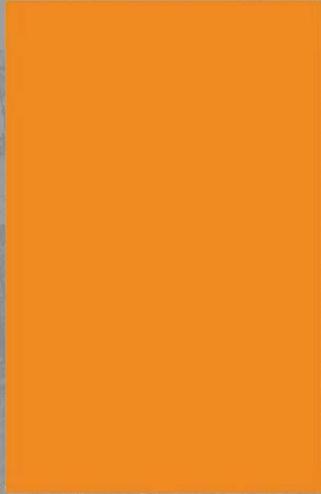
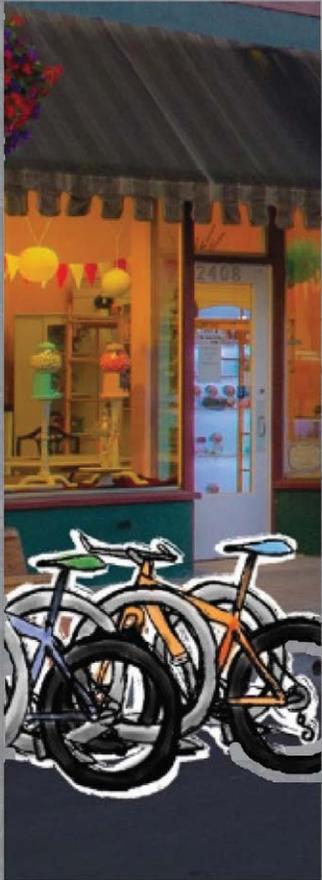


BEAVERTON DOWNTOWN DESIGN PROJECT



October 2018



- DOWNTOWN

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EXECUTIVE SUMMARY

Project Background

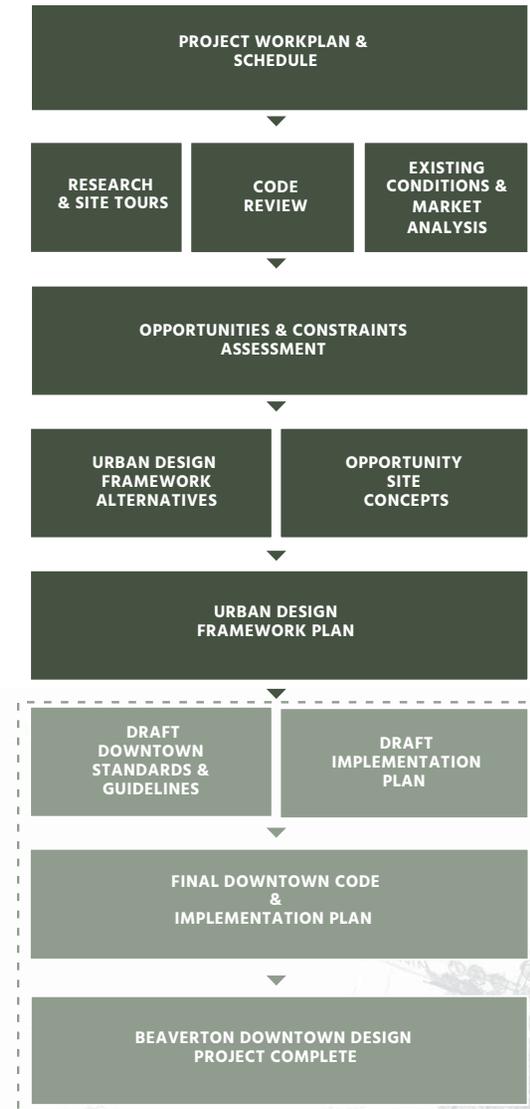
Recognized as a regional center within the Portland Metro area, the City of Beaverton is home to an expansive business base, as well as a thriving residential community. Downtown Beaverton has existing pockets of activity, including shopping, civic, and restaurant uses, but could emerge as a more prominent regional destination with a more active street life and activity.

The Beaverton Downtown Design Project is a plan to transform Downtown Beaverton into the Downtown envisioned by the community: a social, economic, and cultural heart of Beaverton. This Project builds on a robust analysis of existing conditions and opportunities and constraints to provide: an Urban Design Framework that will guide development of a vibrant and connected Downtown, updates to the Development Code to enable implementation, and an Implementation Strategy to catalyze coordinated next steps.

Project Process

The Beaverton Downtown Design Project began with extensive analysis and research of the existing conditions in Downtown. Then, following a multi-day work session and series of open houses, several alternatives for the Urban Design Framework were generated. The final and Preferred Urban Design Framework is the culmination of subsequent meetings with the public, City Leaders, and City Staff. Alongside the Framework, the Team also developed a series of opportunity site concepts to test the emerging Urban Design Framework with potential development scenarios.

A final Implementation phase of work is scheduled to begin in September 2018, focusing on identifying updates to the Downtown Development Code. This work will be accompanied by an Implementation Plan to provide actionable next steps, recognizing that changes to the Development Code are just one method to increasing Downtown vibrancy.

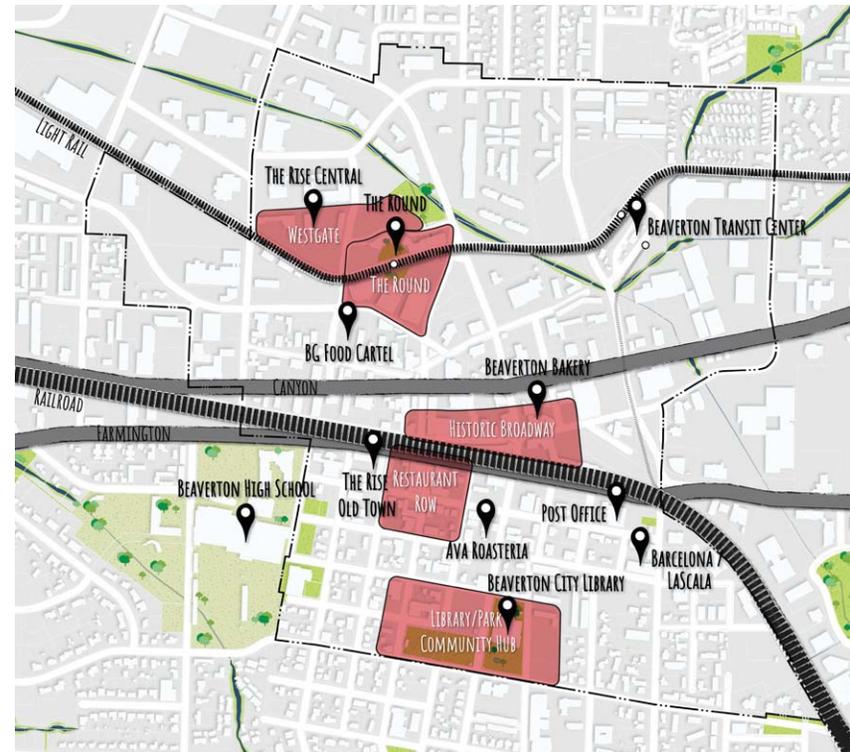


Existing Conditions Analysis

The Downtown Design Project involved significant analysis of issues and opportunities facing Downtown. Some key challenges and opportunities include:

- People have different ideas about the boundaries of Downtown. Clearly defining the heart of Downtown would solidify its identity and the community's relationship with the area.
- Existing activity areas and destinations, such as the Library, Beaverton Transit Center, The Round, and various restaurant clusters, located in different areas of Downtown, can be hard to find and/or are separated by barriers such as Canyon Road, Farmington Road and the heavy rail line.
- The City's development rules in some cases limit intense, mixed-use development that would help make Downtown more vibrant. Those rules also sometimes fail to encourage quality site and building design that support streets that visitors find interesting and where businesses can thrive.
- Intense, mixed-use development often is not financially feasible because of high construction costs, so continuing and new incentives might be necessary to promote this development in the short term.

The Urban Design Framework is designed to provide a road map for the City about how to address these issues and seize opportunities to make Downtown an even more vibrant place.



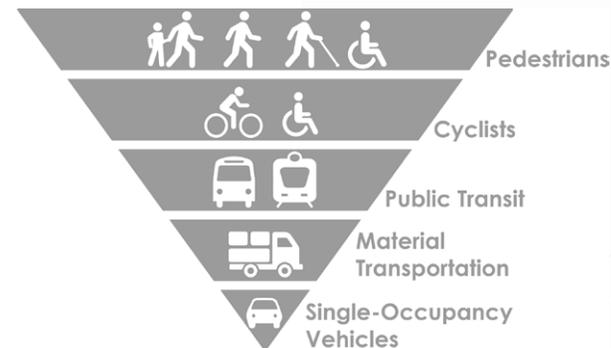
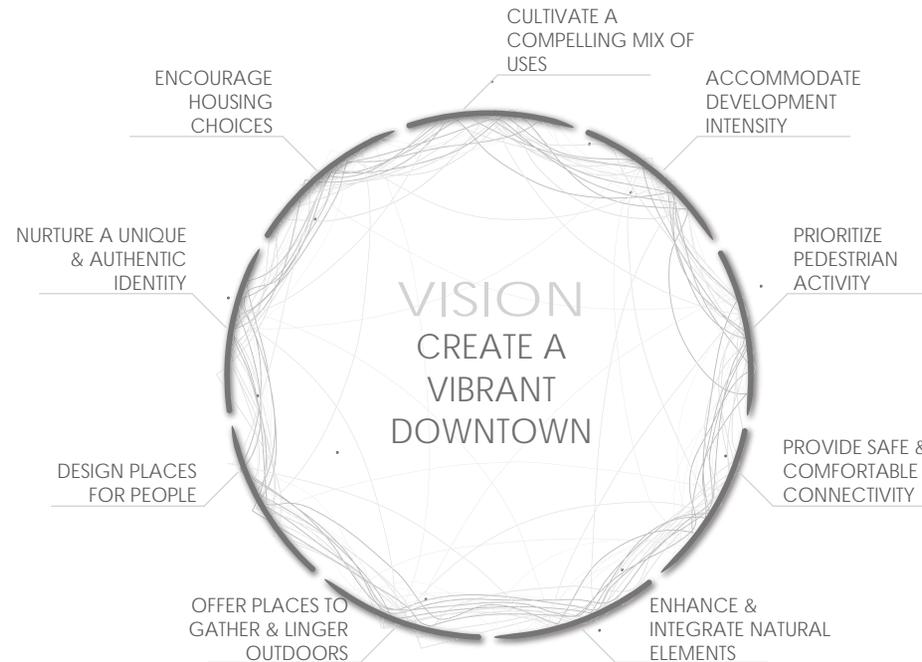
The map above illustrates the disconnected nature of activity areas (in red) and destinations (black labels) within Downtown Beaverton.

Guiding Principles

The guiding principles of this project, evolved from best practices, the community's vision and in coordination with City Staff, act as high-level guidance for redevelopment occurring in the future, and provide a touchstone for future planning and improvements.

In alignment with these guiding principles, the Beaverton Downtown Design Project recommends a paradigm shift to a pedestrian-first transit model. Prioritization of pedestrians through accommodating safe, comfortable, convenient pedestrian travel paired with visually engaging surroundings supports:

- The current desire of Beaverton residents for a more walkable Downtown,
- Successful storefronts, and
- The activity needed to catalyze vibrancy in Downtown.



Urban Design Framework

The Urban Design Framework Plan is an integrated, overarching plan comprised of three components - Character Areas, a Connectivity & Mobility Network, and Gateways - each emerging out of the community's desire for an identifiable, well-connected Downtown. The Character Areas build on existing centers of activity in Downtown and formalize these areas as distinct places within a cohesive Downtown. The Connectivity & Mobility network introduces an organizing structure for connecting existing activity centers to one another while minimizing known barriers, primarily Canyon Road, Farmington Road and the heavy rail line. The final component, Gateways, serve as a reinforcing mechanism to identify Downtown as a distinct place within Beaverton while also acknowledging the subtle boundaries and transition areas within for better wayfinding and legibility.

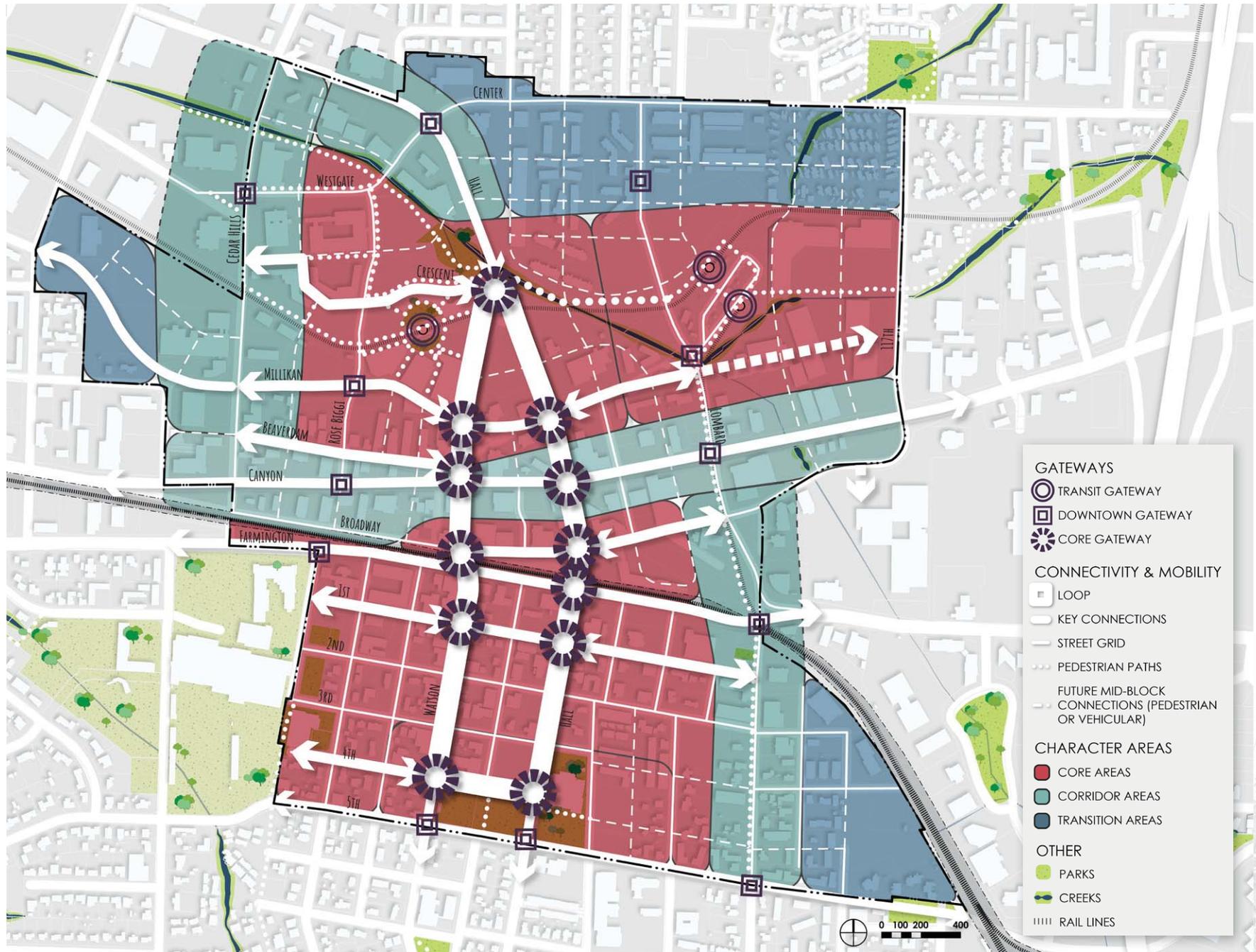
The **Character Areas** articulate a vision for the character and experience of each distinct area throughout Downtown Beaverton. While not specific zoning districts, these areas have or will have their own character, style, and scale of development and will inform development as Downtown Beaverton continues to grow and evolve.

Five distinct core areas are identified, comprising the heart of Downtown. Four key corridors frame these core areas; roadways with their own distinct identity and characteristics. And three transition areas on Downtown's periphery function as a buffer between the Downtown core and surrounding neighborhoods.

An enhanced **Connectivity & Mobility** network in Downtown Beaverton formalizes an organizing structure for Downtown streets that prioritize people, provides a sense of destination to Downtown that is easy to navigate and reinforces internal connectivity.

The central feature and organizing structure of the Connectivity and Mobility Network is The Loop. The Loop will distinguish the core of Downtown through prominent bike and pedestrian enhancements, improved intersections and crossings, and a distinct palette of fixtures and materials that help identify Downtown. Key connector streets support The Loop and the movement of people inside Downtown and to potential future destination areas outside of downtown. A supporting street network, consisting of existing streets, trails, and mid-block connections, completes the Downtown street grid and reinforces a system of walkable, bikeable blocks.

Lastly, a coordinated system of **Gateways** helps reinforce and acknowledge the primary arrival and departure points of Downtown. As both public and private improvements occur throughout the Downtown area, gateways further identify and define Beaverton's Downtown, through signage, public art, distinctive architecture, and landscape features.



- GATEWAYS**
- ⊙ TRANSIT GATEWAY
 - DOWNTOWN GATEWAY
 - ⊛ CORE GATEWAY
- CONNECTIVITY & MOBILITY**
- LOOP
 - KEY CONNECTIONS
 - STREET GRID
 - ⋯ PEDESTRIAN PATHS
 - ⋯ FUTURE MID-BLOCK CONNECTIONS (PEDESTRIAN OR VEHICULAR)
- CHARACTER AREAS**
- CORE AREAS
 - CORRIDOR AREAS
 - TRANSITION AREAS
- OTHER**
- PARKS
 - CREEKS
 - ⋯ RAIL LINES

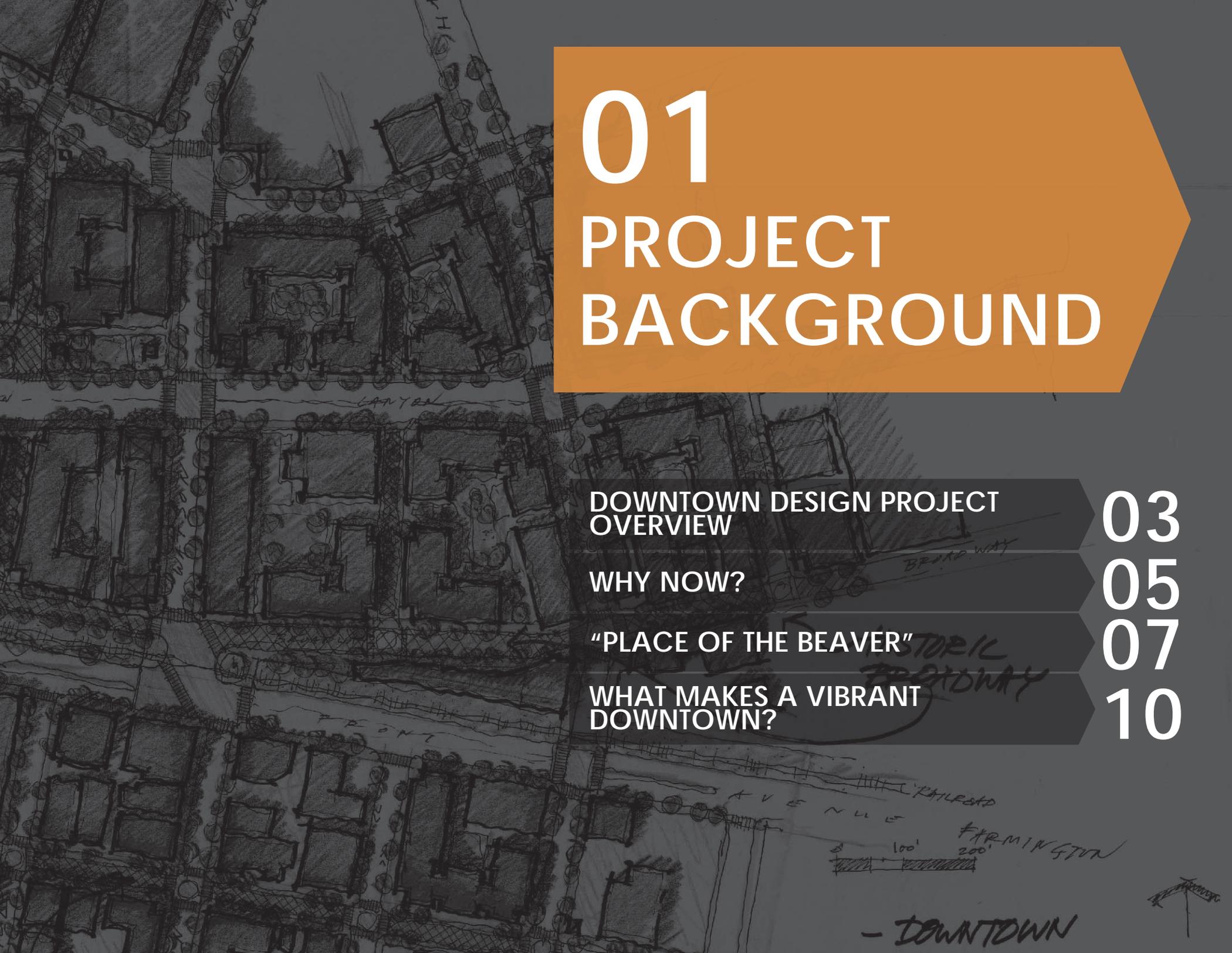
Next Steps

The Downtown Design Project presents a set of strategies to realize the long-term vision of Downtown vibrancy. This vision will be achieved through focused public investments and private development spanning multiple real estate market cycles. Collaboration with partner agencies and stakeholder groups will be critical to the success of these efforts. Continued engagement through advisory committees, public meetings, and stakeholder interviews will ensure the public's vision is being achieved.

Following the adoption of the Urban Design Framework, Beaverton will create new Development Code language to implement the strategies related to development intensity and quality of site and building design. The new Downtown development rules are anticipated to go into effect in late 2019.

Additionally, the City will prepare an implementation plan that includes a variety of ways promote greater vibrancy consistent with the Urban Design Framework. This plan will include short-term and long-term strategies to achieve the Community Vision of a vibrant Downtown consistent with the urban design principles described at the beginning of this document. The implementation plan will identify potential partnerships, funding sources and phasing.





01

PROJECT BACKGROUND

DOWNTOWN DESIGN PROJECT
OVERVIEW

03

WHY NOW?

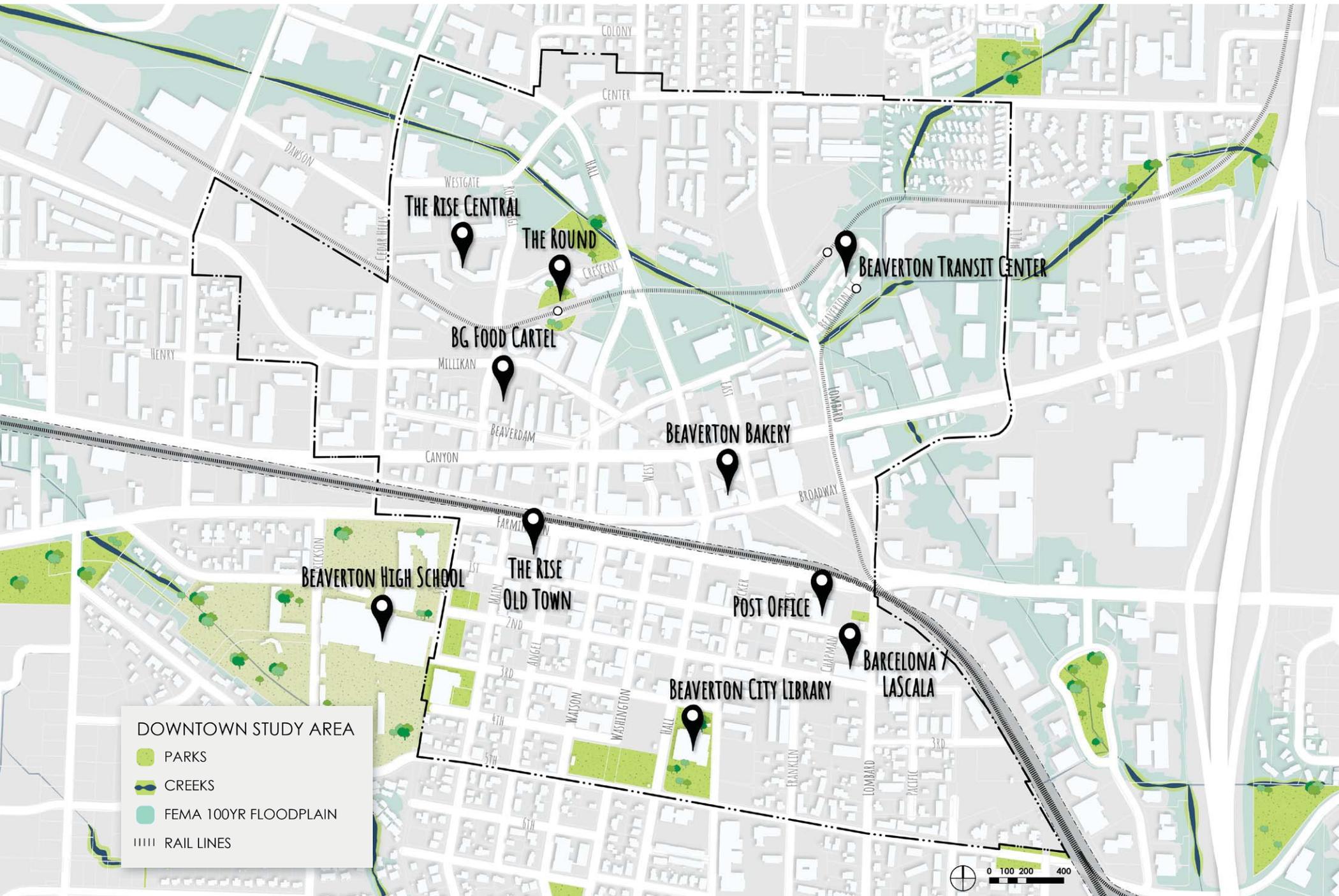
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“PLACE OF THE BEAVER”

07

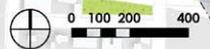
WHAT MAKES A VIBRANT
DOWNTOWN?

10



DOWNTOWN STUDY AREA

- PARKS
- CREEKS
- FEMA 100YR FLOODPLAIN
- RAIL LINES



DOWNTOWN DESIGN PROJECT OVERVIEW

The City of Beaverton sits in a prominent and central location within the region and is home to several major employers, such as Intel and Nike, as well as a thriving residential community. Beaverton’s Downtown is in a prime position to become the heart of this growing community, but has struggled to develop in ways that promote walkability, bikeability, and activity seven days a week, 18 hours a day.

The Downtown Design Project seeks to guide this transformation into the type of downtown envisioned by the community: the social, economic, and cultural heart of Beaverton. This project consists of three primary components, supported by a robust existing conditions, opportunities, and constraints assessment:

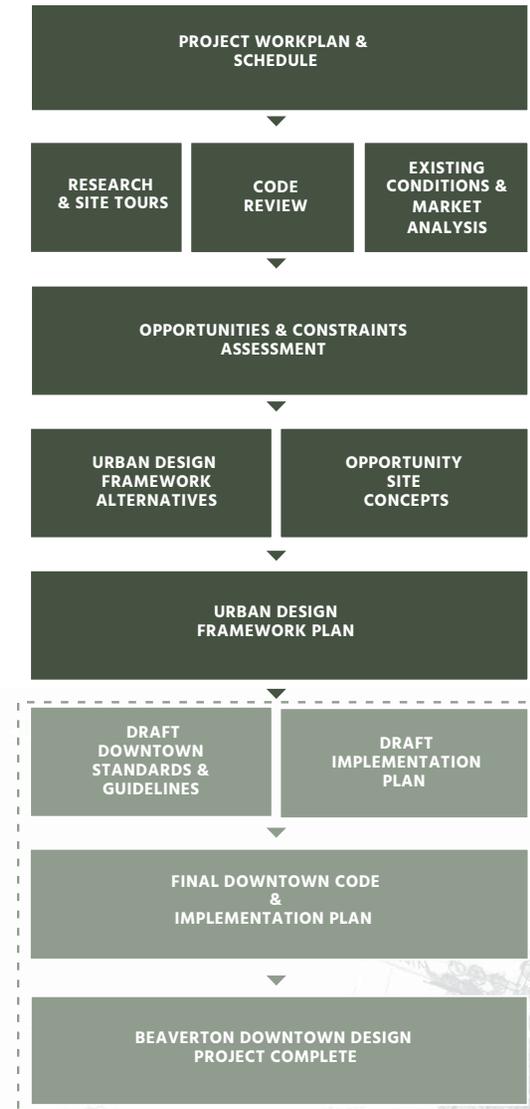
1. A guiding Urban Design Framework for a vibrant and connected Downtown;
2. An updated Development Code that enables implementation; and
3. An Implementation Strategy to catalyze next steps.

The diagram shown on the right outlines the process that the Downtown Design Project has followed, beginning with an analysis of existing conditions and a review of the current development code, paired with an assessment of opportunities and constraints for the site area.

In February 2018, a multi-day work-session and series of open houses kicked off the generation of Urban Design Framework Alternatives. Subsequent meetings with the public, City leaders, and City staff led to the Preferred Framework illustrated in Chapter 4 of this document. The Urban Design Framework further articulates the vision of a “Vibrant Downtown,” establishing high-level guidance for the character of different areas, key connectivity and mobility concepts, and gateways to better define arrival into Downtown Beaverton.

Alongside the Framework, the team also developed a series of opportunity site concepts to test the emerging Urban Design Framework with potential development scenarios.

A final Implementation phase of work is scheduled to begin in September 2018, focused on developing a Downtown Development Code. This work will be accompanied by an Implementation Plan to provide tangible next steps.



“

DOWNTOWN SERVES AS THE ECONOMIC, SOCIAL AND CULTURAL HEART OF BEAVERTON. A CLEARLY-DEFINED CITY CENTER HAS BEEN ESTABLISHED... WITHIN THE CITY CENTER, SEVERAL UNIQUE MINI-DISTRICTS PROVIDE DESTINATION RETAIL AND ENTERTAINMENT, BOUTIQUE BUSINESS OPPORTUNITIES AND A MIX OF COMMUNITY GATHERING PLACES. EACH DISTRICT IS LINKED TO THE OTHER THROUGH CONSISTENT DESIGN, STREET SIGNS AND ART; AND TO SURROUNDING RESIDENTIAL AREAS BY PROTECTED PATHWAYS, POCKET PARKS AND OPEN SPACES.

- COMMUNITY VISION PLAN 2010

”

PROJECT BACKGROUND

WHY NOW?

The City of Beaverton has undertaken a significant number of Downtown planning efforts over the last two decades. Much of the content in these plans remains valid, and forms the foundation of the Downtown Design Project.

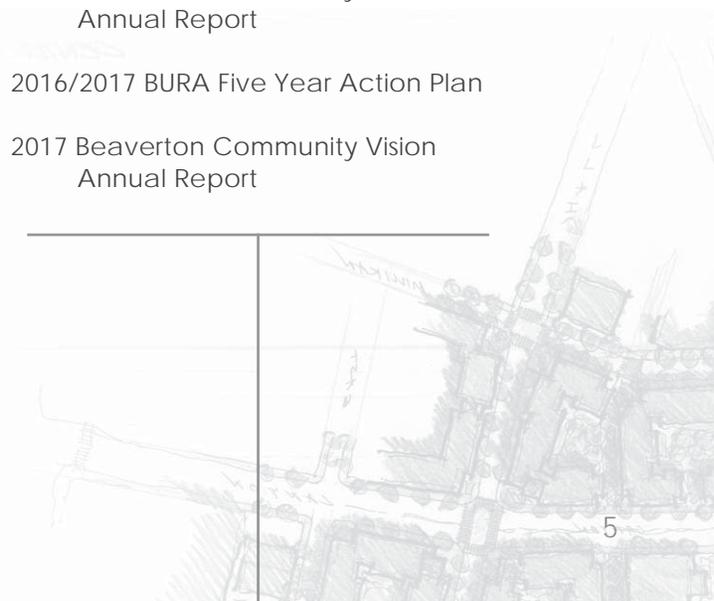
So why another Downtown-focused project, and why now? Recent changes in the market, including regionally-connected public transit, market demand for urban lifestyles and amenities, and employment growth have made redevelopment more feasible. Transformation is already beginning to occur in Downtown. The Downtown Design Project will provide the guidance and tools to enable this revitalization to happen in a way that is consistent with the Community Vision.

The Community Vision Plan, drafted in 2010 and updated most recently in 2017, articulates a clear aspiration for a **vibrant Downtown** as the social and cultural heart of the community. While many steps have been taken toward this vision, many additional steps still remain to truly make this vision a reality.

Many of the other recently completed and adopted plans have looked at portions of the Downtown area. **The Downtown Design Project will look comprehensively at the entirety of Downtown's two zoning districts, creating a new and up-to-date Urban Design Framework to guide redevelopment, as well as an update to the Development Code to create a more urban, vibrant Downtown.**

PLANNING CONTEXT

- 2009 Beaverton Public Art Master Plan
- 2010 Beaverton Community Vision Plan
- 2011 Civic Plan
- 2014 Creekside District Master Plan and Implementation Strategy
- 2015 Westgate Framework Plan
- 2016 Development Code Audit
- 2016 ULI Technical Assistance Panel Recommendations
- 2016 Beaverton Community Vision Plan Annual Report
- 2016/2017 BURA Five Year Action Plan
- 2017 Beaverton Community Vision Annual Report





Elmonica

Santa Rosa

Mill

Tualatin View School

St Marys

Southern Huber
Aloha

St Marys

Beaverton

Tualatin Valley
Oregon Electric

Raleigh

Whitford

Barlock

Whitford School

Garden Home

Nesmith

Progress

Sexton Mtn

Beaverton at the beginning of the 20th century: fertile and flat land
Source: USGS

PROJECT BACKGROUND

"PLACE OF THE BEAVER"

Creating an authentic character and identity begins by understanding an area's origin and evolution. The following traces the lineage of Beaverton, "Place of the Beaver."

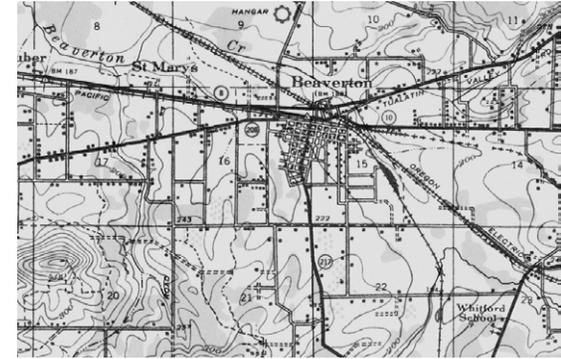
Pre-European settlement, the area was inhabited by the Atfalati tribe, hunter-gatherers with a village located along the Beaverton and Fanno Creeks (called Chakeipi, meaning "Place of the Beaver"). As European settlers moved into the area, they called the village "Beaverdam" and later "Beaverton."

In 1847 the first land claim (640 acres) was made in what would become Beaverton by Lawrence Hall, a farmer who built a grist mill near present-day Walker Road to support early agricultural activities. Logging and wood products quickly became another major industry in early Beaverton, with the first saw mill constructed in 1849. Canyon Road from Portland to Beaverton was formalized by the Portland-Tualatin Valley Plank Road Company by 1860.

Following the construction of the railroad in 1868, the small farming community began to expand. Growth remained centralized around the rail line, however, and the development that occurred was at a local scale and walkable by necessity.



Beaverton c. 1920



Beaverton c. 1939, Source: USGS



Beaverton c. 1920



Beaverton c. 1950



Farmington Rd c. 1910



Farmington Rd Today

Through the 1930s and 1940s, Beaverton continued to grow around its historic core, expanding, but still maintaining walkable and concentrated development around its core: Farmington Road (formerly known as “Front Street”), Broadway Street, and what is now Old Town.

Beginning in the 1960s, suburban-era growth became commonplace in Beaverton, as it did across most cities in the nation. With private cars allowing people to move across greater distances quickly and conveniently, a walkable urban development pattern was replaced by a lower density pattern of development typified by segregated uses and automobile orientation. During this time, Downtown Beaverton’s growth and development slowed as new development, services, and amenities began to develop in other areas of the city.

Downtown Beaverton’s prominent location in the region is visibly evident, with both Canyon Road and Farmington Road, two state highways, bisecting Beaverton’s

Downtown. While effective at moving vehicles through Beaverton, these major roadways form a significant impediment to the pedestrian experience of Downtown.

The late 1990s sparked a new era of urbanism in Beaverton’s Downtown with the introduction of light rail, the construction of the mixed-use development at The Round, and the introduction of the WES Commuter Rail (in 2009). While these developments signaled a shift toward a more urban form, further redevelopment has been slow to materialize. Changing trends, rediscovering the potential of vibrant downtowns to enhance quality of life, and a growing market demand have since advanced (or restored) our expectations for the role of downtowns in our communities.

With the investments in transit, Beaverton’s growing role as a regional center, and strengthening market conditions, the time is right for revitalization of Beaverton’s Downtown, and a return to its walkable roots.



View of Downtown Beaverton Today (looking from the southeast).

WHAT MAKES A VIBRANT DOWNTOWN?



When you think about your favorite neighborhoods and cities, the buildings and streets themselves may differ, but there are a common set of elements that make those places memorable. Understanding the elements that make for a vibrant downtown is essential to providing the planning guidance and code regulations to facilitate a vital, energetic, and urban Downtown Beaverton.

The following elements are common to neighborhoods and downtowns that are buzzing with energy:

- **Concentrated services and amenities:** Historically, downtowns have been the cultural heart of our cities, and the places where we come together to shop, find entertainment, and worship. Many of these services that were once concentrated have been dispersed or replaced in our modern cities. Through zoning, incentives, partnerships, and by creating an environment conducive to these activities, vibrant downtowns bring these services and amenities back to the community core.

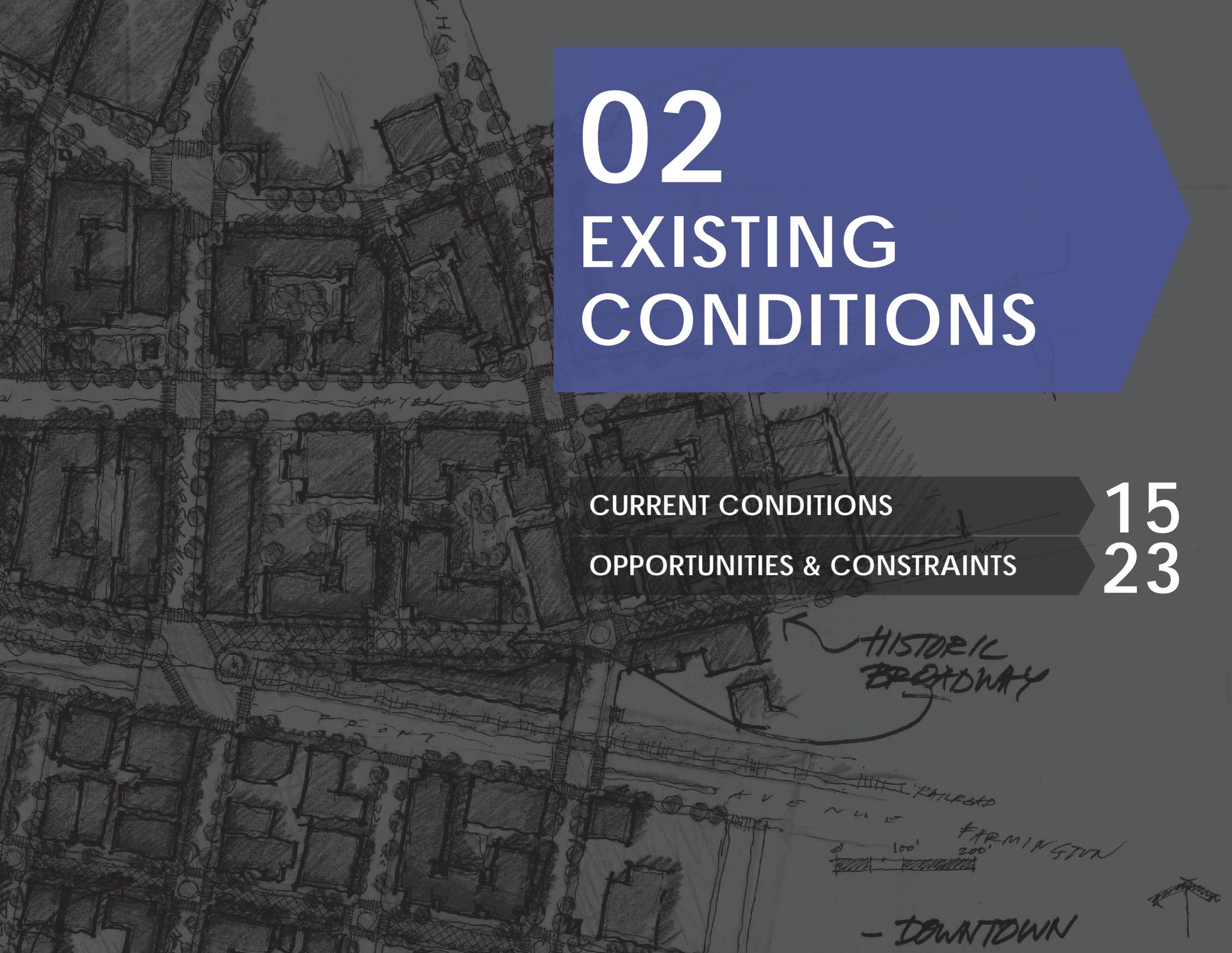
- **Safe and comfortable connectivity:** People are able to move around on foot, on bike, and on transit - with ease.
- **Ground floors that engage streets and sidewalks:** Buildings front on public streets and paths with frequent entrances and windows that allow people to keep eyes on the street for safety and allow passersby to view into ground floors. Parking is tucked behind or under the building.
- **Room to bike, walk, linger, and gather outdoors:** Sidewalks are large enough to accommodate groups of pedestrians and allow for outdoor seating.
- **A diverse and dense mix of residential, office, and commercial uses:** Downtowns where people can live, work, shop, and recreate - all within walking distance - are typically the most vibrant.
- **Authentic sense of place and identity:** The history and natural features of a place are celebrated and enhanced even as redevelopment takes place.





