



# HILLSBORO, OREGON

*Regional Urban Design Assistance Team/  
American Institute of Architects / April 17-21, 1980*

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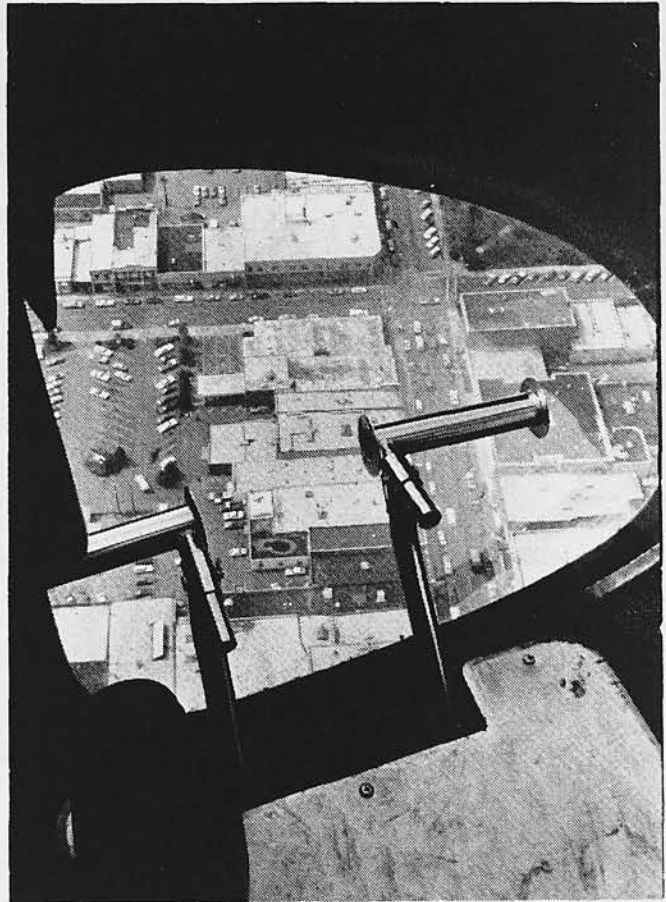
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## CHARGE TO THE R/UDAT TEAM

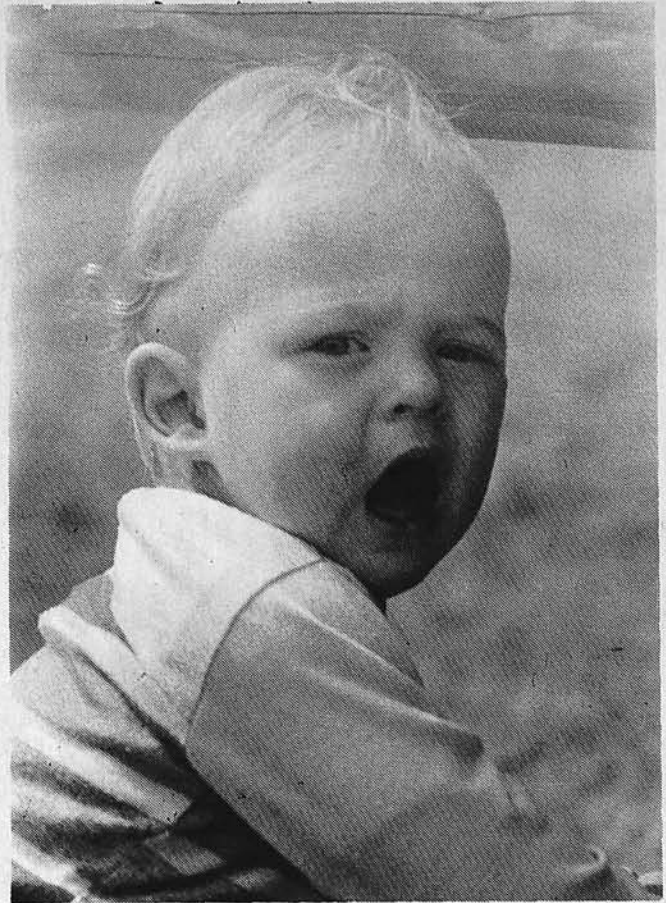
A number of attempts have been made, beginning in 1966, to assure the continued vitality of the downtown through improvements, studies, and attempts to form off-street parking districts. These various attempts, some by the Chamber of Commerce and some by the City, have been met with indifference or strong opposition, so past efforts have resulted in failure, and the problems persisted.

In early 1975, City officials, Chamber of Commerce representatives, and property owners met to study possible approaches to the problems of the downtown. A task force was formed, consultants were interviewed, trips were made to other downtowns. The task force then petitioned all property owners in the Central Business District to request the City Council to form an Urban Renewal Agency as they were empowered to do by Oregon Statute. This petition was signed by more than 90% of the property owners in an area bounded by Lincoln Street on the north, 1st Avenue on the west, 5th Avenue on the east and Washington Street on the south; and the Hillsboro Development Commission was formed in 1976.

Since its inception the Development Commission has been aware that the Central Business District is a troubled area and that corrective action is necessary if it is to survive with its Hillsboro identity intact. Consequently, the Hillsboro Development Commission contacted the American Institute of Architects to request a R/UDAT study.

The issues the Development Commission asked the R/UDAT team to address are:

1. The relationship of Hillsboro to this Metropolitan Region, both socially and economically.
2. The identity of Hillsboro in relationship to our history and our future growth.
3. The changing role of our downtown area.
4. Specific actions that the downtown could take to fulfill its role in the community.







# HILLSGROWTH

## I. OVERALL PROBLEM STATEMENT

1. Hillsboro, which was once a very small, rural community, is experiencing increasing pressures toward urbanization as evidenced by several symptoms:
  1. Rapid population growth
  2. Increasing fringe area construction
  3. Increasing traffic volume and congestion
  4. Parking problems downtown
  5. A shift in the concentration of retail from downtown toward the fringes of downtown especially along major traffic routes
  6. Changing economic conditions
  7. A widespread public perception that these changes are increasingly difficult to understand and manage



Several influences appear to be creating these changes in the character of Hillsboro. Hillsboro was established as an agricultural center in the Tualatin Valley (Washington County) in the 1840's. For the next century, the community prospered, as railways connecting Atlantic coastal communities with Portland aided in distribution of farm crops. After 1940, Portland grew to the extent that small bedroom communities began growing in the Tualatin Valley, along with Hillsboro, Beaverton and Aloha. By 1960, Hillsboro had grown to more than 8000 people. But the most rapid growth took place between 1970 and 1980 as population grew from 14,000 to 28,000. This growth was due to industrial diversification within Hillsboro and improved transportation to Portland. Population is projected to reach 40,000 by 1985, and 50,000 by 1990.

Such rapid growth in the past decade and the prospect of continued rapid growth in the future is a direct cause of the many pressures currently felt to threaten the character of Hillsboro.

The team recognized clearly that the citizens of Hillsboro are both aware of and concerned about changes they see taking place, and that there is a determination to preserve the qualities which has made Hillsboro attractive to new businesses and people.

Clearly there is a lot of pride in Hillsboro as an historic place, the original county seat, and as a place which still exhibits many traditional community values. This pride is expressed in the spoken concerns of citizens about access and parking problems, loss of certain retail activity, apparent loss of a focus, and changes in visual character in the downtown as well as in adjacent neighborhoods. Along with some fine houses and an exceptional pedestrian scale in many of the downtown blocks, there is a decline in some buildings and open spaces, a confusion in some parking arrangements at the side or rear of buildings, inefficient access for both cars and people and an increasing loss of the sense of place which Hillsboro's downtown had until recently.





It has been the R/UDAT team's charge to examine the changes which have already taken place, and those expected with the influx of new residents and businesses in the future, in an effort to find ways to transmit the small town amenities which Hillsboro treasures to the urban community it expects to become.



"We would like to see Hillsboro remain a small town."

Jim Darr





# CITY-WIDE ISSUES

## GENERAL OBSERVATIONS

Hillsboro is a nice, small, rural place,  
a nice place to live and raise a family.  
So its citizens now say.

Hillsboro must not become swallowed by  
the metropolis that is creeping towards  
it. So its citizens affirm.

Where is Hillsboro? How do I know I  
am there when I am there?

It used to be that I crossed fields,  
entered a tranquil residential area,  
passed a few blocks of houses, and  
arrived at the Courthouse with its  
contiguous commercial district next  
door. I then knew I was there.

That Hillsboro disappeared except in  
the memories of its older residents.  
Something like that Hillsboro must

*"Hillsboro is a nice  
place to live."  
Ernest Helvaqt*



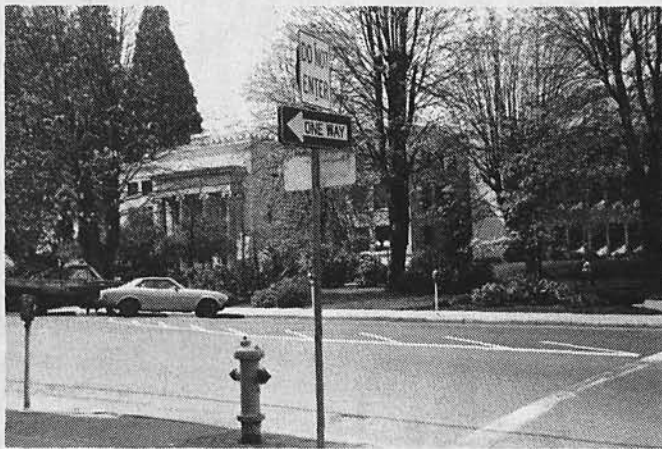
continue to exist if Hillsboro is to remain what people want it to be.

To retain - or indeed, to produce - that Hillsboro requires several important steps.

AN URBAN GROWTH BOUNDARY MUST BE HONORED. The town within it will not be the same small community older residents remember, but it will be a distinct entity surrounded by fields and separated from the metropolitan region that threatens to engulf it.



THE LANDSCAPE MUST DOMINATE WHENEVER POSSIBLE. Open fields must penetrate into the city. Orchards, if only fragmentary, must stand next to fully developed land whether residential, commercial, or industrial. Houses and other residential structures must have as extensive a landscaping and as broad a spread of open space next to them that possibly can be. The entrances to the city along major roads must be clearly marked with a sign, planting, and an edge between open fields and the built-up urban environment of the city.



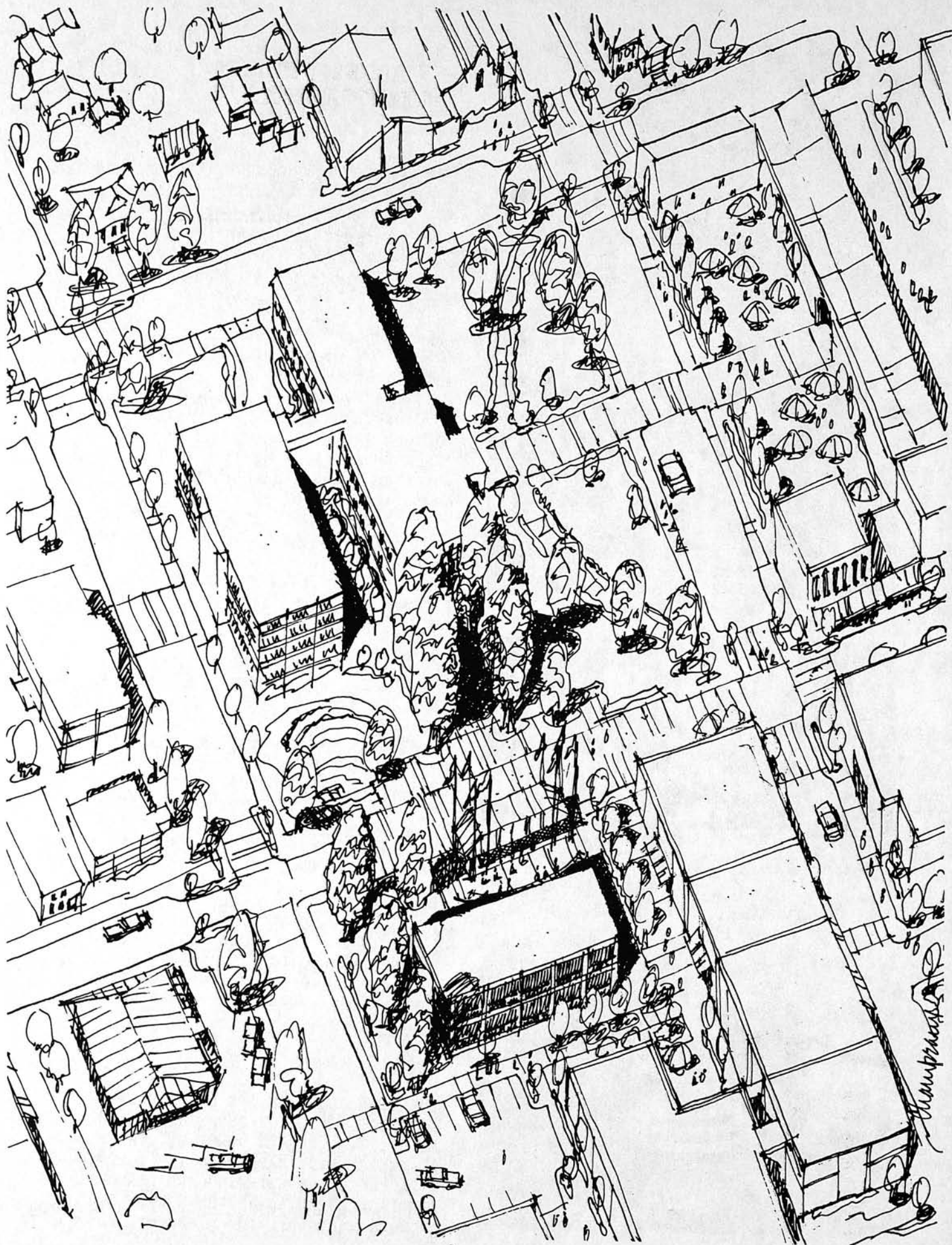
THE COURTHOUSE, AND EVENTUALLY CITY HALL, MUST DOMINATE THE DOWNTOWN, THE DOWNTOWN MUST CONTAIN THE HIGHEST QUALITY GOODS AND SERVICES AND THE GREATEST VARIETY OF SPECIALTY PRODUCTS, AND THE GOVERNMENTAL AND DOWNTOWN COMMERCIAL AND PROFESSIONAL BUILDINGS AND THEIR IMMEDIATE SETTINGS MUST PRESENT THE BEST DESIGN. Here one must have a center, a place that presents historic, loved Hillsboro, and here must be the place a resident brings a visitor and goes himself on a special occasion. Indeed, going there must itself be a special occasion and can be if care is taken in dealing with the change that must occur, will occur, and should occur.

#### PEDESTRIAN NETWORK

##### Issues

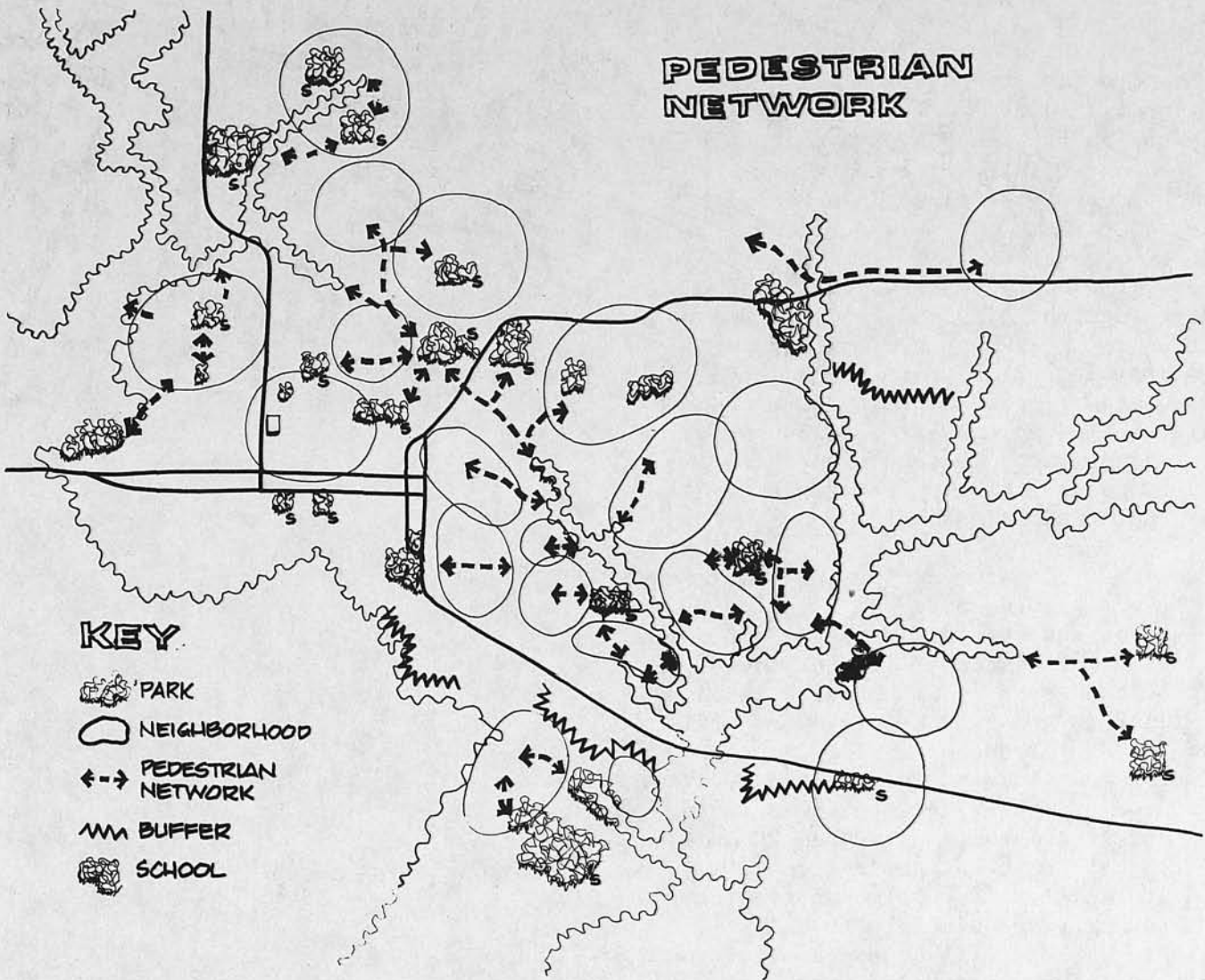
The disparate views of the many citizens who were interested enough to write or speak before the R/UDAT team coalesced into just a few important concerns:

- the unique friendliness of Hillsboro





## PEDESTRIAN NETWORK

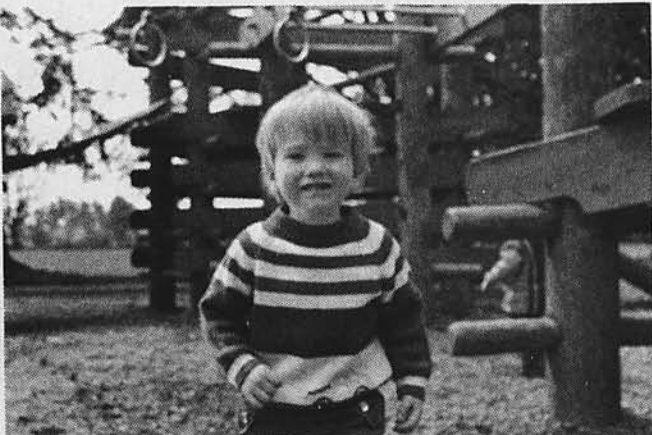


- walking as a common means of getting to work, doing shopping, etc.
- the wide variety of retail, government and service facilities which people expected to be available to them in downtown Hillsboro.

These concerns, in addition to the original charge to the team, and the team's perceptions of downtown Hillsboro's assets pointed to a concept which is potentially applicable to the whole city, even the parts which have not yet been built.

### Needs

THE TEAM PROPOSES THE DEVELOPMENT OF A CITYWIDE SYSTEM OF PEDESTRIAN WAYS, USING EXISTING ALLEYS IN DOWNTOWN, THE FLOOD-PLAINS ALREADY MAPPED IN THE COMPREHENSIVE PLAN, AND EXISTING AND PLANNED PUBLIC FACILITIES AS A FRAMEWORK. Such a network would provide pleasant, easy





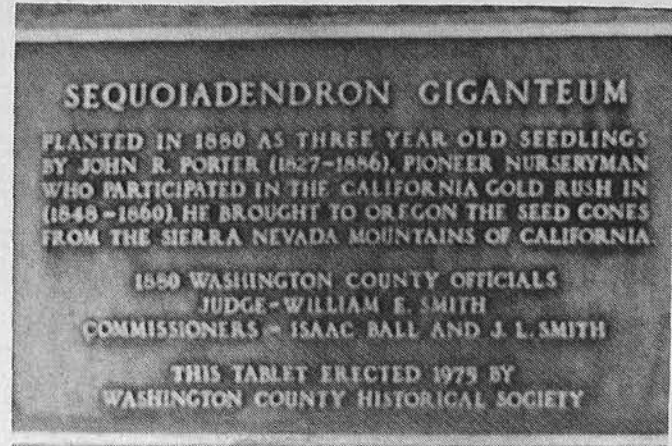
walks between Main Street shops and parking, the Tualatin Valley Hospital, adjacent neighborhoods, and newer retail centers. It would extend out into the city to connect schools with neighborhoods and recreational/educational development of the floodplain and with existing parks.

