hillsboro Landmarks Advisory Committee	TAG	Town Against Graffiti
HOD	Highway Oriented District	TGM	Transportation Growth Management
JBWP	Jackson Bottom Wetlands Preserve	TSP	Transportation System Plan
Lib	Public Library	UCR	Uniform Crime Report
		UBA	Urban Business Area
		UR	Urban Renewal

Acknowledgements

Downtown Advisory Committee (DAC)

Debbie Clarke, North-side Neighbor

Kimberly Culbertson, Heart of Hillsboro Neighborhood Representative

Tiffany Estes, Citizen At-Large

Jim Feemster, Southwest Neighborhood Representative

Sara Hopkins-Powell, Pacific University Health Professions Campus

Gayle Hughes, Citizen At-Large

Tom Hughes, Former Mayor

Doug Johnson, Hillsboro Downtown Business Association

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Gil Munoz, Virginia Garcia Memorial Health Center

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Deanna Palm, Greater Hillsboro Chamber of Commerce

Maria Quintero-Salazar, Southeast Subarea Resident

Brian Roberts, Planning Commissioner

Denzil Scheller, Property Owner

Karen Shawcross, Bienestar Executive Director

Mike Scott, Hillsboro School District

Dick Stenson, Tuality Community Hospital

Ramsay Weit, Community Housing Fund / Washington County Planning Commissioner

John White, Pacific University Health Professions Campus (Alternate)

Gene Zurbrugg, Property Owner

Executive Summary

The City of Hillsboro Downtown Framework Plan (DFP) is based on input from citizens who live, work, and play in the downtown community. Through open houses, interviews, roundtable discussions, focus groups and community meetings, citizens shared their thoughts about the area’s strengths and weaknesses, and their visions for the community.

Two main groups advised the DFP process: The Downtown Advisory Committee (DAC) and the Technical Advisory Committee (TAC). The DAC was composed of citizens and elected officials who helped steer the direction of the planning process. The TAC was composed of City, County, and other government staff who added insights about the plan process from their perspectives as experts on public services such as sewers, roads, police, and economic development.

Comments gathered from the public, DAC, and TAC led to the creation of the Vision, Goals, Policies, and Actions for this plan.

Downtown Framework Plan Visions

The visions for the downtown community are based on the work conducted by the citizens of Hillsboro in creating and maintaining the Hillsboro 2020 Vision and Action Plan. The process of research, outreach, and community engagement during the DFP process built on this foundation to form visions for the study area and each of the subareas. Below is the vision compiled by Hillsboro citizens for the study area:

The revitalized downtown core and surrounding neighborhoods are the heart of Hillsboro—a “home town for the future”. Hillsboro’s downtown offers a unique atmosphere and mixture of lifestyles and choices. Residents, workers, students, retirees, and visitors feel safe in the neighborhoods, on the streets, and in public places. Gathering

Hillsboro’s downtown offers a unique atmosphere and mixture of lifestyles and choices. Residents, workers, students, retirees, and visitors feel safe in the neighborhoods, on the streets, and in public places.

From the vision for downtown compiled by Hillsboro citizens

places foster meaningful connections and contribute to the community identity. Downtown Hillsboro is served by a transportation network that supports vehicular access, transit, walking, and bicycling. Access to parks, open spaces, schools, and the wider region is safe, efficient, and convenient. As the downtown community prospers over time with new private and public investments, the environmental, economic, cultural and social assets of the downtown community are protected and enhanced for future generations.

Goals

The comments gathered throughout the summer and fall of 2008 led to the creation of five key goals to achieve the community's vision for downtown Hillsboro. The five goals

are listed below:



- Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible
- Goal B: Development in Downtown Neighborhoods is Compatible
- Goal C: Pedestrian, Bicycle and Transit Travel is Safe and Well-Connected
- Goal D: Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings
- Goal E: Sustain and Enhance Downtown's Economic, Environmental, Cultural and Historic Diversity

The community's vision for downtown includes making major streets more inviting with enhanced streetscapes and safe pedestrian/bike crossings.

Policies and Actions

Policies and actions were created to help implement the goals listed above. For each action, an organization responsible for implementing the action and possible funding tools are identified. The actions have a timeline and priority assigned to them to help guide their implementation. The timelines range from 1 to 5 years, 6 to 10 years, and 11 or more years based on several factors:

- The need to set the stage for subsequent actions
- Opportunities to pursue the actions are likely to be available at certain points in time
- Some actions may have a longer or continuing time horizon

The priorities (High, Medium, or Low) were based on a combination of public input, technical review, and consideration of which actions have the most immediate potential to help achieve the goals, with the understanding that these priorities could change over time as opportunities arise and conditions change.

Introduction

History

Once known as “Sin City” due to the abundance of saloons in town, Hillsborough was renamed to Hillsboro in 1876 when the county seat received its charter. The City of Hillsboro originally developed as an agricultural community in the mid-19th century. However, it was the advent of the railway that brought real growth. According to the Washington County Historian:

Ben Holladay’s Willamette Valley Railroad reached Hillsboro in 1872. When public land was not awarded to the railroad in return for a Hillsborough station, a disgruntled Holladay is said to have moved the railroad tracks farther south forcing Hillsborough to create a means of transport from the station to the town.

By the end of the 1870s Hillsboro had a station, a mill, a wheat warehouse, some planked streets and a new brick courthouse...It took the coming of the “electrics” in the early 1900s to make rail travel truly popular.

World War II brought a new population to Hillsboro. Some sought employment in the shipyards, while others were military personnel and immigrants whose labor replaced that of the men in service. The war and the Atomic Age produced the high tech era, which led to today’s thriving Silicon Forest.¹



Historic photo of downtown Hillsboro

Today Hillsboro celebrates its agricultural heritage by hosting the annual Washington County Fair at the historic fairgrounds located a mile east of downtown Hillsboro.

¹ “Hillsborough: The Evolution of a Town—from “Sin City” to “Silicon Forest.” Washington County Historian, Fall 2006, Volume 3. Carolyn Buan and Winnifred Herrschaft.

While the city has changed dramatically in recent decades, the area retains some of its agricultural base - the hills surrounding the city are home to a dozen vineyards and wineries, and successful farmers markets are held downtown where patrons can purchase locally grown produce.

Purpose of this Plan

The City of Hillsboro, through the Hillsboro 2020 Vision and Action Plan and other initiatives, has identified the revitalization of downtown Hillsboro and adjoining neighborhoods as a high priority. Since at least 1980, when the RUDAT (Regional Urban Design Assistance Team) Plan was prepared, City officials and community leaders have recognized the importance of planning for the continued vitality of the downtown core and its surrounding neighborhoods. In more recent years, the Station Community planning effort, the Downtown Renaissance Project, the Downtown Parking Solutions Study, and other initiatives have addressed specific aspects of how the City should proceed in regard to downtown revitalization.

What is generally lacking in all these efforts is a mechanism for translating their many laudable goals into concrete actions. Moreover, while there have been substantial investments in downtown Hillsboro in recent years,² there are many parts of downtown that have languished, particularly when compared with more economically robust parts of the city. Many neighborhoods surrounding downtown lack basic infrastructure and urban amenities such as sidewalks, lights, and street trees.

These factors have compelled the City to embark on a planning effort that will culminate in an action plan to provide direction and funding for an active, vibrant, and sustainable downtown Hillsboro.

The DFP includes a comprehensive Vision for downtown and its surrounding neighborhoods based on extensive public input, Goals for specific short- and long-term actions to turn the vision into reality, and an Implementation section to provide the funding and regulatory tools necessary to carry out those actions.










Study Area

The DFP study area includes the city's historic commercial core and the surrounding neighborhoods for a total area of 1,439 acres. More specifically, the DFP study area is bounded to the north by Garibaldi and Grant Streets, to the west by 317th Avenue and the city limits, to the south by the city limits and the northern boundary of Jackson Bottom Wetlands Preserve, and to the east by 13th and 18th Avenues. Please see Figure 1 for a detailed map of the study area.

² Recent substantial investments in downtown include the MAX light rail line, the Walters Cultural Arts Center, HART Theater, the new Civic Center, Pacific University's Health Professions Campus, and the major remodel of the Venetian Theater.

FIGURE 1. STUDY AREA



 <p>CITY OF HILLSBORO PLANNING DEPARTMENT Long Range Planning 150 E. Main Street, Fourth Floor Hillsboro, OR 97123-4028 www.ci.hillsboro.or.us Tel: 503.681.6153 Fax: 503.681.6245</p>		<ul style="list-style-type: none">  Downtown Study Area  Light Rail Stations  Light Rail  Railroad 	<ul style="list-style-type: none">  City of Hillsboro Boundary  Urban Growth Boundary 	<p>Source: City of Hillsboro GIS - Current as of December 2008 Washington County GIS - Current as of December 2008 Metro RLIS - Current as of December 2008 Aerial Photography - Current as of July 2007 Plot date 12/22/08</p>	<p>DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.</p> <p>W:\GIS_Projects\LRNGE\Downtown\CommunityPlan\CommunityPlanBoundary_aerial_11X17.mxd</p> 
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Advisory Committees

Two main groups advised the DFP process: The DAC and the TAC. The DAC was composed of citizens and elected officials who helped steer the direction of the planning process. The TAC was composed of City, County, and other government staff who added insights about the plan process from their perspectives as experts on public services such as sewers, roads, police, and economic development. For a list of DAC and TAC members please see the Acknowledgements page at the beginning of this document.

Plan Contents

This DFP consists of several sections. The Introduction section describes the purpose of the DFP, outlines the study area, and describes the advisory committees. The Context section discusses the study area's existing conditions. The Public Input section describes the public involvement process conducted throughout the DFP. The Code Audit section describes the code audits conducted for the downtown core and the downtown neighborhoods. The Opportunities and Constraints section outlines the opportunities and constraints upon which the vision and future implementation actions are based. The Vision section presents the overarching vision, defined by citizens, for the study area as well as visions for the four subareas—the downtown core, the northern neighborhoods, the southeast neighborhoods, and the southwest neighborhoods. The Goals section identifies the key goals set forth by the public for improving downtown Hillsboro. The implementation section provides specific approaches for implementing the recommended improvements.

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Context

Demographics

The study area includes approximately 12,200 residents in 3,640 households. This area is home to approximately 13 percent of Hillsboro's residents. The study area's residents are very diverse, with some block groups containing 25 percent foreign-born residents. Over half of these residents in the study area identify themselves as Hispanic.³

Household sizes in the study area average 3.34 people, larger than in the rest of the city (which averages 2.75). Median household income is lower in the study area, at \$47,833, compared to \$61,513 for the entire city. Rates of homeownership are also lower within the study area. Inside the study area, 41 percent of households are owner-occupied, compared to the citywide ownership average of 53 percent.⁴

Housing

The study area includes a mix of older homes dating from the original development of the city to new construction. When comparing the study area with the entire city, several key differences emerge. The downtown community has slightly more multi-family housing units; the housing stock is also older than the rest of the city, with a median construction year of 1969. Typical of downtown areas in general, households in the study area tend to be renters, with 57 percent of households renting compared to 44 percent for the city as a whole.

Housing costs in the study area have followed national and regional trends with steadily increasing prices, but as of fall 2008, there is uncertainty about these values. The recent decrease in Hillsboro

³ 2000 U.S. Census Bureau.

⁴ Hillsboro Downtown Community Plan: Overview of Market Conditions. Johnson Gardner, LLC, 2008. Please see Appendix A.



Homes in the Northern Subarea

housing values is slower than the decrease for the county as a whole, at 2.9 percent compared to 5.2 percent, respectively.

Rental prices in Hillsboro were impacted by the past several years of housing price increases. Many renters purchased their first homes, thereby reducing demand for rental properties. This also translated into less construction of new rental properties. This trend is now reversing as people move back to rental units and find that the market has not increased its supply of rental units. Due to the demand for rental housing, the average increase in rental prices from fall 2007 to spring 2008 was 6 percent, with some portions of the market seeing increases in rent as high as 14 percent.⁵

The overall effect of trends in the ownership and rental markets is that housing is less affordable for many households. While home prices are falling somewhat, they are still at historic highs, having risen very dramatically over the last few years. Tightened credit markets, more stringent down payment requirements and other loan conditions now make it more difficult to buy a home. At the same time, rents are rising quickly, with limited new rental supply on the horizon. Apartment construction has been slow over recent years, while some existing stock has been converted to condominiums.⁶

⁵ Hillsboro Downtown Community Plan: Overview of Market Conditions. Johnson Gardner, LLC, 2008. Please see Appendix A.

⁶ Hillsboro Downtown Community Plan: Overview of market conditions.

The City is promoting new housing development as another key factor in downtown revitalization. As part of the Hillsboro Civic Center, a 91 unit rental housing project was built. A three-story mixed-use project is currently under construction along Washington Street between 4th and 5th Avenues, with residential uses on the upper floors and flexible office space on the ground floor. A recent market analysis suggests that considerable demand for new housing development exists in the downtown core, especially due to the new Pacific University Health Professions Campus.

Commercial and Employment

Two primary downtown commercial areas serve the study area: 1) automobile-focused areas along 10th Avenue and the Baseline-Oak corridor, and 2) the historic commercial area along Main Street that relies on transit, pedestrian traffic, and automobile visits. This second area along Main is the historic heart of the community. Main Street is lined with specialty shops providing a variety of goods and services, including apparel, antiques, used books, toys, gifts, art, an old-fashioned pharmacy, and restaurants. This area is the governmental center of Washington County, with the County Courthouse, Civic Center, and numerous state and local agencies located there. The award winning Civic Center, one of the first Gold LEED⁷-rated city halls in the country, was completed in 2005.