Examples of vibrant downtowns across the nation.

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02 EXISTING CONDITIONS

CURRENT CONDITIONS

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OPPORTUNITIES & CONSTRAINTS

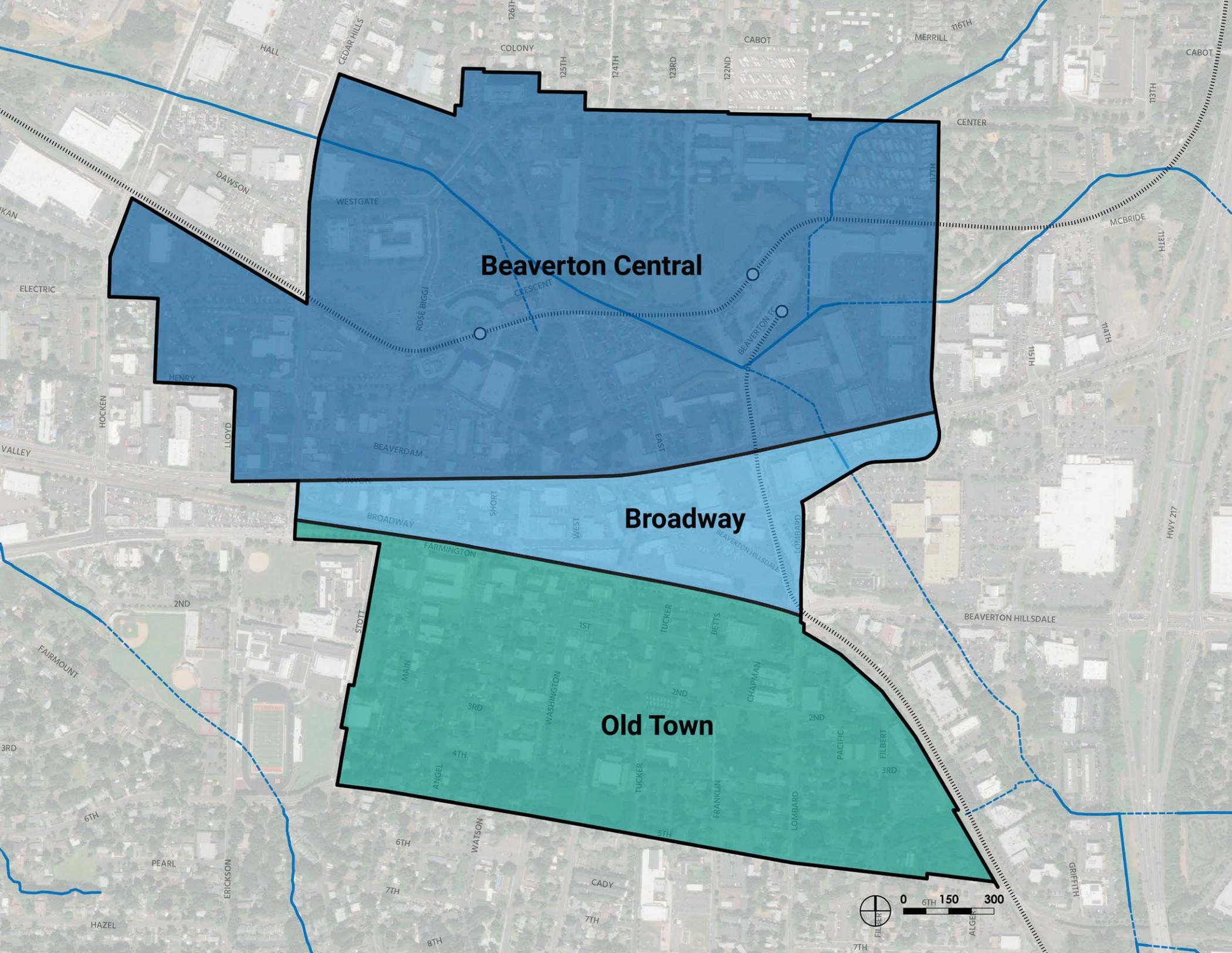
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HISTORIC
BROADWAY

AVENUE

FARMINGTON

- DOWNTOWN



Beaverton Central

Broadway

Old Town

0 6th 150 300



CURRENT CONDITIONS

Today Downtown Beaverton is experienced as many different areas, each possessing their own character defined by the street network, block and parcel size, and building type. For the purposes of this analysis, we have grouped the Downtown area into three major areas or districts: Beaverton Central, Broadway, and Old Town.

Beaverton Central, north of Canyon Road, is home to City Hall and rich in regional transit options. It is also home to many of Downtown’s large lot businesses. The street network in this area is irregular, there are many large, vacant parcels, and surface parking is extensive. Portions of Beaverton and Hall Creeks are still visible in this area, but they are not easy to find or access.

The Broadway area, bounded by Canyon Road on the north and Farmington Road on the south, is home to a vibrant strip of small, local businesses and has the potential to become a central hub in Beaverton’s Downtown. It is the connecting seam between Beaverton Central and Old Town, and is rich in historic character. Bounded by two state highways, however, the area is difficult to access and is home to many underutilized parcels.

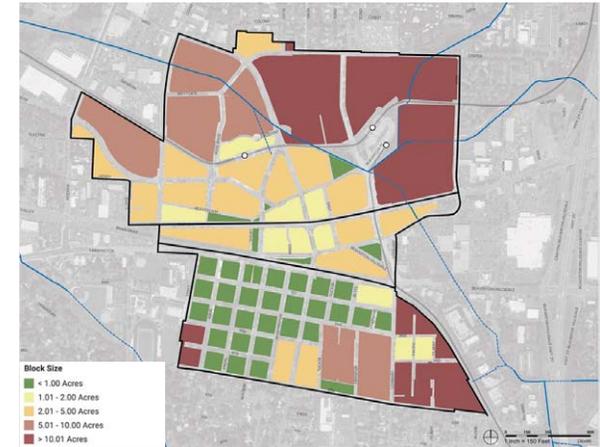
Old Town has preserved the City’s historic block structure and offers a variety of commercial, residential, and municipal services, including the library and the Beaverton Farmer’s Market. Old Town is

also home to the emerging Restaurant Row, located in Old Town’s historic core. Old Town is also the site of recent, full-block, mixed-use developments, such as The Rise Old Town, Barcelona, and LaScala, that is one development type the City has encouraged to achieve a more vibrant Downtown. Like other areas of Downtown, however, Old Town currently houses many underutilized parcels, and centers of activity are disconnected, difficult to find, and sometimes hard to access on foot.

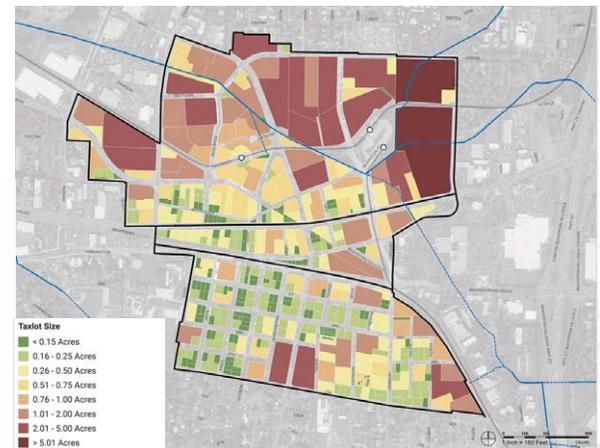
BUILT FORM

An analysis of block and parcel size in Downtown shows strikingly different patterns across the three major districts. Where large swaths of Beaverton Central are comprised of blocks in excess of five (5) acres, the heart of Old Town is made up of blocks of less than one (1) acre. Similar trends are reflected in the parcel size with an average parcel size of 0.86 acres in Beaverton Central, 0.32 acres in Broadway, and 0.25 acres in Old Town.

These differences are important because they have significant impacts on both the pedestrian experience and redevelopment potential across Downtown. It also indicates that redevelopment in these areas will face different challenges in order for projects to contribute to a more vibrant Downtown. While Beaverton Central may allow for larger scale, transformative projects, developments will need to take extra measures to ensure walkability. In

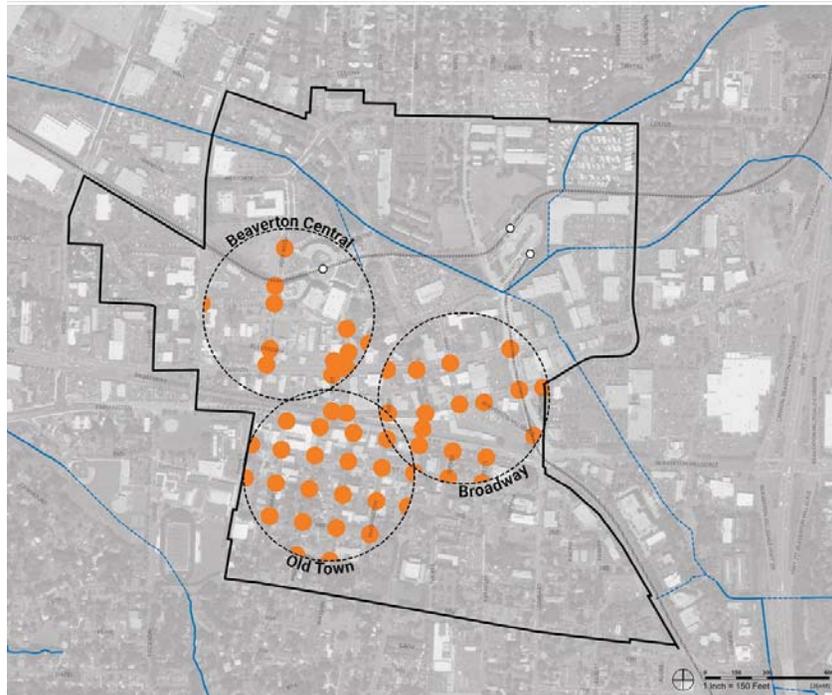


Block Size



Parcel Size

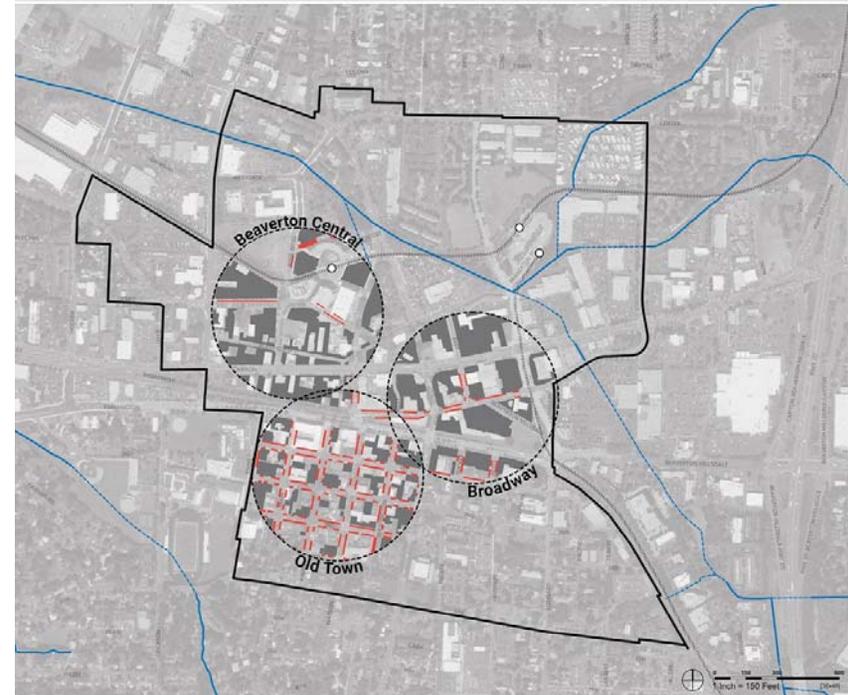
Old Town, large redevelopments may be more difficult to achieve, and revitalization may take the form of smaller infill efforts.



Intersection Density

Two additional indicators of how built form can contribute to downtown vitality are intersection density and how much area is devoted to surface parking versus on street parking.

Areas with a high level of intersection density have more frequent opportunities for pedestrian crossings and therefore tend to be more pedestrian-oriented. Looking at the core activity areas for the three Downtown Beaverton districts, it is evident that Old Town has a high level of intersection density (28 within a 1/8 mile radius), whereas Beaverton Central suffers a lack of internal connectivity with only 12 intersections in a 1/8 mile radius. Broadway, having 18 intersections in a 1/8 mile radius, would suggest a moderate level of connectivity; however intersection locations suggest greater connectivity in areas closer to Old Town.

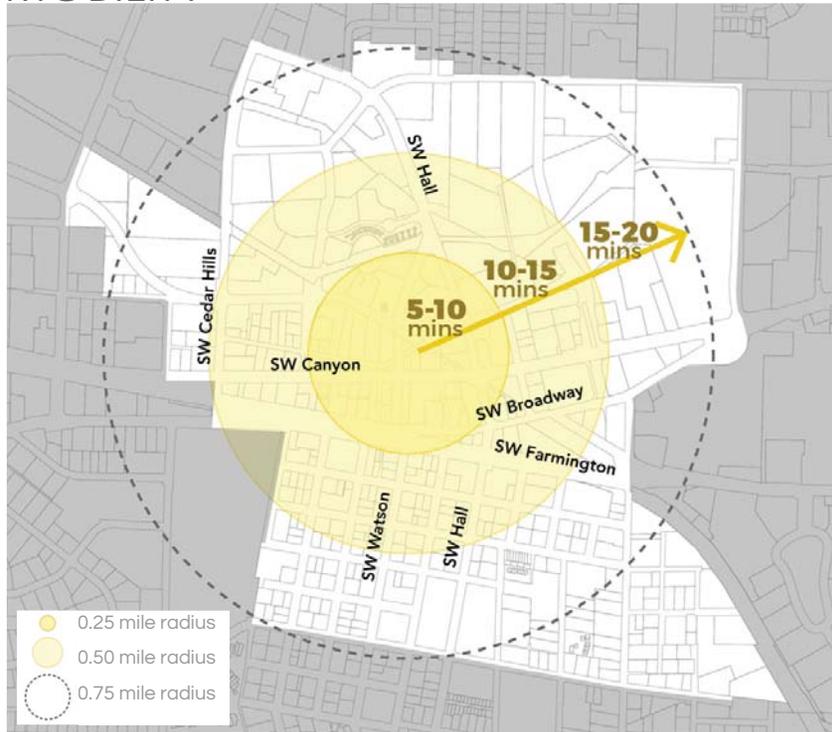


Areas of On-Street and Surface Parking

On-street parking contributes to walkable, active downtown areas by providing a buffer between pedestrians and moving vehicles on the street, as well as visual cues to drivers to slow their driving speed. It also helps meet the short-term parking needs of nearby shops and services, contributing to the foot traffic in a given area. Alternatively, surface parking lots create an unpleasant pedestrian environment. They do not provide any visual interest for people walking by, nor do they contribute to “eyes on the street,” a key element to providing a sense of safety for pedestrians.

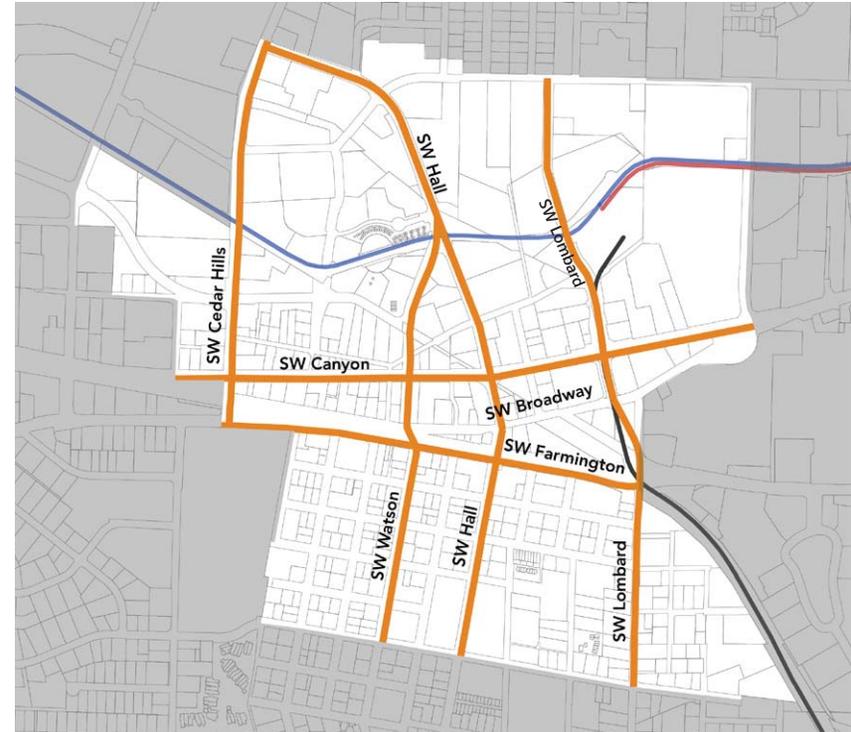
In the centers of activity for the three districts of Downtown Beaverton, there are different ratios of on-street vs. surface parking, but overall the area of surface parking is quite high. Calculated as a percentage of total land area, in Beaverton Central there is 1% on-street parking compared with 33% surface parking. In the Broadway district there 2% on-street parking compared with 35% surface parking area. And in Old Town there is 8% on-street parking compared with 21% surface parking area.

MOBILITY



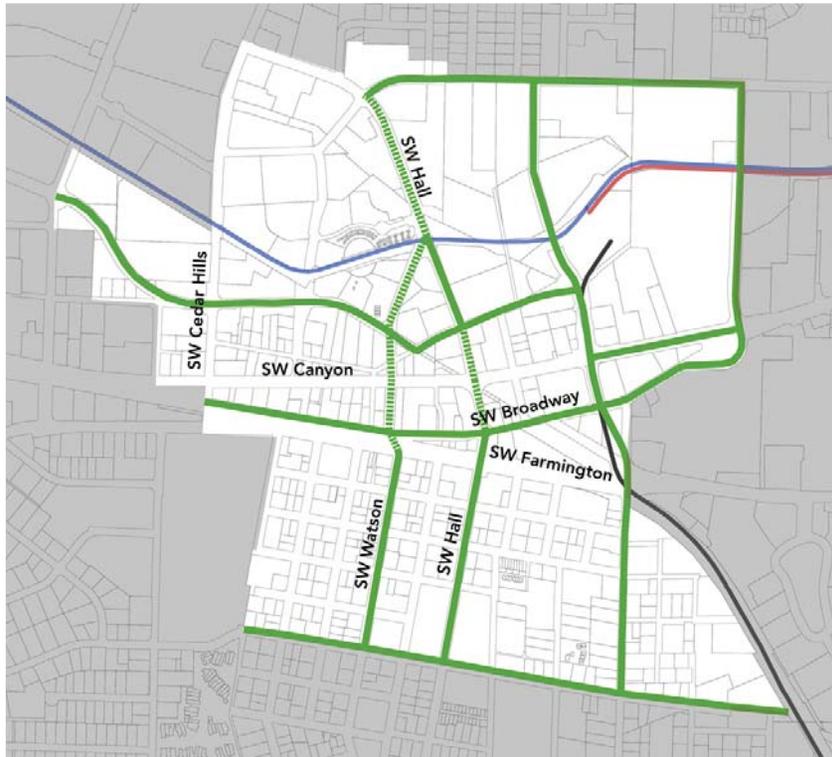
Distances and Walking Times within Downtown

Ease of mobility - enabling people to move freely on foot, bike, and transit - is essential to creating a vibrant Downtown. While the study area for Downtown Beaverton feels very large in its current state, this has more to do with the pedestrian experience than the physical distance. Long blocks with narrow, or no sidewalks, large expanses of surface parking, long wait times at intersection, and few and infrequent ground floors that engage the street all contribute to making Downtown feel much larger than it is.



Primary Vehicular Routes

Due to its prominent location in the region, Beaverton sees a significant amount of vehicular traffic. Downtown Beaverton is primarily accessed by the major roads running through it, and those connecting Downtown with the rest of the city. The key roads running north-south are Watson Avenue, Hall Boulevard, Lombard Avenue, and Cedar Hills Boulevard. Running east-west the key roads are Canyon Road, Broadway Street, and Farmington Road.



Primary Bicycle Routes

The diagram above illustrates the existing bike network in Downtown Beaverton which consists of striped bike lanes and designated bike routes. It is worth noting that these are largely the same routes that function as primary vehicular routes through Downtown as well. This competition between different modes is occurring within a limited space, and in many cases Beaverton's current infrastructure is not designed to handle multi-modal traffic. Priority is typically given to the car. Pedestrian facilities are narrow and bike facilities run alongside swiftly moving vehicles with few, if any, buffers.



Transit Routes

Downtown Beaverton is served by MAX Red and Blue Lines at Beaverton Transit Center and the Blue line at Beaverton Central. The MAX runs in Beaverton approximately from 4 am to 1 am (except Sunday when service ends at 11 pm) and runs frequently (every 15 minutes or less) from 5 am to 9 pm.

All of the bus lines that provide access to Downtown start, end, or stop at Beaverton Transit Center. Of the bus lines that go through Downtown, only two of them are frequent. Someone visiting Downtown Beaverton could catch a frequent bus on either Canyon Road or Farmington Road. The other bus lines that provide access to Downtown typically run every 30 minutes or more and can be located on Hall Boulevard, Watson Avenue, and Lombard Avenue. Frequency of buses to/within Beaverton could be increased to provide residents and visitors better access to Downtown.

MARKET ANALYSIS

Momentum for development in Downtown Beaverton has been growing, and public/private partnerships have played a big role. Most new apartments in Downtown have been built since 2015 and have received public funding (with the exception of the Franklin and Tucker Apartments).

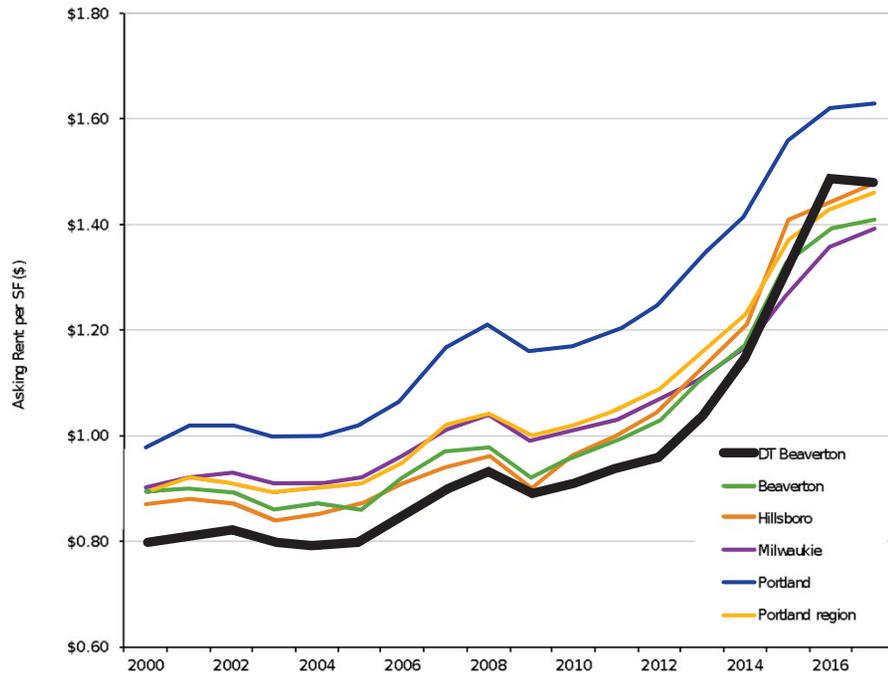
The earliest project, the Round, received deeded land and \$3.8 million in subsidies to the project in the form of forgivable development fees, as well as site infrastructure, including three roads, sewer, water, storm drainage, and pedestrian improvements.

As of November 2017, the most recent new development in Downtown, The Rise Old Town, was 95% occupied and was achieving \$2.05 per square foot rents. This exceeds the project's proforma estimates for rents.

	Number of units
2003	
Round at Beaverton	65
2015	
Franklin and Tucker Apartments	70
The Barcelona at Beaverton	47
2016	
LaScala	44
2017	
The Rise Old Town	87
2019	
The Rise Central	230



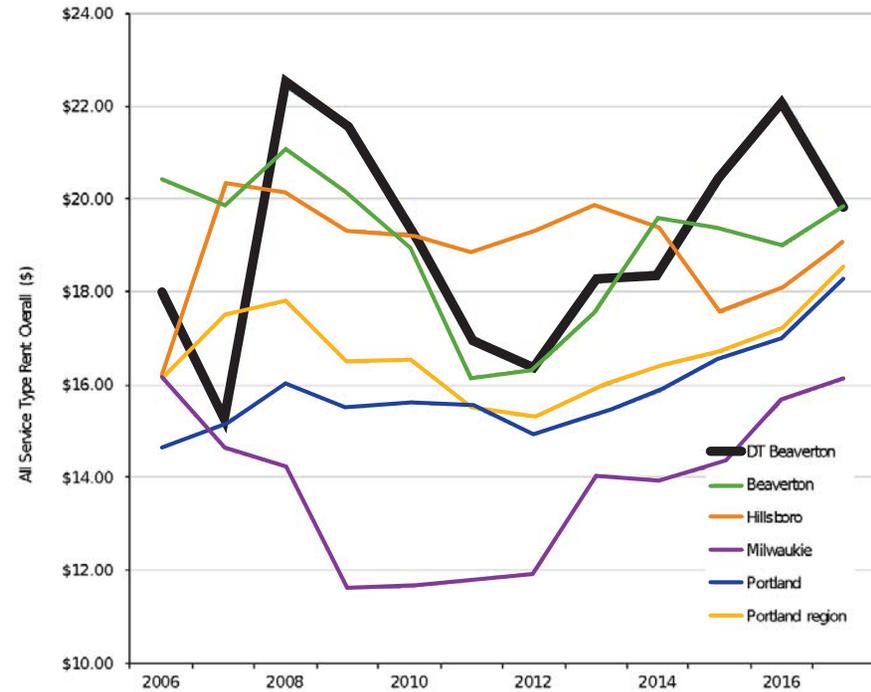
The Rise Old Town



Downtown Beaverton’s growth has outpaced the region.

The premium rents in new developments have started to shift the average multi-family rents in Downtown Beaverton, which had historically been below the region and comparator cities’ rates. This creates a track record of rents that shows other developers what rents they can expect to achieve with similar projects. This sets the stage for future development in Downtown.

While increased rents may make redevelopment more feasible, the City of Beaverton recognizes the importance of affordable housing in creating a vibrant neighborhood for everyone. The City employs several programs to promote access to affordable housing in Downtown and throughout the city.



Retail rents in Downtown are higher than regional averages.

Retail rents are higher than regional averages, around \$20/foot. This is likely to support new retail spaces in mixed-use buildings in areas with good amenities, like the Downtown grid.

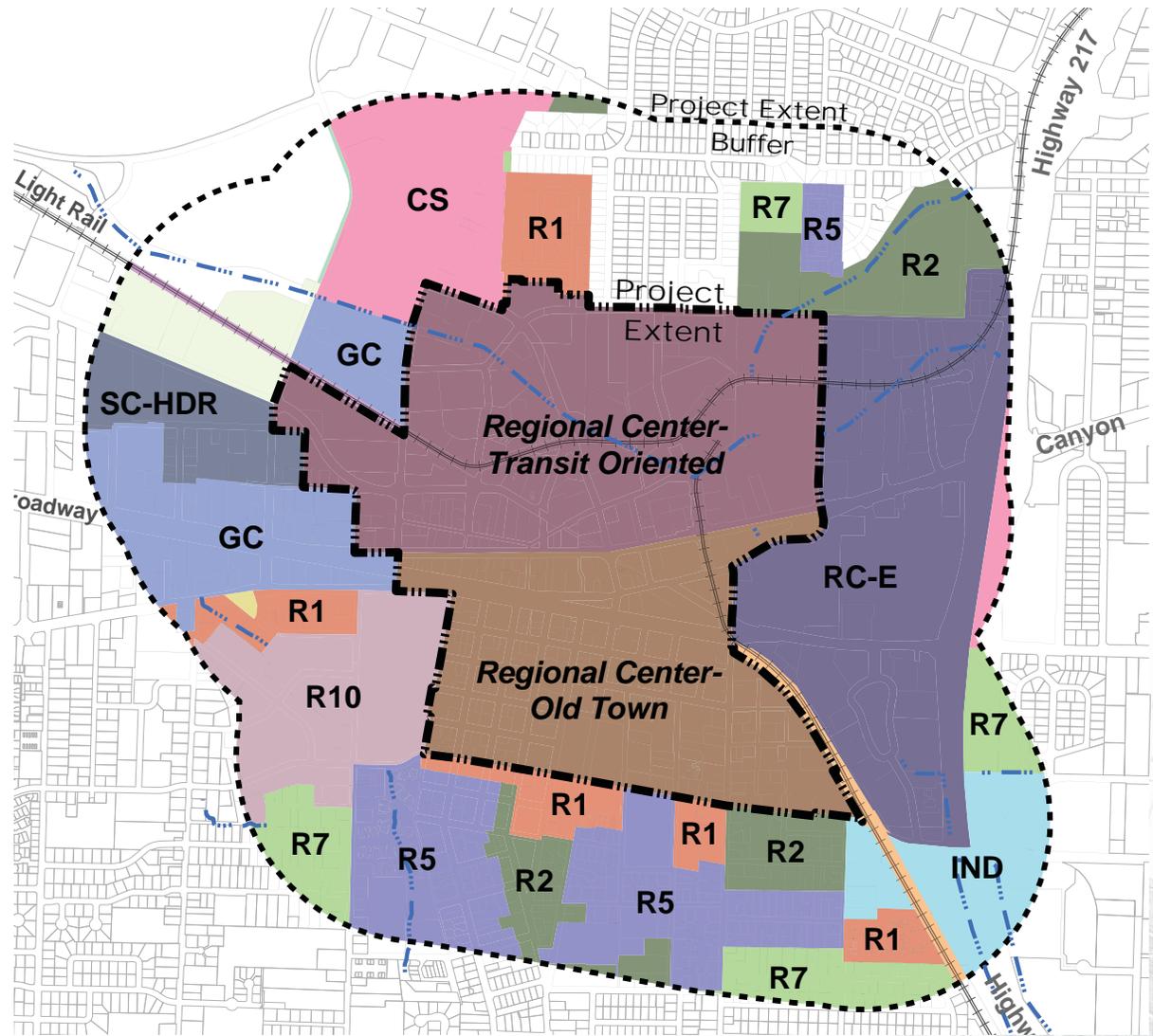
Another very promising indicator of the market in Downtown Beaverton is the growing number of new restaurants. Downtown’s restaurant scene is also fairly diverse, with a mix of longtime business like Ava Roasteria, DeCarli, Nak Won, and Beaverton Bakery, as well as new businesses like the microrestaurants at LaScala, Big’s Chicken, Ex-Novo, and Maiale Rosa Pizzeria. This growing concentration of restaurants starts to make Downtown a destination and place where people will want to linger.

DEVELOPMENT CODE

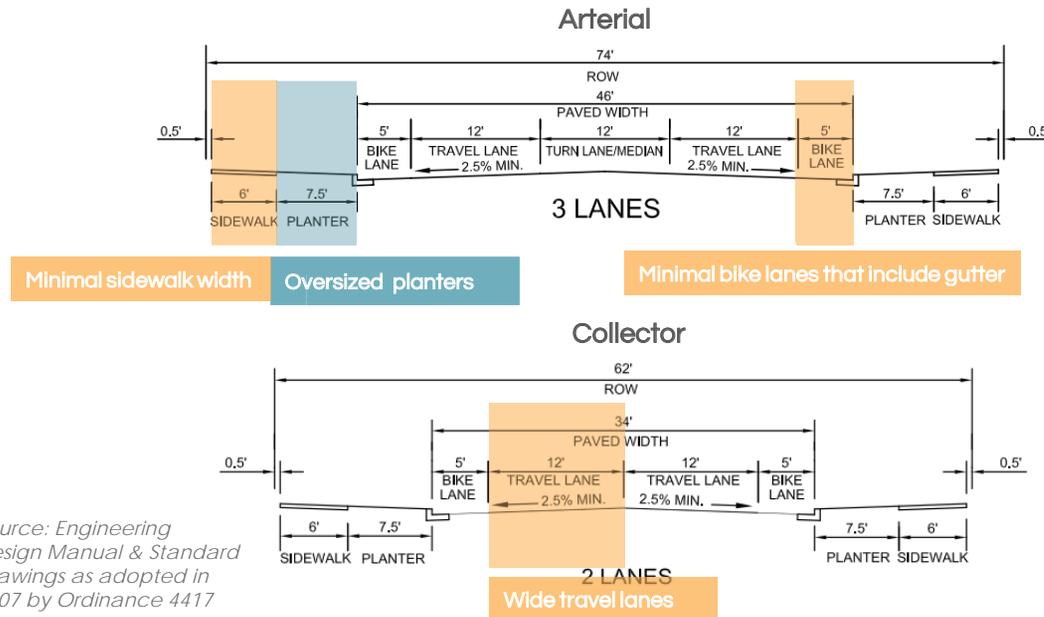
The regulations imposed by a city have a significant impact on the built environment. Ultimately, it is the policy that enables certain types of development to occur, while prohibiting or discouraging others.

Downtown Beaverton as defined by this plan is comprised of the Regional Center Transit Oriented (RC-TO) and Regional Center Old Town (RC-OT) zones. The code for these zones describe the goal of a dense, urban environment but on initial review, some of the standards will produce a more suburban environment with low density buildings set back from the street. For example, while there is no maximum FAR (Floor Area Ratio- the relationship between the total amount of usable floor area that a building has, and the total area of the lot on which the building stands) regulated, the minimum FARs allowed (0.60 and 0.35) are consistent with a low density, suburban model, not a more dense urban environment.

	RC-TO	RC-OT
Min DU/Acre	20	12
Max DU/Acre	60	40
Min FAR	0.60	0.35
Max FAR	None	None
Max Bldg Height	120	75/40



EXISTING STREET STANDARDS

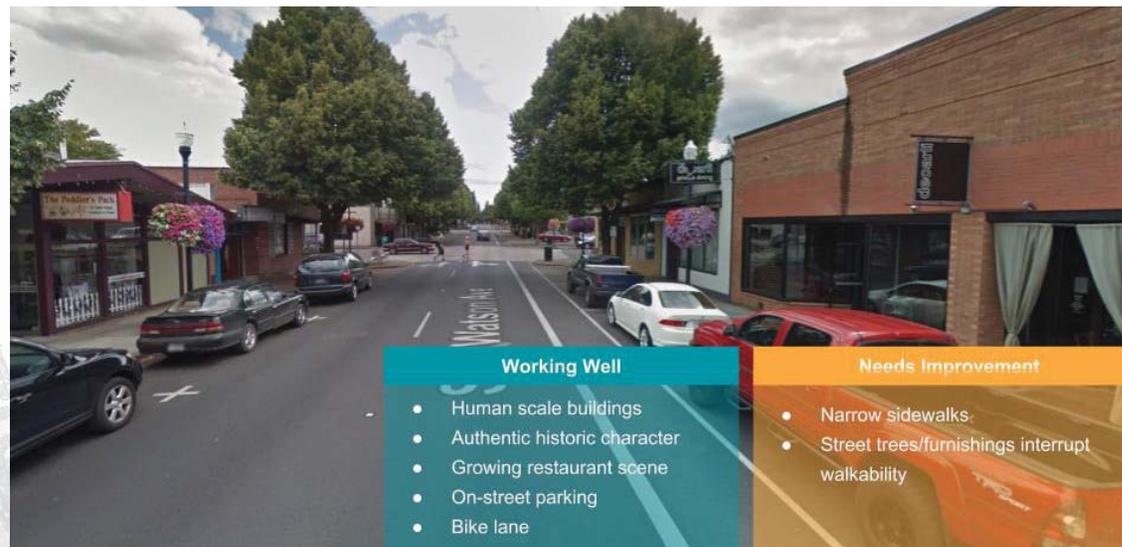


Source: Engineering Design Manual & Standard Drawings as adopted in 2007 by Ordinance 4417

Streets are a critical element of vibrant downtowns. They are the public space where people come together and linger. It is common for cities to devote most of their street space to cars. However, in truly vibrant downtown locations, more priority is given to pedestrians, bicycles, and transit.

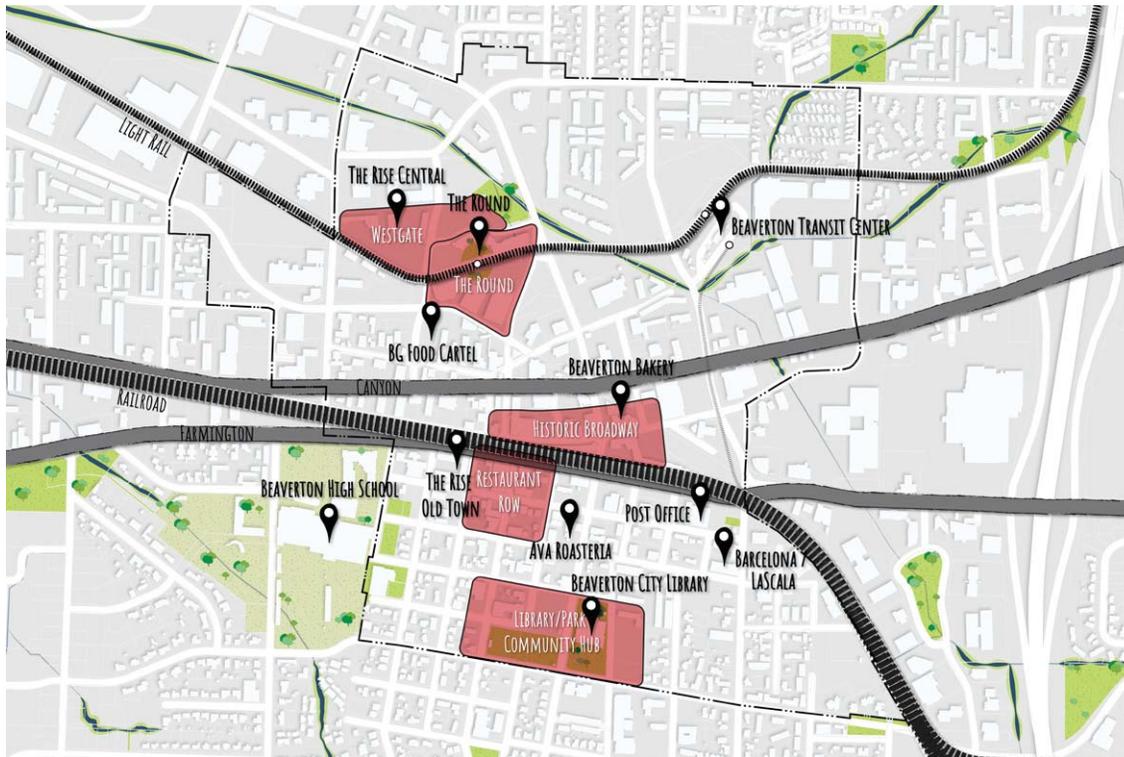
Beaverton's existing street standards are not aligned with the goal of a vibrant, pedestrian and bicycle friendly Downtown. Sidewalks are too narrow to accommodate groups of pedestrians, bike lanes are narrow and unprotected from both fast moving traffic and from the doors of parked cars, and wide travel lanes encourage drivers to drive at high speeds through Downtown streets to the detriment of pedestrians and local retail alike.

While built conditions vary, and are not always consistent with the standards, these same issues are visible on the ground in Downtown Beaverton today. The segment of Watson Street between Farmington Road and 1st Street (depicted left) is one of the more successful pedestrian areas in Downtown today, and still improvements could be made to the pedestrian and bicycle experience. For example, sidewalks are quite narrow and bike lanes remain unprotected from car doors, and vehicular travel lanes.



