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Aloha Tomorrow Final Report

Prepared for



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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CDBG	Community Development Block Grant
CDC	Community Development Code
Core	Town Center Core
County	Washington County
EDA	U.S. Department of Commerce, Economic Development Administration
FAST Act	Fixing America’s Surface Transportation Act
HOME	HOME Investment Partnerships Program
LID	Local Improvement District
Metro	Oregon Metro
MSTIP	Major Streets Transportation Improvement Program
ODOT	Oregon Department of Transportation
RFFA	Regional Flexible Funds Allocation
TAG	technical advisory group
TDT	Transportation Development Tax
TGM	Transportation and Growth Management
THPRD	Tualatin Hills Park & Recreation District
TIF	Tax Increment Financing
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TriMet	Tri-County Metropolitan Transportation District of Oregon
TSP	Transportation System Plan
TV Highway	Tualatin Valley Highway
URMD	Urban Road Maintenance District

Introduction

Aloha Tomorrow is a step toward implementing the community vision established in the *Aloha-Reedville Study and Livable Community Plan* (Washington County, 2014) by integrating land use changes, transportation improvements, and policies that support affordable housing and economic development. Aloha Tomorrow’s outcomes are tangible, actionable, and pragmatic and will set the stage for future public and private investment in the area. This report provides both detailed recommendations within the Town Center Focus Area and broader recommendations for the Tualatin Valley (TV) Highway corridor, both areas of which support a community vision for a walkable, vibrant, and livable town center with a mix of commercial, residential, and civic uses near TV Highway and SW 185th Avenue, a main street along SW Alexander Street and high capacity transit on TV Highway.

This report presents recommendations for actions that Washington County (the County) can take to advance the community’s vision and food for thought to support investments that community, private sector, and agency partners might take in pursuit of community goals.

Study Area

Aloha Tomorrow references a study area and a focus area, which are described below and shown on Figure 1-1:

- The Aloha Tomorrow Study Area – the transportation study area – extends approximately 3 miles from Cornelius Pass Road to SW 160th Avenue and Millikan Way. The eastern and western boundaries roughly coincide with the existing boundaries of the cities of Hillsboro and Beaverton. The study area centers on TV Highway, with northern and southern boundaries along SW Johnson and SW Blanton Streets.
- The Town Center Focus Area is the central portion of the Aloha Town Center, as designated on Oregon Metro’s (Metro’s) *2040 Growth Concept Map* (2014a) and adopted by Washington County. The Town Center Focus Area represents an area roughly within a 0.25-mile walkshed of the intersection of TV Highway and SW 185th Avenue. The Town Center Focus Area is a smaller geographic area to strategically target public and private investment.

The major transportation corridors of TV Highway and SW 185th Avenue run through both the Aloha Tomorrow Study Area and the Town Center Focus Area.

During the development of the *Aloha-Reedville Study and Livable Community Plan*, the Community Advisory Committee articulated a vision for the Aloha-Reedville area. These vision statements guided the Aloha Tomorrow work:

- Community resources—We can find and easily access the things we need on a regular basis in our own community.
- Gathering places and events—We have places to gather with friends, neighbors, and the community as a whole.
- Efficient roadways—Our roads get us where we need to go efficiently and safely.
- Alternatives to the car—We do not have to rely on cars because we have good, safe options.
- Housing—We live in homes that are safe and meet our needs and in a community where we can retire and our kids can afford to live.
- Jobs—We want a range of jobs, including those that pay a living wage and offer opportunities for advancement.
- Personal security—We feel safe living, working, going to school, and traveling in and throughout our community.
- Attractive community—The natural beauty, well-kept neighborhoods, inviting commercial areas, and strong community identity reflects our pride in our community.
- Leadership—We have a role in local and regional decision making.



Aloha food carts serving as an informal gathering place

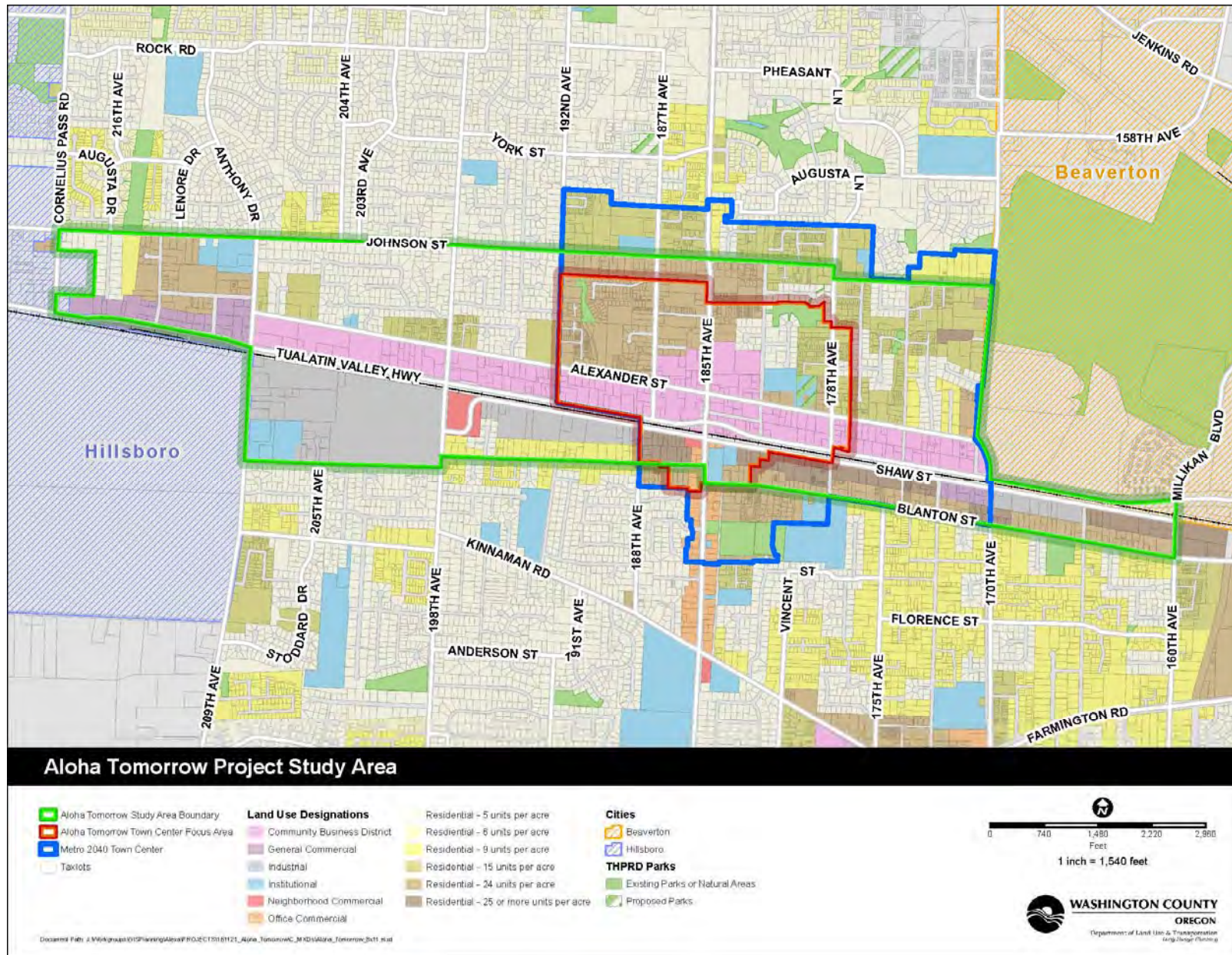


Figure 1-1. Aloha Tomorrow Project Study Area

Summary of Recommendations

Aloha Tomorrow refined the long-term vision for the town center and high capacity transit along the TV Highway corridor. While some actions would require major policy shifts, new funding, or regional collaboration, the short-term implementation recommendations summarized here are actions that Washington County can take now to advance the long-term vision for the area. These recommended actions will support the creation of a vibrant town center that is walkable and livable, has community gathering places, retains affordable housing and commercial space, and is both attractive and distinctively Aloha. More detail about these recommendations can be found in Section 3, Aloha Town Center Concepts and Recommendations. These recommendations are illustrated on Figures 1-2 and 1-3. Visual simulations that illustrate the recommendations are provided in Appendix A.

Recommendation 1: Use Catalyst Projects to Spur Redevelopment

Both public and private catalyst opportunities can jump-start redevelopment in Aloha consistent with the community vision.

Improve SW Alexander Street to Create a Community “Main Street”

SW Alexander Street should be redesigned as a welcoming “main street” for the community creating linear community gathering place with important destination such as shops, restaurants, churches, and a new park. Today, SW Alexander Street is lightly traveled, lacking sidewalks, and lined with homes and small businesses. A roadway with two lanes for vehicular traffic, sidewalks, cycling facilities, on-street parking, street trees, and traffic-calming features (Figure 1-4) would catalyze a change in activity and land uses. The County has earmarked Major Streets Transportation Improvement Program (MSTIP) funds to design improvements to SW Alexander Street. Undertaking this design work and identifying funding to construct street improvements will support private development efforts in the town center.

Support a Catalyst Project in the Town Center

The Community Development Code (CDC) and land use designations generally allow for the envisioned land uses in and around the town center. By supporting a catalyst project in the town center—particularly one that includes housing affordable to a range of community members—Washington County can encourage other developers to consider projects that support an active community center.

Work with Partners to Plan the New Park as a Community Gathering Location

Aloha residents and stakeholders have expressed a desire for more area gathering places. The future Tualatin Hills Park & Recreation District (THPRD) park between SW 182nd and SW 178th Avenues presents an opportunity to establish a much-needed community gathering space for the community. The park will also be a key destination along the new main street. THPRD currently only has funding to develop sports fields at the site. Washington County should work with THPRD, the community, and other partners to fund other park amenities to create a gathering place as well as sports fields.

Recommendation 2: Create a Livable, Walkable, Vibrant Town Center

The town center will be livable and walkable with a mix of businesses that meets the needs of residents and serves customers who travel from other locations. People should be able to travel safely on foot between their destinations. Washington County can implement both code changes and transportation projects to achieve this goal, including requiring a series of pedestrian connections between large blocks to reduce walking distances.

Amend the Aloha-Reedville Community Plan and the Community Development Code to Support the Aloha-TV Highway Town Center

Successful town centers are not dominated by parking lots and driveways. Instead, they have time-tested designs that place buildings and front entries along streets and generally connect private development with public spaces. In pursuit of this goal, Aloha will have two new land use districts: Town Center Core and Neighborhood Mixed Use. These districts will reinforce the range of commercial and residential uses currently allowed, expand the areas where a mix of uses is allowed and/or encouraged, and consolidate drive-through and other auto-oriented uses to properties that front TV Highway. Washington County can update development standards to make the area more pedestrian and transit oriented; the standards will address building orientation, setbacks, building entries, building design, parking location, and signs. The Town Center Core will focus urban-scale affordable housing, mixed use, and commercial uses in this area, supported by pedestrian-oriented design. Neighborhood Mixed Use will support the development of SW Alexander Street as a main street and community attraction, as well as create a node south of TV Highway that allows for multifamily housing that supports transit and affordable housing choices.

Add a Crossing of SW 185th Avenue for Pedestrians and Bicyclists at SW Alexander Street

To create a successful town center at SW 185th Avenue and TV Highway and a main street along SW Alexander Street, pedestrians and cyclists will need to be able to cross SW 185th Avenue. This enhanced crossing will require additional design work, but preliminary analysis suggests that a signalized crossing for bicycles and pedestrians may be possible.

Support an Improved Walking Environment in the Town Center

In addition to SW Alexander Street and sidewalk improvements to improve transit access, Washington County can modify the *Aloha-Reedville-Cooper Mountain Community Plan* (Washington County, 2015a) or *Transportation System Plan* (TSP; Washington County, 2015b) to create requirements to provide for pedestrian connectivity through large blocks as they are redeveloped. This pedestrian permeability is critical to creating a vibrant town center. The connectivity can be achieved through a combination of complete streets and pedestrian-only paths.

Recommendation 3: Take Local Actions to Support Transit

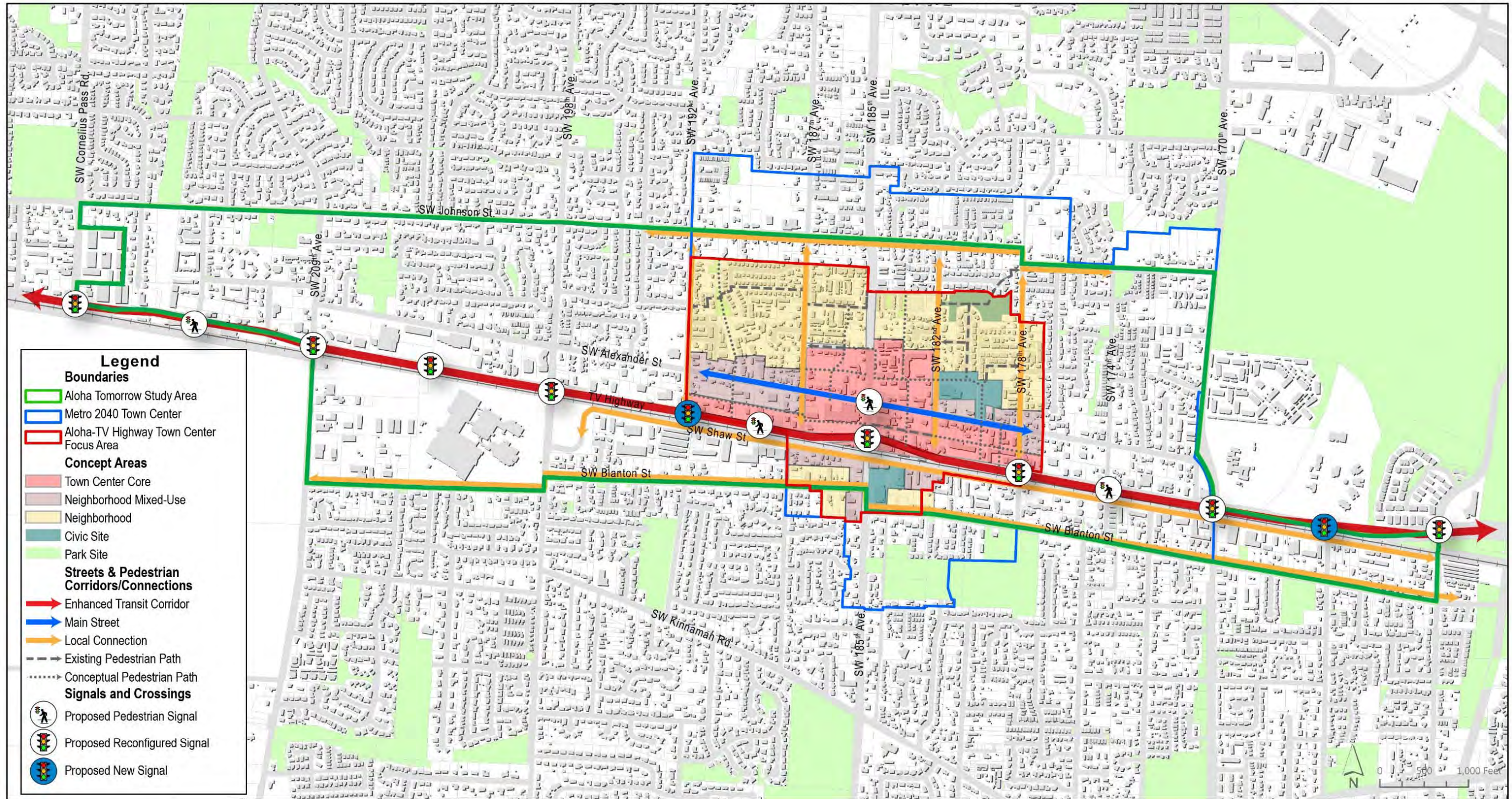
While high capacity transit will require a regional commitment and coordination among Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District of Oregon (TriMet), Metro, Washington County, and the Cities of Beaverton and Hillsboro, Washington County can take actions that will improve access to existing transit and create transit-supportive land uses at key nodes. These actions may help to grow transit ridership, making the corridor a more competitive candidate for federal transit funding.

Apply a Land Use Overlay to Key Transit Nodes

The nodes along TV Highway at SW 209th, SW 198th, and SW 170th Avenues represent opportunities to create transit-oriented places. These major transit stops should be subject to the standards of CDC Section 380 (Convenient Access to Transit Overlay District), which requires buildings and entrances to be oriented to streets in the areas near transit stops. The current CDC Section 380 requirements are a good starting place but should be expanded to apply to a larger geographic area around major bus stops and multifamily residential and mixed-use developments.

Invest in Enhanced Transit Improvements in the Short Term

To best serve residents with a range of abilities, improve ridership, and support future high capacity transit, the County can focus on improving pedestrian access to transit stops, improving transit stops and stations, reconfiguring signals to improve transit efficiency, and adding pedestrian crossings to TV Highway.