Commercial uses along 10th Avenue

Local employment data show that government, education, health, and professional and business services are the primary sources of jobs in the study area. However, there are more jobs in the study area than jobs held by study area households, indicating that many people commute into the area for work. Of those commuting into the study area, a majority are employed in the government sector, followed by the education and health sectors. Overall, there are an estimated 8,000 more jobs in the study area than can be accounted for by the number of households in the area.



Commercial uses along Main Street

Tuality Community Hospital is a major presence in downtown Hillsboro, with 1,377 employees working at the 15.78 acre hospital campus. The City recently approved a master plan which will add 676,130 square feet to the campus over the next ten years. Total square footage at the hospital campus will total 1,644,340 at that time.

A recent addition to the Tuality campus is Pacific University's new Health Professions Campus, home to Pacific's graduate programs in several medical fields. The first

⁷ LEED stands for Leadership in Energy and Environmental Design.

phase of this campus opened in late August 2006, housing approximately 750 faculty, staff and students. At build-out of the second phase (anticipated in the next 3 to 5 years), there will be a population of approximately 1,800 at the campus.

Industrial

A large industrial area is located in the southwest portion of the study area that encompasses 309 acres.⁸ The industrial area contains a mix of industrial, manufacturing, commercial, public, and residential uses. The area is served by a railroad line operated by Portland & Western running east-west through the area and parallel to 1st Avenue, which becomes the Southwest Hillsboro Highway running south and Glencoe Road running north. Businesses in the industrial area that own or lease a significant amount of land include the former MasterBrand Cabinet manufacturing facility and Contech Construction Products Inc. The industrial area also includes several public uses, such as Washington County's facilities management building, the City's Public Works Department, Clean Water Service's Sewage Treatment Plant and the Hillsboro School District's bus depot. There are many homes scattered throughout the industrial area, including a manufactured home park west of Dennis Avenue.

Parks and Recreation

Five public parks exist within the DFP study area:

Community Park:

- Shute Park – 13.44 acres

Neighborhood Parks:

- McKinney Park – 1.8 acres
- Bagley Park – 1.9 acres
- Walnut Street Park – 2.5 acres
- Dairy Creek Park – 6 acres of neighborhood park with 18 acres of natural area which will become a community park upon adoption of the Parks Master Plan Update.



Shute Park

The DFP study area has a total of 43.5 acres of City parkland. Additionally, the study area includes open spaces such as the Pioneer Cemetery, the Shute Park Aquatic and Recreation Center, and play fields associated with Peter Boscow Elementary School and J.B. Thomas Middle School. The Hillsboro Community/Senior Center is located in

⁸ Downtown Community Plan Community Profile, prepared by City of Hillsboro Planning Department, April 2008. Please see Appendix B.

Shute Park. The center is used most heavily by seniors during the day. Programs for the general population are offered in the evenings.

Jackson Bottom Wetlands Preserve is just outside of the study area to the south. This popular 650-acre preserve is a regional attraction for bird watchers and nature enthusiasts. Jackson Bottom draws thousands of students during the school year. Please see Figure 1 for a map showing parks in the study area.

The Hillsboro 2003 Parks Master Plan assesses the need for parks throughout the entire planning area based on the effective service area for each park type. The standards for certain park types are stated in terms of service area (for example, a neighborhood park within one-half mile of most residents) rather than in acres per thousand for each neighborhood. By using this method it is possible to provide equitable access to parks by working with other City departments to provide safe sidewalks, bike trails and intersections as well as by building new parks. According to the Hillsboro 2003 Parks Master Plan, the area south of Baseline Street and west of 5th Avenue is underserved by neighborhood parks.

Cultural Amenities

In recent years, the City and the community have focused on arts and culture as a major component of downtown revitalization. Completed in 2007, the Downtown Renaissance Project provided a forum for artists and the broader community to demonstrate their interest in creating more arts initiatives in downtown. Some of the initiatives pre-date the Downtown Renaissance Project, while others were a direct result of the project. The key initiatives are described below:



Glenn and Viola Walters Cultural Arts Center

- Walters Cultural Arts Center – housed in a restored, historic church on Main Street, this is the heart of the city’s art scene, with a gallery, art classrooms, and performance/lecture space.
- HART – the recently renovated home for the Hillsboro Artists Regional Theater.
- Venetian – another recent renovation project, this privately owned vintage cinema is home to live theater and musical performances as well as second-run films and other activities. The Venetian also includes a restaurant and bar which help to generate evening and weekend activities in downtown Hillsboro.
- Sequoia – housed in a vintage commercial structure off of Main Street, this is an artist studio/cooperative gallery that has quickly



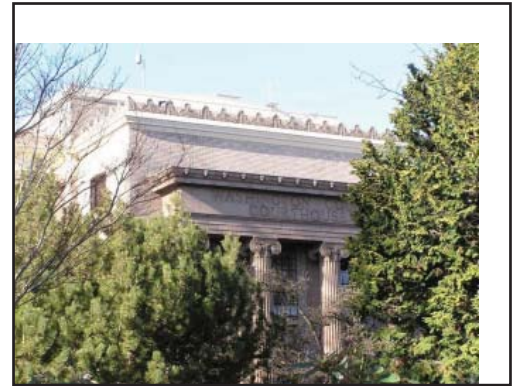
Hillsboro Farmer's Market and the Civic Center Public Plaza

- emerged as a vital part of the city's artistic ambitions.
- The Hillsboro Arts & Culture Council (HACC) was formed in 2007 to oversee the formation and implementation of the city's arts agenda. In 2008, HACC adopted a public art program, with downtown being an important focus of their attention.
 - Farmers' Markets – the downtown area is fortunate to have two markets, one on Saturdays and the other on Tuesday evenings. The markets, along with other special events throughout the year, help to attract people to downtown.

The Downtown Renaissance Project identified a series of other initiatives which the City is expected to pursue as funding allows. These include artists' live/work facilities, an artist-in-residence program, gateways and way-finding to better guide visitors to downtown, and a series of proposed modifications to the City's development code to better accommodate arts-related uses.

Cultural Resources

The City maintains an inventory of cultural resources, and many of those resources are located in the downtown community. A cultural resource is any building, structure, site or object included in the City's official Cultural Resource Inventory. To be included in the inventory, the structure or object must be at least 50 years old and must have architectural, historical, or cultural significance. Most are single-family dwellings, but other structures include the County Courthouse, Free Methodist Church Rectory (now the Knights of Columbus Hall), McGinn Apartments, and Masonic Temple. Some commercial buildings such as the Morgan Bailey Building and the Schulmerich Buildings are also included, as are several trees and public art pieces. Most of the cultural resources date from the 1880s to 1920s, and more resources will be added in the future as additional neighborhoods are surveyed and



Historic Washington County Courthouse

more structures reach 50 years of age. A map of cultural resources in the downtown area is included in Appendix C.⁹

Transportation

Auto

The downtown study area is served by one state highway and a number of arterials maintained by Washington County. The roadway network provides high levels of service with some constraints at certain intersections. Much of the street network in the downtown core consists of one-way streets. Baseline (Oregon 8) and Oak Streets are one-way streets running east-west through the study area and the downtown core, while Lincoln and Main Streets, as well as 2nd, 3rd, and 4th Avenues, are one-way only in the downtown core. The city blocks in the study area are 400 feet long, which is significantly longer than city blocks in typical established downtowns, which range from 200 to 300 feet.

One state highway runs through the study area—the Tualatin Valley Highway (TV Highway or Oregon 8). Within the study area, the TV Highway has a posted speed limit of 30 mph, though in the western portion past Dennis Avenue, the speeds increase to 40 mph. Otherwise, all streets in the study area are posted at 25 mph. Major roadways include:

- Oregon Department of Transportation (ODOT) maintained roadways
 - 1st Avenue (South of Baseline)
 - Baseline Street
 - Oak Street
 - 10th Avenue
 - Tualatin Valley Highway
 - Washington County maintained roadways
- 1st Avenue (North of Baseline)
- NE Cornell Road¹⁰



MAX Light Rail Line in Downtown Hillsboro

Rail

MAX light rail runs east-west through the center of the study area on Washington Street. Within the study area there are four light rail stations, located near the cross

⁹ Cultural resource information provided by City of Hillsboro.

¹⁰ 2004 update to the Transportation System Plan (TSP).

streets of 12th, 8th, and 4th, and Adams Avenue. The light rail line and stations are operated by TriMet.

A freight railroad line operated by Portland and Western serves the southwest industrial area. It runs east-west through the area, turning north-south parallel to 1st Avenue in the vicinity of Adams Avenue and Walnut Street.

Bus

TriMet operates the Hillsboro Central/SE 3rd Avenue Transit Center at 333 SE Washington Street. The transit center serves bus lines 46-North Hillsboro, 47-Baseline/Evergreen, 48-Cornell, and 57-TV Highway/Forest Grove. These bus routes operate seven days a week, with the exception of line 46-North Hillsboro, which does not operate on Saturday or Sunday.

Parking

Studies conducted in 2007 indicate that the downtown study area is well supplied with private and public parking options. There are 7,526 parking stalls in the study area; 26 percent are public, and the remainder are private stalls. Approximately two-thirds of on-street stalls are limited to two-hour parking; the other third has no time limit. The TriMet park and ride facility located on 1st and Washington is the primary source of off-street public parking.

According to a 2007 parking study conducted for the City of Hillsboro, the parking system in downtown Hillsboro is not yet formatted in a way that best serves the downtown core area or new development. The study area had a parking stall occupancy level of 53.9 percent, well below the 85 percent occupancy rate that is considered the maximum for efficient supply. Two-hour parking limits appear to be meeting parking demand, with average stays of 1 hour and 48 minutes. Off-street parking occupancy peaks between 11:00 a.m. and noon, with an average occupancy rate of 51.6 percent. Commuters are the main users of off-street parking stalls.

Turnover rates in downtown Hillsboro are operating at an efficient rate. Parking stall turnover rate of 4.9 vehicles per stall per day is considered acceptable for a typical downtown and should support local businesses well. In the long term, parking turnover rates could be raised slightly to the accepted rate of 5 vehicles per day. There are some localized areas of parking congestion, mainly near the Civic Center in the western portion of the study area. This may be a concern that grows with time.¹¹

Bicycle and Pedestrian

Limited bicycle counts exist for the downtown area. Pedestrian surveys from 2001 and 2002 focused on 1st Avenue, 10th Avenue, and Main Street. Bicycle lanes lead to the

¹¹ Hillsboro Downtown Parking Solutions Study, 2007. Rick Williams Consulting and Parametrix. Please see

downtown core and stop upon approaching downtown. From the west, lanes stop at Dennis Avenue, and from the east they stop at 10th Avenue.¹²

Pedestrian use is heaviest within the downtown core, with 2001/2002 counts reaching as high as 57 pedestrians at peak hour, but averaging closer to 20 at peak hour. The key arterials in the downtown area have sidewalks, though there are missing segments west of Dennis Avenue, on Oak Street, and on Baseline Street. Missing sidewalk segments also exist in the northwest corner of the study area, and the Southwest Industrial Area, south of Oak Street, and east of 10th Avenue. Additionally, the area north of Jackson Street and east of 6th Avenue lacks sidewalks. Missing sidewalks in the study area can make it difficult for pedestrians to access crosswalks, especially on Oak Street, Baseline Street, and 10th Avenue where vehicles travel at faster speeds.

City of Hillsboro data collection has identified over 13 miles of missing sidewalks in the study area; this total includes sidewalks missing on one or both sides of a street. For comparison, the study area includes 38.5 miles of roadways, and if each mile had sidewalks on both sides, there would be a total of 77 possible sidewalk miles. This means 83 percent of possible sidewalks are currently available.¹³

Public Safety

The Hillsboro Police Department queried the crime database for Part I Crimes in the DFP study area for 2007. Part I Crimes are a subset of the National Uniform Crime Reports (UCR) and include the most serious offenses: murder, non-negligent manslaughter, forcible rape, robbery, aggravated assault, and the property crimes of burglary, larceny theft, motor vehicle theft, and arson. The crimes reported to police in the study area for 2007 are included in Table 1.¹⁴

As shown in Figure 2, within the DFP study area outlined in red, the incidents of UCR crimes are mapped. The grid numbers are written in white text

TABLE 1. STUDY AREA PART I CRIMES 2007

Part I Category	Count
Homicide	0
Rape	16
Robbery	26
Aggravated Assault	35
Burglary	193
Larceny	453
Vehicle Theft	76
Arson	10
Totals	809

Parking Study Executive Summary in Appendix D.

¹² Hillsboro Pedestrian Surveys, 2001 and 2002, as cited in the 2004 TSP.

¹³ Parametrix analysis of City of Hillsboro data.

¹⁴ Crime data courtesy of City of Hillsboro Police Department.

and the crime incidents per grid are depicted with different shades of green. Please note that the grids do not correspond exactly to the DFP study area.

