

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, May 27, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|-----------------|--|--|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR MAY 29, 2014/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM | 2. ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN - <u>INFORMATION / DISCUSSION</u> | Tim O'Brien, Metro
Mike Dahlstrom,
Washington County
Kimberly Armstrong,
Washington County
Carmen Madrid, Center
for Intercultural
Organizing |
| 2:55 PM | 3. PARKS AND NATURAL AREAS LEVY DRAFT SECOND YEAR WORK PLAN - <u>INFORMATION / DISCUSSION</u> | Kathleen Brennan-Hunter,
Metro |
| 3: 15 PM | 4. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Metro's Nondiscrimination Notice:

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Agenda Item No. 2.0

**ALOHA-REEDVILLE STUDY AND LIVABLE
COMMUNITY PLAN**

Metro Council Work Session
Tuesday, May 27, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 27, 2014

TIME: 2:10 pm

LENGTH: 45 min

PRESENTATION TITLE: Aloha-Reedville Study and Livable Community Plan

DEPARTMENT: Planning and Development

PRESENTER(S): Tim O'Brien, X1840, tim.o'brien@oregonmetro.gov, Mike Dahlstrom, Washington County Land Use & Transportation, Kimberly Armstrong, Washington County Housing Services & Carmen Madrid, Center for Intercultural Organizing

WORK SESSION PURPOSE & DESIRED OUTCOMES

Provide clear, brief statements for the purpose of the work session and what policy direction you hope to receive from the conversation. Each bullet should not exceed three sentences.

- Purpose: Provide the Metro Council with an overview of Washington County's recently completed Aloha Reedville Study and Community Plan
- Outcome: Council understanding of the wide range of work tasks that were completed which resulted in numerous near and long-term strategies, the very successful outreach program that was implemented and the importance of the Community Planning & Development Grant funding that was received from Metro.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Aloha-Reedville Study and Livable Community Plan is the culmination of a three year effort Washington County recently completed to identify opportunities that could enhance Aloha-Reedville's vitality and livability. Recommendations are contained in 32 Action Issue Papers and five Action Plans that were derived from community identified challenges and contain near and long-term recommendations and strategies that prioritize future improvements and investments that reflect community values and goals. This project included an outstanding public engagement process that included 46 community-wide events, 600+ one-on-one surveys in Spanish, Somali, Arabic and Vietnamese and the participation of 220+ Aloha High School students. Metro's Community Planning and Development Grant program provided initial funding for the project which was integral for the County to secure additional funding from the federal Department of Transportation (DOT) and Department of Housing and Urban Development.

QUESTIONS FOR COUNCIL CONSIDERATION

List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Does the Council have questions regarding outreach activities or partnerships that were created that may prove useful in future Metro projects?
- Does the Council have questions regarding implementation of the near and long-term recommendations and strategies?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Washington County staff will be presenting

Agenda Item No. 3.0

**PARKS AND NATURAL AREAS LEVY DRAFT SECOND
YEAR WORK PLAN**

Metro Council Work Session
Tuesday, May 27, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 27, 2014 **TIME:** 2:55 **LENGTH:** 20 min.

PRESENTATION TITLE: Parks and Natural Areas Levy Draft second year work plan

DEPARTMENT: Sustainability Center

PRESENTER(S): Kathleen Brennan-Hunter, x1948, kathleen.brennan-hunter@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: The purpose of this work session is to review the draft second year levy work plan with the Metro Council and solicit their feedback on the proposed work program.
- Outcome: Metro Council understanding of proposed approach to second year projects across Parks and Natural Areas levy funded programs.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Parks and Natural Areas levy was approved by voters in May 2013. The Metro Council referred the levy to the ballot by resolution 12-4398. This resolution lays out the principles and outcomes targeted for levy investments and also requires that staff develop an annual work plan to be approved by the Chief Operating Officer.

During this work session, we will present a draft of the second year levy work plan and will explain how it relates to projects and goals from the first year (an overview of the results of the first year of levy implementation is scheduled to be presented at the July 10 Metro Council meeting).

QUESTIONS FOR COUNCIL CONSIDERATION

- No specific questions beyond feedback on the draft second year work plan

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No N/A
- What other materials are you presenting today? N/A

Materials following this page were distributed at the meeting.

Metro | Agenda

Meeting: Metro Council
Date: Thursday, May 29, 2014
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSENT AGENDA

3.1 Consideration of the Council Minutes for May 15, 2014

3.2 **Resolution No. 14-4529**, For the Purpose of Authorizing the Chief Operating Officer to Purchase Property in the Westside Trail Target Area.

4. ORDINANCES – SECOND READ

4.1 **Ordinance No. 14-1330**, For the Purpose of Annexing to the Metro District Boundary Approximately 24.55 Acres Located along NW Brugger Road and NW Kaiser Road in the North Bethany Area of Washington County. **Tim O'Brien, Metro**

4.1.1 Public Hearing on Ordinance No. 14-1330

4.2 **Ordinance No. 14-1329A**, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Accessory Facilities in Regionally Significant Industrial Areas. **Roger Alfred, Metro**

4.2.1 Public Hearing on Ordinance No. 1329A (Continued from May 8, 2014)

5. CHIEF OPERATING OFFICER COMMUNICATION

Martha Bennett, Metro

6. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for May 29, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, May 29</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, June 1, 7:30 p.m. <i>Date:</i> Monday, June 2, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, June 2, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, May 30, 11 p.m. <i>Date:</i> Sunday, June 1, 11 p.m. <i>Date:</i> Tuesday, June 3, 6 a.m. <i>Date:</i> Wednesday, June 4, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro’s nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro’s civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	ORDINANCE NO. 14-1329 A ^B
TITLE 4 OF THE URBAN GROWTH)	
MANAGEMENT FUNCTIONAL PLAN)	Introduced by Martha J. Bennett, Chief
REGARDING THE ESTABLISHMENT OF)	Operating Officer, with the concurrence of
TRAILS AND ACCESSORY FACILITIES IN)	Tom Hughes, Council President
REGIONALLY SIGNIFICANT INDUSTRIAL)	
AREAS)	

WHEREAS, on December 16, 2010 the Metro Council adopted Ordinance No. 10-1244B, which included amendments to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (UGMFP); and

WHEREAS, those amendments included the addition of new protections for Regionally Significant Industrial Areas (RSIAs) under Metro Code Section 3.07.420.D that require cities and counties within the Metro region to adopt land use regulations for RSIAs that “prohibit the siting of parks intended to serve people other than those working or residing in the RSIA”; and

WHEREAS, on February 28, 2013 the Metro Council adopted Resolution No. 13-4415 approving Metro’s Ice Age Tonquin Trail Master Plan, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation; and

WHEREAS, on November 1, 2013 the Land Use Board of Appeals (LUBA) issued an opinion in *Terra Hydr v. City of Tualatin*, LUBA No. 2013-016, holding that the proposed regional trail described by Metro’s Ice Age Tonquin Trail Master Plan fell within the meaning of a “park” as that word is used in Metro Code 3.07.420.D and therefore would not be allowed within the RSIA; and

WHEREAS, under Metro’s 2006 Natural Areas bond measure and Metro Resolution No. 06-3672B, Metro was provided funds to purchase property, including easements for regional trails, from willing sellers only; and

WHEREAS, on April 23, 2014, the Metro Policy Advisory Committee voted to recommend that the Metro Council approve the proposed amendment to Title 4 in order to ensure that the Metro Code does not prohibit trails and accessory facilities from being located within industrial areas in the Metro region; and

WHEREAS, the Metro Council has determined that the protections created in Metro Code 3.07.420.D should not be construed to prohibit trails and accessory facilities that provide active transportation options and pedestrian and bicycle connectivity from crossing through an RSIA; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Section 3.07.420.D of the Metro Code is hereby amended as follows:

“D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, places of assembly larger than 20,000 square feet or parks intended to serve people other than those working or residing in the RSIA. Nothing in this subsection is intended to prohibit trails and facilities accessory to and in support of trails from being located within an area designated RSIA on Metro’s Title 4 Map, including but not limited to trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas and educational facilities. Where possible, accessory facilities should be planned and located in a manner that limits impacts on industrial uses while still fulfilling the purpose of the trail and providing a positive experience for trail users.”

2. The Metro Council hereby adopts the findings of fact and conclusions of law set forth in Exhibit A, attached and incorporated into this ordinance, in support of its decision to amend Section 3.07.420.D of the Metro Code.

ADOPTED by the Metro Council this _____ day of May 2014.

Tom Hughes, Council President

Attest:

Approved as to Form:

Troy Rayburn, Recording Secretary

Alison R. Kean, Metro Attorney

We can't do it without you...

Change requires the dedication and hard work of many people. Washington County can't do it all at once, and many recommendations need community involvement.

If you are inspired by the ideas included in the plan, follow their progress and advocate for them. Here are ideas about what you can do:



- **Join your local Citizen Participation Organization**
www.co.washington.or.us/cpo
- **Join the Aloha Business Association**
www.alohabusinessassociation.com
- **Volunteer with a community organization**
There are many to choose from including Habitat for Humanity, Oregon Food Bank, faith-based and social service non-profits among others – they all could use your help.
- **Support Aloha Unite**
www.interculturalorganizing.org/page_id=2570
- **Create a new group to advocate for change;** start with your neighbors or friends
- **Let your commissioner know these issues are important to you!** www.co.washington.or.us/BOC

Contact Us!



Washington County Long Range Planning
503.846.3519
alohareedville@co.washington.or.us
www.co.washington.or.us/alohareedville

Metro/DOT/HUD Acknowledgements

The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.

This project is funded in part through a Community Challenge Grant provided by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.

This material is based upon work supported by the FHWA under TDGII-P-35/Cooperative Agreement No. DTFH61-11-H-00011. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.

This project also is funded in part through the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. The TIGER Program provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. TIGER was developed under the transportation, housing, and urban development, related agencies appropriations act of 2010 (DIV. A OF THE CONSOLIDATED APPROPRIATIONS ACT, 2010 (PUB. L.111-117, DEC.16, 2009)), for the national infrastructure investments discretionary grant.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

Thank you to our partners!

A Special Thanks to the members of the Aloha-Reedville Citizen Advisory Committee

- Aloha Business Association
- Aloha Community Library Association
- Aloha High School
- Adelante Mujeres
- Asian Pacific American Network of Oregon (APANO)
- Centro Cultural de Washington County
- Center for Intercultural Organizing (CIO)
- Citizen Participation Organizations (CPO) 6 & 7
- Community Alliance of Tenants (CAT)
- Organizing People, Activating Leaders (OPAL)
- Oregon Somali Family Education Center (OSFEC)
- Portland Community College, Willow Creek
- Hillsboro Chamber of Commerce
- Beaverton Area Chamber of Commerce
- Clean Water Services
- Beaverton School District
- Hillsboro School District
- TriMet
- Tualatin Hills Park and Recreation District
- Tualatin Valley Fire & Rescue
- Tualatin Valley Water District
- Washington County Bicycle Transportation Coalition
- City of Beaverton
- City of Hillsboro
- Metro
- Oregon Department of Transportation
- Oregon Department of Transportation – Rail Division
- U.S. Department of Transportation
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- Washington County Office of Community Development
- Washington County Department of Health & Human Services
- Washington County Department of Housing Services
- Washington County Department of Land Use & Transportation
- Washington County Sheriff's Office



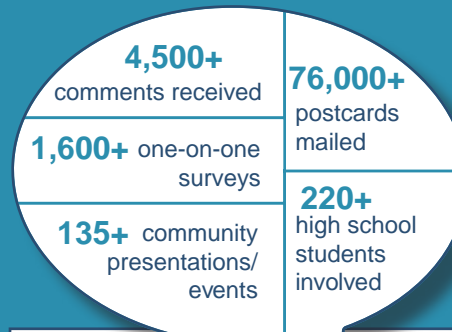
Aloha and Reedville: your plan for a brighter future!



Are you interested in Aloha and Reedville's future? So are thousands of your neighbors! Washington County's project team spent three years learning about Aloha-Reedville and talking to people who live there to create a plan for the future of these two communities. The *Aloha-Reedville Study and Livable Community Plan* is the result!

The plan outlines many community needs—to improve safety, support jobs and businesses, and to increase housing options for everyone in the community. This plan also describes what we and you can do to help these things happen over time.

With this plan we're off to a great start, but we need your help! Read on to find out how you can help keep Aloha and Reedville great!



What We Heard From the Community

We wanted the plan to speak to the needs and desires of this diverse community of more than 50,000 of you. We heard from thousands of people in many different languages.

You asked for public safety improvements such as sidewalks, street lights, and safer street crossings. You also asked for ways to grow jobs and businesses, healthy and safe housing options, education opportunities, and more trails and parks.

Percentage of you answering a 2014 survey who said these issues are "very important"



Together, We Envisioned...

The plan is about what you in Aloha-Reedville said could make a stronger, better community in the future. Your comments shaped recommendations for five key areas. Some recommendations are already underway—and all of them could use your help! Below is an overview, some examples, and ways you can get involved.

For more detail about what's in the plan, visit the project website:

www.co.washington.or.us/alohareedville



Major Roads

These recommendations address mobility, safety, and congestion over the long term.

WHAT IS INCLUDED:

- Major Street Improvements
- Pedestrian Crossings
- Coordination of Tualatin Valley Highway Corridor Plan and South Hillsboro Focus Area Plan

EXAMPLE:



Improving SW 198th

We heard travel on SW 198th Avenue between SW Farmington and TV Highway can feel unsafe, particularly for walking and biking. The plan recommends improvements, including: bike lanes and complete sidewalks, streetlights, left turn lanes at key intersections, and stormwater solutions. This work is partially funded and scheduled to begin in 2018.

HOW TO GET INVOLVED:

- Participate in efforts such as the Washington County MSTIP and 2035 Transportation System Plan Update.



Getting Around Safely

These recommendations focus on improved safety and travel options for walking and bicycling.

WHAT IS INCLUDED:

- Sidewalk Gaps (near schools)
- Accessways (pathways between neighborhoods)
- Transit Service Enhancements
- Street Lighting (in older developed neighborhoods)

EXAMPLE:



Sidewalks Gaps Near Schools

Residents want complete sidewalks near Aloha-Reedville schools. Washington County worked with Beaverton and Hillsboro School Districts to identify the most critical gaps, including sidewalks, crosswalks, and short pathways.

HOW TO GET INVOLVED:

- Work with your school or PTA to address sidewalk gaps near your school.
- Support a Safe Routes To School program.
- Support improved transit service (TriMet).



Business and Shopping

People said they'd like more places to shop in the community, and

would like to make Aloha-Reedville more prosperous by supporting current and new businesses.

WHAT IS INCLUDED:

- Farmers Markets
- Home Occupations
- Support Local Business
- Improving the Commercial Center Surrounding 185th and TV Highway

EXAMPLE:



Farmers Markets

Farmers markets offer a vibrant place for community members to purchase local, fresh food. The plan recommends allowing farmers markets in more locations.

HOW TO GET INVOLVED:

- Support local organizations with an interest in creating new markets such as the Aloha Business Association and Adelantes Mujeres.



Healthy and Active Living

People asked for better access to nature, places to play, trails, and other ways to connect to nearby communities on foot or by bicycle.

WHAT IS INCLUDED:

- Parks
- Regional/Neighborhood Trails
- Neighborhood Bikeways
- Bicycle Parking

EXAMPLE:



Southwest Community Park

THPRD will open a new community park near Mountain View Middle School in 2018. It will include two multipurpose fields, play structures, a community garden, tennis courts, a Champions Too field for disabled athletes, and more!

HOW TO GET INVOLVED:

- Make a contribution to the THPRD Park Foundation and help build the Champions Too field.
- Provide input to the Neighborhood Bikeway Plan.
- Attend a parks or trails advisory committee through City of Hillsboro or THPRD.



Neighborhood Quality

These recommendations seek to increase safe housing options, improve housing quality, and maintain neighborhoods.

WHAT IS INCLUDED:

- Housing Maintenance Code
- Accessory Dwelling Units
- Housing Rehabilitation & Improvement Program Options
- Aging in Place in Aloha and Reedville

EXAMPLE:



Housing Rehabilitation

Residents have asked how the county could support or encourage better maintenance of homes, businesses and property. The plan highlights ways to use existing programs - which are run by both government agencies and nonprofits.

HOW TO GET INVOLVED:

- Start a neighborhood clean-up.
- "Adopt A Road" through the county's program.
- Form a Neighborhood Watch.
- Join your local Citizen Participation Organization.



Aloha-Reedville Study and Livable Community Plan

REPORT EXECUTIVE SUMMARY

MARCH 2014



WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS

Andy Duyck, Chairman

Commissioner Dick Schouten, District 1

Commissioner Greg Malinowski, District 2

Commissioner Roy Rogers, District 3, Vice Chair

Commissioner Bob Terry, District 4



English

For the full report and more information about this study:

www.co.washington.or.us/alohareedville



Español

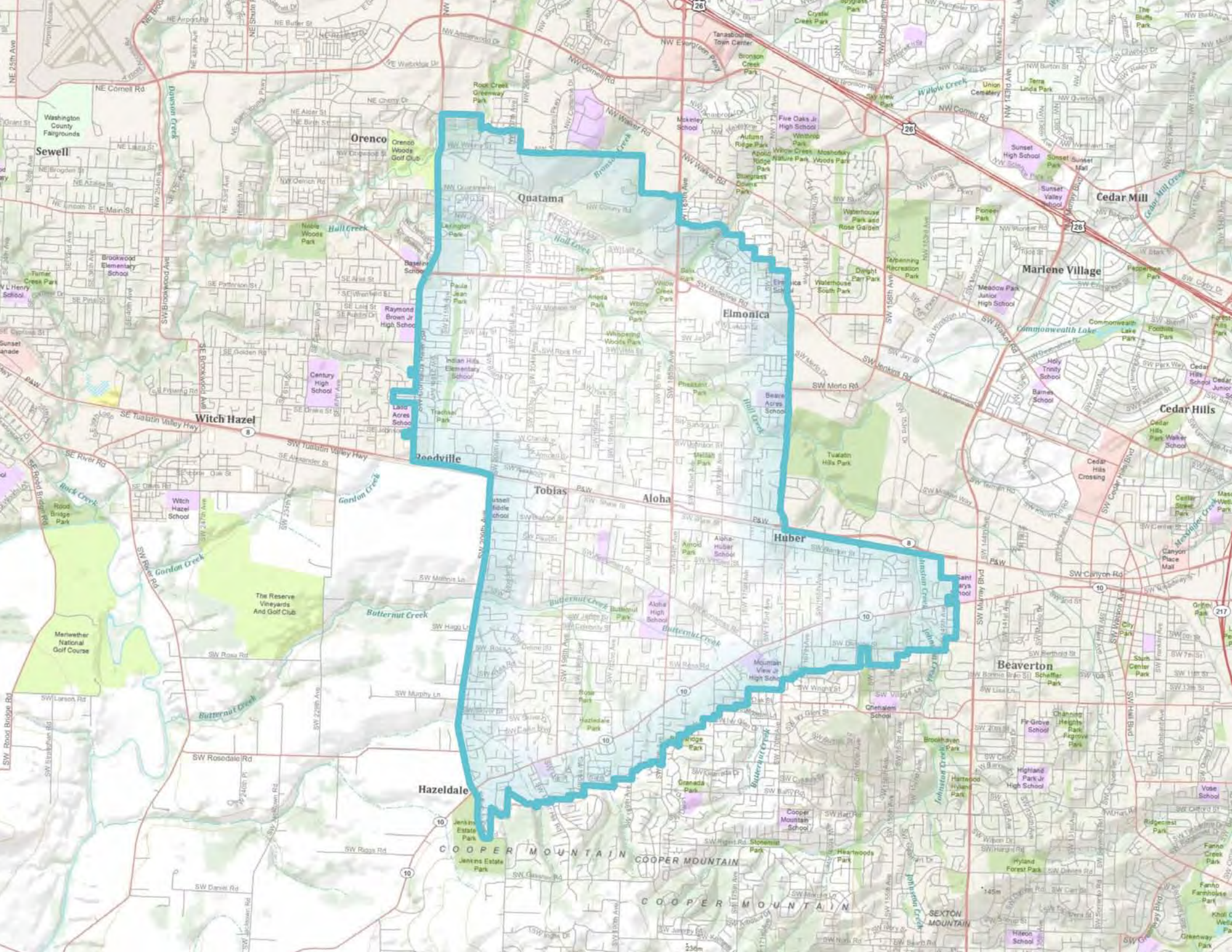
The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.

This project is funded in part through a Community Challenge Grant provided by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.

This material is based upon work supported by the FHWA under TDGII-P-35/Cooperative Agreement No. DTFH61-11-H-00011. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.

This project also is funded in part through the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. The TIGER Program provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. TIGER was developed under the transportation, housing, and urban development, related agencies appropriations act of 2010 (DIV. A OF THE CONSOLIDATED APPROPRIATIONS ACT, 2010 (PUB. L.111-117, DEC.16, 2009)), for the national infrastructure investments discretionary grant.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.



Sewell

Orenco

Quatama

Elmonica

Witch Hazel

Reedville

Tobias

Aloha

Huber

Hazeldale

Beaverton

Cedar Mill

Marlene Village

Cedar Hills

COOPER MOUNTAIN

COOPER MOUNTAIN

COOPER MOUNTAIN

SEXTON MOUNTAIN



EXECUTIVE SUMMARY

Introduction

Aloha and Reedville were already established farming communities when Oregon joined the union in 1859. Fast-forward 155 years and today's Aloha-Reedville is a vibrant community of 50,000 people in just over nine square miles located between the cities of Beaverton and Hillsboro. The area has never incorporated as a city, but it would be the fifth most-populous city in the Portland metropolitan region if it did.

This mostly residential area has experienced significant growth in the past 25 years, becoming denser and more diverse. Aloha-Reedville remains a desirable place to live. Most residents take pride in their community and express a strong sense of community identity. This sense of community is evident in the many residents working to make Aloha-Reedville an even better place for themselves and their neighbors.

There is significant positive momentum in Aloha-Reedville—these are just a few examples:

- The community-initiated Aloha Library has been so successful since opening in 2011 that it is already moving to a larger location.
- The Aloha Business Association restarted after a long dormancy. It meets regularly and is looking to expand its role in working to improve the community.

- TriMet is considering bus service enhancements to improve connections between the study area's residential and commercial areas and the Westside MAX light rail, which links the area to downtown Portland, the airport, and points beyond.
- New parks and projects to improve bicycle and pedestrian connections and safety are in the early phases of planning and implementation.

The Aloha-Reedville Study and Livable Community Plan is a three-year effort to engage the entire Aloha-Reedville community to improve the quality of life and address the impact of future growth.

Read on in this Executive Summary for a brief overview of:

- opportunities and challenges facing Aloha-Reedville;
- the Aloha Reedville study's objectives;
- study funding;
- study recommendations and action plan; and
- next steps.

Opportunities and Challenges

Along with many opportunities, the community also faces a number of challenges. At the start of this study, thirty percent of Aloha-Reedville households had incomes below 50% of the Portland area Median Family Income (MFI). There was a higher percentage of adults and children living below the federal poverty line in the study area than in the county as a whole. And while it remains one of the most affordable areas in Washington County, 42% of Aloha-Reedville households were cost burdened (by housing plus transportation costs) compared to the countywide average of 36%. Choices for housing are also somewhat limited. Vacancy rates at the start of the study were under 2%, revealing a very tight rental market.



Much of the study area lacks common urban infrastructure

such as complete sidewalks and street lighting—on busy streets and in neighborhoods. Parts of the study area have inadequate access to transit service. Some commercial and residential areas seem suitable for redevelopment but new development has yet to occur.

Governance of this area is another issue. Aloha-Reedville's status as an unincorporated area has benefits - relatively low taxes, for instance - but it can also make it challenging for the community to have a strong voice in some decision making processes. This is a complicated issue and governance discussions will likely continue beyond the study's completion.

Given these opportunities and challenges, the timing was right for an updated and thoughtful consideration of Aloha-Reedville—with extensive community outreach to engage new community voices as a fundamental component of the effort and where the benefits of recommended actions are spread equitably across the study area.

**Community participation
is vital to its success.**



Study Objectives:

Key objectives of the Aloha-Reedville study were to promote a healthier and more livable community by:

- Engaging a broad spectrum of residents to understand community issues, needs, opportunities and challenges;
- Undertaking extensive outreach to encourage meaningful participation from low-income, minority, and special-needs residents;
- Obtaining and conveying existing conditions information to the community;
- Developing strategies to improve housing conditions, redevelopment opportunities, and transportation facilities—including safe and accessible walking and bicycling options and improved transportation connections;
- Developing strategies that result in more affordable housing options across a range of incomes (especially in areas with good transit service); and
- Providing redevelopment strategies for private and public investment that could lead to new businesses, employment opportunities, and services.

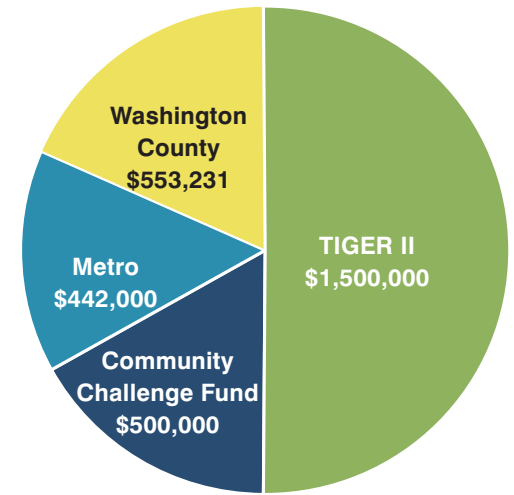
Study Funding:

The Aloha-Reedville study was funded primarily through three grant programs:

- a federal Community Challenge grant—this program looks to remove barriers to affordable, economically vital and sustainable communities²;
- a federal TIGER grant—this program funds and invests in road, rail, transit and port projects that promise to achieve critical national and local objectives³; and
- a Metro Construction Excise Tax (CET) grant—this program funds projects that help achieve vibrant and sustainable communities, safe and walkable neighborhoods, and good jobs.

² The Community Challenge Grant Program is a combined effort by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.

³ TIGER stands for Transportation Investment Generating Economic Recovery and is a U.S. Department of Transportation program.



Aloha-Reedville Study Funding

The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

These objectives reflect the multi-disciplinary approach of the federal Office of Sustainable Housing and Communities (OSHC), the primary grantor for this three-year project¹. Recommendations from this study recognize the interrelatedness of the challenges, opportunities and benefits that can accrue to jobs, housing and transportation. Study recommendations also seek to spread benefits equitably across the study area.

The Summary Report for this project provides a brief project history and background. Its primary purpose is to highlight the study's recommended action items, which are intended to direct future government, agency and community efforts and investments to help make Aloha-Reedville an even better place to live, work, visit and play.

¹ Background on the OSHC program is found in Section 2.



Recommendations and Action Plans:

From the start, community-identified goals, values, challenges and opportunities have informed the recommendations and strategies that will prioritize future coordination and investment. **Over 100 specific recommendations to enhance study area living conditions are found in 31 Action Issue Papers and five Action Plan reports** included in the addendum to the Summary Report. Two public involvement reports are also included in the addendum: the “Benchmark Report” from Riley Research Associates, which contains results of two random sample statistical surveys conducted for the project; and the Center for Intercultural Organizing’s “Community Feedback Report” that includes recommendations derived from outreach within historically under-represented populations.

The action issue papers contain background information on each subject and recommendations addressing the most common citizen comments about needed improvements. Examples include safer pedestrian and bicycle connections between neighborhoods, schools, transit, and parks; improvements for all transportation users on specific arterials and collector streets; development strategies to encourage investment and redevelopment in commercial areas; improved access to local and regional trails; and removal of potential development barriers in the county’s Community Development Code.

The five subject Action Plan reports are:

Although primarily a transportation (including transit access, biking and walking improvements), land use, affordable housing, and economic analysis, the study may serve as a catalyst for future planning efforts and discussion among study area service providers.



Economic Development Strategies



Corridor, Town Center, Land Use and Streetscape Strategy



Pedestrian and Bicycle Plan



Town Center Framework



Housing Equity and Opportunity Strategy



These plans were developed as a result of the study’s federal grant requirements and/or evolved out of community discussion and input. They are detailed documents that elaborate and expand on opportunities for public and private coordination, investment and partnerships to make Aloha-Reedville a great community.



Aloha Farmers Market



Residential area north of Kinnaman Road



198th Avenue at TV Highway

The following near-term actions for the study area are completed or are already moving forward.

Land use:

- More flexibility allowed under a home occupation permit;
- More flexibility for locating farmers markets;
- Revisions and improvements to the Community Development Code.

Housing:

- Updated and coordinated public information for housing issues;
- Reduction in cost and increase in allowable size for accessory dwelling units in low-density residential areas.

Transportation:

- Safety improvements and improved lighting at SW 185th Avenue and TV Highway;
- Identification and design of no less than three enhanced pedestrian crossings of major streets within the study area;
- Identification of at least one sidewalk improvement project around nine study area schools;
- Design work for reconstruction of SW 198th Avenue to include two vehicle travel lanes, bike lanes, sidewalks, street lighting, planter strips and trees.

The Actions Matrix included on pages 7-16 provides a comprehensive list of recommended actions, projected costs, time frames for improvements and potential implementation partners.

For background and additional subject detail, the reader is encouraged to review the addendum documents. Baseline demographic data and transportation, housing and general land use conditions at the start of the project are

These and other community aspirations will play a vital role in discussions about where the community wants to go and how to get there.

found in the Aloha-Reedville Study and Livable Community Plan – Existing Conditions Report, June, 2012. The report and its appendices can be accessed by clicking on “Document and Maps” on the study’s project page: www.co.washington.or.us/alohareedville



185th Avenue at Baseline Road

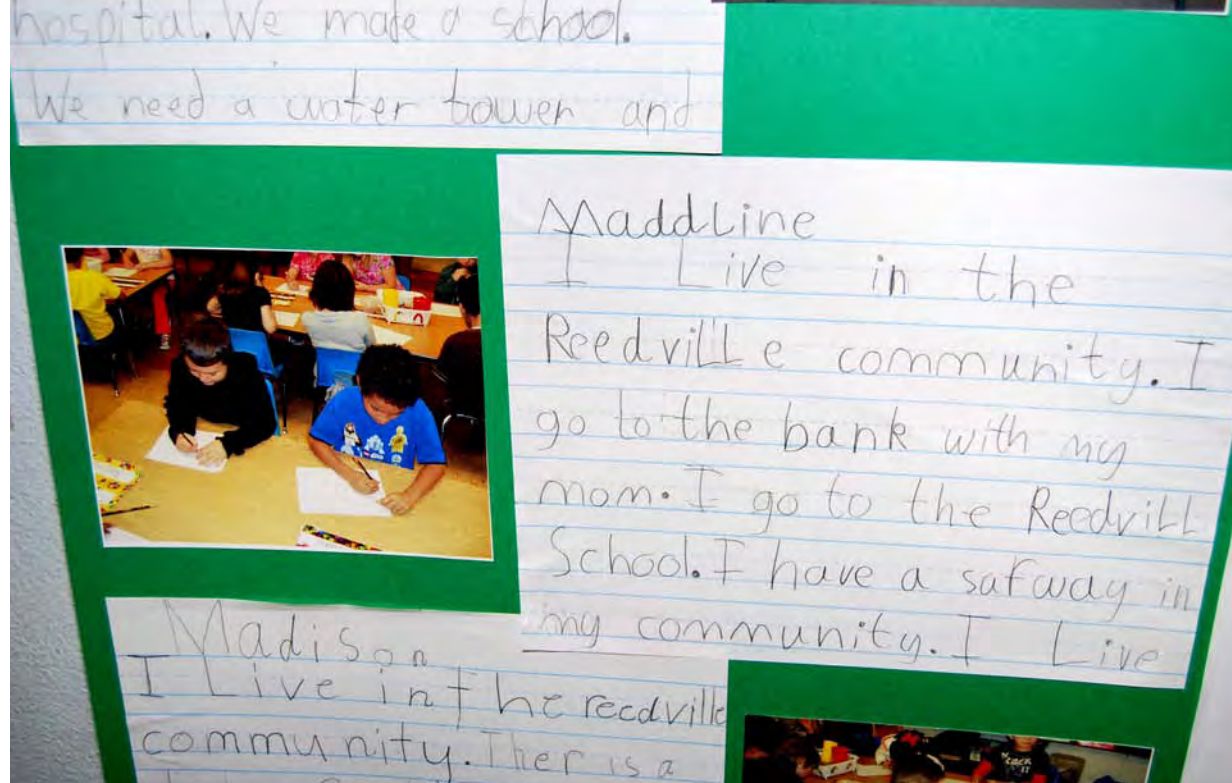
Next Steps

To date, the Aloha-Reedville Study and Livable Community Plan has helped leverage more than \$32,000,000 in commitments for community improvements, including new parks, major street improvements, and street lighting on a portion of TV Highway. County staff will continue to work with other agencies and organizations to seek out available federal, state and regional funding that can help implement these action plans. Staff will also continue to work with county partners to maximize opportunities for related improvements.

For 2014, six potential county land use ordinances are under consideration that could lead to improved living conditions in the study area. These are:

- Increasing the locations where farmers markets can locate;
- A new pedestrian overlay for segments of SW Alexander Street, to enhance transportation conditions for all users;
- Compliance with Fair Housing Council standards, including consideration of shared parking and group homes in transit-served areas;
- Reducing barriers to mixed-use residential development in the Commercial Business District;
- Improvements to pedestrian and accessway standards; and
- Improvements to bicycle parking requirements.

County staff will continue providing organizational support for members of the study's Citizen Advisory Committee and other community members who have expressed a willingness to continue the work of ensuring the study's recommendations move forward. Community groups, including the Center for Intercultural Organizing, the Aloha Business Association and CPO 6 members have committed to remaining active in moving forward to help create an even better community where residents and visitors alike want to live, work, shop, play and linger. **We hope you will get involved too!**



Aloha and Reedville: your plan for a brighter future!



ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Major Roads			
Major Streets A large proportion of the arterial and collector roadway network (major streets) in Aloha-Reedville does not meet urban standards.			
198th Avenue, TV Highway to Farmington - Reconstruct: two through lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County		1-5 years
170th Avenue, Merlo Road to Alexander Street - Concept design	County		1-5 years
170th Avenue, Merlo Road to Alexander Street - Construct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	City of Beaverton	5-10 years
Kinnaman Road, 209th Avenue to Farmington Road - Reconstruct: two through lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, re-align intersection at 198th Avenue	County	City of Hillsboro	5-10 years
209th Avenue, TV Highway to Farmington Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	City of Hillsboro	5-10+ years
205th Avenue, Quatama Road to Baseline Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, bridge over Beaverton Creek	County	City of Hillsboro	5-10+ years
Farmington Road, 209th Avenue to Kinnaman Road - Transfer from ODOT to Washington County, Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	ODOT, City of Hillsboro	10+ years
185th Avenue, Kinnaman Road to Farmington Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, pedestrian crossing	County		10+ years
185th Ave., Kinnaman to Blanton - Widen to four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County		10+ years
Crossing Improvements Affirm high priority locations for enhanced pedestrian crossings of county arterials: 185th Avenue between Baseline and TV Highway; 170th Avenue between Merlo Road and Farmington Road; Baseline Road between Cornelius Pass Road and 185th Avenue.			
Determine location and type of crossing	County	TriMet, Oregon Walks, ODOT, Westside Transportation Alliance, THPRD, Beaverton School District, Hillsboro School District	1-5 years
Install pedestrian crossings	County		Within 10 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Road Classification Changes Identify changes to Transportation System Plan roadway designations to better prepare for future growth and its impacts.			
Tualatin Valley Highway, Maple Street (Hillsboro) to Hocken Street (Beaverton) - Change from 6/7 lanes to 4/5 lanes with On-Street High Capacity Transit overlay (consistent with TV Highway Corridor Plan).	County	ODOT, City of Beaverton, City of Hillsboro, Metro	1-5 years
209th Avenue, TV Highway to Farmington Road - Change 2/3 lanes to 4/5 lanes.	County	City of Hillsboro, ODOT	1-5 years
Farmington Road, 209th Avenue to 185th Avenue - Change 2/3 lanes to 4/5 lanes	County	City of Hillsboro, ODOT	1-5 years
Intersection re-alignments: Blanton Street at 198th Avenue; Kinnaman Road at 198th Avenue; Blanton Street at 185th Avenue and; Rosa Road and 179th Avenue at Farmington Road	County	City of Hillsboro, City of Beaverton	1-5 years
Select neighborhood routes and local street redesignation	County		1-5 years
Identified bicycle and pedestrian route and connections	County		1-5 years
South Hillsboro and Tualatin Valley Highway Corridor Planning Coordination Coordinate with the City of Hillsboro, ODOT, and the City of Beaverton regarding TV Highway improvements. Endorse recommendations from the TV Highway Corridor Plan. Partner with the cities and ODOT on transportation and safety improvements on TV Highway and selected intersections.			
Tualatin Valley Highway, 182nd to 187th Safety Improvement Project - traffic separator east and west on TV Highway, sign replacement, count-down pedestrian crossing signals, re-alignment of right turn island (northbound 185th to east bound TV Highway)	ODOT	County	1-5 years
Install street lights along TV Highway corridor roughly 182nd Avenue to 187th Avenue - Cobra style LED street lights, improved poles (with potential for banner arms on north side). Consider fixtures and poles that would complement future commercial or mixed use development. Choose pole design that could accommodate banner arms for community branding option	County	ODOT	1-5 years
Develop and agree on funding strategy to address transportation impacts of South Hillsboro development on 209th Avenue, Kinnaman Road, Blanton Street, (including intersection re-alignments, on Kinnaman at 198th and on Blanton at 198th and 185th) and intersection improvements on TV Highway at Cornelius Pass Road, 209th Avenue, and 185th Avenue	County, City of Hillsboro, ODOT		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Getting Around Safely			
Sidewalks Around Schools Sidewalk connectivity was one of the most frequently cited concerns. Based on additional community and advisory committee discussions the highest priority was identified as filling gaps around the 11 public schools in the study area.			
Seek funding and construct concrete sidewalks or asphalt walkways in up to 11 locations near public schools	County	Beaverton and Hillsboro School Districts	5-10+ years
Install marked crosswalks and supporting infrastructure at three locations (determined through engineering analysis)	County	Beaverton and Hillsboro School Districts	5-10+ years
Design and construct a pedestrian and bicycle bridge over Beaverton Creek at Augusta Lane (178th and Pheasant Drive alignments)	County	Beaverton School District, THPRD, Clean Water Services	1-5 years
Construct sidewalks on 178th Avenue, TV Highway to Johnson (to funding limits - i.e., as far towards Johnson as funding allows). May be URMD eligible.	County		1-5 years
Construct concrete sidewalk on 173rd Avenue, Shaw Street to Florence Street	County		Completed
Construct interim pedestrian path improvement on Kinnaman Road, Farmington Road to 185th	County		Completed
Construct interim pedestrian path improvement on Blanton Street, 170th Avenue to 185th Avenue	County		Completed
Construct pedestrian improvement, Miller Hill Road at Farmington Road	County		Completed
Construct pedestrian improvement, 197th Avenue, Rock Road to Baseline	County		Completed
Construct pedestrian improvement, Rock Road, Rock Court to Cornelius Pass Road	County		1-5 years
Accessways Increased emphasis on active transportation raises the importance of safe, convenient walking and bicycling routes (especially for shorter trips). Several unique opportunities exist in which undeveloped county rights-of-way or public easements could be improved to include accessways.			
Work with potential partners to plan and construct accessways and pathways in 15 identified locations	County	THPRD, Washington County Visitor's Association, Washington County Bicycle Transportation Coalition, Westside Transportation Alliance, Bicycle Transportation Alliance, Aloha Business Association, Intertwine Alliance, Clean Water Services	1-10+ years
Consider making accessways an eligible expenditure in the Washington County Minor Betterment and Urban Road Maintenance District Safety Programs	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Accessways (continued)			
Revisit accessway design guidelines in Community Development Code Section 408-9	County		1-5 years
Street Lighting Many older, developed neighborhoods lack street lighting or an easily accessible program to retrofit street lights.			
Conduct a feasibility study within a geographically defined, developed neighborhood and assess needed staff resources	County		Completed
If feasibility process demonstrates a reasonable return on staff resource investment, create public information and distribute	County		1-5 years
Transit Service Enhancement Identify opportunities to enhance transit service in the Aloha-Reedville study area.			
Support implementation of TriMet's Westside Service Enhancement Plan including:			
Restore frequent service to MAX light rail and #57 TV Highway / Forest Grove bus line	Trimet	County, ODOT	Underway
Upgrade #52 Farmington / 185th bus to frequent service	Trimet	County	10+ years
Increased frequency and route extension of #88 Hart / 198th bus line	Trimet	County	10+ years
Enhanced, more efficient bus service on TV Highway	Trimet	County, ODOT	10+ years
New north-south bus service on 170th Avenue	Trimet	County	10+ years
New east-west bus service on Baseline Road	Trimet	County	10+ years
Improve transit access / amenities	County	TriMet	10+ years
Reserve future right-of-way on north side of TV Highway for transit improvements	County	TriMet	5-10+ years
Convene a work group to address high capacity transit alternatives	County	TriMet, ODOT, Metro, cities of Hillsboro and Beaverton	1-5 years
Improve bicycle parking facilities at select transit stops	County	TriMet	5-10+ years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Healthy and Active Living			
Parks			
Park availability and access generated much community input. Park improvements and acquisition provide more options and opportunities.			
Support Tualatin Hills Park and Recreation District efforts to expand and improve facilities within the study area, including;			
Development of SW Community Park facilities adjacent to Mountain View Middle School, including creation of a "Champions Too" field capital improvement campaign	THPRD	County, Metro	1-5 years
Facilities improvements at Barsotti Park	THPRD		Completed
Lilly K. Johson Natural Area expansion	THRPD	Metro, County	Completed
Westside Trail property acquisition	THPRD		Completed
Purchase 6.67 acre future park/natural area at 165th Avenue and Farmington Road	THPRD	Metro, County	Completed
Purchase 5.34 acre future park, north of Beaver Court, west of 174th Avenue	THPRD	Metro, County	Completed
Purchase 2.02 acre future park, Miller Hill Road near Hazeldale Elementary School	THPRD	Metro, County	Completed
Purchase 2.74 acre future park, improve with sports field, north side of Alexander, east of 182nd Avenue	THPRD		1-5 years
Purchase future park land north of TV Highway, west of 185th Avenue	THPRD		Completed
Neighborhood Bikeways			
Consider low traffic volume and speed streets that could provide shared bike-auto use. Included would be wayfinding signage, potential traffic calming and intersection safety improvements.			
Identify two east-west and one north-south bikeway route as part of the Washington County Neighborhood Bikeways Plan to be completed in 2014	County	THPRD, Washington County Visitor's Association, Washington County Bicycle Transportation Coalition, Westside Transportation Alliance, Bicycle Transportation Alliance, Aloha Business Association, Intertwine Alliance	1-5 years
Seek funding to construct bikeways identified in above plan and pursue a pilot project in Aloha-Reedville	County	As above	1-5 years
Pursue education and encouragement initiatives upon completion of neighborhood bikeways including neighborhood-scale bike and walking maps	County	As above	1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Regional and Neighborhood Trails Five existing or planned regional or community trails pass through Aloha-Reedville. Support for trail development is strong both by community members and regional residents.			
Work with City of Hillsboro Parks and Recreation Department, Bonneville Power Administration and Hillsboro School District to study feasibility of improvements to the Reedville Trail between Wilkins Street and future South Hillsboro development	County, City of Hillsboro	Bonneville Power Administration, Hillsboro School District	1-5 years (study)
Work with City of Hillsboro, private property owners, ODOT, Portland and Western Railroad and, Union Pacific Railroad to study feasibility of Surf-to-Turf trail parallel to TV Highway, including existing Old Hillsboro Highway right-of-way	County, City of Hillsboro	Property owners, railroads, ODOT	1-5 years (study)
Work with THPRD to extend Beaverton Creek Trail westward. High priority on Beaverton Creek bridge on Augusta Lane	THPRD	County	1-10+ years
Work with THPRD, City of Hillsboro, and property owners to study potential alignments for Willow Creek Trail and Beaverton Creek Trail in vicinity of Baseline Road, Vista Avenue, 185th and 197th Avenues	THPRD	County, City of Hillsboro, property owners	1-5 years (study)
Consider future county role in providing trail development	County	THPRD, City of Hillsboro	1-5 years
Retrofitting Bicycle Parking Facilities Commercial and retail businesses in Aloha-Reedville have limited secure bike parking located in high-visibility areas. Increasing the number and type of conveniently located, safe bike parking facilities could encourage customers to use bicycles for more frequent, short trips.			
Develop a county-wide program that assists in providing bike racks and installation guidance to commercial/retail property owners (who would be responsible for installation).	County	Westside Transportation Alliance, Washington County Bicycle Transportation Coalition, Bicycle Transportation Alliance	1-5 years
Collaborate with Westside Transportation Alliance in development of bike rack installation guide	Westside Transportation Alliance	County	1-5 years
Amend county Community Development Code Section 413-11 to allow exemption of one parking space for conversion to bicycle parking for sites having less than 50 parking spaces. For sites with more than 50 parking spaces allow a reduction of up to 20% or up to three parking spaces (whichever is less)	County		1-5 years
Create and distribute program information to business community	County	Westside Transportation Alliance, Aloha Business Association, Washington County Bicycle Transportation Coalition, Bicycle Transportation Alliance	1-5 years
Test program for two years in the Aloha-Reedville study area to assess participation	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Neighborhood Quality, Actions to Improve Neighborhoods and Provide Housing Options			
Housing Maintenance Code Community members expressed concern about the condition of housing stock and/or general upkeep. Concerns focus on exterior maintenance and interior health issues.			
Establish a Housing Maintenance Program work group including representatives from supporting county departments, community-based organizations, Community Alliance of Tenants, property management associations, community residents and property owners to assess need, conduct national best-practices research, and draft recommendations	County	Community Alliance of Tenants, service providers, community organizations	1-5 years
Support distribution of work group outcomes, info on existing programs (Code Enforcement), and next steps	County	Community Alliance of Tenants, service providers, community organizations	1-5 years
Fair Housing Code Compliance Identify and revise applicable Community Development Code Sections and policy language to comply with Oregon Fair Housing Council recommendations.			
Research and draft Community Development Code revisions to comply with Fair Housing Code recommendations	County		1-5 years
Accessory Dwelling Units Accessory Dwelling Units (ADUs) can provide an affordable housing choice in single family neighborhoods to accommodate aging-in-place for seniors, student housing or rental opportunities. Application costs are a barrier and voluntary compliance with Americans with Disabilities Act (ADA) guidelines lacks incentives.			
Amend Community Development Code Sections 302, 303, and 430-117 to permit ADUs in R-5 and R-6 residential districts through a Type I application process (lowest cost option.)	County		Completed
Increase allowable size of ADU from 600 to 800 square feet and provide additional 20% size allowance when design indicates compliance with ADA facility development guidelines	County		Completed
Community Development Block Grant Utilization Consider changing funding priorities for CDBG to include development.			
Use the Washington County Consolidated Planning process to collect and analyze data and explore options for utilizing CDBG as an affordable housing development tool	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Housing Rehabilitation Programs Community input indicates concern about the maintenance and appearance of homes in the study area. Availability of program information is challenging without a single source portal of updated program information.			
Increase awareness and access to rehabilitation programs available to property owners	County	Community-based organizations	1-5 years
Support community-led efforts (such as Neighborhood Clean-ups) to improve aesthetics and safety in the community	Community organizations	County	
Based on the level of community-led activities, consider offering administrative/logistical support through the county or Oregon State University Extension Office	Community organizations	County, OSU Extension Office	
Expand, based on funding availability, the Office of Community Development Home Access & Repair For Disabled and Elderly (HARDE) and Deferred Interest Bearing Loan (DIBL) housing rehabilitation and repair programs	County	Community-based organizations	1-5 years
Topic Area - Support Business & Shopping, Supporting Local Businesses and Development			
Community Business District - Residential Development Barriers The Community Business District (CBD) is a land use designation along much of TV Highway. CBD allows mixed use (residential and commercial/retail) development in this high transit area which is also near many shopping and service offerings. Developers, property owners, and others note there are development barriers to investing in this corridor.			
Amend Community Development Code standards to change the application process for mixed-use development in CBD from a Type III (most expensive) to a Type II (reducing application costs)	County		1-5 years
Amend Community Development Code standards to eliminate the Planned Development requirement for residential or mixed use investment in CBD (eliminates requirement for provision of open space and required recreational facilities)	County		1-5 years
Amend Community Development Code standards to allow shared parking facilities between commercial and residential uses	County		1-5 years
Home Occupations - Expand Types of Allowable Businesses Home occupation rule limit home-based business options to value-added products/services. Greater flexibility could provide additional business opportunities.			
Remove existing Community Development Code restrictions against sales and "...sale of goods not made, repaired, or reconditioned on the premises..."	County		Completed
Remove restrictions on warehousing and distribution	County		Completed
Amend number of allowed deliveries and pick-ups	County		Completed

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Support Business & Shopping, Supporting Local Businesses and Development (continued)			
Farmers Market Farmers markets are only allowed in General Commerical land use zones, limiting their options to provide fresh, local foods in areas more convenient to neighborhoods and residential areas.			
Expand the land use zones allowing farmers markets to include all commercial, industrial, and institutional designations as a Type II use	County		1-5 years
Collaborate with Hillsboro Farmers Market to test a pilot Mobile Farmers Market concept that would provide opportunities to test locations for longer-term market siting and success	Community organization	Hillsboro Farmers Market, County	1-5 years
Streamline Development Process Developer input noted that improvements to the development application process would provide benefits in time and costs.			
Continue developing online application and review tools	County		1-5 years & ongoing
Minimize development and application barriers (and costs) where possible within application process or regulations such as:	County		1-5 years & ongoing
Change ADU application process from a Type III to Type I	County		Completed
Remove mixed-use (with residential component) Planned Development requirements, allow shared parking, and change application process from Type III to Type II in Community Business District land use zones	County		1-5 years
Continue Developer Forum meetings to identify and respond to development issues	County		Ongoing
185th & TV Highway Commercial Area Framework Plan Developers, property owners, investors, and realtors identify a lack of community supported vision for the commercial area surrounding the 185th and TV highway intersection as a hindrance to private investment.			
Create a Framework Plan to identify key community-supported elements for the commercial area based on community input to date, assessment of county tools to influence investment, designation as a regional Town Center (Metro 2040 Growth Concept Plan design type), and adjacency to high use transit	County	Property owners, developers, investors, businesses, community	Completed
Seek funding to conduct second phase refinement (visioning) plan with expanded community and potentially-affected stakeholder engagement to create a community-supported design. Visioning effort could identify uses such as multi-cultural community center, gathering places, pedestrian and bicycle friendly access, transit access improvements, and changes to design of adjacent streets (Alexander and Alton Streets)	County	Property owners, developers, investors, businesses, community	1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
185th & TV Highway Commercial Area Framework Plan (continued)			
Design Alexander Street to serve as Aloha "Main Street" including pedestrian and bicycle facilities, on-street parking, street trees (including possible retention of existing trees)	County	Property owners, developers, investors, businesses, community	1 - 10 years
Marketing Program / Storefront Improvement Program A number of discrete actions for enhancing economic competitiveness of Aloha-Reedville have been identified including small projects that improve the look and ambience using community and business resources. Implementing catalyst projects could help jumpstart additional redevelopment.			
Identify a community organization to take a lead role in seeking funding for property owner improvements	Community organizations	County	
Convene discussions with adjacent cities and chambers to identify potential opportunities to partner and collaborate	Community organizations	County	
Seek funding to allow the County to support community organization implementation efforts	County	Community organizations	Ongoing
Aloha Community Library Association The community-created Aloha Community Library continues to expand operations and strive to meet requirements to become part of the Washington County Cooperative Library Services system.			
Support initial design of ACLA library expansion	Aloha Community Library Association	County	1-5 years
Provide contingency funding for construction	Aloha Community Library Association	County	1-5 years

ACKNOWLEDGEMENTS

The work of the Aloha-Reedville Study and Livable Community Plan would not have been possible without the dedication of so many participants including community members, organizations, consultants, and partners. County staff thanks the following appointed representatives (and the alternates who volunteered to support them):

Leadership Coordinating Committee

The Leadership Coordinating Committee provided jurisdictional perspectives and feedback at strategic points in the process.

Chairman Andy Duyck – Washington County Board of Commissioners

Commissioner Dick Schouten – Washington County Board of Commissioners

County Administrator Robert Davis – Washington County

Mayor Jerry Willey – City of Hillsboro

Mayor Denny Doyle – City of Beaverton

Councilor Kathryn Harrington – Metro

Councilor Craig Dirksen – Metro

General Manager Neil McFarlane – TriMet

Region 1 District Manager Rian Windsheimer – Oregon Department of Transportation

Superintendent Mike Scott – Hillsboro School District

Deputy Superintendent Ron Porterfield – Beaverton School District

General Manager Doug Menke – Tualatin Hills Park and Recreation District

Deputy General Manager Diane Taniguchi-Dennis – Clean Water Services

Sheriff Pat Garrett – Washington County Sheriffs Office

Chief Mike Duyck – Tualatin Valley Fire & Rescue

Steve Larrance – Citizen Advisory Committee liaison (non-voting)

Gerri Scheerens – Citizen Advisory Committee liaison (non-voting)

Citizen Advisory Committee

The Citizen Advisory Committee held 20 meetings over three years and participated in workshops, open houses, and at community events.

Chris Cordes (SW Quadrant)

Alf “Tom” Hjort / Linda Kline (SE Quadrant)

Gerri Scheerens (NW Quadrant)

Gordon Teifel (NE Quadrant)

Debora Walton (At-Large Community)

Steve Larrance (CPO6)

Laurette Nacamulli (CPO7)

Hal Ballard (active transportation)

Karen Bolin (Aloha Business Association)

Eduardo Corona (Adelantes Mujeres)

Dana Galaxy (Community Action)

Tim Moe (Aloha High School)

Karen Shawcross (Bienestar)

Jose Rivera (Centro Cultural de Washington County)

Jeff Sievert (Faith-based organizations)

Hillsboro Area Chamber of Commerce

Beaverton Area Chamber of Commerce

Jim Wilson (Sequoia Mental Health Services)

In memoriam: Wayne Lee Simmons

Aloha Unite

This coalition of organizations provided meaningful outreach and engagement of historically under-represented community members. Their efforts resulted in hundreds of new voices being added to this community planning effort.

The Center for Intercultural Organizing (CIO) - convenor
Centro Cultural de Washington County

Adelantes Mujeres

Asian Pacific American Network of Oregon (APANO)

Community Alliance of Tenants (CAT)

Organizing People, Activating Leaders (OPAL)

Oregon Somali Family Education Center (OSFEC)

Special Thanks

Tualatin Valley Fire & Rescue - North Command Center conference facilities use

Aloha High School - community-event facilities use and support

Portland Community College – Willow Creek Center – facilities use

Reedville Elementary School – facilities use

Sequoia Mental Health Services - facilities use

International School of Beaverton - facilities use

Edwards Center - facilities use

City of Hillsboro Planning Staff – collaboration on Tualatin Valley Highway Corridor Planning and Focus Area Plan efforts with the Aloha-Reedville Study.

Students of Aloha High School, International School of Beaverton, and Reedville Elementary school for their participation in the Aloha-Reedville Study.

Grantors

The Aloha-Reedville Study and Livable Community Plan received funding from the following agencies:

Metro – Construction Excise Tax (ET) - \$442,000

Office of Sustainable Communities (consortium of the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and the U.S. Environmental Protection Agency) includes:

- U.S. Department of Housing and Urban Development – Community Challenge grant - \$500,000
- U.S. Department of Transportation – TIGER II grant - \$1,500,000

ACKNOWLEDGEMENTS

Technical Advisory Committee

The Technical Advisory Committee held seven meetings over the course of the project. These partners provided organizational and agency perspectives and guidance on key study elements throughout the project.

City of Beaverton
Beaverton School District
City of Hillsboro
Hillsboro School District
Clean Water Services
Tualatin Hills Park and Recreation District
Tualatin Valley Water District
Tualatin Valley Fire & Rescue
Washington County Sheriffs Office
Metro
TriMet
Oregon Department of Transportation
Federal Highway Administration
Washington County Bicycle Transportation Coalition
Washington County Departments:

- Housing Services
- Land Use & Transportation – Long Range Planning, Engineering and Construction Services, Operations and Maintenance
- Health & Human Services (and Disability, Aging & Veteran Services)
- Office of Community Development

Faith-based Organization Roundtables

Several faith-based organizations serving the Aloha and Reedville communities participated in two roundtable discussions. These conversations allowed the organizations to share information on services provided to the community and establish a network for future collaboration. Summaries are available on the project website under “Documents and Maps.”

Shahriar Ahmed, Bilal Mosque
Salma Ahmad, Islamic Society of Greater Portland/ Human Rights Council/ Bilal Mosque
Rev. Sue Ayer, Unitarian Universalist Community Church of Washington County– Orenco
Clint Borden, Faith Center – Aloha
Jim Cochran, Faith Bible Christian School
David Eggleston, Aloha Christian Church
Sally Fabre, Love INC. of Greater Beaverton
Annie Heart, Inter-Religious Action Network of Washington Co./ Family Bridge Shelter/ Inter-Faith Hospitality Network
Wally Johnston, The Journey with Christ
Randy Kinnison, The Journey with Christ
Frank Monfared, Beaverton Bahai Center
Troy Neilsen, Life Church
Sally Perry, St. Elizabeth Ann Seton Parish
Scott Peterson, Cooper Mountain Presbyterian Fellowship
Jenny Pratt, Ecumenical Ministries of Oregon
David Reinke, Bethlehem Lutheran Church
Werner Rienas, Life Church
Jeff Sievert, Reedville Presbyterian Church
Brad Wallace, Faith Bible Christian School
Tim Wright, Church of Jesus Christ of Latter-Day Saints – Beaverton

*In Memoriam: Emily Gottfried, Oregon Area Jewish Committee
& Inter-religious Action Network*

Engaging Historically Under-represented Communities Best Practices Roundtables

Two roundtables were convened with participants from regional and county agencies and organizations. Roundtable members offered best practices based on successful engagement with historically under-represented communities. Included in the discussions are the following representatives:

Carmen Caballero Rubio, The Latino Network
Dagoberto Cerrud, Centro Cultural
Jeanna Hall, Clean Water Services, International Association for Public Participation (IAP2)
Cascade Chapter
Dawn Hanson, Masters Program for both Public Health and Urban Planning, Toulon School of Urban Studies, Portland State University, IAP2 Scholarship Grantee
Joe Hayes, Washington County Department of Land Use & Transportation, Long Range Planning
Oleg Kubrakov, Immigrant and Refugees Community Organization (IRCO)
Maria Loreda, Virginia Garcia Medical Clinics
Kathleen O’Leary, Washington County Department of Health & Human Services (HHS)
Connie Ozawa, Director of Toulon School of Urban Studies, Portland State University
Christina Scarzello, City of Portland, Bureau of Planning and Sustainability
Tara Sulzen, 1000 Friends of Oregon
Leon Taylor, Willamette West Habitat for Humanity
Julie Webber, Washington County Disability, Aging & Veteran Services (DAVS)
Anna Wendt, Willamette West Habitat for Humanity
Jeri Williams, City of Portland Office of Neighborhood Involvement (ONI)
Pei-Ru Wong, Immigrant and Refugees Community Organization (IRCO)

*In Memoriam: Afifa Ahmed-Shafi, City of Portland Office of
Neighborhood Involvement (ONI)*



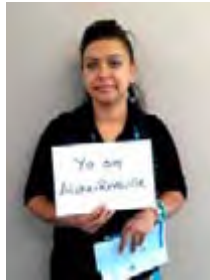
Contact Us!

Washington County Long Range Planning

503.846.3519

alohareedville@co.washington.or.us

www.co.washington.or.us/alohareedville



Aloha-Reedville Study and Livable Community Plan

FINAL REPORT

MARCH 2014



WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS

Andy Duyck, Chairman

Commissioner Dick Schouten, District 1

Commissioner Greg Malinowski, District 2

Commissioner Roy Rogers, District 3

Commissioner Bob Terry, District 4

The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.

This project is funded in part through a Community Challenge Grant provided by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.

This material is based upon work supported by the FHWA under TDGII-P-35/ Cooperative Agreement No. DTFH61-11-H-00011. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.

This project also is funded in part through the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. The TIGER Program provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. TIGER was developed under the transportation, housing, and urban development, related agencies appropriations act of 2010 (DIV. A OF THE CONSOLIDATED APPROPRIATIONS ACT, 2010 (PUB. L.111-117, DEC.16, 2009)), for the national infrastructure investments discretionary grant.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.



English

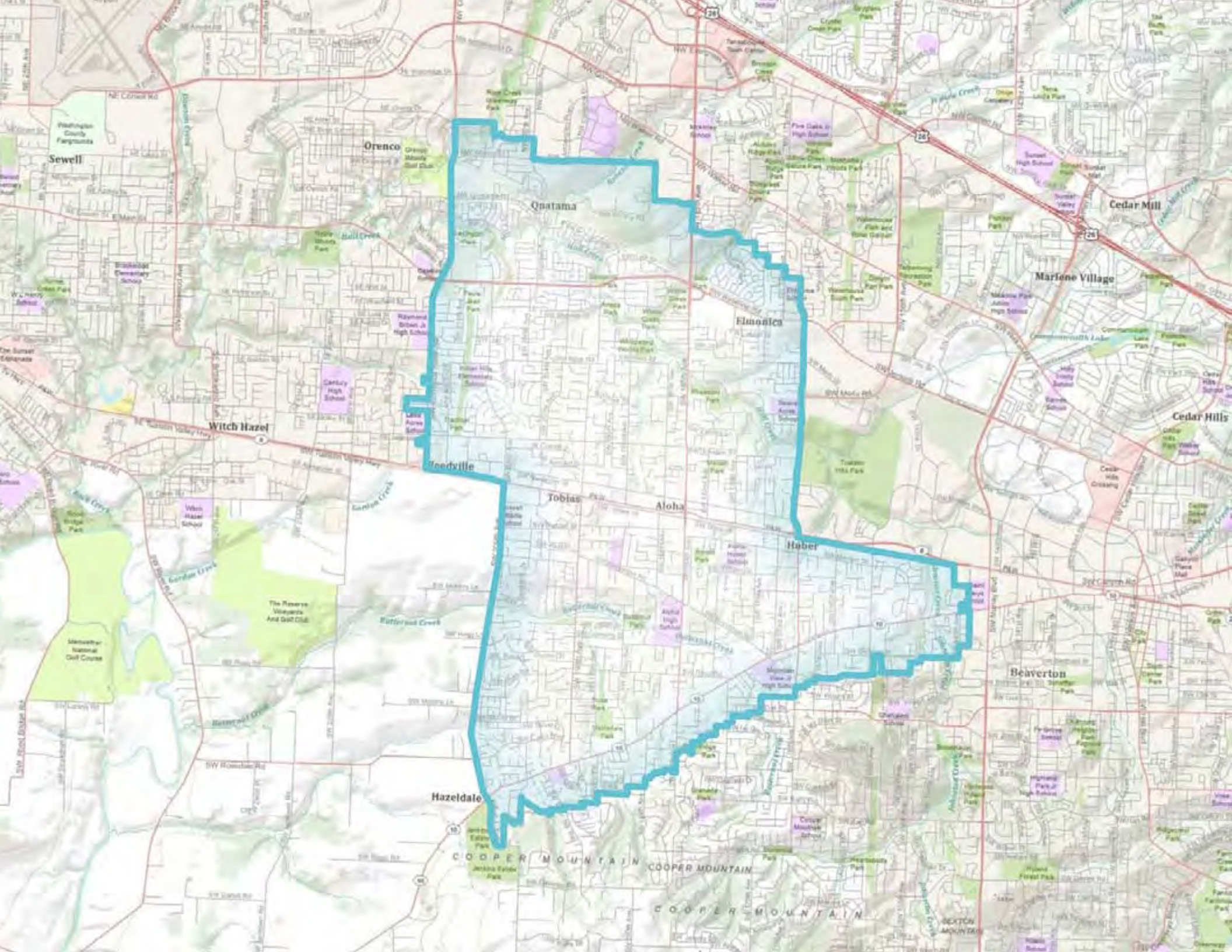
For the full report and more information about this study:

www.co.washington.or.us/alohareedville



Español

WASHINGTON COUNTY DEPARTMENT OF LAND USE & TRANSPORTATION
PLANNING AND DEVELOPMENT SERVICES, LONG RANGE PLANNING
155. N. FIRST AVE, SUITE 350 MS 14
HILLSBORO, OR 97124



ACKNOWLEDGEMENTS

The work of the Aloha-Reedville Study and Livable Community Plan would not have been possible without the dedication of so many participants including community members, organizations, consultants, and partners. County staff thanks the following appointed representatives (and the alternates who volunteered to support them):

Leadership Coordinating Committee

The Leadership Coordinating Committee provided jurisdictional perspectives and feedback at strategic points in the process.

Chairman Andy Duyck – Washington County Board of Commissioners
Commissioner Dick Schouten – Washington County Board of Commissioners
County Administrator Robert Davis – Washington County
Mayor Jerry Willey – City of Hillsboro
Mayor Denny Doyle – City of Beaverton
Councilor Kathryn Harrington – Metro
Councilor Craig Dirksen – Metro
General Manager Neil McFarlane – TriMet
Region 1 District Manager Rian Windsheimer – Oregon Department of Transportation
Superintendent Mike Scott – Hillsboro School District
Deputy Superintendent Ron Porterfield – Beaverton School District
General Manager Doug Menke – Tualatin Hills Park and Recreation District
Deputy General Manager Diane Taniguchi-Dennis – Clean Water Services
Sheriff Pat Garrett – Washington County Sheriffs Office
Chief Mike Duyck – Tualatin Valley Fire & Rescue
Steve Larrance – Citizen Advisory Committee liaison (non-voting)
Gerri Scheerens – Citizen Advisory Committee liaison (non-voting)

Citizen Advisory Committee

The Citizen Advisory Committee held 20 meetings over three years and participated in workshops, open houses, and at community events.

Chris Cordes (SW Quadrant)
Alf "Tom" Hjort / Linda Kline (SE Quadrant)
Gerri Scheerens (NW Quadrant)
Gordon Teifel (NE Quadrant)
Debora Walton (At-Large Community)
Steve Larrance (CPO6)
Laurette Nacamulli (CPO7)
Hal Ballard (active transportation)
Karen Bolin (Aloha Business Association)
Eduardo Corona (Adelantes Mujeres)
Dana Galaxy (Community Action)
Tim Moe (Aloha High School)
Jose Rivera (Centro Cultural de Washington County)
Karen Shawcross (Bienestar)
Jeff Sievert (Faith-based organizations)
Hillsboro Area Chamber of Commerce
Beaverton Area Chamber of Commerce
Jim Wilson (Sequoia Mental Health Services)

In memoriam: Wayne Lee Simmons

Project Team

Andrew Singelakis, director, Department of Land Use and Transportation
Val Valfre, director, Department of Housing Services
Mike Dahlstrom, project manager
Kimberly Armstrong, deputy project manager
Traci Shirley, project coordinator
Suzanne Savin, planner
Stephen Shane, planner
Steven Szigethy, planner
Joe Hayes, graphic information systems
Doria Mateja, graphic information systems
Juli Mills, account management
Michael O'Neill, account manager
Bonita Oswald, graphic design

Consultants

Centro Cultural de Washington County
Center for Intercultural Organizing
CommonWorks Consulting
Eco Northwest
HDR Engineering
JLA Public Involvement
Leland Consulting Group
National Charrette Institute
The Nielson Group
Riley Research
Urbsworks

Grantors

The Aloha-Reedville Study and Livable Community Plan received funding from the following agencies:

Metro – Construction Excise Tax (CET) - \$442,000

Office of Sustainable Communities (consortium of the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and the U.S. Environmental Protection Agency) includes:

- U.S. Department of Housing and Urban Development – Community Challenge grant - \$500,000
- U.S. Department of Transportation – TIGER II grant - \$1,500,000

Aloha Unite

This coalition of organizations provided meaningful outreach and engagement of historically under-represented community members. Their efforts resulted in hundreds of new voices being added to this community planning effort.

The Center for Intercultural Organizing (CIO) - convenor
Centro Cultural de Washington County
Adelantes Mujeres
Asian Pacific American Network of Oregon (APANO)

Community Alliance of Tenants (CAT)
Organizing People, Activating Leaders (OPAL)
Oregon Somali Family Education Center (OSFEC)

ACKNOWLEDGEMENTS

Technical Advisory Committee

The Technical Advisory Committee held seven meetings over the course of the project. These partners provided organizational and agency perspectives and guidance on key study elements throughout the project.

City of Beaverton
Beaverton School District
City of Hillsboro
Hillsboro School District
Clean Water Services
Tualatin Hills Park and Recreation District
Tualatin Valley Water District
Tualatin Valley Fire & Rescue
Washington County Sheriffs Office
Metro
TriMet
Oregon Department of Transportation
Federal Highway Administration
Washington County Bicycle Transportation Coalition
Washington County Departments:

- Housing Services
- Land Use & Transportation – Long Range Planning, Engineering and Construction Services, Operations and Maintenance
- Health & Human Services (and Disability, Aging & Veteran Services)
- Office of Community Development

Special Thanks

Tualatin Valley Fire & Rescue - North Command Center conference facilities use
Aloha High School - community-event facilities use and support
Portland Community College – Willow Creek Center – facilities use
Reedville Elementary School – facilities use
Sequoia Mental Health Services - facilities use
International School of Beaverton - facilities use
Edwards Center - facilities use
City of Hillsboro Planning Staff – collaboration on Tualatin Valley Highway Corridor Planning and Focus Area Plan efforts with the Aloha-Reedville Study.
Students of Aloha High School, International School of Beaverton, and Reedville Elementary School for their participation in the Aloha-Reedville Study.

Faith-based Organization Roundtables

Several faith-based organizations serving the Aloha and Reedville communities participated in two roundtable discussions. These conversations allowed the organizations to share information on services provided to the community and establish a network for future collaboration. Summaries are available on the project website under “Documents and Maps.”

Shahriar Ahmed, Bilal Mosque
Salma Ahmad, Islamic Society of Greater Portland/ Human Rights Council/ Bilal Mosque
Rev. Sue Ayer, Unitarian Universalist Community Church of Washington County– Orenco
Clint Borden, Faith Center – Aloha
Jim Cochran, Faith Bible Christian School
David Eggleston, Aloha Christian Church
Sally Fabre, Love INC. of Greater Beaverton
Annie Heart, Inter-Religious Action Network of Washington Co./ Family Bridge Shelter/ Inter-Faith Hospitality Network
Wally Johnston, The Journey with Christ
Randy Kinnison, The Journey with Christ
Frank Monfared, Beaverton Bahai Center
Troy Neilsen, Life Church
Sally Perry, St. Elizabeth Ann Seton Parish
Scott Peterson, Cooper Mountain Presbyterian Fellowship
Jenny Pratt, Ecumenical Ministries of Oregon
David Reinke, Bethlehem Lutheran Church
Werner Rienas, Life Church
Jeff Sievert, Reedville Presbyterian Church
Brad Wallace, Faith Bible Christian School
Tim Wright, Church of Jesus Christ of Latter-Day Saints – Beaverton

*In Memoriam: Emily Gottfried, Oregon Area Jewish Committee
& Inter-religious Action Network*

Engaging Historically Under-represented Communities Best Practices Roundtables

Two roundtables were convened with participants from regional and county agencies and organizations. Roundtable members offered best practices based on successful engagement with historically under-represented communities. Included in the discussions are the following representatives:

Carmen Caballero Rubio, The Latino Network
Dagoberto Cerrud, Centro Cultural
Jeanna Hall, Clean Water Services and International Association for Public Participation (IAP2) Cascade Chapter
Dawn Hanson, Masters Program for both Public Health and Urban Planning, Toulon School of Urban Studies, Portland State University, IAP2 Scholarship Grantee
Joe Hayes, Washington County Department of Land Use & Transportation, Long Range Planning
Oleg Kubrakov, Immigrant and Refugees Community Organization (IRCO)
Maria Loreda, Virginia Garcia Medical Clinics
Kathleen O’Leary, Washington County Department of Health & Human Services (HHS)
Connie Ozawa, Director of Toulon School of Urban Studies, Portland State University
Christina Scarzello, City of Portland, Bureau of Planning and Sustainability
Tara Sulzen, 1000 Friends of Oregon
Leon Taylor, Willamette West Habitat for Humanity
Julie Webber, Washington County Disability, Aging & Veteran Services (DAVS)
Anna Wendt, Willamette West Habitat for Humanity
Jeri Williams, City of Portland Office of Neighborhood Involvement (ONI)
Pei-Ru Wong, Immigrant and Refugees Community Organization (IRCO)

*In Memoriam: Afifa Ahmed-Shafi, City of Portland Office of
Neighborhood Involvement (ONI)*

TABLE OF CONTENTS

EXECUTIVE SUMMARY	VI	ACTION RECOMMENDATIONS	21
<i>Introduction</i>	<i>vi</i>	<i>Major Roads – Addressing Transportation and Transit Improvements</i>	<i>23</i>
<i>Opportunities and Challenges</i>	<i>vii</i>	<i>Getting Around Safely:</i>	<i>31</i>
<i>Study Objectives</i>	<i>viii</i>	<i>Supporting Local Business and Development</i>	<i>35</i>
<i>Study Funding</i>	<i>viii</i>	<i>Neighborhood Quality – Improving Neighborhoods and Housing</i>	<i>41</i>
<i>Recommendations and Action Plans</i>	<i>ix</i>	<i>Healthy and Active Living</i>	<i>45</i>
<i>Next Steps</i>	<i>xi</i>		
ACTIONS MATRIX	XII	GOVERNANCE	49
INTRODUCTION	1	<i>Urban Services Agreements and Urban Planning Area Agreements</i>	<i>49</i>
<i>Report Structure</i>	<i>1</i>	<i>Urbanization Forum</i>	<i>50</i>
<i>Study Intent and Overview</i>	<i>2</i>	<i>Polling the Community</i>	<i>50</i>
<i>Why Aloha-Reedville?</i>	<i>5</i>		
GOALS, OBJECTIVES, AND VISION STATEMENTS ...	9	PUBLIC INVOLVEMENT	51
<i>Project Goals</i>	<i>9</i>	<i>Community Voices</i>	<i>51</i>
<i>CAC Vision Statements</i>	<i>10</i>	<i>First Things First</i>	<i>51</i>
<i>Metro Background</i>	<i>11</i>	<i>Engaging Those that Engage Others</i>	<i>53</i>
<i>Partnership for Sustainable Communities – Intent & Purpose</i>	<i>12</i>	<i>Aloha High School Students – Leaders and Community Members of Tomorrow</i>	<i>54</i>
<i>Identified Grant Deliverables</i>	<i>13</i>	<i>Establishing a Baseline of Understanding of the Community</i>	<i>55</i>
		<i>Tools that Engage</i>	<i>56</i>
HISTORY AND EXISTING CONDITIONS	15	<i>Public Engagement Success is in the Eye of the Beholder</i>	<i>57</i>
<i>Early Beginnings</i>	<i>15</i>	<i>Making Public Engagement Processes Better</i>	<i>58</i>
<i>Existing Conditions – Challenges</i>	<i>16</i>		
<i>Existing Conditions – Opportunities</i>	<i>17</i>	CONCLUDING THOUGHTS AND NEXT STEPS	59
<i>What Have We Heard?</i>	<i>19</i>	<i>Key Takeaways</i>	<i>60</i>
		<i>What’s in the Works?</i>	<i>61</i>
		<i>Next Steps</i>	<i>62</i>

TABLE OF CONTENTS

<p>ADDENDUM A: ECONOMIC DEVELOPMENT STRATEGY A1</p> <p><i>Introduction</i> A1</p> <p><i>What Are the Issues?</i>..... A1</p> <p><i>Analysis</i> A3</p> <p><i>Strategy and Recommendations</i>..... A4</p> <p><i>Conclusion</i>..... A6</p> <p>ADDENDUM B: CORRIDOR AND TOWN CENTER LAND USE AND STREETSCAPE IMPROVEMENT PLAN B1</p> <p><i>Introduction</i> B3</p> <p><i>Existing Conditions and Planned Modifications</i> B6</p> <p><i>Pedestrian Streetscape Issues</i> B7</p> <p><i>Policy Context and Related Plans</i> B8</p> <p><i>Focus Area Background</i> B10</p> <p><i>Conclusion</i>..... B10</p> <p>ADDENDUM C: PEDESTRIAN AND BICYCLE PLAN..... C1</p> <p><i>Executive Summary</i> C1</p> <p><i>Introduction</i> C3</p> <p><i>Walking and Bicycling in Aloha-Reedville Today</i>..... C3</p> <p><i>What We Heard from the Aloha-Reedville Community</i> C6</p> <p><i>Policy Context and Related Plans</i> C7</p> <p><i>Recommended Actions</i>..... C10</p> <p><i>Conclusion</i>..... C21</p>	<p>ADDENDUM D: HOUSING EQUITY AND OPPORTUNITY STRATEGY D1</p> <p><i>Executive Summary</i> D1</p> <p><i>Introduction and Context</i>..... D2</p> <p><i>Existing Conditions and Constraints</i> D3</p> <p><i>What We Heard from the Community</i> D6</p> <p><i>Policy Context and Related Plans</i> D6</p> <p><i>Supporting Community Aspirations</i> D7</p> <p><i>Supporting the Other Aloha-Reedville Plans</i> D7</p> <p><i>Supporting Other Plans and Policies</i>..... D7</p> <p><i>Recommended Actions</i>..... D8</p> <p>ADDENDUM E: SW 185TH AVENUE AND TUALATIN VALLEY HIGHWAY COMMERCIAL AREA FRAMEWORK PLAN E1</p> <p><i>Executive Summary</i> E1</p> <p><i>The Aloha Town Center Framework Plan</i> E10</p> <p><i>Implementation: Next Steps and Actions</i>..... E14</p> <p><i>Comparison of Attributes of Commercial and Retail Areas</i> E15</p> <p><i>Incremental Implementation Program</i>..... E18</p>
--	--



EXECUTIVE SUMMARY

Introduction

Aloha and Reedville were already established farming communities when Oregon joined the union in 1859. Fast-forward 155 years and today's Aloha-Reedville is a vibrant community of 50,000 people in just over nine square miles located between the cities of Beaverton and Hillsboro. The area has never incorporated as a city, but it would be the fifth most populous city in the Portland metropolitan region if it did.