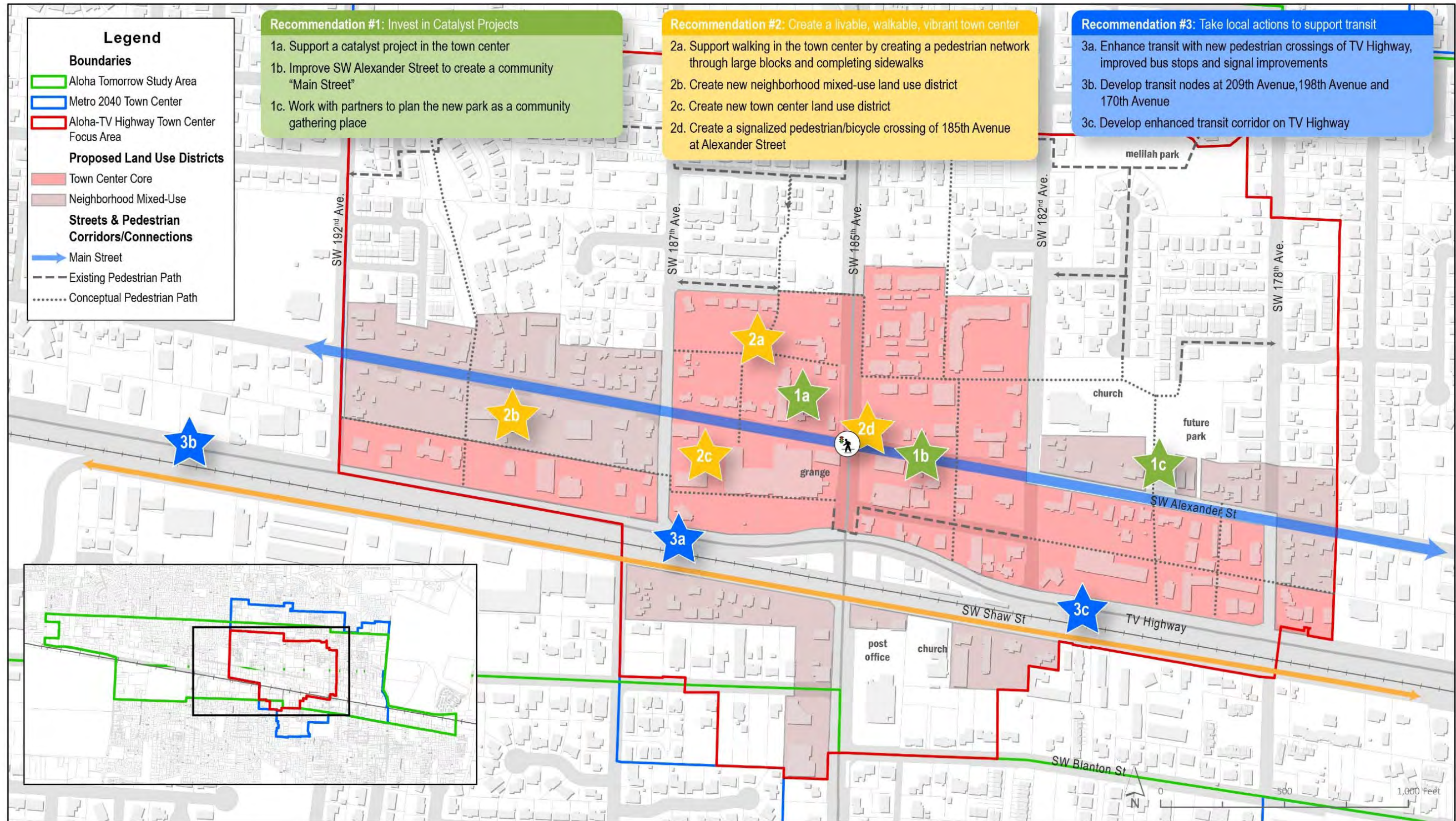


Aloha Tomorrow

Recommended Enhanced Transit Improvements



Figure 1-2. Aloha Tomorrow Enhanced Transit Recommendations



Aloha Tomorrow

Aloha TV-Highway Town Center Recommendations



Figure 1-3. Aloha Tomorrow Town Center Recommendations



Existing



Future

Figure 1-4. Conceptual Rendering of SW Alexander Street and SW 185th Avenue Intersection

Note: Future image is conceptual only and may not be what is constructed.

Recommendation 4: Use Available Tools to Support a Town Center that is Affordable to a Range of Households and Small Business Owners

Aloha residents have been clear that a future with redevelopment, a vibrant town center, and enhanced transit must be anchored by policies and programs that ensure that Aloha remains affordable for a variety of residents and business owners. The Aloha-Reedville community is diverse, with more people of color, younger people, and people who speak languages other than English. These communities are often particularly vulnerable to potential involuntary displacement that could accompany future growth and development. Washington County has tools that may support affordable housing goals and retain small businesses in the area. While more can be done with expanded programs or funding, these actions are important first steps.

Support Housing Affordability and Consider New Programs, Policies, and Actions to Address Affordable Housing and Lower-Cost Commercial, Office, and/or Retail Leasing Space Needs

Programs like density bonuses for smaller, infill housing or a prioritized development approval process for regulated affordable housing may encourage developers to build affordable housing in Aloha. The County should aggressively pursue grant and funding opportunities at the federal, state, and regional levels to acquire land for permanently affordable housing or community-serving services and retail and continue to provide gap funding for regulated affordable housing projects. As the County takes these short-term actions, the Board of Commissioners may want to consider committing additional resources and potentially making larger policy and structural changes to support long-term affordability in the corridor and the rest of the County.

Encourage Preservation of Existing Small Businesses and Residential Conversions to Small Businesses Where Zoning Allows

Aloha has many small commercial sites and single-family homes in locations that allow businesses and commercial activity. These small-scale locations provide opportunities for affordable commercial space for small and local businesses. However, meeting minimum parking requirements can be difficult and/or costly. The County should consider modifying CDC 413, Parking and Loading, to establish a threshold (for example, 3,000 square feet) where no new parking is required for a change of use to encourage the retention of existing small businesses.

Public and Agency Involvement

Aloha Tomorrow relied on extensive public and agency involvement to develop these concepts and recommendations. Following are some of these public and agency involvement activities; all public involvement activities materials and summaries are included in Appendix B:

- **Two open houses**—The first open house, held April 18, 2017, shared initial transportation and land use concepts. The second, held November 30, 2017, shared recommendations.
- **Community workshop**—On March 16, 2017, the project team hosted a workshop targeted at a cross-section of community stakeholders, including residents and business owners, nonprofit affordable housing developers and funders, and community group representatives. Participants provided feedback on their hopes for the Town Center Focus Area.
- **Online open houses and surveys**—The following two events were held:
 - The first online survey and interactive map was available beginning February 3 through March 3, 2017; 362 people completed the first survey. The survey included questions about participants’ vision for the town center, SW Alexander Street, and transit on TV Highway. The online map allowed participants to place “pins” where they wanted specific features like bus stop improvements, green spaces, sidewalks, pedestrian crossings, or community gathering spaces.
 - The second online open house was available from October 3 through October 31, 2017, and asked participants to review information about potential changes to land use policies and the transportation system and provide feedback on the proposed changes.
- **Tabling and office hour events**—The project team held the following various community events:
 - Members of the project team held three “office hours” events to discuss proposed concepts with Aloha businesses and residents on July 19, 20, and 21, 2017. The office-hours events were held at three different civic and business locations near TV Highway and SW 185th Avenue at the approximate center of the Town Center Focus Area: Aloha Grange, Sabor Salvadoreno Restaurant, and Aloha Sewing and Vacuum. A Spanish translator attended each event to maximize the ability to share concepts with attendees.
 - Members of the project team also staffed an Aloha Tomorrow information table at the Aloha Farmers’ Market on September 28, 2017, and at the grand opening of THPRD’s Mountain View Champions Park on October 14, 2017. At these events, the project team discussed proposed concepts and provided an overview of the online open house, using informational posters and a large interactive tablet. More than 100 people stopped by these tables to discuss the project with staff.
- **Community presentations**—Project staff attended meetings of Citizen Participation Organization 6, the Aloha Reedville Community Council, and the Aloha Business Association during fall 2016, January/February 2017, and fall 2017.
- **Technical advisory group (TAG) meetings**—Washington County convened a TAG comprising representatives from ODOT, TriMet, Washington County, Metro, and the Cities of Beaverton, Hillsboro,



Community members commenting on transit concepts at an open house

Forest Grove, and Cornelius. The full TAG met three times, and the Transportation TAG subgroup also met another time.

- **Housing focus group meeting**—Washington County convened a focus group of nonprofit affordable housing developers and funders, community groups (Unite Oregon and Centro Cultural), and government agencies, including Metro and Washington County, on March 6, 2017. The housing focus group explored existing conditions and potential for displacement in the Town Center Focus Area, ways other communities are addressing gentrification and displacement, and potential policy incentives and regulatory tools that should be considered for the Town Center Focus Area.

Community members generally supported concepts that improved transit, walking and biking in the Town Center Focus Area and along TV Highway, and developing a main street along SW Alexander Street. Participants had mixed views on the specific implementation strategies, including land use changes and transportation improvements.

Funding

Many implementation recommendations require—or would benefit from—federal, state, regional, or local funding support. Tables 1-1 and 1-2 present current and potential funding programs and examples of projects, respectively, that may be eligible. In addition to local funding sources, the County can seek to leverage opportunities for funding from grants at the state and federal levels for specific projects.

Table 1-1. Current County Funding Sources

Funding Source	Description	Potential Application in Aloha Tomorrow Study Area
Major Streets Transportation Improvement Program (MSTIP)	Road improvement program funded through countywide property taxes. The County Board of Commissioners determines MSTIP funding amounts on a five-5 cycle. MSTIP funds can be used to leverage other local, state, and federal funds. MSTIP could be applied to any transportation project that meets the program criteria: <ul style="list-style-type: none"> • Improve safety • Improve traffic flow and relieve congestion • Be on a major road used by many residents • Address demands for cars, trucks, bicycles, pedestrians, and/or transit 	SW Alexander Street and the SW Alexander Street/SW 185th Avenue projects
Urban Road Maintenance District (URMD)	URMD provides preventive road maintenance services for public roads within URMD boundaries, except roads that are designated as arterials or collectors on the Washington County’s TSP (2015b). URMD can be used for maintenance and operation of unincorporated neighborhood and local streets, plus minor safety improvements.	Sidewalk or local street improvements in the Town Center
Transportation Development Tax (TDT)	The TDT is imposed on all new development in Washington County, and it based on the estimated traffic that will be generated by each development type. Revenue is held in a dedicated account and allocated toward transportation capital improvements as revenue becomes available.	Improvements to SW Alexander Street, SW 185th Avenue, TV Highway, or other collectors or arterials; TV Highway would need to be added to TDT list
Local Improvement Districts (LIDs)	Frequently, LIDs are established to finance improvements or changes to identified streets. The additional property tax generated in these districts is dedicated to fund the improvements identified for the LID. LIDs are often needed to pay for paving of local roads or to otherwise maintain or preserve existing or new roadways. LIDs have been implemented in several areas in the County to finance installation or improvement of traffic management devices within neighborhoods. No LIDs currently exist in Aloha.	Local transportation improvements, like sidewalks, street lighting, traffic-calming, or local street improvements

Table 1-2. Potential Local Funding Sources

Funding Source	Description	Potential Application in Aloha Tomorrow Study Area
Street Utility Fees (also called road maintenance fees)	These fees are based on the number of automobile trips a particular land use generates, usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	Systemwide transportation facilities, including streets, sidewalks, bike lanes, and shared use paths
Incentives	The County could provide enticements such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include a commute trip reduction program or transit facilities in exchange for bonus densities. Incentives may be used with system development charge methods to reduce transportation impacts from new development.	Systemwide transportation facilities, including streets, sidewalks, bike lanes, shared use paths, and transit
Public and Private Partnerships	Public and private partnerships have been used around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as vehicle charging stations, public parking lots, bicycle lockers, or car share facilities.	Systemwide transportation facilities, including streets, sidewalks, bike lanes, shared use paths, and transit
Tax Increment Financing (TIF)	TIF is a tool that agencies may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the County freezes the tax base at the predevelopment level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. Several small- to medium-sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	Systemwide transportation facilities, including streets, sidewalks, bike lanes, shared use paths, and transit and other public projects like parks, plazas, or affordable housing
Revenue and General Obligation Bonds	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of the improvement to property taxes over time.	Construction of major capital improvement projects within the city, street maintenance, and incidental improvements
Enterprise Zones	Enterprise zones are authorized in 54 rural and 15 urban Oregon communities for property tax abatement as an incentive for eligible business investment, job creation, and employee compensation. A separate but related designation is for electronic commerce zones, for assets that serve e-commerce operations within an enterprise zone.	Washington County could sponsor an enterprise zone to cover the Aloha area if the following economic hardship criteria are met: (1) household median income is 80 percent or less of state median; or (2) unemployment rate is 2 percent or more higher than the state rate

Table 1-3 outlines regional, state, and federal sources and their potential applications. Potential state funding sources are extremely limited, with some having significant competition. Any future improvements that rely on state funding may require County and regional consensus that these improvements are more important than transportation needs elsewhere in the region and the state. Combining multiple funding sources to pay for a single improvement project (for example, combining state, regional, or County bicycle and pedestrian funds to pay for new bike lanes and sidewalks) likely will be necessary.

Table 1-3. Potential Regional, State, and Federal Grants

Funding Source	Description	Potential Application in Aloha Tomorrow Study Area
Regional Flexible Funds Allocation (RFFA)	Metro’s transportation funding process is known as the RFFA. RFFA funds currently come from three federal grant programs: Surface Transportation Program, Congestion Mitigation/Air Quality Program, and Transportation Alternatives Program. The RFFA process identifies which projects included in the <i>Regional Transportation Plan</i> (Metro, 2014b) will receive funding. Regional flexible funds are allocated every 2 to 3 years and are included in the MTIP.	Project and program applications nominated by jurisdictions or by transportation or transit agencies operating within the region; these funds can be spent on several different types of improvements, except for local street construction
Transportation and Growth Management (TGM) Grants	TGM grants are planning grants administered by ODOT and awarded annually. The TGM grants are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use/transportation planning.	Refinement of any identified study projects
Transportation Investment Generating Economic Recovery (TIGER) 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 national objectives. Since 2009, Congress has dedicated nearly \$5.1 billion for eight rounds of TIGER to fund projects that have a significant impact on the nation, a region, or a metropolitan area. The most recent round of grants gave special consideration to projects that emphasized better access to reliable, safe and affordable transportation, especially in rural areas.	Major transit and roadway improvements, like on TV Highway
Federal Transit Administration Small Starts or New Starts	The Federal Transit Administration funds capital investments in bus rapid transit through two competitive grant programs: Small Starts and New Starts. New Starts funds large fixed guideway projects. Small Starts funds projects under \$300 million (federal contribution of up to \$100 million) and provides flexibility in project design to allow targeted (rather than continuous) improvements. Unlike New Starts, which requires that more than 50 percent of a route be fixed guideway, Small Starts allows for both fixed-guideway and corridor-based bus rapid transit.	Bus rapid transit on TV Highway
U.S. Department of Commerce, Economic Development Administration (EDA) grants	EDA’s Public Works and Economic Adjustment Assistance Programs provide strategic investments on a competitive merit basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. Projects must be consistent with the region’s current Comprehensive Economic Development Strategy (Greater Portland 2020 for the Portland region). EDA grants range from \$100,000 to \$3 million and typically require at least a 50 percent match.	Infrastructure improvements that could spur private investment creating jobs or make it possible for residents to get to job centers
Immediate Opportunity Fund	This fund is discretionary and provides funding for transportation projects essential for supporting site-specific economic development projects. These funds are distributed on a case-by-case basis in cooperation with the Oregon Economic and Community Development Department. These funds are used only when other sources of financial support are insufficient or unavailable. These funds also are reserved for projects where a documented transportation problem exists or where private firm location decisions hinge on the immediate commitment of road construction. A minimum 50-percent match is required from project applications.	Any identified projects that would improve economic development in Aloha and where there are documented transportation problems

Table 1-3. Potential Regional, State, and Federal Grants

Funding Source	Description	Potential Application in Aloha Tomorrow Study Area
Connect Oregon	Lottery-backed bonds distributed to air, marine, rail, transit, and pedestrian and bicycle projects statewide. No less than 10 percent of Connect Oregon IV funds must be distributed to each of the five regions of the state, if there are qualified projects in the region. The objective is to improve the connections between the highway system and other modes of transportation.	System-wide transportation facilities, including shared-use paths and transit
Oregon Parks and Recreation Local Government Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required.	Trails and other recreational facility development or rehabilitation; could be applied to proposed SW Shaw Street path as part of the Surf-to-Turf Trail
Oregon Transportation Infrastructure Bank	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel
Community Development Block Grant (CDBG)	Washington County has a CDBG program run by the Office of Community Development. The CDBG program funds public facilities, infrastructure, and public services projects with the focus on developing livable urban communities for low- and moderate-income populations.	Infrastructure and park improvements
Transportation Infrastructure Finance and Innovation Act (TIFIA) – Fixing America’s Surface Transportation (FAST Act)	The FAST Act continues the TIFIA program, which provides federal assistance to eligible surface transportation projects through secured loans, loan guarantees, or lines of credit. TIFIA funds up to 33 percent of project costs on lines of credit and 49 percent on loans; projects must cost at least \$10 million for transit-oriented development and local projects, \$15 million for Intelligent Transportation System projects, and \$50 million for other surface transportation projects.	Potential transit-oriented development projects, local transportation infrastructure projects, and transit and Intelligent Transportation System projects
HOME Investment Partnerships Program (HOME)	This program funds a wide range of activities, including building, buying, and/or rehabilitating affordable housing for rent or home ownership or providing direct rental assistance to low-income people. Washington County has operated a HOME program since 1992 and has invested more than \$19 million in over 49 projects.	Retention, replacement, and rehabilitation of existing affordable housing and new affordable housing projects

Existing Conditions

The section summarizes information about the existing conditions of the Town Center Focus Area and is organized into three sections: (1) visual assessment, (2) transit and transportation, and (3) housing and retail trends. The visual assessment summarizes the visual and physical conditions of the Town Center Focus Area and identifies opportunities and constraints related to land use, urban form, and design. The transit and transportation discussion assesses current transit service on TV Highway, as well as existing conditions on SW Alexander Street and TV Highway. Trends in the housing and commercial real estate market in the focus area are summarized in the housing and retail trends discussion. Information included as part of these existing conditions helps build a foundation of understanding of the focus area and informed the development of the Town Center Focus Area concepts and the final recommendations of this project.