SW Watson Street looking south

OPPORTUNITIES & CONSTRAINTS

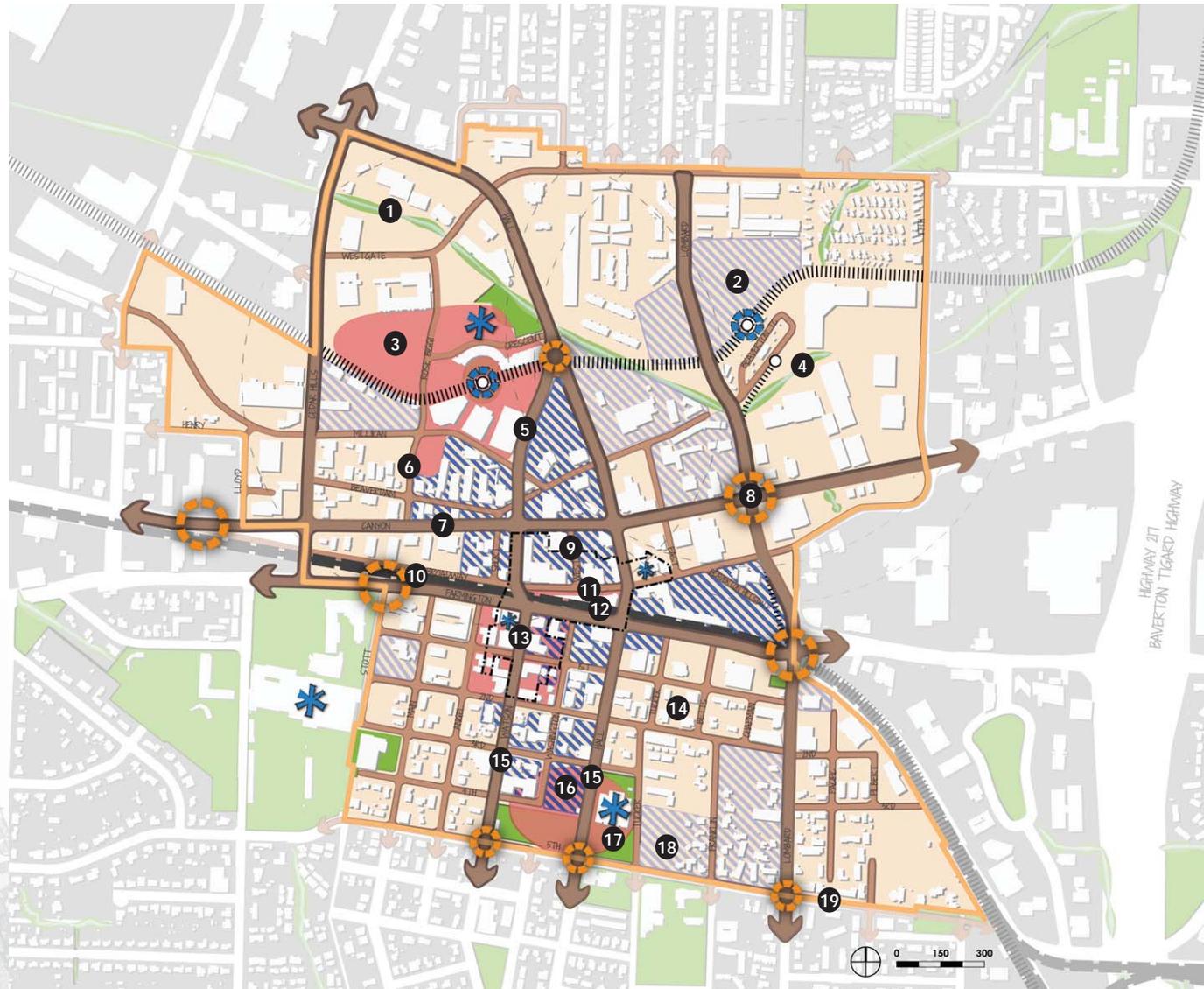


The map above illustrates the disconnected nature of activity areas (in red) and destinations (black labels) within Downtown Beaverton.

Summary

Downtown Beaverton has many successful pockets of activity, such as Broadway Street and the popular Library/City Park/Farmers Market, each offering unique experiences and characters. However, the disconnected and isolated nature of these activity areas leaves residents and visitors with limited ability to travel from one activity area to another. As demonstrated in the map to the left, the primary impediments to area connectivity are the physical, and even psychological, barriers created by the transportation infrastructure that divides Downtown, including Canyon Road, the heavy rail line, Farmington Road, and the MAX light rail Lines.

DOWNTOWN OPPORTUNITIES & CONSTRAINTS



- Downtown Beaverton
- Landmark
- Landmark that also act as Gateway
- Gateway
- Creek
- Park
- Major Street
- Street
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- WES Line On-Street
- Heavy Rail Line
- Building
- Priority Opportunity Site
- Opportunity Site
- Downtown Activity Area
- Downtown Historic District

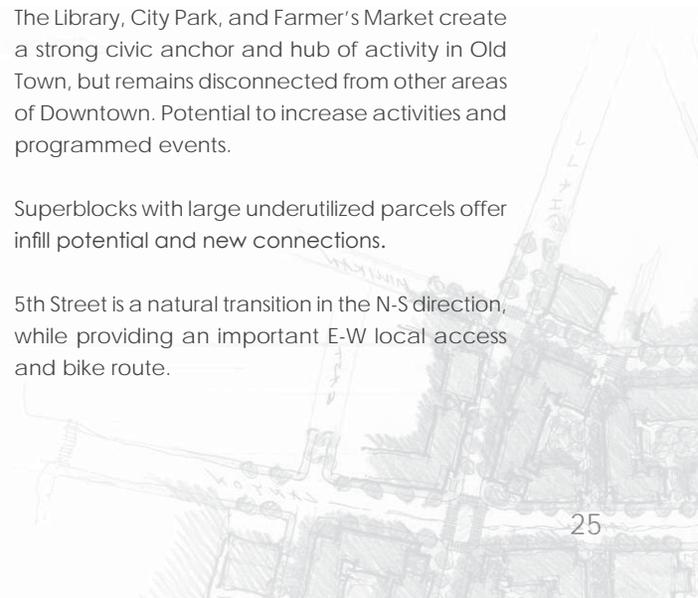
**For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.*

The history of Beaverton is still discernible in the composition of its Downtown today. Significantly influenced by early rail transportation, "Old Town" is identified south of Farmington Road by its small block structure, which provides the bones for a more pedestrian-friendly Downtown. The area north of Canyon Road, with large blocks and heavily influenced by vehicular transportation, has greater challenges to become an active pedestrian area, although pockets of activity are growing. Overall, Beaverton has opportunities not only through infill and redevelopment of key areas, but also through improvements to its streets and public spaces, to become a vibrant and multi-modal Downtown.

- 1 Creeks in Beaverton Central provide connections to natural/historical features, but are currently difficult to view and access.
- 2 Large parcels near the Beaverton Transit Center present opportunities for transit-oriented development.
- 3 New Westgate Redevelopment and Patricia Reser Center for the Arts could transform the area around Beaverton Central MAX Station into an arts and entertainment district.
- 4 Creek fragmentation is a reminder of piped underground stream corridors. This presents opportunities to daylight natural water systems when properties redevelop.

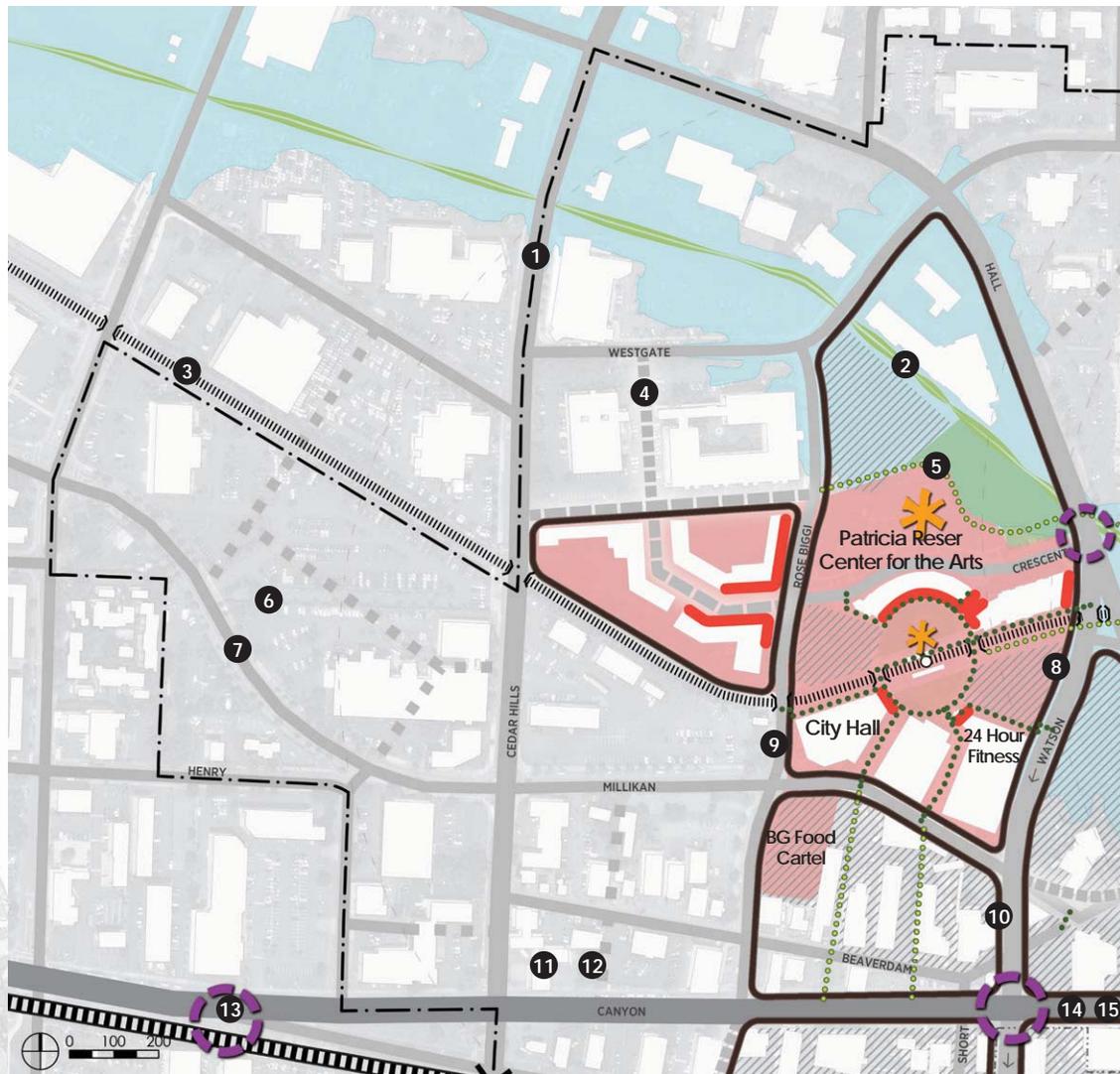
- 5 An irregular and sparse street network make navigation in Beaverton Central extremely challenging for cars and discourages walkability. The one-way Hall Boulevard/Watson Avenue couplet adds to this issue.
- 6 Rose Biggi Avenue is transforming into an active pedestrian street. This will be further reinforced with a pedestrian activated signal crossing Canyon Road in the future. Continuing to extend this connection into Old Town would provide a welcome additional Downtown N-S connection.
- 7 Canyon Road and Farmington Road provide regional connections, but present physical and psychological barriers to Downtown connectivity and coherence.
- 8 Arrival and departure points into and out of Downtown are numerous, but are nondescript with no sense of arrival into a Downtown core.
- 9 Auto-oriented businesses along arterials present a suburban character that challenges the notion of "downtown" in a more traditionally urban sense.
- 10 Heavy rail creates a sound constraint for residential and outdoor seating.
- 11 Broadway Street offers a segment of local retail/restaurants with outdoor seating and pedestrian improvements in the heart of historic Beaverton.
- 12 Backs of buildings including trash receptacles, loading materials, and mechanical systems face Farmington Road.

- 13 A number of existing and emerging restaurants along Watson Avenue will establish a new "Restaurant Row" in Old Town.
- 14 Small blocks and strong street grid, paired with historic buildings with street frontage, provide a strong framework for walkability in Old Town; missing buildings and surface parking lots challenge the pedestrian experience.
- 15 Hall Boulevard/Watson Avenue site furnishings, planters, signage, and pavers at intersections help establish a unique character for Old Town streets, but traffic volumes on this couplet remain high and fast, and sidewalks are too narrow for outdoor seating or significant pedestrian traffic.
- 16 On non-market days, the often underutilized parking lot detracts from the pedestrian experience Downtown.
- 17 The Library, City Park, and Farmer's Market create a strong civic anchor and hub of activity in Old Town, but remains disconnected from other areas of Downtown. Potential to increase activities and programmed events.
- 18 Superblocks with large underutilized parcels offer infill potential and new connections.
- 19 5th Street is a natural transition in the N-S direction, while providing an important E-W local access and bike route.



DEEP-DIVE AREA OPPORTUNITIES & CONSTRAINTS

NW Downtown (Hocken Avenue to Watson Avenue; Center Street to Canyon Road)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

**For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.*

The area to the north of Canyon Road and west of Watson Avenue has many growing areas of concentrated urban activity. Development around the regional light rail stop, Beaverton Central MAX Station, encourages public transit use and can be leveraged as a catalyst to promote greater activity in Downtown Beaverton. However, large blocks in this area present a challenge to creating a walkable neighborhood that is human scaled.

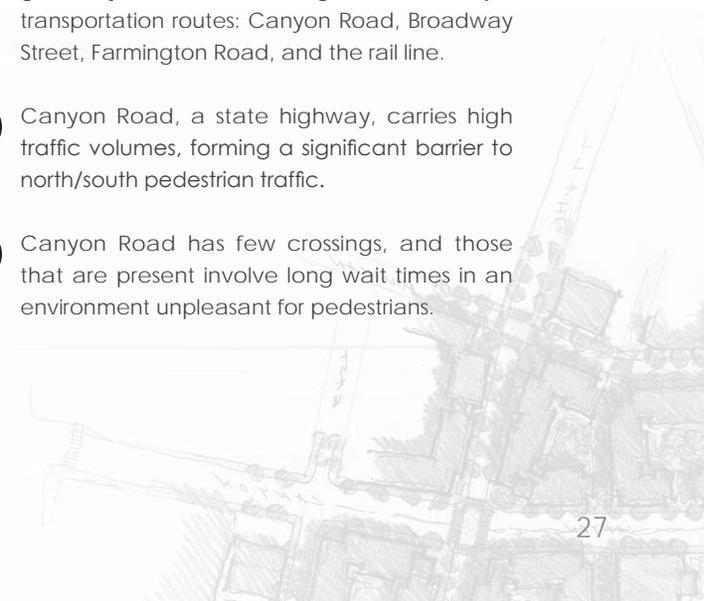
- 1 Cedar Hills Boulevard is currently nondescript, but has the potential to become a signature street and distinctive edge of Downtown.
- 2 Natural creeks are currently difficult to see and difficult to access, and in many locations are piped underground; restoration of these natural features offers the opportunity to highlight unique landmark features within Downtown.
- 3 The MAX tracks present a physical barrier for walking/bike connectivity.
- 4 Opportunity to formalize the existing parking lot aisle as a “complete street” to extend the street network.
- 5 Connectivity between the Round, Westgate and Patricia Reser Arts Center and the Transit Center is poor; new pedestrian paths have the opportunity

to link a central transit hub to this emerging center of activity.

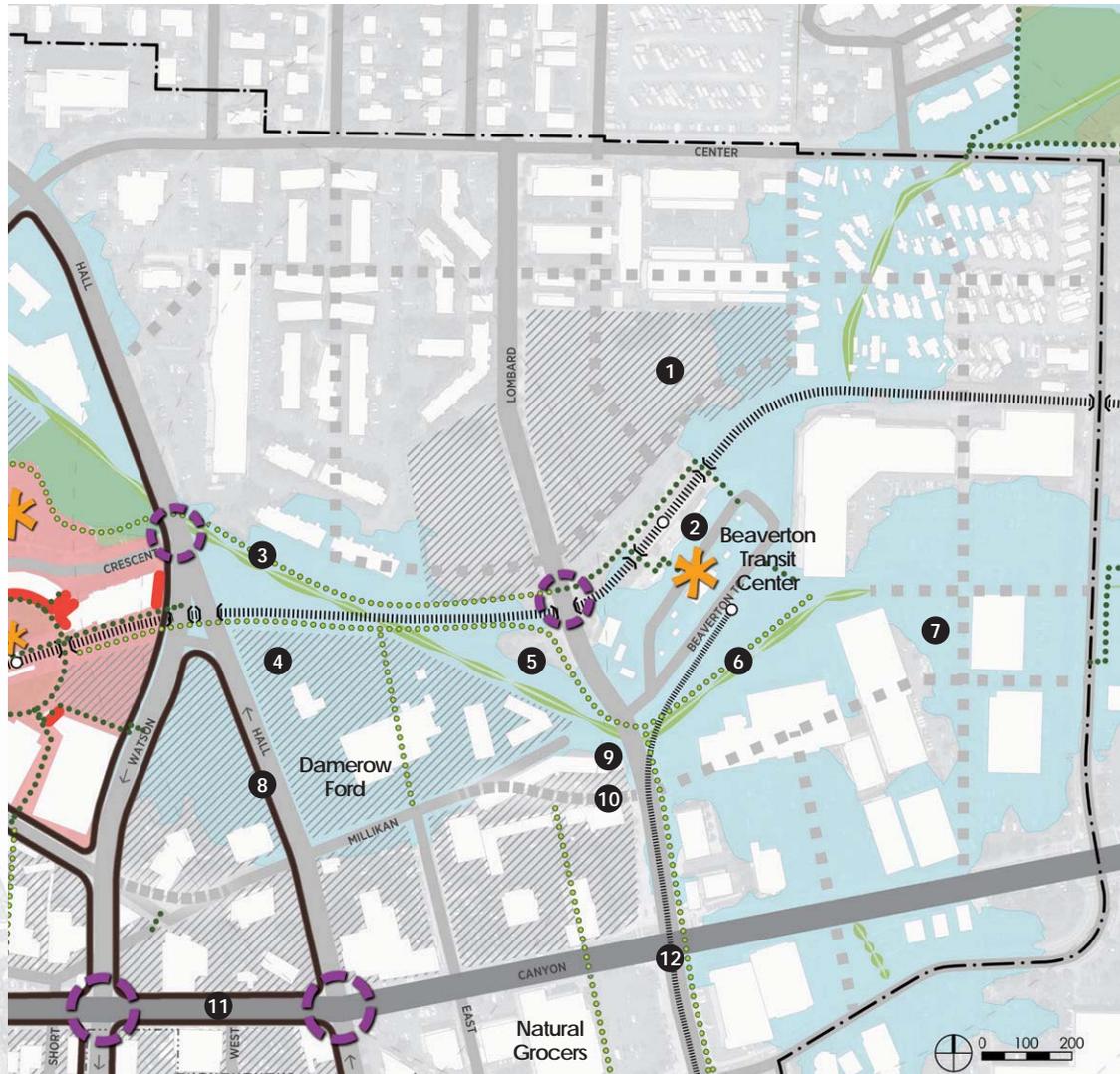
- 6 Significant surface parking lots hinder a pedestrian friendly experience.
- 7 Millikan Way has the potential to become a pedestrian- and bike-friendly streetscape to offer a strong E-W route alternative to Canyon Road and Farmington Boulevard.
- 8 **THE ROUND/ARTS OPPORTUNITY DISTRICT**
 - With the new Westgate development, and Patricia Reser Arts Center, adjacent to the Round, this area is emerging as a center of activity in Downtown, and has the potential to anchor a new and vibrant arts/entertainment district.
 - Buildings at the Round engage the central plaza, but do not engage surrounding streets; continued improvements to streets/paths, and improvements to the spaces between streets and buildings, will help reinforce this as a pedestrian friendly district, in support recent development and structured parking investments.
- 9 Reinforcing connections with active ground floor uses, particularly along major N-S connections, will establish pedestrian friendly connections to Broadway and Old Town.
- 10 **BEAVERDAM OPPORTUNITY DISTRICT**
 - Beaverdam has the opportunity to become a critical gateway and transition point between Beaverton Central and Broadway/Old Town due to its location.

- Existing scale of Beaverdam Road and slow speeds present opportunities for a pedestrian friendly environment, but it currently lacks sidewalks and other pedestrian amenities.
- Opportunities to extend pedestrian connections from the Round south to Canyon Road.

- 11 Development along Canyon Road is currently auto-oriented, presenting a significant challenge to walking and biking through this corridor.
- 12 Redevelopment with active street frontages (and removal/relocation of surface parking) along Canyon Road has the opportunity to establish a stronger connection to Broadway and Old Town, and a more visible presence for Downtown on a major regional route.
- 13 The west gateway to Downtown is difficult to see. There is an opportunity to create an enhanced gateway at the convergence of major transportation routes: Canyon Road, Broadway Street, Farmington Road, and the rail line.
- 14 Canyon Road, a state highway, carries high traffic volumes, forming a significant barrier to north/south pedestrian traffic.
- 15 Canyon Road has few crossings, and those that are present involve long wait times in an environment unpleasant for pedestrians.



NE Downtown (Watson Avenue to 117th Avenue; Center Street to Canyon Road)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

**For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.*

The area to the north of Canyon Road and east of Watson Avenue has several of the same challenges noted in NW Downtown, most notably the large existing block pattern that makes walkability difficult. Some of the key opportunities in this area include introducing mid-block connections and densifying development around the Beaverton Transit Center to support additional retail/services. Infill and redevelopment opportunities will also be an opportunity to reposition buildings to face streets, instead of parking lots, to encourage and enhance area walkability.

- 1 Development of infill sites adjacent to the Transit Center could provide retail/services that engage transit users, paired with transit supported housing.
- 2 Beaverton Transit Center is well utilized, but constrained as an activity area by the lack of adjacent retail/services.
- 3 Currently under construction, the Crescent trail will offer a needed pedestrian connection between Beaverton Transit Center and the Round.
- 4 Future redevelopment of surface parking lots presents the opportunity to introduce active building edges that engage the street.
- 5 Areas adjacent to the creek offer opportunities to create passive parks and recreation areas.

6 Restoration of the creek would provide a public amenity and restore a historic, natural landmark feature in Beaverton Central.

7 Existing large blocks present challenges to connectivity. Potential connections within these large blocks would establish a more predictable street system, and enhance walkability.

8 **MILLIKAN OPPORTUNITY DISTRICT**

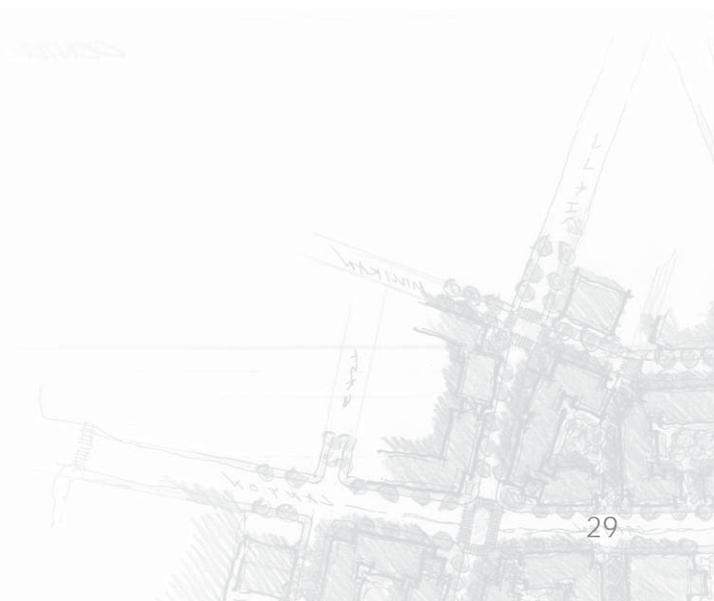
- Millikan currently consists of large, underutilized parcels and extensive surface parking lots.
- Encouraging redevelopment in this area with buildings that engage the street will create a critical, and highly visible, gateway connection between major districts in Downtown.
- Watson Avenue and Hall Boulevard have the potential to become key pedestrian/bicycle connections, but current traffic volumes/speeds make them more auto-oriented. Decoupling Watson Avenue and Hall Boulevard has the opportunity to slow traffic, improve overall connectivity, and support future ground floor retail/services. Redesign of these streets as “complete streets” would improve the experience of Watson Avenue/Hall Boulevard for all modes (pedestrians, bikes, and cars).
- Realign Millikan Way to increase visibility and better align with segments to the west of Watson Avenue and the east of Hall Boulevard.

9 High water table and floodplain present constraints to development adjacent to the creek.

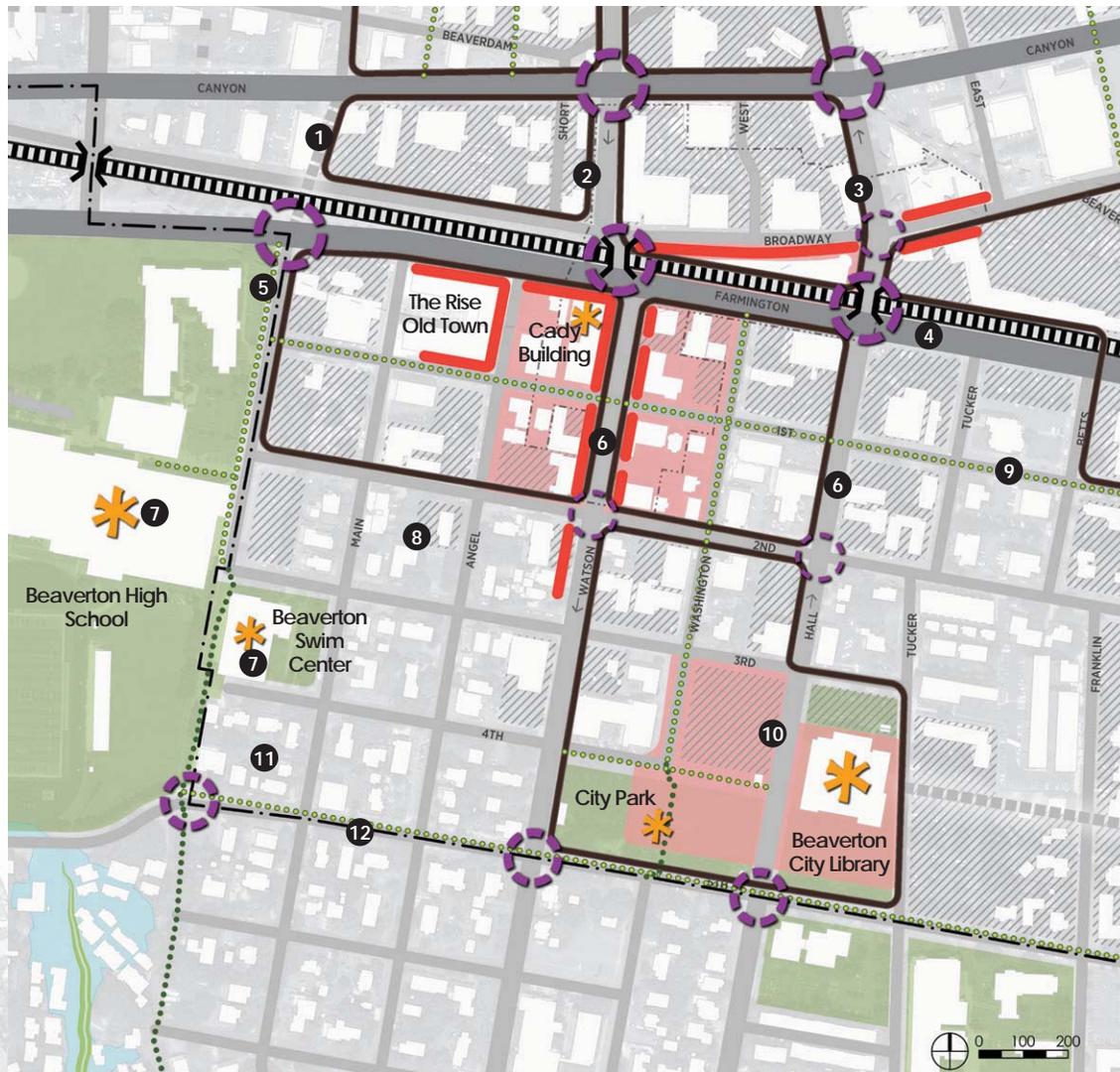
10 As one of the few existing east/west streets in Beaverton Central, Millikan Way has the opportunity to become a key connection, but it is constrained by its irregular pattern and its dead end before reaching Lombard Avenue. Relocating and extending Millikan Way would improve connectivity and ease of navigation.

11 Improving pedestrian crossings along Canyon Road will greatly increase walkability throughout Downtown.

12 Lombard Avenue forms the eastern edge of Downtown and a gateway for those approaching from the east. Currently, Lombard Avenue is lined primarily by low intensity uses and surface parking. Future redevelopment has the opportunity to establish this as a visible gateway and edge to Downtown.



SW Downtown (Stott Avenue to Betts Avenue; Canyon Road to 5th Street)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

**For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.*

The area to the south of Canyon Road and west of Betts Avenue is one of the oldest, most established areas of Downtown. Generally referred to as “Old Town,” the area south of Farmington Road, has several well-functioning active areas such as the City Park and Library. These small blocks are easy to navigate, but connections to other areas of Downtown remain challenging.

1 Connections between Beaverton Central and Old Town are limited. An additional connection along Rose Biggi Avenue would improve connectivity.

2 WEST BROADWAY OPPORTUNITY DISTRICT

- Existing development (low density with expansive surface parking) does not form a distinct gateway to Downtown. West Broadway has the opportunity to form a visible western gateway through redevelopment that actively engages the street.

3 EAST BROADWAY OPPORTUNITY DISTRICT

- The south side of Broadway Street in this area has a lively street presence and vibrant local businesses. The north side of this district has the opportunity to capitalize on this energy and form a hub of activity in the center of Downtown.
- The back alley between Broadway Street and Farmington Road has a unique character, with its mix of historic buildings and art murals.

4 Farmington Road (historically known as “Front Street”) is currently auto-oriented and carries a high volume of traffic, but has the potential to become a pleasant boulevard with wider sidewalks, large trees, etc.

5 Opportunity to provide an expanded pedestrian and bike path adjacent to the high school.

6 RESTAURANT ROW OPPORTUNITY DISTRICT

- The historic Cady building is a local landmark that engages the street, and has the opportunity to anchor this gateway district.
- Incorporating new infill development to create a consistent street frontage, paired with streetscape improvements to enhance walkability, will emphasize the entrance to Old Town and help brand this area of Downtown.
- With multiple local restaurants in this area, a unique historic character, and small walkable blocks, this area has the opportunity to become a vibrant restaurant row. Existing surface parking offers opportunity for infill development to help further activate this area.

7 The high school and swim center provide key destinations and landmarks on the west edge of Downtown.

8 Surface parking lots present opportunities to encourage infill redevelopment that fronts on, and engages with, the street.

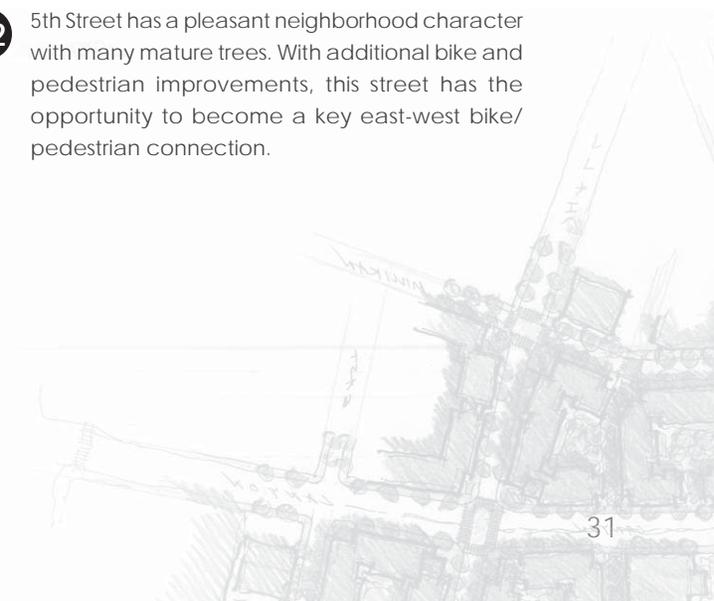
9 The continuity of 1st Street through Old Town, from the high school to Lombard Avenue, presents the opportunity to distinguish it as a key east-west connector.

10 LIBRARY OPPORTUNITY DISTRICT

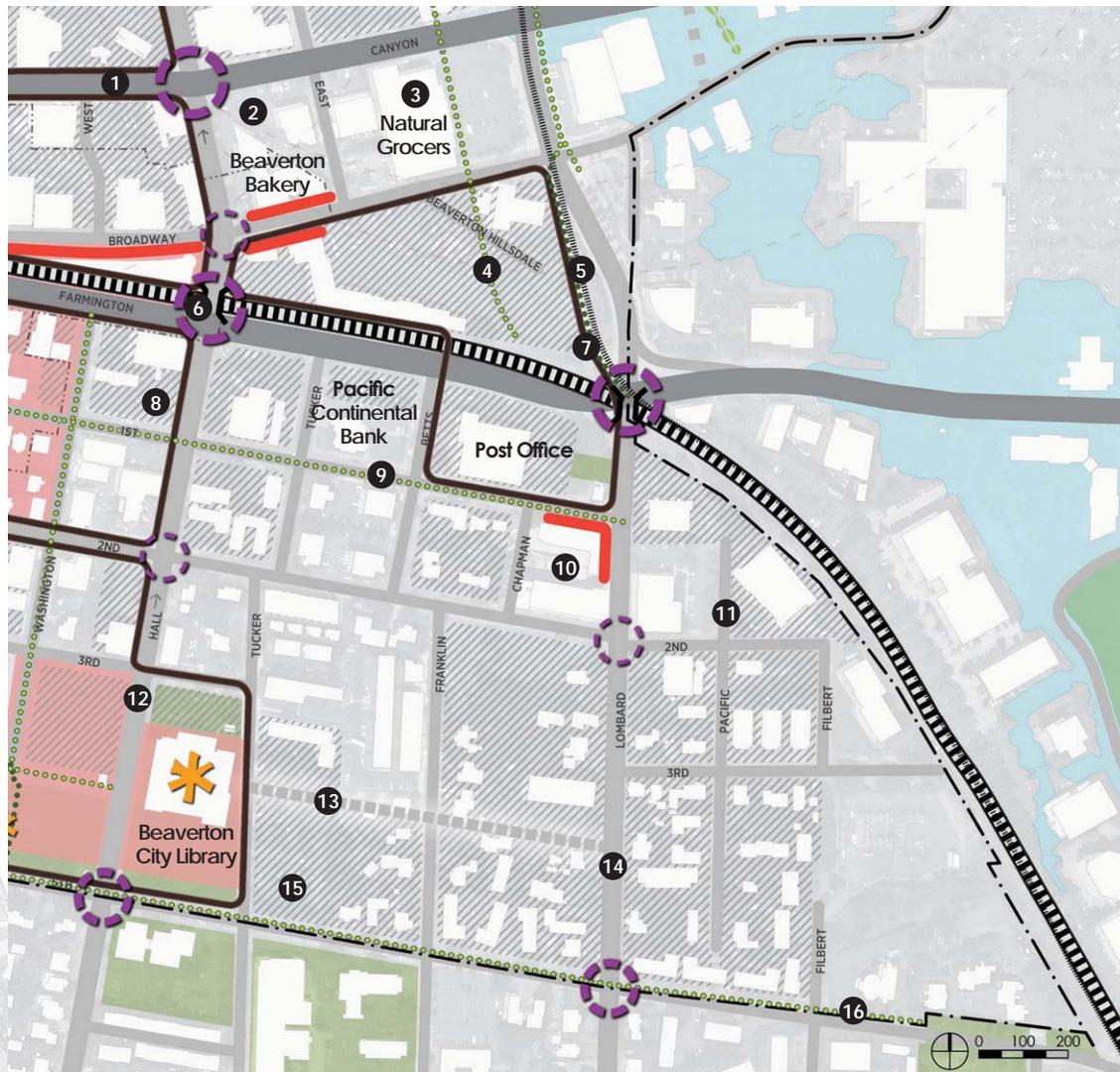
- Already one of the most active areas in Old Town, this area has the opportunity to capitalize on the energy around the Library, Park and Farmer’s Market year-round.
- Slow traffic speeds on Washington Avenue present an opportunity to make it a pedestrian/bicycle oriented local connection between Restaurant Row and the Library.
- Existing surface parking presents an opportunity for new development to further activate this civic anchor of Old Town.

11 Existing residential areas have an established character and many large mature trees.

12 5th Street has a pleasant neighborhood character with many mature trees. With additional bike and pedestrian improvements, this street has the opportunity to become a key east-west bike/ pedestrian connection.



SE Downtown (Watson Avenue to 117th Avenue; Center Street to Canyon Road)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

**For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.*

The area to the south of Canyon Road and east of Betts Avenue is anchored by Lombard and a direct connection to the Transit Center. While this area contains some new mixed-use developments that actively engage streets and encourage pedestrian activity, many existing developments are set back from the street and maintain large surface parking lots that detract from the walkability in Downtown.

- 1 Canyon Road, a state highway, carries high vehicle traffic volumes, forming a significant barrier to north/south pedestrian traffic.
- 2 An abundance of surface parking lots presents challenges to pedestrian connectivity. Shared district parking solutions could offer opportunities to reduce surface parking areas.
- 3 Important residential services in place today, such as the bakery and grocery store, are key assets and could be strengthened by improved pedestrian connections.
- 4 Large blocks present a constraint to walkability, but offer an opportunity to introduce mid-block pedestrian pathways to enhance connectivity.
- 5 The WES Line acts as a barrier, limiting vehicular access to adjacent parcels.

6 The rail line acts as a physical and psychological barrier to connectivity, with only four established crossing areas within Downtown. This presents a significant constraint to connectivity.

7 WEST BROADWAY/POST OFFICE OPPORTUNITY DISTRICT

- Existing buildings area set back from the street, and have expansive surface parking lots, creating an unpleasant environment for pedestrians.
- Lombard forms the eastern edge of Downtown, but currently looks nondescript. There is an opportunity to formalize the Lombard gateway, with potential redevelopment on both sides of Farmington Road.
- Large surface parking lots present opportunities for infill development.

8 Extensive surface parking areas, some fenced, present a challenge to walkability, but allows opportunities for significant infill.

9 The continuity of 1st Street presents the opportunity to distinguish it as a key east-west connector.

10 The Barcelona/LaScala present a strong example of mixed use development with active ground floors and a mix of affordable and market rate units.

11 East of Lombard, narrow streets and few sidewalks offer a poor pedestrian experience and present a challenge to connectivity. There are currently few direct east-west connections to Old Town, isolating this area.

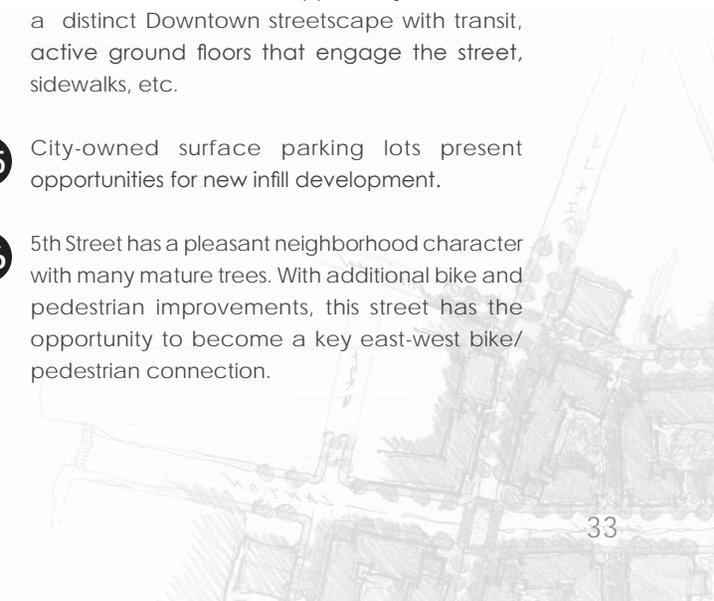
12 Existing buildings along Hall Boulevard are set back from the street, and have expansive surface parking lots, creating an unpleasant environment for pedestrians. Hall Boulevard has the opportunity to function as a key north-south connection for all modes. Existing surface lots present an opportunity for infill redevelopment that engages the street.

13 Large blocks present a challenge to walkability, but offer the opportunity to add new mid-block connections.

14 As the eastern edge of Old Town and Downtown, Lombard Avenue has the opportunity to become a distinct Downtown streetscape with transit, active ground floors that engage the street, sidewalks, etc.

15 City-owned surface parking lots present opportunities for new infill development.

16 5th Street has a pleasant neighborhood character with many mature trees. With additional bike and pedestrian improvements, this street has the opportunity to become a key east-west bike/pedestrian connection.



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The background is a detailed architectural sketch of a city grid, showing building footprints, streets, and trees. A large purple arrow-shaped overlay points to the right, containing the page title. The sketch includes handwritten labels for 'CANYON', 'BROADWAY', 'HISTORIC BROADWAY', 'FRONT AVENUE', 'PHILBROD AVENUE', 'FARMINGTON', and 'DOWNTOWN'. A scale bar at the bottom right indicates 100' and 200' units.