These mid-block pedestrian ways - some wide enough for bicycles, some with commercial space or housing fronting on them, opening up to seating and landscaped areas - can maintain the closeknit scale of Hillsboro, where people can walk every place, stop to chat with friends as they go about their activities, and meet their new neighbors.

In addition to safeguarding the character of the established parts of the city of Hillsboro, the concept of the pedestrian network can be extended into the new neighborhoods that will be established as Hillsboro grows by requiring subdivision and PUD plans to provide for such networks and links to the existing system. By virtue of these links to the existing town and to a developing system of parks and recreation areas, new residents will find it easier to establish an identity with the city and with its friendly character. This will be especially true for parts of the community which are separated from the main part of Hillsboro by fingers of the floodplains, and can be reached by such pedestrian links.

Apart from establishing the accepted urban growth boundary for Hillsboro, the floodplains of the Tualatin River and its tributary creeks constitute important recreational opportunities for the city - land which is ideally suited for walkways, nature study, playing fields in some areas, and, perhaps most important, a way for Hillsboro's rural heritage to penetrate into the larger city that Hillsboro is becoming.

A comprehensive plan for mid-block pedestrian ways throughout the city of Hillsboro will be a complex undertaking. However, the existing dedicated alleys downtown are an ideal starting point. These could be developed and maintained by the merchants or a special district established for various sorts of downtown business development.





"Also of great necessity  
is foot and bicycle  
accessibility, along  
with storage racks."  
John M. Sherman

In some cases, alleys have been vacated by the city, or were never established. Here, easements for the pedestrian network would have to be agreed upon with private property owners. But many of these could be established through parking lots and public or quasi-public land.

THE PEDESTRIAN NETWORK CAN, THEREFORE, BE DEVELOPED INCREMENTALLY, OVER TIME, AS THE NEEDS AND OPPORTUNITIES ARISE. Its extension into neighborhoods throughout the city can be governed in large part by the interests of local residents and business people, with both development and maintenance being handled in large part by community associations and by block and homeowners' associations. Of course, the city can also play a central part by easing red tape associated with the easements required for the network, perhaps by providing some incentives for such easements to be provided, and by providing maintenance to parts of the network where public safety is an issue, as, for instance, on a possible pedestrian bridge over Rock Creek.

The character of the walkways could reflect their specific locations, being more formal downtown, and less so toward the fringes of the city. Some of the existing alleys and many areas where easements would be desirable are too narrow to permit real landscaping. But they could be adorned with sculpture, or the walls that form them could be decorated with murals or sculptures in low relief.

The paving in the network could be as varied as the neighborhoods through which they move, including relatively inexpensive, but very effective materials such as a surface coating of color in various patterns, or of granite fines to sparkle at night.

Plants for landscaping where space permits should be selected very carefully, remembering that the soil in such walkways will be more compacted, less acidic and less extensive than the soil in Hillsboro gardens. Indigenous plants which have proven their ability to get along in the city's climate and soil should be the first choice along with other species



that have proved themselves in local gardens.

Plantings should also be related to the relative amount of traffic expected on the walk, the size of the space, and views from and of the walk.

## HISTORIC AND PREHISTORIC ARCHAEOLOGY

### Issues

The Tuality Valley and River System was one of the earliest regions in Oregon to be settled. It therefore follows that it is one of the richest areas in the state in historic archaeological materials. Because these materials are not easily found and are seldom visible, they are usually ignored. The qualities that drew the earliest settlers were the same ones that made the area attractive to those who proceeded them.

### Needs

THE HISTORIC ARCHAEOLOGICAL SITES AND THE PREHISTORIC ARCHAEOLOGICAL SITES MUST BE IDENTIFIED AND PROTECTED FROM DESPOILATION.

The city should do so in order to protect itself from delays that may arise if a federally funded project is found to pose a threat to such sites. Federal money is often available to pay in whole or in part for the survey work required to identify the sites. Where there is such a threat, federal funds are often available to complete the emergency archaeological work required to make it possible to proceed with the funding and the work it pays for.

The city should do so for another reason as well. As Hillsboro grows and as its past becomes an ever more vivid part of its present, its citizens will develop an extended interest in its past. Both the original Indian residents and the earliest pioneers are a part of the city's past, and its present and future residents must be put in touch with that past to enrich the lives of those who live in Hillsboro, a city that many already recognize as the historic hub of Washington County.







## RESIDENTIAL AREAS - CONSERVATION AND PRESERVATION

### Issues

Hillsboro's residential areas make the city a nice place to live and to raise children.

The first hundred years of the city's growth occurred slowly. Single family residences were built on ample lots within the original grid pattern of the town plat. The first growth was in a southeasterly direction, but soon after World War II the original town of one and a half square miles had been filled. Houses stood alone and well back from the streets. Ample yards accommodated gardens and a variety of outbuildings. The houses were small, rarely with a full second story, and almost always built of wood.

The result was a diversity of buildings but a homogeneity of character. Landscaping and open areas masked the variety of styles found in the houses, and as the trees, shrubs, and bushes grew, the neighborhoods took on a well-worn and well-loved quality.

The post war development that produced the first annexations to the city were a bit different in character. The houses were more dominant, their design less diverse, and the landscape elements and open space less important. In addition, the streets were often curved. But because, at first, growth continued at a rather slow pace and the styles of the new houses did not require a drastically different configuration in the massing or radical change in materials, the new blended rather well with the old. Sometimes new houses were inserted into old lots without damage to the character of the neighborhood.

The more recent construction has shown that in the future, new residences will not blend well with the existing areas. They will have less open space around them. They will look more like one another but will be increasingly different in design, configuration, and materials from the old houses. And they will produce a different balance



between structures and open spaces and landscaping.

The balance between residential and commercial will also be different in the future. Many more people must live near downtown if it is to be vital and active. In addition, the added volume of traffic that the streets must handle will bring unwelcome, unrestful change to formerly quiet residential areas. Without proper provision for these changes the central areas of Hillsboro would no longer offer the quiet, well maintained qualities that its citizens value.

### Needs

Two forces at work in Hillsboro are in conflict. On the one hand there must be a more intensive use of land and streets in residential areas. Without it, the city's open spaces within the city limits and beyond the urban growth boundary will be in jeopardy and the vitality of the downtown area will decline. On the other hand, the residential areas must maintain the heterogeneity of building styles and dominance of landscape elements and open areas that make it a nice place to live and have always made it a distinctive physical environment.

THIS CONFLICT CAN BE RESOLVED BY RECOGNIZING THAT THERE ARE THREE TYPES OF AREAS WITHIN THE EXISTING, OLDER RESIDENTIAL AREAS.

One is made up of older houses and other improvements that are of no particular quality. These must give way to new residential structures that make more intensive use of the land. Some of these areas are already showing signs of wear and tear. As a consequence of the zoning change that calls for more intensive land use, from changed traffic patterns, and from present and future commercial and industrial development. THAT THESE AREAS WILL AND MUST BE SACRIFICED TO ACHIEVE OTHER GOALS OF THE COMMUNITY MUST BE FACED AND ACCEPTED. The second type of residential area is made up of older residences and mature planting in ample open spaces such as front, side and backyards that need not be sacrificed to meet other goals of the city. IT IS ESSENTIAL THAT THESE BE



"The people living in the community, I believe, are smart enough to decide the future of the town without calling in outside help from other states who have no idea how our community works."  
Robert Fowler





IDENTIFIED SO THAT PROPER MEASURES MAY BE TAKEN TO ASSURE THEIR RETENTION AS PARTS OF THE CITY'S CHARACTER.

What must be identified falls into three categories.

One category is potential entrants as individual structures on the National Register of Historic Places. A nomination is already pending for an individual structure; it appears that there are others.

A second category is areas that contain a continuous or nearly continuous sequence of structures, landscape features, and open spaces between them that contribute important qualities to the city and that need not be sacrificed to accomplish other goals of the city. Where care in placing new, more heavily used traffic routes, or new parking, or new commercial or industrial structures, or more intensive residential developments can assure that these areas can be preserved, they must be set aside as special conservation districts.



THE CITY MUST ADOPT A POLICY OF DECLARING THESE AREAS CONSERVATION DISTRICTS TO PROTECT THEM FROM DETERIORATION.

The third category is made up of potential National Register districts. These districts - and there may not be many - are not important because they are filled with significant individual structures but because the combination of buildings and setting portrays distinctive aspects of the character of settlement in this city, county, state, or region. There may be a cluster of early Hillsboro structures with characteristic outbuildings and plantings, or there may be an early, outlying homestead or agricultural enclave that has been absorbed by early growth but that still retains the characteristics of an early farm.

THESE STRUCTURES AND AREAS MUST BE IDENTIFIED AS SOON AS POSSIBLE. THIS IS FOR SEVERAL REASONS.

One is that planning proposals can then be construed to assure their preservation, before people assume they are to be lost. Another is that the people who own them



and live in them must be made aware as soon as possible that it is official city policy to assure their preservation. They will then have the opportunity to preserve and maintain them and will not have any excuse for letting them become run down in anticipation of plans that call for their destruction. And the third is so that the city may adopt an official policy of seeing to their preservation as parts of the vital fabric of the growing city.

In addition to districts yet to be identified, one such district surely exists. It is a key residential area next to the Courthouse and tied into the downtown. It is significant because it contains some of the most important buildings the town has ever had, and some of the buildings, both commercial and residential, that retain their original character. Furthermore, this assemblage portrays the early character of Hillsboro as county seat, commercial center, and residential area.

The area is made up of the Courthouse Square, the buildings fronting west on Second Street opposite that Square, and major parts of three blocks to the north and including Bagley Park.

THIS DISTRICT MUST BE NOMINATED TO THE NATIONAL REGISTER OF HISTORIC PLACES AS SOON AS POSSIBLE, AND THE CITY MUST ADOPT AN OFFICIAL POLICY OF PRESERVING THIS AREA AND PROTECTING IT FROM THE INTRUSION OF INAPPROPRIATE USES AND STRUCTURES.

In addition, there are four essential actions that must be taken to assure the retention of the residential qualities the people of Hillsboro value.

1. GIVE THE CITY'S SUPPORT TO THE WASHINGTON COUNTY HISTORICAL MUSEUM IN ITS INVENTORY PROJECT. It is essential that structures and districts be identified as soon as possible. Those eligible for the National Register ought to be nominated as soon as possible.

2. PRODUCE INFORMATION THAT INFORMS RESIDENTS AND VISITORS OF HILLSBORO'S HISTORIC HERITAGE. A useful vehicle for this is the production of a self-guided walking tour. A local bank or savings and



loan institution might be interested in underwriting such a project. A self-guided walking tour is simply a brochure listing and describing the historic structures and districts and a map indicating how to find them. The brochure would be distributed through banks, retail merchants, motels and other similar outlets. Special walks and open houses might be arranged on parade days and during Western Days and similar promotional events.

3. ALERT OWNERS TO THE BENEFITS THAT ACCRUE FROM HAVING THEIR PROPERTIES LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES. Whether as an individual structure or as a part of a district, a structure listed in the National Register is eligible for benefits. These include the possibility of receiving preservation grants-in-aid (these reimburse the owner for 50% of the cost of previously approved restoration and rehabilitation work), tax benefits through the 1976 U.S. Tax Reform Act (accelerated depreciation for rehabilitation work and for adaptive use construction done to commercial structures), and benefits on real estate taxes under Oregon law (a freeze on the taxable value of real property for a 15 year period, intended to encourage the restoration of structures listed on the National Register without the penalty of being taxed for making the improvement).

4. INTEGRATE INTO THE PLANNING PROCESS A MEANS OF ASSURING THE RETENTION OF SIGNIFICANT STRUCTURES AND DISTRICTS. The commitment to historic preservation contained in the city's Comprehensive Plan may be honored in this way. It is essential that the character that the people of Hillsboro love be preserved for their continued enjoyment. Much of this character is embodied in its older residential districts.

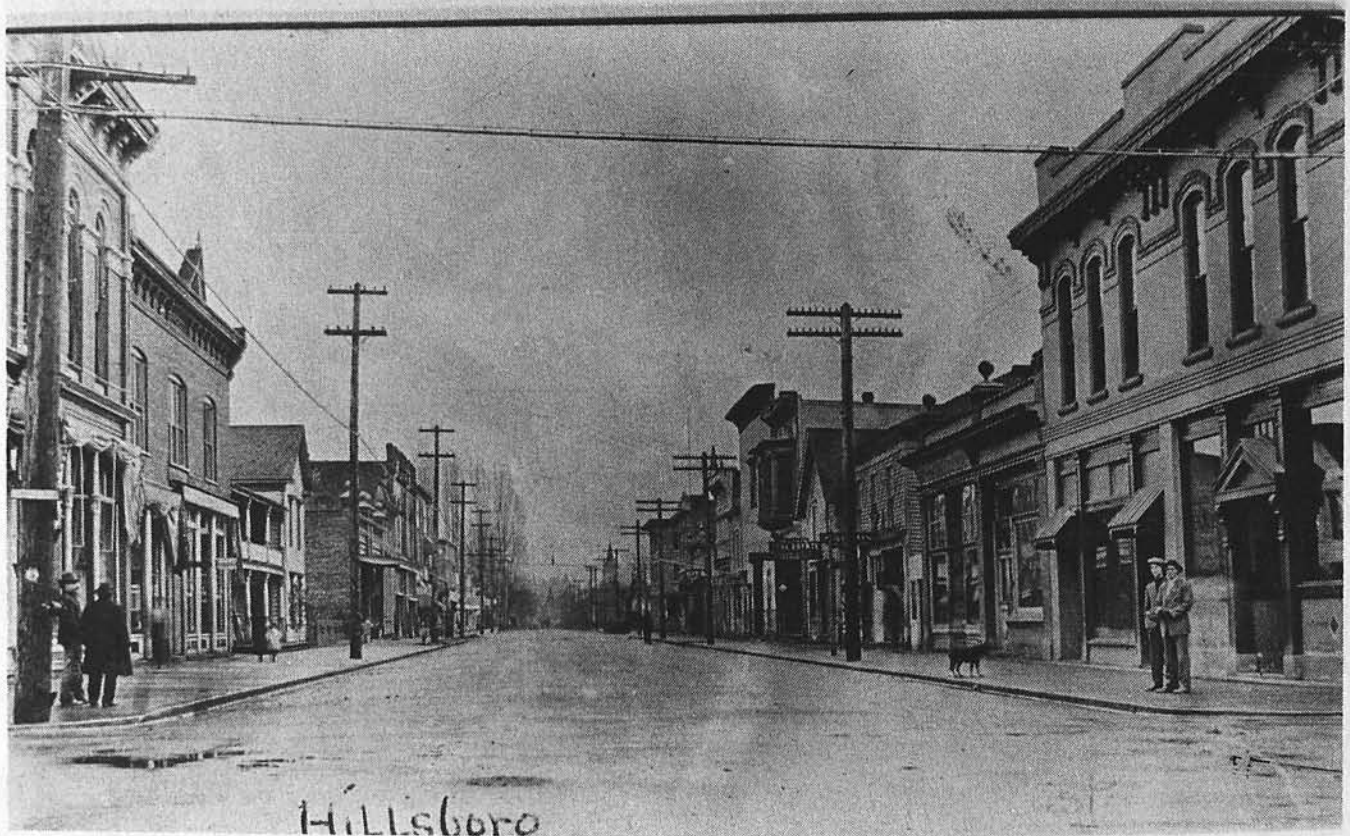
Areas within the original town plat that retain residential structures with a good degree of integrity should normally be zoned to allow no higher use than they presently have. In areas where the integrity is greatly disturbed and where, in a few small areas, a different use is mandatory, the zoning must be higher than or different from the present use.





Stringent review processes for changes as revealed by applications for building permits must be imposed for structures and areas identified as significant or important by the survey being conducted by the Washington County Historical Museum and for structures listed individually or as parts of districts in the National Register.

IN ORDER TO PRESERVE THE QUALITIES THAT MAKE HILLSBORO ATTRACTIVE, THE BURDEN OF PROOF MUST BE ON HE WHO WISHES TO DESTROY RATHER THAN ON HE WHO DESIRES TO PRESERVE. THIS MUST BE THE PRINCIPLE ENACTED BY THE CITY'S PLANNING AND REVIEW PROCESSES.



#### RESIDENTIAL AREAS - ACHIEVING THE NECESSARY DENSITY

##### Issues

If Hillsboro is to maintain the character that its residents love, it must not squander its land. But older, low density areas must not be replaced by newer, high density areas. Hillsboro, however, must accommodate a great number of new residents.

## Needs

TO DO SO IT MUST ACCEPT A HIGHER DENSITY OF RESIDENTIAL SETTLEMENT THAN IT HAS HAD IN THE PAST. It must, in other words, be willing to meet the goals of the city's Comprehensive Plan and not reduce the densities called for on undeveloped land. The zoning in these areas specifies that there must be no more than a certain number of people per acre, and the Comprehensive Plan provides that densities lower than what zoning specifies be discouraged. The specified maximum AND MINIMUM densities must be honored.

It is also essential to accomodate more people within and in close proximity to the downtown. There is now and will continue to be a pressing need for places for the elderly to live. There will likely be an increased need for young single and married people to live. And there ought to be increased accommodations near the downtown for families, both those with young children and those with children of all ages. Without increased numbers, the downtown will lose vitality.

These increased numbers must not be accommodated at the expense of existing older housing in the conservation and preservation districts discussed above. Near them, however, and interspersed with them are a number of areas, none as large as a block but as a total amounting to several blocks, that might be upzoned and converted to more dense residential use. THE IDENTIFICATION OF THESE HIGHER DENSITY AREAS MUST BE DONE WITH CAREFUL REGARD TO TWO FACTORS: THEIR LACK OF CONFLICT WITH CONSERVATION AND PRESERVATION DISTRICTS, AND THE SPEED WITH WHICH THEY CAN BE CONVERTED TO HIGHER DENSITY RESIDENTIAL USE.

## TRANSPORTATION AND TRAFFIC

The proposed city transportation plan responds to prospects for increased future vehicular traffic from peak hour work commute, shopping, and general vehicular trips with comprehensive recommendations consisting of improved local and regional trafficways, regional light-rail transit,





express bus system, a street and offstreet bikeway system, and development of carpool, van pool, staggered work hours and other nonstructural measures that could reduce traffic congestion.