As a foundation to inform the existing conditions assessment, Washington County prepared a *Baseline Report: Policy Framework and Existing Conditions* (Washington County, 2016). The baseline report is a compendium of information drawn from numerous documents prepared by ODOT, Metro, TriMet, Washington County, and local jurisdictions and provides the background information and policy framework needed to support the Aloha Tomorrow study.

Visual Assessment

This section presents a visual assessment of the SW 185th Avenue and TV Highway commercial area, referred to as the “focus area” in this report. The focus area includes land within 0.25 mile “pedestrian shed”¹ of the intersection of SW 185th Avenue and TV Highway. The area extends from SW Blanton Street to the south to near SW Johnson Street to the north and from SW 192nd Avenue to the west to SW 178th Avenue to the east. Figure 1-1 illustrates the boundaries of the Aloha Tomorrow Study and Town Center Focus Area. The assessment describes residential form, commercial form, civic spaces, the street and pedestrian network, trees and green spaces, and observations and opportunities. See Appendix C, Visual Assessment, for a more detailed discussion.

Residential Form

Overall, the focus area has a wide mix of uses, building forms, building ages, and conditions. The area lacks a cohesive pattern and style, other than dominance of auto-oriented development. A full spectrum of housing types and residential forms are located in the focus area, including single-family homes, duplexes, triplexes, two- and three-story townhouses, garden-style apartments, and three-story walk-up apartments. Housing in the focus area serves a wide range of income levels, family compositions, and household sizes.

The residential form maps on Figures 2-1a and 2-1b shows the distribution of residential form, using building height as an index to define smaller, medium, and larger structures. The pattern is relatively diffuse, reflecting the incremental transition of the area from its original single-family residential form to a wide variety of residential types through redevelopment. Many redeveloping tax lots are long and narrow, which accommodates new duplexes and townhomes but results in many awkward configurations where front doors face back walls and garages of adjacent homes. This pattern also makes it difficult to connect streets, exacerbating the lack of connectivity in the area.

¹ A pedestrian shed refers to the area encompassed by the walking distance from a town or neighborhood center. They are often defined as the area covered by a 5-minute walk (about 0.25 mile).

Commercial Form

Commercial development in the focus area is generally small scale, with many locally serving and culturally diverse businesses. Overall, commercial development in the area is very auto-oriented and lacking in pedestrian facilities and amenities. The area also lacks a sense of a clear commercial and community center.

Along TV Highway, the prevalent commercial form is strip centers and small “pad” buildings,² characterized by parking lots adjacent to streets and a wide variety of building designs, materials, and signage. Many businesses have access directly from TV Highway. The multiple driveways and parking areas, together with the high traffic volumes on TV Highway, amplify the auto-oriented character of the corridor.

Both SW Alexander and SW Shaw Streets are less auto-oriented than TV Highway. SW Alexander Street has a much quieter character, with a mix of small businesses, multifamily development, and single-family homes. The businesses along SW Alexander Street include street-facing retail, but without a traditional storefront and main street elements. SW Shaw Street is a frontage road to the south of TV Highway. This street features a mix of homes and businesses and shares some of the same auto-oriented characteristics as TV Highway described above but is less auto-oriented due to the mix of uses, trees, smaller parking areas, and lack of direct access from the highway. Figures 2-2a and 2-2b illustrates the forms of commercial development found in the focus area.

Civic Spaces

Places for civic gathering are not immediately evident when passing through the Town Center Focus Area, but they do exist. Multiple institutions, including churches, schools, and a local post office, provide centers for community activity. These places, while not always used by the public at large, are important components of civic life and activity in Aloha.

Parks within and near the Town Center Focus Area provide additional civic space to the general public; however, within the focus area, few parks and open spaces are available. The future THPRD park on SW Alexander Street (Figures 2-3a and 2-3b) presents an opportunity to fill this need. Parks and open spaces in the Focus Area are often not well connected to nearby commercial or other uses. This lack of activation presents a unique opportunity to introduce a mix of uses near open spaces to support them as civic spaces. Figures 2-3a and 2-3b illustrates the locations of civic spaces below.

Street and Pedestrian Network

The street and pedestrian circulation system reflects the inconsistent and rapidly evolving nature of the focus area. Sidewalks and paved paths are discontinuous or missing throughout much of the area. Older street improvement standards have resulted in mostly curb-tight sidewalks, so street trees are either absent or in yards, and no buffer is available between pedestrians and the roadway. New standards require a planting strip where possible, with room for shade trees that will make walking more pleasant. The combination of the variable street standards and discontinuous connectivity contributes to an overall lack of physical coherence in the area.

The intersection of SW 185th Avenue and SW Alexander Street is both a pedestrian barrier and a major impediment to a successful main street along SW Alexander Street. Throughout the area, parking lots do not have safe internal circulation routes or connections from street sidewalks to building entries. The pedestrian experience along building frontages has narrow, disconnected walks and parked cars protruding into pedestrian areas.

² A pad site is a freestanding parcel of commercial real estate located in the front of a larger commercial shopping center or strip mall.



Figure 2-1a. Residential Form



1 Three-story garden-style apartments located near the Focus Area provide good proximity to nearby amenities such as transit service, jobs, and commercial areas.



2 Single-story ranch homes are some of the most common older housing designs found in Aloha.



3 Larger apartment complexes feature resident amenities such as playgrounds, pools, and fitness centers.



4 A few older homes have been updated in and around the commercial area.



5 Some apartment complexes and condos are on narrow, deep lots that stretch away from the street.



6 Newer single family homes are further away from the Focus Area commercial center. These homes are typically closer together and on smaller lots.



7 A diverse mix of duplexes and triplexes provide options for affordable homes to a range of families, while preserving Aloha's small-town feel.



8 Townhomes are a prevalent infill housing form in Aloha. Narrow lots present a challenge to having street-facing front doors on neighborhood streets.



9 Many townhomes have raised entries and are tall compared to their older neighbors. Raised entries can pose challenges for seniors and people with disabilities.



10 Although not as prevalent as other forms of housing, there are a variety of smaller single family homes dotted throughout the Focus Area and farther from TV Highway.

Figure 2-1b. Residential Form



Figure 2-2a. Commercial Form



1 Large parking lots are common for businesses throughout the commercial area. A few include landscaped features to soften the edges.



2 Some commercial strips in the area provide interesting architectural features, contributing to Aloha's unique character.



3 A few houses on SW Alexander Street have been converted for other purposes, such as the Mexican restaurant shown in the photo above, or childcare.



4 Some new, small businesses can be found off TV Highway, near the commercial area.



5 SW Shaw Street is a very auto-centric with tire shops, mechanics, or storage facilities, but it also includes neighborhood amenities like a butcher.



6 SW Alexander Street is a mix of homes and businesses. A few of these businesses include parking access to both TV Highway and SW Alexander Street.

Figure 2-2b. Commercial Form

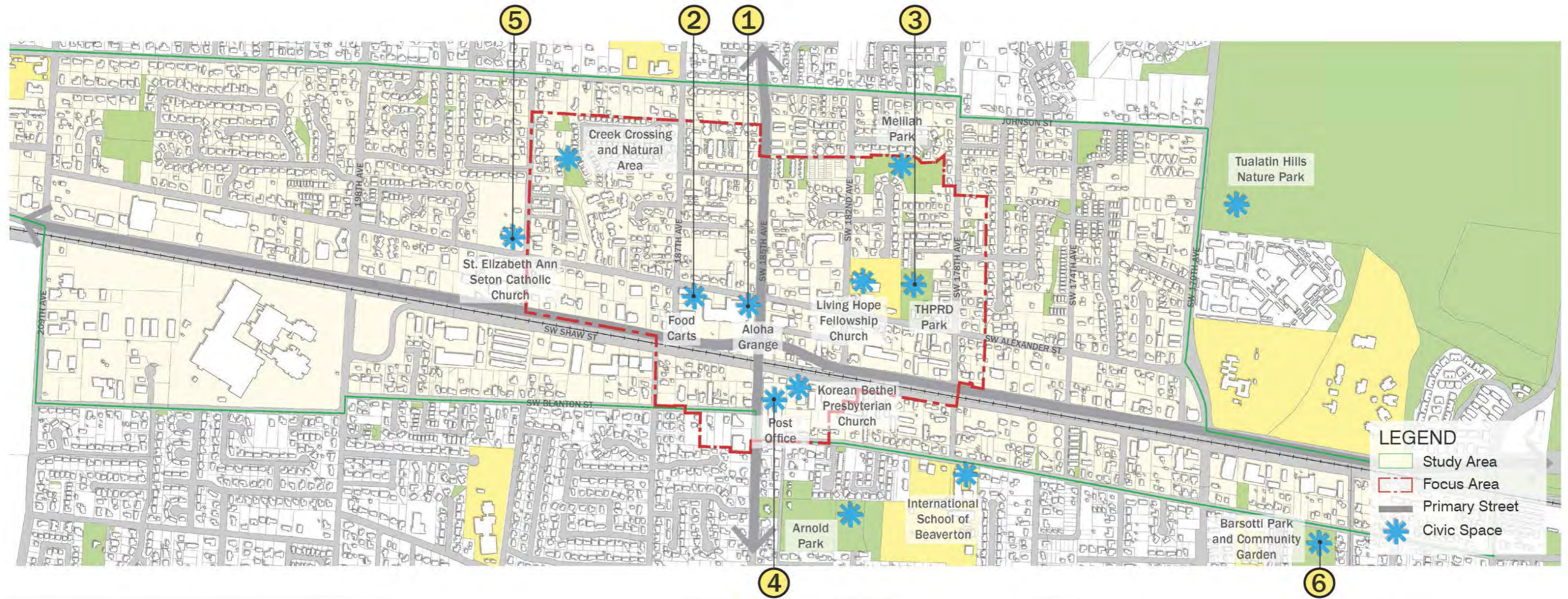
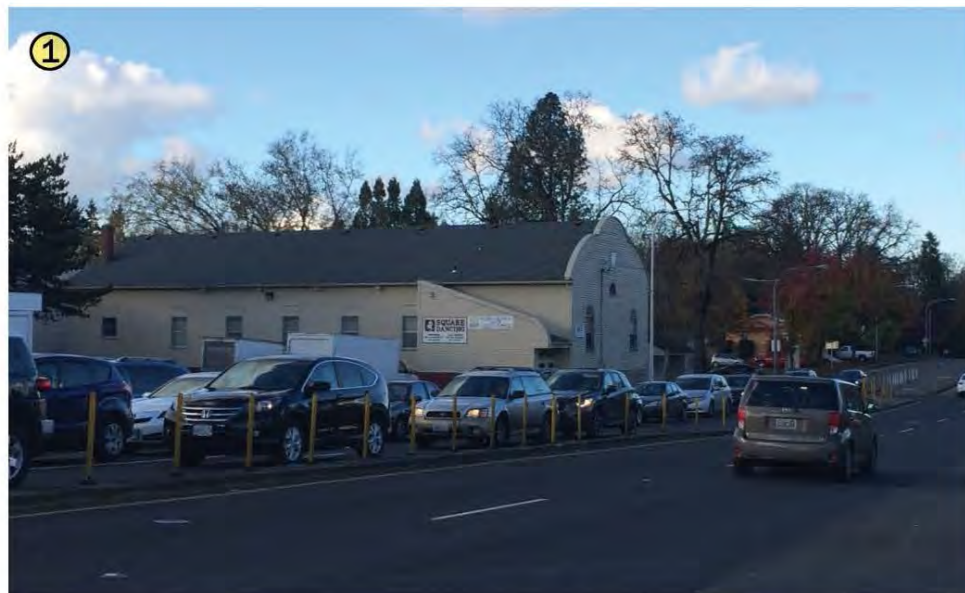


Figure 2-3a. Civic Spaces



1 The Aloha Grange provides indoor space for community gatherings including religious activities, social events, and other civic activities. It is the most evident civic space in the area.



2 An existing food cart pod with numerous small businesses shows that there is a demand for smaller-scale, informal, and pedestrian-oriented commercial uses. These can also serve as community gathering spaces—places to see and be seen.



3 The THPRD-owned open space adjacent to the Living Hope Fellowship Church's property provides space for events and recreation. The park can currently be activated by church uses, and vice versa. It is anticipated it will be redeveloped by THPRD to include improved recreational facilities, which can influence or be integrated with the design of the surrounding area.



4 The Aloha Post Office is a highly-used civic building. While it is not a gathering place per se, it creates a hub of activity just south of TV Highway on SW 185th Avenue.



5 There are many church properties dispersed throughout the study area. They serve as important components of civic life, and provide places to gather.



6 Barsotti Park—located south of Blanton Street, just south of the study area—provides a gathering space, play areas, and a community garden.

Figure 2-3b. Civic Spaces

The area lacks a complete bicycle network. TV Highway is the only street with continuous bike lanes through Town Center Focus Area. SW 185th Avenue has continuous bike lanes through most of the Town Center Focus Area; SW 185th Avenue does not have bike lanes through the intersection with TV Highway or across the railroad tracks. No other streets in the focus area have bike lanes, however, many of them may be low-traffic enough to serve as shared streets (see Figures 2-4a and 2-4b). Continuous streets parallel to TV Highway, such as SW Blanton and SW Alexander Streets, could potentially serve as “neighborhood bikeway” or shared streets with low traffic volume that give priority to bicyclists and pedestrians. Similarly, SW Shaw Street could include bicycle and pedestrian improvements that may serve as a regional trail connection in the future.

Currently, the area lacks a connected street grid and pedestrian connections between destinations. Pedestrian improvements should be prioritized to target streets that serve as north-south (SW 192nd, SW 187th, SW 185th, and SW 178th Avenues) and east-west (SW Johnson, SW Alexander, and SW Blanton Streets and TV Highway) connectors. These streets span the Town Center Focus Area, linking to more complete sidewalk systems in the city of Beaverton and destinations such as parks, schools, churches, other civic uses, and transit stops. As the area redevelops, disconnected neighborhoods can be ‘stitched’ together at a finer grain with pedestrian connections that supplement the street network.

Trees and Green Space

The focus area is framed by an impressive urban forest, with mature trees and treed horizons visible along almost every street, except for TV Highway. This amenity is not immediately obvious to those passing by on TV Highway, but the urban forest is one of the most positive visual attributes of the focus area. Some streets have tree canopies that arch completely over the street. Existing trees in residential neighborhoods add to the character of the area and can be incorporated into future street improvements; it defines an identity as well as provides value to existing homes and new infill development.

Many larger trees thrive on the grounds of civic uses, such as the Living Hope Fellowship Church and the future park parcel to the east. Other parks in the area also feature mature trees, notably in Arnold and Melilah Parks. The latter are part of a series of natural areas and parks that trace the course of the small creeks flowing northwards into Beaverton Creek (itself a tributary of the Tualatin River). Figures 2-5a and 2-5b illustrate the locations of trees and green space in the Town Center Focus Area.

Observations and Opportunities

The visual assessment resulted in the following observations:

- Sidewalks, pathways, and pedestrian-oriented development are a fundamental need for the focus area.
- A safe pedestrian crossing is needed at the intersection of SW 185th Avenue and SW Alexander Street.
- The central core to the focus area—where mixed use, affordable housing, three- to five-story building scale and street improvements for all users would be prioritized— should be recognized. The central core includes the Community Business-zoned properties north of TV Highway, between SW 187th and SW 178th Avenues. The Living Hope Church and THPRD sites are potential civic anchors at the east end of the central core.
- The Town Center Focus Area boundary is a reasonable approximation of the 0.25 mile “pedestrian shed.” The areas along SW 192nd Avenue (north of SW Zoe Lane) and along SW 178th Avenue (north of SW Wakem Street) are slightly beyond the 0.25-mile catchment.
- TV Highway is a significant barrier to pedestrian movement, so the focus area south of TV Highway is effectively its own pedestrian shed with little functional relationship to the northern area except for crossings by transit users. Crossings may increase as redevelopment occurs along SW Alexander Street.