This mostly residential area has experienced significant growth in the past 25 years, becoming denser and more diverse. Aloha-Reedville remains a desirable place to live. Most residents take pride in their community and express a strong sense of community identity. This sense of community is evident in the many residents working to make Aloha-Reedville an even better place for themselves and their neighbors.

There is significant positive momentum in Aloha-Reedville—these are just a few examples:

- The community-initiated Aloha Library has been so successful since opening in 2011 that it is already moving to a larger location.
- The Aloha Business Association restarted after a long dormancy. It meets regularly and is looking to expand its role in working to improve the community.

- TriMet is considering bus service enhancements to improve connections between the study area's residential and commercial areas and the Westside MAX light rail, which links the area to downtown Portland, the airport, and points beyond.
- New parks and projects to improve bicycle and pedestrian connections and safety are in the early phases of planning and implementation.

The Aloha-Reedville Study and Livable Community Plan is a three-year effort to engage the entire Aloha-Reedville community to improve the quality of life and address the impact of future growth.

Read on in this Executive Summary for a brief overview of:

- opportunities and challenges facing Aloha-Reedville;
- the Aloha Reedville study's objectives;
- study funding;
- study recommendations and action plan; and
- next steps.

Opportunities and Challenges

Along with many opportunities the community also faces a number of challenges. At the start of this study, thirty percent of Aloha-Reedville households had incomes below 50% of the Portland area Median Family Income (MFI). There was a higher percentage of adults and children living below the federal poverty line in the study area than in the county as a whole. And while it remains one of the most affordable areas in Washington County, 42% of Aloha-Reedville households were cost burdened (by housing plus transportation costs) compared to the countywide average of 36%. Housing options are also somewhat constrained. Vacancy rates at the start of the study were under 2%, revealing a very tight rental market.



Much of the study area lacks common urban infrastructure such as complete sidewalks and street lighting—on busy streets and in neighborhoods. Large parts of the study area have inadequate access to transit service. Some commercial and residential areas seem suitable for redevelopment, but new development has yet to occur.

Community participation is vital to its success.

Given these opportunities and challenges, the timing was right for an updated and thoughtful consideration of Aloha-Reedville—with extensive community outreach to engage new community voices as a fundamental component of the effort, and where the benefits of recommended actions are spread equitably across the study area.



Study Objectives:

Key objectives of the Aloha-Reedville study were to promote a healthier and more livable community by:

- Engaging a broad spectrum of residents to understand community issues, needs, opportunities and challenges;
- Undertaking extensive outreach to encourage meaningful participation from low-income, minority, and special-needs residents;
- Obtaining and conveying existing conditions information to the community;
- Developing strategies to improve housing conditions, redevelopment opportunities, and transportation facilities—including safe and accessible walking and bicycling options and improved transportation connections;
- Developing strategies that result in more affordable housing options across a range of incomes (especially in areas with good transit service); and
- Providing redevelopment strategies for private and public investment that could lead to new businesses, employment opportunities, and services.

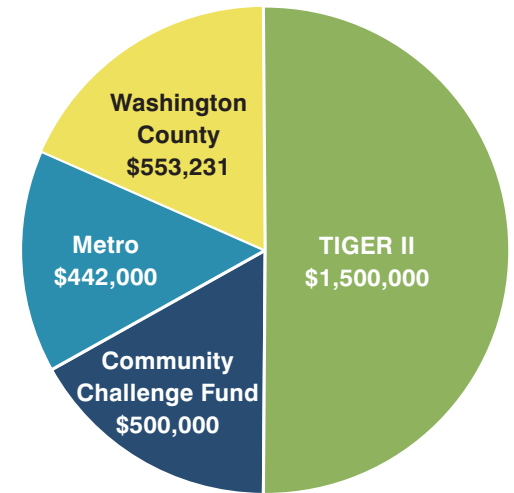
Study Funding:

The Aloha-Reedville study was funded primarily through three grant programs:

- a federal Community Challenge grant—this program looks to remove barriers to affordable, economically vital and sustainable communities²;
- a federal TIGER II grant—this program funds and invests in road, rail, transit and port projects that promise to achieve critical national and local objectives³; and
- a Metro Construction Excise Tax (CET) grant—this program funds projects that help achieve vibrant and sustainable communities, safe and walkable neighborhoods, and good jobs.

² Community Challenge grants are a U.S. Department of Housing and Urban Development (HUD) program.

³ TIGER stands for Transportation Investment Generating Economic Recovery and is a U.S. Department of Transportation program.



Aloha-Reedville Study Funding

The study's goal is to identify strategies to support job growth, business development, affordable housing options and transportation solutions.

These objectives reflect the multi-disciplinary approach of the federal Office of Sustainable Housing and Communities (OSHC), the primary grantor for this three-year project¹. Recommendations from this study recognize the interrelatedness of the challenges, opportunities and benefits that can accrue to jobs, housing and transportation. Study recommendations also seek to spread benefits equitably across the study area.

The Summary Report for this project provides a brief project history and background. Its primary purpose is to highlight the study's recommended action items, which are intended to direct future government, agency and community efforts and investments to help make Aloha-Reedville an even better place to live, work, visit and play.

¹ Background on the OSHC program is found in Section 2.



Recommendations and Action Plans:

From the start, community-identified goals, values, challenges and opportunities have informed the recommendations and strategies that will prioritize future coordination and investment. Over 100 specific recommendations to enhance study area living conditions are found in 31 Action Issue Papers and five Action Plan reports included in the addendum to the Summary Report. Two public involvement reports are also included in the addendum: the “Benchmark Report” from Riley Research Associates, which contains results of two random sample statistical surveys conducted for the project; and the Center for Intercultural Organizing’s “Community Feedback Report” that includes recommendations derived from outreach within historically under-represented populations.

The Action Issue Papers contain background information on each subject and recommendations addressing the most common citizen comments about needed improvements. Examples include safer pedestrian and bicycle connections between neighborhoods, schools, transit, and parks; improvements for all transportation users on specific arterials and collector streets; development strategies to encourage investment and redevelopment in commercial areas; improved access to local and regional trails; and removal of potential development barriers in the county’s Community Development Code.

The five subject Action Plan reports are:

Although primarily a transportation (including transit access, biking and walking improvements), land use, affordable housing, and economic analysis, the study may serve as a catalyst for future planning efforts and discussion among study area service providers.



Economic Development Strategies



Corridor, Town Center, Land Use and Streetscape Strategy



Pedestrian and Bicycle Plan



Housing Equity and Opportunity Strategy



Town Center Framework



These plans were developed as a result of the study’s federal grant requirements and/or evolved out of community discussion and input. They are detailed documents that elaborate and expand on opportunities for public and private coordination, investment and partnerships to make Aloha-Reedville a great community.



Aloha Farmers Market



Residential area north of Kinnaman



198th Avenue at TV Highway

The following near-term actions for the study area are completed or are already moving forward.

Land use:

- More flexibility allowed under a home occupation permit;
- More flexibility for locating farmers markets; and
- Revisions and improvements to the Community Development Code.

Housing:

- Updated and coordinated public information for housing issues; and
- Reduction in cost and increase in allowable size for accessory dwelling units in low-density residential areas.

Transportation:

- Safety improvements and improved lighting at SW 185th Avenue and TV Highway;
- Identification and design of no less than three enhanced pedestrian crossings of major streets within the study area;
- Identification of at least one sidewalk improvement project around nine study area schools; and
- Design work for reconstruction of SW 198th Avenue to include two vehicle travel lanes, bike lanes, sidewalks, street lighting, planter strips and trees.

The Actions Matrix included on pages xii-xxi provides a comprehensive list of recommended actions, projected costs, time frames for improvements and potential implementation partners.

For background and additional subject detail, the reader is encouraged to review the addendum documents. Baseline demographic data and transportation, housing and general land use conditions at the start of the project

These and other community aspirations will play a vital role in discussions about where the community wants to go and how to get there.

are discussed in the Aloha-Reedville Study and Livable Community Plan – Existing Conditions Report, June, 2012. The report and its appendices can be accessed by clicking on “Document and Maps” on the study’s project page: www.co.washington.or.us/alohareedville



185th Avenue at Baseline Road

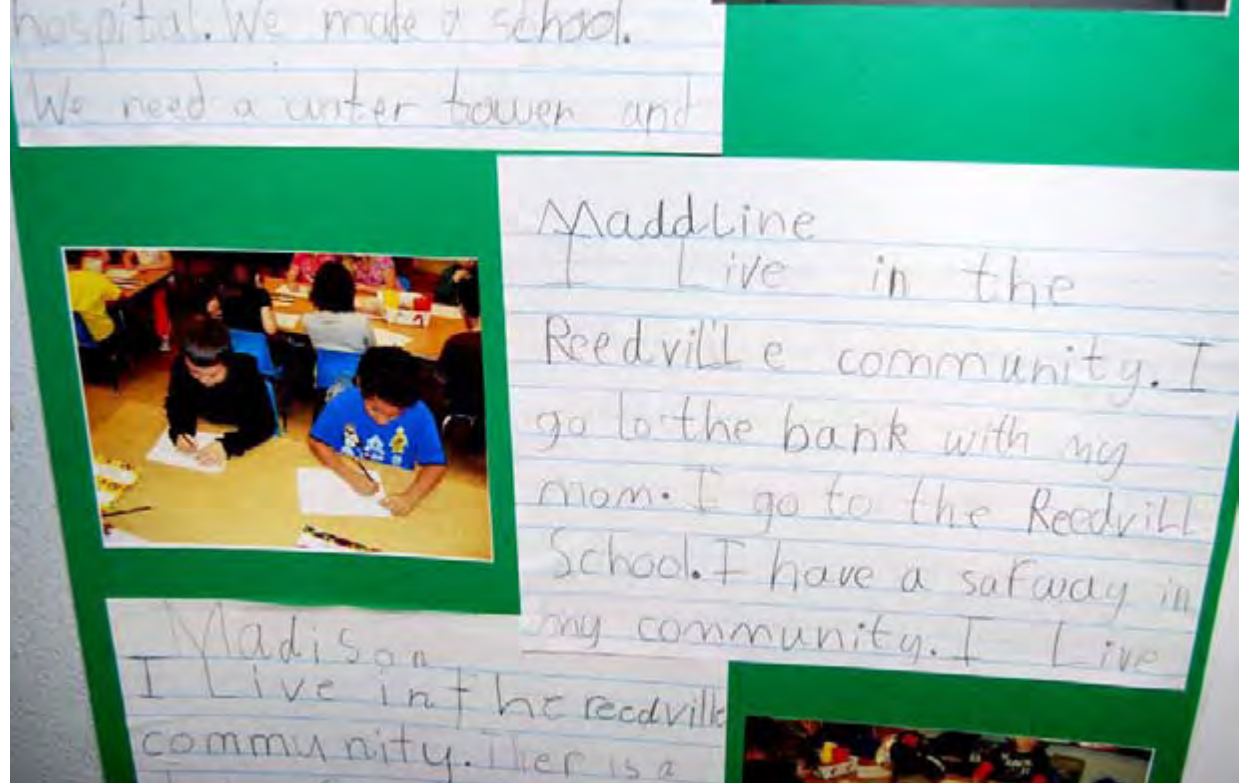
Next Steps

To date, the Aloha-Reedville Study and Livable Community Plan has helped leverage more than \$32,000,000 in commitments for community improvements, including new parks, major street improvements, and street lighting on a portion of TV Highway. County staff will continue to work with other agencies and organizations to seek out available federal, state and regional funding that can help implement these action plans. Staff will also continue to work with county partners to maximize opportunities for related improvements.

For 2014, six potential county land use ordinances are under consideration that could lead to improved living conditions in the study area. These are:

- Increasing the locations where farmers markets can locate;
- A new pedestrian overlay for segments of SW Alexander Street to enhance transportation conditions for all users;
- Compliance with Fair Housing Council standards, including consideration of shared parking and group homes in transit-served areas;
- Reducing barriers to mixed-use residential development in the Commercial Business District;
- Improvements to pedestrian and accessway standards; and
- Improvements to bicycle parking requirements.

County staff will continue providing organizational support for members of the study's Citizen Advisory Committee and other community members who have expressed a willingness to continue the work of ensuring that the study's recommendations move forward. Community groups, including the Center for Intercultural Organizing, the Aloha Business Association and CPO 6 members, have committed to remaining active in moving forward to help create an even better community where residents and visitors alike want to live, work, shop, play and linger. **We hope you will get involved too!**



Aloha and Reedville: your plan for a brighter future!



ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Major Roads			
Major Streets			
A large proportion of the arterial and collector roadway network (major streets) in Aloha-Reedville does not meet urban standards.			
198th Avenue, TV Highway to Farmington - Reconstruct: two through lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County		1-5 years
170th Avenue, Merlo Road to Alexander Street - Concept design	County		1-5 years
170th Avenue, Merlo Road to Alexander Street - Construct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	City of Beaverton	5-10 years
Kinnaman Road, 209th Avenue to Farmington Road - Reconstruct: two through lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, re-align intersection at 198th Avenue	County	City of Hillsboro	5-10 years
209th Avenue, TV Highway to Farmington Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	City of Hillsboro	5-10+ years
205th Avenue, Quatama Road to Baseline Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, bridge over Beaverton Creek	County	City of Hillsboro	5-10+ years
Farmington Road, 209th Avenue to Kinnaman Road - Transfer from ODOT to Washington County, Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County	ODOT, City of Hillsboro	10+ years
185th Avenue, Kinnaman Road to Farmington Road - Reconstruct: four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees, pedestrian crossing	County		10+ years
185th Ave., Kinnaman to Blanton - Widen to four lanes, turn lane, bicycle lane, sidewalks, streetlights, stormwater mitigation, street trees	County		10+ years
Crossing Improvements			
Affirm high priority locations for enhanced pedestrian crossings of county arterials: 185th Avenue between Baseline and Tualatin Valley (TV) Highway; 170th Avenue between Merlo Road and Farmington Road; Baseline Road between Cornelius Pass Road and 185th Avenue.			
Determine location and type of crossing	County	TriMet, Oregon Walks, Oregon Department of Transportation (ODOT), Westside Transportation Alliance, Tualatin Hills Park & Recreation District (THPRD), Beaverton School District, Hillsboro School District	1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Crossing Improvements (continued)			
Install pedestrian crossings	County		5-10 years
Road Classification Changes Identify changes to Transportation System Plan roadway designations to better prepare for future growth and its impacts.			
Tualatin Valley Highway, Maple Street (Hillsboro) to Hocken Street (Beaverton) - Change from 6/7 lanes to 4/5 lanes with On-Street High Capacity Transit overlay (consistent with TV Highway Corridor Plan).	County	ODOT, City of Beaverton, City of Hillsboro, Metro	1-5 years
209th Avenue, TV Highway to Farmington Road - Change 2/3 lanes to 4/5 lanes.	County	City of Hillsboro, ODOT	1-5 years
Farmington Road, 209th Avenue to 185th Avenue - Change 2/3 lanes to 4/5 lanes	County	City of Hillsboro, ODOT	1-5 years
Intersection re-alignments: Blanton Street at 198th Avenue; Kinnaman Road at 198th Avenue; Blanton Street at 185th Avenue and; Rosa Road and 179th Avenue at Farmington Road	County	City of Hillsboro, City of Beaverton	1-5 years
Select neighborhood routes and local street redesignation	County		1-5 years
Identified bicycle and pedestrian route and connections	County		1-5 years
South Hillsboro and Tualatin Valley Highway Corridor Planning Coordination Coordinate with the City of Hillsboro, ODOT, and the City of Beaverton regarding TV Highway improvements. Endorse recommendations from the TV Highway Corridor Plan. Partner with the cities and ODOT on transportation and safety improvements on TV Highway and selected intersections.			
Tualatin Valley Highway, 182nd to 187th Safety Improvement Project - traffic separator east and west on TV Highway, sign replacement, count-down pedestrian crossing signals, re-alignment of right turn island (northbound 185th to east bound TV Highway)	ODOT	County	1-5 years
Install street lights along TV Highway corridor roughly 182nd Avenue to 187th Avenue - Cobra style LED street lights, improved poles (with potential for banner arms on north side). Consider fixtures and poles that would complement future commercial or mixed use development. Choose pole design that could accommodate banner arms for community branding option	County	ODOT	1-5 years
Develop and agree on funding strategy to address transportation impacts of South Hillsboro development on 209th Avenue, Kinnaman Road, Blanton Street, (including intersection re-alignments, on Kinnaman at 198th and on Blanton at 198th and 185th) and intersection improvements on TV Highway at Cornelius Pass Road, 209th Avenue, and 185th Avenue	County, City of Hillsboro, ODOT		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Getting Around Safely			
Sidewalks Around Schools Sidewalk connectivity was one of the most frequently cited concerns. Based on additional community and advisory committee discussions the highest priority was identified as filling gaps around the 11 public schools in the study area.			
Seek funding and construct concrete sidewalks or asphalt walkways in up to 11 locations near public schools	County	Beaverton and Hillsboro School Districts	5-10+ years
Install marked crosswalks and supporting infrastructure at three locations (determined through engineering analysis)	County	Beaverton and Hillsboro School Districts	5-10+ years
Design and construct a pedestrian and bicycle bridge over Beaverton Creek at Augusta Lane (178th and Pheasant Drive alignments)	County	Beaverton School District, THPRD, Clean Water Services	1-5 years
Construct sidewalks on 178th Avenue, TV Highway to Johnson (to funding limits - i.e., as far towards Johnson as funding allows). May be URMD eligible.	County		1-5 years
Construct concrete sidewalk on 173rd Avenue, Shaw Street to Florence Street	County		Completed
Construct interim pedestrian path improvement on Kinnaman Road, Farmington Road to 185th	County		Completed
Construct interim pedestrian path improvement on Blanton Street, 170th Avenue to 185th Avenue	County		Completed
Construct pedestrian improvement, Miller Hill Road at Farmington Road	County		Completed
Construct pedestrian improvement, 197th Avenue, Rock Road to Baseline	County		Completed
Construct pedestrian improvement, Rock Road, Rock Court to Cornelius Pass Road	County		1-5 years
Accessways Increased emphasis on active transportation raises the importance of safe, convenient walking and bicycling routes (especially for shorter trips). Several unique opportunities exist in which undeveloped county rights-of-way or public easements could be improved to include accessways.			
Work with potential partners to plan and construct accessways and pathways in 15 identified locations	County	THPRD, Washington County Visitor's Association, Washington County Bicycle Transportation Coalition, Westside Transportation Alliance, Bicycle Transportation Alliance, Aloha Business Association, Intertwine Alliance, Clean Water Services	1-10+ years
Consider making accessways an eligible expenditure in the Washington County Minor Betterment and Urban Road Maintenance District Safety Programs	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Accessways (continued)			
Revisit accessway design guidelines in Community Development Code Section 408-9	County		1-5 years
Street Lighting Many older, developed neighborhoods lack street lighting or an easily accessible program to retrofit street lights.			
Conduct a feasibility study within a geographically defined, developed neighborhood and assess needed staff resources	County		Completed
If feasibility process demonstrates a reasonable return on staff resource investment, create public information and distribute	County		1-5 years
Transit Service Enhancement Identify opportunities to enhance transit service in the Aloha-Reedville study area.			
Support implementation of TriMet's Westside Service Enhancement Plan including:			
Restore frequent service to MAX light rail and #57 TV Highway / Forest Grove bus line	Trimet	County, ODOT	Underway
Upgrade #52 Farmington / 185th bus to frequent service	Trimet	County	10+ years
Increased frequency and route extension of #88 Hart / 198th bus line	Trimet	County	10+ years
Enhanced, more efficient bus service on TV Highway	Trimet	County, ODOT	10+ years
New north-south bus service on 170th Avenue	Trimet	County	10+ years
New east-west bus service on Baseline Road	Trimet	County	10+ years
Improve transit access / amenities	County	TriMet	10+ years
Reserve future right-of-way on north side of TV Highway for transit improvements	County	TriMet	5-10+ years
Convene a work group to address high capacity transit alternatives	County	TriMet, ODOT, Metro, cities of Hillsboro and Beaverton	1-5 years
Improve bicycle parking facilities at select transit stops	County	TriMet	5-10+ years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Healthy and Active Living			
Parks			
Park availability and access generated much community input. Park improvements and acquisition provide more options and opportunities.			
Support Tualatin Hills Park and Recreation District efforts to expand and improve facilities within the study area, including;			
Development of SW Community Park facilities adjacent to Mountain View Middle School, including creation of a "Champions Too" field capital improvement campaign	THPRD	County, Metro	1-5 years
Facilities improvements at Barsotti Park	THPRD		Completed
Lilly K. Johson Natural Area expansion	THRPD	Metro, County	Completed
Westside Trail property acquisition	THPRD		Completed
Purchase 6.67 acre future park/natural area at 165th Avenue and Farmington Road	THPRD	Metro, County	Completed
Purchase 5.34 acre future park, north of Beaver Court, west of 174th Avenue	THPRD	Metro, County	Completed
Purchase 2.02 acre future park, Miller Hill Road near Hazeldale Elementary School	THPRD	Metro, County	Completed
Purchase 2.74 acre future park, improve with sports field, north side of Alexander, east of 182nd Avenue	THPRD		1-5 years
Purchase future park land north of TV Highway, west of 185th Avenue	THPRD		Completed
Neighborhood Bikeways			
Consider low traffic volume and speed streets that could provide shared bike-auto use. Included would be wayfinding signage, potential traffic calming and intersection safety improvements.			
Identify two east-west and one north-south bikeway route as part of the Washington County Neighborhood Bikeways Plan to be completed in 2014	County	THPRD, Washington County Visitor's Association, Washington County Bicycle Transportation Coalition, Westside Transportation Alliance, Bicycle Transportation Alliance, Aloha Business Association, Intertwine Alliance	1-5 years
Seek funding to construct bikeways identified in above plan and pursue a pilot project in Aloha-Reedville	County	As above	1-5 years
Pursue education and encouragement initiatives upon completion of neighborhood bikeways including neighborhood-scale bike and walking maps	County	As above	1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Regional and Neighborhood Trails Five existing or planned regional or community trails pass through Aloha-Reedville. Support for trail development is strong both by community members and regional residents.			
Work with City of Hillsboro Parks and Recreation Department, Bonneville Power Administration and Hillsboro School District to study feasibility of improvements to the Reedville Trail between Wilkins Street and future South Hillsboro development	County, City of Hillsboro	Bonneville Power Administration, Hillsboro School District	1-5 years (study)
Work with City of Hillsboro, private property owners, ODOT, Portland and Western Railroad and Union Pacific Railroad to study feasibility of Surf-to-Turf trail parallel to TV Highway, including existing Old Hillsboro Highway right-of-way	County, City of Hillsboro	Property owners, railroads, ODOT	1-5 years (study)
Work with THPRD to extend Beaverton Creek Trail westward. High priority on Beaverton Creek bridge on Augusta Lane	THPRD	County	1-10+ years
Work with THPRD, City of Hillsboro, and property owners to study potential alignments for Willow Creek Trail and Beaverton Creek Trail in vicinity of Baseline Road, Vista Avenue, 185th and 197th Avenues	THPRD	County, City of Hillsboro, property owners	1-5 years (study)
Consider future county role in providing trail development	County	THPRD, City of Hillsboro	1-5 years
Retrofitting Bicycle Parking Facilities Commercial and retail businesses in Aloha-Reedville have limited secure bike parking located in high-visibility areas. Increasing the number and type of conveniently located, safe bike parking facilities could encourage customers to use bicycles for more frequent, short trips.			
Develop a county-wide program that assists in providing bike racks and installation guidance to commercial/retail property owners (who would be responsible for installation).	County	Westside Transportation Alliance, Washington County Bicycle Transportation Coalition, Bicycle Transportation Alliance	1-5 years
Collaborate with Westside Transportation Alliance in development of bike rack installation guide	Westside Transportation Alliance	County	1-5 years
Amend county Community Development Code Section 413-11 to allow exemption of one parking space for conversion to bicycle parking for sites having less than 50 parking spaces. For sites with more than 50 parking spaces allow a reduction of up to 20% or up to three parking spaces (whichever is less)	County		1-5 years
Create and distribute program information to business community	County	Westside Transportation Alliance, Aloha Business Association, Washington County Bicycle Transportation Coalition, Bicycle Transportation Alliance	1-5 years
Test program for two years in the Aloha-Reedville study area to assess participation	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Neighborhood Quality, Actions to Improve Neighborhoods and Provide Housing Options			
Housing Maintenance Code Community members expressed concern about the condition of housing stock and/or general upkeep. Concerns focus on exterior maintenance and interior health issues.			
Establish a Housing Maintenance Program work group including representatives from supporting county departments, community-based organizations, Community Alliance of Tenants, property management associations, community residents and property owners to assess need, conduct national best-practices research, and draft recommendations	County	Community Alliance of Tenants, service providers, community organizations	1-5 years
Support distribution of work group outcomes, info on existing programs (Code Enforcement), and next steps	County	Community Alliance of Tenants, service providers, community organizations	1-5 years
Fair Housing Code Compliance Identify and revise applicable Community Development Code Sections and policy language to comply with Oregon Fair Housing Council recommendations.			
Research and draft Community Development Code revisions to comply with Fair Housing Code recommendations	County		1-5 years
Accessory Dwelling Units Accessory Dwelling Units (ADUs) can provide an affordable housing choice in single family neighborhoods to accommodate aging-in-place for seniors, student housing or rental opportunities. Application costs are a barrier and voluntary compliance with Americans with Disabilities Act (ADA) guidelines lacks incentives.			
Amend Community Development Code Sections 302, 303, and 430-117 to permit ADUs in R-5 and R-6 residential districts through a Type I application process (lowest cost option.)	County		Completed
Increase allowable size of ADU from 600 to 800 square feet and provide additional 20% size allowance when design indicates compliance with ADA facility development guidelines	County		Completed
Community Development Block Grant Utilization Consider changing funding priorities for CDBG to include development.			
Use the Washington County Consolidated Planning process to collect and analyze data and explore options for utilizing CDBG as an affordable housing development tool	County		1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Housing Rehabilitation Programs Community input indicates concern about the maintenance and appearance of homes in the study area. Availability of program information is challenging without a single source portal of updated program information.			
Increase awareness and access to rehabilitation programs available to property owners	County	Community-based organizations	1-5 years
Support community-led efforts (such as Neighborhood Clean-ups) to improve aesthetics and safety in the community	Community organizations	County	
Based on the level of community-led activities, consider offering administrative/logistical support through the county or Oregon State University Extension Office	Community organizations	County, OSU Extension Office	
Expand, based on funding availability, the Office of Community Development Home Access & Repair For Disabled and Elderly (HARDE) and Deferred Interest Bearing Loan (DIBL) housing rehabilitation and repair programs	County	Community-based organizations	1-5 years
Topic Area - Support Business & Shopping, Supporting Local Businesses and Development			
Community Business District - Residential Development Barriers The Community Business District (CBD) is a land use designation along much of TV Highway. CBD allows mixed use (residential and commercial/retail) development in this high transit area which is also near many shopping and service offerings. Developers, property owners, and others note there are development barriers to investing in this corridor.			
Amend Community Development Code standards to change the application process for mixed-use development in CBD from a Type III (most expensive) to a Type II (reducing application costs) use	County		1-5 years
Amend Community Development Code standards to eliminate the Planned Development requirement for residential or mixed use investment in CBD (eliminates requirement for provision of open space and required recreational facilities)	County		1-5 years
Amend Community Development Code standards to allow shared parking facilities between commercial and residential uses	County		1-5 years
Home Occupations - Expand Types of Allowable Businesses Home occupation rule limit home-based business options to value-added products/services. Greater flexibility could provide additional business opportunities.			
Remove existing Community Development Code restrictions against sales and "...sale of goods not made, repaired, or reconditioned on the premises..."	County		Completed
Remove restrictions on warehousing and distribution	County		Completed
Amend number of allowed deliveries and pick-ups	County		Completed

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
Topic Area - Support Business & Shopping, Supporting Local Businesses and Development (continued)			
Farmers Market Farmers markets are only allowed in General Commerical land use zones, limiting their options to provide fresh, local foods in areas more convenient to neighborhoods and residential areas.			
Expand the land use zones allowing farmers markets to include all commercial, industrial, and institutional designations as a Type II use	County		1-5 years
Collaborate with Hillsboro Farmers Market to test a pilot Mobile Farmers Market concept that would provide opportunities to test locations for longer-term market siting and success	Community organization	Hillsboro Farmers Market, County	1-5 years
Streamline Development Process Developer input noted that improvements to the development application process would provide benefits in time and costs.			
Continue developing online application and review tools	County		1-5 years & ongoing
Minimize development and application barriers (and costs) where possible within application process or regulations such as:	County		1-5 years & ongoing
Change ADU application process from a Type III to Type I use	County		Completed
Remove mixed-use (with residential component) Planned Development requirements, allow shared parking, and change application process from Type III to Type II in Community Business District land use zones	County		1-5 years
Continue Developer Forum meetings to identify and respond to development issues	County		Ongoing
185th & TV Highway Commercial Area Framework Plan Developers, property owners, investors, and realtors identify a lack of community supported vision for the commercial area surrounding the 185th and TV highway intersection as a hindrance to private investment.			
Create a Framework Plan to identify key community-supported elements for the commercial area based on community input to date, assessment of county tools to influence investment, designation as a regional Town Center (Metro 2040 Growth Concept Plan design type), and adjacency to high use transit	County	Property owners, developers, investors, businesses, community	Completed
Seek funding to conduct second phase refinement (visioning) plan with expanded community and potentially-affected stakeholder engagement to create a community-supported design. Visioning effort could identify uses such as multi-cultural community center, gathering places, pedestrian and bicycle friendly access, transit access improvements, and changes to design of adjacent streets (Alexander and Alton Streets)	County	Property owners, developers, investors, businesses, community	1-5 years

ACTIONS MATRIX

Action	Lead Entity	Potential Partners	Time Frame
185th & TV Highway Commercial Area Framework Plan (continued)			
Design Alexander Street to serve as Aloha “Main Street” including pedestrian and bicycle facilities, on-street parking, street trees (including possible retention of existing trees)	County	Property owners, developers, investors, businesses, community	1 - 10 years
Marketing Program / Storefront Improvement Program A number of discrete actions for enhancing economic competitiveness of Aloha-Reedville have been identified including small projects that improve the look and ambience using community and business resources. Implementing catalyst projects could help jumpstart additional redevelopment.			
Identify a community organization to take a lead role in seeking funding for property owner improvements	Community organizations	County	
Convene discussions with adjacent cities and chambers to identify potential opportunities to partner and collaborate	Community organizations	County	
Seek funding to allow the County to support community organization implementation efforts	County	Community organizations	Ongoing
Aloha Community Library Association The community-created Aloha Community Library continues to expand operations and strive to meet requirements to become part of the Washington County Cooperative Library Services system.			
Support initial design of ACLA library expansion	Aloha Community Library Association	County	1-5 years
Provide contingency funding for construction	Aloha Community Library Association	County	1-5 years



INTRODUCTION

Report Structure

The purpose of this summary report is to provide the reader with an overview of the Aloha-Reedville Study and Livable Community Plan. Included for contextual reference are brief introductions to the structure of the three year project, study area history, governance and service provision, and public outreach effort of the project; however, the primary focus of this report is to highlight issues, recommendations, and next steps that the Aloha-Reedville community, the Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Leadership Coordinating Committee (LCC) and the project team have arrived at after three years of effort toward making Aloha-Reedville a more vibrant and livable place.

There are several components to the final documents: this summary report, five subject plans, two public involvement reports, and 31 action issue papers. The summary document is intended to provide the reader with enough information to know why the Aloha-Reedville Livability Study was initiated, what the existing economic, transportation and housing conditions are in the area, what the community felt important to address in moving forward, and future recommendations. The reports noted above are included in the addendum to this report and provide a more in-depth discussion on land use, transportation, housing, and economic development issues within the study area. The summary report, the plans and the action issue papers in particular can function as stand-alone documents yet considerable overlap for many subjects also exists. For example, identification and improvement of public accessways can both improve neighborhood connectivity for residents wishing to walk for health reasons and provide a safe connection route to school. Graphic icons that represent housing, transportation and economic issues are present throughout the document where recommendations apply across one or more topic areas.

The five subject plan reports are:

Economic Development Strategies



Corridor, Town Center, Land Use and Streetscape Strategy



Pedestrian and Bicycle Plan



Housing Equity and Opportunity Strategy



Town Center Framework



The above plans were either developed as a federal grant requirement for this study or evolved out of community discussion and input. They are short but detailed documents that expand on opportunities for public and private investment and partnerships.

The majority of these reports use the June 2012 Existing Conditions Report as baseline information. The Existing Conditions Report was the first comprehensive evaluation of living conditions in the Aloha-Reedville area since the area's community plan was written in 1983. The report provides extensive summaries on a range of attributes within the Aloha-Reedville Study Area and was revised based on feedback from community residents and (particularly) the CAC. The community's demographic profile, housing and economic conditions, transportation assessments for all modes of travel, conditions of public schools and parks and other features of the community were determined from current census figures, county transportation and land use information, and GIS analysis. The report and its appendices can be found at: www.co.washington.or.us/LUT/PlanningProjects/alohareedville/document-and-maps.

Study Intent and Overview

Key objectives of this study were to:

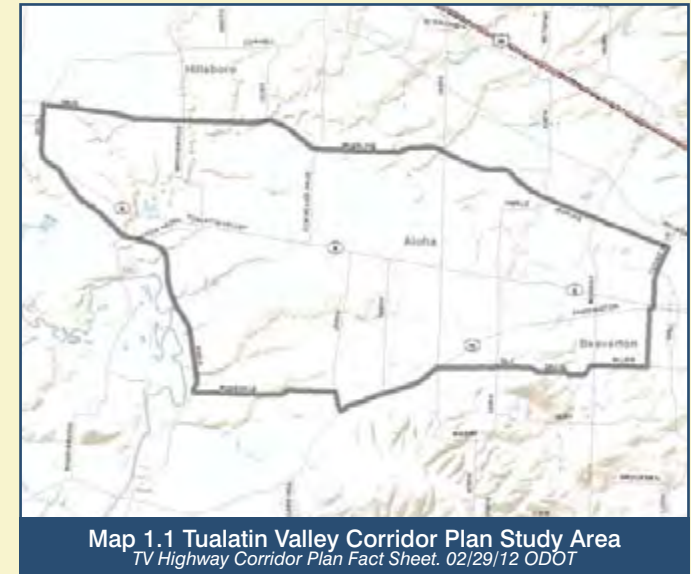
- Develop strategies that enhance and improve housing condition, redevelopment opportunities, and transportation facilities - including safe and accessible walking and bicycling options and improved transportation connections - in order to promote a healthier and more livable community;
- Develop housing strategies that result in more affordable housing options across a range of incomes (especially in areas with quality transit connections and services);
- Provide redevelopment strategies for private and public investment that could lead to new businesses, employment opportunities, and services;
- Engage with residents to understand issues, needs, opportunities and challenges;
- Undertake extensive outreach to encourage meaningful participation from low-income, minority, and special-needs residents; and
- Obtain and convey existing conditions information to the community.



These objectives acknowledge the inter-dependence between housing and transportation needs and options and reflect the intent of the Office of Sustainable Housing and Communities (OSHC)¹, the primary grantor for this three-year project. Recommendations from this study look to leverage multiple benefits to housing and transportation through the same action and to spread benefits equitably across the study area.

The study also provided an opportune moment to revisit relevant planning documents and existing agreements that provide the framework for how the study area has been planned and how services have been provided. Governance issues, including incorporation and/or potential annexation to the adjacent cities of Beaverton and Hillsboro, are part of this discussion. Section 5 briefly discusses prior inter-agency history and current status regarding governance for Aloha-Reedville.

¹ Background on the OSHC program is found in Section 2.



The study effort began as other relevant planning efforts were also getting underway. The county and the City of Beaverton collaborated with the Oregon Department of Transportation (ODOT) and the City of Hillsboro on an updated transportation study of infrastructure needs and traffic conditions for the Tualatin Valley (TV) Highway, including that section of the highway through Aloha-Reedville. Completed in 2012, many of the recommendations of this study - known as the Tualatin Valley Highway Corridor Plan (TVCP) - have been carried over into the transportation recommendations for the Aloha-Reedville study.

Washington County staff also worked with ODOT and City of Hillsboro staff in the development of the South Hillsboro Focus Area Plan (FAP). The FAP incorporates the recommendations of the TVCP and adds additional guidance on timing and implementation. Relevant FAP recommendations have also been included in the Aloha-Reedville study recommendations.



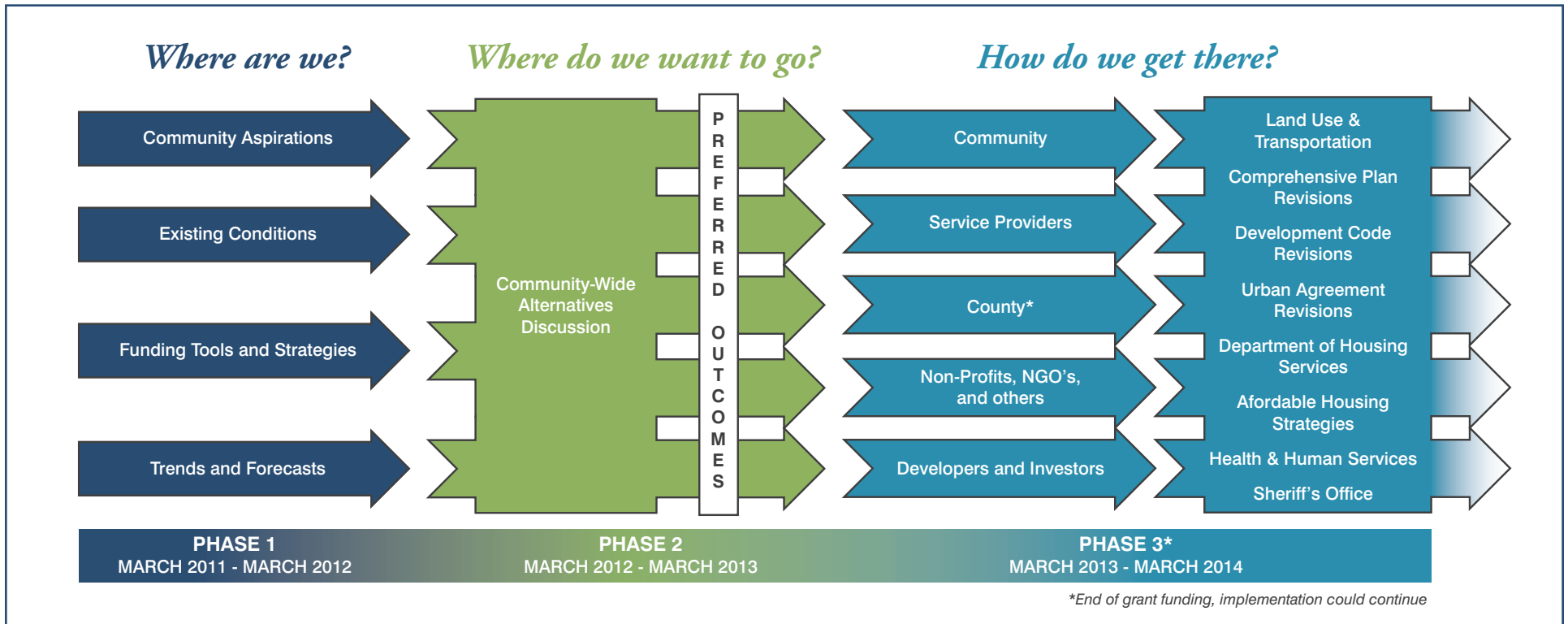


Figure 1.1: Process Overview for Three-Year Aloha-Reedville Planning Effort

Project work was conducted in three phases, each lasting roughly a year. The focus of Phase 1 was to document existing conditions in the study area to help frame the questions that guided the project team throughout the length of the project:

- What do current trends and forecasts tell us about future growth?
- How should we prioritize completing existing gaps in infrastructure?
- How can services be better provided between transportation options and housing?
- What has held back commercial redevelopment of the area? Are there opportunities to leverage that would spur redevelopment opportunities?
- What are the primary concerns of residents and can county resources address those concerns?
- What are the community assets we can build upon?

Phase 2 consisted of an evaluation by the project team and CAC of potential development scenarios/land use alternatives that could be applied both to specific locations as well as more broadly across the study area. Transportation, business opportunities, and housing opportunities and issues framed the conversation. Throughout this phase, input was generated from on-going community engagement activities, such as outreach efforts to target groups and “tabling” events at high school football games and community events. Development of outreach efforts to community-based organizations (CBO) began during this phase.



The third and final phase of the project included final prioritizations for improvement options and development of targeted recommendations designed to address opportunities and issues at specific locations for the entire study area. Some recommendations, such as new regulations that expand home occupation uses, have already occurred. A number of other recommendations are already underway. Additional recommendations are more programmatic in nature and apply to policy and regulatory concerns.

Why Aloha-Reedville:

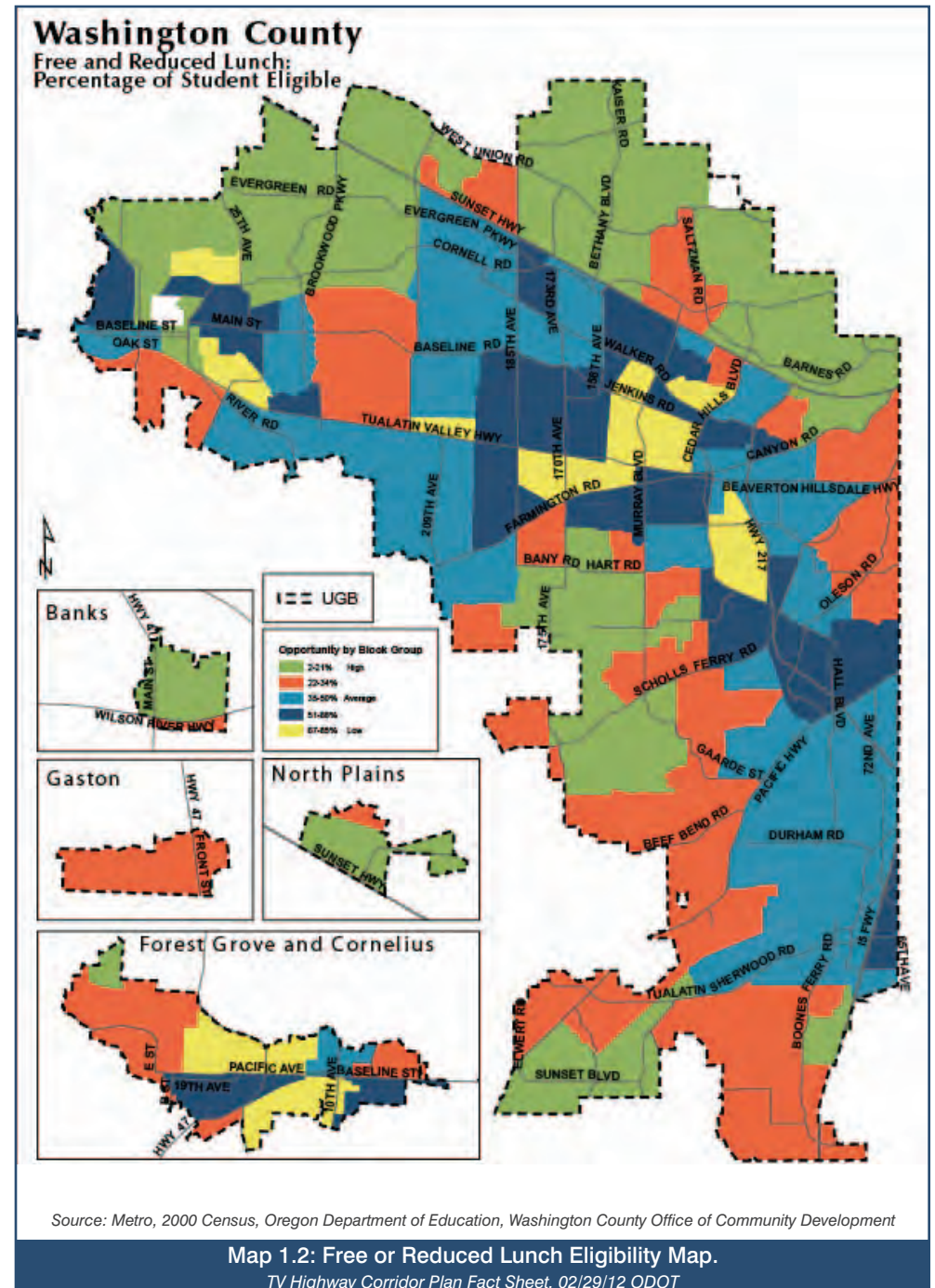
The Aloha-Reedville Study Area encompasses roughly 5,900 acres in unincorporated Washington County and is bound by the City of Hillsboro to the north and west, and the City of Beaverton to the east. A line generally half a mile south of Farmington Road forms the southern boundary. The study area boundary closely matches the US Census Bureau boundary for "Aloha", which denotes unincorporated areas nationwide as Census Designated Places (CDP). The 2010 population for the CDP was just under 50,000 people - more than half the population of Beaverton and Hillsboro, respectively.

There are community challenges that led to the county's grant request; however, it's important to acknowledge the opportunity potential that is already in place. When considering averages, the household income of most residents of Aloha-Reedville is economically comparable to surrounding areas. The study area's median household income during the period from 2007-2011 was \$60,297, roughly 94 % of the county median household income and a higher median household income than the state and the adjacent city of Beaverton over the same period. The largest share of households (40%) earn between \$50,000 and \$99,000, a larger percentage for this range than surrounding geographies.

Numerous small businesses support research firms such as Intel, Genentech, and Nike and smaller businesses located in the larger job markets of Beaverton and Hillsboro. Housing has retained its affordability relative to adjacent areas and the region at large. Over half of the housing stock was constructed after 1980 and much of it is still in good condition. The rate of homeownership among those aged 25-34 is roughly ten percent higher than homeownership rates for the same age class in Washington County and the state². Of the 11 public schools within the study area, five were rated as outstanding by the State Department of Education at the outset of the project, including Aloha High School, which is an international Advanced Placement school that lists roughly 30 languages spoken by students. The school and its football team - which won the state championship in 2010 - continue to be a focal point for many members of the community.

Nevertheless, at the time the Aloha-Reedville Livability Study was started in 2011, certain physical and economic challenges facing the area were apparent. "Opportunity" maps created for the 2010-2015 Washington County Consolidated Plan revealed that the area suffered low and/or inconsistent access to a number of advantages or opportunities. For example, the area maps revealed (see Map 1.3):

- Inconsistent sidewalk coverage;
- Areas where access to a variety of nutritious food sources isn't present;
- Inadequate access to child care;
- Limited income potential as reflected by the large number of children enrolled in the free or reduced school lunch program; and
- Educational challenges as reflected by low math and reading test scores.



Map 1.2: Free or Reduced Lunch Eligibility Map.
TV Highway Corridor Plan Fact Sheet. 02/29/12 ODOT

² Numeric information in this section is found in Addendum 3 of the June 2012 Aloha-Reedville Study and Livable Community Plan Existing Conditions Report. Census figures are specific to the Census Bureau definition of the Aloha-Reedville area as a "Community Defined Place" (CDP). The study area includes the majority of the CDP.

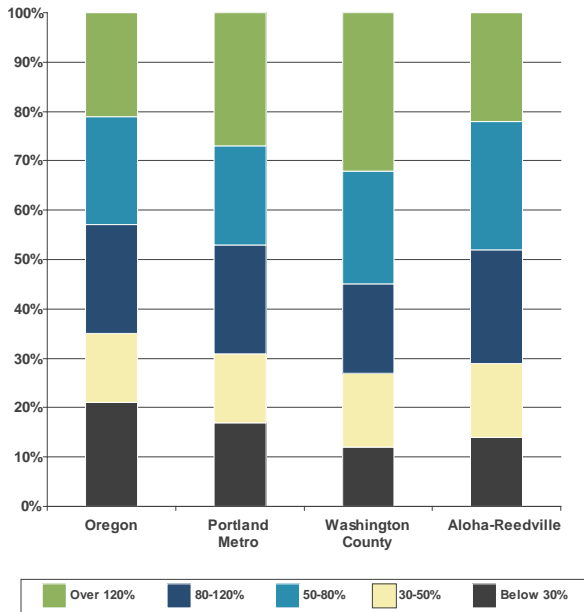


Figure 1.2: Household Income as a percentage of Portland Metro Regional Median Family Income (MFI) Groupings, Oregon, Portland Metro, Washington County, and Aloha-Reedville, 2005-2009.

Source: American Community Survey, 2009, Table B19001;
 U.S. Dept. of Housing and Urban Development,
 2011 Median Family Income Estimate; ECONorthwest

While most of Aloha-Reedville continues to represent what would typically be referred to as a middle class community³, thirty percent of Aloha-Reedville households did not make even half the Portland MFI of \$72,000 dollars for a family of four (figure 1.2). Surveys conducted by community-based organizations showed that 83% of respondents reported an annual household income of less than \$45,000 and 61% reported a household income less than \$30,000⁴. The percentage of the study area population that lives below the federal poverty level is higher than for the county as a whole⁵, adding insight into why the area has a greater percentage of cost-burdened households (housing plus transportation costs) relative to the county average. Twenty percent of study area children were below the poverty line, compared to thirteen percent county-wide.

Residents commented that some areas of Aloha-Reedville are rundown, with homes that need visible improvements. Renters in particular have voiced concerns with the condition of rental units; development of a housing maintenance code was one of the key recommendations of the Community Feedback Report submitted by the Center for Intercultural Organizing (CIO) and found in the addendum. Yet cost-burdened households typically have to defray routine home maintenance for more

essential needs, leading to neighborhoods that slowly lose value and attractiveness for a wide range of homebuyers. Gaps in transit service and safe access to transit can disproportionately impact lower-income households given a greater reliance on public transit; both of these conditions exist in the study area. Transit stop amenities such as benches and lighting are also frequently lacking.

Economically, Hillsboro, Beaverton and the nearby Highway 26 ("Sunset") corridor have evolved over the last 20 years into significant centers of economic activity while commercial revitalization in Aloha-Reedville has been limited. In large part this is due to the predominantly residential character of the area.



Leland Consulting Grp.

³ Forty percent (40%) of Aloha-Reedville's households earn between \$50,000 and \$99,999, a proportionally larger group compared to the state, Portland Metro area, or the county.

⁴ Aloha-Reedville Study and Livable Community Plan. Community Feedback Report. January, 2014.

⁵ Aloha-Reedville Study and Livable Community Plan. Community Feedback Report. January, 2014.

Aloha-Reedville is mostly a bedroom community to employment providers that exist outside its boundaries, with the majority of residents commuting outside the study area for work. Most jobs within the study area are not family-wage jobs yet family-wage jobs would particularly benefit this area, given the larger average household size compared to the county average.

Commercial Areas: For many residents and people from outside the area, the Tualatin Valley (TV) Highway is the defining physical feature of Aloha-Reedville. TV Highway is a five lane arterial corridor that continues to be the primary commercial area for Aloha-Reedville. The highway has long functioned as a



Commercial area at SW Farmington and Kinnaman

relatively high-speed thoroughfare for auto and freight traffic between the cities of Beaverton and Hillsboro and points beyond. Other commercial activity locations are centered on the intersections of SW Farmington and Kinnaman Roads, SW Farmington and SW 185th Avenue, SW 202nd Avenue and TV Highway and SW 185th Avenue and Baseline Road. These areas effectively function in serving surrounding neighborhoods, with established larger food stores in three of the four areas. Recommendations to enhance these areas - such as improved pedestrian access from neighborhoods, mid-block crossings, and transit service improvements - will help better connect these commercial areas with nearby homes and will enhance the existing vitality of these areas and continue to make them places where residents shop, visit, and linger.

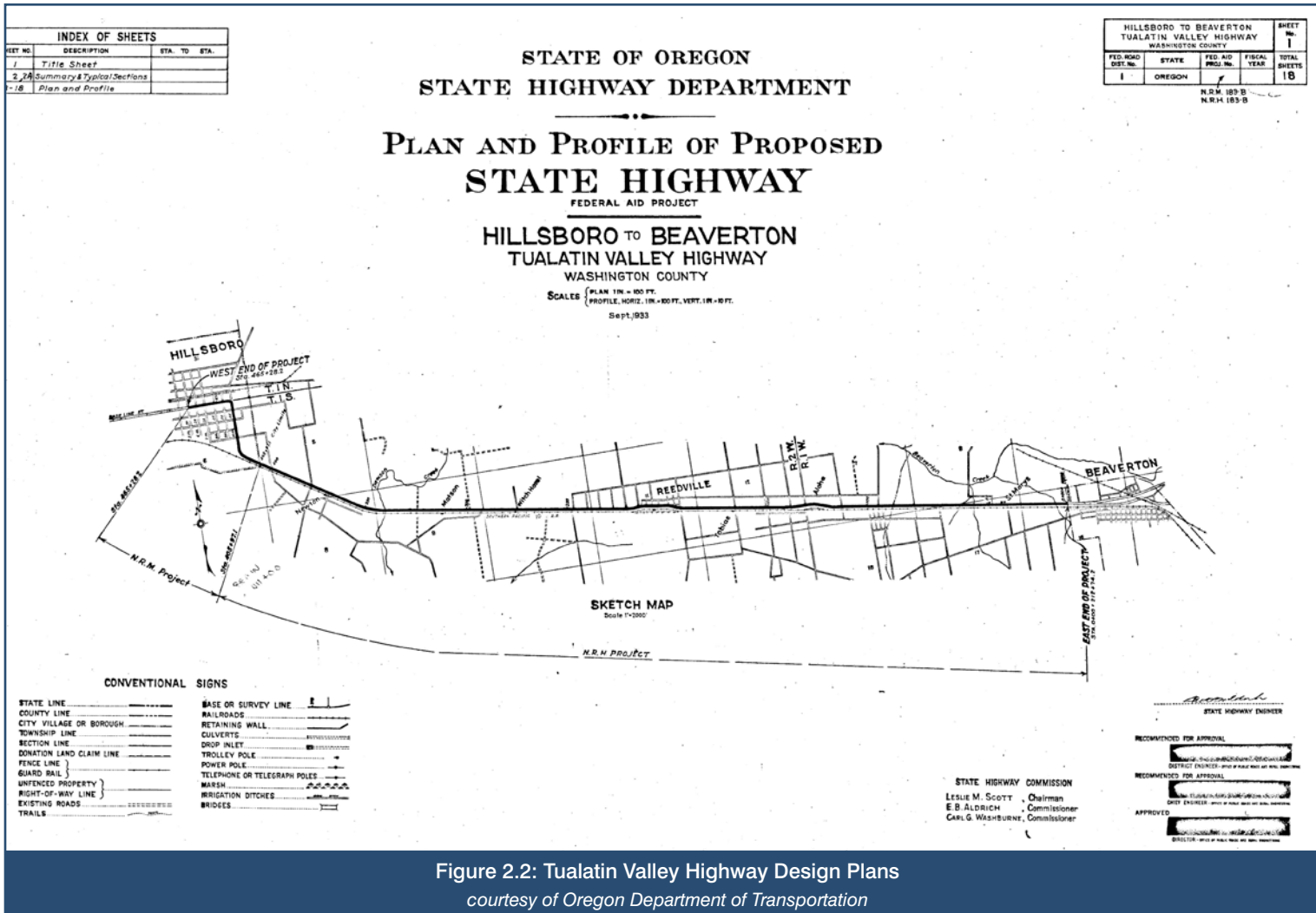


Figure 2.2: Tualatin Valley Highway Design Plans
courtesy of Oregon Department of Transportation

Because of its location and length, the long strip of commercial area along the north side of TV Highway is critical to any broad-based economic revitalization of the study area. Historically, the corridor was a mix of commercial, residential and agricultural uses that gradually changed to a more auto-centric commercial environment, with national chain stores serving as anchor tenants along the highway's length. With the development of newer commercial areas such as the Tanasbourne area of Beaverton, the commercial draw of TV Highway has ebbed. Redevelopment that has occurred along the corridor has been sporadic and has lacked any thematic or coordinated design that could help foster a unique identity for the area.

Competition from newer commercial areas is compounded by site and ownership constraints. Virtually all of the commercial lots on the north side of the highway are less than two acres in size and few owners own multiple adjacent lots. Development requirements such as parking and landscaping generally make commercial development of smaller parcels difficult. Private investors and developers that wish to redevelop smaller parcels often have to combine the lots to make development "pencil out." Negotiations with multiple owners in order to do so can be time-consuming and problematic. Most developers will look for investment opportunity elsewhere rather than struggle against these time and site constraints. Existing land values are relatively low along the corridor, making redevelopment of existing buildings less likely, which exacerbates a continuum of disinvestment.

An extensive community plan has provided a planning framework for this area since 1983, yet only minor updates and amendments have been made since its inception. It was realized at the start of the study that a comprehensive existing conditions analysis and a focused community visioning effort were needed to determine how residents want to see their community grow and how the area should function in the future.

As capital improvements such as sidewalks and transit improvements are gradually made in Aloha-Reedville, the expectation is that private redevelopment will follow. Not infrequently, this pattern has led to gentrification elsewhere. Residents of the study area have voiced a concern that the same pattern may develop here. Gentrification and potential displacement are challenging issues that many communities undergoing change struggle to address. How does a community receive the improvements they have asked for - walkable neighborhoods, revitalized commercial areas - without resulting in increased living costs to the point that some households can no longer afford the area? While it seems safe to say that gentrification is not imminent for Aloha-Reedville neighborhoods and commercial areas, it is also true that gentrification can be a gradual process. The County acknowledges this possibility and will continue to work with community-based organizations to ensure an equitable distribution of benefits and burdens as Aloha-Reedville evolves.



Tualatin Valley Highway



GOALS, OBJECTIVES, AND VISION STATEMENTS

Primarily a land use, transportation and housing planning effort, the Aloha-Reedville Study and Livability Plan provided opportunity to address community aspirations for more livable neighborhoods, more dynamic commercial areas, and improved transportation features. The action issue papers included in the addendum to this report are intended to guide future planning, policy and investment choices toward the improvements the community has helped prioritize.

Project Goals

A significant goal of this three-year planning effort was to engage residents of Aloha-Reedville in producing a plan that all demographic groups that call Aloha-Reedville home had a significant role in creating and hence could support. The recommendations that are the action elements of this plan stem directly from the thousands of comments the project team has received about how to improve this diverse and dynamic community. By April of 2012, staff had already accumulated over 1,200 comments from county residents about how and where Aloha could be improved⁶. The breadth and depth of the public engagement work with the broader community generally - but specifically with traditionally under-represented populations - has been unprecedented for Washington County, with each of the three phases of the project having a unique public involvement effort. There is still work to do in ensuring the presented recommendations come to fruition, but it is clear that the project has helped awaken a positive energy for change in the community.

The project goals focused on objectives that would lead to:

- Safer and more attractive pedestrian and bicycle environments;
- Improved transportation conditions and options for all forms of transportation within the TV Highway corridor;
- Identification of strategies and funding tools that can leverage infrastructure improvements and other property investment incentives; and
- Identification of strategies and funding tools to help maintain housing affordability.



Aloha High School Leadership class

⁶ This total would more than triple by the end of the project yet the type of improvements wanted, and where these improvements should be, generally remained consistent.

CAC Vision Statements

To establish a foundation that would further guide the project team and the community in moving forward with targeted actions for specific areas, the project team summarized community comments as representative of five values: quality of life, safety, beauty, health, and prosperity. The Citizen Advisory Committee (CAC) discussed this assessment with the project team at the June 11, 2012 CAC meeting and agreed that the stated values reflected their input. The CAC then developed the following vision statements to guide the alternatives analysis phase of the project:

1) Community resources: We can find and easily access the things we need on a regular basis in our own community.

The community had suggestions for a range of amenity improvements and new business opportunities in existing commercial areas that seek identifying structural 'markers' (such as gateways or branding possibilities) that foster a stronger sense of place and community.



2) Gathering places and events: We have places to gather with friends, neighbors, and the community as a whole.

Members of the CAC and the community-at-large have noted that existing commercial areas are not places where people typically want to gather and spend time with neighbors. Examples of what the community has suggested for creating these kind of 'third places' include an urban plaza with a water feature, such as in downtown Hillsboro or Jamison Square in the Pearl District of Portland, or a quiet "pocket park" within a commercial area. A community center large enough to hold workshops or community events was important to some CAC members and the wider community. The consultant

team has developed a framework plan for the commercial area centered on SW 185th Avenue and TV Highway that includes several location options for these types of amenity features. Additionally, Tualatin Hills Parks & Recreation District (THPRD) has plans to locate a future community center in the study area. The impetus for creation and maintenance of such places and events will primarily be community-generated and/or market-driven.

3) Efficient roadways: our roads get us where we need to go efficiently and safely.

Community residents have requested road improvements that help make arterial and collector roads more efficient and safe. TV Highway – particularly intersections - was referenced as being most in need of improvements. This is not surprising. Over 50,000 vehicles a day use TV Highway and the road is at capacity during commuting hours. Collector streets parallel to the highway tend to suffer from spillover during heavy congestion periods. Recommendations found in the Major Roads Action Issue paper address future road and safety improvements for all users of the highway and for other arterials and collectors in the study area.

4) Alternatives to the car: I don't have to rely on a car because I have good, safe options.

Residents that want to walk or bike within the study area deserve to have a well-connected, safe and reliable network of bike and pedestrian improvements that provide options to the automobile. Many of the recommendations found in the transportation-related action issue papers address this vision statement. Recommended strategies address the potential for transit service improvements, new sidewalks and pedestrian/bicycle crossing improvements.



5) Housing: I live in a home that is safe and meets my needs, in a community where I can retire and my kids can afford to live.

Housing options should be maintained and/or provided for residents of all incomes with a range of positive amenities that lend character and value to surrounding residential neighborhoods. Housing action items applicable to this vision statement include incentives for developers to create units that allow for aging in place, incentives for housing rehabilitation options and potential steps toward a land trust model that provides a range of affordability for housing close to transit and other necessary amenities.



6) Jobs: we want a range of jobs including those that pay a living wage and offer opportunities for advancement.

The consultant team has provided economic recommendations that are found in several of the action issue papers specific to business activity. Most include urban revitalization tools that have been successfully implemented elsewhere. The study area has intrinsic difficulties that make redevelopment a challenge, such as intense parcelization and lack of a coordinated (and funded) economic team that exclusively promotes development and redevelopment within county unincorporated areas.

7) Personal security: we feel safe living, working, going to school and traveling throughout our community.

Community and CAC comments aligned on the issue of safety, which generally referenced the need to feel safe in walking and biking in the community but also noted the feeling of discomfort and unease in areas that lack adequate lighting. Separate bike, pedestrian and lighting improvements are all included among recommended actions in moving forward.



8) Attractive Community: the natural beauty, well-kept neighborhoods, inviting commercial areas and strong community identity shows our pride in our community.

This vision statement acknowledges the study area's positive attributes and seeks ways to build on them. Recommendations found in each of the Action Issue papers for Bikeways, Parks, and Regional and Neighborhood Trails support the community's desire to maintain and enhance what is here.

9) Leadership: we have a role in local and regional decision-making.

Some community members perceive that Aloha-Reedville residents do not have an equal voice as county residents that reside in cities. This project has helped many new residents to become involved (or at least familiar) with governance of the study area. Existing community-based entities such as Citizen Participation Organization Six (CPO 6) and the Aloha Business Association (ABA) have seen new growth and new leadership in part as a result of this project.

The above vision statements align with the goals and objectives submitted in 2010 as part of the initial grant request. The 31 Action Issue papers and 5 Subject Plans are a coordinated set of strategies and interrelated efforts that can improve residential and commercial conditions while addressing the intent of the above vision statements and helping the county meet regional sustainability objectives.

Metro Background

The original grant that initiated the Aloha-Reedville Livability Study was a Construction Excise Tax (CET) grant from Metro⁷. CET funds are generated from taxes on new development over \$100,000 dollars with some exceptions. The funds are applied to planning efforts for future expansion areas and newly added lands to the Metro UGB as well as revitalization planning for centers and corridors in keeping with the region's blueprint for managing growth, the 2040 Growth Concept.

Metro coordinates regional planning for land use, transportation and housing in the Portland Metropolitan Area under the auspices of the 2040 Growth Concept adopted in 1995. The 2040 Growth Concept seeks to:

- Maintain vibrancy in existing neighborhoods;
- Protect existing resources through compact development;
- Enhance economic opportunities;
- Protect natural resources;
- Work toward a range of options in attaining a balanced transportation system; and
- Provide for a variety of housing types affordable to a range of incomes.

The study effort looked at how two of the ten urban design types that form the "building blocks" of the 2040 regional strategy currently function; namely, the Aloha Town Center and the regionally-designated Corridors within the study area boundary. The town center is focused on the intersection of SW 185th Avenue and TV Highway but includes high density residential area north to SW Johnson Street and south to SW Shaw Street. Metro-designated travel corridors within the study area include portions of SW 185th Avenue, TV Highway, SW Baseline Road, SW Kinman Road, and SW Farmington Road (Map 2.1). These areas are intended to be relatively high-density areas with quality pedestrian environments, good access to transit, and a mix of jobs, housing, and other uses that serve the needs of local residents and non-residents alike. These identified attributes have yet to be fully realized in either the corridors or the town center.

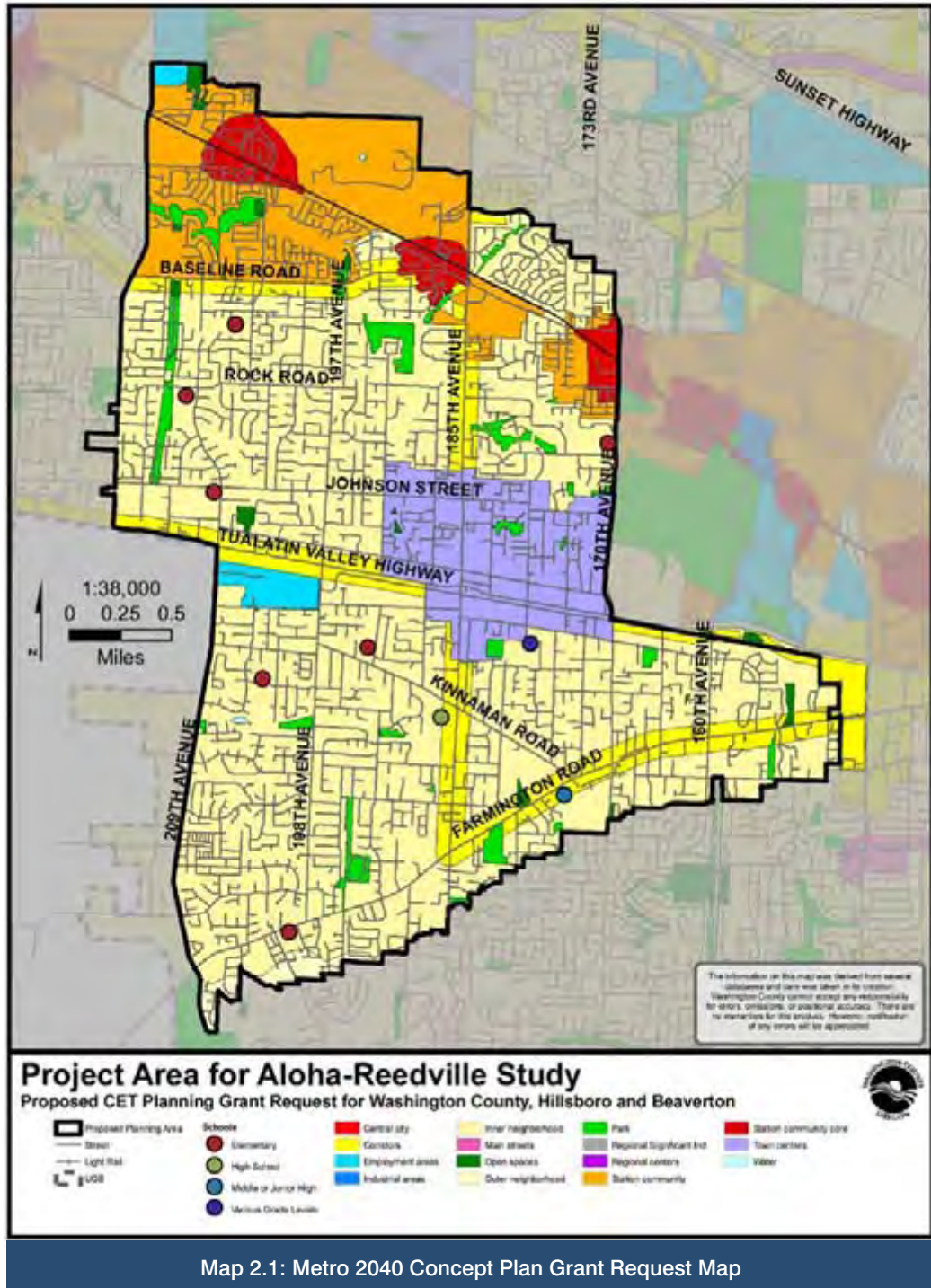
Metro 2040 Growth Concept

- A 50-year regional growth management plan
- Includes a range of design types including Town Centers, Neighborhood Centers, Corridors, Main Streets and Station Communities

To learn more visit:

www.oregonmetro.gov and search 2040 Growth Concept

⁷ Metro is the regional planning agency for the Greater Portland area. Additional grants came from the federal Departments of Housing and Transportation, respectively.



Map 2.1: Metro 2040 Concept Plan Grant Request Map

Partnership for Sustainable Communities - Intent & Purpose

The Partnership for Sustainable Communities program (within the Office of Sustainable Housing and Communities – OSHC) was initiated by the federal government in June 2009 to better coordinate the mutual development interests of the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). The program seeks to support local, citizen-supported efforts that better connect housing to jobs and commercial areas, increase transportation options, stimulate local economic development, and to develop mixed use, walkable communities with vibrant retail that contains affordable housing across a range of incomes. The overarching goal of the program is to assist local jurisdictions in creating accessible, sustainable, equitable, and economically viable communities. These goals are embedded in the Aloha-Reedville Study & Livability Plan.

The Aloha-Reedville study began in February, 2011 upon the county's award of a combined DOT TIGER II Planning Grant and a HUD Community Challenge Planning Grant. This award leveraged an initial \$442,000 Metro grant to evaluate Aloha Town Center and Transit Corridor conditions. The OSHC grant was one of only 19 grants awarded nationwide and the only grant awarded to an unincorporated area for the 2010-2011 award period.

The OSHC program is guided by the six Livability principles noted below. Recommendations from each of the action issue papers attached to this report were developed with these livability principles in mind.

1) Provide more transportation choices.

Recommendations to support this principle include strategies that create designated neighborhood bikeways, target safe access to transit and prioritize completion of sidewalk gaps around schools. The project also identifies arterial improvements that include new construction of pedestrian and bike facilities.



2) Promote equitable, affordable housing.

Recommendations that support this principle include elimination of barriers in the Community Development Code to facilitate development of new housing types, such as ADU or mixed use development, for both residential and commercial areas. Additionally, incentives for housing rehabilitation improvements and strategies to formalize a land trust entity for the county are future pathways to maintain the existing quality of affordable housing as well as providing a range of housing types and affordability.



3) Enhance economic competitiveness.

Additional effort to support this principle will need to occur. Discussion is needed on whether the county should develop and implement economic revitalization policies and strategies, such as local improvement districts or designated tax abatement areas, that can help facilitate future redevelopment of under-performing commercial areas. A two-phased plan for the SW 185th Avenue and TV Highway Commercial Center is underway that would be the first step in creating a new vision for future development in this important area. The first phase, the Framework Plan, includes a directed vision and potential recommendations. The second phase Refinement Plan would look at strategies to enact the recommendations.

4) Support existing communities.

Existing communities are supported through several of the plan's targeted action items, which will lead to improved housing choices, proposals to enhance the range of alternative transportation options for all residents and strategies to improve the conditions necessary to create and sustain jobs.

5) Coordinate and leverage federal policies and investment.

The Aloha-Reedville project team has coordinated with project staff from the City of Hillsboro on the concurrent refinement plan for the Tualatin Valley Highway (funded through a State Transportation Growth Management Grant). Recommendations contained in the Tualatin Valley Corridor Plan and the associated Focus Area Plan inform transportation policies and decisions of this project.



6) Value communities and neighborhoods.

The project has undertaken extensive public outreach and involvement with local residents, business, development, and faith communities and conducted targeted outreach to historically under-represented groups. Data to support this outcome will track the project's increased participation and decision-making by traditionally marginalized populations, addressing a key federal requirement of the project.

Identified Grant Deliverables

Five separate action plans/strategies were identified in the grant proposal as potential outcomes. These plans/strategies were:

- **Redevelopment Suitability Plan** – to identify areas of greatest benefit for the investment;
- **Corridor and Town Center Economic Redevelopment Plan** – to guide future development and redevelopment efforts in Metro-designated corridors and town centers;
- **Corridor and Town Center Land Use and Streetscape Improvement Plan** – to identify opportunities and barriers to create more walkable and transit-friendly conditions in Metro-designated corridors and town centers;
- **Bicycle and Pedestrian Plan** – to improve walking and bicycling connections to transit, schools, shopping and recreation; and
- **Housing Equity and Opportunity Strategy** - to identify opportunities to retain, improve and increase affordable housing.

When it comes to development—housing, transportation, energy efficiency—these things aren't mutually exclusive; they go hand in hand. And that means making sure that affordable housing exists in close proximity to jobs and transportation. That means encouraging shorter travel times and lower travel costs. It means safer, greener, more livable communities

President Barack Obama

As the project team moved forward, significant overlap was discovered in the tools and strategies applicable to the first two bulleted plans. To eliminate redundancy, it was decided to combine the two redevelopment plans into one document titled Economic Development Strategy. The strategies and recommendations applicable to the town center area are expected to be transferable to other commercial centers.