### Vehicular Circulation

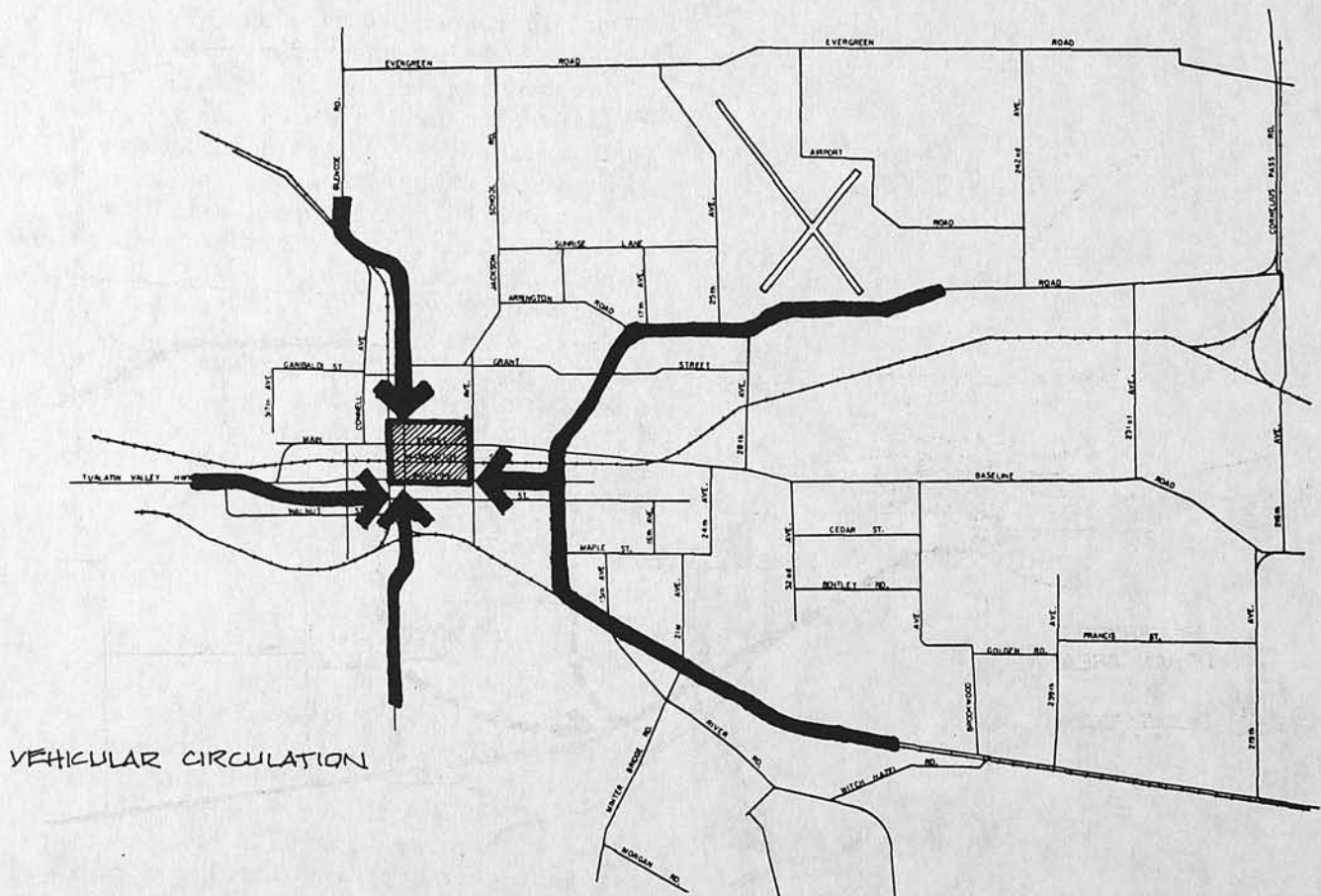
Planning for long-term traffic needs must obviously be based on many assumptions about future energy resources, technological advances, the size of autos, attitudes about travel, the nature of travel patterns, public attitudes on convenience and congestion levels, and availability of future public monies to implement needed facilities. Any plan faces tough choices in deciding on routes and improvements within the existing urban pattern. Circulation choices in the future urban area are less complex but must adhere to rules of economy and efficiency.

We find the proposed plan to be sound and even conservative of local values and opportunities. It appears to strike a balance between proposing the least effect on local neighborhoods while attempting to accommodate community-wide needs.

While the proposals for the "9th-10th street couplet" pose the most serious community concern for potential effects on the residential area, we find there appears to be little choice among routing alternatives. Yet measures are available to reduce serious effects to the area.

An efficient, coordinated system of street signalization will play a major role in the future as roadway and traffic levels increase. Appropriate signaling at the eastern entrances to the city can meter incoming traffic flows and prevent vehicular bunching and congestion in key areas. Synchronized signaling throughout the one-way grid circulation system can assure a progressive flow of traffic within the older portions of town.

Within the future growth area two changes are recommended for consideration. The first, to be undertaken in the short term would be to expand the proposal for 25th, running north and south along the western boundary of the airport, to serve an arterial function by removing parking with-



in the 40' curb to curb roadway and locating the bikeway off the road facility. This will assure a more efficient flow of heavier traffic in this corridor.

Two other roadway components should be considered in the long-term. These would facilitate adequate access to the proposed "Fairgrounds Shopping Center" complex. The north-south link between Cornell and Main/Baseline could be achieved along 28th by moving on-street parking and bicycle use of the roadway. Similarly, the proposed Brookwood extension, between Cornell and Main/Baseline should be upgraded to function as an arterial.

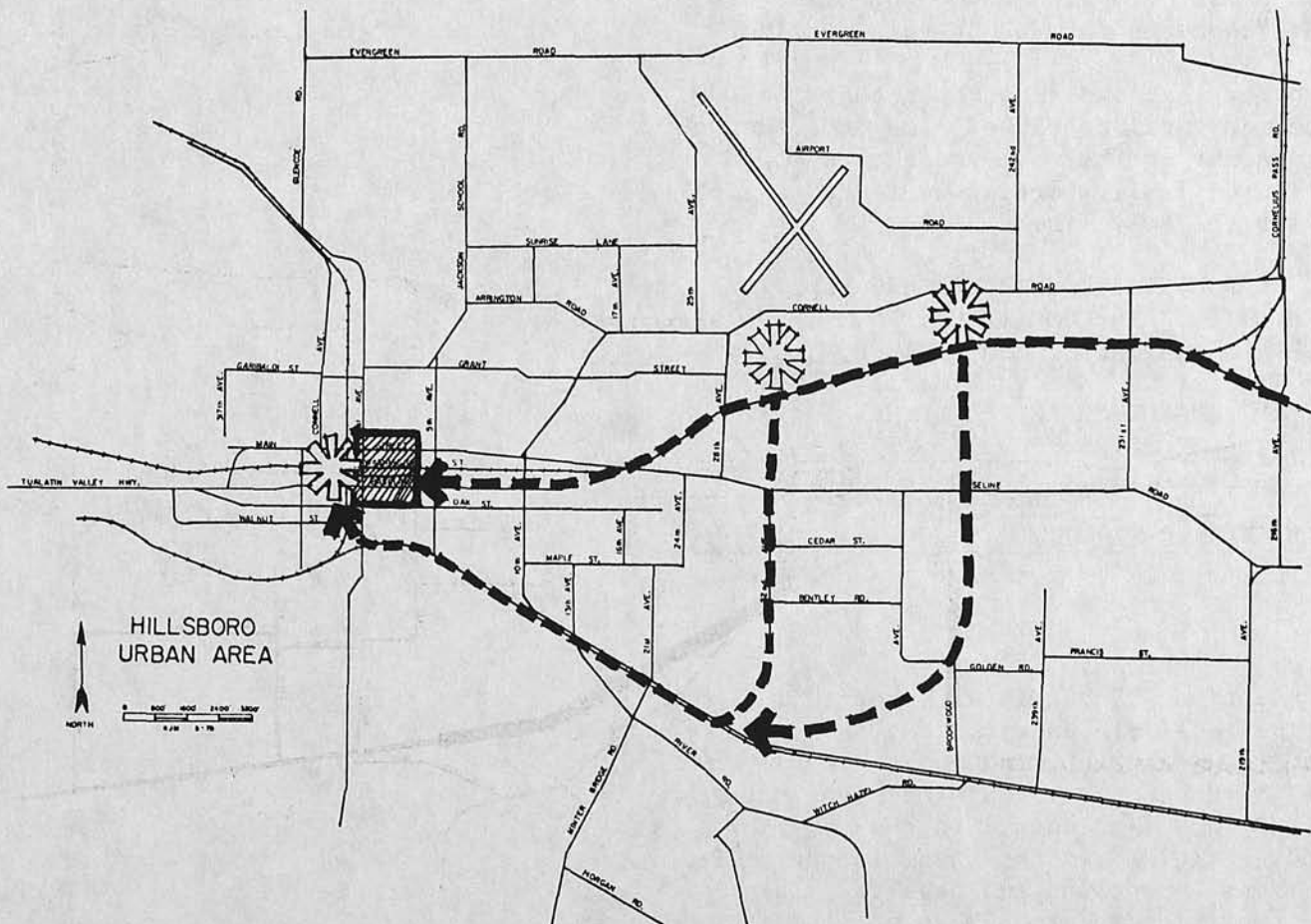
### Transit

A very significant transportation opportunity possible in the future is the direct light-rail transit line linking Hillsboro to Beaverton and downtown Portland. Implementation of this line with its transit stations can be a key factor in the proper and efficient development of future land use and achievement of town center objectives. Under current preliminary schemes, the northerly Burlington route appears to

be the most logical. Current thinking includes carrying the route directly westward through Hillsboro's downtown, terminating west of the town at a "park-and-ride" station which would intercept commuters approaching the city from the west. This route would have some effect on neighborhoods to the east of town and greatly limit and conflict with the desirable development of the old downtown center.

The terminus of the light-rail line should be used to its fullest as a drawing card to pull rail users into the downtown area and make it more accessible for shopping and for the use of governmental and administrative offices. WE STRONGLY

RECOMMEND THAT A TRANSIT TERMINAL BE SITED ON THE SOUTHWESTERN CORNER OF THE DOWNTOWN. The transit station should be sited on the current Southern Pacific right-of-way between Baseline and Washington with an elevated parking station located to the west on a portion of city-owned property in that area. The parking structure could be larger than that needed for park and ride users, allowing it to provide for all





day parking for those working in the downtown area as well as for governmental office users.

Three route alternatives may be considered in routing the Burlington line to that terminus. One would be to continue the line westward, swinging it in alignment adjacent and north of Baseline. This would require acquisition and clearance of existing development along the corridor. The second and more desirable option would be to link the Burlington line with the S.P. railroad right-of-way westward, and let it curve into the terminal from the south. The track design could be simplified if the S.P. railroad line continued westward and the railroad link connecting through town at this point were eliminated and joined to the north-bound S.P. track at a point west of the city at Dairy Creek. Two routes are available to achieve the linkage of the Burlington to the S.P. track right-of-way: One would proceed down 32nd Street in the existing roadbed. This route would reduce traffic conflicts but would require removal of on-street parking to reduce potential traffic conflicts. Slow travel speeds would be required to reduce noise and safety concerns throughout this corridor.



The other route would be down the Brookwood extension corridor either along the roadway or adjacent to the open space along the creekway, finally turning westward to link up with the S.P. line.

IT IS STRONGLY RECOMMENDED THAT EARLY PLAN COORDINATION AND COMMITMENTS FROM METRO BE SOUGHT SO THAT ROUTE COMMITMENTS, ROUTING, AND TRANSTATION COMMITMENTS CAN BE DEFINED WELL IN ADVANCE OF ACTUAL FUTURE IMPLEMENTATION BY METRO.

#### INSTITUTIONAL AND CULTURAL: A SENSE OF IDENTITY

##### Issues

The question: "What is Hillsboro?" receives a simple answer: "Hillsboro is home." The answer is common to people who have lived here many years and newcomers alike. They find beauty in the surrounding fields and trees and in the nearby rivers, mountains and beaches. They like the friendly atmosphere of a small

"I walk down the street and see people I know."  
Bob Platt

town. They like the access to the cultural opportunities of Portland.

As Hillsboro grows and changes, it faces a significant challenge to its ability to preserve the things of value in the Hillsboro way of life. Hillsboro residents want to preserve the city's independent identity from its large neighbor to the east. They want to maintain a character separate from Beaverton, Tigard and Forest Grove. An important tool for meeting that challenge will be the cultural opportunities the community can provide. Cultural institutions focus the development of a strong civic identity. Cultural events are an expression of community pride.

The clubs, the churches, the hospitals, and the schools are important and respected institutions in Hillsboro.

The many service clubs are large and active in supporting the community. Members of the service clubs and Chamber of Commerce played a significant part in making this study possible, and they have expressed an open attitude toward the choices for Hillsboro's future.

The churches draw together a significant part of the community. They also seem to provide a number of social events for Hillsboro residents. These include art shows, card games, potluck dinners, and dances.

The modern hospital is the major medical facility in the county and is surrounded by medical offices.

The county courthouse and the county government it symbolizes are the strongest part of the city's past and present identity.

Hillsboro residents believe their schools are among the best in Oregon, and there is every reason to agree. "Hilhi" has a tradition of strong sports programs: football is always a sellout, and this years women's basketball team is the state champion. During the weekend of this study "Hilhi" students were participating in a simulated political party convention. The local feeling toward the schools was expressed by one resident's comment that





he always took visitors to see the schools he once attended.

With the exception of Shute Park and its new indoor pool, the schools are also the site for most park and recreational activities within the city. At nights on weekends the facilities are under constant use for other activities including adult education and arts and crafts programs.

The planned opening of a second high school starting next year will be a significant turning point in the growth of Hillsboro development. Two high schools will allow a new spirit of friendly competition, but "Hilhi" will not be as strong a force for cohesiveness in the community.

One definition of "culture" is "cultivation of soil," and cultivation continues to be a significant part of the Hillsboro experience. Even though the processing plants have largely disappeared, the town is still surrounded by farms, and the process is continued in home gardens, flowers and lawns.

### Needs

HILLSBORO NEEDS AN EXPANSION OF SOCIAL, CULTURAL, AND RECREATIONAL OPPORTUNITIES.

Cultural events should be connected to the history of the cultural community. Where possible, activities should build on the foundation of existing opportunities, and they should try to emphasize Hillsboro's significant role in the history of the county.

The process can start slowly. Outdoor concerts are now being offered. They provide a model for more activities at the courthouse.

Western Days has been a successful downtown promotion. The chamber should sponsor more frequent downtown promotions and events. A "farmers market" promotion should have equal appeal, and could be followed by a regular farmers market within the downtown area. The "farmers market" plan would center on agricultural products, but also provide space for crafts and other products.



THE DOWNTOWN NEEDS A THEATER: THE  
HILLSBORO DEVELOPMENT COMMISSION SHOULD  
HELP PROVIDE IT.

The team was surprised by the recent closing of a downtown theater. In the past few years many theaters have moved back to the downtowns of smaller cities, and some newer multi-screen theaters have been constructed. They provide the easiest cultural opportunity for teenagers (a significant concern of many residents) and for others. If necessary, the Hillsboro Development Commission has the authority under the state enabling legislation to provide incentives for this development.



The growth in restaurants has not kept pace with the demand. This has had a direct bearing on the cultural direction of the Community. Because of the absence of facilities large groups cannot meet downtown. New theaters downtown could provide added night business to go with the existing high demand for lunch time eating places. The one can help the other and all can benefit.

THE CITY SHOULD ESTABLISH AN ARTS  
COMMISSION.

Present community interest in visual art, as shown by the new library's gallery, should be encouraged and expanded. Additional locations to use as galleries can be found. The performing arts can be brought to Hillsboro first to the new high school auditorium, and then to downtown as multi-use meeting rooms are developed.

THE CITY GOVERNMENT MUST COMMIT A PORTION  
OF ITS BUDGET TO DEVELOPMENT OF CULTURAL  
EVENTS AND PROVIDE MATCHING FUNDS.

The growth of city cultural events is one aspect of community identity and pride that can best be encouraged by providing city funds. Doing so on a cooperative basis with the strong groups already in the community can decrease both the administrative burden and the cost.

"Downtown has a  
concentration of  
all kinds of  
services."  
Doug Johnson



## TOWN CENTER CONCEPT

Centers are places that command our attention and provide particular services. They also have special qualities and a distinctive character that makes each one unique. Buildings are designed with this in mind to demonstrate, for example, the stability and majesty of government, the friendliness of a little storefront, or the low cost bargains at the discount store.



Hillsboro has several such centers:

- \* Courthouse/Main Street/City Hall - the Main Street area:  
Government, shops, and history
- \* Airport/Intel:  
Business, open land, and future
- \* Shopping centers:  
Commerce, cars, and convenience  
(Too many centers strung along a street become a smear, as is proven in parts of Hillsboro.)
- \* High Schools:  
Kids, coaches, and special times
- \* Employment centers
- \* Garden centers
- \* Town centers
- \* Geographic centers
- \* Historic center

Contemporary cities have a variety of centers. Their differences in services and images and their interrelationships provide an urban fabric. When they are all the same or do not have breathing space between them, the city becomes deadly dull. The differences between them and the requirement that each center protect its own qualities make the city liveable.

Small villages years ago had a single center, but life is not so simple now. Still, we keep and protect the historic place, even as we build the several different centers that create the city for tomorrow.

Understanding these principles will help us understand Hillsboro.

# COMMERCIAL, OFFICE AND INDUSTRIAL ACTIVITIES

## Issues: Commercial

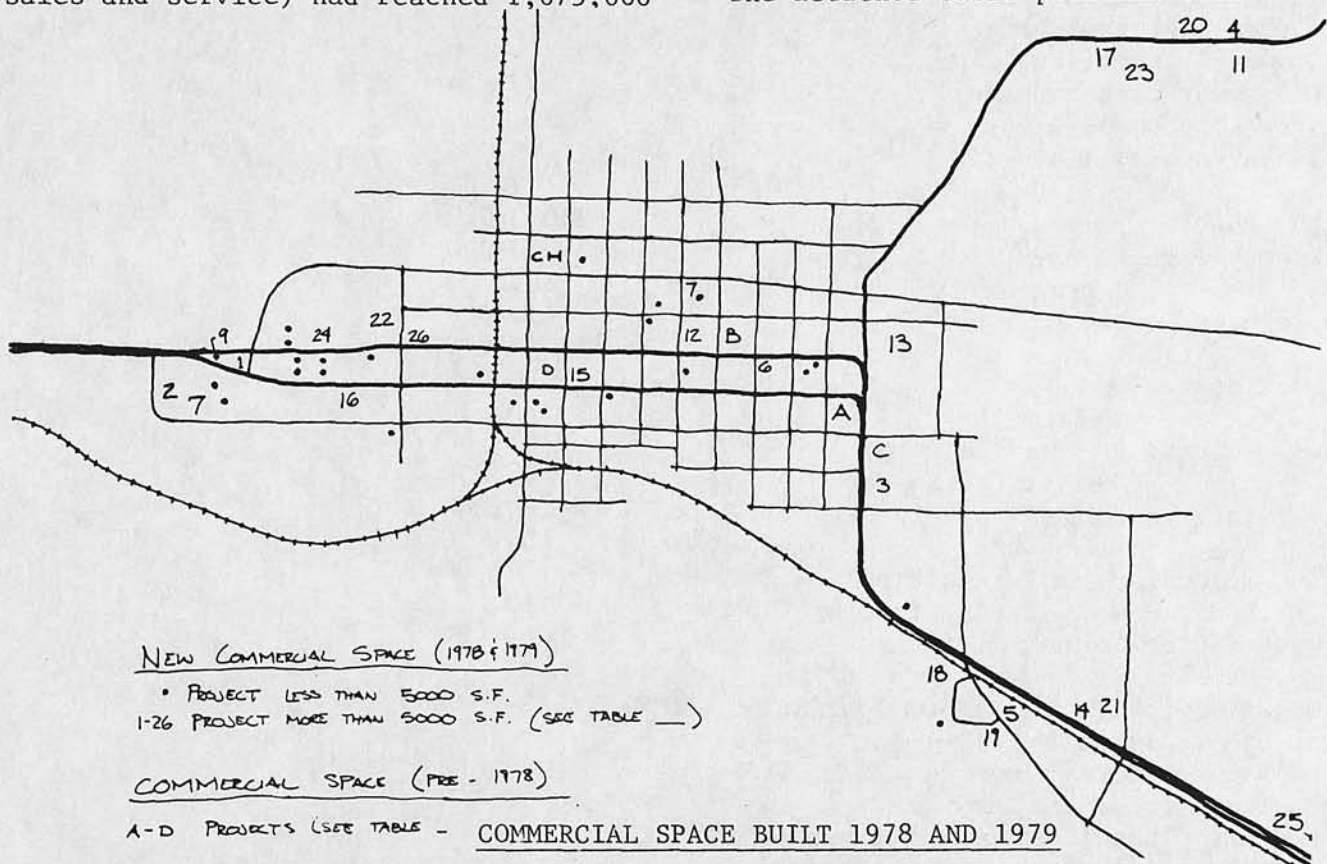
Hillsboro residents believe there is a clear desire to retain the good qualities of the Main Street shops. Equally apparent to them are the inadequacies of parking, difficulty of access, and limited range of goods and services in the Main Street area.

Main Street is being challenged by other centers. Up to the end of 1977 the total amount of commercial space throughout the city (which includes retail stores, restaurants, small offices, automobile sales and service) had reached 1,675,000

square feet. This number was calculated from a Department of Planning survey for transportation purposes and includes vacant buildings as well as the Hillsboro Mall, 6th Avenue Plaza, Tipton Center and the Safeway. The Main Street area had 420,000 square feet or 25% of the city-wide total. During 1978 an additional 343,368 square feet was built, and during 1979 another 409,563 square feet producing a current total amount of commercial space in Hillsboro of 2,428,000 square feet.

During 1978 and 1979, Hillsboro built an amount of new commercial space equal to 45% of the total amount of space that had been constructed during its entire history up to the end of 1977. The pent-up demand for commercial opportunity almost literally exploded along the length of T.V. Highway and the connector streets through town.

The attached table presents this data.