03 COMMUNITY ENGAGEMENT

ACTIVE LISTENING

37



Downtown Design PROJECT

Designing the future
of our city

BeavertonOregon.gov/down

ACTIVE LISTENING



City Staff and Project Team members listen and respond to questions from community members at an Open House event at the Beaverton City Library.



Attendees discuss and weigh options about the future organization and characteristics of areas in Downtown Beaverton.

The Downtown Design Project was conceived through the community's vision of a "vibrant Downtown" articulated in the 2010 Beaverton Community Vision Action Plan. This project has continued to engage and partner with the community to develop a *community-driven* Urban Design Framework for Downtown.

Engagement efforts by the Project Team and City Staff sought to create an environment that was inclusive and responsive to the interests and concerns of residents. At each event, attendees were encouraged to weigh in, offer input, and share their own insights. These comments directly informed the Urban Design Framework.

Throughout the various public engagement events, there were a few concerns consistently raised by community members. Many expressed frustration over the barriers created by Canyon Road, Farmington Road, and the heavy rail line, which hinder pedestrian connectivity and the ability to travel easily between Downtown destinations. A lack of urban open spaces and recreation areas was also a concern for many participants.



BIG IDEAS THAT EMERGED THROUGH PUBLIC ENGAGEMENT

- "Park once and walk": the idea of developing a robust, coherent, and connected pedestrian network where people opt to walk between destinations instead of drive
- Restore the area's natural creeks as a public amenity and landmark feature of Beaverton
- Integrate more open spaces and plazas into the fabric of Downtown
- Introduce a connection that links activity areas in Downtown
- Reinforce emerging activity areas such as Restaurant Row and Beaverton Central, which includes The Round, BG Food Cartel, and the Patricia Reser Center for the Arts

PUBLIC ENGAGEMENT EVENTS

PUBLIC FORUMS

- Open House #1 (Opportunities & Constraints)
- Open House #2 (Character Area Visioning)
- Open House #3 (Preliminary Framework Concepts)
- Open House #4 (Framework Alternatives)
- Open House #5 (Preferred Approach)

ADVISORY OR DECISION-MAKING BODY

- BCCI Meeting #1
- URAC
- Diversity Advisory Board
- City Council
- Planning Commission Meeting #1
- BURA
- Traffic Commission
- TAC Meeting #1
- VAC
- BCCI Meeting #2
- Beaverton Arts Commission
- Planning Commission Meeting #2
- THPRD Board of Directors
- Planning Commission Meeting #3
- Joint City Council/Planning Commission Work Session

STAKEHOLDER GROUPS

- Central Beaverton NAC Meeting #1
- Beaverton Downtown Association Meeting #1
- Developer Interviews
- Urban Design Academy
- Farmers Market Booth
- Beaverton High School Latino Family Night
- Central Beaverton NAC Meeting #2
- Central Beaverton NAC Meeting #3
- Beaverton Downtown Association Meeting #2
- Property Owner & Business Owner Summit

The following Urban Framework Plan builds on the thoughts, concerns, desires, and insights provided by community members and attempts to offer a strategic path toward a vibrant Downtown Beaverton.

A comprehensive list of engagement and outreach efforts can be seen on the left. Most notable were the Open House forums as these provided direct avenues for the Team to engage and collaborate with the members of the community. Detailed notes from public events are located in Appendix A1 at the end of this document.



Participants used precedent images to depict their vision(s) for the future.



04

URBAN DESIGN FRAMEWORK

PREFERRED FRAMEWORK OVERVIEW

40

URBAN DESIGN PRINCIPLES

43

CHARACTER AREAS

46

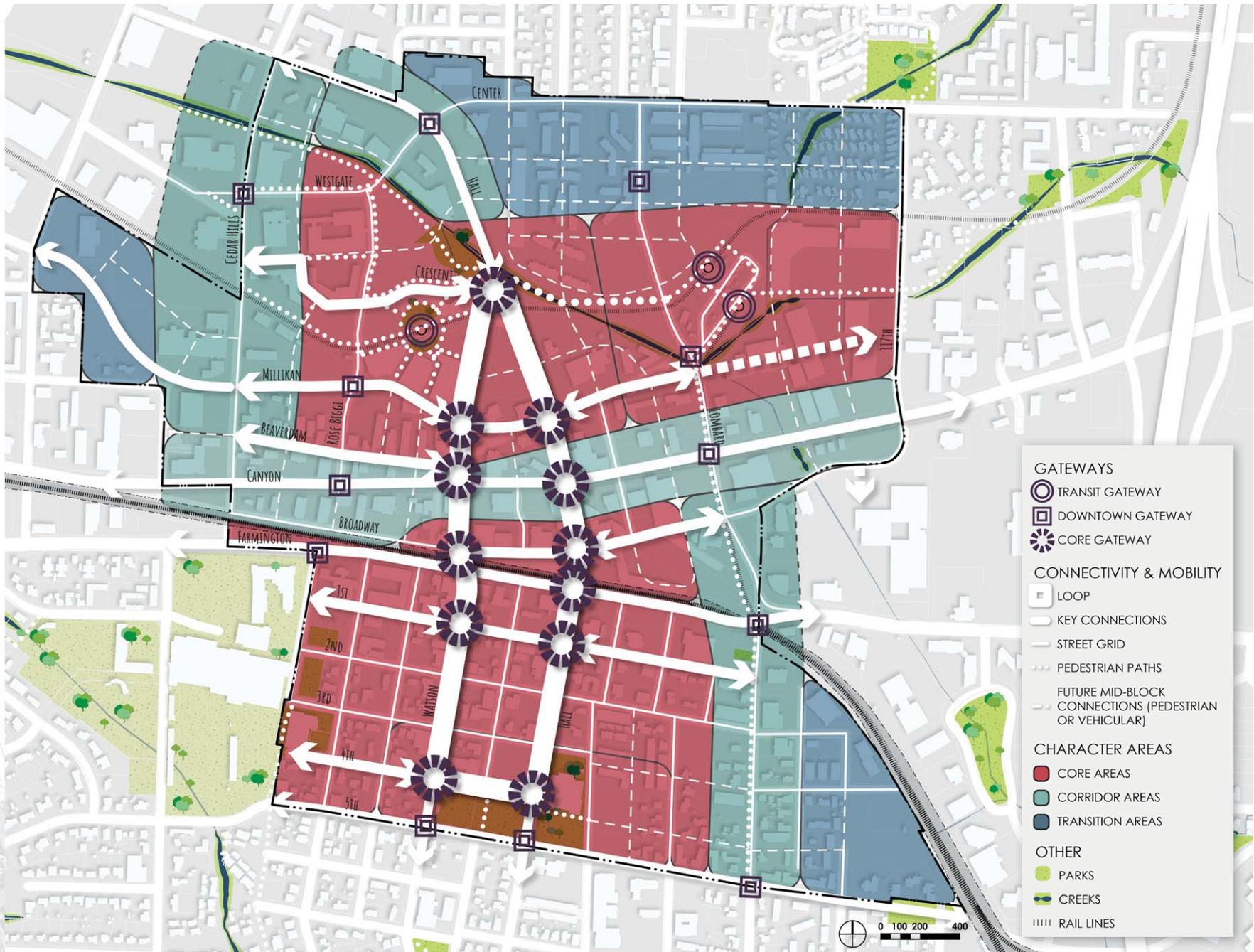
CONNECTIVITY & MOBILITY

54

PARKS & OPEN SPACE

65

- DOWNTOWN



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 - KEY CONNECTIONS
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 - PEDESTRIAN PATHS
 - - - FUTURE MID-BLOCK CONNECTIONS (PEDESTRIAN OR VEHICULAR)
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- CORE AREAS
 - CORRIDOR AREAS
 - TRANSITION AREAS
- OTHER**
- PARKS
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PREFERRED FRAMEWORK OVERVIEW

Intent of the Urban Design Framework

The following Urban Design Framework provides the high-level guidance and organizing structure to better define Downtown's centers of activity, establish strong connections north/south and east/west, and reinforce points of arrival and departure to and from Downtown. While the Urban Design Framework provides guidance to inform future implementation measures and the development code for Downtown, it is not intended to regulate development directly. Rather, it further articulates a vision for a "Vibrant Downtown" and identifies key components for moving forward. The Urban Design Framework is comprised of the following components:

Urban Design Principles

The Urban Design Principles build on the big picture vision for Downtown and act as a touchstone for future planning, implementation, and regulatory measures to be undertaken for Downtown.

Character Areas

This Framework provides the high-level guidance to better define existing centers of activity in Downtown by establishing a series of Character Areas. These Character Areas have emerged directly from existing centers of activity in Downtown, and articulate a vision for the character and experience of these areas as Downtown grows and evolves. Five distinct core areas are located at the center of the Downtown, each embodying a unique character, style, and scale of development. Four key corridors frame these core areas; roadways with their own distinct identity and characteristics. And three transition areas on Downtown's periphery function as a buffer between the Downtown core and surrounding neighborhoods.

Connectivity & Mobility

An enhanced connectivity network in Downtown Beaverton will not only improve the pedestrian and bicycle experience, but also help distinguish the identity of Downtown through distinct and easily recognizable streets. This Framework consists of a central organizing "Loop," an enhanced bike and pedestrian circulator, in the heart of Downtown, supported by a network of Key Connections and future mid-block paths to improve circulation within Downtown.

Gateways

To help reinforce and acknowledge the primary arrival and departure points to Downtown, this Framework identifies a series of gateways. As both public and private improvements occur throughout the Downtown area, these gateways present the opportunity to further identify Beaverton's Downtown, whether through signage or public art, distinct architecture, or landscape features.

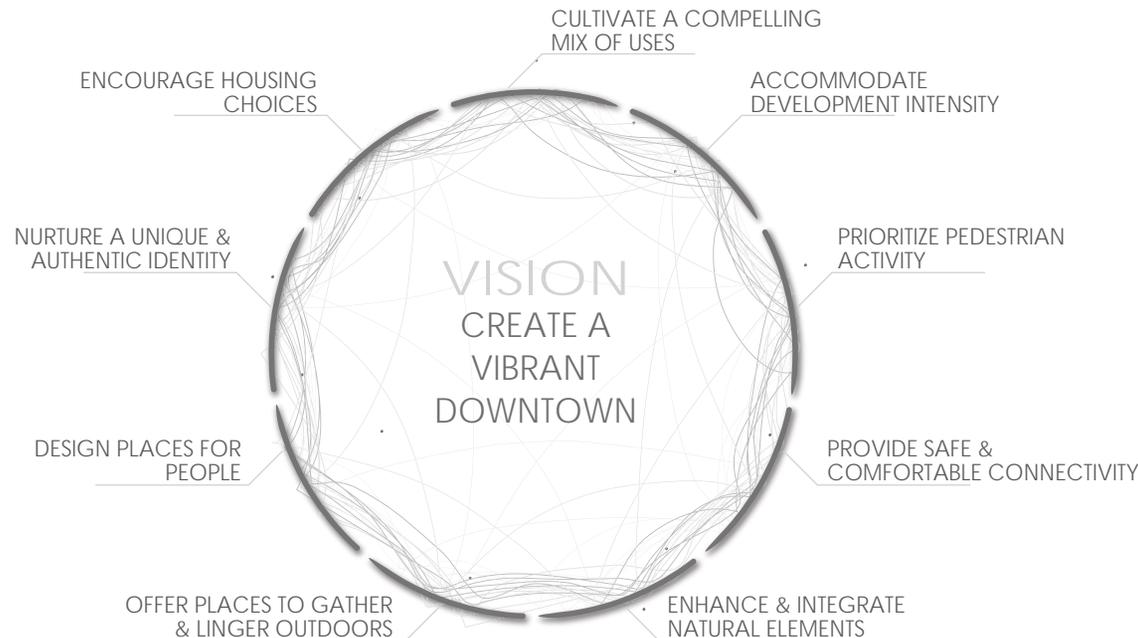




This rendering showcases Downtown Beaverton's proximity to other community destinations.

URBAN DESIGN PRINCIPLES

The principles for the Urban Design Framework Plan are intended to provide high-level guidance for redevelopment occurring in the future, and act as the touchstone for future Downtown planning and improvements. The principles are built on the big picture vision for Downtown Beaverton as articulated in the Community Vision Plan adopted in 2010.



"DOWNTOWN SERVES AS THE ECONOMIC, SOCIAL AND CULTURAL **HEART OF BEAVERTON**. A CLEARLY-DEFINED CITY CENTER HAS BEEN ESTABLISHED THROUGH A PHASED REDEVELOPMENT EFFORT INVOLVING PROPERTY OWNERS, BUSINESS PARTNERS AND THE BROADER COMMUNITY. WITHIN THE CITY CENTER, SEVERAL **UNIQUE MINI-DISTRICTS** PROVIDE DESTINATION RETAIL AND ENTERTAINMENT, BOUTIQUE BUSINESS OPPORTUNITIES AND A MIX OF COMMUNITY GATHERING PLACES. **EACH DISTRICT IS LINKED TO THE OTHER** THROUGH CONSISTENT DESIGN, STREET SIGNS AND ART; AND TO SURROUNDING RESIDENTIAL AREAS BY PROTECTED PATHWAYS, POCKET PARKS AND OPEN SPACES..."

- COMMUNITY VISION PLAN (2010)



DESIGN PLACES FOR PEOPLE

It is the details of design that create memorable and welcoming places for people to congregate and walk through. The ratio of building height to street width, the frequency of building entries that engage a street, and the visibility of activity on ground floors should all inform design in Downtown Beaverton.



PRIORITIZE PEDESTRIAN ACTIVITY

Streets buzzing with pedestrian activity are the hallmark of a vibrant downtown. Downtown Beaverton should strive for active streets that function as outdoor pedestrian gathering spaces as well as key destination connections.



ACCOMMODATE DEVELOPMENT INTENSITY

Downtowns thrive when there are high concentrations of people living, working, and gathering there. Focusing development intensity in strategic locations, while remaining sensitive to existing development, will create the concentration of activity necessary to activate Downtown Beaverton.



CULTIVATE A COMPELLING MIX OF USES

Vibrant downtowns accommodate a wide variety of uses in close proximity to each other, delivering a critical mass of energy. They have a healthy mix of use types, from places to work, play, live, and gather. Downtown Beaverton should promote a mix of uses to promote vibrancy.



PROVIDE SAFE & COMFORTABLE CONNECTIVITY

Pedestrian friendly downtowns allow for easy and safe movement regardless of travel mode. With strong transit already in place, reinforcing pedestrian and bicycle connectivity through Downtown should be a priority for Beaverton.



ENHANCE & INTEGRATE NATURAL ELEMENTS

Natural elements are one of the defining features that makes a place unique. One of Beaverton's most historically significant and unique features is currently one of its least prominent: the creek system. Enhancing the creeks, improving visibility and access, will help lend a unique identity to Downtown Beaverton.



OFFER PLACES TO GATHER & LINGER OUTDOORS

The downtown and heart of a city provides places to meet and be around concentrations of people. Providing welcoming places to gather and linger outdoors, whether it is through parks, small plazas, or even street seats, will help contribute to the vibrancy of Downtown Beaverton.



NURTURE A UNIQUE & AUTHENTIC IDENTITY

Memorable downtowns are those that are authentic to their culture. Beaverton is unique in its diversity, its natural and cultural history, and its location in the region. Downtown is comprised of multiple unique areas, each with their own identity. As Downtown grows, it is important to celebrate and enhance these characteristics in order to establish an overall sense of place that is uniquely Beaverton.



ENCOURAGE HOUSING CHOICES

Residential neighborhoods bring life and vitality to a downtown, as well as the concentration of people needed to support local businesses and amenities. Encouraging a variety of housing choices at a variety of price points will help bring that vitality to Downtown Beaverton, while also encouraging a more diverse resident base.



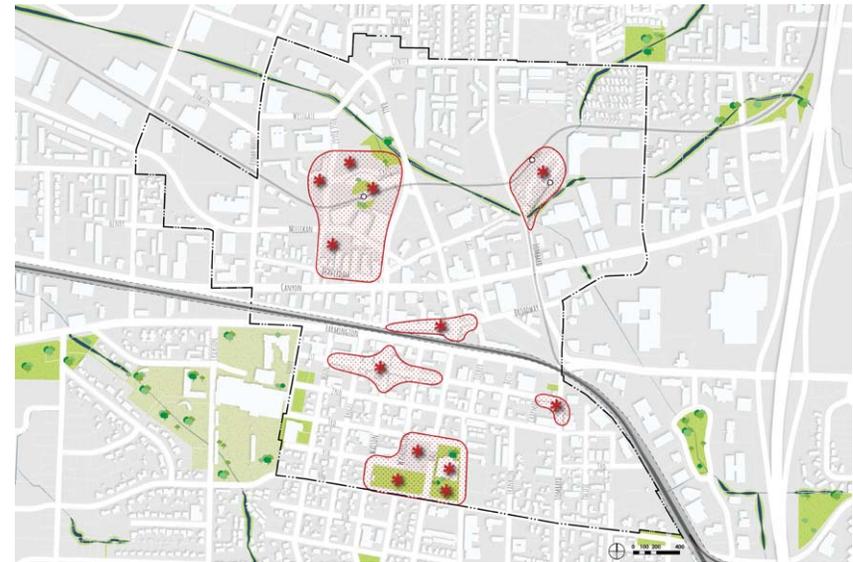
CHARACTER AREAS

*...One Downtown,
many experiences...*

While Downtown Beaverton today is functionally comprised of two zoning districts, Regional Center Old Town and Regional Center Transit Oriented, the impression of Downtown Beaverton is one of many varied experiences. The area surrounding the Round, contemporary and transit oriented, feels distinctly different from Broadway, a historic retail anchor, which differs even still from Old Town or the area surrounding the Library.

This Framework, building off of this mosaic of characters existing in Downtown today, establishes a series of different Character Areas. While they may inform future zoning, these are not intended as regulatory boundaries. Rather, these Character Areas articulate differences in characteristics, experiences, and identities. Core areas are central to the activity of Downtown, Corridors are the connective tissue more focused on movement to, from and between Downtown areas, and the Transition Areas serve as a buffer and transition to areas outside of Downtown.

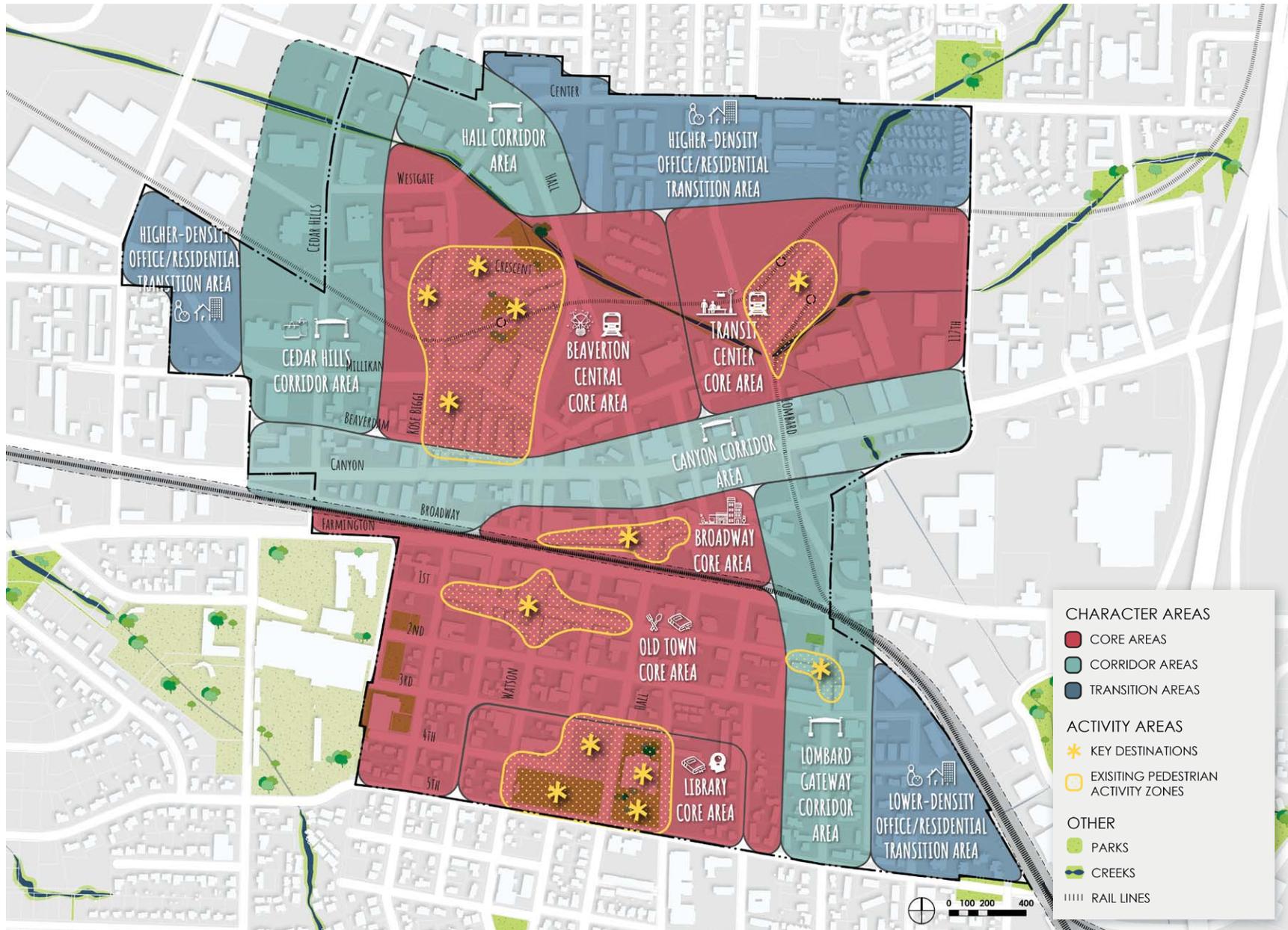
Core Character Areas: As growth and change come to Downtown Beaverton, these core areas (Beaverton Central, Transit Center, Broadway, Old Town, and the Library) will continue to serve as the key destinations or neighborhoods within Downtown, each with their own identity expressed through the uses, as well as the style and scale of development you find there. Transitions between some core areas may be subtle, or may be celebrated through signage and gateways.



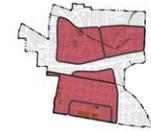
Existing activity centers directly informed the development of the Core Character Areas for Downtown.

The five core areas are framed by a series of key **Corridor Character Areas:** Cedar Hills, Hall, Canyon, and Lombard. These corridor areas constitute key connections in and out of Downtown, connections to other major destination centers within the City, such as Cedar Hills Shopping Center and Beaverton Town Square, and are recognized regionally as destinations in their own right.

Transition Character Areas further frame and define the Downtown Core, and offer buffers between Downtown and the surrounding residential areas.



CORE AREAS



The descriptions of the Character Areas that follow are intended to convey a high-level vision for each area of Downtown. The land uses and development intensities described for each area are illustrative in nature only, and will not directly regulate development. Future planning efforts, informed by these character area descriptions, will update the development regulations that will determine permitted land uses and development intensity.



BEAVERTON CENTRAL CORE AREA

Beaverton Central Core Area is envisioned as a **modern, mixed-use neighborhood and entertainment destination**. With civic and cultural anchors like the new Patricia Reser Center for the Arts, City Hall, and the BG Food Cartel, this core area is a key destination within Downtown. Organized around a major light rail stop, Beaverton Central is also a key point of arrival and departure for transit goes traveling to Downtown. And with a high intensity of residential, hospitality, and office (approximately 6-10 story development) anticipated in the future, it will be a bustling population center. Residents and visitors will be able take in a show, visit a local gallery, grab dinner or a drink at one of the area’s many restaurants or bars, or take a stroll along the enhanced Beaverton Creek trail.



TRANSIT CENTER CORE AREA

The Transit Center Core Area is envisioned as a **commuter crossroads for connectivity**. Located just over two miles from Nike’s World Headquarters or a 30-minute MAX ride from Downtown Portland, and with links to Silicon Forest and many outlying residential communities, the Transit Center area is extremely well connected locally and throughout the region. With opportunities for high intensity residential, office, and hospitality uses in the future, this area will also become a vibrant neighborhood in its own right. Residents and visitors will be able to grab a snack or a cup of coffee at one of the many food offerings around the Transit Center, or take a stroll along the enhanced Beaverton Creek trail. A short walk to Beaverton Central, down Lombard Avenue or along the Loop to Old Town, the Transit Center area will be highly connected to other Downtown amenities.



BROADWAY CORE AREA

The Broadway Core Area is envisioned as **the hidden gem in the middle of Downtown**. A short walk or ride along the Loop from Beaverton Central or from Old Town, Broadway is Beaverton's historic main street. Future infill along Broadway Street is anticipated as lower in intensity (approximately 2-4 stories) and complementary to the historic character of the street, with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries will be directly on the street. The area will be highly pedestrian in nature, and a desirable shopping/dining destination with outdoor seating.



OLD TOWN CORE AREA

The Old Town Core Area is envisioned as **a vibrant mix of old and new**. A patchwork of infill, adaptive reuse, and new development, all complementary to the existing historic character of the area, Old Town is anticipated at more modest development intensity (approximately 3-5 stories). The historic block structure lends itself to walkability, and with further improvements to pedestrian and bicycle infrastructure, this area will be highly pedestrian in nature, with active uses offering frequent and easily identifiable building entries engaging the sidewalks. Home to Restaurant Row, a mix of existing businesses, and well as future residential mixed-use, live/work, and a concentration of services and amenities, Old Town will become home to a lively neighborhood with historic flare. With the Loop at its center, Old Town will also have strong connections to the civic and cultural offerings in Beaverton Central and transit north of Canyon.



LIBRARY CORE AREA

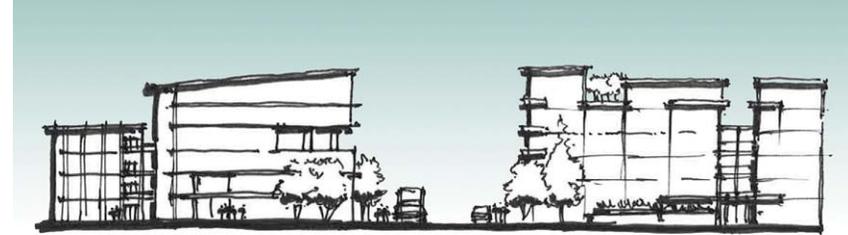
The Library Core Area already functions as **the living room for the community**, and is envisioned to continue in this role. The existing Park, Library, and Farmer's Market could be further reinforced with adjacent residential development that front on and help to frame the Park. Future development is anticipated to be complementary in scale with that of Old Town (approximately 3-5 stories). With the Loop running central to the Library Core Area, and directly in front of the Park and Library itself, this significant community asset will also be closely connected to the larger Downtown area and the amenities of Old Town, Broadway, and Beaverton Central.

CORRIDOR AREAS



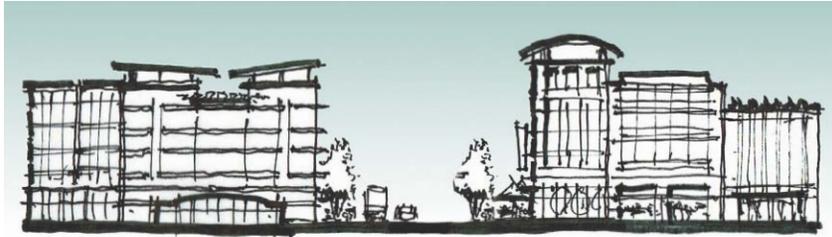
CEDAR HILLS CORRIDOR AREA

Downtown is located a short distance from other major destinations within the community to the west, such as Cedar Hills Crossing Shopping Center or Nike's World Headquarters. The Cedar Hills Corridor Area is **the connection to these other community hubs, and forms a key western gateway** and boundary for Downtown. Arrival to Downtown will be signaled through a transition to medium-scale development intensity (approximately 4-6 stories), and with a strong presence of activity and development fronting onto Cedar Hills Boulevard. Changes in development patterns along Cedar Hills Boulevard south of Hall Boulevard will start to signal to drivers that they are entering Downtown, and an increased focus on pedestrian and bicycle infrastructure in this area will reinforce multi-modal connectivity.



HALL CORRIDOR AREA

A northern gateway into Downtown, Hall Boulevard offers a connection to Cedar Hills Crossing Shopping Center, connections to Nike World Headquarters, and neighborhoods to the north directly into Beaverton Central and Transit Center Core Areas, as well as to an enhanced Beaverton Creek trail. Uses along this corridor are anticipated to include a mix of residential, office, and retail at a medium scale of development intensity (approximately 4-6 stories).



CANYON CORRIDOR AREA

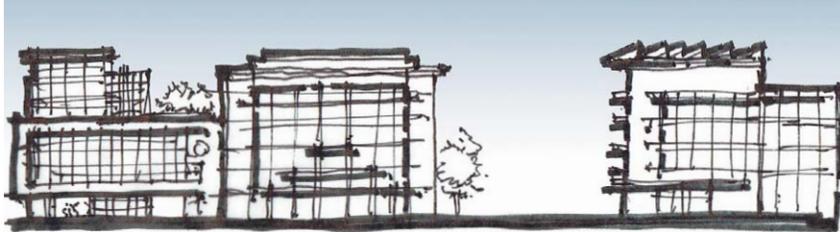
In addition to being a major regional connection east to west, Canyon Road is also **the seam between north and south Downtown**. In its current state, Canyon forms a barrier to connectivity. In the future, Canyon Road can function as a key linkage within Downtown. Intersection improvements along the Loop, as well as a shift in development patterns along Canyon over time, can transform the corridor into Canyon Road into a critical arrival point into Downtown, and integral transition moment north to south. As the buffer between the higher intensity Beaverton Central Area and the lower intensity Broadway Core Area, this area is anticipated as medium scale in its development intensity (approximately 4-6 stories) with uses desiring high visibility, such as hospitality and office. The character of Canyon Road may change along its length, with a high degree of pedestrian activity and desire for active frontages, focused around the intersections and between segments of the Loop. The stretches from Lombard Avenue to Hall Boulevard and Cedar Hills Boulevard to Watson Avenue may remain less pedestrian focused, but should still signal to cars, buses, and bikes alike that they are approaching a new place with a different mentality: Downtown Beaverton is a place for people.



LOMBARD GATEWAY CORRIDOR AREA

Signaling eastern and southern gateways into Downtown, Lombard Avenue forms **a key corridor with strong connections to the Transit Center** in the north. Close proximity also offers the opportunity for strong connections to Beaverton Town Square. With improvements to the pedestrian and bicycle infrastructure along this corridor in the future, Lombard Avenue should provide a short and pleasant walk to the Transit Center and the Beaverton Creek trail. Uses are anticipated to be largely residential, and at a medium scale of development intensity (approximately 4-6 stories), with active ground floors that front on Lombard Avenue. As Restaurant Row expands along 1st Street, Lombard Avenue could also offer an eastern anchor and gateway to Restaurant Row in Old Town.

TRANSITION AREAS



HIGHER-DENSITY OFFICE/RESIDENTIAL TRANSITION AREA

A **transition and buffer** between Downtown and the residential areas to the north of Downtown, this area would be comprised of medium scale residential and office uses (approximately 4-6 stories).



LOWER-DENSITY OFFICE/RESIDENTIAL TRANSITION AREA

A **transition and buffer** between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.

CONNECTIVITY & MOBILITY

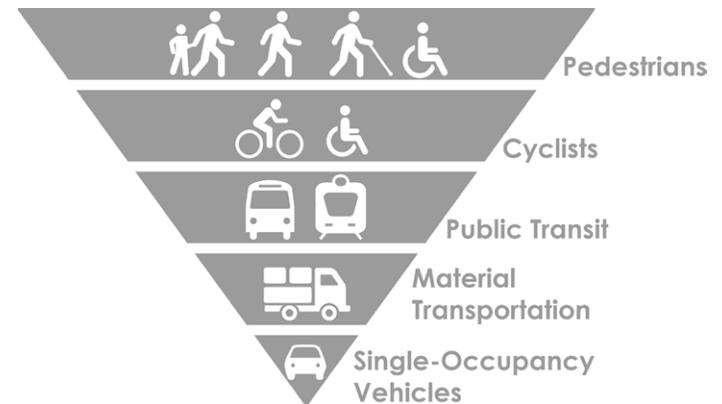
...Downtown streets should put people first...

Successful downtowns are easily identifiable, not just through their concentration of services and uses, but also through the definition, identity, and branding of their public spaces. Downtown Beaverton today lacks a singular feature that defines the core and “ties it all together.” Most streets in Downtown Beaverton are designed to move vehicles through Downtown, rather than encouraging people to stop, stay, and gather.

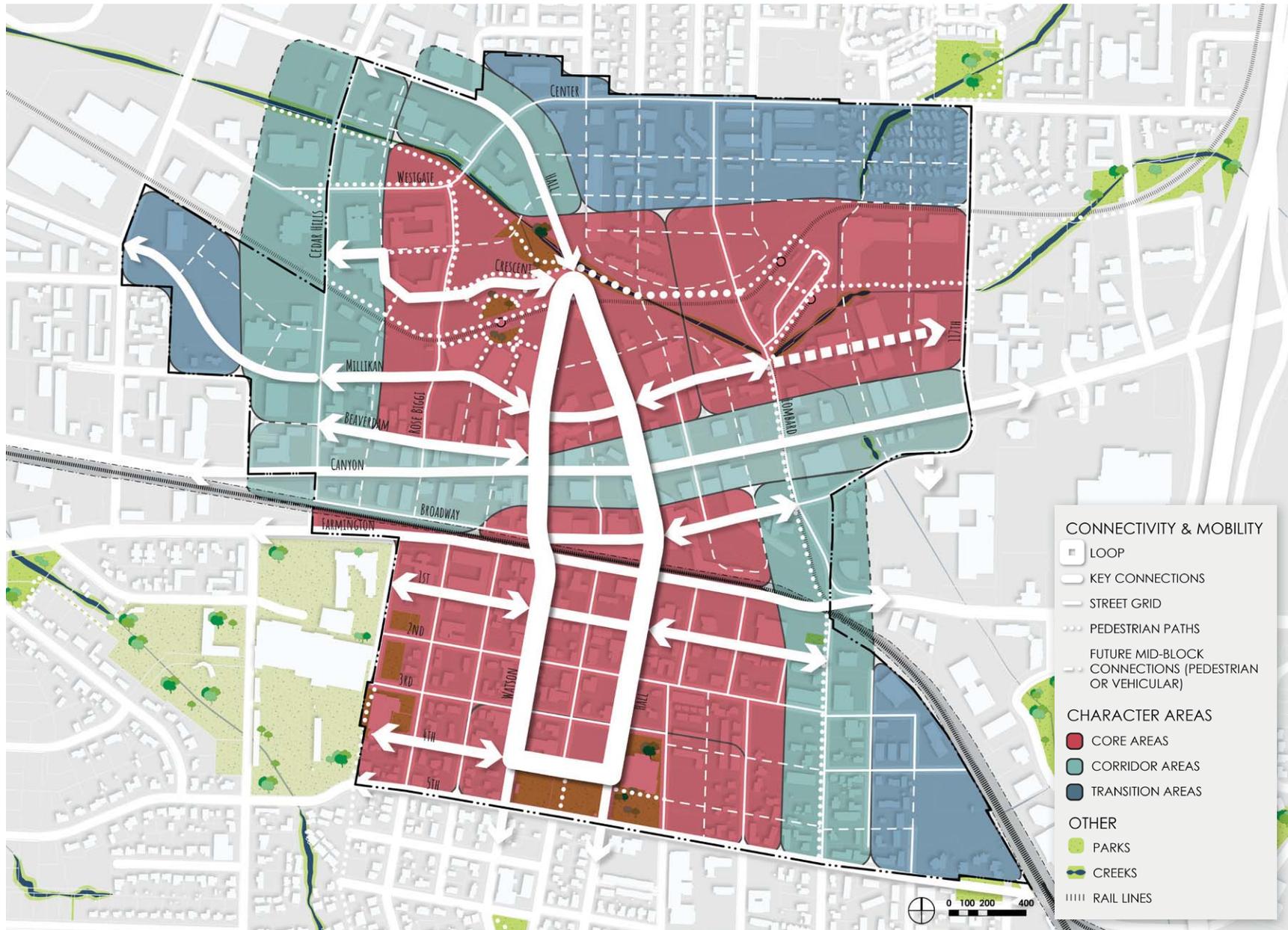
This Framework offers an organizing structure for Downtown streets that prioritizes people, provides a sense of destination to Downtown that is easily identifiable, and reinforces internal Downtown connectivity to promote a “park once and walk” model.

At the heart of the organizing structure is The Loop. The Loop will distinguish the core of Downtown through prominent bike and pedestrian enhancements, improved intersections and crossings, and a distinct palette of fixtures and materials that help to brand Downtown.

Acting as vital transit ways regionally and locally, key connector streets support the movement of people through and to destination areas. A supporting street network, made up of existing streets, trails, and mid-block connections, completes the Downtown street grid by reinforcing a system of walkable, bikeable blocks.



Vibrant, urban streetscapes prioritize pedestrian and other active travel options above vehicular transit modes. Designing streets intended for people first encourages safe connections, activity along streets, and greater investment in and by local businesses while still providing ways to move people into and through Downtown.



THE LOOP



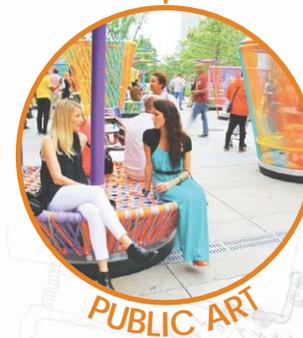
The Loop, the central feature of the Framework Plan, will connect the people and places of Downtown Beaverton in a new and attractive way. Today, Downtown is a collection of emerging activity areas (Beaverton Central, Historic Broadway, Restaurant Row, Beaverton City Library), separated by significant barriers such as the railroad, light rail corridor, and Highways 8 and 10 (Canyon Road and Farmington Road).

In the future, Downtown’s activity centers will be intentionally joined via a distinct bike and pedestrian Loop, to create one extended and unified Downtown Beaverton Core. The Loop will utilize existing streets and insert a common set of elements into the streetscape to create an instantly recognizable character that will aid wayfinding, establish a distinct identity, and prioritize pedestrian and bicycle access and safety. The physical location of The Loop will utilize the existing **Hall Boulevard/Watson Avenue** couplet, central to the Downtown core, terminating at Crescent Street at the northern end and along 4th Street at the southern end.



Similar Loop systems have proven successful in other communities. Many communities have experimented with the idea, with the Indianapolis Cultural Trail providing a high benchmark of success for other communities to emulate.

The Loop has the potential to become a recognized regional destination as well as promote a local sense of pride. As a core path without a beginning or an end, it is easily accessible from anywhere within Downtown. A cohesive palette of landscaping, signage, art, materials, and colors, will provide The Loop with an identity that is easily recognized. Most significant, The Loop will improve the experience of pedestrian and bicycle riders in key locations, focusing public investments where they can have the biggest impact on safety, walkability, branding, and legibility.



KEY CONNECTIONS

While the strength of The Loop is in its ability to connect Downtown destination areas and serve as a central organizing feature - a pathway easy to find and orient to - it will also be supported by a formalized network of Key Connections. The map on the right illustrates these Key Connections that will improve pedestrian accessibility to and from The Loop within Downtown, as well as to and from outlying areas. These streets can be organized into three categories:

- **Regional Connectors** act as a throughways to statewide destinations, such as the Willamette Valley Wine Country and the City of Portland. These streets function as state highways and are controlled by the Oregon Department of Transportation (ODOT).
- **City Connectors** provide strong links to destinations within the City of Beaverton, such as Cedar Hills Crossing and major area employers.
- **Local Connectors** realize important routes within Downtown and reinforce the idea of a strong interior network of streets between Cedar Hills Boulevard and Lombard Avenue. These local connectors have an opportunity to become special streets with unique character and amenities.

The potential for Local Connectors to become not just great streets, but active, energizing places in their own right can be achieved by offering superior pedestrian and multi-modal access to existing or emerging activity areas. Below are brief descriptions of the importance each of these local streets serve in the wider Downtown street grid.

Crescent Street will provide important connections between the Loop and important civic destinations such as the light rail stop, the Patricia Reser Center for the Arts, and Cedar Hills Boulevard.

Millikan Way will serve as the primary, low-traffic, pedestrian-friendly, east-west alternative to Canyon Road. It connects existing activity nodes such as the BG Food Cartel and the Transit Center.

Beaverdam Road is a narrow street with an eclectic mix of businesses, and despite its lack of sidewalks, it is preferred by many pedestrians over Canyon Road. Improvements to this street could transform Beaverdam Road into a festival street.

Broadway Street feels most like the historic Main Street of Downtown. The presence of several historic buildings, combined with key destinations and recent storefront improvements, make this street one of the more authentically vibrant places of Downtown. Continued street improvements could further reinforce its sense of place.

First Street is part of the historic town plat and recognized for its location at the heart of the emerging Restaurant District. Over time, First Street has the potential to become one of Old Town's most vibrant, pedestrian-oriented urban streets.