Throughout the public outreach phase of the DFP, area residents voiced concerns about public safety. The following is a list of the most frequently voiced concerns:

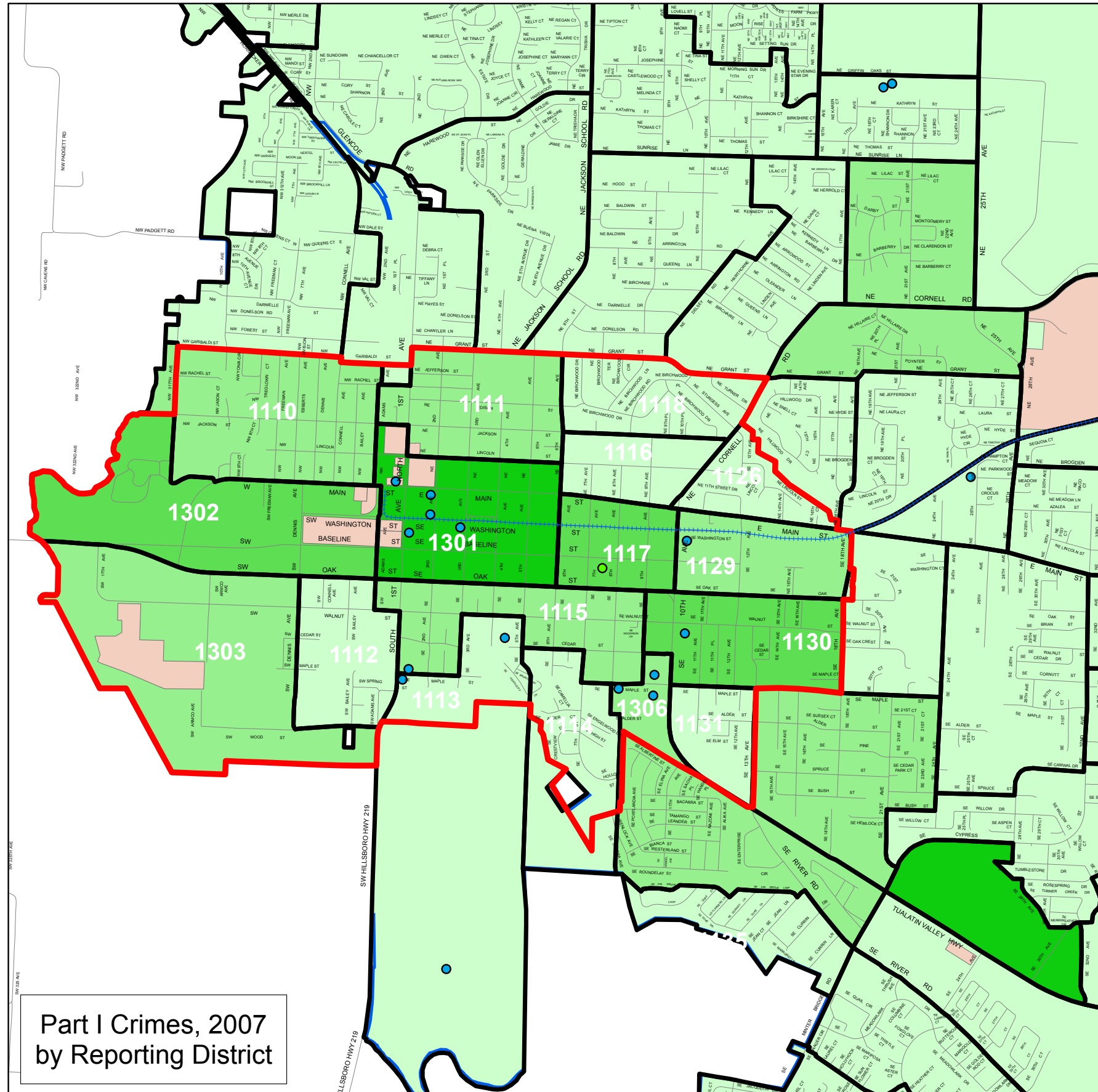
- A lack of visible police presence in areas that are considered dangerous;
- Pedestrian safety issues, especially regarding children, due to lack of sidewalks, inadequate street lighting, and lack of traffic-calming devices;
- Area crime, such as drug and gang activity;
- Graffiti;
- Lack of security at MAX light rail stations;
- Need for more code enforcement; and
- Better traffic speed control.

Residents identified several different ways their community could feel safer, such as implementing neighborhood watch programs and by holding block parties in order to get to know their neighbors.

A number of programs are available through the Hillsboro Police Department at 503.681.6175 that address some of the listed concerns above, such as:

- Extra patrol requests
- Traffic safety patrol requests
- Pedestrian safety education
- Town Against Graffiti (TAG) Program
- Child restraint inspections
- Local code enforcement
- TriMet westside team
- Community Enhancement Team (CET), which performs crime prevention assessments, organizes mediation services, works with neighborhoods related to specific area concerns, and hosts the Hillsboro Police Citizen's Academy.

FIGURE 2. DOWNTOWN FRAMEWORK PLAN CRIME MAP



Part I Crimes Defined:

The National Uniform Crime Reports (UCR) program is administered by the Federal Bureau of Investigation (FBI) and was developed in the 1920's by the International Association of Chiefs of Police (IACP). UCR Standards for the gathering of crime data exist so that statistics from different jurisdictions may be compared regardless of differences in state and local statutes. Part I Crimes are a subset of UCR and include the most serious offenses: murder, non-negligent manslaughter, forcible rape, robbery, aggravated assault, and the property crimes of burglary, larceny-theft, motor vehicle theft, and arson.

UCR data is scrutinized by the State of Oregon Law Enforcement Data System (LEDS) program before the data is forwarded to the FBI for publication. Whenever possible, we use these certified numbers, however, the aggregated data returned to us does not contain geographic references for mapping.

Crime Data for this Project:

In order to map the requested dataset, the data was retrieved directly from our Records Management System, "Portland Police Data System," or PPDS. **This data has not been verified**, as it has not been through the same process as data certified by the state. Additionally, this dataset was gathered by occurrence date while UCR data is gathered by entry date.

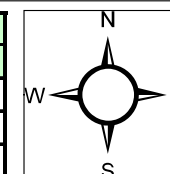
Of the 3,028 total Part I incidents taken by the Hillsboro PD for 2007, only 91% (or 2,746) contained the assigned Grid needed to match incidents to generalized locations. Grids are used to divide the city into smaller areas to assist in resource allocation and neighborhood analysis.

The crime rate for our city (incidents normalized by population), uses the population figure to provide a more accurate representation when analyzing increases or decreases in criminal activity. Overall, the City's crime rate for Part 1 crimes in 2007 has dropped by nearly one percent (-0.8%) since 2006.

Changes in Patrol:

Due to feedback from citizens, area analysis, and related factors, Grid 1301 was redefined as Hillsboro **Patrol District 5** during 2007. This change means that an officer is assigned specifically to that district at all times. Patrol District 5 covers the area depicted in the following image (Figure 1).

Study Area Part I Crimes 2007	
Part I Category	Count
Homicide	0
Rape	16
Robbery	26
Aggr Assault	35
Burglary	193
Larceny	453
Vehicle Theft	76
Arson	10
Totals	809

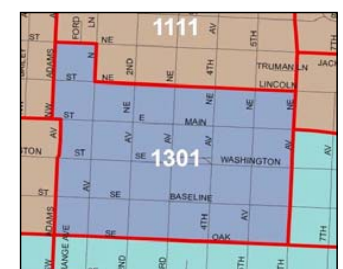


Legend

- Hospital
- City Facilities
- Grids
- Max Light Rail
- City Streets
- Downtown Study Area
- City Limits
- Wash Co Facilities

Incidents Per Grid

- 0 - 35
- 36 - 69
- 70 - 104
- 105 - 138



Report Date: 02/12/2009

Figure 1: HPD Patrol District 5

Public Input to Develop the Goals, Policies, and Actions

Throughout the summer of 2008 and into the fall, the City held four public open houses in downtown to solicit input from citizens about their neighborhoods' strengths and weaknesses, and to define their goals for the future of their neighborhoods. Sixteen downtown area residents volunteered to record the strengths and weaknesses of their neighborhoods using disposable cameras and accompanying comment logs as part of the Downtown Focus camera project. Below is a photograph of a historic home that one resident cited as an example of a strength in downtown Hillsboro, stating that the home is "beautiful and immaculate".



Historic Home in Downtown Hillsboro

The City also held "satellite office hours" in the northern, southwestern, and southeastern portions of the study area to encourage citizens to drop in and discuss their hopes and concerns for the area. Public input was also received at twelve neighborhood and community events ranging from a celebration of renovated Bagley Park, to a bar-b-que with Highland Addition neighbors, to Hillsboro Police Department's National Night Out, and the Back-to-School/Regreso a La Escuela Festival.

Four newsletter editions (approximately 28,000 total newsletters) were sent to homes within the study area advertising the open houses and providing updates about the DFP. Additionally, City staff set up a booth at the weekly Tuesday Markets to inform residents about the DFP process and answer questions. Lastly, the City created a DFP website so residents and business owners could stay informed about the plan and provide feedback online. To engage the significant number of Spanish speaking residents and business owners, bilingual Spanish speaking interns were hired and most public outreach materials were translated into Spanish.

Targeted outreach was also conducted with three different groups through stakeholder interviews, a developers' roundtable, and a Latino business focus group meeting. For stakeholder interviews, 16 interviews were conducted with local business owners, realtors, citizens, and representatives from Tuality/Pacific University's Health Professions Campus, and the Greater Hillsboro Chamber of Commerce.

Additionally, City staff held a developers' roundtable with developers from around the region. City staff led the developers on a walking tour of the study area and asked the developers for feedback about opportunities and constraints to potential redevelopment

projects.

The City also held a Latino business focus group meeting to gather input from Latino business owners about what they considered to be the benefits and obstacles of owning a business in downtown Hillsboro. Focus group participants identified what the City may do to help Latino business owners run successful enterprises in the downtown area.

The comments gathered throughout the summer and fall of 2008 led to the creation of the Goals, Policies, and Actions discussed later in this plan. Based on what City staff heard from residents, Goals, Policies, and Actions were developed to enhance what citizens said they liked about Downtown Hillsboro and to address residents' concerns. All of the comments gathered to develop the Goals, Policies, and Actions are in Appendix E.

Code Audits for City of Hillsboro

Downtown Code Audit

In fall 2008, the City of Hillsboro was awarded a Code Assistance grant of \$43,000 from the State of Oregon's Transportation and Growth Management (TGM) Program to audit the zones designated as Station Community Commercial (SCC) in the development code for downtown. The Code Assistance grant also included funding to prepare a set of code and policy amendments to implement recommendations from that audit. The audit and amendments were to be consistent with the City's current planning efforts, specifically the preparation of the DFP. The downtown code audit focused on opportunities to leverage the region's transit investments, strengthen the commercial core, and facilitate the transitions between mixed-use commercial areas and surrounding residential neighborhoods, the preservation of which is of paramount importance to many residents.

Neighborhood Code Audit

The neighborhood code audit was conducted in late 2008 to suggest specific changes to the code pertaining to downtown neighborhoods. The neighborhood code audit addressed three subareas within the DFP boundaries: the North Neighborhoods, the Southeast Neighborhoods, and the Southwest Neighborhoods. Core downtown subareas adjacent to the light rail line and zoned as Station Community Planning Areas containing Station Community Residential zones were included in the three subareas noted above, and were included in this audit. The full report from the neighborhood code audit is in Appendix F.

Opportunities and Constraints

The Opportunities and Constraints Table and its associated map (Figures 3 and 4) present both opportunities for improving and revitalizing Downtown Hillsboro and the challenges that must be overcome in order to realize those opportunities. These opportunities and constraints were derived from stakeholder interviews, input from the DAC, the general public, previous Downtown plans, and analysis by City staff and the project team. This list is not exhaustive, but rather is meant to represent the range of potential projects and challenges put forth by the community for consideration. As such, many of the items included in the map and table were drafted before the action items described later in the DFP.

The opportunities and constraints are grouped into three categories: Connectivity and Access, Land Use and Urban Design, and Environment and Open Space. Some opportunities describe potential projects, such as streetscape improvements or property redevelopment, which are countered by constraints, such as funding or the disposition of private property owners.

Example opportunities for investments in the public realm include streetscape improvements and crossing upgrades along Baseline/Oak and 10th Avenue, a trail linking the City's parks, and enhanced landscaping along 1st and 2nd Avenues to provide a green urban connection. Such public investments can be leveraged to attract additional mixed-use development that reinforces a vital retail core. Opportunities also exist to continue to strengthen existing residential neighborhoods through measures such as community gardens, renovation of existing housing, provision of affordable housing, and the development of guidelines that shape a compatible character for new development. There are also opportunities for private investment in new businesses, property redevelopment, or building renovations.