- Casual and unauthorized crossings of the railroad exist today and will continue to be used. The County should work with the railroad to explore authorized railroad crossings aligned with transit stops. Crossings will increase over time as redevelopment occurs.
- SW Alexander Street has good potential for a pedestrian-oriented main street. However, it will require a clear vision and implementation strategy because it will be a retrofit as opposed to the revitalization of a historic main street.
- SW Shaw Street has potential for additional multifamily housing mixed with retail and services that serve the adjacent neighborhood. SW Shaw Street also has potential for an east-west pedestrian and bicycle route that may serve as a regional trail connection in the future.
- Today, the cultural diversity of Aloha is not readily apparent from the built environment and needs to be.
- Mature trees make a significant positive contribution to the visual character of the area today. The process should explore how they might be incorporated into the future of the area, given that no tree code is currently in effect.
- In addition to the central core, “complete street” improvements should be prioritized for the key north-south streets (SW 192nd, SW 187th, SW 185th, and SW 178th Avenues) and east-west connectors (SW Johnson, SW Alexander, and SW Blanton Streets and TV Highway).
- As the area continues to redevelop and transportation improvements are made, pedestrian-scale lighting and street lights will be important for pedestrian comfort and safety.

Transit and Transportation

Aloha Tomorrow began by documenting the existing transportation network in the Aloha Tomorrow Study Area, including existing transit service, current conditions, and adopted plans.

Existing Transit Service

Currently, TriMet’s Frequent Service Line 57 (TV Highway/Forest Grove) operates along TV Highway, connecting the Forest Grove and Beaverton Transit Centers through the Aloha Tomorrow Study Area. Figure 2-6 illustrates the Line 57 route. TriMet Regular Service Lines 47, 52, 67, and 88 circulate north-south through the study area, intersecting with Line 57.

Line 57 is slowed by intersection congestion and the aggregation of standard transit performance issues such as delays caused by the number of stops, buses having to merge into and out of general traffic at stops, single-door boarding, and buses needing to kneel to accommodate Americans with Disabilities Act (ADA) and other passengers.

Beyond transit service, the corridor has multiple barriers to walking and biking, as well as accessing transit stops. Some transit stops lack basic amenities, like passenger area pavement and weather protection. Many streets approaching TV Highway lack sidewalks completely or have gaps between sections of constructed sidewalk. TV Highway lacks complete sidewalks and has many deficiencies for accessibility at curb ramps and crossings.

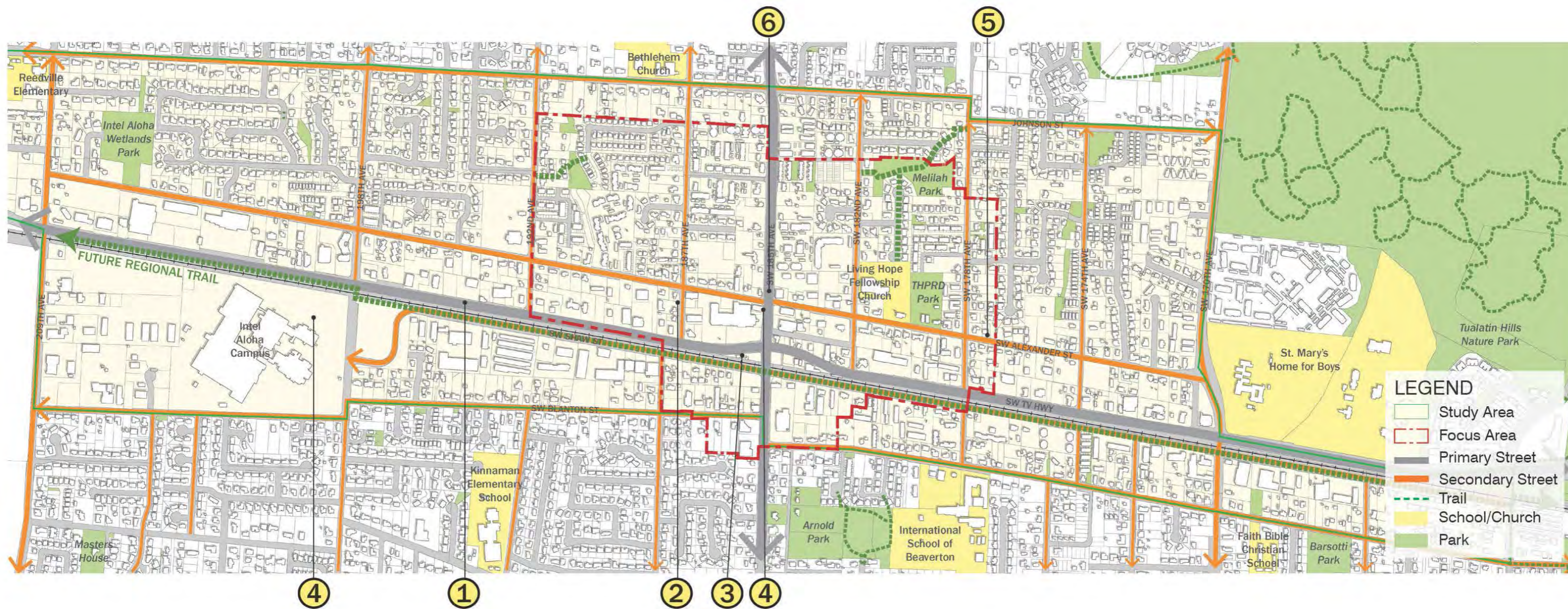
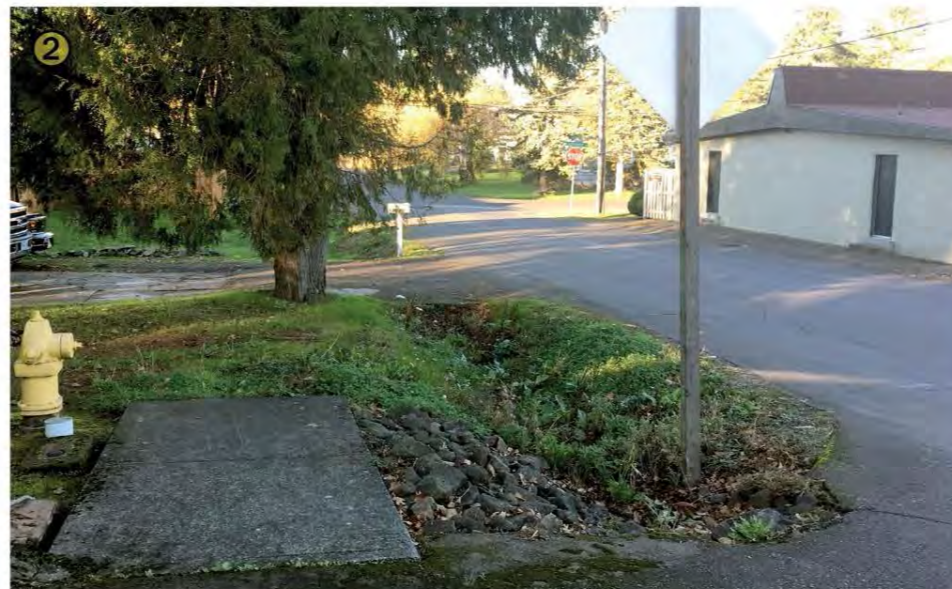


Figure 2-4a. Street and Pedestrian Network



The pedestrian environment along TV Highway is harsh, with very few building edges or other elements of pedestrian interest facing the street. Instead, parking lot frontage is very common.



Sidewalks in residential areas are often incomplete. Streets that once served purely residential neighborhoods exhibit a rural character, with ditches and intermittent sidewalks, making walking difficult in places.



Bus stops along SW 185th Avenue are often surrounded by a sea of asphalt and concrete, with no greenery, elements of visual interest, or refuge for pedestrians aside from bus shelters at major transit stops.



In commercial areas along TV Highway sidewalks are more common, although they are typically curb-tight. In places such as the west side of SW 185th Avenue, this makes for an unpleasant pedestrian experience—particularly next to the Grange, where the sidewalk narrows to 3' along a busy street with fast-moving traffic.



Many smaller streets in the area are missing sidewalk connections, but do have adequate right-of-way for completing those connections.



The intersection of SW 185th Avenue and SW Alexander Street is a highly-desired location for a pedestrian connection, but the crossing is currently blocked by a median and bollards. The location's proximity to the major intersection of SW 185th Avenue and TV Highway presents another challenge to creating a pedestrian crossing.

Figure 2-4b. Street and Pedestrian Network



Figure 2-5a. Tree Canopy and Open Space



1 Tall, mature stands of trees are common in the study area, creating a distinct character and sense of place. Large trees are visible to pedestrians from most locations, and are a valuable asset to the pedestrian environment.



2 Tree-lined neighborhood streets are common in the Focus Area, adding value and character to the residential areas.



3 The Living Hope Fellowship Church's property, adjacent to a THPRD-owned future park, contains a beautiful stand of mature oak trees. There could be an opportunity for shared recreational or event use between these parcels.



4 Many existing trees are far enough from the right-of-way to allow for completion of the sidewalk network without removal.



5 Melilah Park includes several pedestrian cut-throughs with signage, allowing pedestrians to access the park from several surrounding streets.



6 There are several large lawn spaces in the Focus Area, some associated with churches, and others that are simply vacant land.

Figure 2-5b. Tree Canopy and Open Space

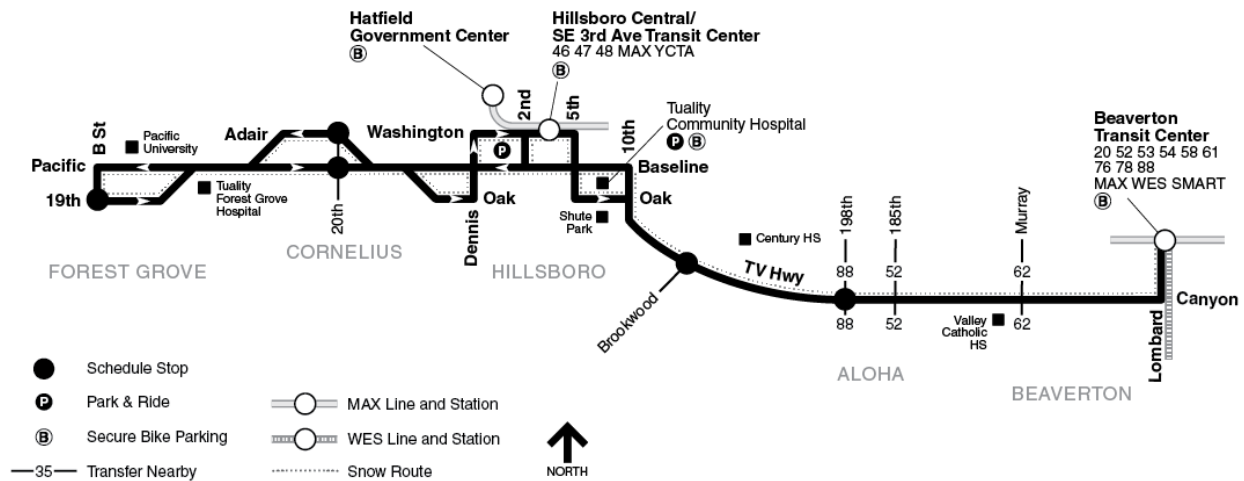


Figure 2-6. TriMet Line 57

The Aloha Tomorrow Study Area has other barriers to pedestrian and bicycle circulation. The railroad along the south side of TV Highway does not currently have safe crossings other than at signalized intersections, which creates a barrier for people traveling from destinations south of TV Highway to transit stops along TV Highway. TV Highway has very few midblock crossings for pedestrians within the Aloha Tomorrow Study Area, and there are very long distances between signalized crossings, creating a barrier for pedestrians and ongoing conflicts for transit riders who must cross TV Highway to reach transit stops. See Appendix D, TriMet Line 57 Analysis, for more information.

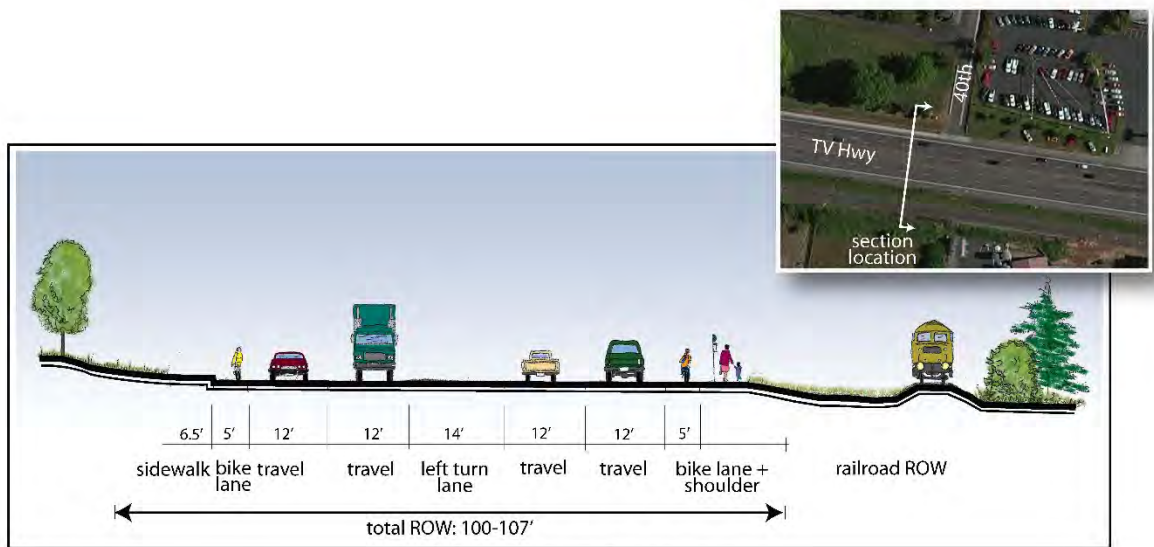
TV Highway

TV Highway carries 30,000 to 40,000 vehicles each day in the Town Center Focus Area. TV Highway is constrained by development to the north and the railroad to the south. TV Highway is designated as part of the National Highway System. As a designated truck route, it must maintain its current freight capacity unless a change is approved by the Oregon Transportation Commission. ODOT completed the *TV Highway Corridor Plan* (ODOT, 2013) in 2013 that recommended maintaining TV Highway as an urban arterial with four general-purpose travel lanes. The recommended cross-section from ODOT's *TV Highway Corridor Plan* is shown on Figure 2-7. Although the cross-section is from a location outside the study area, the corridor plan recommends the same cross section in Aloha. The recommendations in this report dictate the following conditions as a base for transit improvements:

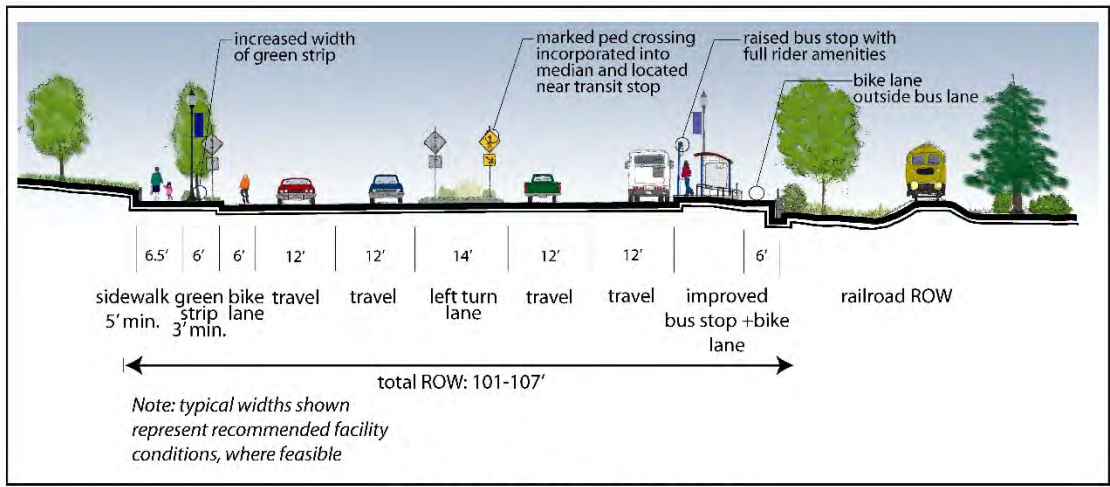
- Maintain two 12-foot travel lanes in each direction.
- Maintain a 14-foot center median, but allow for a raised landscaped median where feasible.
- Maintain right-turn lanes, but allow the width of right-turn lanes to be reduced from 15 to 11 feet.
- Add protected pedestrian crossings between signals.
- Maintain the existing 6.5 feet of sidewalk north of TV Highway, and fill sidewalk gaps.
- Maintain a striped bicycle lane.

TV Highway is congested and experiences stop-and-go conditions during peak travel times.

Washington County has identified the intersection of TV Highway and SW 185th Avenue as an intersection where peak-hour congestion exceeds performance standards. In addition, Metro identified TV Highway from SW 170th Avenue to Cedar Hills Boulevard as one of six locations in Washington County where future traffic congestion may occur for 8 hours or more per day due to “peak spreading.”