An additional deliverable is the SW 185th Avenue and TV Highway Commercial Area Framework Plan, which provides a comprehensive foundation for a more robust town center visioning effort to be undertaken when funding is secured.





Old Reedville Store in 1951. Photo courtesy of the Washington County Museum

HISTORY AND EXISTING CONDITIONS

Early Beginnings

Started as a farm community in the 1840's, Aloha-Reedville was one of the earliest pioneer settlements in western Oregon. Original plat maps show that prior to the turn of the century many of the study area's primary roads were already in use. At this time, several of the original land donation claimants had begun to divide their properties for sale to newly arriving settlers, particularly north of the dirt road that would eventually become Tualatin Valley Highway.⁸ This changing land use pattern generally coincided with the opening of the county's first commercial dairy in 1891, two general stores by 1910, and the creation of separate school districts for Aloha and Reedville in 1912 (the same year the original post office opened). The conversion of the rail line to the interurban red electric streetcar line in 1910 and the improvement and completion of the two-lane highway in 1918 resulted in additional people settling in the study area. By 1934, grain farming and dairy-
ing were key agricultural uses in the area and the largest sources of farm income in the county.⁹ Filberts were also widely present in the study area at this time, with many of the remaining large lots in filbert production.¹⁰



Electric Train Depot in Hillsboro. Photo courtesy of the Washington County Museum

By 1920, Washington County's population was 26,376, which increased by almost 35,000 new residents 30 years later. From 1950-1970 the county population expanded quickly to almost 97,000¹¹, with Aloha-Reedville receiving many of these new residents. TV Highway expanded to its present width in the mid-fifties, bringing in more people traveling between growing cities and those who opted to stay. The influx of people during the 60's and 70's resulted in the conversion of most of the remaining farmland to residential development. As shown in the table below, today Washington County continues to grow at a faster pace than the rest of the region and state.

⁸ Benton, Robert. "Donation Land Claims Survey Pts I-III "Aloha Breeze" December 3-7, 1980. p. 8A

⁹ Josephson, Janel. Aloha-Reedville. Images of America Series. Arcadia Publishing. Charleston, South Carolina. 2013.

¹⁰ Steve Larrance. Personal conversation. December 4, 2013.

¹¹ Ellis, David. A Cultural Resources Assessment of the Proposed 185th Avenue Project. Wa.Co. OR. Willamette Associates. CRM report #3, January 1984.

Table 3.1: Population change in the Aloha-Reedville area, Washington County, Portland Metro Region, Oregon, and the U.S., 1990 to 2010

			Change 1990-2010		
	1990	2010	Number	Percent	AAGR
U.S.	248,709,873	308,745,538	60,035,665	24%	1.1%
Oregon	2,842,321	3,831,074	988,753	35%	1.5%
Portland Metro	1,412,344	2,066,399	654,055	46%	1.9%
Washington County	311,554	529,710	218,156	70%	2.7%
Aloha-Reedville	32,762	55,151	22,389	68%	2.6%

Source: U.S. Census, 1990 and 2010, Table P1

Existing Conditions - Challenges

Aloha-Reedville has evolved into a bedroom community for areas that surround it, as evidenced by the area having only three percent of the county's employment base but roughly 10 percent of its population. Over half of the study area's housing was built after 1980 and one in five units was built after 2000. The majority of the area's housing is believed to be in relatively good condition. Support for this assertion comes from citizen comments and staff's long-term familiarity of study area housing conditions as well as a housing survey conducted during Phase 1 of the project. Surveyors evaluated 400 subsidized and market rate units and determined that dwellings in each category were in generally good condition.¹²

The area has retained its reputation for providing affordable homeownership opportunities on the Metro Westside in spite of a 68 percent increase in population from 1990 to 2010 that has undoubtedly increased demand. Study area homeownership rates mirror the county's and the region's with 62 percent of units owner-occupied; homeownership rates among 25-34 year olds is actually higher by 10 percent than county and Metro averages for this age class. Fifty-seven percent of study area homes were valued between \$200,000 and \$300,000 dollars in 2009¹³. Twenty seven percent of housing units during this time were valued under \$200,000 dollars, compared to 18 percent under this price for Washington County as a whole.



¹² Existing Conditions Report. Aloha-Reedville Study and Livable Community Plan. June 2012. Appendix 4
¹³ Existing Conditions Report. Aloha-Reedville Study and Livable Community Plan. June 2012. Appendix 2. Page 77.

However, what's true nationally is also true in Aloha-Reedville: namely, that the cost of home ownership relative to earning power continues to rise. In 1989, the median cost of an owner-occupied dwelling in the study area was 1.9 times the median household income. By 2009, the median cost of an owner-occupied dwelling was 4.2 times the median household income.¹⁴ Expressed another way, the percentage of cost-burdened households¹⁵ in the study area was 42 percent in 2009, compared to a county-wide figure of 36 percent for cost-burdened households. When factoring in transportation costs, this percentage of monthly income going to basic living expenses increases considerably. Cost-burdened households typically have limited income for expenses other than basic necessities such as food, clothing, transportation, and basic medical care.

U.S. Cost of Living
On average, households in the United States spend almost half of their budget on housing and transportation costs.
-Dept. of Housing and Urban Development

The consultant team determined at the start of the study that gaps in available housing existed for certain income groups. A need for about 1,600 units for households with an income of 30 percent or less of the median family income was estimated, as was a need for about 500 units for households earning 50 to 80 percent of the median family income (MFI) for the area.¹⁶ An adequate number of four bedroom units were also found to be lacking, possibly impacting housing options for study area households that tend to have a larger than average household size relative to the rest of the county.

This need for an array of affordable housing options was compounded by the historically low vacancy rate for rental units. In the second quarter of 2011, the vacancy rate in the study area was 1.9 percent compared to the Metro average of 2.5 percent. Both of these numbers are well below the 'healthy equilibrium' of 5-6 percent consider normal for a rental market.

The upswing in new housing construction that followed the end of the latest recession has also occurred in Aloha-Reedville. Since the study began over 1,000 new housing units have been added to the last large vacant parcels of study area residential land. These additional housing units should help provide more rental and ownership options across all income levels. Additional housing units typically drive demand for an increase in transit availability for those areas not served by transit; hence, expansion of TriMet bus routes are a possibility over the mid-to long term. Additional rooftops can drive consumer demand for commercial areas to develop more intensively or to fuel redevelopment that is more reflective of current market demand.

¹⁴ Existing Conditions Report. Aloha-Reedville Study and Livable Community Plan. June 2012. Appendix 2. Page 78.
¹⁵ Defined by HUD as greater than a 30 percent outlay of monthly income for housing and utilities. See http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/affordablehousing/. Accessed 12/2/13.
¹⁶ \$36,000 to \$57,600 per HUD determinations for Multnomah County. www.huduser.org/portal/datasets/il/il2011/2011summary.odn. Accessed 12/20/12.



Typically, the other side of the coin to being a bedroom community is the lack of an adequate or diverse jobs base. Citizens have indicated through surveys and open houses that they feel this is true in Aloha-Reedville. Aloha-Reedville's economy is largely small-scale businesses in the service and manufacturing sectors, with firms in 2011 averaging roughly 7.5 employees.¹⁷ The lack of available land that could draw larger employers and provide diverse employment opportunities for residents is a significant limitation. At the onset of the study, there were only 21 acres of vacant commercial land distributed widely along the principal corridors and only nine acres of vacant industrial land.

A lack of adequately-sized taxlots that could facilitate new development is a barrier to

new development in the study area. Commercial areas, particularly along TV Highway, consist of multiple small parcels ("parcelization") and generally consist of many separate owners, making redevelopment time-consuming and often difficult. The types of businesses likely to locate in the study area are generally small to mid-sized employers that can operate on small sites and/or can locate in existing buildings with a minimal amount of site redevelopment.

These factors – and others like them – are best addressed by a recognized entity dedicated to coordinating economic



policy and implementing strategies for a given area. Currently the county is not staffed to develop targeted strategies that can help keep its unincorporated areas competitive in a contemporary economic market. Available county revenue for infrastructure improvements must be spread out proportionally over the full extent of the county.

¹⁷ Existing Conditions Report. Aloha-Reedville Study and Livable Community Plan. June 2012. Appendix 2. Page 42.

Existing Conditions - Opportunities

In spite of this, Aloha-Reedville does have attributes on which it can build. The area's quick access to region-wide transportation facilities such as light rail and its arterial connections to Highway 26 are positive attributes for local businesses and businesses looking to relocate. The study area is also right next door to the technological center of the state. Global companies with high-wage manufacturing facilities in adjacent Hillsboro include Intel, Solarworld and Genentech, while Nike's headquarters is located immediately northeast of the study area. These companies and the companies that support them



draw from a highly educated workforce in the surrounding Metro area as well as employing study area residents. The area's low commercial lease rates can provide incubator opportunities for a wide array of business enterprises or create opportunities for small and mid-size business owners that support larger businesses such as those listed above.

The attention and energy this plan and Hillsboro's recently completed TV Highway Corridor Study have generated among local residents is an encouraging sign of positive change.

As examples, the Aloha Business Association now meets regularly after a hiatus. The Citizen Participation Organization that comprises most of the study area (CPO6) has recently elected a new slate of officers and attendance shows signs of additional growth. A



citizen effort that started the Aloha Community Library has been such a success that the group is moving to a larger space after less than two years in operation. Perhaps most importantly, citizens that have traditionally not been involved in local planning efforts have coalesced and given voice to issues of most concern to them. Concerns, conditions, and recommendations from historically under-represented community members for issues related to housing, economic viability, and transit accessibility are found in the Community Feedback Report submitted by the Center for Intercultural Organizing (CIO) at the conclusion of this study. Several key recommendations in this report align with those found in several of the action issue papers. Local citizen activism has expanded with this study and will be instrumental in ensuring that many of the recommendations of the study are put into effect.

County partners, including the Oregon Department of Transportation (ODOT) and the Tualatin Hills Parks and Recreation District (THPRD), have planned and budgeted new improvements since this study began three years ago that will improve existing conditions in the study area. Near-term examples include intersection and lighting improvements at SW 185th Avenue and TV Highway and newly acquired park sites in the study area. Details on these and other improvements are highlighted below and in relevant action issues papers in the addendum to this report.

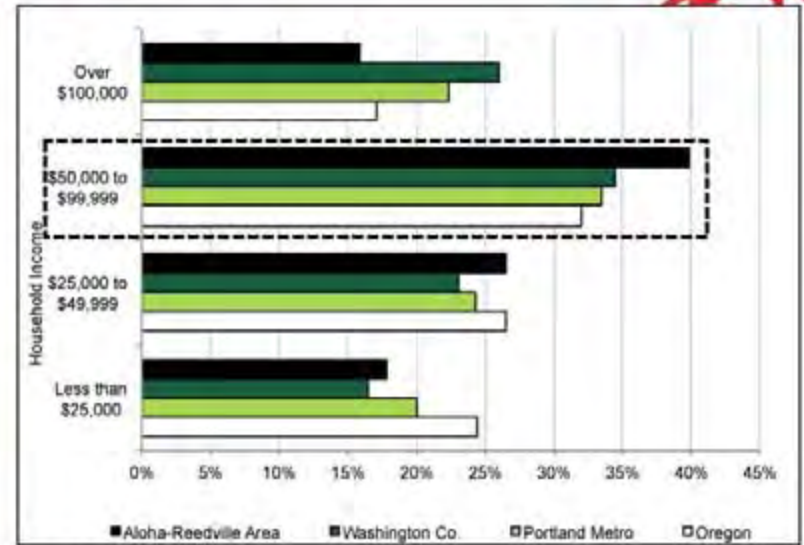
Analysis of 2010 Census Data and 2005-2009 American Community Survey concludes that the Aloha-Reedville study area is a diverse, young, family-oriented community.

PEOPLE



Aloha-Reedville is more racially and ethnically diverse and younger than the county and metro area.

26% of Aloha-Reedville's population has a Bachelor's degree or higher, compared to 38% of Washington County



Baby boomers will play an important role, as will the increasingly diverse Generation Y population

Annual household incomes are lower than the county & metro area but higher than State

Figure 3.2: Aloha Reedville Population Analysis

Leland Consulting Group

What Have We Heard?

A key focus of this three year planning effort was to develop and initiate a public involvement program that consistently engaged the citizens of Aloha-Reedville over the life of the project. Intensive outreach to engage historically under-represented communities that typically have not been involved in county planning processes was a critical component of the public involvement effort. This targeted outreach extended to students, faith-based representatives, minority populations, low-income residents, and non-English speaking community members. For the first time the county contracted with community-based organizations to conduct this outreach. The result has been a greater insight into some of the issues facing these populations and has clarified recommendations in the action issue papers.

This input was folded into a broad and comprehensive engagement program that has resulted in several thousand responses from community members, taken from web comments, community events and open houses, door-to-door survey responses, comment sheets at community events, and other sources. Additional discussion of this outreach effort and the entire public involvement work for this project is found in elsewhere in this report and in the Community Feedback Report noted earlier.

The overwhelming majority of comments the project team received or discussed with residents addressed transportation issues, particularly issues related to safety. Roughly eleven percent of the comments received (sample number = 556) referenced the need for new sidewalks, particularly where pedestrians are most vulnerable: around schools, where young people congregate, and along collectors and arterials where prevailing traffic speeds render walking unsafe at all times of the day or night. Bike safety was also referenced often (sample number = 515), with a frequent request for the county to add bike lanes to existing roads.

Though transportation safety was a frequent concern of respondents in the targeted outreach conducted by CIO, the predominant concern among residents contacted by surveyors was with housing conditions, specifically housing safety and health issues and the need for a housing maintenance code. Support for a housing maintenance code was the top

priority among the 8 items on the housing community options survey. Because many community members were often renters, issues with landlords and property managers also were prominent in responses. Additional information and recommendations from this targeted outreach effort are found in the submitted Community Feedback Report.

Hundreds of comments were submitted that asked the project team to address the lack of street lighting in general but specifically along major road corridors like TV Highway, which – in spite of being a road where automobile speed often exceeds 50 MPH - is unlit for most of its occurrence through the study area. The need for the installation of crosswalks, particularly across arterials like TV Highway and SW 185th Avenue, was noted by many community members and particularly from students at Aloha High School and from frequent users of public transit. As expected, traffic congestion and steps needed to improve it were constantly noted as a worsening problem.

As one would expect, numerous other issues were raised over the three year time frame of the study. Important improvements and features that had a broad base of support among the community included:

- A multi-cultural community center and/or an open-air urban plaza where people would want to visit, recreate, or linger;
- Business diversity, including coffee shops, higher end restaurants, and national chain grocery stores and an improved economic climate for TV highway;
- Beautification improvements to all commercial areas within the study area, through storefront improvements like awnings, sidewalk art, or flower baskets on street light poles;
- Additional parks located closer to homes; many noted the lack of play structures and athletic fields in the parks that are here.

What residents identified as important to their community is included in the following section, which provides an overview of the opportunities and recommendations developed by the project team to address community concerns. Some (but not all) recommendations for each subject area are highlighted below. For a more complete background discussion and complete list of recommendations for specific issues, please refer to the documents found in the addendum.





ACTION RECOMMENDATIONS

By July of 2012, several thousand comments had been compiled by county staff and the concerns most often addressed by study area residents were beginning to take shape. Sidewalk coverage, street lighting and safe crossings across busy roads were emerging as consistent concerns to the largest number of residents. The over-arching intent in moving forward was to develop, with the community, actions that could directly enable positive change for the area's livability while being politically viable and financially feasible at some point in the future.



CAC members help draft actions

that compared multiple alternatives (based on a number of interrelated inputs) might make it difficult to engage a wider audience over the length of the project or for those coming to community events for the first time. Using CAC and community recommendations as a guide, the project team realized that a mix of programmatic recommendations and recommendations targeted to specific locations was a concise and suitable way to move forward. This simplified message continued to keep the public engaged through the end of the project.

At the beginning of Phase 2, the project team and the Citizen Advisory Committee (CAC) began framing possible alternatives for enhancing community conditions that could then be taken out to the wider community for feedback. Several alternatives were considered that could be broadly applied, such as scenarios based solely on road corridor improvements or a focus on establishing residential development into existing commercial areas ("mixed use development"). It became clear over several CAC meetings that the complexity of formulating options

Of the 31 citizen-driven development options (referred to as "actions" in the outreach effort), 18 that represented key community input were compressed into English and Spanish one-page information sheets specific to seven geographic locations (page 22). Some examples of solution topics included where to locate crossing improvements on major roads, transit service enhancements and efficiency changes to the Development Code that will make some types of development applications easier and cheaper. The sheets also included expected funding sources, probable implementers of the improvement and how the proposed action would meet goals and objectives.

Refined by the CAC, location maps with applicable improvement solutions were taken out to the community at the October 2012 community-building event held at Aloha High School. The event, which drew over 200 people, included cultural activities, music, raffles, a cakewalk, and comments from elected representatives. The focus of the event was two days (Thursday evening and Saturday morning) of interactive charettes to gather community input on proposed solution ideas as well as hearing about new issues or locations not yet considered. The majority of comments the project team received at both workshops generally mirrored the online and survey comments collected over the prior year.

New ideas generated from this event were folded into the action issue papers and subject plans found in the addendum. Subjects generating the greatest number of responses remained the same as comments received prior to the October workshops. Community members at the event also wanted to see more sidewalks in their neighborhoods and safer walking routes to schools for their kids. Improved street lighting, safer and more access to transit, and efficient traffic management on collector and arterial roads were frequently mentioned.

MAJOR STREET IMPROVEMENTS



What we've heard:

Community members have requested safety improvements (such as sidewalks, bike lanes and street lighting) and better traffic flow on Aloha-Reedville's major roads. Many roads do not meet the county's standards. A Roadway Inventory and Assessment Analysis conducted in 2012 estimated a cost of approximately \$390 million to upgrade and rebuild all of Aloha-Reedville's major streets to urban design standards.

Major street improvements would completely rebuild roads to include sidewalks, bike lanes, lighting, stormwater pipes, trees, better travel lanes for cars, trucks and buses and better access to transit where appropriate. These projects would improve safety, reduce traffic congestion and visually enhance neighborhoods.

During the Aloha-Reedville process, community members prioritized seven major streets in Aloha-Reedville for improvement. They are listed below (in no particular order). Preliminary estimates for reconstructing these roadways total approximately \$174 million. One project, SW 198th Avenue, is partially funded. Additional funding is required to complete the other streets. The Board of County Commissioners determines funding amounts for major street improvements through the Major Streets Transportation Improvement Program (MSTIP).

Recommendation(s): *(Intended timeline)*

1. Prioritize these streets for major reconstruction:

- a) SW 198th Avenue, Blanton to Farmington Rd – *partially funded (Design begins in 2018)*
- b) SW 170th Avenue - Merlo Rd. to Alexander St. *(Design begins 2014)*
- c) SW Kinnaman Road, 209th Ave. to Farmington Rd. *(5+ years)*
- d) SW 209th Avenue, TV Highway to Farmington Rd. *(5+ years)*
- e) SW 205th Avenue, Quatama Rd. to Baseline Rd. *(5+ years)*
- f) SW Farmington Road, Kinnaman Rd. to 209th Ave. *(5+ years)*
- g) SW 185th Avenue, Blanton to Farmington Rd.) *(5+ years)*

Actions for the Community – Fall, 2013



SW 170th Avenue (south of TV Highway) now includes sidewalks, bike lanes, turn lanes, lighting and landscaping

Lead Agency: Washington County
Partners: City of Hillsboro, ODOT
Funding: Washington County Major Streets Transportation Improvement Program, Transportation Development Tax, other sources

www.co.washington.or.us/alohareedville

During Phase 3, multiple opportunities were provided that allowed a diverse range of citizens to participate in working to make the study area a better place to live, shop, and raise a family. The public engagement effort beginning on page 51 provides details on the project team's outreach to historically under-represented populations begun at the close of the project's first phase. Interviews with local developers, real estate agents, service providers, and housing experts provided a unique understanding of local opportunities and constraints.

The county also contracted outreach efforts with the Center for Intercultural Organizing (CIO) and Centro Cultural, community-based organizations with local representation in the community. These two groups distributed translated materials, and conducted door-to-door canvassing and capacity building workshops. Housing issues



were the predominant concern for under-represented populations. These and other issues discovered during the outreach work by CIO and Centro are further discussed under the Neighborhood Quality section of this report (below) and in the Community Feedback Report found in the addendum. Leadership development among community-based organizations is expected to inform future county planning efforts.

Final recommended actions were approved by the Technical Advisory Committee (TAC) and CAC and presented to the wider community through a series of community events that took place over October and November, 2013.

The recommended actions discussed below respond to thousands of community comments, the goals and vision statements of the CAC, and the intent of the federal Sustainable Communities Initiative (see Section 2). Many of the recommendations support multiple objectives. For example, installation of a mid-block crossing on an arterial road serves multiple purposes for pedestrians, including seniors who use walking as a primary means of exercise to transit users being able to safely cross major roads to access bus stops. For convenience however, the development actions are sorted under the following five broad concepts:

- Major Roads - Addressing Transportation and Transit Improvements
- Getting Around Safely - Connectivity and Safety
- Business and Shopping - Supporting Local Business and Development
- Neighborhood Quality - Protecting the Character of Existing Neighborhoods
- Healthy and Active Living.



Major Roads – Addressing Transportation and Transit Improvements

Aloha-Reedville’s population grew by roughly 68 percent from 1990-2010 – an increase of over 22,000 people. A noticeable impact to long term residents from this population change is the number of vehicles using study area streets. Increased congestion for longer periods of time, safety concerns for pedestrians, bicyclists, and people using transit, intersections delays that impact traffic flow – these are transportation realities that are not unusual on major streets within the study area.

Like the rest of the region, the key transportation challenge facing the county is how to both maintain and improve existing infrastructure given on-going transportation needs throughout the county. Transportation challenges within the study area will continue to be evaluated against the broad transportation needs of the county as a whole. Future county road projects on collector and arterial streets will continue to be prioritized under existing programs, particularly the Major Streets Transportation Improvement Program (MSTIP)¹⁸.



Projected impacts from future development to the study area’s major roads have focused new attention on Aloha-Reedville. Hillsboro has begun comprehensive planning for the future development of the 1,400 acre South Hillsboro Planning Area immediately west of the study area and has completed the comprehensive plan for the AmberGlen area north of the study area, which is projected to add roughly 6,000 medium and high density residential units as well as 3,000,000 square feet of office space and 500,000 square feet of retail. Beaverton has recently begun planning the South Cooper Mountain planning area south of the study area. These future urban developments are expected to add thousands of new users to many of the major roads in the study area over the next 10-20 years. Washington County is proactively engaged with staff from Hillsboro, Beaverton and relevant service districts and agencies as well as area citizens to coordinate transportation plans, recommendations, and funding strategies going forward.

South Hillsboro Planning Area

South Hillsboro is planned as a complete community, with a new town center, schools, civic and open spaces, park, trails, and natural areas. Roughly 11,000 new housing units are expected.

Action issue papers relevant to “Major Roads” found in the addendum propose multiple transportation-related recommendations that begin to address mobility, safety, and congestion in the study area now and over the long-term. Many of these recommendations include or support transportation recommendations found in the Tualatin Valley Highway Corridor Plan (TVCP - March 2013) and the South Hillsboro Focus Area Plan (FAP - currently underway).

The recommendations are found in the following six action issue papers:

- Tualatin Valley Highway Corridor Plan and South Hillsboro Focus Area Plan Coordination;
- Major Streets Transportation Improvements;
- Enhanced Pedestrian Crossings of County Arterials;
- Transportation System Plan Changes;
- Transit Service Enhancements; and
- Transit Corridor Standards in the Aloha-Reedville Study Area.

Other transportation-related recommendations are discussed under the “Getting Around Safely” and “Healthy and Active Living” sections of this report as well as the *Pedestrian and Bicycle Plan* and the *Corridor and Commercial Center Land Use and Streetscape Strategy Plan*.

No less than four hundred and eighty one (481) of the almost 5,000 comments submitted to the project team were concerned with traffic-related conditions throughout the study area.



Moving Forward: What's the Plan for Major Roads?

“There absolutely needs to be more attention given to the quality of walking and bicycling facilities in this area, particularly on TV highway. Yes, a tiny sidewalk is better than no sidewalk, but it doesn't make me want to walk there unless I have to.” (Survey Comment, 11/02/11)

Community Issue: Tualatin Valley Highway is consistently unsafe for pedestrians and bicyclists.



Recommendation Highlights

Managed by the Oregon Department of Transportation (ODOT), TV Highway is the primary transportation corridor in the study area, moving upwards of 50,000 vehicles per day. Consistent congestion, street lighting only at (some) major intersections, and lack of adequate safe passage for pedestrians, bicyclists, and people trying to cross roads and access bus transit are current realities of the highway corridor. Seven intersections along TV Highway experience more traffic during evening peak-hour periods than they are designed for; three of these intersections have the same problem during the morning work commute.¹⁹ During the 2007-2009 period, crash rates along TV Highway were nearly 30% higher than on comparable state highway facilities and 13 locations along the highway are in the top 5 percent of ODOT's Safety Priority Index System rankings.²⁰ Many of these are located within the study area. One third of all fatal and serious injury crashes involved a bicycle or a pedestrian.²¹ The majority of these accidents occur at intersections.

¹⁹ Aloha-Reedville Study and Livable Community Plan. Appendix 5 – Transportation. P.8

²⁰ TV Highway Corridor Plan: Existing Transportation Conditions Report. Page 11. December, 2011.

²¹ Ibid.

To address these issues and more, ODOT, the City of Hillsboro, and Washington County collaborated on the TVCP for the segment of highway between central Beaverton and Hillsboro. The TVCP contains recommendations that address its stated goals of improving mobility and access for people, enhancing safety, fostering livability and economic development and moving freight reliably. The county's approach for the highway will be to include and endorse the TVCP recommendations in the Aloha-Reedville plan and then partner with the affected jurisdictions to implement projects. Full descriptions of all near-term recommendations are found in the TVCP.²²

Some of the near-term recommendations for TV Highway are to:

- Improve existing bus stops along the highway with concrete pads, benches, shelters, and better lighting;
- Improve operations for the existing #57 TV Highway/Forest Grove bus line, including increased frequency, signal priority, and new bus pull outs;
- Develop a right-of-way acquisition plan for a westbound business access and transit lane;
- Improve operation of signalized intersections, including turn lane and walk signal adjustments as well as bike lane improvements;
- Add bike lanes and fill in sidewalk gaps;
- Initiate a study that will look at high capacity transit solutions for the corridor;
- Add a Pedestrian-Oriented Street Overlay into the Transportation System Plan (TSP) for the area from SW 178th Avenue to SW 192nd Avenue; and
- Implement an ODOT safety project at TV Highway and SW 185th and SW 192nd Avenues that will add street lights, reduce turning conflicts and reconfigure crosswalks and bus stops.



ODOT is expected to begin construction on the above safety project in 2014. In addition to street lighting and improved signal timing, the project will also:

- Improve conditions for pedestrians by adding countdown signals at SW 185th;
- Improve the pedestrian safety island at SW 185th Avenue;
- Install a raised traffic separator to help eliminate crashes originating from left turn conflicts; and
- Allow u-turns at the signal on SW 185th.

As an example of how the project's recommendations can be leveraged to obtain improved project efficiencies, staff has identified an opportunity to contribute funds to this safety project with the express purpose of installing additional street lighting beyond what is proposed by ODOT. The segment of TV Highway between SW 178th Avenue and SW 192nd Avenue, a distance of approximately $\frac{3}{4}$ of a mile, is a logical project extent for street lighting. It includes the core of the designated Aloha Town Center at SW 185th Avenue, is bracketed on the west by proposed pedestrian crossing and transit improvements at SW 192nd Avenue and on the east by the recently completed traffic signal and bus shelter at SW 178th Avenue. This corridor includes dozens of businesses, is surrounded by multifamily housing units and is host to nearly 1,300 bus boarding and de-boardings on an average weekday. The project recommendation is that the county continues to work with ODOT to determine how to best leverage this 2014 project to maximize the number of street lights installed along the highway.

The above recommendations will go far in improving safe options for pedestrians and bicyclists using the TV Highway and the intersection at SW 185th. Residents of the high-density residential areas north of the highway and west of SW 185th will benefit from safer options to access transit and stores along the north side, noted as an issue in survey responses from under-represented communities as well as the wider public. Intersection improvements such as longer signal timing that allow all users to safely cross this major arterial will improve safety for residents moving between residential areas north and south of the highway.

The TVCP also includes recommendations that are outside of the immediate TV Highway corridor but will improve pedestrian and bicycle connectivity between surrounding homes and the highway corridor. The full list of TVCP projects can be found at www.tvhighway.org

²² TV Highway Corridor Plan. David Evans and Associates. June 2013. Pages 21-31.

.....

“198th - It is unsafe to walk on this road yet walkers are seen due to Tri-met & school bus stops. If there were sidewalks students could walk to Aloha High School & buses would not be needed.” (Public Event Comment - 06/11/11)

Community Issue: Major roads in the study area have safety issues for a range of users.

Recommendation Highlights 

Significant transportation improvements to Cornelius Pass Road between Francis and Wilkins Streets were completed in July 2011, resulting in lane widening, bridge replacement over Beaverton Creek and the addition of sidewalks and bike lanes.



Bridge over Beaverton Creek, Cornelius Pass Road

This completed project is the first of three major street improvement projects in the study area to receive dedicated funding since the Aloha-Reedville Study began.

Guaranteed funding is in place to reconstruct a section of SW 198th Avenue and to begin design work for SW 170th Avenue. SW 198th Avenue between SW Farmington and TV Highway has been the most referenced street in need of safety improvements from all comments received by the project team. Narrow travel lanes, large gaps in sidewalk coverage, lack of street lighting, open ditches adjacent to the road, unsafe access to transit, and relatively high traffic speeds make this one of the most dangerous streets in the study area for biking and/or walking.

This street segment was subsequently the project team’s key major streets recommendation for improvements due to these conditions and the considerable public comment recognizing these hazards. Street improvements are scheduled to begin in 2018 and are budgeted at \$14M, enough to build the northern half of the segment. The planned reconstruction includes:

- Bike lanes and complete sidewalks on both sides of the streets;
- Street lighting;
- Improved stormwater facilities, planter strips, and trees; and
- Left turn lanes at appropriate locations.

Upon completion of the northern segment, completion of the southern segment is expected to receive priority in funding pending the results of the next MSTIP (“MSTIP 3e”) consideration by the county Board of Commissioners in 2018.



SW 198th Avenue

Additionally, in September 2013, ODOT awarded the county a Transportation Growth Management (TGM) grant to fund conceptual design for the remaining unimproved section of SW 170th Avenue north of Alexander Street in addition to looking more broadly at connectivity and safety issues in the immediate area. The segment from Alexander Street to Merlo Road has the most serious deficiencies, with a narrow asphalt path on the west side, no pedestrian facilities on the east side, and no bike lanes. Preliminary design work is scheduled to begin in 2014. These improvements will:

- Improve connectivity between residential areas to the west and safe access to the trail network within Tualatin Hills Nature Park and future trail construction of the Beaverton Creek Greenway Trail;
- Provide safe access to Beaver Acres Elementary School and the Merlo Station High School;
- Provide safe pedestrian access to a future transit route planned for this street;
- Provide safe access to SW Alexander Street, which is the primary candidate in the study area for an east-west bikeway street.

After TV Highway, the busiest arterial roads within the study area are SW 185th Avenue and SW Farmington Road. Travel times on these roads during peak evening rush hour are typically more than triple the travel time compared to off-peak hours.²³ Nearby major roads including SW 209th Avenue, SW Johnson Street and SW Kinnaman Road also suffer from congestion during the evening commute.

In 2010 the county completed sidewalks, bike lanes and street lighting on SW 185th Avenue between Shaw Street and Kinnaman Road, with an interim lane configuration that transitions from five to three lanes. Recommendations are to bring this segment, as well as the next segment south (from Kinnaman Road to Farmington Road), to the standard called for in the Transportation System Plan, which includes:

- Four vehicle travel lanes;
- Sidewalks on both sides of the street;
- Pedestrian crossings at designated locations; and
- Street lighting, planter strips and street trees.

Other issues along SW 185th Avenue include offset intersections with Blanton Street and Madeline Street. The county will need to work with adjacent landowners – including the U.S. Post Office – to determine the best solutions for these locations.

Recommendations for improving SW Farmington Road between SW Kinnaman Road and SW 209th Avenue include similar improvements as those listed above for SW 185th. Currently, ODOT owns a portion of this section of SW Farmington Road.



SW Farmington Road

The county will continue to work with ODOT regarding future ownership and potential improvements to this segment of Farmington.

²³ Washington County Transportation System Plan. Draft Existing Conditions and Future Needs Report. Chapter 2; Figure 2-28. January, 2013.

Other major street recommendations voiced by the public and recommended as part of the Aloha-Reedville study include:

- Reconstruction of SW 209th Avenue between TV Highway and Farmington Road, including 4 travel lanes, sidewalks and bike lanes on both sides, planter strips, lighting, stormwater improvements and pedestrian crossings.



SW 209th Avenue



SW 185th Avenue

Photo of SW 185th Avenue. Future improvements to SW 209th Avenue are expected to result in a similar cross section.

These improvements will be planned in partnership with the City of Hillsboro and are intended to offset expected traffic impacts from future population growth in the South Hillsboro planning area.

- Phased reconstruction of SW Kinnaman Road between SW 209th Avenue and Farmington Road to include two vehicle travel lanes, pedestrian crossings, bike lanes, sidewalks, planter strips, lighting, and marked street crossings.

The above project will include the realignment of the SW 198th/ Kinnaman Road intersection to improve traffic flow. A roundabout may be considered for this intersection.

- Reconstruction of SW 205th Avenue between Quatama and Baseline Roads with a new bridge over Beaverton Creek. This would include four travel lanes, sidewalks, bike lanes and lighting.

These projects will provide safer options to access transit and will improve local connectivity between residential areas. The above improvements are expected to start after 2020.

Street lighting gaps on major streets has been noted in numerous citizen comments. Current county policy recognizes street lighting as a component of a complete street and is required when collectors and arterials are significantly improved.



SW Johnson Street

Currently, there are still major streets - such as SW Johnson, SW Kinnaman and segments of SW Farmington – that carry significant amounts of car and pedestrian traffic and lack street lighting. There is not a stand-alone county program to install street lights on arterials and collectors that currently lack them.

Based on a roadway inventory and assessment analysis performed by HDR Engineering in February 2012, the cost to bring all collectors and arterials to county standards plus perform necessary realignment of relevant intersections is approximately \$390 million.²⁴ These projects are of a scale that requires major funding resources from MSTIP, TDT, federal and state grants and allocations and other sources. The county’s proposal to expand street lighting on TV Highway beyond ODOT’s safety project area at SW 185th and TV Highway is an example of leveraging other projects to help implement plan recommendations. The majority of recommended actions from this plan will have to compete with other transportation needs throughout Washington County.

²⁴ Roadway Inventory and Assessment Analysis, HDR February 2012.

“The section just west of 185th and Farmington, this has long been a congested crossing to access the stores on the north side. Affects traffic, adds risk to pedestrians.” (website map comment – 09/07/11)

Community Issue: Major streets often have large gaps between safe pedestrian crossings.

Recommendation Highlights 

Ensuring that people can cross streets safely, comfortably and conveniently to access where they need to go is essential to creating an effective transportation network. A discussion of safe passage for pedestrians is not complete without the recognition that arterial roads in the study area have long sections where safe passage across four or five lanes of traffic puts people at significant risk of injury. This is a particular problem on transit routes, where mid-block bus stops are often located over ¼ mile from the nearest signalized intersection. Transit users in these cases must either walk significantly out of their way to continue their trip or attempt to cross these typically high-speed, heavily trafficked roads at their own peril. The recently completed Bicycle and Pedestrian Improvement Prioritization Project performed a detailed gap analysis of sidewalk and bikeways along arterial and collector roads. Eight of the top 30 prioritized projects are found within the study area.



Mid-block crossing on West Union Road

Development of mid-block crossing improvements is one solution to this issue. The county defines mid-block crossings as any pedestrian and bike user crossing at an unsignalized location on a street. They typically occur when trying to access transit stops or at points where designated trails cross a road. Examples of mid-block crossing improvements that make crossing safer include refuge islands, flashing beacons, or grade-separated crossings. Crossings are often instrumental in maintaining connectivity for all users.

A pedestrian-automated traffic signal was installed at SW 178th and TV Highway in 2012 that connects transit riders of the heavily-used #57 TV Highway/Forest Grove line to businesses and homes on both sides of the highway. Prior to installation of this facility, the nearest safe pedestrian crossing to the east was the traffic signal at SW 170th Avenue. To the west, the nearest safe crossing was the signal at SW 185th Avenue. The TV Highway Corridor Plan recommends enhanced pedestrian crossings or fully signalized intersections approximately every 0.3 mile on the highway.



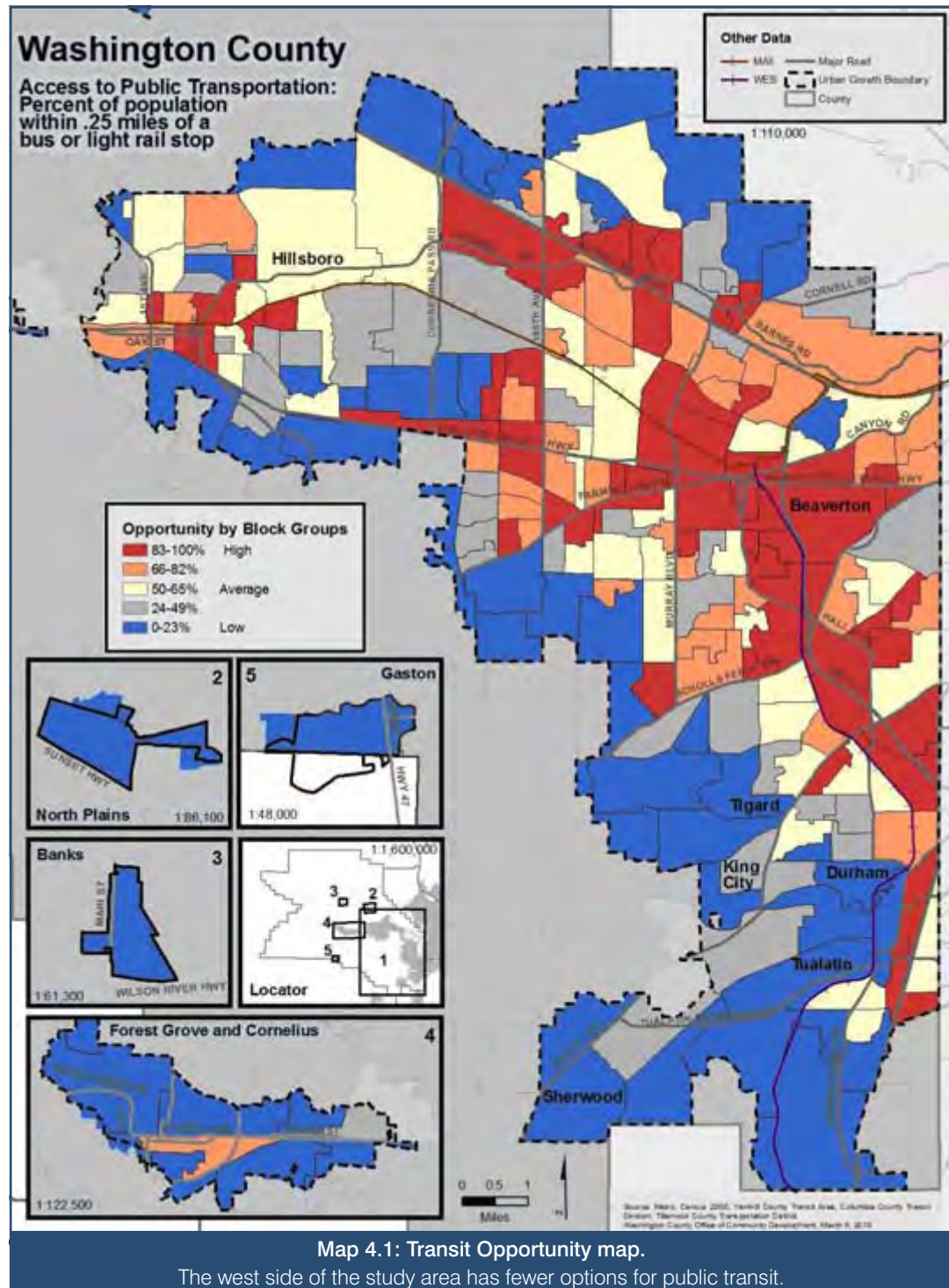
The #57 TV Highway-Forest Grove Bus line is the most heavily used bus line on the Metro Westside.

In the future, pedestrian crossings of county arterials are prioritized for:

- SW 170th Avenue between Merlo Road and Farmington Road;
- SW 185th Avenue between Baseline Road and TV Highway; and
- Baseline Road between Cornelius Pass Road and 185th Avenue.

Each of these proposed crossings will enhance the existing pedestrian network by providing safer options for accessing light rail and bus lines. Federal funds have been allocated for the latter two listed segments. As noted above, mid-block pedestrian crossings are also recommended for inclusion in the design improvements for future build out of SW 209th Avenue, SW 185th Avenue and SW Farmington Road.

The county will continue to work with appropriate partners (primarily ODOT, THPRD, TriMet, and the school districts) in the coordination of funding opportunities for these types of arterial crossings in proximity to schools, parks, and transit lines.



Map 4.1: Transit Opportunity map.

The west side of the study area has fewer options for public transit.

*“New TriMet shelters, such as 185th/TV Highway are nice but no provision for handicap hand rails. Also fear for proximity to TV Hwy with small children.” (Public Event comment, 08/27/11).
 “Also- there is no Trimet bus route up Cornelius Pass (Road) - Why?” (Survey Monkey comment, 08/26/12)*

Community Issue(s): Large sections of the study area are still without transit service and many existing transit stops need improvements.

Recommendation Highlights 

Opportunity mapping for the 2010-2015 Washington County Consolidated Plan show most of the study area has “average” or “high” access to transit (within .25 mile of bus stop). The most contiguous transit gaps are in the western third of the study area. TriMet has identified opportunities to enhance transit service in the Aloha-Reedville study area and other areas of northern Washington County through its recently completed Westside Service Enhancement Plan (SEP).

The first priority of the SEP is to restore 15-minute frequencies to existing “frequent service” routes. The MAX light rail and the #57 TV Highway/Forest Grove line are the only designated frequent service transit routes in the study area. Other recommendations of the SEP include:

- Prioritize more efficient connections between transit routes;
- Provide improvements to existing transit stop facilities;
- Provide additional parking at MAX stations.²⁵

Planning for high-capacity transit within the TV Highway corridor is a recommendation of both the TVCP and the SEP. To account for this, the county plans to reserve right-of-way for a westbound business access and transit (BAT) lane on the north side of TV Highway in anticipation of any future high capacity transit service in the TV Highway corridor. Until a detailed alternative analysis is done to determine the form and function of high capacity transit, TriMet will seek to enhance existing #57 TV Highway/Forest Grove bus service in the interim. This may be accomplished through express service, queue jumps, bus pull-outs, consolidated stops, bus stop amenities and other approaches.



Improved bus stop on SW 185th Avenue

Improvements to this line are needed. In 2010, this route had the highest ridership of any bus route west of Portland, with nearly 50,000 boarders per week.²⁶ Ridership has increased 33 percent since the line was upgraded to frequent service in 2004.²⁷ The highest number of eastbound and westbound boardings on this line occurs at SW 185th Avenue. Bus transit access to and from the light rail stops is provided at the SW 185th/Willow Creek Transit Center. Bus service currently does not exist that would extend directly south into the study area from the SW 205th/Quatama light rail stop or the SW 170th/Elmonica Light rail stop. The three most used transit lines in the study area, accounting for 93 percent of all transit trips that originate or end in the study area, are:

- The MAX Blue Line Light Rail;
- #57 TV Highway/Forest Grove line; and
- #52 Farmington/SW 185th Avenue bus line.

Transit ridership on the Blue Max Line accounts for 58 percent of total trips in the study area²⁸ and has tripled since its opening in 1998. To improve connections between the MAX line and the study area, the following recommendations are proposed:

- **New north-south bus service on SW 170th Avenue.** An extension of the existing #67 Bethany/SW 158th Avenue bus line would connect Bethany, Aloha-Reedville, Cooper Mountain and Progress Ridge. It would support expected job growth at Nike World Campus and surrounding employment areas and would provide an additional option to access the Nature Park and the schools along or adjacent to this corridor.
- **Increased frequency on the #88.** The #88 Hart/SW 198th bus line would see service improved from 40 minutes to 30 minutes. Improved service may result in higher usage by area residents and students at Kinna-

man and Butternut Creek Elementary Schools. The route would also be extended beyond its northern terminus at Willow Creek Transit Center to reach the North Hillsboro employment area.

Other transit service enhancements for Aloha-Reedville include:

- **New east-west bus service on Baseline Road.** A continuous east-west bus route on Baseline and Jenkins Roads between Hillsboro and Beaverton. The line would serve several residential and commercial areas that currently have no transit within easy walking distance. Much of the study area’s new housing construction is occurring along this corridor; new bus service will benefit these new residents as well as existing residents.



The Baseline Woods housing development will add over 450 housing units upon completion sometime in 2014.

- **Frequent service on the #52.** The #52 Farmington/SW 185th bus line would be upgraded to 15-minute frequency, seven days a week. Improved service may result in higher usage by area residents and students at Mountain View Middle School and Hazeldale Elementary, and Portland Community College.

The above recommendations have no specific timeline and will be implemented as fiscal conditions improve at TriMet. Washington County works with TriMet in addressing service needs for county transit users yet is ultimately bound by TriMet’s policy choices and funding limitations for transit service expansion. The county role in supporting transit service in Aloha-Reedville is to improve safety and convenience features for accessing transit. This includes investments in the transportation elements discussed in this section: pedestrian crossings, sidewalks, bike lanes, accessways, and street lighting.

²⁵ Westside Service Enhancement Plan. September, 2013. Pp 6-12.

²⁶ TriMet Investment Plan FY 2012. Page 75.

²⁷ Ibid

²⁸ “Facts About TriMet”. March 2012. <http://trimet.org/publications/> Accessed 9/12/12.

A detailed discussion of recommended transit-related improvements for the study area is found in the "Transit Service Enhancement" Action Issue paper. Transit-related comments from targeted outreach to under-represented communities aligns with the concerns of the broader community and can be found in CIO's "Community Feedback Report" found in the addendum to this document.

"More sidewalks would be splendid! Especially along Johnson where there is a lot of traffic around Reedville Elementary and Ladd Acres Elementary schools." (Survey Monkey comment, 08/27/12)

Community Issue: Not all major roads have sidewalks and bike lanes where they are needed most.

Recommendation Highlights  

Many of Aloha-Reedville's major streets predate urban development and were constructed with narrow travel lanes, gravel or non-existent shoulders, open ditches and a minimal road base. Development in the mid 20th century was not required to provide sidewalks or bike lanes and typically did not do so.

There are roughly 16 miles of arterial-designated roads and just over 17 miles of collectors in the study area yet most of these multi-lane streets lack continuous sidewalks and bike lanes for much of their length as required by county, regional and state policy. Only a few arterials, such as SW Baseline Road and Cornelius Pass Road, have continuous bike lanes. Sidewalks too are generally not continuous on several arterials and a majority of collector roads; virtually all of SW 198th Avenue and much of SW Rosa Road and SW Alexander have no sidewalks at all. Important community destinations, such as schools, shopping areas and transit, are therefore only safely accessible by car.



SW Alexander Street lacks sidewalks and lighting for much of its length.

There is no stand-alone program that provides sidewalk and/or bike lane construction on county collectors and arterials. These improvements occur when arterials and collectors undergo major reconstruction.

Pedestrian and Bike Facilities

As of 2012, roughly a quarter of the major street network in Aloha-Reedville remains without walkway facilities; 60% of the network lacks bike lanes.

The 2014 update to the county TSP includes Pedestrian-Oriented Street Overlay maps. These overlays are urban areas where enhanced pedestrian safety elements are encouraged. Eleven of these new overlay areas occur in the study area. Examples include:

- Quatama Road from SW 209th Avenue to SW 205th Avenue;
- SW 170th Avenue from Merlo Road to Baseline Road and from Alexander Street to Blanton Street; and
- Tualatin Valley Highway from SW 192nd Avenue to 178th Avenue.



TV Highway East of 192nd

For a full discussion and list of pedestrian-oriented street overlays proposed for the study area, see the "Transportation System Plan Changes" Action Issue Paper.

"How does the proposed South Hillsboro development fit into the livability plan? Seems like (it) will only create more congestion & traffic. Can TV Hwy really handle all this traffic?" (Public Event comment, 06/11/11)

Community Issue: Additional traffic from South Hillsboro development will impact Aloha-Reedville's livability.



South Hillsboro future neighborhood center concept (Image courtesy of Mike Kolwalski, Communita Design)

Recommendation Highlights   

Throughout this project, community members consistently wanted to know how the county and the City of Hillsboro will address expected transportation changes within the study area and its immediate surroundings due to the future buildout over the next 10-25 years of the 1,400 acre South Hillsboro Planning Area on the study area's west border. The county and Hillsboro are engaged in the development of financing strategies that support future planning policies and responsibilities for necessary transportation improvements both within the study area's western half and South Hillsboro proper. Urban zoning amendments and subsequent development in South Hillsboro will not occur until a financing strategy is complete.

Future residents of South Hillsboro will likely use SW 209th Avenue and the proposed extension of Cornelius Pass Road to travel north-south to access job centers and transit, while TV Highway and SW Farmington Road will be used to travel east-west to get to points between Hillsboro and Portland.

Some regional traffic will also use the above roadways to travel between southern and western portions of the Portland metropolitan region. Improvements to these important arterial roads are included in the recommendations of the TVCP and this report.



209th at TV Highway

The TVCP contains recommendations to accommodate expected increases in congestion on TV Highway from future increases in population to the area. A subset of the TVCP is the South Hillsboro Focus Area Plan (FAP). Recommendations in this plan account for transportation improvements needed whether or not South Hillsboro were to develop (the “base case”) and for when South Hillsboro develops.

Some near term recommendations from the FAP include:

- Widen 209th to five lanes from TV Highway to Farmington Road²⁹ and add complete street features, including sidewalks and bike lanes on both sides, planter strips, lighting, stormwater improvements and potential pedestrian crossings.
- Provide new traffic signals along SW 209th at SW Kinman, SW Rosa, and SW Rosedale intersections;
- Add turn lanes and improve the rail crossing at the SW 209th/TV Highway intersection;
- Widen Farmington Road between SW 185th and SW 198th to five lanes w/ bike lanes and sidewalks; and
- Extend Cornelius Pass Road as a 5-lane facility with turn lanes, bike lanes, and sidewalks from SW Rosa Road to SW Rosedale.

Other recommendations from the FAP are cross-referenced in the TVCP and South Hillsboro FAP Coordination Action Issue Paper. The full list of FAP recommended projects can be found at www.tvhighway.org/?p=south-hillsboro-focus-area-plan.

²⁹ County recommendation for SW 209th Avenue is for four travel lanes.



Map 4.2: Metro's 2040 Transit Corridors within the Study Area

Transit Corridor Improvements:

Over the course of the Aloha-Reedville Study, community members have expressed a desire for vibrant commercial districts coupled with more frequent transit service. Commercial areas and transit service are generally associated with the study area's major transportation corridors.³⁰

Corridors are a key component of the region's 2040 Growth Concept. They are important for the transportation function they serve as well as serving as a location for medium to high density housing that has ready access to transit service and nearby necessities. Analysis of study area transportation corridors and how they may better meet both county and Metro intentions for this urban design type was a focus of this study. There are five transit corridors in the Aloha-Reedville study area:

- Baseline Road, from 185th Avenue west to Cornelius Pass Road;
- 185th Avenue, from its intersection with Baseline Road south to the northern boundary of Metro's Aloha Town Center designation;
- TV Highway, from the western boundary of the Aloha Town Center designation west to Cornelius Pass Road;
- Farmington Road, from the east edge of the study area west to its intersection with 185th Avenue; and
- 185th Avenue, from its intersection with Farmington Road north to the southern boundary of the Aloha Town Center designation.

Achieving transit corridor goals was added as a task on Long Range Planning's Work Program in 2002. However, the task has remained on the Work Program item in subsequent years due to the Board of Commissioners' prioritization of other projects. In 2013, this task was given a higher priority on the Work Program so that development of implementation strategies for transit corridors in the Aloha-Reedville Study Area could begin.

Initial progress in addressing how to better achieve transit corridor goals and objectives are included in recommendations found in the "Transit Corridor Standards in the Aloha-Reedville Study Area" Action Issue paper.

³⁰ The #88 Hart/198th bus line occurs primarily in residential areas for most of its length in the study area.

Moving Forward: What's the Plan?

“(It’s important) being able to safely take my family outside for walks to the park and around the neighborhood.” (Survey Monkey comment, 06/19/12)

Community Issue: Neighborhoods throughout the study area lack a complete sidewalk network. The community has prioritized safe routes to schools.

Recommendation Highlights

As of 2011, fifty-nine percent (59%) of neighborhood streets from TV Highway south to the study area boundary (a quarter-mile south of Farmington Road) are without sidewalks. Forty percent (40%) of neighborhood streets lack sidewalks from TV Highway north to the study area boundary (roughly a quarter-mile north of the MAX line).³² This fact helps explain why sidewalk completion was the number one issue for members of the community who responded to outreach efforts of this study. Over 550 sidewalk-related comments were submitted. This is further supported by a county-wide telephone survey conducted April 4-7 2013 by DHM Research, which found that forty-six percent (46%) of respondents agreed that completing sidewalk and bike gaps was important.³³

The county is limited in how quickly and thoroughly it can fulfill the community’s expressed desire to fill in all sidewalk gaps. Because of funding constraints, the project team requested community members prioritize areas where sidewalk gaps on neighborhood streets should be completed. Sidewalks around schools quickly rose to the top of the priority list.

This response has helped jumpstart discussion between county staff and representatives from the Beaverton and Hillsboro School Districts to develop a coordinated approach for improving safe access to public schools in the study area. A comprehensive inventory of sidewalk and connectivity gaps within ¼ mile of elementary schools and within ½ mile of middle and high schools resulted in an initial list of 99 potential projects. This list was reduced to 39 projects after eliminating funded projects, major road reconstruction projects, and projects on private property or in non-county road rights-of-way. List refinement also

included close collaboration with school district staff, including a review of existing walk routes, busing areas and parent/guardian comments. A final round of prioritization used geographic analysis to determine which project or set of projects would provide the most benefit for each school, as measured by the number of housing units whose occupants would theoretically use the facility on their walking route to school. Fifteen (15) projects were identified through this process and vetted again with school district staff. The projects include 11 sidewalk/walkway projects, three crosswalks project and one pedestrian/bicycle bridge totaling approximately \$4.2 million that will benefit ten schools.



Pedestrian path on SW Kinnaman west of Aloha High School

In the near term, recently completed pedestrian paths funded through the Minor Betterments (MB) Program³⁴ have resulted in safer walking routes along SW Kinnaman Road (from SW Farmington to SW 185th Avenue) and on SW 197th Avenue (from

Rock Road to Baseline Road), both key corridors that connect homes to schools, shopping and transit. Another segment, SW Rock Road from Cornelius Pass Road to Rock Court, has been recommended for MB funding in 2014-15. This will provide safer access to Indian Hills Elementary School from surrounding neighborhoods

Though pedestrian paths do not function as completely as sidewalks, these new paths are typically separated from the adjacent roadway, helping to alleviate safety concerns for pedestrians.



The recently completed sidewalk project on SW 173rd Avenue provides safe access for students at Aloha-Huber Park School.

In summer 2013 the county began sidewalk construction on the west side of SW 173rd Avenue from Shaw Street to SW Farmington Road that will close the final gap that existed in sidewalks on this street and provide a contiguous separated route through the southeast corner of the study area.

In fall 2013, using federal Community Development Block Grant funds, the county completed a concrete sidewalk on the west side of SW 173rd Avenue from Shaw Street to Florence Street, closing the final gap on this street leading to Aloha-Huber K-8 School.

Other than through the above programs and redevelopment, there are no funding programs to construct needed sidewalks or paths on neighborhood streets, where most of the study area sidewalk gaps are found. Sidewalk improvement projects will by necessity need to be prioritized given these constraints.

For a full discussion and list of recommended sidewalk projects, see the “Addressing Sidewalk Gaps Near Schools” and “Major Street Transportation Improvement Projects” Action Issue Papers.

³² County GIS data mapping conducted 9/24/13.

³³ Sample size =400. Washington County Transportation Survey, DHM Research. April 2013. Page 9.

³⁴ The county’s Minor Betterments Program and the Urban Road Maintenance District fund interim pedestrian improvements on neighborhood and local streets. See sidewalk issue paper for details?

“How many opportunities are out there to create walking paths away from the main roads? Paths that connect communities (subdivisions), parks, schools, businesses and mass transit? Sidewalks and good lighting are wonderful but also creating walk ways that take peds off of the main roads will help too.” (Survey Monkey comment, 06/19/12)

Community Issue:

There are pathways, alleyways, and open space in the community where ownership is unclear. Users don't know if they might be trespassing if they use these areas to get around.

Recommendation Highlights  

To address resident requests for options that can help to connect homes to shopping, schools, and transit, the county has recently undertaken a comprehensive evaluation of potential public accessways – short pedestrian/bicycle pathways between streets – that can help to close gaps in the existing pedestrian network. Accessways generally provide a more direct route for a bicyclist or pedestrian trying to get to a location rather than using the street grid to get to the same place.

Publically-recognized accessways, by shortening round distance trips, provide incentive to use alternative forms of transportation, helping to minimize local auto traffic on neighborhood streets while promoting the health benefits of walking and/or biking. Combined with sidewalks, they are another opportunity for providing safe access to schools and improving connectivity within and between neighborhoods.



Accessway between Leeds Court and Butternut Creek Elementary School

To date staff has identified 85 locations where public easements and/or county right-of-way have the potential to improve local connectivity for walkers and bicyclists. Virtually none of these accessways are marked, many are overgrown with vegetation or blocked by vehicles and other personal property of adjoining residents. Identification and mapping of these possible access locations are the first steps in exploring the potential for a broader travel network in neighborhoods.

Accessway locations with the strongest potential for addressing critical gaps in connectivity are included as implementation recommendations in the “Accessways” Issue Paper in the addendum to this report. Examples proposed in the “Accessways” Action Issue Paper are:

- The proposed pedestrian and bicycle bridge over Beaverton Creek between SW 178th Avenue and SW Pheasant Drive;
- Working with Tualatin Hills Park and Recreation District to plan and construct accessways and pathways connecting Marty Lane, SW 178th Avenue, SW 174th Avenue, SW 173rd Terrace, Pointe Forest Court, Beaver Court, and Pheasant Lane in the vicinity of Crowell Woods Natural Area.



Wetland area between Bales Thriftway area and apartment units.

- A pedestrian bridge and path connecting the multifamily apartment units on SW 180th Avenue with the Farmington Shopping Center through the Bales wetlands park.

An important recommendation of this report is to allow accessway construction as an eligible expenditure in the county's Minor Betterment and Urban Road Maintenance District safety programs. Including accessway improvements to the scope of these programs would provide a critical source of revenue that could potentially speed up the process of meeting the included recommendations. Internal discussion of this option is expected in the near term.

Wayfinding signage is also included as a recommendation that can enhance purpose and identity both to identified travel corridors and the surrounding community. The county is currently working on wayfinding signage standards as part of the Washington County Neighborhood Bikeways Plan.

“More lighting on sidewalks - it's creepy to walk in the dark.” (Aloha High School student – Project outreach to high school class, 06/13/13)

Community Issue: The lack of street lighting in many neighborhoods is a safety concern.

Recommendation Highlights  

It is not surprising that, like sidewalks, this safety issue was most often raised by community members given that there are still large gaps in street lighting in the study area. Sufficient street lighting is critical to walking safely in the urban area from dusk till dawn. This is especially true in late autumn and through winter, when much of the AM and PM peak traffic hours occur when it's dark. Most study area neighborhoods developed prior to when street lights were required as a condition of new development. The south and east halves of the study area in particular have large contiguous areas that lack street lighting.

The county does not have a stand-alone funding program that would prioritize and develop new lighting in neighborhoods that need it. Neighborhood street lighting is provided for and maintained through Service Districts for Lighting (SDL) formed by developers or neighborhood residents. Creation of an SDL must be with consent of at least fifty percent of the property owners in the proposed district. SDLs (and by extension lighting coverage) are most contiguous west of SW 198th Avenue to the study area boundary.³⁵

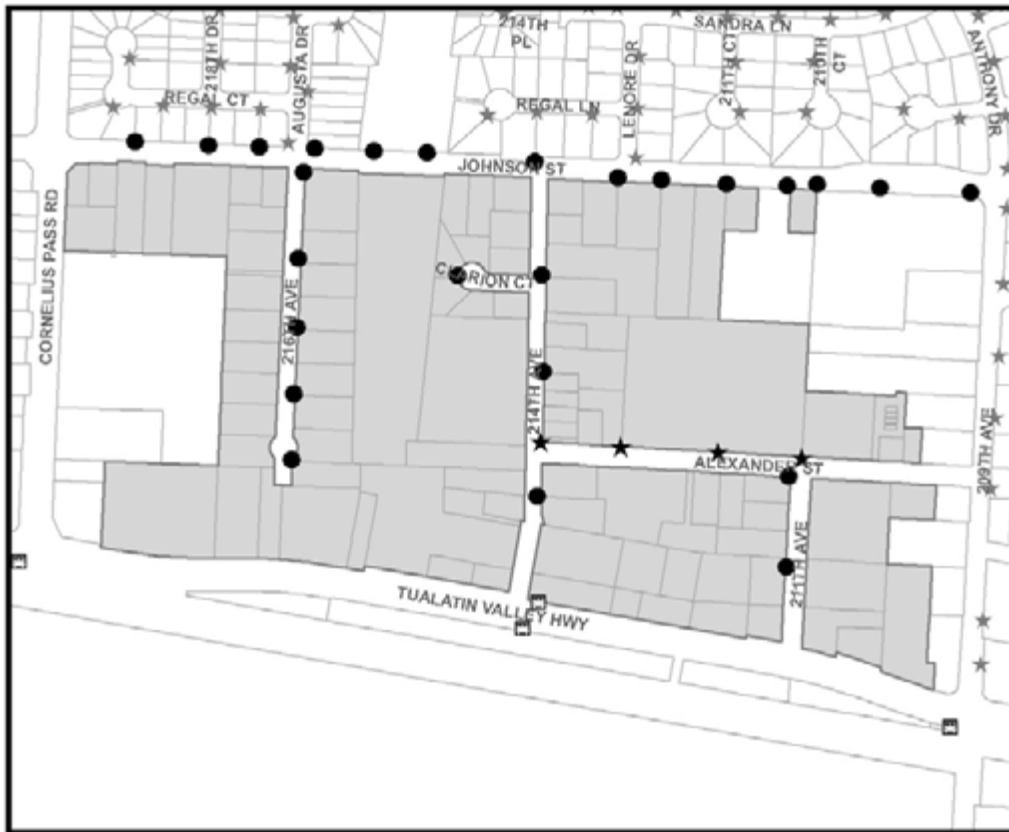
A lighting feasibility study is underway that includes approximately 103 tax lots in an area bounded by 209th to the east, Cornelius Pass Road to the west, Johnson Street (map 4.3) to the north and Tualatin Valley Highway to the south. A resident and property owner in the area has agreed to act as the neighborhood coordinator to determine if fifty percent of the tax owners in this 103 lot area are willing to tax themselves for street lighting.

³⁵ See page 14, Appendix 5 of the Existing Conditions report for a discussion of SDLs.

POST RESIDENTIAL STREET LIGHTING STUDY

JOHNSON ST

SERVICE DISTRICT FOR LIGHTING NO. 1 (SDL)



- = Proposed Street Lights
- ★ = Existing Street Lights
- = Proposed Assessment Area
- 🚌 = Bus Stop

Map 4.3: Street Lighting Study

Proposed Street lighting District initiated by residents for SW Johnson Street

Preliminary estimates indicate that the fee would be roughly \$40/year if all owners agreed. The feasibility study will be concluded by early 2014, at which point county staff will evaluate the process to determine what if any refinements need to be made to this method of providing lighting in neighborhoods and how best to promote the program.

Today, street lights are required for all new development in urban unincorporated areas that trigger relevant transportation provisions of Article 5 in the Community Development Code (CDC).

“Traveling on TV Hwy is frustrating because the traffic volume and no cross-overs of the railroad tracks on south side.”(Survey Comment, undated)

Community Issue: There are not enough safe crossings of the rail line next to Shaw Road.



Recommendation Highlights

The Portland & Western Railroad (PNWR) that parallels TV Highway was identified by staff, CAC members and the wider community as a dangerous barrier for people trying to access transit and commercial areas on TV Highway from the residential area to the south. Freight trains infrequently use this line but the railroad has informed county staff that limited increases in daily freight train trips are expected within the next three to five years. The on-going safety issue of pedestrians crossing the railway at unmarked locations may become more pronounced in the future and may merit monitoring and further discussions with the railroad.

Routine maintenance of vegetation within the railroad right-of-way was also frequently referenced by community members. Currently PNWR provides limited vegetation maintenance within the rail right-of-way and the county has limited ability to affect this community request. Additional community concern with this issue could result in changes to existing railroad policy.



Unauthorized pedestrian crossing over Railroad to TV Highway



Supporting Local Business and Development

Washington County currently does not have staff to focus exclusively on economic development policies and objectives for unincorporated areas. Without an operational structure to oversee strategic economic investment policy, creation of incentives and capacity-building tools - including formation of an urban renewal district or the creation of a community development corporation that could guide economic revitalization - are difficult to enact. These economic tools and others like them have helped cities and counties improve conditions for redevelopment, leading to revitalized urban places where people work, shop, visit, and recreate. Several action issue papers in the addendum to this report discuss funding models and economic redevelopment options.

Recommended actions that support local business development focus primarily on efforts the county can undertake that enhance future development opportunity. Staff is moving forward in 2014 with two separate ordinances that remove development code barriers to specific uses (discussed below) and will continue to look for process improvements for future land use applications. Grant opportunities will be sought out to implement some of the recommendations discussed below. Finally, staff will continue to build on partnerships initiated as a result of this study to maximize investment potential for study area improvements that can attract private investment while creating an environment that is transit-friendly and can be safely accessed by car, walking or biking.

A key economic issue that surfaced through outreach efforts to community-based organizations included the desire to start a business. Recommendations found in the CIO "Community Feedback Report" called for increased county support for small business development. Limitations to county support for economic development are discussed below.

"Pocket" commercial sites within neighborhoods:

As improvement options were being developed between project team members and the CAC, the possibility of creating options for small retail businesses to locate within neighborhoods rather than being located strictly along commercial corridors. The project team determined that this would not be a viable option moving forward due in part to existing zoning designations, minimum lot size requirements for this scale of development and parking constraints. A full discussion of this issue is found in the "Neighborhood Commercial Nodes" Issue Paper in the addendum.

The recommendations for local business and development are found in the following issue papers:

- Farmer's Markets;
- Home Occupations;
- Development Process Improvements;
- Funding Tools;
- Urban Renewal;
- Supporting Local Business;
- Town Center Framework Plan and High Use Commercial Center;
- Land Assembly; and
- Economic Development Implementation and Planning



Aloha Farmers Market

Moving Forward: What's the Plan?

“On TV highway where Franz bakery/rainy day games is there are a few storefronts that have been empty forever, please give incentives or something for a nice restaurant or grocery store or something. Also where Reo's ribs and shell used to be makes the area look blighted. Maybe the county can buy the land and use it for some kind of community involvement resource center.” (Survey Monkey Comment, 5/14/2012)

Community Issue: Much of the commercial area along TV Highway is not a dynamic and attractive place to shop, visit and linger.

Recommendation Highlights



The Tualatin Valley (TV) Highway is the predominant commercial area in Aloha-Reedville. The length of the highway within the study area is roughly two and one-half miles and is primarily designated Community Business District (CBD) immediately north of the road to SW Alexander Street with several zoning designations (including high-density residential, industrial, and neighborhood commercial) immediately south of the corridor, roughly to SW Blanton Street. CBD designation is the most permissive commercial land use designation allowed under the county's Community Development Code (CDC).



Redevelopment potential along TV Highway

Though served by transit, the highway today remains overwhelmingly auto-centric, with fairly high posted speeds, multiple access points, businesses set back far from the road, congested intersections, and unsafe conditions for pedestrians and bicycles. Many community comments expressed disappointment with the current underinvestment along the highway and the general ad hoc pattern of development that tends to lack an

economic cohesion or identity. Concern was expressed at how the highway changed for the worse once larger national chain stores that served as “anchor stores” along the highway left for more contemporary commercial locations.

Redevelopment of commercial lots along the TV Highway corridor is problematic. Vacant commercial land is extremely limited in the study area³⁶ and there are few undeveloped parcels adjacent to the highway itself.³⁷



Commercial development along TV highway (from Shaw Street)

CBD taxlots north of the highway are almost all less than 2 acres and there are few locations where one owner owns several contiguous parcels. This is important given the intrinsic constraints in redeveloping smaller taxlots. Small lot size (“parcelization”) was perceived by developers to be a negative influence on redevelopment opportunities for most of the case study locations in a 2012 report prepared for Metro.³⁸ Land assembly of adjacent parcels that would help to make redevelopment “pencil out” is often a contentious and time-consuming process when negotiating with multiple owners. For example smaller taxlots often constrain developer attempts in meeting requirements for landscaping and on-site parking. Site design requirements on smaller lots often increase development costs or preclude development altogether. Redevelopment is typically slow to occur where land values are low. Finally, lower obtainable leasing costs can negatively affect an owner's incentive to reinvest and improve a property. All of these limitations are found along the corridor.

³⁶ Twenty-one available acres as of June 2012. See Map 1, Existing Conditions Report, Appendix 3, page 14.

³⁷ There are, however, many locations where available vehicle parking is underutilized.

³⁸ “Parcelization Evaluation.” Moore, Terry and Robert Wyman. ECONorthwest and FregoneseAssociates. Exhibit 8, page 27. August 2012.

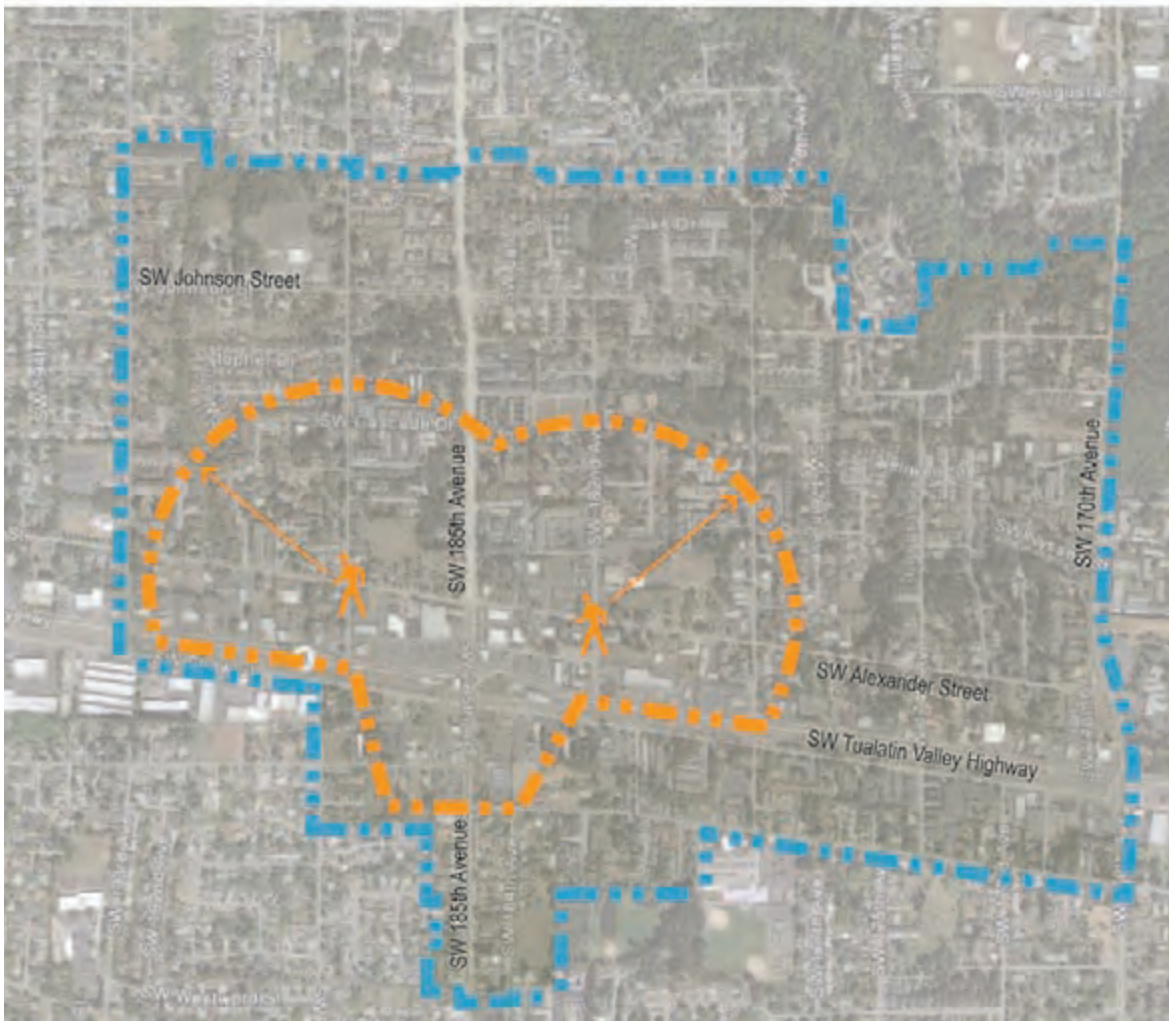
Commercial Center Planning:

The area centered on SW 185th Avenue and TV Highway and extending from SW 170th Avenue to SW 198th Avenue is designated as a “Town Center” by both Metro and Washington County. Town centers are intended to be mixed-use residential and commercial areas where infrastructure and amenities support transit, a vibrant character, and an array of economic services. Since its adoption in 2000, the Aloha Town Center has not evolved to reflect these characteristics. An updated assessment of this area is included in the addendum as the SW 185th Avenue and TV Highway Framework Plan.

The framework plan is the first phase of a projected two-phase effort that represents the beginning of laying out a vision for how this area would look, feel and function. The plan was informed by comments and aspirations of those participating in the Aloha-Reedville study. Vision statements supported by the CAC informed the identification of six key concepts around which desired change can be achieved. These concepts are:



- Establishing and reinforcing a community identity here and throughout all commercial areas, possibly through signage and ‘branding’ features;
- Re-visioning SW Alexander Street as a low traffic, pedestrian and bicycle-friendly street with street furniture, art, signage, and other amenities. This street is prioritized as a county bikeway as part of this study;
- Connecting neighborhoods with community destinations;
- Create a unique and attractive neighborhood;
- Celebrate community diversity through a multi-cultural center; and
- Creating the right conditions that result in hubs of activity where people gather and linger.



■ Study Focus Area
 ■ Town center Boundary

Map 4.4: Aloha Town Center

Smaller commercial focus area within larger designated Aloha Town Center

The focus area for the framework plan concentrates on an area smaller than that currently designated as the town center. (Fig 37”) This is due in part to existing conditions, planned transportation improvements, the qualitative comments provided by area residents and other stakeholders, and widely-accepted planning principles for walkable, human-scale neighborhoods and districts where one can accomplish most daily needs within a short distance and by various modes of transportation.

The second phase of this work, the Town Center Refinement Plan, would more fully examine the entire commercial area around SW 185th Avenue and TV Highway to address such issues as improvements to land use, circulation, infrastructure and community design. This will also be the time within which the boundaries of the designated town center may more fully be addressed and where specific improvements can be applied. Significant public engagement from a broad array of community members, property owners, and business owners will be part of any process moving forward

Currently county funding to undertake this second phase of town center refinement has not been allocated. The county will need to prioritize staffing that would seek grant funding (possibly through Metro’s Community Planning Development Grant program³⁹ or a state Transportation Growth Management grant) to develop this effort, research opportunities and implement some recommendations. Alternately community organizations could seek funding toward this goal with some county guidance. Further details on future possibilities for the town center area are found in the SW 185th Avenue and TV Highway Framework Plan.