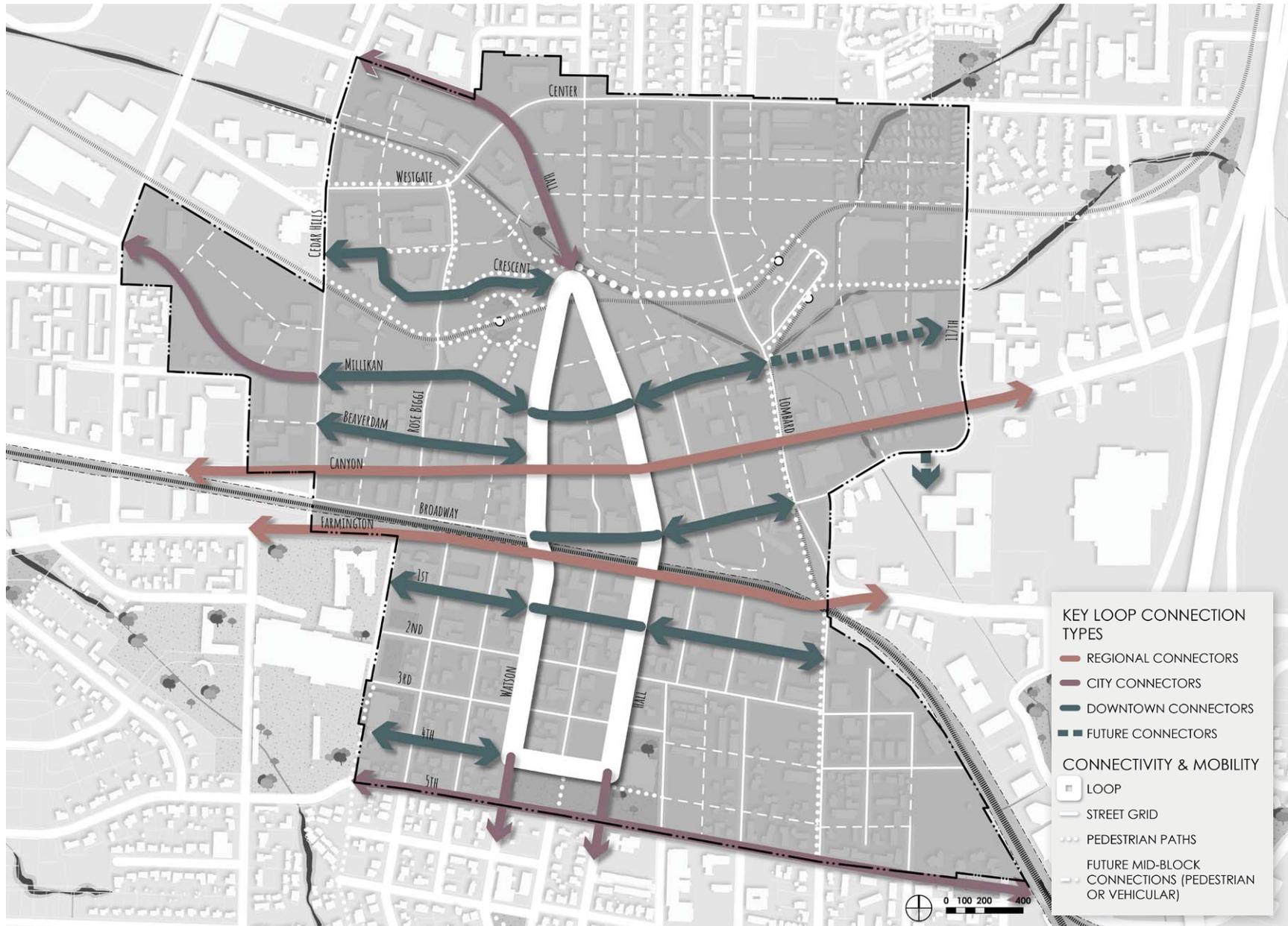
Fourth Street, like First Street, reinforces the formalization of a pedestrian-oriented network of streets within Old Town and provides connections between the Beaverton City Library and the local High School.



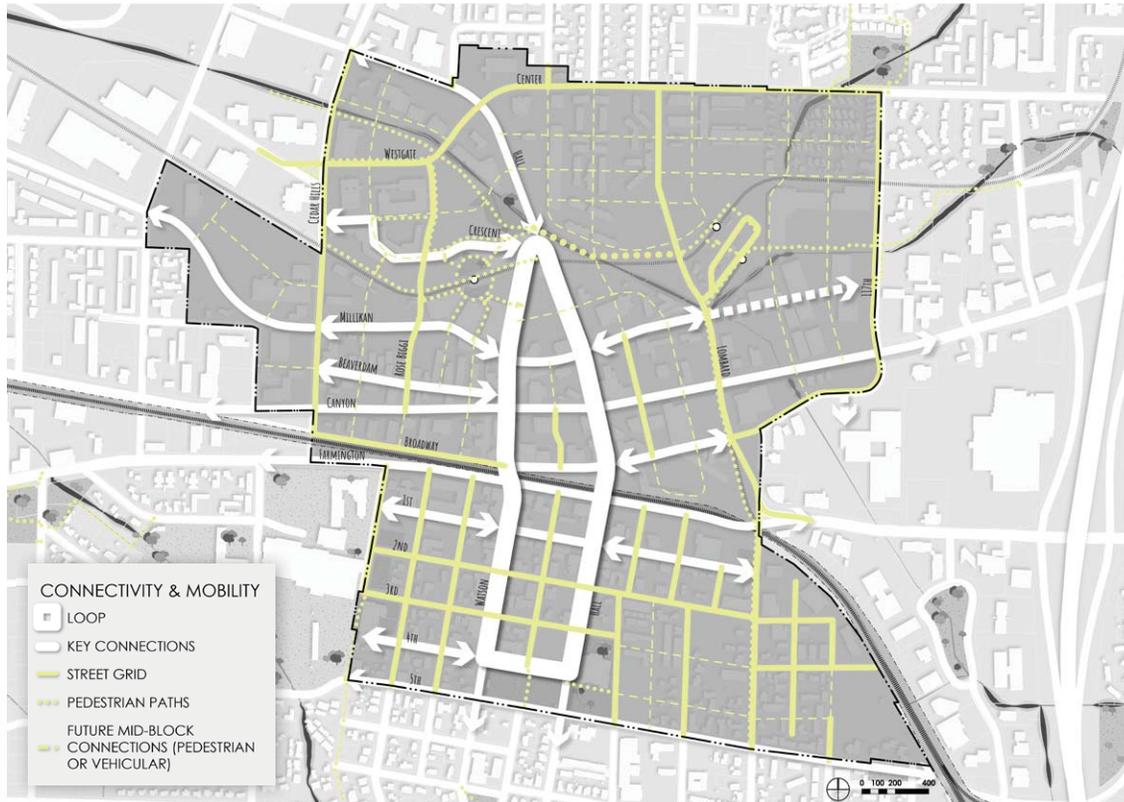
This separated bike path in Boulder, CO illustrates safe and comfortable bike/pedestrian facilities that reinforce connections to and within a centralized core.



Dense destination areas provide great opportunities for curbside, festival streets that allow free movement of pedestrians, bikes, and vehicles. These spaces can also be used as public plazas and event spaces.



SUPPORTING STREET NETWORK

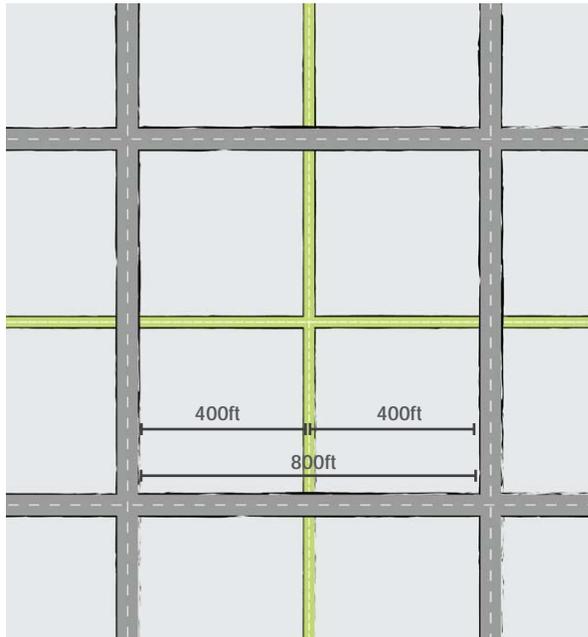


The supporting street network of Downtown Beaverton is comprised of an underlying street grid that accentuates and supports a complete, walkable Downtown. This network includes trails, existing streets, and possible mid-block connections, serving either pedestrian or multi-modal travel.

Breaking down existing superblocks will support a more inviting, walkable, and navigable block structure that is appealing to all users - pedestrians, cyclists, and drivers. Ultimately, this complete network of connectivity will foster a more active, urban Downtown.

Note: The future mid-block connections on the page are conceptual and require further study as well as the involvement of private property owners.

MID-BLOCK CONNECTIONS



Creating a network of connected, walkable blocks is a critical step in the creation of a vibrant Downtown. Smaller blocks reduce the perceived distance for pedestrians and cyclists, encouraging pedestrian and bicycle activity along streets and sidewalks. They also create more variety and options for moving through the area, establishing more opportunities for informal gathering.

Block size in Downtown Beaverton varies greatly today in the areas north and south of Farmington. While blocks in Old Town are roughly 200 feet and form a regular and walkable grid, blocks in the northern area of Downtown are as large as 1000 feet. A walkable urban model of blocks tend to average 200 feet by 200 feet at the smaller end to 400 feet by 400 feet at the larger end.

In order to achieve a more walkable block pattern in Downtown, it is recommended that a series of mid-block connections be established within larger blocks through either the addition of new public streets, or through publicly accessible pathways and alleys, as redevelopment occurs and/or where existing conditions allow the conversion of parking/drive aisle areas to pathways. Private streets may also be considered a means to support Downtown connectivity, depending on the site and its uses.



Mid-block alleys and pedestrian connections can become integral elements of placemaking for a downtown by providing unique spaces for outdoor seating, and places for people to meander and discover. Downtown San Mateo, CA (pictured left) has branded their mid-block connections with distinct gateways and lighting fixtures, contributing a unique character to these pedestrian pathways.



Through a public/private partnership, the Green Loop in Mountain View, CA, transformed an existing surface parking and drive aisle to a public pedestrian and bicycle path in order to break down large blocks before redevelopment in the area could occur.

GATEWAYS



One block north of Downtown Mountain View, CA's main street (top) roadways are wide and development is set back from the road. The gateway to main street (bottom) is signaled not by arches or signage, but by an easily identifiable change in the environment. Roadways narrow, crossings are frequent, outdoor seating is plentiful, and a series of shops and businesses open directly onto the streets.

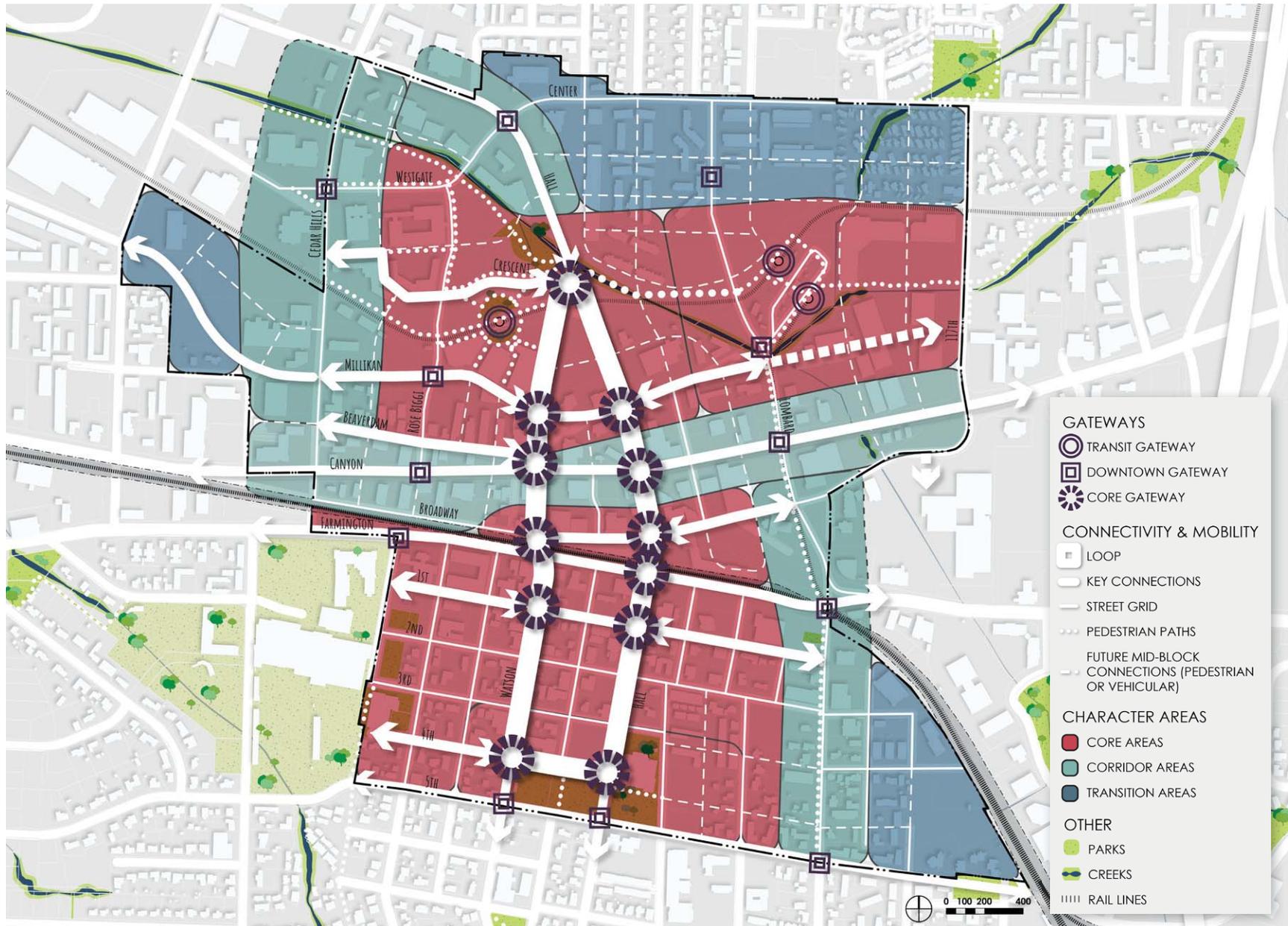
The recurring question: "Where is Downtown Beaverton?" can be answered through the strategic definition of Downtown arrival and departure points, or gateways. Marking the boundaries of Downtown along primary travel routes will, over time, result in a collectively shared mental map of the extent of Downtown. As the street network for Downtown becomes more pedestrian and bicycle oriented, these gateways will resonate for all modes.

While some of these transitions may be reinforced by signage or public art, the transition into the core of Downtown will largely be signaled by changes in building form - denser development with active uses and building entries that front on roadways - and in the public spaces between buildings (i.e., the streets). Once inside the boundaries of Downtown, visitors should expect an environment that caters to pedestrians, bicyclists, and group travel modes such as light rail. Motorized modes of transportation (i.e., cars) are welcome, but secondary to walkers, wheelchair users, and cyclists of all ages and capacities. This shift in priority will be further expressed in the design of Downtown streetscapes.

Arrival into the **larger Downtown area** should be announced by major entry points. These entries, occurring along Canyon Road, Farmington Road, Hall Boulevard, and Lombard Avenue, should signal to residents and visitors that they are entering Downtown proper, and a highly pedestrian environment. But the transition to that pedestrian environment should begin even before reaching those gateway points, sending signals to travelers that they are approaching a different atmosphere and place.

The map to the right illustrates **a focused Downtown** by emphasizing the physical center of the diagram, reinforced by gateways along the Loop. These may take the form of robust intersection improvements augmented by active uses with transparent ground floors fronting onto the Loop and onto those key intersections. The Loop may also provide an opportunity for additional branding and signage opportunities to further define the Downtown core.

Additionally, the Framework Plan recognizes that transit nodes are also gateways and very important sources of pedestrian energy. In response, it proposes to embed them in a high quality and well-connected pedestrian network, so the entirety of Downtown becomes easily and seamlessly accessible to the transit user. Instead of a second-class place that is all about departure, the experience becomes one of arrival and lingering in a first-class walkable destination: Welcome to Beaverton!



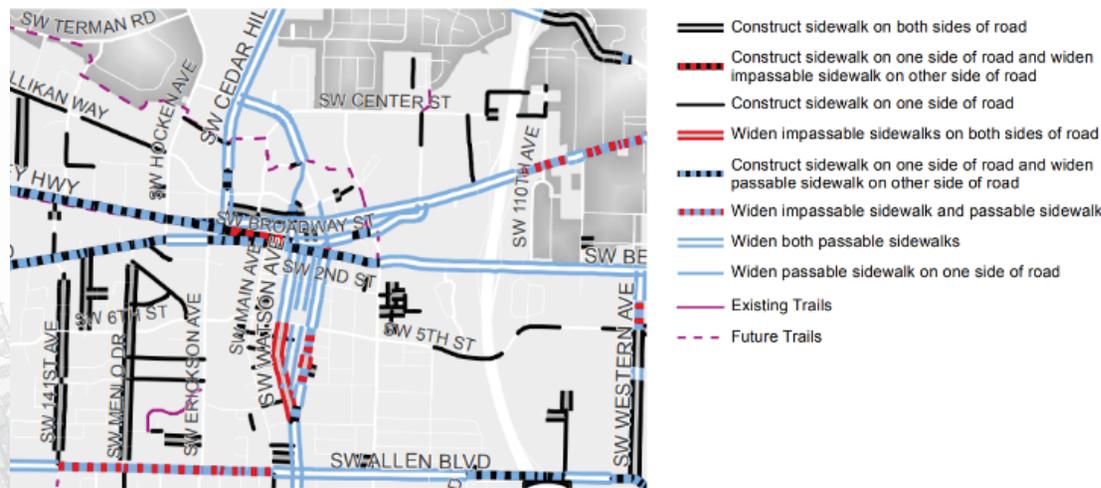
ALIGNMENT WITH ACTIVE TRANSPORTATION PLAN

PRIORITIZED BICYCLE NETWORK IMPROVEMENTS



The 2017 Active Transportation Plan identifies priority bicycle and pedestrian improvements along Hall Boulevard and Watson Avenue, consistent with the location of the Loop in this Urban Design Framework. The Active Transportation Plan also identifies the need for bicycle and pedestrian improvements along Canyon Road and Farmington Road to support east-west connectivity. These improvements will help support overall connectivity through Downtown; however, as part of this Framework, a series of additional primary (Millikan Way, Beaverdam Road, Broadway Street, and 1st Street) and secondary (Westgate Drive to Cedar Hills Boulevard and Broadway Street to Town Square Shopping Center) east-west connections have been identified as strong locations for internal Downtown connectivity and for creating an active pedestrian friendly Downtown core.

PRIORITIZED PEDESTRIAN NETWORK IMPROVEMENTS



PARKS & OPEN SPACE

...A connected network of new open space types is a community wish...

With limited parks and open spaces in Downtown Beaverton currently, this section explores options for different types of outdoor areas the Beaverton community may want to consider as Downtown continues to develop. These typologies are coordinated in partnership with the Tualatin Hills Park & Recreation District (THPRD) as they work to categorize open spaces in urban settings.

As identified over the course of this project, residents are supportive of increased urban open space throughout Downtown and show preference for a connected network of several small-to-medium park areas that together offer a mix of activities and programming, including concerts, outdoor eating areas, community gardens, etc.



Children's Play Areas

Children's play areas offer safe and encouraging environments for children and families to meet and recreate. They often encourage active play, discovery, learning, and are social in atmosphere. These spaces are usually accompanied by other amenities such as seating, restrooms, eating areas, etc.



Community Events & Festivals

Community events and festivals bring character and vibrancy to urban parks. They require medium-to-large open areas that accommodate groups of people, installations, and equipment. Ideally, these spaces offer opportunities for flexible configurations of hardscape and lawn to suit various needs/activities. Possible activities include public film screenings, craft shows, farmer's markets, and cultural events.



Dog Parks

Dogs parks serve as social hubs and bring energy to a park setting. They are designated areas where pets can run and play off-leash while being supervised by their owners. Dog parks typically include fencing, seating areas, water, shade, and waste disposal tools and containers. One of the benefits of dog parks is their ability to draw activity away from private landscaping, which can have costly impacts, and instead focus activity in unique community gathering spaces.



Gardens

Gardens integrate nature and people in urban settings. Garden types include habitat, botanical, healing/meditation and community. They range in maintenance intensity and purpose. For example, urban habitat-oriented gardens typically require occasional care, while educational botanical gardens, or healing and meditative gardens are more highly curated garden types. An example of a garden type with a range of maintenance includes community gardens, which allow groups and residents the ability to rent and care for individual garden plots.



Habitat / Natural Area

Habitat and natural areas are designed to protect or conserve significant natural features, including trees, rivers, and wildlife habitats. As a result, the size, shape, and service area of natural areas will vary depending on the intended functions and uses. In cities, these areas also offer great outdoor amenities for residents and visitors, by creating unique opportunities to engage with nature. Successful habitat/natural areas can be iconic destinations that integrate and celebrate local history.



Informal Seating / Casual Dining

Outdoor seating areas are a subtle but effective way to activate urban spaces, streets/corridors and small plazas. They are inherently pedestrian-oriented and offer places for visitors to rest, gather, and linger. Outdoor seating, in combination with retail and commercial businesses, can be particularly effective at increasing sales and promoting business.



Multi-Purpose Green

Multi-purpose green spaces create civic open areas that allow for flexible and/or multiple program types in one location. These lawn areas require minimal improvements and have potential to host many activities year round such as large community events, informal activities and sports, picnics and informal gatherings. Multi-Purpose Greens often require more maintenance depending on intensity and frequency of use.



Pop-up Parks

Underutilized drive aisles, streets, surface parking, and plaza spaces have the opportunity to become lively, temporary spaces through pop-up park installations. Using some paint, turf, and lawn furnishings, a dead zone within Downtown can be transformed into a vibrant public space nearly overnight.



Trails / Multi-Use Paths

Trails and multi-use paths in urban areas help cities integrate safe, non-motorized transportation, while also promoting increased integration of natural elements in the urban fabric. These spaces can be used to promote connectivity between destination areas as well as for exercise and community events.



Urban Recreation

Urban Recreation areas offer areas for specialized recreation for children and families. This can include skate parks, tennis/basketball courts, climbing walls etc. Like Children’s Play Areas, they often include seating areas, restrooms, and other park-like amenities.



Year-Round Protected Space

With an annual average rainfall of nearly forty inches, having covered spaces for outdoor activities will make the parks and open spaces in Downtown Beaverton more useable year-round. Covered play areas and multi-purpose recreation areas not only offer cover during the rainy season, but can also provide shade during the summer months.



05

OPPORTUNITY SITE STUDIES

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BEAVERDAM OPPORTUNITY SITE
 62,457 SF
 1.43 AC

1/4 BLOCK OPPORTUNITY SITE
 9,978 SF
 0.23 AC

1/2 BLOCK OPPORTUNITY SITE
 20,473 SF
 .47 AC

- PARKS
- CREEKS
- FEMA 100YR FLOODPLAIN
- RAIL LINES



STUDY OVERVIEW

This Urban Design Framework envisions a more urban style of development for Downtown Beaverton. In order to test the viability of urban development types in the Downtown environment - both how they fit on different typical site types, and how they perform economically - three sites were selected throughout Downtown. Test fit design concepts were then developed to understand how each site could accommodate a range of development types and their corresponding parking, and pro formas were generated to assess their economic viability.

The findings generated by these opportunity site studies will inform future updates to the Development Code for Downtown, as well as potential policies and subsidies undertaken by the City in order to achieve the type of development desired for Downtown Beaverton.

The primary tasks for these studies were as follows:

- Identify three sites that typify the development challenges in Downtown
- Generate high-level development concepts to test the development feasibility
- Provide a pro forma for each site concept to estimate costs/revenues for the development concepts.

Overview of Sites Studied

For the purposes of this study, it was important to assess locations in each of the two zones that comprise Downtown (Regional Center Transit Oriented and Regional Center Old Town), as well as to examine a variety of parcel sizes in order to assess the challenges inherent to development at different scales. As pictured left, two of the sites selected are located in Old Town, within the Regional Center Old Town zone; one is a quarter-block site and the other is a half-block site. The third site selected is a larger parcel area, more equivalent to a full-block site area, located in Beaverton Central, within the Regional Center - Transit Oriented zone.

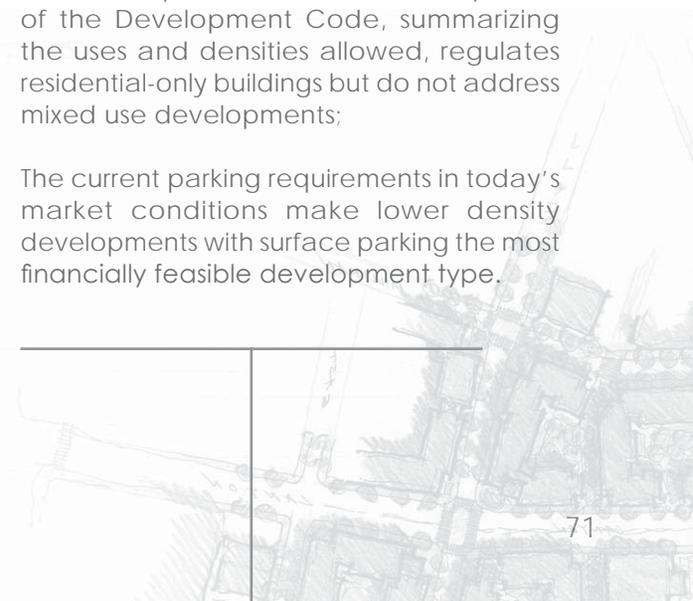
SUMMARY OF DESIGN CONCEPT FINDINGS

Particularly for the smaller sites, it is challenging to fit the amount of parking currently required for a denser, urban style of development (4-6 stories).

Height restrictions were not the limiting factor for development potential; on-site parking is the limiting factor based on what can reasonably fit within the site area.

The current Development Code allows for low-density development and surface parking, while not providing guidance/regulations applicable to more urban style developments:

- Minimum Floor Area Ratios of 0.6 in the RC-TO and 0.35 in the RC-OT zones are low for a Downtown area;
- The Development Standards in Chapter 20 of the Development Code, summarizing the uses and densities allowed, regulates residential-only buildings but do not address mixed use developments;
- The current parking requirements in today's market conditions make lower density developments with surface parking the most financially feasible development type.



CONCEPT DESIGNS



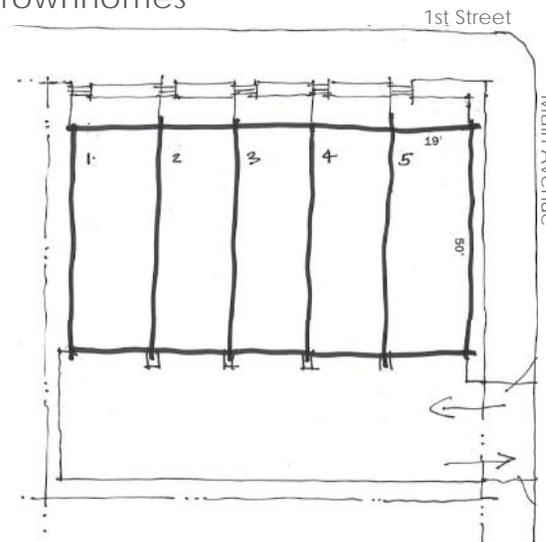
*1/4 BLOCK OPPORTUNITY SITE
 (9,978 SF/0.23 Acres)
 Zoning - RC-OT (Old-Town)
 Min/Max Dwelling Units - 12/40 per acre
 for residential only project
 Min FAR (no max) - 0.35 FAR
 Max Height Limit - 40ft
 Parking Ratio Req. - 0.75/DU
 Parking District - 1*

1/4 BLOCK SITE: OLD TOWN

The quarter-block site selected for this study is located at the intersection of 1st Street and Main Street in the Old Town District, currently within the Regional Center Old Town zone. The maximum height allowed is 40', and while there are set maximums and minimums for dwelling units per acre for residential-only projects, no density regulations exist for mixed-use developments. The parking required is 0.75 stalls/dwelling unit for residential uses, with no parking requirements for office, retail, or restaurant uses.

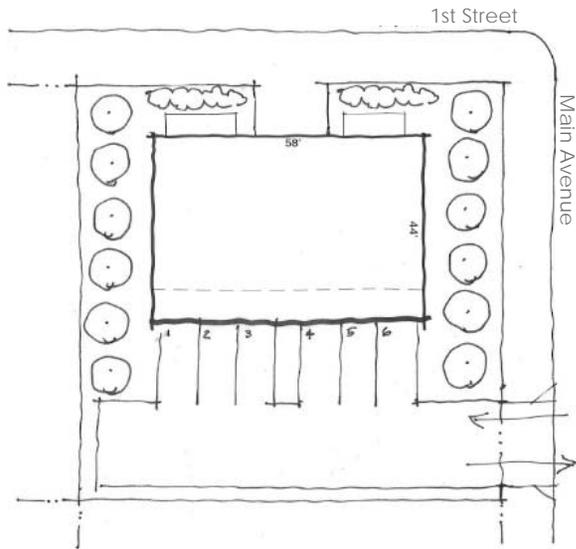
Located along 1st Street, one of the Key Connectors identified in this Framework, all development concepts oriented entrances/ground floor uses toward 1st Street, with parking accessed from Main Street. Due to the small size of the site, this study looked at an array of potential development types ranging from townhomes to six-story apartments. The townhome and six-plex development types were able to meet or exceed the required parking on site. Higher intensity developments such as a four or six-story apartment building were studied to evaluate denser options; however, they were not able to provide the required parking on-site. As found in this study, increasing allowed height limits alone will not make redevelopment possible for higher intensity developments. These projects will require creative parking solutions, such as district, shared, or reduced parking, bike parking, etc.

Townhomes



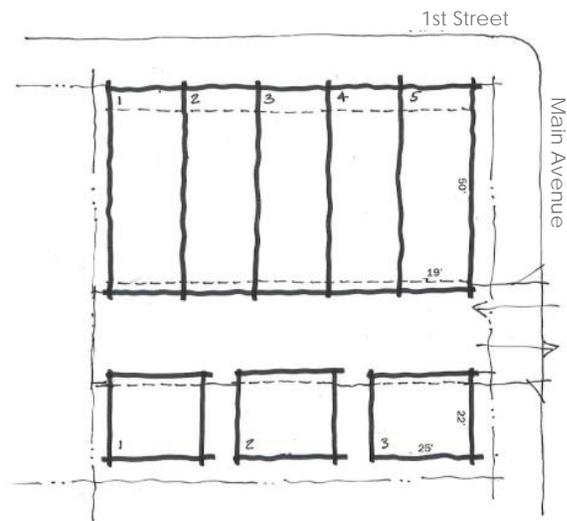
*Development Type: Sixplex, 3 Story
 Units: 6
 Parking On-Site: 6
 Parking Ratio: **1/DU***
 Unit Type(s): 1BR w/den - 2BR
 SF/Unit: 1000 SF-1,200 SF
 Total SF: 7,300 SF
 Exceeds parking ratio requirement.

Six-plex with Garages

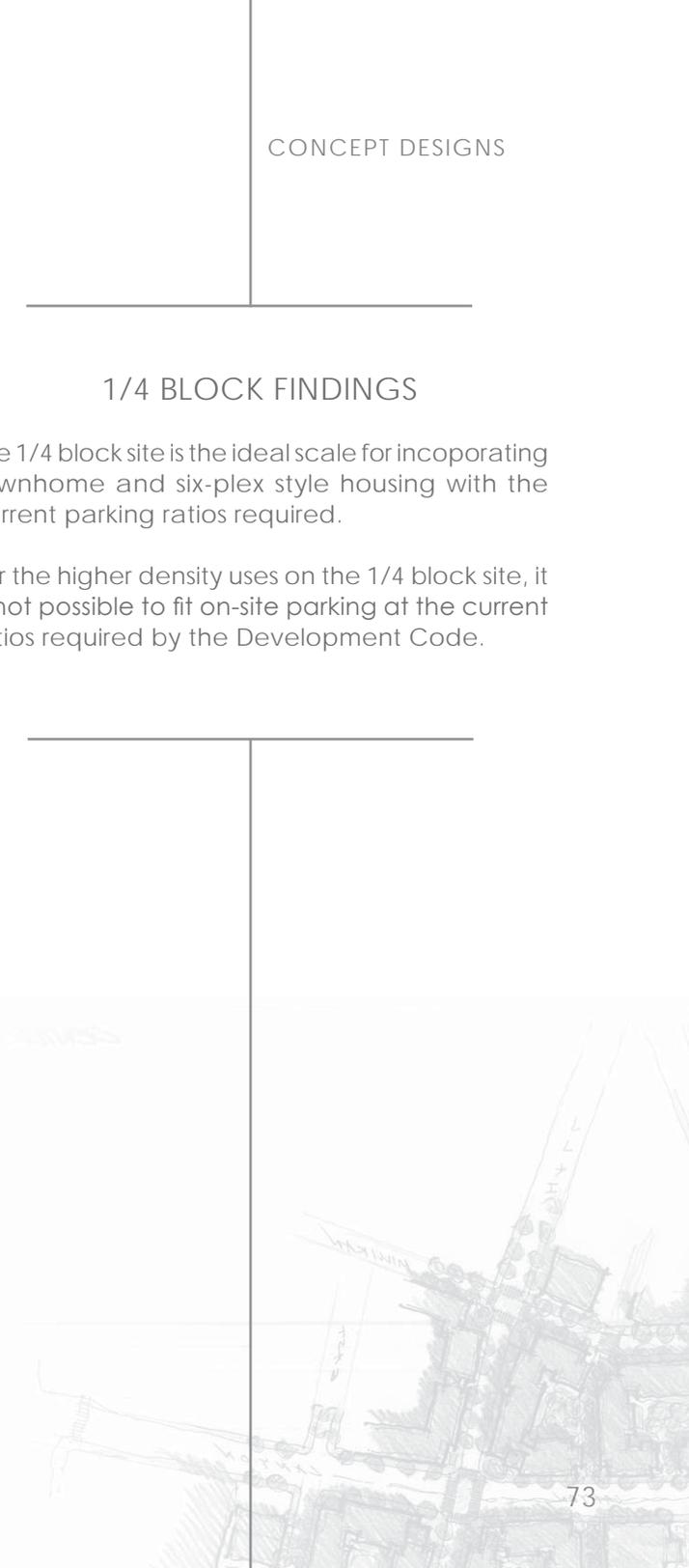


Development Type: Six-plex, 3 Story
 Units: 6
 Parking On-Site: 6
 Parking Ratio: **1/DU***
 Unit Type(s): 1BR w/den - 2BR
 SF/Unit: 1000 SF-1,200 SF
 Total SF: 7,300 SF
 *Exceeds parking ratio requirement.

Townhomes with ADUs



Development Type: Townhomes/ADUs
 Units: 5 Townhomes/3 ADUs
 Parking On-Site: 10/3
 Parking Ratio: **1.6/DU***
 Unit Type(s): 3BR/2BR
 SF/Unit: 2,200 SF - 1,450 SF
 Total SF: 13,000 SF/4,950 SF
 *Exceeds parking ratio requirement.



1/4 BLOCK FINDINGS

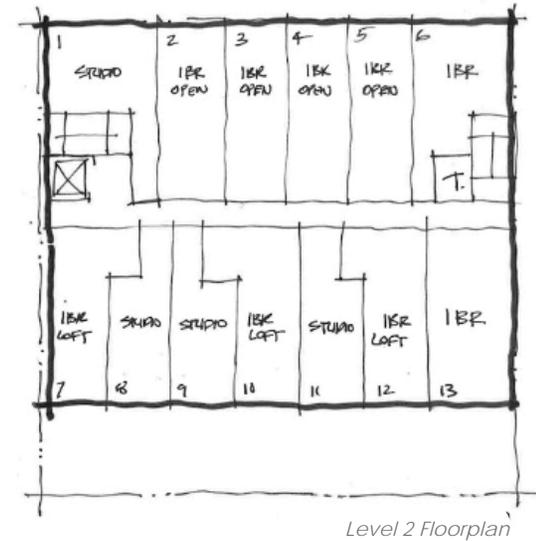
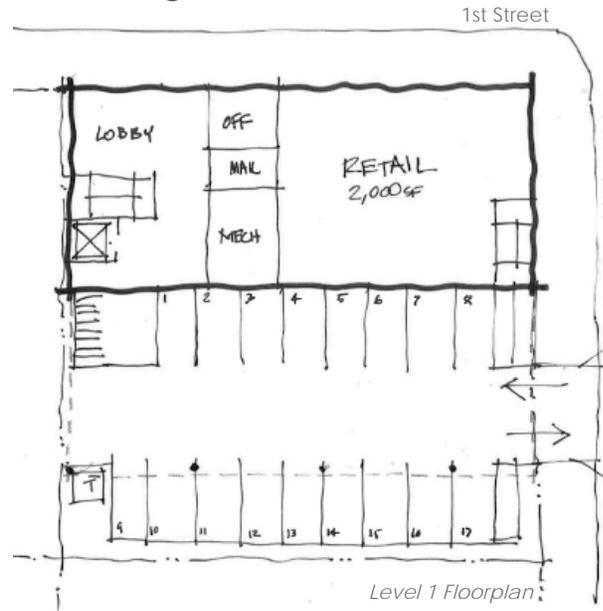
The 1/4 block site is the ideal scale for incorporating townhome and six-plex style housing with the current parking ratios required.

For the higher density uses on the 1/4 block site, it is not possible to fit on-site parking at the current ratios required by the Development Code.

4 Story Apartment with Tuck-Under Parking



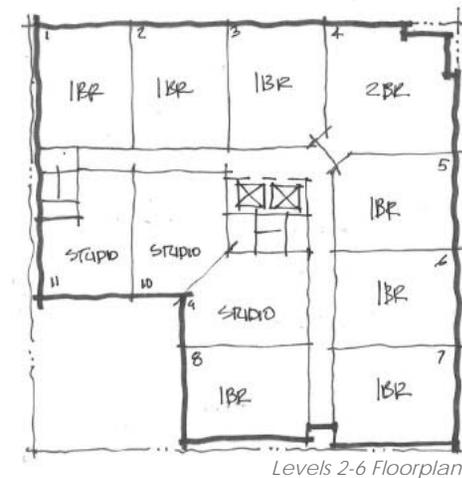
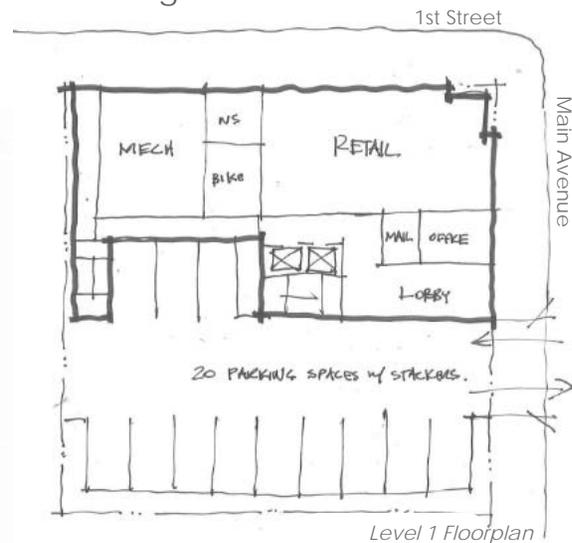
Development Type: Apartments
 Units: 39
 Parking On-Site: 17
 Parking Ratio: **0.43/DU***
 Unit Type(s): Studio - 1BR
 SF/Unit: 430 SF- 630 SF
 Total SF: 27,734 SF
 *Does not meet parking ratio requirement.



6 Story Apartment with Tuck-Under Parking



Development Type: Apartments
 Units: 55
 Parking On-Site: 20*
 Parking Ratio (with stackers): **0.36/DU****
 Unit Type(s): Studio - 2BR
 SF/Unit: 550 SF - 870 SF
 Total SF: 47,600 SF
 *20 spaces with stackers, 12 without
 Parking Ratio (without stackers): **0.21/DU





1/2 BLOCK OPPORTUNITY SITE
 (20,473 SF/0.47 Acres)
 Zoning - RC-OT (Old-Town)
 Min/Max Dwelling Units - 12/40 per acre
 for residential only project
 Min FAR (no max) - 0.35 FAR
 Max Height Limit - 75ft
 Parking Ratio Req. - 0.75/DU
 Parking District - 2

1/2 BLOCK FINDINGS

1/2 block site scale opens up opportunities to incorporate podium or below-grade parking solutions. Even these are challenged to park at the currently required ratios.