TV Highway - Existing



TV Highway - Proposed

Figure 2-7. Recommended TV Highway Cross-Section
Source: ODOT (2013)

SW Alexander Street

SW Alexander Street is two lanes without sidewalks or curbs in most locations. The current right-of-way varies from approximately 53 to 68 feet, and the paved roadway is 23 to 26 feet wide. This street is designated as a collector street in Washington County’s TSP (2015b). In Washington County, a collector street generally requires 74 feet of right-of-way and is constructed as a three-lane roadway (two travel lanes and a center turn lane) with bike lanes, sidewalks, and planter strips. In 2011, Washington County conducted a study of SW Alexander Street that resulted in two alternative improvement designs:

- A standard three-lane collector (74 feet of right-of-way)
- A modified two-lane special area street that is a hybrid between a special area commercial street and a special area collector street (69 feet of right-of-way)

SW Alexander Street intersects SW 185th Avenue approximately 400 feet north of TV Highway. Today, the intersection is unsignalized as shown on Figure 2-8. In 1995, a median was installed to restrict through movements and northbound left turns. This restriction reduced cut-through traffic on SW Alexander Street. SW 185th Avenue is a busy five-lane arterial that is not safe to cross at an unsignalized location, making the street a barrier to achieving a pedestrian-oriented main street on SW Alexander Street both east and west of SW 185th Avenue. The railroad crosses SW 185th Avenue immediately south of TV Highway. Traffic operations at the signal at SW 185th Avenue/TV Highway and the railroad crossing of SW 185th Avenue are closely related with heavy volumes in all directions. Today, southbound queues from SW 185th Avenue/TV Highway can extend as far north as SW Johnson Street.



Figure 2-8. SW 185th Avenue at SW Alexander Street Looking South

Source: Google Maps

Housing and Retail Trends

The study area contains a mix of owner-occupied housing, rental housing, and retail/commercial space as shown on Figure 2-9. Aloha’s real estate market is influenced by countywide and regional trends, as well as broader economic conditions. Aloha has traditionally been a more affordable part of Washington County and the metropolitan area, providing access to more affordable market rate rental and ownership housing and commercial space. Appendix E, Market Analysis of Housing and Retail Trends, summarizes real estate trends for the study area and considers forecasts and trends over the next 20 years (2017-2037). Following are key findings:

- **Residential demand will exceed available land in Aloha**—In the next 20 years, there is a forecasted demand for roughly 5,000 new units in the broader Aloha area, with an estimated 920 units (18.5 percent) demanded in the study area. Most new development will be multifamily and targeted at renters. Demand for ownership housing will increasingly be met by infill and attached units with more density than the traditional housing stock in the area.
- **Demand for commercial, and especially retail space, will increase**—Over the next 20 years, this demand will increase in tandem with the population in Aloha and nearby South Hillsboro. Properties south of TV Highway that front SW Shaw Street tend to draw lower lease rates than those on the north side. Properties with visibility and access from TV Highway may see increasing lease rates and some redevelopment to larger strip malls with a larger anchor tenant.

- Planning decisions can impact the type of development that may occur in the study area**—For instance, without changes to policy, most commercial development will continue to be auto oriented. With intervention, a more walkable form may be achievable as seen in Bethany Village, Orenco Station, or downtown Tigard.

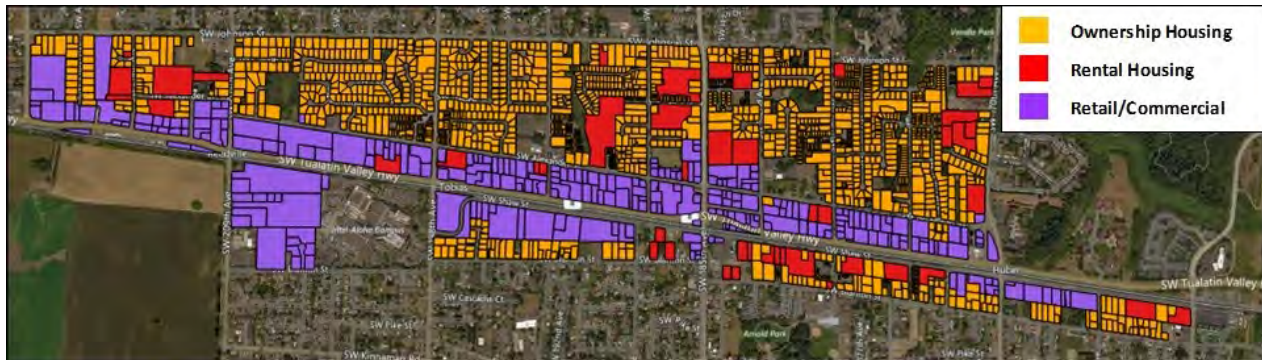


Figure 2-9. Location of Evaluated Real Estate Forms in the Study Area

Residential Market Analysis

Housing costs in Aloha remain more modest than most of Washington County. Single-family homes in Aloha tend to be older and smaller than the broader market, providing lower-cost opportunities for home ownership; 85 percent of sales in the study area were lower than the metropolitan median home price. A range of attached housing types exist, including townhomes, duplexes, and triplexes. These new attached units provide good opportunities for first-time homebuyers and middle-income households, while providing more units per parcel.

The study area includes a significant proportion of Aloha’s total rental stock (the study area is a subset of the larger Aloha area). The study area includes about 17 percent of Aloha’s overall housing units and about 38 percent of Aloha’s rental housing units. Similar to much of the metropolitan area, Aloha has seen a rapid increase in rental prices. Rents have risen an estimated 11 percent in the last year and more than 50 percent in 5 years. Given these trends, current land use designations, and policy goals for transit corridors, rental housing units likely will continue to be a large proportion of the area’s housing.

Retail Market Analysis

The segment of TV Highway that runs through the study area is dominated by auto-oriented retail and commercial service buildings of varying age and format. Nearly all businesses are served by generous parking lots, and customers arrive by car. This auto-oriented commercial character will be one challenge to achieving a walkable town center. The current auto-oriented design and heavy car traffic results in an area that is generally unfriendly to bike and pedestrian travel.

Commercial space in the study area is available at a wide range of lease costs. In general, properties with an anchor business are leased at higher rates than smaller properties and single-tenant properties. Properties north of TV Highway are leased at significantly higher rates than properties to the south. The study area features average retail lease rates like other parts of the Hillsboro and Beaverton markets; this is likely due to the high-traffic nature of the street and its central location between largely residential areas to the north and south.

Currently Feasible Development Forms

This section discusses the development forms that are currently the most feasible for new market-driven development in the study area. The development forms discussed here do not reflect the potential impact of public policies, funding tools, and design initiatives that may be implemented as a result of

recommendations from this planning process and might influence the density and design of what is ultimately developed at the site.

Low-Rise vs. Mid-Rise Development

The density of development forms is driven by achievable pricing and rent levels at specific sites. In a metropolitan environment, the highest rents and land values are typically found in the center of the city. Outside the central city, towards the suburban environment, achievable rents and land values tend to decrease steadily. In most suburban³ environments, achievable rent levels will support low-rise⁴ construction.

The currently achievable rent levels in the study area will impact the range of building types that are likely to develop. However, in an environment where most existing uses are single-story with ample surface parking, significant changes in density and design can be achieved while still relying on “low-rise” construction to control costs. Two- to three-story buildings, perhaps with reduced parking and other design considerations, can greatly increase the intensity of land use, without necessitating the higher construction costs of concrete and steel mid-rise buildings with four or more stories. An interim form involving wood-frame construction above a concrete podium (four to five stories) is likely to become feasible prior to full mid-rise construction (six to nine) stories.

Likely Residential Forms

Currently, the prevalent multifamily rental development type in the study area is a two- to three-story walk-up garden apartment with surface parking. Such properties are wood construction, with apartment flats and occasionally two-story units. Although condominiums (flat units for sale) are unlikely to be a feasible development type in this area in the near future, ownership townhomes are a more viable development form. As the study area develops with attractive amenities over time, condominium development may become more likely. Condominium buildings can provide a lower-cost and greater density of for-sale units for first-time and younger buyers.

In the meantime, attached single-family units (that is, attached townhomes on separate tax lots) are an increasingly common form of ownership housing in the study area. This is likely to continue, with townhome construction more common than detached single family home construction as buildable land becomes scarce. These units also can be produced at a lower price point than detached housing.

As recent trends show, attached single-family units (that is, attached townhomes on separate tax lots) are an increasingly common form of housing ownership the study area. This trend is likely to continue, with townhome construction more common than detached single-family home construction as buildable land becomes scarce.

Townhomes can achieve a density of 16 to 22 units per net acre. Denser housing forms are more likely to be built as rental apartments than condominium units in this submarket.

Likely Commercial Forms

Low-rise commercial buildings (one to three stories) are the most likely development type in the study area. Stand-alone retail is almost always single-story outside of an enclosed mall environment. Stand-alone office development in the area will likely be one to two stories, served by surface parking. Available parking is important to retail success; parking needs to be convenient but can be formatted in different ways—for instance, a public parking lot or shared parking for a district.

³ Suburban in this context means anything outside of Downtown Portland and the immediately surrounding inner neighborhoods.

⁴ Low-rise development is typically limited to two or three stories and uses wood frame construction.

Without intervention, the most feasible forms of commercial development in the study area will remain auto-oriented strip development similar to today’s pattern. New multitenant shopping centers will seek one medium to large business to anchor the project. Smaller shopping centers without a strong anchor are less likely to be built speculatively. The corridor will remain attractive to convenience businesses such as gas stations and fast food restaurants. Planning efforts like Aloha Tomorrow could alter development patterns in the future and encourage different business types and a more walkable environment.

Mixed Uses

Achieving a limited amount of vertical mixed use in a well-planned suburban environment is possible. This would usually entail two stories of residential or office space above a retail ground floor. While generally served by surface parking, the parking ratio may be lower, with lots located to the side or rear of buildings. Trying to focus mixed-use development in a limited geography (that is, a town center) can help build a self-reinforcing sense of place and allows the greater density of uses to support each other. Isolated mixed-use development that is spread out, rather than clustered together, is less likely to be successful.

Achieving mixed uses in the study area may be challenging. Mixed-use development is often more expensive to construct, requiring higher rents. Some mixed-use development requires separating uses, which can mean increased design, construction, and entitlement costs associated with developing a more complex building type.

Development Considerations

Commercial rents and housing costs in the study area are high enough to attract some redevelopment and infill development of residential uses—both ownership and rental. The development potential will differ from site to site based on the age and condition of the existing use, parcel size, and how many new units it can accommodate. As discussed in the previous section, the most likely residential forms are likely to remain low-rise attached buildings of three stories or less. In the current market, development is likely to take place in the interior of neighborhoods.

Redeveloping commercial properties along the highway may present a challenge because commercial lease rates are still modest enough that redevelopment is not justified, particularly south of the highway on SW Shaw Street. Attracting redevelopment that includes an anchor tenant, such as a grocery or department store, may still be possible. However, larger and more profitable developments require larger parcels—which may be difficult to assemble in this largely built-out area.

There are areas in which public policy can impact development feasibility. The following categories (Figure 2-10) reflect some policy-sensitive variables and/or market interventions that can impact development. These levers can either raise achievable pricing (commercial or residential rents or sale prices), reduce the cost to develop, or improve the financial returns through lending terms of public partnership.

Displacement Considerations

Aloha Tomorrow project work includes efforts to identify ways to prevent involuntary residential and commercial displacement from the study area. Notably, the same factors that make development more likely (for example, rising neighborhood popularity, property values, and rents) are those that contribute to displacement. Projected increased demand for housing in the area that exceeds current supply further suggests the need for proactive strategies to address potential displacement pressures. Public redevelopment programs that encourage economic and real estate revitalization must be cognizant of how they might unwittingly contribute to gentrification and involuntary displacement.

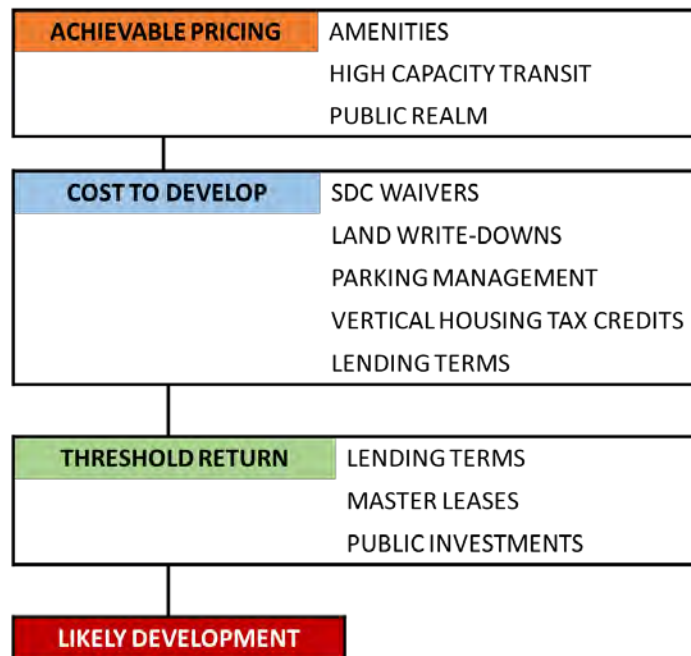


Figure 2-10. Potential Public Policy Levers on Development

Involuntary displacement can be a side effect of gentrification. “Gentrification” is a charged term that can have different interpretations depending on context. The process has multifaceted socioeconomic drivers and impacts. For the sake of this discussion, gentrification is defined as follows:

A process that brings new households and businesses with greater financial resources into areas that have historically been occupied by households and businesses with fewer financial resources.

There has been much discussion and study in recent years around displacement and the related topic of gentrification in many metropolitan areas. The renewed interest in this subject is driven by many interrelated trends, such as the following:

- Neighborhoods historically considered less desirable may offer housing and commercial space that are more affordable, and the lower land costs can make these areas attractive to developers for reinvestment that attracts higher-income households and businesses.
- Since the bust of the “housing bubble” in 2006-2007, a greater share of households found themselves in precarious housing situations, and the home ownership rate has fallen.
- For several years leading up to the housing bubble, production of rental housing was low, leading to a dramatic shortfall of available rental units that is still an issue, despite increased rental housing development post-Recession.
- The Portland metropolitan area is experiencing all of these trends, exacerbated by a healthy economy and an attractive quality of life that draws new residents.
- New households moving into the metropolitan region tend to have higher education, higher income, and/or bring home equity and other resources from higher-priced markets that contribute to rising housing prices.
- New job creation has been strong in the metropolitan region. In Washington County, this job growth has included both jobs in technology and professional services offering relatively high average incomes, as well as growth in middle-wage jobs in the construction, manufacturing, and healthcare fields. Aloha is

proximate to Hillsboro’s thriving tech sector, meaning many of the jobs created near Aloha are in this higher income sector.

All of these factors and more have created pressure in high-demand, low-supply markets, such as the Portland metropolitan region. The result is an increase in home prices, commercial space, and rents for residents and small businesses. While originating in inner Portland and Washington County employment centers, this pressure is increasingly felt in every corner of the metropolitan area.

The economic outcome of this process over time may displace some households and businesses with fewer resources. Gentrification and displacement are the cumulative result of thousands of choices being made by individuals in the marketplace; this is why gentrification can seem so difficult for communities to address and why individuals can feel powerless to change the trend even as they buy or sell a home in the neighborhood for a new higher price. See Appendix E for a deeper analysis of the housing and retail trends within the study area which underpin the potential for displacement and inform the report policy recommendations.

Aloha Town Center Concepts and Recommendations

Aloha Tomorrow developed transportation and land use concepts for the Aloha Tomorrow Study Area and the Town Center Focus Area. These include design concepts for SW Alexander Street, TV Highway, SW Shaw Street, and the SW 185th Avenue/TV Highway intersection. Aloha Tomorrow developed land use concepts for the Town Center Focus Area, development strategies for a catalyst project, and land use concepts for transit nodes along TV Highway. The transportation and land use concepts work in concert with the aim of creating a main street along SW Alexander Street and supporting future high capacity transit on TV Highway.

Town Center Concepts

Vision

The Aloha community stated their vision for the area in nine statements captured in the *Aloha-Reedville Study and Livable Community Plan* (provided on page 1-1). This vision is both practical and bold—it will build on the strong existing foundation of the area’s cultural diversity, “naturally occurring” affordable housing, small businesses, and other assets; however, it will require change, and the land use and transportation improvements in the Town Center Focus Area will be essential to that change. Aloha has challenges in its physical and urban form, because of the physical barriers of TV Highway and the Portland & Western Railroad; dominance of auto-oriented land uses and developments; poor connectivity of streets and walking and biking routes; discontinuous sidewalks; and few community gathering places. Aloha Tomorrow outlines a vision for incremental, long-term transformation of the area. The following three key strategies will be essential to achieving this goal:

- **Make the area more walkable and safe for the community**—This strategy will make it easier to access local destinations, get to and from transit, and facilitate community life along Aloha’s streets. Aloha Tomorrow proposes new sidewalks, a re-build of SW Alexander Street, and a network of on-street and off-street walking and biking routes. These changes will reduce the challenges to walking and biking, and help create a new identity for the area that is compatible with the vision described in the Aloha-Reedville Plan.
- **Require and guide new development to orient to streets and enhance the public realm**—Successful Town centers are not dominated by parking lots and driveways. Instead, they include buildings and front entries along streets that connect private development and activity with the sidewalks, streets, and public spaces. Aloha Tomorrow recommends supporting this type of development by allowing mixed-use development limiting auto-oriented uses in selected areas, and new development standards for building orientation, parking location, and building design. Including these standards in the Community Development Code will make the area more visually appealing, but more importantly, they will support the economic vitality and sense of community in Aloha.
- **Create and connect to community gathering spaces**—Aloha Tomorrow’s recommendations for street improvements, especially the SW Alexander Street improvements, will create linear community gathering spaces with streets that are friendly and safe for active use. They will also connect important destinations such as the shops and restaurants in the area, churches and schools, and the THPRD park property. The park property has the potential to become a primary place to “gather with friends, neighbors, and the community as a whole.”