CODE	TYPE	BUILDING PERMIT COST	SQUARE FEET
1	Bank	\$ 250,000	6,912
•	Office/warehouse	42,500	4,480
2	Retail	670,100	37,392
3	Motel	400,000	12,900
•	Office	150,000	2,944
4	Office	120,000	5,600
5	Retail	210,000	12,600



6	Offices (medical)	320,000	16,000 est.
•	Retail/office	60,000	2,720
7	Office	122,000	6,300
•	Office	140,000	4,761
8	Retail	300,000	20,240
9	Bank	140,000	5,782
10	Lumber/retail and wholesale	400,000	20,000
11	Rental equipment	120,000	10,000
•	House to office	8,500	2,000
12	Office	110,000	9,900
•	Savings and Loan	80,000	1,768
•	Office	60,000	2,280
13	Retail	400,000	21,000
14	Retail/office	670,000	33,510
15	Office	100,000	7,500
•	Office (medical)	110,000	2,520
16	Car Dealer (Heinrich)	650,000	99,900
•	Fast food (Wendy's)	120,000	2,400
•	Office	50,000	2,320
•	Savings and Loan	55,000	3,239
•	Retail	48,000	2,400
•	Retail (Rancho Flowers)	160,000	4,692
17	Retail/office	200,000	24,064
•	Restaurant	200,000	4,760
•	Office	55,000	3,200
18	Auto dealer	400,000	19,500
19	Office	610,000	33,000
20	Retail/office	175,000	7,812
•	Office	105,000	3,230
21	Retail/commercial	2,000,000	259,620
•	Office	70,000	1,624
22	Lumber (retail and wholesale)	300,000	31,320
•	Retail (addition)	50,000	2,480
•	Office	80,000	3,340
23	Retail	230,000	8,685
•	Office	23,500	1,056
•	Office (addition)	32,500	1,634
24	Retail (tire store)	145,000	6,528
•	Retail (muffler store)	130,000	3,950
25	Warehouse	105,000	10,300
•	Retail (addition)	8,200	2,000
26	Retail/distributing (Oroweat)	110,000	6,000
•	Retail (auto parts)	55,000	4,000

#### LARGER COMMERCIAL CENTERS (PRE-1978)

<u>CODE</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
A	Retail/office	Hillsboro Mall
B	Retail	6th Avenue Plaza
C	Retail/office	Tipton's Center
D	Retail	Safeway

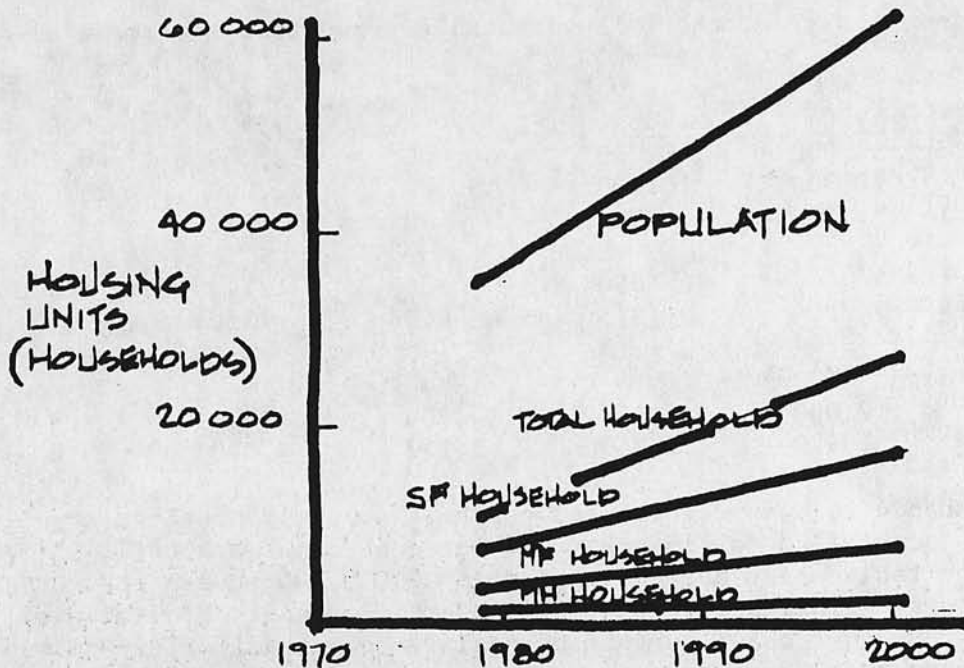
This commercial building process apparently has not stopped. The range of services needed by the community is not satisfied. Among the facilities that are reportedly not available are a movie theater, a first class motel, a large family-style restaurant and, of course, a full line department store.

It is unlikely that strip commercial development spread along T.V. Highway will adequately serve these needs for the people of Hillsboro.

There are a number of needs and desires that still seek satiation:

#### Commercial Needs:

- \* Protection and enhancement of the Main Street area
- \* Additional services and goods (i.e. first class motel with meeting rooms, department stores, theater, etc.)
- \* A concentration of certain types of commercial land use to encourage development of a modern, full range commercial area.
- \* In addition, there is the need to protect the traffic capacity of T.V. Highway by limitation of curb cuts.



COMMERCIAL DEMAND PROJECTIONS

Another range of material providing commercial demand projections help to clarify the issue. The figures that follow are derived from a variety of sources, quickly over a weekend, and are not intended to be precise. But the basic judgments that can be implied from them are valid. More detailed and accurate calculations can be made later by those with the facts, time, and interest.

#### HILLSBORO

YEAR	1980	2000
Population	33,000	60,000
Households	10,832*	25,000
Household size	3.05	2.4
Household Income (constant dollars)		
Lowest	\$18,000	\$28,000
Highest	\$23,000	\$35,000



Total Income (millions)

Lowest

\$195

\$700

Highest

\$250

\$875

(Sources of thanks: Hillsboro Planning Department, David Leland, Washington Co. Planning Department)

In 1980 assume \$200,000,000 as total income for 10,832 households. If 50% is used for retail goods expenditures in Hillsboro, \$100,000,000 will be spent here. If you assume \$100 per square foot production, that implies 1,000,000 square foot of commercial space. We know that the current inventory of space is about 2,400,000 square feet.

Assume that 400,000 square feet or 17% is vacant or non-productive and that in fact Hillsboro pulls from a market area twice its nominal current population. Market research of other independent consultants suggest a ten-minute-drive-market-area-population of 140,000 in 1980 to 220,000 in 1990, or 3 or 4 times. However, an assumption of merely double would be very conservative and easily justified.

If the area continues to grow, the following table demonstrates commercial demand opportunities:

	1980	1985	1990	1995	2000
Population	33,000	40,000	46,000	53,000	60,000
Households	10,800	15,000	19,000	22,000	25,000
Income (lowest-mil)	200	315	440	570	700
Double for total market	400	630	880	1,140	1,400
Retail expenditures	200	315	440	570	700
Commercial space demand (000)					
@ \$100/sq.ft.	2,000	3,150	4,400	5,700	7,000
@ \$140/sq.ft.	1,429	2,250	3,142	4,070	5,000

It is not unreasonable to assume that even on the absolutely most conservative basis that as the population doubles, the need for commercial space will at least double. Thus, the table above can easily justify 7,000,000 square feet or almost three times the total existing inventory of commercial space. Provision of competitive space and aggressive pursuit of quality commercial offerings would certainly strengthen higher estimates.

Therefore, Hillsboro can expect an average of 150,000 to 250,000<sup>4</sup> per year of new commercial space per year (or more) for 20 years. However, because of financial markets, public policy, and other factors, some years may be very slow and others may develop at two or three times the average.

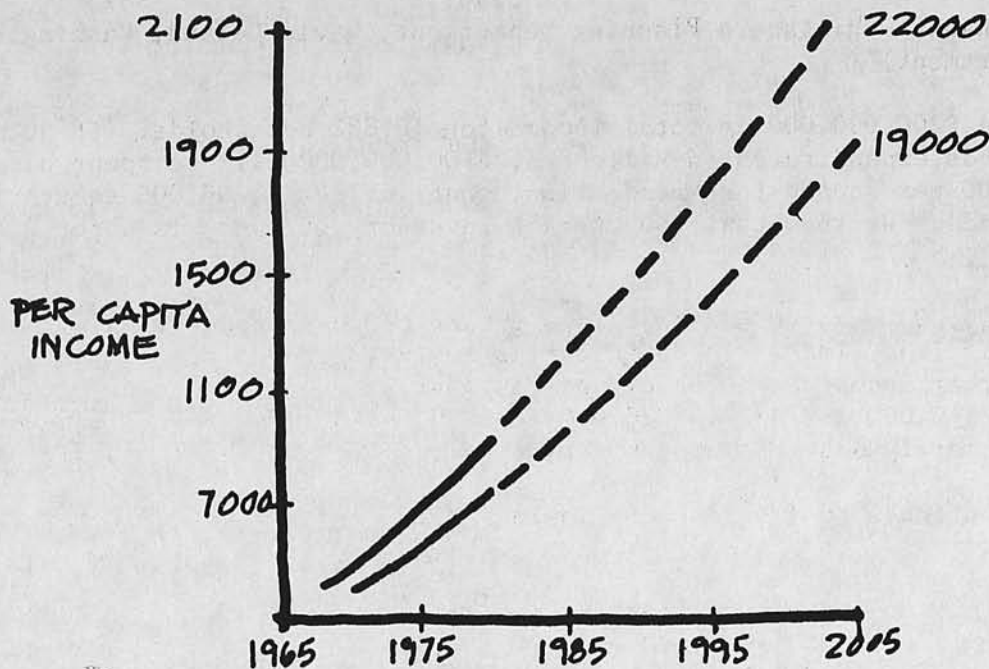
Hillsboro has the opportunity to direct and use this growth to produce special places. Alternatively, it will grow by pure economic and land owner pressures to produce the aspects residents have noted as characteristics of other cities that they do not want in Hillsboro.

"We may not be ready  
for what's coming...  
it's being thrust upon  
us."  
Bob Weil

How can the inevitable growth in Hillsboro's commercial future be used for the advantage of its residents?

What does Hillsboro want, and what might it get?

It wants and needs stronger traditional centers, and it wants and needs new



centers. It may have the former; it will surely receive the latter.

**\*\*Issue: A Major Department Store in the Main Street Area**

The old buildings on Main Street form the remaining vestige of the original county seat shops and stores. Since World War II population growth and changes in merchandising and personal transportation have pulled retail activity away from older streets with their limited parking and small store front buildings. This activity has increased in larger centers with off street parking and contemporary modes of merchandise display and marketing.

Larger scale retailers control this movement. They currently insist upon certain clear criteria for new store sites. Smaller store operations (which are often owned by large corporations) follow the lead of the majors. In doing so they reinforce the same rules of the game. They demand:

1. Clear visibility and identity of the

major stores from the freeway or throughfare.

2. A location in the center of a significant population.
3. A location with growth potential on site and for the market population.
4. General income levels in the market area in excess of regional averages.
5. Confidence that the immediate physical surroundings will be attractive and maintained at high quality.
6. The ability to control construction and operating costs of the physical facility.

A well located regional shopping center by a competent developer meets these criteria and is compatible with the decision process and schedule of major merchants. Only very rarely may a major merchant be enticed into a redevelopment area even in large wealthy markets. Each company





has its own criteria, but it must be able to generate enough gross sales to cover all costs including the mortgage on the new building. As a range, the store will be 75,000 square feet to 300,000 square feet or more and it will be expected to generate sales of \$100 to \$150 per square foot.

Few stores will locate alone. Almost all want other compatible and comparable operations to open at the same time or already be successfully located next door.

Since there are a myriad of opportunities available to corporate merchants, their problem is to select the best sites in the best market areas. They will normally spend time working with a redevelopment agency to create an opportunity. When that happens it is the role of the developer.

The Main Street area does not have either direct easy access or highway visibility. It is located at the extreme western edge of its immediate market and even farther off center from Hillsboro's future growth. The potential development sites are small, restricted and expensive. Market income levels are only slightly higher than the region's. The district is not well maintained, it is in transition, and its future is uncertain. Renovation of existing building for large scale corporate type retail use would be expensive and physically unsatisfactory. A major knock--down and rebuild process would by its nature damage the area as a whole as well as be expensive and probably, because of restricted sites and access, produce less than optimal physical facilities.

FOR ALL THESE REASONS (except the strength of the market area) THE LOCATION OF A NEW MAIN STREET DEPARTMENT STORE IS A PRACTICAL IMPOSSIBILITY.

Other uses to maintain and reinforce the existing commerce should be found for this area. The future of the Main Street area is discussed elsewhere.

Issue: A New Commercial Center

Other sites should be found to provide the goods and services that this entire community needs and will buy somewhere,

both now and in the future.

An ideal site in the geographic center of the future Hillsboro urbanized area exists in the form of the Washington County Fair Grounds. With a site of 70 to 80 acres adjacent to the airport and near Intel, it has the size, road access, and visibility to be a major community asset. Since a fairground has little ongoing use and generally preserves open green fields, it is logical to relocate the fairgrounds in floodplain or other lands intended as permanent open space.

Intel, airport, and general demand suggest that the site could be used immediately for motel and restaurant use. If in addition community facilities such as an ice rink, museum, or recreation center can be programmed over time, it should be possible to attract top quality commercial ventures to bring in movie theaters, stores, shops, and a small but top notch regional shopping center with major department store participation. Because of its central location near future large scale employment it is, and will increasingly be, an energy efficient location for transportation.



Most of the soils in the fairgrounds present several problems for urban development which, taken together, point toward high intensity development as in no other place in the city. Severe shrink/swell, seasonal or fluctuating high water table and very poor drainage are evident. The cost to correct these conditions to allow for any sort of development is high which suggests high intensity development (fill, supplementary drainage, etc.) is needed to share these high costs.

But it is critical to carefully program the entire site so as not to preclude future opportunity (i.e. employment and shopping with a light rail terminal at the southern edge.) Misuse of existing street frontage could restrict the entire site to inferior uses. THE FAIRGROUND SITE IS PROBABLY THE GREATEST SINGLE LAND ASSET LEFT IN THE ENTIRE HILLSBORO AREA. It could become the future cultural and commercial center of this sub-region.



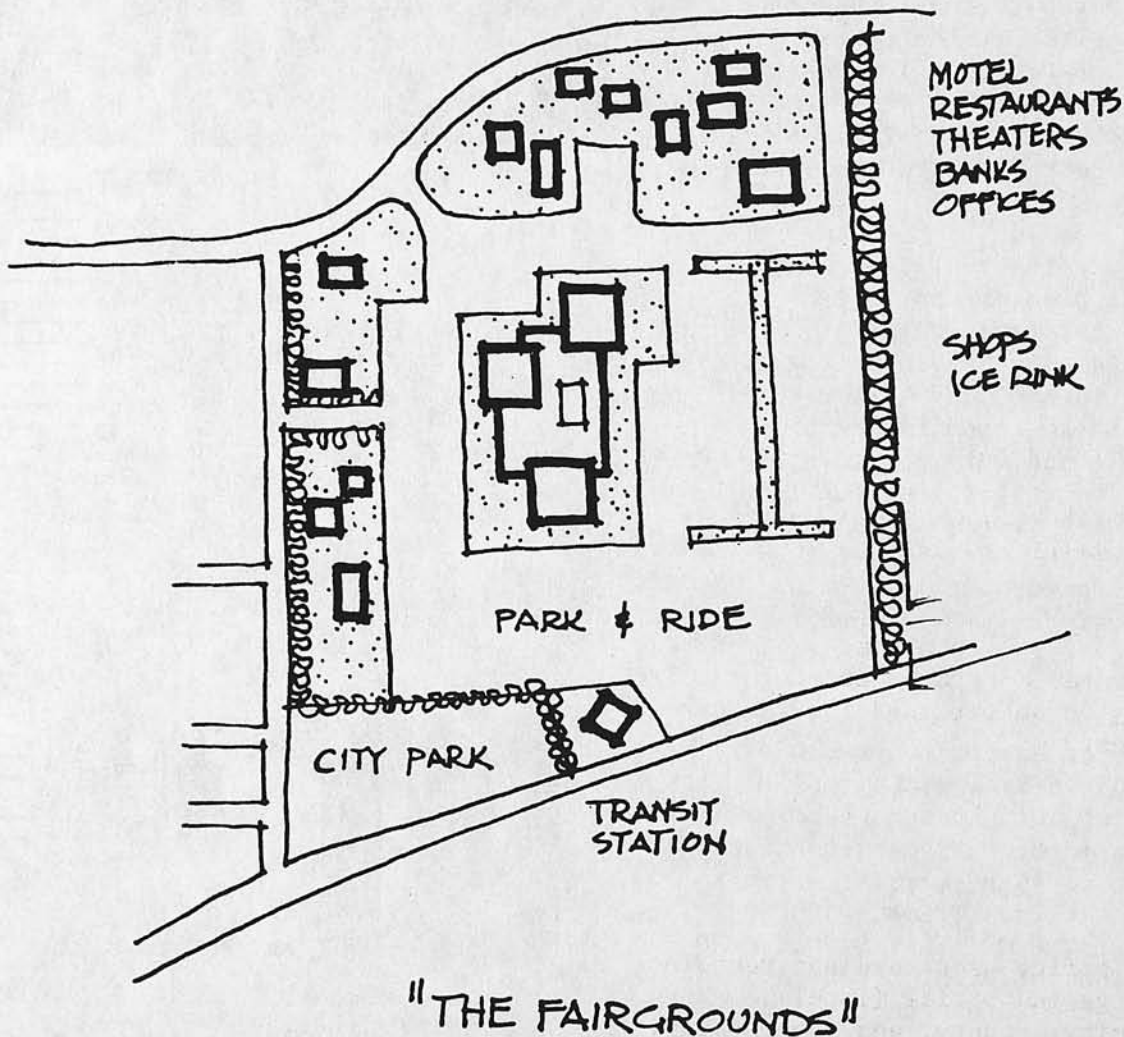
In the future its importance could complement the historic Main Street/Courthouse/City Hall area. It must be handled and brought into use in a very careful and logical manner.

#### THE FAIRGROUNDS

##### Need

This would be a unique center in the Hillsboro and Washington County community for cultural, commercial and recreational activity. Using the format and image of a permanent county fair, the following facilities could be developed on this site:

Motel  
Restaurant  
Full line shopping center with department stores  
Ice rink  
Theaters



Museum  
Tennis club  
Light rail commuter transit station  
with parking  
Banks  
Offices

This would be a small but growing regional center. But with public facilities and major integrated recreation uses, it could be more. To build it will take a lot of thought.

The image should be that of a County Fair. The organization of the site should be tightly controlled with full pedestrian access and interconnections. It ought to be easy to get around in, and it ought to be fun to be in.

## INDUSTRIAL

### Issues

Large employment centers in the form of Intel have entered the city. In many ways these are ideal industries. They are clean, growing, high-tech employers. Their facilities are attractive and they are employment-intensive. But the city should seek other and additional types of industry to continue the growth of employment opportunity and to diversify the industrial base.

### Needs

- \* Industrial sites and land suited to particular industrial purposes should be protected and reserved for that use.
- \* Sites near rail with the possibility of spur lines should be reserved for industry.
- \* Sites along a floodplain that protects views and vistas currently zoned for industry may be better used for residential purposes.