Potential economic development models that could enact this kind of change are discussed at length in the “Economic Development Implementation and Planning” action issue paper. Transportation and safety improvements including sidewalks, bike lanes, street lighting and mid-block crossings recommended for the town center area and elsewhere within the TV Highway corridor can be found under the “Major Streets” section of this report as well as applicable action issue papers.

The “Funding Tools” action issue paper contains a thorough review of funding sources and strategies that can help facilitate economic revitalization both in the town center and in other commercial areas.

³⁹ Formerly the Construction Excise Tax (CET) program.

“As a 15-year resident of the area & a homeowner and I work 1 mile from home - I believe Bales Thriftway/DQ is the Hub/heart of Aloha - not 185th & TV Hwy.” (Community Event comment, 05/08/12))

Community Issue: The economic area of focus should be at the SW Farmington and SW Kinnaman intersection.

Recommendation Highlights 

In addition to the TV Highway corridor, four additional commercial areas are located at major intersections within the study area. These are:

- SW Farmington and SW Kinnaman Road, anchored by Bales Marketplace (22.6 acres);
- SW Farmington and SW 185th Avenue, anchored by Albertson’s and Bi-Mart (8.5 acres);
- TV Highway and SW 202nd Avenue (“Aloha Market Center”), anchored by Safeway and Rite-Aid pharmacy (10.4 acres); and
- SW 185th Avenue and Baseline Road, anchored by a Goodwill store and a small food mart (5.2 acres). This area is within Hillsboro city limits.

The four commercial nodes noted above are vibrant areas that have established anchor tenants and experience relatively infrequent turnover. These areas provide a measure of residential services to surrounding neighborhoods and include grocery stores, restaurants, realty and tax offices, a computer repair store, bank outlets and the Aloha Community Library.



Commercial area at SW Kinnaman and SW Farmington Roads.

Some community members, particularly CAC members and residents that live south of TV Highway, were clear in their contention that the town center area at TV Highway and SW 185th does not hold a place of community relevance in the way the commercial area at SW Farmington and SW Kinnaman intersection (“Bales Shopping Center”) does. This area was often referred to as the “heart” of the community, due in no small part to the multiple community functions that it serves.⁴⁰



Friday Night “Cruise in” at the commercial center of SW Kinnaman and SW Farmington Roads. (Source – courtesy of Mustang Wranglers)

The question was raised why the town center area should be the focus of revitalization efforts when the “real town center” was the Bales Shopping area. Some residents also included the nearby Albertson’s Shopping center with this area as a merged economic area of focus.

There are several reasons why evaluating the designated town center area with a more focused planning effort is an important component of this study. First, based on compiled public comments, a large percentage of the community *does* consider the area around SW 185th Avenue and TV Highway the focal point of the Aloha-Reedville community, noting its centrality and visibility to the rest of the region. Second, this intersection and the area surrounding it offer the greatest opportunity for redevelopment and the highest likelihood for change. Finally, the “Aloha Town Center” has been adopted on county and Metro maps as part of the Regional 2040 Growth Concept that guides planning and development for Metro-area cities and counties. Future planning and potential opportunities for funding to implement change are greater in this area than in other commercial locations. It is important to evaluate this central area anew to determine how to best create positive change. The Aloha-Reedville Livability Plan is the right vehicle to initiate this work.

⁴⁰ As noted, the new community library is located here and several community events – such as the Christmas tree lighting ceremony and the “Cruise In” car event – are annual events.

As the SW 185th Avenue and TV Highway Framework Plan and subsequent refinement-level planning moves forward, these other commercial areas will be included in the conversation. Building a strong commercial base for the study area will entail trying to maintain vibrancy for all commercial areas. Recommendations of this report include identification and removal of code barriers that can hinder small business start up and development. New community-generated ideas, including installation of features such as identical signage or a structural component like archways or gateways that can help form an identity to Aloha-Reedville’s commercial areas, are only one example that can bind commercial areas together and lead to a stronger sense of community identity.

Additional discussion on these issues is found in the following three addendum documents:

- SW 185th Avenue and TV Highway Framework Plan;
- Economic Development Strategy Plan; and
- SW 185th Avenue and TV Highway Framework Plan and High Use Commercial Center Action Issue Paper.



Commercial area at 185th and TV Highway

Transportation and safety improvements including sidewalks, bike lanes, street lighting mid-block crossings, and accessway improvements that connect these commercial areas to surrounding residential areas can be found under the “Major Streets” section of this report and in the action issue papers.



“Remove many of the regulations that strangle employers and/or cause them not to hire more people. Regulations are killing jobs.” (Survey Monkey, 05/10/12)

Community Issue: The county permitting process for development is slow and expensive.

Recommendation Highlights   

Several comments from community residents as well as more targeted groups such as developers, real estate agents and business owners, indicated a perception that the cost and time needed to obtain a development permit in Washington County is excessive. Many requested that the county reduce the time and money necessary to obtain development permits.

The evaluation of the CDC for potential barriers to new development has already begun. During the 2013 land use ordinance season, the County Board of Commissioners (Board) adopted language that will make it less costly and more time efficient to apply for an accessory dwelling unit (ADU) in low density residential areas, which entails most of the residential area in Aloha-Reedville. ADUs can provide a source of rental income to a homeowner or can allow for extended families to remain on the same property, providing options for aging in place. The changes to the county’s ADU requirements are further explained in the “Neighborhood Quality” section of this report.

Also in 2013, a code restriction that did not allow a home occupation permittee to sell any pre-manufactured items was removed. Retail sales were not previously allowed for any type of home occupation permit. Allowing for the sale of pre-manufactured items provides business opportunity and adds income potential for those with home-based businesses.

Recommendations for code improvements during the 2014 ordinance season include:

- Simplifying the process and lowering the cost to develop mixed-use residential/commercial in the Community Business District (CBD).
- Expanding the area where farmers markets are allowed to operate.

The intent of changing the CBD standards is to facilitate new mixed-use development throughout these commercial locations, allowing an on-site mix of residential and commercial uses that can create more inviting and dynamic urban spaces.



Mixed use on 170th Avenue near Baseline

Farmers markets are an alternative source for local, fresh food. Currently, farmers markets are only allowed in General Commercial (GC) land use designations. GC is limited to two small areas in the study area: from 209th Avenue to Cornelius Pass Road on the north side of TV Highway and on Shaw Street from SW 170th Avenue to SW 172nd Avenue. Staff will recommend to the Board that farmer’s markets be allowed in all commercial designations as well as Institutional and Industrial designated areas. A mobile farmer’s market that would occur at different study area locations is also being explored as a possibility. Traditionally under-represented community members have been particularly supportive of this proposal.

Future opportunities under consideration include providing an online application process for certain development proposals and potential modifications to existing parking standards. Additional opportunities for code revisions and/or streamlining the development process will be on-going after the completion of the Aloha-Reedville Study.

“Re: Identity & image, could the 185th MAX stop’s name be changed, to at least include the name “Aloha” in the name? Major opportunity to increase awareness of Aloha and boost its’ image.” (Public Event Comment, 07/11/12)

Community Issue: Aloha-Reedville lacks a welcoming place to shop, eat, visit, and spend time.

Recommendation Highlights    

Most study area residents identify with being Aloha-Reedville residents, expressed by an independent spirit and sense of community pride. This was true across several demographic groups. While there was differing geographic definitions of what constitutes “Aloha-Reedville”, residents were consistently vocal about being from this place and not from the adjoining cities of Hillsboro and Beaverton. However, a common complaint is that the area lacks a defining identity. Both the CAC and area residents have voiced interest in developing defining features that help identify the study area as the unique place it is.

To help address this lack, residents were supportive of and recognized the need for community-reinforcing elements - such as ‘festival streets’, ‘gateways’, wayfinding signage and public art - that help create a sense of community identity and bind together different study area features and locations. These features, in commercial areas and/or at intersections of major roads, were considered as suitable tools for ‘branding’ and for the visual improvement they would have. However, residents also consistently raised the request for new urban spaces where residents would want to visit, recreate and linger. A community center or places where people could linger, such as Hillsboro’s Civic Center plaza, were often cited as examples that help build community and identity.

Currently, the county does not have targeted resources to guide an effort that would bring this community vision to fruition. As noted above, there is no economic redevelopment entity to economically direct unincorporated areas of Washington County. However, this important discussion is expected to continue as part of the planning effort for the SW 185th Avenue and TV Highway planning area. Community input and leadership will be critical to making this vision a reality.

“I would like to see some more of the land used to create more jobs in the area and to expand on the medical and dental.” (Public event comment, 11/02/11).

Community Issue: The study area does not provide a wide range of jobs. Higher paying jobs are located elsewhere.

Recommendation Highlights   

Aloha-Reedville’s diverse employment base provides jobs to roughly 7,000 employees, who take home an average pay of about \$42,300. The majority of these workers are in (mostly local) government (23%) and manufacturing/agriculture (20%).⁴¹

⁴¹ Based on 2009 census results. See Aloha-Reedville Study and Livable Community Plan - Existing Conditions Report. Appendix 2, Economic and Demographic Growth. Page 42.

Car dealerships, small to mid-size grocery outlets, and general office uses are the other significant business categories that provide employment.

Manufacturing or high tech firms that could provide high wage jobs typically need a large area to conduct operations. Land supply in Aloha-Reedville is not available for this kind of employer. There are currently no county-led initiatives that could support direct business creation for new business or to economically support existing business. Nevertheless, the area has a number of strengths to build on, including:

- Being located between the regional economic centers of Hillsboro and Beaverton;
- Having access and proximity to well-established industry clusters, including the state’s hi-tech sector;
- The ability to draw from a large and diverse labor pool;
- Relatively low home ownership costs; and
- Good access to transit.

These features and implementation of infrastructure improvements recommend as part of this work and are expected to generate market decisions that create a more diverse economic climate in the study area.





Neighborhood Quality – Improving Neighborhoods and Housing

Most Aloha-Reedville residents told us that they like living where they do and take pride in being from Aloha-Reedville. Neighborhoods in the study area are generally well-maintained, with homes that are more affordable than many other areas in Washington County and the Portland Metro region. Streets that serve inner neighborhoods are typically quiet and residential in character. Most residents live within a ½ mile of a designated park and new park areas have been added since the study began. The area is full of good schools-- almost all neighborhood public schools were rated by the state as “Outstanding” or “Satisfactory” for the 2010-2011 school year.

Likely because so many Aloha-Reedville residents like their homes and neighborhoods, the project heard far fewer comments about neighborhoods and/or housing than about transportation and job-related issues. Of the comments submitted to the project team, housing-related comments made up less than 5% of the (total number of) comments received during the project. Neighborhood stability and affordability were likely reasons why housing and neighborhood issues did not garner much attention by the community at large. Large contiguous pockets of disinvestment are not present in the study area and the majority of housing stock is relatively new and in good condition. However, housing concerns were the most significant topic of concern in outreach conducted by community-based organizations, as noted below.



What residents have been most vocal and clear about is that they like their neighborhoods and don't want them to significantly change. People have mentioned the “small-town feel” of their neighborhoods and expressed concerns about high-density development in single-family areas. Residents have been clear that they'd prefer future high-density development such as larger apartment complexes to be located along the more heavily-travelled roads in the study area (much as it is now). The changes residents typically want to see in their neighborhoods are safety improvements-- specifically, adding sidewalks and streetlights where there are none.

The other significant concern the project team heard regarding residential neighborhoods was the perceived lack of county code enforcement. Residents were often unaware of limited staffing for code enforcement, which is undertaken by various departments, including Land Use and Transportation and the Sheriff's Office. Community members also expressed concern about issues that do not constitute code violations, Complaints about neighborhoods were typically appearance-related, mentioning overgrown vegetation, trash in yards, or excessive numbers of vehicles. Complaints about actual physical appearance of homes were less common, with concern about foreclosed homes and perceptions of a general lack of upkeep raised most often. Many community members had an interest in housing types that would allow residents to remain in their own homes or neighborhoods as they aged, and some residents and housing developers expressed a desire for a wider range of housing types in community.

The Center for Intercultural Organizing (CIO) and Centro Cultural were the coordinating outreach groups (under the banner of Aloha Unite!) for assessing livability concerns for under-represented populations in the study area. For these populations, housing issues were the predominant concern. With a large percentage of renters in this population, comments specific to tenant-landlord relations and interior housing conditions were heard most often. The highest number of comments received during the community focus groups on housing pertained to three areas: the need for a housing maintenance code, safety, and health. Unsurprisingly, all of these key areas are deeply interconnected; many renters reported that their units were not being properly maintained, in turn compromising their safety and their health. Support for housing maintenance code was the top priority among the eight items on the housing community options survey.⁴²

The recommendations of this report for maintaining and improving neighborhood quality are constrained by the county's funding limitations. More efficient use and wider marketing of existing programs, improved education and outreach, and increased citizen involvement are critical components of the recommendations in this report.

Many of the recommendations contained in the action issue papers either directly or indirectly address neighborhood quality. A coordinated priority program for sidewalk construction around schools, the provision of new housing options that can help keep extended families together, the addition of new parks and open space, and efforts to promote existing and potential home improvement programs are all integrated efforts at building community.

The recommendations for supporting Neighborhood Quality are found in the following issue papers:

- Housing Maintenance Code
- Accessory Dwelling Units
- Corner Duplex Options
- Utilizing CDBG as an Affordable Housing Tool
- Housing Rehabilitation & Improvement Program
- Aging in Place in Aloha-Reedville
- Community Land Trust

⁴² Aloha-Reedville Study and Livable Community Plan – Community Feedback Report. The Center for Intercultural Organizing, February, 2014.

Moving Forward: What's the Plan?

"I would like to see more affordable housing for families, college age students, and more help for the elderly." (Public event comment, 07/15/11)

Community Issue: Aloha Reedville needs a broader range of housing types.

Recommendation Highlights:

During the Great Recession, lack of new home construction and the entry of many former homeowners into the rental market dramatically increased rental demand. In mid-2011 the vacancy rate in the Beaverton/Aloha area was just under 2 percent, well under the 5-6 percent vacancy rate that real estate professionals consider healthy.⁴³

Table 4.1: Apartment Supply Conditions

Submarket	1 bed 1 bath	2 bed 1 bath	2 bed 2 bath	3 bed 2 bath	Vacancy Rate
Downtown Portland	\$1,292	\$1,223	\$2,122	\$2,850	2.40%
Southwest Portland	\$703	\$759	\$1,009	\$1,052	2.30%
Tigard/Tualatin	\$638	\$709	\$825	\$937	3.00%
Beaverton/Aloha	\$669	\$725	\$839	\$983	1.90%
Hillsboro	\$719	\$765	\$894	\$1,064	3.90%
Total	\$758	\$754	\$977	\$1,017	2.15%

Source: NAI; and Leland Consulting Group

While the area does have a larger supply of three bedroom units than the county as a whole, there is a shortage of housing units with four or more bedrooms, which may lead to overcrowding. Larger household sizes mean that demand for bigger units is likely higher in Aloha-Reedville than elsewhere in unincorporated Washington County.



New development at the Elmonica/SW 170th Avenue Transit Station

The tight rental market in the study area from 2007-2011 is only now beginning to be addressed with the gradual rebound of the overall housing market. New apartment and single family developments within the study area have begun in the last two years, including:

- 555 new apartment units in various stages of construction in the Merlo Road Transit District surrounding the SW 170th/ Merlo Road light rail stop;
- 460 apartments and single family detached housing units in the Baseline Road corridor, within a half mile of the bus and light rail transit center at SW 185th / PCC;⁴⁴ and
- 134 units in two separate complexes along Baseline Road have been approved for development review.

These new units may help offset the short-term housing demand found in the study area, provided a range of price points are available. However, lower-income households may struggle to find adequate housing. In 2011, analysis suggested that the Aloha-Reedville community needed roughly additional 1,600 units affordable to households earning 30 percent (30%) or less of the county median family income (or \$21,600 for 2011).⁴⁵

Accessory dwelling units: ADUs, or "granny flats", are one way to expand the range of housing types in the study area. ADUs provide a viable housing option for retiring baby boomers,

extended families, and people living on limited incomes, while providing homeowners with additional rental income. They are a valuable option for the elderly who wish to remain close to family members but may need limited assistance with daily living. ADU development also helps to offset shortages of smaller housing units in the study area.

To help facilitate ADU creation, county staff proposed a reduction in cost and permitting time for ADU development in the R-5 and R-6 land use designations. The recommendations to the Board of County Commissioners (Board) requested:

- Changing the ADU land use review in R-5 from Type III to Type I (a cost reduction of over \$4,000);
- Changing the ADU land use review in R-6 from Type II to Type I (a cost reduction of over \$1,000); and
- Expand size allowance for ADUs (800 sq. ft. to 920 sq. ft.) that meet American Disability Act (ADA) requirements for housing accessibility.

The Board approved the above changes to the Development Code on October 22, 2013.

Additional housing options:

Attached housing and duplex units are also lower-cost housing options that can provide opportunities for extended families to remain in proximity to each other, features that CAC members and the wider community recognize are beneficial. Recognizing that these housing options are a Type III review in the R-5 district and a Type II review in the R-6 and R-9 districts, staff evaluated the possibility of simplifying applications for these housing types (similar to the effort with ADUs) to both lower the cost and reduce the processing time for this development type in these districts.

Staff believes additional research is needed to move forward with this option. It is unclear what standards could be required for duplexes to ensure they blend in with the neighborhood. In addition, it is not clear how much half-street improvements (such as sidewalks) would increase development costs for new attached housing and duplex construction in developed neighborhoods. Significant development costs could drive up pricing for new attached and duplex units, making them a less viable option for meeting the need for lower-cost homeownership opportunities in the study area.

⁴³ Aloha-Reedville Study and Livable Community Plan - Existing Conditions Report. Appendix 4 – Housing. Page 38. Vacancy rate data exclusive to the study area only was not available.

⁴⁴ Roughly half of these units will be owner-occupied.

⁴⁵ Aloha-Reedville Study and Livable Community Plan - Existing Conditions Report. Appendix 4: Housing. Page 9. Also, www.huduser.org/portal/datasets/il/2011/2011MedCalc.odn.

Another housing option that may be initiated in the future is the community land trust model. Land trusts provide lower-cost homeownership opportunities for eligible low and moderate-income



*Proud Ground's Svaboda Court, Portland Oregon
(Source: Oregon Opportunity Network)*

buyers by allowing them to purchase homes in partnership with a nonprofit. A one-time subsidy - often a public investment - is needed to make homes affordable to eligible buyers, both initially and over the long term. The trade-off for homeowners is some of the (expected) appreciation of the unit is retained by the nonprofit partner when the property is sold. This capital appreciation is used to keep costs low for the next homebuyer and to keep the land trust going over time.

Currently the county has no funding source to establish a community land trust. In the future, a possible partnership with an existing organization such as Proud Ground, a successful community land trust that serves the Portland Metro area, may be possible through leveraged funds or direct grants. Citizen-led efforts at creating a housing land trust for Aloha-Reedville is another possible option.

“Improve the maintenance of apartments, inside and outside.” (October Community Event comment, 10/25/13)

Community Issue: Renters have identified unmet maintenance problems as a consistent issue.

Recommendation Highlights: 

In general, single-family dwellings and apartment buildings within Aloha-Reedville are in good condition. The relatively small number of comments about housing condition and the comments of the CAC tend to support this contention. The 2011 housing physical condition survey - undertaken to get a snapshot of housing conditions for market rate and regulated affordable housing - found that 98% of market-rate and 97% of regulated affordable properties were in “moderate”

or better condition.⁴⁶ When the subject of housing conditions was discussed at community events over the three year study period, it was not unusual for a community member to state that Aloha-Reedville has “too much” subsidized housing, and that this type of housing is in poor condition and alters the stability and livability of a neighborhood. It is important to note that the survey results found little difference in the visual appearance of regulated affordable properties and market rate units that were surveyed.⁴⁷ Few properties with significant trash, graffiti and yard debris were found in the survey, which included all the regulated affordable properties in the study area and a sample of market-rate properties. However, the 2011 survey only assessed external physical conditions of the area’s housing stock. During outreach in the third phase of the project, some community members expressed concern with interior conditions of rental housing units.

Five community workshops were held in 2013 to engage traditionally under-represented groups on housing issues and concerns while acquainting the community with the Aloha/Reedville study efforts. Four workshops were conducted in Spanish and English and one was conducted in Spanish, English and Somali. At each workshop, at least one person brought up concerns specific to needed repairs or unhealthy conditions in their rental unit. Interior issues such as mold and household pests were the key concern for renters during these workshops. Residents whose native language is not English may not be aware of available programs for renters that work toward resolving issues of health and safety for renters.



Aloha Unite event, PCC Willow Creek, March 2013

⁴⁶ Aloha Reedville Study and Livable Community Plan-Existing Conditions Report. Appendix 4-Housing. Page 57. See the “Housing Maintenance Code” Action Issue Paper for study details.

⁴⁷ Washington County Housing and Neighborhood Conditions Survey. September 2011.

Identifying an agency to coordinate this effort and forming a work-group to engage local communities in a constructive dialogue about housing conditions is the first step in determining whether new programs or code changes are needed. Recommendations from this study for housing maintenance improvements are:

- Identify a lead county agency to coordinate the work-group; and
- Support efforts by community-based organizations to research, analyze and broadly provide information on housing conditions and related community concerns.

Increased code enforcement was a request from many community members. Community nuisance issues such as graffiti, excessive vehicles on a property, noise complaints, or unauthorized home businesses were common complaints. Some complaints raised by community members were not actual code violations.

Currently, there is one full-time code officer in the Department of Land Use and one officer in the Sheriff's Office. These code officers serve all of unincorporated Washington County. Without additional funding, code enforcement efforts are unlikely to expand. Further education on what county code enforcement can and cannot address will be included in the housing maintenance workgroup discussions.

“Wish we could help the people who need support and clean up rundown housing.” (Classroom Comment, Aloha H.S., 04/18/13).

Community Issue: Homeowners whose properties have fallen into disrepair may not be aware of available options for financial assistance.

Recommendation Highlights  

As noted above, study area housing stock is generally in good condition. The need for tools to promote the improvement and maintenance of the area's housing stock may not be as apparent now as it may become in the future. There is little evidence to suggest that immediate major expansion of existing repair/rehab programs or the development of major new programs should be a higher priority than other issues in the community, such as addressing sidewalk gaps. However, increasing awareness and access to existing programs may assist homeowners of limited means in undertaking repairs or maintenance that they otherwise may have put off.

The county's Office of Community Development currently administers and services loans and grants for two HUD-funded rehabilitation programs that provide funding for improvements to owner-occupied homes.⁴⁸ The action issue paper for this topic identifies non-county sources of funding that provides weatherization assistance and energy-savings information to eligible homeowners and information on a local volunteer housing rehabilitation/ preservation organization that repairs and rehabilitates the houses of low-income homeowners.



Federal, state and local funding for housing rehabilitation is limited and will remain so at least in the near future. Because of this fact, recommendations for this action item focus on improving existing procedures and enhancing coordination between different entities that are involved in housing rehabilitation. This includes targeted efforts to increase program awareness and support for community-led volunteer efforts.

.....

“I moved to the area because taxes are low & housing is affordable. Services are generally adequate. Don't change this!” (Survey Monkey comment, 12/05/11)

Community Issue: Residents want to keep Aloha-Reedville an affordable place to live.

Recommendation Highlights  

Homes in the study area are generally affordable compared to areas that surround it, including Beaverton, Hillsboro and unincorporated county areas to the south. In 2009, the majority of study area homes were assessed under \$300,000 dollars. Modest home prices in the area make the community attractive to younger homebuyers. In the study area, forty-six percent of residents aged 25-34 are homeowners. For this same age group, homeownership across all of Washington County is only 36 percent (10% lower). Census data indicates that Aloha-Reed-

ville's population is generally younger and has larger families than the county average and that the median household income in Aloha-Reedville is lower.⁴⁹ Maintaining a housing supply that is affordable and meets the needs of current and future Aloha-Reedville residents is a critical need for the community.

Even with modest home pricing, many area residents may have trouble finding housing that is affordable. In many cases, the percentage of a household's income that is devoted to housing costs is a more useful way to measure affordability than median home prices or average rents. A household paying more than 30 percent of their gross household income to their housing costs is considered cost-burdened, regardless of whether a household owns or rents. Higher-income households generally have access to a wider range of housing options provided by the private market. Lower-income households have fewer choices available and may be forced to pay a large portion of their income for housing that meets their needs. Census data supports the contention that the residents of Aloha-Reedville are increasingly cost-burdened for their housing:⁵⁰

- The median cost of an owner-occupied dwelling in the study area cost 1.9 times the median household income in 1989. By 2009, the median cost of an owner-occupied dwelling was 4.2 times the median household income;
- More Aloha-Reedville homeowners are cost-burdened compared to homeowners in the rest of Washington County (42 percent vs. 36 percent);
- Median rent price over the last 20 years has increased 74 percent; and
- In 2011, 49 percent of renters in the Aloha-Reedville area were paying more than 30 percent of their income towards housing costs.



Simply put, housing costs for both homeowners and renters have outpaced any increase in earning power for many study area residents. This reflects regional and national trends, but may have greater impacts on younger, more diverse, and lower-income communities like Aloha-Reedville.

Additional housing recommendations from community-based organizational outreach are found in CIO's Community Feedback Report in the appendix.

Potential Risk of Gentrification and Housing Equity

A community with fair and equitable access to housing is one in which all residents, at all income levels, family compositions and household sizes, all backgrounds and education levels, and levels of ability have choices about their housing options. Because the Aloha-Reedville community is home to a more diverse population with a lower median income level than the rest of Washington County, it is important to recognize the risk of gentrification and displacement as the community develops.

The Aloha-Reedville community may be more vulnerable to displacement given the high rate of cost-burdened households. In addition, redevelopment of single-family and multifamily housing may also decrease the supply of private, non-regulated affordable housing units as older units are rehabbed or replaced with new ones. Older housing stock is often the most affordable, market-rate housing option for lower-income households.

The county currently does not have dedicated staff to monitor and address issues around gentrification and displacement. Staff will continue to solicit input from community-based organizations and local residents to proactively identify signs of displacement and to work collaboratively toward efforts that help address this issue.

Community Development Block Grants (CDBG)

CDBG funds are federal dollars that are “passed through” to state and local jurisdictions to direct primarily toward housing rehabilitation programs and specific community infrastructure needs. These funds are managed by Washington County's CDBG and HOME Consortium. If the Consortium allocated a portion of its CDBG funding to pay for infrastructure improvements for developers producing needed housing types in Aloha-Reedville (and possibly other areas in Washington County), this could incent additional development of high-quality affordable housing, housing for seniors or disabled residents, or housing for larger or extended family households. The county Office of Community Development is the lead agency to take responsibility for exploring this option. An action issue paper on CDBG is included in the addendum.

⁴⁸ The Home Access & Repair for Disabled & Elderly (HARDE) program and the Deferred Interest Bearing Loan (DIBL) program both provide assistance in providing accessibility needs and urgent home repair. Both programs are targeted at limited income households.

⁴⁹ This figure and subsequent figures in the following section are derived from 2010 Census Bureau data and are referenced in more detail in Appendix 2 of the Aloha-Reedville Study and Livable Community Plan – Existing Conditions Report. June 2012.
⁵⁰ Aloha-Reedville Study and Livable Community Plan - Existing Conditions Report – Appendix 2: Economic and Demographic Growth. Page 75



Healthy and Active Living

The health benefits to having a lifestyle that includes physical activity such as biking, walking, and regular exercise is well documented.⁵¹ Advocacy groups such as Active Living by Design (www.activelivingbydesign.org/) and the Congress for New Urbanism (www.cnu.org/) have been at the forefront of helping people realize the health and community benefits of getting out of their car and onto a bike or sidewalk to exercise, run errands, and recreate. The importance of 'walkable neighborhoods', where residents can easily walk or ride a bicycle from home to schools, shops, parks, and workplaces, is increasingly seen as a right to which all citizens are entitled. Traffic congestion relief, clean air initiatives, and improving community health are all positive outcomes of creating safe and convenient travel options for bicyclists and pedestrians.



*Bethany Lake Community Garden.
(Photo courtesy of Tualatin Hills Park & Recreation District)*

Over 217 community comments addressed a variety of park-related issues. Most of Aloha-Reedville has an average to high opportunity to access a park (or parks) within a quarter mile of a residence⁵² and many comments expressed an appreciation of this fact. However, residents also indicated that the parks they frequent lack amenities for their children, such as a variety of play structures with safety features like rubber mats or maintained soccer fields. Features such as community gardens, barbeque facilities, and maintained landscaping were also mentioned as important elements that can bind the community through shared public space.

In August 2011, Riley Research Associates conducted a random survey of 394 Aloha-Reedville residents to gather information on how they felt about community-related subjects. Forty-six (46) percent of residents said that recreational opportunities were important to them.⁵³

Trails were mentioned by a small sample of residents, with 40 responses. Many of these responses addressed the desire for running trails and for trails to be separated from auto traffic.

51 Lerner, Jonathan. "How Urban Planning Can Improve Public Health." Pacific Standard. April 28, 2010. www.psmag.com/health/how-urban-planning-can-improve-public-health-11408/. Accessed October 4, 2013.

52 2010-15 Consolidated Plan; Volume 1. Washington County Office of Community Development. May 4, 2010. Page 123.

53 Washington County Aloha-Reedville Baseline Report Summary. Riley Research Associates. September 2011. Page 8.

Study Area Tree Inventory:

The 2012 Existing Conditions report discussed the possibility of a tree inventory pilot project for the study area.⁵⁴ The appreciation for Aloha-Reedville's open space and mature trees was noted in several open house comments and from on-line postings. However, moving forward with a pilot study never rose to a level of importance for a broad base of people. This may be because Aloha still has a fairly contiguous tree canopy and most neighborhoods retain a leafy character. Given staffing constraints for the project, it was decided not to pursue a tree pilot project in Aloha-Reedville as part of this study.



Pheasant Lane is a residential street in the study area

The recommendations for supporting Healthy and Active Living are found in the following issue papers:

- Parks
- Regional and Neighborhood Trails
- Neighborhood Bikeways
- Retrofitting Bicycle Parking in Developed Commercial Properties



Reedville Trail

54 Aloha-Reedville Study and Livable Community Plan. Washington County Department of Land Use and Transportation. June, 2012. Appendix 7; Page 10.

Moving Forward: What's the Plan?

“Something that is lacking in the area (is) Parks. Specifically south of TV Hwy between 185th to 198th and north to Johnson. Could use a park in this area.” (Survey Monkey, 05/15/12)

Community Issue: Some residents feel there are not enough parks close enough to where they live.

Recommendation Highlights

The community action of sharing park space builds social capital and enhances neighborhood cohesion. Numerous studies have shown the economic advantage of homes located within proximity of a park.⁵⁵

The Beaverton/ Hillsboro School District boundary that (generally) follows SW 198th Avenue is the defining line for parks provision in the study area. The city of Hillsboro conducts limited maintenance of park areas west of the boundary (in Reedsville) and Tualatin Hills Parks and Recreation District (THPRD) maintains park areas east of the boundary (in Aloha). Hillsboro currently maintains the study area park facilities they own at a minimum level given that the parks are outside the city limits. When (and if) enough residents in this area annex to the city, it is expected that park amenities such as play equipment and tables will be added.

Since the beginning of the Aloha-Reedville Livability Study, THPRD has used funds from a voter-approved 2008 bond measure (supplemented by funds from Metro and Washington County) to acquire four future neighborhood park sites in the study area:

- Two taxlots at the northeast corner of SW 165th Avenue and Farmington Road that total almost 5 acres;
- A 2.9 acre lot on the north side of SW Alexander, between SW 178th Avenue and SW 182nd Avenue;
- Four taxlots that total roughly 6 acres north of SW Beaver Court and west of SW 174th Avenue that will serve the higher density neighborhood near the Elmonica Light Rail Transit station; and
- A 2.02 acre site west of SW Miller Hill Road, south of Georgene Court near Hazeldale Elementary School.

Funding is currently not available for development of the above sites. During FY 2013-14 THPRD will be preparing a parks functional plan that will create standards for park development and prioritize sites for development, with the rate of development dependent on funding availability. Potential sources of funding include bond measures, system development charges and grants.



(Image courtesy of Tualatin Hills Park & Recreation District)

THPRD in 2013 completed work in Barsotti Park on SW Blanton Street that adds a community garden, a tennis court for kids ten and under, a multi-use sport field and a new picnic area. New area has been added to Lily K. Johnson Park south of Farmington Road. The District has acquired a 2.74 acre site on the north side of Alexander Street east of SW 182nd that was part of land owned by the Living Hope Fellowship. Roughly \$525,000 from the District's 2008 bond measure has been allocated to improve this site with a sports field by 2017.

The District is also pursuing acquisition of a neighborhood park site north of TV Highway and west of SW 185th Avenue to serve areas that presently lack park facilities. THPRD anticipates that these acquisitions will be completed by early 2014.

THPRD also provides community parks that have athletic fields and generally more amenities than neighborhood parks. Currently Aloha is below the desired district standard for a community park of 2 acres per 1000 people. Recent acquisitions will move the community closer to those standards with a new community park on THPRD and Beaverton School District land adjacent to Mountain View Middle School. Development of several new athletic fields is expected. A "Champions Too" field, specifically designed and constructed for disabled athletes, is intended for this park and would be the only one of its kind in the region. Development of the new community park, which is funded by money from THPRD's 2008 bond measure, is scheduled to be completed by 2018.

Finally, one of THPRD's objectives in passing its 2008 bond measure was to acquire a site for a future community center that would serve the District's southwest quadrant, which includes the study area. Such a facility is envisioned as being similar to the District's Conestoga Recreation and Aquatic Center next to Southridge High School in Beaverton and would include meeting rooms, sports courts and exercise equipment.



Conestoga Aquatic Center.
(Photo courtesy of Tualatin Hills Park & Recreation District)

⁵⁵ www.americantrails.org/resources/economics/Economic-Benefits-Trails-Open-Space-Walkable-Community.html.



Potential community center site on Farmington Road

The District has now acquired two sites that are potential locations for the community center: a roughly eleven acre site consisting of four taxlots on the south side of Farmington Road just west of 179th Avenue, and newly acquired parcels west of the Beaverton International School and Arnold Park that can provide frontage on 185th Avenue. It is likely that the final decision about the location for a community center will be made within the next few years through a feasibility process. Since the cost of such a facility could be in the \$30-40 million range, its development may not occur in the near future.

An existing safety need identified by staff and the community is improved pedestrian and bicycle access between residential areas of Aloha and the trail network in Tualatin Hills Nature Park. A grant application has been submitted to the Oregon Department of Transportation's TGM (Transportation Growth Management) program that would allow staff to initiate 'complete street' design work for SW 170th Avenue from SW Alexander Street up to and including SW Merlo Road. The concept plan will consider



Tualatin Hills Nature Park Trail
(Image courtesy of Tualatin Hills Park & Recreation District)

pedestrian/ bicycle improvements, crossings, and street lighting that would safely improve access to this park.

"It would be nice to run to trails from neighborhoods." (Classroom comment, Aloha H.S. 04/18/13.)

Community Issue: Trail connections between neighborhoods and parks need improving.

Recommendation Highlights



Several future regional trails are mapped within the study area boundary but building the planned regional trail network will take decades and require partnerships with THPRD, the Cities of Hillsboro and Beaverton, Metro, and other affected stakeholders. Preferred alignments and final plans for a number of regional trails have only recently been completed for trails such as the Westside Trail, the Ice Age Tonquin Trail, and the Fanno Creek Greenway Trail. These trail alignments by definition cross jurisdictional boundaries. Making these trails a reality will entail cooperation among many jurisdictions. Given these new regional trail realities, one of the six recommendations of the Regional Trails Development Action Issue Paper is for the county to expand internal discussions among relevant county departments to determine the county's future role (if any) in the construction, operation, and maintenance of regional trails.

The near-term recommendations for enhancing the existing trail network in the study area include determining the feasibility of building both the Pearl-Keeler Powerline Trail and the Turf-to-Surf Trail in the TV Highway corridor as well as extending the existing Beaverton Creek Trail west (into Aloha-Reedville from Beaverton). Another high priority is linking a new trail along Beaverton Creek to the Tualatin Hills Nature Park immediately east of the study area. This will also include exploring the possibility of constructing the Augusta Lane Pedestrian/Bike Bridge over Beaverton Creek to connect much of the northeastern residential area to these areas. A bond request from Metro to help construct and maintain regional trails has been discussed and is a possibility in the future. The full set of recommendations is contained in the Regional Trail Development Action Paper found in the addendum.



Reedville Trail

"We would definitely choose to walk and bike more for all of our errands, but there are no consistent, safe bike routes to use, especially with kids." (Survey Monkey, 05/13/12)

Community Issue: There are not enough safe places for bicycle riders of all skill levels to ride.



Cyclist on 185th Avenue and Alexander Street



Recommendation Highlights

The county currently does not have designated bikeways but is in the process of developing a Neighborhood Bikeways Plan. Because of results generated from this study, Aloha-Reedville will likely be on of the earliest areas to have designated bikeways. A designated bikeway lets auto drivers know that bikes have priority when present on a designated street, thereby heightening awareness and increasing safety for all riders.

Recommendations include a pilot project that proposes two east-west routes and one north-south route providing parallel bike options to major streets such as TV Highway and SW 198th Avenue. Streets being considered for bikeway designation in an east-west direction include:

- SW Johnson Street;
- SW Alexander Street;
- SW Shaw Street; and
- SW Blanton Street.

In a north-south direction, the streets being considered are:

- SW 178th Avenue;
- SW 179th Avenue;
- SW 180th Avenue;
- SW 187th Avenue;
- SW 188th Avenue;
- SW 190th Avenue;
- SW 191st Avenue; and
- SW 192nd Avenue.

A pilot project for this recommended action could be implemented in the next five years.

Community Issue: There is a consistent lack of safe and visible locations to lock a bicycle throughout much of the commercial areas in the study area.

Recommendation Highlights    

More than 200 community comments have been received regarding improved bicycle facilities in the study area. Commercial and retail locations in the Aloha-Reedville study area typically have a limited amount of secure bike parking. It is not unusual for what bike parking there is to be located in unlit and/or out-of-the way areas not visible to the general public. Moreover, most bike parking is of an older style that can be potentially damaging to bikes. Increasing the number and type of convenient, safe bike parking for both customers and employees could encourage increased use of bicycles in lieu of driving.

There are seven recommendations as part of the Retrofitting Bicycle Parking Issue Paper. Example recommendations are:

- Include developing funding streams - possibly through Metro's Regional Transportation Options grants – that would help employers purchase new bike racks.
- Provide a parking space variance (allowance for relief of up to two required parking spaces) for property owner installation of bike racks within their parking lots.
- Recommendations for this action can be implemented in 1-3 years with the intent of increasing the number of secure bicycle parking facilities in existing commercial areas by 10% within 5 years.





GOVERNANCE

The issue of governance, or more generally how a community receives the services it needs and/or desires, was raised early in the study by community members. The logical options for the study area include annexation to a neighboring city; create a new city; create one or more additional county service districts; or make no changes and allow incremental improvements over time (as provided by the county or one of the existing service districts.)

The issue was discussed through the first two phases of the study, allowing time to better understand and prioritize what the community needs and desires. This was accomplished through multiple public engagement efforts and professional analysis. What was heard related substantially to infrastructure improvements, such as sidewalks, roads, streetlights, and other safety concerns. Additional issues focused on housing that is affordable across a range of incomes and parks/open spaces that enhance community livability.

Unincorporated areas throughout the state generally do not receive the same measure of public services as areas within cities. Senate Bill 122 (SB 122), adopted by the State Legislature in 1993, specified that cities and special service districts were to be the long-term providers of urban services so that counties could focus available resources on programs that benefit all county residents, such as the justice system, health and human services, and the major transportation system.

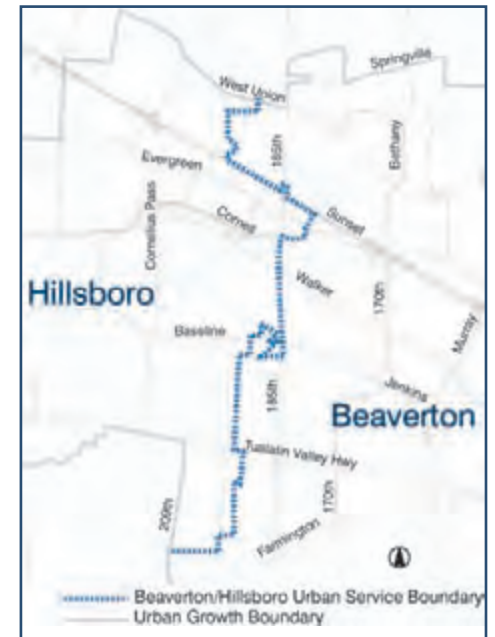
Service provision for unincorporated areas is coordinated between local governments and service providers through Urban Service Area Agreements, which contain details on the types and levels of service provision. Designation of service areas and providers has thus clarified responsibilities and improved efficiencies in service delivery for residents of unincorporated areas. Service providers include Tualatin Valley Fire & Rescue, Clean Water Services, Enhanced Sheriff's Patrol, Tualatin Hills Park and Recreation, and Tualatin Valley Water District among others. A description of service providers is included in Appendix 8 of the June 2012 Existing Conditions Report at www.co.washington.or.us/LUT/PlanningProjects/ahoreedville/draft-existing-conditions-101710.cfm.

Nevertheless, questions - particularly about service provision of facilities typically found in cities, such as completed sidewalks and street lighting, have continued to be an issue of concern both for jurisdictions and for unincorporated area residents.

Urban Services Agreements and Urban Planning Area Agreements

In April 2003, the Hillsboro Urban Services Agreement (USA) was executed between the county, Hillsboro, and Metro as well as relevant service districts. This agreement establishes the framework for the provision of basic services to citizens that live in roughly the western third of the study area, an area that coincides with most of the east boundary of the Hillsboro School District and that overlaps with the historic area of Reedville.

The county's Urban Roads Maintenance District maintains the local street system in this area. The Special District for Lighting addresses much of the street lighting, the Enhanced Sheriff's Patrol and Tualatin Valley Fire and Rescue provide emergency services.



Map 5.1: 2003 Urban Service Boundary

Parks are owned by the City of Hillsboro through the Parks and Recreation Department. Park lands were purchased from Tualatin Hills Park and Recreation District in anticipation of this area being annexed into the city. At that time the city will begin to provide parks improvements.

In addition to the USA, the county also enters into Urban Planning Area Agreements (UPAA) with cities to ensure compatibility between the planning and zoning for areas and smooth the transition upon annexation. The county currently has a UPAA signed with the City of Hillsboro for the Reedville area.

In December 2004, the county and Beaverton entered into an Interim Urban Services Agreement that addresses the interim provision of urban services for the area within the Beaverton School District boundary (roughly, the "Aloha" part of Aloha-Reedville). The county also has a UPAA with Beaverton in anticipation of future annexation.

Urbanization Forum

To further refine the statutory requirements, the county convened a series of public meetings during 2008 including representatives from the county, cities within Washington County, and major service providers. These meetings, collectively known as the Urbanization Forum, explored issues and conditions specific to governance and service provision of unincorporated areas.



One of the principal takeaways from the Urbanization Forum was that future urban areas brought into the UGB would be planned and governed by cities. The subject of future governance and long-term provision of urban services to unincorporated areas that were not likely to be annexed in the short term (including the study area) was also extensively discussed. The following priorities were developed for the county's urban unincorporated areas:

- Concentrate on areas of greatest need and opportunity;
- Evaluate service needs and options;
- Work with the broader public to explore alternatives; and
- Pursue grant funding to support a project for the Aloha-Reedville area.

The Aloha-Reedville Study and Livable Community Plan was developed with these priorities in mind.



Polling the community

With a better understanding of community needs and desires, the alternatives to address those issues took on greater clarity. Much of the response focused on infrastructure deficiencies best provided by a government jurisdiction. The question of what kind of jurisdiction became relevant at that point. The project team polled the community at several events to assess the communities' perspectives on governance and/or the willingness to pay for services. The responses provided no clear path forward between preferences to annex, create a new city, or create one or more additional county service districts. The single conclusion that could be drawn was that more than 60% of respondents indicated a desire to make some changes and were willing to consider additional taxes or fees to pay for that change.

A second approach was used to collect community perspectives and have a high level of confidence in the outcomes. In a random statistical survey of 607 study area residents conducted through January, 2014, 30% of respondents indicated a desire to annex to either Beaverton or Hillsboro, with a slightly smaller percentage (27%) desiring no change to the way the area is governed and provided with services.

Similar to the community polling events, the survey provided little clarity in terms of which governance approach may be most appealing. The results did indicate that more than 70% of respondents are interested in change. The type of change remains uncertain. (This survey was separated between respondents that would annex to Beaverton or to Hillsboro as service provisions are different.) Based on this type of survey, the confidence level of the responses is roughly 95% including a demographic mix similar to the 2010 Census data. Details of this survey are contained in the 2014 Benchmark Report submitted by Riley Research, Inc. as part of this project. This report is included in the addendum.

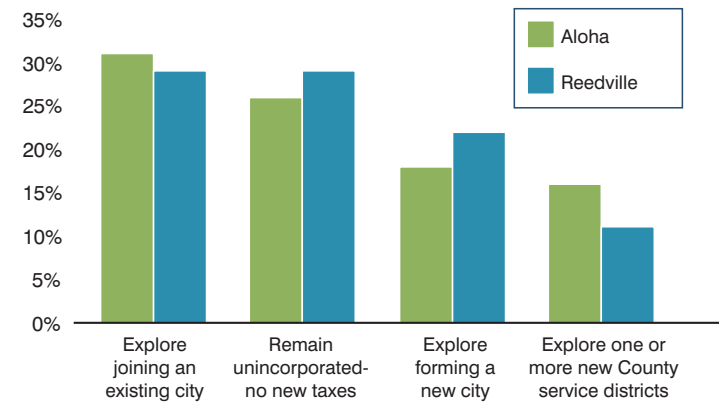


Figure 5.1: Aloha-Reedville Governance Community Poll

In the near term at least, service provision and governance for the study area will remain the same as it is now.



PUBLIC INVOLVEMENT

Community voices

Public engagement, particularly for as diverse a community as Aloha-Reedville, is both challenging and rewarding. Under the best of circumstances involvement efforts will never reach all the potentially impacted community members, be at the right time or right place to meet people's schedules, or address all the issues across a community.

Engagement should, however, attempt to provide a number of different ways community members can obtain information, be kept up to date, have information provided in understandable language or format (written and visual, translated if needed), and a variety of ways to provide input.



The first goal of the Aloha-Reedville project was to create a final result that is broadly supported by the community. Two objectives to achieve that goal were to: establish an advisory committee with representation of a spectrum of the community; and increase efforts to provide meaningful participation by historically under-represented groups (such as low income, communities of color, youth, those with disabilities and senior members of the community.)

First things first

Several important first steps occurred at the onset; hire a professional public involvement consultant, begin building project awareness in the community, establish a baseline understanding of the community, and establish goals and form a citizen advisory and technical advisory committee.

Consultants with experience

Project staff engaged a selection committee to review proposals, conduct interviews, and make recommendation for a public involvement consultant. The selection committee included representation from the county (three departments/divisions), the Oregon State University Extension Office – Committee for Citizen Involvement, Aloha High School, Centro Cultural de Washington County, and Clean Water Services. Each selection committee member had extensive public involvement experience.

Following receipt of a number of proposals, three interviews were conducted and JLA Public Involvement of Portland, Oregon was hired. JLA brought much experience and guidance to the process. In addition to helping develop a variety of outreach tools, JLA staff facilitated 23 Citizen Advisory and 8 Technical Advisory committee meetings.



JLA facilitates a workshop discussion

Study Community Involvement at a Glance



46 Community-wide events



91+ Group and organization presentations



220+ Aloha High School students participating in discussions and exercises



2 Faith-based organization and 2 Best Practices Roundtable discussions



76,500 Direct mail postcards sent (English and Spanish language)



600+ One-on-one surveys in Spanish, Somali, Arabic, and Vietnamese

165+ Media articles and broadcasts (including Spanish language newspapers and Univision)

Project website in English and Spanish

QR Codes – English and Spanish



CAC members help draft actions

Advisory committees with a broad reach

The charge of the CAC was to learn about and discuss existing conditions in the community (to build a shared foundation of understanding) and to assist in development of actions to respond to community identified issues and aspirations.

An open solicitation to the community returned 141 applications for five seats on the Citizen Advisory Committee (CAC). Recommendations for appointment to the Washington County Board of Commissioners were based in part on geographic location (to ensure each part of the community had representation) and what other constituent groups an applicant could represent.

In addition to the community members at-large, the CAC ultimately included:

- Cities of Beaverton and Hillsboro Chambers of Commerce
- Aloha High School
- CPO6, CPO7 (CPOs are the Citizen Participation Organizations that represent districts in Washington County primarily outside of the cities – although some overlap occurs)
- Faith-based organizations
- Centro Cultural de Washington County (Latino/Latina community non-profit)
- Adelantes Mujeres (Latino/Latina training and business development)
- Aloha Business Association
- Sequoia Mental Health Association
- Bienestar (affordable housing)
- Community Action (non-profit)
- Transportation Solutions ByCycle (active transportation)

The Technical Advisory Committee represented service providers, the adjacent cities, and school districts. These partners reviewed existing conditions to ensure their accuracy and provided refinements in order that outcomes were realistic and achievable. Partners are responsible for some of the actions coming out of the process.

Engaging those that engage others

To achieve the goal of providing meaningful engagement with historically under-represented communities the project team first convened two best-practices roundtables. Participants represented organizations and agencies with demonstrated success engaging communities which don't typically participate in planning efforts. Key points from the discussion highlighted the need to build relationships and engage those members of the communities that could act as "trusted connectors" within their community (they may be considered leaders in the community or have extended connections throughout the community.)

A Portland-based non-profit, the Center for Intercultural Organizing (CIO), was contracted to help with the outreach and engagement efforts. CIO had much experience engaging traditionally under-served communities and had connections to many of the non-profits serving the Aloha-Reedville Area. In addition Centro Cultural de Washington County is a well-recognized agency serving the needs of the Latino/Latina population in the county and also was contracted to assist with outreach, materials development, and meeting facilitation.



CIO Leadership Training

In addition to engaging community members CIO took the next step to develop leaders that can stay engaged in the Aloha-Reedville study and future processes. CIO conducted a three-day leadership training course.

More than 25 participants learned basic planning processes and how multiple government jurisdictions provide services. They were invited to a Board of Commissioners meeting and learned how to provide testimony or public comment (and had time to meet with a Commissioner to better understand the Board's role.) The first-ever training resulted in 11 graduates one of which became a co-chair for CPO6 (the primary Citizen Participation Organization for the study area.)



Aloha Unite Steering Committee members kick off their first community event

Together the two agencies conducted over 600 one-on-one interviews in Spanish, Somali, Arabic, and Vietnamese. The first-of-its-kind effort brought forth new voices to the planning process providing some 1800+ comments.

Building upon this success, CIO developed a coalition of non-profits under the banner Aloha Unite. Each non-profit was provided a community grant of up to \$8,000 supporting needed capacity to participate in the process. The grants included the responsibility to engage constituents in planning discussions and provide feedback.

The Aloha Unite coalition included:

- Centro Cultural de Washington County (providing additional outreach capacity)
- Asian Pacific American Network of Oregon (APANO)
- Organizing People, Activating Leaders (OPAL) – developing leadership and advocacy training
- Community Alliance of Tenants (CAT) – representing low-income and renters rights
- Oregon Somali Family Education Center (OSFEC) – developing leadership and assimilation
- Adelantes Mujeres – family education and small business development (focus on Latina businesses)



Aloha High School students – leaders and community members of tomorrow

Aloha High School staff were valuable contributors to the process. In addition to allowing the project team to use the facilities for many of the community outreach activities, staff provided a number of opportunities to engage classes in discussion and exercises relating to the future of their community.

More than 150 students entered into discussions regarding issues in the community, desires for the future, and assisted in prioritizing many of the proposed actions that may address those issues and future desires.

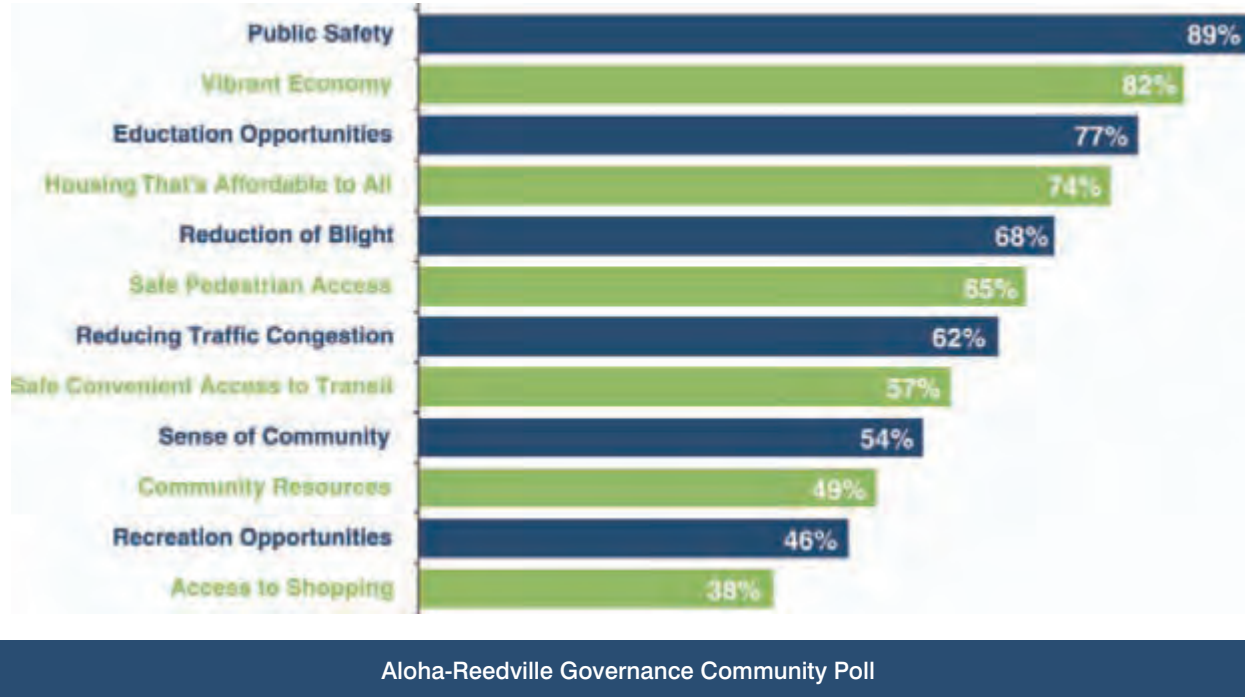
Younger students (and their parents) were engaged in activities through other community events such as a Living La Vida Healthy at Reedville Elementary, Kinnaman Elementary Children's Day, Aloha Centennial Celebration, Concerts in the Park, Aloha Farmers Market, Reedville Church BBQ, Aloha Library celebrations, and other community events.



Establishing a baseline of understanding of the community

Aside from generating an existing conditions report, it was necessary to understand the communities' values, trust in working with government agencies, and identify issues. To accomplish this, Riley Research, a nationally-recognized leader in public surveys was contracted to conduct a Statistically Valid Random Sample Survey at the beginning and end of the study.

For the first survey, Riley Research conducted 394 telephone surveys (land lines and cell phones) reaching a sample from the following demographics: 76% White, 14% Hispanic, 8% Other (census is 22% Hispanic). Based on the survey, the concerns below were rated as "Very Important" by the community.



"An engaged citizenry is important for a vibrant and livable community."

"To me it's important that we all respect each others differences and learn to live together without any assumptions."

"Interact with other ethnicities and races in community."

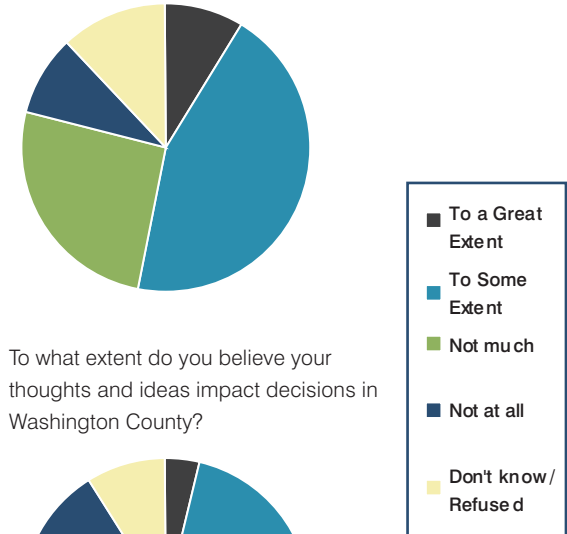
"I think Aloha is a diamond in the rough. We just need some inspiration."

"That the Hispanic community is involved in community matters."

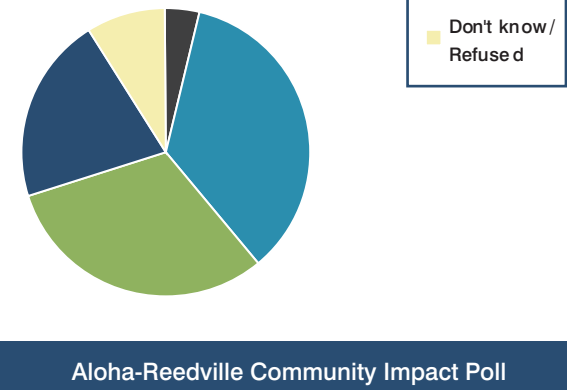
"Change the organizers because they do the same boring thing over and over. I would like them to be more creative so that young people would show up."

Two other important questions that came from the first survey:

To what extent do you think Washington County listens to the thoughts and ideas of area residents like you?



To what extent do you believe your thoughts and ideas impact decisions in Washington County?



"We need more information"

"A waste of time."

The second survey, conducted from December 18th, 2013 to January 14th, 2014, used many of the same questions and gauges the change in awareness, opinions regarding the process, and perspective on the ability to influence decisions. The four key issues that were most important to surveyed residents in 2011 remained the four most important issues in the (larger) 2013-4 survey.

These four issues are:

- Public Safety
- A Vibrant Economy and Local Jobs
- Education Opportunities
- Housing you can Afford

Each of these issues dropped slightly in percent of respondents labeling them as “Very Important” during the second survey.

During this survey, residents were asked which of four options for the future governance of Aloha-Reedville would receive their vote. “Annexation” (to either Beaverton or Hillsboro) received the largest percentage of votes, with 30%. “No changes” to the existing structure of governance was second with 27%, followed by “Incorporation” with 20%, “Form Districts” with 18% and “Don’t Know” with 8% (see figure 5.1 on page 50). This preference pattern was unchanged from the first survey. Looking at this data in a different way, it’s apparent that roughly 73% of the community wants change of some sort.

Residents were also asked to rank potential improvements and were further asked which of these improvements they would be willing to pay for through taxation. While many improvements were considered desirable, only five (of 12) garnered a majority or near majority in terms of which improvements residents would be willing to pay for. The five improvements are:

- Improvements to Major Roads – 53%
- Long-term Financial Stability for the Aloha Community Library – 51%
- More Sidewalks and Crosswalks – 50%
- Expanded Street Lighting – 50%
- Expanded Law Enforcement Presence – 49%.

Tools that engage

Throughout the public engagement process staff and consultants retained flexibility and openness to new ideas and approaches. (JLA Public Involvement’s contract directed that each year the public involvement plan would be reassessed and changes made to reflect what was learned in the previous year – this led to considerable changes in approach and tools.)

One of the more successful tools was creating an 18 foot square floor map of the study area. This map acted as a continually attractive means to talk with community members about their neighborhood and then broaden the discussions to the community.

Other tools offered opportunity to learn about planning while also considering how transportation, housing types, and job locations all affect the community. One of those tools was developed by JLA Public Involvement – Meetings In A Box. This tool allowed community members to invite neighbors, friends, and co-workers to review a topic area; housing, transportation or economic development and have materials, topic questions, maps, a video, and a pre-paid response questionnaire to provide feedback.



It’s irresistible to find your neighborhood!



Participants combining neighborhoods into a community.

Another approach was the BUILT game. This planning exercise allowed attendees to consider how their street develops with different uses, then combines several “streets” into a neighborhood and ultimately combines several “neighborhoods” into a community. The game forces tough conversations about community needs (waste water treatment facility for instance) and how different needs relate geographically to each other (no one seems to want the treatment plant next door to their home.)

The BUILT game was conducted in English, Spanish, and Somali with outcomes and explanations for placing different community elements captured by game leaders.

Many other solicitation approaches were used in this process. The project website maintained on-going comment opportunities throughout the process – comment boxes in English and Spanish, an online mapping application that provided comments at a specific location, contact information for the project management team, a project email (used extensively by the community), and online open houses (materials from community events posted along with response mechanisms).

An interested parties list was kept for periodic updates and notices. Keypad polling was used during the second phase of prioritizing actions and English and Spanish comment cards were available at every community event and advisory committee meeting.

More than 30 individual interviews were conducted with key stakeholders. In the latter part of the process, much focus was put on those stakeholders that may enhance business opportunities such as developers, commercial property owners, investors and realtors.

Public engagement success is in the eye of the beholder

The public involvement plan was initially drafted and offered to several groups for review. Among those groups was the Committee for Citizen Involvement (a steering committee facilitated by Oregon State University Extension Office staff as the overarching committee for the CPO – Citizen Participation Organizations in Washington County.)

A review opportunity was provided to CPO6, the primary CPO in the Aloha-Reedville area; to Metro staff (Metro provided the base grant for the process); to the Office of Sustainable Housing and Community (the joint venture of the U.S. Department of Housing and Urban Development, U.S. Department of Transportation and the Environmental Protection Agency – which provide the \$2 million study grant); and to the Citizen Involvement Advisory Committee – CIAC – which monitors compliance with Oregon State Land Use Goal 1 – Citizen Involvement.



A number of performance measures have been considered throughout the process. For instance, was there an advisory committee and did it represent a broad number of potentially affected groups? The answer is yes, that between the citizen and technical advisory groups a large number of community organizations, geographies, traditionally under-served communities, and partner service providers were represented.

Was there meaningful participation by historically under-represented communities? The answer is a qualified yes. Communities were identified and specific effort was made to engage and solicit feedback. Meetings were conducted at the convenience of a number of groups (churches, locations along transit), translation was provided to ensure good communication, and materials were translated into Spanish with additional translation provided by some of the CIO staff and Aloha Unite members.



The second part of meaningful is indicated by the influence of the feedback. For the most part feedback was similar to that received from the broader community and collectively that input provided guidance to development of actions enhancing future livability. Where feedback was specific to a community, either project team members or partners (other service providers) attempted to address those issues directly. For instance feedback from the Latino community noted several concerns with law enforcement. Those concerns were addressed through additional conversations directly with the Washington County Sheriff and staff. Discussions will continue as a new avenue for communication has been opened.



Does the advisory committee accurately reflect the demographics of the community? Not directly. The Citizen Advisory Committee was predominantly white and older than the community at large. (Averages over the process: 56 years old, 67% male, 82% White, 15% Hispanic, 2% Asian, 20 years live or work in the community.) However with the addition of representatives at the table, especially those who serve the Latino community, the potential for outreach and engagement closed the gap somewhat (overall community is younger and 22% Hispanic.)

The Citizens Advisory Committee was offered quarterly evaluations of the process. A snapshot of evaluations follows from eight quarterly surveys. Survey questions were asked on a scale of 1 – 5 (5 being highest) and averages below are percentages of total responses rated at 4 or 5.

Surveys	1	2	3	4	5	6	7	8
Did you have enough information to participate effectively?	75	86	91	92	100	100	82	90
Was information accessible?	83	79	82	77	100	100	55	80
Were meetings worthwhile and did good ideas come out?	83	93	82	97	83	88	82	80
Were your opinions listened to and used?	92	93	100	92	100	100	55	80

(Each survey included at least 1 response rating performance at 2 or below.)

Similar demographic and evaluation surveys were conducted at many of the community-wide events (open houses and workshops.)

Generally attendances were similar to the CAC demographics, mostly White and older than the community in general. The series of events held in October and November of 2013 included more targeted community events as a result of CIO's efforts. A snapshot of those events follows.

	Aloha High School	Westside Church	Reedville Elementary	Portland Community College
Average ages	53	48	69	46
Average gender M/F	21/79%	28/72%	35/65%	28/72%
Self identified with Disability	3	0	2	5
Ethnicity	W-100%	W-21% H-64% German - 14%	W-77% API-11% H-11%	W-54% Somali-16% H-14% Middle Eastern-4% Native American-2%
Glad I participated	100%	100%	100%	84%
I had enough information to participate	64%	86%	62%	63%
Good use of my time	86%	100%	80%	72%
I have a better understanding of the process	86%	100%	86%	84%
My input is being understood and used	50%	86%	54%	66%

Making public engagement processes better

Every public involvement effort can be improved. The project team continually sought suggestions such as who isn't involved (and why)? Was there information that wasn't understandable? How could outreach be improved?

Several hundred suggestions were captured. Many suggested more one-on-one interaction, better education on what government is responsible for (and what may be the community's responsibility), holding more meetings in more places and at different times of the day, and an ever-increasing list of who else should be brought into the process. All of the information gathered provides additional awareness for future projects.

The opportunity to engage new voices from the community provided much benefit to this project. Capacity building was and will continue to be critical to the success of this effort.

In order to remain engaged with the community as the formal study winds down, it is recommended that the county:

- Continue working with Centro Cultural de Washington County and the Center for Intercultural Organizing to support community-based organizations (Aloha Unite! or future iterations) more closely in the future;
- Convene county staff that currently work with Latino/Hispanic, immigrant, refugee, and limited English-proficient communities to improve awareness-building and engagement in county processes;
- Coordinate with local and regional jurisdictions involved in historically under-represented community engagement to stay current with best practices;
- Continue coordination with existing organizations such as the Citizen Participation Organization (CPO) structure through Oregon State University, and other non-profits (such as the Aloha Business Association and Aloha Community Library association); and
- Support the Center for Intercultural Organizing's leadership training program to educate and engage new members in their community.

A comprehensive report on the public involvement efforts is attached in the appendices.



CONCLUDING THOUGHTS AND NEXT STEPS

The roughly 5,900 acre unincorporated area that comprises the Aloha-Reedville study area has been planned and governed by a 1983 Washington County community plan that has undergone limited changes since the time of its inception. From 1990-2000, population growth has increased 68% (or 22,389 people to about 55,000 community members), putting additional strain on county service provision to the area. While single family residential areas have generally developed as expected, commercial areas and intentional planning areas such as designated pedestrian districts and streetscape improvement areas have not.

The Metro-designated Town Center area (surrounding 185th Avenue and TV Highway) has also not reached the potential envisioned by both Metro and the county. An updated consideration was necessary to determine whether the existing land use, transportation and housing conditions in Aloha-Reedville were meeting the needs of the community. The intent was to take that information back to the community and determine what was most important to residents and how to address those needs.



This planning effort resulted in more than 136 specific recommendations for change - found in the 31 Action Papers (available on the project website) – that have come out of working with the community. This report - along with the five plans and strategies - provides a road forward for many of the identified issues. Other issues will require additional planning and all require some level of funding.

The project was funded in part by a Sustainable Communities grant – a unique collaboration between three federal agencies demonstrating the importance of addressing transportation, housing, and business opportunities holistically. Close collaboration between the county Department of Housing Services, Office of Community Development, Department of Land Use and Transportation, Health and Human Services, and the Sheriff's Office was an on-going part of the work. As often noted by project team members at public events, the study was funded as a planning effort. The goal was to create conditions for implementation by the county and partnering service providers, and to suggest ways in which the community can contribute to their future well-being.

The project funding provided opportunity to substantially increase outreach and engagement with historically under-represented community members. Several unique approaches provided new ways for the community to gain awareness and contribute their input to the difficult tradeoffs and challenges of an unincorporated area.

Knowing that the study area has larger populations of historically under-represented populations relative to the county as a whole, the county contracted with the Center for Intercultural Organizing and Centro Cultural de Washington County. These two regional non-profits have established roots into Latino/Hispanic, immigrant and low-income communities and they developed a broad public involvement program (with the help of their partners under the banner of Aloha Unite!) that included translated surveys, multi-lingual community events, workshops, small group meetings in homes and a leadership training program. In all, the Aloha Unite coalition reached more than 1,200 community members and conducted more than 600 one-on-one interviews that brought new voices into the discussions.

Key Takeaways

The project team received over 4,500 comments from county residents about their concerns and aspirations for Aloha-Reedville's future. Comments heard throughout the public involvement process consistently focused on the shortage of sidewalks, street lighting and pedestrian crossings of busy roadways. Many community members also had concerns about regional traffic passing through Aloha-Reedville and how proposed development in the adjacent areas of South Hillsboro and South Cooper Mountain may add to existing congestion and affect neighborhood safety and livability.

These issues were significant to members of the Citizen Advisory Committee as well. An important positive takeaway from this study is that many of the requests for change were transportation-related, with the county in a good position to support many of the most requested improvements for change - either directly through existing programs or in partnership with other entities.



Different issues of concern and interest were found in the answers the community-based organizing groups heard. Results from the work CIO and Centro Cultural conducted revealed housing issues as most important to surveyed community members. Interior defects in residents' homes, such as mold in air ducts or on walls, and dangerous electrical issues such as faulty wiring, were reported as consistent issues. Problems with landlords and/or property management companies was also a common complaint.⁵⁶ The feedback generated from this work revealed overlapping concerns with the wider community, including a desire for safer options when moving around their community (e.g. improved sidewalk coverage), particularly to access transit.

There also was general approval from historically under-represented populations about pending development code improvements that will expand location in the study area where farmers markets can locate and a stated recognition of the need for a multi-cultural center, as well as assistance programs for starting small businesses.



Some of the requests for county coordination and assistance currently do not fall within the existing operating procedures of the county. For example, it has been noted elsewhere in this document that there is no economic development entity in the county that could help citizen groups seek funding toward construction of a recreation or multi-cultural community center. On the other hand, the county does have the institutional capacity to coordinate with CBOs on certain housing issues - such as a maintenance code. This project has focused discussion and

problem-solving between citizens, relevant county departments, and applicable service providers; a number of recommendations are designed to foster this beginning.

The county is committed to ensuring that planning efforts and project funding is equitably distributed county-wide. Projects in Aloha and Reedville will continue to be considered as part of the overall infrastructure improvement needs of the county.

Governance:

This project was also the ideal vehicle to raise the issue of community governance. Many residents of Aloha-Reedville both before and during the study have questioned why certain services in their community (such as parks provision and neighborhood lighting) are not on par with services provided by the cities of Beaverton or Hillsboro.

Over a one-month period during 2013-2014, Riley Research, Inc conducted a statistically valid random survey of 609 Aloha-Reedville residents to determine what residents felt were most important for their community. Example questions included where locations for increased commercial activity should be and the degree of importance of community-based conditions such as recreation activities. "Public safety", "vibrant economy and local jobs" and "Education Opportunities" carried over from an identical 2011 survey as the most important issues to residents. Residents were also asked about the future of governance in Aloha-Reedville and which of the following four options they preferred:

- Annexation to either Beaverton or Hillsboro;
- Incorporation;
- No changes to the existing level of services;
- Form self-taxing service districts.

Nearly one third of respondents listed annexation as their preferred choice, followed closely by the "No Changes", create a new city, or create one or more additional county service districts option. Looked at another way, over 70% of respondents wanted some change in how services are provided to the area. It is not clear from the results what the preferred way forward should be.

Additional polling responses at community events, answers to survey questions, and other opportunities where the project team put this issue to community members, it is apparent that there is not a consensus when addressing whether service provision and governance in the study area should change. Discussion of this topic will be on-going among the county, cities, service providers and the community.

⁵⁶ Detail on this outreach effort by CIO is contained in their Community Feedback Report in the addendum.

What's in the Works:

This report highlights just some of the recommendations for future efforts that will need to be mutually shared by Aloha-Reedville organizations, residents, and the County. There is much work still to be done to make these recommendations a reality but we have gotten started. A few of the recommendations that are underway or already implemented include:

- Land use regulations have been changed to allow for easier and less costly development of accessory dwelling units and to expand options for holders of home occupation permits.
- Sidewalk construction on SW 173rd has resulted in a safe north-south route between SW Shaw and SW Farmington that can serve children attending Huber Park School. A pedestrian path was completed on SW Kinnaman that provides safer walking for students attending Aloha High School and residents that want to access the commercial area at Kinnaman and Farmington. Other pedestrian improvements have occurred on SW 197th avenue and Miller Hill Road.
- THPRD has recently finished improvements to Barsotti Park and over 100 property owners are considering establishment of a new neighborhood street lighting district.
- A financial commitment from Washington County to the highly successful, community-led Aloha Public Library includes \$215,000 over the next two years.



SW 173rd Avenue

Public Engagement – Maintaining and Enhancing Community Relationships:

The opportunity to engage new voices from the community provided much benefit to this project. Capacity building was and will continue to be critical to the success of this effort. In order to remain engaged with the community as the formal study winds down, it is recommended that the county:

- Continue working with Centro Cultural de Washington County and the Center for Intercultural Organizing to support community-based organizations (Aloha Unite! or future iterations) more closely in the future;
- Convene county staff that currently work with Latino/Hispanic, immigrant, refugee, and limited English-proficient communities to improve awareness-building and engagement in county processes;
- Coordinate with local and regional jurisdictions involved in historically under-represented community engagement to stay current with best practices;
- Continue coordination with existing organizations such as the Citizen Participation Organization (CPO) structure through Oregon State University, and other non-profits (such as the Aloha Business Association and Aloha Community Library association); and
- Support the Center for Intercultural Organizing's leadership training program to educate and engage new members in their community.



The following efforts are moving forward:

Land Use:

- Removing barriers in the Development Code to residential development in the Community Business District;
- Expanding areas where farmers markets can locate and reducing application fees;
- Expansion of Lily K. Johnson Park and building a connection to the nearby regional Westside Trail;
- \$384,000 contributed by the county to partner with projected THPRD improvements to a community park adjacent to Mt. View Middle School that is slated to include an athletic field for disabled athletes; and
- Improvements at Jenkins Estate.

Housing:

- Establishment of a workgroup to research Housing Maintenance Code refinement;
- Updated compliance with Oregon Fair Housing recommendations, including updates to group homes regulations; and
- Creating an information portal for housing rehab and improvement programs.

Transportation - funded:

- Intersection access management and street lighting at TV Highway and SW 185th Avenue;
- SW 198th complete street design and partial buildout - sidewalks, lighting, planter strips and turn lanes;
- Cost analysis for six other major street improvements;
- Design for improvements on 170th Avenue between Alexander and Merlo
- Design improvements for Alexander Street specific to bicycles, pedestrians, and vehicles;
- Identification and design of no less than three pedestrian crossings on major arterials;
- Completion of trail segments - Westside Trail and Waterhouse Trail;
- Street design and installation of sidewalks on SW 178th Avenue between TV Highway and SW Johnson Street;
- A new connection along the Waterhouse Trail to the Merlo Transit Station.

Transportation - recommended:

- Completion of at least one sidewalk/connectivity safety project around nine study area schools;
- Improvements to Reedville Powerline Trail;
- Establishing two east-west and one north-south bikeway route(s);
- Improvement of identified accessways to enhance neighborhood connectivity;
- Creation of a program to retrofit bike racks in established commercial areas;
- Coordination with TriMet on transit improvements; and
- Coordination with Hillsboro and ODOT on TV Highway improvements.

(Detail on these and other recommendations are found in the 31 Action Issue Papers available on the project website).

Next Steps

This study has generated a great deal of interest and commitment among community members, service providers, and elected officials. The momentum for change is established and staff will continue to look for enhancement opportunities that sustain this momentum. Washington County will continue to advocate for unincorporated Aloha-Reedville; however, the county remains committed to serving all areas of the county equally by distributing resources in a geographically equitable fashion.