1/2 BLOCK SITE: OLD TOWN

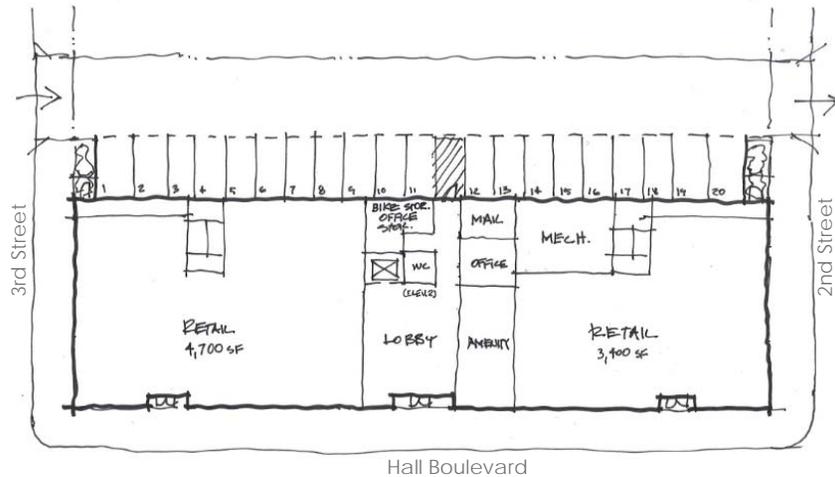
The half-block site selected for this study is located between 2nd Street and 3rd Street along Hall Boulevard in the Old Town District, currently within the Regional Center Old Town zone. The maximum height allowed is 75'. Minimum/maximum dwelling units per acre are regulated for residential only projects, and density for mixed-use developments is regulated only through FAR (Floor Area Ratio), but is difficult to find in Chapter 20 of the Development Standards. The parking required is 0.75 stalls/dwelling unit for residential uses, with no parking requirements for office, retail or restaurant uses.

Hall Boulevard is identified as one of the key streets in The Loop concept, and ground-floor retail and building entries front on that major street. All development scenarios assume a component of ground-floor retail in order to front active uses along the Loop. Parking is accessed mid-block along 3rd Street and/or 2nd Street. Given the size of this site, larger development concepts were tested, but the smaller townhome/sixplex style developments tested for the quarter-block could also apply to this site. An office use was also tested for this site to provide a point of comparison to residential mixed-use.

At the half-block scale, below-grade or podium parking could be provided, but remains costly and difficult to fit at the current ratios required. Below-grade parking is most efficient and provides the greatest number of stalls when the lot extends into the right-of-way, under the sidewalk area (shown in the Mixed-Use Residential 6 Story concept). While tuck-under parking is the least costly for development, it provides significantly fewer stalls than required under the current code requirements, and would likely need to be supplemented by an off-site district or shared parking solution.

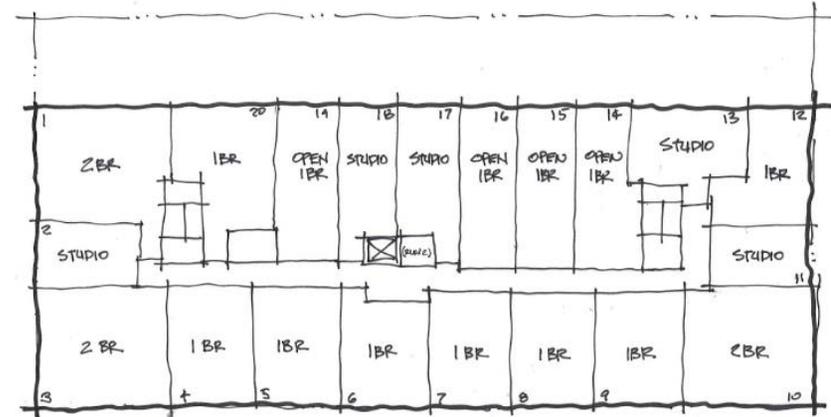
This location was selected as an example site to examine a typical half-block redevelopment scenario. The property owner will ultimately have to decide if they would like to redevelop the property in the future.

Mixed-Use Residential (4 Story) with Tuck-Under Parking



Hall Boulevard

Level 1



Levels 2-4



Development Type: Mixed-Use Residential, 4 Story

Units: 60

Parking On-Site: 20

Parking Ratio: **0.33/DU***

Unit Type(s): Studio - 2BR

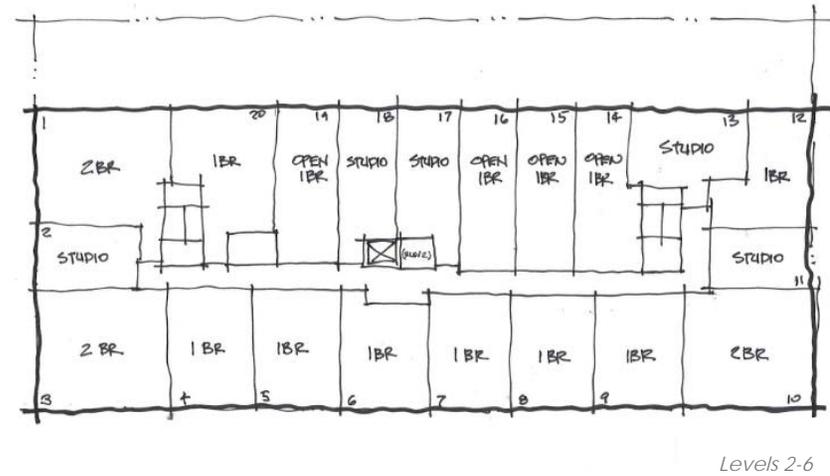
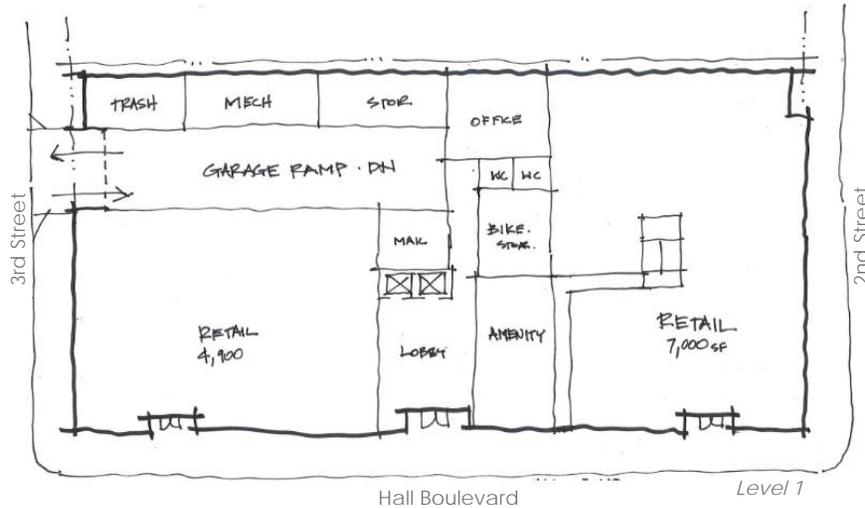
SF/Unit: 540 SF- 980 SF

Retail SF: 8,100 SF

Total SF: 58,200 SF

*Does not meet parking ratio requirement.

Mixed-Use Residential (6 Story) with Below-Grade Parking



Development Type: Mixed-Use Residential, 6 Story

Units: 100

Parking On-Site: 70*

Parking Ratio: 0.7/DU**

Unit Type(s): Studio - 2BR

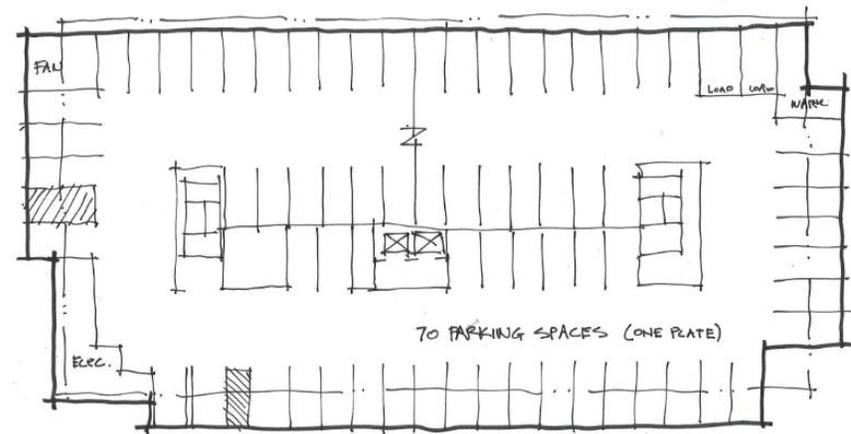
SF/Unit: 540 SF- 980 SF

Retail SF: 11,900 SF

Total SF: 115,800 SF

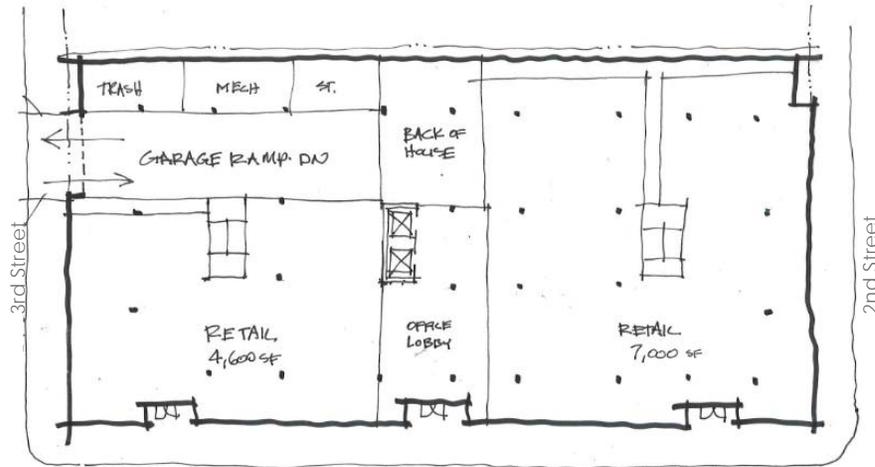
*Parking encroaches under the Right of Way in order to maximize parking efficiency and stall count. This is not consistent with current city standards, but has been implemented in other urban areas in the region

**Does not meet parking ratio requirement.



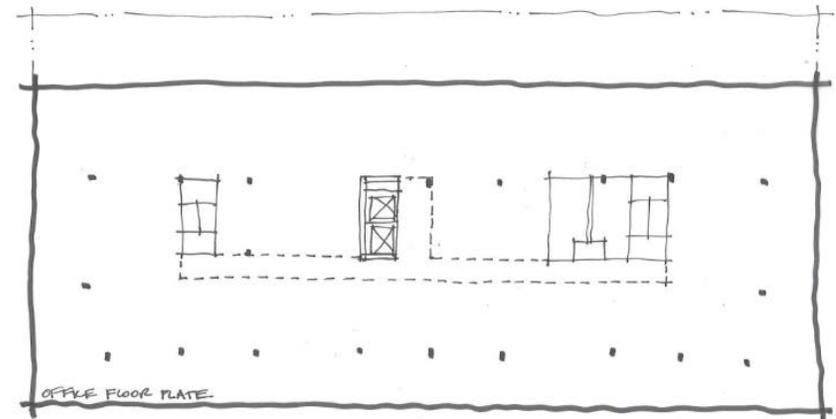
Below Grade Parking

Mixed-Use Office (6 Story) with Below-Grade Parking



Hall Boulevard

Level 1



Levels 2-6



Development Type: Mixed-Use Office, 6 Story

Units: N/A

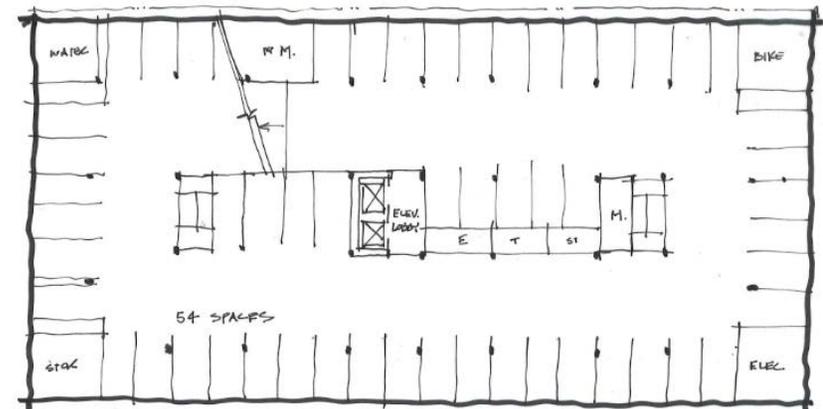
Parking On-Site: 54

Parking Ratio: 1/1,300 Office SF*

Retail SF: 11,600 SF

Total SF: 121,200 SF

*Parking is not required for office, retail, or restaurant uses. This development therefore exceeds the parking requirement.



Below Grade Parking

LARGE SITE/FULL BLOCK: BEAVERTON CENTRAL

The large site selected for this study is located in Beaverton Central, along Beaverdam Road. The site was selected because of its location within the Regional Center Transit Oriented zone, because of its proximity to the BG Food Cartel, the Round, and light rail, and because the large parcel size provides an interesting comparison to both the quarter and half-block sites.

While the parcel size is larger than those studied in Old Town, this site presents its own unique challenges. Beaverdam Road bisects the parcel at the southern end, leaving a small and irregularly shaped piece along Canyon Road. For the purposes of this study, we have assumed that that segment of the site will be utilized as an open space buffer along Canyon Road, but could also be developed as townhomes or a unique, though costly, commercial structure. Beaverdam Road and Millikan Way have both been identified as Key Connectors, each with their own unique character, and both highly pedestrian and bicycle oriented. The concept design for this study assumes that parking will be accessed from Millikan Way in a podium structure on levels 2-3 in order to maintain active ground floors on both Beaverdam Road and Millikan Way.

The site is able to fit either a podium or below-grade parking solution easily and efficiently; however, meeting the existing parking ratios is still a challenge. Dedicating two stories of the structure, either through podium or below grade, would be able to provide a parking ratio of 0.5 stalls/DU, where the current code requires 0.75 stalls/DU.

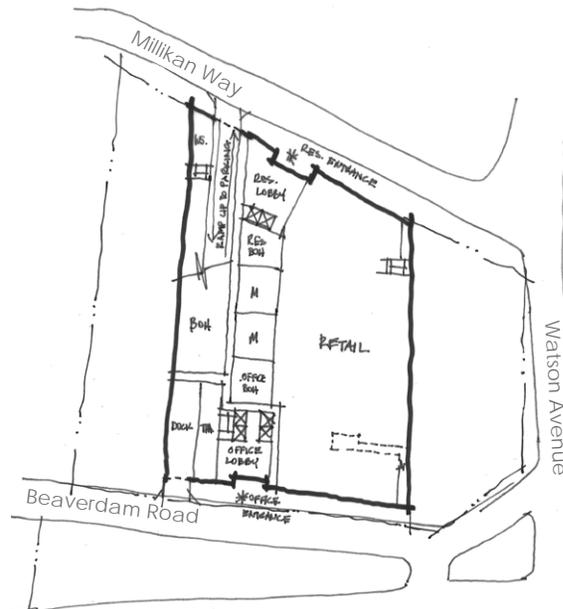


LARGE SITE/FULL BLOCK OPPORTUNITY SITE
 (62,457 SF/1.43 Acres)
 Zoning - RC-TO (Transit Oriented)
 Min/Max Dwelling Units - 20/60 per acre
 for residential only project
 Min FAR (no max) - 0.60 FAR
 Max Height Limit - 120 ft
 Parking Ratio Req. - 0.75/DU
 Parking District - 2

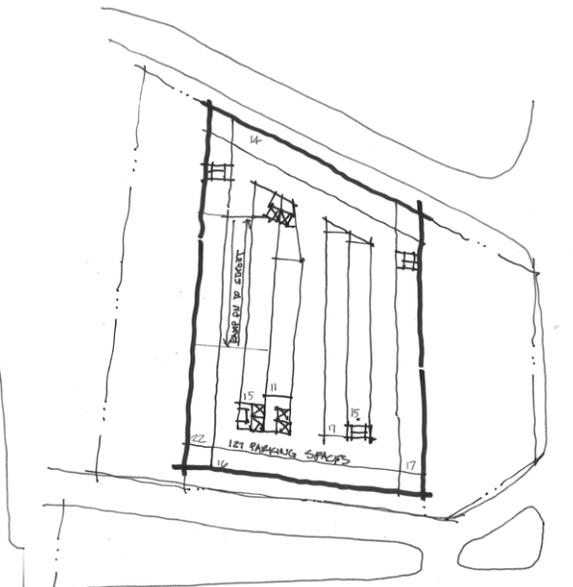
LARGE SITE FINDINGS

The large site area is able to more easily and efficiently accommodate either below-grade or podium parking, but would require 3-4 levels of parking to meet the parking ratios currently required by the Development Code.

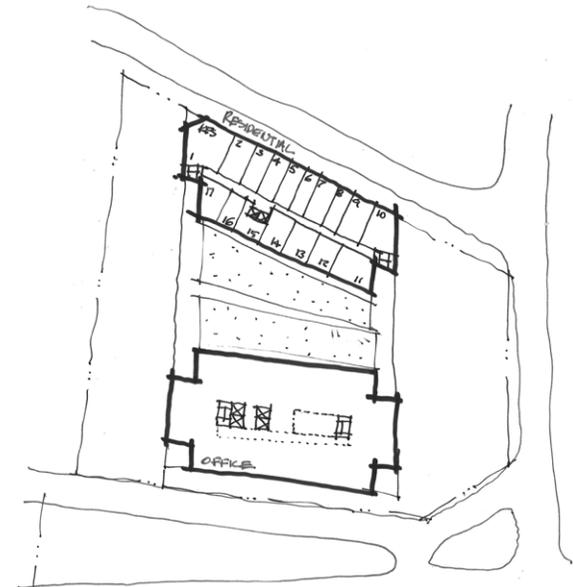
Mixed-Use Residential and Office (6 Story) with Podium Parking



Level 1



Level 2-3



Level 4-8

Development Type: Mixed-Use Residential and Office, 6 Story

Residential Units: 85

Parking On-Site: 211/43

Office Parking Ratio: 3/1,000 Office SF

*Residential Parking Ratio: **.5/DU****

Office SF: 91,000 SF

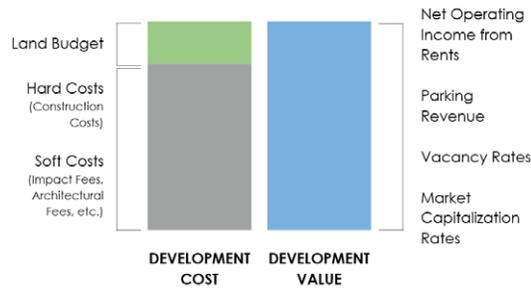
Retail SF: 23,900 SF

Total SF: 304,100 SF

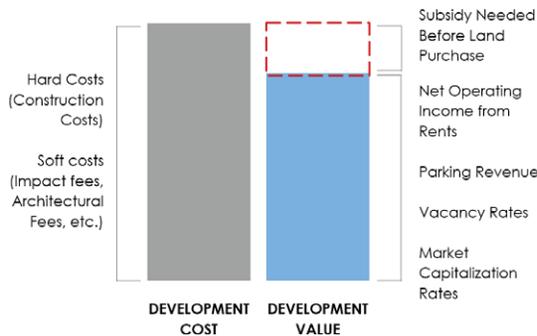
**Does not meet parking ratio requirement.*



ECONOMIC ANALYSIS



(A) Likely Feasible– Developer has money to pay for land



(B) Likely Infeasible– Development requires subsidy, even before land purchase

To compare development feasibility across different prototypes, ECONorthwest used a common method called a residual land value analysis. Residual land value is a measure of what a developer would be able to pay for land, given expected construction and operating costs, and expected rent revenue. In other words, it is the budget that developers have remaining for land after all the other development constraints have been analyzed. It is a useful metric for assessing the impacts of changes to the development code and accompanying development incentives because these policies principally affect land value, especially in the short run.

The diagrams to the left summarize the residual land value method by illustrating two example developments (or prototypes), one which is feasible and the other likely infeasible. In both scenarios, the right-hand column (shown in blue) illustrates the total value that comes from the project (less any operating expenses and vacancy costs). The left-hand column (shown primarily in grey) shows the total costs to build the project, both the hard construction costs and the soft costs such as the design and City fees, as well as the return threshold needed for financing. If the blue column is greater than the grey column, there is budget leftover to buy the land (shown in green). A positive land budget means that a proposed development project is likely to be feasible (contingent on the price for which the land is being offered). If the blue column is smaller than the grey column, then a subsidy is needed to get the project to be feasible (shown in a red outline). A land budget below \$0 means that a proposed development project is not feasible, absent offsetting incentives that can cover the difference (plus any additional subsidy or incentives for the land).

We analyzed each of the development concepts using this residual land value approach. The results for each prototype are illustrated in this same chart format in Appendix 3. These results describe a general analysis of development product types in Downtown Beaverton and do not consider the many potential unique conditions of a site that could be a factor in development feasibility (e.g. increased predevelopment costs, low land basis from longtime land ownership). For these reasons, a residual land value analysis should be thought of as a strong indicator of the relative likelihood of feasibility, rather than an absolute measure of return to the investor or developer.

Though most of the focus of our analysis was on market rate developments, we conducted some sensitivity testing to understand the impact of different tools and incentives (e.g. reduced parking, vertical housing tax abatement program, reimbursement of system development charges) as well as the feasibility of the housing developments if built with affordable housing funding sources instead of market rate. The results of these analyses are presented in the key findings. For a list of all assumptions see Appendix 3.

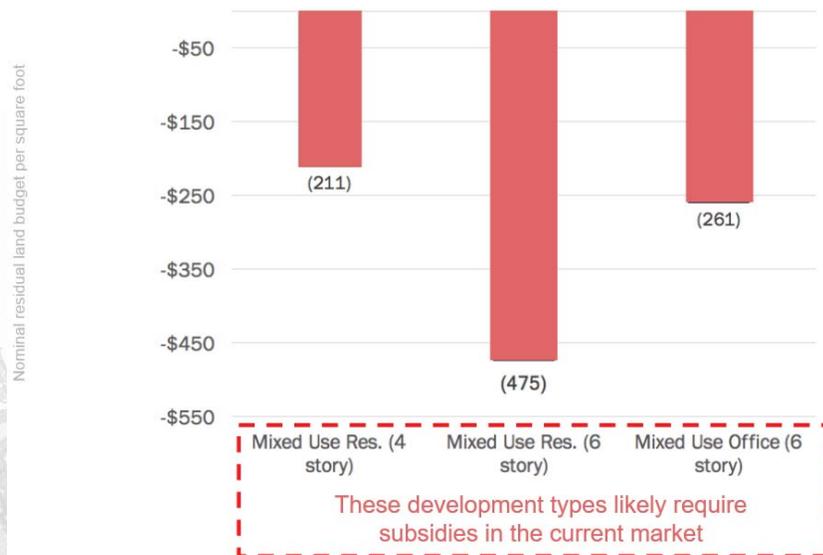
Market Rate Residential in Current Market Conditions



1/4 Block Site Pro Forma Comparison

The charts to the right summarize the pro forma results for the five development types studied for the quarter-block site, comparing market rate residential (top) against affordable residential (bottom). Multifamily rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

Market Rate in Current Market Conditions



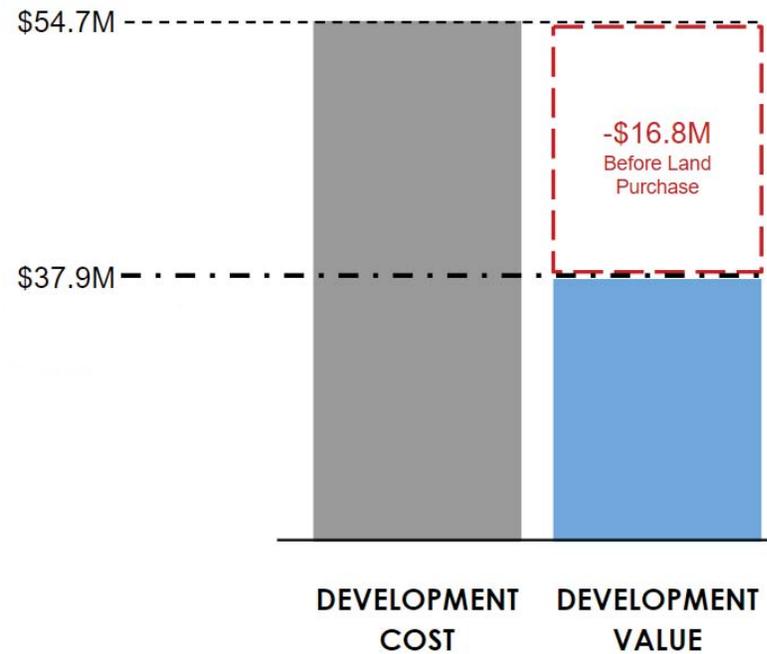
1/2 Block Site Pro Forma Comparison

The charts to the left summarize the pro forma results for the three development types studied for the half-block site, comparing market rate (top) against affordable (bottom) multifamily residential and office rents in Downtown.

Large Site/Full-Block Redevelopment

The chart to the right illustrates the pro forma results for the development concept located in Beaverton Central, along Beaverdam Road. The same market trends visible for the 1/4 and 1/2 block sites in Old Town are shown for the larger site development as well. In market conditions where higher densities are not feasible, adding additional development capacity and building more area only results in a lower development feasibility.

Market Rate Mixed-Use Residential and Office



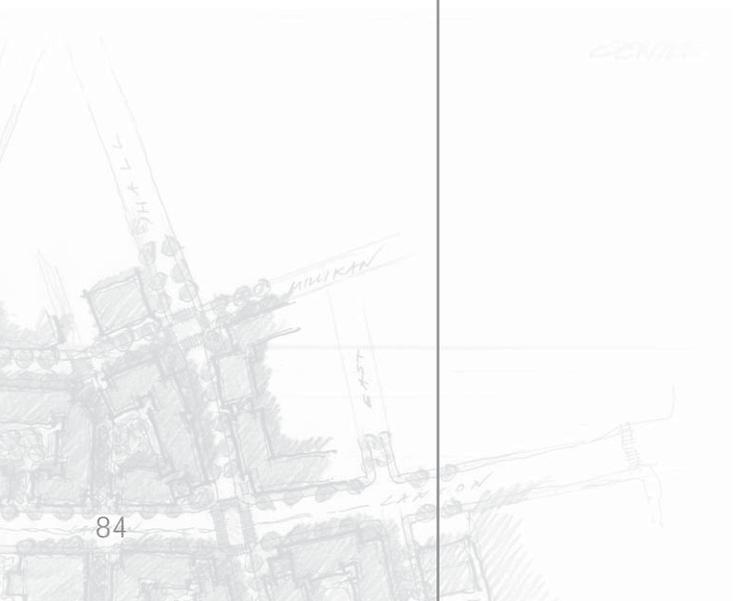
DEVELOPMENT FEASIBILITY

- In the 1/4 block site, Townhomes and Sixplexes were the most feasible development types
- On the 1/2 block site, the Mixed-Use Office development was most feasible due to its ability to conform to city parking requirements. Both Mixed-Use Residential developments were unable to meet city parking ratio requirements.
- In the full block test site, the Mixed-Use Residential and Office struggled to provide an acceptable quantity of parking due to the number of residential units being considered.

Key Findings

Higher-density development is challenging in Downtown Beaverton, but that may change in the future with shifts in market demand. Multifamily and office rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

- **Rents are the highest that multifamily rents have ever been in Downtown Beaverton, but remain lower than other areas of the region.** ECONorthwest gathered achievable rents from developers active in Downtown Beaverton and found that the most recent development, the Rise Old Town, is achieving a blended rate of \$2.00 per square foot across the different unit types. This is lower than the approximate average of \$2.50 in achievable rent for newer, comparable developments in Central Portland. According to the data source, CoStar, rent growth in the region has slowed down, and many property managers (even in the most accessible, expensive areas of Central Portland) are offering rent concessions to attract tenants.
- **New construction financing is becoming challenging due to increasing construction costs, which are too high to justify development of high-density projects without subsidy.** Construction costs have become too high to justify new development, specifically of higher-density product, without a subsidy. Increases in construction costs have outpaced the growth in rents for most of the region outside of Central Portland. This has caused new development to slow, except in a few unique cases: (1) a developer is vertically integrated, and thus has their own construction team in house, (2) a developer controls land and bought it for a low price (likely many years ago), (3) a developer is receiving offsetting incentives.
- **When development at higher densities is not feasible, adding additional development capacity and building more area only results in even lower development feasibility.** This is reflected in the preliminary results from the Beaverdam site analysis, which models a mixed-use building of office and residential with above-ground parking. Given that revenues do not cover the cost to build, especially at tower construction prices, building more only makes the project less feasible.



Downtown Beaverton faces the same challenges for new mixed-use, medium- to high-density development as other cities in Washington County, including Forest Grove, Hillsboro, and Tigard. However, this story is not consistent across all development types nor across time. Lower density developments (rental townhomes and plex apartments) are feasible in Downtown Beaverton, even with current construction costs and rents. There are many longtime landowners in Downtown Beaverton who have a very low basis in their land: they purchased their land many years ago when land values were much lower than they are today. Those landowners may, over time, consider their options for development or redevelopment and are one of the unique circumstances that could allow for denser development to occur at current prices. Further, over time, it is likely that overall land development pressures that accompany growth in the region will continue to result in changes in the rent profile in Beaverton, which could result in increases in development feasibility for prototypes that do not work today.

Higher density development is currently more feasible for affordable projects than market rate projects

In addition to testing market-rate development feasibility, we evaluated the relative feasibility of affordable housing development. For this sensitivity testing, we assumed that a project was able to obtain a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program. More specifically, we assumed that the project applied a 9% LIHTC and received private equity pricing at a rate of \$0.95 to every \$1. The LIHTC is a competitive program and the dollars are in short supply, but it is the most commonly-used development support for most affordable projects in Oregon and relatively few projects are built without credits. The pricing of tax credits is volatile in the current market, given proposed changes to the federal tax code. Despite these caveats on the assumptions, this analysis allowed us to arrive at a general understanding of feasibility to inform policy conversations about development code. For an affordable project that successfully obtained a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program, the value of the subsidy is sufficient to make the project feasible and cover the cost of construction even at affordable rents.

Due to the fact that tax credits are awarded based on the eligible basis of the construction costs (higher construction cost leads to greater subsidy), higher density affordable projects actually end up receiving larger credits. This helps to fill in the feasibility gap, such that the affordable rents are able to cover the cost of construction and that denser affordable prototypes perform better than the less dense types (such as the six-plex).



RECOMMENDATIONS

SUMMARY OF RECOMMENDATIONS

- The City should aim to create flexible zoning that provides certainty to landowners as they consider future development.
- Underground parking drives up development cost significantly; decreasing parking requirements and/or other creative parking solutions, such as shared parking, could improve feasibility.
- Maintaining the City's Vertical Housing program would have a positive impact on development.
- Other incentives, like SDC reimbursements, could be used in certain cases.

The City should aim to create flexible zoning that provides options for landowners as they consider future development.

Even if the desired development type is not feasible under today's market conditions and without subsidy, the City of Beaverton should establish clear standards for Old Town Beaverton that reflect community priorities. A development code that provides both certainty and flexibility will be more attractive for developers. Possible options could include lower parking ratios, height or FAR increases that provide flexibility to the developer while still clearly spelling out the required parameters for development in code. The City could also reevaluate the land use review process to help streamline the process and facilitate development.

Although denser development is less feasible today, as reflected in the pro forma results for both the 1/4 and 1/2 block sites, (which shows the comparison of developer land budget across the five prototypes on the quarter-block site relative to current land pricing), the Land Development Code will carry forward into future markets. Therefore, the Development Code should provide as much flexibility as possible (while maintaining functional urban form) to allow current unique circumstances (such as low land basis and any subsidies) to move forward, and to set up for future successful development if and when market conditions change.

Underground parking drives up development cost significantly; decreasing parking requirements could improve feasibility.

Underground parking spaces cost approximately \$50,000 per space to build, compared with \$30,000 per space for tuck-under parking and \$5,000 per space for surface parking. In Downtown Beaverton, the current market does not support the parking rent prices needed to cover the cost of developing underground parking, which would be necessary for higher density prototypes. Lower density developments like townhomes and plexes can configure parking as a mixture of garages, tuck-under, and surface parking, which is much less expensive to build and is more likely to be feasible.

For illustration, we tested feasibility when parking is removed entirely as a development expense. This has a positive impact on development feasibility, as shown in the example of layered development incentives seen on the right. However, even with a hypothetical lower parking minimum (or no minimum), developers may continue to build a certain number of parking stalls to meet the requirements of their lenders, who may still believe that a project without on-site parking will not be rentable. In practice, other approaches, such as shared parking or transportation demand management would be needed to effectively accommodate the parking associated with new development while still reducing the amount required in any particular building.

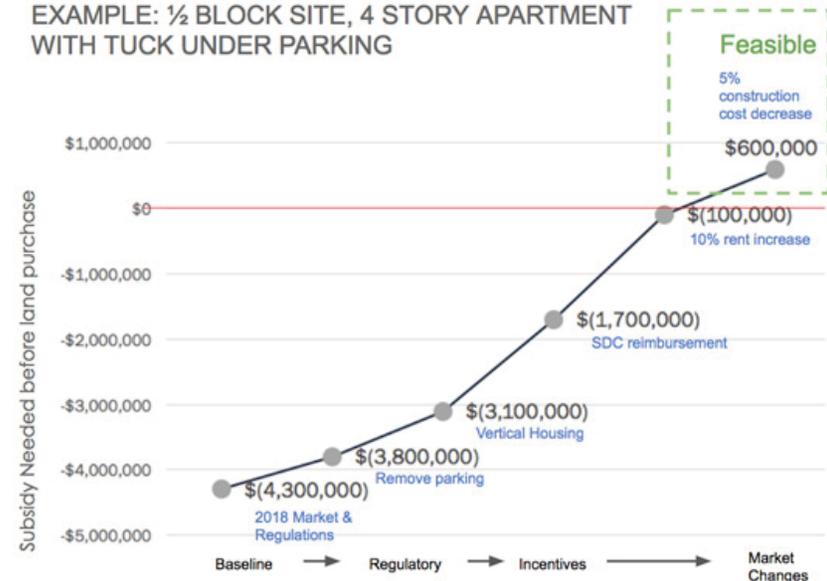
Retain the City’s Vertical Housing Tax Abatement Program

The Old Town area is located within the City’s current Vertical Housing Development Zone, which offers a partial tax abatement for multi-use developments that meet certain requirements. This tool proves to be a useful incentive for developers – it increases the land budget by approximately fifteen to thirty percent depending on the product type. However, the denser project types that are eligible for this program are currently not feasible (do not have a positive land budget), even with the abatement, and would require additional subsidy to pencil.

Other incentives, such as SDC reimbursements, or other subsidies could be used in certain cases.

It is likely that many new developments at higher densities will require higher offsetting incentives into the foreseeable future. Since this area is also located in the City’s urban renewal area, the urban renewal agency can offer individual incentives to developments that meet the urban renewal area’s goals. These incentives could include full or partial SDC reimbursements, which has a positive impact on development feasibility.

**STACKING INCENTIVES
EXAMPLE: ½ BLOCK SITE, 4 STORY APARTMENT
WITH TUCK UNDER PARKING**



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06

NEXT STEPS

SUMMARY OF NEXT STEPS

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IMPLEMENTATION STRATEGIES

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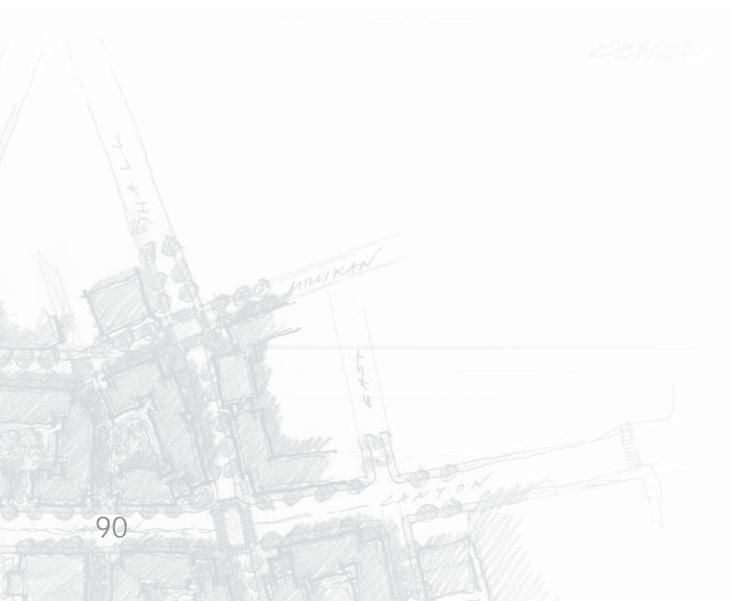
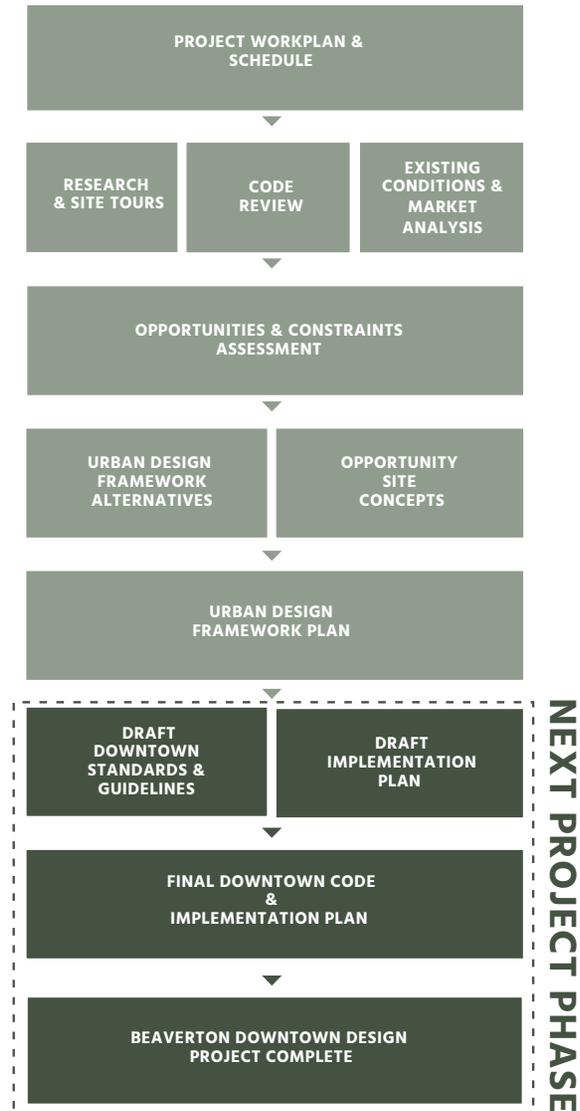
NEXT STEPS

SUMMARY OF NEXT STEPS

This Urban Design Framework articulates the long term vision for Downtown, but implementation of this vision will not happen overnight. Transformation of Downtown will require a combination of public and private investments, and will be subject to market cycles, property availability, and fiscal budgets.

Immediate next steps following this effort include an update to the City's Development Code as well as the development of an Implementation Plan. These efforts will help to continue to move Downtown forward toward a realization of the Urban Design Framework.

Because implementation of the Framework will take place over decades, and will be subject to changing market realities, it is likely to take many different forms. The following pages outline a series of high-level implementation strategies ranging from full site or infrastructure redevelopment, to partial site development or activation and temporary installation projects.



REDEVELOPMENT STRATEGIES

Downtown Beaverton is diverse, comprised of many distinct districts each possessing its own unique redevelopment challenges and opportunities. Furthermore, redevelopment will not happen overnight. It will be a slow transformation, taking place over the course of many decades.

The following redevelopment strategies offer a few different “prototypes” for how redevelopment could occur in a way that supports the Urban Design Framework, while also responding to varying market and real estate conditions. These are applicable throughout Downtown, but the highest priority area for implementation may be along the Loop.

The sketch (right) illustrates how redevelopment strategies, from full block to infill, combined with improvements to public spaces, streets, parks and plazas, can be combined over time to achieve a vibrant core within Downtown.