FIGURE 3. OPPORTUNITIES AND CONSTRAINTS

DOWNTOWN FRAMEWORK PLAN: OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES		CONSTRAINTS
CONNECTIVITY AND ACCESS		
A1	<ul style="list-style-type: none"> □ Improve pedestrian safety and comfort along state highways (Baseline, Oak, and 10th Avenue) and at crossings 	<ul style="list-style-type: none"> □ Potential improvements may conflict with ODOT highway standards (including access management) □ City and/or State funding may be constrained □ Existing right-of-way may not be wide enough to allow for some desired improvements □ Costs for some desired improvements, such as for new traffic signals, may be high
A2	<ul style="list-style-type: none"> □ Facilitate pedestrian access to the downtown core through improved north/south connections 	<ul style="list-style-type: none"> □ Requires funding from the City's capital improvement program and/or potential urban renewal district
A3	<ul style="list-style-type: none"> □ Improve bike access to and through downtown through the use of signage, striping, and streetscape improvements 	<ul style="list-style-type: none"> □ Existing right-of-way and other functional classifications may need to be reclassified to accommodate bike infrastructure
A4	<ul style="list-style-type: none"> □ Improve sidewalks and sidewalk connectivity in neighborhoods surrounding downtown 	<ul style="list-style-type: none"> □ Existing sidewalk system is fragmented and not all areas of the study area are configured for sidewalks
A5	<ul style="list-style-type: none"> □ Examine traffic patterns and potential benefits of converting downtown streets from one-way to two-way 	<ul style="list-style-type: none"> □ Requires a study of the potential impacts to the rest of the Downtown's street grid and circulation patterns □ May also require new signals, signage, and striping
A6	<ul style="list-style-type: none"> □ Promote a secondary pedestrian circulation system via downtown alleyways and provide additional mid-block crossings 	<ul style="list-style-type: none"> □ New alleys may only become available/accessible with redevelopment □ Additional pedestrian crossings may result in a potential increase in traffic congestion
LAND USE AND URBAN DESIGN		
B1	<ul style="list-style-type: none"> □ Reinforce downtown core with additional mixed-use development that increases residential density and reinforces a vital retail core; design flexible ground-floor spaces that can be retrofitted over time as the retail market strengthens 	<ul style="list-style-type: none"> □ There may be opposition to increasing density levels □ Existing land values may pose a challenge to developing residential uses with structured parking □ More stringent fire and building code requirements for flexible ground-floor spaces and mixed-use buildings translate into higher construction costs
B2	<ul style="list-style-type: none"> □ Improve entryways/gateways to Downtown Hillsboro 	<ul style="list-style-type: none"> □ May conflict with ODOT highway standards □ Existing industrial and auto-oriented uses provide an unattractive entry into the City
B3	<ul style="list-style-type: none"> □ Examine the south-west area north of Jackson Bottom for potential development of uses that support downtown and reflect Hillsboro's rich historic past as a center of distribution/food production 	<ul style="list-style-type: none"> □ May require some initial public assistance (financial or regulatory)
B4	<ul style="list-style-type: none"> □ Stabilize residential neighborhoods through the continued renovation of existing housing and provision of quality affordable housing 	<ul style="list-style-type: none"> □ May require some public or non-profit assistance □ May require the adoption/implementation of new design guidelines and standards
B5	<ul style="list-style-type: none"> □ Enhance pedestrian conditions along light rail corridor with streetscape and building frontage improvements 	<ul style="list-style-type: none"> □ Streetscape improvements will require public funding □ Limited right-of-way width means that additional dedications may be required from private property owners as properties redevelop
B6	<ul style="list-style-type: none"> □ Strengthen Downtown Renaissance through the development of live/work units that support local artists, small businesses, and entrepreneurs 	<ul style="list-style-type: none"> □ May require modifications to the City's zoning and development code
B7	<ul style="list-style-type: none"> □ Bolster downtown as the civic center of Hillsboro through additional public amenities (e.g. library, community space, meeting space) and public art/streetscapes that reflect partnerships with local innovative companies 	<ul style="list-style-type: none"> □ There may be opposition from local residents to moving community resources from their neighborhoods to downtown □ If an urban renewal district were created, this might limit the potential for generating TIF funds through private redevelopment □ Requires attracting interest and financial commitment from companies

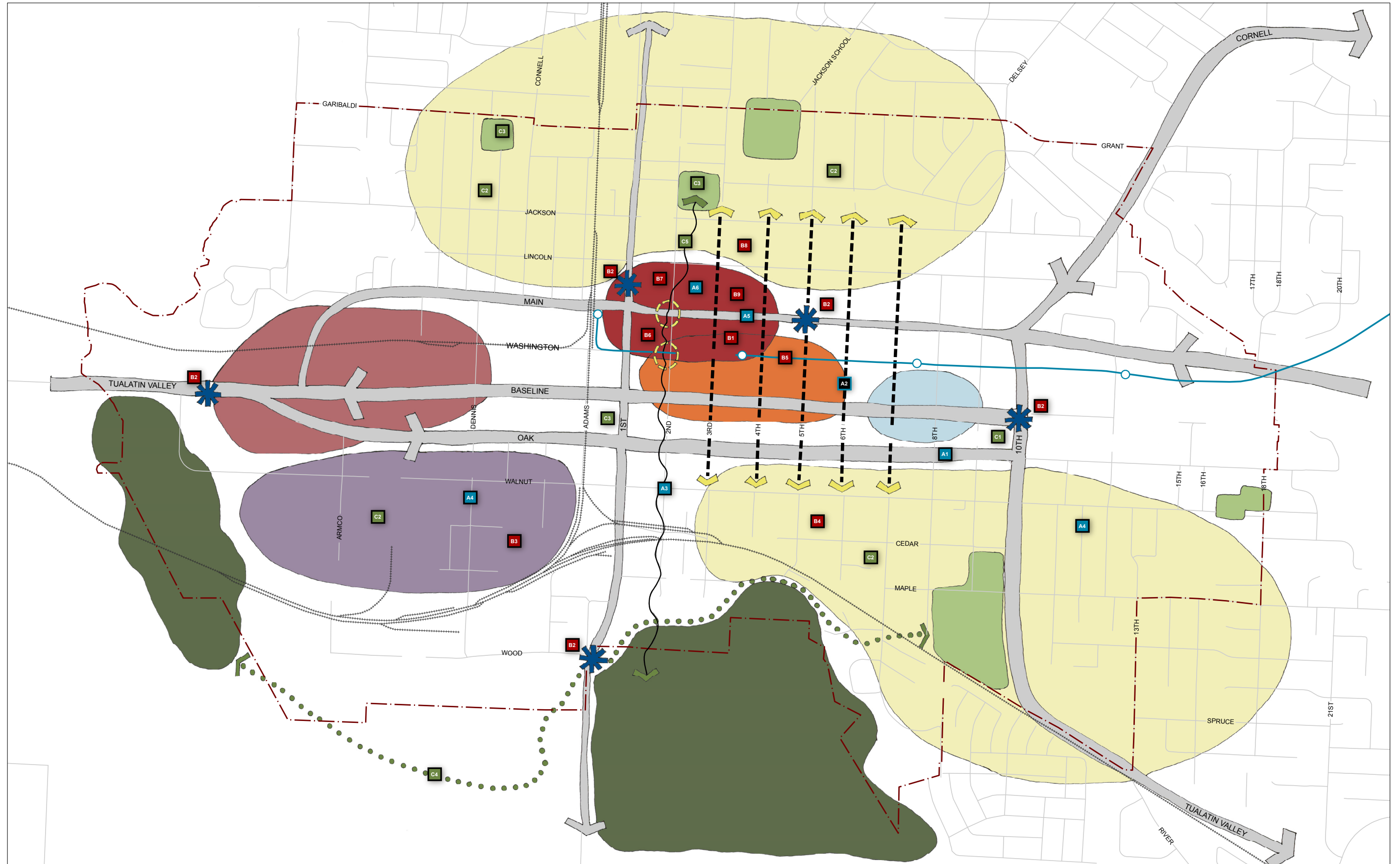
FIGURE 3. OPPORTUNITIES AND CONSTRAINTS (CONTINUED)

DOWNTOWN FRAMEWORK PLAN: OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES		CONSTRAINTS
B8	<ul style="list-style-type: none"> □ Preserve and enhance identified existing cultural resources (historic buildings, etc.) through conservation zoning and other tools such as design guidelines 	<ul style="list-style-type: none"> □ Must create guidelines that outline preservation of existing, non-registered historic structures and design of new, complementary buildings
B9	<ul style="list-style-type: none"> □ Support downtown retailers by providing technical assistance such as marketing 	<ul style="list-style-type: none"> □ Requires funding from the City and/or potential urban renewal district
ENVIRONMENT AND OPEN SPACE		
C1	<ul style="list-style-type: none"> □ Create a series of public (or quasi-public) plazas and open spaces framed by surrounding buildings that can be used as gathering places within neighborhoods that support and enhance existing and future uses 	<ul style="list-style-type: none"> □ Requires funding from the City's capital improvement program and/or potential urban renewal district □ Developing public or quasi-public plazas and open spaces may reduce the amount of developable area
C2	<ul style="list-style-type: none"> □ Establish community gardens within neighborhoods to provide gathering places and promote local food networks 	<ul style="list-style-type: none"> □ Requires either available public land or the creation of privately-owned, quasi-public spaces □ Depending on the ownership of these spaces, they may require public investment for improvements and maintenance
C3	<ul style="list-style-type: none"> □ Improve park facilities to reinforce them as centers of the community and provide neighborhood youth activities (i.e. a skate park) 	<ul style="list-style-type: none"> □ Improvements require public investment
C4	<ul style="list-style-type: none"> □ Create a recreation trail system that links Hillsboro's system of open spaces and parks 	<ul style="list-style-type: none"> □ Connections are challenged by rail lines and state highways □ Safety concerns may exist □ There may be some resistance from adjacent property owners
C5	<ul style="list-style-type: none"> □ Connect series of green open spaces from Bagley Park to Jackson Bottom along 2nd and 1st Avenues with improved pedestrian facilities, streetscape amenities, and wayfinding 	<ul style="list-style-type: none"> □ Precise alignment of this connection will depend in part on funding and the disposition of private property owners □ Clean Water Services and/or some members of the public may prefer if access was limited to Jackson Bottom in order to preserve habitat

(See Opportunities & Constraints Map)

FIGURE 4. OPPORTUNITIES AND CONSTRAINTS MAP



17 February 2009

EXISTING
 CONDITIONS

MAX Station
 MAX Line

Study Boundary
 Railroad

Park
 Open Space

Downtown Core
 Mixed Use

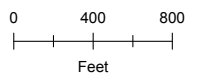
Residential
 Light Industrial
 Auto-Oriented Retail
 Health and Education Campus

OPPORTUNITIES
 + CONSTRAINTS

Major Arterials
 Improved Connections

Park Link
 Park Trail

Potential Gateway
 (See Corresponding Table)



Visions for the Downtown Community

The visions for the downtown community are based on work conducted by the citizens of Hillsboro in creating and maintaining the Hillsboro 2020 Vision and Action Plan. During the DFP process, extensive outreach provided opportunities for residents, property owners, and local business people to build upon the foundation of the Hillsboro 2020 Vision and to create an overarching vision for downtown Hillsboro, as well as specific visions for each of the four subareas.

The four subareas in the study area are the downtown core, the northern neighborhoods, the southwest neighborhoods, and the southeast neighborhoods (see Figure 5 for a map of subareas). Below is the overarching vision for the study area, followed by descriptions and visions for each subarea.

Downtown Hillsboro Vision Statement

The revitalized downtown core and surrounding neighborhoods are the heart of Hillsboro—a “home town for the future.” Hillsboro’s downtown offers a unique atmosphere and mixture of lifestyles and choices. Residents, workers, students, retirees, and visitors feel safe in the neighborhoods, on the streets, and in public places. Gathering places foster meaningful connections and contribute to the community identity. Downtown Hillsboro is served by a transportation network that supports vehicular access, transit, walking, and bicycling. Access to parks, open spaces, schools, and the wider region is safe, efficient, and convenient. As the downtown community prospers over time with new private and public investments, the environmental, economic, cultural and social assets of the downtown community are protected and enhanced for future generations.

Downtown Core Description

The downtown core area includes the historic heart of Hillsboro – Main Street and the 10th Avenue business area. The City is committed to realizing the potential of its downtown as a center for housing, entertainment, arts and culture, and employment.

Many locally owned unique shops and restaurants are located along Main Street and the

THE FUTURE



of the Historic Downtown

The historic downtown retains the civic, commercial and residential landmarks of the past. The giant sequoias remain the tallest features in downtown. As development occurs and storefront and other improvements are made to existing structures, care is taken to enhance, support and promote the unique character of downtown. Enhanced mid-block pedestrian ways and squares provide opportunities for businesses to spill outside, and for people to gather. New residences are located on top of existing structures set back from historic Main Street and on infill sites south of Baseline Road. Efficient transit, bike and pedestrian routes give people full access to the activity, arts and events that have made the downtown the community's gathering place. Improved access from the region and surrounding neighborhoods help to insure the future economic viability and sustainability of Hillsboro's historic city center.

adjoining avenues. The Hillsboro Civic Center located on the corner of Main Street and 1st Avenue consolidates city government into one building. The Civic Center retains a city hall identity and provides the downtown core with a mixed-use development that will serve the city's needs for years to come. The Civic Center, together with the historic County Courthouse and other county offices, comprises the government center "anchor" at the western end of the core area.