Community involvement and initiative will be critical in the near and long term to ensure progress on moving forward with a number of the recommendations of this report. It is hoped that the Aloha-Reedville community maintain the organizational momentum that blossomed during the study in order to advocate for the recommended actions included in this and other documents that came out of this study.

We're already seeing the community lead the way with initiatives like the development of the Aloha Community Library effort, which has been hugely successful. The Aloha Business Association is vibrant and in a uniquely qualified position to lead on economic and business-related opportunities. The community-based organization Aloha Unite! which coalesced as a result of this study has activated multiple voices that were not heard previously. The Community Planning Organizations are in a strong position to advocate for change.

There are certainly challenges ahead, funding not the least among them. Yet the momentum initiated over these last three years will help the county, service providers to the area, and the community lay the groundwork for broad-based implementation efforts that leverage scheduled infrastructure projects, removes barriers to investment, addresses immediate needs for safety improvements, and allows Aloha-Reedville to "get ready" for future growth and demographic change.





ECONOMIC DEVELOPMENT STRATEGY

Introduction

This Economic Development Strategy addresses transportation, housing, and land use issues and actions expected to impact economic development in Aloha-Reedville through an overarching strategy. This report includes pertinent background information gathered in the initial phase of the Aloha-Reedville Study and Livable Community Plan ("Aloha-Reedville study") summarizes concerns and desires expressed by residents through submitted comments and during public engagement events and activities conducted over the past three years, and cross-references concurrent action items and issue papers. This information was synthesized with a series of interviews, case studies, and research on best practices to offer a strategy and series of recommendations for moving forward to achieve the type of community residents would like to see in the future.

What are the issues

What does Economic Development mean?

Economic development is one of those broad terms that can mean different things to different people depending upon their background and perspective. For some, it may mean business recruitment and job creation, for others it may mean developing new buildings on vacant land. For the purpose of this document, economic development is used broadly to incorporate the promotion of quality of life and the economic health of the area. This quality of life will be achieved through a diverse range of projects and investments described in the Aloha-Reedville study, ranging from new housing, commercial revitalization, streetscape improvements, pedestrian safety improvements, to other actions that can positively benefit the community. Economic development typically requires an organizational structure and/or an advocate to carry forth policy and actions that can effect the desired change. Great places rarely happen by accident; there are usually dedicated champions, programs, and strategies in place to help guide development over time.

The following section summarizes key issues and trends that have been identified throughout the Aloha-Reedville study and that shape the strategic recommendations described later in this report.

Economic Condition and Trends

- **Evolution of development.** Aloha-Reedville has traditionally served as a bedroom community to the Portland Metro area's westside. It has seen rapid development over the past 20 years, mainly in suburban residential and auto-centric commercial development patterns. What started out as a semi-rural farming community has evolved into a mostly built-out suburban community. The surrounding areas of Hillsboro, Beaverton, and the Sunset Corridor, meanwhile, have evolved into major regional centers of economic activity.

- **Central location.** Aloha-Reedville is located between Hillsboro and Beaverton, two areas of concentrated employment and commercial use. Being centrally located between these two cities can be both an opportunity and a weakness. Many large companies and national tenants will want to be close to existing commercial areas in Hillsboro or Beaverton rather than Aloha. However, Aloha-Reedville may attract small supplier firms, start-ups, or local-serving businesses that can take advantage of the study area's proximity to nearby employment centers.
- **Service driven.** Aloha-Reedville's economy is largely service-driven, supporting local residents and nearby employers.
- **Potential for growth.** The market reconnaissance conducted in association with the Aloha-Reedville study showed that the most likely potential for growth in the area would include opportunities for retail and services for local and neighboring communities. These types of businesses include professional services (e.g., legal services, architects, software engineering, or accounting), construction, cottage industries (e.g., small-scale manufacturing done at home, such as making jewelry or apparel), restaurants, convenience stores, small-format retail, medical services (including services for the aging population), branch banks, real estate offices, and personal services.
- **Ethnically and racially diverse.** Consistent with state and regional demographics, Aloha-Reedville is predominantly Caucasian but grew more diverse over the past 20 years and has greater diversity among its population than Washington County or the state. The percentage of Hispanics in Aloha-Reedville is double that of the Portland Metro region. There are many ethnic stores and restaurants located in Aloha that provide a unique range of offerings in the region.
- **Lower incomes and educational attainment.** The Aloha area's median household income is lower than Washington County's median household income but higher than the state's. Aloha-Reedville has fewer residents with a Bachelor's degree and more residents without a high school diploma than the county, metro region, or state.
- **Policy and support.** There is currently very little policy and no dedicated staff or financial resources for economic development programs at the county level. Current policy does not allow the dedication of countywide resources to a specific portion of the county. Financial support for economic development in Aloha beyond the county's normal allocation of resources will have to find outside sources of funding or look to leverage funding from other agency efforts. The cities of Hillsboro and Beaverton provide economic development staff and fund programs to those incorporated parts of the county within their jurisdictions, giving them an advantage over unincorporated areas.



Housing Conditions and Trends

- **Housing condition and affordability.** Compared to the region, Aloha-Reedville has larger households, is younger, has fewer college graduates, and has slightly lower incomes. Over the years it has largely provided affordable home options for area residents. While homes are modest, their conditions are generally good. The same goes for the area's regulated affordable housing stock. Nevertheless, affordability remains a challenge for many and several gaps have been identified, including a small supply of larger homes, relatively few apartments, and deficits in housing affordable to several income groups.
- **Demographic changes.** The future will be shaped by major economic and demographic shifts happening at a national and global scale. Among the biggest of these are the Baby Boomers and Generation Y (also known as the Echo Boomers, born from the late 1970s to 2000). Both are driving demand for smaller homes, more rentals, and greater connectivity to amenities and services, especially by foot, bike, and transit. Communities that provide this environment will be the ones that appreciate in value and attract and retain young and old people alike.
- **Housing opportunities.** As noted above, there is an opportunity to add a more diverse mix of housing to the area. Like most of the Portland metro region, apartment rental vacancy rates for Beaverton, Aloha, and Hillsboro are currently below a healthy and normal turnover rate of five percent. Apartment construction and rehabilitation is currently taking place throughout the region.
- **Competition.** Given the higher costs to do infill development, more development is expected in South Hillsboro and AmberGlen where larger greenfield developments can take advantage of economies of scale. The infill housing market will likely migrate to higher density and service-rich neighborhoods that can support the higher sales price or rents needed to justify the higher construction costs.

Land Use Conditions

- **Lack of infrastructure.** Many areas in Aloha-Reedville lack sidewalks and stormwater management facilities, adding additional costs to infill development. Infill is more likely to occur in neighborhoods with existing infrastructure, not those lacking sidewalks or other critical infrastructure which would have to be paid for and installed at the time of development. Interviews with property owners indicate that this has stopped interested parties from developing in the area in the past.
- **Amenities are important.** The more amenities an area has—access to restaurants, shops, grocery stores, employment opportunities, and multiple transit options—the more people will be willing to pay to live there and the likelihood for infill development will be greater. Residents have voiced a desire for more amenities in the area.
- **Redevelopment—not greenfield development.** Aloha-Reedville is largely built out and is in a mature development phase, where new development will be more incremental and there will be greater demand to maintain and redevelop existing commercial, industrial, and employment areas. Commercial growth will largely need to take place on existing commercial land through selective infill and redevelopment.
- **Land assembly.** Smaller infill parcel development is costly because the developer loses ef-

ficiencies of scale realized through large developments. Assembling multiple sites for large scale development can be very time consuming and risky and most developers would not be willing to undertake those risks in the study area. Some assistance and strategies to assemble land may be necessary in key locations.

- **Future growth.** Recent Urban Growth Boundary expansions nearby and adjacent to the Aloha-Reedville study area, like South Hillsboro and South Cooper Mountain, may have several impacts on the area, including increased demand for services along Aloha-Reedville's commercial corridors, possible support for enhanced transit service, increased housing options, but also increased traffic.

Transportation Conditions

- **Tualatin Valley (TV) Highway.** The TV Highway corridor defines the area to a large extent. It has many aging commercial buildings and significant pedestrian and bicycling safety challenges. A recent and concurrent plan for the TV Highway Corridor has identified several roadway improvement projects that will likely be funded and constructed over the next 10 years.
- **Safety challenges.** Roughly one-third of all fatal and serious injury crashes along the TV Highway corridor involved a bicycle or pedestrian. A high frequency area for bike and pedestrian accidents lies along TV Highway between SW 170th Avenue and SW198th Avenue, the full extent of which is within the designated town center area.
- **Resident concerns.** Aloha-Reedville residents expressed concerns over gaps in sidewalk coverage, lack of streetlights, access to transit, bicycle safety issues, lack of adequate pedestrian crosswalks on TV Highway, traffic congestion, and adequate access to commercial properties.
- **Rail.** The location of the Portland and Western Railroad line creates challenges for transportation improvements and the ability to improve street design on the south side of TV Highway. It creates a barrier to creating connections to neighborhoods on the south side of TV Highway, where residents have limited options to cross the rail line to access TV Highway or transit.

South Hillsboro

In October of 2011, the Metro council approved the addition of 1,060 acres of urban reserve land into the Urban Growth Boundary (UGB). This land, combined with the previously added Areas 69 and 71, makes up an area of approximately 1,400 acres just southwest of Aloha-Reedville, known as South Hillsboro (SoHi). According to the Conditions of Approval from Metro guiding the residential density, the entire SoHi area would have an adjusted residential unit capacity of 11,250 dwelling units at 100% build out. South Hillsboro is planned as a complete, mixed-use community, emphasizing schools, civic and open spaces, parks trails and natural areas, and public gathering areas. SoHi is designed around a town center along the Tualatin Valley Highway and neighborhood center along the proposed extension of Cornelius Pass Road. The City is currently conducting a Master Plan process that will define the location and design of roads, parks, natural areas, and other key features in greater detail, and is expected to be complete in the spring of 2014.



Community Input

The following section synthesizes the ideas and opinions associated with community livability and future improvements of business and retail areas gleaned from the Aloha-Reedville study process. Ten key “threads” of thought relevant to future planning for economic development, especially as it applies to commercial areas, emerged and are summarized below.

- **Consider the demand for community gathering places.** The need for community gathering places was frequently raised. Ideas included: gathering places that could provide an opportunity for outdoor entertainment (music, festivals, etc.); a community center that might provide a place for public meetings, classes, and entertainment and recreation for families; and a senior center with services and activities in proximity to appropriate housing types for seniors.
- **Provide a mix of family-friendly entertainment options.** Residents showed a desire for a variety of businesses and entertainment options in one convenient location or in close proximity to each other—a more concentrated shopping area with small retail stores and great places to gather for food or entertainment.
- **Complete and connected safe sidewalks, trails, bicycle facilities, and transit options.** Community members would like to safely walk or ride their bicycles to shopping and entertainment options with their families and have safer access to public transit. They expressed concerns over gaps in sidewalk coverage, access to transit, lighting, lack of adequate pedestrian crosswalks, and access to schools.
- **Support small, local businesses.** Comments indicate that the small, locally-owned businesses in Aloha and Reedville are an important asset with a lot of support. Some residents have stated that small, local businesses are also sources of good jobs within the community.
- **Include healthy food options.** A large number of comments supported the provision of healthy food options and better access to fresh produce within the community. Establishment of a farmers market was a frequently raised example .
- **Maintain a small town feel.** Many community members treasure the small town feel of the area. There is an appreciation for the shopping and amenities that neighboring communities like Beaverton and Hillsboro provide, but there is some concern that Aloha-Reedville will develop into an identical community. The support for small, local businesses relates to this comment thread as well.
- **Encourage attractive business and retail areas.** The Aloha-Reedville community has been very vocal in their desire to improve the aesthetics of business centers in the area, especially along TV Highway. Many comments have focused on the need to update buildings and address vacant storefronts in commercial areas. In addition, community feedback has focused on the need for more trees, attractive landscaping, and streetscape improvements.
- **Improve community signage.** Related to the previous comment thread, many community members indicated there is a lack of community and neighborhood identity—a lack of a sense of place. How do you know where you are, that you’ve arrived, or how to get to community resources, locations, or services? Some indicated that TV Highway is the “front door” to Aloha—but that it could be communicated better.
- **Explore development of housing in business and retail areas.** There was much discussion about the mutually-beneficial relationship between housing, business, and retail uses. Closer proximity of these uses may support increased business activity and convenient for community members who would like to live closer to shopping and places of employment.

- **Link centers of business and retail activity to each other.** Community members noted the different roles played by Aloha-Reedville’s commercial centers and their different and distinguishing characteristics (center of commerce, hub of activity, a place that hosted special events, etc.). Providing better linkages in terms of informational/directional signage and in terms of safe and convenient access from one to another was also desired.

Analysis

This section gives a brief description of the analysis and methodology undertaken throughout the Aloha-Reedville Study and Livable Community Plan to develop an economic development strategy that addresses existing conditions and residents’ concerns and aspirations and that fits within current policy parameters.

- **Developer interviews.** The consultant team conducted a series of stakeholder interviews with developers, property owners, and others knowledgeable about economic development, commercial and housing development, and the Aloha-Reedville area to understand some of the barriers, constraints, and opportunities for growth and investment in Aloha.
- **Case studies and best practices.** Research was conducted regarding best practices and approaches used by other counties and communities to give a range of the potential solutions, funding strategies, organizational models, and other innovations that support implementation.
- **SW 185th Avenue and TV Highway Framework Plan.** During this final phase of the plan, the project team conducted additional research and analysis to develop a Town Center Framework Plan, with a vision and set of action items that will set the stage for a Town Center Refinement Plan to help guide redevelopment of the town center.
- **Engage housing, land use, and transportation teams.** The consultants engaged the housing, land use, and transportation staff and consultants in several workshops to share ideas, understand pertinent issues, address the interrelationships between each discipline, and to form strategies for future consideration.
- **Interviews with County Commissioners.** The consultant team engaged County Commissioners, department heads, and staff to gauge the level of interest and support for various strategies and programs in order to narrow the range of potential future programs and actions.

So, what does it all mean?

- First of all, the changes and challenges impacting Aloha-Reedville are not unlike those facing many other communities. Meanwhile, there is a sense of community that is very strong.
- Housing affordability will continue to be a challenge. Despite its relative affordability, there are economic and physical barriers to providing housing that is affordable to a range of household incomes. A proactive strategy and a mixture of public and private financing tools will be needed to ensure that there is an affordable mix of rental and ownership housing that is adequate for the incomes and household sizes of Aloha-Reedville residents.
- Housing needs for future generations are changing. The type of housing on the ground today may not be well matched for future generations. Single-family homes in existing neighborhoods will continue to be desirable for some households. There will be a much greater demand for multifamily housing (especially in close proximity to transit) in the future and accessibility to transit, shopping, and services will need to be enhanced for the area to be a competitive location for future residents.



- Employment and commercial growth in Aloha-Reedville will require active strategies to encourage redevelopment along the corridors. There is virtually no vacant and very little underutilized commercial land in the area. Low commercial rents make it very challenging for existing uses to redevelop since rents would need to be raised well above neighboring properties to cover the cost of redevelopment.
- Aloha-Reedville's location between Hillsboro and Beaverton is both an opportunity and a challenge. Many large companies will want to be close to existing employment areas in Hillsboro or Beaverton rather than Aloha-Reedville where there are no significant employment concentrations outside of the commercial corridors (with the Intel campus being an exception). However, small supplier firms or startups that can take advantage of the study area's central location between Hillsboro and Beaverton could be attracted to the area. These could include food production, cabinet or furniture manufacturing, apparel manufacturing, businesses associated with existing firms west of Portland such as parts suppliers, or other small-scale production.
- Specifically, the town center area (currently identified at SW 185th and TV Highway) will require a concerted effort if it is to achieve the Metro 2040 Growth Concept's targets attributable to town centers. While this area is well located to serve the greater Aloha-Reedville area and has good transportation access, it will not likely redevelop intensely on its own.
- These efforts indicate a need for collaboration with surrounding communities and employers to integrate Aloha-Reedville with Hillsboro's and Beaverton's economic development strategies.
- Multimodal transportation connectivity (bike, pedestrian, auto, and transit) will be key to achieving multiple objectives. It will provide better access to services for neighborhoods, it will provide better access to regional jobs for tomorrow's families, and it will help reduce household transportation costs, an important factor in overall housing affordability.
- The pool of available public resources is shrinking. Public funding for infrastructure projects, for revitalization, housing, and for services is shrinking, yet demands and needs continue to grow. Aloha-Reedville will need to carefully plan and leverage available resources in order to secure them in the first place and maximize their impact over time.
- Without intervention, the Aloha-Reedville community will likely remain as it is, with continued decline in market opportunities, particularly in relation to existing surrounding areas and expected growth areas.

Strategy and Recommendations

Given what has been heard from the community, the issues described above, and the planning work accomplished to date, this section sets forth a set of recommendations to improve economic conditions in the Aloha-Reedville area. The strategies recognize that the future will not look like the past—growth in Aloha-Reedville will be slower, it will be more concentrated in infill and redevelopment, and it will be shaped by major economic and demographic trends.

Economic Development Implementation and Planning

Many of the actions identified during this study and desired by the community *will not happen on their own. In order for projects to be realized, they need an implementing body with the knowledge, budget, and authority to carry them out.* An economic development implementation organization can take many forms, but no matter the form, the organization should be charged with implementing the actions needed to achieve the envisioned future community, as expressed by the residents of Aloha-Reedville throughout this study.

For a truly sustainable implementation program to be successful, and one that effectively leverages projects across different disciplines, a management structure must be in place to coordinate projects, communicate with stakeholders, and support implementation.

The term "economic development implementation" can have a number of meanings. While it can often mean actively recruiting businesses to a targeted area, it can also mean simply coordinating the activities and investments of many different players, which is the meaning used here. An example list of activities and services that could fall within the purview of an economic coordination and implementation structure includes:

- Development, monitoring, and implementation of economic development vision and work plan.
- Grant writing.
- Marketing, branding, and promotion.
- Forming and facilitating partnerships (public-private, public-public, and private-private).
- Identification of funding sources.
- Joint venture and sharing of resources on projects.
- Event planning and coordination.
- Representing the community in policy, multi-jurisdictional, and regional issues.
- Land acquisition and assembly.
- Project/property development and redevelopment.
- Planning/managing/administering storefront/façade improvement program.
- Potential role in identifying, designing, funding, and constructing streetscape and other public improvements.
- Possible participation in urban renewal planning, programming, and administration.

Washington County currently does not provide coordinated economic development implementation services, as that is typically a function of cities. Some of these services are provided for specific projects in the county by certain departments, but no single structure exists that would provide for dedicated implementation support for Aloha-Reedville across all of these disciplines. Furthermore,



it is county policy that resources (general fund dollars) not be spent on area-specific programs. This means that new funding must be found to support a program where the county would provide internal staff support for a coordinating implementation organization.

Currently, there is no funding or policy basis in place to support a county-led implementation organization. This may change in the future; therefore several models of implementation that could be considered are discussed in more detail in the *Economic Development Implementation and Planning, Issue Paper # 41*.

Vibrant Town Center

The community has identified five high use commercial centers that could be redeveloped to better suit the needs of the community and provide gathering places, create more housing opportunities, be a source of community pride, and serve as a place to take visitors. The area around the intersection of SW 185th Avenue and TV Highway is currently designated as a Town Center under Metro’s 2040 Growth Concept. Metro and Washington County have identified a need to prepare a long-range conceptual master plan for growth, development, and redevelopment of the town center over a long-term planning horizon—no such plan exists at this time. Therefore, to leverage this broader planning effort and because this particular location has a greater chance of attracting regional funding for implementation, the planning team developed an initial Framework Plan for the SW 185th Avenue and TV Highway area that can be the precursor to a more detailed Town Center Refinement Plan. The process used and the lessons learned at this location could be applied to the other commercial centers in the future.

Preparation of a town center plan, like many other community planning efforts, requires a time and resource-intensive process of research, alternatives development, public and stakeholder engagement, alternative selection, and preparation of an implementation strategy for carrying out the plan. Accordingly, the long-range planning for the SW 185th Avenue and TV Highway commercial area is being phased in order to capture as much momentum as possible from the Aloha-Reedville study. In this initial framework plan phase, the key foundation of the plan was established, including:

- The vision and desired outcomes for how the town center should look, feel, and function as it evolves over the next 20 to 30 years.
- The key concepts around which initial implementing actions and a more detailed, second-phase refinement plan would be based.
- Initial projects, actions, and partnerships to be pursued to initiate momentum toward realizing envisioned growth.

Detailed information can be found in the *SW 185th Avenue and TV Highway Commercial Area Framework Plan*, which is included as part of the final package of documents of the Aloha-Reedville Study and Livable Community Plan. Ideally an economic development organization would be responsible for taking charge of the plan, seeking funding for the refinement plan and implementation of the action items suggested in the plan. Unfortunately, the county has not designated any such organization or seed funding to carry out these action items at this time. At a minimum this will require some staff time to pursue grant funds for the Town Center Refinement Plan.

Urban Renewal

Urban renewal can be a powerful tool for economic development and redevelopment in a specific area. It provides a funding mechanism and an organizational structure for implementation that facilitates a sustainable implementation structure for up to 20 years. While urban renewal is typically initiated by cities, it is legal and possible for a county to create an urban renewal area. Clackamas County provides a good example of an Oregon county that has done this.

Several interviews were conducted along with a high level analysis of a potential urban renewal area in Aloha, which is discussed in detail in the *Urban Renewal Issue Paper #37*. At this time the county is not considering the creation of an urban renewal area. However, should the county decide to explore urban renewal in the future this issue paper provides a starting point for reopening that discussion. Additionally, there are grants that could potentially be used to conduct a detailed feasibility study and to create the plan and report that forms an urban renewal area, which are also mentioned in the issue paper.

Funding Tools

Many of the changes desired by the Aloha-Reedville community, such as the revitalization of TV Highway, new sidewalks, lighting improvements, more diverse and affordable housing types, open spaces, connections, and other projects require funding not currently available in the county’s budget. Under current policy, the county will not use funds to the advantage of one specific area like Aloha-Reedville without considering the impacts to the rest of the unincorporated county. Therefore, additional funding sources will need to become available if identified projects are to move forward. *The Funding Tools Issue Paper #36*, discusses a robust package of tools that could be used for specific projects in Aloha-Reedville without tapping into county-wide funding.

Funding should not be an afterthought to the planning process. The discussion of funding options should happen concurrently with the discussion of potential projects – a parallel track. It is critical to connect plan elements to potential funding sources so that planners and the community have a realistic understanding of what projects are possible, and on what timeline. It is for this reason that this discussion on funding tools has been part of the discussion since the beginning.

Given the issues facing Aloha-Reedville and the funding shortfalls facing the region and nation, it will be critical to combine multiple funding tools into packages and to complement them with partnerships tailored to the specific projects the community decides to pursue. All project funding strategies will require dedicated community leadership, public and private organizational capacity, and time investments from county staff and community residents.

Especially in the current economic climate, funding is a challenge. Many of the funding tools currently being used are already committed to other projects (if not overcommitted). At the federal level, many funding programs, especially for housing, have suffered significant budget cuts over the past few years and some may be in danger of losing funding completely. Therefore, it is critical to consider the following points during the discussion of funding tools:

- **Projects will be interlinked.** Transportation supports housing and economic development, and vice-versa. Funding packages will similarly be interlinked, and in many cases, funding tools will support multiple project types, leveraging one project with another, requiring funding packages, not just single tools.



- **Leverage funding.** Coordinating and interlinking projects will help to leverage public and private funding tools and increase competitiveness in grant applications. Plus – it's just good business, good government, and a reality of the new normal: doing more with less.
- **Objective criteria.** It is critical to have a set of objective criteria by which to identify the high-priority projects that should receive the limited available funding. Projects should be evaluated on criteria such as job creation, housing support, leveraging capacity, connection to other projects, community support, developer interest, and many others.

Funding tools will be needed for several types of investments including affordable housing, transportation and mobility improvements, and economic development and revitalization.

Concurrent Issue Papers

Each department is working on a set of issue papers which will be brought forward to the County Board of Commissioners in early 2014. Whereas the strategies discussed above will require long-term and ongoing implementation, this section discusses short-term actions that will advance economic development in the area and briefly explains the importance of each.

Transportation

There are numerous issue papers regarding transportation, such as addressing crossing improvements, accessways, completing major streets, and coordination with the TV Highway Corridor Plan developed by ODOT. Additionally, there are two concurrent plans underway addressing transportation needs: The Bike and Pedestrian Plan and The Corridor and Streetscape Plan. All of these will have strong economic development benefits for Aloha-Reedville, especially where funding and construction of road projects can be leveraged to provide additional amenities such as gateways, street lighting, and streetscape improvements, or they at least set the stage for these improvements in the future.

Housing

There are also several issue papers regarding housing, and a Housing Equity Plan is currently underway. These can have economic development benefits, especially where mixed-use projects can be encouraged in commercial areas or where ADUs can be allowed to increase the diversity of housing products. Infill and mixed-use housing developments help support existing businesses and can be used to help revitalize and invigorate deteriorating commercial corridors.

Land Use

There are also several issue papers regarding land use. Actions to help reduce regulatory barriers, such as allowing farmers markets in more locations with lower costs, or to allow mixed-use projects to increase the variety of housing, will be particularly beneficial to economic development in the area. Interviews with developers and property owners surfaced several concerns regarding the clarity of regulations, ease of permitting, and cost of infrastructure improvements. Existing market conditions in Aloha-Reedville make the financial feasibility of (re)development difficult, so any changes that help reduce barriers and streamline the permitting process will help reduce costs and make development more likely to occur.

Conclusion

Implementation of the housing, land use, economic development, and transportation goals of the Aloha-Reedville Study and Livable Community Plan all can be viewed under a common lens of enhancing quality of life, which is in itself a fundamental part of economic development. From a jobs and investment perspective, this study has identified several areas where housing, transportation, and land use changes could enhance opportunities for redevelopment and investment in Aloha-Reedville's commercial centers and corridors in ways that provide a greater range of amenities to serve existing and future residents. The strategic recommendations noted here, when combined with the specific actions in the land use, transportation, and housing issue papers, will help lay the groundwork for a broad-based implementation effort that removes barriers to investment, addresses immediate needs for safety and landscape improvements, and allows Aloha-Reedville to "get ready" for future growth and demographic change.



CORRIDOR AND TOWN CENTER LAND USE AND STREETScape IMPROVEMENT PLAN

Executive Summary

This plan focuses on actions to promote walkable (easy and safe walking access to goods and services), pedestrian-friendly streetscapes within the Metro-designated Aloha Town Center at the intersection of Tualatin Valley (TV) Highway and 185th Avenue, and along the TV Highway corridor. The Aloha Town Center and TV Highway are primarily auto-oriented, and as a result, existing streetscapes within the area lack many of the characteristics that make for a pedestrian-friendly environment. In addition, the county development standards that apply within the area do not promote the development of pedestrian-friendly streetscapes, and contain barriers to provision of the residential density allowed by the Community Development Code (CDC) that could support transit.

Numerous comments during the public involvement process expressed support for greater walkability within this area, development standards that would contribute to a more pedestrian and bicycle-friendly environment, and support for transit. A significant benefit of the U.S. Department of Transportation (DOT) TIGER II Planning Grant, U.S. Department of Housing and Urban Development (HUD) Community Challenge Planning Grant, and Metro Construction Excise Tax (CET) Grant awards is that they provided the opportunity to consider national examples of best practices for pedestrian-friendly streetscapes and incorporate those into the recommendations for the Aloha-Reedville Study Area.



Figure 2.1: Pedestrian Streetscape

The pedestrian streetscape contains both public right-of-way elements (such as sidewalks and street trees) and private property elements (such as building setbacks and parking area landscaping).

Staff examined examples of best practices and developed recommendations to address pedestrian streetscape issues for a compact central portion of the town center at the intersection of Tualatin Valley (TV) Highway and 185th Avenue, including the portions of TV Highway and Alexander Street lying between 178th and 192nd Avenues (see Map 2.2). Although the recommendations are tailored to this focus area, they could also be applied to other corridors and commercial centers in the Aloha-Reedville Study Area, and elsewhere in the urban unincorporated county.

Staff's recommended actions for pedestrian-friendly streetscapes fall into two categories: 1) public right-of-way improvements, studies and plans; and 2) changes to county policies and development standards that would result in more pedestrian-friendly streetscapes when development or redevelopment occurs. These recommended actions, described in more detail in the subsequent section [Recommended Actions](#), include:

Public Right-of-Way Improvements, Studies & Plans

- Coordinate with Oregon Department of Transportation on TV Highway improvements including:
 - › Filling sidewalk and bike lane gaps from 192nd to 178th Avenues
 - › Adding street lighting from 192nd to 178th Avenues
 - › Designing and installing pedestrian, bicycle and safety improvements at the 185th Avenue intersection
 - › Adding a pedestrian crossing at the 192nd Avenue intersection
 - › Enhancing the appearance and function of raised traffic separators and islands that are planned for TV Highway at the 192nd Avenue intersection between 187th and 182nd Avenues.
- Upgrade street lighting on 185th Avenue from Alexander Street to Blanton Street.
- Develop a Streetscape Plan for the designated town center area as a follow-up to a future SW 185th Avenue & TV Highway Commercial Center Refinement Plan, including:
 - › Developing a customized streetscape design for Alexander, with consideration of pedestrian friendly amenities and measures to preserve existing trees in the right-of-way
 - › Conducting a signalization study at Alexander's intersection with 185th Avenue
 - › Designing a TV Highway streetscape demonstration project between 192nd and 178th Avenues.
- Participate in, or lead, a multi-jurisdictional High Capacity Transit (HCT) study along TV Highway.

Proposed Changes to County Policies and Development Standards

- As part of the Transportation System Plan (TSP) update, apply a “Pedestrian Oriented Street Overlay” to TV Highway between 192nd and 178th Avenues, 185th Avenue between Johnson and Blanton Streets, Alexander Street between 192nd and 178th Avenues, and 192nd and 178th Avenues between Alexander Street and TV Highway. The overlay would provide policy guidance for the location and type of desired pedestrian amenities in these areas, and would serve as a basis for future amendments to the county’s development regulations.
- Amend county development regulations (such as the CDC) to add regulations requiring the installation of pedestrian amenities (both within and outside of the Aloha-Reedville Study Area) that are described in the TSP.
- Amend the CDC to reduce the minimum required 20-foot front building setback in the Community Business District (CBD) designation. (Properties within the Aloha-Reedville study area that have a CBD designation include all properties within the area bounded by TV Highway to the south, Alexander Street to the north, 209th Avenue to the west and 170th Avenue to the east; as well as the Bales Thriftway commercial center at the northwest corner of Kinnaman Road and Farmington Road).
- Amend the CDC to remove existing barriers to residential development on properties having a CBD designation. These amendments would include allowing residential and mixed-use as Type II uses and removing or modifying the requirement for setting aside 20 percent of the site area as open space.

- As part of a future SW 185th Avenue & TV Highway Commercial Area Refinement Plan, examine the feasibility of amending the CDC to add other requirements to improve the pedestrian streetscape within the area. Potential requirements may include:
 - › Maximum (build-to) front setbacks for buildings
 - › Building entrance locations facing the sidewalk and street
 - › Window area minimums for street-facing building facades
 - › Landscape buffers between sidewalks and parking areas
 - › Limiting locations of vehicle parking areas to the side and rear of buildings
- As part of a future SW 185th Avenue & TV Highway Commercial Area Refinement Plan, examine mitigation opportunities (including potential CDC amendments) to address the negative impacts to place-making that may result from the future widening of the TV Highway and 185th Avenue intersection.

Streetscape

Streetscape can mean the entire cross section of a roadway from the building façade on one side of a street to the façade on the other. That includes the roadway – travel lanes, turning lanes, parking, bike lanes plus curbs, sidewalks, planter strips, street furniture (benches, bike racks, etc.), street trees and street lights.

For this plan it is limited to the space between the curb (public property including sidewalks, street lights and street trees) and the building façade (on private property and including landscaping, paved walkways and/or vehicle parking areas between the front lot line and the façade.)





Introduction

This plan is one of five plans and strategies that collectively make up the Aloha-Reedville Study and Livable Community Plan. This plan is organized into several sections:

- The [Executive Summary](#) provides an overview of the plan and staff’s recommended actions.
- This [Introduction](#) section introduces the plan;
- The [Existing Conditions and Planned Modifications](#) section summarizes the existing county land use designations, land uses, pedestrian streetscape conditions and planned modifications within the focus area;
- The [Pedestrian Streetscape Issues](#) section describes the pedestrian streetscape issues present within the focus area;
- The [Policy Context and Related Plans](#) section graphically shows the relationship between this plan, other concurrent plans, and other Aloha-Reedville plans and strategies;
- The [Recommended Actions](#) section describes staff’s recommended actions to address the identified pedestrian streetscape issues;
- The [Focus Area Background](#) section provides relevant historical background information about the focus area.

This plan focuses on land use and design considerations for a pedestrian-friendly streetscape that supports future high capacity transit (HCT).

This plan addresses Goal 4 of the Aloha-Reedville study: *Provide a land use basis for optimal mobility and transit service along identified corridors, including consideration of future high capacity transit (HCT) planning along Tualatin Valley Highway.*

Goal 4’s associated objectives are:

- Establish preferred design concepts for key intersections along TV Highway that integrate pedestrian, bicycle and transit needs.
- Provide an appropriate, culturally-inclusive pedestrian environment for the Metro 2040 Growth Concept Plan designated Aloha Town Center area¹.
- Consider several land use and transportation alternatives for achieving HCT objectives and thresholds, including modified zoning along TV Highway.

Goal 4 and its objectives are concerned with pedestrian, bicycle and transit needs along TV Highway. However, the bicycle, motor vehicle and transit needs for the TV Highway corridor are largely addressed by a separate planning effort (the TV Highway Corridor Plan, completed by Oregon Department of Transportation - ODOT and City of Hillsboro) and by other components of the Aloha-

“TV Highway needs better land use coordination. It’s difficult to walk to destinations when they are set back so far.”
– Survey response, 11/02/11

“What we need are more local-oriented districts where people can easily walk or bike from their homes/apartments to small locally owned shops clustered together in higher density neighborhoods.”
- Survey Monkey response, 5/16/12

Reedville Study and Livable Community Plan, including the Pedestrian and Bicycle Plan and the Transit Service Enhancements Issue Paper. Readers interested in actions to address bicycle, motor vehicle and transit needs along TV Highway should refer to those documents. This plan’s analysis and recommendations for pedestrian-friendly streetscape will complement the analyses of bicycle, motor vehicle and transit needs provided by the above documents.

A large amount of citizen feedback received from open houses, surveys and the Citizen Advisory Committee (CAC) work group focused on pedestrian and bicyclist safety issues due to a lack of sidewalks and street lighting throughout the study area, with one particular area of concern being TV Highway. Supportive comments were received for development standards that would contribute to a pedestrian and bicycle friendly environment, for the idea of concentrating development (including residential development) within “town centers²”, and for promoting density that will support cost-effective and efficient public transit.

The specific focus area for this plan is a compact central portion of the larger Metro designated Aloha Town Center in the vicinity of the 185th Avenue / TV Highway intersection. This focus area, which is also the subject of the SW 185th Avenue & TV Highway Commercial Center Framework Plan, corresponds with a 1/4-mile “pedestrian shed” radius east and west of the 185th/TV Highway intersection. The boundaries of the town center and the focus area are shown in Map 2.1.

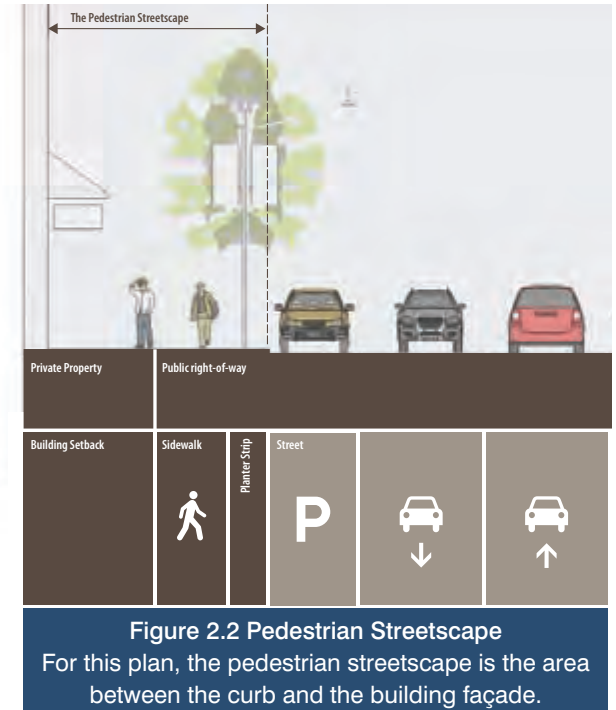


Figure 2.2 Pedestrian Streetscape
For this plan, the pedestrian streetscape is the area between the curb and the building façade.

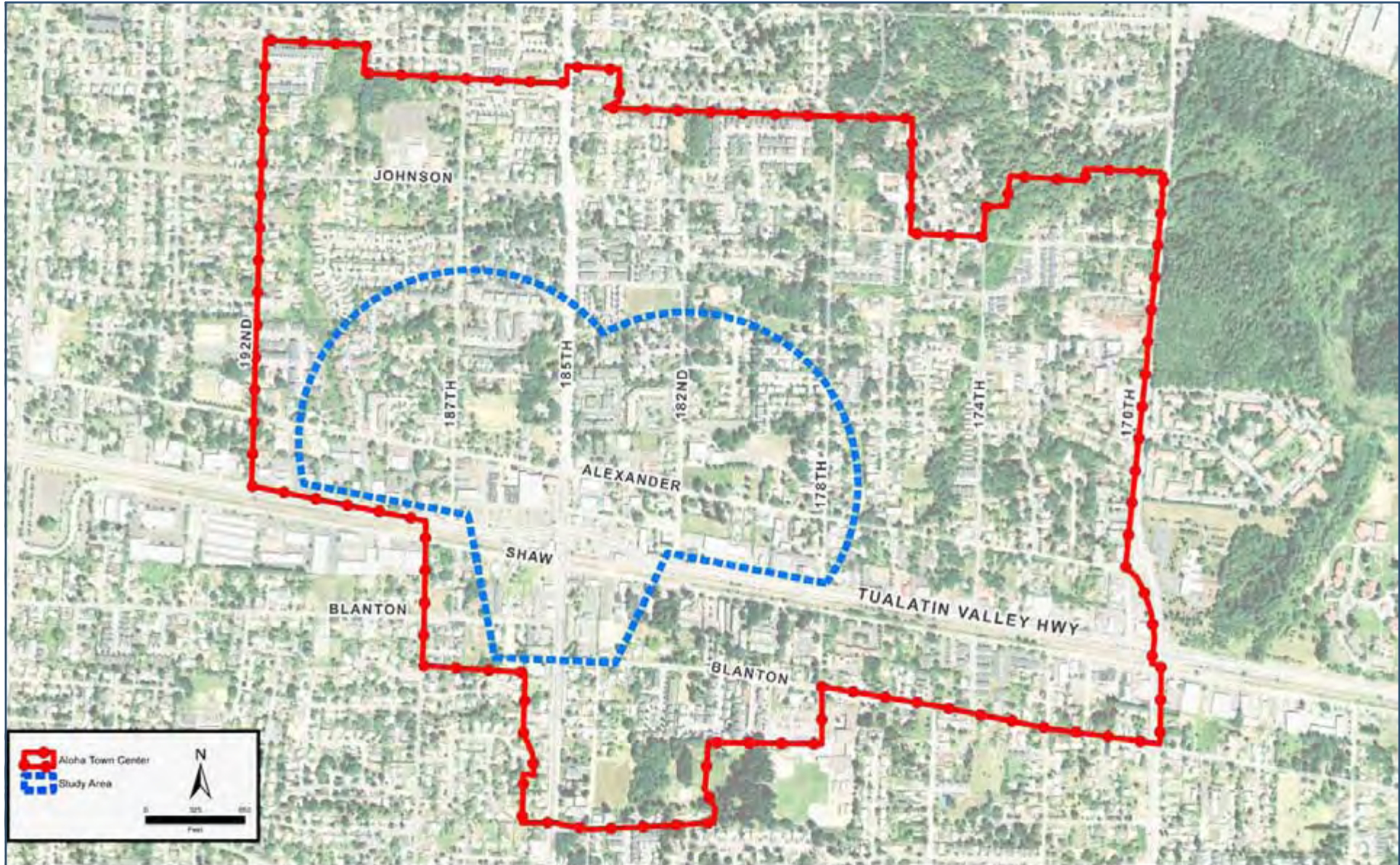
Pedestrian Shed

The ¼-mile radius is commonly used in planning efforts to describe the distance most people are willing to walk to get to services, jobs, or shopping. (1/4 mile equates to a 5-minute walk.) The distance increases up to 1/2-mile to get to a major transportation stop.

The focus area includes the portions of TV Highway and Alexander Street lying between 178th and 192nd Avenues. This plan will examine streetscape issues for both of these streets. Alexander Street in particular has the potential to redevelop as a walkable (and bicycle friendly) “main street” with a mix of residential and commercial uses and pedestrian/bicycle amenities.

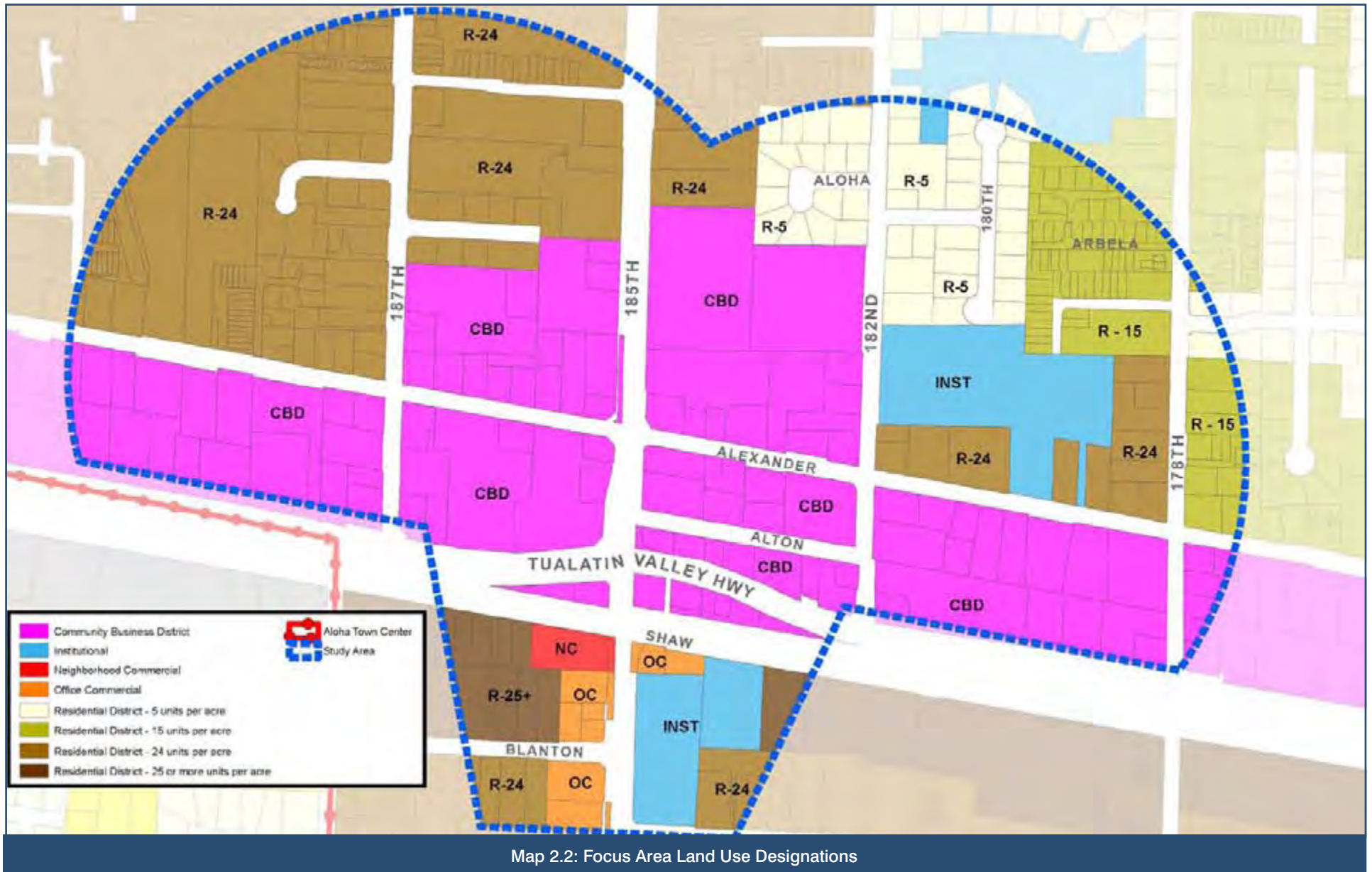
¹ See the Focus Area Background section of this strategy for more information on the Metro 2040 Growth Concept Plan designated Aloha Town Center.

² Refer to “SW 185th Avenue & TV Highway Commercial Area Framework Plan” for additional information.



Map 2.1: Aloha Town Center and Focus Area Boundaries

Some important benefits of the DOT TIGER II Planning Grant, HUD Community Challenge Planning Grant, and Metro CET Grant awards were the ability to consider national best practices in the development of recommendations to address pedestrian streetscape issues in Aloha-Reedville, and to build relationships with other jurisdictions working toward similar goals. Based on an examination of existing pedestrian streetscape conditions and regional and national best practices for pedestrian-friendly streetscapes, staff is recommending public right-of-way improvements within the focus area, as well as changes in county policy and development standards. These recommendations are actions that could be realistically implemented by Washington County in partnership with other agencies and organizations. Many of the recommended actions could be applied to other corridors and commercial centers, both within and outside of the study area, thus improving pedestrian streetscapes not only in Aloha-Reedville but also in other urban unincorporated areas of Washington County.



Map 2.2: Focus Area Land Use Designations

Existing Conditions and Planned Modifications

This section summarizes the county land use designations, existing land uses, pedestrian streetscape conditions and planned roadway modifications within the focus area. A majority of the focus area is located north of TV Highway, with a smaller portion located south of the highway. The locations of the land use designations within the focus area are shown in Map 2.2.

Land Use Designations

As can be seen in Map 2.2, on the north side of TV Highway, the area between TV Highway and Alexander Street is comprised of properties having Community Business District (CBD) land use designations. The CBD designation allows commercial uses, higher-density residential uses and mixed-uses. For most proposed commercial uses in the CBD District, the Community Development Code (CDC) requires a Type II (administrative) land use application process. However, for higher-density residential and mixed-uses, the CDC requires a Type III (public hearing) process and requires compliance with the Planned Development standards that include requiring the development site to have a minimum of 20 percent open space and active recreational facilities.

North of Alexander Street, properties have residential designations corresponding to high density (R-24), medium density (R-15), and low density (R-5), and one property has an Institutional (INST) designation.

The small portion of the focus area on the south side of TV Highway includes one property with a Neighborhood Commercial (NC) designation, approximately six properties with an Office Commercial (OC) designation, two properties with an Institutional (INST) designation, and approximately 13 small properties (0.5 acres or smaller) with high density residential designations (R-24 and R-25+).

Land Uses

This land uses summary is largely based on information from aerial photos and assessment and taxation records, supplemented by site visits.

The land uses of the CBD properties fronting on the north side of TV Highway are retail and service establishments such as stores, medical offices and fast-food outlets, and much of the building stock is older. Along the south side of Alexander Street within the focus area, some of the CBD properties are occupied by small businesses housed within buildings that appear to be converted residences. Many CBD properties still contain single-family dwellings constructed in the 1970's or earlier (Note: none of the properties along the south side of Alexander Street within the focus area are identified as a historic resource in the county's Historic and Cultural Resource Overlay District). Therefore, significant redevelopment potential exists along the south side of Alexander Street.

The properties along the north side of Alexander Street between 182nd and 187th Avenues are also designated CBD. Of these, the properties between 182nd and 185th Avenues are mostly developed with medical office buildings and other uses, and have little redevelopment potential. In contrast, the properties between 185th and 187th Avenues contain older single-family dwellings offering significant redevelopment potential in that area.

North of Alexander Street the R-24 properties are variously developed with apartments, townhomes,

and single-family dwellings constructed in the 1970's and earlier. The R-15 properties are developed with townhomes and single-family dwellings. The R-5 properties are developed with single-family dwellings. The INST property is developed with a church.

On the south side of TV Highway, the NC property at the southwest corner of Shaw Street and 185th Avenue is vacant. The OC properties along 185th Avenue and at the southeast corner of Shaw Street and 185th Avenue are developed with a variety of retail, service, and office uses (carpet store, auto transmission repair, restaurant/tavern, and office buildings). The INST properties are developed with the Aloha post office and a church. The R-24 and R-25+ properties are variously developed with single-family dwellings constructed in the 1940's and 1950's, apartment buildings constructed within the last 15 years, and commercial uses.

Pedestrian Streetscape Conditions

Pedestrian streetscape conditions in the focus area, particularly along Alexander Street and vicinity, were summarized in the existing conditions analysis of the Alexander Street Project General Design Plan (2011). The conditions include a lack of continuous sidewalks along many of the roads within this area and numerous abrupt ends to some sidewalks with no transition to surrounding grades (in some cases resulting in 4- to 6-inch unmarked drops from the end of sidewalks to the adjacent grades). In addition, pedestrian amenities such as benches, street lights and street trees are largely absent in the focus area.

Within the private property portion of the pedestrian streetscape (extending from the front property line to the street-facing building façade) it is notable that many properties fronting TV Highway have their buildings set back 50 feet or more from the front property line and the sidewalk. As a result of this building placement, pedestrians on the sidewalk are separated from building entrances by large expanses of parked vehicles and/or pavement.



Commercial building with a large setback from the sidewalk and street in SE Portland.

Planned Roadway Modifications

The TV Highway Corridor Plan (TVCP) describes modifications to the TV Highway /185th Avenue intersection that are intended to improve traffic and transit flow, and which are planned to occur within the next 15 years. These modifications are the addition of two left turn lanes to TV Highway both eastbound and westbound, and to 185th Avenue both northbound and southbound.

Furthermore, potentially more than 15 years into the future, the addition of two right turn lanes (one eastbound and one westbound) are planned for TV Highway, as well as one westbound Business Access and Transit (BAT) lane.



Taken together, these changes are likely to significantly increase the right-of-way width of the TV Highway / 185th Avenue intersection in all directions. Each leg of the intersection is likely to have a total of 6 to 8 vehicle lanes plus one or more bike lanes, and a right-of-way width of between 100 and 132 feet. Additional design and engineering work will be needed to determine the exact dimensions and impacts of these intersection improvements.

Pedestrian Streetscape Issues

Based on the conditions described above, the focus area has numerous pedestrian streetscape issues. These issues fall under two broad categories: issues with the developed right-of-way and planned modifications, and issues with county policies and development standards that apply to the right-of-way and private property. The specific issues within each category are described below.

Issues with the Developed Right-of-Way and Planned Modifications:

- There are notable gaps in pedestrian facilities within the focus area including lack of continuous sidewalks, abrupt ends of some constructed sidewalks, and lack of street lighting. Lack of sidewalks and lack of street lighting throughout the Aloha-Reedville Study Area were identified as significant safety issues by many community members, including members of historically under-represented communities.³
- The Washington County Transportation System Plan (TSP) is the primary document addressing attributes of roads, sidewalks, bike lanes, etc. The TSP designates the entire Aloha Town Center as a “Pedestrian District” and describes desired pedestrian amenities within the district. However, the town center and the focus area lack the pedestrian amenities described in the TSP’s Pedestrian District description, such as wider sidewalks, street trees, and benches.

- Along Alexander Street, the right-of-way width includes some mature trees that would contribute to an attractive pedestrian streetscape; however a potential effect of future collector build-out could be the removal of these trees. Alexander Street needs a tailored streetscape design that could allow the retention of these trees.



The Alexander Street right-of-way includes mature trees.

- More public parking (beyond the current on-site parking requirements for specific land uses identified in the CDC) may be needed to support the goal of denser development adjacent to the TV Highway corridor. A public parking garage on private property would be one option to address this potential future need but would require significant funding, which is unlikely

under current market conditions. Another option for more public parking would be to allow on-street parking within the right-of-way of specific streets, such as Alexander Street. Providing on-street parking has the potential to improve the pedestrian streetscape in a couple of ways. First, it would provide a buffer between the sidewalk and vehicle traffic on the street, giving pedestrians on the sidewalk a greater sense of security. Second, on-street parking combined with reduced building setbacks and street-facing building entrances contributes to a walkable, “main street” character.

- Planned modifications to the TV Highway / 185th Avenue intersection will include the TVCP-recommended additions of dual left turn lanes to all four legs of the intersection within the next 15 years. Further in the future, two right turn lanes (one eastbound and one westbound) are planned for TV Highway, as well as one westbound Business Access and Transit (BAT) lane. While the intent of these future modifications is the improvement of traffic and transit flow, they will also significantly increase the width of the TV Highway and 185th Avenue rights-of-way in the vicinity of the intersection. This will increase the separation of land at all four corners of the intersection, which will further divide the town center area and increase the difficulty of planning for a cohesive town center.

Issues with County Policies & Development Standards:

- As noted earlier, the TSP designates the entire Aloha Town Center as a “Pedestrian District” and describes desired pedestrian amenities within the district, such as wider sidewalks and street trees. However, the Pedestrian District amenities described in the TSP are not integrated into any of the county’s implementation documents. As a result, the TSP’s Pedestrian District language lacks “teeth”. There are no county regulations that require installation of any Pedestrian District amenities when future development and/or public street improvements occur within the focus area.
- The TSP designates Alexander Street as a “Streetscape Improvement Area” between 170th and 198th Avenues, and designates several of the north-south streets between TV Highway and Alexander Street as “Streetscape Improvement Areas.” However, the TSP does not describe what improvements should occur within these areas, so the designation has no utility even as a policy guideline.
- The CDC development standards that apply to the CBD properties fronting TV Highway and Alexander Street are not conducive to pedestrian-friendly streetscape development. For example, along TV Highway many buildings are set back a significant distance (50 feet or more) from the street, with parking located between the sidewalk and the front of the building. The CDC standards for the CBD designation promote this pattern by requiring a minimum front building setback of 20 feet. The unfortunate result is large separation distances between building front entrances and sidewalks creating unappealing pedestrian streetscapes.

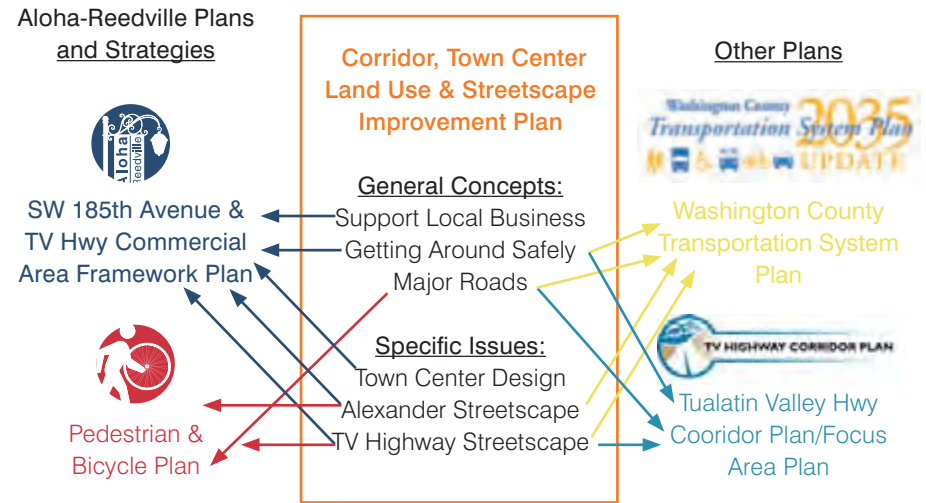


- Conversely, the current requirement for a minimum 20-foot front building setback limits the ability to develop / redevelop CBD properties along the south side of Alexander Street, many of which are wider than they are deep. Some of these lots are less than 100 feet deep, which may not allow them to comply with the minimum 20-foot front setback for buildings while also accommodating other site needs such as parking. Reducing the minimum front building setback would provide greater development flexibility for these properties by allowing a wider variety of building locations on a lot.
- The placement of buildings close to the sidewalk is one significant element of a pedestrian-friendly streetscape, but there are several others that should be considered. These include requiring building entrances to face the street, requiring a minimum amount of window area on street-facing building facades, prohibiting the location of vehicle parking areas between buildings and sidewalks, and requiring landscape buffers between parking areas and sidewalks. The current CBD designation standards include none of these development requirements.
- High-density residential and mixed-uses are included in the CDC's list of land uses that may be allowed within CBD areas. However, to date, minimal high-density residential and mixed-use development has occurred in the CBD area north of TV Highway. Based on discussions with developers, realtors, real estate development advisers and property owners, some CDC barriers to residential and mixed-use development in the area appear to exist. These barriers include a higher-cost application process and perhaps more significantly, mixed-use and residential development standards for open space and recreational amenities that are difficult to achieve in an urban context. Removing barriers to high-density residential and mixed-uses in the CBD area along the TV Highway corridor increases the opportunity for private investment in this area, when such investment is supported by market conditions.
- One of the obligated outcomes to the federal grant-funding agencies is to maintain and increase the amount of affordable housing located near transit service, jobs and commercial areas. Reducing barriers to residential and mixed-use development within the CBD area north of TV Highway may facilitate the construction of housing affordable to a variety of community members within that area. In addition, the inclusion of residential and mixed-use development within this area is a key ingredient for economic vitality and the support of frequent transit along the TV Highway corridor.
- The Community Feedback Report from the Center for Intercultural Organizing (CIO) raised a concern about the potential for gentrification and displacement of poorer residents if barriers to private investment are reduced in the Aloha-Reedville Study Area. This is a valid concern. One approach to minimizing potential negative impacts (such as gentrification) that could result from changes to development code standards is providing the opportunity for all potentially affected stakeholders to participate in discussions about the proposed changes before decisions are made about the proposals. The county's existing ordinance process provides opportunities for stakeholder discussions on positive and negative impacts of proposed changes to development code standards before decisions are made.

- The county ordinance process includes public notification which lists the date, time and location of the Planning Commission and Board of Commissioners hearings on the ordinance. Notifications are placed on the county's website and in the Oregonian and Hillsboro Argus newspapers, and are mailed to the Citizen Participation Organizations (CPOs). In addition, community members and stakeholders can e-subscribe to receive emailed notifications about ordinances, free of charge. Lastly, community members and stakeholders can subscribe to receive mailed notifications about ordinances, for a fee of \$8.00 per year.

Policy Context and Related Plans

This Corridor, Town Center Land Use & Streetscape Improvement Plan addresses three general concepts - Support Local Business, Getting Around Safely, and Major Roads – as well as specific town center design issues, and streetscape issues for TV Highway and Alexander Street. As shown in the diagram below, other concurrent plans and other Aloha-Reedville plans and strategies also address these concepts and issues from different perspectives.



Recommended Actions

The following proposed actions address the land use and pedestrian streetscape issues identified by the project team and Aloha-Reedville citizens, as well as Goal 4 and its associated objectives. The actions fall into two groups: public right-of-way improvements, studies and plans, and changes to county policies and development standards.

Public Right-of-Way Improvements, Studies & Plans

Many of these are broad-based, multi-modal actions that address improvements for bicycle, motor vehicle and transit movement as well as pedestrian streetscape issues. All actions involving TV Highway require coordination with ODOT. Most are estimated to be near-term actions (occurring within the next one to 6 years). Item #3 would follow a future Aloha Town Center Refinement Plan, so it may be a mid-term action (within the next 10 years).



ADDENDUM B: CORRIDOR AND TOWN CENTER LAND USE AND STREETScape IMPROVEMENT PLAN

- Coordinate with ODOT on the following TV Highway improvements:
 - › Fill sidewalk and bike lane gaps from 192nd Avenue to 178th Avenue.
 - › Add street lighting from 192nd to 178th Avenues. (Follow-up improvements in subsequent years could include enhancement of the street light fixtures with banners or other decorative features – a potential community led action.)
 - › Design and install pedestrian, bicycle and transit safety improvements at the 185th Avenue intersection. These include pedestrian countdown signals, a reconfiguration of the south-east “porkchop-shaped” island, and moving the westbound bus stop to the west side of the intersection.
 - › Add a pedestrian crossing at TV Highway’s intersection with 192nd Avenue.
 - › Enhance the appearance and function of raised traffic separators and islands that are planned for TV Highway at the intersection with 192nd Avenue, and between 187th and 182nd Avenues. Potential enhancements, subject to ODOT review, may include gateway features and public art, decorative pavers and landscaping.
- Upgrade street lighting on 185th Avenue from Alexander to Blanton Streets.
- Develop a Streetscape Plan for the Aloha Town Center as a follow-up item to a future SW 185th Avenue & TV Highway Commercial Center Refinement Plan to include the following:
 - › Develop a customized streetscape design for Alexander Street, to include a street cross section and design standards. The streetscape design will consider pedestrian-friendly amenities and measures to preserve existing mature trees within the right-of-way. The feasibility of providing on-street parking will be examined as part of this project. The project will occur in phases, with the likely first phase being the development of a streetscape vision (including community members and business district involvement).
 - › Design an Alexander Street streetscape demonstration project.
 - › Conduct a signalization study at Alexander Street’s intersection with 185th Avenue.
 - › Design a TV Highway streetscape demonstration project between 192nd and 178th Avenues, potentially including wider sidewalks and trees.
- Participate in, or lead, a multi-jurisdictional High Capacity Transit (HCT) study along TV Highway.

Proposed Changes to County Policies & Development Standards

Most of these are potentially near-term actions that could occur within the next one to six years. Actions tied to the future SW 185th Avenue & TV Highway Commercial Center Refinement Plan will likely have a longer timeline. The changes will promote more pedestrian-friendly streetscapes when development or redevelopment occurs.

- As part of the TSP update, apply a proposed new “Pedestrian Oriented Street Overlay” to several street corridors within the Aloha Town Center. This overlay would be applied to TV Highway between 192nd and 178th Avenues, 185th Avenue between Johnson and Blanton Streets, Alexander Street between 192nd and 178th Avenues, and the segments of 192nd and 178th Avenues between Alexander Street and TV Highway. The overlay would consolidate

several current pedestrian-related designations in the TSP (Regional Street Design Overlays, Streetscape Improvement Area) and would provide specific policy guidance for the location and type of desired pedestrian amenities. The policy guidance of the Pedestrian Oriented Street Overlay will serve as a basis for amendments to development implementation documents such as the CDC.

- Amend county development regulations (such as the CDC) to add regulations that require installation of pedestrian amenities described in the TSP’s current Pedestrian District and proposed Pedestrian Oriented Street Overlay language.
- Amend the CDC to reduce the minimum 20-foot front building setback requirement in the CBD designation. This action will allow (but not require) the placement of buildings closer to the street, a key element in fostering a pedestrian-friendly streetscape. This action will also grant additional development flexibility to CBD properties along Alexander Street that may not have sufficient lot depth to comply with the current 20-foot building setback requirement.
- Amend the CDC to remove existing barriers to the development of residential and mixed-uses on properties having a CBD designation. Specific changes could include allowing these types of developments to be processed as Type II land use applications and removing or modifying the requirements for setting aside 20 percent of the site as open space and for providing active recreational facilities.
- Examine the feasibility of amending the CDC to add other requirements that could improve pedestrian streetscapes in the focus area. This action would involve outreach and discussion with area property owners and stakeholders and could occur as part of a future SW 185th Avenue & TV Highway Commercial Center Refinement Plan. Work on the Refinement Plan may occur in the near- to mid-term, depending upon funding availability and Washington County Board of Commissioners’ prioritization. Potential standards to consider include requiring:
 - › Maximum (build-to) front setbacks for buildings;
 - › Building entrance locations facing the sidewalk and street;
 - › Window area minimums for street-facing building facades;
 - › Landscape buffers between sidewalks and parking areas; and
 - › Limiting the locations of vehicle parking areas to the side and rear of buildings.
- As part of the future SW 185th Avenue & TV Highway Commercial Center Refinement Plan, examine mitigation opportunities (including potential CDC amendments) to address the negative impacts to place-making that will result from the future widening of the TV Highway and 185th Avenue intersection.



Focus Area Background

The focus area for this plan is the central portion of the Aloha Town Center, which includes substantial segments of TV Highway and Alexander Street. Relevant historical background on the Aloha Town Center, TV Highway and Alexander Street components of the focus area is summarized below.

In 1933, the Oregon Department of Transportation (ODOT) published a set of plan drawings and cross-sections for a proposed state highway between Beaverton and Hillsboro (the future TV Highway).

On July 12, 1965, an ODOT photo of the TV Highway / 185th Avenue intersection showed that TV Highway was a constructed 4-lane road at that time, with more of a rural “main street” appearance in the vicinity of the intersection. Contributing to its “main street” appearance was the fact that on-street parking existed along both sides of the road, and most of the building facades were located close to the road (many of these buildings no longer exist). However, the Aloha Villa Shopping Center illustrates an early sign of the auto-oriented strip pattern that would subsequently come to dominate TV Highway, with a significant building setback from the highway and a large parking lot with 4 rows of auto parking located between the building façade and the highway.

On May 21, 1985, Access Management Plan (AMP) requirements were adopted for TV Highway via Ordinance 292 (these requirements are still in effect). The AMP requirements apply to the portion of the TV Highway corridor lying between 170th and 209th Avenues, from Alexander Street to the railroad right-of-way on the south side of TV Highway. They allow individual direct highway access for all existing single-family residences along the highway, and for non-residential properties with frontages equal to or greater than 150 feet.

Also on May 21, 1985, the land use designations of two segments of the TV Highway corridor were changed from Office Commercial (OC) to Community Business District (CBD) via Ordinance 294. The two affected areas, both located between TV Highway and Alexander Street, were the area stretching from 170th Avenue to 178th Avenue, and the area stretching from 192nd Avenue to 209th Avenue.

On June 4, 1985, the Board of County Commissioners approved Resolution & Order (R & O) 85-125. This R & O described the Board direction for Alexander Street and several other streets within the area bounded by Alexander Street, TV Highway, 170th Avenue and 215th Avenue. The R & O noted that Alexander Street was designated as a local road but was likely to receive additional trips due to changes along TV Highway, and that it was the Board’s intent to consider changing Alexander Street’s designation to Major Collector as part of the 1985/86 Transportation Plan (TSP) update process. Accordingly, Alexander Street’s designation was changed to a collector as part of the subsequent TSP update, and it continues to be designated as a Collector street.

In 1995, Metro (the Portland metropolitan area’s regional government) adopted the 2040 Growth Concept, a vision to guide growth and development in the region over the coming decades. The 2040 Growth Concept designated numerous “Town Centers” across the region - including a town center in Aloha-Reedville - to function as centers that serve populations of tens of thousands of people, providing local shopping, services, employment, cultural and recreational opportunities within a local market setting with compact development and transit service.

In 2000, Washington County amended its Comprehensive Framework Plan for the Urban Area (CFP) to describe and map the Metro design types within the urban unincorporated county. As part of that work, Washington County determined that the location of Aloha’s 2040 Town Center should be centered on the intersection of 185th Avenue and TV Highway, based on land use designations, transit service, and other factors. The designated town center is approximately 419 acres in size, and its location is shown on Map 2.1.

In 2002, the county adopted an updated Transportation Plan (TSP) that designated all county urban unincorporated town centers, including the Aloha Town Center, as Pedestrian Districts. The 2002 TSP update also designated several street segments within the Aloha Town Center as Streetscape Improvement Areas, including a segment of Alexander Street and several of the north-south street segments between Alexander Street and TV Highway. However, the TSP does not define specific types of improvements for designated Streetscape Improvement Areas.

In 2011, county staff completed the Alexander Street Project: General Design Plan. This plan provides baseline information about the segment of Alexander Street located between 170th and 185th Avenues and the surrounding vicinity. The plan provides recommendations for improving the walking and bicycling environment for Alexander Street and improving a pedestrian route along 178th Avenue to TV Highway.

In June 2013, the TV Highway Corridor Plan (TVCP) was completed; this plan was the product of a partnership between City of Hillsboro and Oregon Department of Transportation (ODOT). The TVCP identifies the highway’s regional functional classification for all modes, design classification, typical cross-section, and a package of transportation system solutions to address transportation deficiencies for all modes.

Conclusion

This plan focuses on land use and design considerations for a pedestrian-friendly streetscape that supports future high capacity transit (HCT). A compact focus area within the Aloha Town Center at the TV Highway / 185th Avenue intersection was examined, and several issues with the pedestrian streetscape were identified. These issues, many of which are also present in the study area’s other commercial centers and corridors, include notable gaps in pedestrian facilities such as lack of sidewalks, as well as county development regulations that do not promote the development of pedestrian-friendly streetscapes or the development of allowable density that would support transit.

Several near-term actions are proposed to address the identified issues. These include public right-of-way improvements, studies and plans, many of which address not only pedestrian streetscape issues but also bicycle, motor vehicle and transit movement issues. The proposed actions also include changes to county policies and development standards that would result in more pedestrian-friendly streetscapes when development or redevelopment occurs. Many of the recommended actions could be applied to other corridors and commercial areas, either within or outside of the Aloha-Reedville study area.



PEDESTRIAN AND BICYCLE PLAN

Executive Summary

The Aloha-Reedville Pedestrian and Bicycle Plan (PBP) is one of five subject plan documents that are included in final documents of the Aloha-Reedville Study and Livable Community Plan. The PBP identifies a series of transportation projects and initiatives that would improve the safety, comfort and convenience of walking, bicycling and accessing transit in Aloha-Reedville. The recommendations are based on three years of extensive community engagement and focus on actions that Washington County can realistically implement to enhance the livability, safety and economic vitality of the community.

Actions in the PBP specifically address Goal 2 of the Aloha-Reedville Study and Livable Community Plan – “Create a safe and attractive walking and bicycling environment for pedestrians through the improvement of streetscape conditions” – as well as the broader mission of the federal Office of Sustainable Housing and Communities: “To create strong, sustainable communities by connecting housing to jobs, fostering local innovation, and helping to build a clean energy economy.”¹

Walking and Bicycling in Aloha-Reedville Today

Aloha-Reedville began as a rural farming community and subsequently developed in a piecemeal fashion under unincorporated county jurisdiction. As a result, many of the area’s neighborhoods lack typical “urban” features such as sidewalks, street lighting and connected street grids that are now required in new development in the county. At the same time, many of Aloha-Reedville’s residents rely on walking and transit to get around. Safety statistics reveal a higher-than-average incidence of crashes involving people walking and bicycling, primarily on Tualatin Valley (TV) Highway, a state highway that forms an east-west spine bisecting Aloha-Reedville.

What We Heard from the Aloha-Reedville Community

Comments heard throughout the public involvement process consistently focused on the shortage of sidewalks, street lighting and pedestrian crossings of busy roadways in Aloha-Reedville. Many community members are also concerned about regional traffic passing through Aloha-Reedville and how proposed development in the adjacent areas of South Hillsboro and South Cooper Mountain may increase this traffic and affect neighborhood safety. Targeted outreach to underrepresented populations – including immigrant, refugee and minority groups – revealed the critical importance of safe access to transit.

Policy Context and Related Plans

County staff developed recommendations to address these community concerns, simultaneously working with partner jurisdictions including the Oregon Department of Transportation (ODOT), the cities and school districts of Beaverton and Hillsboro, TriMet (the area’s transit provider), Tualatin Hills Park & Recreation District (THPRD, the park, trail and open space provider for a portion of the study area) and other entities to ensure consistency with other plans that were developed concurrently, including the Tualatin Highway (TV) Highway Corridor Plan. The recommendations in the PBP also support state, regional and county policy goals to provide a balanced, multi-modal transportation system.

Recommended Actions

The PBP provides detailed actions within nine action categories. Key elements of the recommended actions include the following:

- **Major Street Transportation Improvements.** Eight arterial or collector roadway segments in Aloha-Reedville are nominated as being the highest priorities within the community for complete reconstruction using county funding programs intended for this purpose, most notably the property tax-funded Major Streets Transportation Improvement Program (MSTIP). These projects represent the most critical pedestrian and bicycle network deficiencies on county arterial/collector roadways in Aloha-Reedville. The best solution for these facilities is to reconstruct them to county standard – complete, multi-modal streets with sidewalks, bikeway facilities, street lighting, trees and stormwater facilities. The segments (in no particular order) are:
 - › 198th Avenue between TV Highway and Farmington Road
 - › 170th Avenue between Merlo Road and Alexander Street
 - › Kinnaman Road between 209th Avenue and Farmington Road
 - › 209th Avenue between TV Highway and Farmington Road
 - › 205th Avenue between Quatama Road and Baseline Road
 - › Farmington Road between Kinnaman Road and 209th Avenue
 - › 185th Avenue between Blanton Street and Farmington Road
 - › Alexander Street between 192nd Avenue and 178th Avenue

Many arterial/collector needs will remain if the above projects are completed. The Aloha-Reedville Roadway Inventory and Assessment takes stock of these needs and provides planning-level cost estimates (Appendix X of the Existing Conditions Report).

¹ US Department of Housing and Urban Development Office of Sustainable Housing and Communities, 2014, http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities



- **Walkway Connections Near Schools.** In determining where to prioritize smaller, more targeted sidewalk infill efforts, direction from the community was to focus near schools. County staff coordinated with Beaverton and Hillsboro school districts to identify nearly 100 pedestrian infrastructure gaps within ¼ mile of elementary schools and within ½ mile of middle and high schools in the study area. Geographic analysis revealed that 15 of these projects would have the highest walking demand and therefore the highest return on public investment. The projects include 11 sidewalk infill projects on neighborhood streets, three crosswalks and one pedestrian/bicycle bridge across Beaverton Creek. The projects total approximately \$4.2 million and would benefit ten of the 12 public schools in the study area (the remaining two schools are located in neighborhoods with nearly complete sidewalk networks.)
- **Crossing Improvements.** Four arterial corridors are affirmed as the highest priorities for providing additional or enhanced pedestrian crossings that employ user-activated signals and other infrastructure to help people cross the street. Currently protected crossings of these busy, wide roadways are as far as one mile apart. Federal funding has been allocated to determine the exact locations and design features for new crossings on the following county roadway segments:
 - › 185th Avenue between Baseline Road and TV Highway
 - › 170th Avenue between Merlo Road and Farmington Road
 - › Baseline Road between Cornelius Pass Road and 185th Avenue

Additionally the PBP captures crossing improvement recommendations from the TV Highway Corridor Plan. That plan calls for new or enhanced pedestrian crossings at four locations on TV Highway within Aloha-Reedville: at 192nd, 185th, 174th and 165th avenues.

- **Accessways.** To help address the poor connectivity of the local street network in Aloha-Reedville, the PBP identifies 16 locations where accessways – short pedestrian/bicycle pathways – could be retrofitted to provide better walking and biking connections within and between neighborhoods and commercial areas. The locations include three undeveloped county rights-of-way, four connections through THPRD parkland, and nine connections that would need to be coordinated with private property owners or future developers.
- **Regional Trails.** Five regional trails – longer-distance trails that connect multiple communities – are envisioned to pass through Aloha-Reedville, based on planning work previously undertaken by Metro (the regional government entity) and THPRD. The PBP identifies the locations of these trails within the community and prioritizes particular segments for implementation based on their potential to improve neighborhood connectivity and access to key destinations such as schools. These projects will most likely be implemented by partner agencies including THPRD and the City of Hillsboro. The five regional trails are:
 - › Beaverton Creek Trail
 - › Reedville Trail (formerly known as the Pearl-Keeler Powerline Trail)
 - › Turf-to-Surf Trail (also known as the TV Highway Trail)
 - › Willow Creek Trail
 - › Westside Trail

- **Neighborhood Bikeways.** Neighborhood bikeways are streets with low automobile volumes and low speeds where bicycling, walking and neighborhood livability are given priority, and a wide range of cycling abilities can be accommodated. The PBP largely defers to the concurrent Washington County Neighborhood Bikeways Plan to identify specific routes but recommends that at least two east-west routes and one north-south route be established in Aloha-Reedville. Alexander and Blanton are among the streets being considered for neighborhood bikeways.
- **Retrofitting Bicycle Parking.** While the county now requires bike parking in all new commercial development, many of Aloha-Reedville’s older shopping centers do not have it. The PBP recommends a countywide program that would provide bike racks to commercial/retail property owners and businesses. Property owners would be responsible for the installation. The county would provide bicycle rack installation guidelines and pursue outside funding sources (such as a Metro Regional Transportation Options grant) to launch the program.
- **Street Lighting.** Prompted by a request from a group of neighbors, Washington County and Portland General Electric (PGE, the area’s electric utility) are undertaking a pilot project that would create a new area within the Service District for Lighting (SDL) to fund the operation and maintenance of street lighting through a property tax assessment. If successful, this model could be applied elsewhere in developed neighborhoods in the unincorporated area. The PBP also recommends partnering with ODOT to install street lighting on TV Highway.
- **Transit Service and Access Enhancements.** The PBP supports the implementation of TriMet’s Westside Service Enhancement Plan, including restoring frequent service to MAX light rail and the #57 TV Highway / Forest Grove bus line; upgrading the #52 Farmington/185th bus line to frequent service; increased frequency and route extension of the #88 Hart/198th bus line; enhanced, more efficient bus service on TV Highway; new north-south bus service on 170th Avenue; and new east-west bus service on Baseline Road. The county’s primary role will be to improve the safety, comfort and convenience of accessing these transit services through investments in pedestrian and bicycle infrastructure. Another county role will be to participate in, or potentially lead, the planning of future high capacity transit along TV Highway.