## OFFICE

### Issues

Three distinct office users are apparent in Hillsboro - large industrial (Intel), governmental (city, county, and some state), and small professional offices. Each



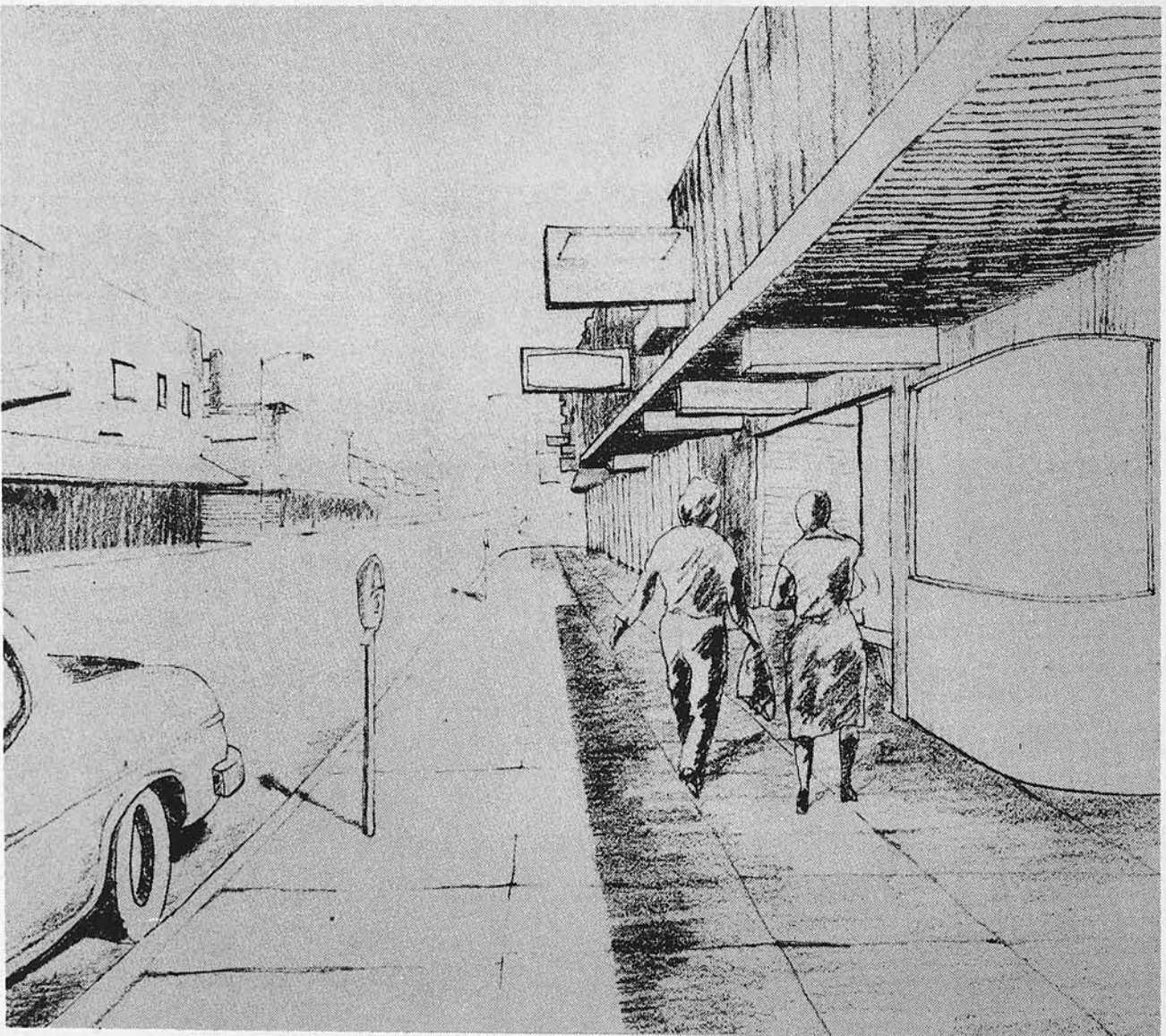


*"We need to create a  
different reason to  
come downtown."  
H. A. Mohr*

group seems to be satisfying its space requirements in the marketplace. A substantial amount of space is programmed to be built by the county, and a new City Hall is needed to replace an antiquated facility. This is discussed elsewhere.

#### Needs

- \* Retain second floor offices on Main Street.
- \* Provide a new City Hall.
- \* Locate new county offices so that they will enhance the Main Street.





# THE DOWNTOWN

## THE OLD DOWNTOWN

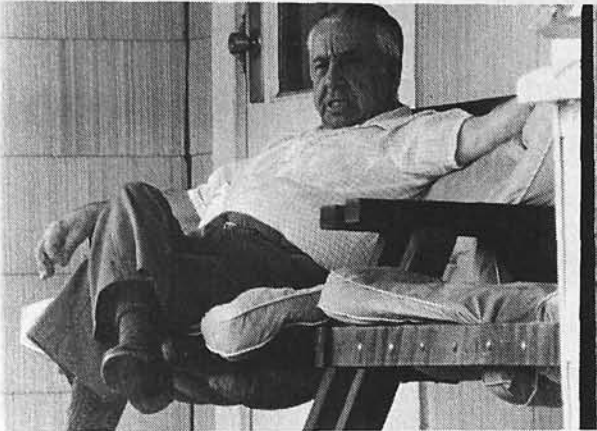
The people of Hillsboro praise the history of the place. They love the fact that it is old and that it has a past. They see that past as a visible presence throughout the city.

The people of Hillsboro also know that their city is a friendly place, and they are proud that they know the merchants and can meet their friends on the streets of the town.

And the people of Hillsboro value the city as a place where they can raise their children and enjoy the company of their neighbors and fellow citizens in a wide range of community activities centered in the church, garden club, school and downtown.

They feel that these values are threatened by the explosive urban growth that surrounds the old town center,





and in the center they see a decline if quality in the physical setting. They have good cause to be concerned, but they also may justly hold high expectations of the future. Historic, friendly, sociable Hillsboro survives, and it may thrive as it grows in the future.

Issue: Traditional Values and Constant Change

The historical and traditional values that the people of Hillsboro love are seldom embodied in buildings or areas with a strong, visible, historic presence. Instead, they are found in a few buildings and in a great many memories and recollections, some reaching far back and others quite recent. These values are stronger in sentiment than in actual, visible fact, but they are very important to the citizens and to their sense of their city. They must be protected, and they can be protected if special attention is paid to the visible parts of the city where the citizens see them.

The congruence of sentiment and buildings is found in three parts of the city - the Courthouse Square, the Main Street shops, and older residential areas. Together, these three areas constitute the downtown areas.

The Courthouse Square is easy to locate. The Main Street shops lack definition and have begun to look shabby. The residential area is now quite extensive and ill defined. Each calls for a separate analysis and different set of recommendations.

Issue: A Commercial Downtown

In the past the governmental, commercial and residential areas existed side by side but each had a clear definition. The Courthouse dominated, and along Main Street and on a few cross streets a collection of commercial and professional uses were placed in an easy mixture of complementary buildings and uses, often in the same building. Now, things have changed.

The Courthouse still dominates. Luckily, the noble Ionic structure from 1928 survives with superb grounds on two sides. Fortunately, these are the two sides

that provide the best sense of continuity, both historical and physical, with the historic section of downtown.

The commercial and professional area of downtown does not present the same clarity of a close relationship with historic Hillsboro. As these buildings were built along Main Street, they always presented characteristic features. There has always been diversity both in the type of goods and services being offered and in the buildings that housed them. Main Street offered the top quality goods and services, while south of it, in the direction of the railroad spur in Washington Street, could be found the other things essential to the community and the region. Main Street always changed, and the change in the last fifteen to twenty five years have produced types of change that now concern the people of Hillsboro. It seems to them that Main Street no longer has a monopoly on the best goods and services and that the buildings lining it are no longer the best in town.

During the hundred years that Main Street dominated the town, a period that ended about twenty five years ago, the essence of Main Street was slow but constant change. Only the storm of 1962 produced drastic change, as many stucco fronts testify.

Hillsboro has never been so poor that buildings have not been renovated. The result is that there is no historic storefront at ground level and only two structures without new surfaces above that. But Hillsboro has never been so rich or grown so rapidly during a brief period during its first hundred years that a new, large building or group of buildings appeared to produce a drastic change in the scale or character of the street and stamp it with the mark of that moment. The result is that the street changes little by little, and everyone could adjust to the change as it occurred and believe that the street was remaining the same.

The same process has brought change to Main Street during the last twenty five years with this difference - it has not been the only place where high quality goods and services were to be

"The current vacancies can probably be attributed to poor management rather than lack of opportunities to lease."  
Jim Harp



change are the two story block on the northeast corner of Second and Main, the two story block on the southwest corner of Third and Main, and the old Public Library on the northeast corner of Second and Lincoln. All the other structures ought to be changed, but the change should not be done for the sake of change alone. It ought to be done in order to restore the vitality of the historic presence that Main Street has always had for the people of Hillsboro. found, and the quality of the design and materials used in making changes in the buildings has been uneven. Sometimes these have been low quality, and sometimes they have been well intended but still insensitive. But the result is the same in the perception of the citizens - Main Street has not changed, although it has always changed.

### Needs

THAT IS PRECISELY THE SAME PROCESS THAT MUST BE CONTINUED IF THE STREET, THE VERY HEART OF THE CITY, IS TO REMAIN UNCHANGED. Only three structures ought to be immune to change, and the change that occurs elsewhere on the street must be done with greater care and sensitivity than before, but change, the essence of Main Street, must continue.

The three structures that portray a high quality of historic architecture and that maintain the integrity of their original construction to a degree sufficient to warrant their protection from

A SUCCESSFUL FUTURE FOR THE DOWNTOWN CAN BE ASSURED BY RECOGNIZING THAT IT IS THE PROPER PLACE FOR HILLSBORO'S QUALITY GOODS AND SERVICES AND THAT THESE REQUIRE BUILDINGS OF HIGH QUALITY.

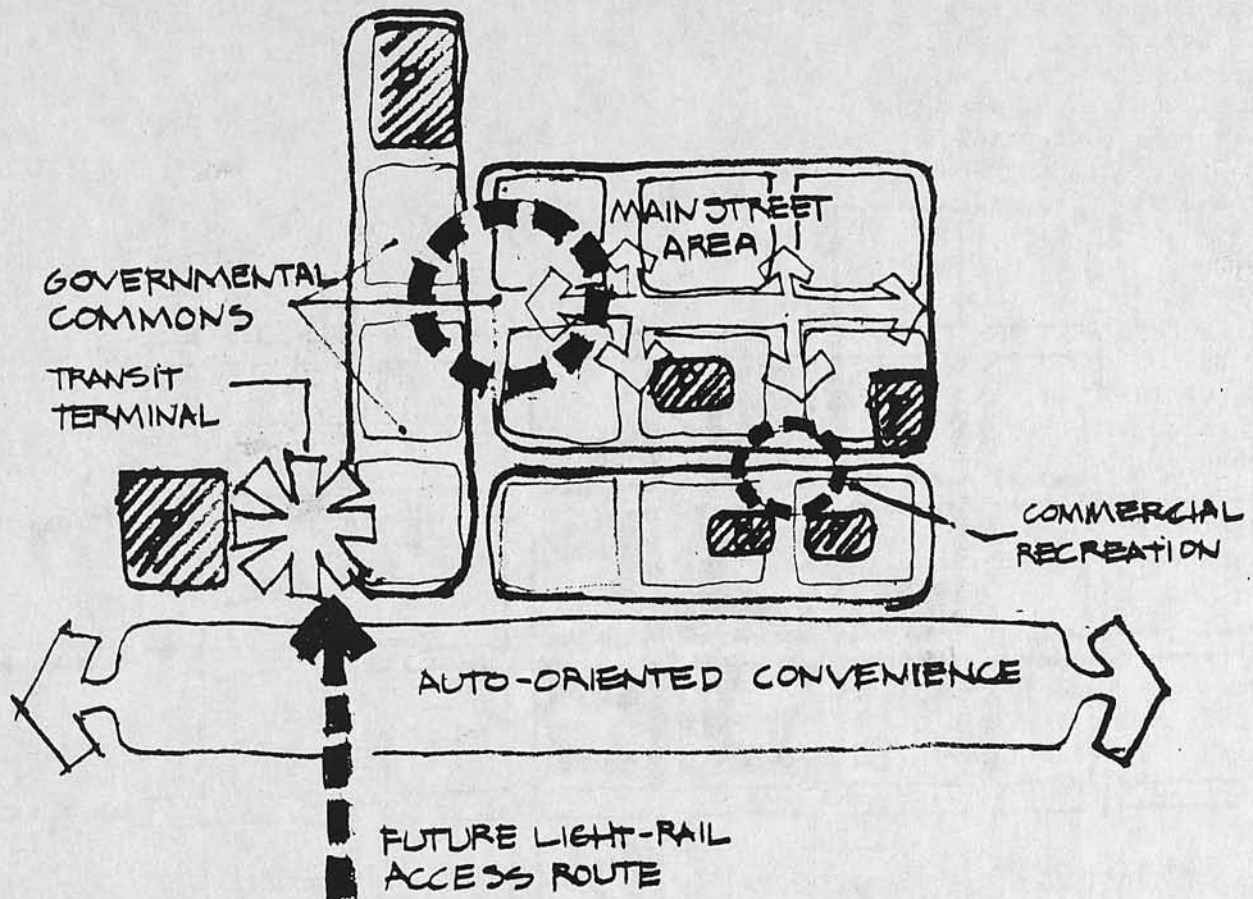
Downtown must remain small in scale. The present and the future require large scale merchandising techniques and large buildings, but these must be excluded from downtown. In the present and the future there will still be a need for the hardware store where the merchant knows what he has and can provide it, the baker who knows how to make goods worth serving to special guests and on special occasions, and a pharmacy that can hold a lunch



counter that can hold shoppers who know one another.

Downtown must continue to attract merchants and customers of quality, and it must have an increased number who handle and buy goods of quality. ATTRACTING THEM AND ASSURING THAT THE BEST QUALITY GOODS ARE THE STOCK-IN-TRADE MUST REMAIN A HIGH PRIORITY.

To do so will require a more vigorous merchants' association with a clearer sense of downtown's role and goals.



#### DOWNTOWN--OFFICE AND ADMINISTRATIVE ROLE

##### Issue

Traditionally, downtown has provided services as well as goods. These services are the ones needed because Hillsboro is the county seat. Thus it needs lawyers and title companies, it also needs the professionals found in any vital community--doctors, architects, real estate companies, banks, savings and loan institutions, and so on.

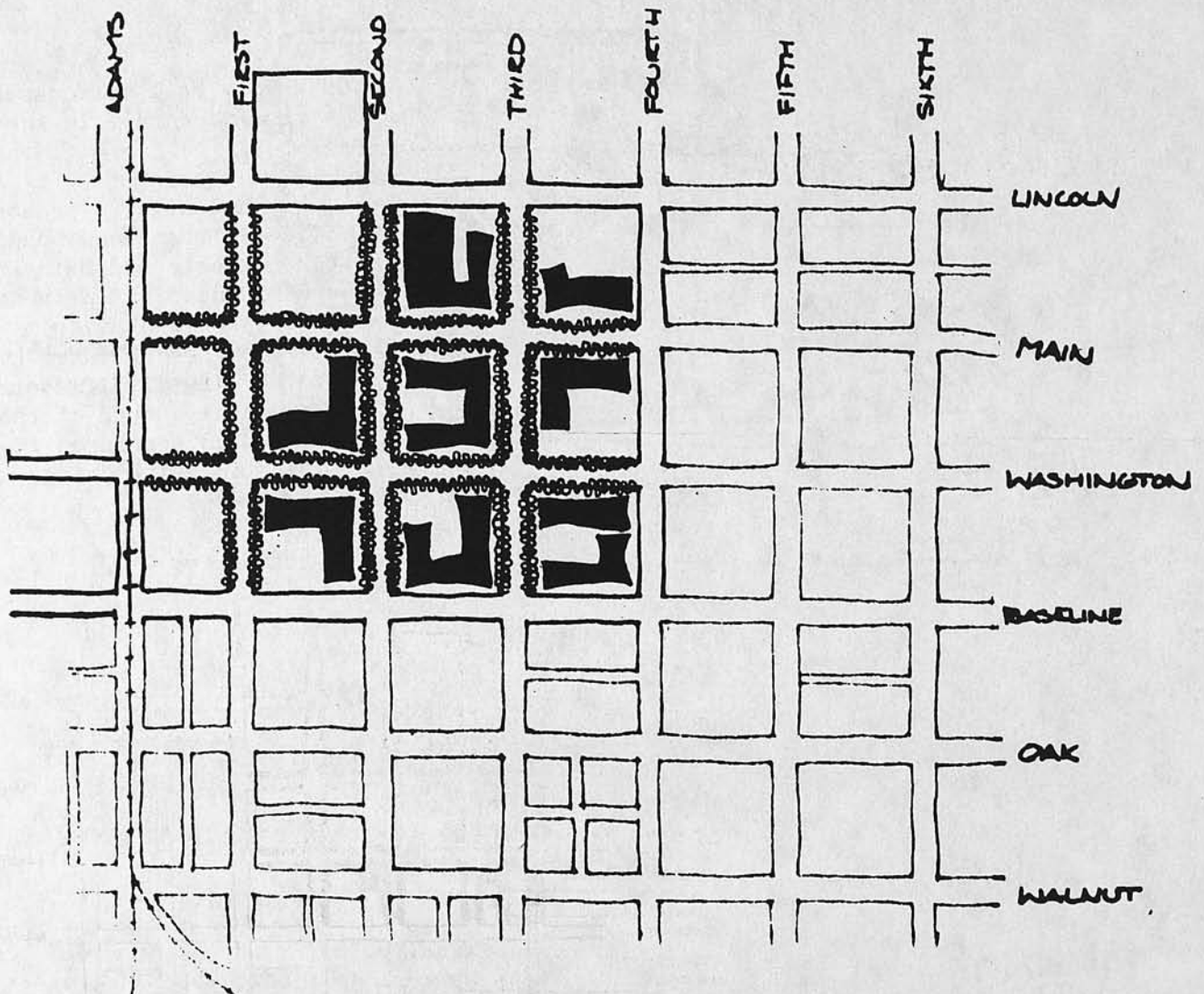


## Needs

Traditionally, these have been mixed together with commercial outlets, formerly by being placed on the upper floors above shops, but increasingly at street level. Professional offices and banking operations should not be allowed to intrude into the vital frontage of Main Street. They ought instead to be accommodated above the ground floor along Main Street or next to Main Street along the side streets. As much as possible, their design ought to

follow the guidelines presented below for commercial structures fronting on Main Street.

As Hillsboro grows, so too will the demand for such services. Those closely related to the needs of dealing with governmental officials and those most needed by the elderly ought to be encouraged to find a place in very close proximity to Main Street and the downtown it and the County Courthouse dominate.



GENERAL RETAIL

## DOWNTOWN--AN ADDED ROLE

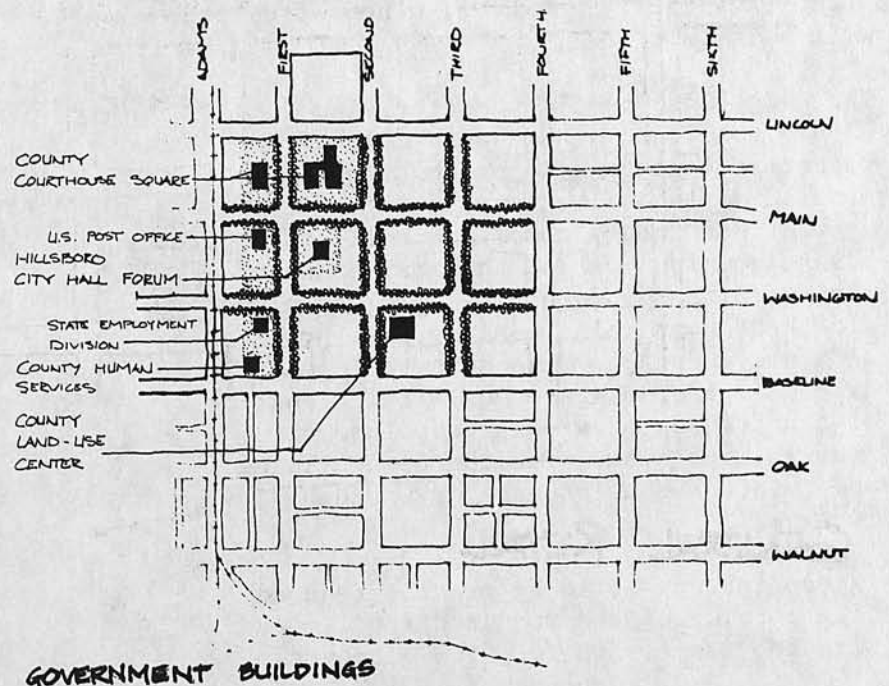
### Issue

When Hillsboro was a small town serving as the seat of a large rural county, it was appropriate that its dominate public building was the County Courthouse. Soon Washington County will be much less rural and Hillsboro will be much larger. The courthouse must remain prominent. Along with a farmers market and an added diversity of locally produced and handcrafted goods available from downtown merchants, the prominent courthouse will remind Hillsboro of its historic past and of its rural origins.

### Need

Soon, however, the City Hall must assume a more visible and prominent role in the city and its affairs.

A new structure on a new site is proposed here. The new site--in the block bounded by First and Second Streets and Main and Washington Streets--is near the present site. This proximity would provide continuity with its long established site, an important historic site in Hillsboro. But it is also immediately south of the County Courthouse, and is separated from it by a large plaza. The site brings





together the two main centers of government in Hillsboro, and the design of the site both sets the new City Hall apart from the County's building and provides for a public forum and meeting space that can be used for special functions throughout the year.

One of the major elements in this open space would be an amphitheater with a portable tent cover and an acoustic shell to meet the needs of the performing arts. Normally, the forum would appear as an open, brick-paved area opening to Main Street and leading to the great Sequoias across it. Extensive planting within the forum would link it to the greenways and pedestrian paths penetrating the Main Street area. These, and Main Street itself, would achieve particular prominence on special occasions when vehicular traffic would be excluded and the city's center could be taken over by its residents and visitors enjoying themselves and the society of their friends and neighbors.

#### Issue

One of the most significant roles of the downtown area has been to house the Washington County government facilities. This use must continue.

#### Need

The county, however, needs more space. As these needs require satisfaction, additional space can be rented in the downtown area. Eventually, however, a new structure will be required.

The Long Range Facility Master Plan for Washington County that was completed recently suggests a major construction program on land immediately west of the current Courthouse complex. While there are advantages in locating this rather heavy concentration of county facilities on one site, there are also considerable problems with the proposal. Its size could easily overwhelm the delicate scale relationships of the present area a large volume of traffic would come with the new building and a vast amount of parking would be required.