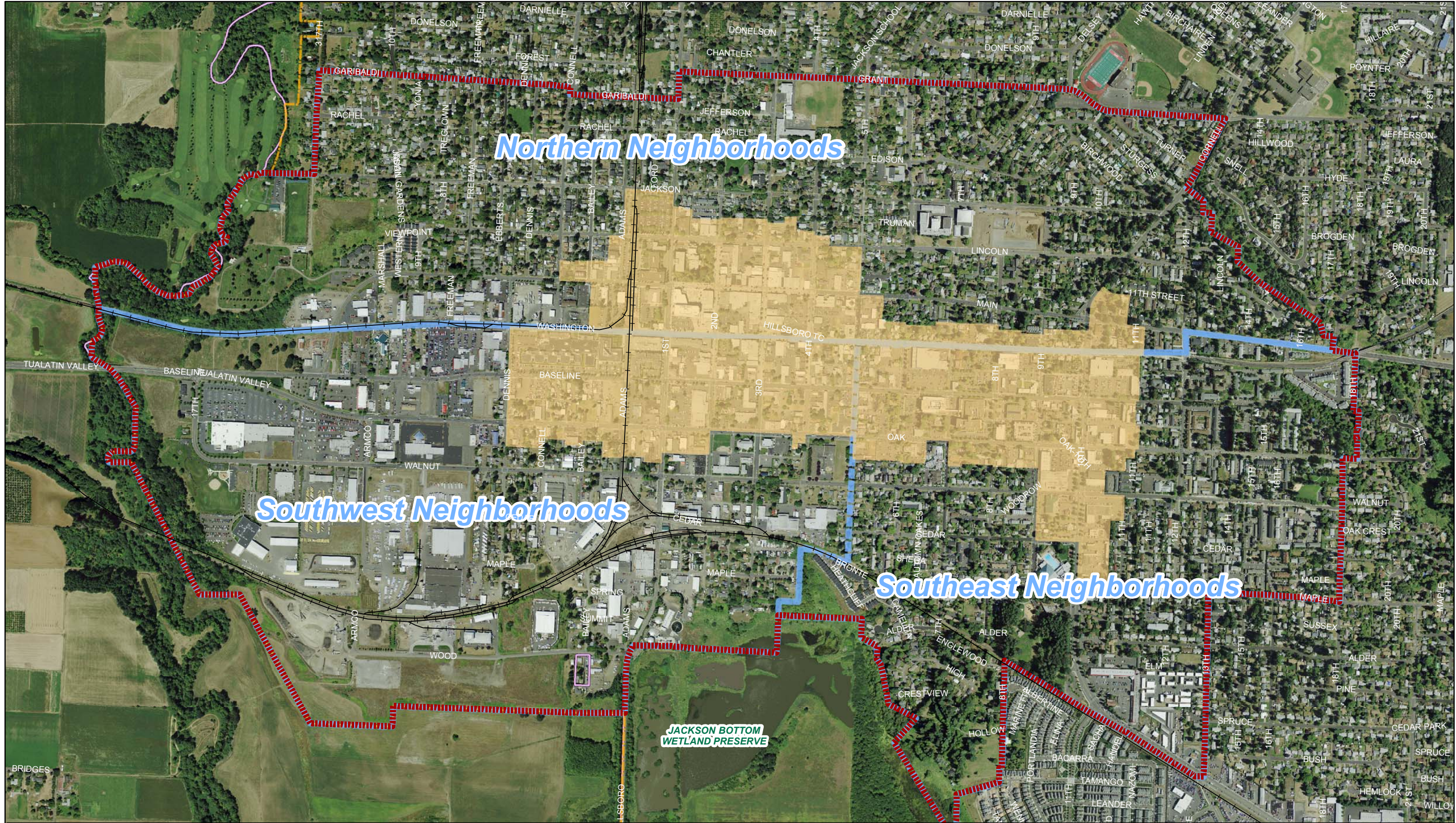
The City has embraced the arts as a pivotal element in its downtown revitalization efforts. Key arts and entertainment investments include the Walters Cultural Arts Center, the Hillsboro Artists Regional Theater (HART), and more recently, the Venetian Theater and the Sequoia Arts Cooperative. The Venetian is a vintage movie theater that was shut down when the City purchased it in 1996. The theater was restored in 2008. It features second-run movies, art films, live theater performances as well as a café. The Sequoia, opened in late 2007, containing artists' studios, a cooperative gallery, and classroom space.

The 10th Avenue business area has a diverse and eclectic mix of businesses and restaurants, many of them owned and operated by Hillsboro's thriving Latino community.

The Downtown Core area also features the Baseline-Oak "couplet," characterized by low density, auto-oriented commercial development.

The Tuality-Pacific campus is located towards the eastern end of the Downtown Core area. This campus, spread over about 20 acres, contains Tuality Community Hospital, a long-standing community institution, and Pacific University's Health Professions Campus. Together these institutions comprise the Health Education Campus, a key

FIGURE 5. STUDY AREA SUBAREAS AND DOWNTOWN CORE



<p>CITY OF HILLSBORO PLANNING DEPARTMENT Long Range Planning 150 E. Main Street, Fourth Floor Hillsboro, OR 97123-4028 www.ci.hillsboro.or.us Tel: 503.681.6153 Fax: 503.681.6245</p>	Downtown Study Area	City of Hillsboro Boundary
	Neighborhood Planning Areas	Urban Growth Boundary
Downtown Core	Railroad	

Source:

- Current as of December 2008
City of Hillsboro GIS
- Current as of December 2008
Washington County GIS
- Current as of December 2008
Metro RLIS
- Current as of December 2008
Aerial Photography
- Current as of July 2007

Plot date 12/22/08

DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

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cluster in the downtown economy.

The Downtown Core Area represents the crossroads of the three other sub-areas, each of which overlaps with the core area.

Downtown Core Vision Statement

The downtown core is a vibrant and active place with shopping and dining, entertainment venues, arts and cultural experiences, civic activities and spaces, and public gathering places.

These activities are supported by an enhanced customer base of new residents, employees, and students living in and around the historic core. At the same time, the diverse historic and cultural character of the surrounding residential neighborhoods and housing choices are respected and sustained as new housing, parks, and open space additions and improvements, and infrastructure improvements occur.



THE FUTURE *of 10th Avenue*

With Shute Park as the gateway to this part of the City, 10th Avenue presents a visible change in character. A festive atmosphere of murals and business activities celebrate Hillsboro's diversity while serving as a main vehicular connection between the region and the downtown community. Streetscape improvements and enhanced pedestrian and bicycle crossings provide easier and safer access between the neighborhoods to the south and north, the 10th Avenue businesses, schools and parks, the Tuality-Pacific area, and the downtown core. A new and active civic square located near 10th Avenue encourages interactions between residents and employees in the Tuality-Pacific area, and the downtown core.

Northern Neighborhoods Description

The northern neighborhoods subarea contains several well established neighborhoods: the Garden Tracts to the west, Heart of Hillsboro in the central north, Birchwood in the northwest corner and the Main Street neighborhood just east of the downtown commercial district. The Heart of Hillsboro and Main Street neighborhoods have active community organizations with members who are interested in preserving and enhancing the quality of life in their neighborhoods.

This subarea is primarily composed of single-family residential homes. Most of the homes in this subarea are in good condition with several of the historic homes listed as cultural resources. The Northern neighborhoods contain a number of historic houses and buildings; thirty-three of them are on the City of Hillsboro's Cultural Resources inventory. Most of these historic structures are in the downtown core or within the Heart of Hillsboro and the Main Street areas resulting in a strong historic feel to the area. Most of the streets in these historic neighborhoods have sidewalks, street trees, and well maintained properties that help create a pleasant pedestrian environment. However, concern was expressed by some residents about poorly maintained sidewalks. The northwest portion of this subarea lacks sidewalks in some areas and residents expressed interest in seeing an increase in the number of them.

THE FUTURE



of Neighborhoods and Housing Choices

Hillsboro's past as a trading and governmental center is reflected in the downtown neighborhoods which offer a wide range of housing types and occupancy options. Housing choices offer options for both long-time residents and newcomers and an increasingly diverse population of ethnicity and ages. New infill housing is sensitive to its surroundings, new housing choices are available, existing units are fixed up, code enforcement and police services continue to improve daily life, and park, street and sidewalk improvements are added. These improvements help to keep neighborhoods vital and attractive to a wide range of residents. In turn residents are engaged in discussions about civic activities and the future of their community.

Public recreation in the northern subarea is served by two city parks: McKinney and Bagley Parks. The McKay Creek Golf Course is a privately owned nine-hole golf course located at the western edge of the area. The subarea also contains one public school: Lincoln Street Elementary. Another public facility is the Glenn & Viola Walters Cultural Arts Center located at the corner of SE 5th Avenue and Main Street. This



facility provides expanded opportunities for youth and adult art education, increased access to local, regional and national artists, and meeting, banquet, and reception spaces. It also houses a performance and event space, five classrooms, gallery, kitchen, box office, and beautiful outdoor grounds, including two terraces.

Attendance at the workshops and open houses held during the initial public outreach phase was very strong from the Northern subarea. Residents expressed concerns over the following key issues: preservation of the historic character of the downtown area;

ensuring that infill development integrates with the existing neighborhood character; improving the downtown core with more high quality shops and restaurants, green spaces, and mixed-use buildings in appropriate locations; adding and improving sidewalks, paths, and bike lanes to increase safety; and enhancing City and community support for the established neighborhood associations and creating new associations in areas that want them.

Northern Neighborhoods Vision Statement

Residents of the northern neighborhoods enjoy a vibrant, exciting downtown filled with interesting places and spaces. They take pride in their clean, safe, tree-lined streets and well-kept neighborhoods. Ample transportation options allow them to walk, bike, drive, and take public transit. New buildings integrate respectfully with the traditional historic character. Residents are actively involved in decisions affecting their neighborhoods. The neighborhoods

provide numerous opportunities to work and play close to home, with a variety of housing choices and abundant natural spaces nearby. Residents value the high quality of life in the northern neighborhoods and seek to preserve it for others to enjoy in the future.

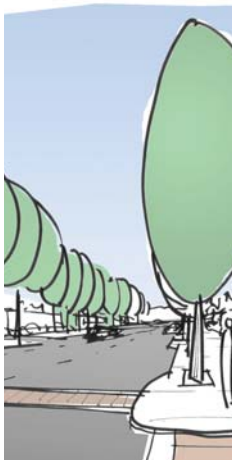
Southeast Neighborhoods Description

The Southeast subarea has a diverse population. Over half of the subarea residents identify themselves as Hispanic. A high percentage of residents are foreign-born. Residential blocks of single-family and multi-family housing flank the 10th Avenue corridor. The older single-family homes lie on the western side of this corridor. Forested neighborhoods of single-family housing are located between the Portland & Western Railroad line and Jackson Bottom Wetlands Preserve.

Tenth Avenue is a primary commercial center in the downtown area with a concentration of vibrant Latin-influenced shops and restaurants. This corridor has locally-owned businesses and chain stores.

No industrial uses are located in the Southeast subarea. Tuality Community Hospital and Pacific University's Health Professions Campus are major institutional uses. There are several public facilities located in the southeast subarea: the Hillsboro Police Main Station on 10th Avenue; Shute Park, the Shute Park Aquatic & Recreation Center, senior center and Shute Park Library. Shute Park is the recreational core of the southeast subarea. Walnut Street Park is a two and a half acre neighborhood park with a soccer field, play structure and basketball court. There is one public school located in the subarea, Miller Education Center West.

THE FUTURE



of Baseline and Oak Streets

While continuing to be a main vehicular route between Hillsboro and Cornelius/Forest Grove, the Baseline/Oak couplet is safer and more pedestrian-bicycle friendly. Enhanced safety and traffic flows are the result of traffic calming, improved pedestrian and bicycle crossings, added landscaping, better street lighting, and traffic control modifications. These improvements have helped to encourage new private and public investments along Baseline/Oak. Residents enjoy improved connections to businesses along Baseline/Oak, the downtown core, MAX stations, and parks and schools serving the downtown community.

The TriMet light rail line runs through the Southeast subarea's northern section with stations on SE Washington Street at SE 12th and SE 8th Avenues. TriMet bus routes provide limited service within the Southeast subarea. Bicycle facilities are found along several blocks in the neighborhoods.

Neighbors in the Southeast area have expressed concerns over neighborhood and street safety. Public spaces such as parks and MAX stations can feel unsafe during evening and nighttime hours. Property and violent crimes, vandalism, and graffiti within this subarea are exacerbated by the lack of activities for youth. The Southeast subarea would benefit from greater police presence and police/community partnerships. Speeding traffic along local streets, insufficient pedestrian street crossings, and the lack of interconnected bicycle facilities create an unsafe environment for adults and children alike.

The ethnic diversity, Latin-influenced shops along SE 10th Avenue, Shute Park facilities, historic housing, wooded neighborhoods, and hospital campus all provide the Southeast subarea with a rich character. Residents take pride in their close proximity to shopping, the downtown core, and MAX stations. Quality housing that remains affordable is a priority for this community. Celebrating the downtown area's ethnic diversity is a key to the integration of Southeast neighbors into the larger Hillsboro community. The development of neighborhood public gathering spaces such as community gardens, a civic plaza, and improved park facilities would provide additional recreational and educational opportunities for all ages, especially the area's youth.

Southeast Neighborhoods Vision Statement

Residents of the southeast area enjoy safe neighborhoods with a mix of quality housing that is affordably priced, surrounded by well-kept neighborhood parks and open spaces, sidewalks, and bicycle facilities. Numerous jobs are located nearby, and youth have a range of affordable recreational and educational opportunities close to home. Ethnic diversity is celebrated through activities for all ages. High-quality, locally owned shops and restaurants along the 10th Avenue business corridor serve as an eastern gateway to the core downtown area.

Southwest Neighborhoods Description

The southwest neighborhoods subarea is entirely unique from the other two subareas. The area was once a bustling agricultural and commerce hub with an active railroad and train depot providing freight service and passenger transportation to Portland and throughout Oregon. The railroad remains active but the sense of vibrancy and activity has faded considerably.