Next Steps

Moving forward, Washington County and the Aloha-Reedville community are encouraged to use the PBP as a local guide for investing in pedestrian and bicycle infrastructure. Next steps include utilizing existing county funding programs and seeking supplemental funds from other sources to implement the recommended actions. Also critical to the success of this and other Aloha-Reedville plan documents is maintaining organizational momentum in the community to advocate for the recommended actions.



Introduction

The Aloha-Reedville Pedestrian and Bicycle Plan (PBP) is one of five subject plan documents that are included as final documents in the Aloha-Reedville Study and Livable Community Plan. The PBP focuses on “active transportation,” identifying a series of projects and initiatives that would improve the safety, comfort and convenience of walking, bicycling and accessing transit in Aloha-Reedville. The recommendations, which are based on three years of extensive engagement with the community, focus on actions that could be realistically implemented by Washington County in partnership with other agencies and organizations. These actions support other components of the Aloha-Reedville plan and are consistent with concurrent planning efforts including the [Tualatin Valley \(TV\) Highway Corridor Plan](#), [South Hillsboro Focus Area Plan](#), [TriMet Westside Service Enhancement Plan](#) and [Washington County Transportation System Plan](#).

Actions in the PBP specifically address Goal 2 of the Aloha-Reedville Study and Livable Community Plan:

Goal 2: Create a safe and attractive walking and bicycling environment for pedestrians through the improvement of streetscape conditions.

The PBP also:

- Supports a land use vision for vibrant, walkable community hubs interspersed with safe, high-quality residential neighborhoods;
- Addresses transportation equity by supporting infrastructure investments that would provide safe, affordable travel options for everybody, including people who may not have access to a car or who choose not to drive for some or all trips;
- Recommends infrastructure investments that can stimulate revitalization and attract private investment, helping to improve economic conditions in Aloha-Reedville; and
- Moves the community toward a more livable, healthy, sustainable future.

The recommended actions speak to the mission of the federal [Office of Sustainable Housing and Communities](#) (the primary grantor for this project): *To create strong, sustainable communities by connecting housing to jobs, fostering local innovation, and helping to build a clean energy economy.*² The PBP recommends projects that provide these connections, offering the opportunity for families and individuals to reduce their transportation costs, save energy, and improve access to housing, employment and daily needs.

The PBP is organized into six chapters. Following this introductory chapter, Chapter 2 relates information from the 2012 Existing Conditions Report, with an emphasis on current conditions for walking and bicycling. Chapter 3 summarizes transportation-related comments and themes heard during the public involvement process. Chapter 4 describes how this plan supports other Aloha-Reedville deliverables, how it interrelates with other plans that were developed concurrently, and how it satisfies county, regional and state policy goals. Chapter 5 details the recommended actions moving forward and Chapter 6 concludes the report. The actions are described in even further detail in a series of “Issue Papers” included in the Appendix to the Aloha-Reedville final documents.

² US Department of Housing and Urban Development Office of Sustainable Housing and Communities, 2014, http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities

The PBP necessarily focuses on pedestrian and bicycle projects but does not ignore other modes of travel. Multi-modal roadway needs and transit enhancement plans helped inform several of the recommendations, and implementation of these actions will provide benefits to all users of the transportation system.



SW Rosa Road is a popular walking route leading to Aloha High School. The PBP recommends filling in missing segments of sidewalk along a portion of Rosa Road.

Walking and Bicycling in Aloha-Reedville Today

How Did We Get Here?

Walking, bicycling and accessing transit in Aloha-Reedville is not always easy. Because of the area’s unique development history and rural origins, many neighborhoods do not have the sidewalks, bike lanes and street connectivity that one might expect to see in an urban community

Aloha-Reedville originally developed as a low-density rural farming community in the 19th and early 20th centuries. Homes and farms were scattered along rural roads and sidewalks were not seen as a practical investment at the time. Sidewalk construction during that era was typically limited to incorporated cities like Hillsboro and Portland.

Later, in the post-World War II area, Aloha-Reedville began to see more intense development in the form of residential subdivisions and commercial shopping centers. The prevailing practice at that time was to design for the automobile – sidewalks were usually not provided along new or existing streets, and shopping centers were built with large parking lots in front of buildings. Street con-



nectivity – such as the grid pattern seen in older towns – was generally not pursued in Aloha-Reedville because (a) it was difficult and expensive to build roads across the area’s many stream corridors, and (b) it was common practice to build neighborhoods with cul-de-sacs and looping streets. In the 1950s and 60s, regulations governing neighborhood design were few, especially in unincorporated communities like Aloha-Reedville.



Map 3.1: 1914 Topographic Map
 As seen in this map, Aloha-Reedville began as a low-density farming community. Sidewalk construction was rare in rural communities like this across the country.
(Image: University of Texas)

Starting in about the 1980s, Washington County joined other jurisdictions around the region in requiring sidewalks in new development. Later code updates mandated better street connectivity, smaller block sizes, and pedestrian accessways where streets were not possible. Cul-de-sacs were generally not allowed after the year 2000.³ This era also brought several voter-approved county transportation funding programs, including the Major Streets Transportation Improvement Program (MSTIP, 1986) and Urban Road Maintenance District (URMD, 1987). Using these and other funds, Washington County began reconstructing arterial roads such as 170th Avenue, 185th Avenue and Baseline Road to include sidewalks and bike lanes, while making smaller infill walkway improvements along streets leading to schools. In 1998, Westside MAX light rail began operating along the northern edge of Aloha-Reedville, complementing TriMet’s preexisting network of buses on TV Highway, 185th Avenue, Farmington Road and other corridors.

Conditions continue to improve for walking, bicycling and getting to transit in Aloha-Reedville, but there is much more work to be done.

Conditions Today

Today, Aloha-Reedville contains over 140 miles of public streets, a large majority maintained by Washington County. South of TV Highway (a state facility), about half of these streets are missing sidewalks. North of TV Highway, where newer neighborhoods are more common, about 20% of streets do not have sidewalks. Absence of sidewalks is a more serious concern on arterial and collector roads because these facilities host more automobile traffic and provide some of the only continuous walking routes through or alongside neighborhoods. 209th Avenue (south of TV Highway) and Kinnaman Road are prime examples of this conflict. In these and many other cases, the mixture of old, new and redeveloped properties – common throughout Aloha-Reedville – has resulted in sidewalks that stop and start multiple times within a block. Another common occurrence, and a vestige of Aloha-Reedville’s rural past, is roads with open drainage ditches that force people to walk in the roadway. These roads tend to be very expensive to reconstruct due to the cost of installing stormwater pipes.



Neighborhood sidewalks often start and stop because different ages of development had different requirements.

³ Washington County Community Development Code, section 408-5.



185th Avenue between Baseline Road and Johnson Street – a mile-long segment of five-lane roadway with bus stops and surrounding residential development – has no traffic signals or pedestrian crossings.

Just as important as walking safely alongside streets is crossing them, particularly when accessing or leaving bus stops. Several arterial corridors in Aloha-Reedville pose difficulties in this regard – most notably TV Highway and the adjacent Portland & Western Railroad. Signalized crossings of this high volume corridor are spaced approximately every third of a mile, but the density of bus stops, intersecting streets and commercial destinations creates additional crossing demand between those signals. People can often be seen running across TV Highway at uncontrolled locations to reach a bus stop, including at night when the largely unlit corridor poses visibility problems. 185th Avenue has more consistent lighting but faces similar crossing issues, with one segment north of Johnson Street featuring no crosswalks or traffic signals for one mile.

Bike lanes – which are required on all new or reconstructed arterial and collector roads by state and county policy – are about 25% absent on arterials and more than 90% absent on collector roads in Aloha-Reedville. Particular gaps of concern include 170th Avenue (between Merlo Road and Alexander Street), Kinnaman Road and 198th Avenue. In other cases, roads may have bike lanes, but the volume and speed of vehicular traffic do not create an encouraging environment for children, older adults or inexperienced cyclists – TV Highway and 185th Avenue included. Several opportunities exist to create parallel bicycle routes on lower-traffic neighborhood streets such as Alexander and Blanton.

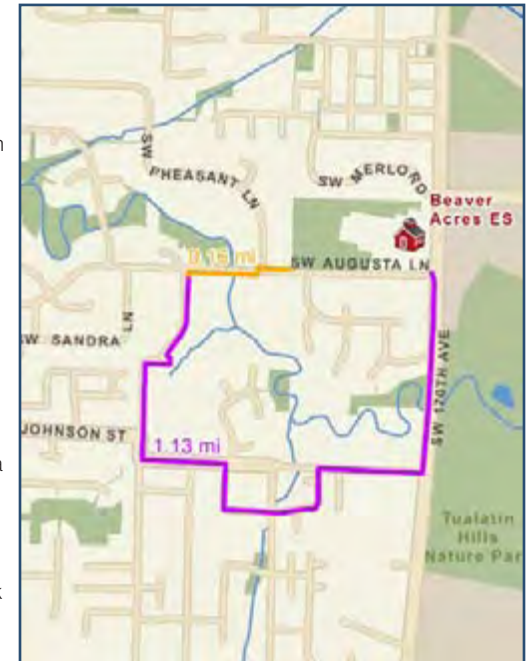
Off-street trails form another part of the pedestrian/bicycle network. In Aloha-Reedville the existing trail network is rather limited compared to its planned potential. While the Westside Trail now provides a continuous route from Blanton Street south to the Progress Ridge area of Beaverton, other planned routes – the Beaverton Creek Trail, Reedville Trail and Turf-to-Surf Trail – are just in the beginning stages of planning. Several shorter trails connecting neighborhoods can be found within park and open space properties such as Arnold, Melilah, Hazeldale and Trachel Meadows parks.

The overall connectivity of the walking and bicycling network is important because pedestrians and bicyclists move at fixed speeds and are placed at a disadvantage when trips become too long, out-of-direction or inconvenient relative to driving. Aloha-Reedville, because of its stream corridors, cul-de-sac streets and railroad corridor, faces numerous connectivity challenges. An illustrative example is the intersection of Augusta Lane and 178th Avenue, where the natural barrier of Beaverton Creek forces students to be driven or bused a mile out-of-direction and onto an arterial street to reach Beaver Acres School, which sits just a quarter mile away across the stream “as the crow flies” (see Map 3.2).

The types of pedestrian and bicycle network deficiencies present in Aloha-Reedville would be problematic for any person in any urban community. What makes these conditions more serious in Aloha-Reedville is the concentration of transportation-disadvantaged populations – lower-income, minority, English language learning, young, immigrant and refugee families and individuals. About 14% of households and 20% of children in Aloha-Reedville live below the federal poverty line – a higher proportion than in Washington County and the Portland region as a whole. About 5% of households in Aloha-Reedville do not have access to a private vehicle and 30% of households have only one vehicle available, in a community with an average household size of 3.04 people.⁴ Many of these households rely on walking, transit and bicycling to access employment and daily needs.

Safety Statistics

The Oregon Department of Transportation (ODOT) maintains a Safety Prioritization Index System (SPIS) that classifies roadway segments into Categories 1 through 5 (with 5 having the worst safety record). TV Highway is designated as a Category 5 road, which equates to more than ten crashes per five-mile segment over a three-year period. Approximately one-third of all fatal and serious injury crashes along the TV Highway corridor involved a person walking or bicycling; these crashes most commonly occurred between SW 170th and 198th avenues. The five-year average crash rate along TV Highway was 30% higher than crash rates for similar ODOT facilities throughout the rest of the state.



Map 3.2: Beaver Acres Elementary Map
For people who live west of Beaverton Creek, getting to Beaver Acres Elementary School involves a long, indirect route (shown in purple). If a bridge across the creek were built (shown in orange), walking distance would shrink by nearly a mile.

⁴ US Census Bureau American Community Survey 2010-2012 Three-Year Estimates, Table DP04, Aloha CDP



Washington County also maintains a SPIS list for intersections where the county has jurisdiction over at least one approaching segment. These locations are ranked according to crash frequency, crash rate (per entering vehicles) and crash severity. During the 2007-2009 period, four of the top ten ranked intersections in the county were located within the Aloha-Reedville study area.⁵ Three of the four intersections were on TV Highway; the fifth intersection was Baseline Road and SW 185th Avenue. For these reasons, Washington County has been collaborating with ODOT to plan and implement safety improvements along TV Highway, including signalized pedestrian crossings and street lighting.



ODOT classifies TV Highway as a Category 5 roadway – representing the highest crash rates – in its Safety Priority Index System. Image: Doug Bechtel, The Oregonian.

Other safety concerns are less measurable. For example, people may avoid walking or bicycling in locations where there are no designated facilities to do so. In these cases, safety statistics may not show a record of pedestrian or bicycle crashes, but the lack of facilities is a safety problem. Through this plan and through other county programs such as MSTIP, URMD and Minor Betterments, Washington County is identifying and addressing deficiencies in the walking and bicycling networks in Aloha-Reedville and countywide.

Additional data on safety, transportation facilities and demographics can be found in the Aloha-Reedville Existing Conditions Report.

⁵ Washington County Oregon Safety Priority Index System 2007-2009 (Sorted by Rank).

What We Heard from the Aloha-Reedville Community

Overall Themes

Community participation in the Aloha-Reedville process verified many of the Existing Conditions Report findings related to pedestrian and bicycle travel. People are particularly concerned about streets that lack sidewalks (especially near schools and transit), the difficulty of crossing busy arterial roads like TV Highway, and neighborhoods that have minimal street lighting. Generally speaking, comments related to walking and accessing transit were more prevalent than comments about bicycling.

Another common transportation theme was vehicle traffic and congestion. Many community members are concerned about regional cut-through traffic as well as potential future traffic impacts associated with planned growth in adjacent areas – South Hillsboro to the west, South Cooper Mountain to the south, and Amber Glen to the north. These concerns were voiced not just in the context of vehicle delay, but also in terms of increased conflicts between cars and people walking and bicycling.

CAC Work Group

During the spring of 2012 the Aloha-Reedville Community Advisory Committee divided into several work groups to provide focused direction on the most important issues to address in the community. The Transportation Work Group provided an important policy direction that shaped later work in the Aloha-Reedville plan. The group was asked, given the wide-ranging deficiencies in the pedestrian network in Aloha-Reedville, where sidewalk investment should be prioritized. Consensus quickly developed that, while gaps near transit stops and commercial areas were important to address, sidewalk gaps near the area’s public schools are of the highest level of concern and should be addressed first.

Open Houses

At open houses held in October 2012, staff presented over 30 different “solution” concepts to the community. Staff did not present these solutions as being geographically specific, but rather generalized – concepts like “sidewalk connections” and “safer street crossings,” accompanied by descriptive text and photos. Using illustrative display boards as well as place-based worksheets, open house participants effectively “voted” for which solutions they found to be most desirable in general and most appropriate within their neighborhoods. The thirteen transportation solutions (which addressed all modes, not just pedestrian/bicycle) ranked in the following order based on these results on the right.

This exercise was not used to prioritize actions moving forward, but rather to get a sense of what community members think are the most promising solutions for their neighborhoods. Street lighting, sidewalks connections, safer street crossings and bike lanes received the highest level of support.



Participants in an October 2012 workshop selected a variety of “solutions” for their neighborhoods.

Table 3.1: Public Ranking of Transportation Solutions at October 2012 Open Houses

Rank	Transportation solution	Total “votes”
1	Street lighting	44
2	Sidewalk connections	38
3	Safer street crossings	31
4	Bike lanes / cycle tracks	27
5	Capacity improvements at intersections	20
6	Major street widening or realignment	19
7	Transit improvements	15
8	Streetscape improvements	14
9	Access management	8
10	Commercial/residential connections	8
11	Trail connections	6
12	North-south regional corridor	4
13	Neighborhood greenways	2



Community Options Survey

Community polling took place in spring 2013 in which meeting participants used keypad devices to vote for their preferences on a number of issues. The polling was performed at general audience open houses, with the Community Advisory Committee, and at targeted meetings with underrepresented populations. The polling sample, while neither random nor representative, reached 270 people. Major findings with regard to transportation included the following:

- The number of respondents who felt that arterial/collector roadway reconstructions should provide more space and separation for pedestrians and bicyclists equaled the number of people who felt that these projects should prioritize car movement. This split finding mimics recent countywide polling that found that county residents, as a whole, prefer a mixed approach to transportation.⁶
- More than half of respondents agreed with earlier direction from the CAC that sidewalk investments should be prioritized near schools. However, more than a quarter of respondents felt that sidewalks should be prioritized near transit stops. Other options included commercial areas and parks.
- With regard to bicycle travel in the TV Highway corridor, survey respondents prefer investments in off-street trails and low-traffic neighborhood streets by a three-to-one margin over the completion and enhancement of bike lanes on TV Highway itself. This preference for “low stress” bicycle facilities is common.
- Considerable support was shown for community-funded approaches to installing sidewalks and street lighting. More than half of respondents supported this approach for building sidewalks, rather than waiting for existing county programs and redevelopment to build them. Of those who did not already have street lighting near their homes, community funding was preferred by a two-to-one margin over waiting for redevelopment to trigger street light provision.

Transportation for Underrepresented Groups

In Aloha-Reedville and elsewhere it is critically important to supplement traditional public involvement techniques with targeted outreach to residents and workers who may not typically engage in community planning projects, including youth, minority, limited English proficiency, immigrant, refugee and lower income populations. These demographic groups are more common in Aloha-Reedville than in Washington County or the Portland region as a whole.

A key challenge is that Aloha-Reedville has major deficiencies in pedestrian and bicycle infrastructure while its residents are more likely than the general population to rely on these facilities. This “transportation equity” problem is increasingly common in the suburbs of metropolitan areas across the United States, particularly in the west.

To reach chronically underrepresented demographic groups in Aloha-Reedville, county staff contracted with Centro Cultural de Washington County and the Center for Intercultural Organizing.

These non-profit community organizing groups performed outreach and engagement with individuals and families and leveraged resources at partnering organizations including the Community Alliance of Tenants, Oregon Somali Family Education Center, Asian Pacific American Network of Oregon and Adelante Mujeres.

Much of the transportation-related input from this process mirrored comments heard during other outreach efforts – people want safer conditions for walking, including more street lighting, more consistent sidewalk coverage and safer pedestrian crossings of busy roadways. However, underrepresented community members tended to place greater emphasis on public transit issues than did the larger community.

In a targeted survey of 594 community members – representing 26 countries of origin and 89% of whom were people of color – 62% of respondents use transit, 37% walk and 24% bike to get around (among multiple travel options selected). Ninety percent of respondents felt that safe pedestrian and bicycle access is important, and over 80% felt similarly about safe and convenient access to transit. Traffic congestion was less of a concern, but 78% still felt it was important to address it.

A subsequent series of focus groups with underrepresented populations revealed that improving both transit service and safe access to transit are top-level transportation requests. This includes a desire for more frequent buses, more consistent sidewalks and street lighting leading to bus stops, and additional amenities (such as benches and shelters) at bus stops.

This input is an excellent reminder that, while TriMet handles transit service and the county and state operate and maintain roadways in Aloha-Reedville, most people do not parse the transportation system in this fashion. People want a multi-modal transportation system that functions safely and efficiently, regardless of who is in charge.

Policy Context and Related Plans

Supporting Community Aspirations

In the first phase of the Aloha-Reedville Study, the project team worked with the CAC and the larger community to develop community goals and vision statements. Throughout the remainder of the planning process, these five community goals and nine vision statements guided the project team as it developed solutions and proposed actions and shared them with the community for further feedback.

Proposed actions in the PBP are highly supportive of all applicable goals and vision statements for Aloha-Reedville. Taken together, pedestrian and bicycle transportation improvements help move the community forward in ways that address its aspirations.

Community-Stated Values

- **Prosperity:** Walking and biking are both very affordable means of mobility relative to vehicle operation and maintenance. When driving trips are replaced with walking and bicycling, that is money that can be saved or invested in other aspects of life, including housing, food and education.

⁶ Washington County Transportation Survey, April 2013, conducted by DHM Research.



- **Safety:** Pedestrian and bicycle projects recommended in the PBP seek to improve the safety of walking, bicycling and accessing transit in Aloha-Reedville.
- **Health:** More than just a means of travel, walking and biking are forms of exercise. The moderate aerobic activity associated with walking and bicycling can help reduce obesity and address other health problems such as diabetes. Replacing driving trips with walking and bicycling also reduces vehicle emissions.
- **Beauty:** Pedestrian and bicycle infrastructure projects can visually enhance neighborhoods, especially those that add streetscape features such as trees, landscaping and pedestrian-scale lighting. Trail projects provide access to natural corridors and areas.
- **Quality of Life:** Different people define this value in different ways. But for many, the ability to safely walk, jog or ride a bike around their neighborhood – whether for pleasure, exercise or transport – is a contributor to quality of life.

Vision Statements

The PBP directly addresses at least five of the nine vision statements developed by the Aloha-Reedville community:

- **Community Resources:** *We can find and easily access the things we need on a regular basis in our own community.* Pedestrian and bicycle projects in the PBP seek to provide convenient access to schools, parks, transit, goods and services.
- **Efficient Roadways:** *Our roads get us where we need to go efficiently and safely.* When one thinks of efficient roadways, vehicular traffic flow and coordinated traffic signals may come to mind. Roadways can also become more efficient by hosting more walking and bicycle trips, thus increasing the total number of people moving along the roadway, or replacing some car trips entirely, all with minimal (or potentially positive) impact on vehicle operations.
- **Alternative to Car:** *I don't have to rely on a car, because I have good, safe options.* This vision statement has the most obvious connection to the PBP. Recommendations in this plan, if implemented, will provide a multitude of safe alternatives to driving, especially for short trips within the community, such as walking to school.
- **Attractive Community:** *The natural beauty, well-kept neighborhoods, inviting commercial areas and strong community identity shows our pride in our community.* As described above under the community value of "beauty," pedestrian/bicycle projects have the potential to visually enhance communities with trees, landscaping, light poles and other streetscape features, and to provide access to nature.
- **Personal Security:** *We feel safe living, working, going to school and traveling throughout our community.* This vision statement is related to crime prevention and feeling safe. Design of the public realm can play an important role in both. In the PBP, recommendations that include street lighting directly address personal security.

Supporting The Other Aloha-Reedville Plans

The PBP is one of five final deliverables of the Aloha-Reedville Study and Livable Community Plan. To foster the outcomes that the community wants, these plans must work together and include mutually supportive recommendations. The PBP supports the recommendations of the other four plans in the following ways:

- **Corridor and Town Center Land Use and Streetscape Improvement Plan, Corridor and Town Center Economic Development and Redevelopment Suitability Plan and SW 185th Avenue and Tualatin Valley Highway Framework Plan:** For the three plans that focus on revitalizing Central Aloha and other community hubs, the PBP recommends infrastructure investments that would improve the safety and comfort of people walking and bicycling, creating a more encouraging environment for neighborhood-scale business growth and property redevelopment. Streetscape projects and other infrastructure investments are a proven method for stimulating economic development in underperforming commercial centers.
- **Housing Equity and Opportunity Strategy:** It is likely that Aloha-Reedville will continue to play a role in providing "affordable" housing – both subsidized and market rate. Recommendations in the PBP help people in all types of housing cut down on their transportation costs by offering more opportunities for low-cost walking, bicycling and transit trips. Saving on transportation allows people to invest in other needs, including better housing.

Supporting Public Policy

The PBP supports state, regional and county policies that call for increased accommodation for and participation in walking and bicycling. Prime examples include the following:

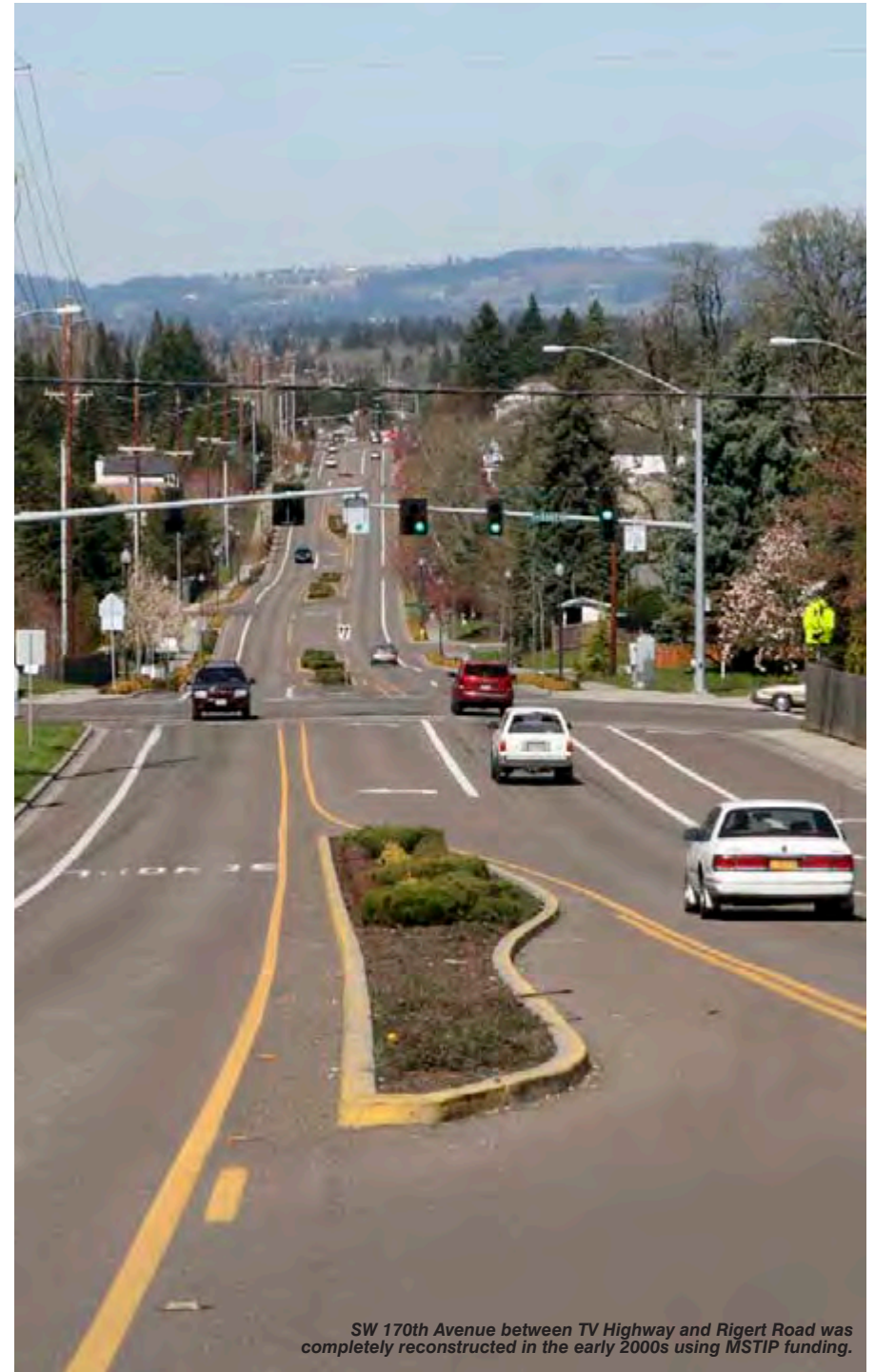
- **Oregon Statewide Planning Goal 12 (Transportation)** directs local transportation plans to "avoid principal reliance on any one mode of transportation" and to "meet the needs of the transportation disadvantaged by improving transportation services," among other policy directives. The PBP, while not officially a transportation plan, recommends pedestrian and bicycle investments that will move Aloha-Reedville toward a more even balance of travel modes, while better serving those community members that do not have access to a car.
- The **Regional Transportation Plan** establishes a set of aspirational performance targets for the region, including tripling the proportion of trips made by pedestrian, bicycle and transit modes and reducing crash-related fatalities and serious injuries by 50% by 2040. Extensive investments in pedestrian and bicycle infrastructure are needed, among other supportive efforts, to reach these targets. The PBP provides recommendations for these investments in Aloha-Reedville.
- **Washington County Transportation System Plan** Goal 8 is Active Transportation. It directs the county to "create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users." The PBP moves Aloha-Reedville toward the same goal, recommending a number of projects and initiatives that would provide safer, more comfortable and more convenient options for walking, bicycling and accessing transit.



Concurrent Planning

Several concurrent planning efforts for overlapping geographic areas took place during the three-year Aloha-Reedville process. Several of them, including the TV Highway Corridor Plan, South Hillsboro Focus Area Plan and Westside Service Enhancement Plan, offer detailed recommendations that are included and supported in the PBP. In other cases, the relationship is reversed – some original PBP recommendations will be adopted in the Washington County Transportation System Plan. The relationships between relevant concurrent planning projects and the Aloha-Reedville PBP are described in greater detail below.

- **TV Highway Corridor Plan (TVCP):** A collaborative effort funded by the State of Oregon and managed by the City of Hillsboro, the TVCP provides policy and project recommendations aimed at improving safety and mobility along TV Highway and in surrounding areas between 10th Avenue in Hillsboro and Cedar Hills Boulevard in Beaverton (including a majority of the Aloha-Reedville study area). The PBP captures those TVCP recommendations that are located within the Aloha-Reedville study area and that address pedestrian, bicycle and transit safety and access. These recommendations are scattered throughout Chapter 5 of this document, in sections that pertain to Major Street Transportation Improvements, Crossing Improvements, Regional Trails, Neighborhood Bikeways, Street Lighting, and Transit Service and Access Enhancements.
- **South Hillsboro Focus Area Plan:** This was a subset of the TV Highway Corridor Plan that identified the transportation improvements necessary to serve projected traffic associated with the build-out of the South Hillsboro planning area, located immediately to the west of the Aloha-Reedville study area. The PBP incorporates the roadway lane number and realignment recommendations of the Focus Area Plan.
- **TriMet Westside Service Enhancement Plan:** This is TriMet’s vision for the future of bus and rail service in urban Washington County north of Scholls Ferry Road. In the Aloha-Reedville study area it proposes high capacity transit along TV Highway, frequency improvements on existing bus routes, and two new bus routes. The PBP restates these recommendations and frames them in terms of pedestrian and bicycle access to transit.
- **Washington County Transportation System Plan (TSP):** The county’s long range plan for the transportation system focuses on system-level characteristics such as functional class (arterial vs. collector, etc.), lane numbers and network classifications for each mode of travel. The PBP identifies a number of proposed pedestrian/bicycle accessway connections and enhanced streetscapes that will be forwarded for adoption in the TSP.
- **Washington County Neighborhood Bikeway Plan:** This plan identifies routes and provides a facility “toolkit” for modifying low-traffic streets to serve as well-marked, “low stress” bicycling routes for people of all cycling ability levels. It is anticipated that Aloha-Reedville will include two or three such routes.
- **Regional Transportation Plan (RTP) and Regional Active Transportation Plan:** The region’s long range transportation plan (and a subcomponent plan focused on the pedestrian and bicycle system) captures local transportation priorities, models the proposed system for air quality conformity and other policy directives, and makes projects eligible for federal transportation dollars. Many PBP recommendations – especially those that provide regional benefits – were nominated for inclusion in the RTP.





Recommended Actions

About the Actions

This chapter is the most important part of the PBP – it describes the recommended actions for improving conditions for walking, bicycling and accessing transit in Aloha-Reedville. They are organized into nine action categories for moving forward:

- Major Street Transportation Improvements
- Walking Connections Near Schools
- Crossing Improvements
- Accessways
- Regional Trails
- Neighborhood Bikeways
- Retrofitting Bicycle Parking
- Street Lighting
- Transit Service and Access Enhancements

Actions are described along with costs, timing, funding and other implementation considerations. Moving forward, implementation efforts need not remain within these conceptual “silos.” In fact, leveraging opportunities should be explored in which multiple elements from different action categories are combined to take advantage of efficiencies or unique opportunities. For example, a neighborhood bikeway project may require a crossing improvement at a busy street; a major street transportation improvement project may provide a walking connection near a school. Also important to note is that these nine action categories are not ranked or prioritized against each other. The intent is to opportunistically seek funding for all of the actions as resources become available.

Each action category includes background information, followed by a list of specific actions. Additional details and background information on these actions are included in the Issue Papers found in the Appendix of this report.

Major Street Transportation Improvements

A large proportion of the arterial and collector roadway network (“major streets”) in Aloha-Reedville do not meet urban standards, lacking some combination of sidewalks, bike lanes and street lighting. In many cases, the most cost effective way of addressing these deficiencies is to completely reconstruct the road, including the conversion of open drainage ditches into standard stormwater facilities.

During the Aloha-Reedville planning and public involvement process, eight major street segments rose above others in terms of the need for complete pedestrian and bicycle facilities and street lighting to help people safely reach schools, shopping, transit and other destinations. **These eight street segments are considered to be Aloha-Reedville’s highest priorities for complete street reconstruction** using funding programs such as the Major Streets Transportation Improvement Program (MSTIP), Transportation Development Tax (TDT), Road Fund (gas tax), Regional Flexible Funds Allocation (RFFA), and other available funding sources, as appropriate.

The recommended major street projects are multi-modal in nature, providing improved facilities for walking, bicycling, accessing transit and driving. Five of the eight projects address pedestrian/bicycle safety while also adding a vehicle travel lane in each direction to implement the roadway’s adopted lane number designation in the Washington County Transportation System Plan (TSP). This approach maximizes cost effectiveness, avoids creating “throwaway” pedestrian/bicycle facilities, and makes the projects more competitive for MSTIP and TDT funds. Good multi-modal design – potentially including “boulevard” concepts with landscaped medians, wider sidewalks and protected bikeway facilities – is critical to make these four-lane roads function safely and comfortably for all users. The remaining three projects address key pedestrian/bicycle safety concerns without adding vehicle through-capacity. In all eight cases, the projects provide greatly needed sidewalks and bikeways while further enhancing the livability of neighborhoods through the installation of trees, landscaping and dark-sky-friendly lighting.

Proposed Actions:

- 1.1** Reconstruct **198th Avenue between Tualatin Valley Highway and Farmington Road** to include two vehicle travel lanes, bike lanes, sidewalks, planter strips, trees, street lighting, accommodation of bus service, and turn lanes where appropriate. Coordinate with the proposed realignment of the offset 198th/Kinnaman intersection and consider a roundabout at this location.

Cost estimate: \$27,900,000

Funding: MSTIP (\$14 million from MSTIP 3d currently allocated)

Lead agency: Washington County LUT

Partner agencies: TriMet, Hillsboro School District

Implementation timeframe: 2018-2020

- 1.2** Develop conceptual design and then reconstruct **170th Avenue between Merlo Road and Alexander Street**. Design should include four vehicle travel lanes, sidewalks, bikeway facilities, street lighting and turn lanes where appropriate. An extra level of design refinement is necessary to explore context-sensitive solutions for bicycle travel, pedestrian crossings, access management and environmental resources in this corridor. Phasing opportunities should be explored in which bicycle/pedestrian facilities could be constructed before additional vehicle lanes.

Cost estimate: \$15,277,000

Funding: Oregon Transportation & Growth Management Grant for conceptual design; MSTIP and other sources for construction, potentially including City of Beaverton.

Lead agency: Washington County LUT

Partner agencies: City of Beaverton, Tualatin Hills Park & Recreation District, Oregon Department of Transportation, Beaverton School District

Implementation timeframe: Conceptual design: 2014-2015; Construction: 2019-2021.

- 1.3** Reconstruct **Kinnaman Road between 209th Avenue and Farmington Road** to include two vehicle travel lanes, bike lanes, sidewalks, planter strips, trees, street lighting, marked crosswalks and turn lanes where appropriate. Coordinate with the proposed realignment of the offset 198th/Kinnaman intersection and consider a roundabout at this location. Kinnaman Road,



ADDENDUM C: PEDESTRIAN AND BICYCLE PLAN

an important walking route leading to five public schools, will likely be improved in phases. Likely project segments include (in no particular order): (1) Farmington Road to 185th Avenue; (2) 185th Avenue to 198th Avenue; (3) 198th Avenue to 209th Avenue.

Cost estimate: \$23,210,000 total (\$7,723,000 for segment 1; \$8,915,000 for segment 2; \$6,572,000 for segment 3)

Funding: MSTIP, TDT, other sources

Lead agency: Washington County LUT

Partner agencies: Beaverton School District

Implementation timeframe: 2020-2022

- 1.4** Reconstruct **209th Avenue between Tualatin Valley and Farmington Road** to include four vehicle travel lanes, buffered bike lanes or cycle tracks, sidewalks, street lighting, planter strips, landscaped medians, trees, enhanced pedestrian crossings and turn lanes where appropriate. (The 4/5-lane designation is a draft recommendation in the 2014 Washington County TSP update, is based on findings in the South Hillsboro Focus Area Plan, and is consistent with the adopted City of Hillsboro Transportation System Plan.) It is likely that the segment of 209th Avenue between TV Highway and Blanton Street will be the first to be improved.

Cost estimate: \$27,391,000

Funding: South Hillsboro Transportation SDC (to be further negotiated during South Hillsboro Transportation Financing Strategy)

Lead agency: Washington County LUT

Partner agencies: City of Hillsboro, ODOT

Implementation timeframe: 2015-2030, phased in concert with the geographic progression of development and new road connections in South Hillsboro

- 1.5** Reconstruct **205th Avenue between Quatama Road and Baseline Road**, including a new bridge over Beaverton Creek. Accommodate four travel lanes, buffered bike lanes or cycle tracks, wide sidewalks, street lighting and turn lanes where appropriate.

Cost estimate: \$31,300,000

Funding: MSTIP, county TDT, potentially City of Hillsboro TDT

Lead agency: Washington County LUT

Implementation timeframe: 2020-2025, in concert with Amberglen development.

- 1.6** Transfer remaining Oregon Department of Transportation (ODOT) segment of **Farmington Road** (198th Avenue to Kinnaman Road) to Washington County and **reconstruct between 209th Avenue and Kinnaman Road**. Include four vehicle travel lanes, buffered bike lanes or cycle tracks, sidewalks, planter strips, street lighting, planted medians, trees, enhanced pedestrian crossings, turn lanes where appropriate and accommodation of bus service. (The 4/5-lane designation is a draft recommendation in the 2014 Washington County TSP update and is based on findings in the South Hillsboro Focus Area Plan.) Consider realigning and signalizing the 179th/Rosa intersection. Farmington Road will likely be improved in phases, with segments including (in no particular order): (1) Kinnaman Road to 185th Avenue; (2) 185th Avenue to 198th Avenue; (3) 198th Avenue to 209th Avenue.

Cost estimate: \$69,299,000 total (\$21,299,000 for segment 1; \$24,000,000 for segment 2; \$18,000,000 for segment 3)

Funding: South Hillsboro Transportation SDC (to be further negotiated during South Hillsboro Transportation Financing Strategy), county TDT, potential ODOT funds associated with jurisdictional transfer.

Lead agency: Washington County DLUT

Partner agencies: ODOT, City of Hillsboro, TriMet

Implementation timeframe: 2025-2030, in concert with development at the south end of South Hillsboro

- 1.7** Project: Reconstruct **185th Avenue between Kinnaman Road and Farmington Road** to include four vehicle travel lanes, buffered bike lanes or cycle tracks, wide sidewalks, planter strips, trees, street lighting, planted medians, turn lanes where appropriate and accommodation of bus service. Coordinate with future expansion of interim three-lane segment between Blanton Street and Kinnaman Road.

Cost Estimate: \$12,163,000 (Kinnaman – Farmington)

Funding: MSTIP, county TDT, other sources

Lead agency: Washington County

Partner agencies: Beaverton School District, TriMet

Implementation timeframe: 2025-2030

- 1.8** Project: Develop a streetscape design concept and then reconstruct **Alexander Street between 192nd Avenue and 178th Avenue**. Pursue a customized, context sensitive design that includes no more than two vehicle travel lanes, allows pedestrians and bicyclists to safely cross 185th Avenue, maximizes preservation of mature trees, provides some on-street parking, considers a shared roadway configuration for bicycle travel, provides continuous sidewalks, includes appropriately-scaled street lighting, promotes small business development and property redevelopment, includes engagement and buy-in from the business and surrounding residential communities, and considers a number of additional features typical of streetscape projects, such as landscaping, benches and public art.

Cost Estimate: \$9,293,000

Funding: Gain Share, Business Oregon, Regional Flexible Funds, MSTIP 3e, other sources

Lead agency: Washington County LUT

Implementation timeframe: 2018-2020

Even if all of the above projects (which total over \$215 million) are implemented, numerous other arterial and collector needs will remain. Cost estimates for these other segments are included in the Aloha-Reedville Roadway Inventory and Assessment (Appendix X to the Existing Conditions Report.)



Map 3.3: Recommended Major Street Transportation Improvement Projects

Walking Connections Near Schools

Sidewalk gaps were one of the most frequently cited concerns stated by the Aloha-Reedville community. Based on additional discussion with the community and the Citizens Advisory Committee (CAC), sidewalk gap infill near schools was determined to be the highest priority for sidewalk investment. The Aloha-Reedville study area includes 12 public schools split between the Beaverton and Hillsboro School Districts.

A comprehensive inventory of sidewalk and other pedestrian connectivity gaps within ¼ mile of elementary schools and within ½ mile of middle and high schools resulted in an initial list of 99 potential projects. This list was reduced to 39 projects after eliminating funded projects, major road reconstruction projects such as Kinman Road (these are addressed in section 5.2), and projects on private property or in non-county road rights-of-way. List refinement included close collaboration with school district staff, including a review of existing walk routes, busing areas and parent/guardian surveys.

A final round of prioritization used geographic analysis to determine which project or set of projects would provide the most benefit for each school, as measured by the number of housing units whose occupants would theoretically use the facility on their walking route to school. Fifteen (15) projects were identified through this process and vetted again with school district staff. The projects include 11 sidewalk/walkway projects, three crosswalk projects and one pedestrian/bicycle bridge over Beaverton Creek. The projects total approximately \$4.2 million and benefit ten schools. The two remaining schools – Elmonica Elementary School in Beaverton School District and L.C. Tobias Elementary School in Hillsboro School District – are in neighborhoods with relatively complete sidewalk and crosswalk networks.

The intent moving forward is to identify and seek funding for these school-focused projects. Funding the pedestrian/bicycle bridge will likely be a stand-alone effort. Funding the remaining 14 projects may be accomplished by bundling them into one or more “packages” for federal, state or other grant opportunities. County funding such as the Minor Betterments program and the Urban Road Maintenance District may be considered for grant leverage and for locally-funded investments.



Map 3.4: Sidewalk gaps
GIS analysis identified sidewalk gaps and school “walksheds.” The dark gray area above is within one quarter mile walking distance of access points to Butternut Creek Elementary School. Red lines indicate missing sidewalks.



Proposed Actions:

2.1 Seek funding and construct (preferably) **concrete sidewalks** or (secondarily) asphalt walkways in the following locations to provide improved walking access to schools in Aloha-Reedville:

- 188th Avenue, Blanton Street to Kinnaman Road (side to be determined)
- South side of Rosa Road, Address #18811 to 183rd Avenue
- South side of Florence Street, 175th Avenue to 170th Avenue
- East side of 175th Avenue, Blanton Street to Florence Street
- East side of Miller Hill Road, Wagner Lane to Georgene Lane
- 216th Avenue, Rock Road to Peggy Court (side to be determined)
- East side of 180th Avenue, Vincent Street to Kinnaman Road
- West side of 193rd Avenue, Blanton Street to Kinnaman Elementary School
- South side of Blanton Street, 193rd Avenue to 185th Avenue
- East side of 179th Avenue, Farmington Road to Ivy Glen Drive
- Johnson Street, 209th Avenue to 198th Avenue (side to be determined)

2.2 Install **marked crosswalks** and supporting infrastructure as deemed appropriate through engineering analysis at the following intersections:

- Kinnaman Road at 188th Avenue
- 173rd Avenue and Florence Street
- Kinnaman Road at 202nd Avenue

2.3 Seek funding, design and construct a **pedestrian/bicycle bridge and trail across Beaverton Creek** along the Augusta Lane alignment between 178th Avenue and Pheasant Lane.



A pedestrian/bicycle bridge over Beaverton Creek at Augusta Lane would provide safe, direct access to Beaver Acres Elementary School for more than 1,200 homes.

2.4 **Maintain the list** of unselected sidewalk/connectivity project candidates for the purposes of future project development. The original list of 99 projects is included in the Background section of Action Issue Paper #24 – Addressing Sidewalk Gaps Near Schools – in the Appendix to the Aloha-Reedville final documents.

Cost Estimates:

- Total for 14 sidewalk and crosswalk projects along existing streets: \$2,765,000.
- Pedestrian/bicycle bridge over Beaverton Creek at Augusta Lane: \$1,497,000.
- Individual project cost estimates and cost assumptions are included in Action Issue Paper #24 in the Appendix.

Funding: Federal, state and regional grants; URMD; Road Fund
Lead agency: Washington County LUT
Partner agencies: Beaverton School District, Hillsboro School District
Implementation timeframe: 2014-2020



Filling an 800-foot gap of missing sidewalk on Miller Hill Road would reduce the need to bus students from rapidly developing neighborhoods on Cooper Mountain.

Crossing Improvements

Aloha-Reedville features several five-lane arterials that move large volumes of vehicles at relatively high speeds where signalized intersections offer the only “protected” crossing opportunities for people on foot or bike. However, signalized intersections on these arterials are often spaced far apart such that pedestrians must either travel significantly out of their way to reach their destination or attempt to cross at an “unprotected” location at their own risk. These issues are particularly apparent at mid-block bus stop locations. Additional protected arterial crossings are needed to improve access, mobility, livability and safety for all users of the system.

Two parallel efforts took place to identify the most appropriate locations for improved or additional crossing improvements – the Regional Flexible Fund nomination process and the TV Highway Corridor Plan.

Washington County used the Regional Flexible Fund process (an allocation of federal transportation funds administered by Metro) to focus efforts on county-maintained roadways, particularly those that host existing or proposed bus service, have four or more vehicle lanes, and are close to populations that tend to rely more on walking and transit for getting around. Segments of 185th Avenue, 170th Avenue and Baseline Road were chosen. The county was ultimately successful in receiving a 2016-2018 allocation of \$636,000 for crossing project development. These funds will be used to identify the most appropriate locations and design features for pedestrian crossings on the above corridors and on two corridors outside of Aloha-Reedville. Other funds must be sought for construction.

Additionally, the TV Highway Corridor Plan identified more than a dozen locations on TV Highway where crossing improvements would increase pedestrian safety and transit access, including four locations in Aloha-Reedville.



Map 3.4: Recommended Walking Connections Near Schools

Proposed Actions:

3.1 Utilizing 2016-2018 Regional Flexible Funds awarded to Washington County, and in consultation with the county’s Mid-Block Crossing Policy (R&O 10-107) and TriMet, **determine the most appropriate locations and design features for pedestrian crossings** in the following corridors:

- 185th Avenue between Baseline Road and TV Highway
- 170th Avenue between Merlo Road and Farmington Road
- Baseline Road between Cornelius Pass Road and 185th Avenue.

3.2 Allocate or seek funding to **construct the recommended crossing improvements** in the three corridors above. Identify opportunities to interconnect any new signal infrastructure with surrounding traffic signals in order to maintain efficient traffic flow.

3.3 Partner with ODOT and TriMet to **implement the recommended pedestrian crossings** listed in the TV Highway Corridor Plan, including:

- TV Highway at 192nd Avenue
- TV Highway at 185th Avenue (reconfiguration and enhancement of existing crosswalks, in concert with other intersection safety improvements)
- TV Highway at 174th Avenue
- TV Highway at 165th Avenue (enhancement of existing marked crosswalk)

Based on subsequent public input, one additional location may warrant further study of a pedestrian crossing: TV Highway and 214th Avenue.

3.4 Identify opportunities to **include pedestrian crossings in the designs of proposed major street transportation improvement projects**, including those recommended under section Major Streets and Transportation section of this report.

3.5 Pursue **education and enforcement initiatives** as enhanced arterial crossings are completed to aid in the safe, legal operation of these new facilities.

Cost Estimates:

- Regional Flexible Funds awarded for project development: \$636,000.
 - Individual crossings may cost anywhere from \$150,000 to \$500,000 based on the signal technology used and the extent of supporting infrastructure such as median islands.
- Funding: Regional Flexible Funds for project development; Gain Share, ITS and other county funds for construction

Lead agency: Washington County LUT

Partner agencies: TriMet

Implementation timeframe: 2016-2018



Map 3.5: Recommended Crossing Improvements.

Accessways

Aloha-Reedville’s incremental development patterns resulted in a disjointed local street network and heavy reliance on arterial and collector streets for short trips. The Washington County Community Development Code now includes regulations that promote smaller block sizes, prohibit most cul-de-sacs, and allow for the establishment of accessways – short pedestrian/bicycle pathways between streets – when building a full street connection is not practical.⁷ Several newer developments in Aloha-Reedville (mostly north of TV Highway) have built accessways or fire lanes that provide this connectivity.



Accessways provide short, car-free pedestrian and bicycle connections between streets and neighborhoods.

County staff investigated 16 locations that show particularly strong potential for improving pedestrian connectivity in Aloha-Reedville. Several locations were tested using GIS network analysis to determine the degree to which they would improve access to a particular destination such as a school. Most of these accessways would be “retrofit” projects built by Washington County or another entity on public land or right-of-way. Several other locations involve private property, and will require waiting until redevelopment or collaborating with existing property owners.

It is recommended that these projects meet or exceed the design guidelines for accessways in Washington County Community Development Code Section 408-9. The code requires a ten-foot-wide paved surface, accessible to people with disabilities, with lighting at each end. Wayfinding signage should also be considered to help people navigate these new connections.

Proposed Actions:

4.1 Construct **accessways within existing county rights-of-way** in the following locations:

- Over Beaverton Creek within the Augusta Lane right-of-way between 178th Avenue and Pheasant Drive (bridge required).
- Over Beaverton Creek within the Pheasant Drive right-of-way between 178th Avenue and Pheasant Drive (bridge required).
- Within the 189th Avenue right-of-way north of Madeline Street to the existing stub of 189th Avenue.

4.2 Work with Tualatin Hills Park & Recreation District to explore the feasibility of **accessways linking to and through existing and future park properties** in the following locations:

⁷ Washington County Community Development Code Chapter 408 – Neighborhood Circulation.



- Connecting Marty Lane, 178th Avenue, 174th Avenue, 173rd Terrace, Pointe Forest Court, Beaver Court, and Pheasant Lane in the vicinity of Crowell Woods Natural Area and a proposed neighborhood park.
- Connecting Wright Street at Lawndale Park, Mountain View Middle School, and 170th Avenue, through a proposed community park site.
- Along the Oak Street alignment between 182nd Terrace and 179th Avenue through a future park site.
- Connecting 180th Terrace, the International School of Beaverton and the intersection of 180th Avenue and Vincent Lane through Arnold Park.

4.3 Work with **property owners and developers** to explore the feasibility of accessways in the following locations:

- Connecting Kinnaman Road with Butternut Street adjacent to Washington County Housing Authority properties.
- Connecting the intersection of Bonnie Meadow Lane and 186th Avenue with 185th Avenue.
- Connecting 163rd Avenue with Shelton Street through an open space area.
- Connecting 191st Avenue with Kalyca Way across Beaverton Creek in the vicinity of Chantal Village Park.
- Connecting the intersection of Brackenwood Lane and 211th Avenue with 211th Court and 209th Avenue in the vicinity of L.C. Tobias Elementary School.
- Connecting Williamsburg Way (in Heritage Village mobile home community), 175th Terrace, Hurrel Lane and Pacifica Court by upgrading existing fire lanes and walkways.
- Connecting Prospect Street with 188th Court in the vicinity of Springbrook Garden Apartments.
- Connecting 196th Terrace and Marlin Drive in the Hazeldale area.
- Connecting the Kalevala Village apartments and Susan Marie apartments on 180th Avenue with Farmington Center shopping center across Bales Wetlands Park.

4.4 Consider making accessways an **eligible expenditure** in the Washington County Minor Betterments and Urban Road Maintenance District Safety programs.

4.5 Develop **walk/bike maps** in concert with other county efforts including the Neighborhood Bikeways Plan, and include accessways on the map.

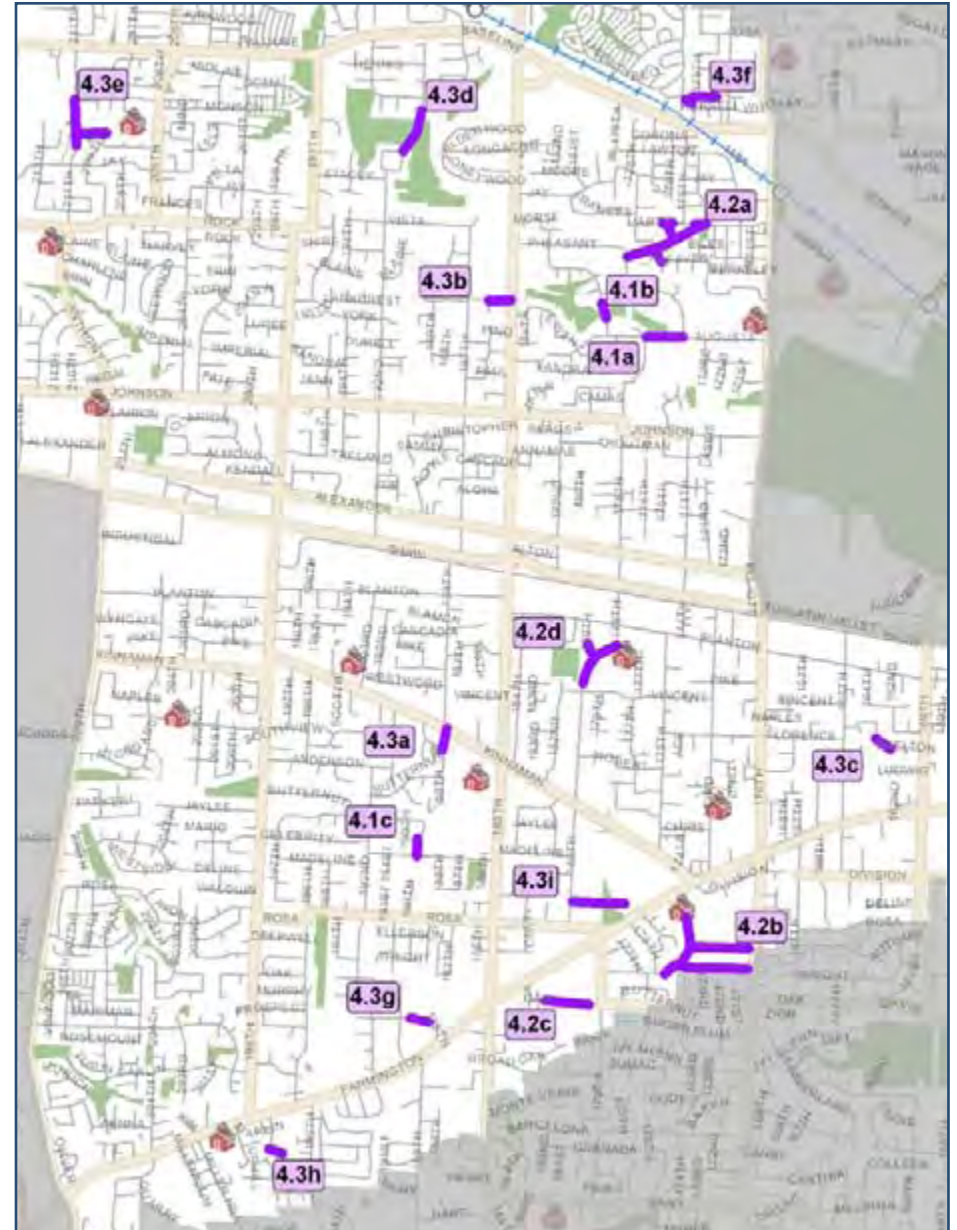
Cost Estimates:

- Augusta Lane accessway and bridge: \$1,497,000
- Pheasant Drive accessway and bridge: \$778,000.
- For other accessways, a planning-level cost estimate of \$380 per lineal foot can be used.
- Funding: Metro Nature in Neighborhoods (for Augusta Lane), county funds such as URMD and Road Fund.

Lead agency: Washington County LUT

Partner agencies: THPRD

Implementation timeframe: 2014-2020



Map 3.6: Recommended Accessway Projects



Regional Trails

Five existing or planned regional or community trails⁸ pass through the Aloha-Reedville study area:

- Beaverton Creek Trail
- Reedville Trail (previously called the Pearl-Keeler Powerline Trail)
- Turf-to-Surf Trail (a.k.a. TV Highway Trail)
- Westside Trail
- Willow Creek Trail

These trails are adopted or recognized, variously, in the Regional Transportation Plan, Metro Regional Trails & Greenways Vision, Washington County Transportation System Plan, Tualatin Hills Park & Recreation District (THPRD) Trails Plan, Hillsboro Parks and Trails Master Plan and TV Highway Corridor Plan.

Support for trail development is strong both regionally and among Aloha-Reedville residents. A community poll revealed that people prefer off-street paved bike trails over other types of bikeway solutions in the TV Highway corridor.⁹



The Reedville Trail offers great potential for trail development and is already being used as a walking connection.



The Westside Trail is now complete from Blanton Street in Aloha to Barrows Road in the Progress Ridge area of Beaverton.

The eastern and southern portion of the Aloha-Reedville study area falls within the THPRD boundary and features a completed segment of the Westside Trail in addition to numerous parks with localized trail networks. The Reedville area does not have a parks and recreation provider, though several park or resource properties here are owned by the City of Hillsboro (but outside city limits.)

Build-out of the planned regional trail network in Aloha-Reedville will take decades and will require partnerships with Metro, THPRD, City of Hillsboro and many other entities. It may also prompt a discussion at the county leadership level as to whether Washington County should take on a greater role in trail development.

Proposed Actions:

- 5.1** Work with the City of Hillsboro, Bonneville Power Administration (BPA) and Hillsboro School District to plan, design, construct and determine long-term maintenance options for the **Reedville Trail** between the Rock Creek Trail at Wilkins Street and the South Hillsboro plan area. Place the highest implementation priority on the segment between Baseline Road and Johnson Street.
- 5.2** Work with the City of Hillsboro, the South Hillsboro development team, Intel Corporation, ODOT, Portland & Western Railroad and Union Pacific Railroad to plan, design, construct and determine long-term maintenance options for the **Turf-to-Surf Trail**, including potential on-street segments, between downtown Hillsboro and downtown Beaverton. Place the highest implementation priority on the segment between Century Boulevard and Shaw Street (just east of 198th Avenue), which would most likely be situated in the Old Hillsboro Highway right-of-way along the south side of the Portland & Western Railroad.
- 5.3** Work with THPRD to gradually extend the **Beaverton Creek Trail** westward through Aloha-Reedville, including potential off-street and on-street segments. Place the highest implementation priority on the pedestrian/bike bridge and accessway along the Augusta Lane right-of-way between Pheasant Lane and 178th Avenue. Determine location to cross 185th Avenue in coordination with the Regional Flexible Fund pedestrian arterial crossing project (PBP Crossing Improvement recommendation 3.1).
- 5.4** Work with THPRD, the City of Hillsboro and property owners to study potential alignments for the **Willow Creek Trail**, including connections to the Beaverton Creek Trail, in the area between Baseline Road, Vista Street, 185th Avenue and 197th Avenue.
- 5.5** Work with THPRD, City of Beaverton, ODOT, Portland & Western Railroad and Union Pacific Railroad to seek a long-term undercrossing alignment for the **Westside Trail** at TV Highway. Also determine a better long-term solution for the Westside Trail crossing of Farmington Road just east of 160th Avenue.
- 5.6** Determine level of interest at the county leadership level in **Washington County taking on a greater role in trail development.**

Cost Estimates:

- Reedville Trail between Baseline Road and Johnson Street: \$3,031,000.
- Augusta Lane accessway and bridge component of Beaverton Creek Trail: \$1,497,000.
- Additional feasibility studies or master plans are needed to develop cost estimates for the remaining trail recommendations.

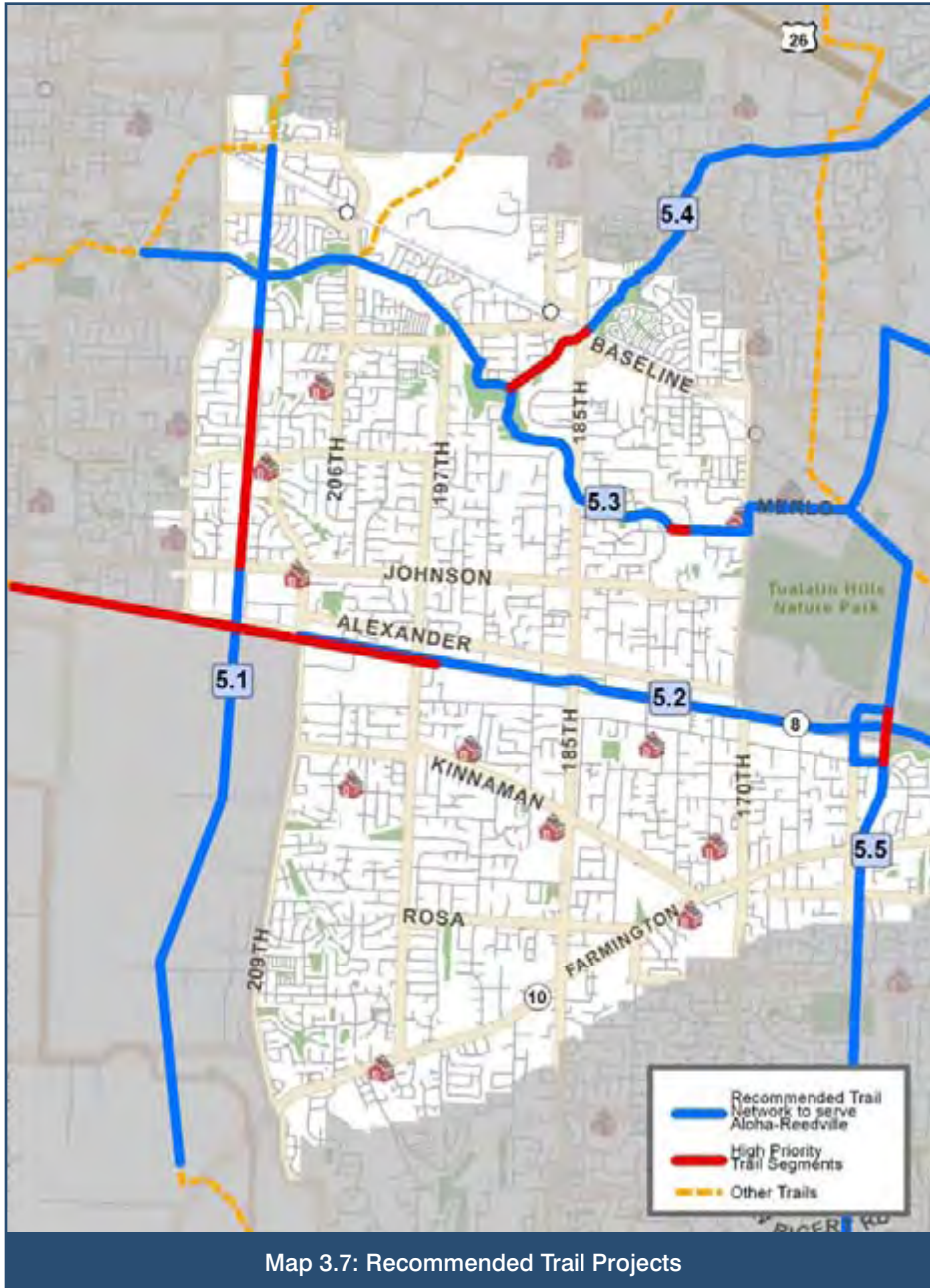
Funding: Metro Nature in Neighborhoods (for Augusta Lane), county funds such as URMD and Road Fund.

Lead and partner agencies: THPRD, City of Hillsboro, Washington County LUT, Bonneville Power Administration, Intel Corporation, Portland & Western Railroad, Union Pacific Railroad, Beaverton School District, Hillsboro School District.

Implementation timeframe: 2014-2035

⁸ Different jurisdictions have different interpretations of the terms "regional trail" and "community trail." For the purposes of the Aloha-Reedville plan, all five trails in the study area are considered regional trails because they pass through multiple jurisdictions and are typically miles long.

⁹ Aloha-Reedville Study Community Options Survey, Complete Survey Results, March 2013.



Map 3.7: Recommended Trail Projects

Neighborhood Bikeways

Neighborhood bikeways – also called bike boulevards or neighborhood greenways – are streets with low automobile volumes and low speeds where bicycling, walking and neighborhood livability are given priority. Typical features of neighborhood bikeways include shared pavement markings (“sharrows”), wayfinding signage, traffic calming, crossing improvements at busier streets, and in some but not all cases, automobile traffic diversion.



Neighborhood bikeways make very modest changes to low-traffic streets in order to facilitate family-friendly cycling. Image: Greg Raisman

Many communities across the nation are embracing neighborhood bikeways because they accommodate a wide range of cycling ability levels, are relatively inexpensive to construct compared to shoulder widening, and are able to shift bicycle traffic from busier roadways nearby, reducing bicycle/motor vehicle conflicts.

Washington County is currently developing a Neighborhood Bikeway Plan, funded through a Transportation and Growth Management (TGM) grant from the State of Oregon. The plan will identify the most appropriate routes for neighborhood bikeways in unincorporated urban Washington County and develop a toolbox of related traffic control devices.

Aloha-Reedville is one of the areas under study for neighborhood bikeway development. Several opportunities exist to provide parallel low-stress bicycling routes to TV Highway and 185th Avenue. The Neighborhood Bikeways Plan will be completed in late 2014.

Proposed Actions:

- 6.1** Through the Washington County Neighborhood Bikeway Plan process, identify **two east-west neighborhood bikeway routes** near TV Highway and **one north-south neighborhood bikeway route** near 185th Avenue in the Aloha-Reedville study area, and determine the most appropriate traffic control devices and other design features for each route. As a placeholder, the TV Highway Corridor Plan has identified Alexander Street and Blanton Street as preferred routes parallel to TV Highway, subject to further refinement.
- 6.2** **Seek funding to construct** the neighborhood bikeways identified in the Neighborhood Bikeways Plan and pursue an early pilot project in the Aloha-Reedville study area. Include **bicycle wayfinding signage** with all neighborhood bikeways.
- 6.3** Pursue **education and encouragement** initiatives after the completion of a neighborhood bikeway, including neighborhood-scale bicycling and walking maps.



6.4 Perform **bicycle traffic counts** on the designated street(s) before and after each neighborhood bikeway project.

6.5 If Blanton Street is chosen as a neighborhood bikeway, use this designation as leverage to pursue the **realignment of the “dog leg” intersections** where Blanton Street meets 198th Avenue and 185th Avenue.

Cost Estimates: The following planning-level cost assumptions may be used:

- Base level features (sharrows, speed humps, signage, etc.): \$200,000/mile
- Signalized arterial crossings: \$500,000/each
- Intersection realignments on Blanton Street: approximately \$2 million/each

Funding: County funds such as URMD and Road Fund; federal, state and regional grants

Lead agency: Washington County LUT

Partner agencies: City of Hillsboro, City of Beaverton

Implementation timeframe: 2015-2018

Retrofitting Bicycle Parking

For encouraging people to ride bicycles for utilitarian trips such as going to a store, “end-of-trip facilities” like bike racks can be just as important as bikeway network investments.

Commercial and retail areas in Aloha-Reedville have very limited secure bike parking facilities. Of those, many are older style bike racks that are potentially damaging to bicycles and many are poorly located (in corners, out of direct line of sight, etc.) Although bike parking is a condition of development in the Community Development Code (Section 429, Bicycle Parking) much of the existing commercial and retail development was built prior to these conditions.

Increasing the number and type of convenient, safe bike parking facilities for both customers and employees could encourage increased use of bicycles in lieu of driving. The policy challenge is providing bicycle racks to private property owners for installation on private property where county-owned right-of-way is not available or is not conveniently located with respect to building entrances.

Proposed Actions:

7.1 Develop a **county-wide program that assists in providing bike racks to commercial/retail property owners**. Property owners would be responsible for bike rack installation. Test the program for up to two years in the Aloha-Reedville study area. Develop and distribute program information to commercial property owners and business owners.

7.2 Develop, possibly in coordination with a non-profit group such as the Westside Transportation Alliance, **bicycle rack installation guidelines**. Include public-friendly design criteria that allows for custom bicycle rack designs that meet the structural and security measures required in existing code. (Similar to City of Portland Bureau of Transportation, Art Racks non-standard bicycle rack application process.)

7.3 Pursue **outside funding sources** (such as Metro Regional Transportation Options grants) dedicated to establishing bicycle parking facilities at private commercial/retail/ employment centers.

7.4 Provide a **parking space variance** (allowance for relief of up to two required parking spaces) for property owner installation within their parking lots.

Cost Estimates:

- Individual staple rack (accommodates two bicycles): \$120 (parts only)
- Replacement of standard automobile parking space with six staple racks (accommodating 12 bicycles): \$720 (parts only)
- County-managed purchasing, planning and installation of six staple racks replacing one automobile parking space: \$3,000

Funding: Metro Regional Travel Options grant, other grant opportunities

Lead agency: Washington County LUT

Partner entities: Westside Transportation Alliance, Metro

Implementation timeframe: 2014-2018

Street Lighting

Street lighting was mentioned in more than 175 public comments and consistently ranked among the top three requested improvements during the Aloha-Reedville planning process. These comments came with some concerns about light pollution and a desire to use “dark sky”-friendly light fixtures. Washington County’s current preferred lighting standard is to use light-emitting diode (LED) fixtures instead of the high-pressure sodium bulbs that had been used for many years. These LED fixtures are endorsed by the International Dark Sky Association.

Street lighting is generally provided in two different contexts in Aloha-Reedville: (1) As part of a street reconstruction project implemented by Washington County, or (2) Installation by a developer within a new subdivision. However, neighborhood street lighting was not a condition of development until 2003 (Ordinance 607). Prior to that time street lighting in new neighborhoods was provided voluntarily by the developers. On the public side, many arterial and collector roadways have not been improved to meet county road standards (which call for stand-alone pole-mounted street lighting). The result is that many older sections of Aloha-Reedville have very few street lights.

For neighborhood-level lighting deficiencies, Washington County lacks an easily accessible program to retrofit street lighting. Individual property owners may work directly with PGE but installation and on-going power and maintenance costs are higher than can be collectively achieved with a neighborhood-wide program. PGE recently instituted a new, lower cost program that takes advantages of the efficiencies provided by multiple subscribers. It would require properties to annex to the Service District for Lighting (SDL) administered by Washington County. The PBP recommends exploring this program further.



On arterial and collector roadways (including ODOT-maintained TV Highway), a choice must be made to either wait until a major street improvement project is planned, or to retrofit street lights into the existing environment. The PBP recommends a combination of both approaches.

Proposed Actions:

- 7.1** Conduct a **feasibility study** within a geographically defined developed neighborhood (underway) and monitor staff time and resources used. This includes outreach, coordination with PGE on existing or new pole locations, reviewing tax lot ownership and ensuring a majority of property owners agree, and preparing property owners for annexation into the SDL.
- 7.2** Based on the outcome of the feasibility study, **determine:** (1) should Washington County LUT Operations Department continue to manage this type of endeavor and (2) appropriate thresholds, such as a minimum number of benefiting tax lots, that provide a reasonable match to staff efforts.
- 7.3** If recommendation 5.9.2 moves forward, **develop community information** regarding the process needed to request neighborhood street lights. Distribute this information through Oregon State University (OSU) Extension Service Citizen Participation Organizations (CPOs), post on appropriate county websites, and seek additional partnership opportunities.
- 7.4** Assist ODOT in their efforts to fund and install **street lighting along TV Highway** in unincorporated Washington County, with highest priority in central Aloha between 192nd and 178th avenues. Consider pole and fixture types that offer placemaking opportunities, including the ability to install banners.
- 7.5** Install dark-sky friendly street lighting as part of all **Major Street Transportation Improvement** projects recommended in section 5.2 (198th Avenue, 170th Avenue, Kinnaman Road, 209th Avenue, 205th Avenue, Farmington Road, 185th Avenue, Alexander Street). Consider pedestrian-scale lighting for two/three-lane projects including Alexander, Kinnaman and 198th.

Cost Estimates:

- Annexation to Service District for Lighting: varies greatly depending on number of subscribers.
- “Cobra” style LED lighting on TV Highway between 192nd and 178th avenues: \$560,000

Funding:

- Neighborhood street lighting: annual property owner payments to the SDL
- TV Highway lighting: Washington County Gain Share, ODOT STIP funds
- County arterial/collector lighting: MSTIP, TDT

Lead agency: Washington County LUT

Partner entities: PGE, ODOT

Implementation timeframe: 2014-2018

Transit Service and Access Enhancements

Over 8% of workers age 16 and over in Aloha-Reedville use public transportation to get to work.¹⁰ Many residents use transit for other purposes as well, including accessing daily needs such as groceries. Comments regarding transit service and safe access to transit were prevalent throughout the Aloha-Reedville planning process.

While Washington County is not a transit service provider, it is an important partner in providing safe, convenient access to transit through investments in pedestrian crossings, sidewalks, bike lanes, accessways, street lighting and other infrastructure.