These problems could be greatly reduced if a portion of the required facilities were located elsewhere. Two elements

*"There is a lot of charm and friendliness and warmth in a small downtown area ..."*

*Carol Loughner*

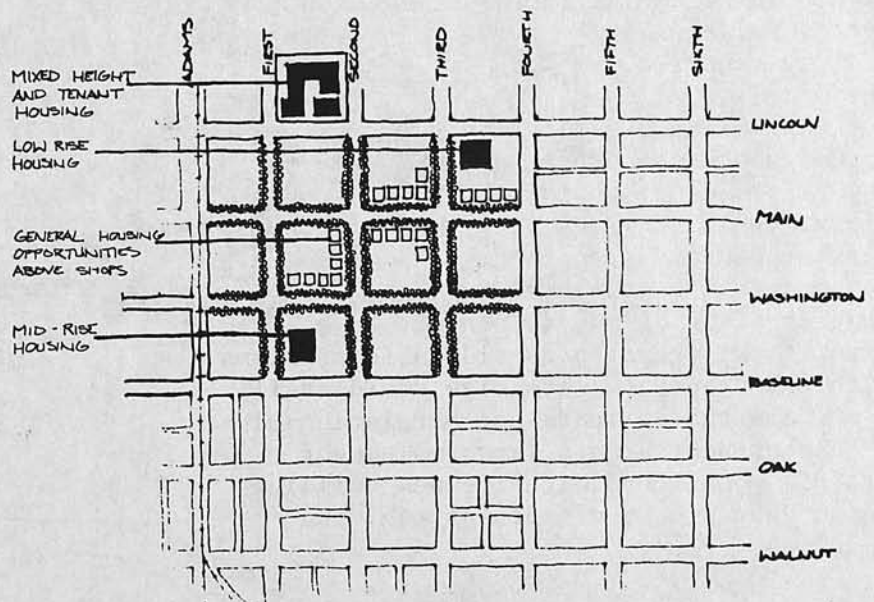
called for in the plan--the Human Resources Services Center and the Land Use Center--would be especially suitable for locating in a site distance from the downtown center.

The new county structures that are built must be designed with great care and sensitivity. They must honor the current scale and character of the downtown area and still produce an impression of importance appropriate to the central, historic role the county center has always played in Hillsboro. The character and quality of the 1928 structure would be an admirable model to study.

#### HOUSING IN THE MAIN STREET AREA

##### Issue

To support commercial activity and to bring more vitality and life into the Main Street area, especially after work hours, apartments and housing units should be reintroduced into areas around the Courthouse and into second floor spaces over shops. Both younger people and the elderly could benefit by units designed for their needs in new and renovated structures. Infill sites on side streets could add 2 to 10 units apiece while full block projects would provide 40 to 60 units with or without parking. More residents nearby will greatly enhance the visibility of the shops,



DOWNTOWN HOUSING SITES



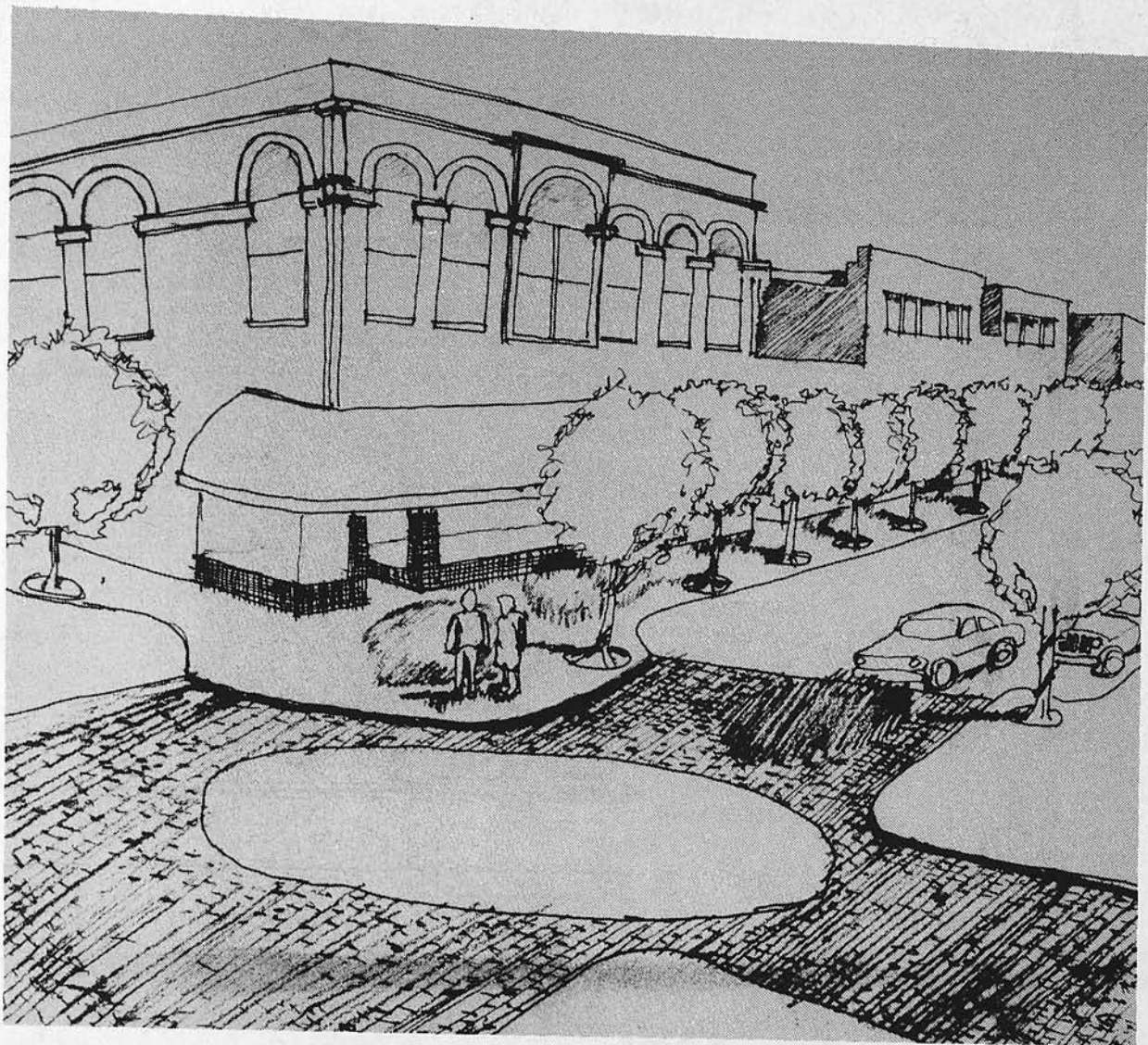
just as a policy of locating governmental parking with the commercial area between the parking and the office will also help.

The sketch diagrams show possible sites for residential facilities in the Main Street area around the Courthouse and north of Main. Units should be scaled in size and materials selected to be compatible with the area. They should also be designed to make full use of - and contribute to - the area's convenience and urban amenities.

#### DOWNTOWN AUTO CIRCULATION AND PARKING

#### Circulation

No change is proposed to the basic one-way and two-way street circulation systems which exist in the downtown area. The existing grid pattern provides an efficient and uniform distribution of auto access throughout; street closings, which would disrupt needed circulation efficiency, are not called for. Minor modifications to the pedestrian shopping zone along Main Street are proposed. These would enhance the sidewalk appearance and clarify the roadway edge. They would also accent the parking base by extending sidewalk curbing into the parking area at corners and perhaps at mid-block pedestrian crossings as well.





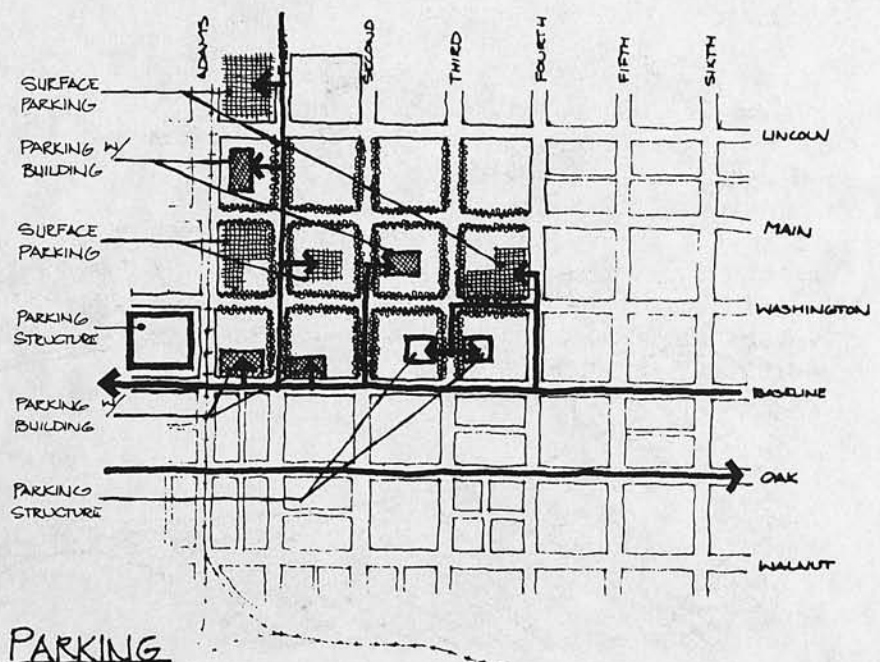
## Parking

THERE IS AMPLE SPACE DEVOTED TO DOWNTOWN PARKING.

Several past studies have confirmed that there are sufficient parking spaces downtown. The "parking problem" is caused by inefficient use of the spaces devoted to parking, lack of access from the parking areas to the shops and offices, and the shoppers' reluctance to walk more than a block from the car to the store.

Recent studies have shown that there are over 2,000 parking spaces in the downtown area. Use of 85-95% of total available space is considered full capacity. Prior studies and our own observations confirm that usage is well below that range. The number of parking spaces could be expanded even further by the combination and re-alignment of existing lots. The crazy-quilt pattern of many interior blocks leads to wasted spaces. Devoting 3 or 4 spaces to the exclusive use of a particular store is wasteful. At the same time, single purpose large lots are also wasteful. Some of the large lots, such as those owned by the Argus, reserved sections of the city-owned lot, and that of the First National Bank of Oregon all had very few cars at 1:00 P.M. on a Friday afternoon.

The second problem is the lack of public access from the parking to the stores.





This can be accommodated by cutting out a few access corridors to the street and by providing additional access through the rear entrance. Some stores can easily accommodate customers, who could enter through the rear, while others cannot. The stores that can be entered from the rear will serve as additional access corridors to Main Street.

The third problem is one of public perception and attitudes. People like to park in front of the store they intend to patronize. Although people regularly walk great distances in the parking lots in malls, they are less willing to do so downtown. The problem can be eased by increased visibility of available parking. The merchants should attempt to make the rear areas of their stores pleasant to look at even if they will not be used for entrances. The downtown area should be made a more pleasant area to walk in once the shopper has arrived. All of these things will help ease the perception that parking in the downtown is inadequate.

The meters in downtown are controversial, but it is essential to have some method of regulating the time a car is parked. An alternative to metering is the use of zones with colored curbs to show the time limitation. This requires that the regulation be enforced by chalk marks on car tires. Hiring the enforcement personnel will be more expensive, but removing the meters will allow greater flexibility in the use of sidewalks and landscaping.

The city's proposed budget of February provided \$62,000 toward acquisition of parking facilities sometime in the future. Some funds will be needed to update parking designs. Although state law discourages cities from acquiring existing parking lots for parking purposes unless significant expansion is planned, the Development Commission should have the flexibility to acquire these lots if cross-use agreements cannot be made.

*"There's plenty of parking,  
it's just the way it's  
being used that's a  
problem."  
Tom Hughes*





### Bikes

An improved pedestrian bikeway system leading to the downtown would provide an opportunity to encourage downtown workers to walk or bicycle from residential areas to the downtown. It is discussed elsewhere. In the Main Street area, bike rack improvements could be provided as part of the street furniture.

### ROLE OF STREET EVENTS

#### Major Community Celebrations

"Western Days" draws people to the downtown from throughout the county. During "Western Days" there are few complaints about parking; people are willing to walk when they get something special in return. The special status of downtown is shown by the Fourth of July parade during "Happy Days" -- the only one in the state. The community should encourage the view of downtown as something special by increasing these activities. The community is ready to try as the St. Patrick's Day parade this year showed. Another opportunity is a "Farmer's Market," perhaps to be begun as a yearly event over a long weekend. A more elaborate proposal appears elsewhere.

#### Group Performances Events

Every segment of the community should be encouraged to use the downtown as a place to show off its talents and accomplishments. These include high school bands (perhaps in competition), club shows, and art fairs--as many as possible on the courthouse lawn. Other groups can be encouraged to use downtown by opening up available facilities and designing new facilities for multiple uses. Card tournaments, slide shows, and lectures, could be allowed in a newly built city hall.

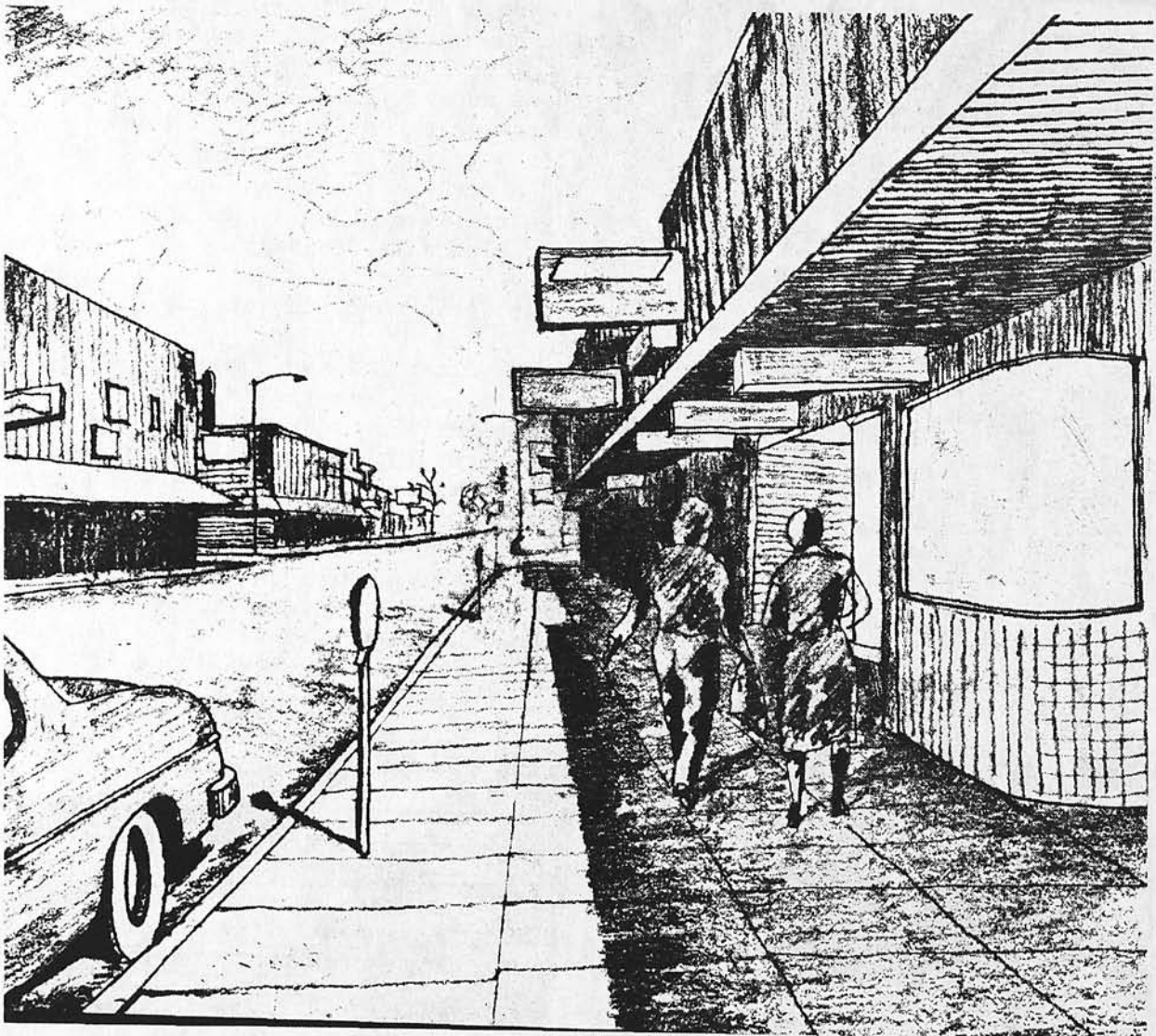
#### Individual Happenings

Local merchants should encourage individual performances by musicians, portrait artists, jugglers, and magicians. An organization of downtown merchants could rotate the responsibility of providing the incentives to draw them.



## A Farmers Market

In addition to more shops offering quality goods, greater diversity is needed in the downtown. Proposed here is a farmers market that would offer home grown produce, flowers, hand crafted goods, and other products that are not available through traditional retail outlets. These items are characteristic of the past. They ought to be made available in the historic downtown by regular merchants, especially during the various promotional events that allow people to be reminded of the uniqueness of the downtown. Main Street area merchants also ought to be encouraged to offer speciality items such as gourmet and imported foods and handmade decorative and accessory items for home and fashion that are not easily handled by newer retail outlets found in modern shopping centers.

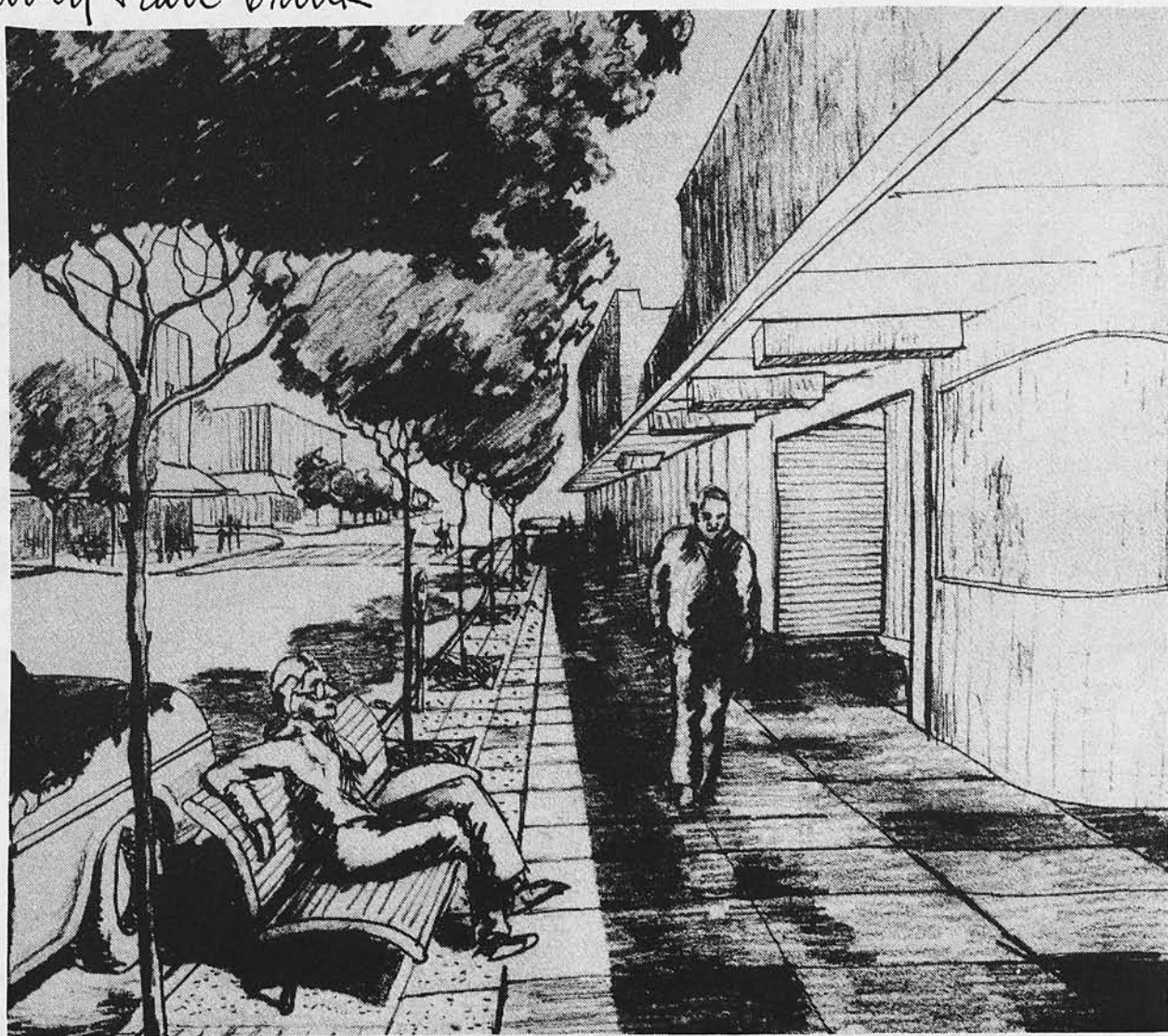


"I believe that if you surround people with with quality - in architecture, landscaping, merchandise and service - the response will be a renewed pride in the community, an appreciation of its merits and loyalty to the hometown merchants."