The Southwest subarea is predominately influenced by a heavy amount of industrial and manufacturing uses. Patches of smaller commercial and public uses can also be found

THE FUTURE



of Jackson Bottom Wetlands Preserve

The residents of Hillsboro enjoy improved pedestrian, bicycle, and visual connections to the Jackson Bottom Wetlands Preserve. A new boardwalk for biking and walking links the Jackson Bottom Interpretive Center to the Downtown Core along the Southwest Hillsboro Highway. As a result, there are more educational activities involving Hillsboro's children and adults, increased community volunteerism in support of the Preserve, and more Preserve visitors discovering downtown shopping and eating opportunities. Residential development in the vicinity of the Preserve takes advantage of stunning views of the landscape.

scattered throughout. The housing in the area consists of a mix of well-kept older homes, run-down and neglected homes, and multi-family housing.

The TriMet light rail line runs along the northern border of the subarea with stations on SE Washington at 3rd Avenue and the end of the line at Adams Avenue. TriMet bus lines provide service along Washington and Baseline Streets. Oak, Baseline and 1st Avenue serve as the main arterial roadways.

Jackson Bottom Wetlands Preserves is located in the southern portion of the area and serves as the key natural amenity in the neighborhoods. Dairy Creek Park is located on the western edge of the subarea.

Neighbors have expressed a need to address safety and criminal activity in the area. Problems associated with absentee landlords and illegal purchasing of scrap metal plague portions of the neighborhoods. Residents have suggested adding additional street lighting throughout the subarea as a first step to finding a solution.

A reiterated concern made by residents is the need to re-evaluate the existing zoning code in the area. Neighbors would like to see the zoning updated to reflect the portions of the area that have a mix of light industrial and residential uses. Residents also stressed a need to enhance pedestrian connections to Jackson Bottom, downtown, and to transit.

The Southwest subarea is made up of a diverse population who take pride in the strong sense of history that exists in their area. They enjoy their ability to live in close proximity to their places of work and to Downtown Hillsboro. Residents would like to see the

THE FUTURE



of the Southwest Neighborhood

The neighborhood continues to be an interesting and eclectic mix of residences, shopping and employment opportunities. Street and sidewalk improvements provide residents with increased mobility and accessibility. Improvements are made to existing homes and new housing choices are provided. New business and employment opportunities are encouraged and supported. The Southwest Neighborhood is the City's gateway to the County's wineries, farms, nurseries and orchards. To capitalize upon the neighborhood's location, new private and public investments provide opportunities for start-up retail and businesses that build on local and regional connections. New business opportunities include production of baked goods for restaurants in the area; a preparation area for farmers markets and food banks; and an urban style winery. Studios provide space for artists who need ample room to work, such as glass blowers and iron workers.

Southwest neighborhoods restored to the safe and active neighborhoods they once were by preserving and strengthening the unique character of the neighborhoods.

Southwest Neighborhoods Vision Statement

This is an area of vibrant and safe neighborhoods with a balanced mix of quality housing, gathering places, well-kept parks, bicycle connections, and sidewalks. "Old Town Hillsboro" provides a western gateway to the core downtown area as well as the unique Jackson Bottom Wetlands Preserve. Unlike other subareas in the downtown community, it is notable for its unique economically viable blend of homes mixed with industrial and commercial development, which continues to serve all residents of Hillsboro and stakeholders in the area.

Goals, Policies, and Actions

The comments gathered throughout the summer and fall of 2008 led to the creation of the Goals, Policies, and Actions discussed below. These goals, policies, and actions address what citizens said they like about downtown Hillsboro, as well as address citizens' concerns about the area. Below in Table 2 are five overarching goals and their supporting policies and actions. Because the goals are overarching, they address many issues and therefore some actions are listed under more than one goal.

For each action, an organization responsible for implementing the action and possible funding tools are identified. Acronyms and abbreviations for responsible organizations as well as funding tools are listed at right. Some responsible organizations and funding tools were not abbreviated and therefore do not appear in the table at right.

The actions have a timeline and priority assigned to them to help guide their implementation. The timelines range from 1 to 5 years, 6 to 10 years, and 11 or more years based on several factors:

- The need to set the stage for subsequent actions
- Opportunities to pursue the actions are likely to be available at certain points in time
- Some actions may have a longer or continuing time horizon

The priorities (High, Medium, or Low) are based on a combination of public input, technical review, and consideration of which actions have the most immediate potential to help achieve the goals, with the understanding that these priorities can and will change over time as opportunities arise and conditions change. It is important to note that all of the actions listed below are deemed important in carrying out the goals and visions of creating a vibrant and sustainable downtown community.

ACRONYMS & ABBREVIATIONS

Administration	Admin
Building Department	Bldg
Community Development Block Grant	CDBG
Chamber of Commerce	Cmbr
City Council	CC
City Incentive	CI
Clean Water Services	CWS
Economic Development Department	Ec Dev
Fire and Rescue Department	Fire
General Fund	GF
Hillsboro Arts and Culture Council	HACC
Hillsboro Downtown Business Association	HDBA
Hillsboro Landmarks Advisory Committee	HLAC
Metropolitan Transportation Improvement Program	MTIP
Oregon Department of Transportation	ODOT
Oregon Main Street Program	OMSP
Parks and Recreation Department	P&R
Planning Commission	PC
Planning Department	Plng
Police Department	Pol
Portland Community College	PCC
Private Developers	Prvt Dev
Private Funding	PF
Public Library	Lib
Public Works Department	PW
Regional Transportation Plan	RTP
Storefront Improvement Program	SIP
Transportation Growth Management Grant	TGM Grant
Urban Renewal	UR

TABLE 2. GOALS, POLICIES, AND ACTIONS FOR DOWNTOWN HILLSBORO

Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
<p><i>Policy 1: Support and encourage new higher-density mixed-use growth in the area along and south of Washington, Baseline and Oak from the Tuality/Pacific University's Health Professions Campus area to Adams Avenue.</i></p>						
ACTIONS:						
1. Support a range of new housing opportunities, especially within walking distance of light rail stations. These opportunities should include lofts, live-work spaces for artists and small businesses, townhouses, and other types of housing that provide a range of ownership and rental choices to attract new residents whether they be students, retirees, artists, professionals, or downtown area employees.	Ec Dev / Plng / Prvt Dev	●	●	●	High	UR / CI / PF
2. Support private development that brings new businesses and employees into the downtown core, as well as revitalize older buildings that can be adaptively reused.	Ec Dev / Cmbr/ Prvt Dev	●	●	●	High	UR / CI / PF / OMSP
3. Encourage development of public resources, such as a downtown library or other civic amenities, such as public artwork.	Ec Dev / Lib / HACC / Other		●	●	Medium	UR / Bonds / PF


Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
4. In order to encourage new investments, review and simplify the zoning code provisions and review processes within the downtown core to allow more flexibility for development and to encourage a mix of uses that will support a vibrant downtown core, while respecting the historic nature of nearby residential neighborhoods.	Plng / CC / PC	●			High	TGM Grant / GF
5. Review and recommend changes to all three of the Station Community Commercial (SCC) zones - (CBD-Central Business District, HOD-Highway Oriented District, and SC-Station Commercial) in the study area to establish minimum development standards. These standards should encourage new mixed-use developments that take advantage of and support the public's investment in infrastructure and provide for ground floors that can be retrofitted over time to allow for changes in use.	Plng / CC / PC	●			High	TGM Grant / GF
ACRONYMS & ABBREVIATIONS Chamber of Commerce Cmbr City Council CC City Incentive CI Economic Development Department Ec Dev General Fund GF Oregon Main Street Program OMSP Public Library Lib Planning Commission PC Planning Department Plng Private Developers Prvt Dev Private Funding PF Transportation Growth Management Grant TGM Grant Urban Renewal UR						
6. Review existing codes to address transitions between the downtown core development and the surrounding neighborhoods to ensure compatibility, and to protect older neighborhoods.	Plng / CC / PC	●			High	TGM Grant / GF

Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
7. Protect the Downtown Conservation Zone.	Plng / CC / PC	●	●	●	High	GF
<p><i>Policy 2: Support new investments in the downtown core area that are respectful of the area and add to its character and vitality.</i></p>						
ACTIONS:						
1. Determine the feasibility of establishing an urban renewal area, and if feasible, adopt a plan that will support new investments in the downtown community to help sustain business and add vitality in the core area and improve/maintain neighborhood livability.	Ec Dev / CC / PC	●			High	UR
2. Investigate the feasibility of time-limited System Development Charges (SDC) discounts and other incentives to encourage a wide range of new investments in the core area. Any SDC or other fee discounts will be considered in the context of the impacts on affected projects and programs funded by the relevant SDC or fee.	Ec Dev / CC	●	●		Medium	CI
3. Consider use of a SDC overlay zone where additional SDC payments are invested to make improvements (to be determined) in the area in which they are generated.	PW / Ec Dev / CC		●		Medium	CI

Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool																		
		1-5	6-10	11+																				
 <p><i>Potential Rendering of Wells Fargo Site</i></p>																								
<p>4. Identify key catalyst sites/ development opportunities, such as the old Wells Fargo bank building on 4th and Main. Provide technical and/or financial pre-development assistance to help jumpstart redevelopment on these sites.</p>	<p>Ec Dev / Metro / Prvt Dev</p>	●	●		High	<p>UR / CI / Metro Funds</p>																		
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Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
5. Work with the Hillsboro Downtown Business Association (HDBA) to consider establishing a Main Street Program for the downtown core area to address promotions, manage events (including cleanups), recruitment of new businesses, management of parking, participation in storefront improvement efforts, and to provide support for ongoing HDBA management and staff support. Investigate the feasibility of forming an Economic Improvement District (EID) or other funding mechanism.	Ec Dev / HDBA	●			High	OMSP / UR
6. Work with the HDBA to offer assistance to downtown property owners in making improvements to store fronts (painting, signage, awnings) and other street frontage improvements.	Ec Dev	●	●	●	High	UR / SIP
7. Ensure that projects receiving funding from urban renewal or City incentives respect the human scale.	Ec Dev / Plng	●	●	●	Medium	UR / CI
8. Increase employment by actively encouraging businesses to locate in the downtown area.	Ec Dev / Cmbr	●	●	●	High	OMSP / UR
9. Create a business assistance center that helps expedite business startups and expansions (in partnership with the Greater Hillsboro Chamber of Commerce).	Ec Dec / Cmbr	●			Low	OMSP / Cmbr / PCC


Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool																												
		1-5	6-10	11+																														
10. Continue to implement the Downtown Renaissance Project recommendations, including initiating an “artist-in-residence” program, a percent-for-art program to fund public art, and upgraded street lighting.	HACC / Ec Dev	●	●		Medium	UR / OMSP / GF																												
11. Support implementation of the Hillsboro Public Art Master Program provisions, such as development of funding mechanisms, a maintenance and conservation program for existing public art, a mural art program, and development of public and private partnerships to encourage new installations. Consider specific siting opportunities, such as the commercial core area, the Tuality/Pacific University’s Health Professions Campus, and the 10th Avenue business district.	HACC / Ec Dev	●	●	●	Low	PF / UR																												
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<p>Policy 3: <i>Ensure adequate infrastructure and multi-modal accessibility to and within the core area for residents, visitors, and service providers.</i></p>																																		
ACTIONS:																																		
1. Evaluate the capacity of existing infrastructure to service new investments, and identify needs and costs if added capacity is needed.	PW / CWS	●	●	●	High	GF																												


Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
2. Evaluate the feasibility (constructibility and public/private financial opportunities) to bury utilities underground.	PW / Service Providers	●			Medium	Service providers /UR
3. Implement the parking management recommendations found in the Hillsboro Downtown Parking Solutions Study (e.g., parking manager, a shared public-private parking program, increased enforcement, funding for future parking facilities, modifying parking limits, reducing demand for long-term parking, establishing commuter mode splits for employees, etc.).	Ec Dev / Pol / Plng / CC	●			High	OMSP / Parking revenues
4. Develop parking structures with ground-floor commercial uses for the downtown core and the Tuality/Pacific University's Health Professions Campus to support redevelopment of surface parking areas with active uses and new mixed-use developments.	Ec Dev / Others	●	●	●	High	GF / UR / PF
5. Provide improved pedestrian-scale way-finding signs and information that directs visitors from outside the downtown area to key destinations within the downtown core area.	PW / ODOT/ Others	●			Low	GF

Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool																						
		1-5	6-10	11+																								
						<i>Alley to Increase Pedestrian Access</i>																						
	<p>6. Consider mid-block alleys or street connections in the downtown core and other areas that may be appropriate to improve secondary pedestrian access and service access, and to encourage more development opportunities. This should be done in such a manner that the pedestrian vitality of nearby streets is not diminished.</p> <p>7. Evaluate the cost-benefit value to downtown vitality of converting from a one-way to two-way street system in the core area and adding alleys to create smaller blocks where feasible, paying particular attention to the impacts on local businesses.</p>	<p>Plng / PW / Ec Dev</p>	●	●	●	Low	UR / Prvt Dev																					
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	<p>Plng / PW</p>	●			Medium	GF																						

Goal A: The Downtown Core is Vibrant, Active, Sustainable and Accessible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
						