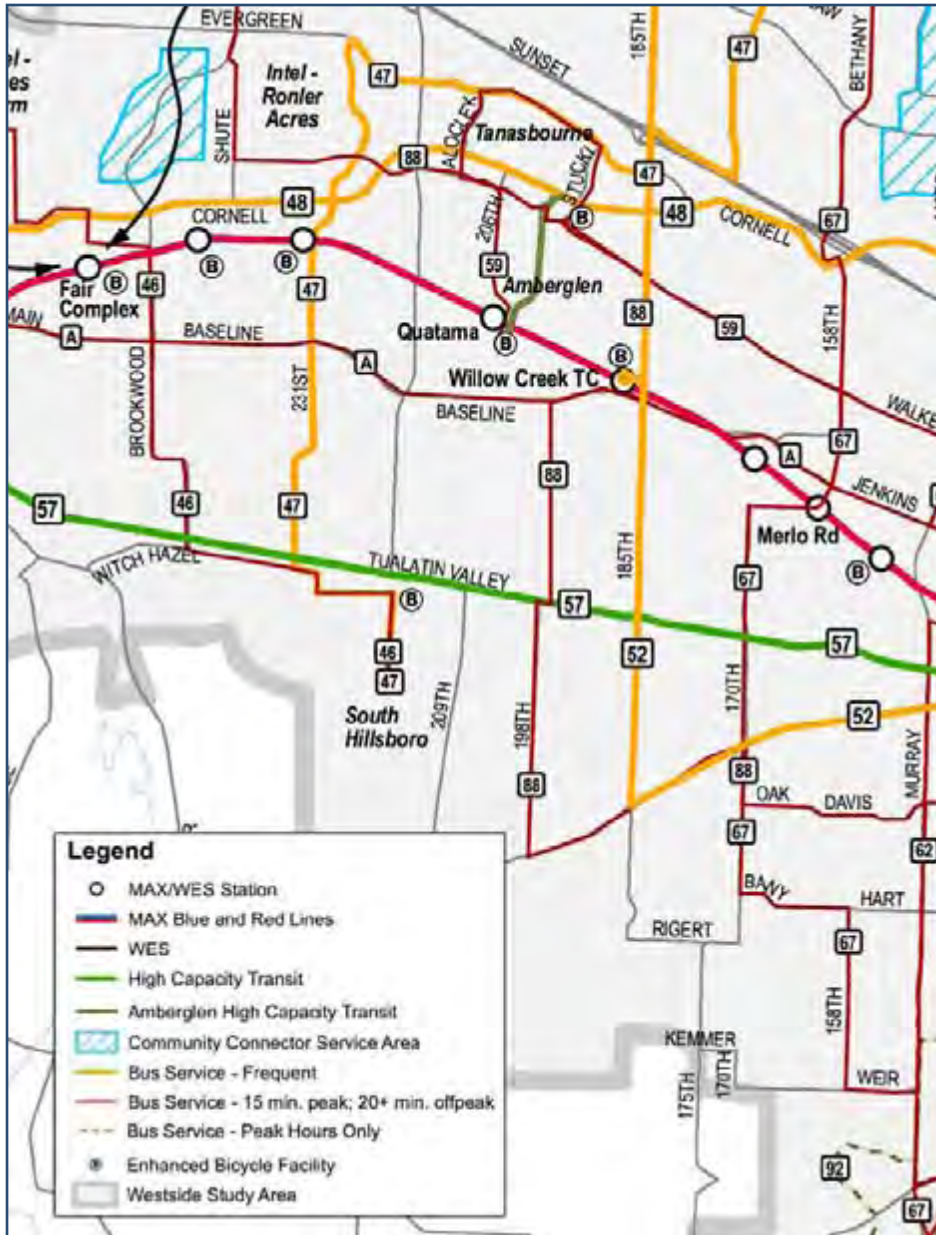
TriMet has identified opportunities to enhance transit service in the Aloha-Reedville study area and other areas of northern Washington County through its Westside Service Enhancement Plan. While TriMet has faced significant funding challenges in recent years, the agency is now in a position to gradually restore and enhance service as revenues and the economy improve. Initial priorities will focus on restoring 15-minute or shorter headways (times between vehicles) on existing “frequent service” routes. Subsequent actions will upgrade other bus routes to frequent service, add entirely new bus routes, and plan for high-capacity transit along TV Highway.

Washington County’s role will be to enhance walking and bicycling routes leading to existing and proposed transit routes and stops, and to start planning for high-capacity transit on TV Highway. Many recommended actions elsewhere in the PBP support these service enhancements, including a complete reconstruction of 198th Avenue (which hosts the #88 bus line) and planning pedestrian crossings along 185th Avenue, 170th Avenue and Baseline Road.

Proposed Actions:

- 8.1** Improve the safety, comfort and convenience of accessing existing and proposed transit services through investments in pedestrian crossings, sidewalks, bike lanes, accessways, street lighting and other supportive infrastructure. Target these investments to support transit service enhancements recommended in TriMet’s Westside Service Enhancement Plan, which include:
- Restoring frequent service to **MAX light rail and the #57 TV Highway / Forest Grove** bus line.
 - Upgrading the **#52 Farmington/185th** bus line to frequent service.
 - Increased frequency on the **#88 Hart/198th** bus line, and extension of the route northward and westward to the North Hillsboro employment area.
 - Achieving more efficient bus service on TV Highway through traffic signal technology and potential adjustments to the location and number of bus stops, with the longer-term goal of establishing **high-capacity transit on TV Highway**.
 - New **north-south bus service on 170th Avenue**, connecting Bethany, Nike World Campus, Aloha, Progress Ridge and downtown Tigard.
 - New **east-west bus service on Baseline/Jenkins Road** connecting downtown Hillsboro and downtown Beaverton.

¹⁰ US Census Bureau American Community Survey 2010-2012 Three-Year Estimates, Table S0802, Aloha CDP.



Map 3.8: TriMet's Westside Service Enhancement Plan Vision
 TriMet recommends two new bus lines and enhanced service on all existing transit lines in Aloha-Reedville. Image: TriMet

8.2 Through the Washington County Transportation System Plan and through the development review process, **reserve right-of-way for future high capacity transit** on TV Highway. Work with ODOT, City of Hillsboro, City of Beaverton, TriMet, Portland & Western Railroad and Union Pacific Railroad to better determine the amount and location or right-of-way needed.

8.3 Convene a work group with the intent of pursuing a **high capacity transit alternatives analysis** for the TV Highway corridor. Seek funding for developing the analysis.

8.4 Partner with TriMet on **bicycle parking projects and initiatives** at transit stops, including at Quatama, Willow Creek and Elmonica light rail stations, and at the intersection of TV Highway and 185th Avenue.

Cost Estimates:

- Pedestrian crossing leading to transit stop: \$150,000-500,000 depending on signal technology used.
- Alternatives analysis for high capacity transit on TV Highway from Forest Grove to Beaverton: \$1-5 million.

Funding: Transit operating expenses are funded by a regional payroll tax. Capital improvements to support access to transit may be funded by a variety of local, state and federal transportation funding sources.

Partner entities: TriMet, Washington County, ODOT, City of Hillsboro, City of Beaverton
 Implementation timeframe: 2015-2025

Conclusion

With this document as a guide, Washington County and the Aloha-Reedville community have a plan to move forward with much-needed active transportation investments. The next steps are to seek funding for the recommended actions, and to maintain organizational capacity in the community in order to advocate for these actions.

Funding

Funding for actions in the PBP will come from a number of sources, including existing county transportation programs and future grant opportunities. Some considerations for each of these potential funding sources are provided below.

- Major Streets Transportation Improvement Program (MSTIP). The currently active round of this county property tax-funded program is called MSTIP 3d and lasts through Fiscal Year 2018-19. Improvements to 198th Avenue south of TV Highway will be partially funded through MSTIP 3d. As the county moves into the next round of MSTIP (3e), or if it seeks a voter-approved expansion of the program, the Aloha-Reedville community and its elected representatives will need to advocate for a reasonable share of these funds. The funds are competitive countywide and are selected through a public process led by the Washington County Coordinating Committee and ultimately approved by the Board of County Commissioners. Advocates for Aloha-Reedville may want to emphasize the following points during future MSTIP selection processes:



- › Aloha-Reedville represents about 10% of the entire county population and about 25% of the urban unincorporated population.
- › Growth in other, nearby areas of the county affects the transportation system in Aloha-Reedville due to its central location.
- › Aloha-Reedville is home to concentrations of “environmental justice” populations that may rely more heavily on walking, biking and transit.
- Transportation Development Tax (TDT). The countywide system development charge for transportation is invested in projects that accommodate additional capacity and that are included on the TDT Capital Improvement Project List. TDT funds are almost always invested within the jurisdictions in which the funds were collected. While there are no requirements (beyond the Project List) as to where these funds can be invested within those jurisdictions, one can make the strong case that a significant amount of infill development has been occurring in Aloha-Reedville and that the associated TDT charged for those developments should be reinvested in the community. A number of Aloha-Reedville arterial/collector roadways are included on the TDT Project List, including Alexander Street, Kinnaman Road and 170th Avenue. The county may consider adding pedestrian/bicycle projects from this and other plans to the TDT Project List because these projects do, in fact, provide transportation capacity.
- Minor Betterments / Urban Road Maintenance District (URMD) Safety Funds. Washington County’s gas tax-funded Minor Betterments program and property tax-funded URMD have been used to construct short and/or interim segments of walkways in locations where safety needs are high but pursuing a standard sidewalk or road widening project is cost prohibitive. The Aloha-Reedville community is encouraged to continue nominating projects for each program’s annual allocation, potentially including projects listed in this plan. The county, in coordination with the URMD Advisory Committee, may consider expanding eligibility for one or both of these programs to include items such as crosswalks and accessways.
- Gain Share. The program to return state income tax money to Washington County to compensate for property tax abatements that were negotiated in order to bring large firms to the county is known as Gain Share. In 2013 the Board of County Commissioners decided to invest a portion of these funds in pedestrian and bicycle projects throughout the county. Several ped/bike projects in Aloha-Reedville are under consideration at the time of this report, including sidewalks on 178th Avenue and project development for an Alexander streetscape. Other potential pedestrian/bicycle projects in Aloha-Reedville should be discussed for future Gain Share allocations, if they remain available for these purposes.
- South Hillsboro. As the City of Hillsboro prepares the area immediately west of Aloha-Reedville to become available for as many as 12,000 new homes and some commercial development, it is working closely with Washington County to develop a financing strategy for transportation improvements both on and offsite. This includes potential commitments to help address transportation impacts in Aloha-Reedville, such as additional traffic and multi-modal conflicts on 209th Avenue, Farmington Road and Kinnaman Road. Pedestrian and bicycle safety concerns in Aloha-Reedville will remain an important consideration during the development and implementation of the South Hillsboro financing strategy.

- TV Highway and ODOT. The county will partner with ODOT to help implement recommendations in the TV Highway Corridor Plan that apply to unincorporated Aloha-Reedville. At the time of this report, project development is underway for installing street lighting on TV Highway between 192nd and 178th avenues using county funds. Other partnership opportunities should be pursued to continue to address safety concerns along the busiest highway in Aloha-Reedville, including continued project nominations for the State Transportation Improvement Program (STIP). ODOT and the State of Oregon will also continue to be a funding partner for planning and other grants, including the Transportation & Growth Management (TGM) program.
- Metro. The regional government will continue to be an important partner both in its role as the administrator of federal transportation funds, and in its role as a grantor for other initiatives including Nature in Neighborhoods. Pedestrian/ bicycle projects that provide access to or through natural areas, such as the Augusta Lane bridge recommended in this plan, may be a good fit for the latter program.
- Federal Government. The county looks forward to continued collaboration with its federal partners to help fulfill the ultimate purpose of the Sustainable Communities grant – to foster a sustainable, connected community in Aloha-Reedville. The county will watch for potential follow-up funding opportunities through the Office of Sustainable Housing and Communities program, while proactively seeking and allocating funding from other federal sources such as the Community Development Block Grant (CDBG) program and the Metropolitan Transportation Improvement Program (MTIP). The county recently completed a sidewalk infill project on 173rd Avenue using CDBG funds and has been awarded federal transportation funds through the Metro-administered Regional Flexible Funds Allocation to design enhanced crosswalks on three arterial roadways in Aloha-Reedville. The county intends to continue this momentum in seeking and leveraging federal funds to invest in Aloha-Reedville.

Organizational Momentum

Washington County will continue to advocate for unincorporated Aloha-Reedville, but it also has obligations to serve other areas of the county and distribute resources in a geographically equitable fashion. The Aloha-Reedville community is encouraged to maintain the organizational momentum that blossomed during the Aloha-Reedville process in order to advocate for the recommended actions included in this and other Aloha-Reedville documents. This could be accomplished through a number of existing community organization mechanisms: the county-supported Citizen Participation Organizations (CPOs 6 and 7), continued engagement by environmental justice groups such as Centro Cultural and the Center for Intercultural Organizing, and a potential continuation of the Aloha-Reedville Community Advisory Committee.

Whichever methods the Aloha-Reedville community decides to use to discuss and advocate for its future, Washington County will be a willing partner eager to invest resources that make Aloha-Reedville a safe, inviting place to walk and bike and a great place to live and work.



HOUSING EQUITY AND OPPORTUNITY STRATEGY

Executive Summary

Housing is about the home you live in—apartment or single-family home, rental or owned—but it's also about the quality of the surrounding community and your ability to meet your needs, feel safe and secure, and work towards your future goals. The recommendations and strategies included in this plan are part of the package. By reducing barriers to increased housing types, working to improve housing quality, and recognizing community concerns about housing access, neighborhood character, and the future of the community, the project team's intent is to establish an environment in which the private market is able to meet more of the community's diverse housing needs.

Currently, Aloha-Reedville is a community that provides good quality housing and homeownership opportunities at modest cost, in a region where such opportunities are scarce. However, future changes in the community and in immediately adjacent areas (particularly the pending development of South Hillsboro) are likely to have a significant impact on housing costs, housing quality, and overall quality of life in the community.

Comments from community members throughout the planning process have emphasized that residents have many desires, including housing options that meet the needs of diverse family types, neighborhoods and homes that are affordable and safe, a friendly and welcoming community, and access to jobs and business opportunities. These larger aspirations are broadly shared by the community—they are not exclusive to any single resident or population.

Many community comments focused on safety and quality of life issues that could improve neighborhoods and areas near homes. These comments included suggestions for general improvements (e.g. "we need more street lighting") as well as specific location suggestions (e.g. "we need street lighting on the street that I live"). Sidewalk coverage and neighborhood street lighting were issues mentioned by many community members.

The Aloha-Reedville community is diverse, with a range of aspirations, wants and needs. The community did not identify a single overwhelming priority regarding housing—instead, different community members and groups identified a variety of issues. Lower-income community members expressed much more concern with housing availability and affordability in Aloha-Reedville than higher-income residents, for example. Concerns about landlord/tenant issues and interior conditions of rental housing were heard almost exclusively from residents living in rental housing, while homeowners were more likely to comment on exterior conditions of housing stock.

The actions recommended in this strategy are intended to:

- Increase the supply and diversity housing types in the community—including housing affordable to lower-income households, housing for disabled and/or aging residents, and housing for larger households by:
 - › Simplifying and reducing the cost of developing Accessory Dwelling Units (ADUs), and supporting the development of ADUs that meet American Disabilities Act (ADA) accessibility requirements
 - › Increase Housing Options by continuing communication with developers in the community to identify and reduce Community Development Code (CDC) barriers to developing a greater variety of housing types in the Aloha-Reedville community
 - › Examine and update Washington County CDC to conform with Oregon Fair Housing Council (OFHC) best practices for Fair Housing (Community Development Code revisions)
 - › Support Aging In Place by identifying an organization to coordinate the variety of public and private groups involved in housing, transportation, and specialized services needed to adequately support community residents to age in place
 - › Consider future action to:
 - Explore additional ways of Utilizing Community Development Block Grant Program
 - Consider possible Corner Duplex Options
 - Discuss support for Employer-Supported Housing
 - Pursue Land Trust Program Options if funding can be identified
- Improve the quality of existing housing, including opportunities for current homeowners to maintain their homes and ensuring that rental housing, both single-family and multi-family, is appropriately maintained and safe by:
 - › Identifying a lead organization and form a work group to explore the need for a Housing Maintenance Code/Code Enforcement to improve the quality of housing available in the community—especially for lower income households.
 - › Support existing Housing Rehabilitation Programs by working to develop a more complete resource list of the public and private rehabilitation programs, and make that resource list more readily available



- Address other aspects of neighborhood quality and opportunity, such as neighborhood safety and access to jobs, shopping, and services by:
 - › Supporting increased Parks through Tualatin Hills Parks & Recreation District (THPRD), as well as exploring options for expanding City of Hillsboro park service
 - › Identifying Neighborhood Bikeways through the Washington County Neighborhood Bikeways Plan, as well as at least two east-west routes and one north-south route be established in Aloha-Reedville
 - › Developing a model to fund installation, operation and maintenance of Street Lighting (Neighborhood) through a property tax assessment, creating a model that could be applied elsewhere in other unincorporated developed neighborhoods
 - › Reducing CDC barriers to the development of Farmer's Markets to increase access to fresh and healthy food options and providing micro-business opportunities
 - › Expanding allowable Home Occupations to increase opportunity for small businesses in the community
 - › Working with school districts to identify priority improvements to complete Sidewalks Near Schools
 - › Supporting Transit Service Enhancements through the implementation of TriMet's West-side Service Enhancement Plan
 - › Supporting Local Business by developing a multicultural organization to help support local businesses and provide economic advocacy if funding can be identified

In addition, there are community concerns that are not directly addressed by this plan. In some cases, there are larger barriers to direct action—such as legislative prohibitions or lack of funding. In other cases, identified concerns may be addressed by other agencies and organizations that may partner with Washington County.

Introduction and Context

This strategy addresses Goal 7 of the Aloha-Reedville study: *Identify strategies and funding tools to maintain existing affordable housing and increase the supply of affordable housing located in high-opportunity locations in the study area.* Goal 7's associated objectives are:

- Explore strategies to preserve and improve existing affordable housing
- Explore strategies to increase the number of affordable housing opportunities in well-connected locations
- Explore funding tools and options to leverage public and private investment in affordable housing

Goal 7 and its objectives are concerned with housing needs, access to housing options, and equity and opportunity for Aloha-Reedville community members. This strategy will primarily focus on recommendations that aim to increase the quality and variety of housing types and housing units available in the community. This strategy will include recommendations that are likely to improve neighborhood quality and livability, including access to transportation options, economic opportunities, and goods and services.

Many of these recommendations are addressed in more detail other portions of the Aloha-Reedville Study and Livable Community Plan, including the Bicycle and Pedestrian Strategy, the Transit Service Enhancements Issue Paper, the Economic Development Strategy, and the Land Use, Corridor, and Streetscape Strategy. Readers interested in more information on recommendations on transportation, economic development, and land use are encouraged to refer to those documents. In addition, bicycle, motor vehicle and transit needs for the TV Highway corridor are largely addressed by a separate planning effort (the Tualatin Valley (TV) Highway Corridor Plan, completed by Oregon Department of Transportation and City of Hillsboro.) Readers with concerns specifically about TV Highway should refer to the TV Highway Corridor Plan.

Housing Equity and Opportunity

Housing equity and opportunity are about more than simply access to housing. The Aloha-Reedville community is diverse, and community members have a wide variety of needs and aspirations for the future. A community with fair and equitable access to housing is one in which all residents, at all income levels, family compositions and household sizes, all backgrounds and education levels, and levels of ability have choices about their housing options, and are able to find and secure housing that meets their needs, is affordable for their income level, and feels safe and welcoming. Equity also suggests that the benefits and burdens of development and improvements are equally distributed across the population. All communities have challenges and barriers to achieving complete housing equity for all residents—but those barriers should not prevent communities from aspiring to meet this goal.

Comments from community members throughout the planning process have emphasized that residents have many desires, including housing options that meet the needs of diverse family types, neighborhoods and homes that are affordable and safe, a friendly and welcoming community, and access to jobs and business opportunities. These aspirations are broadly shared by the community—they are not exclusive to any single resident or population. Different community members each have unique needs and may have different priorities. Specific comments and feedback from communities of color, including immigrant and refugee populations, are discussed in the Center for Intercultural Organizing (CIO)'s Community Feedback Report, included in the addendum public involvement reports. This plan attempts to identify recommended actions that support aspirations voiced by a significant number of Aloha-Reedville residents.

In many cases, these aspirations are shared by most of the community. In cases where a specific population identified a special concern, that will be noted in this report. In addition, it should be recognized that some community members have less access to opportunity in general and less options readily available to themselves and their families. In some cases it may be valuable for the community to make an effort to support actions and strategies that help increase opportunities and choices for residents that may have suffered from a historic lack of options or have been disproportionately impacted by burdens or neglect.



Housing Affordability

The definition of affordability is an important concept in understanding housing and housing strategies. The word affordable is often perceived to be a euphemism for low income housing. However, in this report, **affordable housing** is defined as any owner-occupied or rental housing that costs no more than 30 percent of gross household income (HHI) for mortgage, taxes, insurance and utilities for owner-occupied homes or rent plus utilities for rental housing. The measurement of 30 percent of HHI is the standard determined by the U.S. Department of Housing and Urban Development (HUD) and is measured as a percentage of median family income (MFI).

A household at any income paying more than 30 percent of their gross household income to their housing costs is considered **cost-burdened**, regardless of whether household members own or rent. Higher-income households generally have access to a wider range of housing options provided by the private market. Lower-income households have fewer choices available, and may be forced to pay a large portion of their income for housing that meets their needs.

HUD establishes a regional estimated annual Median Family Income (MFI)¹ to set eligibility limits for regulated affordable housing projects and financing programs. The estimated MFI for the Portland Metro region, which includes Aloha-Reedville, was \$63,800 in 2013.² Households are grouped according to their income, relative to the area MFI. The typical income brackets are used to determine eligibility and funding for renter and homeowner assistance programs. Standard HUD income brackets are:

- below 30%,
- 30%-50%,
- 50%-80%,
- 80%-120%, and
- over 120%.

As used in this report, **regulated affordable housing** refers to housing that is made affordable through public subsidies and/or agreements or statutory regulations that restrict or limit resident income levels and/or rents. Regulated affordable housing generally provides housing for households that otherwise could not afford adequate housing at market rates. **Market-rate housing** is housing that is available in the open market without public subsidies. **Market-rate housing** may be low-cost or subsidized by a private agency, but does not include any public subsidy and is not subject to any statutory regulations restricting resident income levels or rents.

It is important to note that the affordability of a specific housing unit (in both regulated affordable housing and market housing) depends on the income of the household living in that unit. A household may be cost burdened in either market-rate housing or regulated affordable housing if they are paying more than 30 percent of their gross household income in housing costs.

Housing and Transportation Costs

Studies suggest that transportation costs should be considered as part of overall housing affordability issues. When households chose to live in locations far from employment opportunities and other daily needs, they may incur high transportation costs and higher overall household expenses. Low-income families are especially vulnerable in this regard; national studies have shown that working families spend about \$0.77 in increased transportation costs for every dollar they save on housing expenses, and low-income households living long distances from employment centers frequently experience higher overall housing and transportation costs than households living in more central locations³.

Access to transit may allow households to improve housing affordability by reducing transportation costs. Households with lower transportation costs may be able to afford to pay slightly higher rent or mortgage costs in order to be closer to transit and other amenities. Research suggests affordable housing and transportation costs should total about 45 percent of household income⁴. HUD and DOT recently released a Location Affordability Portal⁵ featuring online tools to help households assess their overall housing and transportation costs.

Existing Conditions and Constraints

Aloha-Reedville Demographics

The Aloha-Reedville community is notable in a number of ways, as explored in more depth in Appendix 2 (Economic and Demographic Report and Projections) of the Existing Conditions Report.

The Aloha-Reedville community is more diverse than other areas of Washington County, with 30 percent of the population in non-white racial groups, compared to 23 percent of Washington County. Aloha-Reedville is generally younger than in the county as a whole, with a larger share of people under 40 years (64 percent), compared with the averages in Washington County (57 percent), Portland Metro (55 percent), or Oregon (52 percent), and 77 percent of the community under the age of 50 (compared to 72 percent Countywide).

The median income in the Aloha Census Designated Place (CDP) was about \$57,200 in 2010—lower than Washington County's median household income but higher than the median income for Oregon State.

Aloha had larger households than Washington County or State averages. The average household size in the Aloha CDP was 2.91 persons per household in 2010, compared with Washington County's average of 2.60 and the State's average of 2.47 persons per household. Communities of color, including immigrant and refugee households, have an average household size of 4.38 (CIO Community Feedback Report, page 4). This is consistent with the fact that the Aloha CDP has a larger share of households with children and smaller share of single-person households. In addition, very large households (7+ person households) in the Aloha CDP had lower median incomes than those households in Washington County.

¹ HUD establishes Median Family Income based on Metropolitan Statistical Areas (MSA). The Portland-Vancouver MSA includes Washington, Multnomah, Clackamas, Columbia, and Yamhill Counties, as well as Skamania and Clark County, WA. HUD's MFI is tiered based on household size.

² HUD Median Family Income Estimate for Oregon: www.huduser.org/portal/datasets/il/il13/or.pdf

³ Center for Housing Policy. 2006, October. A Heavy Load: The Combined Housing and Transportation Burdens of Working Families. www.nhc.org/media/documents/pub_heavy_load_10_06.pdf

⁴ Center for Housing Policy. 2010 March. Penny wise, Pound Foolish: New Measures of Housing + Transportation Affordability. www.cnt.org/repository/pwpcf.pdf

⁵ www.locationaffordability.info



It is important to note that Aloha-Reedville's diverse community has a wide range of housing issues and concerns. The community did not identify a single overwhelming priority regarding housing—instead, different community members and groups identified a variety of issues. Lower-income community members expressed much more concern with housing availability and affordability in Aloha-Reedville than higher-income residents, for example. Concerns about landlord/tenant issues and interior conditions of rental housing were heard almost exclusively from residents living in rental housing, as discussed in detail in the CIO Community Feedback Report, while homeowners were more likely to comment on exterior conditions of housing stock.

Aloha-Reedville Housing Stock

Housing in Aloha-Reedville is explored in depth in Appendix 4 (Housing Adequacy Assessment and Recommendations) of the Existing Conditions Report, available at: www.co.washington.or.us/LUT/PlanningProjects/alohareedville/document-and-maps.cfm

Outside the commercial corridors, Aloha-Reedville is a largely residential community, with a mix of owner-occupied (62 percent) and renter-occupied (38 percent) housing units that is comparable to Washington County in general (61 percent owner/39 percent renter).

Housing stock is predominantly single-family detached housing units. Sixty-four percent of the housing units in Aloha-Reedville are detached single-family homes (including mobile and manufactured dwellings), comparable with the averages in Washington County (62 percent) and the Metro region. Aloha-Reedville has a slightly higher percentage of attached single family housing units (12 percent) than Washington County average (7 percent), and a lower percentage of housing units in multifamily developments with 5 or more units (20 percent) than Washington County (28 percent) and the Metro region overall (22 percent). Over 57 percent of the housing units in Aloha-Reedville are three-bedroom homes, but only 15 percent of the housing units in the area have four or more bedrooms—less than Washington County (23 percent) and the Portland Metro area (30 percent).

Sales prices for owner-occupied homes in the Aloha-Reedville area are relatively affordable, compared to Washington County and the Portland Metro region overall. Rental prices in Aloha-Reedville are comparable to much of the surrounding area, though Aloha-Reedville's rental vacancy rate is lower than many other communities in Washington County—which may make it challenging for households to secure needed rental housing.

Aloha-Reedville's housing is largely developed in a suburban pattern with a number of cul-de-sac and dead-end streets. The majority of the area's housing has been constructed since the 1960s, with most of the recent construction (1980s-the present) occurring in the northern portion of the study area. Many of the older residential neighborhoods lack complete sidewalk coverage and streetlights.

Housing types & affordability

The Aloha-Reedville community has a relatively narrow range of housing products available for both renters and homeowners. While three-bedroom single-family homes are attractive for many households, the lack of variety, in both housing type and housing cost, may not meet the needs of all members of the Aloha-Reedville community. Households that do not need (or are not able to afford) a three bedroom home have fewer housing options in Aloha-Reedville. Aloha-Reedville needs a broader spectrum of housing options in order to meet the needs of more of its residents.

Appendix 4: Housing Adequacy Assessment and Recommendations of the Existing Conditions Report Existing Conditions Report highlighted a number of gaps in Aloha-Reedville's housing supply.

- **Housing for larger households (including multigenerational families)**

Aloha-Reedville has larger households, but only 15 percent of its housing units have four or more bedrooms. Fourteen percent of the households in Aloha-Reedville include more than four household members, compared to only 11 percent in Washington County. Low-income families with larger households are likely to have the most difficulty in finding housing that meets their needs. This may mean that some households are living in overcrowded conditions, because the housing that is most affordable has fewer bedrooms. This may also make it difficult for extended and/or multigenerational families to find housing that suits their needs. This is a particular concern for communities of color, including immigrants and refugees, as discussed in CIO's Community Feedback Report.

- **Housing for all income levels**

While housing costs in Aloha-Reedville may be more affordable than other locations in Washington County, the community still lacks housing units affordable to all income levels. Deficits are most significant for households at the lowest income levels, though the community also lacks housing for affluent families seeking larger homes. Most regulated affordable housing is frequently developed as multifamily housing units. The study area's prevalence of single detached dwellings potentially points to a deficit of regulated affordable housing.

At the start of the Aloha-Reedville study, housing gaps for specific income levels included:

- › A deficit of roughly 1,600 units affordable to households with incomes below 30 percent MFI
- › A deficit of roughly 500 units affordable to households earning between 50 and 80% MFI

Demand for regulated affordable rental housing continues to exceed supply. Resources to fund regulated affordable rental housing continue to be reduced at the federal and local levels and fewer projects are being funded. In addition, current funding priorities are focused on preserving the current inventory of regulated affordable rental housing projects, many of which are in danger of conversion to market rate housing. Further, Oregon's Legislative prohibition (ORS 197.309) against developing housing units targeted to a specific population—including households at a specific income level—means that local governments may not require developers to produce housing units affordable to lower income residents. Washington County, like other local governments in Oregon, may only establish voluntary programs to encourage development of housing affordable to lower income levels.

- **Housing for residents with special needs (including elderly residents)**

It is challenging to finance and build housing for extremely low-income and special-needs households. Many vulnerable households do not have sufficient income to afford even the most modest housing in Washington County without assistance. This is not unique to Washington County, but is a challenge that many communities face. As noted above, the housing gap shows that there is a need for roughly 1,600 additional units of housing affordable to households making less than 30 percent Median Family Income (MFI). A portion of these households probably include special needs populations.



• Housing for affluent households

The Aloha-Reedville area may also be lacking housing that could attract more affluent households who are seeking larger homes. However, housing for more affluent households is more likely to be provided by private market-rate development when some of the economic and infrastructure gaps outlined in this report are addressed.

Limited available land

The majority of the vacant land in the study area, approximately 280 acres out of the approximately 370 acres of vacant buildable land, is designated for single-family, multifamily, or mixed-use (which allows, but does not require, residential uses). Most of the remaining buildable parcels are smaller than two acres and are scattered throughout the study area.

Smaller infill parcel development and/or assembling multiple sites for large scale development is costly because the developer loses efficiencies of scale realized in large developments with multiple housing units. Small scale development normally focuses on developing homeownership units. However, increasing rental housing demand may make small scale rental development a more viable option. Regulated affordable development almost invariably relies on multiple funding sources to reduce rental prices or purchase costs to a level that are affordable for low-income residents. The complexity of development with multiple funding sources results in higher costs per unit, making it very difficult to develop regulated affordable housing on a small scale (less than 100 units).

Since the publication of the Existing Conditions Report in 2012, over 2/3^{ds} of the available vacant land designated for multifamily development has gone into construction. These new developments will bring nearly 1,000 new units to the local market in the next few months. In addition, since January 2013, 94 applications for single-family development have been filed, indicating an upswing in the single-family development market as well.

Lack of infrastructure and amenities

Many areas in Aloha-Reedville lack street lighting, sidewalks, and stormwater facilities. Developers are required to provide these amenities when new development or redevelopment occurs—which increases the cost of infill housing development. These costs are frequently passed on to residents in the form of higher purchase prices or rental costs, further limiting the number of households that may be able to live in the community. This may mean that infill is more likely to occur in neighborhoods that already have sidewalks, street lighting, and stormwater facilities, rather than in areas that are missing those amenities.

Lack of street lighting in neighborhoods and gaps in sidewalk connectivity are among the most frequently noted issues in the study area. The Existing Conditions report⁶ notes that as much as half of the streets in the study area south of Tualatin Valley Highway lack sidewalks. In the northern portion of the study area, which is more recently developed, approximately one fifth of the area lacks sidewalks.

⁶ Aloha-Reedville Study and Livable Community Plan, Existing Conditions Report, Appendix 5, Transportation, June 11, 2012 pages 30 and 31 – Sidewalk Facility Inventory.

Potential risk of gentrification and displacement

Because the Aloha-Reedville community is home to more diverse residents with a lower median income level than the rest of Washington County, it is important to recognize the risk of gentrification and displacement as the community improves. Improvements to the community, such as increasing sidewalk coverage and street lighting, are likely to increase property values and housing costs in the future. Increased housing costs could make the community unaffordable to some residents, or make it difficult for current residents to find housing in the community when their needs change. For example, a current resident who chooses to sell their home after retirement may struggle to find an affordable unit if housing costs spiral upward due to community improvements. Lower-income households, particularly communities of color and immigrants and refugees, are often at higher risk for involuntary displacement when costs increase as a result of gentrification. Specific concerns about residential and commercial gentrification among communities of color are discussed in the CIO Community Feedback Report.

Currently, while Aloha-Reedville community generally has more modest housing costs than the rest of Washington County, a greater share of homeowners are considered cost burdened: Aloha-Reedville's owner cost burden (42 percent of householders) is similar to State and Portland Metro rates (40 percent), but above Washington County's (36 percent). This may be an additional indicator that the community is vulnerable to displacement. In addition, redevelopment of single-family and multifamily housing may also decrease the supply of private, non-regulated affordable housing units, as older units are rehabbed or replaced with new ones. Older housing stock is often the most affordable, market-rate housing option for lower-income households.

In cycles of neighborhood change, gentrification is sometimes preceded by a period of disinvestment, in which homes and businesses are in such poor repair that real estate prices drop considerably. When prices become low enough, property can be purchased and "flipped" for a profit, displacing the existing culture and people in the process. This factor in gentrification is another risk faced by the Aloha-Reedville area. As other areas in the region—such as South Hillsboro and Amber Glen—develop and provide newer housing, there is a possibility of disinvestment and deteriorating housing in Aloha-Reedville. The fact that many of Aloha Reedville's homeowners are cost burdened raises concerns about potential delayed maintenance, although little evidence has been seen of that to date on a broad scale.

Gentrification and displacement is a challenging issue that many communities struggle to address. How does a community bring improvements and development community members want—sidewalks, street lights, new shops and businesses—without making some residents feel unwelcome or increasing costs to the point that households are forced to leave? Gentrification is often a very gradual process, with no easily-identified realistic solution. However, the concerns of the community should be acknowledged, and the County and its partners should strive to remain aware of conditions in the Aloha-Reedville community so future action to address disinvestment or gentrification and displacement may be considered.



What We Heard from the Community

Much of the feedback received from open houses, surveys (including surveys conducted by community groups discussed in the CIO Community Feedback Report), and the Citizen Advisory Committee (CAC) work group centered around safety issues for pedestrians and bicyclists due to a lack of sidewalks and street lighting throughout the study area. This concern was true for residential neighborhoods as well as commercial corridors in the study area, including TV Highway.

Comments from the community that directly addressed housing were varied, and in some cases feedback from community members was conflicting. Some community members expressed concern about the physical condition of housing and commercial areas in Aloha-Reedville, suggesting that cleaning up and taking pride in the community was an important objective. In some cases, community members attributed concerns about the exterior physical condition of homes in existing regulated affordable housing—though the Housing Survey⁷ did not support this claim.

Community members expressed differing views on the need for additional regulated affordable housing in the community—some residents felt that the community already had a surplus of regulated affordable housing, while other community members stated that additional affordable housing was a significant need. It should be noted that during community polling in March 2013, 60 percent of the community members participating in the polling events agreed that providing housing for all income levels was important in the Aloha-Reedville community.

Many community members expressed appreciation of the single-family residential character of Aloha-Reedville neighborhoods. Some residents had concerns about the changing character of the community—sometimes suggesting that higher-density housing types, such as multifamily housing or flag lot development was detracting from the single-family character. However, opposition to new or redeveloped housing in the community was not universal and many residents, including the CAC, recognized that increased residential density would be necessary to support some of the amenities that the community was asking for (such as increased shopping and services and increased transit service) and noted that new housing could be developed in ways that were compatible with the existing community character.

Housing developers who work in the Aloha-Reedville community and greater Metro area suggested that existing Community Development Code (CDC) includes restrictions that act as a barrier to new and/or innovative housing in the community. Many of the concerns discussed during developer forums, such as uncertainty about the kind of development that would support a clear community vision for the future, is not an issue that can be addressed through CDC revisions. However, reducing barriers in the CDC may allow development of additional housing that is able to meet some of the unmet housing needs in the Aloha-Reedville community.

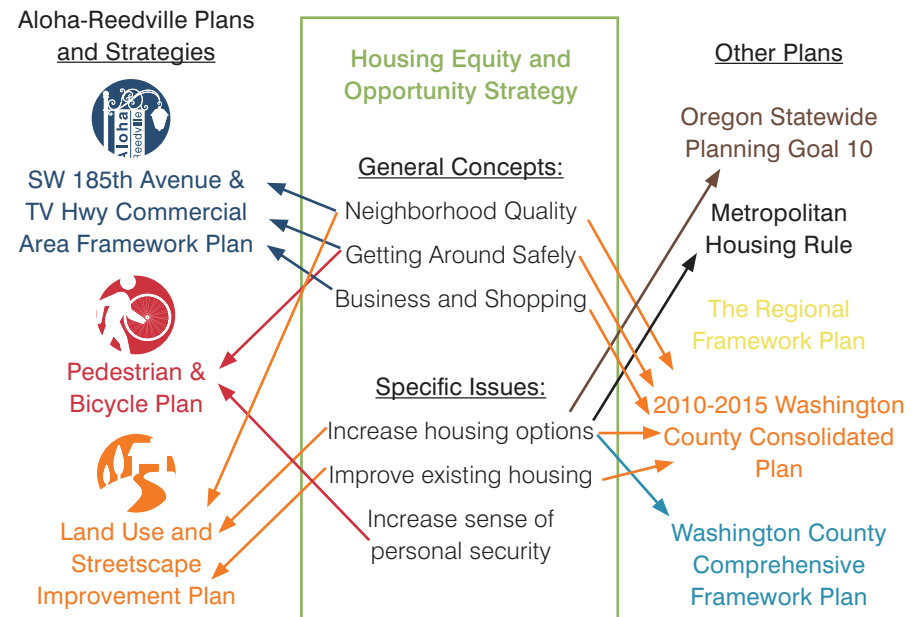
A number of community members commented about the aging of the Aloha-Reedville community and the aging population in general. The concept of “aging in place”—in which residents have options that support the choice to remain in their home and/or established community as they age—was an important issue for some community members. In some cases these comments focused

on preserving existing single-story homes in the study area and in other cases residents supported the development of ADA-compliant housing options or new housing units with features designed to support residents as they age.

Some of the feedback collected regarding housing and housing access was specific to particular populations within Aloha-Reedville. Lower-income residents expressed concern about housing costs and housing affordability much more frequently than higher-income community members. Lower-income community members were also more likely to be renters in the community and to have feedback regarding the rental market and rental procedures—including concerns about difficulty and cost of submitting rental applications and challenges in meeting landlord screening criteria. In addition, lower income renters who provided feedback through Aloha Unite⁸ events and workshops noted concerns with the interior conditions of rental housing units—a concern that had not been expressed during more mainstream feedback collection.

Aloha Unite feedback also included comments from some community members about potentially-in equitable treatment by landlords and apartment maintenance workers, as well as other concerns about cultural isolation and discrimination from other residents. In addition Aloha Unite comments noted the need for a community space that is more welcoming to diverse community members and cultural traditions in the increasingly-diverse Aloha-Reedville community. Feedback collected by Aloha Unite is outlined in more detail in the CIO Community Feedback Report.

Policy Context and Related Plans



⁷ Aloha-Reedville Study and Livable Community Plan, Existing Conditions Report, Appendix 4, Housing, June 11, 2012 pages 51-64 – Housing Survey.

⁸ Aloha Unite is a consortium of community-based organizations organized by the Center for Intercultural Organizing (CIO). Aloha Unite! includes CIO, Adelente Mujeres, the Asian Pacific American Network, the Oregon Somali Family Education Center, Organizing People Activating Leaders, the Community Alliance of Tenants, and Centro Cultural de Washington County.



Supporting Community Aspirations

Community-Stated Values

- **Prosperity:** Housing costs are very often the single largest expense in a household's budget. Households that are cost-burdened may be forced to choose between rent or mortgage payments and other vital necessities, such as clothing, healthy food, or medical expenses. When households live in housing that is affordable for their income level, they have more money available to be saved or invested in other aspects of life, including food and education.
- **Safety:** The safety of a home and neighborhood often has a major impact on quality of life. Community members commented on many aspects of safety, including security of individual housing units, but also the need for neighborhood street lighting and sidewalks, to improve the safety of the surrounding neighborhood and community.
- **Health:** Neighborhood and housing quality often have direct impacts on the mental and physical health of community members. Individuals and families who are severely cost-burdened or living in unsafe housing tend to be stressed and are more likely to suffer from illnesses and health problems, while community members in affordable, safe, and secure housing tend to be more stable, with their children performing better in school. In addition, some issues with interior household conditions—such as interior mold—can have direct health impacts.
- **Beauty:** Well-maintained housing, single-family and multi-family properties, can visually enhance neighborhoods and help create a sense of community pride.
- **Quality of Life:** Different people define this value in different ways. However, where a household lives and how happy and safe their feel in their home has a major impact on their overall quality of life.

Vision Statements

The Housing Equity and Opportunity Strategy addresses at least three of the nine vision statements developed by the Aloha-Reedville community, discussed in more detail in section 2.2 (CAC Vision Statements) in the Aloha-Reedville Study and Livable Community Plan Summary Report:

- **Housing:** *I live in a home that is safe and meets my needs, in a community where I can retire and my kids can afford to live.* As described above
- **Attractive Community:** *The natural beauty, well-kept neighborhoods, inviting commercial areas and strong community identity shows our pride in our community.* As described above under the community value of “beauty,” well-maintained housing can create more attractive neighborhoods.
- **Personal Security:** *We feel safe living, working, going to school and traveling throughout our community.* This vision statement is related to crime prevention and feeling safe.

Feeling safe at home and in neighborhoods was an important issue for many community members. Some residents also placed emphasis on feeling welcome in the Aloha-Reedville community and reinforced their desire for a community that honors and respects the diversity of its residents.

Supporting the Other Aloha-Reedville Plans

The Housing Equity and Opportunity Strategy is one of four final action plans/strategies of the Aloha-Reedville Study and Livable Community Plan. To foster the outcomes that the community wants, these plans must work together and include mutually supportive recommendations.

- **Corridor and Commercial Center Land Use and Streetscape Improvement Plan and Corridor and Commercial Center Economic Development and Redevelopment Suitability Plan:** the recommendations on the Housing Equity and Opportunity Strategy may help increase the variety of housing options available in the Aloha-Reedville community. Increased housing options, including housing options affordable to households at lower income levels, may mean more households with the means and opportunity to patronize local businesses, as well as more local housing options for employees who wish to live near their workplace. In addition, recommendations focused on improving the quality of existing housing may improve the perception and marketability of the community, drawing in new customers from other areas of the county.
- **Bike and Pedestrian Plan:** The recommendations in the Bike and Pedestrian Plan focus on many of the infrastructure improvements that impact safety and quality of life in Aloha-Reedville neighborhoods. These recommendations, including details on such actions as filling sidewalk gaps near schools and developing a program to install neighborhood street lighting, address several issues identified as high-priority concerns for community members.

Supporting Other Plans and Policies

The Housing Equity and Opportunity Strategy supports state, regional and county policies that encourage the provision of housing of a variety of types and for a variety of income levels to meet the needs of its residents. Prime examples include the following:

- **Oregon Statewide Planning Goal 10 (Housing)** directs plans to “...encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.”

This section does not limit the authority to adopt or enforce a land use regulation, functional plan provision or condition of approval creating or implementing a voluntary regulation, provision or condition designed to increase the supply of moderate or lower cost housing units or enter into an affordable housing covenant.

- **Metropolitan Housing Rule (Oregon Administrative Rule 660-007)** establishes regional density and mix standards to measure Goal 10 Housing compliance for cities and counties



within the Metro area. It stipulates that needed housing types include attached and detached single-family housing and multifamily housing, as well as regulated affordable housing, mobile home or manufactured dwelling parks, and farmworker housing, and requires local governments to adopt clear and objective standards for procedures regulating housing development. The Metropolitan Housing Rule also states that jurisdictions must designate land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multifamily housing.

- **The Regional Framework Plan** encourages communities to provide a range of housing options that include single-family, multifamily, ownership and rental housing offered by private, public, and nonprofit housing developers and providers. Policy 1.3 (Housing Choice), Title 1: Housing Capacity, and Title 7: Housing Choice in the Urban Growth Management Functional Plan recommend that local governments insure that their regulations allow a diverse range of housing types, and that their policies, actions, and implementation measures increase opportunities for households at all income levels to live in affordable housing.
- **Washington County Comprehensive Framework Plan** Policies 21-24 require the county to encourage the development of a variety of housing types for all income levels by: supporting the Department of Housing Services and the Office of Community Development, designating land to allow attached units with a wide range of housing types and density levels, support existing housing preservation programs and consider the development of a housing code, and support efforts to reduce housing discrimination.
- **2010-2015 Washington County Consolidated Plan** Goals 5 (Opportunity-Rich Housing) and 7 (Planning) recommend that the county consider directing federal housing subsidies to areas with access to transportation, employment, and local goods and services, as well as planning and encouraging affordable housing as part of necessary public infrastructure through voluntary incentive programs and tax exemptions.

Recommended Actions

Although the vast majority of the comments from Aloha-Reedville community members have focused on transportation and safety issues, housing is still a vital part of the community. Indeed, most of the Aloha-Reedville study area is developed as residential neighborhoods, and the quality and accessibility of those areas has a direct impact on the lives of Aloha-Reedville residents.

Currently, Aloha-Reedville is a community that provides good quality housing and homeownership opportunities at modest cost in a region where such opportunities are scarce. However, future changes in the community and in immediately adjacent areas (such as South Hillsboro) are likely to have a significant impact on housing costs, housing quality, and overall quality of life in the community.

Housing is about the home you live in—apartment or single-family home, rental or owned—but it's also about the quality of the surrounding community and your ability to meet your needs, feel safe and secure, and work towards your future goals. The recommendations and strategies included

in this plan is part of the package. By reducing barriers to increased housing types, working to improve housing quality, and recognizing community concerns about housing access, neighborhood character, and the future of the community, we hope to establish an environment in which the private market is able to meet more of the community's diverse housing needs.

Many community comments focused on safety and quality of life issues that could improve neighborhoods and areas near homes. These comments included suggestions for general improvements (e.g. "we need more street lighting") as well as specific location suggestions (e.g. "we need street lighting on the street that I live"). Sidewalk coverage and neighborhood street lighting were issues mentioned by many community members.

Other housing concerns varied across the community. Some residents expressed concern about the exterior condition of local housing stock and general upkeep and maintenance issues, while other households reported that interior conditions of rental housing units were a more significant problem. General feedback from the community did not highlight a major lack of regulated affordable housing in the community—though feedback from lower-income renters revealed many struggles to find and secure affordable, safe, and adequate housing.

Some concerns about housing in Aloha-Reedville are likely to be addressed by market-rate development with little urging from local governments. Other housing needs require more direct action in order to move forward. The actions below are proposed to address Goal 7 and its associated objectives, and the land use and streetscape issues identified by the staff project team and Aloha-Reedville citizens.

Recommended housing actions below are intended to:

- Increase the supply and diversity of housing types in the community—including housing affordable to lower-income households, housing for disabled and/or aging residents, and housing for larger households.
- Improve the quality of existing housing, including opportunities for current homeowners to maintain their homes and ensuring that rental housing, both single-family and multi-family, is appropriately maintained and safe.
- Address other aspects of neighborhood quality and opportunity, such as neighborhood safety and access to jobs, shopping, and services.

In addition to these actions, there are community concerns that are not directly addressed by this plan. In some cases, there are larger barriers to direct action—such as legislative prohibitions or lack of funding. In other cases, identified concerns may be addressed by other agencies and organizations that may partner with Washington County.

Actions addressing housing supply and diversity

These actions are designed to increase the diversity of potential housing types available in the Aloha-Reedville community. It should be noted that specific actions that dictate price points or rent levels for housing units are not part of these recommendations, due to the Legislative prohibition (ORS 197.309) prohibiting local governments from requiring developers to produce housing units affordable to specific income levels.



Problem /Challenge	Identified	Obstacles/Constraints	Next Steps (Near Term)
<p>Gaps in housing supply</p> <ul style="list-style-type: none"> Deficit of 1,600 units affordable to households with incomes below 30% MFI Deficit of 500 units affordable to households with incomes 50% to 80% MFI 	Appendix 4: Housing Adequacy Assessment and Recommendations	<p>ORS 197.309 prohibits local governments from requiring developers to produce units at specific price points</p> <p>Increasing housing costs and low vacancy rates</p> <p>Insufficient supply of federal housing subsidies, likely to be reduced further</p> <p>Little/no local funds available to directly subsidize or incent development of lower-cost housing units</p>	<p>Accessory Dwelling Units (recommended action)</p> <p>Increase Housing Options (recommended action)</p>
<p>Limited housing types</p> <ul style="list-style-type: none"> Limited supply of housing suitable for “aging in place” Limited supply of homes for larger families, including intergenerational households Lack of housing for affluent households 	Appendix 4: Housing Adequacy Assessment and Recommendations	<p>Limited vacant land for residential development</p> <p>Lack of infrastructure and amenities</p>	<p>Accessory Dwelling Units (recommended action)</p> <p>Increase Housing Options (recommended action)</p> <p>Fair Housing CDC revisions (recommended action)</p> <p>Aging in Place (recommended action)</p>

• **Near Term:**

› **Accessory Dwelling Units**

This recommendation (already adopted in ordinance) changes the process required to develop an Accessory Dwelling Unit (ADU) to an existing single-family dwelling unit from a Type II or Type III process to a Type I process. This reduces the cost of the development permit, as well as reducing the timeline of the development process.

The ordinance also permits ADU units that meet American Disabilities Act (ADA) accessibility requirements to increase their square footage by up to 15%. It supports the development of additional smaller housing units that may be more affordable for some community members and may allow aging-in-place—in addition to providing housing that may meet the needs of larger and/or extended families in the Aloha-Reedville community.

› **Increase Housing Options**

This action recommends ongoing communication with developers in the Aloha-Reedville community and the Portland Metro area to identify and reduce barriers to developing a greater variety of housing types in the Aloha-Reedville community.

› Reducing barriers to developing new and innovative housing types may provide smaller and/or more affordable housing units, or housing that meets the needs of larger and/or extended or intergenerational families in the community.

› **Fair Housing (Community Development Code revisions)**

This recommendation focuses on examining the Washington County Community Development Code (CDC) to determine if it conforms to the best practices recommendations for code language released by the Oregon Fair Housing Council (OFHC), and making updates to the CDC as needed.

Preliminary examination of current CDC suggests that updates to Section 430 (Special Uses), Section 413(Parking), and Section 435 (Variances) may be needed to conform to OFHC recommendations.

This recommendation will help increase the variety of housing types available in the community by reducing barriers to development of specialized housing types, as well as reducing outdated and/or discriminatory language in the CDC.

› **Aging In Place**

This action recommends that an organization be identified to coordinate the variety of public and private groups involved in housing, transportation, and specialized services needed to adequately support the Aloha-Reedville community as its residents age in place.

This recommendation also provides additional support for other plan recommendations—including filling sidewalk gaps—that provide improvements that can support aging residents in the community.



• **Mid Term:**

› **Utilizing Community Development Block Grant Program**

This mid-term recommendation suggests that the Washington County Office of Community Development and the Policy Advisory Board (PAB) consider adjusting the allocation of Community Development Block Grant (CDBG) funds in order to allow some amount of CDBG to be used as an incentive to developers producing needed housing types (e.g. housing affordable to lower income households, housing for special-needs populations, etc). This could allow developers to use CDBG to pay for associated infrastructure upgrades required as part of housing development.

This recommendation will be considered as part of the Office of Community Development's 2015-2020 update to the Consolidated Plan.

• **Longer-Term:**

› **Corner Duplex Options**

This potential long-term action was considered as a way to further reduce barriers to the development of additional smaller housing units that may be more affordable for some community members—in addition to providing housing that may meet the needs of larger and/or extended families in the Aloha-Reedville community.

Initial assessment indicated that this potential allowance may not be feasible due to implementation issues and infrastructure requirements. However, this option may be reconsidered for additional refinement and possible adjustments to the CDC in the future.

› **Employer-Supported Housing**

This long-term recommendation could support increased housing options and potentially reduce home purchase costs for some community residents. In some areas, large employers offer an incentive program (often a loan or grant for down payment or closing costs) to employees purchasing a home within a certain distance of their workplace.

This strategy requires a significant investment of capital by the employer and/or a public agency to establish the loan or grant program. If funding is identified, or becomes available to invest in homeownership incentive programs, employer-supported housing models that seek reduce household housing and transportation costs should be considered.

› **Land Trust Program Options**

This long-term recommendation would support long-term affordability for homeownership units in the Aloha-Reedville community using a Community Land Trust (CLT) This approach has been shown to preserve affordability over time in many communities, and may be a strategy to help mitigate the impacts of gentrification and reduce displacement. However, this strategy requires a significant investment of capital to establish homes under the CLT.

If funding is identified, or becomes available, to invest in long-term affordability of ownership units in the Aloha-Reedville community, the CLT model should be pursued.

Actions addressing housing quality

Problem /Challenge	Identified	Obstacles/Constraints	Next Steps (Near Term)
Concerns about physical condition of housing stock and potential future maintenance issues	Housing Conditions Survey (Appendix 4: Housing Adequacy Assessment and Recommendations, sub-appendix 2) and community feedback	Regulatory limits on existing programs restricting funds to owner-occupied homes Little to no capacity to develop additional programs without new funding Limited capacity to develop and enforce a housing code without additional fees to owners and renters	Housing Rehabilitation Programs (recommended action) Housing Maintenance/Code Enforcement (recommended action)
Hazards and lack of maintenance of interiors of rental housing	Community feedback	Limited capacity to develop and enforce a housing code without additional fees to owners and renters	Housing Maintenance/Code Enforcement (recommended action)



Housing Maintenance Code/Code Enforcement

This action recommends that a lead organization be identified to coordinate the effort to form a work group, including the Community Alliance of Tenants and other community groups that participated in Aloha Unite!, to explore the need for a program such as a Housing Maintenance Code, consider model codes and programs, enforcement options and funding mechanisms, and recommend a method of addressing this community issue. This action will help identify further actions needed to improve the quality of housing available in the community—especially for lower income households. This action was identified as a high priority concern for communities of color, including immigrants and refugees, in the CIO Community Feedback Report.

Housing Rehabilitation Programs

This recommendation notes that while the need for tools to promote improvement and maintenance of the area’s housing stock may not be as apparent now as it may be in the future, immediate major expansion of existing repair/rehab programs or the development of major new programs should not be a higher priority than other issues identified by the community (e.g. filling sidewalk gaps). Increasing awareness and access to existing programs may encourage voluntary improvements to some of the local housing stock. This recommendation suggests working to develop a more complete resource list of public and private rehabilitation programs, as well as making that resource list more readily available to community members. This recommendation will help improve the quality of housing units in the Aloha-Reedville community, and may help existing homeowners maintain their properties.

It should be noted that there are currently no rehabilitation programs that are available for rental housing units. Some community members have expressed the need for rehabilitation and repair programs that can be used to improve rental housing units. Federal restrictions on rehabilitation programs funded with Housing and Urban Development (HUD) dollars limit those programs to owner-occupied dwellings. However, it may be possible for private rehabilitation programs to cover improvements on rental housing. If funding can be identified, considering rehabilitation programs for rental housing units should be considered.

Actions addressing neighborhood quality and opportunity

Problem /Challenge	Identified	Obstacles/Constraints	Next Steps (Near Term)
Neighborhood safety concerns	Community feedback	Limited funding resources More rapid improvements require local funding through taxes or fees	Neighborhood Bikeways (recommended actions) Street Lighting (recommended action) Sidewalks Near Schools (recommended action)
Access to transit and transit service improvements	Community feedback	TriMet service adjustments and improvements are determined by TriMet—County role is limited to assisting with access to transit service	Transit Service Enhancements (recommended action)
Need for additional jobs, local services and businesses	Community feedback	Businesses are provided through private market—County does not currently recruit businesses or provide economic development services	Parks (recommended action) Farmer’s Markets (recommended action) Home Occupations (recommended action)



- **Near term:**

- › **Parks**

THPRD and the City of Hillsboro provide park service in the Aloha-Reedville community. This recommendation supports continued park development by THPRD in the community, as well as exploring options for expanding City of Hillsboro park service for Hillsboro-owned parkland in Aloha-Reedville.

- › **Neighborhood Bikeways**

Neighborhood bikeways are streets with low automobile volumes and low speeds where bicycling, walking and neighborhood livability are given priority, and a wide range of cycling abilities can be accommodated. At least two east-west routes and one north-south route in Aloha-Reedville are under consideration as priority routes in the county's recently-initiated development of a Neighborhood Bikeways Plan. Alexander and Blanton are among the streets being considered for these family-friendly bike routes.

- › **Street Lighting (Neighborhood)**

Washington County and PGE are considering a pilot project that would create a new lighting district for residential properties between TV highway and SW Johnson Street that would fund the operation and maintenance of street lighting through a property tax assessment. If successful, this model could be applied elsewhere in developed neighborhoods in the unincorporated area.

- › **Farmer's Markets**

This recommendation seeks to reduce Community Development Code barriers that restrict farmer's market activity to locations designated as General Commercial. Increasing the possible locations for local farmer's markets may increase access to fresh and healthy food options for community residents, as well as potentially providing micro-business opportunities for emerging businesses.

- › **Home Occupations**

This recommendation (already adopted in ordinance) expands the types of occupations that are permitted to operate as in-home businesses. This action will allow greater flexibility and opportunity for small businesses and micro-entrepreneurial activity for community members interested in small businesses or self-employment.

- **Mid and Longer Term:**

- › **Sidewalks Near Schools**

Community feedback indicated that filling sidewalk gaps near schools should be a priority for the area. County staff coordinated with Beaverton and Hillsboro school districts to identify nearly 100 pedestrian infrastructure gaps within ¼ mile of elementary schools and within ½ mile of middle and high schools in the study area.

- › Geographic analysis revealed that 15 of these projects that would have the highest walking demand and therefore the highest return on public investment. The projects include 11 sidewalk infill projects on neighborhood streets, three crosswalks and one pedestrian/bicycle bridge across Beaverton Creek. The projects total approximately \$4.3 million and would benefit ten schools.

- › **Transit Service Enhancements**

The plan supports implementation of TriMet's Westside Service Enhancement Plan, including restoring frequent service to MAX light rail and the #57 TV Highway / Forest Grove bus line; upgrading the #52 Farmington/185th bus line to frequent service; increased frequency and route extension of the #88 Hart/198th bus line; enhanced, more efficient bus service on TV Highway; new north-south bus service on 170th Avenue; and new east-west bus service on Baseline Road. The county's primary role will be to improve safety, comfort and convenience of accessing these transit services through pedestrian and bike facilities.

- › **Support Local Business**

This mid-term recommendation could develop a multicultural organization to help support local businesses and provide some county support for economic advocacy in the community.



Community issues and concerns not directly addressed by recommended actions

Problem /Challenge	Identified	Obstacles/Constraints	Next Steps (Near Term)
<p>Cost of housing Insufficient housing units affordable to lower-income households (under 30% MFI and 50-80% MFI)</p> <p>42% of homeowners in Aloha-Reedville are housing cost-burdened.</p>	<p>Appendix 4: Housing Adequacy Assessment and Recommendations</p>	<p>ORS 197.309 prohibits local governments from requiring developers to produce units at specific price points</p> <p>Increasing housing costs and low vacancy rates</p> <p>Insufficient supply of federal housing subsidies, likely to be reduced further</p> <p>Little/no local funds available to directly subsidize or incent development of lower-cost housing units</p>	<p>Will likely remain an ongoing issue, as the obstacles/constraints outside the county's purview are extremely costly (such as a community land trust)</p>
<p>Landlord/tenant issues</p>	<p>Community feedback</p>	<p>Landlord tenant law is state law; tenants must sue to get action.</p>	<p>Encourage additional outreach from the Community Alliance of Tenants (CAT) to provide tenant's rights education</p> <p>Encourage landlord forums and training through existing county programs (offered through the Sherriff's Office, the Office of Community Development, Housing Authority, etc)</p> <p>Will likely be an ongoing issue, as most obstacles/constraints are outside the county's purview</p>
<p>Potential future gentrification and displacement</p>	<p>Community feedback</p>	<p>ORS 197.309 prohibits local governments from requiring developers to produce units at specific price points</p> <p>Insufficient supply of federal housing subsidies, likely to be reduced further</p> <p>Little/no local funds available to directly subsidize or incent development of lower-cost housing units</p>	<p>County recognizes that this is a community concern that should be monitored, but addressing this issue directly is outside the county's purview and/or extremely costly (such as the community land trust)</p> <p>Will likely be an ongoing issue, as most obstacles/constraints are outside the county's purview</p>



Cost of housing

Oregon State's Legislative prohibition (ORS 197.309) against developing housing units targeted to a specific population—including households at a specific income level—means that local governments may not require developers to produce housing units affordable to lower income residents. Washington County, like other local governments in Oregon, may only establish voluntary programs to encourage development of housing affordable to lower income levels. This significantly restricts the County's ability to lower the cost of housing, which is dictated by supply and demand in the private market.

Demand for regulated affordable rental housing continues to exceed supply. Resources to fund regulated affordable rental housing continue to be reduced at the federal and local levels, so that fewer projects are being funded. In addition, current funding priorities are focused on preserving the current inventory of regulated affordable rental housing projects, many of which are in danger or conversion to market rate housing.

There are no funds available locally to directly subsidize additional affordable housing or reduce housing costs in existing units, without either reducing funding for existing services (such as road maintenance and public safety services) or establishing a new source of revenue through a new tax, fee, or levy. Longer-term options that could provide additional housing opportunities affordable to all income levels (such as utilizing a community land trust) require significant up-front capital investment.

While concern over housing cost is a legitimate concern with major impacts on many households, the county has very little ability to directly address this ongoing issue.

Landlord/tenant issues

Some community members expressed concern over inequitable and/or unfair treatment by landlords, property managers, or property maintenance staff. A variety of issues were mentioned, including problems with having necessary repairs completed in a timely manner, difficulty in completing applications for rental housing or paying screening fees, and feeling unwelcome in some complexes and developments. Specific concerns expressed by historically under-represented communities are provided in more detail in the CIO Community Feedback Report.

Landlord/tenant law is covered at the state level, and local governments (including Washington County) have limited ability to address these issues. In some cases, landlord/tenant issues can be addressed with increased education and awareness of existing law and tenant's rights. The Community Alliance of Tenants (CAT) provides tenant's rights education and advocacy in the Metro region, and has recently expanded operations in Washington County. Continuing education and outreach through CAT may help address some of the concerns about landlord/tenant issues expressed by community members, and this recommendation is supported in the CIO Community Feedback Report.

Landlord trainings and landlord forums providing information about state and federal Fair Housing law and Oregon State landlord/tenant law and landlord best practices may also help reduce some landlord/tenant issues. Currently, landlord forums and educational trainings are provided by

several Washington County departments, often in partnership with other organizations. The Office of Community Development, the Housing Authority of Washington County, and the Washington County Sheriff's Office should continue to provide landlord training and education in an ongoing effort to improve landlord/tenant relations.

Potential future gentrification and displacement

Gentrification and displacement is a challenging issue that many communities struggle to address. Gentrification is often a very gradual process, with no easily-identified realistic solution. However, the concerns of the community should be acknowledged, and the county and its partners should strive to remain aware of conditions in the Aloha-Reedville community so future action to address disinvestment or gentrification and displacement may be considered. Gentrification concerns are discussed further in CIO's Community Feedback Report, and continued efforts to monitor potential gentrification and displacement is supported in the CIO Community Feedback Report.

Conclusion

Currently, Aloha-Reedville is a primarily residential community that provides good quality housing and homeownership opportunities at modest cost in a region where such opportunities are scarce. However, future changes in the community and in immediately adjacent areas are likely to have a significant impact on housing costs, housing quality, and overall quality of life in the community.

Much of the feedback received from open houses, surveys and the Citizen Advisory Committee (CAC) work group centered on safety and quality of life issues that could improve neighborhoods and areas near homes. Safety issues for pedestrians and bicyclists due to a lack of sidewalks and street lighting is an issue throughout residential neighborhoods as well as commercial corridors in the study area, including TV Highway.

Aloha-Reedville's diverse community has a wide range of housing issues and concerns. The community did not identify a single overwhelming priority regarding housing—instead, different community members and groups identified a variety of issues.

Recommended housing actions seek to increase the supply and diversity of housing types in the community, improve the quality of existing housing, and address other aspects of neighborhood quality and opportunity, such as neighborhood safety and access to jobs, shopping, and services. By reducing barriers to increased housing types, working to improve housing quality, and recognizing community concerns about housing access, neighborhood character, and the future of the community, we hope to establish an environment in which the private market is able to meet more of the community's diverse housing needs and allow all Aloha-Reedville residents to enjoy a community that is safer, more welcoming and accessible, and offers a greater variety of choices that meet the needs of its current and future residents.



SW 185TH AVENUE & TUALATIN VALLEY HIGHWAY COMMERCIAL AREA FRAMEWORK PLAN

Executive Summary

Overview

The SW 185th Avenue and Tualatin Valley Highway Commercial Area Framework Plan (“framework plan”) intends to address several issues and opportunities at this important intersection. One of several high use commercial centers in the Aloha-Reedville study area, this particular center is a key element of broader regional planning efforts. To simplify this report, the SW 185th Avenue & TV Highway commercial center will be referred to by its regional planning designation - as a designated town center under Metro’s 2040 Growth Concept Plan.

The Aloha Town Center comprises an area of approximately 419 acres, with a 2010 Census population of 6,611 residents. The “Town Center” designation is an urban design type that guides regional planning for much of the Portland Metropolitan area. Metro acknowledged the Aloha Town Center in 2000 based on the county’s existing land use designations.

Though this area enjoys a number of opportunities based on investment and transportation attributes, Metro and Washington County have identified a need to prepare a conceptual master plan for growth, development and revitalization of the town center area over a long-term planning horizon – no such plan exists at this time.

The framework plan is just that – a “framework” upon which future planning and initial steps toward neighborhood improvement can be based. The plan presents key concepts identified by the community that can chart a course forward over the next 20-30 years. The plan is intended to do three things: 1) guide development so that it occurs in a coordinated manner. It respects the flexibility of existing residents and property owners over the use of their property while laying the framework for future infill and redevelopment that will result in a distinctive, attractive, and vibrant neighborhood; 2) set the stage for a second, refinement phase, that will identify planned land uses, improvements to transportation and utility infrastructure needed to support these uses, and an implementation program of projects, actions and partnerships needed to incrementally carry out the plan over time. Extensive public engagement will be included during this phase; 3) identify elements that can be considered for inclusion in other highly used commercial centers in the study area and beyond.

Vision

Our vision for the Aloha Town Center is for a diverse, human-scale neighborhood—a special place, with centers of activity and well-connected to the greater Aloha-Reedville community. Our neighborhood builds upon and celebrates its cultural diversity, small-town feel and rural community past, providing a safe, attractive and connected environment, with a varied mix of places to live, work, shop, gather and play.

The vision for the Aloha Town Center derived from input received from stakeholder groups and individual members of the public over nearly three years of interaction and discussion with the greater Aloha-Reedville community.

The Aloha-Reedville Study and Livable Community Plan is a three-year planning effort to engage the larger Aloha-Reedville community in considering development options for future growth and improvements that can enhance quality of life for area residents. . The absence of a plan for the Aloha Town Center was identified as an issue requiring action. Preparation of a town center plan, like many other community planning efforts, is a resource-intensive process of research, alternatives development, public and stakeholder engagement, preferred alternative(s) selection, and preparation of an implementation strategy for carrying out the plan. Accordingly, the long-range planning for the Aloha Town Center is being phased in two ways:

First, to help the Aloha Town Center function as anticipated, the county initiated a short-term, focused, two-phased effort a first-phase Framework Plan (this document), and a second, future-phased Refinement Plan. With the framework plan, the foundations of the over-arching effort at area improvement are established and include:

- The vision and desired outcomes for how the town center should look, feel and function as it evolves over the course of the next twenty to thirty years.
- The key concepts around which initial implementing actions and a more detailed second-phase refinement plan would be based.
- Initial projects, actions, and partnerships that initiate momentum toward realizing envisioned growth.



The framework plan concentrates on an area smaller than that currently designated as the “Aloha Town Center” by Washington County, as shown in Map 5.1. The focus area of the framework plan is an area roughly within a ¼ mile radius east and west of SW 185th Avenue. The ¼ mile radius was selected as it is the most commonly accepted “pedestrian shed” – the distance that most people are willing to walk to get to services, employment, shopping and other daily needs. This focus area encompasses about 192 acres. The future Town Center Refinement Plan phase will provide the opportunity for addressing the balance of the area presently designated as a town center and/or for whether the physical boundary of the town center should change. Development of a Town Center Refinement Plan is contingent on county prioritization for staffing that would seek appropriate funding for this effort.

Key Concepts

Using the above vision and the suggestions and comments received from the public, six “Key Concepts” were identified for focusing initial action and generating momentum toward achieving the future vision for the Aloha Town Center over the next 20-30 years. It is anticipated that these key concepts will be revisited and/or amplified upon in a future Town Center Refinement Plan effort. The key concepts include the following:

- Establish and Reinforce Identity: Gateway Features and Signage
- Reconnect and Strengthen Alexander Street
- Celebrate the Community’s Diversity through a Multicultural Center
- Create Places to Gather and Hubs of Residential & Commercial Activity
- Improve Accessibility - Getting Around Safely and Seamlessly
- Connect the Neighborhood with Other Community Destinations
- Create a Unique and Attractive Neighborhood

Carrying Out the Plan

Realizing that not every recommendation can be carried out and completed at once, the framework plan is accompanied by an incremental implementation strategy that provides a game plan of short-, medium-, and long-term actions for realizing key concepts and achieving a community-supported vision. In preparing this strategy, the implementing actions and projects



Map 5.1: Town Center Framework Plan—Study Area Focus
 Source: Washington County, Urbsworks, Leland Consulting Group



(and the major steps toward achieving them) were categorized with regard to timing – for example: short-term (within five years); medium-term (six to ten years) and long-term (ten years and beyond). As noted previously, it is anticipated that the framework plan will be further refined in the refinement plan phase within the next few years (depending on funding) and longer-term projects and actions (ten years and beyond) would likely be identified through that effort, with short- and medium-term actions updated.

It is anticipated that the Implementation Program (appended to this framework plan as a stand-alone document) will be periodically revised as needed to take advantage of changing resources, opportunities and circumstances¹.

Introduction and Context

Aloha-Reedville is an unincorporated community with a story—a community with lots of character, history, diversity, and good bones upon which to grow in the future. Attention has been focused on this area recently, with key studies investigating ways to improve the quality of life and its supporting infrastructure. The larger community is pulling together to help ensure a bright future.

This SW 185th Avenue and TV Highway Commercial Area Framework Plan (“framework plan”) is a summary statement of the community’s vision, direction, and commitment to action for the future of the Aloha Town Center (and other active commercial centers) – for how it aspires to look, and how it should function. Its overall objective is to provide a framework for an attractive neighborhood-scale commercial center that preserves what is desirable within the area; provides safe, well-connected ways to get around within the neighborhood and to other community destinations; and integrates anticipated and desired changes into a clear, coherent and achievable strategy for carrying it out over time. The framework plan is intended to do three things: 1) guide development so that it occurs in a coordinated manner, respecting the flexibility of existing residents and property owners with regard to the use of their property, while laying the framework for future infill and redevelopment that will result in a distinctive, attractive, and vibrant neighborhood; 2) set the stage for a second, refinement phase to identify planned land uses, improvements to transportation and utility infrastructure needed to support these uses, and an implementation program of projects, actions and partnerships needed to incrementally carry out the plan over time; and 3) identify elements that can be considered for inclusion in other commercial centers in the study area and other unincorporated areas of the county.

Why This Plan and Why Now?

In 1995, Metro, the Portland metropolitan area’s regional government, adopted the 2040 Growth Concept as a vision to guide regional growth and development over the coming decades. The 2040 Growth Concept calls for preserving existing neighborhoods, maintaining the region’s connections with nature, , strengthening employment and industrial areas, and concentrating growth in designated centers and corridors. By adopting the 2040 Growth Concept, the region committed to create compact, vibrant communities and to protect the region’s farm and forestland. The 2040 Growth Concept designates 38 centers across the region (in addition to downtown Portland) as the focus for redevelopment, multi-modal transportation, and concentrations of households and employment.

The area around the intersection of SW 185th Avenue and TV Highway—near the center of the Aloha-Reedville study area—is designated as a town center under the 2040 Growth Concept. Metro acknowledged the Aloha Town Center in 2000 based on the county’s existing land use designations. The definition and characteristics of a town center and related land use types are discussed further in a following section of this document. As part of a larger study, the Aloha-Reedville Study and Livable Community Plan (a three-year planning effort laying the groundwork for an enhanced quality of life in the community and addressing future growth), a number of issues were identified for further study and action. Among the issues identified for follow-on action was to determine why the area designated as the future Aloha Town Center has neither developed nor functioned over the years as envisioned by both Washington County and Metro.

The study revealed several challenges that may have inhibited the realization of envisioned development: physical barriers; evolution of development to the present form; and the lack of a town center plan to guide future investment. It is this last challenge that this plan intends to address. The lack of a vision-based and outcomes-oriented plan for the future and an implementation strategy of projects, actions and partnerships for achieving it, greatly limit the ability for Washington County and the community to advance and realize the form, function and characteristics of a town center.

A Phased Approach

Preparing a town center plan, like many other community planning processes, normally requires a time and resource-intensive process of research, alternatives development, extensive public and stakeholder engagement, alternative selection, and preparation of an implementation strategy for carrying out the plan. A town center plan addresses the future vision for the neighborhood: the street, bicycle, and pedestrian transportation network; the type, mix, and intensity of land uses and development types; environmental considerations; the facilities necessary to support planned development; changes to the regulatory environment to enable the plan; and an implementation strategy for carrying out the plan over time. While many of these issues are being addressed in various parts of the Aloha-Reedville Study process, there is not a structure (plan) in place to bring the relevant parts together for the targeted purpose of implementing a town center in this location. A successful town center plan addresses the following:

- A vision that describes the community’s desires for gathering places, celebrating multi-cultural diversity, and welcoming visitors to the community;
- Desired outcomes and spatial boundary for the future town center;
- A plan identifying the type, location, intensity, and transition of land uses;
- A determination of and financial plan for fundamental infrastructure and transportation improvements that support the envisioned plan;
- Coordination with other planning efforts within the broader area adjoining the town center;
- Amendments to the regulatory environment to reduce barriers to envisioned development and to guide future growth; and
- An identification of projects, actions, regulatory changes, and partnerships for carrying out the town center plan and encouraging redevelopment, and a program indicating the timing and responsibility for moving them forward and/or completing them.

¹ Users should ensure the most recent version is being consulted.



ADDENDUM E: SW 185TH AVENUE & TUALATIN VALLEY HIGHWAY COMMERCIAL AREA FRAMEWORK PLAN

During the study, the community discussed these attributes in the context of the planning area's five commercial centers. The areas identified are generally centered at major road intersections (see map 5.2) and are:

- Kinnaman Road/Farmington Road
- SW 185th Avenue/Farmington Road
- SW 185th Avenue/Baseline Road
- SW 185th Avenue/ TV Highway
- SW 202nd Avenue/TV Highway

Each of these commercial centers has distinguishing characteristics that differentiate them from the others, and some play more of a specialized role in the community for area residents. For example, the commercial area at Farmington and Kinnaman, where Bales Thriftway is located, is used as a community gathering center, and is viewed by some within the local area, particularly those south of TV Highway, as their "town center." In this particular case, uses such as the grocery store and the library, and activities such as the annual Christmas tree lighting and Friday night Cruise-In, all illustrate the intent to create "community." At the same time, the commercial center at SW 185th Avenue and TV Highway has a much greater number of businesses, a broader mix of uses, a more central location for the entire Aloha Reedville community, a more auto-oriented commercial character at present, and has been viewed by many participants in the Aloha-Reedville Study and Livable Community Plan as the "town center" of the larger project area.

The Aloha-Reedville project team analyzed the five above-mentioned commercial areas, after first identifying a variety of attributes that could help determine where actions taken by the county (and in cooperation with partners) can influence future changes that would be beneficial to the larger community.

Among the attributes considered were:

- Land use designation and whether residential uses were possible within it;
- What commercial-supportive land uses were in the immediate vicinity;
- The regional significance of the supporting transportation system;
- Redevelopment potential and approximate number of tax lots;
- Potential funding opportunities and funding partners;
- Transit type and frequency.