Nancy Jean Brink

#### SUPPORTING DESIGN CONCEPTS

Special attention must be paid to the visible qualities of the downtown area. What is built must produce a visible continuity between the downtown and the surrounding city and bring attention to aspects of Hillsboro that make it unique. Three elements require special attention.





A. The Courthouse Square and its Connecting Greenways

The five great Sequoia trees, the rich and mature planting, and the broad, well-tended lawn make the open areas within the Courthouse Square a delight and a highly visible and distinctive element. The trees rise to indicate from throughout the entire region where the square is. The rich landscape rewards the visitor who reaches that central, historic place. THE HIGH QUALITY OF THAT PLACE MUST BE MAINTAINED.



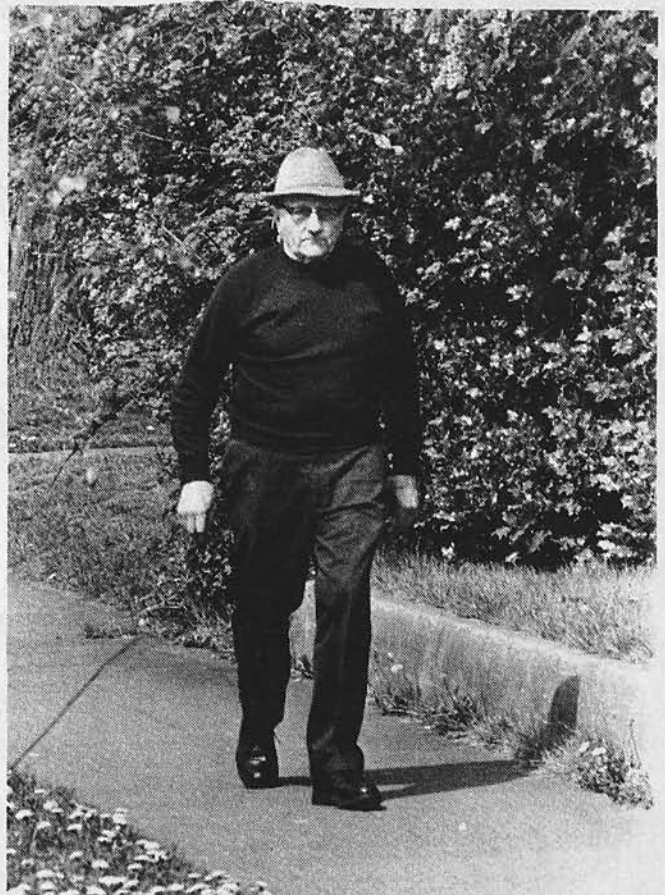
It must also be connected in a more visible way with the other landscape elements that make Hillsboro distinctive. Elsewhere in this report it is proposed that green fingers reach into the city from the surrounding open lands. These will reach the downtown area from the northeast. They must be continued into and through the downtown area.

It is especially important to produce a great richness of vegetation - trees and bushes in particular - reaching southward from Bagley Park through the proposed historic district and along the east side of Second Street from Lincoln to Main. This will help to define the eastern edge of the square while establishing a link between it and the residential area to the northeast and the Main Street area to the east and southeast. The plantings here will unite with the trees proposed for Main Street and reinforce the sense of continuity between the city's historic commercial and professional center and the historic dominant element of the city and the county. Finally, the planting will then be extended southwestward to connect with the proposed City Hall complex.

B. Parking Centers and Pedestrian Paths

The southern sides and parts of the western side of the downtown area will contain a heavy concentration of parking. It is essential that the visual impression of these parking areas be softened by planting and that the landscape scheme be coordinated with the greenways.

The pedestrian paths leading from the parking into the diverse mixture of



governmental, uses and activities in the downtown will be parts of this landscape scheme. The greenways entering mainly from the northeast will have pedestrian and bike paths; the pedestrian paths leading from the hard parking areas will be softened by having landscaping.

Luckily, vegetation grows and flourishes in Hillsboro. That great asset and local characteristic must be exploited to benefit and enrich the lives of Hillsboro's residents and give the city a distinctive character. The city's informal motto might well be "Urbs in Orto" -- "City in the Garden".



### C. Form and Appearance of Main Street Area Buildings.

To provide the kind of downtown Hillsboro deserves will require greater care in the changes made to the physical character of the streets. Changes are not to be discouraged; indeed, bringing change to the physical appearance of the shop fronts in the Main Street area should be encouraged, but it should proceed at a slow pace. Sudden and extensive alteration would produce an unacceptable change.



Only two structures warrant special protection. Both need restoration. The commercial block on the northeast corner of Second and Main should have changes made to the facade facing the Courthouse Square that will restore it to its original appearance or produce an attractive facade that contains the quality and type of design it originally had. Historic photographs may be available to aid in restoration, if that is possible, or to guide the design of new construction if that is the only change that can be made. Subsidy through the U.S. Department of the

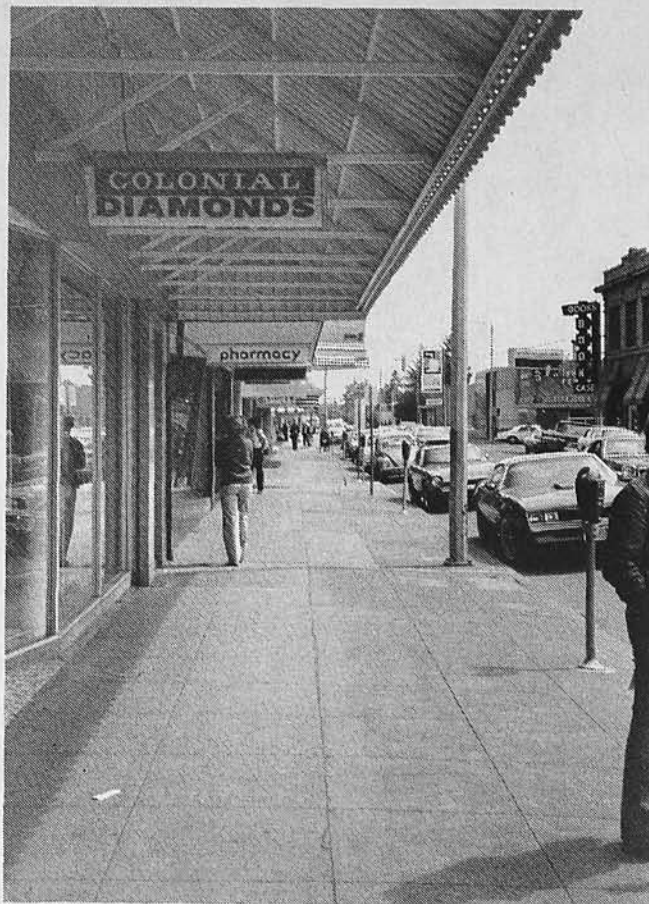


Interior Historic Grants-in-Aid program should be sought for work on this building. The Main Street ground level store front might be altered in coordination with that work; it may be that the original cast iron columns are still in place to be used in the new store front.

No change should be made to the second story of the structure on the southwest corner of Third and Main. When it becomes time to rebuild the ground floor store fronts, every effort should be made to incorporate old elements that may be hidden under later work. If none is present, a design sensitive to the rest of the original building should be used.

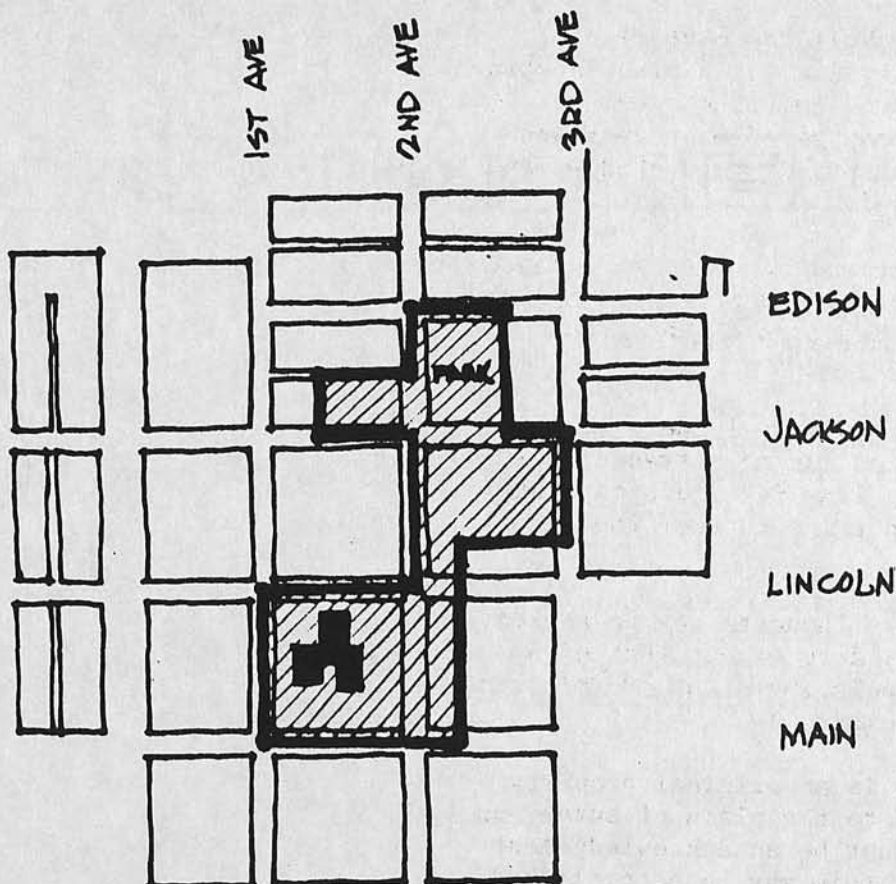
ELSEWHERE IN THE MAIN STREET AREA THE FOLLOWING REQUIREMENTS MUST BE SATISFIED:

- \* No structure may have a front facade that exceeds three stories; any structure higher than three stories may rise above the third floor only after a setback of at least twenty feet.
- \* The face of the building must rise from the property line as a plane continuously from ground to silhouette, although there may be minor recessions and processions that produce shadows and continuous relief.
- \* The vertical elements should predominate over the horizontal except at the silhouette and the tops of the ground and second floor levels.
- \* On the ground floor level there may be an indentation for an entrance, but at the property line its width may not be greater than twice that of the actual entrance door.
- \* The cornice or silhouette may be broken and take on any form except that of a pediment or cupola emulating or imitating an historic element.
- \* Wherever there is an original property line according to the plats of survey on record there must be an acknowledgement in the facade; this may be accomplished by providing a vertical strip or thin buttress or other element that provides a change of material or a shadow line that runs continuously from the ground



floor or from the top of the store front to the silhouette.

- \* The outer surface of the facade must be the same material as the outer layer of the actual wall and must be structural in character or be a substantial environmental barrier. For example, thin veneers of metal or vinyl siding, or ceramic tile, or brick laid in a non-structural bond or pattern are not allowed.
- \* The design should make use of a limited number of small scale decorative or structural elements, or both, in a repetitive pattern.
- \* Any canopy added to the facade should be designed as a part of the facade and not designed as an extension of the design of the canopy of an adjacent building.



IDENTIFIED NATIONAL REGISTER HISTORIC DISTRICT





# IMPLEMENTATION

A continuing planning process is necessary if the rapid growth and change facing Hillsboro is to be addressed and managed well. The team has noted that many planning skills are available in the administration staff, as evidenced by the quality of work being performed.

The team also feels strongly that, just as our own R/UDAT team is composed of members from several disciplines, the planning staff of Hillsboro should have a balance of disciplines to best serve the citizens of Hillsboro. Of particular note is the absence of personnel with a design background. In some instances, such talent can be gained through contracted services to supplement staff capability. The team feels that this is a critical time in the development of Hillsboro, and strongly recommends the addition of an urban designer or landscape architect, and preferably both. For the additional cost, the citizens of Hillsboro would receive

*"I belong to that  
field..."  
Ron Holloway*

enormous benefits as a result of continued monitoring and planning of the physical and environmental qualities of the community.

A two level phasing plan should be introduced into the planning process, which can provide for both long range planning necessary to establish the broad context of city progress, and short range planning to identify specific steps continuing programs which move the city toward its long term goals. Too often, plans are drawn calling for ten years of growth, but when the citizens are asked to provide tax revenues for the specific pieces of such a massive undertaking, they balk.

In general, public participation in the planning process is a critical ingredient obtaining both local and outside, whether government or private, funding for staff and programs mandated by city ordinance. When such citizen participation is an ongoing process, as it has often been in Hillsboro, city staff are usually in a much better position to the outcome of specific questions of funding, programs, budgets and the policies they reflect.

#### FISCAL

The commission should begin to implement those policies that require minimal funding as soon as possible. Commission policies during the implementation process should seek a balance between projects that will show positive investment returns and those that are a long term benefit to the city regardless of profit to the commission. The commission should consider joint venture contracts with top quality development professionals who will build projects on a fee basis. In this case it is not unusual for the land owner to receive a smaller return in earlier years for a larger share later on. Professional advice is needed on all aspects of these arrangements.

Tax and income revenues should be programmed to fund additional improvements as well as debt service. Loan guarantees using unexpended bond funds as collateral may be as effective as cash investment in certain joint venture arrangements.

" We the public do not expect miracles for our money, but we cannot tolerate waste either! "  
Jim M. Sherman



Land acquisition, improvement and subsequent resale can be highly risky as well as highly profitable. While sound economic considerations are required to assure permanence, the public policy goals of the area improvement should not be lost through developer greed nor commission inexperience.

The sources of the commission's funding are described in the following section.

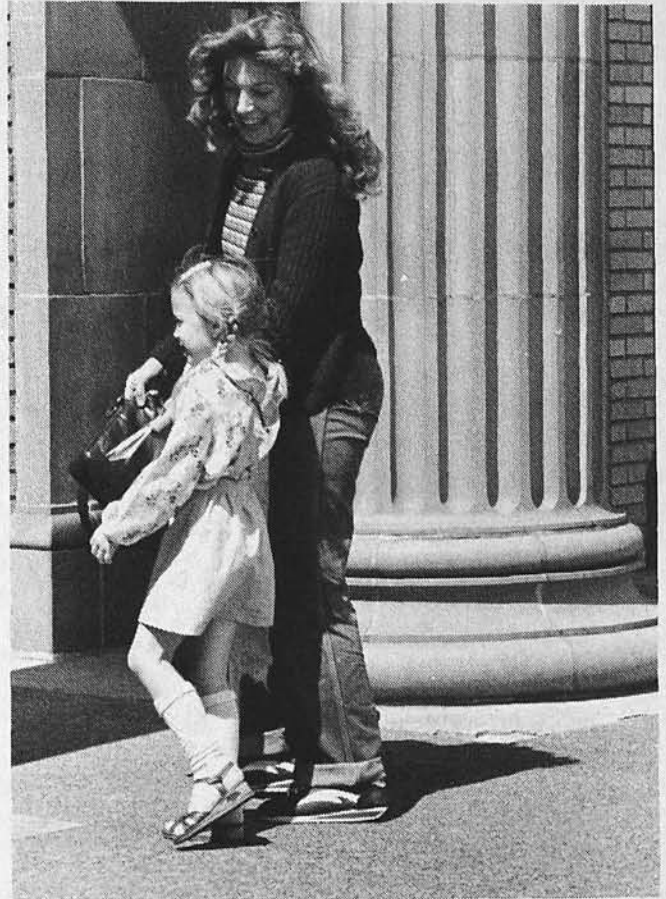
#### REGULATORY - GOVERNMENTAL THE HILLSBORO DEVELOPMENT COMMISSION

The Hillsboro Development Commission can be a very potent force for accomplishing the policies and recommendation of the report.

The commission's first task in doing so is to propose an Urban Renewal Plan for review by the City Council. The plan should include an outline of the project, an explanation of its relationship to local planning objectives, a description of the expected, physical, social and economic impact, and an estimate of the costs and sources of funds.

The commission has great discretion in the selection of the area to be within the plan, and can include residential as well as commercial areas. Any area the commission might want to include as a practical matter, could be found to meet one of the requirements for inclusion within the plan area.

Even before adoption of the Plan, the commission can start a program for voluntary repair and rehabilitation of units, and carry out demonstration projects. The Plan itself can use among its elements virtually any power held by government, including the acquisition of land by purchase or eminent domain, and forming agreements with landowners regarding the use of their properties. A specific example includes the power to sell land for use by private enterprise at a price less than its cost of acquisition to encourage a specific use. The sales agreement would then limit the owner to the uses specified by the Plan and could provide timetables for the construction of improvements.



The commission has the power to raise funds through bond issues and by requests from other agencies. The team believes the project should receive its funding from citywide revenues and by coordination of special assessment districts. The citywide property tax can be specially designed so that taxes from increased values in the urban renewal area will apply directly to the financing of the project.

#### OTHER AGENCIES

##### METRO

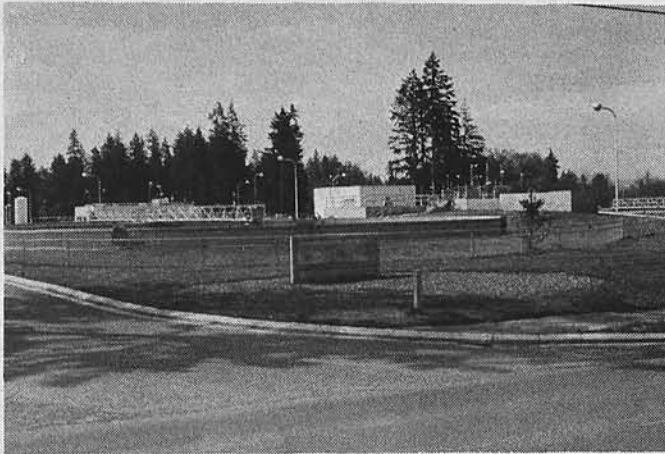
A phenomenal array of state and local agencies have a say in the future of Hillsboro. Most impressive to the R/UDAT team is the regional planning concept behind Metro, and the mandate of the state Land Conservation and Development Commission that local planning authorities comply not only with general guidelines but also with specific directives of this newly created, regional commission that has no traditional political base. The concept is not unique, but it usually is applied only to specially sensitive areas such as coasts, lakes or marshlands. The most important potential effect on the future of Hillsboro involves the light rail transit plan by Metro. Hillsboro has the opportunity to influence this choice by its land use policies.

##### CITY

We believe from what we have seen that the city of Hillsboro has a good staff of competent professionals who can effectively implement a development plan calling for new directions. As we have said elsewhere, that staff should include one or more design professionals. (This assumes of course that some city budget will ultimately be passed.)

##### COUNTY

County government is likely to be less effective, if only because of their weak financial condition. The direct impact of county policies on Hillsboro is small, except for the fact that the bulk of their employees are located at the focal point of the Hillsboro downtown. The county's plans for expansion and location of



"We are fortunate to have a good City government and planning process."  
Mike Heston



facilities will have a tremendous impact on the development of downtown, and lobbying efforts of the city should be directed to influencing that decision to encourage growth as suggested by this report.

#### PORT

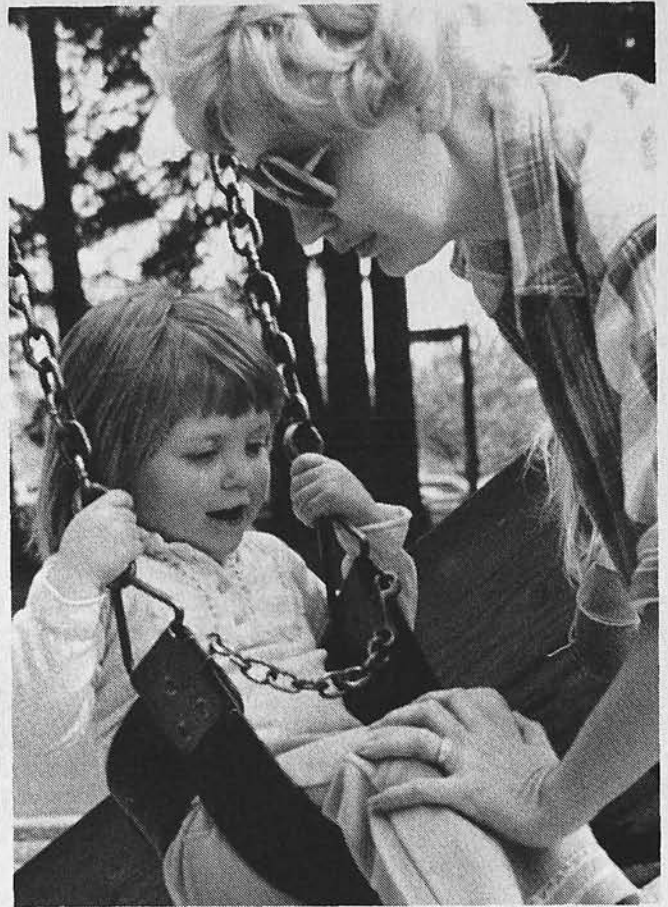
The Port of Portland seems prepared to comply with the planned maximum limits for the Hillsboro Airport, of 400 based planes-only 50 more than the present occupancy. The Port has some flexibility to encourage industrial development on Port property, but the Port authority (considered separately from the presence of the airport) will likely be only a small force for further change in Hillsboro in the immediate future.