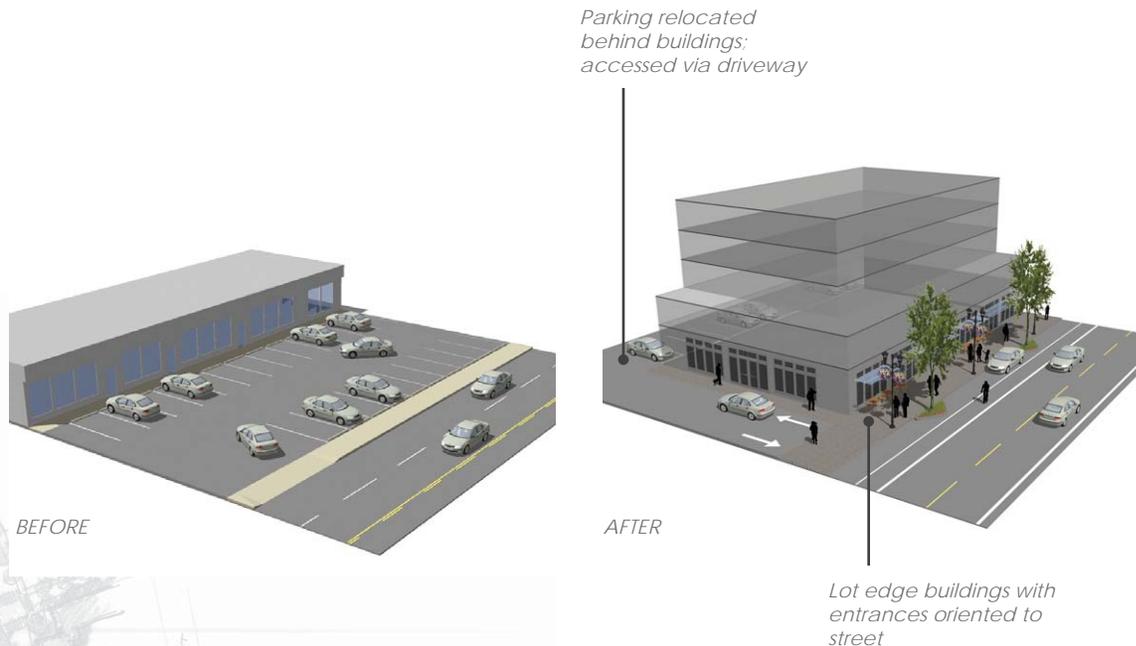
FULL-BLOCK SITE REDEVELOPMENT

This scenario illustrates the redevelopment of a full-block site, including demolishing any existing structures in order to build a new, multi-story building along the sidewalk. This scheme locates parking and vehicular circulation areas to the side and rear of the building, preserving an active street frontage along key streets. Depending on the scale of the project, parking may also be located underground, or in a second-floor podium above street level, as illustrated in the Development Opportunity Sites Studies in Chapter 5.

This type of new mixed-use development will help to transform Downtown Beaverton into a vibrant, pedestrian-oriented area, but this type of large-scale development project may or may not be feasible as property availability and market demand varies over time.



The Rise Old Town and the Barcelona/LaScala projects are precedents for how redevelopment projects can transform an area of Downtown, increasing population while also activating ground-floors with services and retail.

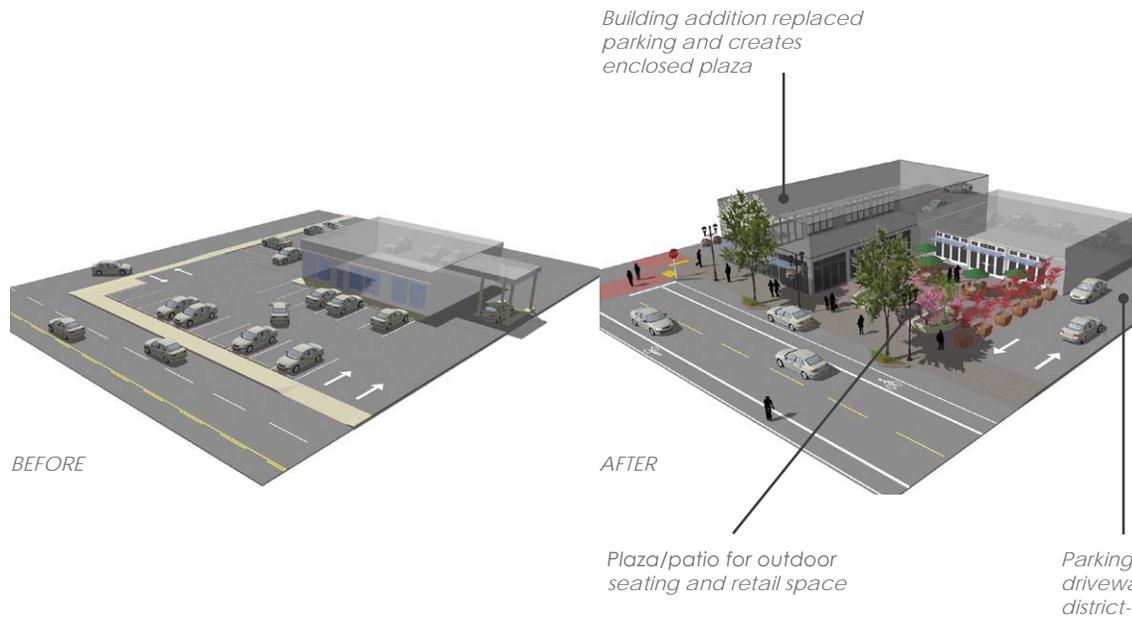


IMPLEMENTATION STRATEGIES

INFILL & ADAPTIVE REUSE

Due to property availability and market conditions and cycles, full-block site redevelopment may not always be feasible. Infill redevelopment and adaptive reuse may provide opportunities to dramatically improve the look and feel of downtown areas on a smaller, site by site and building by building scale. When executed well, infill redevelopment and adaptive reuse offer the opportunity to revitalize and intensify the development while remaining sensitive to the existing character and scale of a neighborhood. These strategies may be particularly relevant in the Historic District of Downtown.

The diagrams below illustrate how existing, auto-oriented sites with buildings that are set back behind parking can provide new building additions that extend into surface parking areas in order to engage the sidewalk and create a public or semi-public plaza area. When combined with building facade improvements, this strategy can dramatically improve the look and function of existing developments.

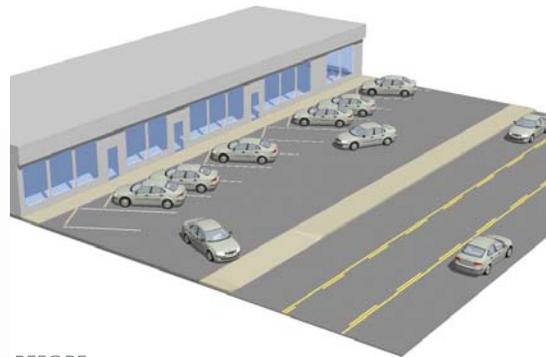


With significant storefront improvements, Portland's Kenton neighborhood was able to transform an abandoned retail space into a new community hub and beacon of activity.

ACTIVATE SURFACE PARKING

Where infill opportunities are not achievable in the short term, existing buildings with surface parking still have an opportunity to contribute to the vitality of Downtown by transforming surface parking areas into outdoor gathering and seating areas. These improvements are relatively low cost, and are becoming increasingly popular as a method for creating lively, attractive building frontages on sites already developed in an auto-oriented manner.

The illustration below shows how developments with surface parking within the front setback can potentially meet parking demand on-street while simultaneously – and with relatively low cost site improvements – creating outdoor dining areas and/or semi-public gathering spaces in areas formerly dedicated to parking.



BEFORE



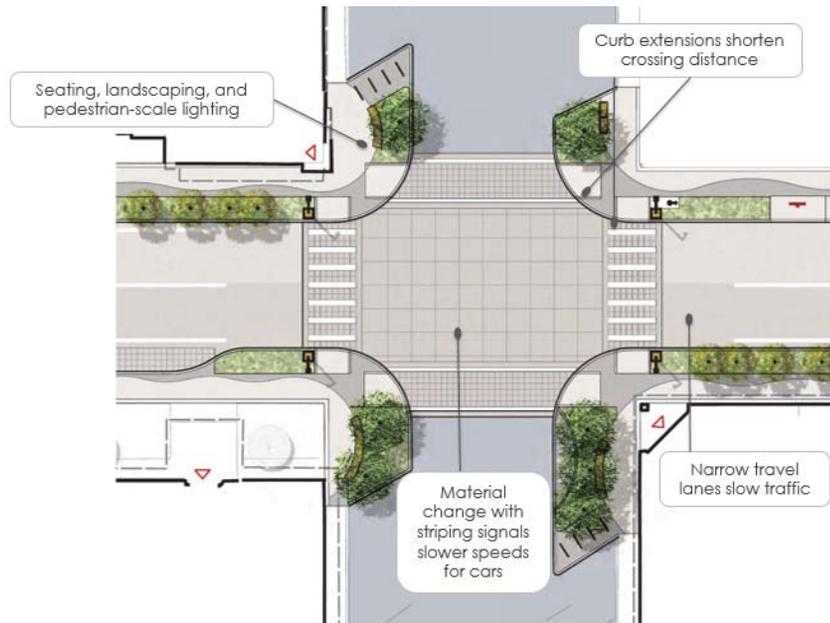
AFTER

*Pedestrian-oriented
plazas replace parking
lots between sidewalks
and building entrances*

*Reduced travel lanes
create space for bike
facilities*

Before (top) and after (below) of APEX Brewery in Portland, OR illustrates how surface parking areas can be transformed into a hub of activity with minimal cost improvements. In the case of APEX Brewery, this creative transformation was enabled by a development code that does not require the business to provide off-street parking.

INTERSECTION ENHANCEMENTS



Providing frequent opportunities for pedestrian crossings, and intersections that are safe, pedestrian-friendly, and designed to promote walkability will go a long way toward making Downtown Beaverton a walkable and vibrant place. Through the use of distinct materials, fixtures, and landscaping, intersections can also become key elements in the identity of a downtown, helping to brand the area and signal you have reached a special place.

As public realm improvements occur, particularly along the Loop, Key Connections, and the Support Street Network identified in this Framework, it is recommended that intersection enhancements incorporate the following:

- Marked Crossings
- Pedestrian-prioritized signal timing or pedestrian activated signals, where appropriate, if no traffic signal exists;
- Curb extensions to shorten pedestrian crossing distances and improve safety;
- Material changes at the intersection with striping to signal slower speeds for approaching cars;
- Seating, landscaping, and pedestrian-scale lighting to make pedestrian waiting areas more pleasant.



The Indianapolis Cultural Trail uses distinct striping and materials to help brand the Trail Loop.



Intersection treatments for State Highway 20 in Sisters, OR, utilize a combination of curb extensions, striping, pedestrian scale lighting, a distinct materials palette, and seating/landscaping areas to create intersections that are safe, pedestrian friendly, and help to brand the Downtown area.

PARKING STRATEGIES

Shared Parking

In mixed-use districts, shared parking facilities can be an effective means of providing adequate parking in minimum space. Different types of developments tend to have different peak parking characteristics, and parking lots that are used by multiple businesses can operate very efficiently. For example, office buildings tend to fill up in the morning and remain relatively full throughout the workday and are nearly empty after 5pm. In contrast, restaurants and lounges often have very little usage in the daytime hours and are at their peak sometime after 5pm. The City should continue to support and bolster shared parking initiatives to more efficiently utilize existing off-street parking areas. Shared parking lots could be publicly or privately owned depending on the circumstances.

District Parking Lots/Structures

Constructing and/or maintaining small, publicly-owned parking lots just outside the Downtown Core Loop area could help to meet district parking demand, while allowing frontages along Hall and Watson to be populated with active uses, creating a “park once and walk” scenario. In areas where space is at a premium and where multiple-story building heights are expected, development densities may encourage the use of structured parking.

Other Tools

The City can also explore other parking management tools. These measures may include, but are not limited to, re-evaluating parking requirements for mixed-use and/or transit-oriented development, additional provision of long-term bicycle parking, car and ride-sharing opportunities, subsidized transit passes, fee-in-lieu of parking, or any appropriate combination of measures.



Providing public parking adjacent to, but just outside of core Downtown and Main Street areas is a strategy that many communities use effectively. Downtown Mountain View offers a series of public parking lots with direct pedestrian connections to their “Main Street” along Castro Street.

INTERIM STRATEGIES

Creating lively public streets does not always necessitate costly public infrastructure investments. Many communities are finding that improvements can be made on a temporary, or even permanent, basis with minimal investment. Interim installations have the opportunity to activate streets with outdoor seating and gathering spaces in a way that is cost sensitive. They can also provide an opportunity to pilot or test new configurations and materials before committing to full infrastructure build out.

The following are a few examples of interim installations that could be considered for Beaverton's Downtown:

Parklets

Parklets, or "street seats," are becoming an increasingly common method for communities to activate their streets with outdoor seating and gathering spaces. Temporary or permanent structures that replace on-street parking spaces, parklets are also an opportunity to infuse a street with a creative and diverse use of materials and landscaping. As a result, parklets have the opportunity to become new focal points of community life on downtown streets.

Temporary Bike Buffers

Temporary bike buffers can reallocate vehicular space or travel lanes to expanded, safer bike facilities, while simultaneously introducing new materials or landscaping into a streetscape. At its most basic, temporary bike buffers can consist of paint and temporary construction bollards, but some communities choose to embrace the use of new materials and landscaping through temporary planters to buffer bicyclists from traffic lanes. This strategy offers a solution for improved bikeways without the cost of heavy infrastructure investments.

Events in the Street

While cars typically dominate our streets from curb to curb, many communities are taking back that space, even on a temporary basis, for programmed events in the street. Temporary street closures can be a tool for hosting community events, promoting growing business areas, and reinforcing community branding and character, such as Last Thursdays in the Alberta Neighborhood of Portland, OR, or reinforce bicycling activities like Bogata's Ciclovía event or Portland's Sunday Parkways. They also provide the community with an opportunity to experience their streets through a different perspective: as spaces for people.

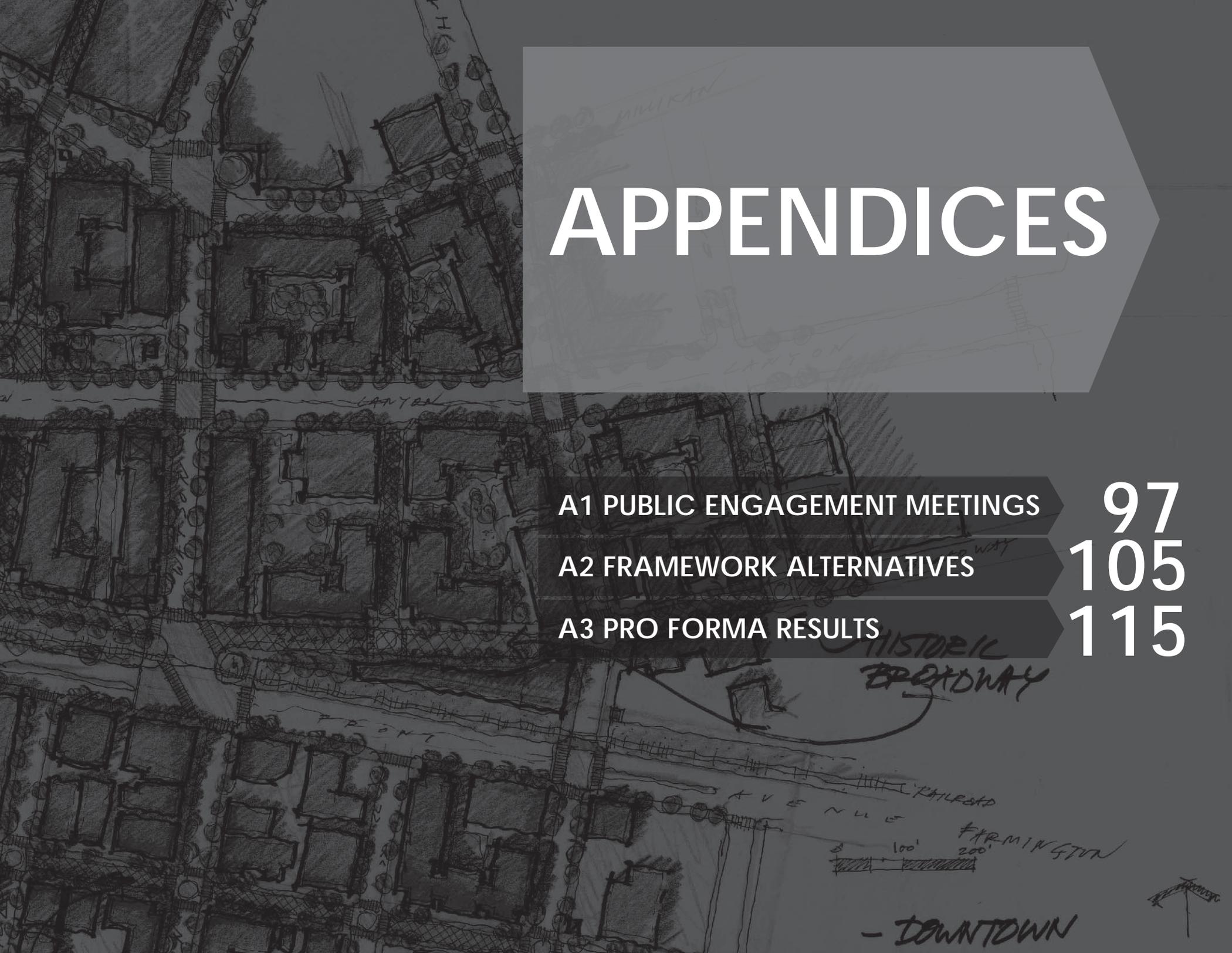


Portland's Street Seats competition challenges local designers and businesses to create temporary parklets around the Downtown area. Many of the street seats created for the one-day competition are repurposed as semi-permanent outdoor seating in other locations in the City.



This example of a temporary bike buffer uses construction bollards, bright mats, and low-cost barricades to create a buffered bike lane in an otherwise on-street parking lane in Portland, OR.

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APPENDICES

A1 PUBLIC ENGAGEMENT MEETINGS

97

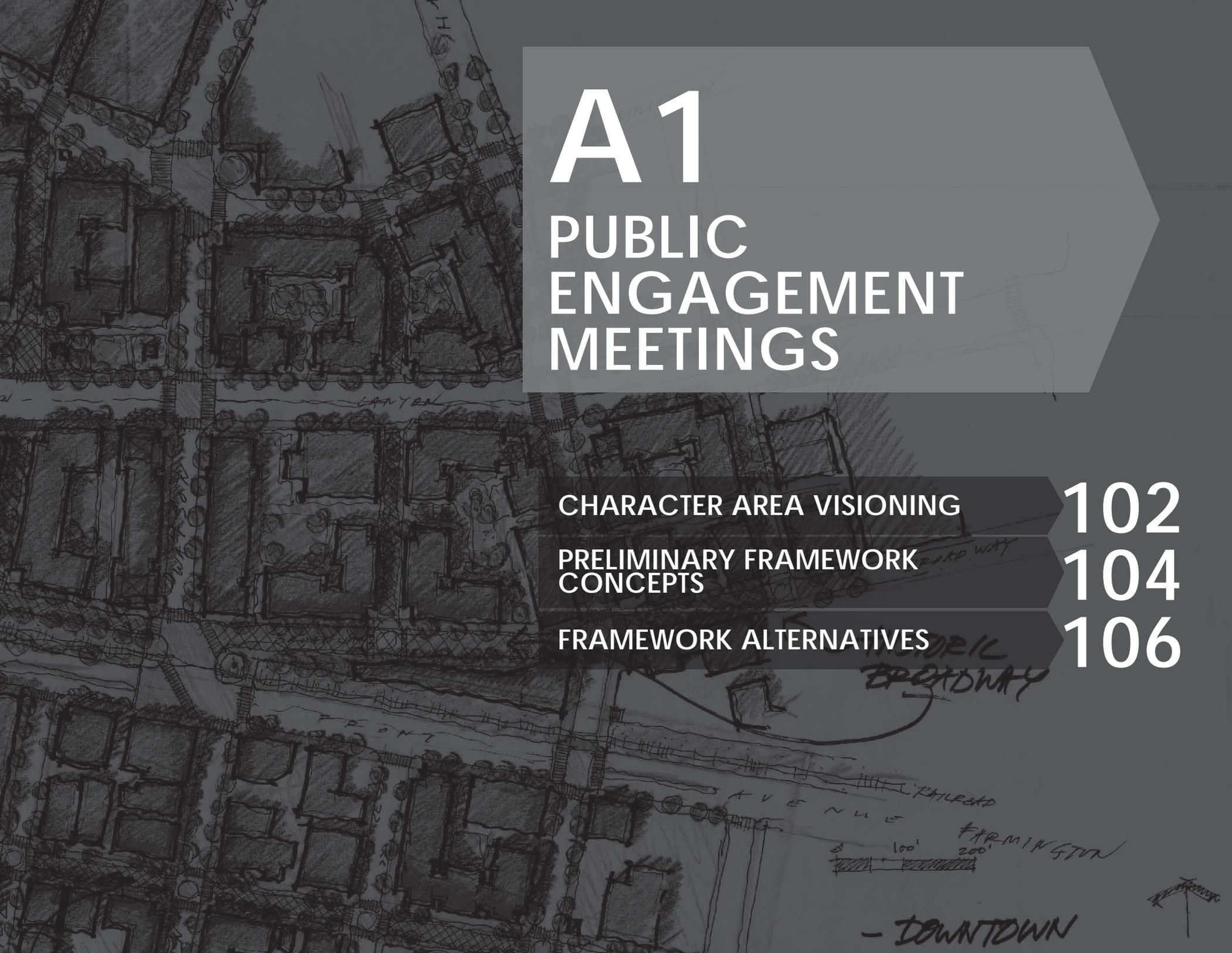
A2 FRAMEWORK ALTERNATIVES

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A3 PRO FORMA RESULTS

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A1

PUBLIC ENGAGEMENT MEETINGS

CHARACTER AREA VISIONING

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PRELIMINARY FRAMEWORK
CONCEPTS

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FRAMEWORK ALTERNATIVES

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- DOWNTOWN

Millikan Opportunity Area

Stakeholders favored this area having much denser, mixed use development with active ground floor uses. Participants also envisioned this area providing more pedestrian and bike infrastructure including plazas, public art, separated cycle tracks, and traffic calming.

East Broadway Opportunity Area

Stakeholders expressed excitement for this area to build on the success of the Broadway Historic District and incorporate more active, mixed use development such as retail, creative office space, and restaurants with outdoor seating. Participants also felt this area could include more street amenities such as plazas, public art, and plantings. In addition, reclaiming parking areas for active uses in this area was consistently supported by community members.

Restaurant Row Opportunity Area

Community members noted a desire to see more pedestrian and bike-oriented infrastructure in this area, including a bike/pedestrian bridge across Canyon Road and Farmington Road, outdoor street seating, street lights, and buffered bike facilities.

Library Opportunity Area

Overall, community members did not address how/if this area should change in the future, instead focusing their attention in areas closer to Farmington Road. However, stakeholders agreed that this area could include more vertical, mixed use development such as live/work developments with active ground floors.

Old Town Opportunity Area

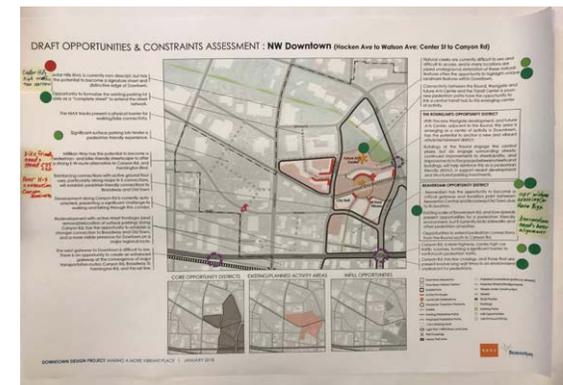
Comments for this opportunity district largely centered around the preservation of the existing residential neighborhood, with specific notes regarding preserving large trees and the historic neighborhood character.

West Broadway Opportunity Area

Stakeholders agreed that this area could develop as a more visible gateway into Downtown and envisioned more housing targeted toward non-car owners to minimize traffic impacts.

West Broadway/Post Office Opportunity Area

Participants envisioned this area having dense, vertical, mixed use development with continuous building frontages on the street and active ground floor uses. All of the images selected by community members suggested wide sidewalks with space for pedestrian-oriented street amenities. Individual images portrayed pedestrian amenities such as easy access to transit, open space and plazas, weather protection, street lights, outdoor seating, and integrated water features. Safe and comfortable bike facilities were also desired in this area by participants.



Boards prepared by the Project Team cataloged area opportunities and constraints. Residents were invited to comment on these findings and also include some of their own.

PRELIMINARY FRAMEWORK CONCEPTS

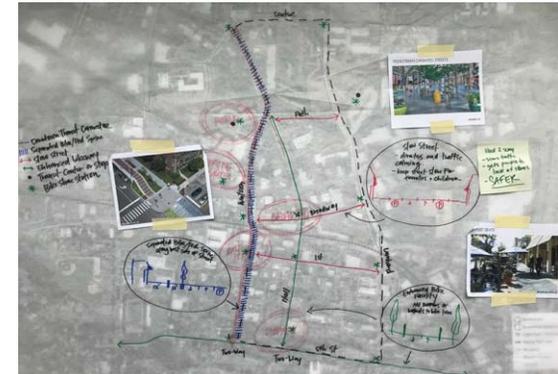
The following is a summary of notes and comments received from the community during an Open House at Beaverton City Library on Saturday, February 24th for the Downtown Design Project.

Participants were presented with draft plan alternative sketches, based on primary topic areas (Character Areas, Circulation/Mobility, Open Space/Natural Areas, and Development Strategies) for Urban Design Framework elements in Downtown Beaverton. Each topic area was set up as an individual station which participants could self-navigate between and offer comments. The following are the key takeaways from each station.



Character Areas

Community members expressed interest in seeing distinct variation in character, density, and sense of place across Downtown. It was repeatedly noted that the character of Old Town (specifically around Broadway and the Historic District) can and should be distinctly different from that in Beaverton Central. In general, the precedent images illustrating a range of development types and densities resonated strongly with the participants.



Circulation/Mobility

On the topic of circulation and mobility in Downtown, community members expressed a general excitement for a circulator path or route that connects parking areas to destinations throughout Downtown. If the circulator were to be vehicular (i.e. bus, trolley, etc), however, participants noted concern related to the frequency of service. Participants also noted a desire to have more and better bike/pedestrian access and infrastructure throughout Downtown.

Overall, there was a preference stated by community members for a future decoupling of Hall Boulevard and Watson Avenue, which are both one-way streets currently. Participants saw de-coupling of these streets as a way to slow traffic, increase pedestrian/bike connectivity, and increase retail activity.



Open Space/Natural Systems

Participants at this station consistently noted support for the integration of more open space into the fabric of Downtown, and relayed the importance of natural elements to the identity of Beaverton (visibly evident today in many areas of Beaverton today, but not in Downtown). A variety of open space types were suggested including; plazas, community gardens, sculpture gardens, dog parks, etc. The idea that open space character would vary from Beaverton Central to Old Town resonated strongly with members of the community. The proposal to integrate creek enhancements (paired with trail enhancements) into the overall open space network was a topic that stood out as a high priority for many participants. There was also a desire expressed repeatedly to integrate landscaping and open space improvements into street and connectivity enhancements.



Development Strategies

Community members favored the pedestrian-oriented environment depicted in the sketch, particularly regarding the open spaces, and recapturing streets as functional public spaces. Some expressed concern for parking locations in future redevelopment schemes. However, it was also noted that vehicular use may change in the future with the growing popularity of car-sharing programs and technologies.



FRAMEWORK ALTERNATIVES



During the Open House, participants were asked to “vote” for their preferred options using green (agree) and red (disagree) sticky dots.

The following is a summary of notes and comments received from Beaverton residents during an Open House at Beaverton City Library on Saturday, April 21st for the Downtown Design Project.

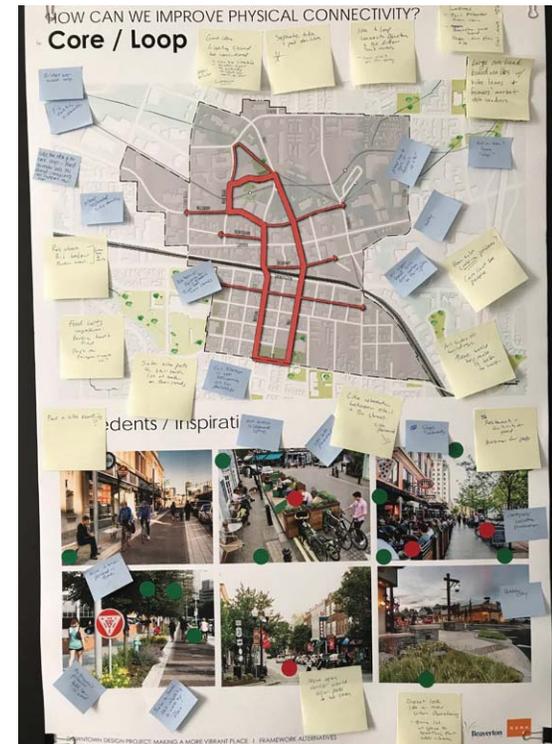
Participants were greeted with boards detailing the Downtown Design Project’s goals, timeline, and other introductory material, including information gathered in previous meetings and the project’s design principles. They were then invited to weigh in on the Project Team’s proposal(s) for: (1) A physical connectivity framework, (2) Three character area options, and (3) Potential urban open space typologies. What follows are the key takeaways and preferences expressed for each of the three topics.

Physical Connectivity

The concept of a targeted, looped, multi-modal system in Downtown garnered consistently positive feedback from community members. A few residents also suggested the City use this concept as a branding opportunity to encourage more activity and investment in Downtown.

A Loop would link the core of Downtown through bike and pedestrian connections and movement. This idea resonated strongly with community members. Residents generally expressed support for the idea of improving and expanding the bike and pedestrian networks Downtown. Additional comments included support for separated bike and pedestrian facilities, questions/concerns about bike safety, particularly at major intersections, and signal timing. There were also suggestions for bike/pedestrian bridges over major transportation ways and a vehicular circulator along the primary loop.

Participants also expressed a desire for design solutions to be fully accessible and reflective of Beaverton’s growing diversity and also for this system to encourage/reinforce active uses and destinations, such as restaurants, retail, commercial, food carts, and residential uses, in Downtown.



The Physical Connectivity board proposed an initial idea for improving area connectivity through the establishment of a central, formalized circulation loop to support more active transit modes, such as walking and biking, or even a dedicated public transit option that served Downtown Beaverton.

Character Areas

When presented with three options for character area configurations of the Downtown area, community members were supportive of higher intensity development being located near transit. Many residents also voiced concern about the negative impacts increased development would have on parking availability. Residents expressed a preference for limiting the number of districts in Downtown, and for providing more unification among districts.

Community members also expressed interest in the accessibility of Downtown, whether that meant housing for all incomes, services for aging citizens, support for different ethnic or economic groups, or access to green space.

- Feedback on specific character areas proposals included:
- Support for a combined The Round/ Transit District (Three Cores & Corridors Option)
- Support for the Historic Core District (Historic Core Connector Option)
- Some support for a Library District separate from Old Town (Collection of Neighborhoods Option)
- Some support for the Residential

Transition zone north of the Round and Transit Center areas (Three Cores & Corridors Option)

Urban Open Space

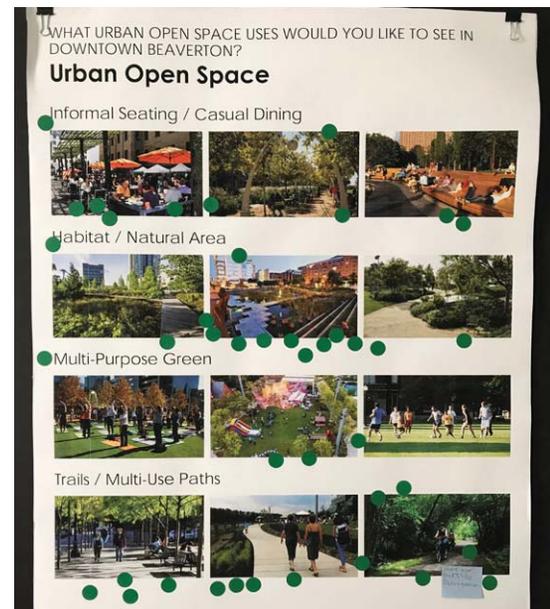
Participants were supportive of increased urban open space throughout Downtown Beaverton. Out of nine park types presented in these displays, residents communicated a higher preference for the following typologies:

- Habitat / Natural Area
- Dog Parks
- Trails / Multi-Use Paths
- Community Events and Festivals
- Children’s Play Area / Splash Pads

The idea of a connected network of several small-to-medium parks resonated strongly with community members. As found through the voting dots and conversation, participants also desired to see a mixed of programs offered by the park spaces including concerts, outdoor eating areas, community gardens, and children’s nature play areas. Community members also noted a preference for weather protected outdoor areas so these spaces can be used year-round.

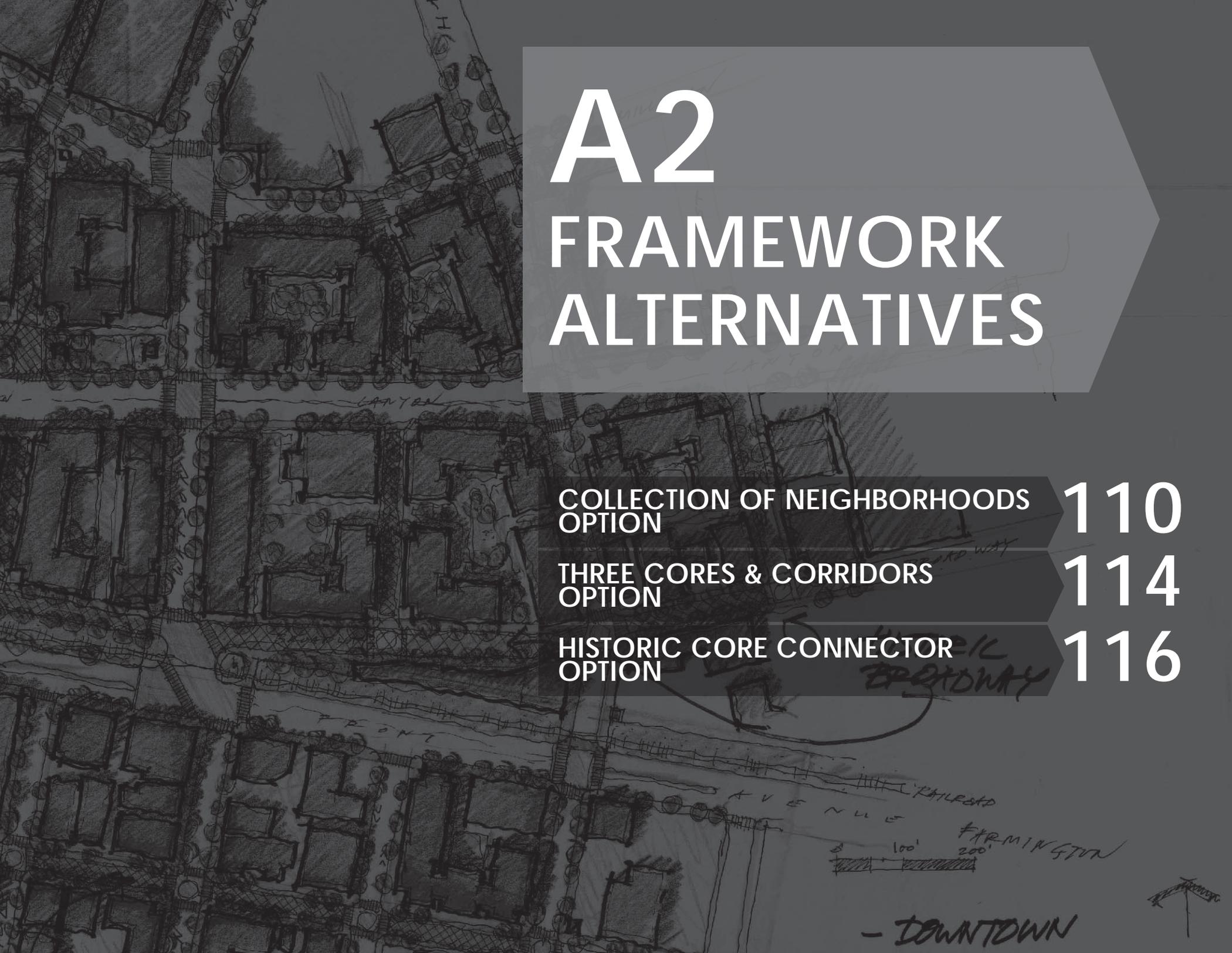


The Character Area boards depicted options for organizational configurations of Downtown areas and used descriptions and sketches to illustrate potential characters that could be associated with each “neighborhood.”



Urban Open Space boards presented attendees with different urban open space typologies and the various designs and elements that could be included in each.

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A2

FRAMEWORK ALTERNATIVES

COLLECTION OF NEIGHBORHOODS
OPTION

110

THREE CORES & CORRIDORS
OPTION

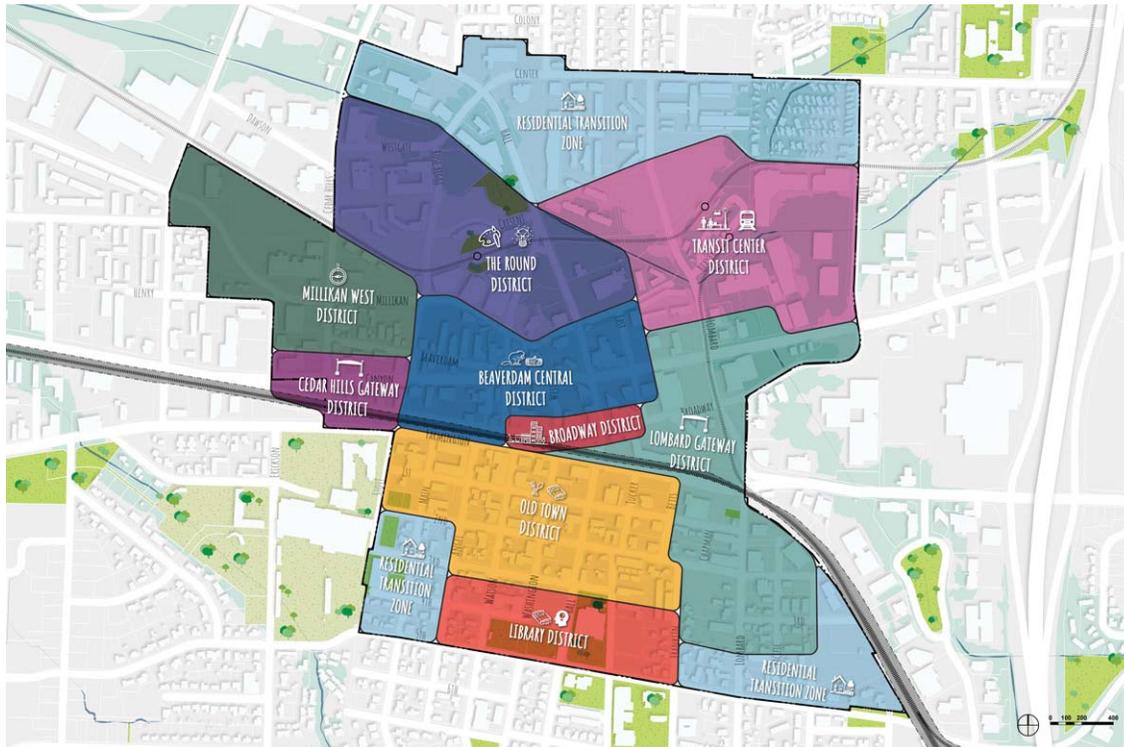
114

HISTORIC CORE CONNECTOR
OPTION

116

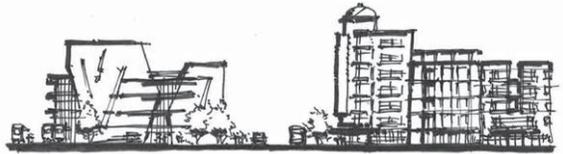
- DOWNTOWN

COLLECTION OF NEIGHBORHOODS



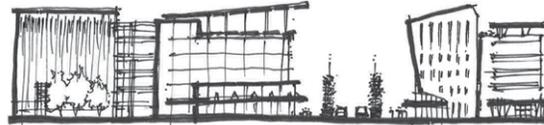
This scheme embraces an experience of many different districts, or neighborhoods, within Downtown, each with their own unique character or experience. Bordered by gateway areas on the west and eastern edges, and transition zones north and south, the highest intensity of both residential and office would be focused in the northern Downtown Core (The Round and Transit Center Districts), as well as the Lombard Gateway District forming a distinct eastern edge to Downtown.

Attributes of each proposed character area are provided on the following pages.



BEAVERDAM CENTRAL DISTRICT

Home to the BG Food Cartel as well as residential, creative office, and hospitality, this area builds on, and supports, the vibrancy of The Round District while also forming a critical connection and medium level development intensity (approximately 4-8 stories) to transition to the lower scale development in Broadway and Old Town.



CEDAR HILLS GATEWAY DISTRICT

This area signals that you have arrived in Downtown for those approaching Beaverton from the west. Arrival to Downtown is signaled through both public art/landscaped features and medium scale development intensity (approximately 4-6 stories) with a strong presence along Canyon Road and Farmington Road.



LOMBARD GATEWAY DISTRICT

Signaling the eastern gateway into Downtown, Lombard Gateway forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, having a higher development intensity (approximately 6-10 stories), and active ground floors fronting on Lombard Avenue.



BROADWAY DISTRICT

The character of the Broadway District is lower in intensity (approximately 2-4 stories) with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries fronting directly on key roadways compliment the historic character of Broadway Street. The area is highly pedestrian in nature, a desirable shopping/dining destination with outdoor seating, and Broadway Street itself functions as a festival street for community events.



LIBRARY DISTRICT

Embracing its role as the living room for the community, this area has a new concentration of residential developments with active ground floors that front on, and frame, the Park, while remaining complimentary in scale to both the Old Town character (approximately 2-4 stories) and the residential neighborhoods to the south.