The results of this comparison are provided as Appendix A to this document. The county's analysis showed that while several attributes (such as the opportunity the commercial area presents to serve as a community "gateway") are shared by several of the areas, other attributes are unique or shared by only one or two areas. However, all share the common assumption that market demands (over which the county has little or no influence) and private property ownership choices are the most significant determinants of future change.

The county's analysis determined that of the five commercial centers within the study area, the commercial center and environs around the intersection of SW 185th and TV Highway offers the greatest opportunity for redevelopment, and for the county, its agency partners and the community to be able to effect meaningful change toward the objective of achieving a town center with the qualities discussed above. A brief summary of the findings supporting this determination is on the right.

- There are more than 140 tax lots (with multiple owners) between TV Highway and Alexander Street, from SW 170th to SW 198th Avenues, many of which have building-to-land ratios (the estimated value of the building versus the land) that are within commonly-accepted redevelopment thresholds. That means more opportunity for redevelopment through either remodeling or tear-down and new construction. Any one owner along TV Highway or Alexander Street corridors could catalyze additional redevelopment around an initial project.
- All tax lots between TV Highway and Alexander Street, from SW 170th to SW 209th Avenues, are designated Community Business District (CBD), the county's most permissive commercial designation. A range of uses are allowed on these tax lots, including residential and commercial uses ("mixed use) on the same site. The county is looking at ways to reduce barriers or provide incentives that may spur mixed use development.
- As well as being the geographic center of the study area, responses to community-wide surveys resulted in the highest recognition of SW 185th Avenue and TV Highway as the study area's central and most significant commercial area;" as the "front door" of Aloha, and as having the potential to be a key gateway location for identifying the community. The community has also provided substantial comment on the desire for improving the aesthetics and attractiveness along the TV Highway corridor.
- This commercial center area has the greatest number of transit stops and the highest transit ridership of all commercial centers examined. More than 50,000 vehicles pass by this intersection every day, providing substantial potential customer exposure. The Oregon Department of Transportation, Tri-Met and the county all have interest in (and potential funding opportunities for) transportation system improvements that can be leveraged through concerted effort to carry out a plan for future growth and redevelopment at this location.
- SW Alexander Street immediately north of TV Highway has the potential to develop into more of a "main street" with pedestrian and bicycle amenities, on-street parking, retention of existing oak trees, and creation of storefront design standards. This street provides an opportunity for a bike-boulevard treatment, sharing use with vehicles and bikes in a safe, accessible way.
- Long-term potential job creation is high due to the number of possible commercial and retail opportunities.
- Redevelopment in this high-use commercial center provides additional opportunities for community gathering spaces and amenities, offering a place for community members north and south of TV Highway to have a shared sense of community.
- Interviews with developers, property owners and realtors within the area reflected that a lack of a vision for the future development and redevelopment of the TV Highway corridor and Metro-designated Town Center (and a plan for achieving that vision) inhibits private investment. Without a community-supported plan or "road map," investors have little assurance their investments will reap a return.

By way of summary, community input received through the Aloha-Reedville Study and Livable Community Plan and the county's analysis of commercial centers within the study area both supported development of this framework plan for the high-use commercial center in the vicinity of SW185th Avenue and TV Highway. Focusing on this commercial area does not preclude future plans from developing at other commercial areas – it simply presents the most immediate opportunity for generating and maintaining momentum for change, and can serve as a model or demonstration project for future application in other commercial centers if/as/where appropriate.

What is a Town Center?

The term “town center” used in reference to a type or form of development most often refers to a district or neighborhood that provides a full range of services to a broader area, featuring a complementary mix of land uses and good access by a full range of transportation modes. Some communities may have more than a single town center, depending upon their size, geography, role within the region, current land use and transportation configurations, and plans for the future.

As noted earlier in this document, Metro has identified a range of development typologies intended to build upon local character and accommodate and guide future growth through more efficient development, protection and conservation of natural systems and open spaces, improved transportation systems, a wide range of transportation options, and amenities to enhance local livability.

Metro Development Typologies

Two of Metro's 2040 Growth Concept development typologies are relevant to this framework plan – the Town Center and Corridor typologies. A brief overview of each is provided below.

Town centers

Per Metro, town centers provide localized services to thousands of people within a two- to three-mile radius. Examples include small city centers such as Lake Oswego, Tualatin, West Linn, Forest Grove and Milwaukie and large neighborhood centers such as Hillsdale, St. Johns, Cedar Mill and Aloha. One-to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity, are well served by transit, and should be pedestrian-friendly, with wide sidewalks and amenities such as street trees and benches. As noted above, the area around the intersection of 185th Avenue and TV Highway—near the geographic center of the study area—is a designated town center under Metro's 2040 Growth Concept. Metro recognizes that there are varying types and sizes of town centers and that they are intended to provide a strong sense of community for the surrounding area through a mix of commercial, retail and residential uses.

Corridors

Corridors are major streets that serve as key transportation routes for people and goods. Examples of corridors in the Aloha-Reedville study area include the Tualatin Valley Highway, SW 185th Avenue, and segments of Baseline, Kinnaman, and Farmington Roads. Corridors are typically served by transit.² Metro's Urban Growth Concept and the earlier Aloha Community Plan designate TV Highway as a transit corridor. Transit corridors generally include areas along transit routes that have or will have frequent transit service.

Transit corridor development will include a mix of complementary land uses, including row houses, duplexes, apartments, office or retail buildings, institutional uses and mixed commercial and residential uses. Commercial and office uses will be allowed to develop at specific points along the transit corridor with an attempt to limit strip development and traffic congestion. The corridors are intended to contain a high-quality and safe pedestrian environment with wide sidewalks and pedestrian amenities.

Realization of Development Typologies & Expectations

As noted above, according to the Metro town center development typology, town centers are intended to provide a strong sense of community for the surrounding area through a mix of commercial, retail and residential uses. Mixed-use development, with residential above (or adjacent to) commercial activity, can help provide a “beyond 9 to 5” activity pattern that gives an area a ‘lived in’ feeling.

There are several barriers to be addressed to help an Aloha Town Center realize the conditions noted above. Examples include physical barriers, the area's evolution of development to its auto-oriented form, and the lack of an actual town center plan. These are addressed briefly below. Physical barriers to development and redevelopment within the Aloha Town Center and environs include the following:

- Seven intersections in the study area currently exceed design capacity for their intended use during evening peak hour periods. Three of these intersections also exceed their design capacity during the morning peak traffic period.
- The Portland and Western Rail Line location creates challenges for transportation improvements and the ability to improve street design on the south side of TV Highway.
- The developed condition of TV Highway is currently not pedestrian or bike friendly.
- A traffic separator at SW 185th Avenue prevents through traffic from going East/West on Alexander Street, an obstacle to neighborhood access.

Additional findings regarding the existing condition of the area are summarized in the section that follows.

The development history and current character of the commercial area also present challenges to achieving a vision for a future town center. Often, town centers represent the next step in the evolutionary process for a main street or neighborhood center. Aloha-Reedville's commercial spine does not have the “bones” or the feel of a main street or neighborhood center. Similar to town centers, “main streets” have a traditional commercial identity but on a smaller scale with a strong sense of the immediate neighborhood.

Main streets are often the historic or traditional primary retail street of a village or town, a focal point for shops, and often regarded as emblematic of small town characteristics. The same is true for a neighborhood center. TV Highway - the commercial spine of the Aloha Town Center - and the broader Aloha-Reedville area has developed over time in an ad hoc manner with auto-oriented commercial strip development.

² Baseline Road is currently without transit service but is recommended for a new bus line as part of TriMet's Westside Service Enhancement Project.

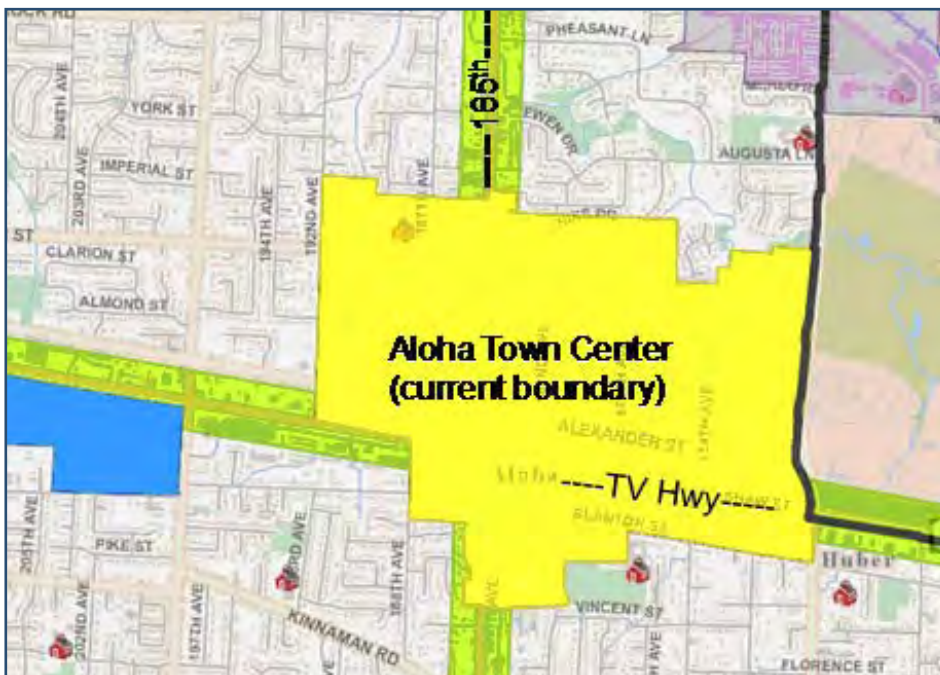
Finally, the lack of a land use plan that addresses desired conditions for the Aloha Town Center is a significant barrier to achieving this objective. The lack of a plan and a corresponding implementation strategy of projects, actions and partnerships greatly limits the ability for Washington County to work with the community in advancing the creation of a town center that is consistent with Metro's intent for this design type and that truly serves as a human-scale place where people want to visit, live, work and play.

Framework Plan Project Area Methodology

The following section provides a description of the area and overview of the methodology used in developing this framework plan.

Study Focus Area

The area designated as the Aloha Town Center is within unincorporated Washington County, approximately 11 miles west of Portland—it comprises approximately 419 acres, with a 2010 Census population of 6,611 residents (see Map 5.3). It is located along (and mostly to the north of) the Tualatin Valley (TV) Highway, roughly centered on SW 185th Avenue between SW 170th Avenue and SW 192nd Avenue. Known primarily for its auto-oriented retail businesses, the area also has a substantial residential population, with a number of retail, service and institutional uses dispersed throughout the area, primarily in the vicinity of Alexander Street.



Map 5.3: Current Town Center Designation
Source: Washington County

This plan's focus area concentrates on a smaller geographic area than the designated town center. This is due in part to existing conditions, planned transportation improvements, the qualitative comments provided by area residents and other stakeholders, and widely-accepted planning principles for walkable, human-scale neighborhoods and districts where one can accomplish most daily needs within a short distance and by various modes of transportation, Map 5.3 indicates the boundaries of the framework plan focus area and its relationship to the area designated as the town center. As can be seen in Map 5.1 on page A54, the focus area was determined to be roughly within a ¼ mile radius east and west of SW 185th Avenue. The ¼ mile radius was selected as it is the most commonly accepted "pedestrian shed" – the distance that most people are willing to walk to get to services, employment, shopping and to take care of other daily needs – and slightly longer if the walk is to get to a transit stop.

The future Town Center Refinement Plan phase will provide the opportunity for addressing the balance of the area presently designated as a town center, and whether the mapped boundary of the town center should change.

Methodology

The scope of work for the framework plan involved synthesizing data already gathered through the Aloha-Reedville Study Plan; targeted outreach to stakeholders in the town center area (property and business owners, residents); a visioning workshop with the project team to develop initial concepts for the area (including identifying the appropriate geographic extent of the town center); reviewing and confirming these concepts with the public at open houses and events; and finalizing the framework plan to be incorporated into the Aloha-Reedville study's final report. It is expected that this plan will support efforts in the pursuit of grant funding for the Town Center Refinement Plan phase. The summary results of the background data and public input can be found in the Synthesis of Existing Conditions and Synthesis of Community Input sections of this document.

Coordination and Consistency with Aloha-Reedville Study

With the completion of the Aloha-Reedville Study and Livable Community Plan, the project team has prepared recommendations that can help improve existing conditions in the near-term as well as directing the county and its partners toward longer term improvements. This framework plan has been coordinated with all identified actions to ensure that efforts proposed or underway do not conflict and are incorporated within it to the extent possible. The following are actions associated with the Aloha-Reedville study that are relevant to and have been coordinated with this framework plan:

- Land Use Action, Community Business District Development Standards, Action #2
- Transportation Action, Enhanced Pedestrian Crossings of County Arterials, Action #25
- Transportation Action, Neighborhood Bikeways, Action #28
- Transportation Action, Tualatin Valley Highway Corridor Plan and South Hillsboro Focus Area Plan Recommendations, Action #32
- Transportation Action, Transit Service Enhancement, Action #33
- Transportation Action, Major Street Improvements, Action #23
- Economic Development Action, High Use Commercial Areas, Action #40
- Economic Development Action, Economic Development Commitment, Action #41

It will be important to revisit these as the Town Center Refinement Plan is prepared.



Synthesis of Existing Conditions and Community Input

Substantial research was conducted in Phase I of the Aloha-Reedville study in 2011 which resulted in a comprehensive Existing Conditions Report. An overview-level compilation of findings from the Existing Conditions Report was prepared to inform this framework plan. In addition, substantial community input was generated over the course of the Aloha-Reedville Study, with thousands of comments received through public meetings, committee meetings, workshops and other public comment opportunities between 2011 and 2013. A summary of the key “threads” of ideas and opinions associated with community livability and future improvements of business and retail areas was prepared to inform this framework plan. Relevant findings from the Existing Conditions and community input summaries are provided below.

Existing Conditions

The following section highlights some of the background findings, key issues, opportunities, and constraints relevant to the framework plan from the Aloha-Reedville Study Existing Conditions Report, broken out by land use, transportation, and economic conditions.

Land Use:

- **Residential character.** The character of Aloha-Reedville is largely residential outside of the commercial corridors. Many single-family homes are on relatively large lots, and over 57 percent of the houses contain three bedrooms. A broader array of housing types, including multi-family housing options, would be more reflective of the intended town center design type.
- **Lack of infrastructure.** Many areas in Aloha-Reedville lack sidewalks and stormwater management facilities, which add additional costs to new development. Infill is more likely to occur in neighborhoods with existing infrastructure, not those lacking sidewalks or other critical infrastructure which would have to be installed at the time of development.
- **Amenities are important.** The more amenities an area has—access to restaurants, shops, grocery stores, employment opportunities, and multiple transit options—the more people will be willing to pay to live there and the likelihood for new development will be greater.
- **Limited vacant land.** Vacant sites within the study area are extremely limited in number. Re-development of existing sites will likely be needed in order to accommodate future growth.
- **Land assembly.** Development of small parcels and/or assembling multiple sites for large scale development is costly because the developer loses efficiencies of scale realized through larger developments.
- **Regulatory barriers to mixed-use and high-density residential.** Both the CBD and Town Center designations incorporate a goal to provide mixed-use development along this corridor, including high-density residential. To date minimal mixed-use development has occurred here. Changes to the county’s development code to facilitate these development types are a recommended action as a part of the Aloha-Reedville study.

- **Safety challenges.** Roughly one-third of all fatal and serious injury crashes along the TV Highway corridor involved a bicycle or pedestrian. A high frequency area for bike and pedestrian accidents lies between SW 170th Avenue and SW198th Avenue, which is the full extent of TV Highway within the designated town center area.
- **Regional access.** TV Highway runs the length of the town center and is an important state highway route (Oregon Highway 8) that connects the town center directly to the town centers of both Beaverton and Hillsboro.
- **Transit.** Line 57/58-TV Highway/Forest Grove is a high-frequency bus line serving the town center with the highest ridership of any bus route west of Portland (nearly 50,000 boarders per week in 2010).
- **Streetscape Improvement Areas.**³ The Washington County Transportation System Plan (TSP) identified “Streetscape Improvement Areas” within the town center, including the TV Highway corridor, SW Blanton and SW Alexander Streets, from SW 170th Avenue to SW 198th Avenue. The TSP anticipates that enhanced standards for pedestrian facilities and amenities will be used in these areas, which are intended to address pedestrian safety, sidewalk width, ease of street crossing, illumination, connectivity and streetscape improvements and amenities.
- **Street and Boulevard designations**⁴. The Washington County TSP has a number of Regional Street Design classifications for transportation facilities, the intent of which is to eventually apply design features that enhance pedestrian, bicycle, and transit functions while maintaining adequate vehicle capacity. Within the town center area, segments of TV Highway and SW 185th Avenue are designated for “Street” design treatments, and segments of SW 170th Avenue are noted for “Boulevard” design treatments. “Streets” can range from two to more than four travel lanes, with turn lanes, landscaping, bike lanes and landscaped buffered sidewalks of six feet or more. “Boulevards” may have three or more travel lanes, with landscaped medians, on-street parking, landscaped buffered sidewalks, bicycle lanes, wide sidewalks, and enhanced or pedestrian-activated crossings.
- **Alexander Street.** The county will be considering land use and transportation changes along SW Alexander Street which runs parallel to TV Highway from SW 170th to SW 198th Avenues. The discussions include giving this street a “Main Street” designation aimed at making it a more walkable, pedestrian and bike-friendly commercial/retail street that would augment the more auto-oriented retail and commercial activity on TV Highway or turning it into a local alternative route to accommodate overflow traffic from TV Highway. Both options would have to contend with the current difficulty for pedestrians to cross SW 185th due to the presence of an existing median.

³ A draft update to the Washington County Transportation System Plan scheduled for adoption in 2014 proposes to combine these two overlays into a single “Pedestrian Oriented Street Overlay” that will remain applicable to Alexander Street (192nd to 178th), TV Highway (192nd to 178th), the connecting segments of 192nd and 178th, and 185th (Johnson Street to Blanton Street.)

⁴ Combines with above footnote 2.



- **Resident concerns.** Aloha-Reedville residents expressed concerns over gaps in sidewalk coverage, lack of streetlights, access to transit, bicycle safety issues, lack of adequate pedestrian crosswalks on TV Highway, traffic congestion, and adequate access to commercial properties.
- **Rail.** The Portland and Western Rail Line location creates challenges for transportation improvements and the ability to improve street design and connect to neighborhoods on the south side of TV Highway. Residents currently have limited options to cross the highway or access transit.
- **Anticipated transportation improvements.** There are a great number of improvements planned for all modes of transportation serving the town center. This is reflective of the importance with which the transportation system in the area, particularly along TV Highway is viewed by the state, region and county.

Economic Condition and Trends

- **Central location.** Aloha-Reedville is located between Hillsboro and Beaverton, two areas of concentrated employment and commercial use, which can be both an opportunity and a weakness for the town center. Many large companies and national tenants will want to be close to existing commercial areas in Hillsboro or Beaverton rather than Aloha. However, small supplier firms, start-ups, or local-serving businesses that can take advantage of the study area's central location between Hillsboro and Beaverton could be attracted to the town center.
- **Redevelopment – not greenfield development.** As Aloha-Reedville is largely built out, it is entering a mature development phase, where new development will be more incremental and there will be greater demand to maintain and redevelop existing commercial, industrial and employment areas. Commercial growth will largely need to take place on existing commercial land through selective infill and redevelopment. The town center area includes commercial facilities that may be candidates for such revitalization activity.
- **Potential for growth.** The market reconnaissance conducted in association with the Aloha-Reedville study showed that the most likely potential for growth in the area would include opportunities for retail and services for local and neighboring communities, which fits with the definition of a town center. These types of businesses include: professional services (e.g., legal services, software engineering, architects or accounting), construction, cottage industries (e.g., small-scale manufacturing done at home, such as making jewelry or apparel), restaurants, convenience stores, small-format retail, medical services (including services for the aging population), branch banks, real estate offices, or personal services.
- **Housing. As noted above,** there is an opportunity to add a more diverse mix of housing to the area. The town center would be an appropriate location for multifamily housing that would be close to amenities and transit options. Like most of the Portland metro region, apartment rental vacancy rates for Beaverton, Aloha, and Hillsboro are currently below a healthy and normal turnover rate of 5 percent. Apartment construction and rehabilitation is taking place throughout the region. Existing land use designations support multifamily housing immediately surrounding the commercial areas.

- **Young and diverse homeowners.** The rate of ownership in Aloha-Reedville among those aged 25-34 and among non-white households is more common in Aloha-Reedville than in Washington County, the region and the state – more than 60 percent of the households include children. However, consistent with national, state and regional trends, the population of Aloha-Reedville is expected to shift toward an older segment in the future, with the fastest growing segment being the “over fifty” population.
- **Ethnically and racially diverse.** Consistent with state and regional demographics, Aloha-Reedville is predominantly Caucasian, but growing more diverse over the past 20 years and is more diverse than Washington County or the state. The percent of Hispanics in Aloha-Reedville is double that of the Portland Metro region.
- **Lower incomes and educational attainment.** The Aloha area's median household income, about \$57,200, was lower than Washington County's median household income but higher than the state's. Aloha-Reedville has fewer residents with a Bachelor's degree and more residents without a high school diploma than the County, metro region, or State.
- **Greater number of workers than jobs.** The number of working residents of Aloha-Reedville exceeds the number of jobs at firms within this area by about 30 percent. The majority of employment in Aloha-Reedville is in government, manufacturing and agricultural services, accommodation and food services, and retail trade.

Community Input

The following section synthesizes the ideas and opinions associated with community livability and future improvements of business and retail areas gleaned from the Aloha-Reedville Study and Livable Community Plan process. Ten key “threads” of thought relevant to future planning for commercial centers and the Aloha Town Center emerged and will be summarized below.

Consider the Demand for Community Gathering Places

The need for community gathering places was frequently raised. Ideas included: places that could provide an opportunity for outdoor entertainment (music, festivals, and etc.); a multi-cultural community center that might provide a place for meetings, classes, entertainment and recreation for families; and a senior center with services and activities in proximity to appropriate housing types for seniors.

Provide a Mix of Family-Friendly Entertainment Options

Residents showed a desire for a variety of businesses and entertainment options in one convenient location or in close proximity to each other – a more concentrated shopping area with small retail stores and great places to gather for food or entertainment. Community input also indicated a desire so support local and ethnic businesses.

Complete and Connect Safe Sidewalks, Trails, Bicycle Facilities and Transit Options

Community members would like to safely walk or ride their bicycles to shopping and entertainment options with their family, and have safer access to public transit, expressing concerns over gaps in sidewalk coverage, access to transit, lighting, lack of adequate pedestrian crosswalks, and etc.



Support Small, Local, and Ethnic-oriented Businesses

Comments indicate that the small, locally-owned and ethnically-oriented businesses in Aloha and Reedville are an important asset with a lot of support. Some residents have stated that small, local businesses are also sources of good jobs within the community.

Include Healthy Food Options

A large number of comments supported the provision of healthy food options within the community and better access to fresh produce. A farmers market was a frequently noted example.

Maintain a Small Town Feel

Many community members treasure the small town feel of the area. There is an appreciation for the shopping and amenities that neighboring communities like Beaverton and Hillsboro provide, but some concern exists that Aloha will develop into an identical community. The support for small, local businesses relates to this comment thread as well.

Encourage Attractive Business and Retail Areas

The Aloha-Reedville community has been very vocal in their desire to improve the aesthetics of business centers in the area, especially along TV Highway. Many comments have focused on the need to update buildings and address vacant store fronts in commercial areas. In addition, community feedback has focused on the need for more trees, attractive landscaping and streetscaping.

Improve Community Signage

Related to the previous comment thread, many community members indicated there is a lack of community and neighborhood identity – a lack of sense of place. How do you know where you are, that you've arrived, or how to get to community resources, locations or services? Some indicated that TV Highway is the “front door” to Aloha – but that it could be communicated better through the use of gateway (welcoming) and way finding signage.

Explore Development of Housing in Business and Retail Areas

There was much discussion about the mutually-beneficial relationship between housing, business and retail uses. Closer proximity of these uses may support increased business activity and could be convenient for community members who would like to live closer to shopping opportunities and near places of employment. Existing land use designations support additional multifamily development in close proximity to the commercial area.

Link Centers of Business and Retail Activity to Each Other

Community members noted the different roles played by Aloha-Reedville's commercial centers and their different and distinguishing characteristics (center of commerce, hub of activity, a place that hosted special events, and etc.). Providing improved and safe connections between these commercial areas was frequently noted in comments to the project team.

The Aloha Town Center Framework Plan

As mentioned earlier, this framework plan is the initial phase of a planning process that was informed by the Aloha-Reedville Study and Livable Community Plan. It represents the first steps toward creating a plan for the county-designated Aloha Town Center. Its vision for a desired future – of what this area would look like, feel like and function like – was informed by an analysis of opportunities and the comments and aspirations of those participating in the larger Aloha-Reedville study. The vision informed the identification of six key concepts around which to generate initial action at achieving desired change within a focused area. The next phase, the Town Center Refinement Plan, will more fully examine the larger area presently designated as the Aloha Town Center, and address such issues as improvements to land use, circulation, infrastructure and community design. This will also be the time when a consideration of the town center's boundary may be undertaken.

Vision

The vision statement that follows originates from the voluminous input received from stakeholder groups and individual members of the public over the three year life of this project.

Our vision for the Aloha Town Center is for a diverse, human-scale neighborhood—a special place, with centers of activity and well-connected to the greater Aloha-Reedville community. Our neighborhood builds upon and celebrates its cultural diversity, small-town feel and rural community past, providing a safe, attractive and connected environment, with a varied mix of places to live, work, shop, gather and play.



1 Reinforcing Identity

- Primary Gateway
- Gateway extension
- ✳ Gateway element or treatment
- Neighborhood Center



2 Reconnecting Alexander Street

- + Reconnecting Alexander Street at 185th
- Neighborhood Center

Key Concepts

Using the vision and the suggestions and comments received from the public during the Aloha-Reedville study, a number of ideas were generated for discussion about how this vision might be attained. Accordingly, six "key concepts" were identified for focusing initial action and generating momentum toward achieving a desired future for the Aloha Town Center. It is anticipated that these key concepts will be revisited in a future Town Center Refinement Plan. The key concepts include the following:

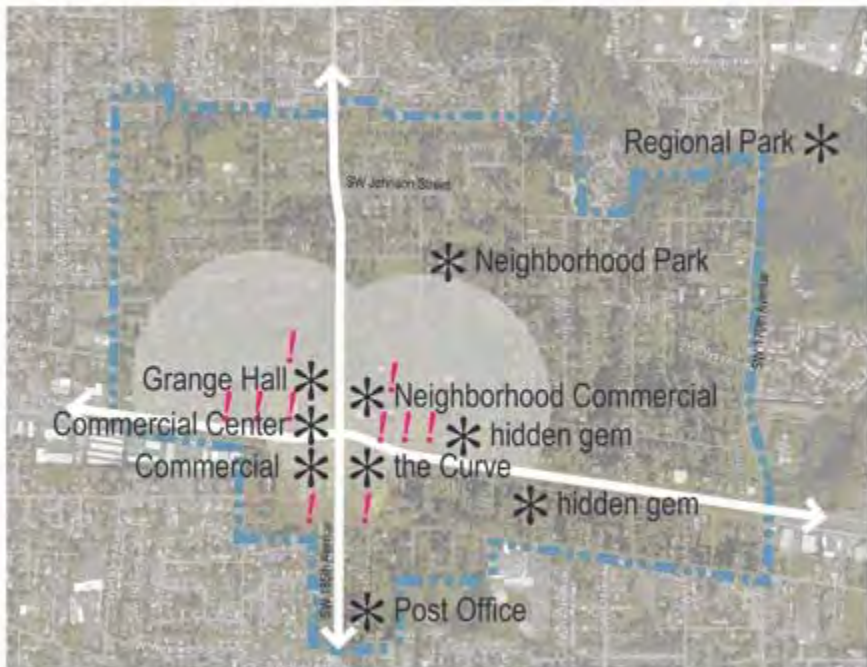
1. Establish and Reinforce Identity: Gateway Features and Signage

The Aloha Town Center area has several intersections and locations with great potential to serve as gateways, and for enhancing a feeling/sense of "arrival" to the neighborhood, with its commercial center and other community resources. The opportunity for identifying a unique feature signifying "you are here" – landmark, public or community art, and archway or monument, streetscape or design treatments – should be explored. These elements celebrate the community and establish and reinforce the identity of the town center.

2. Reconnecting and Strengthening Alexander Street

Create a "community street." SW Alexander Street has the potential to serve the role of a "community" street within the town center with the potential for reinforcing the current commercial, business and residential uses along it into more of a "main street" feel and function. This can compliment the regional and auto-oriented commercial district along TV Highway. Opportunities to maximize this include:

- Replacing the median within 185th Avenue with a signal or other traffic-control solution so that SW Alexander fully functions as a through-street. This will bridge the current physical separator and help stitch the neighborhood together by improving access for users of all modes of transportation.
- Identifying a catalytic housing and/or commercial project and specific infill/redevelopment opportunities to provide more of the "critical mass" needed to increase activity and provide more of a market for SW Alexander Street's existing and future commercial uses.
- Making it a safe and inviting street along which to walk, bike, drive, work and shop and live. Improving the facades of existing uses, developing a streetscape design, improving the streetlighting, and completing the connections for safe pedestrian and bicycle travel along Alexander will go a long way toward helping achieve the vision for the town center.



3 Nodes of Activity Special Places

- * Node | Special Place
- ! Opportunity sites for infill & increased use

3. Create Places to Gather, Celebrate the Multicultural Diversity and Hubs of Residential & Commercial Activity

The key concept of “creating places” and “hubs of activity” is based upon creating a “there” (such as a special place), or a concentration of one type of use or mix of uses to serve as a magnet or hub of activity that has a synergistic effect in combination with other uses – where the result is greater than the sum of its parts. It’s about creating spaces for special events, acknowledging and celebrating community diversity, human interaction, a place to meet or a place for personal enjoyment. Whether it’s a small park or plaza near a commercial use, a larger “civic space,” or even a temporary or occasional use such as a “festival street” – a treatment transforming a low-traffic street into a plaza for an occasional fair, celebration or farmers market provides a desired destination and builds a sense of community.

In addition, creating “hubs” of uses – distinct, recognizable places with a concentration of housing or commercial uses – may provide a “critical mass” or magnet for attracting visitors and patrons alike. A concentration of housing helps provide the “rooftops” necessary to support close-by commercial or employment uses. A concentration of commercial and retail uses often proves desirable for visitors and local residential alike, reflecting the growing trend of consumers preferring to access several uses within a short walk or in one stop and having to park once. Such hubs may also encourage the potential of live-work development opportunities, where an office, service, or commercial establishment is located below or next to the business owner’s residence, contributing to the “pull” of the magnet.



4 Accessibility: getting around safely & seamlessly

- Shorter, safer crossings for all ages & all modes
- Enhance connectivity
- ↑ Encourage connectivity for pedestrians & bikes
- Neighborhood Center

4. Improve Accessibility - Getting Around Safely and Seamlessly

Safe, well-lighted and complete. These three terms when applied to sidewalks and pedestrian paths, bicycle facilities (whether separated or shared), or access to public transit services and facilities results in more desirable business districts, a healthier community with greater choice in how they access resources and get around, and more livable neighborhoods.



5 Linking to community destinations

Diagrammatic links from the new town center to other nearby destinations



5. Connect the Neighborhood with Other Community Destinations

A healthy and complete neighborhood is connected to its surroundings. Aloha-Reedville has many resources, services, and centers of activity within the larger community, including parks, the post office, the library, schools and churches, transit facilities and other assets. A successful Aloha Town Center will be well-connected to resources and other community destinations within the larger community through a variety of means (including signage and wayfinding improvements) and safe and accessible connections by all modes of transportation.

6. Create a Unique and Attractive Neighborhood

Increasing the attractiveness of public spaces and private buildings has a positive impact on local properties and encourages visits to (and more extended stays within) a town center. A positive public "face" helps attract development and serves as a point of pride for the community. Possibilities for improvements include:

- An improvement program for the sides of buildings that face a street.
- Making parking areas less imposing through the use of attractive fencing and plantings.
- Installation of appealing streetscape improvements, such as public benches and art.
- Providing attractive screening of parking areas
- Creating a network of "green connections" that builds upon the neighborhood's rich resource of trees.
- Applying a mix of pedestrian-oriented features throughout the town center, (including wider sidewalks, native landscaping, small parks and plazas that help bring more visitors to existing business areas.



6 Unique and Attractive Neighborhood

- Small Plaza
- Pocket Park
- Green Connections
- Playground
- Screened Parking Areas
- Neighborhood Center





Implementation: Next Steps and Actions

For the framework plan to truly be the “chart for change” it is intended to be, it must be accompanied by a program identifying the appropriate projects, tools, actions, partnerships, and timelines for carrying it out in manageable steps.

Implementation Strategy

Realizing that not every recommendation can be carried out and completed at once, an incremental implementation strategy lists the plan’s key concepts and provides a game plan of short-term, medium range, and long-term actions for achieving them. In preparing this strategy, the implementing actions and projects (and the major steps toward achieving them) would be categorized with regard to timing – for example: short-term (within five years); medium-term (six to ten years) and long-term (ten years and beyond).

It is anticipated that this framework plan will become more specific in a future refinement plan phase within the next few years (depending on funding) and longer-term (ten years and beyond) projects and actions would likely be identified through that effort.

Implementation is dependent upon several factors:

- Funding – the refinement phase is dependent upon securing grants.
- Changes to the county’s Comprehensive Framework Plan (CFP) and Community Development Code (CDC) – based on outcomes from the refinement plan effort, possible changes to the CFP and CDC depend on the Washington County Board of Commissioners directing staff resources to accomplish these changes. Staff resources are allocated yearly as part of the Board’s annual work program.
- Continued community support – on-going community support and attention will be required to keep the implementation process moving forward. Upon completion of the Aloha-Reedville Study and Livable Community Plan staff resources will be re-directed to other projects. The community will need to remain “on-task” to help ensure that implementation continues to occur.
- Private investment – the physical implementation of the town center is entirely dependent upon developer interest, investment, and potential for a return on that investment.

Initial Implementation Program

It is anticipated that this initial implementation program will be consulted and revised periodically to take advantage of changing resources, opportunities and circumstances. Accordingly, the implementation program is appended to this framework plan as a stand-alone document (Appendix B).

In conclusion, this framework plan represents the community’s guide for revitalizing the designated Aloha Town Center into a thriving, mixed-use neighborhood that is complimentary to, and well-connected with the greater Aloha-Reedville community. In the future, the Aloha Town Center is envisioned as a diverse and special place where people can live, work, shop and play—a safe, attractive and connected environment with a small town feel.

To be effective in initiating the change needed to achieve this vision and these outcomes, the plan must be dynamic and responsive and be revised and updated as needed to keep pace with changing community values, external factors, and opportunities. The Framework Plan for the TV highway and SW 185th Avenue commercial area is intended to evolve accordingly, serving as the foundation for further refinement according to changing circumstances, the availability of resources, and the wishes of the community.



Comparison of Attributes of Commercial and Retail Areas

The following table shows side-by-side comparisons of various attributes for each of the five major commercial areas within Aloha-Reedville. The project team used these attributes to determine where actions taken by the county (and in cooperation with partners) can influence future changes that benefit the community. Several attributes, such as the opportunity to be a community “gateway”, are shared by several of the areas. Other attributes are unique to one or two areas.

All share the commonality that market demands and private property ownership are the most significant aspects of future change, over which the county has no influence. Development and redevelopment are choices made by property owners. The county, under the current planning effort, looks to maximize those opportunities where implementation of actions can enhance future private investment. Those actions, in turn, provide improved economic sustainability and address many of the issues and aspirations described by the community (expanded retail, more jobs; accessibility by transit, walking or bicycle; retain small town, community feel; and provide community identity.) Each commercial center can provide benefit to the community. Each has varying degrees of opportunity to meet community needs and desires. Planning efforts focused on any one will be evaluated for possible application to the others where appropriate.

	Kinnaman/Farmington	185th /TV Highway	185th /Farmington	185th /Baseline*	202nd /TV Highway**
	<ol style="list-style-type: none"> Property owners based on market demands. Adjacent road improvements (ODOT and county.) 	<ol style="list-style-type: none"> Property owners based on market demands. Adjacent road improvements (ODOT and county.) Potential design standards – county. Change in TSP Pedestrian designation of Alexander – county. Bike/pedestrian improvements on Alexander – county. Transit stop improvements – TriMet. Reduce barriers to mixed use development – county. Draft a vision for the TV Highway corridor – county and Metro. Improve access management – ODOT. Improve intersection lighting – county and ODOT. Improve auto and bike/pedestrian intersection Alexander and 185th – county. 	<ol style="list-style-type: none"> Property owners based on market demands. Adjacent road improvements (ODOT and county.) 	<ol style="list-style-type: none"> Property owners based on market demands. City of Hillsboro. 	<ol style="list-style-type: none"> Property owners based on market demands. Adjacent road improvements (198th) – county. Potential design standards – county. Change in designation of Alexander – county. Bike/pedestrian improvements on Alexander – county. Transit stop improvements – TriMet. Reduce barriers to mixed use development – county
Land Use designation	Community Business District	Community Business District	Neighborhood Commercial	City of Hillsboro, Station Community	Community Business District
Is residential possible in this land use designation?	Yes – mixed use through either vertical (residential above businesses) or horizontal (residential next to businesses)	Yes – mixed use through either vertical (residential above businesses) or horizontal (residential next to businesses)	No – small to medium shopping and service	No, however high density residential is nearby.	Yes – mixed use through either vertical (residential above businesses) or horizontal (residential next to businesses)

*The commercial center at 185th and Baseline is within the City of Hillsboro city limits. Where a particular improvement may be applicable it will be communicated to (and coordinated with) the city.

**The commercial area from 198th to Cornelius Pass along TV Highway is considered to be Reedville. Aloha-community focused actions such as gateway signage may have to be considered separately from this commercial area based on community member preferences.



	Kinnaman/Farmington	185th /TV Highway	185th /Farmington	185th /Baseline*	202nd /TV Highway**
Surrounding land uses to support commercial.	Mostly medium density (R-15) to high density (R-24). No additional commercial or business.	Much commercial with residential mostly high density (R-24) to medium density (R-15)	A mix of low density (R-5 to R-9) to medium density (R-15 to R-24). No additional commercial or business.	Low density residential (R-5 to R-9) to high density (R25+). No additional commercial or business.	Mostly low density residential (R-5) to limited medium density (R-15)
Regional significance?	State highway.	High use transit corridor and hub. State highway. Designated freight route.	State highway.	Transit district (MAX station area.)	High use transit corridor. State Highway. Designated freight route.
Metro 2040 Regional designation	2040 Corridor designation (Kinnaman from Farmington to 185th.)	Town Center	None	Station Community	Town Center
Potential redevelopment (building-to-land ratio)?	Limited. Relatively recent construction, viable business area, some on-site market-driven development likely.	Yes, extensive potential with building-to-land ratios that suggest opportunities for redevelopment along corridor and at intersection. Additional redevelopment potential south of railroad tracks.	Yes, several properties have building to land ratios that suggest potential redevelopment.	City of Hillsboro	Limited. Relatively recent construction, suggesting building values remain high.
Existing community amenities (in addition to retail/business)	Aloha Community Library, Aloha annual Christmas Tree lighting.	Aloha Grange, Future street fair? (Alton Street.)			
Identified as significant location to community?	Yes, particularly by the CAC.	Yes, particularly through community-wide surveys.	Some.	Few.	Few.
Approximate number of tax lots	5, One owner.	140+ between TV Highway and Alexander, 170th – 198th. Multiple ownerships.	8 , Multiple ownerships.	Within City of Hillsboro.	24 between TV Highway and Alexander, 198th - 209th. Multiple ownerships.
Possible community gateway”?	Yes	Yes	Yes	Within City of Hillsboro.	Within what is considered Reedville portion of unincorporated area.
Possible “Main Street” treatment? (Transition between residential and commercial.)	No	Yes, along Alexander	No	No	Yes, along Alexander
Opportunity for bike boulevard type treatment? (shared auto and bike facility.)	No	Yes, along Alexander	No	No	Yes, along Alexander

*The commercial center at 185th and Baseline is within the City of Hillsboro city limits. Where a particular improvement may be applicable it will be communicated to (and coordinated with) the city.

**The commercial area from 198th to Corneliuss Pass along TV Highway is considered to be Reedville. Aloha-community focused actions such as gateway signage may have to be considered separately from this commercial area based on community member preferences.



ADDENDUM E: SW 185TH AVENUE & TUALATIN VALLEY HIGHWAY COMMERCIAL AREA FRAMEWORK PLAN

	Kinnaman/Farmington	185th /TV Highway	185th /Farmington	185th /Baseline*	202nd /TV Highway**
Potential funding?	Kinnaman – MSTIP (not on proposed funding cycle at this time. Farmington – future financial agreement with ODOT.	TV Highway intersection improvements – ODOT (some in progress). 185th portion of intersection improvements – MSTIP. Alexander – future MSTIP and/or TDT or other federal/state/regional grant opportunities.	185th – MSTIP (not on proposed funding cycle at this time.) Farmington – future financial agreement with ODOT.	City of Hillsboro, future Department of Economic Development. Other grants the city may pursue.	Alexander – future MSTIP and/or TDT or other federal/state/regional grant opportunities. 198th at eastern end of commercial area could see future MSTIP and/or TDT.
Potential funding and improvement partners	ODOT for Farmington	ODOT, TriMet, Metro, FHWA			ODOT (TV Highway), TriMet (transit stop improvements.)
Adjacent major roads	Farmington (State Highway to the west, county managed to the east), Kinnaman future 3-lane collector.	State Highway, 5-lane state arterial. 185th, 5-lane arterial built to standards. Alexander Street – scheduled 2 to 3-lane collector.	Farmington (State Highway – future 4 to 5-lane state arterial), 185th future 3-lane arterial.	185th, built to standards, 4-lane arterial. Baseline built to standards, 4-lane arterial	State Highway, 4-lane state arterial. Alexander Street – scheduled 3-lane collector.
Average Daily Entering Vehicles at Intersection (2010 Model)	26,000	62,000	28,000	56,000	37,000 (segment of TV Highway between 198th and 209th)
Transit stops within ½ mile	14 bus stops	15 bus stops	22 bus stops	17 bus stops plus Willow Creek MAX station	14 bus stops
Transit type or frequency	Standard Bus Service – Farmington.	Frequent Bus Service – TV Highway, Standard Bus Service – 185th.	Standard Bus Service – Farmington and 185th.	Standard Bus Service – 185th, and Baseline (west of 185th). MAX Blue Line.	Frequent Bus Service – TV Highway. Standard Bus Service - 198th .
Approximate boarding & unloading count (Spring 2012 weekday count)	591	1,648	765	7,809 Including MAX	835

*The commercial center at 185th and Baseline is within the City of Hillsboro city limits. Where a particular improvement may be applicable it will be communicated to (and coordinated with) the city.

**The commercial area from 198th to Cornelius Pass along TV Highway is considered to be Reedville. Aloha-community focused actions such as gateway signage may have to be considered separately from this commercial area based on community member preferences.



Incremental Implementation Program

This document is intended to guide the county’s actions for building and maintaining momentum toward carrying out the Aloha Town Center Framework Plan’s vision and key concepts. It is anticipated that the Framework Plan will become more specific in a future Refinement Plan phase and longer-term projects and actions (ten years and beyond) would likely be identified through that effort. It is intended that this Implementation Program will be consulted and revised periodically to take advantage of changing knowledge, resources, opportunities and circumstances. Users should make sure they are consulting the most recent version, available through the Washington County Department of Land Use and Transportation, Planning and Development Services Division. The following matrix graphically portrays the initial set and sequence of actions having the best potential for initiating progress in carrying out the long-term vision for the Aloha Town Center, as developed through the Town Center Framework Plan process carried out under the auspices of the Aloha-Reedville Study and Livable Community Plan.

Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility—Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Land Use									
1. Town Center Refinement Plan				x	x	x	x	x	x
A) Scope of Work	x								
B) Identify and apply for grant funding	x								
C) Conduct visioning effort and prepare Refinement plan ⁵	x		x						
2. Consider application of Pedestrian Street Overlay or other tool to Alexander, TV Hwy, and the connecting streets: 178th and 192nd ⁶	x				x		x	x	x
3. Gateways (to be defined in Refinement Plan) ⁷	x			x					x
A) Identify gateway locations			x						

⁵ Depends on securing funding through grant application from regional or federal funding sources.
⁶ Considered within 2035 Washington County Transportation System Plan Update
⁷ Dependent upon secured funding for Town Center Refinement Phase



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity- Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility-Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Land Use - continued									
B) Identify two Demonstration projects, design and construct. ⁸			X						
4. Town Center Regulations ⁹				X					X
A) Examine regulations within the Town Center for clarity and effectiveness		X							
B) Examine, and consider for revisions, design standards: screening, setbacks, landscaping, etc.		X							
C) Examine code and consider for revisions to encourage housing		X							
Transportation									
1. TV Hwy Corridor Plan Projects				X			X	X	X
A) TV Hwy at 185th and 192nd Avenues Safety Project	X								

⁸ This action is dependent upon community and/or private investment.
⁹ Dependent upon securing funding for Town Center Refinement Phase



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility--Gating Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Transportation - continued									
1) Coordinate with ODOT and TriMet on Pedestrian and transit safety improvements at TV Hwy and 185th	x								
2) Open discussions with ODOT to consider adding signage and gateway treatments to raised traffic separators at 192 nd and 187 th to 182 nd .	x								
3) Coordinate with ODOT to add street lighting from 192nd to 178th, enhance with banners or other features	x								
B) Coordinate with ODOT on design of pedestrian crossing at TV Hwy and 192nd	x								
C) Coordinate with ODOT to fill in gaps in sidewalks and bike lanes 192nd to 178th									x
D) Coordinate with ODOT to improve signal timing and transit prioritization		x							
E) Coordinate and support TriMet Westside Service Enhancement Plans to improve bus stops along TV Hwy at 192nd, 185th, and 178th and improve service efficiency	x								
F) Participate in/or lead multi-jurisdictional HCT study along TV Hwy									x



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility—Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Transportation - continued									
2. Town Center Connectivity Plan (multi-modal) ¹⁰					x		x	x	
A) Identify and prioritize connectivity improvements		x							
B) Seek funding to design two demonstration projects			x						
C) Seek funding to construct demonstration projects			x						
3. 185th Avenue Improvements					x	x		x	
A) Upgrade street lighting from Alexander to Blanton (may be included in TV Highway Safety improvement)	TBD								
B) Continuous bike lanes from Alexander to Blanton (MSTIP)			x						

¹⁰ Dependent upon securing funding for Town Center Refinement Phase



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility—Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Transportation - continued									
4. Alexander Street					x		x	x	x
A) Designate Alexander St. as a Neighborhood Bikeway in the TSP	x								
B) Conduct Alexander/185th signalization study			x						
C) Examine Alexander Street cross section and design standards			x						
5. Streetscape Enhancement				x	x				x
A) Develop streetscape plan for Town Center ¹¹			x						
B) TV Hwy streetscape demonstration project									
1) Design and construction			x						

¹¹ Dependent upon securing funding for Town Center Refinement Phase.



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility—Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Transportation - continued									
C) Alexander streetscape demonstration project									
1) Design and construction			x						
Economic Development									
1. Town Center organizational champion				x	x	x	x	x	x
A) Support organization to champion plan implementation	x								
B) Participate in ongoing activities to carry out plan	x		x						
2. Gathering Places/Multi-cultural community center				x		x			x
A) Identify potential locations ¹²			TBD						

¹² Dependent upon securing funding for Town Center Refinement Phase



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity- Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility-Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Economic Development - continued									
B) Identify tools to create or incentivize gathering places			x						
C) Encourage developer/investors to create demonstration projects			x						
D) Encourage developer/investor to design and construct demonstration projects			x						
3. Alton Street Festival Street ¹³				x		x			x
A) Assemble Festival Street Partnership		TBD							
B) Develop County tools or process to facilitate		TBD							
C) Design Festival Street			TBD						
D) Construct the Festival Street									

¹³ Community to lead this action



Action	Timeline			Key Concepts					
	Near-term	Medium-term	Long-term	1. Establish & Reinforce Identity: Gateway Features & Signage	2. Reconnecting & Strengthening Alexander St	3. Create Places to Gather and Hubs of Residential & Commercial Activity	4. Improve Accessibility--Getting Around Safely and Seamlessly	5. Connect the Neighborhood with Other Community Destinations	6. Create a Unique and Attractive Neighborhood
Economic Development - continued									
4. Catalyst development projects ¹⁴						x			x
A) Identify two potential catalyst mixed-use development projects			TBD						
B) Create development team and program			TBD						
C) Design			TBD						
D) Construct			TBD						

¹⁴ Community/ developer/investor to lead this action



Aloha-Reedville Study and Livable Community Plan

Finalizing the Three Year Effort



Metro Council – May 27, 2014

Our Thanks For The Support

Community – Partner – County – Regional – State & Federal

This study would not have been successful without the involvement and support of:

the people of Aloha-Reedville
partnering agencies and organizations
and the encouragement and support of the
Washington County Board of Commissioners

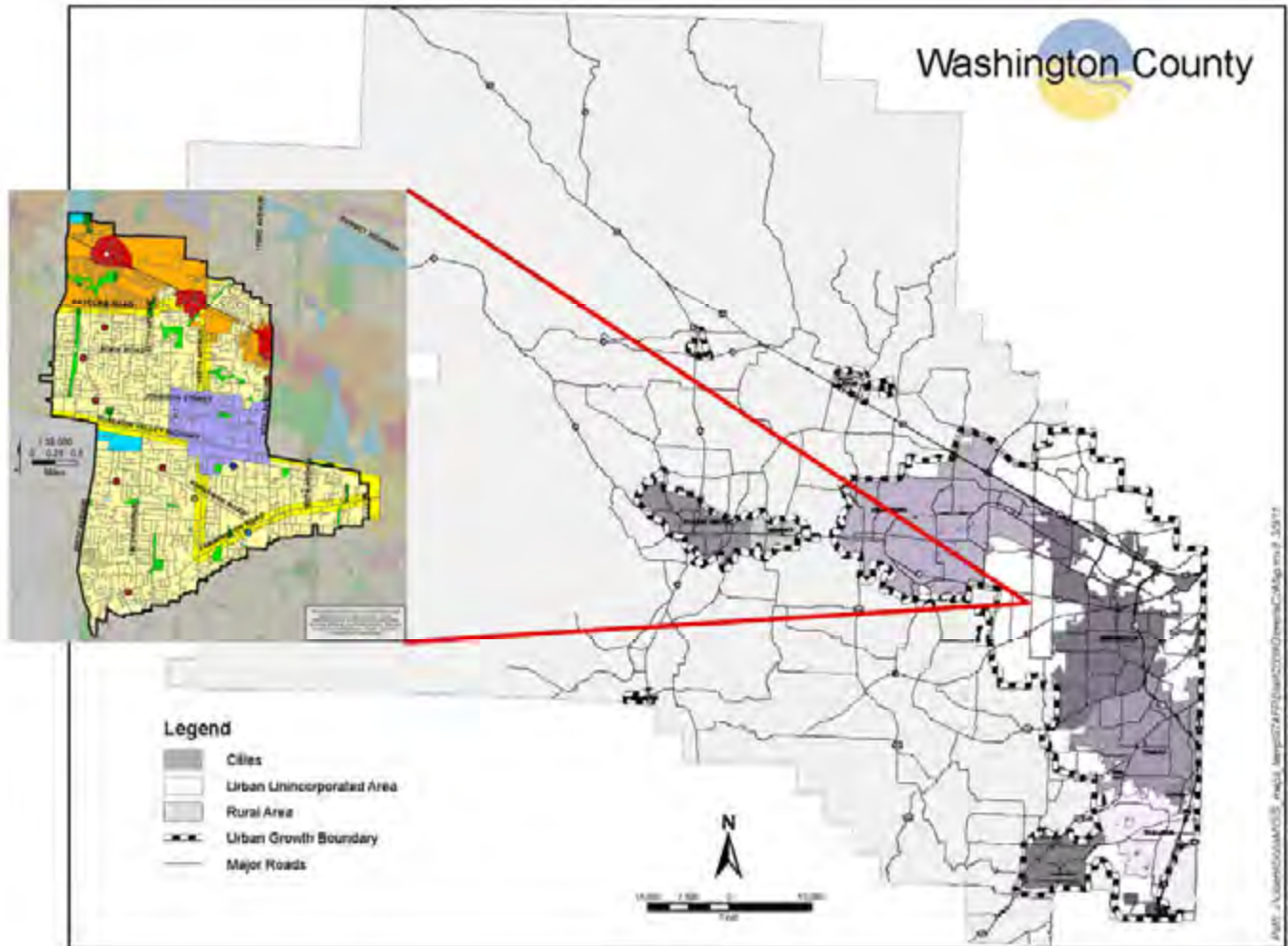
The Aloha-Reedville Study and Livable Community Plan is funded in part through a Construction Excise Tax (CET) grant from Metro.

This project also is funded in part through a Community Challenge/TIGER2 grant provided by the U.S. Department of Transportation / Federal Highway Administration (FHWA) and the U.S. Department of Housing and Urban Development.



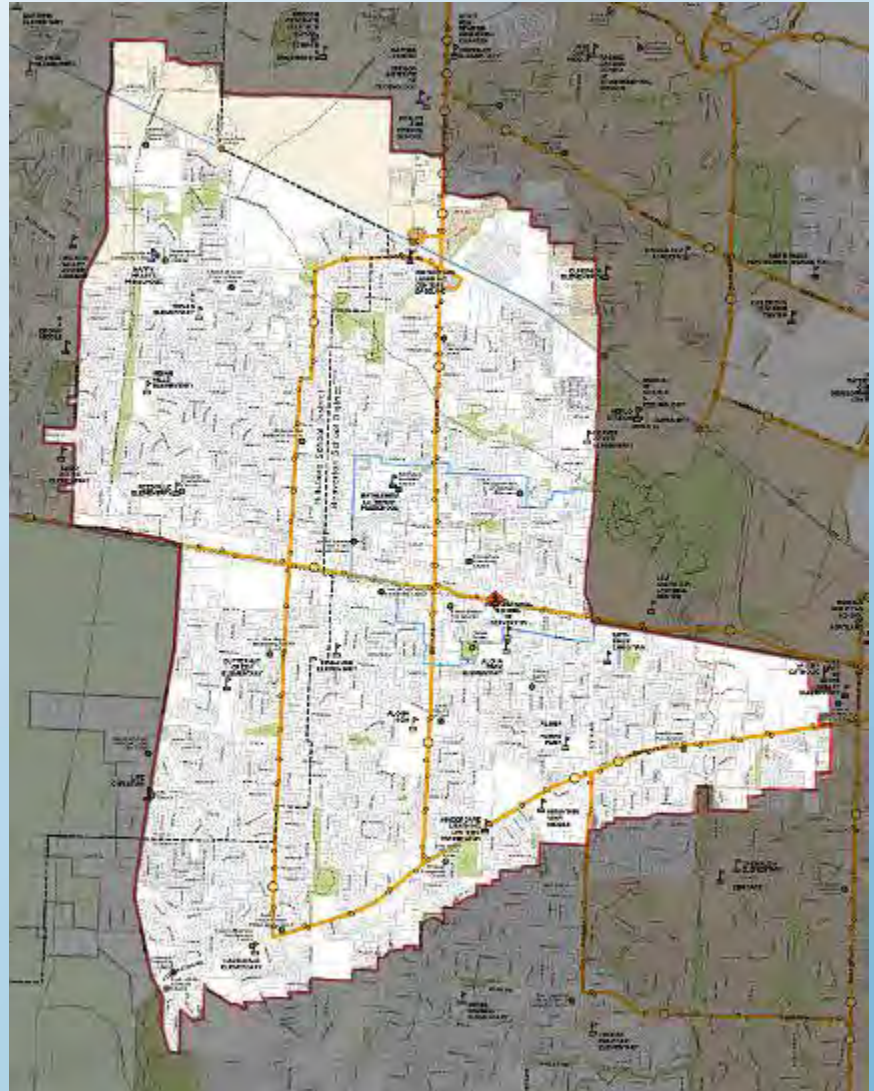
Aloha-Reedville Study Area

9 Square Miles, 50,000+ Community Members



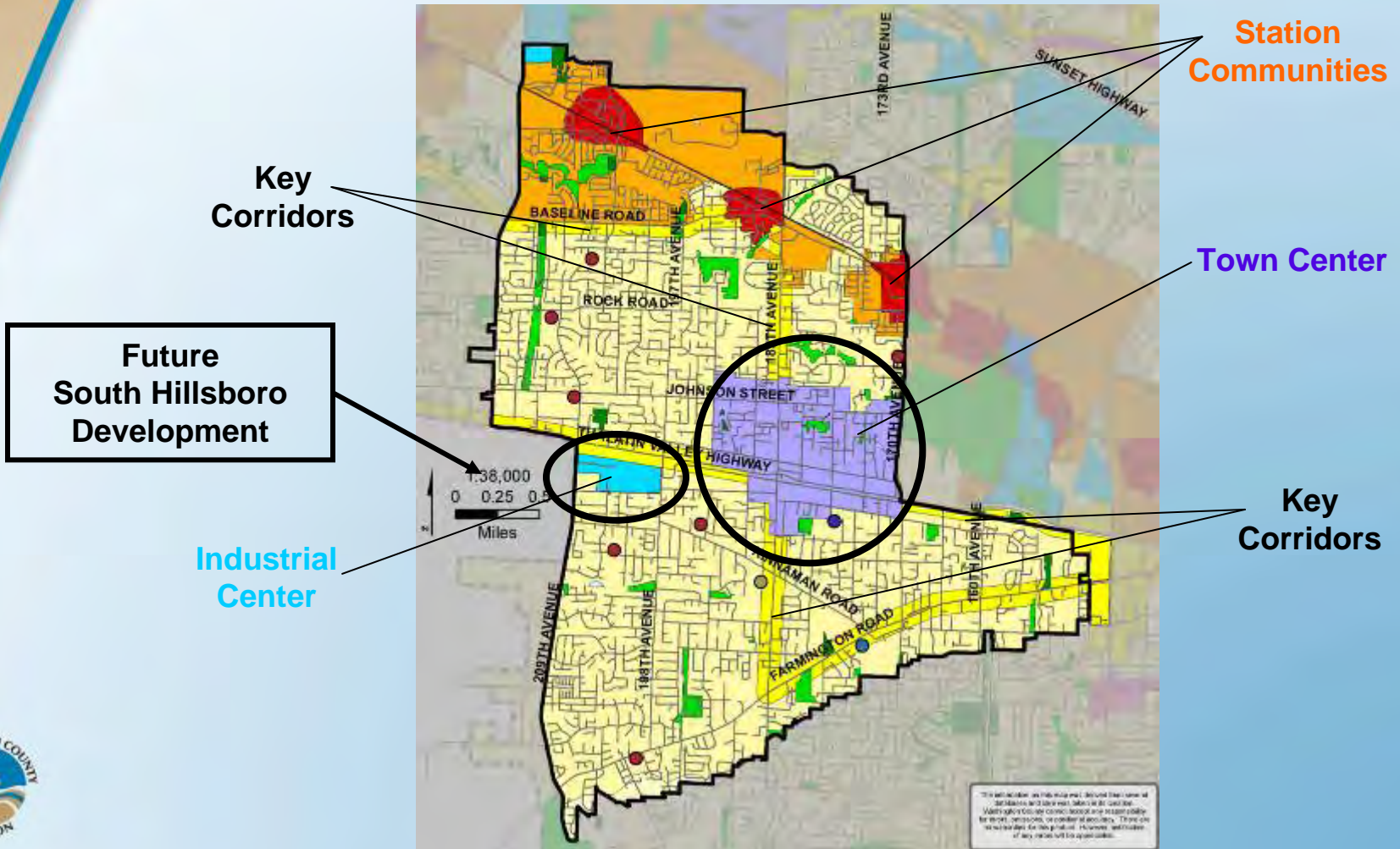
Aloha-Reedville Study Area

Aloha and Reedville



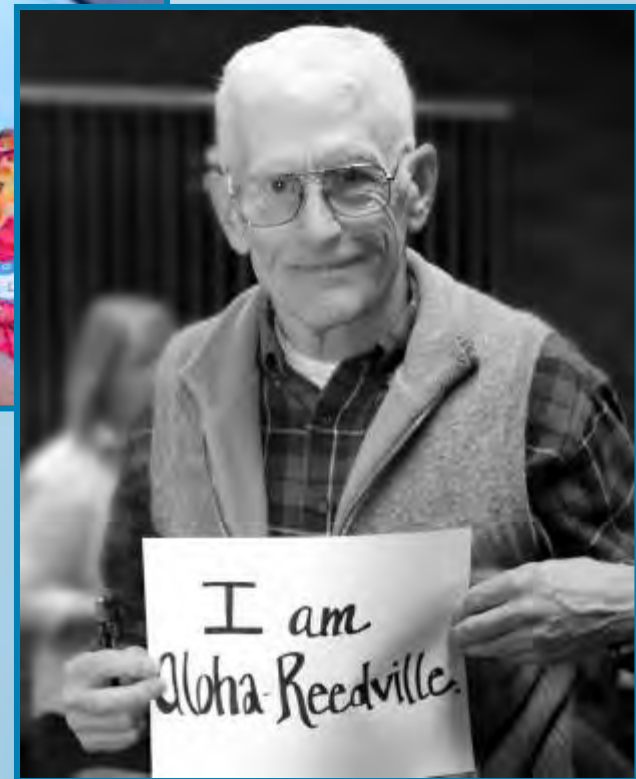
Aloha-Reedville Study Area

A Community With Much Potential



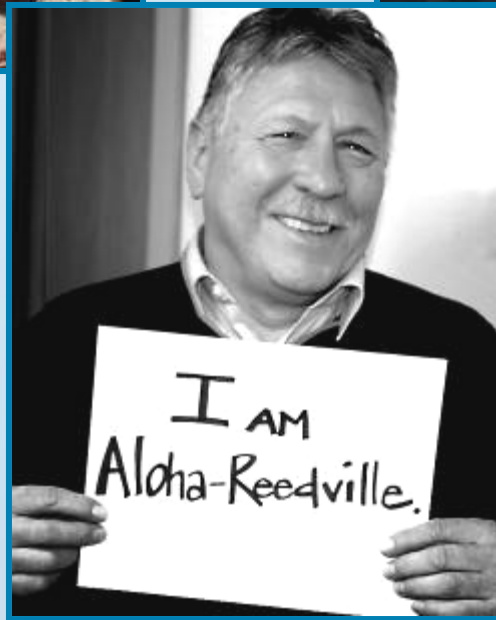
I Am Aloha-Reedville

We Are The Community



I Am Aloha-Reedville

And We Are The Community



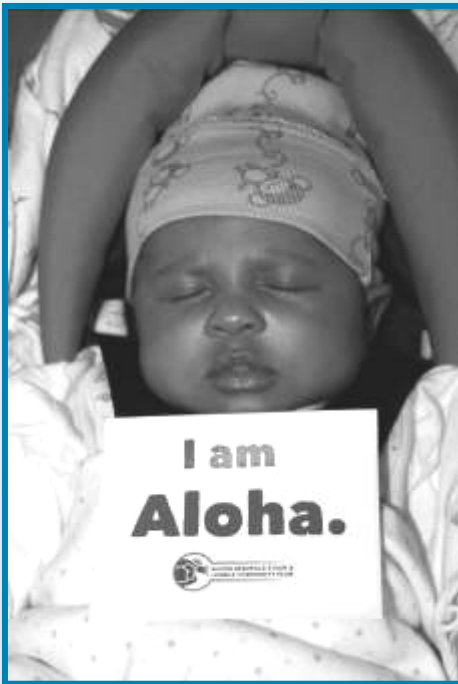
I Am Aloha-Reedville

And We Are The Community



I Am Aloha-Reedville

And We Are The Community



Hearing From The Community

Engagement Efforts – Listening To What the Community Thinks



Hearing From The Community

Engagement Efforts – Aloha Unite – Inviting New Voices



Aloha Unite is:

Centro Cultural de Washington County

Adelantes Mujeres

Oregon Somali Family Education Center (OSFEC)

Community Alliance of Tenants (CAT)

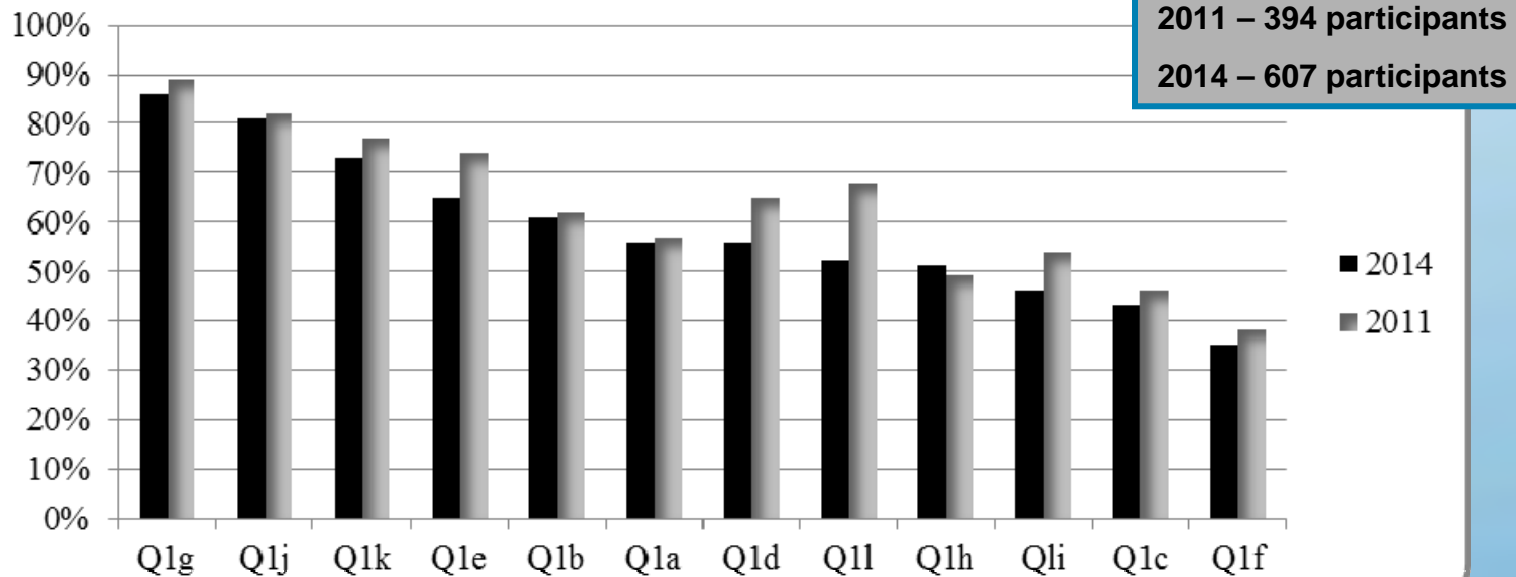
Organizing People, Activating Leaders (OPAL)



Hearing From The Community

Project "Bookend" Surveys

Q1. Importance of Issues (Percentage of Residents Answering "Very Important")



Question Key

Q1g. Public safety	Q1d. Safe pedestrian and bicycle facilities
Q1j. Vibrant economy and local jobs	Q1l. Reduction of blight, graffiti, and abandoned properties
Q1k. Education opportunities	Q1h. Availability of community services
Q1e. Housing you can afford	Q1i. A sense of community and community involvement
Q1b. Reducing traffic congestion	Q1c. Recreation opportunities
Q1a. Safe and convenient access to transit	Q1f. Access to shopping





Aloha-Reedville Study and Livable Community Plan

FINAL REPORT

Economic Development Strategies



Corridor, Town Center, Land Use and Streetscape Strategy



Pedestrian and Bicycle Plan



Housing Equity and Opportunity Strategy



Town Center Framework



Getting Around Safely

ACTION ITEMS



- Improve access by completing sidewalks around schools
- Create new trails & trail connections
- Safer pedestrian crossings
- Develop process to install neighborhood streetlights

Major Roads

ACTION ITEMS



- Improve roads to reduce congestion and improve transit
- Minimize traffic impacts from future nearby development

Business and Shopping

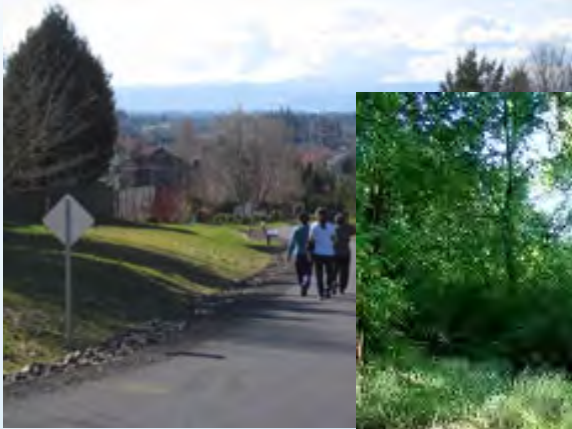
ACTION ITEMS



- Support local business and private investment by reducing development barriers

Healthy and Active Living

ACTION ITEMS



- Improve bike & pedestrian routes
- Increase trails & trail connections
- Increase access to fresh food

Neighborhood Quality

ACTION ITEMS



- Retain single family neighborhoods
- Expand code enforcement & awareness of rehab programs
- Increase housing options for a range of incomes
- Locate higher density housing near jobs, services, shopping and transit



CENTER FOR INTERCULTURAL ORGANIZING



Organizing across
cultural lines
for an equitable,
pluralistic society.

Washington County Aloha-Reedville Study and Livable Community Plan

May 2014

Center for Intercultural Organizing

- A grass roots based non-profit organization advocating for immigrants and refugees, people of color and underserved communities.
- Programs include civic engagement, education, public policy, leadership development and community organizing.
- Began in Multnomah County and strategically within the last five years has expanded into Washington County.

Aloha- Reedville

- Aloha Unite created part of the Aloha-Reedville Study and Livable Community Plan. Included OSFEC, APANO, Centro Cultural, OPAL, Adelante Mujeres and CAT (Community Alliance of Tenants)
- Community Engagement Report
- Community Findings Report
- Stay involved in implementing community Action Items

Aloha Unite

We are a **Leadership Steering Committee** composed of regional advocacy organizations with a commitment to community organizing and engaging grassroots voices in civic engagement.

Through community organizing, outreach, education and collective action, we will be activating leaders and informing Washington County's Aloha-Reedville Study and Livable Community Plan to ensure equitable outcomes for all community residents.



Aloha Unite Activities

Community Education
Workshops: Renter's
Rights, Transportation
Justice, Affordable
Housing, and Latino
Business Networking
meetings

Community Building
Activities: BUILT Game

Community feedback
forums

Leadership Development
Training

Community Outreach



Community Engagement Highlights

- Phase 1: Survey Results: 594 respondents representing over 26 countries.
- Phase 2 and Phase 3: Community options surveys with focus groups and educational sessions.
- Culturally competent engagement with community leaders and subject matter experts discussing economic development, housing and transit issues.

Community Findings Highlights

- Census results don't reflect underserved community demographics.
 - Avg. household size
 - Median Income
 - Educational Attainment
- Cultural Inclusion highlighted as a key finding emphasizing the need for a cultural center.
- Small business ownership desired with sytem education and financing emphasized.
- Transit and safety issues emphasized - many similar concerns

What's Next?

- Washington County Advisory Council
 - Immigrant/Refugee and People of Color representation
 - Community Leaders
- Assert Best Practices from other cities
- Washington County support to elevate public involvement and civic engagement training

Beaverton Diversity Advisory Board

- We now have a formalized Diversity Advisory Board with the City of Beaverton!
- Originating from the Diversity Task Force



Beaverton

- BOLD
- (Beaverton Organizing & Leadership Development)
 - Recruiting for training starting soon!
 - Many BOLD leaders are now involved in Boards and Commissions withing Beaverton!



Questions?

Parks and natural areas local option levy **YEAR 2 WORK PLAN**

Metro Council | May 27, 2014

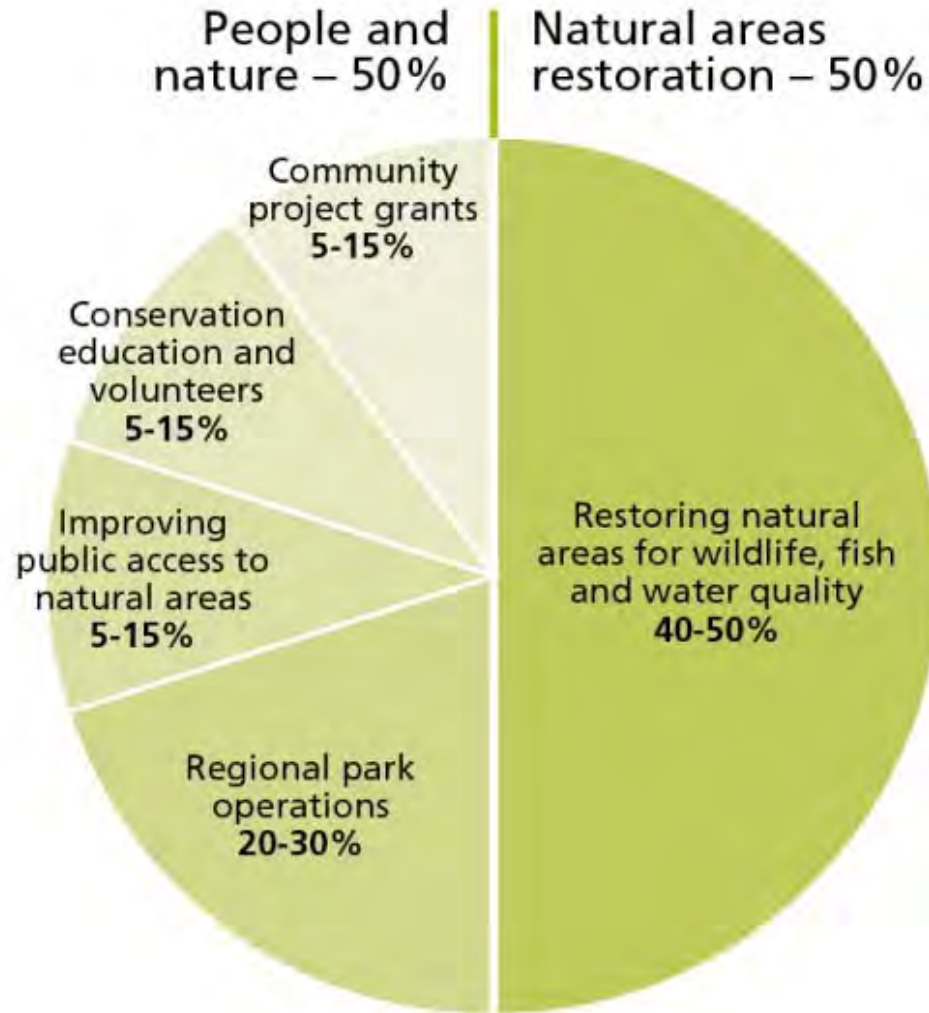
Kathleen Brennan-Hunter
Natural Areas Program Director



Metro | *Making a great place*

Parks and natural areas levy

Distribution of funds



Parks and natural areas levy

Year 1 progress

PROJECTS COMPLETED OR UNDERWAY

- Outreach to underserved communities
- **34** restoration and natural areas maintenance projects
- **12** regional parks operations projects
- **8** parks and natural areas access projects

Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Restoration and natural areas maintenance



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Regional park operations



Parks and natural areas levy

Conservation education



Parks and natural areas levy

Conservation education



Parks and natural areas levy

Nature in Neighborhoods community grants



Parks and natural areas levy

Volunteer services



Parks and natural areas levy

Community partnerships



Parks and natural areas levy

Access to parks and natural areas



Parks and natural areas levy

Access to parks and natural areas



Parks and natural areas levy

Access to parks and natural areas



Parks and natural areas levy

Access to parks and natural areas



Parks and natural areas levy

System plan



Parks and natural areas local option levy **YEAR 2 WORK PLAN**

Metro Council | May 27, 2014

Kathleen Brennan-Hunter
Natural Areas Program Director



Metro | *Making a great place*