#### ODOT

The Oregon Department of Transportation has plead poverty and has few plans for expansion or improvement in or around Hillsboro.

#### TRI-MET

Tri-Met service has the important function of connecting Hillsboro to Portland. It does much less to provide service within the city but the 57 line is used along the TV Highway, and one intercity line has been started. It is difficult to fault Tri-Met for their slow move to expand further into Hillsboro. It takes time and careful planning to establish new bus lines in a community and get people out of cars. Hillsboro streets are also hard on buses. We believe that Tri-Met should expand its Hillsboro routes to provide some compensation for the tax imposed on Hillsboro employers.



"We'll survive if  
nothing is done;  
but so much more  
can be done if  
we work together."  
Doug Johnson

JOE CHAMPEAUX, F.A.I.A.

Team Chairman

Partner: Barras Breaux Champeaux,  
Architecture and City Planning  
Lake Charles and Lafayette, Louisiana

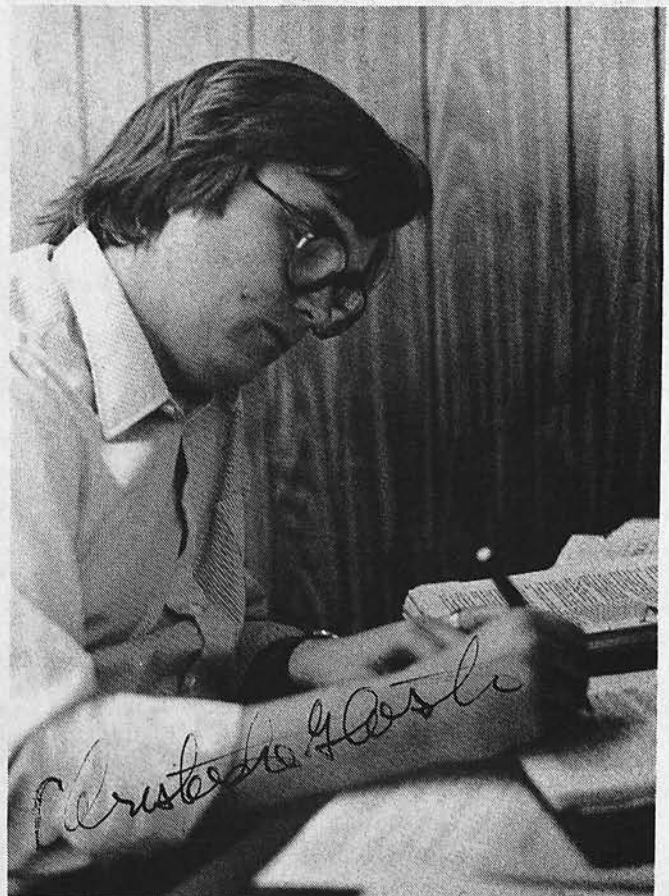
The Team Chairman is from Lake Charles, La. He received his B. Arch. from Tulane University and his Masters in City Planning from Rice. He was Director of City Planning for the City of Lake Charles from 1968 to 1972. Barras Breaux Champeaux' practice ranges from general architectural work to urban design in a number of cities in Louisiana and Arkansas. In 1979, he was an urban design representative to the Joint U.S.-Japan conference in Tokyo on Urban Design and Seismic Safety. His firm is doing work for the U.S. State Department in Buenos Aires, Argentina. He was recently inducted into the College of Fellows of the American Institute of Architects. This is his 6th R/UDAT: Columbus, Ga., his first, was in 1970. Since then, he was chairman of R/UDATS in Wichita Falls, Tex., St. Louis, Jersey City and Knoxville, Tenn.



CHRISTOPHER G. COSTIN

Partner: Misuraca, Beyers and Costin  
Santa Rosa, California

The firm specializes in real estate and land use, and represented the plaintiffs in Construction Industry Association v. City of Petaluma, a case challenging that city's growth control plan. Mr. Costin is a former instructor in law at the University of California, Berkeley, where he received both his A.B. and J.D. degrees. He is a co-author of a textbook on real estate syndication entitled Syndication for Brokers.







KATHLEEN KELLY

Applied Ecologist  
New York, New York

Ms. Kelly was for many years a manager of public residential and commercial development in the City of New York and later throughout New York State. She is now a consultant to architects and planners, interpreting information on the environment as it applies to specific design and planning problems. She received a B.A. in economics and is a Loeb Fellow in Advanced Environmental Studies at the Harvard Graduate School of Design.



JEFFREY A. GROTE, A.I.C.P.

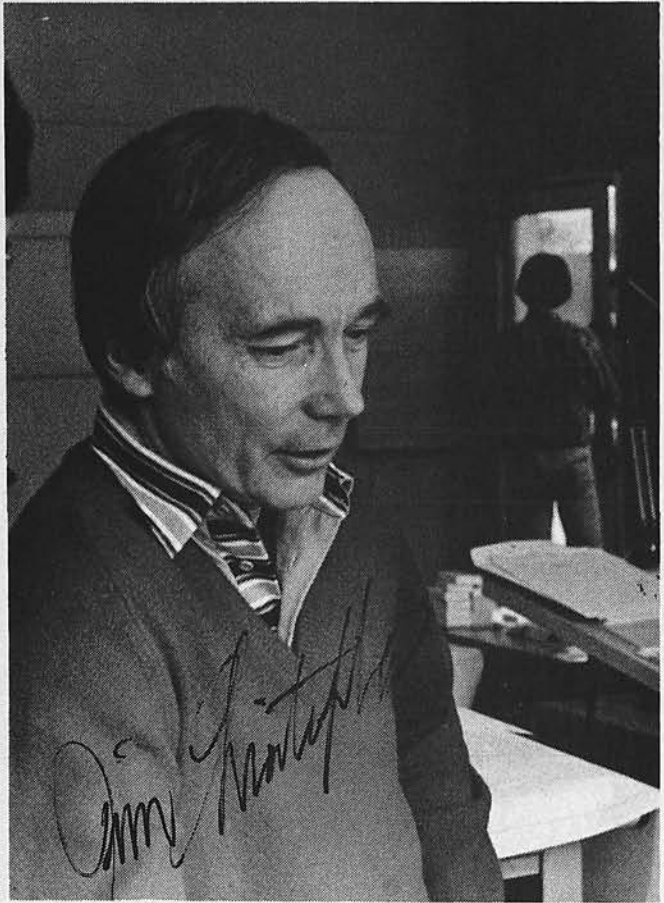
Vice President: The Planning Collaborative,  
Inc.  
San Francisco, California

Mr. Grote's professional career has included regional and environmental planning, community planning and urban design. He received his B.A. in City and Regional Planning from Rutgers University and a Master of Landscape Architecture from the College of Environmental Design, University of California, Berkeley. His experience in private planning-consulting firms and public agencies spans sixteen years. His community planning experience includes preparation of community general plans, housing, neighborhood development planning, redevelopment, recreation and open space planning, land use and transportation studies and growth management studies. His firm provides urban, regional, environmental planning, urban and community design and landscape architectural services. He is a member of the American Institute of Certified Planners.

JIM CHRISTOPHER, A.I.A.

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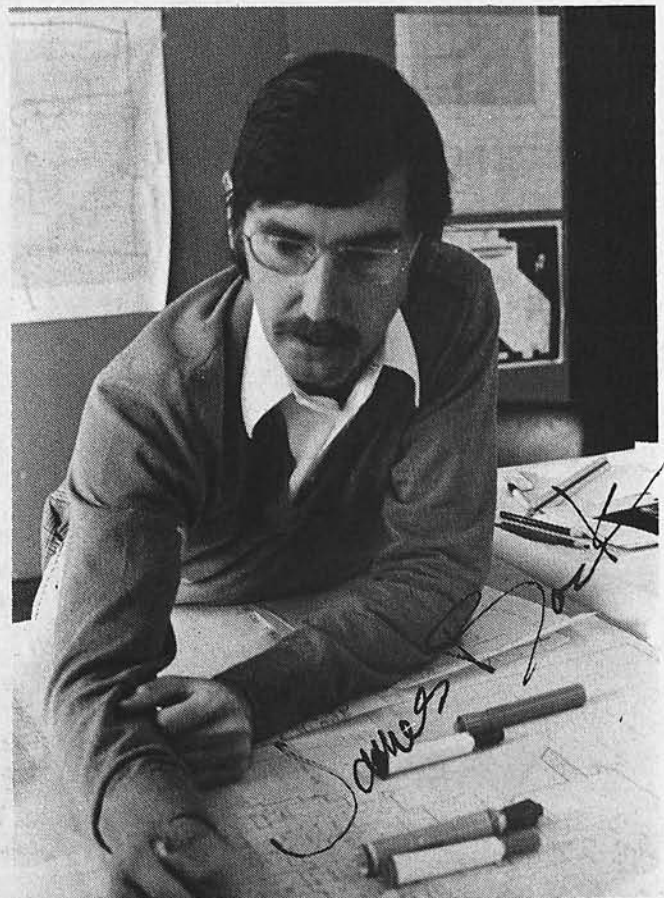
Mr. Christopher received his Bachelor of Architecture from Rice University and his Master of Architecture from the Massachusetts Institute of Technology. He taught architectural design in the University of Utah's School of Architecture. His firm of Brixen and Christopher was formed in 1963 and has received many design awards for outstanding contributions to the architecture of the region. He is presently planning the new town of Ticaboo, Utah and has just completed the master planning of a 10 acre urban block in downtown Salt Lake City. He participated as a regional member of the 1975 R/UDAT team for Reno, Nevada.



JAMES E. BOCK, A.I.C.P.

Real Estate Investment, Economist  
Houston, Texas

Mr. Bock has been involved in the urban development process as an architect, land planner, public policy advisor, private investor, developer and real estate consultant. He received his Bachelor of Architecture from Washington University, and his Master of City Planning as well as his Master of Business Administration from Harvard University, Graduate School of Design and Graduate School of Business Administration. He has received honors from the National Endowment for the Arts as well as Fulbright, Hays. He has extensive experience with selection, integration, and management of multi-discipline consulting teams, evaluation of consultant reports and presentations to potential real estate investors, clients and public bodies.

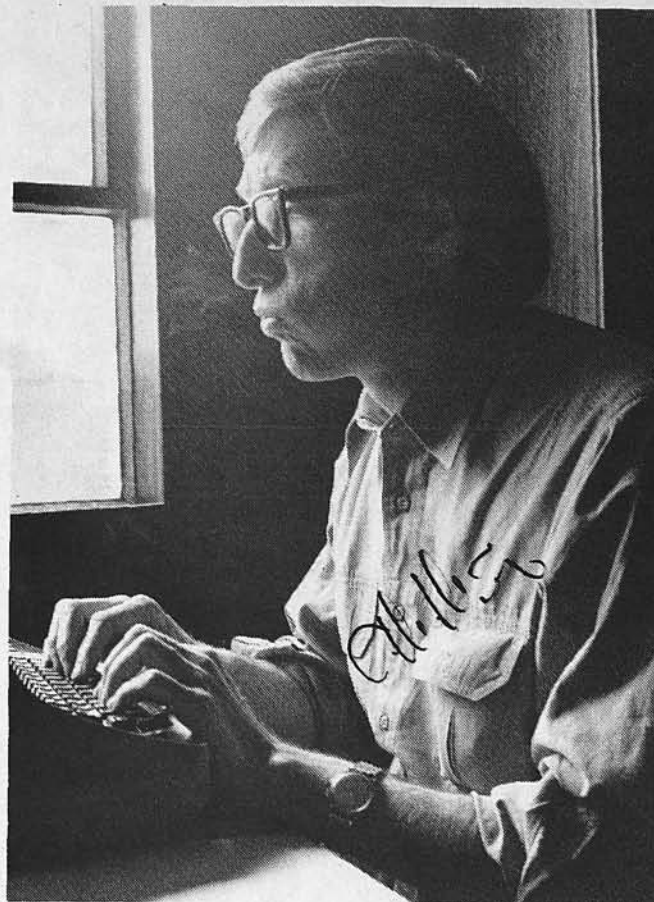




CARROLL WILLIAM WESTFALL

Associate Professor  
History of Architecture and Art  
University of Illinois at Chicago Circle  
Chicago, Illinois

Dr. Westfall received his BA in the History of Art from the University of California and his MA from the University of Manchester, England and his PhD from Columbia University. He is an author of books and articles on the history of architecture and cities from the medieval period to the present day, participant in numerous local, state, and national committees dealing with historic preservation activities, and consultant to private and public individuals and bodies.



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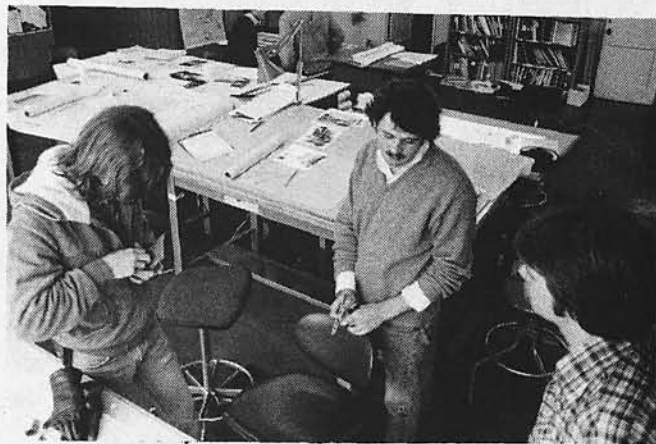
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Kevin Martin

Typists:  
Mary Johnstone  
Lynn Shearer  
Gail Standley  
Diane Stoffel

Photographic Prints:  
Lance Child, Hillsboro

Public Forum Speakers:  
Tom Hughes  
Bob Weil  
Bill Crandall  
Arthur Dickinson, Sr.  
Leonard Habit





Ernest Helvogt  
 Adde Hesse  
 Grant Johnson  
 Jack Heinrich  
 Reverend James Airey  
 Valerie Gribble  
 Herb Mohr  
 Don McCoun  
 Herchel Beaupre  
 Bob Weil  
 Charles Noble  
 Mike Heston  
 John Sherman  
 Denzil Scheller  
 Verna Kastner  
 Al Young  
 Ryan O'Brien  
 Marilynn Helzerman  
 Shirley Huffman  
 Jim Darr  
 Steve Dimeo  
 Martha Schwenn  
 Dennis Chamberlin  
 Skee Madenwald  
 Ron Holloway  
 Stan Rickard  
 Doug Johnson

#### AGENCY PRESENTATIONS

Port of Portland:  
 Dick Gearhart  
 Helen Grenough

Metropolitan Service District:  
 Denton Kent

Financial Institutions:  
 Kremkaw  
 Goodman

Washington County:  
 Miller Duris  
 Dan Potter  
 Brent Curtis

Washington County Museum:  
 Dick Mathews

Oregon Department of Transportation:  
 Ted Spence

Tri-Met:  
 Ken Stanley

Hospital:  
 Bill Winter



Hillsboro Union High School District

Hillsboro Elementary School District

Agriculture:

Lloyd Baron

Washington County Fairgrounds:

Adde Hesse

Oregon State University:

Bob Layton

R/UDAT COMMITTEES

Finance:

Bob Herb

Resource:

Grant Johnson

Dick Bancroft

Stan Rickard

Ryan O'Brien

Printing/Photo:

Jim Dehning

Mike Rosa

R/UDAT Headquarters:

Forest Weil

Bob Fah

Accommodations/Travel:

Ross Mathews

Steve McKenzie

Students:

Jim Partin

Public Relations/Publicity:

Bill Baldwin

Don McCoun

Dick Weins

Jim Warner

Dave Miller

Diane Lund

CITIZENS INVOLVEMENT ADVISORY COMMITTEE

Robert G. Williams, Chairman

John Sherman, Vice-Chairman

Edwin Ackerman

David Frederick

Michael Heston

V. Robert Marcks

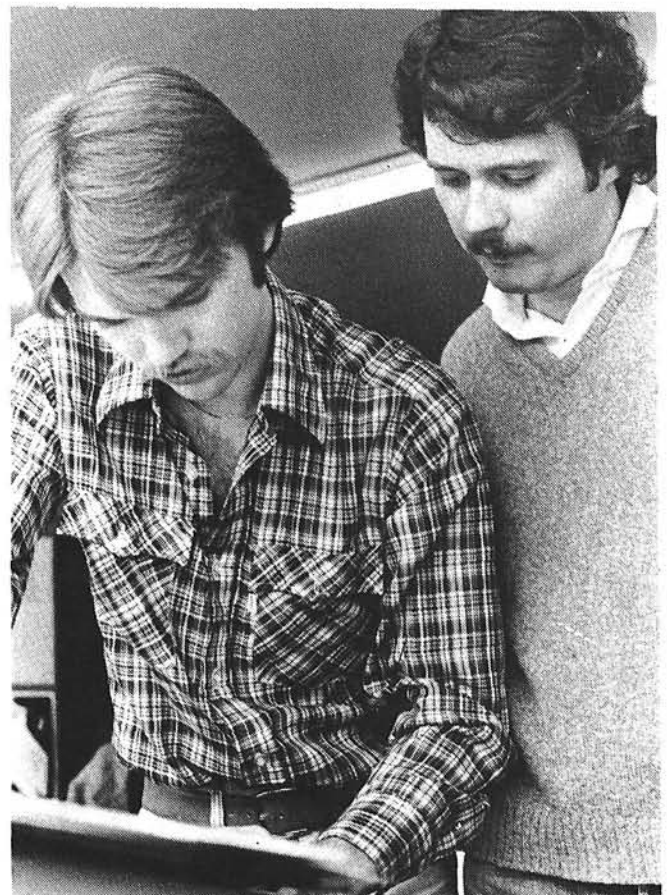
Hans Moeller

Stanley Rickard

Robert Tallman

Marie Thompson

James Wilson





#### DEVELOPMENT COMMISSION

Bernard Brink  
Howard Davis  
Robert Fah  
Lyle Jones  
Dick Bancroft  
Forest Weil  
Robert Herb

#### LETTERS TO R/UDAT

Jim Harp  
John M. Sherman  
Nancy Jean Brink  
Bruce Melin  
Barbara Frost  
Marie Bennett  
Carol Loughner  
Robert Fowler

#### SPECIAL THANK YOU

Olympia R/UDAT Committee for sharing  
their experience and advice

#### ACKNOWLEDGEMENTS

Bancroft, Peterson & Associates  
Northwest Business Systems  
General Telephone  
Washington Federal Savings  
Faber Electric  
Thayers  
Boise Cascade  
Hillsboro Methodist Church  
Hillsboro Fire Department  
Camera Bag  
Hillsboro Argus  
Hill Florist  
Hillsboro Chamber of Commerce  
KUIK Radio  
Dave Leland of Leland & Hobson  
Economic Consultants  
Optimist Club of Hillsboro  
Donelson, Sewell & Mathews Mortuary

#### FOOD

Buffet at the Huffman residence  
Anthony's Restaurant  
Red Baron Restaurant  
Dragon Fountain Restaurant  
Longhorn Restaurant  
Hokies Restaurant  
Covered Bridge Restaurant  
Dancing Dragon Restaurant  
Its A Deli

#### ACCOMMODATIONS

Dunes  
Park Dunes





#### CITY OF HILLSBORO

Eldon Mills, City Manager  
Timothy Erwert, Assistant City Manager  
Bruce Warner, City Engineer  
Dave Lawrence, Planning Director  
Steve Nuttal, Fire Marshal

#### CITY COUNCIL

Larry Johnson, Mayor  
Claude Krausnick, President  
Larry Chambreau  
Shirley Chambreau  
Shirley Huffman  
Tom Hughes  
Ken McCarty  
Joann Heinrich

#### PLANNING COMMISSION

Barbara Frost, President  
Pat Graham, Vice-President  
Bud Schaedel  
Dave Brink  
Dale Halm  
Art Larrance  
Jim Lushina



# NOTES