MILLIKAN WEST DISTRICT

Located on the western periphery of the Downtown area, this district is largely office uses that front on key roadways. New development is of medium level intensity (approximately 4-6 stories).



OLD TOWN DISTRICT

Complimentary to the existing historic buildings, this area is modest in development intensity (approximately 3-5 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND DISTRICT

With civic and cultural anchors like City Hall and the Patricia Reser Center for the Arts, as well as its light rail stop, this district is a key destination within Downtown. Arrival is signaled by public art at key gateways, and higher intensity residential and creative office uses (approximately 6-10 stories) with active ground floors that maintain energy and activity 18-24 hours a day.



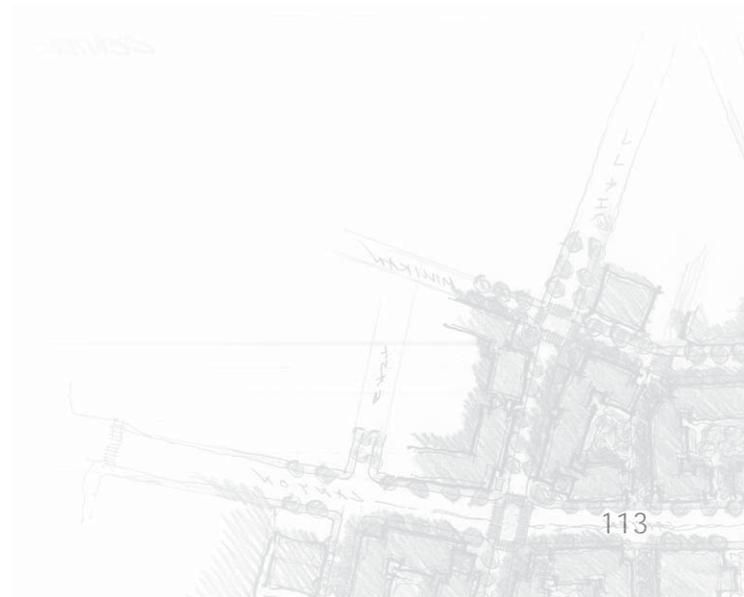
RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the north and south of Downtown, this area would be comprised of lower scale residential and office uses (approximately 1-3 stories) and have more of a quiet neighborhood character.

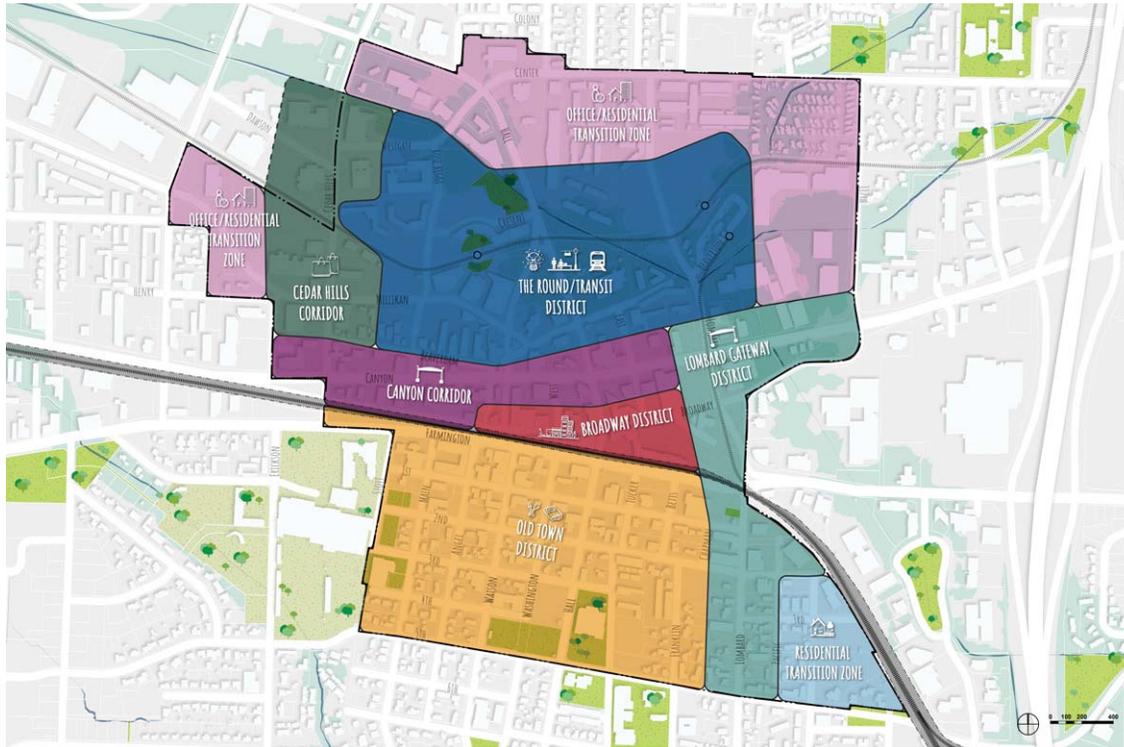


TRANSIT CENTER DISTRICT

Surrounding the Beaverton Transit Center are transit oriented developments at a high development intensity (approximately 6-10 stories), a mix of office and residential with ground floors that activate key roadways and the Transit Center itself.



THREE CORES & CORRIDORS



This scheme creates a series of strong corridor experiences, three distinct core neighborhoods, and transition zones in the north and south areas of Downtown. Development intensity is concentrated into one central north core surrounding transit augmented by a medium scale intensity Old Town District.

Attributes of each proposed character area are provided on this and the following page.



BROADWAY DISTRICT

The character of the Broadway District is lower in intensity (approximately 2-4 stories) with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries fronting directly on key roadways compliment the historic character of Broadway Street. The area is highly pedestrian in nature, a desirable shopping/dining destination with outdoor seating, and Broadway Street itself functions as a festival street for community events.



CANYON CORRIDOR

Canyon Corridor forms a critical arrival into Downtown, as well as a key connection between northern and southern areas of Downtown. Acting as the seam between larger scale development at the Round/Transit Center District and lower scale development at the Broadway District, this district is medium scale development intensity (approximately 4-6 stories) and its uses are comprised primarily of office and hospitality.



CEDAR HILLS CORRIDOR

This area forms a key western gateway and boundary for Downtown. Arrival to Downtown is signaled through a transition to medium scale development intensity (approximately 4-6 stories) with a strong presence of activity and development fronting on Cedar Hills Boulevard.



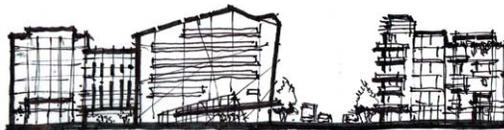
OFFICE/RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the north, this area would be comprised of medium scale residential and office uses (approximately 4-6 stories).



RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.



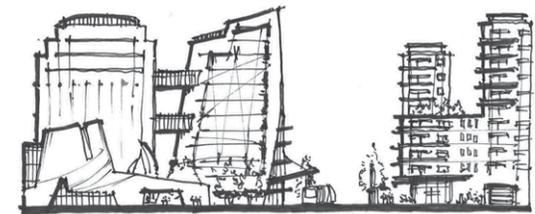
LOMBARD CORRIDOR

Signaling the eastern and southern gateway into Downtown, Lombard Avenue forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, at a medium scale development intensity (approximately 4-6 stories), with active ground floors fronting on Lombard Avenue.



OLD TOWN DISTRICT

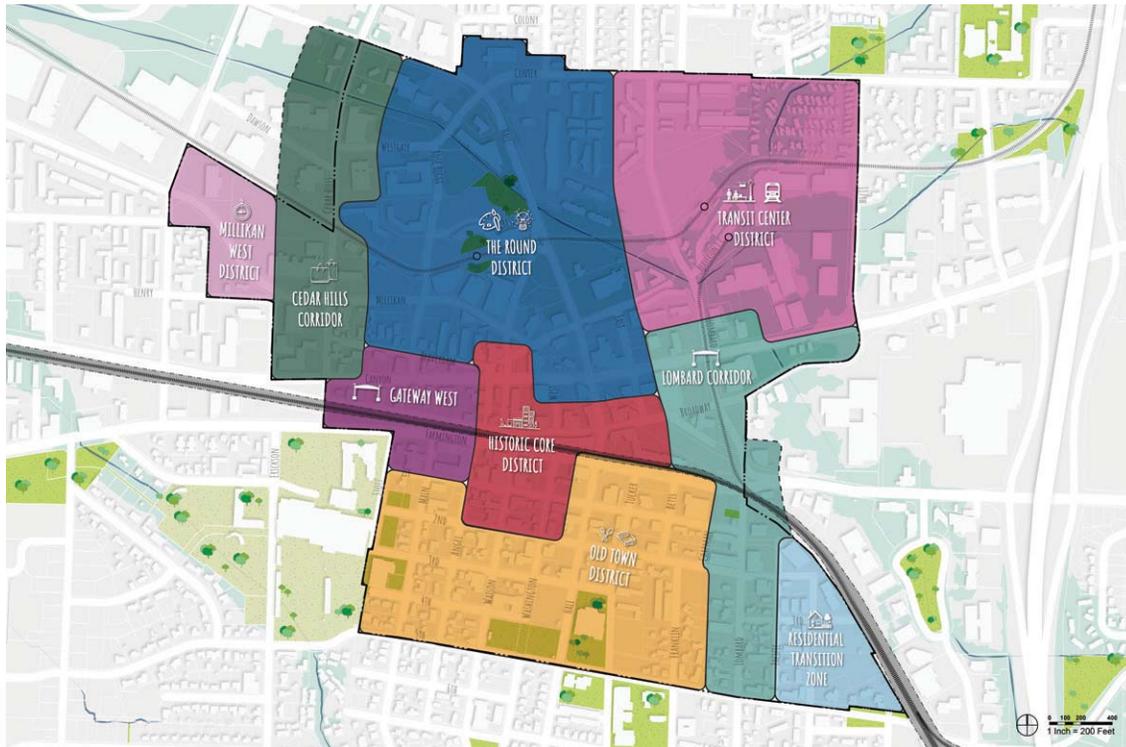
Complimentary to the existing historic buildings, this area is modest in development intensity (approximately 3-5 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND/TRANSIT DISTRICT

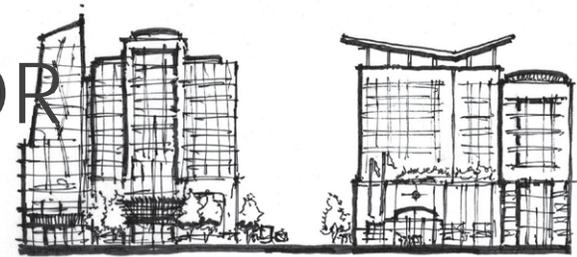
With civic and cultural anchors like City Hall and the Beaverton Center for the Arts, as well as its light rail stop and Transit Center, this district is a key destination within Downtown. Arrival is signaled by higher intensity residential and creative office uses (approximately 6-12 stories) with active ground floors that maintain energy and activity 18-24 hours a day.

HISTORIC CORE CONNECTOR



This scheme bridges significant barriers through neighborhoods of varying and distinct character. It brings Broadway and Historic Old Town into a single, central neighborhood. Development intensity extends throughout the northern portion of Downtown with medium scale intensity development throughout the southern area of Downtown. Gateways on the western and eastern boundaries signal distinct arrivals into Downtown.

Attributes of each proposed character area are provided on this and the following page.



CEDAR HILLS CORRIDOR

This area forms a key western gateway and boundary for Downtown. Arrival to Downtown is signaled through a transition to large scale development intensity (approximately 6-10 stories) with a strong presence of activity and development fronting on Cedar Hills Boulevard.



GATEWAY WEST DISTRICT

Announcing the arrival to Downtown from the west, this area is comprised of largely office uses of medium scale intensity (approximately 4-6 stories).



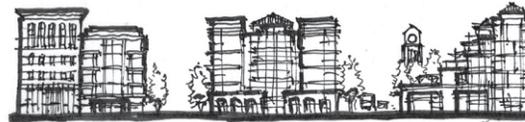
MILLIKAN WEST DISTRICT

An area of high development intensity (approximately 6-10 stories), with largely office-oriented uses, this employment area will benefit from adjacency to Cedar Hills Corridor and proximity to The Round and light rail.



HISTORIC CORE DISTRICT

The character of the Historic Core District is medium scale intensity (approximately 3-5 stories) with a focus on mixed-use residential and office uses with active ground floors. Mid-scale developments with frequent entries fronting directly on key roadways, and designs complementary to the historic character of Broadway Street, the area is highly pedestrian in nature and a desirable shopping/dining destination with outdoor seating. Broadway Street itself functions as a festival street for community events.



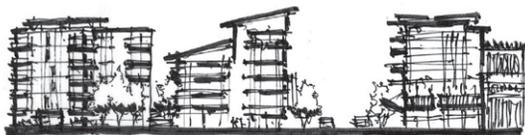
OLD TOWN DISTRICT

Complimentary to the existing historic buildings, this area is medium scale in development intensity (approximately 4-6 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND DISTRICT

Home to the BG Food Cartel as well as residential, creative office, and hospitality, this area builds on, and supports, the vibrancy of The Round District while also forming a critical connection and medium level development intensity (approximately 4-8 stories) to transition to the lower scale development in the Historic Core and Old Town.



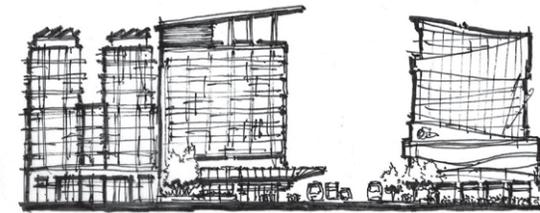
LOMBARD CORRIDOR

Signaling the eastern and southern gateway into Downtown, Lombard Avenue forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, at a medium scale development intensity (approximately 4-6 stories), with active ground floors fronting on Lombard Avenue.



RESIDENTIAL TRANSITION ZONE

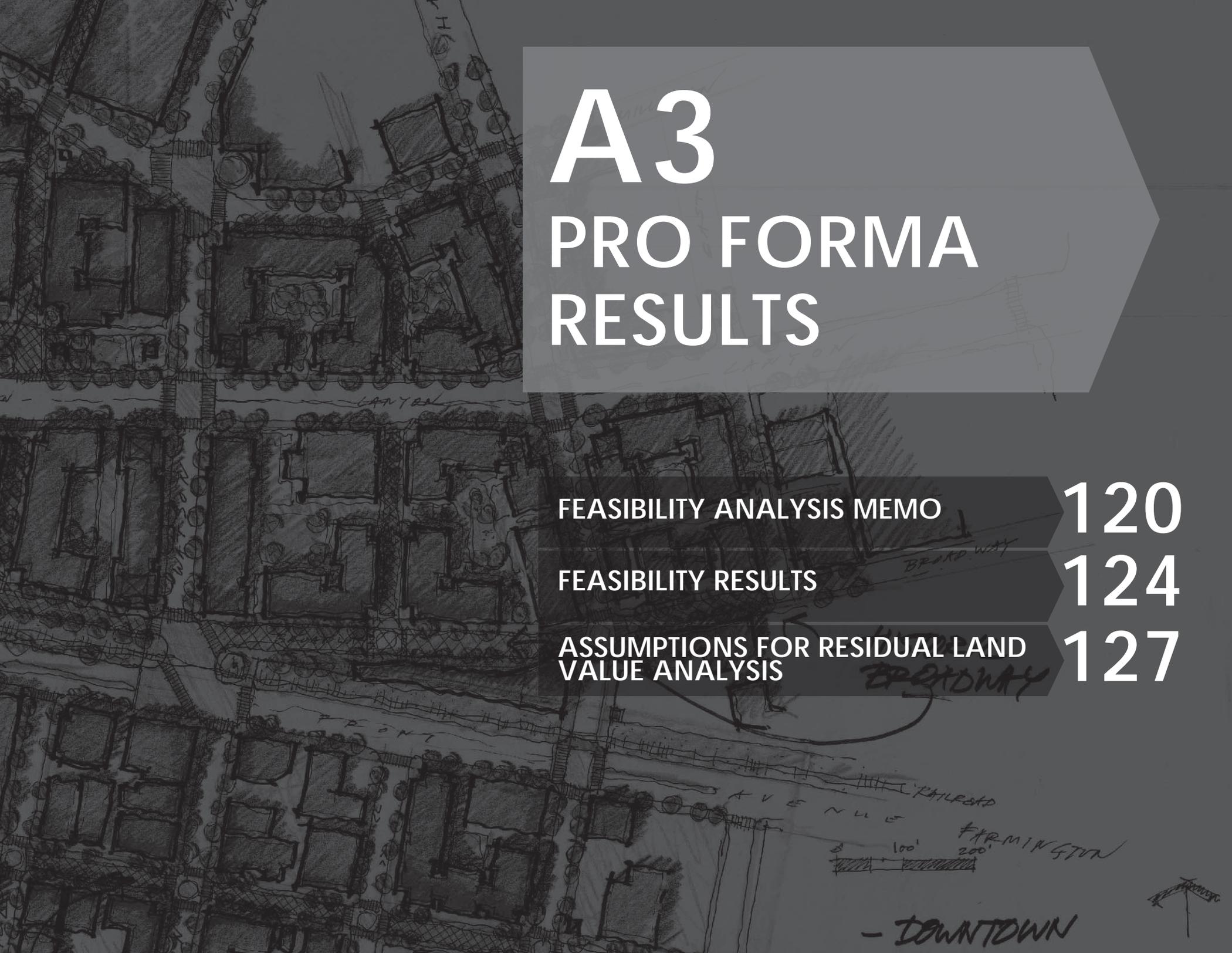
A transition and buffer between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.



TRANSIT CENTER DISTRICT

Surrounding the Beaverton Transit Center are transit-oriented developments at a high development intensity (approximately 6-10 stories), offering a mix of office and residential with ground floors that activate key roadways and the Transit Center itself.

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PRO FORMA RESULTS

FEASIBILITY ANALYSIS MEMO

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FEASIBILITY RESULTS

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ASSUMPTIONS FOR RESIDUAL LAND
VALUE ANALYSIS

127

- DOWNTOWN



DATE: August 31, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Picha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS - FINAL

To inform potential development code revisions and new incentives in the Old Town area of Beaverton, ECONorthwest (as a subconsultant to SERA Architects) developed a series of financial models to analyze the feasibility of prototypical developments. The team focused on two site sizes in downtown Beaverton, with a total of eight development prototypes (shown in Exhibit 1).

Exhibit 1. Development Concepts Modeled

¼ Block Site	½ Block Site
Townhomes, 5 units, 40' height	4-Story Mixed-Use Residential, 60 units, 55' height
Six-Plex, 6 units, 40' height	6-Story Mixed-Use Residential, 100 units, 75' height
Townhomes with ADUs, 8 units, 40' height	6-Story Mixed-Use Office, 74K SF, 75' height
4-Story Mixed Use Residential, 39 units, 55' height	
6-Story Mixed Use Residential, 55 Units, 75' height	

Source: SERA Architects

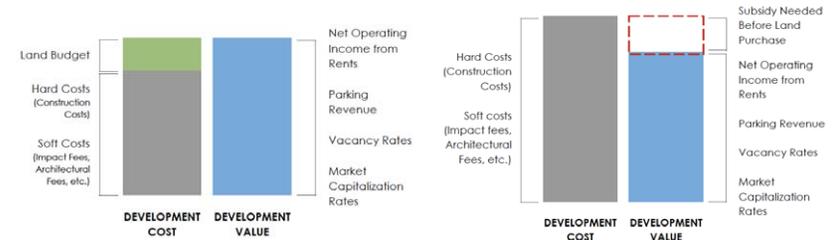
Methods

To compare development feasibility across different prototypes, ECONorthwest used a common method called a *residual land value analysis*. Residual land value is a measure of what a developer would be able to pay for land, given expected construction and operating costs, and expected rent revenue. In other words, it is the budget that developers have remaining for land after all the other development constraints have been analyzed. It is a useful metric for assessing the impacts of changes to the development code and accompanying development incentives because these policies principally affect land value, especially in the short run.

Exhibit 2 summarizes the residual land value method by illustrating two example developments (or *prototypes*), one which is feasible and the other likely infeasible. In both scenarios, the right-hand column (shown in blue) illustrates the total value that comes from the project (less any operating expenses and vacancy costs). The left-hand column (shown primarily in grey) shows the total costs to build the project, both the hard construction costs and the soft costs such as the design and city fees, as well as the return threshold needed for financing. If the blue column is greater than the grey column, there is budget leftover to buy the land (shown in green). A positive land budget means that a proposed development project is likely to be feasible (contingent on the price for which the land is being offered). If the blue column is smaller than the grey column, then a subsidy is needed to get the project to be feasible (shown in a red outline). A land budget below \$0 means that a proposed development project is not feasible, absent offsetting incentives that can cover the difference (plus any additional subsidy or incentives for the land).

Exhibit 2. Land Budget Method for Pro Forma Modeling

(A) Likely Feasible— Developer has money to pay for land (B) Likely Infeasible— Development requires subsidy, even before land purchase



Source: ECONorthwest and SERA Architects

We analyzed each of the development concepts using this residual land value approach. The results for each prototype are illustrated in this same chart format in Attachment 1: Feasibility Results. These results describe a general analysis of development product types in Downtown Beaverton and do not consider the many potential unique conditions of a site that could be a factor in development feasibility (e.g. increased predevelopment costs, low land basis from longtime land ownership). For these reasons, a residual land value analysis should be thought of as a strong indicator of the relative likelihood of feasibility, rather than an absolute measure of return to the investor or developer.

Though most of the focus of our analysis was on market rate developments, we conducted some sensitivity testing to understand the impact of different tools and incentives (e.g. reduced parking, vertical housing tax abatement program, reimbursement of system development charges) as well as the feasibility of the housing developments if built with affordable housing funding sources instead of market rate. The results of these analyses are presented in the key findings. For a list of all assumptions (for affordable and market rate development) see Attachment 2.

Key Findings

Higher-density development is challenging in downtown Beaverton, but that may change in the future.

Multifamily and office rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

- Rents are the highest that multifamily rents have ever been in downtown Beaverton, but remain lower than other areas of the region. ECONorthwest gathered achievable rents from developers active in downtown Beaverton and found that the most recent



development, the Rise Old Town, is achieving a blended rate of \$2.00 per square foot¹ across the different unit types. This is lower than the approximate average of \$2.50 in achievable rent² for newer, comparable developments in Central Portland. According to the data source, CoStar, rent growth in the region has slowed down, and many property managers (even in the most accessible, expensive areas of Central Portland) are offering rent concessions to attract tenants.

- **New construction financing is becoming challenging due to increasing construction costs, which are too high to justify development of high-density projects without subsidy.** Construction costs have become too high to justify new development, specifically of higher-density product, without a subsidy. Increases in construction costs have outpaced the growth in rents for most of the region outside of Central Portland. This has caused new development to slow, except in a few unique cases: (1) a developer is vertically integrated, and thus has their own construction team in house, (2) a developer controls land and bought it for a low price (likely many years ago), (3) a developer is receiving offsetting incentives.
- **When development at higher densities isn't feasible, adding additional development capacity and building more area only results in even lower development feasibility.** This is reflected in the preliminary results from the Beaverdam site analysis which models a mixed-use building of office and residential with above ground parking. Given that revenues do not cover the cost to build, especially at tower construction prices, building more only makes the project less feasible.

Downtown Beaverton faces the same challenges for new mixed-use, medium- to high density development as other cities in Washington County, including Forest Grove, Hillsboro, and Tigard. However, this story is not consistent across all development types nor across time. Lower density developments (rental townhomes and plex apartments) are feasible in downtown Beaverton, even with current construction costs and rents. There are many longtime landowners in downtown Beaverton who have a very low basis in their land: they purchased their land many years ago when land values were much lower than they are today. Those landowners may, over time, consider their options for development or redevelopment and are one of the unique circumstances that could allow for denser development to occur at current prices. Further, over time, it is likely that overall land development pressures that accompany growth in the region will continue to result in changes in the rent profile in Beaverton, which could result in increases in development feasibility for prototypes that do not work today.

Higher density development is currently more feasible for affordable projects than market rate projects

In addition to testing market-rate development feasibility, we evaluated the relative feasibility of affordable housing development. For this sensitivity testing, we assumed that a project was

¹ Interview with Kali Bader, Rembold Properties

² Data collected from CoStar

able to obtain a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program. More specifically, we assumed that the project applied a 9% LIHTC and received private equity pricing at a rate of \$0.95 to every \$1. The LIHTC is a competitive program and the dollars are in short supply, but it is the most commonly-used development support for most affordable projects in Oregon and relatively few projects are built without credits. The pricing of tax credits is volatile in the current market, given proposed changes to the federal tax code. Despite these caveats on the assumptions, this analysis allowed us to arrive at a general understanding of feasibility to inform policy conversations about development code. For an affordable project that successfully obtained a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program, the value of the subsidy is sufficient to make the project feasible and cover the cost of construction even at affordable rents.

Due to the fact that tax credits are awarded based on the eligible basis of the construction costs (higher construction cost leads to greater subsidy), higher density affordable projects actually end up receiving larger credits. This helps to fill in the feasibility gap, such that the affordable rents are able to cover the cost of construction and that denser affordable prototypes perform better than the less dense types (such as the six-plex).

The City should aim to create flexible zoning that provides certainty to landowners as they consider future development.

Even if the desired development type is not feasible under today's market conditions and without subsidy, the City of Beaverton should establish clear standards for Old Town Beaverton that reflect community priorities. A development code that provides both certainty and flexibility will be more attractive for developers. Possible options could include lower parking ratios, height or FAR increases that provide flexibility to the developer while still clearly spelling out the required parameters for development in code. The City could also reevaluate the land use review process to help streamline the process and facilitate development.

Although denser development is less feasible today, as reflected in Exhibit 3 (which shows the comparison of developer land budget across the five prototypes on the quarter block site relative to current land pricing³), the Development Code will carry forward into future markets. Therefore, the Development Code should provide as much flexibility as possible (while maintaining functional urban form) to allow current unique circumstances (such as low land basis and any subsidies) to move forward, and to set up for future successful development if and when market conditions change.

³ Interview with Kali Bader, Rembold Properties

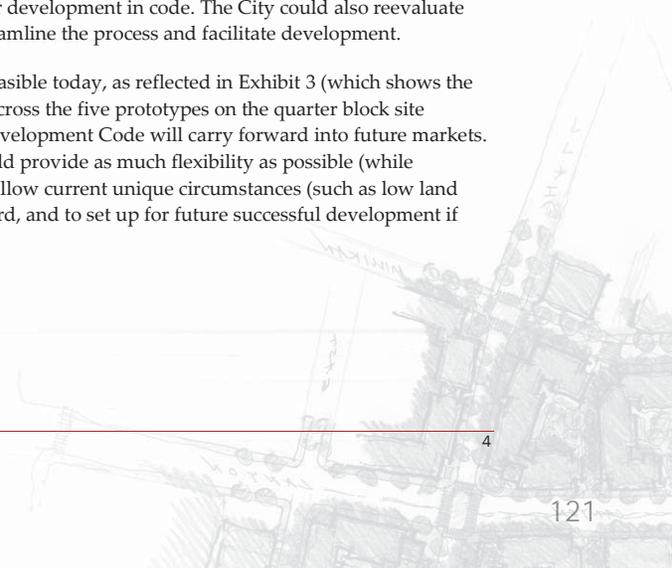


Exhibit 3. Quarter Block Site – Development Feasibility



Source: ECONorthwest

Underground parking drives up development cost significantly; decreasing parking requirements could improve feasibility.

Underground parking spaces cost approximately \$50,000 per space to build, compared with \$30,000 per space for tuck-under parking and \$5,000 per space for surface parking.⁴ In Downtown Beaverton, the current market does not support the parking rent prices needed to cover the cost of developing underground parking, which would be necessary for higher density prototypes. Lower density developments like townhomes and plexes can configure parking as a mixture of garages, tuck-under, and surface parking, which is much less expensive to build and is more likely to be feasible.

For illustration, we tested feasibility when parking is removed entirely as a development expense. This has a positive impact on development feasibility, as shown in the example of layered development incentives in Exhibit 4. However, even with a hypothetical lower parking minimum (or no minimum), developers may continue to build a certain number of parking stalls to meet the requirements of their lenders, who may still believe that a project without on-site parking will not be rentable. In practice, other approaches, such as shared parking or transportation demand management would be needed to effectively accommodate the parking associated with new development while still reducing the amount required in any particular building.

⁴ Recent interviews with developers in the region

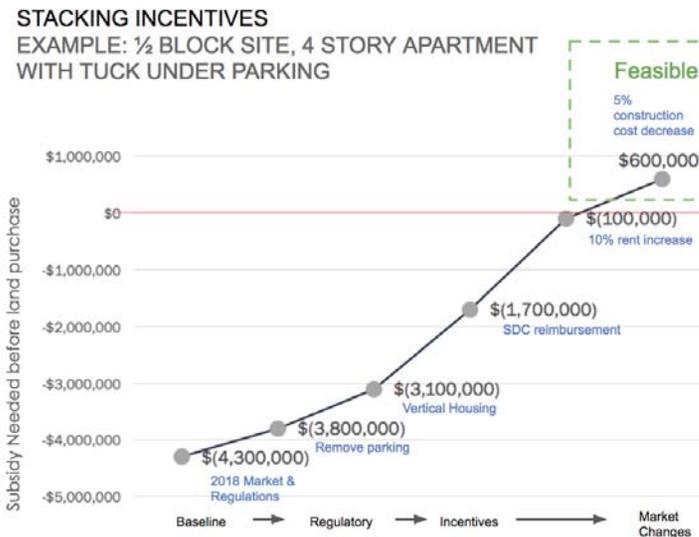
Retain the City's Vertical Housing program, which has a positive impact on development.

The Old Town area is located within the City's current Vertical Housing Development Zone, which offers a partial tax abatement for multi-use developments that meet certain requirements. This tool proves to be a useful incentive for developers – it increases the land budget by approximately fifteen to thirty percent depending on the product type.⁵ However, the denser project types that are eligible for this program are currently not feasible (do not have a positive land budget), even with the abatement, and would require additional subsidy to pencil.

Other incentives, such as SDC reimbursements or other subsidies, could be used in certain cases.

It is likely that many new developments at higher densities will require higher offsetting incentives into the foreseeable future. Since this area is also located in the City's urban renewal area, the urban renewal agency can offer individual incentives to developments that meet the urban renewal area's goals. These incentives could include full or partial SDC reimbursements, which has a positive impact on development feasibility.

Exhibit 4. Quarter Block Site – Development Feasibility



⁵ ECONorthwest research completed for the Beaverton Vertical Housing Development Zone Displacement Analysis

Attachments

Attachment 1: Feasibility Results. This is an excerpt of a slide presentation that ECONorthwest gave to the City of Beaverton team about the development feasibility of each of the development prototypes.

Attachment 2: Development Assumptions. This attachment includes the assumptions that we used in the residual land value analysis.



DATE: May 29, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Picha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS – ATTACHMENT 1 FEASIBILITY RESULTS

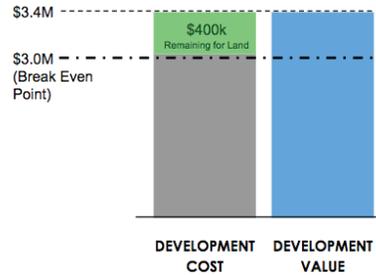
This is an excerpt of a slide presentation that ECONorthwest gave to the City of Beaverton team about the development feasibility of each of the development prototypes.

Development Feasibility Results – Old Town 1/4 Block Site

Exhibit 1. Feasibility of Townhouses
 OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK TOWNHOUSES WITH GARAGES



NO SUBSIDY REQUIRED



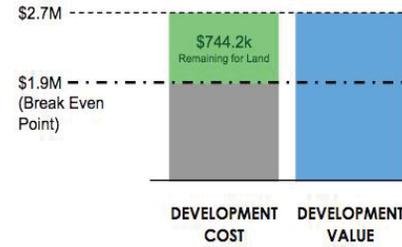
Source: ECONorthwest and SERA Architects

Exhibit 2. Feasibility of Sixplex

OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK SIXPLEX WITH PARKING



NO SUBSIDY REQUIRED



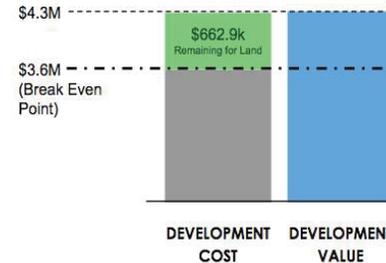
Source: ECONorthwest and SERA Architects

Exhibit 3. Feasibility of Townhomes with ADUs

OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK TOWNHOMES WITH ADUs



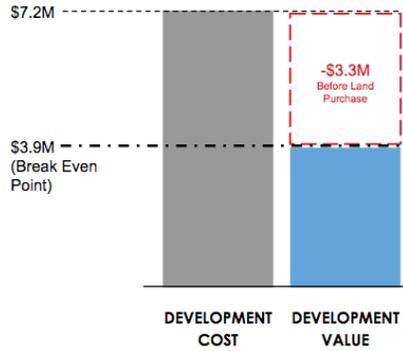
NO SUBSIDY REQUIRED



Source: ECONorthwest and SERA Architects

Exhibit 4. Feasibility of 4-Story Mixed Use Residential

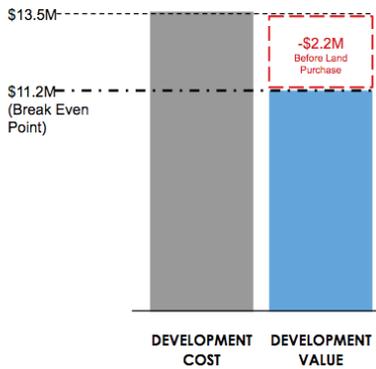
OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
4 STORY APARTMENT WITH TUCK UNDER PARKING



Source: ECONorthwest and SERA Architects

Exhibit 5. Feasibility of 6-Story Mixed Use Residential

OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
6 STORY APARTMENT WITH MINIMAL PARKING



Source: ECONorthwest and SERA Architects

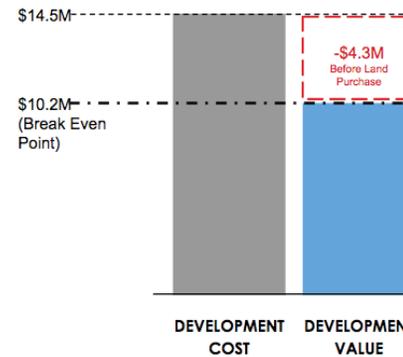
ECONorthwest



Development Feasibility Results – Old Town 1/2 Block Site

Exhibit 6. Feasibility of 4-Story Mixed Use Residential

OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
4 STORY APARTMENT WITH TUCK UNDER PARKING



Source: ECONorthwest and SERA Architects

ECONorthwest

Exhibit 7. Feasibility of 6-Story Mixed Use Residential

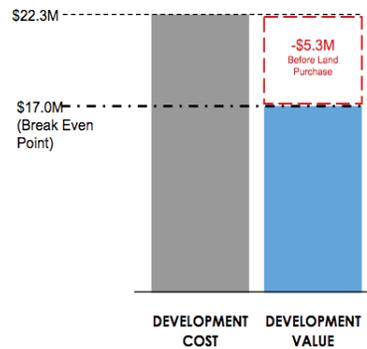
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
6 STORY APARTMENT WITH BELOW GRADE PARKING



Source: ECONorthwest and SERA Architects

Exhibit 8. Feasibility of 6-Story Mixed Use Residential (Alternate scenario without parking)

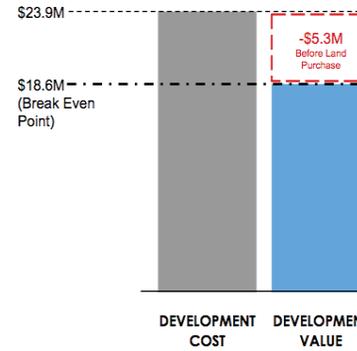
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
ALTERNATE: 6 STORY APARTMENT WITH NO PARKING



Source: ECONorthwest and SERA Architects

Exhibit 9. Feasibility of 6-Story Mixed Use Office

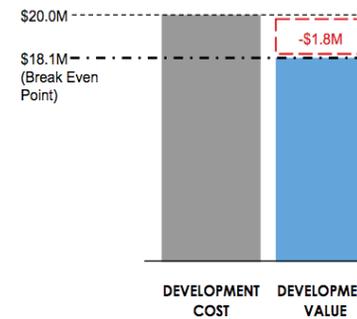
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
6 STORY OFFICE WITH BELOW GRADE PARKING



Source: ECONorthwest and SERA Architects

Exhibit 10. Feasibility of 6-Story Mixed Use Office (Alternate scenario without parking)

OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
ALTERNATE: 6 STORY OFFICE WITH NO PARKING



Source: ECONorthwest and SERA Architects



DATE: May 29, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Picha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS – ATTACHMENT 2 ASSUMPTIONS FOR RESIDUAL LAND VALUE ANALYSIS

This attachment includes the assumptions that we used in the residual land value analysis.

Beaverton Opportunity Sites Development & Financial Assumptions May 2018			
Operating Revenue and Cost			
Variable	Assumption	Unit of Measure	Note/Source
Rent			
Studio Apartment	\$ 2.15	Per square foot, monthly	Developer Interview with
1-br Apartment	\$ 2.05	Per square foot, monthly	Rembold (blended \$2.00 psf rent)
2-br Apartment	\$ 1.95	Per square foot, monthly	
3-br Apartment	\$ 1.90	Per square foot, monthly	Developer Interviews; CoStar
Townhouse	\$ 1.60	Per square foot, monthly	Developer Interviews; CoStar
Ground Floor Retail	\$ 22.00	Per square foot, annualized	Costar built
Office	\$ 24.50	Per square foot, annualized	Costar built
Residential Parking Revenue			
Surface	\$ -	Per stall, monthly	Developer Interviews; CoStar
Podium/Tuck under	\$ 50.00	Per stall, monthly	Developer Interviews; CoStar
Underground	\$ 50.00	Per stall, monthly	Developer Interviews; CoStar
Vacancy Rate			
Market-Rate Apartment	5%	Percent	Industry Standard; CoStar
Affordable Apartment	2%	Percent	Industry Standard; CoStar
Retail	10%	Percent	Industry Standard; CoStar
Office	10%	Percent	Industry Standard; CoStar
Operating Expenses			
Apartment	\$ 5,500.00	Per Unit/Year	Developer Interviews
Retail	25%	Of gross revenue	Developer Interviews
Office	25%	Of gross revenue	Developer Interviews
Property tax - residential	\$ 2,300.00	per Unit/Year	Developer Interviews
Surface Parking	\$ -	per stall / year	Developer Interviews
Podium/Tuck Under Parking	\$ -	per stall / year	Developer Interviews
Underground Parking	\$ 15	per stall / year	Developer Interviews
CAP Rate			
Residential	4.9%	Percent	Industry standard
Retail	6.0%	Percent	Industry standard
Office	5.5%	Percent	Industry standard
Spread on Cap	20.0%	Percent	Industry standard

Construction Costs			
Variable	Assumption	Unit of Measure	
5 over 1 Podium			
Upper Floor Apartment (stick)	\$ 165.00	Per square foot	Developer Interviews
Residential Lobby	\$ 150.00	Per square foot	Developer Interviews
Stick Apartments / Townhomes / ADUs			
Apartment	\$ 135.00	Per square foot	Developer Interviews
Commercial			
Office	\$ 160.00	Per square foot	Developer Interviews
Ground Floor Retail	\$ 130.00	Per square foot	Developer Interviews
Retail TI	\$ 30.00	Per square foot	Developer Interviews
Parking			
Parking (surface)	\$ 5,000.00	Per stall	Developer Interviews
Parking (podium/tuckunder)	\$ 30,000.00	Per stall	Developer Interviews
Parking (underground)	\$ 50,000.00	Per stall	Developer Interviews
Site prep			
Demolition (per existing bldg.)	\$ 10.00	Per square foot	Developer Interviews
Utilities (per site sq ft)	\$ -	Per square foot	
Residential SDCs (per unit)	\$ 23,900	Per unit	City Staff
Soft Costs (excluding property tax)			
	33%	Percent of Hard Costs	Developer Interviews
Developer Fee	4.0%	Percent of Total Dev Cost	Industry Standard
Contingency fee	5.0%	Percent of Hard + Soft Costs	Industry Standard
Apartment/Unit Assumptions			
Variable	Assumption	Unit of Measure	
60% AMI Affordable Rent			
MFI (4 person household)			
Depth of MFI			
Income toward rent			
Unit Size	Max Rent		
Studio/Loft	\$ 813.70	\$ / unit / month	
One Bedroom	\$ 853.75	\$ / unit / month	
Two Bedrooms	\$ 1,016.90	\$ / unit / month	
Three Bedrooms	\$ 1,166.84	\$ / unit / month	
Townhomes (3-beds)	\$ 1,166.84	\$ / unit / month	
LIHTC Pricing			
LIHTC Pricing	0.95		
Eligible basis proportion (hard costs)	1	percent	
Eligible basis proportion (soft costs)	0.8	percent	
9% LIHTC	0.09		
Length of tax credit (years)	10		