Proposed Concept

Aloha Tomorrow’s Town Center Focus Area recommendations are driven by the above-listed strategies and two specific and important outcomes of the *Aloha-Reedville Study and Livable Community Plan* (Washington County, 2014). First, the plan identified reconnecting and strengthening SW Alexander Street as a key concept and action, with a goal of “making it a safe and inviting street along which to walk, bike, drive, work, and shop and live.” Second, the plan identified a “specific focus area” of the town center, corresponding with a 0.25 mile “pedestrian shed” centered on the intersection of SW 185th Avenue and SW Alexander Street. In surveys and open houses, these two goals were strongly supported by the community.

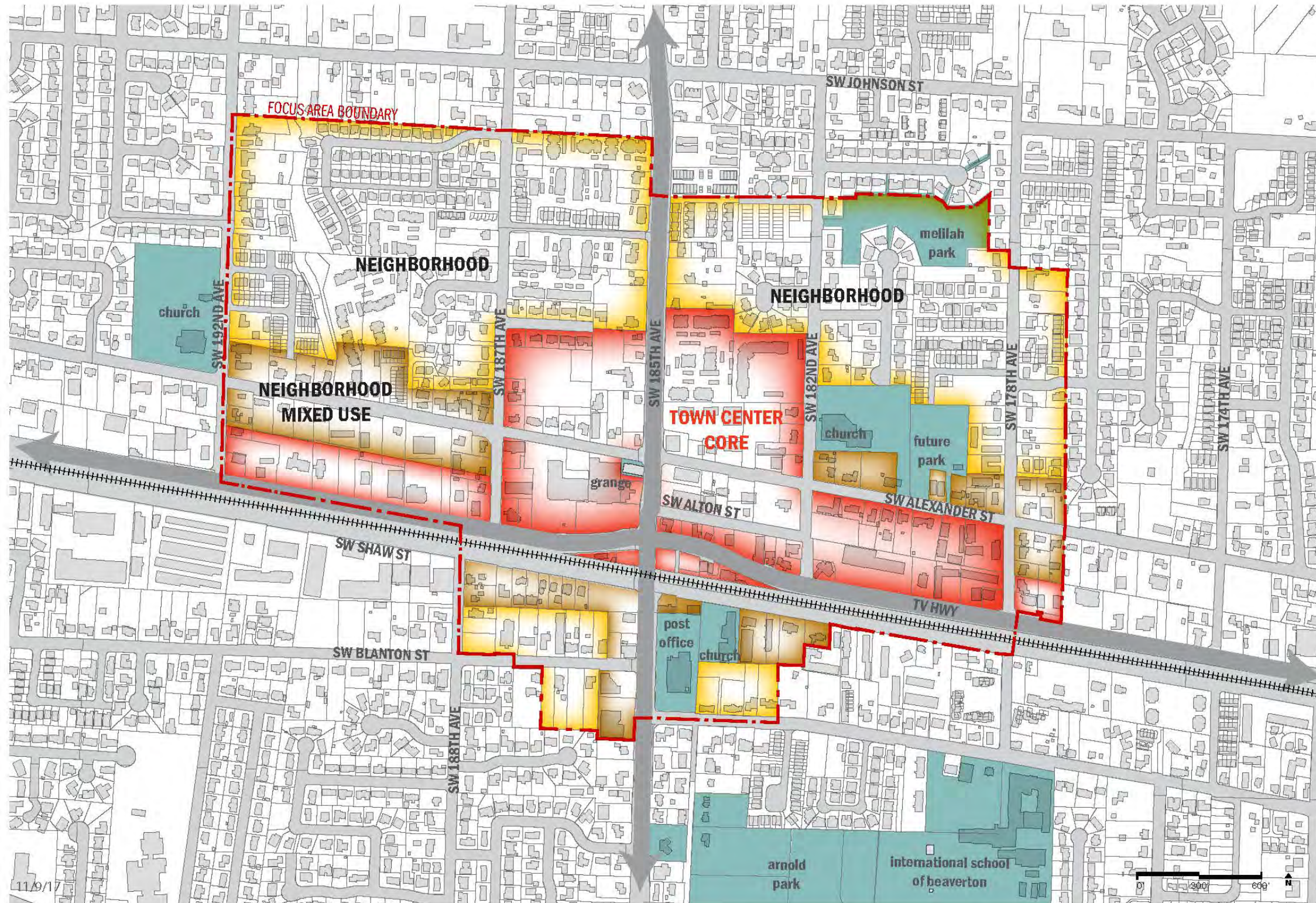
Aloha Tomorrow implements the goals for SW Alexander Street and the Town Center Focus Area, with integrated recommendations for land use, urban design, and transportation improvements. One key land use recommendation is refining the boundary of the focus area into a Town Center Core (the Core) that will be the focus of higher density, mixed-use, and pedestrian-oriented development and streetscapes. The concept of the Core was established early in the Aloha Tomorrow planning process. The team toured the area, prepared a visual assessment, and met to sketch ideas for the town center focus area. One key conclusion of this work was the potential for a central core to the focus area. The team noted that two properties and land uses in this area framed the central core and were all connected by SW Alexander Street:

- **Existing high-density residential along SW 185th Avenue**—Properties like the Hanover Apartments on SW 185th Avenue are the highest existing density in the area, close to transit stops, and within 600 feet of the SW 185th Avenue/SW Alexander Street intersection. They are the northern limit of the Core area.
- **Living Hope Church and THPRD sites**—These sites are important institutional and civic uses that will anchor the east end of the Town Center Core. THPRD intends to improve the park, which will create a needed community gathering place for the town center. The park site is especially important because it will activate the area and provide pedestrian connections from SW Alexander Street to the neighborhood to the north. At this time, THPRD only has funding for sports fields at the park site, but the County will continue to work with THPRD and the community to identify strategies to support additional amenities.

SW Alexander Street will serve as the town center’s key east-west street, connecting all areas of the Town Center Core to each other and to the rest of the community. The land use concept for SW Alexander Street includes mixed-use and pedestrian-oriented development form on both sides for a main street feel. SW Alexander Street is envisioned to include local shops and restaurants, food carts, a highly walkable streetscape, community gathering places, proximity to transit, and a range of housing. An attractive local main street that is both a destination and path to other destinations does not exist anywhere else in the Aloha area. SW Alexander Street could be a unique asset and anchor for the town center. An early catalyst project on a single site—particularly one that includes housing that is affordable to families with a range of incomes—could encourage other development.

Additionally, the recommendations include a network of pedestrian connections to further enhance and connect the Town Center Core and adjacent areas. Poor-quality walking routes and lack of connectivity are significant impediments today. New pedestrian-oriented improvements recommended in this report (for example, SW Alexander Street, completion of the sidewalk network, and off-street paths) are vital to the success of the area and will help complement the proposed land uses and pedestrian-oriented design standards. The proposed land use districts are illustrated on Figure 3-1 and discussed in detail in the following section.

Each land use district would have a unique urban form as presented on Figure 3-1 and in Table 3-1. Development types could include multifamily residential developed in townhouse units, multifamily housing in two- to five-story buildings, and small commercial and highway-oriented commercial as illustrated on Figure 3-1 with example photographs.



TOWN CENTER CONCEPTS
ALOHA-TV HIGHWAY TOWN CENTER

- Town Center Core
- Neighborhood (underlying plan designations remain the same)
- Neighborhood Mixed-Use
- Institutional (underlying plan designations remain the same)



Alexander Residential



TV Highway Commercial Edge



Alexander Small Commercial



Town Center Core Multi-family

Figure 3-1. Town Center Concepts

Table 3-1. Town Center Land Use Districts

	Intent	Anticipated Urban Form
Town Center Core	<ul style="list-style-type: none"> • Create a center to the Aloha-TV Highway Town Center • Focus urban-scale affordable housing, mixed-use, and commercial-use development in this area, supported by pedestrian-oriented design • Locate one or more community gathering areas in the Core • Support transit 	<ul style="list-style-type: none"> • Generally, two- to five-story buildings • SW Alton Street as a festival street • The Core defined and framed by the site along SW Alexander between SW 185th and SW 187th Avenues, Big Lots block, Hanover Apartments, and future THPRD park
Neighborhood Mixed Use	<ul style="list-style-type: none"> • Support the development of SW Alexander Street as a main street and community attraction • Unify the land uses of the north and south sides of SW Alexander Street • Create a mixed-use node south of TV Highway that allows for multifamily housing that supports transit and affordable housing choices. • Develop commercial uses that support housing in the node within walking distances from the SW Blanton Street corridor and adjacent neighborhood 	<ul style="list-style-type: none"> • Generally, two- to three-story buildings, with front doors and pedestrian-oriented development oriented to SW Alexander Street • Generally residential or small commercial in scale and form • Permitted larger buildings to have design features that support the two- to three-story scale of SW Alexander Street
Neighborhood	<ul style="list-style-type: none"> • Retain current residential land use districts that provide for medium and high-density housing • Support affordable housing and transit usage goals of the community 	<ul style="list-style-type: none"> • Generally, two- to three-story buildings • Quiet, walkable streets with a network of pedestrian connections

Critical to implementing the land use vision is developing a street and pedestrian network that increases walkability to support a main street along SW Alexander Street, a town center around SW 185th Avenue, and improved access to transit on TV Highway. Proposed street and pedestrian connections are shown on Figure 3-2. The pedestrian network would include improved connections along existing streets or lot lines and a longer-term network of new connections that would be established as redevelopment occurs. A protected bicycle and pedestrian crossing at SW 185th Avenue at SW Alexander Street would provide an important connection between destinations east and west of SW 185th Avenue. New enhanced crossings of TV Highway would provide access to transit from neighborhoods to the north, and access to services and amenities for neighborhoods to the south.

Each land use district could have an expected range of building heights with the tallest buildings in the Town Center Core being two- to five-story buildings (maximum heights may be higher in the code; building heights discussed here are those that are expected to be feasible in each district). A Neighborhood Mixed Use land use district would be characterized by two-to three-story buildings. Development would be oriented toward SW Alexander Street to enhance the main street environment. Expected building heights in each land use district are illustrated on Figure 3-3.

Implementation

To implement the concepts described above, two new land use districts are recommended:

- Town Center Core
- Neighborhood Mixed Use

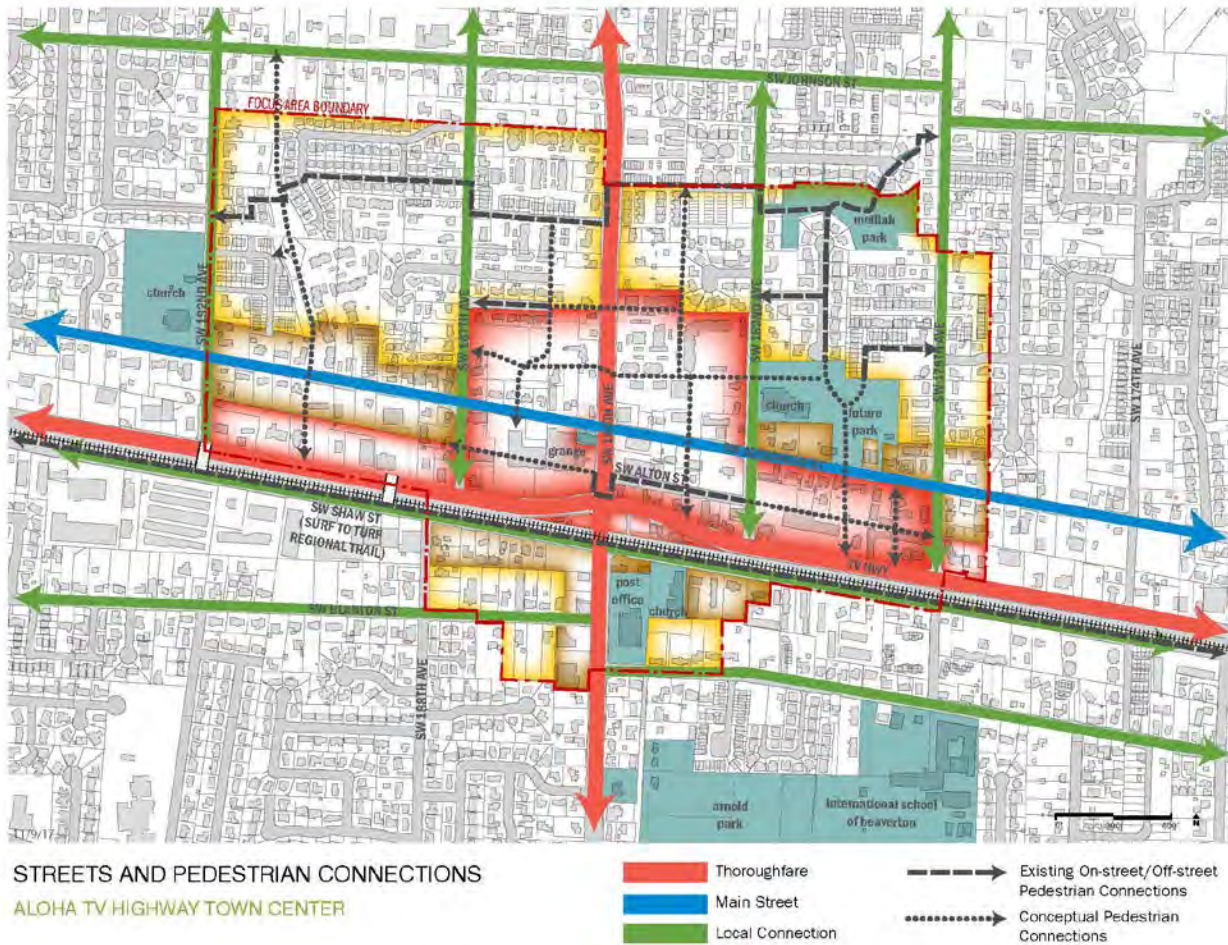


Figure 3-2. Street and Pedestrian Connections

These new districts would reinforce the range of commercial and residential uses currently allowed, expand the areas where a mix of uses is allowed and/or encouraged, and prevent further development of drive-through and other auto-oriented uses that are permitted today. Code amendments would apply amended standards to make the area more pedestrian- and transit-oriented; the standards would address building orientation, setbacks, building entries, building design, parking location, and signs. More detail about the allowed uses and proposed development standards can be found in Appendix F.

The intent, land uses, development standards, and anticipated urban form for each proposed land use district are shown on Figures 3-4 through 3-6. Key recommendations include the following:

- Add development standards that will result in pedestrian- and transit-oriented urban form within the Town Center Core and Neighborhood Mixed Use areas. The new standards should include clear and objective standards suitable for use in Type II reviews. Example standards include the following:
 - Orienting buildings to streets so that they occupy at least 50 percent of a site’s frontage
 - Establishing maximum setbacks (for example, 20 feet along a site’s frontage)
 - Requiring primary entrances to face public sidewalks
 - Locating parking to the rear or sides of buildings
 - Pedestrian-friendly building design along streets (for example, windows, building articulation, awnings)
- Allow mixed uses along the north side of SW Alexander Street and the south side of SW Shaw Street.
- Do not allow new drive-through and other auto-oriented uses within the Town Center Core and Neighborhood Mixed Use areas.