						<i>Public Plaza to Provide Opportunities for Community Gatherings</i>
8. Identify a site and create a second civic square or public plaza to add to the opportunities for community gatherings, year-round music and entertainment, and activities within the downtown community, with a focus on the connection between the 10th Avenue business community and the balance of the core area.	Plng / P&R / Ec Dev		●	●	Medium	UR / GF / Prvt Dev
9. Encourage the cooperative library study and advocate for the addition of a small branch library (3,000–4,000 sq. ft.) in the downtown core.	Ec Dev / Lib	●	●	●	Medium	UR / Bonds


Goal B: Development in Downtown Neighborhoods is Compatible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool																
		1-5	6-10	11+																		
<p><i>Policy 1: Develop and adopt guidelines and procedures that provide both developer and community direction for new infill development in older historic neighborhoods.</i></p>																						
<p>ACTIONS:</p>																						
1. Review the existing codes to address transitions between core downtown developments and the surrounding neighborhoods to ensure compatibility and to protect historic structures and the quality of life in older neighborhoods.	Plng	●			High	TGM Grant / GF																
2. Recommend changes to the existing code to help clarify the language and reduce misunderstandings and confusion created by the code provisions.	Plng	●			High	TGM Grant / GF																
3. Strengthen the code with illustrative design guidance and procedures for integrating new infill developments into existing residential neighborhoods outside the core area.	Plng	●			High	TGM Grant / GF																
4. Review the code to determine if existing zoning in neighborhoods is a deterrent to obtaining financing and insurance and is negatively affecting home values.	Plng / Ec Dev		●	●	Medium	TGM Grant / GF																
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Goal B: Development in Downtown Neighborhoods is Compatible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
<i>Policy 2: Adopt programs and actions to enhance livability and safety in the downtown neighborhoods.</i>						
ACTIONS:						
1. Provide city and community support for the established neighborhood associations and creation of new associations in areas that want them.	CC		●	●	Low	N/A
2. Provide financial and technical support to rehabilitate, improve energy efficiency, and sustain existing affordable housing.	Ec Dev	●	●	●	High	UR / CDBG / PF
3. Support efforts to increase home ownership opportunities.	Ec Dev / PIng	●	●	●	High	UR / CDBG / PF
4. Provide technical assistance to property owners interested in seeking historic designations for their properties.	PIng / HLAC	●	●	●	Low	GF
5. Develop a paint and maintenance program for historic homes.	PIng	●	●	●	Low	GF
6. Consider adding a new neighborhood park to the area south of Baseline Street and west of 1st Avenue that is shown in the Hillsboro Parks Master Plan, Figure 4.5 as being an area underserved by a neighborhood park.	P&R / Ec Dev		●	●	Medium	UR / GF

Goal B: Development in Downtown Neighborhoods is Compatible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
						
<i>Neighborhood Park Serving Downtown Community</i>						
7. Improve and add to parks that serve the downtown neighborhoods.	P&R / Ec Dev	●	●	●	Medium	UR / GF
8. Improve safety through repair of damaged sidewalks and streets, construction of sidewalks where needed, addition of street lighting, and traffic calming/streetscaping elements.	PW	●	●	●	High	UR / CDBG / GF
ACRONYMS & ABBREVIATIONS Community Development Block Grant CDBG City Council CC Economic Development Department Ec Dev General Fund GF Hillsboro Landmarks Advisory Committee HLAC Parks and Recreation Department P&R Private Funding PF Planning Department Plng Police Department Pol Public Works Department PW Urban Renewal UR						

Goal B: Development in Downtown Neighborhoods is Compatible

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
9. Enhance enforcement of City ordinances, including citations for noise, abandoned vehicles, lack of maintenance for vacant lots, and non-allowed uses (especially along Dennis Avenue bordering the industrial area).	Bldg / Pol / Fire	●	●	●	High	GF
10. Provide technical assistance to help residents comply with graffiti removal requirements.	Bldg	●	●	●	Medium	GF
11. Conduct a study to evaluate whether to establish a maintenance code for rental housing units, including standards to determine if there is a violation and enforcement provisions (notice, penalties, etc.).	Bldg	●			Medium	GF
12. Continue and enhance police presence and police/community partnerships to address vandalism, gangs, drug trafficking, and MAX line/MAX station safety.	Pol / CC / TriMet	●	●	●	High	GF

Goal C: Pedestrian, Bicycle and Transit Travel is Safe and Well-Connected

	Responsible Organization	Timeline in Years			Priority	Implementation Tool														
		1-5	6-10	11+																
<p><i>Policy 1: Improve pedestrian, bicycle, and transit access and safety with connections between parks, schools, shopping, and other activity centers.</i></p>																				
<p>ACTIONS:</p>																				
<p>1. Develop a plan and implement a system of bicycle routes (trails/ designated streets) that connect the surrounding neighborhoods to the core, MAX stations, parks (especially Shute and Dairy Creek Park), other Hillsboro neighborhoods, and to other places outside the city via the County and ODOT bicycle networks.</p>	Plng / PW	●	●	●	High	GF														
<p>2. Consider improvements that will provide connections to key destinations such as Shute Park, schools, the Shute Park Library, MAX access, and the core area. Determine whether Washington Street can be modified to accommodate bicyclists and minor improvements to Main, Walnut, and Lincoln as parallel east-west bicycle connectors. Identify appropriate north-south streets with adequate right-of-way to accommodate bicycles. If street improvements prove to be cost prohibitive, consider designating low-traffic through streets as “bicycle boulevards.”</p>	PW	●	●	●	High	GF														
<p>ACRONYMS & ABBREVIATIONS</p> <table> <tr> <td>Building Department</td> <td>Bldg</td> </tr> <tr> <td>City Council</td> <td>CC</td> </tr> <tr> <td>Fire and Rescue Department</td> <td>Fire</td> </tr> <tr> <td>General Fund</td> <td>GF</td> </tr> <tr> <td>Planning Department</td> <td>Plng</td> </tr> <tr> <td>Police Department</td> <td>Pol</td> </tr> <tr> <td>Public Works Department</td> <td>PW</td> </tr> </table>							Building Department	Bldg	City Council	CC	Fire and Rescue Department	Fire	General Fund	GF	Planning Department	Plng	Police Department	Pol	Public Works Department	PW
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Goal C: Pedestrian, Bicycle and Transit Travel is Safe and Well-Connected

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
3. Support development of a bicycle and pedestrian boardwalk with added pullouts/viewing platforms along Highway 219 adjacent to the Jackson Bottom Wetlands Preserve connecting the downtown community to the Preserve and the offices of Clean Water Services.	P&R	●	●		High	UR / MTIP
4. Develop ways to connect Hillsboro's green spaces and parks to the regional trail system. For example, support construction of a multi-use pathway connecting Dairy Creek Park to Highway 219 (1st Avenue).	P&R		●		Medium	UR / CDBG / GF
5. Enhance pedestrian conditions, including signs to transit stations, and make streetscape improvements to help encourage new investments along the light rail corridor.	PW	●	●		High	UR / CDBG / GF
6. Enhance the safety of street crossings that provide access to transit stations, schools and parks, with special attention to north-south movements across Baseline and Oak and east-west movements across 10th Avenue.	PW / ODOT	●	●		High	CDBG / GF / RTP
7. Provide additional spaces for parking bicycles in the core area, including review of code to address the provision of bicycle facilities as development occurs.	Plng / PW / Other	●	●		High	GF

Goal D: Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings

Responsible Organization	Timeline in Years			Priority	Implementation Tool
	1-5	6-10	11+		

Policy 1: Improve the quality of the entries and main thoroughfares within the downtown community for both visitors and residents, and to enhance future development and redevelopment potential.

Actions:



Gateway to Downtown Hillsboro.

1. Improve the gateways to the downtown community through the addition of landscaping or architectural features at the following locations: 10th and Main, 10th Avenue from Shute Park northward, 1st Avenue from the south, Jackson Street and 1st Avenue, 5th Avenue and Main Street, and Baseline and Oak entry points.

Plng / PW /
P&R /
Ec Dev



Medium

UR / GF


ACRONYMS & ABBREVIATIONS

Community Development Block Grant	CDBG
Economic Development Department	Ec Dev
General Fund	GF
Metropolitan Transportation Improvement Program	MTIP
Oregon Department of Transportation	ODOT
Parks and Recreation Department	P&R
Planning Department	Plng
Public Works Department	PW
Regional Transportation Plan	RTP
Urban Renewal	UR

Goal D: Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
2. Develop a streetscape program, and where technically feasible, incorporate green design in conjunction with business owners along 10th Avenue and Baseline/Oak which creates a more distinctive appeal with features such as murals, landscaping, colorful lighting, benches, etc.	PW / Ec Dev / Others	●	●		High	UR
3. Evaluate designating Baseline/Oak as Urban Business Areas (UBAs) as provided in ODOT-adopted policies that encourage “redevelopment and reinvestment” and “shift land use patterns from auto-oriented properties with individual driveways to patterns of development served by common access, nodal development, and more compatibility with pedestrians and bicycles.”	Plng / PW / Other	●			High	GF / RTP
ACRONYMS & ABBREVIATIONS Economic Development Department Ec Dev General Fund GF Hillsboro Arts and Culture Council HACC Planning Department Plng Public Works Department PW Regional Transportation Plan RTP Urban Renewal UR						
4. Tie streetscape improvements and art to innovations related to the city’s high-tech companies, e.g., innovative lighting designed to use solar technology along Baseline/Oak and in way-finding signs to the downtown core.	HACC / PW	●			Low	UR

Goal D: Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
						
<i>Improved Streetscape on Baseline and Oak Streets</i>						
5. Improve the character and appearance of the Baseline/Oak couplet through added street trees, public art, landscaping, and new street lights.	PW / HACC / Ec Dev	●	●		High	UR

Goal D: Major Streets are More Inviting with Enhanced Streetscapes and Safe Pedestrian/Bike Crossings

	Responsible Organization	Timeline in Years			Priority	Implementation Tool																																
		1-5	6-10	11+																																		
<p><i>Policy 2: Respect the need to address both intra- and inter-city traffic movements as part of regional freight and passenger movements.</i></p>																																						
<p>Actions:</p>																																						
<p>1. Study state highway bypass options for reducing the amount of through traffic coming through the downtown community, especially on Baseline/Oak. If a bypass is feasible that diverts through traffic away from the downtown community and maintains freight mobility and downtown viability, evaluate the future of Baseline/Oak as major Hillsboro streets if they are no longer needed as part of the state system.</p>	PW	●			High	GF / RTP / TGM																																
<p>ACRONYMS & ABBREVIATIONS</p> <table> <tr><td>Community Development Block Grant</td><td>CDBG</td></tr> <tr><td>Chamber of Commerce</td><td>Cmbr</td></tr> <tr><td>Economic Development Department</td><td>Ec Dev</td></tr> <tr><td>General Fund</td><td>GF</td></tr> <tr><td>Hillsboro Arts and Culture Council</td><td>HACC</td></tr> <tr><td>Hillsboro Downtown Business Association</td><td>HDBA</td></tr> <tr><td>Oregon Department of Transportation</td><td>ODOT</td></tr> <tr><td>Oregon Main Street Program</td><td>OMSP</td></tr> <tr><td>Parks and Recreation Department</td><td>P&R</td></tr> <tr><td>Planning Department</td><td>Plng</td></tr> <tr><td>Portland Community College</td><td>PCC</td></tr> <tr><td>Private Funding</td><td>PF</td></tr> <tr><td>Public Works Department</td><td>PW</td></tr> <tr><td>Regional Transportation Plan</td><td>RTP</td></tr> <tr><td>Transportation Growth Management</td><td>TGM</td></tr> <tr><td>Urban Renewal</td><td>UR</td></tr> </table>							Community Development Block Grant	CDBG	Chamber of Commerce	Cmbr	Economic Development Department	Ec Dev	General Fund	GF	Hillsboro Arts and Culture Council	HACC	Hillsboro Downtown Business Association	HDBA	Oregon Department of Transportation	ODOT	Oregon Main Street Program	OMSP	Parks and Recreation Department	P&R	Planning Department	Plng	Portland Community College	PCC	Private Funding	PF	Public Works Department	PW	Regional Transportation Plan	RTP	Transportation Growth Management	TGM	Urban Renewal	UR
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<p>2. Improve the safety and number of east-west pedestrian/bicycle crossings of 10th Avenue and north-south crossings of Baseline/Oak, including consideration of adding curb extensions (bulb-outs) at key intersections, traffic signal additions/adjustments, and other approaches to improve pedestrian-bicycle crossings.</p>	PW / ODOT	●	●		High	GF / CDBG / UR																																
<p>3. Improve pedestrian safety and access at the 12th Avenue MAX station.</p>	PW / TriMet	●	●		Medium	CDBG / UR																																

Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
<p><i>Policy 1: Develop plans and programs that support and promote the unique diversity of this area—the heart of the city—while supporting and encouraging new development opportunities that are consistent with these diverse interests.</i></p>						
Actions:						
1. Provide resources to help preserve and enhance identified existing cultural resources (e.g., historic buildings) without creating a historic preservation district that would add restrictions on development.	Plng	●	●	●	High	GF
2. Provide small business assistance, training, and grants/loans for new and expanding small businesses.	Ec Dev / Other / Cmbr	●			Low	OMSP / Cmbr/ PCC
3. Develop a mechanism to continue to maintain and improve the streetscape in the downtown core, including landscaping, benches, street lighting upgrades, signal and pedestrian crossings, cleanups after events, etc.	Ec Dev / HDBA		●		Medium	UR
4. Implement the Hillsboro Public Art Master Plan, which recommends that the downtown core and the Tuality/Pacific University’s Health Professions Campus be focus areas for public art.	HACC / Ec Dev	●	●	●	Low	PF / UR
5. Build on the cultural diversity of the community through festivals and concerts.	P&R / Others	●	●	●	High	GF

Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity


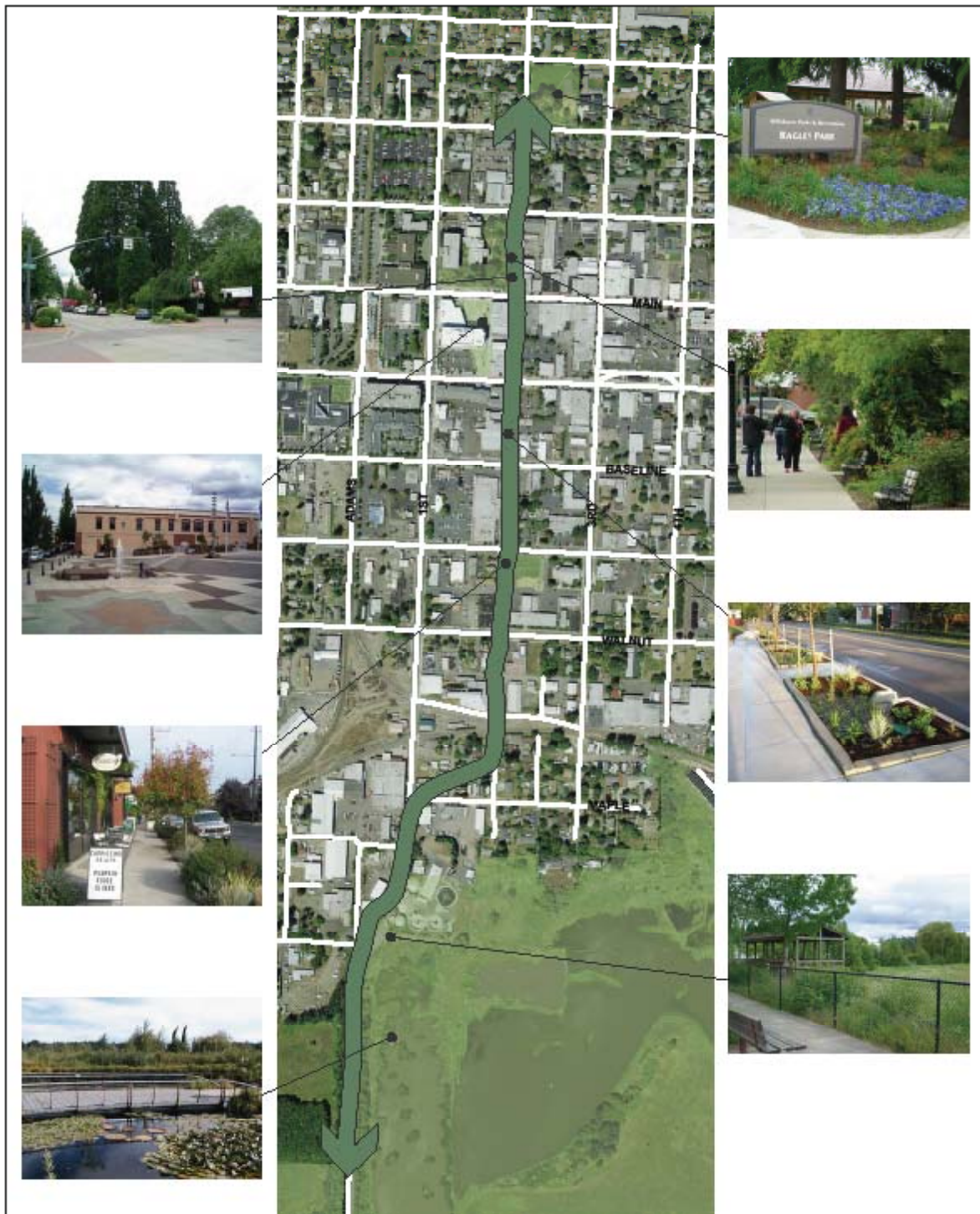
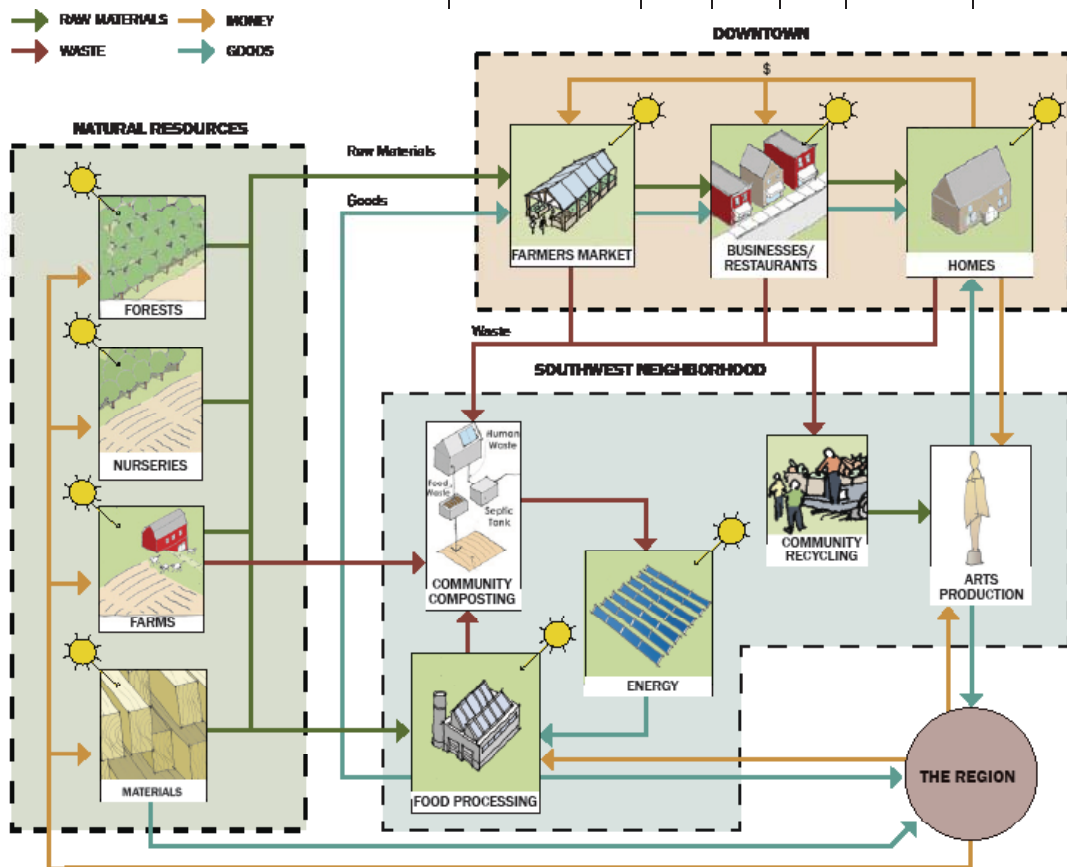
	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
						
<i>Enhanced Streetscape in Downtown</i>						
6. Create gathering places and community gardens that feature the agricultural history of the area, and/or build on the traditions of the community’s cultural groups.	P&R / HACC	●	●	●	Medium	GF
7. Identify sites and develop one or two viewpoints/viewing platforms on the northern edge of the Jackson Bottom Wetlands Preserve which are accessible from the neighborhoods while limiting access into the preserve to protect its natural resource/habitat qualities. (See Figure 6)	P&R / Ec Dev	●	●		High	UR
ACRONYMS & ABBREVIATIONS Economic Development Department Ec Dev General Fund GF Hillsboro Arts and Culture Council HACC Parks and Recreation Department P&R Urban Renewal UR						

FIGURE 6. POSSIBLE CONNECTIONS TO JACKSON BOTTOM WETLANDS PRESERVE



Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		



Civic Ecology Flow Diagram

<p>8. Initiate a series of three Subarea Refinement Plans based on sustainability principles, such as “civic ecology” principles.¹⁴ The refinement planning process could identify additional approaches the City could use to improve the social, environmental and economic ecology of downtown.</p>	<p>P1ng</p>	<p>●</p>	<p>●</p>	<p>●</p>	<p>Medium</p>	<p>GF</p>
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Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
<i>Policy 2: Initiate efforts to create a model for environmentally sustainable efforts in the downtown community.</i>						
Actions:						
1. Consider establishing green design/building standards or guidelines and incentives for public and private development.	Plng	●	●		Medium	GF
2. Consider investment in a residential, commercial and energy efficiency training, assessment, and implementation program.	Admin	●	●		Medium	GF
3. Develop a City program to preserve and maintain existing trees and plant trees in downtown neighborhoods.	P&R	●	●	●	Medium	GF


ACRONYMS & ABBREVIATIONS

Administration	Admin
Economic Development Department	Ec Dev
General Fund	GF
Parks and Recreation Department	P&R
Planning Department	Plng

Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
		<i>Bioswales on a Green Street</i>			ABBREVIATIONS Community Development Block Grant CDBG Economic Development Department Ec Dev General Fund GF Parks and Recreation Department P&R Planning Department PIng Public Works Department PW Urban Renewal UR	
4. Evaluate development and adoption of a green streets ¹⁵ program to be implemented as street improvements occur within the downtown area in order to reduce the environmental impact of development in downtown Hillsboro.	PW	●			Medium	GF / UR
5. Consider development of green streetscape standards for the downtown community, including use of native plants and trees as improvements are made.	PIng	●	●		Medium	GF

Goal E: Sustain and Enhance Downtown’s Economic, Environmental, Cultural, and Historic Diversity

	Responsible Organization	Timeline in Years			Priority	Implementation Tool
		1-5	6-10	11+		
<p>6. Support a community garden program by identifying available sites, e.g., non-profit or public, and by including maintenance within the neighborhoods to provide gathering spaces and promote local food production and networks.</p>	P&R / Ec Dev	●	●	●	Medium	GF
 <p><i>Community Garden to Promote Local Food Production</i></p>						
<p>7. Improve or add to existing parks such as Shute, Bagley, Walnut Street, and McKinley Parks to provide facilities for accessible and affordable youth and family activities (i.e., a skate park, soccer fields, community gardens, gardening classes, water spray area, etc.).</p>	P&R	●	●	●	Medium	UR / CDBG

¹⁴ Civic Ecology includes the development of sustainable community systems, including assessment of energy flows and carbon footprint, recycling, local food production, social networks, active civic engagement, and land use-transportation integration.

¹⁵ A green street is a street designed to integrate a system of stormwater management within its right-of-way and to reduce the amount of water that is piped directly to streams and rivers. Source: Metro Green Streets: Innovative Solutions for Stormwater and Stream Crossings, 2002.

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Implementing the Actions

The actions identified in Table 2 Goals, Policies, and Actions for Downtown Hillsboro, fall into two major categories: 1) capital projects and improvements including detailed plans related to development/redevelopment, and 2) non-capital projects and programs.

Capital projects and improvements

In general terms, funds for capital improvements are most likely to come from sources specific to these projects or improvements, such as:

- Urban renewal funds¹⁶
- Sale of bonds
- Community Development Block Grant (CDBG) funding
- Local Improvement District (LID)
- State and Federal grants
- City incentives
- System development charges (SDCs)
- Fees for service
- Parking fees
- Community fundraising efforts

Non-capital projects and programs

In general, programs and services (including operations and maintenance functions) are most likely to come from the City's general fund, fees for service, parking fees, or program fees and contributions from users and other sources. It should be noted that not all funding sources are specific to the City – for example Table 2 identifies opportunities for partnerships with the Greater Hillsboro Area Chamber of Commerce, Portland Community College (PCC), private contributions, Oregon Main Street Program (if established), and State/Federal grants.

¹⁶ The City of Hillsboro will not use the City's condemnation powers to acquire properties for private developments. In the future, any consideration of use of this power for private use must first be presented through a public process open to the community before being approved through a Major Amendment to the Downtown Framework Plan.

Refining the Goals, Policies and Actions

The priorities and timelines included in Table 2 are intended to provide guidance and are based on the best information available at the time the DFP was developed. Subsequent efforts such as the urban renewal plan, subarea refinement plans, and other studies could necessitate refining the priorities, timeline, and funding sources identified in the DFP.

It is recommended that these refinements occur as part of ongoing City processes. The capital projects could be added to the City's Capital Improvement Plan (CIP), Transportation System Plan (TSP) and other adopted plans. An adopted urban renewal plan will include geographic boundaries, and those capital investments within the plan could be included and prioritized in that plan. It should be noted that in some or many instances, combinations of funding sources will be needed to bring capital projects to fruition. Non-capital actions could be addressed primarily in the City's annual budget cycle and work programs, such as those items related to enforcement of ordinances or enhanced police patrols.

Finally, it is recommended that consideration be given to those actions that are deemed appropriate for inclusion in the Hillsboro 2020 Vision and Action Plan document, and become part of the annual review effort and updates associated with the 2020 Vision and Action Plan. As a result, regular reviews and updates of actions recommended in the DFP will be addressed as part of other ongoing City processes and the actions will be imbedded in the City's regular and ongoing management efforts, keeping the DFP recommendations current.