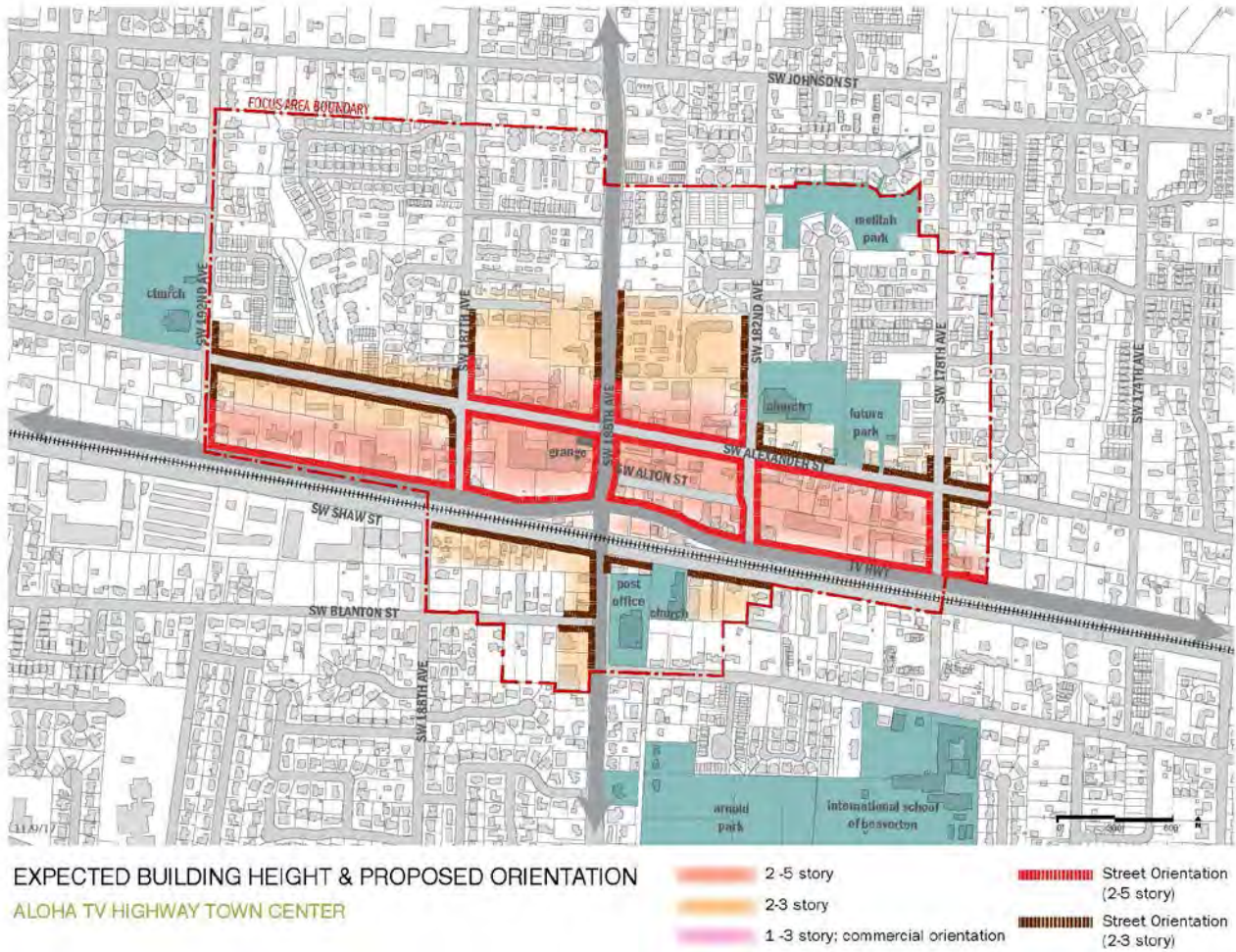


Figure 3-3. Expected Building Height and Proposed Orientation

These recommendations will be proposed for implementation through amendments to Washington County’s CDC. Appendix F lists potential changes to the uses and development standards for each land use district and is a starting point for further work by the County as it prepares CDC amendments, expected to be reviewed and adopted in the 2018 ordinance season. Figure 3-7 shows an example of what redevelopment at the intersection of SW Alexander Street and SW 187th Avenue might look like.

Transit Nodes

In addition to these land use districts, the project team assessed development potential at three transit nodes along TV Highway: SW 209th Avenue, SW 198th Avenue, and SW 170th Avenue. The assessment found that existing land use designations provides for a mix of uses and generally urban densities near these nodes. Most parcels could be developed with more intense uses—more square footage and taller buildings—than currently exist. As with the rest of the TV Highway corridor, existing development is dominated by auto-oriented uses and development form. The assessment found that revised development standards could be a first step toward reversing the auto-oriented character of the area near transit stops to make them more attractive and functional for transit users.

Washington County’s CDC Section 380, Convenient Access to Transit Overlay District, includes development standards that provide convenient access to transit as development occurs. These standards apply to major bus stops identified in community plans. The *Aloha-Reedville-Cooper Mountain Community Plan* (Washington County, 2015a) does not identify major bus stops, so CDC Section 380 does not currently apply

to the transit nodes along TV Highway. In addition, CDC Section 380 only applies to “new retail, office and institutional buildings.”

The following provides a general summary of CDC Section 380 standards:

- Buildings shall be located within 20 feet of transit stops or the public street where the stop is located.
- Building entrances shall be oriented to the transit stop or street.
- As an alternative to the building orientation, an applicant may provide a pedestrian plaza.
- Transit stop improvements are required when not currently present (for example, ADA-compliant landing pads and lighting).

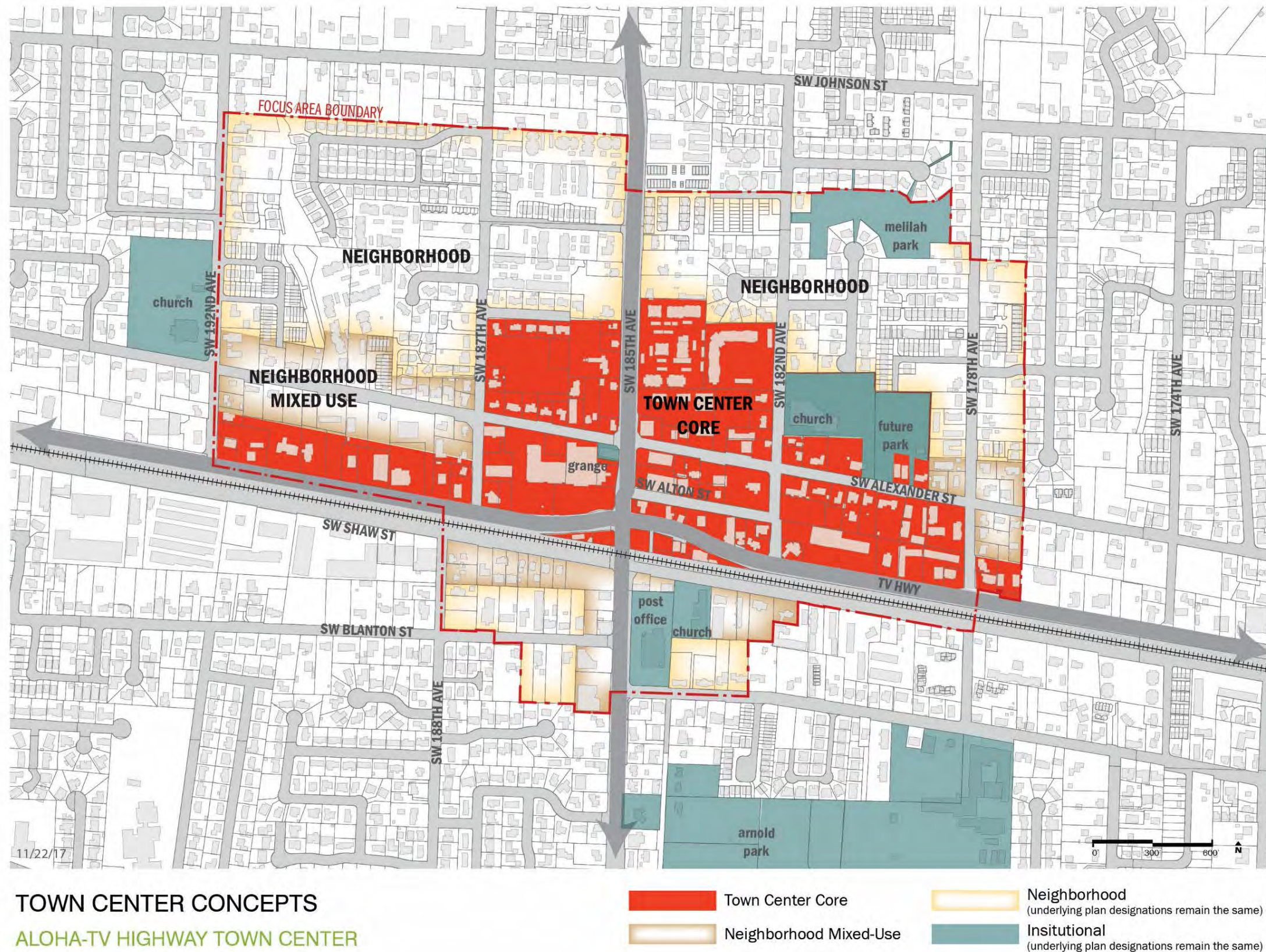
Standards found in CDC Section 380 are specifically meant to comply with the *Regional Transportation Functional Plan* (Oregon Metro, 2012) for locations identified in the *Regional Transportation Plan* (Oregon Metro, 2014b), the state’s Transportation Planning Rule, and Washington County’s TSP (2015b) as major transit stops.⁵ As a step toward reversing the auto-oriented character near transit stops and making them more attractive and functional for transit users, the County should consider the following:

- Amend CDC Section 380 requirements so they will apply to the bus stops at SW 209th, SW 198th, and SW 170th Avenues.
- Expand the 300-foot area of applicability called for in CDC Section 380 to encompass the entire 0.25-mile watershed that Aloha Tomorrow looked at as the planning area for creating transit-supportive land uses (this could be applied to other transit nodes along TV Highway).
- Amend the applicability section of CDC Section 380-3 so that it applies to multifamily residential uses and mixed uses for new development and redevelopment including major remodels.
- Make potential land use changes to the southeast corner of the intersection of SW 209th Avenue and TV Highway to more transit friendly uses, such as a combination of Neighborhood Commercial and the R24+ districts. This corner is adjacent to the future South Hillsboro Town Center, and future development with a compatible land use could help with place-making in this area. The site is currently designated Industrial. The County should to study whether a reduction of the amount of industrial land is an acceptable trade-off for making the land use more transit-supportive.

Transportation Concepts and Recommendations

Transportation concepts include high capacity transit scenarios on TV Highway, streetscape concepts on SW Alexander Street, and a multimodal path concept on SW Shaw Street that could become a regional trail connection. The concepts work together to create a transportation system that serves planned land uses including retail, commercial and residential uses at both a highway and town center scale. The pedestrian crossing improvements and network in particular work to support both transit ridership and a vibrant town center. The system of a major arterial with high capacity transit, a parallel main street, and a connected pedestrian system can support a town center and connect it to the surrounding neighborhoods and other regional centers along the corridor. Planning-level cost estimates are provided for each transportation improvement. An overview of the transit scenarios is provided in Appendix G. Detail of the transportation improvements are provided in Appendix H, and cost estimates are presented in Appendix I.

⁵ Transit design standards are found in Title 1, Transit System Design, Section 3.08.120B(2), of the *Regional Transportation Functional Plan*.



Town Center Core

Intent

- Create a center to the Aloha-TV Highway Town Center.
- Focus urban-scale housing affordable to a range of incomes, mixed use, and commercial uses in this area, supported by pedestrian-oriented design.
- Locate one or more community gathering areas in the Core.
- Support transit.

Anticipated Urban Form

- Generally, buildings would be two to five stories.
- SW Alton Street could serve as a festival street.
- The Core is defined and framed by the site north of SW Alexander Street between SW 185th and SW 187th Avenues, Big Lots block, Hanover Apartments, and future THPRD park.

Proposed Land Uses

- A variety of commercial and residential uses are permitted.
- Permitted uses differ in some respects from existing CBD allowances.
- Auto-oriented uses (such as drive-throughs) are prohibited.

Proposed Development Standards

- Proposed standards include building orientation; setbacks; building entrances; building design; signs; parking location and/or design; parking amounts; and pedestrian circulation.

Figure 3-4. Town Center Core Concept



TOWN CENTER CONCEPTS
ALOHA-TV HIGHWAY TOWN CENTER



Neighborhood Mixed Use

Intent

- Support the development of SW Alexander Street as a main street and community attraction.
- Unify the land uses of the north and south side of SW Alexander Street.
- Create a mixed-use node south of TV Highway that allows for multifamily housing that supports transit and affordable housing choices.
- Support commercial uses that support housing in the node within walking distances from the SW Blanton Street corridor and adjacent neighborhood.

Anticipated Urban Form

- Generally, buildings would be two to three stories, with front doors and pedestrian-oriented development oriented to the street.
- Generally, buildings would be residential or small commercial in scale and form.
- Larger permitted buildings would have design features that support the two- to three-story scale of SW Alexander Street.

Proposed Land Uses

- A variety of commercial and residential uses are permitted.
- Permitted uses are similar to Town Center Core.
- Auto-oriented uses (such as drive-throughs) are prohibited.

Proposed Development Standards

- Standards would be similar to Town Center Core.
- Major difference would be 45-foot limitation to building height, except where previously allowed in the CBD.

Figure 3-5. Neighborhood Mixed-Use Concept

Neighborhood

Intent

Retain current residential land use districts that provide for medium- and high-density housing.
 Support housing affordability and transit usage goals of the community.

Anticipated Urban Form

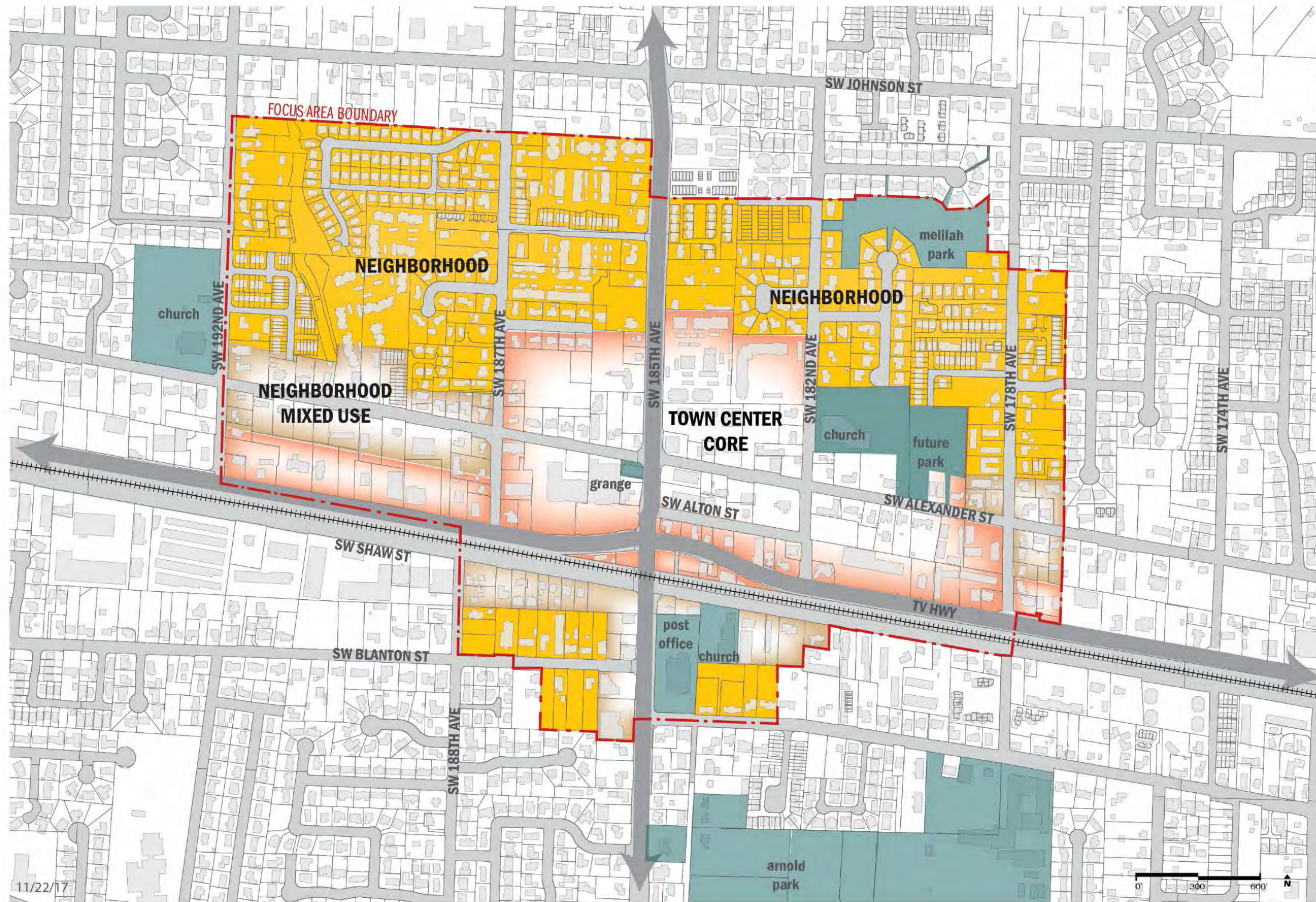
Generally, buildings would be two to three stories.
 Streets would be quiet and walkable, with a network of pedestrian connections.

Proposed Land Uses

No change to existing land uses as proposed.

Proposed Development Standards

No changed to existing development standards as proposed.



TOWN CENTER CONCEPTS

ALOHA-TV HIGHWAY TOWN CENTER



Figure 3-6 Neighborhood Concept



Figure 3-7. Illustration Showing Redevelopment at SW Alexander Street and SW 187th Avenue
 Note: View is from SW 187th Avenue looking north

Improved Bus Transit Performance Concepts

Aloha Tomorrow looked at multimodal conceptual alternatives for TV Highway, including improvements for high capacity transit, pedestrian connectivity, bicycle circulation, and vehicular movement. A wide range of tools and treatments are possible to improve bus transit performance in this corridor. For a more detailed discussion of the transit scenarios see Appendix G, High Capacity Transit Scenarios.

Today Line 57 is a Frequent Service Line. The range of transit solutions could span from further enhancements to service without capital investment in the corridor to bus rapid transit service. To bookend the range of transit solutions, Aloha Tomorrow developed three transit scenarios: (1) service enhancement, (2) corridor-based bus rapid transit, and (3) fixed-guideway bus rapid transit. Figure 3-8 shows a range of transit solutions from local service to full bus rapid transit.

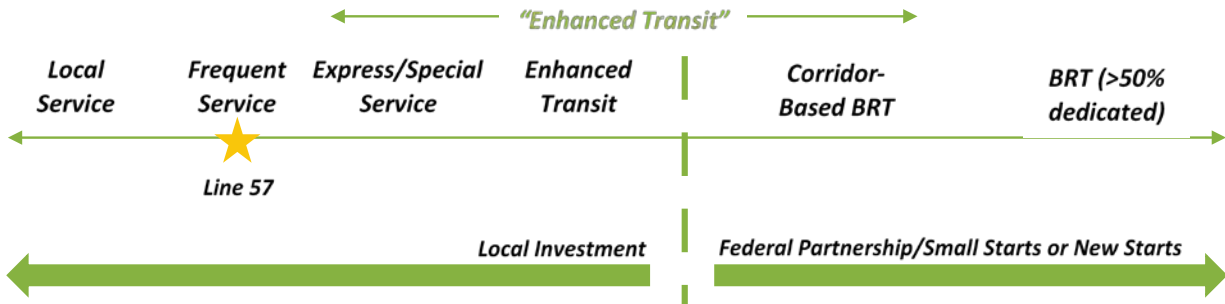


Figure 3-8. Range of Transit Solutions

Service Enhancement

This scenario would include technological and operational enhancements with improved stop amenities and access to transit stops. These modifications might include signal upgrades, enhanced pedestrian crossings, ADA ramps, bus shelters, and sidewalk infill. Figure 3-9 demonstrates what improvements could be included in this scenario; it would not include any significant bus-only lanes.

Corridor-Based Bus Rapid Transit

This scenario would include operational enhancements, improved access to transit stops, and targeted improvements to improve transit travel times. This scenario also could include bus-only lanes or other physical changes to the roadway to improve transit speed and reliability.



Figure 3-9. Possible Service Enhancements
Could include shelters, pedestrian crossings and sidewalk improvements

Fixed-Guideway Bus Rapid Transit

This scenario would include operational improvements, improved access to transit stops, and significant fixed guideway elements for transit. Buses would travel in separate lanes for more than 50 percent of the corridor's length. Because of the limited available right-of-way, a bus rapid transit project with significant reaches of separated right-of-way would likely need to be advanced in conjunction with a highway corridor project that shifts the TV Highway centerline north, away from the railroad.

Recommended Transit Approach

With an eye toward a future regional transit project, Washington County and ODOT can enhance the transit corridor by improving ADA access to bus stops, adding stop amenities, improving traffic signals to enhance transit efficiency, and adding or improving pedestrian crossings of TV Highway. A station would be an enhanced bus stop that serves high-frequency or high capacity transit and includes a base level of amenities including a shelter, bus pad, and ADA access. Recommended improvements, shown in Appendix H, include the following:

- Proposed station and reconfigured signal at Cornelius Pass Road
- Proposed station and pedestrian crossing at SW 214th Avenue
- Proposed station and reconfigured signal at SW 209th Avenue
- Proposed station and reconfigured signal at Aloha Intel Campus
- Proposed station and reconfigured signal at SW 198th Avenue
- Proposed station new signal at SW 192nd Avenue
- Proposed station and pedestrian crossing at SW 187th Avenue
- Proposed reconfigured signal at SW 185th Avenue
- Proposed station and reconfigured signal at SW 178th Avenue
- Proposed station and pedestrian crossing at SW 174th Avenue
- Proposed station and reconfigured signal at SW 170th Avenue
- Proposed station and new signal at St. Mary's Home for Boys
- Proposed station and reconfigured signal at SW 160th Avenue

The enhanced transit improvements would cost approximately \$9.05 million (2017 dollars).

In the medium term, a corridor-based bus rapid transit project that focuses on operational improvements with targeted guideway could be a potential Federal Transit Administration Small Start Project either with or independent of a highway project. With an increase of 1,000 boardings per day on Line 57 between the Beaverton and Hillsboro Transit Centers (average weekday ridership of 6,000), the project would meet “warrants” under the Small Starts funding program for a project of up to \$100 million. The short-term transit enhancements are an important step to increasing ridership and creating the conditions for a competitive Small Starts project.

SW Alexander Street

Through Aloha Tomorrow, Washington County developed a conceptual design for SW Alexander Street, shown on Figure 3-10, that would help create a main street environment and support the land use vision of medium-rise development oriented to SW Alexander Street. An investment in SW Alexander Street could be a public-sector catalyst to encourage the kind of mixed-use development called for in the town center concepts. Washington County has identified design funding through the MSTIP. A future MSTIP cycle could provide construction funding. The SW Alexander Street project, if coupled with other town center improvements, could be competitive for a federal grant such as TIGER or an U.S. Department of Commerce EDA grant.



Figure 3-10. Proposed SW Alexander Street Cross-Section

SW Alexander Street would be reconstructed as a two-lane collector with a separated cycle facility, sidewalk, and a mix of on-street parking and street trees. The planted areas would provide an opportunity for stormwater treatment. This concept could accommodate driveway access as needed. The concept also includes traffic-calming features like raised crosswalks to slow traffic and create a welcoming environment for pedestrians. This proposed street cross-section is 64 feet wide, which is narrower than the County’s standard 74-foot-wide collector street, but in some places, wider than the existing 53- to 68-foot right-of-way on SW Alexander Street.

The conceptual design also includes a signalized pedestrian and bicycle crossing of SW 185th Avenue at SW Alexander Street as shown on Figure 3-11. Vehicular traffic would be able to turn right to and from SW Alexander Street but through movements would be restricted. Washington County considered options that would allow cars to move through this intersection. However, allowing cars to cross SW 185th Avenue at SW Alexander Street would encourage cut-through auto traffic on SW Alexander Street, making the street

less friendly to pedestrians and bikes and diminishing the main street character, as well as causing back-ups that could impact the signal at TV Highway and SW 185th Avenue. Allowing for pedestrian and bicycle movements is important to creating a town center that spans SW 185th Avenue reducing the barrier effect of the major arterial.

The pedestrian and bike crossing could be designed with a limited movement traffic signal that only allows right turns for cars moving from SW Alexander Street to SW 185th Avenue or a high-intensity activated crosswalk beacon signal. Either of these signal types, unlike a rectangular rapid-flash beacon, could be coordinated with the TV Highway and SW 185th Avenue signal. The signalized crossing would require a design exception, because it is within 600 feet of the TV Highway and SW 185th Avenue signal. Additional information about the crossing is provided in Appendix J.



Figure 3-11. Future SW Alexander Street/SW 185th Avenue Intersection
Note: Looking west toward Alexander Street/SW 185th Avenue intersection

SW Shaw Street and Potential Regional Trail Connections

Regional plans call for a continuous trail between Lake Oswego and the Oregon Coast. A portion of the trail is planned to run along TV Highway from Hocken Road in Beaverton to 10th Avenue in Hillsboro. The trail could be on-street on TV Highway using a bike lane and sidewalk. Another option is to construct a segment of multiuse trail north of SW Shaw Street from SW 198th Avenue to SW 160th Avenue. This option would include trail overcrossings of SW 185th and SW 170th Avenues. The cross-section of SW Shaw Street with the multiuse path is shown on Figure 3-12. This design might provide more flexibility for future high capacity transit on TV Highway, as well as more comfortable experience for pedestrians and cyclists. The multiuse path would cost approximately \$6.85 million and the overcrossing structures would cost approximately \$5.11 million.

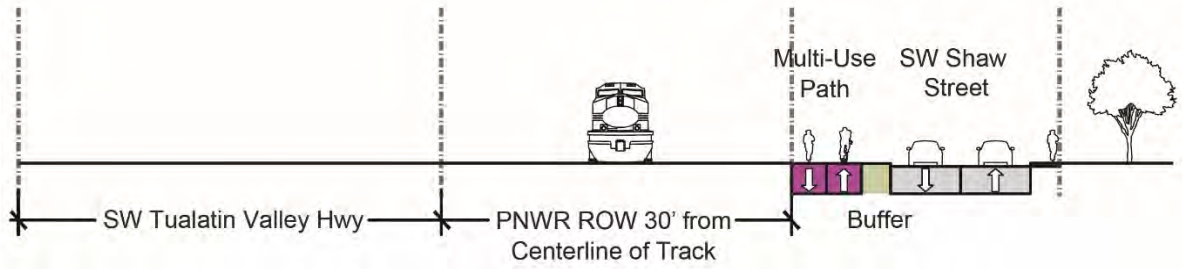


Figure 3-12. Proposed SW Shaw Street Cross-Section

Pedestrian Network

To support the development of a town center and access to transit, creating a network of on- and off-street sidewalks and pedestrian paths is recommended. The recommended pedestrian network is shown on Figure 3-13. The County should develop a community plan or TSP requirement to improve pedestrian connectivity through large blocks as they are redeveloped. This may include enhanced pedestrian crossings of SW 185th Avenue between SW Alexander and SW Johnson Streets. More pedestrian connections can make it faster and easier to walk to destinations, increasing the likelihood that residents and visitors will choose to walk. Other benefits of a good walking network include: economic advantages of reduced automobile use and ownership; health-related benefits of physical activity and decreased air pollution; and an enhanced sense of community in the town center. To improve access to transit, Aloha Tomorrow recommends completing the sidewalk network on SW 174th, SW 182nd, SW 187th, and SW 192nd Avenues and TV Highway east of SW 170th Avenue. These sidewalk improvements would cost an estimated \$2.24 million (2017 dollars).

Housing and Business Policy Concepts and Recommendations

Potential policy and regulatory changes, and new funding and financial tools have been identified through this project that collectively could have an impact on preserving and expanding affordability for residents and small businesses in the Core area near SW 185th Avenue and TV Highway and in the TV Highway corridor. The County is already advancing some concepts, including relaxing parking standards for regulated affordable housing projects (Ordinance 827A). The complete policy matrix (Appendix K) includes voluntary, regulatory, and financial policies and policies that impact affordable housing and economic development. National experience shows that efforts to address gentrification and involuntary displacement are most effective when both housing and economic development needs are met. In addition, successful strategies require partnership across public departments, across jurisdictions, and with the private and non-profit sectors. Affordable housing developers such as Community Partners for Affordable Housing and Bienestar; civic groups such as the Aloha Reedville Community Council, Centro Culturale, and Adelante Mujeres; and regional nonprofits and intermediaries will be key allies to advancing community support for affordable and implementing future recommendations.

The following subsections describe short-term recommendations and include actions consistent with current County policies that can be implemented with existing resources. These actions will likely have a generally beneficial impact on housing affordability but are unlikely to result in significant increases in housing or commercial space affordable to lower-income community members. To meaningfully address the identified housing gaps for low- and very-low-income households or significantly increase lower-cost commercial, office, and retail leasing space, more funding is needed. If the County wishes to make significant progress on one or both goals, then committing new resources and articulating policy demonstrating a commitment to actions that fight involuntary displacement will be necessary. The complete policy matrix is attached as Appendix K, Policy Matrix.

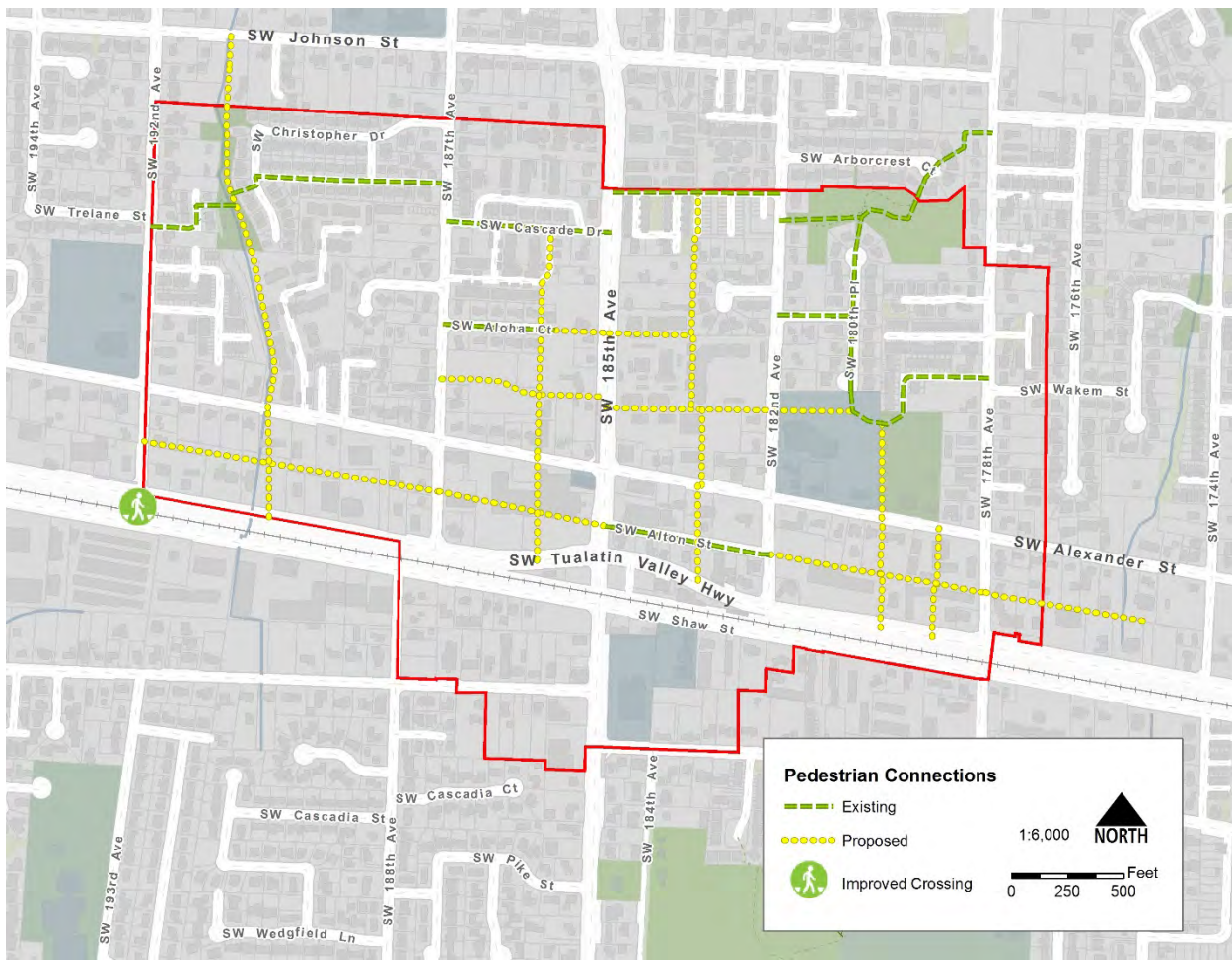


Figure 3-13. Street and Pedestrian Network

Establish Density Bonuses for Smaller, Infill Housing

While market analysis suggests that current land values may not make density bonuses highly valuable for developers, this dynamic may change. Putting policies in place sets the stage for increased density and greater housing options for developers who may be willing to provide some housing units affordable to moderate and low-income households. Staff will explore options to encourage these housing types through the Equitable Housing Site Barriers and Solutions project and other housing affordability work.

Streamline the Approval Process for Regulated Affordable Housing

Recently enacted state law (Senate Bill 1051) requires local communities to reduce development approval timelines for eligible regulated affordable housing projects. The County has also recently added a senior planner position focused on housing, which will provide a point of contact for regulated affordable housing projects during the development approval and permitting process. The County could also consider creating or modifying a staff position to work with developers during project development and/or preapplication to provide assistance on designing projects to meet community needs and land use regulations. This staff person would provide information to developers to help illustrate examples of designs consistent with County approved policies, understand implications of new state laws, and implement other best practices. The County could also consider whether streamlining efforts could apply to community-serving retail as a strategy to incentivize neighborhood-scale redevelopment along SW Alexander Street.

Prioritize Land Acquisition and Use of Publicly Held Lands for Developments that Provide a Public Benefit

The County could consider aggressively pursuing grant and funding opportunities at the federal, state, and regional levels to acquire land for use as permanently affordable housing or community-serving services and retail. The County could also consider pursuing and prioritizing opportunities to use lands owned by public agencies, including school districts, ODOT, TriMet, Metro, and the County as sites that can help to shape the market, provide community-serving retail and services as identified in Aloha Tomorrow, or create mixed-income or affordable housing.

Continue to Provide Gap Funding for Regulated Affordable Housing Projects

Until additional resources can be identified through a county levy, tax-increment financing, construction excise tax, or other long-term funding mechanism, the County could continue to commit funds to assist regulated affordable housing developers to fill financing gaps associated with providing or preserving regulated affordable housing units. The County could use these funds to support affordable and/or mixed-income projects in the Aloha focus area.

Elevate County Commitment to Proactively Address Displacement

While these recommendations represent an important start, the County may need to consider its willingness to commit additional resources and potentially make larger policy and structural changes to support long-term affordability in the corridor and the rest of the County. Quite simply, many strategic questions will need to be considered and addressed by County leadership and various departments. The timing is ripe to potentially create a staff position to coordinate this work and serve as a Washington County antidisplacement point of contact. Beyond the internal work that needs to happen, this person could serve as a liaison and one-stop shop for questions from the public and work across agencies within the County to coordinate actions, monitor demographic and market changes, and help shepherd a longer-term process to create potential performance measures, policy principles, or even an antidisplacement statement by the County Board. These types of efforts can foster coordination and increase efficacy across County programs, as well as create greater transparency and engagement with the community. Addressing displacement is as much about funding and adopting smart policies as it is about partnering with nongovernmental stakeholders and using existing resources wisely and strategically through aligned interventions.

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